

July 1, 2021

MEMORANDUM

TO: Members, Transportation Technical Committee
 FROM: Cristina Finch, AICP, LEED AP, Secretary to the Transportation Technical Committee
 SUBJ: July 8, 2021 TTC Meeting/Agenda

The July meeting of the Transportation Technical Committee (TTC) will be held Thursday, July 8, 2021 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Avenue, SW, Roanoke, VA. In accordance with CDC regulations, attendees who are fully vaccinated against the COVID-19 virus are not required to wear masks. Unvaccinated attendees, or those who choose to for health or other concerns, are encouraged to wear a mask while inside the Commission building.

TTC AGENDA

1. Welcome, Call to Order, Roll Call *Chairman Tripp*
2. Approval of the Consent Agenda items..... *Chairman Tripp*
 - A. Approval of the Agenda
 - B. Action on Ratification of TTC Virtual Mtes: May 14, 2020 through June 10, 2021, pp. 2–14
3. Chairman’s Remarks *Chairman Tripp*
4. Recommendation on Allocation of FY22 Highway Infrastructure Program *Bryan Hill*
 And Highway Infrastructure Program CRRSAA Funding, pp. 15–18
5. Recommendation on Adjustments to the RVTPO’s Surface Transportation..... *Cristina Finch*
 Block Grant (STBG) Project Development and Selection Procedures, pp. 19–40
6. Recommendation on Priority Project for the Regional Study on Project *Eddie Wells*
 Prioritization for Economic Development and Growth, pp. 41–44
7. Other Business
 - A. Upcoming Items Regarding the Roanoke Valley Transportation Plan..... *Cristina Finch*
8. Comments by TTC Members and/or Citizens
9. Adjournment (by 3:15 p.m.)

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

TTC Meeting July 8, 2021

SUBJ: Action on Ratification of TTC Virtual Minutes: May 14, 2020 through June 10, 2021

On July 1, 2021, the COVID-19 State of Emergency ended in the Commonwealth, thus ending the ability for public bodies to meet electronically and without a quorum in one location. Pursuant to Paragraph 2 f of the City of Roanoke Emergency Ordinance adopted by the RVTPO Policy Board on April 23, 2020, “The Public Entities may approve minutes of an electronic meeting at a subsequent electronic meeting and shall later approve all such minutes at a regular or special meeting after the emergency and disaster has ended.”

In keeping with this Ordinance staff submits the following list of minutes, from electronic meetings of the TTC held during the State of Emergency, to be ratified:

Meeting	Date	Minutes Link
Regular Meeting	5/14/20	https://rvarc.org/wp-content/uploads/2020/07/C.-May-14-2020-Signed-TTC-Mtes.pdf
Regular Meeting	6/11/20	https://rvarc.org/wp-content/uploads/2020/07/D.-June-11-2020-Signed-TTC-Mtes.pdf
Regular Meeting	7/09/20	https://rvarc.org/wp-content/uploads/2020/09/E.-July-9-2020-Signed-TTC-Mtes.pdf
Work Session	8/27/20	https://rvarc.org/wp-content/uploads/2020/09/F.-Aug.272020-Work-Session-TPO.TTC-Mtes.pdf
Regular Meeting	9/10/20	https://rvarc.org/wp-content/uploads/2020/12/G.-Sept.-10-2020-Signed-TTC-Mtes.pdf
Regular Meeting	10/08/20	https://rvarc.org/wp-content/uploads/2020/12/H.-Oct.-8-2020-Signed-TTC-Mtes.pdf
Regular Meeting	11/12/20	https://rvarc.org/wp-content/uploads/2021/01/I.-Nov.-12-2020-Signed-TTC-Mtes.pdf
Joint RVTPO/TTC Work Session	12/10/20	https://rvarc.org/wp-content/uploads/2021/01/J.-Dec.-10-2020-TPO.TTC-Work-Session-Mtes.pdf
Regular Meeting	1/14/21	https://rvarc.org/wp-content/uploads/2021/02/A.-January-14-2021-TTC-Mtes.pdf
Regular Meeting	2/11/21	https://rvarc.org/wp-content/uploads/2021/03/B.-February-11-2021-TTC-Mtes.pdf
Regular Meeting	3/11/21	https://rvarc.org/wp-content/uploads/2021/04/C.-March-11-2021-TTC-Mtes.pdf
Regular Meeting	4/08/21	https://rvarc.org/wp-content/uploads/2021/05/D.-April-8-2021-TTC-Mtes.pdf
Special Meeting	4/20/21	https://rvarc.org/wp-content/uploads/2021/05/E.-April-20-2021-TTC-Mtes.pdf
Regular Meeting	5/13/21	https://rvarc.org/wp-content/uploads/2021/06/F.-May-13-2021-TTC-Mtes.pdf
Regular Meeting	6/10/21	Minutes follow this staff report

TTC Action:

Ratification of TTC virtual meeting minutes from May 14, 2020 through June 10, 2021.

MINUTES

The June meeting of the Transportation Technical Committee was held virtually on Thursday, June 10, 2021 at 1:30 p.m. via Zoom.

VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Dan Brugh	County of Montgomery
Megan Cronise	County of Roanoke
Will Crawford	County of Roanoke
Chris Chittum	City of Roanoke
Mark Jamison, <i>Vice Chair</i>	City of Roanoke
Ben Tripp, <i>Chair</i>	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton	Town of Vinton
Dorian Allen	Greater Roanoke Transit Company (Valley Metro)
Liz Belcher	Roanoke Valley Greenway Commission
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Daniel Sonenklar	Virginia Dept. of Rail and Public Transportation
Michael Gray	Virginia Dept. of Transportation - Salem District

VOTING MEMBERS ABSENT

David Givens	County of Botetourt
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NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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Others Present Remotely: Wayne Leftwich, City of Roanoke; David Jackson, Cambridge Systematics; Sarah Windmiller, Cambridge Systematics.

RVARC Staff Present: Cristina Finch, Bryan Hill, Rachel Ruhlen, Jeremy Holmes, Eddie Wells and Virginia Mullen.

1. WELCOME, CALL TO ORDER, ROLL CALL

Chair Tripp called the meeting to order at 1:30 p.m. A quorum was present.

Chair Tripp read the following opening statement..." Pursuant to the City of Roanoke Emergency Ordinance adopted by the RVTPO Policy Board on April 23, 2020 and 2021 Virginia General Assembly legislation SB1271 passed February 27, 2020, the June meeting of the Transportation Technical Committee (TTC) will be held virtually on Thursday, June 10, 2021 at 1:30 p.m. via Zoom. Under the current State of Emergency, and until further notice, it has been deemed unsafe to assemble a quorum of a public body in one place. Any members of the public may view and participate in the meeting through electronic means. Meeting details

are listed on the second page of the agenda. All materials made available to the Members will be made available to the public at the same time by posting on the RVARC website.”

2. APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- (A) June 10, 2021 Transportation Technical Committee Meeting Agenda;
- (B) May 13, 2021 Transportation Technical Committee Minutes.

Motion: by Mark Jamison to approve items A & B under the Consent Agenda, as distributed; seconded by Chris Chittum.

TTC Action: Roll Call Vote: Ayes – 13 (Fowler, Brugh, Cronise, Crawford, Chittum, Jamison, Tripp, McMillan, Allen, Belcher, Sanford, Sonenklar, Gray); Nays – 0; Abstentions – 0. Motion carried unanimously.

3. CHAIRMAN’S REMARKS

Chairman Tripp noted he does not have any remarks for today’s meeting. He asked Ms. Finch if there has been any discussion on returning to in-person meetings. Ms. Finch replied that once the state of emergency is lifted on June 30, 2021 the Commission will return to in-person meetings. Mr. Jamison noted that Roanoke City announced their July City Council meeting will be held in person.

4. CONTINUED DEVELOPMENT OF ROANOKE VALLEY TRANSPORTATION PLAN – DRAFT PRIORITY NEEDS

David Jackson and Sarah Windmiller with Cambridge Systematics, Inc. presented a PowerPoint presentation on the draft priority needs (the presentation is included with the Minutes).

5. RECOMMENDATION ON THE FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #1 (CORTRAN)

Bryan Hill stated that the amendment to the FY21-24 Transportation Improvement Program (TIP) is being requested to include Roanoke County’s request for FTA 5310 funding to operate its CORTRAN service for seniors and people with disabilities next year. Mr. Hill added that the Policy Board released the draft amendment for public comment at their May meeting. The 14-day public comment period will conclude prior to the June 24th RVTPO Policy Board meeting, where a public hearing will be held on the amendment.

Motion: by Megan Cronise to recommend to the Policy Board the approval of the FY 2021-2024 TIP Amendment #1, as presented; seconded by Will Crawford.

TTC Action: Roll Call Vote: Ayes – 12 (Fowler, Brugh, Cronise, Crawford, Chittum, Jamison, Tripp, McMillan, Allen, Belcher, Sonenklar, Gray); Nays – 0; Abstentions – 0. Motion carried unanimously.

