

June 1, 2023

MEMORANDUM

TO: Members, Transportation Technical Committee
 FROM: Bryan Hill, AICP, CZA, Interim Secretary to the Transportation Technical Committee
 SUBJ: June 8, 2023 TTC Meeting/Agenda

The June meeting of the Transportation Technical Committee (TTC) will be held Thursday, June 8, 2023 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Avenue, SW, Roanoke, VA.

TTC AGENDA

1. Welcome, Call to Order *Chair Sexton*
2. Roll Call (including consideration of remote participation)..... *Bryan Hill*
3. **Action Requested:** Approval of the Consent Agenda items: *Chair Sexton*
 - A. Approval of the Agenda
 - B. Action on the May 11, 2023 TTC Minutes, pp. 3 – 12
ACTION REQUESTED: Approval of consent agenda items, voice vote
4. Chair’s Remarks *Chair Sexton*
 - A. Appointment of Nominating Committee
5. Recommendation of Draft RVTPO Carbon Reduction Program Project *Bryan Hill*
 Development Strategy and Selection Procedures, pp. 13 – 28
ACTION REQUESTED: Approval of carbon reduction program strategy & selection procedures;
 voice vote
6. FY24 Surface Transportation Block Grant and Carbon Reduction Program *Bryan Hill*
 Application Cycle for New Projects, pp. 29 – 31
ACTION REQUESTED: No Action
7. Continued Discussion of 2020 Census Urbanized Areas, TPO Study Area..... *Jonathan Stanton*
 Boundary and Timeline
ACTION REQUESTED: No Action
8. Other Business

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

9. Comments by TTC Members and/or Citizens
10. Adjournment (by 2:30 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

MINUTES

The May meeting of the Transportation Technical Committee was held on Thursday, May 11, 2023 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

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

2. ROLL CALL (including consideration of remote participation)

Bryan Hill called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Jonathan McCoy	County of Botetourt
Megan Cronise	County of Roanoke
Isaac Henry (<i>arrived after roll call</i>)	County of Roanoke
Wayne Leftwich	City of Roanoke
Crystal Williams	City of Salem
Josh Pratt	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton, <i>Chair</i>	Town of Vinton
William Long (<i>arrived after roll call</i>)	Greater Roanoke Transit Company
Frank Maguire, <i>Vice Chair</i>	Roanoke Valley Greenway Commission
Michael Gray	Virginia Dept. of Transportation - Salem District

VOTING MEMBERS ABSENT

Nick Baker	County of Botetourt
Dan Brugh	County of Montgomery
Dwayne D'Ardenne	City of Roanoke
Kyle Kotchou	Roanoke-Blacksburg Regional Airport
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Daniel Wagner	Virginia Dept. of Rail and Public Transportation

NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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Others Present: Steve Sandy, Franklin County; Stephanie Mathena, Franklin County; Max Dillon, City of Salem; and Ken McLeod, League of Bicyclists.

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

RVARC Staff Present: Bryan Hill, Alison Stinnette, Jonathan Stanton, Jeremy Holmes, and Virginia Mullen.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. May 11, 2023 TTC Meeting Agenda
- B. April 13, 2023 TTC Minutes

Megan Cronise proposed the following change to the minutes on page 5 of the agenda packet:

b. Decrease Roanoke River Greenway through Explore Park funding by \$1,275,000 for total of ~~\$3,0020,308~~ \$3,020,308.

Motion: by Jonathan McCoy to approve consent agenda items (A), as presented and (B), as amended; seconded by Anita McMillan.

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

No remarks were made.

5. PEDAL SAFE ROANOKE: BIKE MONTH ACTIVITIES

Mr. Ken McLeod announced the following bike month activities for the month of May:

- May 6th, PedalSafe Roanoke hosted a Bike Rodeo at the Melrose Library Parking Lot. A Bike Rodeo is a bicycle skills event for children. Helmets and other safety equipment were distributed to children as part of the event.
- May 8th, PedalSafe Roanoke hosted a public meeting with Virginia Tech Professor Ralph Buehler at Virginia Tech Carillon. Professor Buehler is internationally known for his scholarship on bicycling and his most recent book, *Cycling for Sustainable Cities*, shows how to make city cycling safe, practical, and convenient for all ages and abilities.
- May 17th, the Regional Commission's Bicycle and Pedestrian Committee will meet from 3:00 pm. - 5:00 pm. A major action item for the meeting is reviewing the current efforts to update the bicycle (last updated in 2012) and pedestrian (last updated in 2015) plans with an Active Transportation Plan.
- May 17th, the 16th Annual 'Ride of Silence' event will be held in Radford, beginning at 6:30 p.m. at the Radford City Administrative Services Building. In 2021, bicyclist deaths hit their highest level since 1975 and early estimates show them continuing to increase in 2022. Between 2017-2021, Virginia averaged 12 bicyclist deaths per year.

