



MINUTES

A Special Called meeting of the Transportation Technical Committee was held on Wednesday, January 5, 2022 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA. The purpose of the special meeting is to share information regarding the new process to updated the Roanoke Valley Transportation Plan and review the content developed to date.

VOTING MEMBERS PRESENT

Marief Fowler	County of Bedford
David Givens	County of Botetourt
Jonathan McCoy	County of Botetourt
Megan Cronise	County of Roanoke
Will Crawford	County of Roanoke
Wayne Leftwich	City of Roanoke
Mark Jamison, <i>Chair</i>	City of Roanoke
Crystal Williams	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton, <i>Vice Chair</i>	Town of Vinton
Frank Maguire	Roanoke Valley Greenway Commission
William Long	Grater Roanoke Transit Company (Valley Metro)
Michael Gray	Virginia Dept. of Transportation - Salem District

VOTING MEMBERS ABSENT

Dan Brugh	County of Montgomery
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Daniel Sonenklar	Virginia Dept. of Rail and Public Transportation

NON-VOTING MEMBERS PRESENT

Kevin Jones	Federal Highway Administration
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Others Present: David Jackson, Cambridge Systematics; Will Cockrell (via zoom), EPR, P.C.; Tonya Holland (via zoom), Federal Transit Association; Daniel Koenig (via zoom), Federal Transit Association; Jitender Ramchandani (via zoom), Virginia Office of Intermodal Planning and Investment.

RVARC Staff Present: Cristina Finch, Bryan Hill, Rachel Ruhlen (via zoom), Jeremy Holmes (via zoom), Andrea Garland and Virginia Mullen.

1. WELCOME, CALL TO ORDER, ROLL CALL

Chair Jamison called the meeting to order at 1:00 p.m. and asked Cristina Finch, Secretary to the TTC, to call the roll. Ms. Finch stated that a quorum was present.

2. ROANOKE VALLEY TRANSPORTATION PLAN WORKSHOP

Dan Koenig, Tonya Holland, and Kevin Jones presented a short presentation on the value of the regional transportation plan and the requirements and value of the Performance- Based Planning and Programming (The PowerPoint presentation is included with the Minutes).

RVTP staff and David Jackson with Cambridge Systematics presented information on the activities (previous, current, and future) in development of the Roanoke Valley Transportation Plan (The PowerPoint presentation is included with the Minutes). Members had a few comments/questions which were responded to by Mr. Jackson or staff. Ms. Finch clarified that objective 2b should read "Maintain" as in the staff report, rather than "Improve" as was shown on the slide.

Jitender Ramchandani with Office of Intermodal Planning and Investment shared a presentation on the State Transportation Plan and its relation to regional plan and priorities (The PowerPoint presentation is included with the Minutes).

3. OTHER BUSINESS

No other business was discussed.

4. COMMENTS BY MEMBERS AND / OR CITIZENS


No comments were made.

5. ADJOURNMENT

The meeting was adjourned at 2:56 p.m.




Cristina D. Finch, AICP, LEED AP, Secretary,
Transportation Technical Committee



FEDERAL TRANSIT ADMINISTRATION

Roanoke TPO Workshop 1/5/22:

Federal Highway
Administration/Federal Transit
Administration




U.S. Department of Transportation
Federal Transit Administration

1

What is the value of an MTP/regional transportation plan?

- Each MPO must prepare an MTP, per 49 USC 5303(i), to accomplish objective's outlined by the MPO, the state, and the public transportation providers of the metropolitan area's transportation network.
- MTPs have a 20-year planning horizon that include a financial plan estimating how much funding will be needed to implement recommended improvements.



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What is the value of integrating PBPP measures?

- **PBPP refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the transportation system**
- **The value of PBPP is that it helps take the subjectivity out of the transportation process and project selection.**
- **Ensures the planning area is treated equitably in transportation decision-making processes.**

FTA

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Roanoke Valley Transportation Plan Update

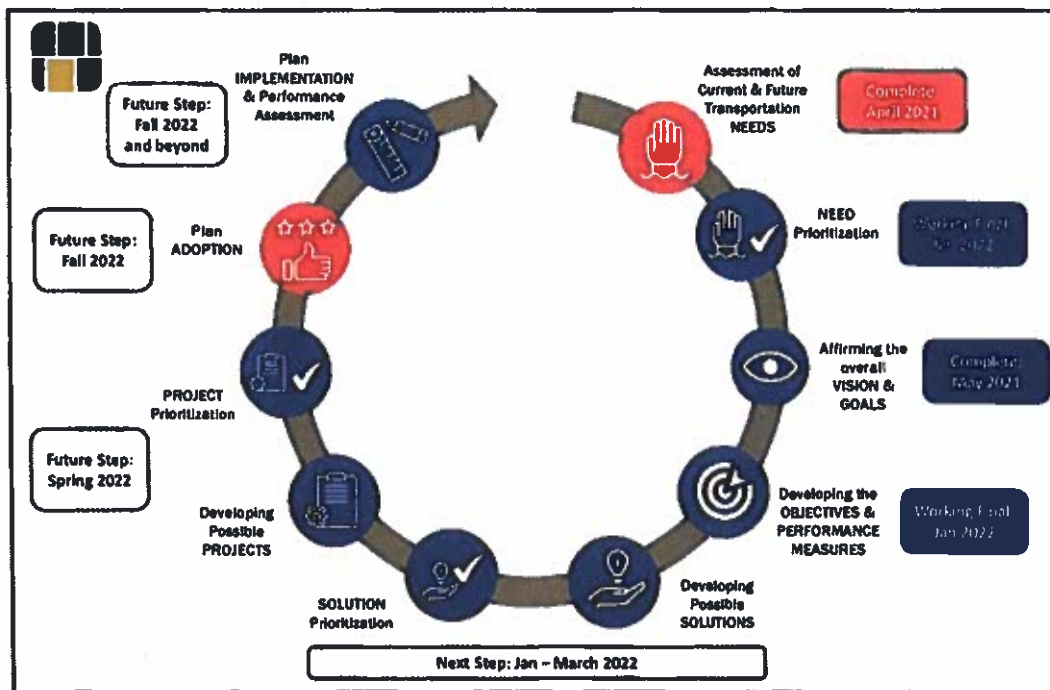
Process Overview

presented to
Transportation Technical Committee

presented by
Cambridge Systematics, Inc.



