

MINUTES

The January meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, January 27, 2022 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA.

VOTING MEMBERS PRESENT

Mickey Johnson	Bedford County
Steve Clinton	Botetourt County
Billy Martin, <i>Chair</i>	Botetourt County
Steve Fijalkowski	Montgomery County
Phil North, <i>Vice Chair</i>	Roanoke County
David Radford	Roanoke County
Robert Jeffrey	City of Roanoke
Stephanie Moon Reynolds	City of Roanoke
Keith Liles	Town of Vinton
Mike Stovall	Town of Vinton
Renee Turk	City of Salem
Ken King (<i>remotely</i>)	Virginia Dept. of Transportation – Salem District
Mike Stewart	Roanoke-Blacksburg Regional Airport
Daniel Sonenklar (<i>remotely</i>)	Va. Dept. of Rail and Public Transportation

VOTING MEMBERS ABSENT

Bill Jones	City of Salem
Kevin Price	Greater Roanoke Transit Company (Valley Metro)

TPO NON-VOTING MEMBERS PRESENT

Richard Caywood	Roanoke County
Cody Sexton	Town of Vinton
Lee Osborne	Roanoke Valley-Alleghany Regional Commission
Mark Jamison	City of Roanoke
Jon Lanford	Botetourt County

Others Present: Megan Cronise, Roanoke County; Anthony Ford, Virginia Department of Transportation; Anita McMillan, Town of Vinton; Pete Peters, Town of Vinton; Grace Stankus, Virginia Department of Rail and Public Transportation.

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

1. WELCOME, CALL TO ORDER

Chair Martin called the meeting to order at 1:00 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

2. ROLL CALL (including consideration of remote participation)

Jeremy Holmes called the roll and stated a quorum is present.

3. APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. January 27, 2022 RVTPO Meeting Agenda
- B. December 16 , 2021 RVTPO Minutes
- C. Revision to Written Policy Authorizing Participation in RVTPO Meetings through Electronic Communication Means

Chair Martin noted that the Town of Vinton had requested to amend the agenda by adding an item after #4 to the agenda. Mr. Stovall confirmed that the Town of Vinton would like to amend the agenda by adding a request to the RVTPO Board to consider STBG funding in the amount of \$370,000 for cost overruns estimated for the Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit).

Motion: by Mike Stovall to amend the agenda by adding the Town of Vinton's request as described. The motion was seconded by Phil North.

RVTPO Policy Board Action: Motion carried unanimously.

Chair Martin asked if there is a motion of approval of the consent agenda items.

Motion: by Renee Turk for approval of Consent Agenda Item A (as amended), B & C. The motion was seconded by David Radford.

RVTPO Policy Board Action: Motion carried unanimously.

4. REMARKS BY THE CHAIR

- Chair Martin reported that each January, the Regional Commission begins its annual Work Program development process, a process that weaves together project transportation and community development projects for the Commission as a whole, as well as transportation projects within the TPO service area. This year, the Commission's work program committee will be reviewing this process to look for opportunities to make it more flexible, responsive to local needs, and strategic in meeting regional goals.
- Chair Martin reported the RVTPO is starting to see some of the fiscal benefits of the new Infrastructure Investment and Jobs Act funding which will be presented in the STBG item today. As the staff shared last month, there will be many new opportunities to obtain funding over the next few years. The ongoing update to the region's transportation plan, which we will also hear about today, will be very important as it

lays out how we as a community intend to address the region's most important needs over the next several years.

- Chair Martin commented that there is a new addition to the meeting room- the new Meeting Owl, located in the middle of the room. The owl will serve as microphone, speaker and video broadcasting for people attending remotely.

4. A CONSIDERATION OF TOWN OF VINTON'S REQUEST FOR \$370,000 TO COVER COST OVERRUNS ANTICIPATED FOR THE WALNUT AVENUE BICYCLE AND PEDESTRIAN ACCOMODATIONS (5TH STREET TO CITY/TOWN LIMIT) PROJECT

Mike Stovall explained that the Walnut Avenue Bike Ped Accommodations project is an existing STBG project and is scheduled to advertise in February of 2022. The current amount for the project is \$1.684 million and the final estimated cost is over \$2 million with a shortfall of about \$370,000. The Town of Vinton's request to the Board is to include the cost overrun of \$370 000 in the STBG Financial Plan.