6. **RECOMMENDATION ON 5-10 PROJECTS FOR THE REGIONAL STUDY ON TRANSPORTATION PROJECT PRIORITIZATION FOR ECONOMIC DEVELOPMENT AND GROWTH**

Eddie Wells presented a spreadsheet showing needs and related projects along with a list of 6 priority projects that resulted from revisions made at the May 14, 2021 TTC meeting and follow up discussions with locality staff. Mr. Wells stated that the objective for today's discussion is to have the TTC recommend a list of 5 to 10 projects that address the region's transportation needs related to economic development. Chairman Tripp opened the floor for discussion.

Ms. Belcher stated that it was a good list of projects that address congestion and business parks and added that the greenways should be included in the list since that is what the region is promoting for economic development. Currently the Roanoke River Greenway is not fully funded all the way from Green Hill to Explore Park. Chair Tripp and Ms. Cronise agreed with Ms. Belcher's suggestion. The 2018 TED Study included an item that covered multimodal improvements and greenways that should be carried over to the new list. Mr. Wells noted that the greenways did not come up as a need when staff talked with the economic development stakeholders group. Mr. Wells asked about specific segments to which Ms. Belcher stated the following segments are not funded: Mill Lane to Riverside (Salem); Apperson to Lancing (Salem); Underhill section (City); and Water Treatment Plant to Niagara (East Roanoke River, County). Ms. Cronise, Belcher and Tripp will meet to discuss individual projects and will send cost and descriptions to Mr. Wells.

Ms. Cronise commented for items #4 and #5 on page 23 of the agenda packet "City of Roanoke" should be added. Ms. Cronise noted that the project description for project #2 on page 23 of the agenda packet is outdated (based on the most recent study) and suggested that the implementation of recommendations from the Route 460 STARS Study be included. Mr. Gray suggested a general description of improvements on 460 instead. Ms. Finch commented that the broad descriptions could be included as part of the solutions and that the Board is looking for specific recommendations on the region's priority projects for the upcoming grants.

Mr. Jamison requested including the Orange Avenue I-581 interchange improvements and the section between Williamson Road and Gus Nicks Blvd for improvement. The STARS Study for I-581 Interchange will identify additional projects. Mr. Gray supported that request as well.

Mr. Jamison referred to the VTRANS needs presentation that showed Route 460 and the section of I-81 between Roanoke and Botetourt as a significant priority needs and stated that those improvements should be included in the list. He also stated that Orange Avenue from King Street to Blue Hills is funded through SMART SCALE. Completion of the I-581 / Orange Avenue STARS Study needs to be in the top 10 projects.

Ms. Cronise noted Item #6 Route 419 project description is outdated. Roanoke County does not anticipate 6-laning between Starkey and Rt 221. Mr. Cronise emailed specific locations to Mr. Wells along Route 419 for improvements and several of those correspond with VTRANS

priority projects at intersections in the corridor. Detailed costs for the projects are not available but VDOT studies are currently underway and will result in more specific description and costs.

Ms. Belcher stated some of the cost estimates in the spreadsheet are too specific -round them to nearest \$1,000 due to constantly changing prices. Mr. Gray agreed.

Ms. Cronise stated that Item #5 on page 25 under "Other funded projects" Valleypointe Parkway has details that can be included on that row, and she will send the additional details.

Mr. Wells asked if Roanoke County wants to include the I-81 widening to 6 lanes from Exit 128 to Exit 137. This project was discussed in the previous TED Study and talked about last month. Ms. Cronise stated to keep it on a priority list but not in the top 10 list at this time since it is the last piece that will be widened.

Mr. Gray asked if the other corridors should be addressed similar to the greenways (multiple projects lumped under one). Ms. Finch stated it is less effective to lump projects together and additional projects could be included in the Roanoke Valley Transportation Plan project list. Mr. Gray asked if this effort is only for the upcoming cycle of grants. Ms. Finch replied with yes and added that the TPO wanted this priority list done this summer to guide decisions about what projects will be applied for in the fall and where STBG funding would be conditionally committed. Mr. Gray noted the challenges to select priority projects because upcoming STARS studies could result in multiple projects from each study. Chairman Tripp asked if it would be helpful to have groups of priorities but not differentiate between the 4-5 projects in the group. For instance, the Roanoke River Greenway is a priority and there are the 3 sections that would help meet that priority, then a locality could submit one of them. Ms. Finch stated that the idea is similar to what Cambridge Systematics presented earlier in today's meetings as grouped priority needs but this process is farther along and is looking at specific project descriptions and costs. Mr. Sexton asked about the list of 10 projects and the 4 or 5 priority groups connecting Roanoke to other points in the 2018 Study and if the update would have something similar. Ms. Finch stated the needs from the previous study were very generic, and the staff has gone through a more robust exercise this time to identify transportation needs for economic development.

Mr. Gray cited the difficulty selecting priorities due to ongoing STARS study and looking at 4 more studies by next March - 419 corridor, Exit 150, City of Roanoke and City of Salem - and how to capture those needs and projects that will not have description and costs until March 2022. Ms. Finch stated the STBG review process was amended, and the TED Study list is no longer referenced specifically-rather a priority list which should be the Roanoke Valley Transportation Plan's list and noted the value of the TED Study comes from input and discussions with the economic development stakeholders and showing them how the transportation stakeholders intend to address those needs.

Mr. Wells stated that the Policy Board would like to have a list of priority projects soon for use in August or September. Mr. Gray stated that the focus should be placed on existing projects and explained that other studies are still going on and will result in additional projects in the

future. Chairman Tripp directed staff to make the appropriate changes and provide the final list of project priorities at the July 8, 2021 TTC meeting.

7. RECOMMENDATION ON ALLOCATION OF FY22 HIGHWAY INFRASTRUCTURE PROGRAM AND HIGHWAY INFRASTRUCTURE PROGRAM CRRSAA FUNDING

Bryan Hill noted that the Policy Board deferred action on the allocation of FY22 Highway Infrastructure Program and Highway Infrastructure Program CRRSAA funding and requested the TTC to review and provide a recommendation. Mr. Hill reviewed the staff report which was previously distributed with the agenda packet.

Ms. Cronise commented that she emailed a suggestion to use the HIP money for existing STBG projects that are near construction. The HIP money can be used quickly and there will be no need to worry about the time and funding constraints. The STBG money could be reallocated and put in balance entry.

Michael Gray commented that when the November 2020 STBG Six-Year Financial Plan was approved, VDOT noted a reduction of \$2,000,000 in STBG funding. Mr. Gray suggested possibly using HIP funds to cover the shortage. Mr. Gray noted that it was also fine if the money was used for potentially advancing a project, however VDOT may not be ready to do so for several more months. Mr. Gray recommended using HIP funds to cover a project's shortfall before looking into advancing a project. Ms. Belcher and Ms. McMillan agreed.

Mr. Hill suggested working with the locality staff, looking at several option scenarios, and bringing the item back with a recommendation at the July TTC meeting.

8. OTHER BUSINESS

No other business was discussed.

9. COMMENTS BY MEMBERS AND / OR CITIZENS

No comments were made.

Adjournment

The meeting was adjourned at 3:15 p.m.

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

Roanoke Valley Transportation Plan Update

Priority Needs – Initial Findings and Next Steps

presented to
Transportation Technical Committee

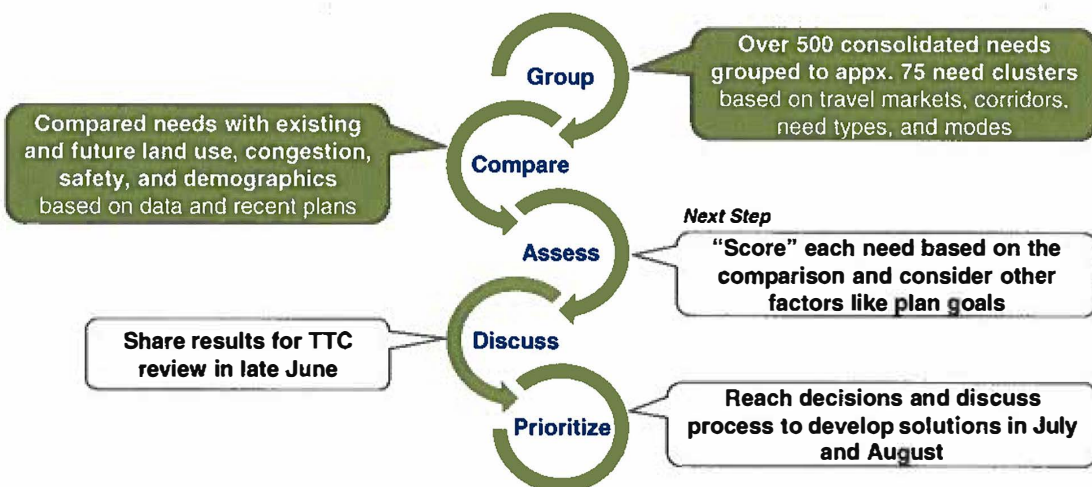
presented by
Cambridge Systematics, Inc.