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2



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

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Process

New Approach

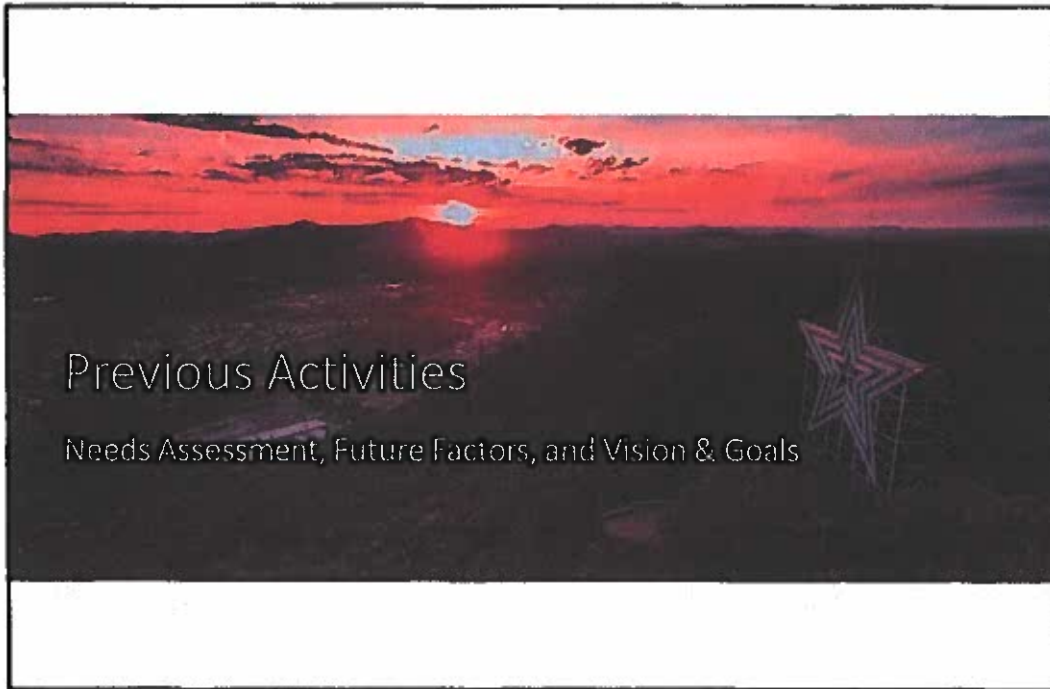
- ✓ Compile and assess citizen- and data-identified needs
- ✓ Look ahead by anticipating impacts of future factors
- ✓ Organize around a performance-based process – link vision and goals to real objectives and performance measures
- ✓ Establish priority needs based on data and stakeholder input
- ✓ Create multimodal solutions responding to priority needs
- ✓ Develop preferred projects to help the region meet its goals

Create platform to advocate for investments in the next five years that will help meet long term goals

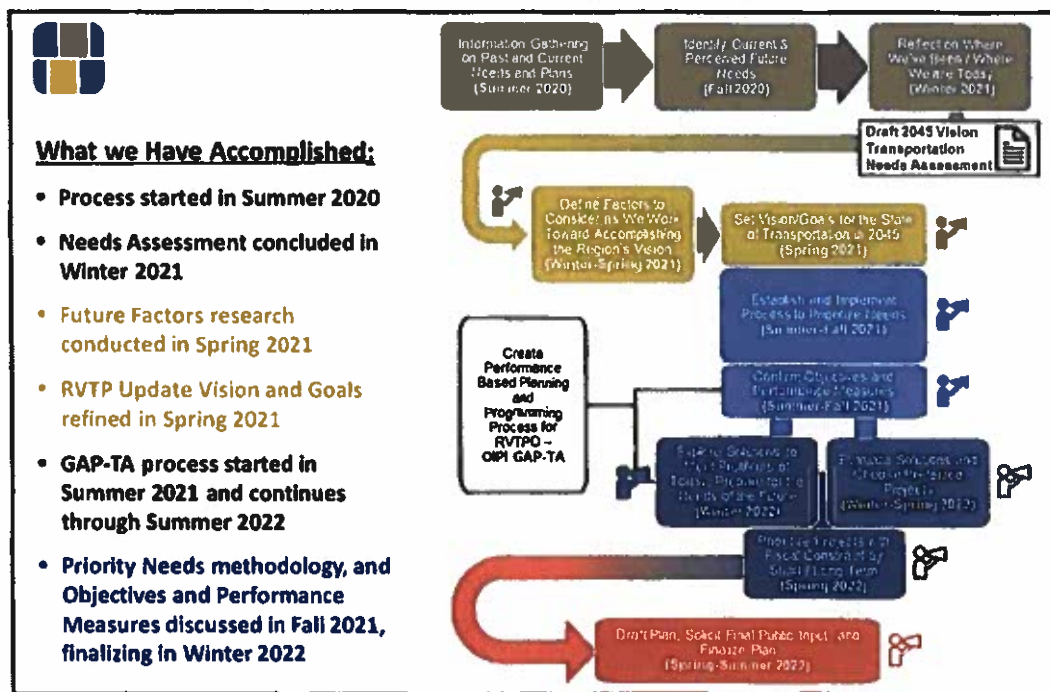
Position region to maximize opportunities across a diversity of Federal and State grant programs

Garner regional consensus and support on solutions to address most critical needs

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6



Needs Assessment

Sources:

- Roanoke Valley Transportation Plan survey, Fall 2020
Participants dropped 1,059 points on an interactive map
- Twelve public comment periods/nine surveys
Comments unrelated to the topic of the comment period
"Are there any other transportation projects that should be considered?"
- 34 plans and studies
When possible, focused on public input from the studies

After creating & cleaning up the database, we reviewed it individually with **locality and agency staff**.

<https://rvarc.maps.arcgis.com/apps/webappviewer/index.html?id=e9b5f875e29e41ca5049b6883c66ca>

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Future Factors



Technology



Society



Economy



Sustainability

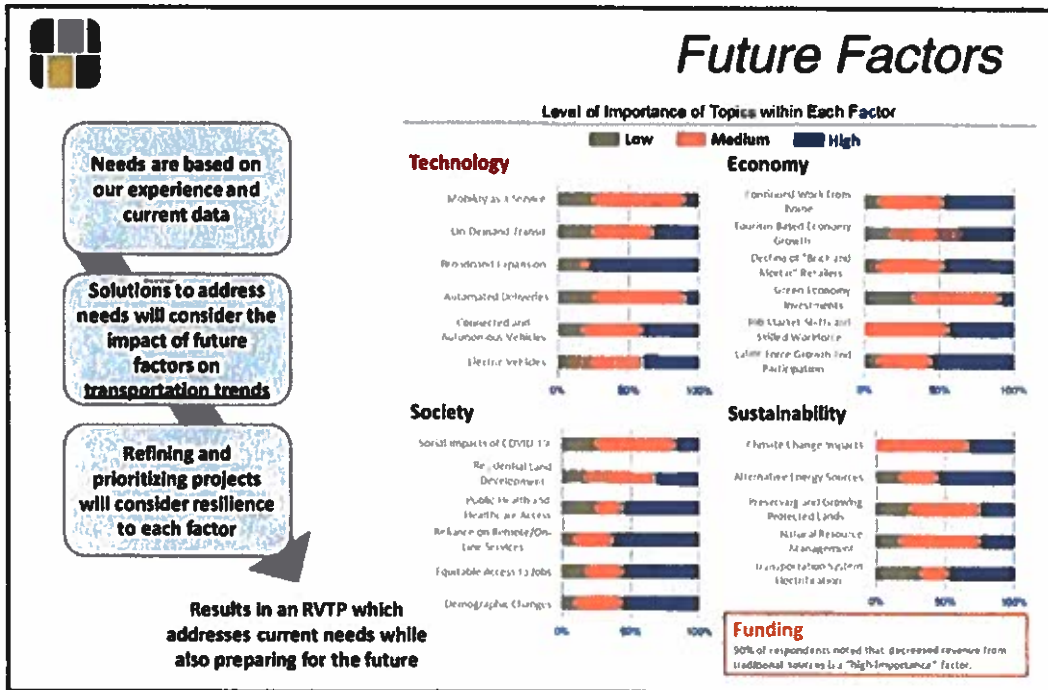


Funding & Finance

Focus on the primary technology, social, economic, sustainability, and funding/finance trends – most of which are outside of the sphere of transportation agency control, that could impact future travel demand and multimodal transportation needs within the Roanoke region.

