



MINUTES

The November meeting of the Transportation Technical Committee was held on Thursday, November 10, 2022 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

Chair Sexton called the meeting to order at 1:30 p.m.

2. ROLL CALL (including consideration of remote participation)

Cristina Finch, Secretary to the TTC, called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Jonathan McCoy	County of Botetourt
Megan Cronise	County of Roanoke
Dwayne D'Ardenne	City of Roanoke
Josh Pratt (<i>Alt. for Crystal Williams</i>)	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton, <i>Chair</i>	Town of Vinton
William Long	Greater Roanoke Transit Company
Frank Maguire, <i>Vice Chair</i>	Roanoke Valley Greenway Commission
Michael Gray	Virginia Dept. of Transportation - Salem District
Daniel Wagner (<i>via zoom</i>)	Virginia Dept. of Rail and Public Transportation

VOTING MEMBERS ABSENT

Nick Baker	County of Botetourt
Dan Brugh	County of Montgomery
Will Crawford	County of Roanoke
Wayne Leftwich	City of Roanoke
Chuck Van Allman	City of Salem
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Kyle Kotchou	Roanoke-Blacksburg Regional Airport

NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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RVARC Staff Present: Cristina Finch, Bryan Hill, Alison Stinnette, Jonathan Stanton, Andrea Garland, and Virginia Mullen.

Others Present: David Jackson (via zoom), Cambridge Systematics.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

3. **ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS**

The following consent agenda items were distributed earlier:

- A. November 10, 2022 TTC Meeting Agenda
- B. October 13, 2022 TTC Minutes

Ms. Cronise submitted via email the following edits to page 1 of the Minutes under "Voting Members Present":

Megan Cronise (via zoom)	County of Roanoke
Dwayne D'Ardenne (via zoom)	City of Roanoke

Motion: by Frank Maguire to approve consent agenda items (A), as presented & (B), as amended; seconded by Dwayne D'Ardenne.

TTC Action: Motion carried unanimously.

4. **CHAIR REMARKS**

Chair Sexton was sad to announce that Jackie Pace passed away on Tuesday, November 8th. Visitation and funeral services will be held on Friday, November 11th at Oakey's North Chapel (6732 Peters Creek Road, Roanoke VA 24019).

5. **DRAFT ROANOKE VALLEY TRANSPORTATION PLAN UPDATE**

A. Draft Project Prioritization Methodology to Meet Fiscal Constraint

Mr. David Jackson, Cristina Finch and Bryan Hill presented an update on the Draft Roanoke Valley Transportation Plan - 2045 Update. (The PowerPoint presentation is included with the Minutes).

Chair Sexton asked in terms of timing what is the value of doing the benefits analysis on the eighteen projects from the "RVTPO Priority Projects to Pursue" (handout Ms. Finch distributed at the meeting and included with the Minutes) right now (before the initial SMART SCALE Round 5 funding scenario is known). He noted he would like to avoid rework in this process. Ms. Finch replied that the benefits evaluation would help with project prioritization for funding and potentially swapping projects if desired.

Chair Sexton asked what happens when a project makes it into the initial funding scenario, but our regional analysis shows it as a lower priority. Would that mean the project would not get funded? Michael Gray asked what happens if six months from now funding becomes available for a project not on the priority list. Would it be addressed with an amendment process so the project could be added to the list? Mr. Gray explained that sometimes there are projects with very low benefit and very low cost that score better than high benefit high-cost projects in SMART SCALE. How would the process work in this case? Ms. Finch replied that ultimately the RVTPO approves the use of federal funds. Ms. Finch invited TTC members to provide staff with guidance on if it is worth doing the benefits evaluation on the eighteen projects.

Chair Sexton asked about fiscal constraint being incorrect if we get fewer than anticipated projects. Ms. Finch explained fiscal constraint for funded projects is what is awarded.

Chair Sexton asked Mr. Jackson if it is presumed that only projects that would likely have the political support needed to move forward would make it through this process? What kind of analysis is being done on projects that would be a good idea but our local board or our regional board may not support them? Mr. Jackson replied that a lot of times the viability evaluation comes before the benefits assessment. There is the presumption that any of the projects going through the benefit assessment have the support by the region in total or the localities.

Ms. Finch began a discussion to review the projects to pursue that are not currently seeking SMART SCALE Round 5. The following projects were discussed:

- "Virginia Tech Carilion Access Improvements"- A concept verification was done by WRA. Next step is to do an interchange access report. There is a cost range for the project done by WRA consultants. Remove "Access Management" solutions and limit from and limit to - should be Franklin Road.
- "Brambleton Avenue Bicycle and Pedestrian Improvements" '- A preliminary engineering report for this project has not been done yet. Cost estimate is very general.
- "Campbell Avenue Bicycle and Pedestrian Improvements"- There is a preliminary engineering report for this project. It was suggested "ped safety" to be added to the need category. Possible SMART SCALE Round 6 application.
- "Chaparral Drive Pedestrian Improvement" - This project was identified from one citizen's identified need. There is a concept plan which utilized survey materials from the recent upgrade to the high school. Due to the cost, TA is not a realistic funding option, and it was not successful in STBG previously. The County will not be pursuing this project at this moment.
- "Church Avenue Streetscape"- There is no preliminary engineering for this project though converting it from one to two-way and adding bike accommodations is possible. It was suggested to add "bicycle safety" and "signal upgrades at intersections."
- "Cove Road Streetscape"- It was suggested to add "bike safety" to the need category.
- "East Main Street Phase II"- This project would become phase 3. More information will be provided from Salem. Cost estimate will be to be re-addressed.

