

September 15, 2016

The September meeting of the Roanoke Valley Transportation Planning Organization (TPO) Policy Board will be held as follows:

DATE:	Thursday, September 22, 2016
TIME:	1:00 p.m.
LOCATION:	Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Ave., SW, Roanoke, VA

AGENDA

1. Call to Order, Roll Call, Introductions *Chair Johnson*
2. Approval of the August 25, 2016 Minutes, pp. 3-7 *Chair Johnson*
3. Chair's Report *Chair Johnson*
 - Recognition of Outgoing Staff Member – Mark McCaskill
4. Final Action on the Roanoke Valley Transit Vision Plan *Cristina Finch*
 and Adoption of Supporting Resolution, pp. 8-9 (download plan www.rvarc.org/transit)
5. FY'17 SMART SCALE Candidate Project Endorsements *Bryan Hill*
 and Adoption of Supporting Resolution, pp. 10-12
6. First Review of Draft Long-Range Transportation Plan *Bryan Hill/Mark McCaskill*
 and Update on the Plan's Progress, p. 13 and [Attachment #1](#)
7. Other Business
8. Comment Period
9. Adjournment

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

Public Input Policy

“At the end of each Roanoke Valley TPO Policy Board meeting, the TPO Policy Board will allow for an open public forum/comment period. This comment period shall not exceed one-half hour in length and each speaker will be asked to sign up and be allowed a maximum of three (3) minutes to speak.”

ADA Compliance

The Roanoke Valley Transportation Planning Organization intends to comply with the Americans with Disabilities Act and confirms that the office located at 313 Luck Avenue, SW, Roanoke, VA is ADA compliant. If you have a disability and wish to request assistance or a special accommodation, please inform Bryan Hill at 540-343-4417 or bhill@rvarc.org no later than 48 hours in advance of the posted meeting.

MINUTES

The August meeting of the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board was held on Thursday, August 25, 2016 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA.

MEMBERS PRESENT

George Assaid	Roanoke County
Todd Dodson	Botetourt County
Ray Ferris, <i>Vice Chair</i>	City of Roanoke
John Garland	City of Roanoke
Jane Johnson, <i>Chair</i>	City of Salem
Diana Lewis	Roanoke-Blacksburg Regional Airport
Ken King	Virginia Dept. of Transportation-Salem District
Billy Martin, Sr.	Botetourt County
Lee Osborne	Roanoke Valley-Alleghany Regional Commission
Carl Palmer	Greater Roanoke Transit Company (Valley Metro)
Janet Scheid	Town of Vinton

1. CALL TO ORDER, ROLL CALL, INTRODUCTIONS

Chair Johnson called the meeting to order at 1:00 p.m. A quorum was present.

The following guests were in attendance: Liz Belcher, Roanoke Valley Greenway Commission member, Transportation Technical Committee; Lindsay Blankenship, Roanoke County; Megan Cronise, Roanoke County; Priscilla Cygielnik, City of Roanoke; William Fralin, Member, Commonwealth Transportation Board; Michael Gray, VDOT-Salem District member, Transportation Technical Committee; David Holladay, Roanoke County member, Transportation Technical Committee; Mark Jamison, City of Roanoke member, Transportation Technical Committee; Cody Sexton, Botetourt County member and Chairman of the Transportation Technical Committee; Sherman Stovall, City of Roanoke; Ben Tripp, City of Salem member, Transportation Technical Committee; and Tori Williams, Roanoke County member, Transportation Technical Committee.

2. APPROVAL OF JULY 23, 2016 MINUTES

The Minutes of the July 23, 2016 meeting of the Roanoke Valley Transportation Planning Organization Policy Board were distributed earlier.

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

Roanoke Valley TPO Policy Board Action:

Upon motion by Billy Martin, seconded by Ray Ferris and carried, the Minutes of the July 23, 2016 meeting of the Roanoke Valley Transportation Planning Organization Policy Board were approved, as presented.

3. CHAIR’S REPORT

- Chair Johnson welcomed John Garland to the TPO Policy Board. Mr. Garland serves as a City of Roanoke representative (replacing Bill Bestpitch).
- Chairman Johnson also reported that Mark McCaskill, who has been with the Commission for 16 years and serves as the Director of TPO Programs, has resigned to take a position in Washington State. His last day will be September 23, 2016. Members thanked Mark for building the TPO to the level it has achieved during his service, and wished him well with his new career in Washington.
- Two new staff members were introduced: Amanda McGee was hired as a Regional Planner II to work with community and environmental planning and updating the greenway and blueway plans. Rachel Ruhlen was hired as a Transportation Planner I and will focus on transit, pedestrian and bicycle planning, as well as public engagement and education in the area of bicycle outreach in coordination with RIDE Solutions.