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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
Vision describes the desired future state

10



- 🔧 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

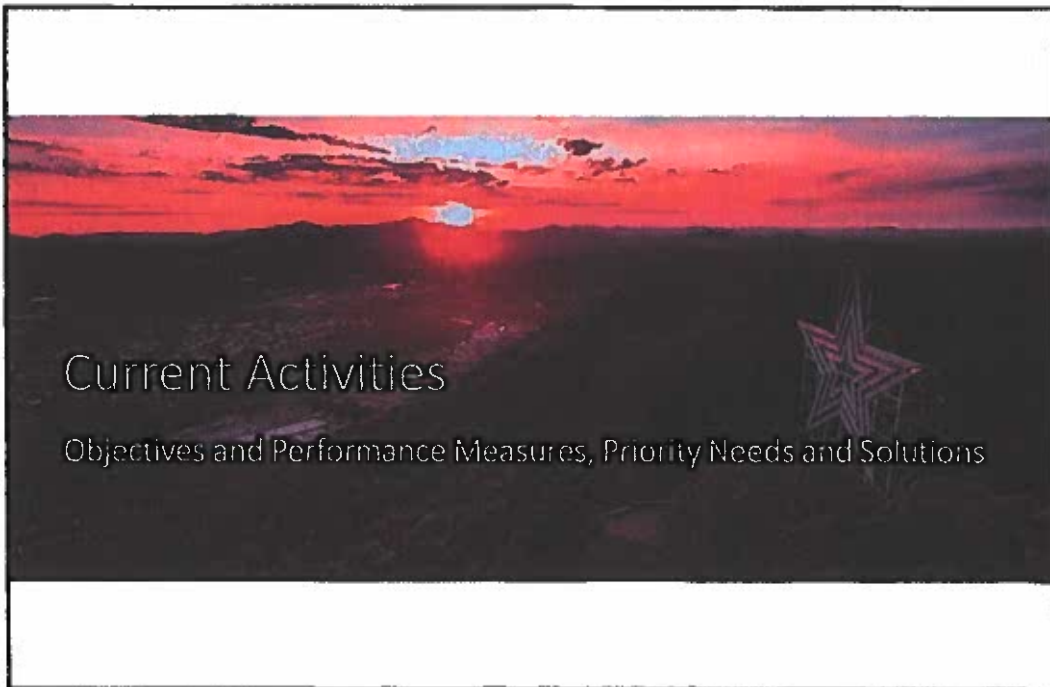


Goals describe what guides us toward attaining the vision and our overall desired outcomes

Goals are action oriented

Goals create the platform for objectives

11



12



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.

13



Objectives

Goal	Objective
1. Provide a safe and secure transportation system	A. Eliminate fatalities and reduce injuries on the multimodal transportation system.
2. Enable reliable mobility	A. Maintain vehicle travel time reliability on priority corridors. B. Improve transit and passenger rail on time performance.
3. Enable convenient and affordable access to destinations	A. Provide motorized access to inaccessible properties identified for future development. B. Increase accessibility to key destinations by transit. C. Increase transportation connections to markets outside the region, including across Virginia and the U.S. D. Increase transit, bicycle and pedestrian connections for all users within multimodal centers and districts.
4. Foster environmental sustainability	A. Minimize emissions from motorized on-road transportation. B. Minimize / mitigate new impervious surfaces created by transportation infrastructure.
5. Maintain and operate an efficient and resilient transportation system	A. Maintain state and national standards for infrastructure and asset condition.
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. B. Maintain truck travel time reliability. C. Maintain acceptable levels of congestion during peak travel periods on priority corridors.
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. B. Ensure that non-drive alone mobility investments create opportunities for in Equity Emphasis Areas C. Eliminate fatalities and reduce serious injuries in Equity Emphasis Areas. D. Maintain state and national standards for infrastructure condition in Equity Emphasis Areas.

14



Performance Measures

Existing performance measures include those that RVTPO have already adopted as part of the FHWA and FTA required transportation performance management process (or other established Federal measures that RVTPO is not required to adopt) as well as the region's adopted measure for congestion via the Congestion Management Process.

Candidate performance measures are options for further research and consideration by RVTPO within objectives that do not have existing federal, state, or regional measures.

15



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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) 	Existing Federal measures cover critical safety outcomes

Note - VDOT and OMV track and share crash trends across a multitude of safety measures, including behavioral related measures considering impaired driving, seat belt usage, speeding, and other crash causes as part of the annual update to the Highway Safety Plan (HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

More information on these measures, the HSP, and Virginia's Highway Safety Improvement Program is available in this December 2021 presentation to the CTC: <https://www.ctc.virginia.gov/your-us/2021/dec/jres/2-16hwsa/hsprepresentation.pdf>

16



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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. Improve transit and passenger rail on-time performance.	<ul style="list-style-type: none"> Amtrak on time performance (FRA, DRPT) Distance between transit system major mechanical failures (FTA) 	<ul style="list-style-type: none"> Valley Metro on-time performance

Note – The National Highway System overlaps with RVTPOs Congestion Management Process (CMP) priority corridors. There are other non-NHS corridors within the CMP not covered by the existing Federal measures. Reliability data is also available for these corridors through INRIX data.

17



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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 X mile of a transit stop
	C. Increase transportation connections to markets outside the region, including across Virginia and the U.S.	<p>Virginia and its Federal partners continue to research and test best practice accessibility measures. This is still an evolving performance management topic at the statewide and regional scale.</p>	<ul style="list-style-type: none"> Transit level of service (number of days per week and/or hours per day that service is available to key destinations)
	D. Increase transit, bicycle and pedestrian connections for all users within multimodal centers and districts.		<ul style="list-style-type: none"> Number and frequency of daily or weekly inter-regional or interstate connections offered 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)

18



Objectives

Goal	Objective	Existing Measures	Candidate Measures
4. Foster environmental sustainability	A. Minimize emissions from motorized on-road transportation.	Emissions and Impervious surface impacts are tracked by Virginia DEQ and other natural resource organizations, however not specifically to transportation impacts.	<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

Note – RVTPO is in attainment of current national air quality standards (Clean Air Act), so is not required to track mobile source criteria pollutant emissions or set emission budgets. GHG emissions are not part of the Clean Air Act, however Virginia recently (per the Code of Virginia) established a statewide GHG emissions inventory and forecast: <https://www.deq.virginia.gov/air/climatehouse-gases>

The Infrastructure Investment and Jobs Act requires states to develop a Carbon Reduction Plan in advance of distributing new Carbon Reduction Program funding.