It was also suggested the I-81 Widening Project Southbound from Exit 137 to Exit 128 be added to this list. The primary need categories are to improve congestion and auto safety. There was discussion about some of the projects not having a clearly defined scope or cost estimate and if they instead belong in the plan on the priority regional needs list while the

scope or cost is still being developed. A concern about removing projects off the list was also expressed.

B. Draft Amendment/Adjustment Process

Mr. Bryan Hill updated members on the RVTP Draft Amendment/Adjustment Process (the PowerPoint presentation is included in the Minutes). Mr. Hill noted he will be emailing the draft and asked members to provide comments by November 23rd.

Ms. Finch acknowledged the sliding scale for cost estimates provided in the presentation indicates a flexibility in cost estimates that was a concern in the previous conversation related cost estimates for Priority Projects to Pursue. Mr. Gray noted the importance of the cost estimate when considering if it would end up being put out for public comment one or more times due to cost estimate increases. Ms. Finch noted the importance of the members' comfort level with the project scopes and estimates when considering which projects to include in the priority projects list.

6. OTHER BUSINESS

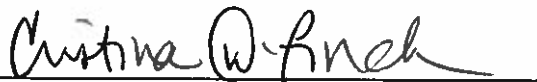
No other business was discussed.

7. COMMENTS BY MEMBERS AND / OR CITIZENS

Ms. Finch announced that the Regional Commission is hiring a Transportation Planner, more information can be obtained at [Jobs/Internships | RVARC](#).

8. ADJOURNMENT

The meeting was adjourned at 3:30 p.m.



Cristina D. Finch, AICP, LEED AP, Secretary,
Transportation Technical Committee

Roanoke Valley Transportation Plan (RVTP) Update

RVTP Review

presented to
Transportation Technical Committee

presented by
RVTPO, Cambridge Systematics, Inc.



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Agenda

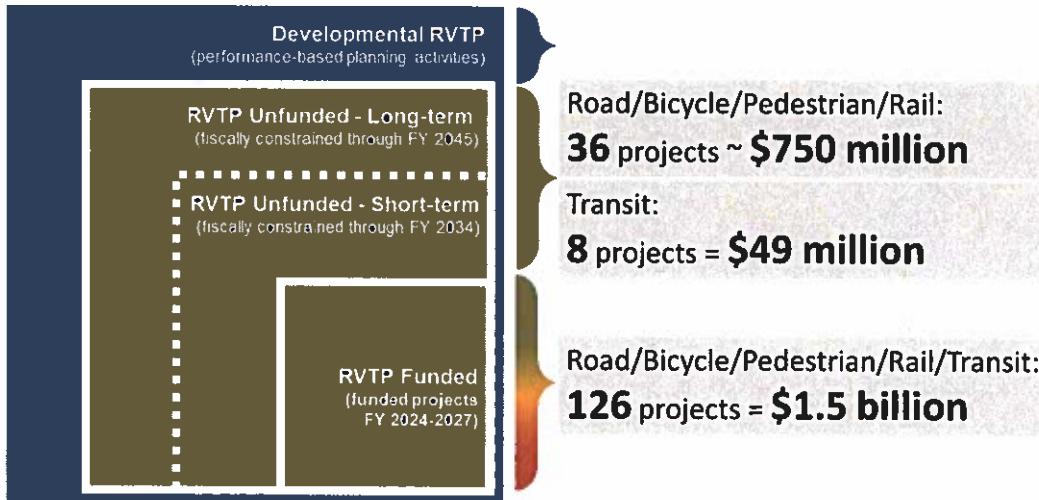
- **Constraint**
 - RVTP Financial Plan review
 - Fiscal constraint – funding assumptions
 - Actual constraints by funding program
- **Project prioritization**
- **Priority projects to pursue review**
 - Discuss scope and benefits
 - Discuss project readiness, including cost estimate source and assumptions, and transportation solutions included

