

MINUTES

The January meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, January 26th, 2023 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA. The meeting was live streamed on the [Commission's Facebook page](#).

1. WELCOME, CALL TO ORDER

Chair Martin called the meeting to order at 1:00 p.m.

2. ROLL CALL (including consideration of remote participation)

Jeremy Holmes, Secretary to the RVTPO, called the roll and stated a quorum is present.

TPO VOTING MEMBERS PRESENT

Mickey Johnson	Bedford County
Billy Martin, <i>Chair</i>	Botetourt County
Steve Fijalkowski	Montgomery County
Phil North, <i>Vice Chair</i>	Roanoke County
David Radford	Roanoke County
Peter Volosin	City of Roanoke
Stephanie Moon Reynolds	City of Roanoke
Renee Turk	City of Salem
Mike Stovall	Town of Vinton
Keith Liles	Town of Vinton
Daniel Wagner (<i>via zoom</i>)	Virginia Dept. of Rail and Public Transportation
Ken King	Virginia Dept. of Transportation – Salem District

TPO VOTING MEMBERS ABSENT

Steve Clinton	Botetourt County
Bill Jones	City of Salem
Mike Stewart	Roanoke-Blacksburg Regional Airport
Kevin Price	Greater Roanoke Transit Company (Valley Metro)

TPO NON-VOTING MEMBERS PRESENT

Lee Osborne	Roanoke County
Cody Sexton	TTC Chair
Chelsea Beytas (<i>via zoom</i>)	Federal Transit Association

Others Present: Megan Cronise, Roanoke County; Will Crawford, Roanoke County; Frank Maguire, Greenway Commission; Michael Gray, VDOT; Anthony Ford, VDOT; Anita McMillan, Town of Vinton; Mathew Moore, Town of Vinton; Barbara Duerk, Virginia Bicycling Federation; David Jackson (*via zoom*), Cambridge Systematics.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Staff Present: Bryan Hill, Jeremy Holmes, Cristina Finch, Alison Stinnette, Jonathan Stanton, Virginia Mullen and Elizabeth Elmore.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. January 26, 2023 RVTPO Meeting Agenda
- B. December 15, 2022 RVTPO Minutes
- C. 2023 Safety Performance Measure Targets
- D. FFY 2022 – 2025 Transit Asset Management Performance Measure Targets

Chair Martin proposed an amendment to the January 26, 2023 RVTPO agenda by adding an item 8A Consideration of Resolution in Support of House Bill 1861- establishment of the Virginia Museum of Transportation as a public entity and educational institution under the Commonwealth of Virginia.

MOTION: by Stephanie Moon Reynolds to approve the agenda, as amended. The motion was seconded by Phil North.

Regional Commission Action: Motion carried unanimously.

Motion: by Peter Volosin for approval of the consent agenda items (A), as amended and (B), (C) and (D), as presented. The motion was seconded by David Radford.

RVTPO Policy Board Action: Motion carried unanimously.

4. REMARKS BY THE CHAIR

- Chair Martin reported that today's meeting is being live streamed on the Commission's Facebook page. This is part of an ongoing effort to improve public awareness of the important work undertaken by the Roanoke Valley Transportation Planning Organization.
- Chair Martin announced that the United States Department of Transportation has opened the application period for its RAISE grant program – a \$1.5 billion discretionary, competitive grant program with a particular focus on projects that impact economic development, especially in areas of persistent poverty or historic disinvestment. Projects impacting census tracts that meet certain definitions of poverty and disinvestment, and projects in rural areas, can qualify for 100% Federal funding. Anyone with project ideas or questions should contact Jeremy Holmes or the Commission staff. The deadline for RAISE grants is February 28th.
- Chair Martin welcomed the new non - voting representative from the Federal Transit Administration, Chelsea Beytas of FTA Region III.

5. ACTION REQUESTED: ROANOKE VALLEY TRANSPORTATION PLAN

- A. Consideration of Resolution, Adopting the Roanoke Valley Transportation Plan**

Ms. Finch presented the Roanoke Valley Transportation Plan, which is the summit of the RVTPO performance based planning and programming process. It is the region's five-year reflection on the past, present to plan for the future. Ms. Finch recognized everyone that was involved in the process: Alison Stinnette, Jonathan Stanton, Elizabeth Elmore, Bryan Hill, Rachel Ruhlen, TTC members, the Office of Intermodal Planning and Investment for funding the PBPP development which was led by Brad Shelton with Michael Baker, and David Jackson with Cambridge Systematics and his team who worked with the RVTPO for over two years to develop the plan.

