



STATE OF TRANSPORTATION IN THE ROANOKE VALLEY

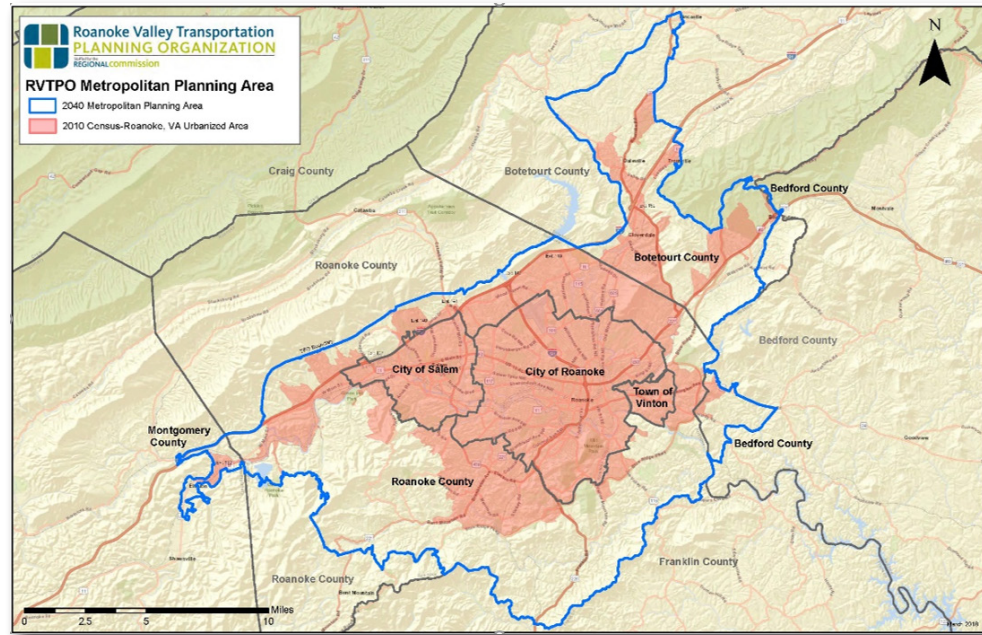
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INTRODUCTION

The Roanoke Valley Transportation Planning Organization (RVTPO), whose official name is the Roanoke Valley Area Metropolitan Planning Organization, was created in 1974 to plan and budget the use of federal transportation dollars in the Roanoke region. The U.S. Department of Transportation recognizes the RVTPO as the entity responsible for transportation-related planning within the Roanoke urbanized area boundary.

A Metropolitan Planning Organization (MPO) with an urbanized area boundary population of 200,000 and above is also designated as a Transportation Management Area (TMA) by the Secretary of Transportation. After the 2010 Census, Roanoke became a TMA MPO.



The RVTPO study area, also known as the Metropolitan Planning Area, is required to include the Census Urbanized Area and the area that is expected to be urbanized in the next 20 years. The population of the RVTPO Study Area is approximately 230,000, and covers the Cities of Roanoke and Salem, the Town of Vinton, and the urbanized portions of the Counties of Bedford, Botetourt, Roanoke and Montgomery.

This State of Transportation report details the current status of various facets of the regional multimodal transportation system in the Roanoke Valley. This report is an activity listed in the FY2020 Unified Planning Work Program, which identifies all activities to be undertaken in the RVTPO study area for this fiscal year.

ROANOKE VALLEY TRANSPORTATION PLANNING ORGANIZATION POLICY BOARD

VOTING MEMBERS

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Botetourt County Representatives

The Honorable Steve Clinton

The Honorable Billy Martin, Sr., Vice Chair

Montgomery County Representative

The Honorable Steve Fijalkowski

Roanoke County Representatives

The Honorable Phil North

The Honorable George Assaid

(Alternate: The Honorable David Radford)

City of Roanoke Representatives

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The Honorable Joe Cobb

City of Salem Representatives

The Honorable Jane Johnson

The Honorable Bill Jones

(Alternates: The Honorable Randy Foley,

The Honorable James Martin)