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RVTP Financial Plan

From Planning to Programming



3



RVTP Financial Plan

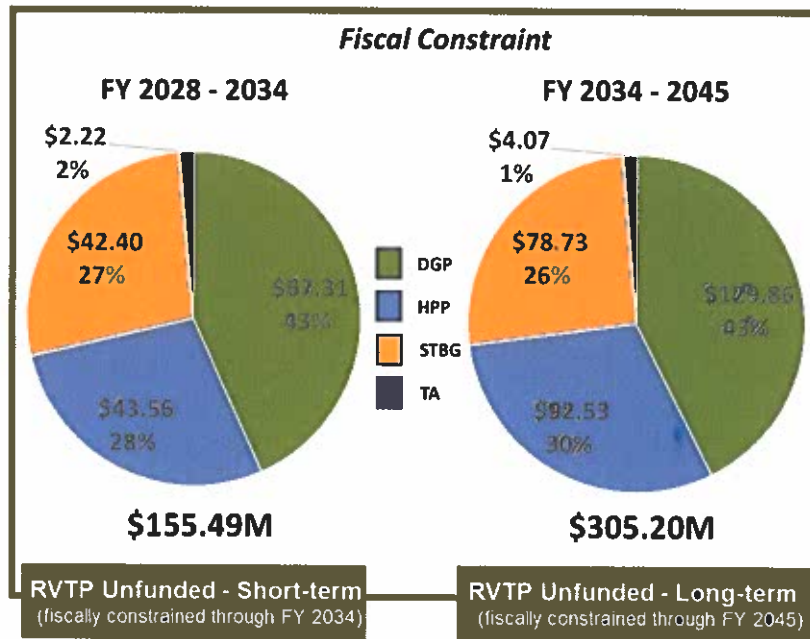
From Planning to Programming



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Fiscal Constraint RVTP Financial Plan



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Fiscal Constraint RVTP Financial Plan

Fiscal Constraint by Funding Program	Short Term Anticipated Allocations (FY28-FY34)	Long Term Anticipated Allocations (FY35-FY45)	Draft RVTP Totals
Total Fiscal Constraint (New Construction funded by DGP, HPP, STBG, TA)	\$155,494,716	\$305,199,471	\$460,694,187
Based on the FY 2021 – 2026 Six-Year Financial Plan (SYFP), modified for the COVID-19 update and the state revenue estimates available in December 2020. Does not include the estimated impacts on funding from the Bipartisan Infrastructure Law through 2045 within RVTP.			
Total Draft RVTP Project Cost	\$468,589,853	\$282,000,000	\$750,589,853
Based on SMART SCALE Round 5 application submitted costs and existing cost estimates for other priority projects to pursue, in some cases not including potential ROW costs			
Difference (Fiscal Constraint – RVTP Project Cost)	-\$313,095,137	\$23,199,471	-\$289,895,666

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Program Constraint RVTP Financial Plan

Actual Constraint by Funding Program

- **SMART SCALE:** limit of 4 applications each for RVTPO, localities, transit agencies (64 application slots over SS 6 & 7)
- **STBG:** no greater than 2-years worth of funding for any one project = \$12M
- **TA:** limited funding pot = ~\$600k every 2 years, 20% match
- **Other Discretionary:** amount depends on source, 20% match
- **Transit:** like TA - formula for 5307, 5339, 5310; State/Local and Farebox & Other Revenues

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RVTP Project Prioritization

Objectives

1. Consider anticipated fiscal constraint and comply with requirements
2. Inform decisions on Priority Projects to Pursue for future rounds of SMART SCALE, STBG, TA, Other Discretionary, and Transit funding
3. Establish regional buy-in on use of federal funds for eligible investments
4. Improve and accelerate the process for advancing concepts and solutions addressing regional priority needs into project scopes ready to compete for funding

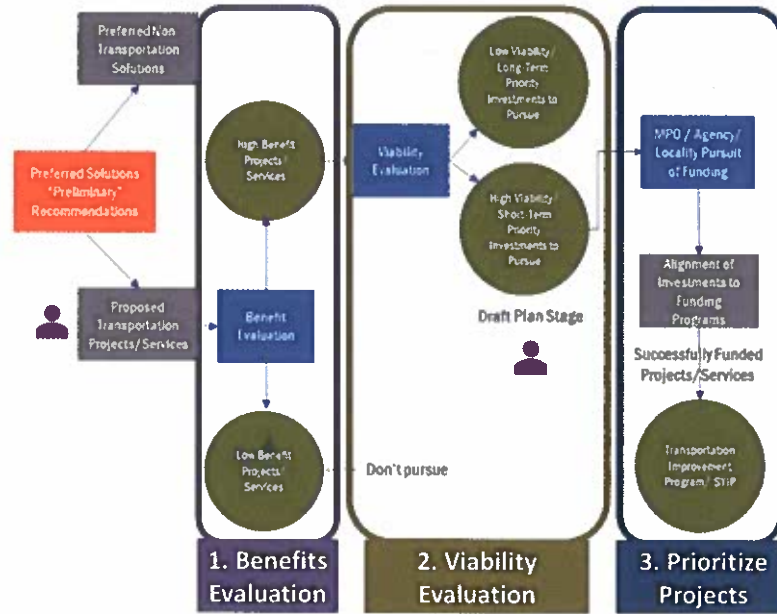
Meeting these objectives is consistent with RVTPOs commitment to an ongoing performance-based planning and programming process