19



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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) % of revenue and of non-revenue vehicles that have met or exceeded their useful life benchmark (FTA) % of facilities rated in poor condition (FTA) 	<ul style="list-style-type: none"> % sufficient bridges and average weighted General Condition Rating (VDOT) % sufficient pavement lane miles on Interstate, Primary, and Secondary systems (VDOT)

Note – VDOT bridge and pavement condition measures expand to all VDOT owned/maintained bridges and pavement. VDOT routinely tracks and reports performance through the results of annual inspections. More information is available through VDOT's Dashboard: <http://dot-board.vir.vdot.org/>

20

10



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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 (RVTPD adopted via the CMP) 	

Note – There are both Federal and Virginia specific measures relevant to congestion, including peak hours of excessive delay, passenger miles traveled in excessively congested conditions, and travel time index. While these measures are not required, they represent emerging best practice

21



Objectives

Goal	Objective	Existing Measures	Candidate Measures
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.	There are no existing required measures, however new policy direction and grant programs within the IIIA will lead toward new best practice in the coming years.	<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 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
	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

22

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Objectives & Performance Measures

Discussion:

- **How will objectives inform developing solutions to meet needs?**
- **How will objectives and measures inform project prioritization?**
- **How will RVTPO track plan and system performance? When will RVTPO develop the candidate performance measures?**

23



Priority Needs

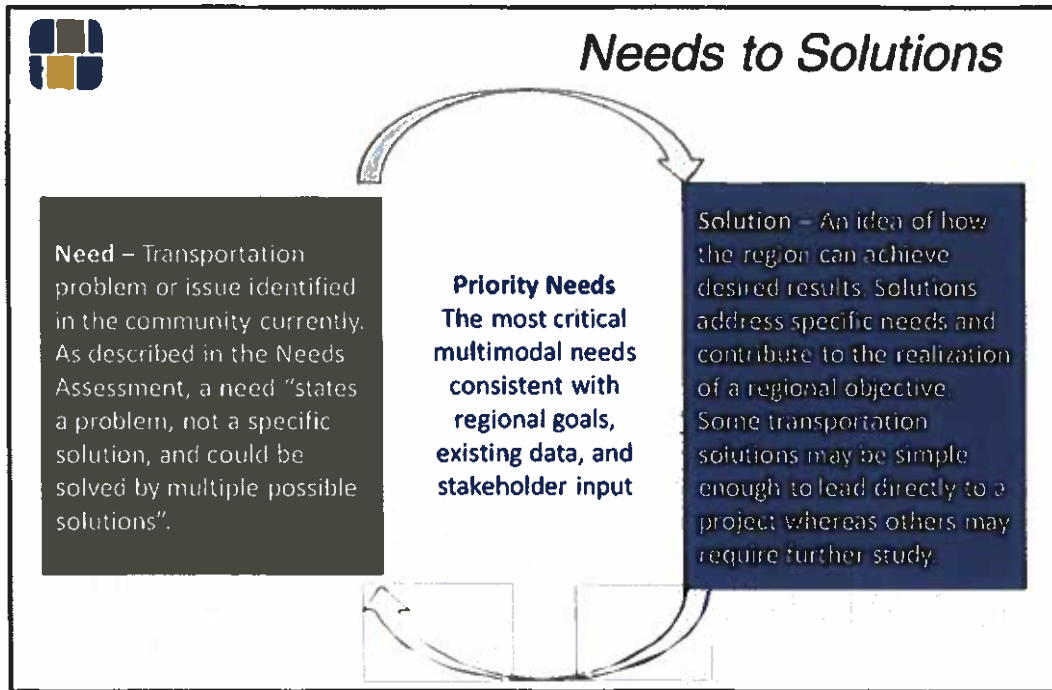
Summary:

- **The priority needs process uses available data to assess the importance of over 1,000 specific needs identified through the Regional Transportation Needs Assessment**
- **It aligns each need with data that represents aspects of the Roanoke Valley Transportation Plan goals**
- **The outcome of the process is a prioritized list of needs, organized by need type and jurisdiction**

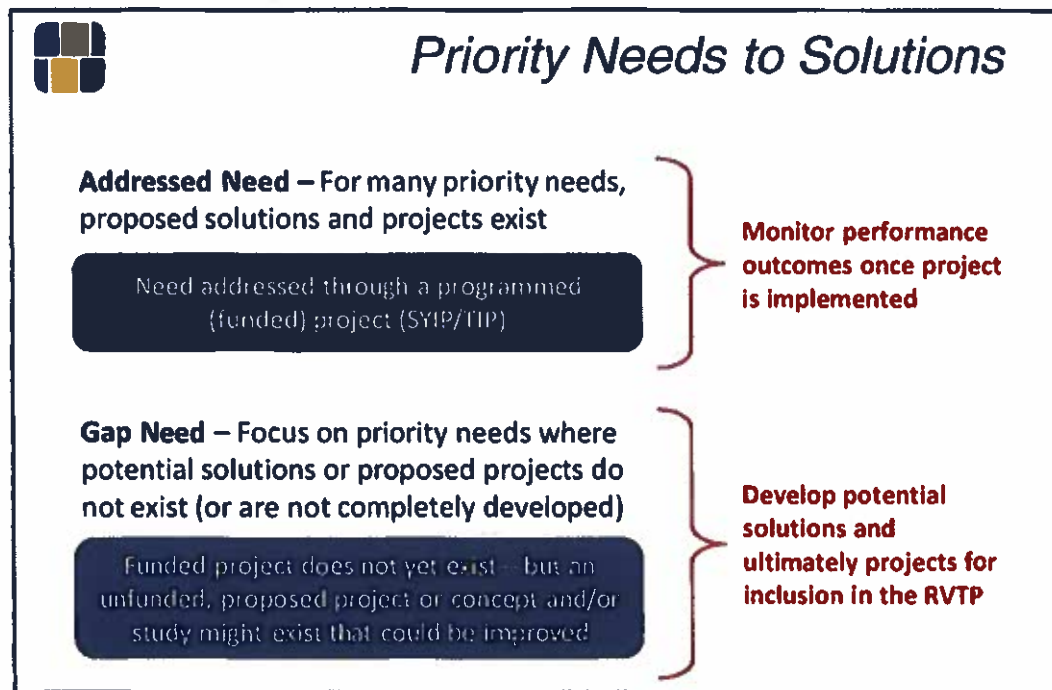
This information will be used to
**develop solutions to address priority needs
for possible inclusion in the Plan**