Town of Vinton Representatives

The Honorable Keith Liles

The Honorable Janet Scheid, Chair

Greater Roanoke Transit Company Representative

Kevin Price

Roanoke-Blacksburg Regional Airport Representative

VACANCY

(Alternate: Tim Bradshaw)

Virginia Department of Rail and Public Transportation Representative

Daniel Sonenklar

(Alternate: Wood Hudson)

Virginia Department of Transportation (Salem District) Representative

Ken King, PE

(Alternate: Michael Gray)

NON-VOTING MEMBERS

Federal Highway Administration

Kevin Jones

Federal Transit Administration

VACANCY

Roanoke Valley-Alleghany Regional Commission

J. Lee E. Osborne

RVTPO Transportation Technical Committee (TTC) Chair

Cody Sexton (Current TTC Chair)

Local Government Chief Administrative Official or Designee

Richard Caywood (Roanoke County Designee)

Bob Cowell (City of Roanoke CAO)

Craig Meadows (Montgomery County CAO)

Pete Peters (Town of Vinton Designee)

Ben Tripp (City of Salem Designee)

REGIONAL COMMISSION STAFF

Cristina D. Finch, AICP, LEED AP, Director of Transportation | Dorian Allen, AICP, Project Manager | Bryan W. Hill, AICP, CZA, Regional Planner III

Tim Pohlad-Thomas, Outreach and Communications Specialist | Rachel Ruhlen, Transportation Planner II

AIR TRAVEL

The number of passengers using commercial air service in the Roanoke Valley increased between 2016 and 2018 after previous years of decline. In 2018, a total of 660,836 passengers utilized the Roanoke-Blacksburg Regional Airport; of these, 329,233 passengers enplaned while 331,603 passengers deplaned. Over the past five years the number of passengers using the region's airport has increased over 7% since the low seen in 2015 as shown in the table below.



Airfares at the Roanoke-Blacksburg Regional Airport have fluctuated over the past three years after steadily increasing earlier in the decade. In 2008 the average airfare was \$229, 43% lower than the national average. By the end of 2018, the average airfares increased 22% to \$271. Despite these increases over the past decade, average airfares have remained well below the national average. These airfares only reflect the costs associated with ticket fares and do not include additional fees that have expanded in recent years for checked baggage, seat assignments, ticket changes, early check-in, snacks, etc. The region's airport provides frequent connecting service through the hubs of Allegiant Air, American Airlines, Delta, and United Airlines. Domestic and international gateways include Atlanta, Charlotte, Chicago/O'Hare, NYC/LaGuardia, Orlando/Sanford, Philadelphia, St. Petersburg/Clearwater and Washington/Dulles.

The total number of flights accessing the Roanoke-Blacksburg Regional Airport has greatly decreased over the last decade. Total flights decreased 30% from 2008 to 2018. Although passenger levels have rebounded over the last three years, the overall decrease in passenger volumes over the last decade were caused by a number of factors; the biggest impacts being the result of airline consolidation and service cancellation. In 2007, the Regional Airport was serviced by 15 airlines and affiliates. By 2010, the number of airlines decreased to five.

Airport Performance by the Numbers			
Year	Number of Flights	Yearly Passengers	Average Airfare
2014	7,436	601,434	\$274.00
2015	7,094	596,671	\$277.00
2016	6,933	608,288	\$261.00
2017	7,574	616,365	\$274.00
2018	7,275	660,836	\$271.00

These consolidations led to a decrease in flights, nonstop markets, and available seat-miles, not only in the Roanoke Valley but also at a number of similar-sized airports throughout the country. Of the 100 airports currently classified as "small" or "medium" by the Federal Aviation Administration (which includes Roanoke-Blacksburg Regional), passenger levels decreased at 37 airports between 2008 and 2018.

RAIL TRAVEL



After nearly 40 years, Amtrak passenger rail returned to the Roanoke Valley. In October of 2017, Amtrak, the Virginia Department of Rail and Public Transportation (DRPT), and the City of Roanoke partnered to bring intercity passenger rail service back to the region. Passenger rail improvements within the Roanoke Valley included a new \$10.9 million level-boarding Amtrak platform in downtown Roanoke.