Chair Martin noted this would entail a rules exception and asked staff to address Mr. Stovall's request. Cristina Finch shared on the screen the RVTPO's STBG Project Development and Selection Procedures document and read policy #7 and #11 and explained that the Town of Vinton's request would fall under policy #7:

#7 "Additional funding requests for existing STBG projects will be considered annually during the adjustment process and are due at the time annual project updates are submitted to staff. During the bi-annual application process, a decision will be made regarding additional funding requests for existing STBG projects before committing unallocated funds to new projects."

#11 "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 deadline for new project applications. Under such circumstances, the RVTPO Board may direct the TTC to review the request and recommend their fundings to the Policy Board."

Cristina Finch noted that the Town's request was made known to staff earlier in the month but not reviewed at the January TTC meeting because of the RVTPO's procedures. Ms. Finch noted that the Town of Vinton's request is to have a policy exception to policy #7 so that a cost overrun can be reviewed outside of the cycle that has been adopted by the Board.

Motion: by Phil North for policy exception to policy #7 so the Town of Vinton's request can be included for consideration. The motion was seconded by Mickey Johnson.

RVTPO Policy Board Action: Motion carried unanimously.

Motion: by Mike Stovall to include the estimated \$370,000 cost overrun request in the draft STBG financial plan and release for public comment. The motion was seconded by Mickey Johnson.

RVTPO Policy Board Action: Motion carried unanimously.

Ken King suggested that the Board revisit the policy overall and put policy and procedures in place that allow changing the project amount within a certain range administratively. Mr. North commented that the policy changes should be included in the February RVTPO agenda. Mr. Jeremy Holmes replied that staff will certainly start working on this and coordinate with the TTC, but it is not for sure that the updated procedures will be ready by February. Mr. Caywood added that there should be a clear differentiation between which aspects are legally binding versus discretionary policies that have been created to guide staff.

Vice Chair North commented that Roanoke County would appreciate the TTC's support in the inclusion of the Town of Vinton's Glade Creek Phase 3 PE (even though it is way down the list) because that would help with the County's Transportation Alternatives application which is to be deemed ineligible unless they can show a connection to something for which the Glade Creek greenway project would address.

5. **ACTION REQUESTED: RELEASE FOR PUBLIC COMMENT AND A PUBLIC HEARING THE DRAFT FY23-28/29 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FINANCIAL PLAN**

Cristina Finch reported that last month, the Board received an update on the status of currently funded STBG projects and new candidate projects which have been prioritized by the TTC for consideration by the Board as it decides STBG investments for FY23-28/29. STBG allocations for FY 2023-2028 are included in the VA Six-Year Improvement Program (SYIP) to be approved by the Commonwealth Transportation Board (CTB) in June. FY 2029 is an assumed amount to be utilized by the RVTPO as desired with some flexibility as the allocations are not reflected in the state's system until the FY24-29 plan is adopted next year.

Based on the TTC prioritization four new projects were included in the Financial Plan as listed in the table of page 20 of the agenda packet. Other potential investments are shown on page 21 of the packet as well.

Motion: by Ken King to include the two projects mentioned earlier: (1) Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit) (estimated cost overrun of \$370,000) and (2) Glade Creek Greenway Phase 3 PE (\$275,000) in the Draft FY 23-28 Surface Transportation Block Grant (STBG) Financial Plan. The motion was seconded by Phil North.

RVTPO Policy Board Action: Motion carried unanimously.

Motion: by Mike Stewart to release the Draft FY 23-28 Surface Transportation Block Grant (STBG) Financial Plan for public comment and a public hearing, as amended to include the two projects mentioned above. The motion was seconded by David Radford.

RVTPO Policy Board Action: Motion carried unanimously.

6. **OTHER BUSINESS**

A. Briefing on the Update of the Roanoke Valley Transportation Plan

Cristina Finch distributed a handout on the update of the Roanoke Valley Transportation Plan and went over the content. (The handout is also included with the Minutes).

Mr. Lee Osborne asked what the word “seamless” meant in the context of the vision statement. Ms. Finch replied with “easy,” “things work well in terms of mobility.” Some members also chimed in with their interpretations. Mr. Osborne suggested that the word “seamless” be removed from the vision statement as it does not contribute any value.

Mr. David Radford questioned goal number 4.a. from the handout:” Foster *environmental sustainability: minimize emissions from motorized on-road transportation*” and asked if that is an actual goal of this organization. Mr. Lee Osborne commented that he is not speaking to the specific measure in question, however he does think that the TPO should be mindful of air quality in general. Ms. Finch noted that the objective statement is intended to describe the “what” (as it relates to the goal’s meaning). How the objectives will be accomplished is determined through the solutions and the projects that are identified. Mr. Ken King suggested that perhaps TTC can look into it and see how it is handled at a state level. Mr. Richard Caywood suggested that an analysis be done and determine how the state picks projects (SMART SCALE) and how the TPO does it.