24

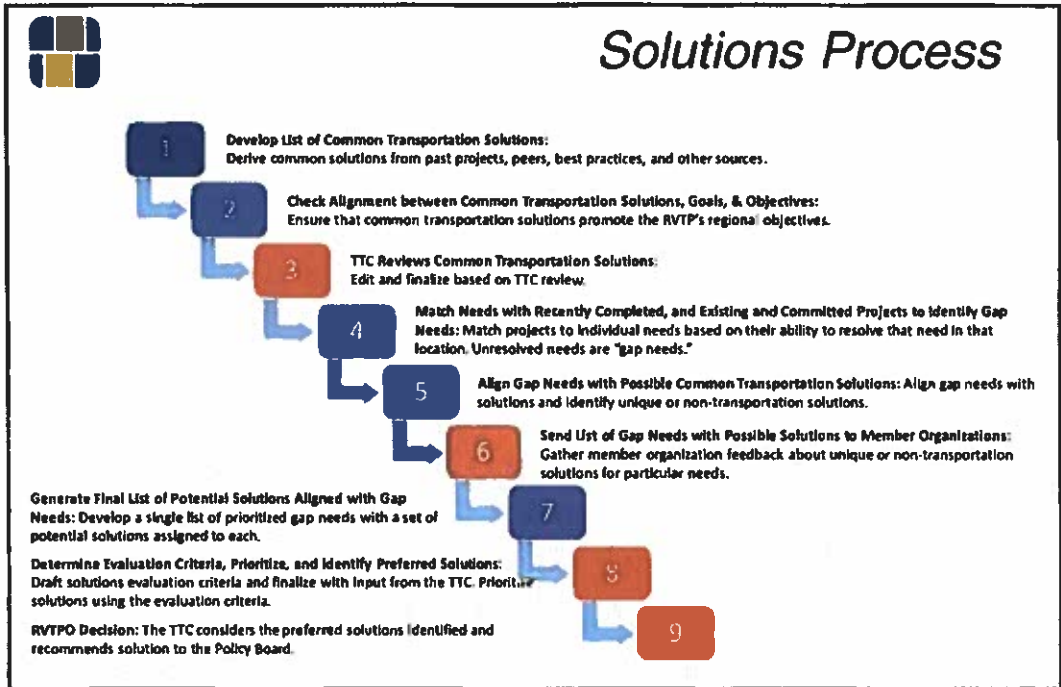
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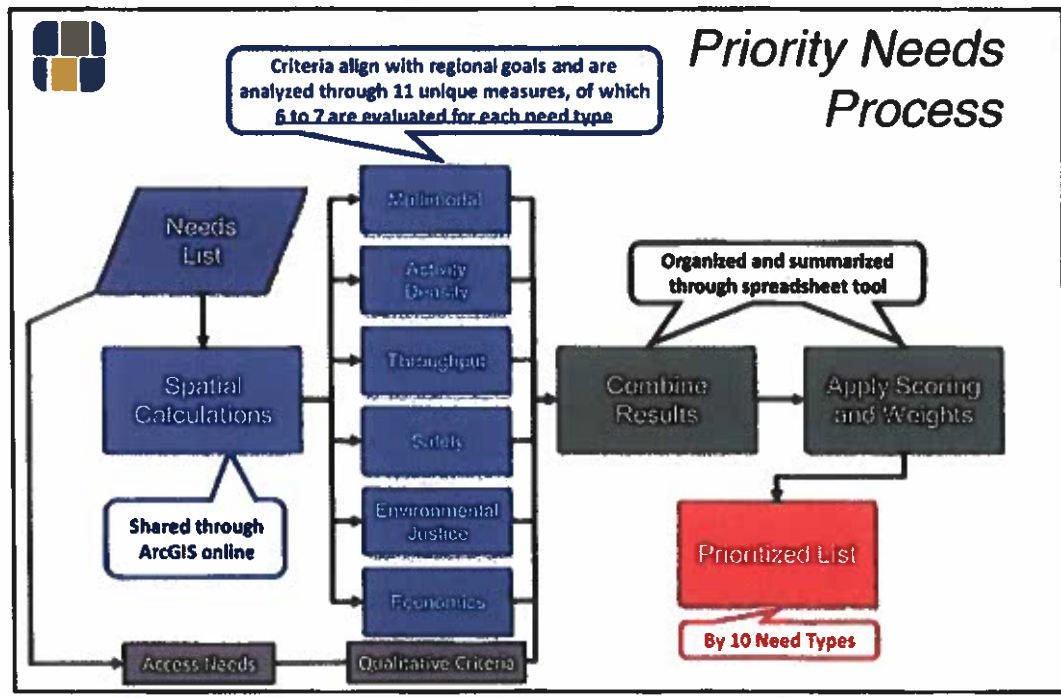
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28

Weighting

Criteria & Measures	Multimodal		Activity Density		Throughput		Safety		Environmental Justice	Economics	
	Centers	District	2019	2024	Priority Corridor	VMT Change	VTrans Needs (P/S)	PSAF	Equity Focus Areas	Development Priorities	Urban Development Areas
Vehicle 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			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	Points Available		5		5			2			

29

Priority Needs Using the Map

RVTP Needs Prioritization

Select Prioritized Needs by Location

- Bedford Needs
- Botetourt Needs
- Montgomery Needs
- Albemarle City Needs
- Roanoke County Needs

Select Prioritized Needs Type

- Need Type

Value	Sample Location	Detailed Location	Need	Need Type	SCORE
100	Valley Metro system	Valley Metro system	Increased frequency of bus	Access/Transit	100

30

Priority Needs Using the Spreadsheet

Roanoke Valley Transportation Planning Organization

EVVPO Transportation Needs Prioritization Calculator & Results

The spreadsheet identifies and prioritizes various transportation needs throughout the Roanoke Valley region. These calculations are based on various data sources, including the 2019 Census, the 2019 Census of Economic Activity, and other data sources. The spreadsheet also includes a legend for the color-coded categories.

The results are organized by geographic area, with each area having its own set of needs. The spreadsheet also includes a legend for the color-coded categories.

- **Addressed Needs:** Needs that have been identified as a priority and are being addressed by the transportation system.
- **Priority Needs:** Needs that are identified as a priority and are being addressed by the transportation system.
- **Future Needs:** Needs that are identified as a priority and are being addressed by the transportation system.
- **Other Needs:** Needs that are identified as a priority and are being addressed by the transportation system.

