

February 17, 2022

The February meeting of the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board will be held as follows:

<b>DATE:</b>	<b>Thursday, February 24, 2022</b>
<b>TIME:</b>	<b>1:00 PM</b>
<b>LOCATION:</b>	<b>Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Ave., SW, Roanoke, VA</b>

In accordance with Virginia Occupational Safety and Health regulations, all attendees (vaccinated or unvaccinated) must wear a mask while inside the Commission building. All attendees who are unvaccinated or are otherwise at-risk must physical distance themselves from others. RVARC staff will make the necessary accommodations to comply with these regulations.

## AGENDA

1. Welcome, Call to Order ..... *Chair Martin*
2. Roll Call (including consideration of remote participation)..... *Chair Martin*
3. **Action Requested:** Approval of Consent Agenda Items ..... *Chair Martin*
  - A. Approval of Agenda
  - B. Action on the January 27, 2022 RVTPO Minutes, pp. 3 – 15
4. Remarks by the Chair .....*Chair Martin*
5. **Action Requested:** Adjustment to the RVTPO FY22-27 Surface ..... *Cristina Finch*  
 Transportation Block Grant (STBG) Financial Plan
  - A. Presentation on Adjustment to the RVTPO FY22-27 STBG Financial Plan, pp. 16 – 24
  - B. Public Hearing

**PUBLIC HEARING (Sign-Up Requested/3-Minute Limit Per Speaker)**

**Open Public Hearing – Comment Period – Close Public Hearing** .....*Chair Martin*

- C. Consideration of Resolution Approving Adjustment #3 to the FY22-27 STBG Financial Plan, pp. 25 – 26

6. **Action Requested:** Recommendation on FY23-24 Transportation Alternative.....*Bryan Hill*  
Set-Aside Program Allocations, pp. 27 – 58
7. **Action Requested:** Selection of FY24 SMART SCALE RVTPO Candidate..... *Bryan Hill*  
Projects to Pursue, pp. 59 – 63
8. Other Business
9. Comment Period by RVTPO Policy Board Members and/or Public
10. Adjournment

**Public Input Policy**

“At the end of each Roanoke Valley TPO Policy Board meeting, the RVTPO Policy Board will allow for an open public forum/comment period. This comment period shall not exceed one-half hour in length and each speaker will be asked to sign up and be allowed a maximum of three (3) minutes to speak.”

**ADA Compliance**

The Roanoke Valley Transportation Planning Organization intends to comply with the Americans with Disabilities Act and confirms that the office located at 313 Luck Avenue, SW, Roanoke, VA is ADA compliant. If you have a disability and wish to request assistance or a special accommodation, please inform Bryan Hill at 540-343-4417 or [bhill@rvarc.org](mailto:bhill@rvarc.org) no later than 48 hours in advance of the posted meeting.

## MINUTES

The January meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, January 27, 2022 at 3:00 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 (5<sup>TH</sup> 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 30<sup>th</sup>. 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.

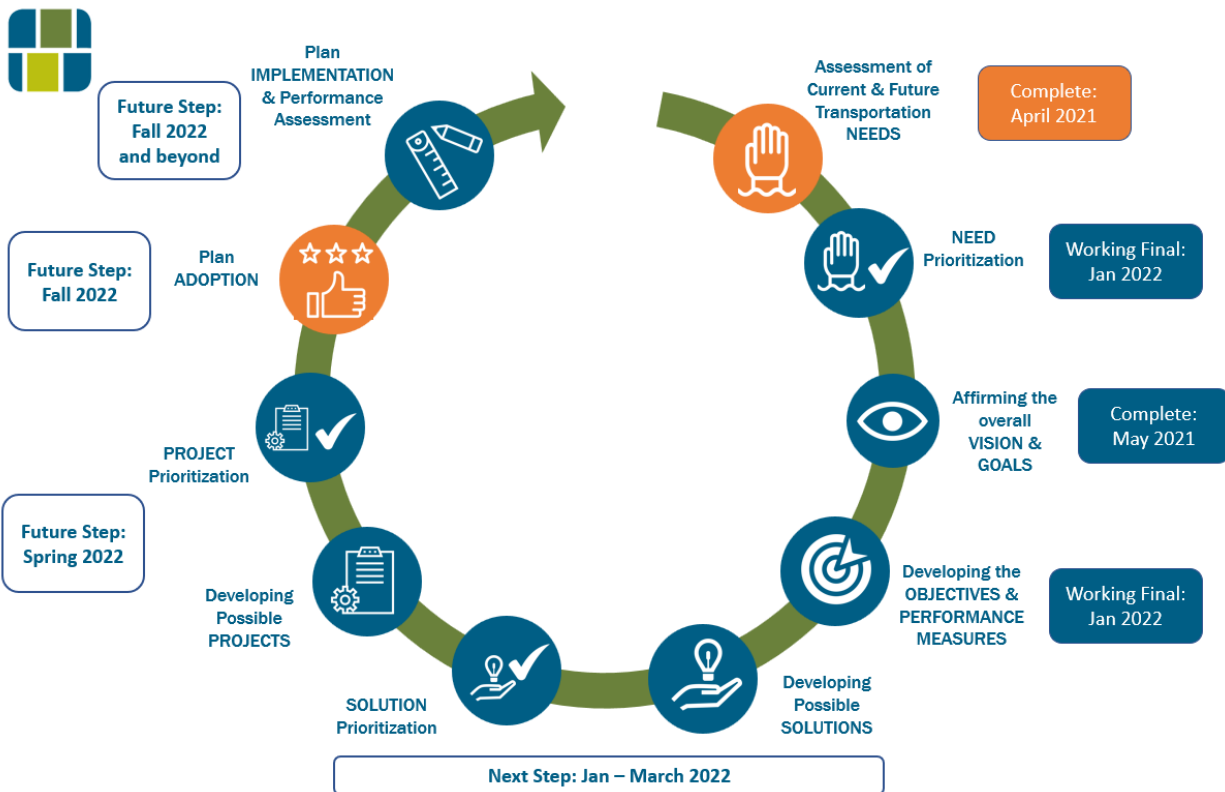
### **7. COMMENT PERIOD BY RVTPO POLICY BOARD MEMBER AND/OR PUBLIC**

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.

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

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

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

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

Recommended Objective	<i>Performance Measures (Federal Measure as noted)</i> Note: <i>Candidate measure, developed post Plan adoption</i>
<b>Goal 7: Promote equitable transportation investments</b>	
<b>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>	<ul style="list-style-type: none"> <li>• <i>Identify projects creating potential disadvantages for Equity Emphasis Areas and track mitigation strategies</i></li> </ul>
<b>b. Ensure that non-drive alone mobility investments create opportunities for people in Equity Emphasis Areas.</b>	<ul style="list-style-type: none"> <li>• <i>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”</i></li> </ul>
<b>c. Eliminate fatalities and reduce serious injuries in Equity Emphasis Areas.</b>	<ul style="list-style-type: none"> <li>• <i>Decrease traffic fatalities in Equity Emphasis Areas</i></li> <li>• <i>Decrease traffic serious injuries in Equity Emphasis Areas</i></li> <li>• <i>Decrease nonmotorized fatalities and serious injuries in Equity Emphasis Areas</i></li> </ul>
<b>d. Maintain state and national standards for infrastructure condition in Equity Emphasis Areas.</b>	<ul style="list-style-type: none"> <li>• <i>% good and poor pavement lane miles in Equity Emphasis Areas</i></li> </ul>

**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

**STAFF REPORT**

**RVTPO Policy Board Meeting February 24, 2022**

**SUBJ: Adjustment to the FY22-27 Surface Transportation Block Grant (STBG) Financial Plan**

The RVTPO Policy Board annually reviews currently funded STBG projects and accepts requests for additional funding in the Fall. Two requests (Tinker Creek Trail Extension and Orange Market Park and Ride/Parking Lot Improvements cost overruns) were submitted at that time. The Walnut Avenue project is a third request received last month which was granted a policy exception by the Board at the January RVTPO meeting allowing it to also be considered during this annual adjustment process. The Town of Vinton initially requested an additional \$370,000 in January and that amount has since increased to \$384,112.

A history of the funding of these projects is provided below.

**1.) Tinker Creek Trail Extension**

UPC: 110101

Current STBG funding:	\$3,227,047
<u>Additional funding request:</u>	<u>\$1,589,254</u>
<b>Total STBG:</b>	<b>\$4,816,301</b>

*(Note: Total project cost is more than \$9M and includes funding from other sources such as Transportation Alternatives, Revenue Sharing, Local, Legacy CN, etc.)*

STBG Round 1:

- 5-23-13: Tinker Creek Greenway Connectivity Study approved for \$250,000.

STBG Round 2:

- 3-12-15: Funding deallocated to make funding available for Round 2 new applications.
- 3-12-15: Tinker Creek Trail Extension \$1,220,000 and Tinker Creek Greenway Connectivity Study \$400,000 approved.

STBG Round 3:

- 3-22-18: Tinker Creek Greenway Trail Bridges, Orange Avenue to Deschutes Site \$1,008,413 approved.
- 4-25-19: Three projects and their funding merge totaling \$2,628,413:
  - Tinker Creek Trail Extension \$1,220,000
  - Tinker Creek Greenway Connectivity Study \$400,000
  - Tinker Creek Greenway Trail Bridges, Orange Avenue to Deschutes Site \$1,008,413



- 5-28-20: City of Roanoke requests additional \$598,634 approved by the Board for a total of \$3,227,047.

STBG Round 4:

- March 2021: City of Roanoke requests additional \$1,589,254 which was not approved due to insufficient funds and prioritization of other investments.

STBG Round 5:

- November 2021: City of Roanoke requests additional \$1,589,254.
- December 2021: TTC prioritizes candidate project requests rather than covering existing project overruns given the available funds known at that time.

**2.) Walnut Avenue Bicycle and Pedestrian Improvements (5<sup>th</sup> Street to City/Town limits)**

UPC: 111649

Current funding:	\$1,684,030
Additional funding request:	\$ 384,112 (see final note below)
<b>Total STBG:</b>	<b>\$2,068,142</b>

*(Note: Per SYIP, project also has \$120k other funds above the current STBG funds.)*

STBG Round 1:

- 5-23-13: Glade/Tinker Creek Pedestrian Bridge allocated \$1,800,000 and Walnut Avenue Phase II project (covering 5<sup>th</sup> St. to City/Town limits) allocated \$2,088,000.
- 3-12-15: Both projects were deallocated to make funding available for Round 2 new applications.

STBG Round 2:

- 3-12-15: Tinker Creek Pedestrian Bridge allocated \$1,459,500.
- Walnut Avenue & 8<sup>th</sup> Street Intersection Project \$2,334,931 was applied for but not included in the Financial Plan.

STBG Round 3:

- Glade/Tinker Creek Pedestrian Bridge was not able to be constructed where desired due its location in a floodplain.
- 3-22-18: The Board allowed the funds to be moved to a new project not formally requested during the STBG Round 3 process; the Walnut Avenue Bicycle and Pedestrian Improvements (5<sup>th</sup> Street to City/Town limits) was allocated \$1,446,282.



- 5-28-20: The Town of Vinton requested an additional \$237,748 to cover right-of-way and utility costs not originally included in the estimate which the Board granted for a total of \$1,684,030.

STBG Round 4:

- No change.