Mr. Holmes commented that per the request of the Policy Board a community meeting was held on January 19, 2023 at noon at the Commission's office. The meeting was hybrid (in person and via zoom). He thanked the staff for putting together the meeting in such a short time. He also noted that it was a valuable experience and important tool to use in the future.

B. Consideration of Resolution, Adopting the FFY2024 – 2027 Transportation Improvement Program as a Component of the Roanoke Valley Transportation Plan

This item was postponed for a consideration at a future meeting.

C. Consideration of Resolution, Adopting the Roanoke Valley Transportation Plan Amendment and Adjustment Processes

Motion: by David Radford to approve the resolutions under items 5A and 5C, as presented. The motion was seconded by Mike Stovall.

RVTPO Policy Board Action: Motion carried unanimously.

6. ACTION REQUESTED: DEVELOPMENT OF THE FY24 – 29 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FINANCIAL PLAN

Ms. Finch reminded members that every spring, the RVTPO adopts a new six-year financial plan for the Surface Transportation Block Grant (STBG) program. The annual adjustment process began in the fall with a request for a status report, and the information in the table on pages 55 through 60 from the staff report summarizes the projects, updates, additional funding requests, and construction advertisement and project end dates. There was a total of 35 projects: five projects complete and awaiting financial closeout, six are requesting funds, and one will be returning money to the RVTPO. The anticipated available funds are not sufficient to cover all requests. Due to the Roanoke River Greenway - Underhill request being more than can be accommodated in this financial plan, staff recommended it not be considered at this time. The Board is expected to take action on the FY24-29 STBG Financial Plan in March.

Motion: by Mayor Turk to release for public comment and a public hearing at the March Board meeting consideration of the five projects requesting additional STBG funding. The motion was seconded by Keith Liles.

RVTPO Policy Board Action: Motion carried unanimously.

Mr. Lee Osborne asked if an online survey will be conducted in addition to the public hearing and expressed a concern that the surveys in the past haven't given enough information. Ms. Finch replied there would be an online survey and that staff recently used a MetroQuest survey tool with the final Roanoke Valley Transportation Draft which could be applied this time for better engagement on the STBG program.

7. **ACTION REQUESTED: ADJUSTMENT TO THE FY23 – 28/29 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FINANCIAL PLAN**

Cristina Finch reported that six items (listed on pages 63 through 64 of the agenda packet) on the current FY 23-28/29 STBG Financial Plan are requested for consideration by the Board at this time of preparation for the FY 24-29 plan's development.

Motion: by Phil North to approve the resolution approving adjustment #1 to the F2023-2028/29 Surface Transportation Block Grant (STBG) Financial Plan, as presented. The motion was seconded by Mike Stovall.

RVTPO Policy Board Action: Motion carried unanimously.

8. **SMART SCALE ROUND 5 UPDATE**

Bryan Hill presented an update on the SMART SCALE round 5 preliminary funding scenario and distributed a handout (the PowerPoint presentation and the handout are included with the Minutes).

Cody Sexton commented that it seems about 9% of the total pot is what Salem district gets on average. Mr. Ken King agreed and noted the way the I-81 improvement program was enacted and funded is that there are taxes (fuel tax and other taxes) directed to that program. The other districts also have those taxes, but they don't have I-81 running through them (Lynchburg doesn't not have an interstate). So those funds come to the district grant program as supplemental (the additional tax money that comes from local taxes feeds into the district grant allocation). The tax money from all the counties where I-81 bisects, go directly in the I-81 improvement program and not to the district grant program allocation. The benefit is it allows the I-81 improvements to move forward. The disadvantage is there is less money coming to the district grant program.

Vice Chair North commented that SB1161 increases the annual distribution of the recordation tax revenue to cities and counties up to \$40 million. These funds can be used by localities for transportation as well as public purposes.

Vice Chair North added that Senator Newman has a new twist to transportation with SB1106 (HB2302) which establishes a transportation partnership opportunity fund which takes \$100 million a year for three years out of the pot of money for transportation and puts it in an economic type of partnership opportunity fund. If a project does not get funding from SMART SCALE, it might be able to get it from that fund.

Vice Chair North encouraged members to read the "Are Virginia's revenues adequate to meet its transportation infrastructure needs?" article on pages 16 through 18 of the November issue of the [Virginia Town and City magazine](#).