- May 19th, PedalSafe Roanoke and Ride Solutions are hosting Bike To Work Day events. Coffee and Donuts stations will be available before 9 am. for Bike Commuters at the following locations:
 Shenandoah Ave & 5th Street NW - Twisted Track Brewpub Parking lot
 3rd Street and Campbell Ave - City of Roanoke Municipal Building
 13th Street and Hannan Cir - Black Dog Salvage
- May 22nd there will be a memorial cleanup of Riverside Drive near Green Hill Park in Salem in memory of Tabitha Thompson, who was killed while riding her bike on Route 11 in Botetourt County last year. There is a facebook event and people will meet in Green Hill Park at 6:00pm.
- May 24th (8:30 - 5:00) and May 25 (8:30 - 1:00), there will be a Pedestrian Road Safety Assessment (RSA) for the City of Roanoke - Melrose Community Center access roads conducted by the VDOT PATHS program (Prioritizing Active Transportation, Health, and Safety).
- May 25th, there will be a Fancy Bike Brigade starting at Cardinal Bicycle in Grandin. This is an approximately 10-mile ride in fancy attire. The ride will start to congregate at 5:30pm. and will leave at 6:00pm.
- June 12th, there will be a PedalSafe ROA public meeting at the Downtown Roanoke Library from 6:00pm. - 7:30pm.

Wayne Leftwich asked staff to email the list of events to Committee members.

6. UPDATE ON 2020 CENSUS AND ROANOKE URBANIZED AREA CHANGES

Jonathan Stanton presented a PowerPoint presentation on the 2020 Census and Roanoke Urbanized Area update (the presentation is included with the Minutes). Each decennial Census, urban and rural areas are defined and calculated. The final definitions and areas are used by Federal, State, Regional, and Local agencies when applying policies, grants, and funding across the United States. The 2020 Census changed the minimum population threshold for urbanized areas, increasing the minimum population from 2,500 to 5,000. The 2020 Census also added a minimum housing unit qualification of 2,000 housing units for areas such as seasonal towns. The effects of changes to qualifying and threshold values on the Roanoke urbanized area are minor for the urban core but resulted in changes to the boundary areas of the urban area. The biggest census change is that the small portion of Montgomery County (outlined in Mr. Stanton's PowerPoint presentation) is no longer urbanized and would not be included as part of the RVTPO study area boundary. Michael Gray suggested staff to look into how other Virginia MPO's are handling similar situations.

Steve Sandy commented that Franklin County would like to become a non-voting member of the RVTPO. Mr. Hill added that, per the bylaws, interested parties can be invited to become a non-voting member. Additionally, Mr. Hill mentioned that staff would be coordinating in the future with Franklin County to request the RVTPO Policy Board for non-voting status.

Ms. Cronise commented that the red line shown in Mr. Stanton's presentation with the TPO boundary should be adjusted a little bit so the whole interstate (not just the northbound lanes) is in the urban area. Mr. Hill asked members to let staff know of any other changes and recommendations.

Chair Sexton commented that if this body would be inclined to invite Franklin County as a non-voting member, and if the TPO boundary would change to no longer include Montgomery County, then Montgomery County should be invited back as a non-voting member on the RVTPO.