STBG Round 5:

- Fall 2021: In the annual project update, Vinton stated the 90% plans were complete and planned to advertise for construction by March 2022.
- January 2022: Vinton notified RVTPO staff that with 100% plans now complete and re-estimating the project cost, the price had gone up and additional funding was requested. Due to the STBG Procedures, the matter was not placed on the TTC agenda in January, and the policy exception request was made by Vinton at the RVTPO Policy Board January meeting and granted. The Board approved releasing for public comment Vinton’s request for an additional \$370,000.
- February 2022: Since the January RVTPO Policy Board meeting, the cost estimate has been further refined, and Vinton’s request is now \$384,112.

**3.) Orange Market Park and Ride/Parking Lot Improvements**

UPC: T24579

Current funding:	\$343,573
<u>Additional funding request:</u>	<u>\$892,526</u>
<b>Total STBG:</b>	<b>\$1,236,099</b>

*(Note: This project only has STBG funding.)*

STBG Round 4:

- 6-25-20: \$343,573 approved by the Board to curb, pave, and stripe Orange Market & Creekside lots, add ADA ramps, crosswalks, landscaping, bike racks, signage to direct people to Hanging Rock Battlefield Trail – elements to supplement the roundabout project funded separately.
- November 2020: Roanoke County requests additional funding, amount TBD.
- February 2021: \$892,526 additional is requested but not approved due to insufficient funds and prioritization of other investments.

STBG Round 5:

- November 2021: Roanoke County requests additional \$892,526.

- December 2021: TTC prioritizes candidate project requests rather than covering existing project overruns given the available funds known at that time.

Public input has been sought on these requests. Since the comment period continues past the publication of this report, the preliminary summary attached represents the views of 72 citizens who responded as of February 16. Staff will share any additional feedback received through the end of the comment period on February 23 at the Board meeting. A public hearing will also be held prior to the Board's action on these requests.

As was mentioned at the January RVTPO meeting, increases in state revenues as well as the new federal infrastructure law have provided additional funding in the FY22-27 period. The amount reported in January was \$5,338,440 additional available, and staff was notified in early February that this amount has gone up to \$5,339,443, a difference of \$1,003.

The Transportation Technical Committee has reviewed this information and recommends funding two of the three requests for additional funding:

- \$1,589,254 for the Tinker Creek Trail Extension
- \$384,112 for the Walnut Avenue Bicycle and Pedestrian Accommodations (5<sup>th</sup> Street to City/Town limits)

On February 15, staff was notified that the Roanoke River Greenway Bridge across Barnhardt Creek is complete and \$71,513 is being returned to the RVTPO.

**RVTPO Policy Board Action:**

Consideration of the attached resolution to adjust the FY22-27 STBG Financial Plan approving the requests to cover cost overruns for two existing STBG-funded projects and accepting the return of funds from completion of the Roanoke River Greenway Bridge across Barnhardt Creek.

## Preliminary Summary of Public Input on 2022 Roanoke Valley Transportation Investments: Surface Transportation Block Grant

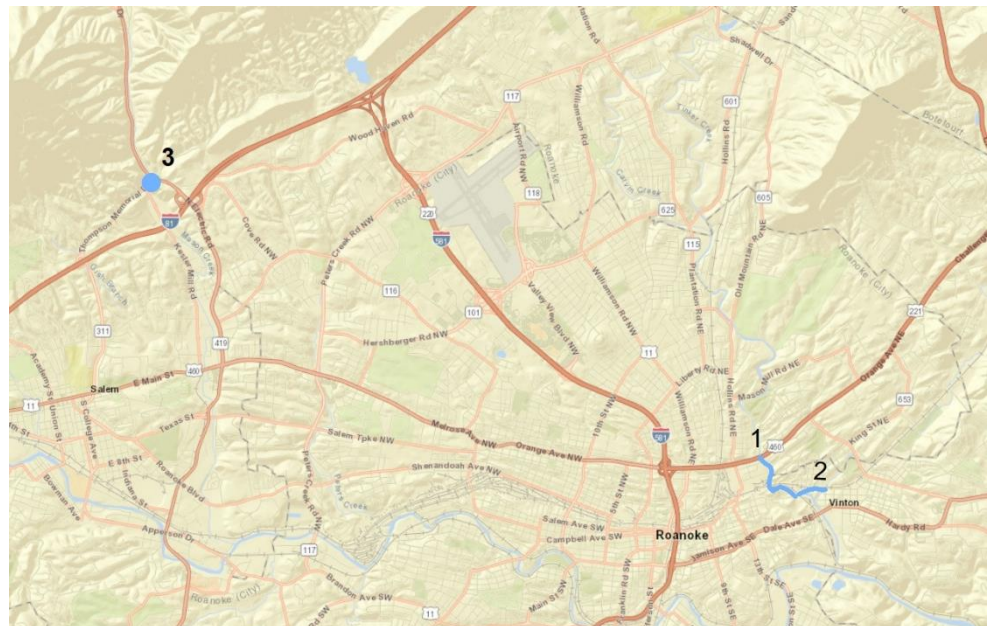
Public input was accepted on three existing project requests for additional funding as part of an adjustment to the FY2022-2027 financial plan of the Surface Transportation Block Grant (STBG). The RVTPO Policy Board held a public comment period, and a survey to collect public input was available from February 10, 2022 to February 23, 2022. This report summarizes the input received as of February 16, 2022. Public input was also accepted in the same survey on the FY2023-2029 STBG financial plan; this information is not included in this summary.

The survey was promoted through:

- Blog post with the survey link on the RVARC website
- Emailed survey link to over 400 people who have taken an RVTPO survey, served on a committee, or participated in a workshop or meeting
- Survey link in an eblast to the media and to subscribers to the RVARC e-newsletter
- Facebook post on RVARC Facebook page
- Facebook post boosted to RVTPO zip codes
- Facebook post boosted to RVTPO zip codes that had responses proportionally lower than their population
- Newspaper ads in the Roanoke Tribune and the Roanoke Times
- Shared by stakeholders including Roanoke County, Vinton, and the Roanoke Regional Chamber

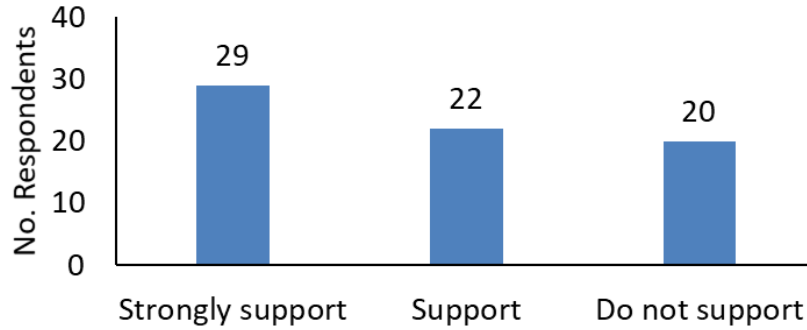
The survey introduction referred respondents to the RVARC website for an interactive map and more information. As of February 16, 2022, 72 people had participated in the survey.

The survey asked respondents about their level of support for funding cost overruns that are being requested by sponsors of existing STBG projects. The survey included a map showing the locations of the projects and a [link to the draft financial plan](#).

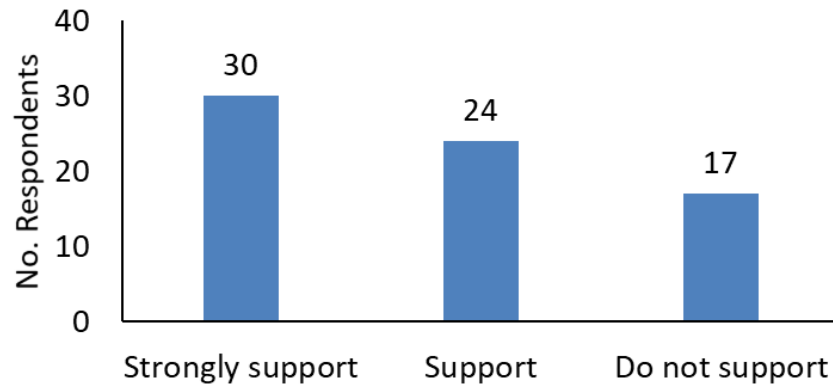




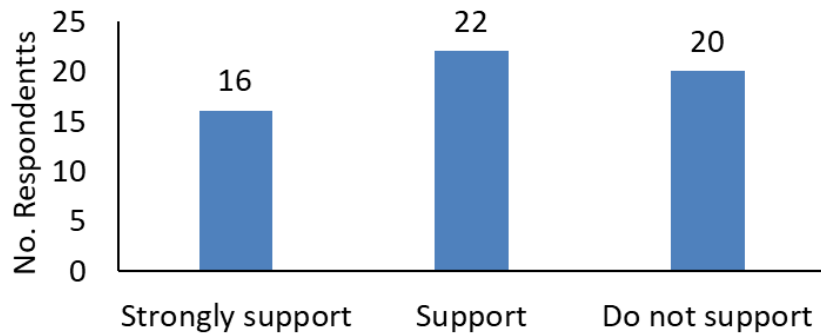
**Map #2. Walnut Avenue Bicycle and Pedestrian Improvements**



**Map #1. Tinker Creek Trail Extension**

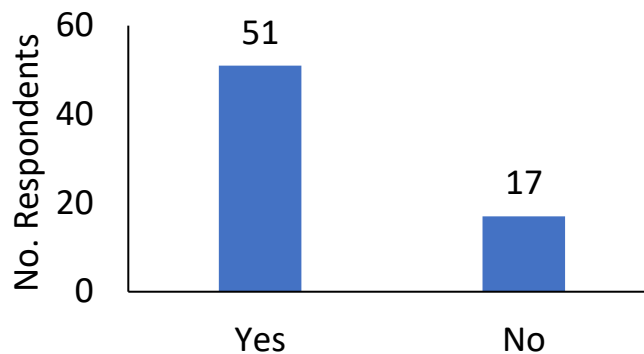


**Map #3. Orange Market Park and Ride/Parking Lot Improvements**



In previous surveys, typically less than 20% of respondents oppose the proposed project investment. It is unusual that 23% to 41% of respondents opposed each project in this survey. The comments (see below) indicate that respondents may not oppose the projects themselves but oppose cost overruns.

### Agree with priority order



The projects' priority order was determined by the scores the projects received when project sponsors originally requested STBG funding. Cost overrun for priority #2, Walnut Avenue, is being considered for funding above higher priorities because this project is ready to be advertised for construction this spring and cannot proceed without 100% funding. Participants who did not agree with the priority order commented:

- Orange Market Park and Ride is important because it can help alleviate parking issues up at McAfee's and Dragon's Tooth
- I feel the Orange Market Park and Ride project is deserving of more priority. I feel that side of the county should be helped more than they are.
- I think the Walnut Ave project should have highest priority
- Park and Ride means people are working which feeds back into the economy
- should be 1) Tinker Creek Greenway, 2) Walnut Avenue, 3) Orange Market Park and Ride
- Tinker Creek Greenway is most important, certainly more than a parking lot
- Why would I support projects that expand areas where I can't exercise my 2nd amendment rights?