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RVTP Project Prioritization

Multi-step prioritization process to address the objectives



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RVTP Project Prioritization

1. Benefit Evaluation (qualitative)

- Evaluate projects based on their ability to positively support meeting the region's transportation goals and objectives

Vision		The Roanoke Valley's seamless regional multimodal transportation system is safe, cost-effective, environmentally conscious, well-maintained and reliable, accessible for all users, and promotes the economic vitality of the community.						
Goals		Provide a safe and secure transportation system	Enable reliable mobility	Ensure convenient and affordable access to destinations	Foster environmental sustainability	Maintain and operate an efficient and resilient transportation system	Support economic vitality	Promote equitable transportation investments
Unfunded Projects	Count	34	13	32	25	20	17	32
	Cost (\$ millions)	\$543.5	\$368.5	\$658.8	\$387.4	\$296.0	\$489.2	\$688.6
	Percentage	74%	50%	89%	52%	40%	66%	93%

Note: Unfunded project totals (millions) represent the sum of all projects considered to support each goal, not the cost component of each project supporting a particular goal. For example, the total cost of a single roadway widening project could be included in the safety goal, the reliable mobility goal, and the economic vitality goal. The results of this comparison are intended to show the balance of unfunded projects in addressing the RVTP goals.

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RVTP Project Prioritization

1. Benefit Evaluation *(quantitative)*

- **Evaluate projects based on their ability to generate benefits** that advance the region's transportation goals and objectives
 - Benefit scoring criteria will center around performance measures that are consistent with RVTP objectives, utilize existing data sources and tools, and are transparent to implement
 - Rely on a simple and familiar combination of quantitative and qualitative measures
 - RVTP staff will coordinate with TTC members to determine "high benefit" projects and services
 - Projects or services considered low benefit will not be pursued for funding and move into the Developmental RVTP for further study

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RVTP Project Prioritization

2. Viability Evaluation

- **Focuses on high benefit projects or services that are the best candidates** to submit for funding consideration as priority projects to pursue
 - A "viable" project or service is one that has been studied and developed to the level of detail that is required for competitive funding applications
 - Criteria could include topics like project readiness, cost, right of way sufficiency, funding likelihood, implementation timeframe, coordination with other projects, or regional and local support
 - Criteria are qualitative and require a careful review of each candidate high-benefit project based on a standard level of scope and costing detail

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RVTP Project Prioritization

2. Viability Evaluation

- **Funding Eligibility** – comparison to key funding sources based on project cost and scope
 - SMART SCALE – HPP or DGP
 - STBG
 - TA
 - Other Federal discretionary grants
- **Three outcomes** –
 - Eligible likely (EL) - Project cost/scope fit into program standards
 - Eligible unlikely (EU) - Project cost/scope **do not** fit into program standards
 - Ineligible (I)

Helps assess potential and position project in advance of future grant cycles

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RVTP Project Prioritization

3. Prioritized Projects & Fiscal Constraint

- **“High Benefit” and “High Viability” projects and services become Priority Projects to Pursue**
 - Priority Projects to Pursue can be ranked in order of cost/benefit score to determine the order in which the projects or services should be pursued for funding (for example, next ten years versus following ten years)
 - Useful insight to regional discussions on future grant application strategy and decisions
 - “Low Viability or Low Benefit” projects and services remain in the Developmental RVTP (and likely need to be studied in greater detail, further developed before they can be submitted for funding consideration)

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RVTP Project Prioritization SMART SCALE 5 & Other Priority Projects

18 SS5 Apps & 18 others totaling ~ \$420 million in Draft RVTP

- Address priority gap needs
- Support meeting multiple goals and objectives
- Varied project sources, status, cost assumptions, benefits, etc.
- Enough project detail to:
 - Conduct basic quantitative benefits analysis (by Dec. 2022)
 - Review funding eligibility
- **Uncertain project details to review viability**
 - **What are potential project benefits?**
 - **What are project readiness considerations?**

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RVTP Project Prioritization Next Steps

Review the 18 projects (by December TTC)

- **Conduct initial benefits evaluation based on existing measures**
 - Safety
 - Reliability
 - Asset condition
 - Other measures addressing other RVTP goals and objectives pending
- **Conduct initial viability evaluation based on project insights**
- **Reach initial conclusions on potential projects to advance for future grant cycles in 2023 and beyond**
 - First discussion in continuous process to vet and position projects