1



Priority Needs



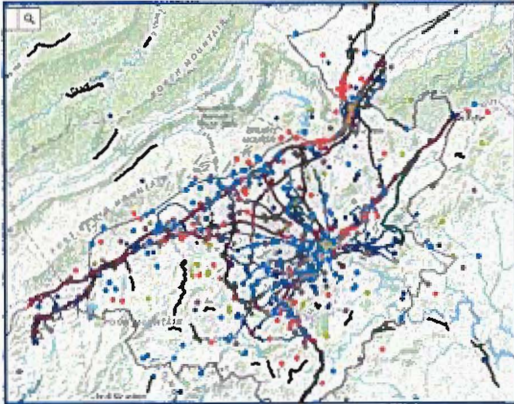
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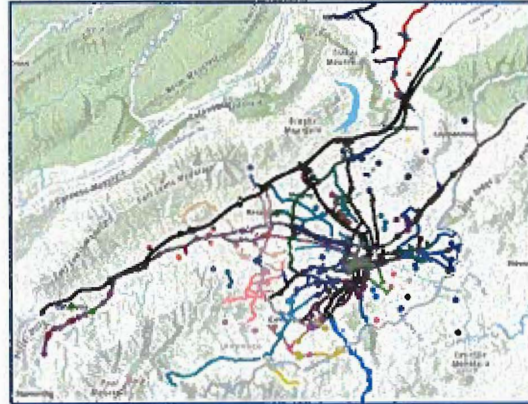
Priority Needs



Needs Assessment Results



Working Grouped Needs



All needs are retained – nothing disappears
Groups based on location/corridors/modes

Example: 21 traffic management and safety needs along US 460/Main Street from Elliston area (Montgomery County) to Route 419 (Salem)

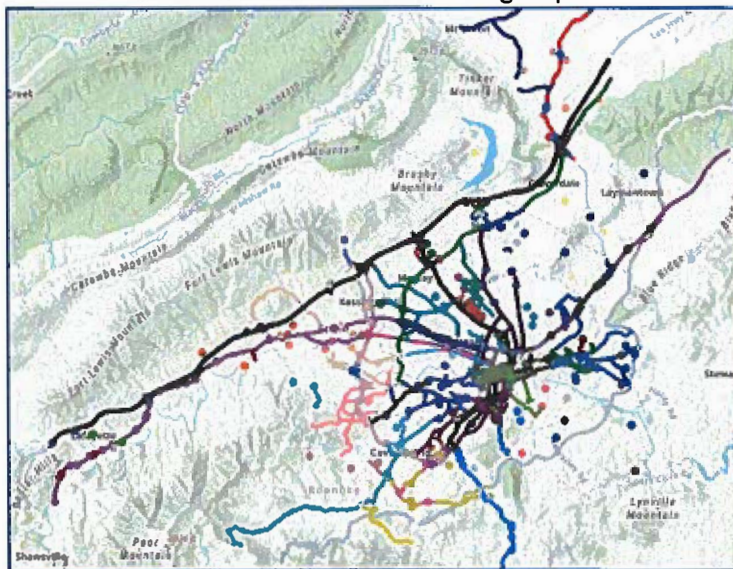
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Grouping Results

Grouping Results

550+ individual needs → 75 groups



4



Grouping Process

Examples

Process based on common:

- 1. Corridor and/or Area**
 - Same roadway
 - Same general area
 - Safe access to same location
 - 2. Mode / Type**
 - Bike, pedestrian, or transit
 - General roadway traffic
 - Safety
 - Destination access
- Started with clustering analysis then refined manually



Multimodal needs along Melrose Ave



Safety and bike/pedestrian access to Valley View Mall



Traffic & Safety needs along Route 220

Others:

- Traffic flow needs in Downtown Roanoke
- Bicycle and pedestrian safety around Vinton

5



Priority Needs



1. Align grouped needs with demographic and system performance data and recent plan outcomes

The entire approach is quantitative and mapped
Serves as a tool to inform priority need decisions

2. Then apply other considerations, including:

Alignment with regional goals
Geographic equity
Comparison to VTrans mid-term needs

6



Criteria

Theme	Description
Data and Plan Focused	
Multimodal centers and districts	Is the need within a multimodal center or district
Current activity density	Current combined population and employment density within the need area
Future activity density	Future combined population and employment density within the need area
Person or vehicle throughput	Future travel activity through the need area and overlap with identified priority corridors from Congestion Management Process
Safety	Overlap with corridors identified in Roanoke Valley Regional Transportation Safety Study (both highway and bike/ped safety)
Disadvantaged populations	Does the need represent a disproportionate impact to disadvantaged populations (using regionally customized SMART SCALE definition and/or VTrans equity emphasis areas)
Future development priority locations	Does the need serve a future development priority location as identified through the ongoing Transportation and Economic Development study

7



Approach

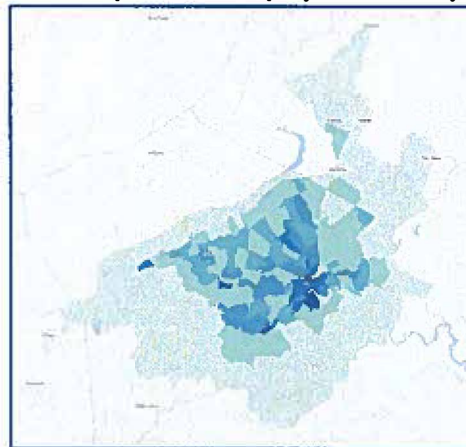
Existing and Future Activity Density

- **Traffic analysis zone (TAZ) density from regional travel demand model**

Existing – Census data based

Future – Consistent with jurisdiction-level land use forecasts and growth distribution

2019 Population + Employment Density



8



Approach

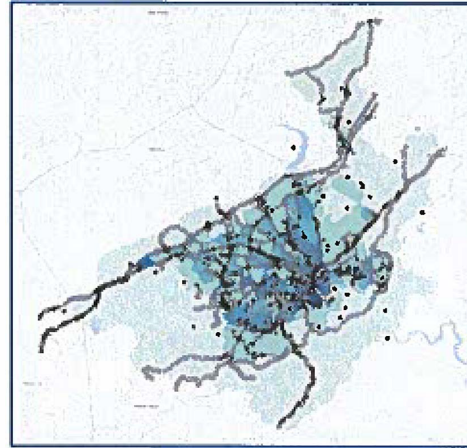
Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each need grouping

Captures intersecting and adjacent TAZs

Essentially includes all development approximately within 1/2 mile of the need area (can be a longer distance in less dense areas)

Density with Needs Buffer



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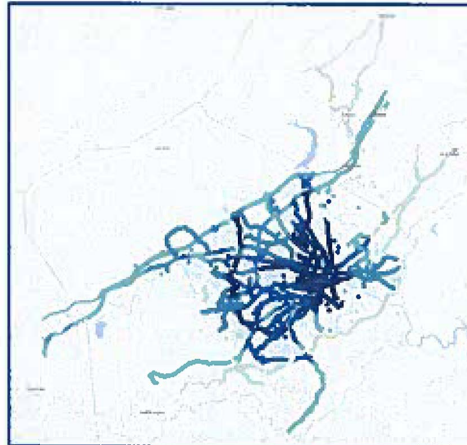


Approach

Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each need grouping
- Proportional overlap
 - Weighted, activity density for each grouping
 - Density controls for buffer sizes (large area vs small area)

Proportional overlap results



10



Approach – Findings

Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each grouping
- Proportional overlap
 - Weighted, activity density for each grouping
 - Controls for buffer sizes (large area vs small area)
- Assign score based on results (next step)

10 High-Density Groups
(>10 persons + jobs per acre)

18 High-Growth Groups
(> 10% activity increase)

Example Activity Density Results

	A	B	C
	CID	Current Activity Density	Future Activity Density
2	C1	19.92155334	20.75021188
3	C10	17.77094213	18.65314801
4	C11	8.387473441	9.131428145
5	C12	0.869247384	1.003747929
6	C13	19.40430632	26.06777372
7	C14	3.650084613	3.90846434
8	C15	4.270567279	4.683395411
9	C18	6.789954722	7.021239674
10	C19	6.097756825	6.306447171
11	C2	31.30662864	32.97021094
12	C20	3.953075827	4.351335677
13	C21	4.251347045	4.498370089
14	C22	1.322187277	1.422799036
15	C23	1.52295633	1.857390797
16	C24	1.410129271	1.729708495
17	C25	1.099582291	1.356589185
18	C26	6.064358895	6.356051093
19	C27	6.384990523	7.124112184
20	C28	0.643334202	0.773381787