Participants had these additional comments about the 2022-2027 STBG financial plan:

- Additional funding should be considered and approved when the projects are ready for advertisement.
- Don't spend more than you have. Do a better job of budgeting for better accuracy. Eliminate cost overruns!
- Fix the old water lines and failed drainage system. People can walk at a park or sidewalk. That's what there for.
- I am glad to see much-needed improvements to our infrastructure.
- I don't know enough about the benefits of these projects or # of people impacted. It would be good to have that assessment.
- I would support these requests IF and ONLY if we have the funding.
- Investing in and completing bicycle and pedestrian improvement projects is an excellent way to improve the quality of life for all road users in Roanoke.
- Keep moving forward. Future generations will thank you.
- Only thing mentioned here that needs completing ASAP is the roundabout at Hanging Rock.
- Stay within your budget or amend projects.
- The park and ride can be gravel or park of the adjacent parking lot. I used to walk the Tinker Creek Greenway and stopped because the people using it as a drug pipeline between the low income housing and downtown.
- We have more pressing issues. Roads are in bad shape and we need more sidewalks, not bike lanes. The lady on Williamson Road got killed walking in the street after snows, because the city didn't plow the width of the road.
- While important for safety improvements, I do have to question what are the unintended consequences of these regular budget overruns. Perhaps it is better to reduce the scope of these improvements and understand better the project process.
- You do not provide enough information about these projects or pros/cons to make decisions. This is a typical issue with city surveys. I suggest you do more research on how to create effective, unbiased surveys.
- Cost originally excessive.
- Someone needs to be better at estimating costs.
- Sidewalks yes. Bicycles make no sense in this area.
- We had a bicycle project nearby, and discovered there is not enough usage to warrant the inconvenience. I don't know enough about the Orange parking lot to respond.
- We need busing for underserved areas, not more bicycle trails for elite residents. Come on Roanoke!
- Why does Valleypointe need to be expanded? It got a zero delay score for its SmartScale application. The Route 460 and Alternate Route 220 Intersection Improvement seems to be a lot of money without a lot of justification. "The benefits of this project will improve safety and increase efficiency." What is the safety problem? What is the efficiency problem? It didn't score well in SmartScale which looks at safety and efficiency.
- Would love to see more funding for bike/ped projects in Botetourt county.

**Adjustment to FY 2022-2027 Surface Transportation Block Grant (STBG) Financial Plan**  
Draft February 17, 2022

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY22	FY23	FY24	FY25	FY26	FY27	Project Updates/ Other Notes
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 6,963,829	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Complete, awaiting closeout.
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Complete, awaiting closeout.
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 1,505,371	\$ 1,505,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Complete, awaiting closeout.
Tinker Creek Trail Extension	110101		\$ 4,816,301	\$ 2,803,064	\$ 938,695	\$ 583,448	\$ 433,240	\$ 57,854	\$ -	\$ -	Request for \$1,589,254 is included.
Bus Replacement and Rebuild Program	T18675/DRPT		\$ 13,622,784	\$ 9,618,071	\$ 1,955,439	\$ 2,049,274	\$ -	\$ -	\$ -	\$ -	
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Complete, awaiting closeout.
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 2,068,142	\$ 1,446,282	\$ 384,112	\$ 237,748	\$ -	\$ -	\$ -	\$ -	Exception to Policy #7 granted by the Policy Board on 1-27-22 to permit consideration of a request from the Town of Vinton for \$370,000 additional funding. Vinton has since requested \$384,112 which is included here.
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 1,736,198	\$ 535,198	\$ 87,225	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -	
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 826,257	\$ 826,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project is complete. Original amount was \$897,770 and \$71,513 was returned to the RVTPO per correspondence from City of Roanoke and VDOT on 2-15-22.
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 431,678	\$ 384,378	\$ 393,937	\$ 1,810,315	\$ -	\$ -	\$ -	
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 417,610	\$ 405,610	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ -	\$ 30,327	\$ 778,090	\$ 641,759	\$ 647,939	\$ -	\$ -	
Elizabeth Greenway	113566		\$ 1,104,400	\$ 191,068	\$ -	\$ 913,332	\$ -	\$ -	\$ -	\$ -	
I-581 Exit 2 Interchange Study	113570		\$ 190,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTP) Project	TBD		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 220 Superstreet and Access Management	T24740		\$ 924,000	\$ -	\$ -	\$ -	\$ 735,389	\$ 188,611	\$ -	\$ -	
Orange Market Park and Ride/Parking Lot Improvements	T24579		\$ 343,573	\$ 343,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Request for \$892,526 not included.
Route 419 Streetscape Improvements, Phase 2	119462		\$ 4,347,150	\$ -	\$ -	\$ -	\$ 194,193	\$ 1,616,639	\$ 2,358,948	\$ 177,370	
Roanoke River Greenway - East	119666		\$ 710,000	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Aviation Drive/Valley View Blvd. Pedestrian Improvements	119555		\$ 131,332	\$ -	\$ -	\$ -	\$ 125,000	\$ 6,332	\$ -	\$ -	
Valleypointe Parkway Realignment	119468		\$ 2,500,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 692,293	\$ 479,769	\$ 1,227,938	
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	119911		\$ 403,912	\$ 403,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Greenway Connection - Riverland Road	119586		\$ 975,568	\$ 645,421	\$ 330,147	\$ -	\$ -	\$ -	\$ -	\$ -	
Oak Grove Streetscape Improvements - Crosswalk	T24550		\$ 218,748	\$ 218,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 460 (Orange Ave) Improvements near Blue Hills Drive	119464		\$ 676,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,720	
Route 460 (Orange Ave) Improvements at King Street	119461		\$ 550,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,280	
Route 460 at West Ruritan Road Intersection Improvements	119450		\$ 785,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,549	
Route 460 Intersections from Carson Road to Huntridge Road	119449		\$ 427,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,803	
Route 460 and Alternate Route 220 Intersection Improvements	120611		\$ 2,544,860	\$ -	\$ -	\$ 486,592	\$ 325,000	\$ 740,761	\$ 992,507	\$ -	
<b>Total Funding Allocated:</b>			\$ 70,368,839	\$ 40,193,443	\$ 5,280,296	\$ 5,529,646	\$ 5,463,523	\$ 5,173,652	\$ 4,882,619	\$ 3,845,660	
<b>Total STBG Funding Available:</b>			\$ 86,154,555	\$ 40,193,443	\$ 5,280,296	\$ 5,804,646	\$ 5,920,739	\$ 6,021,391	\$ 6,123,755	\$ 6,227,859	Reflects updated additional funding from state revenues, IJA through FY27 as notified on 2-2-22.
<b>Balance Entry (UPC 104126):</b>			\$ -	\$ -	\$ -	\$ 275,000	\$ 457,216	\$ 847,739	\$ 1,241,136	\$ 2,382,199	
										Remaining through FY27:	\$ 5,203,290



The 24<sup>th</sup> day of February 2022

## **RESOLUTION**

**by the Policy Board of the Roanoke Valley Transportation Planning Organization  
Approving Adjustment #3 to the FY 2022-2027 Surface Transportation Block Grant (STBG)  
Financial Plan**

**WHEREAS**, the RVTPO Policy Board has the opportunity and responsibility to prioritize Surface Transportation Block Grant (STBG), formerly known as Regional Surface Transportation Program (RSTP), funds for essential transportation improvements within the Roanoke Valley TPO Study Area Boundary; and,

**WHEREAS**, the RVTPO Policy Board approved the FY22-27 STBG Six-Year Financial Plan on May 27, 2021 with two adjustments made in July and November of 2021, and prior to adopting the FY23-28 STBG Financial Plan, the Board is considering requests for additional funding for currently funded STBG projects; and,

**WHEREAS**, the RVTPO Policy Board has solicited and considered public input on the three requests received and a public hearing was held on February 24, 2022; and,

**WHEREAS**, the RVTPO Transportation Technical Committee has recommended funding two of the requests: \$1,589,254 for the Tinker Creek Trail Extension and \$384,112 for the Walnut Avenue Bicycle and Pedestrian Accommodations (5<sup>th</sup> Street to City/Town limit); and

**WHEREAS**, the RVTPO acknowledges completion of the Roanoke River Greenway Bridge across Barnhardt Creek and accepts the \$71,513 in returned STBG funding.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Board of the Roanoke Valley Transportation Planning Organization does hereby approve adjusting the FY 2022-2027 Surface Transportation Block Grant (STBG) Financial Plan (shown in the attached table) incorporating the additional funding in the amount of \$1,589,254 for the Tinker Creek Trail Extension and \$384,112 for the Walnut Avenue Bicycle and Pedestrian Accommodations (5<sup>th</sup> Street to City/Town limit) and forwards this supporting resolution/endorsement to the Virginia Commonwealth Transportation Board.

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

**Adjustment to FY 2022-2027 Surface Transportation Block Grant (STBG) Financial Plan**  
*Draft for RVTPO Action on February 24, 2022*

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY22	FY23	FY24	FY25	FY26	FY27
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 6,963,829	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 1,505,371	\$ 1,505,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension	110101		\$ 4,816,301	\$ 2,803,064	\$ 938,695	\$ 583,448	\$ 433,240	\$ 57,854	\$ -	\$ -
Bus Replacement and Rebuild Program	T18675/DRPT		\$ 13,622,784	\$ 9,618,071	\$ 1,955,439	\$ 2,049,274	\$ -	\$ -	\$ -	\$ -
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 2,068,142	\$ 1,446,282	\$ 384,112	\$ 237,748	\$ -	\$ -	\$ -	\$ -
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 1,736,198	\$ 535,198	\$ 87,225	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 431,678	\$ 384,378	\$ 393,937	\$ 1,810,315	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 417,610	\$ 405,610	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ -	\$ 30,327	\$ 778,090	\$ 641,759	\$ 647,939	\$ -	\$ -
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Route 460 (Orange Ave) Improvements near Blue Hills Drive	119464		\$ 676,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,720
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Route 460 at West Ruritan Road Intersection Improvements	119450		\$ 785,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,549
Route 460 Intersections from Carson Road to Huntridge Road	119449		\$ 427,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,803
Route 460 and Alternate Route 220 Intersection Improvements	120611		\$ 2,544,860	\$ -	\$ -	\$ 486,592	\$ 325,000	\$ 740,761	\$ 992,507	\$ -
<b>Total Funding Allocated:</b>			\$ 70,368,839	\$ 40,193,443	\$ 5,280,296	\$ 5,529,646	\$ 5,463,523	\$ 5,173,652	\$ 4,882,619	\$ 3,845,660
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<b>Balance Entry (UPC 104126):</b>			\$ -	\$ -	\$ -	\$ 275,000	\$ 457,216	\$ 847,739	\$ 1,241,136	\$ 2,382,199
										Remaining through FY27:
										\$ 5,203,290

**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 REPORT**  
**February 24, 2022 RVTPO Meeting**  
**SUBJ: Recommendation on FY23-24 Transportation Alternatives**  
**Set-aside Program Allocations**

At the September 23, 2021 RVTPO Policy Board meeting, a resolution of endorsement was adopted for two Transportation Alternatives (TA) Set-aside Program project applications from localities in the Urbanized Area. The projects were submitted by or before October 1, 2021 and subsequently scored. The projects are listed in scoring priority order as follows:

Name	Sponsor	Description	TA Request	Total Project Cost
1) Williamson Road Pedestrian Improvements	City of Roanoke	This project seeks to improve pedestrian safety by adding a sidewalk where none currently exists, and includes ADA curb ramps at intersections and driveway crossings.	\$460,000	\$575,000
2) Glade Creek Greenway Vinyard Park West	Roanoke County	This project seeks to improve pedestrian/ bicyclist safety for travelers between Downtown Vinton and Vinyard Park by constructing Phase 4 of the Glade Creek Greenway along Glade Creek through part of Roanoke County's Vinyard Park, from the Berkley Road parking lot to the western edge of the park located in the Town of Vinton.	\$521,000	\$651,375

The RVTPO Policy Board will have a preliminary amount of \$715,036 in FY23 and FY24 to allocate to TA projects (potential adoption, 2/24/22). The current project TA requests total \$981,000.