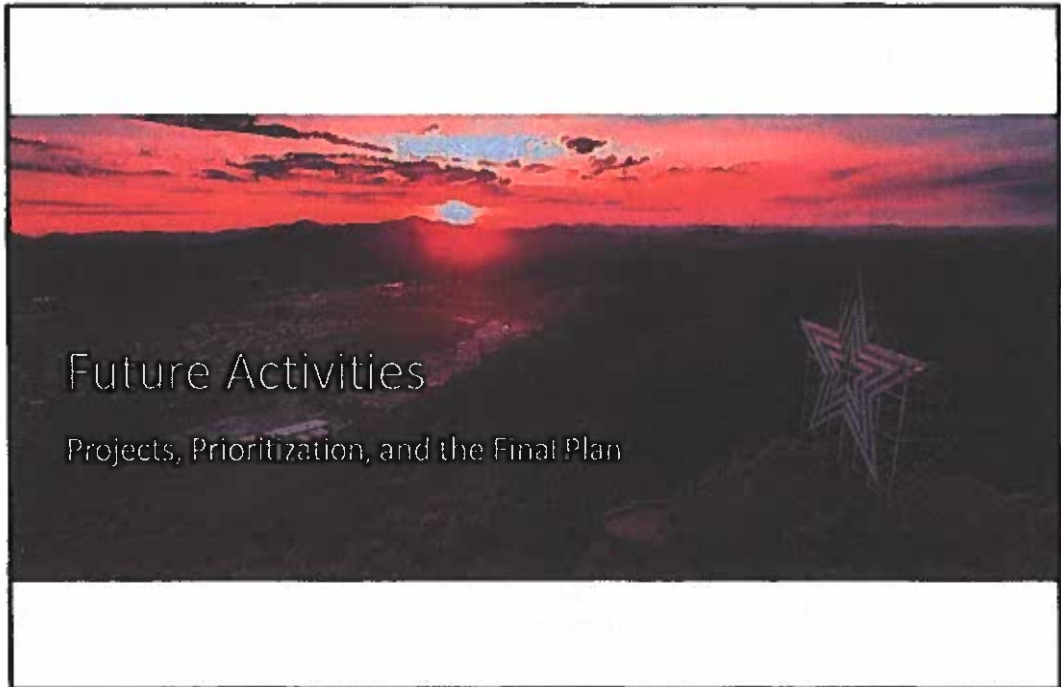
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Priority Needs & Solutions

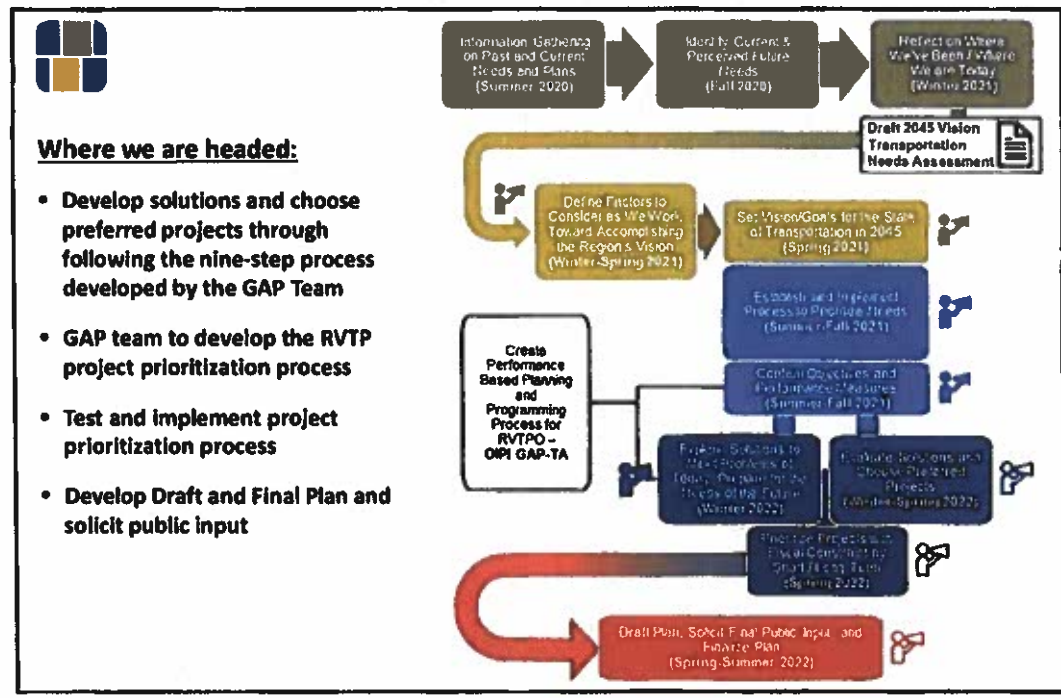
Discussion:

- **How will we decide what needs are “priority” and proceed into the solutions process?**
 - *Segment by jurisdiction and need type*
 - *No “hardline” – as we determine **addressed needs** vs. **gap needs**, we will remain flexible on what proceeds into solutions (and coordinate with TTC – see Step 6 of Solutions Process)*
- **How detailed are the solutions?**
 - *Conceptual/planning level with enough detail to develop a general scope and cost estimate*
 - *Solutions may also identify the need for further study*

32



33



34

17



Next Steps (January & February)



Finalize / refine priority needs and organize to start solutions process

Sort results of priority needs, developing initial list of prospective priority needs/programs, by jurisdiction and need type that could feed into the solutions process.

TTC to review updated priority needs map and spreadsheet in January



Develop solutions list and compile addressed needs and gap needs

Develop initial list of potential solutions to address needs and conduct analysis to segment priority needs into addressed needs and gap needs.

TTC to review solutions list and addressed needs versus gap needs



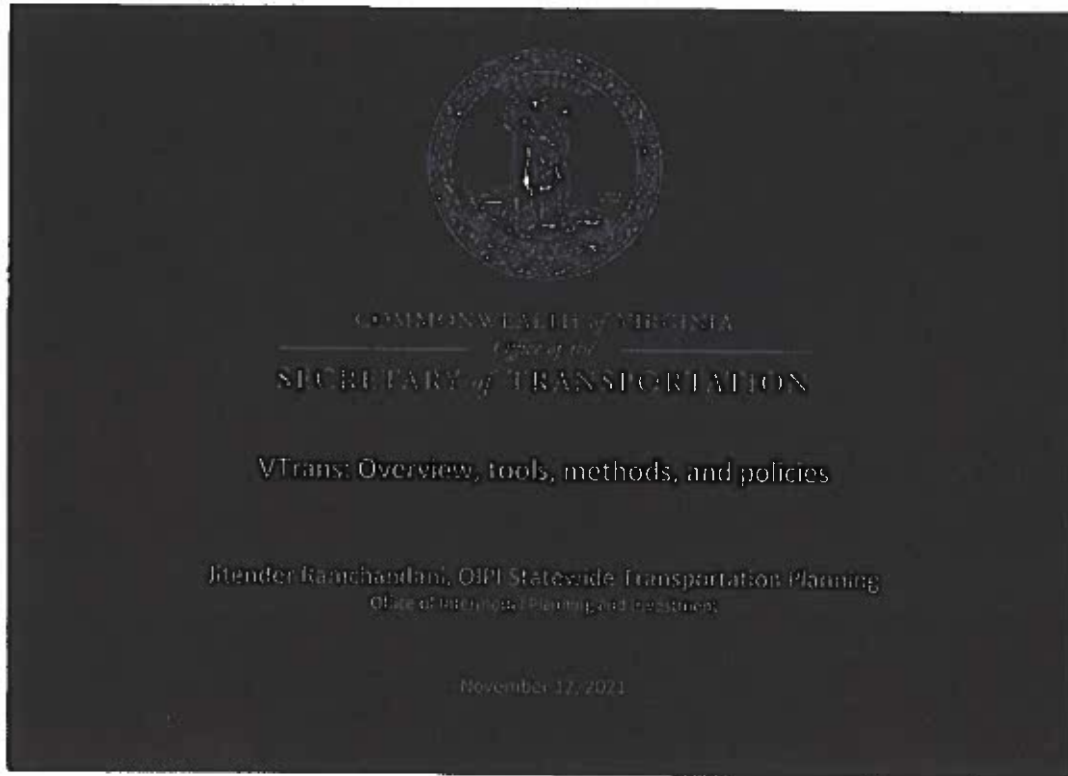
TTC meeting (February)