8A. CONSIDERATION OF RESOLUTION IN SUPPORT OF HOUSE BILL 1861 – ESTABLISHMENT OF THE VIRGINIA MUSEUM OF TRANSPORTATION AS A PUBLIC ENTITY AND EDUCATION INSTITUTION UNDER THE COMMONWEALTH OF VIRGINIA

A copy of the resolution was distributed amongst the members and placed at each seat at the table.

Mr. Lee Osborne proposed the following correction on the resolution:

WHEREAS designation of the Museum as ~~an established~~ as a state agency and educational institution for the dissemination of education concerning the Commonwealth's transportation history will further its ongoing mission; and

MOTION: by Phil North to approve the resolution in support of House Bill 1861 - establishment of the Virginia Museum of Transportation as a public entity and education institution under the Commonwealth of Virginia, as amended. The motion was seconded by Mike Stovall. There was one abstention from Mr. King.

Regional Commission Action: Motion carried.

(A copy of the corrected resolution is included with the Minutes.)

9. OTHER BUSINESS

Mr. Volosin asked about intermodal transportation and getting trucks off I-81 why Roanoke has not been looked at as one of the places for an inland port in Virginia. Mr. Holmes replied that years ago there was a proposal to look at inland port in Montgomery County and the Elliston site. Mr. Holmes recalls that the RVARC and the TPO did studies on this and noted that they will be looked at. It seemed that Norfolk Southern had put that project on hold. Chair North asked Mr. Holmes to reach out to the Regional Partnership and the Chamber and hold a discussion. Mr. Lee Osborne noted that it may be worth looking into doing the inland port in Roanoke City.

Mr. Volosin suggested that RVTPO look into doing a commuter route between Roanoke and Christiansburg. This would reduce traffic on I-81 and create a different mode of transportation for folks to use.

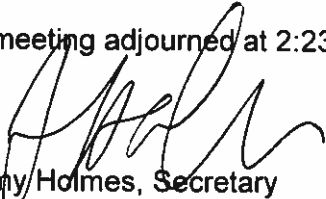
10. COMMENT PERIOD BY RVTPO POLICY BOARD MEMBER AND/OR PUBLIC

Citizen Barbara Duerk expressed a willingness to speak. Ms. Duerk stated she lives in the City of Roanoke. She had asked Roanoke City to add to their legislative agenda a bicycle friendly legislation. Ms. Duerk distributed two handouts: legislator's contact information and VA's Bike and Pedestrian Legislative summary (both are included with the Minutes). Ms. Duerk stated that safe routes to school should be implemented in all the localities. Ms. Duerk stated

there is a need for Amtrak to provide more bicycling accommodations – during heavy traffic times (Thanksgiving, Christmas, etc.) it is hard to get bicycle reservations. In 2020 VBF supported the Bicycle Safety Act and two of the three provisions were approved. One of them is in the current SB1069 (Drivers stopping for pedestrians). Ms. Duerk noted that the bills from the handouts that are not highlighted did not pass. Ms. Duerk encouraged the RVTPO members to look at these bills and stated they will be coming back up again.

11. ADJOURNMENT

The meeting adjourned at 2:23 p.m.



Jeremy Holmes, Secretary
Roanoke Valley Transportation Planning Organization

FY22 (Round 5) SMART SCALE Update



RVTPO Meeting, Thursday, January 26, 2023

www.RVTPO.org



Round 5 Statistics: Applications

- 413 applications submitted
- 19 applications screened out
- 394 applications scored
- 152 projects proposed for funding
- \$8.3 billion total SMART SCALE requested funding
- \$1.53 billion total funding allocated

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Round 5 Statistics: Funding Breakdown (\$ in Millions)

VDOT District	District Grant Program (DGP)	12% Inflation Contingency	Amount Available
Bristol	\$135.5	-\$16.3	\$119.2
Culpeper	\$138.1	-\$16.6	\$121.6
Fredericksburg	\$161.3	-\$19.4	\$142.0
Hampton Roads	\$210.7	-\$25.3	\$185.4
Lynchburg	\$144.4	-\$17.3	\$127.0
Northern Virginia	\$141.9	-\$17.0	\$124.8
Richmond	\$201.9	-\$24.2	\$177.7
Salem	\$100.6	-\$12.1	\$88.5
Staunton	\$63.5	-\$7.6	\$55.9
District Grant Programs	\$1,297.9	-\$155.7	\$1,142.1
High Priority Program	\$632.9	-\$75.9	\$556.9
TOTALS	\$1,930.8	-\$231.6	\$1,699.0