As was mentioned at the last RVTPO meeting, the Glade Creek Greenway Vinyard Park West project may not be eligible to receive TA funds as the project would not connect to anything if built on its own. This proposed funding scenario assumes that the RVTPO will fund the Town of Vinton's Glade Creek Greenway Phase 3 PE project (from Washington Avenue/Pollard Street via North Pollard Street to Vinyard Park) via the Surface Transportation Block Grant (STBG) funding program which VDOT has said would indicate a connection and make Roanoke County's TA request eligible to receive the funding.

Staff, in coordination with Salem District VDOT staff and CTB Member Dr. Raymond Smoot, submitted the following recommendation of the RVTPO TA allocation to the TTC earlier this month, which is forwarded for your consideration:

Locality	Project	Total Project Cost	TA Amount Requested	CTB Member Recommended Allocations	TPO Allocations
City of Roanoke	Williamson Road Pedestrian Improvements	\$575,000	\$460,000	\$0	\$460,000
Roanoke County	Glade Creek Greenway Vinyard Park West	\$651,375	\$521,000	\$266,064	\$255,036
	<b>TOTALS</b>	\$1,226,375	\$981,000	\$266,064	\$715,036

A resolution of approval follows this staff report.

**RVTPO Policy Board Action:**

Allocation of RVTPO Transportation Alternatives Set-Aside Block Grant Program funding.

The 24<sup>th</sup> day of February, 2022

## **RESOLUTION**

### **SUBJ: Action to Approve Funding for FY23 and FY24 Transportation Alternatives Projects**

**WHEREAS**, the Surface Transportation Block Grant Program Set-Aside Transportation Alternatives Program was recategorized under the 2015 Fixing America's Surface Transportation (FAST) Act, combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category; and

**WHEREAS**, the Infrastructure Investment and Jobs Act of 2021 reauthorizes the Program at higher funding and suballocation levels, and provides states the ability to allocate 100% of its funding to counties and other transportation entities; and

**WHEREAS**, two localities are seeking FY 2023 and FY 2024 Transportation Alternatives funding from the Roanoke Valley Transportation Planning Organization's apportionment:

**Applicant:** City of Roanoke

**Project:** Williamson Road Pedestrian Improvements (from Woodbury Street to Hawthorne Road)

**TA Funds Requested:** \$460,000

**Applicant:** Roanoke County

**Project:** Glade Creek Greenway Vinyard Park West (from the Berkeley Road parking lot to the western edge of Vinyard Park)

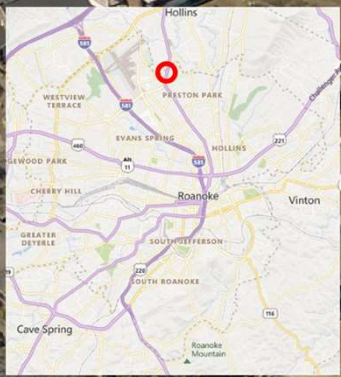
**TA Funds Requested:** \$521,000

**WHEREAS**, the RVTPO has \$715,036 in FY 2023 and FY 2024 Transportation Alternatives funding to allocate; and

**WHEREAS**, based on the scoring conducted by the Virginia Department of Transportation, the RVTPO Transportation Technical Committee has forwarded a recommendation to the Policy Board to fully fund the Williamson Road Pedestrian Improvements project and provide \$255,036 to the Glade Creek Greenway Vinyard Park West project.

**NOW, THEREFORE BE IT RESOLVED**, that the Roanoke Valley Transportation Planning Organization Policy Board hereby endorses and awards the following TA funding allocations: \$460,000 to the Williamson Road Pedestrian Improvements project, and \$255,036 to the Glade Creek Greenway Vinyard Park West project applications and forwards this decision to the Commonwealth Transportation Board.

Billy W. Martin, Sr.  
Chair



# Williamson Rd Pedestrian Improvements Project Scope

- Include sidewalk where none currently exist on Williamson Rd as shown in blue.
- Provide ADA curb ramps at Hawthorne, Woodbury, and driveway access points.
- Project includes curb and gutter and will reset a stormwater inlet reducing ponding and improve stormwater channelization on Williamson Rd.
- Anticipated project cost is \$575,000
- Project funding via the Transportation Alternatives program.
- Construction completion projected for 2027.

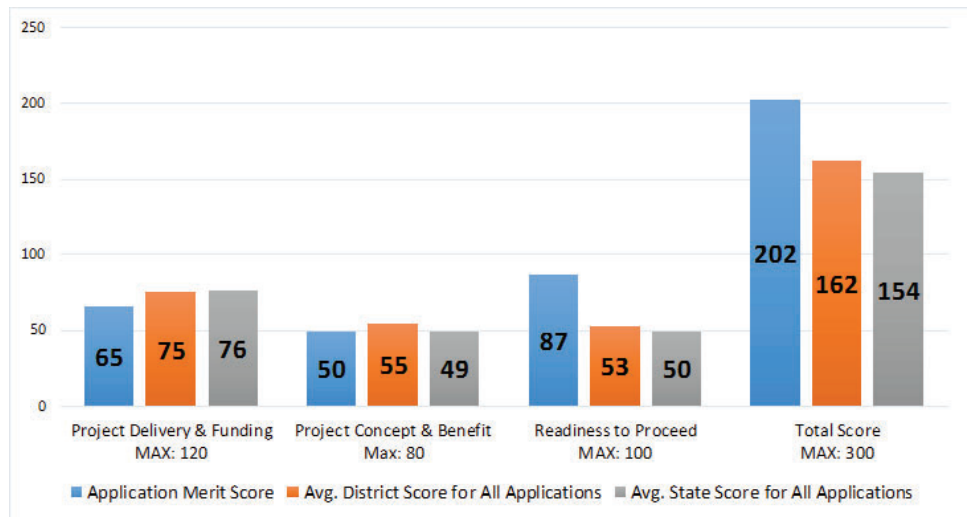
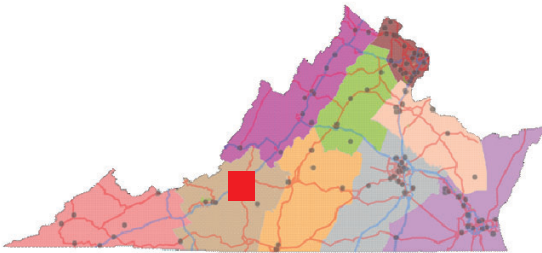
App ID: **8059**  
Title: **Williamson Road Pedestrian Safety**

Submitting Entity: **City of Roanoke**  
VDOT District: **Salem**

The Williamson Rd pedestrian improvement project seeks to add a sidewalk where none currently exists. This sidewalk project includes ADA curb ramps at intersections and driveway crossings.

<p><b>202</b></p> <p>PROJECT MERIT SCORE</p> <p>MAX SCORE: 300</p>	# <b>11</b> RANK OF 121 STATEWIDE
	# <b>2</b> RANK OF 11 DISTRICTWIDE

TA Requested Funds.....**\$460,000**  
Total Project Cost.....**\$575,000**



**Population Based Funding Eligibility:**

Project eligible for TMA set-aside? - **Yes**

**PROJECT DETAILS:**

Project Category: **Improvement or system that will provide safe routes for non-drivers**  
 Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**  
 If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**  
 Has VDOT District staff evaluated and concurred with the applicant's estimate? **No**  
 Did application receive a Deductive Score measure due to past performance? **No (0)**  
 Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**  
 Will project benefit a Multi-jurisdictional Trail? **No**

**APPLICATION NOTES:**

Detailed Unit Cost Estimate was not provided and Estimate Workbook provided had limited CN Phase info with no supporting information, no CEI, and no VDOT Oversight Costs.



TA Set-Aside Application

## Williamson Road Pedestrian Safety

Project Status: Screened In

Organization: Roanoke City

Project ID: 8059

### General

#### Project Sponsor

**Organization**

City of Roanoke - Transportation Division

**Point of Contact**

Dwayne D'Ardenne

**Title**

Transportation Manager

**Address**

1802 Courtland Rd

**City**

Roanoke

**ZIP Code**

24012

**ZIP+4**

0000

**Email**

dwayne.D'ardenne@roanokeva.gov

**Phone**

(540) 853-1756

#### Responsible Person

**Name**

James Knuckles

**Title**

Civil Engineer II

**Address**

215 Church Ave

**City**

Roanoke

**ZIP Code**

24011

**ZIP+4**

0000

**Email**

james.knuckles@roanokeva.gov

**Phone**

(540) 853-5208



## Project Information

### Sponsor DUNS Number

006704316

**Is this an existing project – has the Applicant received prior TA funds for a project having the same termini as identified on this application?**

No

**Do you want to administer this project if funding is awarded?**

Yes

### Project Title

Williamson Road Pedestrian Safety

**Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds. Should additional space be needed, please use the Upload Supporting Documents feature. Label the document “Project Description”.**

Williamson Rd between Hawthorne Rd and Woodbury St is a four-lane road with grass shoulders. Due to the lack of adequate infrastructure, safe passage is difficult for pedestrians attempting to commute along this block of Williamson Rd. The Williamson Road Pedestrian Safety Improvements Project will provide sidewalk and ADA curb ramps along the west side of the block where none currently exist. The proposed sidewalk connects pedestrians with the existing sidewalk located to the south. In conjunction with the new sidewalk, driveways will be updated to meet ADA cross-slope requirements. Finally, due to Woodbury St's large curb radius and wide crossing, a refuge island is planned to allow safer pedestrian crossing.

### Project Short Description

The Williamson Rd pedestrian improvement project seeks to add a sidewalk where none currently exists. This sidewalk project includes ADA curb ramps at intersections and driveway crossings.

**Select primary category of eligibility even if other categories may apply.**

Improvement or system that will provide safe routes for non-drivers

**What is the project's primary relationship to transportation? Select the best option from the list provided.**

Connections to daily needs: shopping, school, library, post office, etc.

**Describe the specific purpose and need for the proposed improvements. Explain how the project will improve the existing transportation network.**

In February 2021, a pedestrian using a mobility device was struck and killed by a motor vehicle. The incident occurred within the project scope area along the outside lane of Williamson Rd. The lack of sidewalk, distracted driving, and roadway lighting contributed to the incident. Transportation staff worked with Appalachian Power to install higher luminous lighting shortly after the incident. The addition of sidewalk and ADA ramps would provide a clear and safe access route for future pedestrian traffic.