Review, discuss, and finalize solutions list and refine gap needs to prepare for developing solutions (complete through Step 6 of the solutions process)



Develop solutions for gap needs

Review and begin developing solutions for gap priority needs and the Step 6 solutions process.



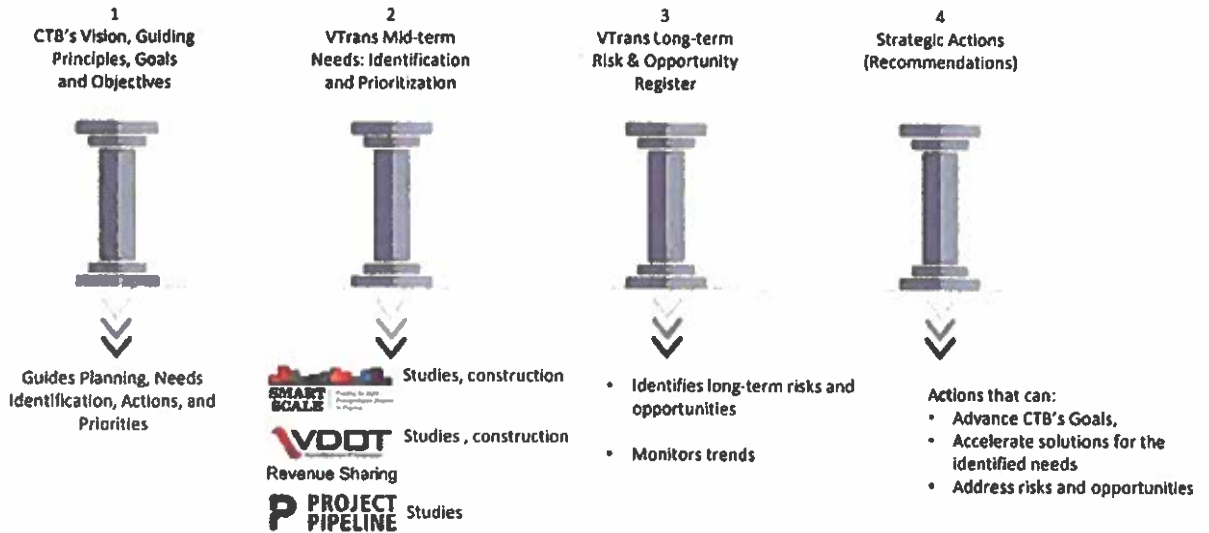
PURPOSE

- VTrans is Virginia's Transportation Plan developed for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIPI).
- The purpose of today's presentation is to provide an overview of the CTB Policies for Identification and Prioritization of VTrans Mid-term Needs (0-10 years).
- Please utilize the following resources for more information:
 - [Webpage](#): Policy and Overview
 - [InteractVTrans](#): Maps and graphs