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Jefferson St./Reserve Ave.	Provide more direct access from U.S. 220 to VTCRI campus.	Access Management	Interchange Reconfiguration			Access (non-transit)		N_2052_T	\$120,000,000	P1
Overland Road	Construct bike lanes and a sidewalk on both sides of Brambleton Avenue from Carilion Clinic traffic signal (former Shenandoah Building) to Overland Road.	New Sidewalk	New Bike Lane			Safety (ped)	Safety (bike)	N_69_2_P_S N_892_B_S	\$15,000,000	
Williamson Road (Downtown)	Streetscape improvements would consist of sidewalk, curb and gutter, street trees, and milling and resurfacing the existing roadway and any related stormwater improvements.	Streetscape Improvements (lights, benches, landscaping, bike parking, etc...)	New Sidewalk	Pavement Repair/Repaving	Stormwater management/transportation infrastructure resilience (flooding prevention, etc...)	Safety (bike)		N_1104_B_S	\$19,109,162	
Woodthrush Drive	Build a sidewalk in front of Cave Spring High School.	New Sidewalk				Safety (ped)		N_396_P_S N_77_P_S	\$3,733,930	
5th St.	Streetscape improvements	Streetscape Improvements (lights, benches, landscaping, bike parking, etc...)				Safety (ped)		N_200_P_S	\$9,000,000	
Peters Creek Road	Add turn lanes, C&G, sidewalk, bike lanes, drainage	New Turn Lane	New Sidewalk	New Bike Lane	Stormwater management/transportation infrastructure resilience (flooding prevention, etc...)	Safety (ped)	Safety (auto)	N_108_P_S N_1010_MV_S	\$20,000,000	
Kessler Mill Road	Improve drainage, capacity, and non-motorized facilities by adding storm sewer, curbing, sidewalks, bike lanes, and turn lanes. (Previous UPC 106710)	Stormwater management/transportation infrastructure resilience (flooding prevention, etc...)	New Sidewalk	New Bike Lane	New Turn Lane	Safety (ped)	Safety (bike)	N_165_P_S N_1659_MV_S N_431_B_S	\$22,131,630	
Peters Creek Road	Add turn lanes, C&G, sidewalk, bike lanes, drainage	New Turn Lane	New Sidewalk	New Bike Lane	Stormwater management/transportation infrastructure resilience (flooding prevention, etc...)	Safety (ped)	Congestion	N_104_T N_104_PS N_2068_T	\$20,000,000	

Location	Project Description	Category	Category
Appalachian Trail	Under I-81, construct a sidewalk for Appalachian Trail users.	New Sidewalk	Safety (ped)
Brambleton venue	Construct pedestrian signals and crosswalks at two adjacent Route 419/Electric Road intersections: Route 221/Brambleton Avenue and Postal Drive/Berry Lane.	Pedestrian Crossing Improvement	Safety (ped)
South Dr.	Extend sidewalk in design between North Roanoke Assisted Living and Plymouth Drive (UPC 113947) along the western side of Williamson Road from Plymouth Drive to Clubhouse Drive, with pedestrian signals and crosswalks at the Williamson/Clubhouse/Dent signalized intersection.	New Sidewalk	Safety (ped)
Station Road	Sidewalk, ADA ramps, crosswalks, curb, gutter, underground stormwater detention and street trees.	New Sidewalk	Safety (ped)
Stoneybrook Dr.	Route 419/Electric Road Safety Improvements, Stoneybrook Road to Grandin Road Extension. This project proposes to modify the Stoneybrook Drive and Glen Heather Drive intersections to Restricted Crossing U-Turn intersections. Sidewalk is also proposed along the western side of Route 419 between Glen Heather Drive and Grandin Road Extension.	Intersection Reconfiguration (install new signal or innovative intersection)	Safety (ped)
City of Salem limit	This project will complete the missing sidewalk pieces that could not be constructed from UPC 108882, West Main Street Pedestrian Improvements, Phase 2, due to insufficient funds. Those segments include the south side of West Main Street between the City of Salem and Daugherty Road and the north side of West Main Street between Daugherty Road and Technology Drive. The sidewalk will be five feet wide concrete with pedestrian crosswalks at public roads.	New Sidewalk	Safety (ped)