**Provide the name and title of the current employee within your organization that has successfully completed VDOT's Locally Administered Qualifications program?**

James Knuckles

 Location

Location Details

**According to the 2010 Census, is the population of your locality less than 5,000?**

No

**Is the proposed project located within a designated historic or business district?**

No

**Is this project located within a Transportation Management Area (TMA)?**

Yes

**Start Location**

Hawthorne Dr

**End Location**

Woodbury St

**Project ZIP Code**      **ZIP+4**

24012                  000  
                                 0

**Select the project's location from the list provided.**

Roanoke City

**Is this project part of a multi-phased or larger project that crosses multiple jurisdictions?**

No

**Could this be considered a regionally significant project?**

No

**Districts Served**

- Salem

**Jurisdictions Served**

- Roanoke City

**MPOs Served**

- Roanoke Valley Transportation Planning Organization

**PDCs Served**

- Roanoke Valley-Alleghany Regional Commission

 Delivery/Funding

Phase Estimate and Schedule

**Phase Milestone**

**Status**

PE (Survey, Environmental, Design)

Underway

**Base Cost Estimate**

**Start Date**

**Phase Estimate + Contingency**

\$0.00

2021-09-01

\$0.00

**Phase Milestone**

**Status**

RW (Right of Way and Easement Acquisition, Utility Relocation)

Not Started

**Base Cost Estimate**

**Start Date**

\$488.00

2025-08-19

**Phase Estimate + Contingency**

\$582.00

**Phase Milestone**

**Status**

CN (Construction, Oversight, Contingencies)

Not Started

**Base Cost Estimate**

**Risks/Contingency/Unknowns**

**Start Date**

**End Date**

\$278,045.00

40.00 %

2026-10-03

2027-10-03

**CEI**

20.00 %

**Phase Estimate + Contingency**

\$574,418.00

**Total Cost Estimate**

\$575,000.00

## Project Financing Details

**Tentative TA Funding Request**

\$460,000.00

**Local Match Requirement**

\$115,000.00

**Other Project Funds (Non-TA Funds) - Include local funds, other grants and donations**

\$0.00

**Total Project Cost**

\$575,000.00

**Federal TA Funds - This Application (FY2023-FY2024)**

\$460,000.00

**Local 20% Match - This Application (FY2023-FY2024)**

\$115,000.00

**Federal TA Funds - Prior TA Funding Received**

\$0.00

**Local 20% Match - Prior TA Funding Received**

\$0.00

**Do you plan to use third-party donations other than cash, to meet all or part of the 20% local match requirement?**

No

**Identify the funding source(s) for any project funding above the required 20% Local Match amount; this amount should be shown as "Other Project Funds".**

City of Roanoke sidewalk capital account

 Concept

Project Concept

**The use of federal transportation funds requires compliance with the Americans with Disabilities Act (ADA), describe how the project will meet these design requirements.**

ADA compliance is achieved through detailed survey work and plan design for sidewalk cross-slope, curb ramp transition, and curb ramp landing area. The project includes curb ramps at the convergence of the sidewalk with streets and driveway crossings.

**Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, width/clearance limitations, historic features, etc.**

Due to street grade along Hawthorne Rd and Maitland Ave, we anticipate some additional design work is required to ensure the landing areas for the ADA curb ramps match the 2% cross-slope requirement.

Project Features

 Improves Transportation Network

Project Improves Transportation Network

**Does this project improve access and / or service to an underserved community?**

No

**Does this project include improvements to multi-modal transportation options including connections to metro stations, train stations, bus stops, etc.?**

Yes

**Supporting Information**

The Williamson Rd Sidewalk project includes a

**Does the project provide bicycle/pedestrian facilities where none previously existed?**

sidewalk that connects to metro stops located on Airport Rd and Hershberger Rd. Metro stops are within .25 miles of the proposed sidewalk.

**Does this project increase opportunities to meet daily needs without motorized transportation?**

Yes

**Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?**

Yes

**Supporting Information**

A splitter island is included at the intersection of Woodbury St and Williamson Rd. The island narrows Woodbury forcing slower entry speeds for vehicles. In addition, the splitter island serves as a refuge island for pedestrians crossing Woodbury St. High visibility crosswalks at the Woodbury St crossing are included with this project.

Yes

**Why was this location chosen?**

This location was selected due to its lack of sidewalk, forcing pedestrians to travel either in the grass or in a vehicle travel lane.

**Supporting Information**

Many area residents travel as pedestrians to access surrounding businesses for shopping or mass transit routing. Including the sidewalk where none currently exists provides a safer route for these pedestrians.

**Supporting Information**

ADA compliant crosswalks are included to cross moderate to high traffic driveways and Hawthorne Rd, Woodbury St, and Maitland Ave.

**Does this project incorporate traffic calming design elements such as bump outs, raised intersections, street trees or crosswalks in a contrasting color?**

Yes

**Is this project specifically identified / named in the local and / or regional transportation plan?**

Yes

**Provide name of the plan and date completed.**

This project was recently included in the RVTPO transportation plan list.

**▶▶ Project's Readiness To Proceed**

**Project's Readiness to Proceed**

**Design / engineering will be performed:**

Utilizing an outside consultant firm already procured for use on this project

**These funds will not participate in the costs of master plans, feasibility and/or preliminary engineering studies. Has this work been completed using other funding source(s)?**

Yes

**Identify specific preliminary work / activities completed to date.**

Design plans and cost estimating are 50% completed. Finalization of design will commence once the award is provided for the project.

**Has design work started?**

Yes

**Design has been started, and \_\_\_\_\_ plans have been completed.**

50%

**This program will not participate in the cost of relocating overhead utilities for scenic beautification or betterment purposes. It will however participate in the costs required to eliminate conflicts. Are there existing overhead utilities located within the proposed project that will need to be relocated in order to meet ADA width/clearance requirements?**

No

**Has the proposed project been discussed with VDOT staff?**

Yes

**Who within the VDOT organization have you coordinated with? Select all that are applicable.**

- Residency Staff

**Which of the following topics were discussed with VDOT staff? Select all that are applicable.**

- Cost
- Right of Way

**Has a preliminary site visit been conducted?**

Yes

**Identify the attendees present:**

Hong Liu, Andrea Garland, Ian Coffey

**Describe the observations made:**

Attendees inspected street lighting, road geometry/elevation, sight distance, and general infrastructure inspections.

**Explain the possible challenges identified:**

Some possible challenges include utility pole relocation on Hawthorne, stormwater mitigation along Williamson Rd, and access management for driveways.

**The following are design elements / areas that may require additional investigation:**

Access management will need to be addressed with businesses if driveway widths are to be reduced. If width reduction is unsuccessful, a contingency includes addressing cross-slope by improving driveway entrances with asphalt and providing ADA ramps for the sidewalk at each applicable driveway.

**Have the anticipated right-of-way needs for the project been evaluated?**

Yes

**Who performed the evaluation (name, title, and organization)?**

Hong Liu, City Traffic Engineer and Ian Coffey, Traffic Engineer, City of Roanoke Howard Boggess, Engineer, Lumdsen Assoc.

**Knowledge of the current right-of-way situation is critical to the project's cost estimate and schedule. Select the most accurate assessment of the current right of way status.**

All right of way required is publicly owned (local and/or state)



Public Information / Participation Meeting Held

**Advertisement or other evidence attached**

Yes

MPO Endorsement (if applicable)

**Endorsement Attached**

Yes

Resolution from Project Sponsor

**Resolution Attached**

Yes

Sponsor Certifies

**The Responsible Person is familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.**

Yes

**The Responsible Person will provide technical guidance and oversight to staff and/or consultants throughout project development.**

Yes

**Budget accurately reflects cost of proposed project based on preliminary work performed.**

Yes

**Project development will comply with all state and federal regulations, including ADA requirements.**

Yes

**It is understood that this project must be under construction, or at a point of contract award, within four (4) years of the initial federal funding allocation.**

Yes

**We will be responsible for ensuring future maintenance and operating costs of the completed project.**

Yes

**It is understood that the sponsor must have in its employ, a full-time staff member who has successfully completed the LAP qualifications program in order to administer a TA project.**

Yes

Sponsor Certification

**By selecting agree I certify that the above statements are true and correct to the best of my knowledge.**

Yes

**Sponsor Name**

Dwayne D'Ardenne

**Date**

2021-09-21

 Attachments

## Projects Located in TMA

**Describe how the project is consistent with the MPO's current long range transportation plan (LRTP).**

As found in the RVTPO Vision 2040 long-range transportation, the Williamson Rd sidewalk project is an investment into the region's transportation infrastructure providing safer and more convenient modes of travel for pedestrians.

**Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.**

The inclusion of a sidewalk where none currently exist on Williamson Rd directly aligns with the City's Complete Streets policy. There are several methods the City utilizes to implement infrastructure for pedestrians associated with the Complete Street policy. First, new sidewalk is established through the development of a parcel by a developer as defined by City Code. Another method of establishing new sidewalk is through CIP projects. In the case of the proposed Williamson Rd sidewalk project, no new development or CIP improvement projects are expected as a means to meet the public need. Therefore, after identifying a need for improving sidewalk infrastructure at this location due to a pedestrian fatality

**Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.**

With the inclusion of a sidewalk where none currently exists, pedestrians benefit from an access route that provides separation from vehicular traffic, leading to a safer, more predictable, and therefore less intimidating environment.

**Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.**

ADA compliance for the project is achieved by ensuring that sidewalk cross-slope does not exceed 2% grades. In addition, the project intends to place at street and driveway crossing a detectable plate curb ramp with transition space not to exceed 8% grades. Where applicable, landings that provide a five-foot by five-foot turning area will be included. These landings will also have grades no greater than 2%. The appropriate design of these ADA-compliant ramps is underway based on detailed surveys performed for the project.

**Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.**

The Transportation Division has received a letter of support from the Williamson Road Area Business Association (WRABA). In April 2021, WRABA presented a budget plan for beautification and infrastructure upgrades to the Williamson Rd corridor. Both the City of Roanoke Council and Williamson Rd businesses




support the WRABA plan. The proposed sidewalk plan directly aligns with the above WRABA initiatives.

Safe Routes to School

Detailed Cost Estimate (Project Budget)

Status of Existing Projects

Request for VDOT Administration

 Supporting Documents

Attachment Type	Description	File Name
Local Comprehensive Plan	City-Plan-2040-Adopted-12.21.20.pdf	City-Plan-2040-Adopted-12.21.20.pdf
Crash Report	Police Report.pdf	Police Report (1).pdf
Request to Administer	RTA.doc	RTA.doc
Other	8059 Pre-App Screening Comments.xlsx	8059 Pre-App Screening Comments.xlsx
Request to Administer	8059 Salem District Approved RTA.pdf	8059 Salem District Approved RTA.pdf
Project Delivery Schedule	Williamson Rd Project Schedule.pdf	Williamson Rd Project Schedule (1).pdf
Letter of Support	GWRABA Support Letter VDOT TA grant - sidewalks Wmson Road 2021.pdf	GWRABA Support Letter VDOT TA grant - sidewalks Wmson Road 2021.pdf
MPO Endorsement	FY23-24 RVTPO TA Project	FY23-24 RVTPO TA Project

**Attachment Type****Description****File Name**

	Endorsements Resolution- -092321.pdf	Endorsements Resolution- -092321.pdf
Project Sketch	Williamson Rd Street Improvement Site Plan 09.28.2021.pdf	21279 Williamson Rd Street Improvement Site Plan 09.28.2021.pdf
Detailed Cost Estimate	21279 LAPC - VDOT Estimate_Workbook 09.28.2021.xlsm	21279 LAPC - VDOT Estimate_Workbook 09.28.2021.xlsm
Resolution of Support	Resolution 42160-092021.pdf	Resolution 42160-092021.pdf