11



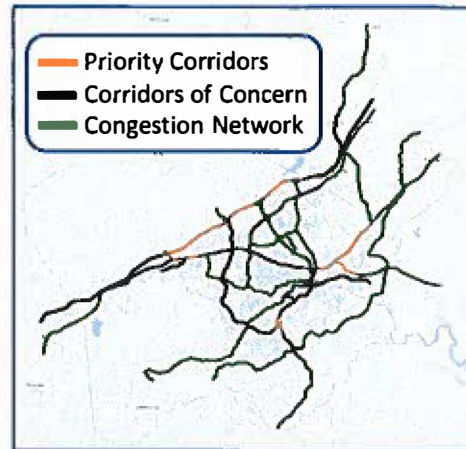
Approach – Findings

Congestion / Vehicle Throughput

- Group overlaps with identified corridor
 - +1 Congestion Network
 - +2 Corridors of Concern
 - +3 Priority Corridor
- Incorporate corridor throughput

17 Grouped needs overlap Congestion Network
14 Grouped needs overlap Corridors of Concern
5 Grouped needs overlap Priority Corridor

Corridors



12



Next Steps

Share results of the quantitative approach through an online map for TTC review

Apply other considerations

These account for other realities within the process that the data cannot fully address
Fosters a collaborative decision-making framework informed by data

Theme	Description
Qualitative/Subjective	
Goal alignment	To what extent does the need relate to plan goals
Regional significance	Identify needs within critical interregional travel corridors (CoSS and Regional Network) or adjacent to interregional travel nodes
Jurisdictional equity	Look at quantitative based priority need results and ensure jurisdictional equity within the region
Other Considerations	
VTrans priority	Cross-check after the qualitative/quantitative process is complete. RVTPO priority needs and VTrans needs do not need to be the same.
Programmed projects	Given available information on the results of Smart Scale Round 4, and the SYIP to be adopted by the CTB in June, review all needs relative to existing programmed projects

STAFF REPORT

TTC Meeting July 8, 2021

SUBJ: Recommendation on the Allocation of FY22 Highway Infrastructure Program and Highway Infrastructure Program CRRSAA Funding

Note: This item was carried over from the June 10 TTC meeting, where the Committee directed staff to explore various options with VDOT and locality staff.

The federal 2021 U.S. Department of Transportation Appropriations Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) provide new funding to be obligated in urbanized areas with populations greater than 200,000 which includes the Roanoke Valley. These funds are distributed in the form of Highway Infrastructure Program (HIP>200k) funds and Highway Infrastructure Program - CRRSAA (HIP-CRRSAA>200k) funds and are being provided to Metropolitan Planning Organizations for programming.

In May, staff was notified that the RVTPO will receive HIP>200k and HIP-CRRSAA>200k funds. The amount allocated to the RVTPO is \$1,946,778. A summary of the funding and obligation requirements for both programs are as follows:

Funding Program	Available Funding	Funding Source	Obligation Requirements
HIP >200K	\$297,071	80% Federal/ 20% State	HIP >200K funds remain available for obligation through September 30, 2024. Any amounts not obligated on or before September 30, 2024 lapse.
HIP-CRRSAA >200K	\$1,649,707	100% Federal	HIP-CRRSAA funds remain available for obligation through September 30, 2024. Any such amounts not obligated on or before September 30, 2024 lapse. Funds must be fully expended, billed to, and reimbursed by FHWA by September 2029.
Total HIP Funding	\$1,946,778		

Funds may be used for the following eligible activities:

FFY 2021 HIP>200k

- **Eligibility** - FFY 2021 HIP>200k funds may be obligated for:
 - (1) activities eligible under 23 USC 133(b); and
 - (2) providing necessary charging infrastructure along corridor-ready and corridor pending alternative fuel corridors designated pursuant to 23 USC 151.

FFY 2021 HIP-CRRSAA>200k

- **Eligibility** - FFY 2021 HIP-CRRSAA>200k funds may be obligated for:
 - (1) activities eligible under 23 USC 133(b); and

(2) Costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses (referred to as “Special Authority purposes”). More detailed information concerning these Special Authority purposes may be reviewed in FHWA’s [Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 \(HIP-CRRSAA\) Implementation Guidance](#)

Following the June 10 TTC meeting, staff held conversations with VDOT staff and learned additional details regarding the three previously recommended projects. As a result of those discussions, staff learned the following:

Valleypointe Parkway Realignment – HIP money was proposed to give this project the opportunity to advance its PE schedule. VDOT has done this using SMART SCALE funding and will start as soon as VDOT Location and Design staff is ready, thus HIP funding is not needed.

Tinker Creek Trail Extension – This project has old legacy formula funding that it has not yet been spent, and those funds will be spent on the first phase of the project. There is some concern regarding right-of-way acquisition on the later phases. As a result, provision of HIP funding for the project’s cost overruns could jeopardize the timely obligation of all project phases by 9/30/24.

Washington Avenue Corridor Improvement Study – Upon further discussion with Roanoke County, there is no apparent rush or high priority to perform this study, given current project workloads.

For the reasons noted, these projects are no longer recommended for HIP funding. As a way of moving forward with other options, VDOT suggested looking at locally administered projects which were ready to begin. Staff held conversations with staff from various localities, with the intent of identifying locally administered projects that could begin sooner if HIP funding were made available in FY22. The following are the projects identified by the localities based upon those conversations.

City of Roanoke

1. **UPC 119555: Aviation Drive/Valley View Boulevard Pedestrian Improvements** – This project is funded through SMART SCALE for \$5,928,000, with \$1,250,000 in committed STBG funding in FY24, FY25, and FY26 (\$125,000, \$403,000, and \$722,000 respectively). VDOT has advanced the timing of SMART SCALE funding so the City can begin PE on this project in FY22. HIP funding could replace the STBG FY25 and FY26 funding to allow it to go to construction sooner.
2. **UPC 119586: Greenway Connection – Riverland Road** – This project has \$645,421 in previous STBG allocations, \$330,147 programmed in FY22, and \$222,842 in FY23. STBG funding in FY23 (\$222,842) could be freed up for other projects.
3. **UPC T24553: Roanoke River Greenway – East** – This project is for preliminary engineering only, has \$710,000 in previous STBG allocations, and \$125,000 programmed in FY24. STBG funding in FY24 (\$125,000) could be freed up for other projects.

Town of Vinton

1. UPC 113322: Hardy Road/Dillon Woods Crosswalk – This project is in the Six-Year Improvement Program, with a project cost of \$497,911, and has \$183,000 previously allocated to it in HSIP funding. There is a current shortfall of \$314,911, which is what is being sought to fully the project. The Town would like to bundle this project with the Gus Nicks Boulevard Crosswalk project and pursue Preliminary Engineering for both at the same time in Fall 2021 with anticipated construction advertisement in Fall 2022.
2. UPC 113565: Walnut Avenue Bicycle and Pedestrian Accommodations – W. Lee Avenue to 1st Street– This project has \$405,610 in previous STBG allocations and \$463,750 programmed in FY23 and FY24 (\$263,750 and \$200,000 respectively). If partially funded by HIP, STBG funding could be freed up for other projects.

Given the obligation and expenditure deadlines of the funding programs, staff has developed two recommendations for allocation of the FY22 HIP funding which was available beginning July 1, 2021. The rationale for two recommendations is based upon additional Highway Safety Improvement Program (HSIP) funding uncertainty for the Hardy Road/Dillon Woods Crosswalk project.

At the time this staff report was written, VDOT Salem District has not received official word from VDOT Central Office whether surplus HSIP funds can be applied to the \$314,911 shortfall. In the following two Staff Funding Recommendations, #1 reflects the project not receiving HSIP funding while #2 shows that it did thus allocating those funds to other projects.

Staff Funding Recommendation #1

Locality	Project	HIP >200K	HIP-CRRSAA >200K	Total Recommended Allocation for Projects	Additional Actions Needed
City of Roanoke	Aviation Drive/Valley View Boulevard Pedestrian Improvements	\$297,071	\$827,929	\$1,125,000	Adjustment of STBG Financial Plan.
City of Roanoke	Greenway Connection – Riverland Road	\$ -	\$222,842	\$222,842	Adjustment of STBG Financial Plan.
Town of Vinton	Hardy Road/Dillon Woods Crosswalk	\$ -	\$314,911	\$314,911	TIP Amendment
Town of Vinton	Walnut Avenue Bicycle and Pedestrian Accommodations – W. Lee Avenue to 1 st Street	\$ -	\$284,025	\$284,025	Adjustment of STBG Financial Plan.
	Total HIP Funds Available for Allocation	\$297,071	\$1,649,707		

Allocating the HIP funding towards the above projects now would free up \$1,631,867 in STBG funds for the upcoming new STBG application round.