In early 2019, the City of Roanoke announced it would redevelop a nearby building into a passenger station. The Amtrak station is located in the downtown area within walking distance of several major attractions including the Virginia Museum of Transportation, Taubman Museum of Art, Center-in-the-Square, Hotel Roanoke, and the City Market. The Valley Metro fixed-route regional transit hub is within blocks of the Amtrak Station, enabling transit connections to many parts of the region.

Current Amtrak services provide a daily train that departs in the early morning and arrives in the evening. The Roanoke stop is part of Amtrak's Northeast Regional Route, with ability to reach destinations such as Washington, D.C., Baltimore, Philadelphia, New York, and Boston.

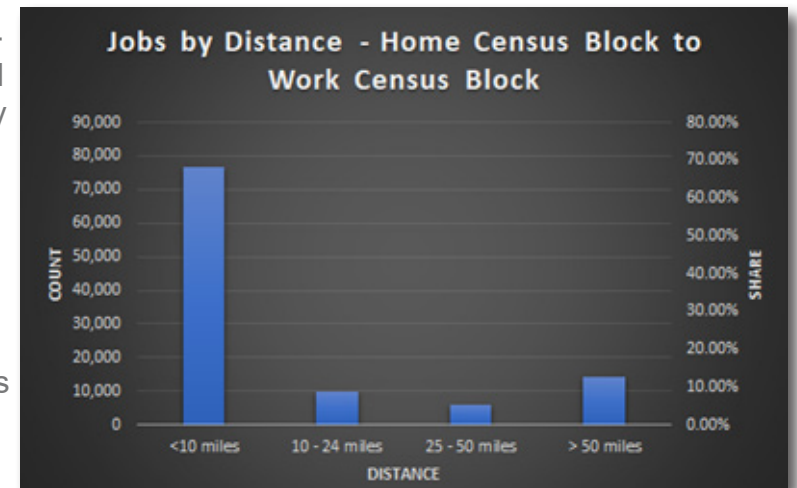
There are two measures used to determine the relative success of passenger rail operations: station activity and ridership. Station activity is measured by the combined number of "on and offs" at a given station. The Roanoke Amtrak station has experienced steady activity throughout its operations, peaking at a total of 6,229 passengers in December of 2017. Average "on and offs" for passenger rail in the Roanoke Valley is just over 3,990 riders per month.

Conversely, ridership is also measured by the number of individual riders on a train or route. Ridership for one daily roundtrip between Roanoke, VA and Washington, DC/Northeast Corridor increased by 6.6% from 56,288 total passengers in the last quarter of Federal Fiscal Year (FFY) '18 to 60,017 total passengers in the last quarter of FFY 19.

Roanoke Amtrak Station Month-by-Month Ridership	
Month	Total
October 2017	251
November 2017	5,048
December 2017	6,229
January 2018	4,189
February 2018	3,104
March 2018	4,278
April 2018	4,670
May 2018	4,660
June 2018	5,325
July 2018	5,543
August 2018	5,164
September 2018	3,237
October 2018	4,913
November 2018	5,333
December 2018	5,931
January 2019	3,809
February 2019	3,128
March 2019	5,104
April 2019	4,976
May 2019	5,199
June 2019	5,674
Total Passengers	95,765