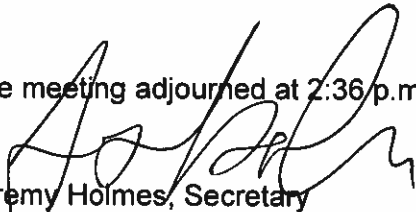
B. Consideration of FY24 RVTPO SMART SCALE Candidate Project Requests

Bryan Hill noted that in early fall 2021, staff initiated the process for submitting and selecting RVTPO candidate project applications for the FY24 round of SMART SCALE. The process entailed each locality or modal stakeholder requesting the RVTPO to apply on its behalf for a SMART SCALE project, then complete and submit the form to staff by November 30th. Staff received ten request forms (listed on pages 25 and 26 of the agenda in order that they were received) from localities located in the Roanoke Urbanized Area. The RVTPO has a maximum of four applications it can submit in August 2022 but may initiate five pre-applications in March. In February, the TTC will forward a recommendation to the TPO from staff which will employ a prioritization scoring process used in selecting the RVTPO’s five pre-applications.

7. COMMENT PERIOD BY RVTPO POLICY BOARD MEMBER AND/OR PUBLIC

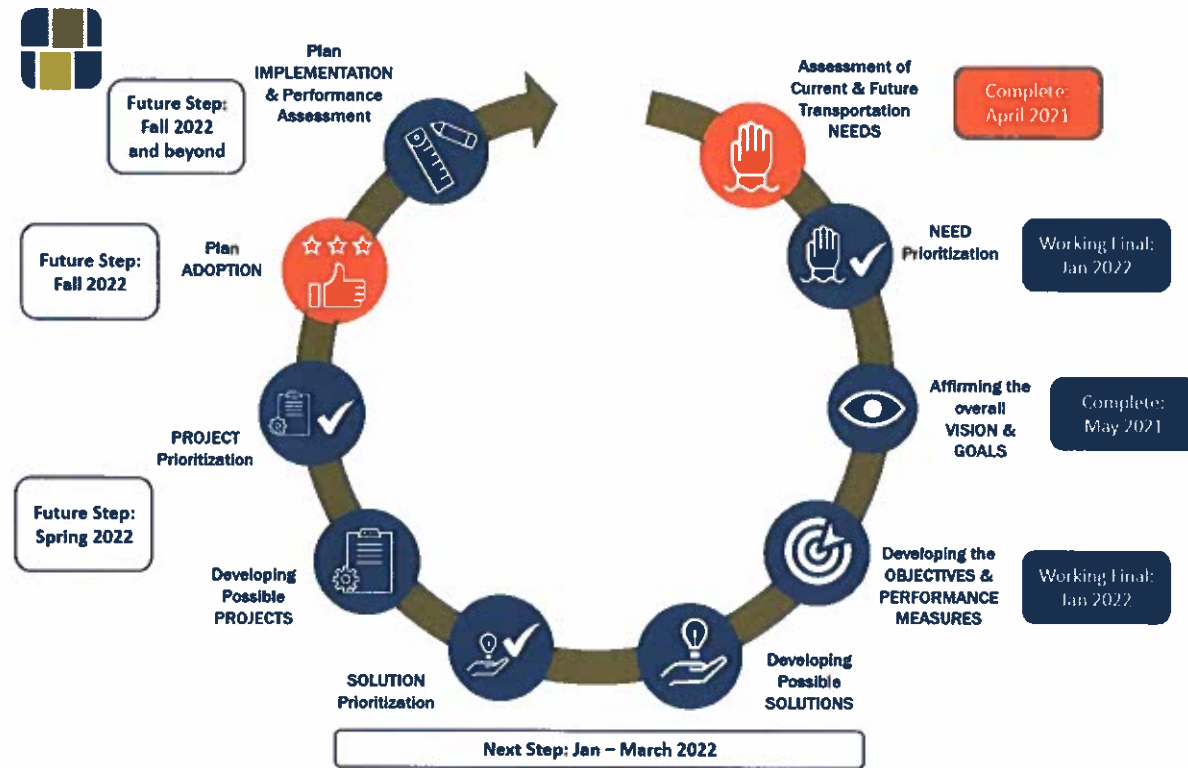
Mr. Stovall thanked RVTPO members for accommodating the Town of Vinton’s request.