Staff Funding Recommendation #2

Locality	Project	HIP >200K	HIP-CRRSAA >200K	Total Recommended Allocation for Projects	Additional Actions Needed
City of Roanoke	Aviation Drive/Valley View Boulevard Pedestrian Improvements	\$297,071	\$838,115	\$1,135,186	Adjustment of STBG Financial Plan.
City of Roanoke	Greenway Connection – Riverland Road	\$ -	\$222,842	\$222,842	Adjustment of STBG Financial Plan.
City of Roanoke	Roanoke River Greenway - East	\$ -	\$125,000	\$125,000	Adjustment of STBG Financial Plan.
Town of Vinton	Walnut Avenue Bicycle and Pedestrian Accommodations – W. Lee Avenue to 1 st Street	\$ -	\$463,750	\$463,750	Adjustment of STBG Financial Plan.
	Total HIP Funds Available for Allocation	\$297,071	\$1,649,707		

Allocating the HIP funding towards the above projects now would free up \$1,946,778 in STBG funds for the upcoming new STBG application round.

Staff Funding Recommendations #2 are different from #1 in these ways:

1. Includes the Roanoke River Greenway – East project \$125,000 to cover right-of-way expenses.
2. The Hardy Road/Dillon Woods Crosswalk project is not listed, due to the assumption that HSIP funding will cover the \$314,911 shortfall.
3. The Aviation Drive/Valley View Boulevard Pedestrian Improvements project would receive \$10,186 in additional HIP-CRRSAA >200K funding, replacing that amount from the STBG program.
4. The Walnut Avenue Bicycle and Pedestrian Accommodations – W. Lee Avenue to 1st Street project would receive \$179,725 more from HIP-CRRSAA >200K funding replacing that amount from STBG.

An alternative scenario is to recommend that the HIP funding utilize the STBG Project Development and Selection Procedures, follow the STBG new application process for which applications are due in September 2021, and allocate funding in the Spring 2022.

Staff recommends:

1. Forwarding Staff Funding Recommendation #1 to the RVTPO Policy Board **if** the Hardy Road/Dillon Woods Crosswalk project is not funded with surplus HSIP funds;
2. Forwarding Staff Funding Recommendation #2 to the RVTPO Policy Board **if** the Hardy Road/Dillon Woods Crosswalk project is funded with surplus HSIP funds; and
3. Directing staff to forward the appropriate recommendation, #1 or #2, to the RVTPO Policy Board for their July 22 meeting in the event VDOT has not made a funding determination on the project by the July 8 TTC meeting.

TTC Action:

Recommendation on the allocation of FY22 HIP funding to the RVTPO Policy Board.

STAFF REPORT

TTC Meeting July 8, 2021

SUBJ: Recommendation on Adjustment to RVTPO's Surface Transportation Block Grant (STBG) Project Development and Selection Procedures

Staff is recommending adjusting the RVTPO's STBG Project Development and Selection Procedures to ease the annual adjustment process and improve the timeliness and accuracy of presenting financial information. The attached document includes the following adjustments:

- Clarify in Policy #7 when additional funding requests are due.
- Clarify in Policy #11 that only urgent unforeseen new project requests will be considered by the Policy Board; adjustments will be considered following the annual schedule.
- Table 4.1-1 and Table 5.3-1 – Includes a deadline for submitting the annual project update form including requests for additional funding.
- Statement clarification following Table 5.3-1.
- Removes the Benefit/Cost Consideration due to the ineffectiveness of comparing the noted scores for different types of project requests (e.g. study vs. construction vs. equipment).

TTC Action:

Recommendation to the Policy Board on the proposed adjustments to the STBG procedures.



Surface Transportation Block Grant Program: Roanoke Valley Urbanized Area Suballocation Funding

(Previously called RSTP-Regional Surface Transportation Program)

Project Development and Selection Procedures

[DRAFT ADJUSTMENTS 6-21-21](#)

Approved Revisions:

Adjusted 2-25-21
Updated 4-25-19
Adjusted 9-28-17
Adjusted 6-22-17
Updated 4-28-16
Updated 6-26-14
Approved 3-28-13

NON-DISCRIMINATION

The Roanoke Valley Transportation Planning Organization (RVTPO) strives to comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Discrimination Complaint Form, see www.rvarc.org or call (540) 343-4417.

The RVTPO will provide reasonable accommodations and services for persons who require special assistance to participate in public involvement opportunities. Contact the Public Involvement and Community Outreach Coordinator at (540) 343-4417 for more information.

ACKNOWLEDGMENTS

This document was prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and Greater Roanoke Transit Company (GRTC), and member local governments. The contents of this report reflect the views of the Roanoke Valley Transportation Planning Organization (RVTPO). The RVTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT, DRPT or GRTC or the member local governments. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT, DRPT, GRTC or the member local governments acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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Melissa McGill	Federal Transit Administration

Regional Commission Staff

Wayne G. Strickland	Executive Director
Cristina D. Finch, AICP, LEED AP	Director of Transportation



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The 25th day of February 2021

RESOLUTION

**By the Policy Board of the Roanoke Valley Transportation Planning Organization
Approving Adjustments to the Surface Transportation Block Grant Program: Roanoke Valley
Urbanized Area Suballocation Funding Project Development and Selection Procedures**

WHEREAS, the Roanoke Valley Transportation Planning Organization (RVTPO) is a Transportation Management Area (TMA) as classified by the Federal Government; and

WHEREAS, the RVTPO Policy Board has the opportunity and responsibility to prioritize the Surface Transportation Block Grant – Urbanized Areas with Population over 200,000 (STBG) funds allocated by the Federal Government to the Roanoke region for eligible projects within the Roanoke Valley Study Area boundary; and

WHEREAS, the STBG Project Development and Selection Procedures document serves as a guide to applicants, staff, and stakeholders regarding opportunities to apply for funding, financial adjustments to previously approved projects, policies related to the allocation and use of funds, the scheduling of related activities, and the process for the Policy Board's selection of projects; and

WHEREAS, the RVTPO Policy Board members have reviewed the adjustments to policies #4, 5, and 9 of the STBG Project Development and Selection Procedures and will use the Procedures to guide transportation investment decisions using STBG funds.

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board does hereby approve the Surface Transportation Block Grant Project Development and Selection Procedures, as presented.



Billy W. Martin, Jr.
Chairman

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 Area Metropolitan Planning Organization

The 25th day of April 2019

RESOLUTION

by the Policy Board of the Roanoke Valley Transportation Planning Organization
Approving the Surface Transportation Block Grant Program: Roanoke Valley Urbanized Area
Suballocation Funding Project Development and Selection Procedures

WHEREAS, the Roanoke Valley Transportation Planning Organization (RVTPO) is a Transportation Management Area (TMA) as classified by the Federal Government; and

WHEREAS, the RVTPO Policy Board has the opportunity and responsibility to prioritize the Surface Transportation Block Grant – Urbanized Areas with Population over 200,000 (STBG) funds, formerly referred to as Regional Surface Transportation Program (RSTP) funds, allocated by the federal government to the Roanoke region for eligible transportation projects within the Roanoke Valley Study Area Boundary; and

WHEREAS, the STBG Project Development and Selection Procedures document serves as a guide to applicants, staff, and stakeholders regarding opportunities to apply for funding, financial adjustments to previously approved projects, policies related to the allocation and use of funds, the scheduling of related activities, and the process for the Policy Board's selection of projects; and

WHEREAS, the RVTPO Policy Board members have reviewed the updated STBG Project Development and Selection Procedures and will use the Procedures to guide transportation investment decisions using STBG funds.

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board does hereby approve the Surface Transportation Block Grant Program: Roanoke Valley Urbanized Area Suballocation Funding Project Development and Selection Procedures, as presented.



Wayne Strickland
Secretary to the Roanoke Valley
Transportation Planning Organization

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 Area Metropolitan Planning Organization

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1. INTRODUCTION

This document describes the process the Roanoke Valley Transportation Planning Organization (RVTPO) will undertake to select transportation projects funded by the Roanoke Valley's apportionment of the Fixing America's Surface Transportation (FAST) Act's Surface Transportation Block Grant Program suballocation for urbanized areas with greater than 200,000 population, previously referred to as the Regional Surface Transportation Program (RSTP), herein after referred to as STBG. Projects funded through STBG will be included in the RVTPO's Transportation Improvement Program (TIP).

RVTPO's STBG project selection is a cooperative process among the members of the RVTPO. The procedure for prioritizing and selecting projects includes the submittal of candidate projects by RVTPO members and development of a prioritized candidate project list by the RVTPO Transportation Technical Committee (TTC). A numeric rating procedure is used to rate each candidate project based on the criteria established by the RVTPO Policy Board and updated at its discretion. The results of the ratings and project recommendations are reported to the RVTPO Policy Board for funding consideration. The RVTPO Policy Board considers the recommendations from the TTC and selects the final recommended list of STBG projects for submittal to the Commonwealth Transportation Board for approval as part of the Six-Year Improvement Program. Amendments to 23 U.S.C funded projects, and in particular STBG funded projects, must be approved by the Commonwealth Transportation Board. This project selection process, as outlined above, is consistent with 23 U.S.C. section 134(j)(3) and (5)(a), and 23 CFR 450.330 included in Appendix A for reference.

The procedures outlined in this document are effective immediately following the RVTPO Policy Board's approval of them. Unused funds allocated from previous procedures will be re-allocated using these procedures and any exceptions to these procedures are as outlined in Section 3 General Policies.