7. FY25-26 TRANSPORTATION ALTERNATIVES PRGRAM APPLICATION CYCLE UPDATE

Mr. Hill reported the following policy changes to the Transportation Alternatives are currently in discussion by the Commonwealth Transportation Board (CTB):

- Moving toward a fully funded project policy - the current policy is that there is a 50% minimum of the federal funding request.
- Statewide allocation prioritization strategy - for the projects that are canceled, completed or there are surplus funds, there will be a redistribution based on prioritization process.
- Currently, the CTB has \$1 million per VDOT construction district to allocate - it is proposed to allocate the funds based on percentage to make it more equitable.
- For populations with less than 200,000 there is a pre-application limit of 5 and full application limit of 2. For populations with more than 200,000 the pre-application limit is 8 and the full application limit is 5.
- Pre-application period opens on May 15, 2023 and closes on June 30, 2023. Pre-applications later reopen on August 15; full applications are due by October 2nd.

8. OTHER BUSINESS

No other business was discussed.

9. COMMENTS BY MEMBERS AND / OR CITIZENS

Chair Sexton reminded that VDOT's spring meeting is Tuesday, May 16th at 4:00 p.m. at the Salem Civic Center Community Room (1001 Roanoke Blvd., Salem VA 24153).

Josh Pratt introduced Max Dillon, Transportation Planner with the City of Salem, and noted that Mr. Dillon will be serving as an alternate member on the TTC, representing the City of Salem.

William Long announced that Valley Metro will have two ribbon cuttings coming up - on May 17th in Vinton and June 14th in Roanoke.

Jeremy Holmes noted that the Regional Commission is currently hiring a Transportation Director and a Transportation Planner. Mr. Holmes thanked Chair Sexton and Mr. Gray for serving on the hiring team.

10. **ADJOURNMENT**

The meeting was adjourned at 2:15 p.m.

Bryan W. Hill, AICP, CZA,
Interim Secretary, Transportation Technical Committee

2020 Census Urbanized Area update



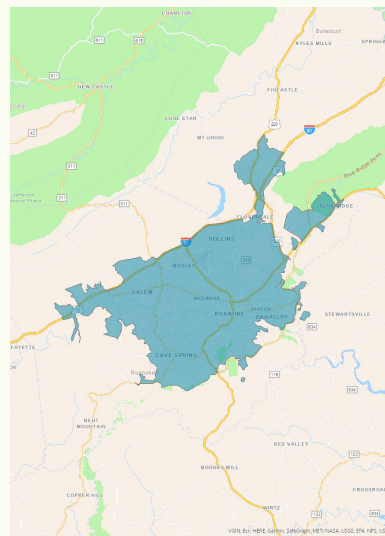
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Background

- Urbanized Areas (UA's) updated with every decennial census
- Urbanized areas impact FTA, grant, and other federal funding opportunities



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Roanoke Urbanized Area demographics

- Population grew by 3.4%:
210,111 (2010) to **217,312** (2020)
- Population Density (people per square mile) grew by 2.3%:
1,692.0 (2010) to **1,731.6** (2020)

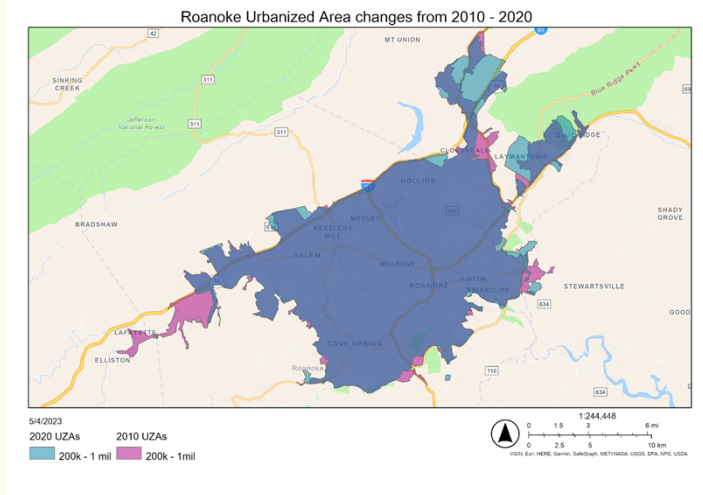
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Changes to the 2020 Urbanized Area



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2020 Census UA Definition

- Minimum threshold for urbanized area changed from 2,500 people to 5,000 people or 2,000 housing units
- Changes to delineating urban areas; primarily moving from population per square mile to housing units per square mile

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2020 Census UA Definition

- Initial urban core: at least 425 housing units per square mile. Changed from 1,000 people per square mile (2010)
- Remainder of urban area: at least 200 housing units per square mile. Changed from 500 people per square mile (2010)
- Change from population density to housing density similar when using national average of 2.6 people per housing unit

