

**STAFF REPORT**  
**RVTPO Meeting July 22, 2021**  
**SUBJ: Action on Allocation of FY22 Highway Infrastructure Program and**  
**Highway Infrastructure Program CRRSAA Funding**

*Note: This item is being presented again to the Policy Board after the TTC received, and is subsequently forwarding, staff funding recommendations presented at their July 8 meeting.*

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.
<b>Total HIP Funding</b>	<b>\$1,946,778</b>		

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](#)

At the direction of the TTC, and following their June 10 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 some of the STBG 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 fund 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 1<sup>st</sup> 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.

For the July 8 TTC meeting, staff developed two recommendations for allocation of the FY22 HIP funding. The rationale here was uncertainty of additional HSIP funding covering a \$314,911 shortfall on the Hardy Drive/Dillon Woods Crosswalk project. In Staff Funding Recommendation #1, project numbers 1 and 2 from the City of Roanoke and both projects from the Town of Vinton would receive HIP funding. In Staff Funding Recommendation #2, the same projects are funded (at different amounts) except the Hardy Road project is not funded and the City’s Roanoke River Greenway – East is. Staff recommended to the TTC that they be directed to forward the appropriate recommendation, #1 or #2, to the July 22 Policy Board meeting in the event VDOT has not made a funding determination on the project by the July 8 TTC meeting. The TTC agreed and forwards that recommendation.

Since the TTC meeting, staff has learned from VDOT that the Hardy Road/Dillon Woods Crosswalk project will receive \$298,393 in additional Highway Safety Improvement Program (HSIP) funding to address the shortfall. This, now, leaves a remaining shortfall of \$16,518. Based on this knowledge, staff submits the revised recommendation, to address the shortfall.

**Staff Funding Recommendation**

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	\$821,597	<b>\$1,118,668</b>	Adjustment of STBG Financial Plan.
City of Roanoke	Greenway Connection – Riverland Road	\$ -	\$222,842	<b>\$222,842</b>	Adjustment of STBG Financial Plan.
City of Roanoke	Roanoke River Greenway - East	\$ -	\$125,000	<b>\$125,000</b>	Adjustment of STBG Financial Plan.
Town of Vinton	Hardy Road/Dillon Woods Crosswalk	\$ -	\$16,518	<b>\$16,518</b>	TIP Amendment
Town of Vinton	Walnut Avenue Bicycle and Pedestrian Accommodations – W. Lee Avenue to 1 <sup>st</sup> Street	\$ -	\$463,750	<b>\$463,750</b>	Adjustment of STBG Financial Plan.
	Total HIP Funds Available for Allocation	<b>\$297,071</b>	<b>\$1,649,707</b>		

Allocating the HIP funding towards the above projects would free up \$1,930,260 in STBG funds for the upcoming new STBG application round. As such, the current STBG Six-Year Financial Plan will need to be adjusted (see attached spreadsheet).

Staff recommends that the Board:

1. Allocate FY22 HIP funding based on the Staff Funding Recommendation presented; and
2. Adjust the FY 2022-2027 STBG Six-Year Financial Plan to reflect the replacement of STBG funds with FY22 Highway Infrastructure Program and Highway Infrastructure CRRSAA funding for four projects.

A resolution follows this staff report.

**RVTPO Policy Board Action:** Action on the allocation of FY22 HIP funding and adjustment to the FY22-27 STBG Financial Plan.