2. PROJECT DEVELOPMENT

This section further describes how the legislation within 23 U.S.C. 133 – Surface transportation block grant program – applies to the RVTPO's regional apportionment of STBG in terms of who can apply for funds and project eligibility. STBG funds are apportioned by the State to the Metropolitan Planning Areas (MPAs) that have Transportation Management Area (TMA) status within Virginia. Metropolitan Planning Organizations, like the RVTPO, are responsible for selecting projects for STBG funding.

2.1 Eligible Applicants

Eligible applicants (candidate project sponsors) of STBG funds in the Roanoke Valley Area include the RVTPO Policy Board member local governments who have all or a portion of their territory in the RVTPO Study Area Boundary, Greater Roanoke Transit Company (GRTC – "Valley Metro"), Unified Human Services Transportation Systems, Inc. (RADAR), the Roanoke-Blacksburg Regional Airport, the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

2.2 Eligible Projects

STBG funding is intentionally very flexible in how it can support transportation investments. The list of eligible projects and activities per 23 U.S.C. 133 is listed in Appendix B as stated in the Federal Highway Administration's STBG implementation guidance from March 7, 2016.

Candidate projects are often parts of larger efforts that incorporate transportation, housing, economic development, education and/or urban policy elements. It can be difficult to determine, with certainty, the likely eligibility of specific candidate projects simply by reading the eligibility guidance in Appendix B. Project sponsors who would like to determine eligibility before taking the time and expense of applying for STBG funds are invited to send RVTPO staff a summary of the candidate project idea. RVTPO staff will coordinate with FHWA or FTA staff to confirm eligibility.

An application form for new candidate projects is provided in a separate document available online via rvtpo.org.

3. GENERAL POLICIES

- 1) Projects must be identified in or qualify for inclusion in the current RVTPO Constrained Long-Range Multimodal Transportation Plan (CLRMTMP) available online via rvtpo.org.
- 2) A construction project must be a permanent improvement and not temporary construction that must be replaced in the near future.
- 3) Funds allocated for the candidate project must be federally obligated within 12 months of allocation and expended within 36 months of such obligation.
- 4) Pursuant to the two-year application process, the RVTPO will approve a financial plan of projects receiving committed or conditionally committed STBG funding. The distinction between committed vs. conditionally committed funding will be made clear within the financial plan which reflects the distribution of anticipated annual allocations among the projects for up to seven years. Projects not yet funded within the plan may be considered in priority order during an adjustment cycle if additional funding becomes available, or they will have to re-compete with the new candidate projects in the next application and scoring process.
- 5) After coordination with and consent of affected project sponsors RVTPO staff are authorized to make administrative changes to the year of expenditure of allocated funds in accordance with the RVTPO Transportation Improvement Program's adjustment procedures and without approval of the RVTPO Policy Board when such change would not impact the project's total allocation of committed or conditionally committed funds. Changes to the project's total allocation of committed or conditionally committed funds must be approved by the Policy Board.
- 6) The RVTPO Policy Board strongly advises that no STBG application constitute more than two years of STBG funding (Note: the term two-years should be interpreted to mean an equivalent lump sum.).

- 7) Additional funding requests for existing STBG projects will be considered annually during the adjustment process— and are due at the time annual project updates are submitted to staff. During the bi-annual application process, a decision will be made regarding additional funding requests for existing STBG projects before committing unallocated funds to new projects.
- 8) The RVTPO Policy Board encourages applications requesting STBG funds to be used as a match to leverage funding from other potential transportation project funding sources (e.g. SMART SCALE, Revenue Sharing, Transportation Alternatives, etc.).
- 9) The RVTPO Policy Board will work to develop and maintain a top priority list of projects (e.g., Top Ten List) similar in format and purpose found in the recent 2018 Transportation Project Prioritization for Economic Development and Growth (TED Study). Additional regional priority projects and initiatives beyond the top priorities may also be listed and recognized as regional priorities. Candidate projects that are deemed consistent with these established regional priorities may be programmed in the financial plan with conditionally committed STBG funding in an effort to leverage other funding sources, such as SMART SCALE funding, in order to fully fund the project(s) through construction.
- 10) Project sponsors that are unsuccessful in securing funds to fully fund the project within the timeframe outlined in their STBG application may be required to re-compete for STBG funds, and the RVTPO Policy Board may de-allocate or adjust the timing of the funds.
- 11) Requests for new projects funds that occur outside of the project application ~~or adjustment~~ processes may be considered by the RVTPO Policy Board if urgent unforeseen circumstances have arisen that prevented the request from being initiated prior to the deadlines for new project applications ~~or adjustments~~. Under such circumstances, the RVTPO Policy Board may direct the TTC to review the request and recommend their findings to the Policy Board.

4. APPLICATION PROCESS

There will be an opportunity to submit new applications for candidate projects in September of each odd-numbered calendar year. The timing of receiving and determining new candidate project funding requests will enable decisions to be made prior to submission of any related SMART SCALE application.

TTC members will score all projects – including their own applications; staff will administer the process and not score projects. The TTC will review scoring results and recommend multi-year project allocations.

The RVTPO Policy Board will review candidate project scoring results and prioritization as well as the TTC's recommended multi-year project allocations before approving the six-year STBG financial plan for project allocations. A prioritized list of candidate projects applied for but not programmed for funding will be maintained by RVTPO staff in case additional funding becomes available. Such projects may be considered for programming during the annual adjustment process.

4.1 STBG Project Prioritization and Programming

For each STBG new application cycle, the scoring results are presented to the RVTPO Policy Board and the public. The RVTPO Policy Board provides guidance on program development, and the TTC develops a draft six-year STBG financial plan based on RVTPO Policy Board direction and the STBG scoring results. A public comment period and public hearing allows the public to comment on the draft STBG financial plan, including the scoring results for individual projects. The RVTPO Policy Board takes into account public comments regarding the draft STBG financial plan, ultimately approving the final STBG financial plan for implementation.

Once the scoring is complete, the TTC develops a recommended funding scenario based on scoring results and any other factors deemed relevant to be forwarded to the RVTPO Policy Board. The RVTPO Policy Board may modify the funding scenario recommended by the TTC. Additional considerations that may be used by the RVTPO Policy Board include:

- Public feedback from the public comment period and / or public hearing
- TTC project scores or staff's recommended changes to the draft funding scenario
- Project segmentation – starting the next phase of a multi-segment roadway improvement, e.g., to complete a major multi-segment project; and
- Other information on project status.

The prioritization process does not require that the RVTPO Policy Board fund projects in order of their scores. Further, the RVTPO Policy Board is not required to select the highest scoring project. The process is a means to assist the RVTPO Policy Board members in evaluating and comparing proposed improvements. The RVTPO Policy Board continues to retain final decision-making authority on improvements to be included in the RVTPO's six-year STBG financial plan.

The following table shows the tentative schedule for submitting and selecting projects for STBG funding as well as requesting any increases in funding for existing projects.

Table 4.1-1: Tentative Schedule for STBG Funding Decisions

Action #	Description	Month
1	Applications for new candidate projects due to staff. Application forms and submittal instructions are available on rvtpo.org.	September (by 5:00 p.m. of the last Friday of the month.)
2	Current project sponsors submit to staff an update <u>form</u> on project progress and funding. Any additional funding requests are <u>made due on the form</u> at this time.	October <u>November</u> (by 5:00 p.m. of the first Friday of the month.)
3	TTC Members score/rank candidate projects which will be due one week after the November TTC meeting.	November
4	RVTPO Policy Board is presented an overview of all candidate projects.	November/December
5	TTC reviews status of existing STBG projects, considers scores and ranking of candidate project applications, and recommends a priority list of investments for existing and candidate projects.	December/January
6	TTC recommends a draft six-year STBG financial plan based on the status of existing projects and the priority list of investments.	December/January
7	RVTPO Policy Board reviews the draft six-year financial plan, approves its release for public comment and a public hearing.	January
8	RVTPO Policy Board holds a public hearing, makes any necessary adjustments to the six-year financial plan, and approves the plan.	March-May

4.2 New Candidate Project Scoring Categories

Each TTC member will have the opportunity to score all candidate projects using the following scoring categories (A-L). Guidance is provided in each category to help the TTC members compare the value of the candidate projects relative to each other. The guidance provided for each category is derived from the federal planning factors. For additional guidance, applicants may refer to the RVTPO’s performance measure targets. The number of total candidate project applications in the current cycle will determine the total number of points for each scoring category.

For example, if there are 12 candidate project applications submitted, for each scoring category, the TTC member will consider the worth of each project in relation to the other 11 projects and

give the project a score ranking from 12 (best meets the criteria based on the guidance provided) to 1 (least meets the criteria based on the guidance provided).