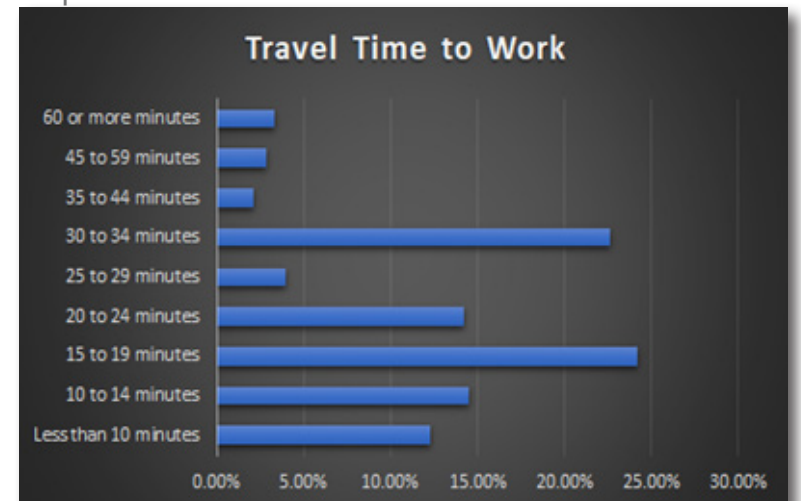
COMMUTING

Information regarding the commuting characteristics of residents, including commuting modes, travel time to work, and the localities where commuters work and live, is collected for each metropolitan area by the Census' American Community Survey. The most recent year of data collection is from 2017. According to the American Community Survey of workers 16 years and over in households within the Roanoke Valley, 3.3% reported not owning a personal vehicle, 17.7% reported owning one vehicle, while 79% of households owned 2 or more vehicles. Mean travel time to work in the Roanoke Valley TPO area was 21.8 minutes in 2017. This figure is down slightly from a mean travel time of 23.6 in 2016. Additionally, 30.9% of the workforce in the Roanoke Valley TPO area have commutes of 30 minutes or more. Regional travel times to work, on average, remain between 16.5 minutes and 30 minutes over the period between 2013 and 2017.



Overwhelmingly, the majority of jobs (72%) within the Roanoke Valley TPO Study Area are within a 10-mile driving distance from a resident's home. Additionally, 49.8% of all employees worked within their locality of residence, while 49.0% of employees worked outside their locality of residence in 2017. Accordingly, a higher percentage of residents were working within their city/county of residence in 2017 than did in 2016 (46.0%)

In 2017, the most common method of travel for workers in the Roanoke Valley was a single occupancy vehicle (80.8%), followed by those who Carpooled (7.1%) and those who Worked At Home (5.2%). The percentage of commuters who drove alone were the lowest of the past five years, indicating greater usage of alternative forms of transportation, including public transportation. Notably, the percentage of people carpooling, biking, walking, and using taxis, increased during this period of time.



TRANSPORTATION FUNDING

SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING

The Roanoke Valley became a Transportation Management Area (TMA) following the 2010 Census. One benefit was the receipt of approximately \$5 million annually in federal Surface Transportation Block Grant (STBG) funding for allocation directly by the Roanoke Valley Transportation Planning Organization (RVTPO). Between 2013 through June 2019, the RVTPO Policy Board allocated \$51,695,294 to priority projects in the Roanoke Valley. The following is a breakdown of how the money is being spent. More information is available at RVARC.org/stbg

Type of Project	Amount	% of Total
Greenways	\$22,352,405	43%
Transit Vehicle Replacements	\$14,182,784	27%
Roadways	\$8,279,881	16%
Bike/Pedestrian/Streetscape	\$3,848,991	7%
Park & Ride Lot	\$2,650,000	5%
Multimodal Station	\$281,133	<1%
Tunnel	\$100,000	<1%

TRANSPORTATION ALTERNATIVES SET-ASIDE BLOCK GRANT PROGRAM (TAP) FUNDING

Project	Amount	% of Total
Tinker Creek Greenway Trail - Wise Ave. to Mason Mill Park & Deschutes Brewery	\$160,969	9%
Roanoke River Greenway - Blue Ridge Parkway Crossing along Highland Road	\$366,606	20%
Downtown Salem Streetscape and Intersection Improvements	\$131,507	7%
Williamson Road Pedestrian Improvements	\$131,907	7%
Colonial Avenue Boulevard Improvements	\$282,603	16%
Virginian Railway Passenger Station Phase II: Building Restoration	\$123,000	7%
Daleville Greenway	\$126,042	7%
Garden City Boulevard Bicycle/Pedestrian Connection Project	\$160,000	9%
ADA Bus Access Facilities Project	\$30,000	2%
Hanging Rock Battlefield Trail	\$57,392	3%
Plantation Road Bicycle, Pedestrian, and Streetscape Improvement Project	\$70,800	4%
Roanoke River Greenway, Backbone of the Roanoke Valley Greenway Network, Bridging the Gap - Connecting the Valley	\$165,200	9%

The Transportation Alternatives Set-Aside Block Grant Program (TAP) is intended to help local sponsors fund community-based projects that expand travel choices and enhance the transportation experience. Like the STBG funding program, the RVTPO Policy Board selects and allocates funding directly to projects. Eligible projects include on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-motorized access to public transportation, recreational trails, traffic calming, projects to achieve compliance with the Americans with Disabilities

Act, and preservation and rehabilitation of historic transportation facilities. Since the RVTPO became a TMA in 2013, the Policy Board has allocated \$1,806,425 to alternative transportation projects in the Roanoke Urbanized Area.