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Round 5 Statistics: District Grant vs. High Priority

VDOT District	Step 1 – DG Only		Step 2 – HP Only		Step 3 – Remaining HP	
	Count	Allocated	Count	Allocated	Count	Allocated
Bristol	9	\$99,470,491	5	\$32,775,396	0	\$0
Culpeper	11	\$115,814,917	2	\$36,354,034	0	\$0
Fredericksburg	18	\$139,531,276	6	\$52,292,533	0	\$0
Hampton Roads	26	\$177,971,444	2	\$8,480,767	0	\$0
Lynchburg	11	\$118,136,472	1	\$6,674,853	0	\$0
Northern Virginia	12	\$115,816,134	0	\$0	0	\$0
Richmond	14	\$163,134,880	6	\$74,357,436	0	\$0
Salem	9	\$82,124,305	4	\$51,342,477	0	\$0
Staunton	12	\$53,269,065	2	\$12,053,965	1	\$0
CTB Multi-District	0	\$0	0	\$0	1	\$31,063,840
TOTALS	122	\$1,065,268,984	28	\$274,331,461	2	\$161,393,171

Funded projects: 152 - Statewide; 13 – Salem District; 6 - RVTPO Region

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Funded Projects: RVTPO Service Area

ORGANIZATION	DESCRIPTION	SMART SCALE REQUEST	SMART SCALE SCORE
Botetourt County	Rt 220 Access Management/Park & Ride - AT to Commons Pkwy	\$ 31,543,823	2.41
Botetourt County	Route 220 Superstreet	\$ 16,331,497	1.31
Botetourt County	Rt 779 Appalachian Trail Safety Improvements	\$ 2,339,892	1.26
Botetourt County	Route 220 Access Management - Route 11 to Appalachian Trail	\$ 15,831,723	0.95
CTB	I-81 S8 Widening Exit 137 to Exit 128	\$ 363,379,828	0.29
Roanoke City	STARS 460/Orange Ave - Plantation Rd Improvements	\$ 8,533,761	14.24
Roanoke City	STARS 460/Orange Ave - 11th to 24th Improvements	\$ 23,285,510	2.87
Roanoke City	Williamson Road Corridor - Safety Improvements	\$ 66,712,353	2.46
Roanoke County	Rt 419 Safety Improvements, Grandin Rd. Ext. to Keagy Rd. S.	\$ 13,602,562	2.78
Roanoke County	Walrond Drive Pedestrian Improvements	\$ 7,217,718	2.62
Roanoke County	I-581 at Exit 2 Interchange Improvements, Phase 1	\$ 17,386,762	1.54
Roanoke County	East Roanoke River Greenway Gap (Phase 2)	\$ 27,624,647	0.40
RVTPO	Route 419/Electric Road Pedestrian Signal Improvements	\$ 3,944,955	9.09
RVTPO	Rte 419/Electric Rd Safety Impr., Stonybrook Grandin Rd Ext	\$ 6,624,464	5.44
RVTPO	Williamson Road Sidewalk, Plymouth Dr. to Clubhouse Dr.	\$ 6,700,942	5.32
RVTPO	West Main Street Pedestrian Improvements, Phase 3	\$ 7,059,184	2.48
RVARC	I-581/U.S. 460/U.S. 11 Improvements	\$ 25,670,186	5.59
RVARC	Route 220 NB at Henry Rd. (Rte. 605) Realignment Project	\$ 20,651,529	1.40
Salem City	Route 419 at Texas St and Lynchburg Trpk Int. Improvements	\$ 14,061,127	1.85
Salem City	E. Main St. (Rt. 460) Multimodal Improvements - Phase II	\$ 25,759,909	1.49
Vinton Town	Roundabout at Hardy Rd (Rt. 24/634) and Bypass Rd (Rt. 24)	\$ 17,153,515	5.46
TOTAL OF FUNDED PROJECTS		\$ 85,212,391	

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Observations

- For the six funded projects, five of the need scores were above 80
- For the six funded projects, five showed a potential benefit of 6, 7 or 8 points, which is above average (average score was 5 of 12 possible points) across all the RVTPO constrained projects.
- The funded Electric Rd. Ped project seems to be the only potential SS Round 5 surprise when comparing to the conclusions reached through the RVTP needs review.
- The highest ranked needs not funded (Electric Rd. Safety Grandin-Keagy and Williamson Rd. Multimodal). Williamson had the highest benefit score in the district, but then dropped far down the list (rank 22) once the \$66m cost was considered. The Electric Rd. just missed the cut (rank 16).
- Williamson Rd. sidewalk, while ranked #9 in the District, was not funded in the staff scenario. Based on the combination of need score and potential benefits.
- The I-81 widening project was ranked #4 in terms of benefits and dropped to #46 (3rd from bottom) once the \$300m+ cost was considered.