ABOUT VTRANS

- Major components in VTrans - Virginia's Transportation Plan



ABOUT VTRANS

POLICY GUIDE
For Policy Makers | Adopted by the CTB



Includes all policies

TECHNICAL GUIDES
For practitioners | Not adopted by the CTB



Needs Identification and Prioritization

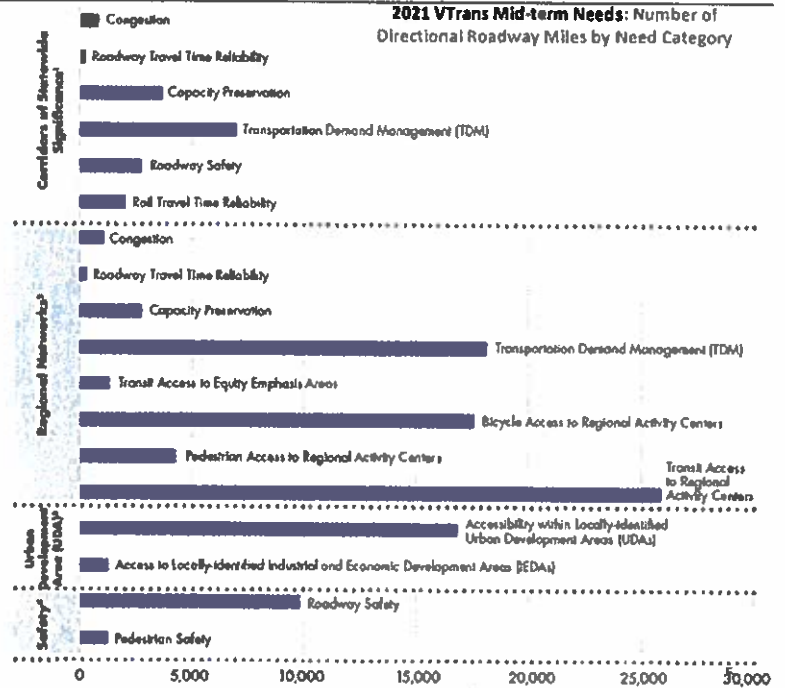


Long-term Risk & Opportunity Register

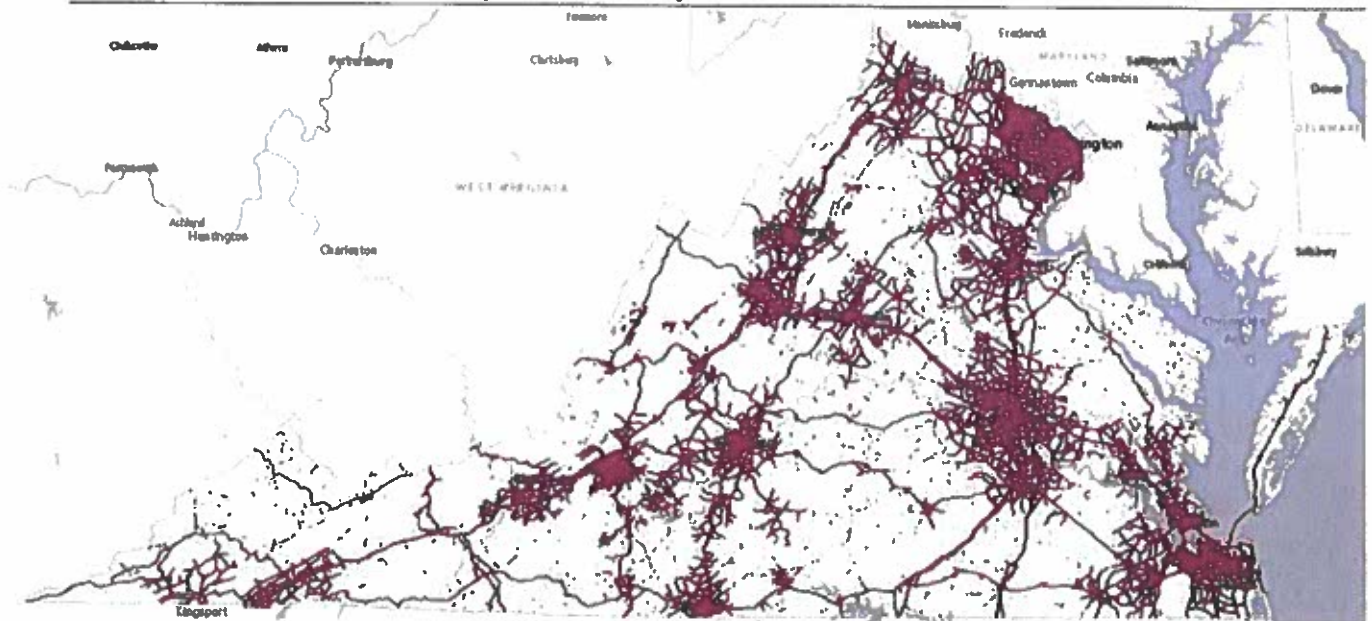


VTRANS MID-TERM NEEDS (0 – 10 YEARS) | IDENTIFICATION

- **Data-informed**
- **Multimodal**
- **Identify the need – do not prescribe the nature, scope, or location of the solution**
- **These are used for SMART SCALE and VDOT Revenue Sharing Program**



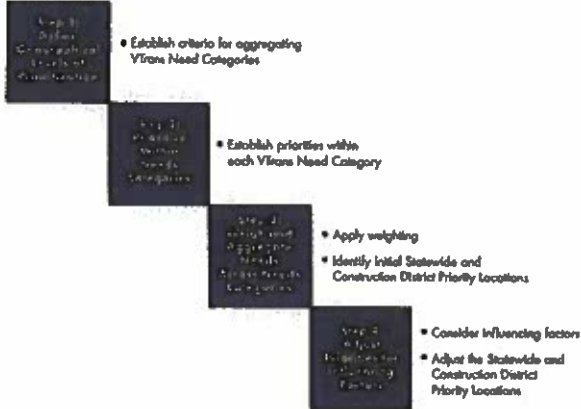
VTRANS MID-TERM NEEDS (0 – 10 YEARS) | IDENTIFICATION



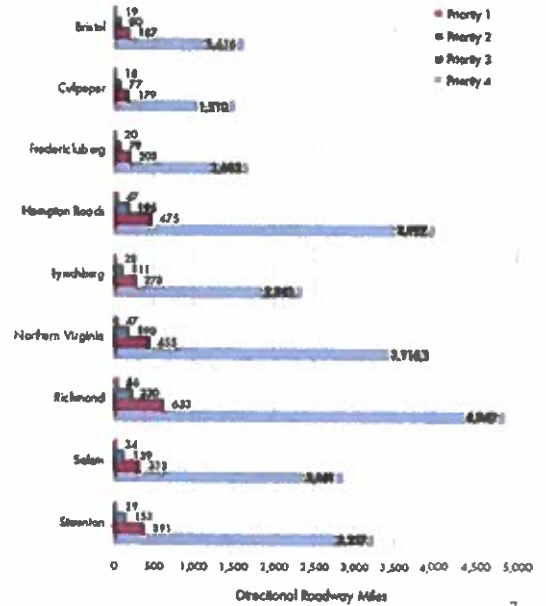
VTRANS MID-TERM NEEDS (0 – 10 YEARS) | PRIORITIZATION

- There are used by OIPI's Project Pipeline Program

Steps outlined in the Board Policy

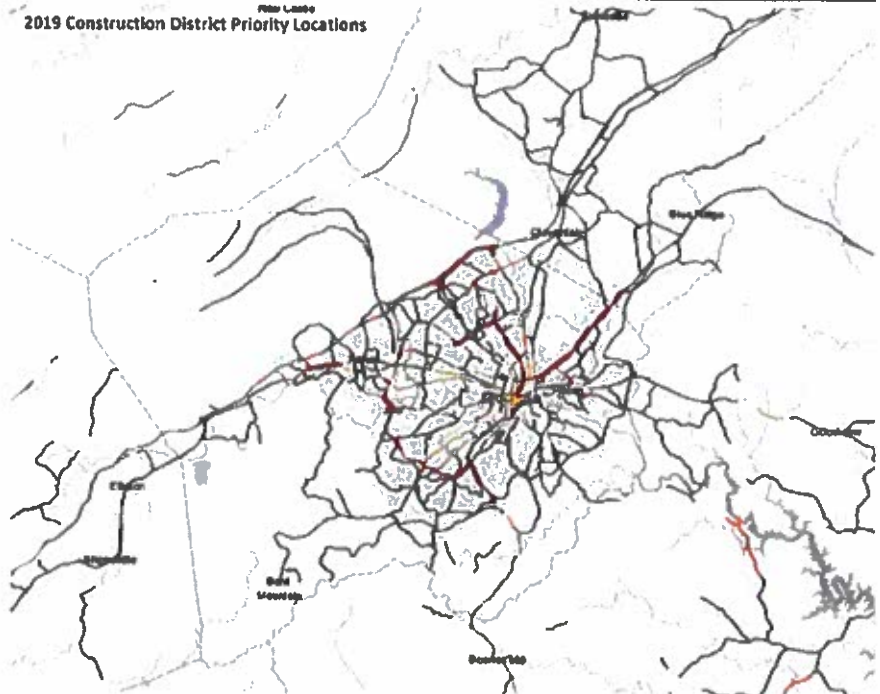


2019 VTrans Mid-term Needs: Directional Roadway Miles for Construction District Priority Locations Directional Miles



VTRANS MID-TERM NEEDS (0 – 10 YEARS) | PRIORITIZATION

2019 Construction District Priority Locations



NEXT STEPS FOR THE MID-TERM NEEDS

- **We see several opportunities for continuous improvement that can further strengthen the existing policies.**
- **You feedback is essential for us to help prioritize these improvements. We will be in touch with you in 2022 to gather some feedback.**

THANK YOU

Contact Information for the OIPI's Statewide Transportation Planning (STP) Section

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