Kimball Avenue/Plantation Road		The proposed improvements for this project include widening the northbound Kimball Avenue and southbound Plantation Road approaches to Route 460 to provide three approach lanes. The northbound approach would be widened within the median along Kimball Avenue to provide a left-turn lane, a through lane, and a right-turn lane. The southbound approach would be widened to provide a left-turn lane, a through lane, and a shared through/right-turn lane. In addition, the westbound Route 460 left turn lane is proposed to be extended to the railroad overpass to reduce the potential for left-turning vehicles extending out of the turn lane, which was observed under existing conditions.	Lane Reconfiguration - Road Diet	New Through Travel Lane	New Turn Lane		Safety (auto)	Safety (ped)
Route 11	Appalachian Trail	Improvements to the Exit 150 I-81/220 interchange to address safety, traffic flow, and access concerns largely associated with weaving from tractor-trailers and other vehicles exiting the interstate.	Interchange Reconfiguration				Safety (auto)	Congestion
Hardy Road (Rt. 24/634)		Convert the intersection of Hardy Road/Bypass Road (Rt. 24) and Hardy Road (Rt. 634) from a signalized intersection to a two-lane roundabout. The project includes sidewalk in the immediate area of the roundabout.	Traffic Calming	New Sidewalk			Safety (ped)	Safety (auto)
Thirlane Road	Valleypointe Parkway	Close two I-581 off-ramps with standard weave movements. Signalize remaining I-581 off-ramps, restrict left turns from SB Thirlane Road to minimize conflict points near interchange ramps. Add a downstream U-turn along Peters Creek Rd for re-directed left turns. Add a second EB Peters Creek left turn lane onto Valleypointe Pkwy to increase capacity. Add pedestrian and bicycle accommodations along Peters Creek Rd.	Interchange Reconfiguration	New Turn Lane	New Bike Lane	New Sidewalk	System Management (non-transit)	Safety (ped)
Miller Mountain Drive	Valley Road	Convert crossovers along the Route 220 Corridor in Daleville to RCUT's to provide a superstreet concept.	Intersection Reconfiguration (install new signal or innovative intersection)	Access Management			Safety (auto)	Congestion
I-581	U.S. 11/Williamson Road	The STARS Route 460 (Orange Avenue) study has identified operational and safety issues for the 460 corridor. The study's findings suggest improvements proposed for the Orange Ave and Williamson Rd intersection, including a signalized off-ramp from I-581, an additional eastbound left-turn lane, and additional lanes on Williamson Rd north of the intersection. These solutions mitigate the identified safety issues, improve traffic operations, and alleviate congestion. As noted in the STARS Route 460 (Orange Avenue) study, the I-581 interchange at Route 460 has vehicular, pedestrian, and bicycle-related safety and congestion issues. This project will provide solutions to mitigate the safety issues for all users, provide additional travel mode choices, improve traffic	New Turn Lane	New Through Travel Lane	Signal Coordination/ Re-timing	New Sidewalk	Safety (auto)	Safety (ped) New Bike Lane

Project Name	Location	Description	Category	Category	Solution	Category
24th Street	Traffic operational and safety improvements along Orange Avenue from 11th Street, N.E intersection to 24th Street, N.E.	Traffic Calming	Intersection Reconfiguration (install new signal or innovative intersection)			Safety (auto)
VRFA property	Construction of the Roanoke River Greenway from the Water Pollution Control Plant to VRFA property	New Shared-Use Path/ADA Accessible Greenway Trail				Safety (bike)
Commons Parkway	Addition of multi-use path along 220 N and 220 S to Commons Parkway to provide Appalachian Trail users safe crossing of 220, including a traffic signal restricting cross traffic from Wesley Rd to Commons Pkwy. Additionally, the construction of a new Park and Ride facility with greater capacity than the current site.	Shared-Use Path/ADA Accessible Greenway Trail Crossing Improvement	New Park and Ride Lot	Signal Coordination/ Re-timing		Safety (ped)
Wells Avenue	This corridor wide safety improvements project along Williamson Road from Hersherberger Rd to Wells Ave includes lane reallocations, a two-way left turn lane, the inclusion of bicycle lanes where none currently exist, pedestrian sidewalk, and crosswalk improvements, and traffic signal optimizations. The project's goals are to improve access and safety for the traveling public along the corridor.	Lane Reconfiguration Road Diet	New Turn Lane	New Bike Lane	New Sidewalk	Safety (ped)
Keagy Rd.	Activities for this project include: an RCUT on Grandin Rd. Ext., Keagy Rd. South crosswalk, sidewalk from Grandin Rd. Ext. to Keagy Village on the County side, sidewalk from Starbucks to Keagy Rd. South on the City side, Keagy Rd. North crosswalks.	Intersection Reconfiguration (install new signal or innovative intersection)	Pedestrian Crossing Improvement	New Sidewalk		Safety (ped)
Electric Road	Improve 181 Bypass route, specifically along Texas St (Route 11, Alt US-460) from Electric Rd (Route 419) to Roanoke Blvd. Project to include new signal and intersection improvements at Texas St & Electric Rd, widening Texas St to have 4 vehicular travel lanes with bike/ped accommodations.	New Through Travel Lane	Intersection Reconfiguration (install new signal or innovative intersection)	New Sidewalk	New Bike Lane	Safety (auto)