The meeting adjourned at 2:36 p.m.










Jeremy Holmes, Secretary
Roanoke Valley Transportation Planning Organization

Process / Schedule:



Definitions

-  **Vision** describes the desired future state
-  **Goals** describe what guides us toward attaining the vision and our overall desired outcomes
-  **Objectives** describe how we are going to attain the vision, objectives represent our specific desired outcomes
-  **Needs** are transportation problems or issues identified in the community.
-  **Solutions** offer various ideas of how to address a need and achieve the goals and objectives
-  **Projects/Services** represent the preferred means to address a need and achieve objectives
-  **Measures** quantify objectives, enabling us to assess the degree to which the system is achieving objectives



Vision

The Roanoke Valley’s seamless regional multimodal transportation system is safe, cost-effective, environmentally conscious, well maintained and reliable, accessible for all users, and promotes economic vitality of the community.



Vision describes the desired future state



Goals

-  **Provide a safe and secure transportation system**
-  **Enable reliable mobility**
-  **Enable convenient and affordable access to destinations**
-  **Foster environmental sustainability**
-  **Maintain and operate an efficient and resilient transportation system**
-  **Support economic vitality**
-  **Promote equitable transportation investments**



Goals describe what guides us toward attaining the vision and our overall desired outcomes

Goals are action oriented

Goals create the platform for objectives



Objectives & Performance Measures



Objectives:

Definition: Describe how the RVTPO will attain the Plan vision and goals. Objectives represent specific desired Plan outcomes.

Purpose: Objectives inform how to develop solutions to respond to needs, how to prioritize projects within the Plan, and how to track the Plan and overall system performance.



Performance Measures:

Definition: The quantitative link to objectives, performance measures assess the degree to which investments address transportation needs and meet acceptable thresholds.

Purpose: Enables the RVTPO to assess the degree to which the transportation system is achieving objectives.

Performance Measures (Federal Measure as noted) Note: Candidate measure to consider post Plan adoption	
Recommended Objective	
Goal 1: Provide a safe and secure transportation system	
a. Eliminate fatalities and reduce injuries on the multimodal transportation system.	<ul style="list-style-type: none"> • Number and rate of motorized fatalities per 100 million vehicle miles traveled (VMT) (FHWA) • Number and rate of motorized serious injuries per 100 million VMT (FHWA) • Number of nonmotorized fatalities and serious injuries (FHWA) • Number of reportable fatalities and rate per total vehicle revenue miles by transit agency per year (FTA) • Number of reportable injuries and rate per total vehicle revenue miles by transit agency per year (FTA) • Number of safety events and rate per total vehicle revenue miles by transit agency per year (FTA)
Goal 2: Enable reliable mobility	
a. Maintain vehicle travel time reliability on priority corridors.	<ul style="list-style-type: none"> • % of person miles traveled on the Interstate system and on the non-interstate National Highway System (NHS) that are reliable (FHWA)
b. Maintain transit and passenger rail on-time performance (OTP).	<ul style="list-style-type: none"> • Amtrak on time performance (FRA, DRPT)¹ • Valley Metro on time performance • Distance between transit system major mechanical failures (FTA)

¹ <http://drpt.virginia.gov/rail/amtrak-reports/>

Recommended Objective	Performance Measures (Federal Measure as noted) Note: Candidate measure, developed post Plan adoption
Goal 3: Enable convenient and affordable access to destinations	
a. Provide motorized access to inaccessible properties identified for future development.	<ul style="list-style-type: none"> • Number of localities with ordinances or policies that incentivize or require multiple access points in new developments
b. Increase accessibility to key destinations by transit.	<ul style="list-style-type: none"> • Number of destinations (government service, major grocery store, medical, school/higher education, business) within ¼ mile of a transit stop • Transit level of service (number of days per week and/or hours per day that service is available to key destinations)
c. Increase transportation connections to markets outside the region, including across Virginia and the U.S.	<ul style="list-style-type: none"> • Number and frequency of daily or weekly inter-regional or interstate connections offered
d. Increase transit, bicycle and pedestrian connections for all users within multimodal centers and districts.	<ul style="list-style-type: none"> • Number and percent of transit stops with connecting sidewalks and ADA accommodations in multimodal centers and districts (walk – transit connection) • Number and percent of transit stops adjacent to a marked bicycle accommodation in multimodal centers and districts (transit – bike connection) • Number and percent of bike racks with connecting sidewalks in multimodal centers and districts (walk – bike connection)