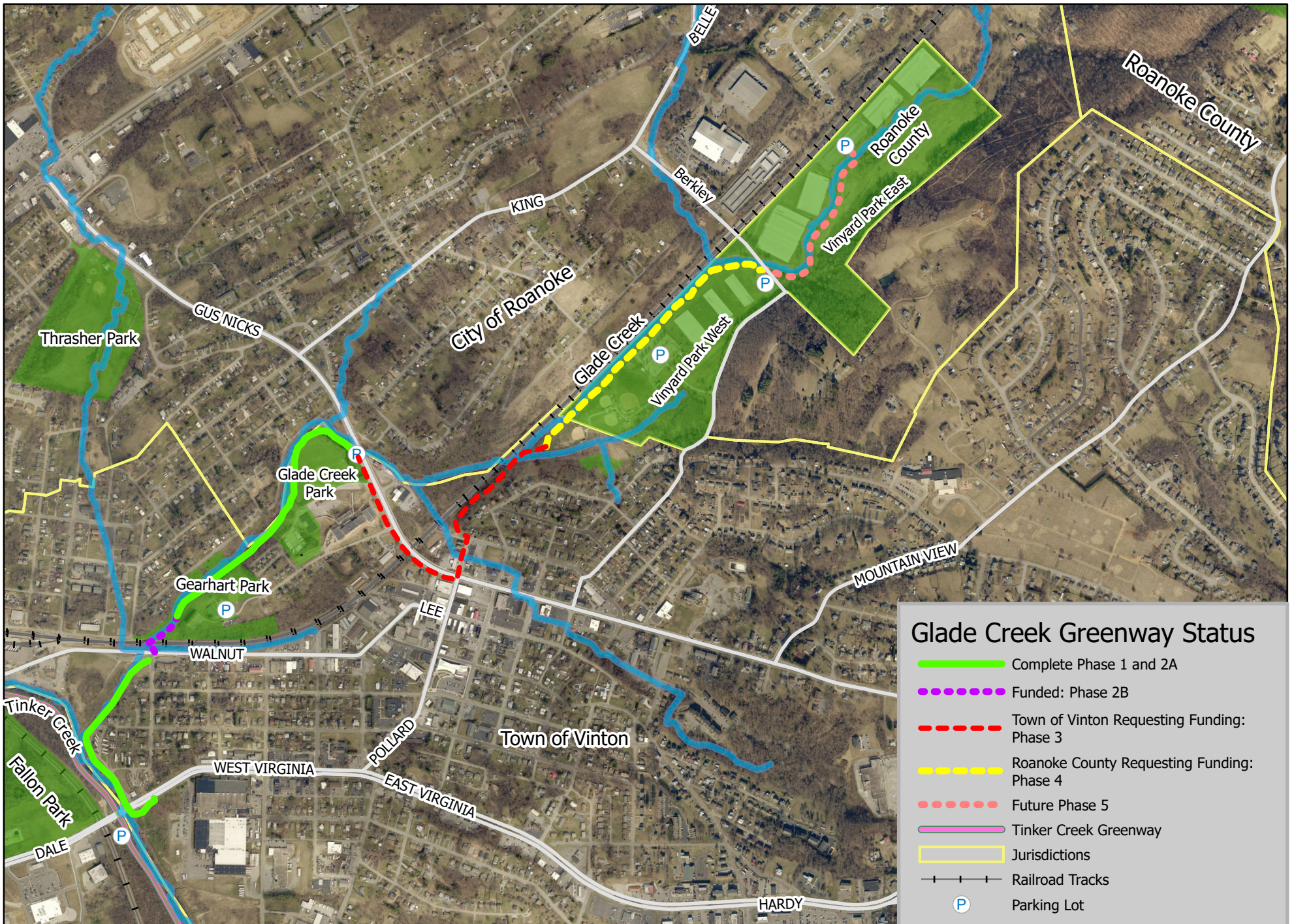


Virginia Department of  
Rail and Public  
Transportation  
600 East Main Street,  
Suite 2102  
Richmond, VA 23219  
(804) 786-4440



VDOT Central Office  
1401 East Broad Street  
Richmond, VA 23219  
(804) 367-7623 (toll-free)  
711 (hearing impaired)

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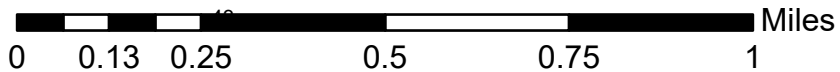


### Glade Creek Greenway Status

- Complete Phase 1 and 2A
- ⋯⋯⋯ Funded: Phase 2B
- - - - - Town of Vinton Requesting Funding: Phase 3
- - - - - Roanoke County Requesting Funding: Phase 4
- ⋯⋯⋯ Future Phase 5
- Tinker Creek Greenway
- Jurisdictions
- + + + + + Railroad Tracks
- P Parking Lot

# Glade Creek Greenway

September 7th, 2021



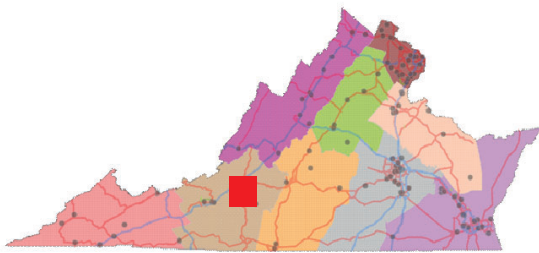
App ID: **8025**  
Title: **Glade Creek Greenway Vinyard Park West**

Submitting Entity: **Roanoke County**  
VDOT District: **Salem**

Construct Phase 4 of the Glade Creek Greenway along Glade Creek through Roanoke County's Vinyard Park West, from the Berkley Road parking lot to the western edge of the park located in the Town of Vinton.

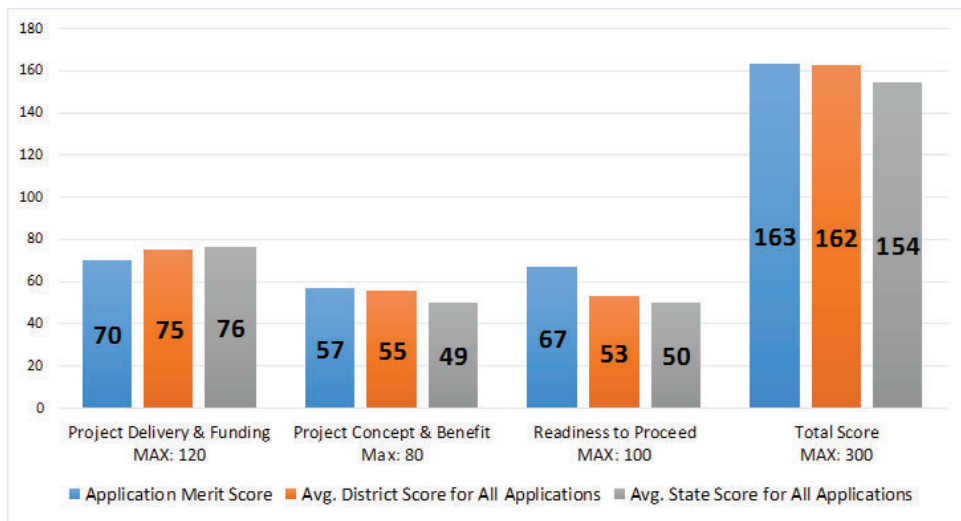
<p><b>163</b></p> <p>PROJECT MERIT SCORE</p> <p>MAX SCORE: 300</p>	<p><b># 50</b> RANK OF 121 STATEWIDE</p>
	<p><b># 5</b> RANK OF 11 DISTRICTWIDE</p>

TA Requested Funds.....**\$521,100**  
Total Project Cost.....**\$651,375**



**Population Based Funding Eligibility:**

Project eligible for TMA set-aside? - **Yes**



**PROJECT DETAILS:**

Project Category: **Construction of bicycle and pedestrian facilities**

Will project funding support a Safe Routes to School Non-Infrastructure Program? **No**

If applicable, has a Request to Administer (RtA) been approved by the respective VDOT District? **Yes**

Has VDOT District staff evaluated and concurred with the applicant's estimate? **Yes**

Did application receive a Deductive Score measure due to past performance? **Yes (-30)**

Is this an existing project, and has it received a Priority Score? **No**

Will project benefit an Underserved Community? **Yes**

Will project benefit a Multi-jurisdictional Trail? **Yes**

**APPLICATION NOTES:**

None.



TA Set-Aside Application

## Glade Creek Greenway Vinyard Park West

Project Status: Screened In

Organization: Roanoke County

Project ID: 8025

### General

#### Project Sponsor

**Organization**

Roanoke County Department of Planning

**Point of Contact**

Megan Cronise

**Title**

Transportation Planning Administrator

**Address**

PO Box 29800

**Address 2**

5204 Bernard Drive

**City**

Roanoke

**ZIP Code**

24018

**ZIP+4**

4345

**Email**

mcronise@roanokecountyva.gov

**Phone**

(540) 772-2106

**Fax**

(540) 776-7155

#### Responsible Person

**Name**

David Henderson

**Title**

Roanoke County Engineer

**Address**

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**Address 2**

5204 Bernard Drive

**City**

Roanoke

**ZIP Code**

24018

**ZIP+4**

4345

**Email**

dhenderson@roanokecountyva.gov

**Phone**

(540) 772-2083

**Fax**

(540) 776-7155

## Project Information

### Sponsor DUNS Number

062353610

**Is this an existing project – has the Applicant received prior TA funds for a project having the same termini as identified on this application?**

No

**Do you want to administer this project if funding is awarded?**

Yes

### Project Title

Glade Creek Greenway Vinyard Park West

**Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds. Should additional space be needed, please use the Upload Supporting Documents feature. Label the document "Project Description".**

Construct a segment of the Glade Creek Greenway along Glade Creek through Roanoke County's Vinyard Park West. The ten-foot-wide asphalt bicycle and pedestrian trail will begin at the parking lot adjacent to Berkley Road and will continue west for approximately one-half mile along Glade Creek past athletic fields and another parking lot to the edge of the park, which is located in the Town of Vinton.

### Project Short Description

Construct Phase 4 of the Glade Creek Greenway along Glade Creek through Roanoke County's Vinyard Park West, from the Berkley Road parking lot to the western edge of the park located in the Town of Vinton.

**Select primary category of eligibility even if other categories may apply.**

Construction of bicycle and pedestrian facilities

**What is the project's primary relationship to transportation? Select the best option from the list provided.**

Connections for tourism: connection to historic district, historic site, regional trail system, etc.

**Describe the specific purpose and need for the proposed improvements. Explain how the project will improve the existing transportation network.**

Glade Creek Greenway is identified in the 2018 Roanoke Valley Greenway Plan, which has been adopted by the Roanoke County Board of Supervisors. The Town of Vinton has constructed two segments of the greenway (Phases 1 and 2A) and a third segment (Phase 2B) is funded and in design. The Town has conceptually scoped a greenway alignment (Phase 3) that will connect the constructed segment to this proposed greenway and has requested Surface Transportation Block Grant funding. The proposed Roanoke County segment in Vinyard Park West (Phase 4) will continue to extend the greenway east through Vinyard Park East and towards residential neighborhoods in the City of Roanoke (Phases 5 and 6). These neighborhood connections will enable residents to walk from their homes along Glade Creek through Vinyard Park East and West, to downtown Vinton, to the Tinker Creek Greenway and to the Roanoke River Greenway. See attachment "Glade Creek Greenway Overview" for a map indicating all of the described segments.