4. FY 2017-2022 REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) SIX-YEAR FINANCIAL PLAN RECOMMENDATIONS FROM THE TRANSPORTATION TECHNICAL COMMITTEE (TTC)

Mark McCaskill presented the framework for RSTP decision-making, reminding the RVTPO Policy Board of relevant sections of the current RSTP Policy and Procedures Manual, which states that project sponsors should address the RVTPO Policy Board concerning cost overruns greater than 10%. Mr. McCaskill also mentioned the planning principles of Environmental Justice (EJ) and the Americans with Disabilities Act (ADA). Mr. McCaskill further noted that the Bus Stop Accessibility project, which concerns both EJ and ADA, was not advanced in time or funding during the development of the TTC funding recommendation.

Project sponsors, requesting cost overruns greater than 10% for their respective RSTP projects, were in attendance to address the Policy Board on the following projects:

Administered/Project Sponsor: City of Salem
Project: Roanoke River Greenway (Eddy Avenue Bridge), UPC 56409
Original \$ Request: \$405,600
Change in Cost: \$226,514
Funding Recommendation: \$632,114

Administered/Project Sponsor: Roanoke County
Project: Plantation Road, Bicycle, Pedestrian & Streetscape Improvements
Original \$ Request: \$1,279,503
Change in Cost: \$400,000
Funding Recommendation: \$1,679,503

Roanoke County staff also reported that the Plantation Road – Lila Drive Intersection project (\$968,750) has been dropped from the RSTP listing since SMART SCALE funding was received for that project.

Administered/Project Sponsor: City of Roanoke
Project: Roanoke River Greenway – City of Salem line to Bridge Street,
UPC 102769 and UPC 105439
Original \$ Request: \$2,863,800
Change in Cost: \$3,500,000
Funding Recommendation: \$4,363.800*

*Staff reported that the TTC recommended that the Roanoke River Greenway overage not be fully funded from RSTP funding. Instead, the TTC’s recommended scenario contains \$1,500,000 with the understanding that the City of Roanoke will make up the additional \$2,000,000 in cost overruns from other sources.

Some minor discussion revolved around the cash flow timing change of some projects, the decision to not fully fund the greenway project because of its large cost overrun and the use of a Balance Entry account in the out years as a cushion for potential future reductions in funding and/or minor changes in project costs.

Mr. McCaskill then asked Cody Sexton, Chairman of the Transportation Technical Committee (technical advisory committee to the TPO), to present the TTC’s RSTP recommendations for FY17-22 (presented earlier in the agenda packet).

CTB Member, William Fralin, reiterated that the intent of SMART SCALE is to fully fund the requested amount of SMART SCALE projects that successfully score and are funded. Mr. Fralin noted that the Roanoke Valley TPO’s RSTP program operates on a different principle in which those projects not awarded funding in the first two years would have to re-compete with new project applications in the next round of RSTP applications.

Ken King added that any SMART SCALE applications that depend on RSTP funding beyond the two year “re-compete” window could seek a resolution from the RVTPO Policy Board stating that they intend to reserve said RSTP funding for the projects should it be awarded SMART SCALE funding and will program said RSTP funding after the next round of applications. Mr. King further stated that he would seek an answer at the statewide level addressing the use of a RVTPO resolution as previously outlined.

5. ACTION ON SUPPORTING RESOLUTION FOR ENDORSEMENT OF THE FY 2017-2022 RSTP SIX-YEAR FINANCIAL PLAN

Staff is seeking adoption of the supporting resolution to endorse the FY 2017-2022 Regional Surface Transportation Program Six-Year Financial Plan, as presented.

Roanoke Valley TPO Policy Board Action:

Upon motion by Mr. Ferris, seconded by Mr. Martin and carried, the supporting resolution to endorse the FY 2017-2022 RSTP Six-Year Financial Plan, as presented, was adopted.

6. FY'17 SMART SCALE CANDIDATE PROJECT APPLICATION RECOMMENDATIONS

Bryan Hill reported on the changes and additions to SMART SCALE candidate projects.

Deletion of the following highway candidate project:

- U.S. 460 East Adaptive Traffic Control Improvements/Signals by Roanoke City and Roanoke County. Not to be pursued as an application at this time. VDOT, City and County have decided to put a group together to evaluate/study the corridor.