Recommended Objective	<p><i>Performance Measures (Federal Measure as noted)</i> <i>Note: Candidate measure, developed post Plan adoption</i></p>
Goal 4: Foster environmental sustainability	
a. Minimize emissions from motorized on-road transportation.	<ul style="list-style-type: none"> Track investments and implementation of low and/or zero-emission technologies within the region (zero-emission buses, zero-emission fleets, charging stations, energy efficient infrastructure)
b. Minimize / mitigate new impervious surfaces created by transportation infrastructure.	<ul style="list-style-type: none"> Track new impervious surface area associated with transportation investments outside of designated growth areas Track new impervious surface area associated with transportation investments in floodplains
Goal 5: Maintain and operate an efficient and resilient transportation system	
a. Maintain state and national standards for infrastructure and asset condition.	<ul style="list-style-type: none"> % good and poor NHS bridge deck area (FHWA) % good and poor NHS pavement lane miles (FHWA) % sufficient bridges and average weighted General Condition Rating (VDOT) % sufficient pavement lane miles on Interstate, Primary, and Secondary systems (VDOT) % of revenue and of non-revenue vehicles that have met or exceeded their useful life benchmark (FTA) % of facilities rated in poor condition (FTA)
Recommended Objective	<p><i>Performance Measures (Federal Measure as noted)</i> <i>Note: Candidate measure, developed post Plan adoption</i></p>
Goal 6: Support economic vitality	
a. Ensure redevelopment and new developments in designated growth areas and multimodal centers/districts are supported by more than one mode of transportation infrastructure.	<ul style="list-style-type: none"> Number of developments approved adjacent to more than one existing and/or planned transportation mode
b. Maintain truck travel time reliability	<ul style="list-style-type: none"> Interstate truck travel time reliability (FHWA)
c. Maintain acceptable levels of congestion during peak travel periods on priority corridors	<ul style="list-style-type: none"> Planning time index on Congestion Management Process Priority Corridors (RVTPC adopted via the CMP)

Performance Measures (Federal Measure as noted)	
Note: Candidate measure, developed post Plan adoption	
Recommended Objective	
Goal 7: Promote equitable transportation investments	
a. Assess planning-level benefits or disproportionate adverse effects of transportation projects included in this plan on Equity Emphasis Areas and identify mitigation strategies.	<ul style="list-style-type: none"> Identify projects creating potential disadvantages for Equity Emphasis Areas and track mitigation strategies
b. Ensure that non-drive alone mobility investments create opportunities for people in Equity Emphasis Areas.	<ul style="list-style-type: none"> Track share of non-highway capacity or operational investments that provide documented benefits primarily for Equity Emphasis Areas compared to the Justice40 initiative goal "to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities"
c. Eliminate fatalities and reduce serious injuries in Equity Emphasis Areas.	<ul style="list-style-type: none"> Decrease traffic fatalities in Equity Emphasis Areas Decrease traffic serious injuries in Equity Emphasis Areas Decrease nonmotorized fatalities and serious injuries in Equity Emphasis Areas
d. Maintain state and national standards for infrastructure condition in Equity Emphasis Areas.	<ul style="list-style-type: none"> % good and poor pavement lane miles in Equity Emphasis Areas

Needs Prioritization:

Alignment with Plan Goals		3, 6	3, 6	2, 3, 5, 6	1, 5, 7	4, 7	3, 6, 7				
Multimodal		Activity Density		Throughput	Safety	Environmental Justice	Economics				
Need Type	Centers	District	2019	2045	Priority Corridor	VMT Change	VTrans Needs (PSI)	PSAP	Equity Emphasis Areas	Development Priority Locations	Urban Development Areas
Automobile Safety			5	5		22	53		5	5	5
Pedestrian Safety	6	6		13				51	10	7	7
Bicycle Safety	6	6		13				51	10	7	7
Transit Safety	6	6		13				51	10	7	7
Congestion			17.5	17.5		17.5			12.5	17.5	17.5
System Management (Non-Transit)			15	15	15	15.5			12.5	13.5	13.5
System Management (Transit)	11	11		21.5	20				12.5	12	12
Access Criteria			Population Affected		Severity					Environmental Justice	
Transit and Non-transit			5		5					2	

Roanoke Valley Transportation Plan Goals:

1. Provide a safe and secure transportation system
2. Enable reliable mobility
3. Ensure convenient and affordable access to destinations
4. Foster environmental sustainability
5. Maintain and operate an efficient and resilient transportation system
6. Support economic vitality
7. Promote equitable transportation investments