- A. Regional Project Consideration** *(worth double the score) – Assessed on the extent to which the project is consistent with the Constrained Long-Range Multimodal Transportation Plan, benefits, impacts and/or is sponsored by more than one eligible recipient. A combination of these factors will be used to assess point value.*
- B. Support the Economic Vitality of the Metropolitan Area Especially by Enabling Global Competitiveness, Productivity, and Efficiency** - *(e.g. project serves a corridor with commercial and/or industrial development growth by adding capacity with improvements such as adding travel lanes to existing streets, new interchanges or bridge replacement/widening)*
- C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users** - *(e.g. project includes provision to help prevent accidents, reduce fatalities and serious injuries on roadways, such as railroad crossings, or pedestrian safety/security)*
- D. Increase the Accessibility and Mobility of People and Freight** - *(e.g. project includes provision for improvements such as transit capital acquisition, intermodal connection, park & ride lots, carpool/vanpool projects, bike lanes or sidewalk modifications to comply with the Americans with Disability Act of 1990)*
- E. Protect and Enhance the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns** - *(e.g. project includes provision for improvements that involve the reduction of fuel consumption, wetlands mitigation or improve natural wildlife habitats)*
- F. Promote Efficient System Management and Operation** - *(e.g. project includes provision for improvements such as congestion/management systems, signal coordination, turn lanes and intelligent transportation system applications)*
- G. Emphasize the Preservation of the Existing Transportation System** - *(e.g. project includes provision for multimodal system preservation, such as resurfacing, rehabilitation of pavement, roadway or bridge replacement, replace/improve transit revenue vehicles, non-revenue vehicles, or transit facilities that are close to exceeding their useable lifespan)*
- H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation** – *(e.g. project improves the transportation system’s ability to accommodate unexpected incidents, weather events, etc.; improve travel time, and/or improve stormwater flow)*
- I. Enhance travel and tourism** – *(e.g. project improves people’s ability to visit the Roanoke Valley and access destinations of interest)*
- J. Enhance Land Use Coordination** - *(e.g. project supports improved multimodal connectivity to existing or planned development)*
- K. Demonstrate Project Readiness** - *(e.g. consider previous work done or the extent to which work needs to be done to get the project ready for construction)*

- L. Project included in previous plans that had a public input process associated with the plan - (e.g. local plans or other regional plans)**

Benefit/Cost Consideration:

~~This value will be calculated by staff after receiving the above scores.~~

- ~~• Total average score divided by total cost~~
- ~~• Total average score divided by total STBG request~~

5. ANNUAL ADJUSTMENT PROCESS

TTC will annually consider changes (with the exception of situations that fall under Policy #5) to existing projects and recommend changes to the RVTPO Policy Board. The RVTPO Policy Board will have final decision-making authority on all annual adjustments.

5.1 Cost Estimates and Cost Overruns

Basic considerations for cost overruns are as follows:

- a. If the cost/annual allocation and the scope of a project changes less than 10% on any one STBG funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding. The TTC will review the request and recommend use of any applicable balance entry reserve account or, if possible, recommend committing future year funding to preserve the project to the RVTPO Policy Board.
- b. If the cost/annual allocation and/or scope of the project changes by more than 10% on any one STBG funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding and/or scope. The TTC and RVTPO Policy Board will review the request and may recommend one or any combination of the following:
 - 1) Scale back the project;
 - 2) Use local funds;
 - 3) Use of SMART SCALE funds;
 - 4) Use STBG balance entry reserve account funds (if available);
 - 5) Use existing STBG funds from another project (either at the suggestion of the project sponsor from another STBG project awarded to the same project sponsor; or at the discretion of the RVTPO Policy Board from all projects);
 - 6) Use future STBG allocations (in the form of a Phase II application to be evaluated during a future candidate list and rating);
 - 7) Use future non-STBG funds;
 - 8) Drop the project

All project candidates were originally scored using the same procedures in a fair and transparent process. The fact that a particular project sponsor (locality or agency) underestimates project costs should not unduly adversely affect funding availability allocated to other projects also funded through the process of these selection procedures and final decision of the RVTPO Policy Board.

5.2 Transfer of Unused Funds

The re-allocation of unused STBG allocations on completed or cancelled projects will be determined by the RVTPO Policy Board. In general, if there are unused STBG funds allocated to a project that has been completed or cancelled, upon notification by the project sponsor, staff will place the funds into the balance entry account (a holding account for future use). The use of balance entry funds for existing or new projects will be determined during the processes described in sections 4 and 5.3.

5.3 Adjustment Process Tentative Schedules

The schedule for considering funding increases for existing projects during new project application years is included in the schedule provided previously in Table 4.1-1. The following table 5.3-1 shows the tentative schedule for making funding adjustments to existing STBG projects when no new candidate projects are being considered.

Table 5.3-1: Tentative Schedule for STBG Funding Decisions

Action #	Description	Month
1	Annually, current project sponsors submit to staff an update on project progress and funding. Any additional funding requests are made <u>due on the form</u> at this time.	October <u>November (by 5:00 p.m. of the first Friday of the month.)</u>
2	Staff presents current project status to TTC. TTC recommends any funding increases for existing projects. RVTPO Policy Board reviews status of current projects and any funding increase recommendations. RVTPO Policy Board schedules a public hearing prior to approving any increases in funding.	December/January
3	If needed, the RVTPO Policy Board holds a public hearing. RVTPO approves six-year financial plan.	March-May

Project adjustments related to the schedule of allocations may be considered at other times of the year ~~as well~~ as noted in Policy #5.

During the annual adjustment process, staff will work with current project sponsors to review the project status and additional funding needs of projects with some prior year allocation. The TTC will review this information and, where additional funds are requested, will make a recommendation to the RVTPO Policy Board.

APPENDIX A – Project Selection Process Consistency

23 U.S.C. section 134(j)(3):

(3) INCLUDED PROJECTS.—

(A) PROJECTS UNDER THIS TITLE AND CHAPTER 53 OF TITLE 49.—A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49.

(B) PROJECTS UNDER CHAPTER 2.— (i) REGIONALLY SIGNIFICANT PROJECTS.— Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program. (ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.—Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project or the identified phase within the time period contemplated for completion of the project or the identified phase.

23 U.S.C. section 134 (j)(5)(a):

(5) SELECTION OF PROJECTS.—

(A) IN GENERAL.—Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP—

(i) by—

(I) in the case of projects under this title, the State; and

(II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and

(ii) in cooperation with the metropolitan planning organization.

23 CFR 450.330 TIP action by the FHWA and the FTA.

(a) The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under §450.336, a review of the metropolitan transportation plan by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.

(b) In nonattainment and maintenance areas, the MPO, as well as the FHWA and the FTA, shall determine conformity of any updated or amended TIP, in accordance with 40 CFR part 93. After the FHWA and the FTA issue a conformity determination on the TIP, the TIP shall be incorporated, without change, into the STIP, directly or by reference.

(c) If an MPO has not updated the metropolitan transportation plan in accordance with the cycles defined in §450.324(c), projects may only be advanced from a TIP that was approved

and found to conform (in nonattainment and maintenance areas) prior to expiration of the metropolitan transportation plan and meets the TIP update requirements of §450.326(a). Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP.

(d) In the case of extenuating circumstances, the FHWA and the FTA will consider and take appropriate action on requests to extend the STIP approval period for all or part of the TIP in accordance with §450.220(b).

(e) If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

(f) Where necessary in order to maintain or establish operations, the FHWA and the FTA may approve highway and transit operating assistance for specific projects or programs, even though the projects or programs may not be included in an approved TIP.

APPENDIX B – Project Eligibility

Project eligibility is listed in 23 USC 133 – electronically available here:

<https://www.gpo.gov/fdsys/pkg/USCODE-2017-title23/pdf/USCODE-2017-title23-chap1-sec133.pdf>

The below is copied from FHWA’s Surface Transportation Block Grant Program (STBG) Implementation Guidance dated 3-7-16 which reflects the eligibility information from 23 USC 133.

D. ELIGIBILITY

1. Eligible Projects and Activities:

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
- (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
- (4) As approved by the Secretary.

- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):

- (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

- i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
- ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
- iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
- iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
- v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and

vi. Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (23 U.S.C. 101 note).

(2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

(4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).

(6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).

(7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

(8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

(14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

- i. Replacement of bridges with fill material;
- ii. Training of bridge and tunnel inspectors;
- iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
- vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and

improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);

xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;

xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

STAFF REPORT
TTC Meeting July 8, 2021

SUBJ: Regional Study on Transportation Project Prioritization for
Economic Development and Growth

Staff presented an updated draft list of projects that address the identified needs and suggested solutions for transportation projects that impact economic development at the June 3, 2021 Transportation Technical Committee meeting. During the discussion, several project descriptions were updated or modified, and five additional projects were suggested for the list that were beyond the priority needs identified by economic development stakeholders:

- Roanoke River Greenway - Mill Lane to Riverside Drive
- Roanoke River Greenway - Apperson Ave. to Cook Drive trailhead
- Roanoke River Greenway - Underhill Section
- Roanoke River Greenway - Western Virginia Water Authority Property to Niagara
- Interstate 81 - widening to 6 lanes from Exit 128 to Exit 137

Additional research on the I-81 suggestion found that the NB segment is included in the Six-Year Improvement Program and the SB segment was not recommended to be widened as part of the I-81 Corridor Improvement Plan. Since this is not an immediate project to pursue and does not meet a priority need for economic development, this project/possible solution will require additional study and may be further explored during the Roanoke Valley Transportation Plan update.