Locality	RVTPOTitle	Description	Primary Solution	Primary Need Category	RVTP_NIDs	Total Cost Estimate	Discretionary Federal/State Grant (DFG) - List Name
Roanoke County	Purchase of RADAR paratransit vehicles	Capital assistance to support transportation for people with disabilities in the City of Roanoke, City of Salem, and the Town of Vinton beyond the 3/4-mile area around fixed routes to destinations within those localities.	Transit Route/Service Continuation	System Management (transit)	Stakeholder Identified Maintenance Need	\$640,000	FTA 5310 Local Funding
City of Roanoke	VM Fixed-Routes: 11, 12, 15, 16, 21, 22, 25, 26, 31, 32, 35, 36, 41, 42, 51, 52, 55, 56, 61, 62, 65, 66, 71, 72, 75, 76, 85, 86, 91, 92. SmartWay: Base, Express and Connector. Starline Trolley.	See the list of all fixed-route buses, SmartWay Base, Express and Connector and Starline Trolley.	Transit Route/Service Continuation	Access (Transit)	Continuation of Existing Services	\$35,153,304	FTA 5307 FTA 5311 State Funding Local Funding Fare Revenues
City of Roanoke	Preventative Maintenance for Valley Metro Vehicles	Maintenance to keep vehicles/equipment running smoothly	Transit Equipment (Vehicles, Hardware, Maintenance Items, etc.)	System Management (transit)	Stakeholder Identified Maintenance Need	\$3,578,484	FTA 5307 State Funding Local Funding
City of Roanoke	Replace Valley Metro transit vehicles	Fixed-route buses and paratransit service vehicles utilized by RADAR under contract to Valley Metro.	Transit Route/Service Continuation	System Management (transit)	Continuation of Existing Service	\$6,320,152	FTA 5339 STBG State Funding Local Funding
City of Roanoke	Valley Metro Support Vehicles	These are vehicles used by supervisors, dispatch, maintenance, admin, etc. that support the service but don't carry passengers.	Transit Equipment (Vehicles, Hardware, Maintenance Items, etc.)	System Management (transit)	Stakeholder Identified Maintenance Need	\$240,000	FTA 5339 State Funding Local Funding
City of Roanoke	Bus Stop Enhancements	Bus stop amenities may include trashcans, lights, benches, or shelters. The specific stops have not been identified.	Transit Stop/Rail Station Amenities	System Management (transit)	Stakeholder Identified Maintenance Need	\$600,000	FTA 5339 State Funding Local Funding
City of Roanoke	Renovation of Administration and Maintenance Building	Upgrades to the maintenance space and a break area in the maintenance shop.	Transit Facility Renovation/Rehabilitation	System Management (transit)	Stakeholder Identified Maintenance Need	\$1,000,000	FTA 5307 State Funding Local Funding
Systemwide	Shop Equipment	Equipment used to maintain buses and non-bus support vehicles.	Transit Equipment (Vehicles, Hardware, Maintenance Items)	System Management (transit)	Stakeholder Identified Maintenance Need	\$80,000	FTA 5339 State Funding Local Funding

RVTP and TIP Draft Amendment/Adjustment Processes



Roanoke Valley Transportation PLANNING ORGANIZATION

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RVTP Amendment and Adjustment Processes

DRAFT FFY 2024-2027 Transportation Improvement Program	
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November 10, 2022 TTC Meeting

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Introduction

Where We Are

- Current separate processes for RVTP and TIP
- Perceived issues with current RVTP amendment structure (10% across the board)

Looking to Improve

- In the RVTP update, the TIP is more closely associated and incorporated into the Plan than previously.
- Projects may be listed in the TIP, but more information is provided about them in the Plan, hence the increased need for periodic revision.
- The same amendment and adjustment requirements in the TIP regarding cost increases are being adopted for the RVTP.

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Amendments

Actions Requiring an Amendment

- Adding or deleting a funded or unfunded priority project to pursue
 - Roadway projects on a CoSS
 - Federally eligible roadway projects on the regional network model
 - Federally eligible bicycle, pedestrian, or transit project/service anywhere in the region
- Adding or deleting a grouping category or ungrouped project in the TIP
- A major change in project cost estimate
- Major change in Project/Project Phase Initiation Dates
- Major change in design concept or design scope

Amendment A revision that involves a major change to a project included in a metropolitan plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).

Sliding Scales of Project/Phase Cost Increase Thresholds

FHWA Project/Phase Cost Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Estimate Increase Requiring Adjustment
\$2 million or less	>100%
>\$2 million to \$10 million	>50%
>\$10 million	>25%
>\$20 million to \$35 million	>15%
>\$35 million	>10%

FTA Project/Phase Cost Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Estimate Increase Requiring Amendment
\$2 million or less	>100%
>\$2 million to \$10 million	>50%
>\$10 million	>25%

Adjustments

Examples of Adjustment Actions

- A new priority transportation need
- Minor changes in project design concept, scope, or description that do not add/remove a transportation solution or need addressed by the project
- Moving a project funding from year to year
- Minor changes within a project phase start date
- Change in a project's lead agency
- Change in the funding source (s)
- Funding changes less than the threshold established in the sliding scale

Administrative Modification

(Adjustment) A minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

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Amendment vs. Adjustment: Project Examples

Highway/Bike/Ped Example

Staff receives a request from the City of Salem to change the project scope from a greenway to a sidewalk behind the existing curb with bike lanes striped within the existing pavement. This is a major scope change (due to the solution change) to a project in the Funded Projects portion of the RVTP. **This request is an amendment.**