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Remainder of FY22 Timeline

- **February to April** – CTB to develop potential revisions to staff recommended funding scenario
- **April to May** – Public hearings (spring SYIP meetings) on staff recommended scenario and any potential revisions
- **May** CTB meeting – Consensus funding scenario developed
- **June** CTB meeting – Adoption of Six-Year Improvement Program

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Line	KVIPO Title	Street	Limit From	Limit To	Description	Total Cost	SS Staff - Funded Request	SS District Rank (1 to 49)	Score (0-100)	Objectives Met (0-17)	Potential Benefit (0-12)	
					The STARS Route 460 (Orange Avenue) study has identified operational and safety issues for the 460 corridor. The study's findings suggest improvements proposed for the Orange Ave and Williamson Rd intersection, including a signalized off-ramp from I-581, an additional eastbound left-turn lane, and additional lanes on Williamson Rd north of the intersection. These solutions mitigate the identified safety issues, improve traffic operations, and alleviate congestion. As noted in the STARS Route 460 (Orange Avenue) study, the I-581 Interchange at Route 460 has vehicular, pedestrian, and bicycle-related safety and congestion issues. This project will provide solutions to mitigate the safety issues for all users, provide additional travel mode choices, improve traffic operations, and alleviate congestion.							
Short-Term Constrained (SSR5)	I-581/ U.S. 460/ U.S. 11 Improvements	I-581/ U.S. 460/ U.S. 11 Improvements	I-581	U.S. 11/Williamson Road		\$25,670,186	\$25,670,186	5	94	5	8	
Short-Term Constrained (SSR5)	Electric Road Safety Improvements, Stoneybrook to Grandin Rd. Ext.	Electric Road Safety Improvements, Stoneybrook to Grandin Rd. Ext.	Stoneybrook Dr.	Grandin Rd. Ext.	This project proposes to modify the Stoneybrook Drive and Glen Heather Drive intersections to Restricted Crossing U-Turn (RCUT) intersections. Sidewalk is also proposed along the western side of Route 419 between Glen Heather Drive and Grandin Road.	\$6,624,464	\$6,624,464	8	89	6	6	
Short-Term Constrained (SSR5)	Electric Road Safety Improvements, Grandin Rd. Ext. to Keagy Rd.	Electric Road Safety Improvements, Grandin Rd. Ext. to Keagy Rd.	Grandin Rd. Ext.	Keagy Rd.	Access for this project include a restricted Crossing U-Turn (RCUT) on Grandin Rd. Ext., Keagy Rd. South crosswalk, sidewalk from Grandin Rd. Ext. to Keagy Village on the County side, sidewalk from Starbucks to Keagy Rd. South on the City side, Keagy Rd. North crosswalks.	\$13,602,562		16	89	9	5	
Short-Term Constrained (SSR5)	Orange Avenue - 11th to 24th Operational Intersection Improvements	Orange Avenue - 11th to 24th Operational Intersection Improvements	11th Street	24th Street	Traffic operational and safety improvements along Orange Avenue from 11th Street, N.E. intersection to 24th Street, N.E.	\$28,251,041	\$23,285,510	15	86	5	8	
Short-Term Constrained (SSR5)	Williamson Road Multimodal Improvements	Williamson Road Multimodal Improvements	Hershberger Road	Wells Avenue	This corridor-wide safety improvements project along Williamson Road from Hershberger Rd to Wells Ave includes lane reallocations, a two-way left-turn lane, the inclusion of bicycle lanes where none currently exist, pedestrian sidewalk, and crosswalk improvements, and traffic signal optimizations. The project's goals are to improve access and safety for the traveling public along the corridor.	\$66,712,353		22	85	9	7	