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2020 Census UA Definition

- Urban areas above or below 50,000 people not longer differentiated (previously classified as urbanized areas or urban clusters)

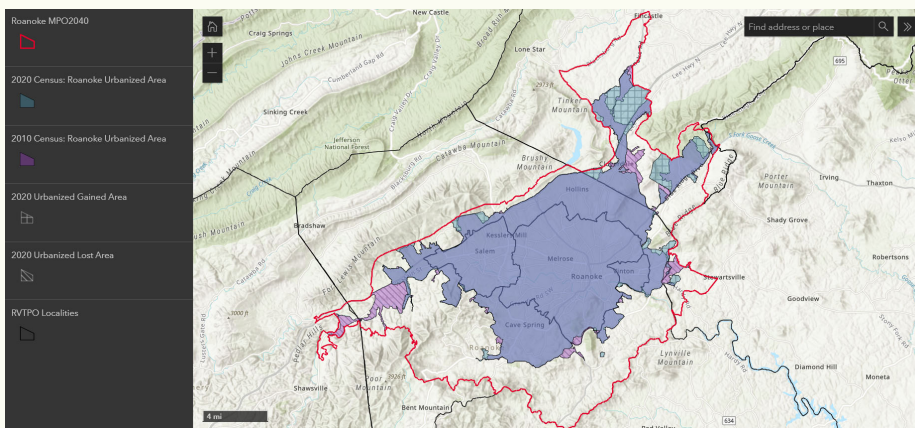
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2020 Census UA and TPO boundary



[RVTPPO 2020 Census Map](#)

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2020 Census UA notable changes

- Area abutting Montgomery County no longer urbanized
- Expanded urban areas in Botetourt around Daleville & Laymantown
- Growth and Shrinkage of urban areas in Roanoke County east of Vinton and BRP
- Shrinkage of urban area around US220 and BRP

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9

End

Questions?
Comments?

Jonathan Stanton
Transportation Planner II
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STAFF BRIEFING
RVTPO TTC Meeting June 08, 2023
SUBJ: Carbon Reduction Program Project Development and Selection Procedures

At the April 27th RVTPO meeting, the Policy Board approved the FY25-29 Carbon Reduction Program Financial Plan. As mentioned previously, the Carbon Reduction Program (CRP) will be administered similarly to the STBG program. To that end, staff has developed a draft Carbon Reduction Program Project Development and Selection Procedures document.

To summarize, the selection procedures document discusses:

1. Program parameters
2. Eligible applicants/projects under the CRP
3. RVTPO CRP Strategy (to be developed separately, later this year, and incorporated into the RVTP)
4. General policies
5. Application process and scoring
6. Tentative schedule for funding decisions
7. Annual adjustment process

The timely approval of this document is important given that staff will open the application window for new CRP (and STBG) projects on Monday, July 3rd. The application window will close on Friday, September 29th at 5:00 p.m.

The draft document follows this staff report.

TTC Action: Recommendation on the draft Carbon Reduction Program Project Development and Selection Procedures to the RVTPO Policy Board.



Roanoke Valley Transportation
PLANNING ORGANIZATION
Staffed by the
REGIONAL **commission**

**Carbon Reduction Program:
Roanoke Valley Urbanized Area
Suballocation Funding**

**Project Development and
Selection Procedures**

DRAFT – June 1, 2023

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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 Infrastructure Investment and Jobs Act's Carbon Reduction Program suballocation for urbanized areas with greater than 200,000 population, herein after referred to as CRP. Projects funded through CRP will be included in the RVTPO's Transportation Improvement Program (TIP). The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

RVTPO's CRP 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 CRP 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 CRP 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. 175 – Carbon reduction program – applies to the RVTPO's regional apportionment of CRP in terms of who can apply for funds and project eligibility. The RVTPO is eligible through its status as a Metropolitan Planning Area (MPA) with a Transportation Management Area (TMA) status within Virginia. Metropolitan Planning Organizations (MPO), like the RVTPO, are responsible for selecting projects for CRP funding.