Follow up discussions with TTC members resulted in the addition of three projects in the City of Roanoke which address the economic development priority need to address congestion on Route 460 East of I-581:

- Orange Ave at the I-581 - Interchange reconfiguration with potential signalization of 581 both off ramps to eliminate weaving issues
- Orange Ave at Williamson Road - Intersection modifications to accommodate geometric and signal timing changes - dual EB left turn lanes, improvements on the north leg of Williamson Road
- Orange Ave at Kimball/Plantation Road - Widening side street approaches on Kimball and Plantation and lengthen WB left turn lane on Orange at Kimball

The resulting list of 10 priority projects is shown in yellow highlight on the attached spreadsheet along with the other priority Economic Development needs for reference.

TTC Action:

Recommend a final list of 5 to 10 projects that address the region's transportation needs related to economic development to the Roanoke Valley Transportation Planning Organization Policy Board.

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

Transportation Project for Economic Development/Growth

Draft - 7/8/21

Task: TTC to identify 5-10 projects to address Priority Economic Development Needs

Project #	Priority Needs for Economic Development and Growth	Jurisdiction	Project Title	Project Limits	Project Description	Est. Cost in Year of Expenditure	Notes
	Congestion on Route 460 East of I-581	City of Roanoke	Orange Avenue	0.006 mi. W Int. 11th St. NE to 0.232 mi. E Int. Gus W. Nicks Blvd. NW	Implementation of STARS Study recommendations - RCUTS, Thru CUTS, median closures, turn lane improvements, access management	Unknown	
1	Congestion on Route 460 East of I-581	City of Roanoke	Orange Ave @ I-581 interchange	Gainsboro Road to Williamson Road	Interchange reconfiguration = potential signalization of 581 both off ramps to eliminate weaving issues	Unknown	Short term and long term recommendations expected from STARS Study
2	Congestion on Route 460 East of I-581	City of Roanoke	Orange Ave @ Williamson Road	I-581 to east of Williamson	Intersections modifications to accommodate geometric and signal timing changes - dual EB left turn lanes, improvements on the north leg of Williamson Road	Unknown	Recommendations expected from STARS Study at 581 interchange
3	Congestion on Route 460 East of I-581	City of Roanoke	Orange Ave & Kimball/ Plantation		Widening side street approaches on Kimball and Plantation and lengthen WB left turn lane on Orange at Kimball	Unknown	
		Roanoke County	Improve U.S. 460/Challenger Ave. (continuation of Roanoke City project - from Roanoke City Limits to Botetourt Co.)	Roanoke City Limits to Botetourt County Limits	Implementation of STAR Study recommendations	Unknown	
4	Congestion on Route 460 East of I-581	Roanoke County	Route 460 and Alternate Route 220 Intersection Improvements	Intersection of Route 460 at Alt. Rt. 220		\$21,800,000	
5	Left turn lane on Peters Creek Road eastbound to Valleypointe Parkway is too short for stacking vehicles.	Roanoke County and City of Roanoke	I-581 & Peters Creek Rd. Interchange Improvements (enhancing access to Valleypointe Dr.)	I-581 and Peters Creek Road	Operational and safety improvements at the I-581 Exit 2 Interchange including close two I-581 off-ramps with substandard weave movements, signalize remaining I-581 off-ramps, restrict left turns from SB Thirlane Rd 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, and add pedestrian and bicycle accommodations along Peters Creek Rd.	\$28,200,000	
N/A	Woodhaven Industrial Park is a new business development opportunity. Concerns over large vehicles being able to easily get to the site.	Roanoke County and City of Roanoke	Project above proposed to address this need as well.				
6	Congestion on Exit 150 Park and Ride Lot – too small for use by commuters and AT users.	Botetourt County	Exit 150 Park and Ride	In the vicinity of Exit 150 and U.S. 220	Construct New Park and Ride facility near Exit 150 in Daleville. The facility will also include bus shelters, bicycle racks, sidewalk, and wayfinding signs.	\$11,000,000	

NA	Congestion on Route 419 – limited number of entrances, cross access/secondary access to parcels.	Roanoke County	Rt. 419/Ogden Rd. to Rt. 221 – Intersection improvements along with bike, pedestrian facilities along corridor	Route 419/Starkey Road to Rt. 221	Rt. 419/Ogden Rd. to Rt. 221 – Intersection improvements along with bike, pedestrian facilities along corridor	Unknown	
	Priority ED Needs Not Being Addressed with Transportation Solutions at this Time:	Jurisdiction	Project Title	Project Limits	Project Description	Est. Cost in Year of Expenditure	Notes
N/A	Businesses have a hard time getting employees.						
N/A	Only one road (U.S. 220) to get from Roanoke to Franklin County.						
N/A	Long-term parking near Amtrak is not attractive, not well-signed, un-reliable.						
N/A	Major entrances to Botetourt County, City of Roanoke, Roanoke County, Salem, Town of Vinton could be more attractive and provide directional aid to visitors going to destinations.						
	Priority ED Needs Being Addressed by the Airport and not by Surface Transportation Solutions:	Jurisdiction	Project Title	Project Limits	Project Description	Est. Cost in Year of Expenditure	Notes
N/A	Airport has limited destinations on air travel and high price.						
N/A	Airport is not able to accommodate larger aircraft due to insufficient runway length.						
N/A	Travel times too long on air travel.						
	Priority ED Needs currently being addressed with funded projects:	Jurisdiction	Project Title	Project Limits	Project Description	Est. Cost in Year of Expenditure	Notes
N/A	Travel times too long - Roanoke to south – North Carolina, Florida.						
N/A	Congestion on U.S. 220 South of Route 419; can't go fast.						
N/A	U.S. 220 South safety concerns.	Roanoke County	U.S. 220 Improvements	Electric Rd. to Franklin County Limits	Signal improvements at intersection along Rt. 220 to improve safety currently under design by VDOT.	\$16,000,000	No additional projects on 220 at this time.
N/A	Safety on Route 460 East of I-581.	City of Roanoke	Orange Avenue (U.S. 460) Improvements (UPC 115454)	King St. at Blue Hills/Mexico Way	Extend the westbound turn lane at the intersection of Orange Avenue and King Street to reduce congestion resulting from left turn vehicles spilling back into adjacent through movement. Implement safety countermeasures aimed at addressing crash trends at and between the King and Blue Hills/Mexico Way intersections. Improve the bicycle, pedestrian, and transit facilities along the corridor.	\$4,019,220	
N/A	Valleypointe Parkway does not align well with Woodhaven Road to allow for development of adjacent lands.	Roanoke County	#SMART22 - Valleypointe Parkway Realignment (UPC 119468)	From Concourse Drive to Wood Haven Road	Reconstruction w/ Added Capacity	\$9,837,000	
N/A	I-581/Orange Avenue interchange – merging on/off the interstate is terrible.	City of Roanoke	I-581 / Orange Avenue Interchange STARS Study	I-581 and Orange Avenue interchange area	Interchange reconfiguration and associated improvement along Orange Ave from Williamson Road to Gainsboro Road	Already funded by VDOT.	Solutions identified in this study may be considered for future project lists.

	Additional Suggested Projects by the TTC not identified as needs by ED stakeholders:	Jurisdiction	Project Title	Project Limits	Project Description	Est. Cost in Year of Expenditure	Notes
N/A	Need - unstated.	Roanoke County	Explore Park Access Road	Hardy Road to Explore Park	Construct new access road from Hardy Road to Explore Park	Already funded by VDOT.	This item is being studied in FY22. Solutions identified in this study may be considered for future project lists.
7	Completion of Roanoke River Greenway	City of Salem	Roanoke River Greenway - Mill Lane to Riverside Drive	Mill Lane to Riverside	Construct new paved greenway	Unknown	
8	Completion of Roanoke River Greenway	City of Salem	Roanoke River Greenway - Apperson to Lancing	Apperson to Cook Drive Trailhead	Construct new paved greenway	Unknown	
9	Completion of Roanoke River Greenway	City of Roanoke	Roanoke River Greenway - Underhill Section	Underhill Section	Construct new paved greenway	Unknown	
10	Completion of Roanoke River Greenway	Roanoke County	Roanoke River Greenway - WVWA Property to Niagara	WVWA Property to Niagara	Construct new paved greenway	Unknown	
N/A	I-81 Congestion and Safety Improvements	Roanoke County	I-81 widening to 6 lanes		I-81 widening to 6 lanes from Exit 128 to Exit 137	Unknown	NB already included in FY22-27 SYIP; SB not recommended by I-81 plan - further evaluate project/solution in RVTP