Short-Term Constrained (SSR5)	Hardy Road and Bypass Road Roundabout	Hardy Road and Bypass Road Roundabout	Hardy Road (Rt. 24/634)		\$17,123,028	\$17,153,515	6	82	8	7
<p>Convert the intersection of Hardy Road/Bypass Road (Rt. 24) and Hardy Road (Rt. 634) from a signalized intersection to a two-lane roundabout. The project includes sidewalk in the immediate area of the roundabout.</p>										
Short-Term Constrained (SSR5)	Orange Avenue/ Kimball/ Plantation Road Improvements	Orange Avenue/ Kimball/ Plantation Road Improvements	Kimball Avenue/Plantation Road		\$8,533,761	\$8,533,761	1	81	3	7
<p>The proposed improvements for this project include widening the northbound Kimball Avenue and southbound Plantation Road approaches to Route 460 to provide three approach lanes. The northbound approach would be widened within the median along Kimball Avenue to provide a left-turn lane, a through lane, and a right-turn lane. The southbound approach would be widened to provide a left-turn lane, a through lane, and a shared through/right-turn lane. In addition, the westbound Route 460 left turn lane is proposed to be extended to the railroad overpass to reduce the potential for left-turning vehicles extending out of the turn lane, which was improved by bypass route, specifically along Texas St (Route 11, Alt US-460) from Electric Rd (Route 419) to Roanoke Blvd. Project to include new signal and intersection improvements at Texas St & Electric Rd, widening Texas St to have 4 vehicular travel lanes with bus lanes along the right-of-way.</p>										
Short-Term Constrained (SSRS)	Texas Street Widening	Texas Street Widening	Roanoke Boulevard	Electric Road	\$23,505,499 (Does not include ROW)		25	66	9	7
Short-Term Constrained (SSR5)	U.S. 220 in Daleville - Intersection Conversions to RCUTs	U.S. 220 in Daleville - Intersection Conversions to RCUTs	Tinker Mountain Drive	Valley Road	\$20,511,303		36	52	6	8
Short-Term Constrained (SSR5)	Electric Road Pedestrian Signal Improvements	Electric Road Pedestrian Signal Improvements	Brambleton Avenue	Postal Drive	\$3,944,955	\$3,944,955	3	33	8	3
Short-Term Constrained (SSR5)	Williamson Road Sidewalk	Williamson Road Sidewalk	Plymouth Dr.	Clubhouse Dr.	\$6,700,942		9	33	8	3
Short-Term Constrained (SSR5)	Valley Road sidewalk under I-81	Valley Road sidewalk under I-81	Appalachian Trail	Appalachian Trail	\$3,001,973		37	33	5	1
<p>Construct pedestrian signals and crosswalks at two adjacent Route 419/Electric Road intersections: Route 221/Brambleton Avenue and Postal Drive/Berry Lane.</p> <p>Extend sidewalk to design pedestrian right of way along the western side of Williamson Road from Plymouth Drive to Clubhouse Drive, with pedestrian signals and crosswalks at the Williamson/Clubhouse/Dent signalized intersection.</p> <p>Under I-81, construct a sidewalk for Appalachian Trail users.</p>										

Short-Term Constrained (SSR5)	U.S. 220 Access Management	Route 11	Appalachian Trail	U.S. 220 Access Management	Appalachian Trail	39	32	7	10
	<p>improvements to the Exit 150 I-81/220 interchange to address safety, traffic flow, and access concerns largely associated with weaving from tractor-trailers and other vehicles exiting the interstate. I-81 SB ramp to U.S. 220 SB will be removed and replaced with a new off-ramp for both NB and SB U.S. 220 traffic that intersects U.S. 220 at a new traffic signal. The existing U.S. 220 NB on-ramp will be replaced with a larger radius ramp and a shared-use path will be constructed on the north/east side of U.S. 220 between Route 11 and the new traffic signal and then switch to the west side to the Appalachian Trail</p>								
						\$15,831,723			
Short-Term Constrained (SSR5)	U.S. 220 Access Management and Park & Ride	Appalachian Trail	Commons Parkway	U.S. 220 Access Management and Park & Ride	Commons Parkway	23	32	8	5
	<p>Addition of sidewalk along 220 N and shared-use path on 220 S to Commons Parkway to provide Appalachian Trail users safe crossing of 220, including a traffic signal restricting cross-traffic from Wesley Rd to Commons Pkwy. Additionally, the construction of a new Park and Ride facility and access road with greater capacity than the current park and ride lot.</p>								
						\$31,543,823			
Short-Term Constrained (SSR5)	East Roanoke River Greenway Gap, Phase 2	Explore Park property	Explore Park property	East Roanoke River Greenway Gap, Phase 2	Explore Park property	45	20	8	1
	<p>Construction of a 10' paved shared-use path as part of the Roanoke River Greenway between two Explore Park, Virginia Recreational Facilities Authority properties.</p>								
						\$27,624,647			
Short-Term Constrained (SSR5)	West Main Street Pedestrian Improvements, Phase 3	City of Salem limit	Technology Drive	West Main Street Pedestrian Improvements, Phase 3	Technology Drive	21	19	8	1
	<p>This project will complete the missing sidewalk pieces that could not be constructed from UPC 108862, West Main Street Pedestrian Improvements, Phase 2, due to insufficient funds. Those segments include the south side of West Main Street between the City of Salem and Daugherty Road and the north side of West Main Street between Daugherty Road and Technology Drive. The sidewalk will be five feet wide concrete with pedestrian crosswalks at public roads.</p>								
						\$7,059,184			
Short-Term Constrained (SSR5)	Walton Drive Pedestrian Improvements	Plantation Road	Walton Drive Road	Walton Drive Pedestrian Improvements	Walton Drive Road	18	18	8	1
	<p>Sidewalk, ADA ramps, crosswalks, curb, gutter, underground stormwater detention and street trees.</p>								
						\$7,217,718			