2.1 Eligible Applicants

Eligible applicants (candidate project sponsors) of CRP 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

CRP funding is intentionally very flexible in how it can support transportation investments. The list of eligible projects and activities per 23 U.S.C. 175 is listed in Appendix B as stated in the Federal Highway Administration's CRP implementation guidance from April 21, 2022.

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. In U.S.C. 175(d), state departments of transportation are required to coordinate with MPOs to develop a carbon reduction strategy. Specific to the MPO, the Strategy shall:

- support efforts to reduce transportation emissions;
- identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the area served by the applicable MPO, if any;
 - to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches.

The carbon reduction strategy shall be updated every four years and will be incorporated as a component of the Roanoke Valley Transportation Plan.

Project sponsors who would like to determine eligibility before taking the time and expense of applying for CRP funds are invited to send RVTPO staff a summary of the candidate project idea. Staff will review the CRP Strategy and determine eligibility based upon the goals and project solutions chosen by the RVTPO Policy Board.

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 Metropolitan Transportation Plan (Roanoke Valley Transportation Plan) available online via www.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 CRP 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 CRP application constitutes more than two years of CRP funding (Note: the term two-years should be interpreted to mean an equivalent lump sum.).
- 7) Additional funding requests for existing CRP 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 CRP projects before committing unallocated funds to new projects.
- 8) The RVTPO Policy Board encourages applications requesting CRP 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.). Such usage of CRP funds with other eligible USDOT funding for projects supporting the reduction of transportation emissions are permitted if the eligibility requirements and applicable Federal share are met for each program.
- 9) Project sponsors that are unsuccessful in securing funds to fully fund the project within the timeframe outlined in their CRP application may be required to re-compete for CRP funds, and the RVTPO Policy Board may de-allocate or adjust the timing of the funds.
- 10) Requests for new projects that occur outside of the project application process 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. Under such circumstances, the RVTPO Policy Board may direct the TTC to review the request and recommend their findings to them.

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 CRP 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 CRP Project Prioritization and Programming

For each CRP 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 CRP financial plan based on RVTPO Policy Board direction and the CRP scoring results. A public comment period and public hearing allows the public to comment on the draft CRP financial plan, including the scoring results for individual projects. The RVTPO Policy Board considers public comments regarding the draft CRP financial plan, ultimately approving the final 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, they are not required to select the highest scoring project. The process is a means to assist board members in evaluating and comparing proposed improvements. The Board continues to retain final decision-making authority on improvements to be included in the RVTPO's six-year CRP financial plan.

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

Table 4.1-1: Tentative Schedule for CRP 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 form on project progress and funding. Any additional funding requests are due on the form at this time.	November (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 CRP 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 CRP 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 Long-Range 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. 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)
- C. 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)
- D. 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)
- E. 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)
- F. 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)
- G. 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)
- H. Enhance Land Use Coordination** - (e.g. project supports improved multimodal connectivity to existing or planned development)
- I. 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)
- J. Project included in previous plans that had a public input process associated with the plan** - (e.g. local plans or other regional plans)

5. ANNUAL ADJUSTMENT PROCESS

The 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 CRP 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 CRP 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 CRP balance entry reserve account funds (if available);
 - 5) Use existing CRP funds from another project (either at the suggestion of the project sponsor from another CRP project awarded to the same project sponsor; or at the discretion of the RVTPO Policy Board from all projects);
 - 6) Use future CRP allocations (in the form of a Phase II application to be evaluated during a future candidate list and rating);
 - 7) Use future non-CRP funds; or
 - 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 CRP allocations on completed or cancelled projects will be determined by the RVTPO Policy Board. In general, if there are unused CRP 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 CRP projects when no new candidate projects are being considered.

Table 5.3-1: Tentative Schedule for CRP 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 due on the form at this time.	November (by 5:00 p.m. of the first Friday of the month.)
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 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 175(c) – electronically available here:
<https://www.law.cornell.edu/uscode/text/23/175>

The below is copied from FHWA’s Carbon Reduction Program (CRP) Implementation Guidance dated 4-21-22 which reflects the eligibility information from 23 USC 175.

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

1. General: CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 et seq.), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 et seq.), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

3. Eligible Activities: Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in 23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and

- design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
 - M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The LCA Pave Tool can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon

sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible.

Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible.

Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The CMAQ Emissions Calculator Toolkit is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

STAFF BRIEFING

RVTPO TTC Meeting June 08, 2023

SUBJ: FY24 Surface Transportation Block Grant and Carbon Reduction Program Application Cycle for New Projects

Beginning July 3, 2023, new project applications will be accepted for the FY25-30 Surface Transportation Block Grant (STBG) and FY25-29 Carbon Reduction Programs (CRP). This is to inform those interested in applying for new projects and the status of funding and what is available in both programs.

As shown below in the FY22-29 CRP Financial Plan, there is \$3,067,340 in available funding between FY24-29.

Project	Project UPC	Committed Funding	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649	\$ 200,000	\$ 100,000	\$ 100,000		\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway through Explore Park	113567	\$ 1,275,000	\$ 547,332	\$ 354,657	\$ 373,011					\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565	\$ 200,000		\$ 100,000	\$ 100,000		\$ -	\$ -	\$ -	\$ -
Total Funding Allocated:		\$ 1,675,000	\$ 647,332	\$ 554,657	\$ 473,011	\$ -	\$ -	\$ -	\$ -	\$ -
Total CRP Funding Available:		\$ 4,742,340	\$ 647,332	\$ 554,657	\$ 561,237	\$ 572,462	\$ 583,911	\$ 595,589	\$ 607,501	\$ 619,651
Balance Entry:		\$ 3,067,340	\$ -	\$ -	\$ 88,226	\$ 572,462	\$ 583,911	\$ 595,589	\$ 607,501	\$ 619,651

The FY24-29 STBG financial Plan has \$1,457,031 in available funding between FY24-29.

Project	Project UPC	Committed Funding	Previous Allocations	FY24	FY25	FY26	FY27	FY28	FY29
Roanoke River Greenway - West Riverside Drive Trailhead to Kingsmill Drive	97171	\$ 7,343,229	\$ 7,343,229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - City of Salem line to Bridge Street	105439	\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - 1800' north of Highland Road to Highland Road	91191	\$ 1,505,371	\$ 1,505,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension Phase 2A - Mason Mill Park to 13th Street	110101	\$ 1,613,523	\$ 1,613,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension Phase 2B - 13th Street to Orange Avenue	TBD	\$ 1,613,524	\$ 1,613,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension Phase 2C - Orange Avenue to Wise Avenue	TBD	\$ 1,589,254	\$ 514,712	\$ 402,505	\$ 162,830	\$ -	\$ -	\$ -	\$ -
Bus Replacement and Rebuild Program	T18675	\$ 13,622,784	\$ 13,622,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649	\$ 2,068,142	\$ 2,068,142	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419/U.S. 220 Diverging Diamond Interchange	115460	\$ 5,731,866	\$ 2,358,621	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -	\$ -	\$ -
Roanoke River Greenway through Explore Park	113567	\$ 3,020,308	\$ 1,209,993	\$ 1,810,315	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565	\$ 417,610	\$ 417,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 at International Parkway Improvements	115457	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Starkey Road/Buck Mountain Road Intersection Improvements	113144	\$ 2,098,115	\$ 1,088,879	\$ 575,034	\$ 434,202	\$ -	\$ -	\$ -	\$ -
Elizabeth Greenway	113566	\$ 2,101,261	\$ 1,437,675	\$ 663,586	\$ -	\$ -	\$ -	\$ -	\$ -
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTPI) Project	TBD	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 Superstreet and Access Management	T24740	\$ 924,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 924,000
Orange Market Park and Ride/Parking Lot Improvements	T24579	\$ 343,573	\$ 343,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419 Streetscape Improvements, Phase 2	119462	\$ 4,347,150	\$ -	\$ 194,193	\$ 1,616,639	\$ 2,358,948	\$ 177,370	\$ -	\$ -
Roanoke River Greenway - East	119566	\$ 710,000	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aviation Drive/Valley View Blvd. Pedestrian Improvements	119555	\$ 131,332	\$ -	\$ 125,000	\$ 6,332	\$ -	\$ -	\$ -	\$ -
Valleypointe Parkway Realignment	119468	\$ 2,500,000	\$ -	\$ 100,000	\$ 692,293	\$ 479,769	\$ 1,227,938	\$ -	\$ -
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	119911	\$ 403,912	\$ 403,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Greenway Connection - Riverland Road	119586	\$ 975,568	\$ 975,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oak Grove Streetscape Improvements - Crosswalk	T22050	\$ 218,748	\$ 218,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Orange Avenue Improvements - Hickory Woods Drive to Blue Hills Village Drive	T22120	\$ 1,227,000	\$ -	\$ -	\$ -	\$ -	\$ 1,227,000	\$ -	\$ -
Route 460 Intersections - W. Runtan Road to Huntridge Road	T22110	\$ 1,213,352	\$ -	\$ -	\$ -	\$ -	\$ 1,213,352	\$ -	\$ -
Route 460 and Alternate Route 220 Intersection Improvements	T20611	\$ 2,544,860	\$ 486,592	\$ 325,000	\$ 740,761	\$ 992,507	\$ -	\$ -	\$ -
I-581/U.S. 460/U.S. 11 Improvements	T27867	\$ 7,000,000	\$ -	\$ -	\$ -	\$ 320,147	\$ 1,445,553	\$ 349,319	\$ 4,884,981
Orange Ave. (U.S. 460) - 11th to 24th St. Improvements	T27836	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -
I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	T26754	\$ 4,058,056	\$ -	\$ 449,713	\$ 721,523	\$ 917,388	\$ 351,343	\$ 1,018,089	\$ -
Glade Creek Greenway, Phase 3 PE	T26750	\$ 275,000	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Allocated:		\$ 87,085,019	\$ 51,204,144	\$ 5,743,973	\$ 5,597,803	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 5,808,981
Total STBG Funding Available:		\$ 88,542,050	\$ 51,204,144	\$ 5,919,023	\$ 6,037,403	\$ 6,158,150	\$ 6,281,313	\$ 6,406,939	\$ 6,535,078
Balance Entry (UPC 104126):		\$ 1,457,031	\$ -	\$ 175,050	\$ 439,600	\$ 37,996	\$ 38,757	\$ 39,531	\$ 726,097