Staff noted that localities seeking to apply for SMART SCALE projects, which serve a Corridor of Statewide Significance, must receive a resolution of endorsement from the TPO. The City of Salem is applying for the following 3 candidate projects which will serve U.S. 460:

- Downtown Salem Intersection and Streetscape Improvements;
- East Main Street Improvements – Phase II; and
- Mason Creek Greenway – Phase III.

Additionally, all SMART SCALE transit applications must receive a resolution of endorsement from the TPO. The Greater Roanoke Transit Company (aka Valley Metro) will be applying for the following three transit projects. Staff also noted that Valley Metro decided to delete the Valley View Boulevard Transit Access Improvements project and that the supporting resolution would need to be amended to reflect that change.

- SmartWay Express Vehicle Purchase (2);
- 40-Foot Fixed Route Expansion Vehicles for Valley Metro Routes 91/92 (2); and
- Mason Creek Greenway – Phase III.

7. ACTION ON SUPPORTING RESOLUTION FOR ENDORSEMENT OF SMART SCALE GRANT APPLICATION SUBMISSIONS FROM THE ROANOKE VALLEY TPO

A supporting resolution was presented for consideration. Staff noted that the resolution would need to be amended to reflect the deletion of the highway candidate project by Roanoke City and County for the U.S. 460 East Adaptive Traffic Control Improvements and the transit project by Valley Metro for the Valley View Boulevard Transit Access Improvements.

Roanoke Valley TPO Policy Board Action:

Upon motion by Mr. Martin, seconded by Mr. Dodson and carried, the supporting resolution seeking endorsement of the SMART SCALE projects was adopted, as amended, to reflect the deletion of the of the highway candidate project by Roanoke City and County for the U.S. 460 East Adaptive Traffic Control Improvements and the transit project by Valley Metro for the Valley View Boulevard Transit Access Improvements.

8. DISCUSSION OF LONG-RANGE TRANSPORTATION PLAN'S WORKING DRAFT FINANCIALLY CONSTRAINED AND VISION LIST OF PROJECTS

A listing of candidate projects for the LRTP's financially constrained list of projects was distributed earlier for discussion. TPO members will be asked to select approximately \$300

million worth of projects to shift from the “Financially Constrained” list to the “Vision” list in order to get under the financial constraint.

TPO members agreed that action on the projects be delayed until the September meeting. The Policy Board asked that the Transportation Technical Committee (TTC) review and make a recommendation to be considered by the TPO Policy Board in September. Mr. Fralin suggested the SMART SCALE scoring process and VTrans be considered when identifying projects. Ms. Lewis asked if a short description of the projects could be included in future handouts. TPO board members were asked to provide their input to the staff so that the TTC can be better prepared to discuss the matter.

9. OTHER BUSINESS

It was noted that a Glossary be provided to new TPO Policy Board members to acquaint them with the numerous transportation acronyms.

The meeting was adjourned at 2:20 p.m.

Submitted by:

Wayne Strickland, Secretary,
Roanoke Valley Transportation Planning Organization

STAFF REPORT
SUBJ: Roanoke Valley Transit Vision Plan

The Roanoke Valley Transit Vision Plan (TVP) is a long-range, 25-year plan for developing transit services in the region. The TVP has been a collaborative effort with involvement from each of the member localities, the Greater Roanoke Transit Company (Valley Metro), and Unified Human Services Transportation Systems, Inc. (RADAR) and with guidance from a steering committee representing many diverse interests.

Prior to beginning work on the TVP, staff had been involved with the development of statewide Multimodal System Design Guidelines (October 2013) which encourage a comprehensive look at all the modal elements of a transportation network and their integration.

Per the guidelines, the RVTPO had previously adopted the Bikeway Plan for the Roanoke Valley MPO (2012 Update). Work on the Roanoke Valley Transit Vision Plan began in the summer of 2013 simultaneously with the Roanoke Valley Pedestrian Vision Plan, which was adopted by the TPO in January 2015. The TVP has incorporated over 4,000 inputs from citizens throughout the Roanoke Valley and reflects how identified needs could be addressed in the short-, medium-, and long-range time horizons (2022, 2030, and 2040). With the completion of the TVP, a strong foundation for a comprehensive multimodal transportation system in the Roanoke Valley has been envisioned.

A supporting resolution for consideration by the RVTPO Policy Board follows.