**Provide the name and title of the current employee within your organization that has**



**Could this be considered a regionally significant project?**

Yes

**Provide details regarding overall project and purpose including any anticipated benefits to tourism, commuter travel or local economy. Also describe what measures are in place to sustain and promote the completed facility.**

The greenway will be located within Vinyard Park West, which is a County-owned and maintained facility comprised of 40 acres that lies in both Roanoke County and the Town of Vinton, and is adjacent to the City of Roanoke. See attachment "Glade Creek Gwy Phase 4 Map" for details. Vinyard Park is a key asset in Roanoke County's sport tourism inventory that includes fields for baseball, football, soccer, and lacrosse, as well as a playground area and picnic shelter. The heavily utilized facility hosted more than 1,091 recreation, travel/select, high school and Olympic Development games, training sessions and tournaments last year. Roanoke County recently completed a stream restoration project along Glade Creek, which was designed to also preserve a greenway corridor through the park. The section of Glade Creek through Vinyard Park is stocked with trout by the Virginia Department of Wildlife Resources and Vinyard Park is a popular recreational destination for fishermen within an urbanized area. The proposed Glade Creek Greenway will enhance Vinyard Park by providing an accessible shared use path for a variety of recreational users. When complete, Glade Creek Greenway will provide a commuter route for residents living in the City of Roanoke and Town of Vinton to access employers in both jurisdictions. Businesses located in the Town of Vinton will also benefit from the completed Glade Creek Greenway, as users will be able to easily walk to, shop and eat at local establishments. The Glade Creek Greenway through Vinyard Park West will be regularly maintained with the rest of the park by Roanoke County Parks, Recreation and Tourism staff. Orvis has also adopted Vinyard Park as a Roanoke County Park Partner, which requires organized litter control and/or park beautification work days at least four times per year. Roanoke County staff, Town of Vinton staff and the Roanoke Valley Greenway Commission will promote the completed facility.

**Districts Served**

- Salem

**Jurisdictions Served**

- Roanoke County
- Vinton Town

**MPOs Served**

- Roanoke Valley Transportation Planning Organization

**PDCs Served**

- Roanoke Valley-Alleghany Regional Commission

**\$ Delivery/Funding**

**Phase Estimate and Schedule**

**Phase Milestone**

PE (Survey, Environmental, Design)

**Status**

Not Started

**Base Cost Estimate**

\$90,000.00

**Risks/Contingency/U**

**nknowns**

10.00 %

**Start Date**

2022-07-01

**Phase Estimate + Contingency**

\$108,177.00



**Phase Milestone**

RW (Right of Way and Easement Acquisition, Utility Relocation)

**Status**

Not Needed

**Phase Milestone**

CN (Construction, Oversight, Contingencies)

**Status**

Not Started

**Base Cost Estimate**

\$293,865.00

**Risks/Contingency/Unknowns**

30.00 %

**Start Date**

2025-06-06

**End Date**

2026-06-02

**CEI**

24.00 %

**Phase Estimate + Contingency**

\$543,198.00

**Total Cost Estimate**

\$651,375.00

**Project Financing Details****Tentative TA Funding Request**

\$521,100.00

**Local Match Requirement**

\$130,275.00

**Total Project Cost**

\$651,375.00

**Federal TA Funds - This Application (FY2023-FY2024)**

\$521,100.00

**Local 20% Match - This Application (FY2023-FY2024)**

\$130,275.00

**Federal TA Funds - Prior TA Funding Received**

\$0.00

**Local 20% Match - Prior TA Funding Received**

\$0.00

**Do you plan to use third-party donations other than cash, to meet all or part of the 20% local match requirement?**

No

**Identify the funding source(s) for any project funding above the required 20% Local Match amount; this amount should be shown as "Other Project Funds".**

The 20 percent local match is anticipated to be Roanoke County Cash through the Capital Improvement Program.

 Concept

### Project Concept

**The use of federal transportation funds requires compliance with the Americans with Disabilities Act (ADA), describe how the project will meet these design requirements.**

Vinyard Park West is fairly flat, as it is located primarily in the Glade Creek Greenway floodway and 100-year floodplain. Accordingly, there will be minimal elevation change and the maximum greenway grade will be three percent. The greenway will be 10 feet wide and constructed of asphalt, which may be narrowed slightly at pinch points next to sports fields. Entrances to the greenway at both parking lots will be at grade so no ramps will be needed.

**Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, width/clearance limitations, historic features, etc.**

There may be width challenges at pinch points near sports fields where the greenway may need to be narrowed to eight feet.

### Project Features

 Improves Transportation Network

### Project Improves Transportation Network

**Does this project improve access and / or service to an underserved community?**

Yes

**If yes, explain specifically how the project will benefit the referenced community**

The Glade Creek Greenway will provide a free and alternative mode of transportation for concentrated populations of children, elderly people, low-income households, and people with disabilities. The census tract this project is located in (Roanoke County Census Tract 311.02) has a higher percentage of people under the age of 18 than either Roanoke County or the Town of Vinton. Both Roanoke County Census Tract 311.02 and the Census Tract immediately adjacent to Vinyard Park (Roanoke City Census Tract 6.02) have a lower median household income and a higher percentage of people with disabilities than the localities they are contained within, the State of Virginia, and the United States. Roanoke County,

the Town of Vinton, and the City of Roanoke all have a higher share of residents over the age of 65 than the State of Virginia and the United States. In addition, Roanoke City Census Tract 6.02 has a higher share of residents over the age of 65 than Roanoke City as a whole.

**Does this project include improvements to multi-modal transportation options including connections to metro stations, train stations, bus stops, etc.?**

Yes

**Supporting Information**

When Glade Creek Greenway Phases 3 and 4 are complete, the greenway will connect to an existing Valley Metro bus route that travels along Washington Avenue to South Pollard Street. By catching the bus on either of these roads, riders can travel to other destinations within the Town of Vinton, within Northeast Roanoke, or to Campbell Court in Downtown Roanoke where riders can transfer to other bus routes that circulate throughout the Roanoke Valley. Please see the attachment "TOV Valley Metro Route Connection".

**Does the project provide bicycle/pedestrian facilities where none previously existed?**

Yes

**Why was this location chosen?**

The proposed paved greenway will provide bicycle and pedestrian facilities for Vinyard Park West users where there is currently not a facility in place. Once connected to Phase 3, users will be able to easily travel to destinations within the Town of Vinton and beyond. When future Phases 5 and 6 are constructed, the greenway will connect to residential neighborhoods in the City of Roanoke as well (see attachment "Mountain Brook Villas PUD Phase 6.pdf").

**Does this project increase opportunities to meet daily needs without motorized transportation?**

Yes

**Supporting Information**

When Phases 3 and 4 are complete, the Glade Creek Greenway will enable users to access the extensive network of sidewalks throughout the Town of Vinton to easily meet daily needs. Nearby destinations include restaurants, the Vinton Library, the Vinton Municipal Building, the Vinton Post Office, the Vinton Farmers' Market, several churches, banks, doctors' offices, salons, automotive repair businesses and convenience stores.

**Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?**

No

**Does this project incorporate traffic calming design elements such as bump outs, raised intersections, street trees or crosswalks in a contrasting color?**

No

**Is this project specifically identified / named in the local and / or regional transportation plan?**

**Provide name of the plan and date completed.**

The Glade Creek Greenway through Vinyard Park West is specifically identified in Vision 2040:

Yes

Roanoke Valley Transportation, the Constrained Long-Range Multimodal Transportation Plan for the Roanoke Valley Metropolitan Planning Organization which was adopted by the Roanoke Valley Transportation Planning Organization on September 23, 2021. Please see the attachment labeled "Vision 2040: Roanoke Valley Transportation excerpt".

## ▶▶ Project's Readiness To Proceed

### Project's Readiness to Proceed

**Design / engineering will be performed:**

In-house utilizing a current on-call contract

**These funds will not participate in the costs of master plans, feasibility and/or preliminary engineering studies. Has this work been completed using other funding source(s)?**

Yes

**Identify specific preliminary work / activities completed to date.**

Roanoke County staff identified the preferred route for the greenway through Vinyard Park West. Using the route, County staff designed conceptual plans utilizing survey data from a recent Glade Creek Stream Restoration project. The conceptual plans are attached as "Glade Creek Gwy Concept Plans". When funding is obtained, on-call consultants will be able to use the detailed conceptual plans as a solid foundation for the Preliminary Engineering phase.

**Has design work started?**

No

**This program will not participate in the cost of relocating overhead utilities for scenic beautification or betterment purposes. It will however participate in the costs required to eliminate conflicts. Are there existing overhead utilities located within the proposed project that will need to be relocated in order to meet ADA width/clearance requirements?**

No

**Has the proposed project been discussed with VDOT staff?**

Yes

**Who within the VDOT organization have you coordinated with? Select all that are applicable.**

- District Staff
- Residency Staff
- Central Office Staff

**Which of the following topics were discussed with VDOT staff? Select all that are applicable.**

- Scope
- Termini
- Cost
- Right of Way
- Schedule

**Has a preliminary site visit been conducted?**

Yes

**Identify the attendees present:**

Visit 1: (Roanoke County Staff) Lindsay Webb - Parks, Planning and Development Manager; Mark Courtright - Assistant Director of Parks; Eric Vest - Parks Manager; David Henderson, P.E. - County Engineer; Brian Epperley - Transportation Engineer; Nickie Mills, Civil Engineer II Visit 2: (Roanoke County Staff) Lindsay Webb - Parks, Planning and Development Manager; Allen Hayes, Recreation Program Manager for Athletics; Eric Vest - Parks Manager; David Henderson, P.E. - County Engineer; Brian Epperley - Transportation Engineer; Will Crawford, Transportation Planner; Megan Cronise, Transportation Planning Administrator; (Town of Vinton Staff) Anita McMillan, Planning Director; Nathan McClung, Assistant Planning & Zoning Director; (VDOT Staff) Brian Blevins, P.E., Salem Residency Assistant Resident Engineer; Jessie Nester, Salem District Location & Design, LAP Project Coordinator

**Describe the observations made:**

At both visits, the groups walked the route of the previously completed Glade Creek Stream Restoration project, which created a bench for a portion of the greenway route. Observations made included suitable greenway termini, how and where the Town of Vinton's Phase 3 segment can connect, acceptable proximity to the creek and distance from existing athletic fields. The size, type and location of fields change depending upon the season and number of participants/teams playing various sports. Planning the greenway to avoid the maximum footprint that can be utilized for athletic fields, while not pushing too far towards Glade Creek, requires careful measurements. See attachment "Glade Ck Gwy Site Visit Photos" for images of the park and proposed greenway location taken on August 6, 2021.

**Explain the possible challenges identified:**

Several athletic fields will need to be avoided to keep from impacting Parks and Recreation operations. Drainage culvert improvements and additions will be needed to facilitate adequate discharge to Glade Creek. A tall net located between the end of a football field and Glade Creek, to keep footballs from being punted into the creek, may need to be relocated closer to the football field so the greenway can pass behind it. Fencing is also proposed in two locations along the edge of the greenway at the top of the slope down to Glade Creek to keep users from accidentally sliding along the slope into the creek.

**The following are design elements / areas that may require additional investigation:**

As mentioned above, a tall net may need to be relocated and fencing will most likely be needed between the greenway and the creek at two locations. There are also two existing access points to Glade Creek that are proposed for improvement and formalization with asphalt paths connecting to the proposed greenway that will need investigation. Please see the attachment "Stormwater Management Narrative" which explains the anticipated approach to stormwater quantity and quality for the project.