SMART SCALE

SMART SCALE is a statewide program that distributes transportation funding based on a transparent and objective evaluation of projects. It is the method of scoring projects which meet the needs of the Commonwealth's multimodal transportation plan (VTrans).

Funding for project prioritization comes from two main pathways - the highway construction District Grants Program (DGP) and the statewide High-Priority Projects (HPP) Program.

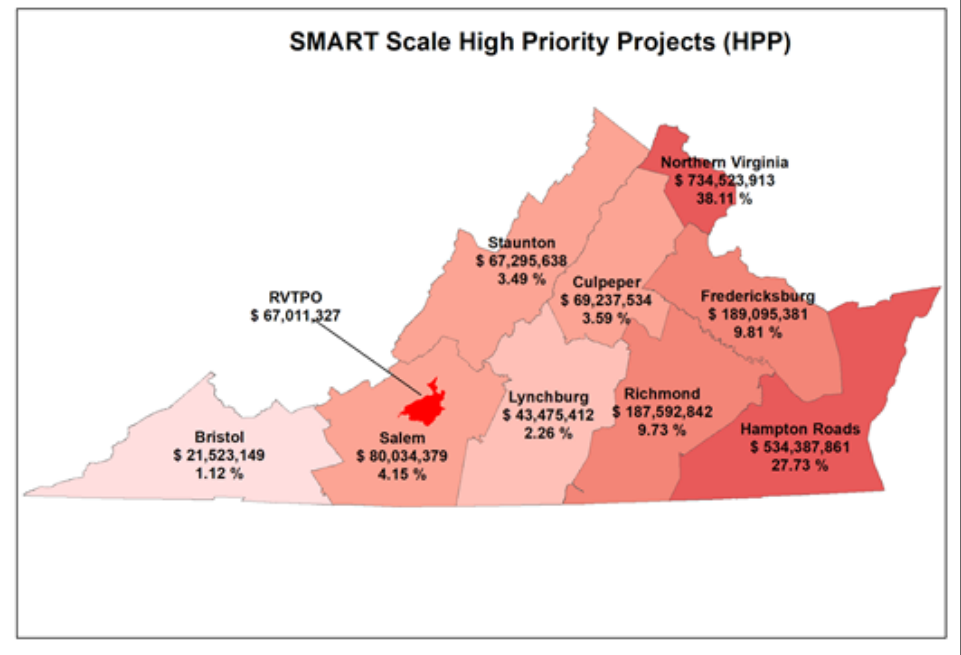
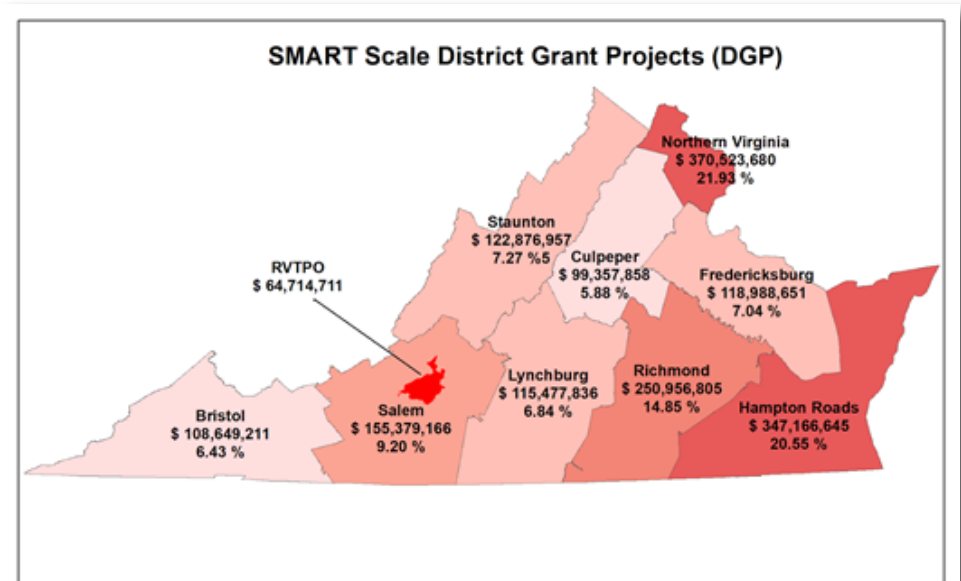
DGP: Projects applying for DGP Funds compete with other projects within the same VDOT construction district