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The 22nd day of September, 2016

DRAFT

RESOLUTION

Approval of the Roanoke Valley Transit Vision Plan

WHEREAS, federal regulations implemented as a result of the *Fixing America's Surface Transportation (FAST) Act* require urbanized area Metropolitan Planning Organizations to include transit planning as part of their multimodal transportation planning activities; and

WHEREAS, the Roanoke Valley Transportation Planning Organization (RVTPO) recognizes transit as a critical element to creating a more livable Roanoke Valley and envisions a multimodal transportation system in which public transportation is an easy, convenient way for people to travel throughout the region and where transit services support citizens' personal financial well-being and overall quality of life by making it possible for people to access employment, take care of their daily needs, and live independently; and

WHEREAS, the *Roanoke Valley Transit Vision Plan*, as one element of the regional long-range transportation planning process, serves as a non-binding guide to the development of transit services and facilities for citizens of all ages and abilities in the RVTPO Study Area; and

WHEREAS, the *Roanoke Valley Transit Vision Plan* has been reviewed by the Roanoke Valley Transit Vision Plan Steering Committee and the Transportation Technical Committee;

NOW, THEREFORE, BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board does hereby approve the *Roanoke Valley Transit Vision Plan*, as presented.

Jane Johnson
Chair

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

STAFF REPORT

Subj: FY17 SMART SCALE Candidate Project Endorsements

At the August 25, 2016 TPO meeting, the Policy Board heard requests from the City of Salem and Valley Metro to receive a resolution of endorsement from the TPO. The TPO adopted a resolution to support:

1. Downtown Salem Intersection and Streetscape Improvements
2. East Main Street Improvements – Phase II
3. Mason Creek Greenway – Phase III
4. Smart Way Express Buses (2)
5. Valley Metro Fixed-Route Expansion Vehicles (2)
6. Valley Metro Expanded Maintenance Facility

In the meantime, staff has received a request from the **City of Roanoke** to endorse the **U.S. 220/Franklin Road Multimodal Improvements Project**. The project is described below as follows:

The Franklin Road project scope includes construction of new sidewalk along the west side of business 220 from the 3100 block to the 3700 block, adjacent to the 220 bypass. Improvements include sidewalk construction, high visibility pedestrian crosswalks, pedestrian signals, and additional drainage improvements as warranted by sidewalk construction. The project is immediately adjacent to a commercial corridor including restaurants, retail, Townside Festival Shopping Center, Tanglewood Mall and residential neighborhoods. The project incorporates solutions for multiple modes of travel (bicycle, pedestrian, transit and vehicular) and will promote economic development, intermodal connectivity, environmental quality, accessibility and safety. Further, the project is consistent with the principles of a UDA and with the City's Comprehensive Plan and Complete Streets Policy as it will enhance and create a more walkable neighborhood center, will work in concert with interconnected streets and blocks, lies within and adjacent to diverse land uses, and will improve access to jobs, housing and recreation through a variety of travel options. Finally, the project meets a safety need as the exact limits of this project involved two recent fatalities, one pedestrian the other a bicyclist.

Additionally, due to a communication error resulting from RVARC switching email servers, last month's resolution did not accurately reflect Valley Metro's project requests for three (3) SmartWay Express Buses and three (3) VM Fixed-Route Expansion Vehicles; instead only two (2) vehicles for each were noted. In addition, Valley Metro wishes to include a fourth project, **Automatic Vehicle Locator/Real-Time Passenger Information Project**. The project is described below as follows:

The goal of this project is to put in place an automatic vehicle locator system that fits in line with GRTC's goals of advancing its ability to make safer, more reliable, and more timely transit service decisions. Ultimately, the objectives of the project are to provide better service management, better asset performance, better customer information, and better operational plans and schedules through a set of integrated technologies such as real-time passenger information via smartphone and the internet, automated passenger counters, and digital transit service information signs in real-time.

As there are no changes to the City of Salem projects, their adoption remains unchanged from the August 25th Resolution.

The updated resolution of endorsement for the Board's consideration includes the following projects:

City of Roanoke

1. U.S. 220/Franklin Road Multimodal Improvements Project

Valley Metro

1. Smart Way Express Buses (3)
2. Valley Metro Fixed-Route Expansion Vehicles (3)
3. Valley Metro Expanded Maintenance Facility
4. Automatic Vehicle Locator/Real-Time Passenger Information Project

Staff has included a supporting resolution with the above project endorsements, for which it seeks approval.