The anticipated CRP Round 1 and STBG Round 6 schedule is as follows:

Date	Action Items <i>(may be amended as needed)</i>
Monday, July 3, 2023	Project Applications Open via emailed link – visit rvarc.org/stbg or rvarc.org/crp for more information.
Friday, September 29, 2023, at 5:00 p.m.	Deadline to submit CRP or STBG Applications via emailed link – visit rvarc.org/stbg or rvarc.org/crp for more information.
Week of October 2	Email sent to current CRP or STBG Project Sponsors to submit an update to staff on existing projects and any requested changes to schedule/cost.
Week of October 9	Staff send TTC members applications and rank sheets.
Friday, November 3, 2023 at 5:00pm	Deadline for current project sponsors to submit project status updates and any requests for additional funding or changes to project scope, schedule/timing of funding.
Thursday, November 16, 2023 at 5:00 p.m.	Deadline to submit individual TTC member rankings on candidate projects to Alison Stinnette (astinnette@rvarc.org).
December 14, 2023	TTC Meeting - review status of existing CRP or STBG projects, consider scores and ranking of candidate project applications, recommend a priority list of investments for existing and candidate projects.
Mid December 2023	RVTPO Policy Board – receive an overview/memo of all candidate projects, current projects status, and preliminary priority list of investments.
November-January	RVARC works with locality and VDOT staff to review current project schedules and identify opportunities for adjusting funding timelines to accommodate priority list of investments.
January 11, 2024	TTC Meeting - recommend a draft six-year CRP and STBG financial plan based on the status of existing projects and the priority list of investments.
January 25, 2024	RVTPO Policy Board Meeting – reviews the draft six-year financial plan and approves its release for public comment and a public hearing.
March 28, 2024	RVTPO Policy Board Meeting – holds a public hearing, makes any necessary adjustments to the six-year financial plan, and approves the plan.

Staff has developed a draft CRP Project Development Strategy and Selection Procedures document, similar to that for the STBG program. This document is intended to define eligible projects

The application form and folder links to submit materials can be found on the email sent on July 3, 2023, by Alison Stinnette astinnette@rvarc.org. Application forms and any more information regarding respective funding program's visit webpage at www.rvarc.org/stbg and www.rvarc.org/crp. Applications are due at 5:00 p.m. on Friday, September 29th, 2023.