The 26th day of January 2023

RESOLUTION

Supporting 2023 General Assembly Legislation HB1861 and SB1020 – Establishment of the Virginia Museum of Transportation as a Public Entity and Educational Institution under the Commonwealth of Virginia

WHEREAS, the Virginia Museum of Transportation began in 1963 as the Roanoke Transportation Museum located in Wasena Park in Roanoke, Virginia; and

WHEREAS, the museum at that time was housed in an old Norfolk & Western Railway freight depot on the banks of the Roanoke River; and

WHEREAS, In April 1986, the museum re-opened in the Norfolk and Western Railway Freight Station in downtown Roanoke as the Virginia Museum of Transportation with the designation of official transportation museum of the Commonwealth; and

WHEREAS, the Norfolk and Western Railway Freight Station was listed on the National Register of Historic Places in 2012; and

WHEREAS, since that time, the Museum's collection of automobiles, aviation, railroad exhibits, and rolling stock have steadily increased; and

WHEREAS, designation of the Museum as a state agency and educational institution for the dissemination of education concerning the Commonwealth's transportation history will further its ongoing mission; and

WHEREAS, through designation as a state agency and educational institution, the Museum will be encouraged in their attempts to increase their endowment funds and unrestricted gifts from private sources, reducing the hesitation of prospective donors to make contributions and unrestricted gifts.

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Roanoke Valley Transportation Planning Organization provides its full support of legislation amending the Code of Virginia to establish the Virginia Museum of Transportation as a state agency and educational institution in the Commonwealth of Virginia.

AND, THEREFORE, BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Virginia Secretary of Transportation, the Salem District representative on the Commonwealth Transportation Board, and the Delegates and Senators of the General Assembly who represent our area.



Billy W. Martin, Sr.
Chair

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Roanoke Valley Area Metropolitan Planning Organization