The 22nd day of September, 2016

RESOLUTION

SUBJ: Endorsement of SMART SCALE Grant Application Submissions from the Roanoke Valley Transportation Planning Organization

WHEREAS, in 2014, the Virginia General Assembly enacted §33.2-214.1, otherwise known as SMART SCALE, requiring the Commonwealth Transportation Board (CTB) to develop a statewide prioritization process for the funding of transportation projects, and declared it to be in the public interest for projects funded by the CTB be developed and implemented to improve the efficiency and effectiveness of the state's transportation system, transportation safety, transportation accessibility for people and freight, environmental quality, and economic development in the Commonwealth; and

WHEREAS, such prioritization process shall be used for the development of the Six-Year Improvement Program and shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies; and

WHEREAS, the prioritization process shall be based, at a minimum on the following factors: congestion mitigation, economic development, accessibility, safety, environmental quality and land use and transportation coordination; and

WHEREAS, candidate projects and strategies shall be screened by the CTB to determine whether they are consistent with the assessment of capacity needs for all corridors of statewide significance and regional networks, undertaken in the Statewide Transportation Plan in accordance with §33.2-353; and

WHEREAS, the General Assembly enacted the high-priority projects and highway construction district grant programs through §33.2-370 and §33.2-371 respectively; and

WHEREAS, localities or agencies that request projects be applied for by the Policy Board of the Roanoke Valley Transportation Planning Organization will be only seeking funds through the high priority projects program; and

WHEREAS, localities seeking to apply for SMART SCALE projects which serve a Corridor of Statewide Significance must receive a resolution of support from a relevant regional entity; and

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WHEREAS, the City of Roanoke is applying for the following candidate project which serves a Corridor of Statewide Significance:

1. U.S. 220/Franklin Road Multimodal Improvements Project

WHEREAS, a transit provider, the Greater Roanoke Transit Company (d.b.a. Valley Metro) will be submitting SMART SCALE applications for the following four candidate projects:

1. SmartWay Express Vehicle Purchase (3)
2. 40-Foot Fixed-Route Expansion Vehicles for Valley Metro Routes 91/92 (3)
3. GRTC Expanded Maintenance Facility
4. Automatic Vehicle Locator/Real-Time Passenger Information Project

and seeks endorsement of said projects by the Roanoke Valley Transportation Planning Organization Policy Board; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Roanoke Valley Transportation Planning Organization Policy Board endorses one SMART SCALE application from the City of Roanoke; and
2. The Roanoke Valley Transportation Planning Organization Policy Board endorses four SMART SCALE candidate transit projects being applied for by Valley Metro.

Jane Johnson
Chair

STAFF REPORT

SUBJ: First Review of Draft Long-Range Transportation Plan and Update on the Plan's Progress

This staff report is for informational purposes only and staff is not requesting or requiring any action by the TPO Policy Board.

Provided in the agenda packet is a draft of the Constrained Long-Range Multimodal Transportation Plan (CLRMTP) for your first review and feedback.

At the August 25, 2016 RVTPO meeting, the Policy Board remanded the constrained list discussion back to the TTC for a recommendation. At the September TTC meeting, the TTC reviewed the current draft Constrained and Vision Lists of projects for the CLRMTP. Members have to select about \$300 million worth of projects from the list to shift to the "vision list" in order to get under the financial constraint. The TTC began shifting projects at this meeting and will finalize this process at their October meeting.

Staff suggested that the TTC rank all the projects on the two draft lists using the following goals found in the draft CLRMTP:

Goal 1: Focus on transportation connectivity gaps in access to employment and essential services and help address those gaps through multimodal transportation solutions. The concept behind this goal is labeled "Ladders of Opportunity";

Goal 2: Build on our strengths by investing in multimodal transportation infrastructure improvements in predefined areas where citizens already live and work and where dense increases in jobs and housing are planned. The TPO Policy Board has defined these areas as Multimodal Districts and Multimodal Centers;

Goal 3: Invest in a seamless multimodal transportation system by developing operations management, intelligent transportation systems and similar technical and managerial best management practices to get the most out of the transportation infrastructure and assets that already exist;

Goal 4: Facilitate greater regional planning cooperation by advancing transportation projects that benefit the citizens of more than one TPO member locality, and/or that are sponsored by more than one TPO local government;

And the six SMART SCALE Factors:

1. Safety,
2. Congestion Mitigation,
3. Accessibility,
4. Land Use and Transportation Coordination,
5. Environmental Quality, and
6. Economic Development.

A score of 0 to 2 (0, Not Good; 1, Pretty Good; 2, Very Good) would be given to each of the ten scoring factors for each project. The scores would be aggregated and those projects scoring 0.1-1.0 would be placed on the Vision List and those scoring 1.1-2.0 on the Constrained List.

The TTC chose to have staff initially score the projects internally using the above system and bring back the results for the TTC to further discuss.

Staff anticipates that the TPO Policy Board will receive a final draft Constrained and Vision List at their October 27, 2016 meeting.