HPP: Projects applying for HPP Funds compete with projects from across the Commonwealth.

Over the last three rounds of funding, the RVTPO and its member localities have submitted 61 projects with a total SMART SCALE request of \$840,550,939. From 2017 to 2020, 21 SMART SCALE projects have been funded with HPP and DGP funds totaling \$131,726,039.

Type of Project	Amount	% of Total
Highway	\$110,199,535	84%
Bike/Pedestrian	\$17,253,693	13%
Transit	\$4,272,811	3%

The first SMART SCALE allocations were approved in June 2016. Since then, changes to projects and allocations have been made which are not reflected in the figures on the maps or in the table which represent the totals as originally approved by the Commonwealth Transportation Board in each of the three rounds. For example, although it has since been reallocated, the \$300M Transform I-66 project is reflected as part of the Northern Virginia HPP total in the map.



STATUS OF PLAN IMPLEMENTATION

LONG-RANGE TRANSPORTATION PLANNING

Through the region’s Constrained Long-Range Multimodal Transportation Plan, Vision 2040: Roanoke Valley Transportation, the Roanoke Valley Transportation Planning Organization sets its vision and goals for the future of the region’s transportation system. It is estimated that a fiscally constrained amount of \$485,474,656 will be available to invest in the Valley’s transportation network between 2016-2040 to meet the goals of economic competitiveness and prosperity, accessible and connected places, safety and security, proactive and efficient system management, healthy environment, and resiliency and reliability. However, funding for projects in the early portion of the plan have not materialized to the level anticipated; as such, the budget for the fiscally constrained list of investments provides \$458,507,749 in funds acquired and anticipated. With this funding, as of August 22, 2019, the RVTPO Policy Board intends to invest and pursue funding as follows:

Type of Project	# of Projects	Total Cost in Year-of-Expenditure	% of Total
Roadway Capacity Expansion	7	\$87,127,632	21%
Multimodal Streetscape	14	\$80,357,519	19%
Transit Asset Management - Vehicles	4	\$60,239,539	14%
Roadway Efficiency	15	\$50,482,642	12%
Greenway	18	\$41,599,393	10%
Bridge Replacement	5	\$24,071,096	6%
Pedestrian	17	\$20,586,191	5%
Roadway Safety	6	\$19,151,407	5%
Transit Asset Management - Facility	2	\$16,136,674	4%
Park and Ride	3	\$14,664,604	3%
Transit Service Expansion - Vehicles	1	\$3,992,130	1%
Transit Efficiency	1	\$1,904,000	0%
Unspecified Investment Priorities	N/A	\$38,214,922	9%
Totals:	93	\$458,507,749	

Of the 93 projects identified in the fiscally constrained list:

- 73 projects are moving forward or are complete at a total cost in year-of-expenditure of \$266,055,271
- 20 projects are awaiting funding in the year-of-expenditure amount of \$154,237,556 expected to be available through the plan year of 2040
- Anticipated funds in the amount of \$38,214,922 remain available in the plan for unspecified investment priorities.

Should additional funding be identified, the RVT-PO aspires to accomplish 82 additional projects identified on the Plan’s vision list at a cost of more than \$1.6B. This includes significant improvements to I-81 which amount to approximately half of the identified additional funds needed.

CONGESTION MANAGEMENT PROCESS

The RVTPO adopted its first Congestion Management Process in 2014 with the intention of updating it by 2021. To manage congestion, the RVTPO uses transportation demand management (administered through RIDE Solutions) to promote carpooling, transit use, walking, and bicycling as alternatives to driving alone. The Congestion Management Process recommends monitoring congestion, promoting transportation demand strategies, and improving traffic flow through infrastructure in the “Top Ten Areas of Emphasis”, identified through public input. To monitor congestion, the Congestion Management Process identified a host of performance measures to track transit use, facilities for bicycling and walking, and public perception of congestion.