2023	VA Bike and Pedestrian Legislative Summary as of	01/20/2023	Seen Date	01/11/2023 - 02/25/2023
Bill # & Link	Name of Bill (BOLD = VBF Lead)	Status	Patron	Notes/Discussion
HB 1539	Urban green space; local incentives	01/24/23 House Finance recommends reporting substitute on the table 4Y-2N	Dawn M. Adams (D)	Authorizes localities to grant tax incentives or provide regulatory flexibility to encourage preservation, restoration, or development of urban green space including greenways
HB 1592	Pedestrian control signals; applicability to persons riding bicycles and other devices.	01/25/23 House Transportation Subcommittee #3 recommends laying on the table 4Y-3N	Richard C. "Dick" Sullivan, Jr. (I)	Authorizes localities to grant tax incentives or provide regulatory flexibility to encourage preservation, restoration, or development of urban green space including greenways
HB 1772	Exception to stopping requirement; bicycles, electric personal assistive mobility devices.	01/25/23 House Transportation Subcommittee #3 recommends laying on the table 4Y-3N	Roxey Carr (D)	Safety Initiative recommended by NHTSA. Encl Sheet.
HB 1785	Speed limit in residential districts; local authority; penalty	01/24/23 House Transportation Subcommittee #2 recommends laying on the table 4Y-3N	Roxey Carr (D)	Authorizes cities to reduce the default speed limit to less than 25 mph
HB 1838	Powers of local authorities; reducing speed limits	01/24/23 House Transportation Subcommittee #2 recommends laying on the table 4Y-3N	Kenneth B. Rhum (D)	Authorizes localities to reduce speed limits to less than 25 miles per hour on VDOT roads
HB 2041	Parks, local; walking trails, liability for property owners	01/17/23 House Aviation CC A T sub. Subcommittee #2	Irene Shin (D)	Releases property owner from civil liability for public walking trails on their property in absence of gross neg. or willful misconduct
HB 2104	School Crossing Zones	01/19/23 House Referred from Transportation with substitute (12-Y 2-N)	Jeffrey M. Bourne (D)	The bill increases the default boundaries of a school crossing zone from 600 feet to 750 feet from school property
HB 2378	Virginia Highway Safety Improvement Program; surplus funds.	01/24/23 House Transportation Subcommittee #2 recommends laying on the table 5Y-3N	Denise Rosen (D)	Allocates 10% of budget surplus to Virginia Highway Safety Improvement Program
SB 807	Parks, local; walking trails, liability for property owners	01/19/23 Senate Read third time and passed Senate (12-Y 3-N)	Barbara A. Favola (D)	Releases property owner from liability for public walking trails on their property in absence of gross negligence or willful misconduct
SB 817	Pedestrian control signals; applicability to persons riding bicycles and other devices	12/28/22 Referred to Committee on Transportation	Barbara A. Favola (D) and Bill DeStefano (R)	Modifies 46.2-025 to allow bicyclists to proceed on Walk Signals
SB 1059	Drivers stopping for pedestrians	01/19/23 Reported from Transportation (12-Y 2-N) 01/24/23 Referred to Finance and Appropriations	Richard L. Szlach (D)	Requires Stopping for Pedestrians instead of Yield by Stopping
SB 1223	Bicycles; exemptions to certain traffic control devices; local ordinances	01/28/23 Referred to Committee on Transportation	B. Gailath DeLoach (D)	Authorizes jurisdictions to authorize a bicyclist to treat a stop light as a stop sign and a stop sign as a yield right-of-way sign

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Bill information, committee assignments, link to committee video testimony and life stream

STAFF REPORT

RVTPO Meeting March 23, 2023

SUBJ: 2023 MAP-21 Asset Condition and System Performance Measure Targets

On October 25, 2018, the RVTPO Policy Board adopted nine performance measures for asset condition and system performance. More specifically, the measures dealt with pavement and bridge deck area conditions, person and truck travel reliability. The four-year target measured conditions of calendar years 2018 through 2021. The Commonwealth Transportation Board established performance targets for infrastructure asset condition and system performance measures on September 21, 2022, and MPOs must establish targets by March 20, 2023. Due to the RVTPO Policy Board meeting schedule, consideration of these measures will occur on March 23. Staff has previously received word from the Office of Intermodal Planning and Investment that they can be reviewed and submitted after the deadline.

Measures	VDOT Targets	
	2018-2021 4-Year Targets	2022-2025 4-Year Targets
Asset Condition Measures		
Percentage of Pavement in Good Condition (Interstate)	45%	45%
Percentage of Pavement in Poor Condition (Interstate)	<3%	<3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%	<5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33%	25.1%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3%	3.6%
System Performance Measures		
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82%	85%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%	88%
Truck Travel Time Reliability Index	1.56	1.64

Note: targets cover a four-year period of January 1, 2018 through December 31, 2021, and January 1, 2022 through December 31, 2025.

An evaluation of the 2018-2021 four-year targets, as shown below, showed that eight of the nine were achieved.

Measure	2021 Target	Target Achieved?
Percentage of Pavement in Good Condition (Interstate)	45%	Yes
Percentage of Pavement in Poor Condition (Interstate)	<3%	Yes
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%	Yes
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%	Yes
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33%	No (10.6%)
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3%	Yes
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82%	Yes
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%	Yes
Truck Travel Time Reliability Index	1.56	Yes

At their March 9 meeting, the TTC recommended adopting the 2023 VDOT targets for Asset Condition and System Performance. Additionally, and as with all previous MAP-21 performance measures and targets to date, staff recommends using those established by the State/VDOT.

RVTPO Policy Board Action: Adoption of the 2023 performance measure targets for Asset Condition and System Performance for the RVTPO area as presented.