Project Details	
Basic Information	
RVTPO Project Title	Elizabeth Greenway
RVTPO ID	2040 0717 117
State Project Title	ELIZABETH GREENWAY
State ID	113566
Locality	City of Salem
Project Administrator	City of Salem
Location	
Facility Name	Idaho Street
Route Number	N/A
Functional Classification	Other
Limits From	Lynchburg Jumpike
Limits To	Texas Street
Project Length (mi)	0.15
Project Detail	
Project Description	Construct approximately <1 mile of multiuse trail on Idaho Street and Lynchburg Turnpike sidewalk on the east side of Corporate Blvd and bike lanes to connect the Elizabeth Campus property and the Salem Commerce Park. Build a bikedrop accommodation along Texas St. Complete missing links between East Main Street and Mason Creek Greenway.
Transportation Solutions Utilized	New Shared-Use Path/VADA Accessible Greenway Trail, New Sidewalk, New Bike Lane
Need Type(s) Addressed	Safety (bike), Safety (ped)
Need ID(s) Addressed	NA
Anticipated Transportation Benefits	People will be able to walk or bike between the Elizabeth Campus Salem YMCA, and other businesses in the corridor
Anticipated Objectives Met	1A, 3A, 3B, 3D, 4A, 4B, 7A, 7B, 7C, 7D
Funding Allocation	
Information Funding	
Total Funding Allocations	(\$)
Total Cost Estimate	\$1,832,171
Funded Modifications (in \$ Trillion)	
Groupings	Construction - Transportation Enhancements/Buses/Non-Traditional

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Amendment vs. Adjustment: Project Examples

Highway/Bike/Ped Example

Staff receives a request from the City of Roanoke that the project will increase in cost, which will be covered completely by the city. The project cost will increase by \$300,000. Regardless of the funding source, if the project's overall cost increase exceeds the established thresholds, an amendment is triggered. In this case, the increase is 34%. This is a funding change less than established thresholds. **This request is an adjustment.**

FHWA Project/Phase Cost Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Estimate Increase Requiring Adjustment
\$2 million or less	>100%
>\$2 million to \$10 million	>50%
>\$10 million	>25%
>\$20 million to \$35 million	>15%
>\$35 million	>10%

Project Details	
Basic Information	
RVTP Project Title	9th Street Pedestrian and Transit Improvements
RVTP ID	2040 0717 012
State Project Title	9TH STREET MULTIMODAL IMPROVEMENTS
State ID	117994
Locality	City of Roanoke
Project Administrator	Town of Vinton
Location	
Facility Name	9th Street, SE
Route Number	N/A
Functional Classification	Major Collector
Limits From	Jennings Avenue
Limits To	Highland Avenue
Project Length (MI)	0.21
Project Detail	
Project Description	Add bus shelter, pedestrian signals, upgraded ADA curb ramps
Transportation Solutions Utilized	Streetscape Improvements (Signs, benches, landscaping, bike parking, etc.), Bicycle/Pedestrian Crossing Improvement, Bicycle/Pedestrian Crossing Improvement
Need Type(s) Addressed	Safety (ped)
Need ID(s) Addressed	
Anticipated Transportation Benefits	Pedestrian, cyclists, and vehicle operators will benefit from the improvements made to sidewalks and on-road parking
Anticipated Objectives Met	1A, 3B, 3D, 4A, 4B, 5A, 7A, 7B, 7C, 7D
Funding Allocations	
Funding Source	FHWA
Information Funding	
Federal Funding Allocation	100%
Total Cost Estimate	\$300,000
Group(s)	General (FHWA issues direct funds)
	Construction Transportation EnhancementByeaction-Traditional

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Amendment vs. Adjustment: Project Examples

New Priority Regional Transportation Need

Staff receives a request from Roanoke County to add the McAfee Knob Trailhead Shuttle, currently a demonstration project, as a new priority regional transportation need. The Priority Regional Needs section of the RVTP would be **adjusted** to include the need. The TTC and RVTP Policy Board would be notified of the inclusion.



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Amendment vs. Adjustment: Project Examples

New Priority Projects to Pursue

Staff receives a request from a locality for a New Priority Project to Pursue. Running under the assumption that there is an existing priority need and solution, an **amendment** would be required to include it in the RVTP Priority List of Projects.



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Procedures for Amendments and Adjustments

Who Can Initiate?

- Localities
- Modal agencies
- Regional agency

What Information to Submit in the Project Request?

1. Submitting agency
2. Project manager
3. Project title
4. Road/Facility Route/Name/Number
5. Project start and end locations
6. Project length
7. General project description
8. Primary need for the project
9. Cost in present year dollars
10. Anticipated year of project initiation

What Information to Submit for a New Need Request?

1. Need type
2. Location
3. Termini
4. Rationale for need

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Amendments Timeline

Milestone(Date
Deadline to request an amendment for consideration as early as the following month	First Friday of month prior to the month when the amendment is desired
Opening of 14-day public comment period	By the Fourth Thursday of the month prior to the month when the amendment is desired
TTC considers draft amendment and makes recommendation to RVTPO Policy Board	The following month's regularly scheduled TTC meeting unless a special-called meeting is requested.
Public hearing and consideration of draft amendment by the RVTPO Policy Board	The following month's regularly scheduled Board meeting unless a special-called meeting is requested.

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