From 2014 to 2017, the RVTPO reported on 12 of the 19 performance measures to monitor travel behavior recommended in the Congestion Management Process. Because of changes in federal legislation regarding performance measure reporting, RVTPO has not reported on these measures since 2017. Of the 100+ specific activities or projects identified in the Congestion Management Process, 38% have been completed or are in progress.



ROANOKE VALLEY TRANSIT VISION PLAN



The Roanoke Valley Transit Vision Plan was approved by the Roanoke Valley Transportation Planning Organization in September 2016. Since then a shorter-timeframe Transit Development Plan has been developed for both Valley Metro and RADAR and approved by their respective Boards in the Summer/Fall 2018. The plans further detail implementation of service improvements between FY2019-2028 (Valley Metro) and FY2019-2024 (RADAR). Additionally, in 2018, a detailed Comprehensive Operations Analysis was conducted on Valley Metro’s routes to examine the efficiency and productivity of each route’s alignment, and service changes are being implemented to gain better access to key destinations such as the VA Workforce Center, Roanoke-Blacksburg Regional Airport, Roanoke Centre for Industry and Technology, and the Target Shopping Center at Valley View. The City of Roanoke and Valley Metro announced in early 2019 plans to build a new regional transit hub in Downtown Roanoke.

With these initiatives underway, many key short-term recommendations remain aspirations in need of champions and financial support including providing transit service to the Hollins area, Electric Road Corridor, Glenvar, and Bonsack, establishing a new regional transit organization governance model, and adopting local land use policies to create the development density and mix of land uses that result in walkable, transit-friendly environments. The Vision Plan is still relatively new and opportunities abound to create a robust transit community over the next couple decades.

BIKEWAY PLAN FOR THE ROANOKE VALLEY AREA METROPOLITAN PLANNING ORGANIZATION



The first Bikeway Plan was adopted in 1975 and has been updated four times, most recently in 2012. The Bikeway Plan update occurs approximately every ten years. The 2012 update identified 825 miles of “priority” and “vision” corridors for bicycle accommodations and policy recommendations.

The Roanoke Valley currently has 450 miles (55% of plan completed) of bicycle accommodations including 105 miles of striped bike lanes (other types of accommodations include paved shoulders, wide lanes, and signed bike routes). The City of Roanoke is a Bronze Level Bicycle Friendly Community and has a Complete Streets Policy. There are four Bicycle Friendly Businesses in the area.

REGIONAL PEDESTRIAN VISION PLAN

The Regional Pedestrian Vision Plan, adopted in 2015, lists 533 segments, intersections, and spots in need of pedestrian improvements. Other recommendations call for systemic treatments, that should be addressed through policy changes. Approximately 20% of the locations listed have received pedestrian improvements. A new state funding program that focuses on pedestrian safety may accelerate progress.



COMPLETED ROADWAY PROJECTS (2014-2019)

INTERSTATE 81 EXIT 140 PARK AND RIDE FACILITY EXPANSION



The Interstate 81 Exit 140 park and ride was identified and planned by VDOT Salem-District to expand park & ride capacity from 112 vehicles to 239 vehicles including 24 car/truck and nine motorcycle spaces. This project also included:

- Replacing existing pavement,
- Installing permeable pavement,
- Installing two bus shelters, bike racks, trash cans and handicap parking, and
- Adding lighting and pedestrian accommodations.

The cost of the project was \$2,650,000; it was completed in the fall of 2017.

I-81 EXIT 150 IMPROVEMENT PROJECT

The I-81 Exit 150 improvement project was designed to improve safety and highway access management at the existing intersection and associated northbound movements from and to Interstate 81. The improvements within the project includes:

- Relocating the northbound I-81 entrance ramp to a new location adjacent to the Exit 150B off-ramp,
- Creating a dedicated Exit 150B off-ramp with NB Route 220 to improve traffic flow at the Route 11/220/220A intersection,
- Modifying Exit 150A to allow right turns onto Route 11 southbound only,
- Constructing a roundabout at the Exit 150B/Route 11 intersection,
- Building a new road, Gateway Crossing, to connect the new Route 11 roundabout to Route 220 Alternate, and
- Modifying the entrances onto Route 11 as right-in/right-out only.

The total estimated cost of this project was \$46,750,000; it was completed in the Summer of 2018.

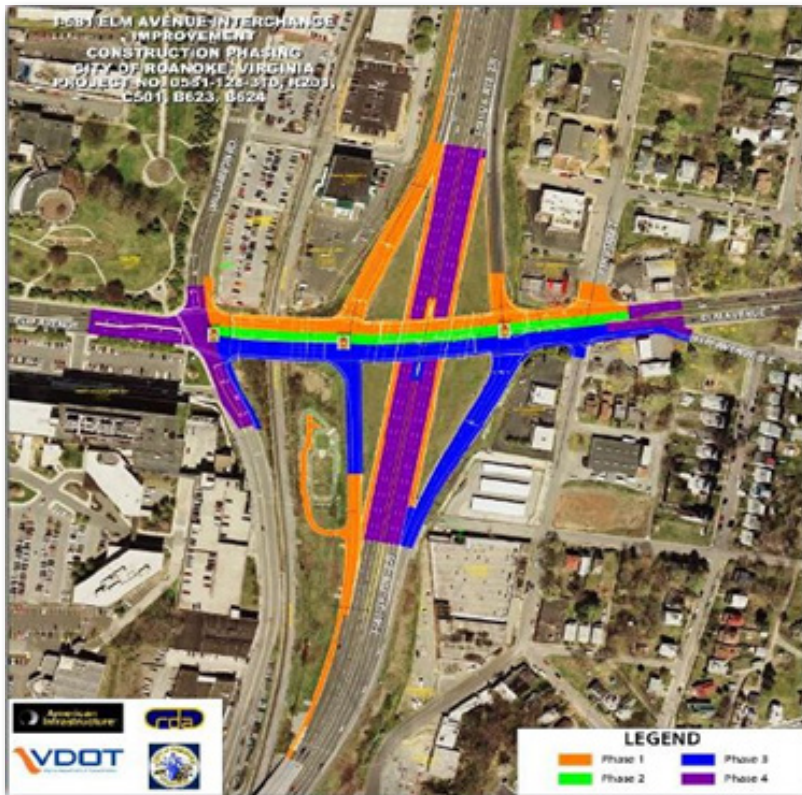


DIVERGING DIAMOND INTERCHANGE AT VALLEY VIEW BOULEVARD AND I-581

The Valley View Boulevard/I-581 Diverging Diamond Interchange was designed to reduce congestion as well as improve safety at this intersection. The interchange improvements include:

- Completing the partial interchange at I-581 and Valley View Boulevard by building an off-ramp from southbound I-581 onto Valley View Boulevard and an on-ramp from Valley View Boulevard onto northbound I-581,
- Widening the bridge over I-581 to four lanes, and
- Constructing a new pedestrian bridge for the Lick Run Greenway.

The cost of the project was \$63,900,000; it was completed in the Fall of 2016.



I-581 AND ELM AVENUE INTERCHANGE IMPROVEMENTS

The Interchange Improvement project sought to improve highway access management at the intersection of I-581 and Elm Avenue/Route 24.

The project included the widening of both the northbound and southbound off-ramps from I-581, extending the left turn lanes in each direction on Elm Avenue and the widening of Elm Avenue between Williamson Road and 4th St.

The cost of the project was \$20,400,000; it was completed in the Summer of 2015.

ACKNOWLEDGEMENTS

This report was prepared in cooperation with the Federal Highway Administration (FHWA), Virginia Department of Transportation (VDOT), Federal Transit Administration (FTA), and Virginia Department of Rail and Public Transportation (DRPT). This report also represents the collective work of the Roanoke Valley-Alleghany Regional Commission (RVARC).

DISCLAIMER

The contents of this report reflect the analysis of the RVTPO which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDRPT, or VDOT. This report does not constitute a standard, specification, or regulation.

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No DISCRIMINACIÓN

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