**Have the anticipated right-of-way needs for the project been evaluated?**

Yes

**Who performed the evaluation (name, title, and organization)?**

David Henderson, P.E., Roanoke County Engineer; Brian Epperley, Roanoke County Transportation Engineer

**Knowledge of the current right-of-way situation is critical to the project's cost estimate and schedule. Select the most accurate assessment of the current right of way status.**

All right of way required is publicly owned (local and/or state)



Sponsor Certification

## Public Information / Participation Meeting Held

**Advertisement or other evidence attached**

Yes

## MPO Endorsement (if applicable)

**Endorsement Attached**

Yes

## Resolution from Project Sponsor

**Resolution Attached**

Yes

## Sponsor Certifies

**The Responsible Person is familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.**

Yes

**The Responsible Person will provide technical guidance and oversight to staff and/or consultants throughout project development.**

Yes

**Budget accurately reflects cost of proposed project based on preliminary work performed.**

Yes

**Project development will comply with all state and federal regulations, including ADA requirements.**

Yes

**It is understood that this project must be under construction, or at a point of contract award, within four (4) years of the initial federal funding allocation.**

Yes

**We will be responsible for ensuring future maintenance and operating costs of the completed project.**

Yes

**It is understood that the sponsor must have in its employ, a full-time staff member who has successfully completed the LAP qualifications program in order to administer a TA project.**

Yes

## Sponsor Certification

**By selecting agree I certify that the above statements are true and correct to the best of my**

knowledge.

Yes

**Sponsor Name**

Megan Cronise

**Date**

2021-10-01

 Attachments

## Projects Located in TMA

**Describe how the project is consistent with the MPO's current long range transportation plan (LRTP).**

The Glade Creek Greenway through Vinyard Park West is specifically identified in Vision 2040: Roanoke Valley Transportation, the Constrained Long-Range Multimodal Transportation Plan for the Roanoke Valley Metropolitan Planning Organization. Please see the attachment labeled "Vision 2040: Roanoke Valley Transportation excerpt".

**Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.**

The Glade Creek Greenway is identified in the 2018 Roanoke Valley Greenway Plan which has been adopted by the Roanoke Valley Greenway Commission, the Roanoke County Board of Supervisors and governing boards in the Town of Vinton, City of Roanoke, City of Salem and Botetourt County (see attachment "Greenway Plan Excerpts Glade Creek 6-16-21.pdf"). Greenways are also identified in the Roanoke County Comprehensive Plan as features to be incorporated within neighborhoods as well as from neighborhoods to adjacent institutional services, other neighborhoods and commercial centers (see attachment "RoCo Comprehensive Plan"). The Vinton Area Corridors Plan, adopted as part of the Roanoke County Comprehensive Plan, also identifies the Glade Creek Greenway as a priority for Town and County citizens. See attachment "VACP Excerpt". The RVTPO Regional Pedestrian Vision Plan identifies segments of the Glade Creek Greenway located in several jurisdictions, to include the proposed alignment in Vinyard Park West (see attachment "Ped Vision Plan"). The Roanoke County Strategic Plan endorses regional strategies that improve the transportation network, as well as encouraging different modes of transportation for bicycles and pedestrians (see attachment "Strategic Plan"). The Comprehensive Economic Development Strategy for the Roanoke Valley-Alleghany Regional Commission includes the completion of the Roanoke Valley Greenway network as a strategy and specifically includes completion of the Glade Creek Greenway in Roanoke County (see attachment "CEDS"). Lastly, the Virginia Outdoors Plan includes the Roanoke River Greenway Network and specifies that the 2017 Virginia Outdoors Demand Survey indicated 43 percent of Virginians ranked trails as the most needed recreational opportunity (see attachment "VOP").

**Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.**

Greenways are intended to be off-road facilities and frequently incorporate grade-separated crossings of roadways, railroads and other features. The proposed Glade Creek Greenway segment in Vinyard Park West is designed to connect to parking lots for convenience but there are no opportunities for walkers or bicyclists to be interacting with vehicles while on the greenway. Greenways are by design safer and less intimidating than on-road bicycle facilities or sidewalks adjacent to roadways because greenways are typically located away from roadways and along watercourses.

**Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.**

The proposed greenway project creates a transportation facility that is currently non-existent for those with special needs. The relatively flat orientation of the proposed greenway, combined with an asphalt surface, creates an easily-navigable surface for those with disabilities to use.

**Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.**

In addition to the Board of Supervisors Public Hearing held on September 21, 2021, Roanoke County Planning staff reached out to Vinyard Park West users on two different occasions during busy nights at the park. See attachment "Glade Creek Outreach and Survey Results.pdf" with details about the the dates, times and method of soliciting feedback, as well as the survey instrument and final survey results. Eight respondents indicated unanimous support for the proposed greenway segment. County staff coordinated with Town of Vinton staff regarding how Phases 3 and 4 will connect together. County staff also collaborated with City of Roanoke staff about the future Phase 5 crossing of Berkley Road, a City roadway, and the alignment of the greenway past Vinyard Park East when it enters the City of Roanoke. See related attachments "Town of Vinton Letter of Support" and "Mountain Brook Villas PUD Phase 6.pdf" which shows a proposed alignment for a segment of Phase 6 in the City of Roanoke.

Safe Routes to School

Detailed Cost Estimate (Project Budget)

Status of Existing Projects

Request for VDOT Administration

 Supporting Documents

Attachment Type	Description	File Name
Project Delivery Schedule	Scheduling Tool for Glade Creek Gwy	Scheduling Tool GladeCkGwy PreApp 6-24-21.xlsx



<b>Attachment Type</b>	<b>Description</b>	<b>File Name</b>
Other	County Administrator Designee Ltr wOrdinance	CA Designees Signatory Authority Ltr wOrdinance 3-13-20.pdf
Other	Glade Creek Greenway VDOT Estimate Workbook	Glade Creek Greenway VDOT Estimate Workbook for Pre Application 6-29-21.xlsm
Detailed Cost Estimate	Estimate Template GladeCkGwy	Revised Estimate Template GladeCkGwy 6-24-21 for PreApp.xlsx
Request to Administer	Glade Creek Gwy RtA	Glade Creek Gwy RtA Final Signed 7-1-21.pdf
Other	8025 Pre-App Screening Comments.xlsx	8025 Pre-App Screening Comments.xlsx
Local Comprehensive Plan	Greenway Plan Excerpts Glade Creek 6-16-21.pdf	Greenway Plan Excerpts Glade Creek 6-16-21.pdf
Other	Roanoke County Response RE_ [EXTERNAL] - New Alert on VDOT SMART Portal Pre-Application.pdf	Roanoke County Response RE__EXTERNAL_ - New Alert on VDOT SMART Portal Pre-Application.pdf
Request to Administer	8025 Salem District Approved RTA.pdf	8025 Salem District Approved RTA.pdf
Public Notice	RT Glade Creek Advertisement 9-23-21.pdf	RT Glade Creek Advertisement 9-23-21.pdf
Resolution of Support	BOS Resolution Glade Creek.pdf	09-21-#4-reso-Glade Creek.pdf
MPO Endorsement	FY23-24 RVTPO TA Project Endorsements Resolution	FY23-24 RVTPO TA Project Endorsements Resolution-092321.pdf
Letter of Support	Town of Vinton Letter of Support	TM Ltr of Support for ROCO GCG_August 2021_pete.pdf
Project Sketch	Mountain Brook Villas PUD Phase 6.pdf	Mountain Brook Villas PUD Phase 6.pdf
Planning Study/Safety Study	Vision 2040: Roanoke Valley Transportation excerpt	Glade Creek EXCERPT Vision-2040-Plan.pdf
Other	TOV Valley Metro Route Project ID: F35-000008527-R01	TOV Valley Metro Route and

Attachment Type	Description	File Name
	Connection	Phase 3.pdf
Project Sketch	Glade Creek Gwy Concept Plans	Glade Creek Concept Plans 8-31-21.pdf
Other	Stormwater Management Narrative	DHenderson Stormwater Management 10-1-21.pdf
Local Comprehensive Plan	RoCo Comprehensive Plan	Glade Creek EXCERPT 2005 Comprehensive Plan.pdf
Local Comprehensive Plan	VACP Excerpt	VACP Excerpts.pdf
Other	Ped Vision Plan	REGIONAL-PEDESTRIAN-VISION-PLAN-Excerpt.pdf
Other	Strategic Plan	Strategic Plan - Excerpt.pdf
Local/Regional Economic Development Strategy	CEDS	Glade Creek EXCERPT 2021_RVAR_CEDS.pdf
Other	VOP	vopchapt08.pdf
Other	Glade Creek Outreach and Survey Results.pdf	Glade Creek Outreach and Survey Results.pdf
Other	Glade Creek Greenway Overview	Glade Creek Greenway Overview 9-27-21.pdf
Other	Glade Ck Gwy Site Visit Photos	Glade Ck Gwy Site Visit Photos 8-6-21.pdf
Other	Glade Creek Gwy Phase 4 Map	Glade Creek Gwy Phase 4 Map 9-13-21.pdf



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## STAFF REPORT

### February 24, 2022 RVTPO Meeting

#### SUBJ: Selection of FY24 SMART SCALE RVTPO Candidate Project Requests

At the January meeting, staff briefed the Policy Board on the process of 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 to complete and submit the *Candidate Project Request Form for RVTPO SMART SCALE Applications*.

As was discussed last month, two projects may be funded through the Highway Safety Improvement Program (HSIP); however, those projects have not received funding. Based on discussions at and following last month's TTC meeting, Botetourt County informed staff that it wished to withdraw its request for the Rte. 220 Superstreet project.

At the February 10 TTC meeting, Roanoke County informed staff and the Committee of a change in the *Pedestrian Improvements on Williamson Road* project request. Previously, this request was a VDOT HSIP project (Highway Safety Improvement Program - UPC 113947) under design with a funding deficit. The original project location was on Williamson Road (Rte. 11) from the North Roanoke Assisted Living to Clubhouse Drive. County staff learned from VDOT that the project could be fully funded from North Roanoke Assisted Living to Plymouth Drive. Roanoke County is interested in continuing the project from Plymouth Drive to Dent Road/Clubhouse Drive. As a result, this segment is now an orphaned project that is no longer attached to UPC 113947. As is shown in the tables to follow, this reduced the score by 10 points because the project was no longer underway (5 points), and did not have leverage (5 points).

The following table lists the, now, nine requests in the order that they were received.

No.	Agency	Project Name	SMART SCALE Request (\$)
1	City of Roanoke	I-581/Orange Ave Interchange Improvements	Unknown
2	City of Roanoke	Orange Ave and Williamson Rd. Intersection Improvements	\$7,669,270 (if successful in STBG, request may be \$2,669,270)
3	City of Roanoke	Virginia Tech Carilion Research Institute Interchange Project	Unknown
4	Botetourt Co.	Exit 150 Improvement Project	Unknown
5	Roanoke Co.	West Main Street Phase 3 Sidewalk <i>(if unsuccessful in STBG)</i>	\$3,016,962
6	Roanoke Co.	Pedestrian Improvements on Williamson Road (Plymouth Drive to Dent Road/Clubhouse Drive)	Unknown
7	Roanoke Co.	U.S. Route 11/460 at Dow Hollow Road Intersection Improvements	Unknown
8	Roanoke Co.	Route 419 Intersections/Projects (one or more) between Bower Road and Apperson Drive	Unknown
9	Roanoke Co.	Pedestrian Crossing Improvements on Route 419 and at Plantation/ Hershberger Intersections (UPC 117212)	Unknown

As mentioned at last month’s meeting, the RVTPO has a maximum of four applications it can submit in August 2022 but may initiate five pre-applications in March. Staff developed a simple and straightforward prioritization and scoring process for the requests, to recommend to the RVTPO Policy Board up to five project applications to initiate in March with four ultimately being submitted in August 2022.

Primarily utilizing questions from the request form, staff developed a series of quantitative criteria to score and rank the requests.

**Prioritization Process to Score Candidate Project Applications**

Criteria	Points
Is this project already underway (existing UPC #, PE, RW initiated)?	10 – yes; 5 - no
Is the project in the Roanoke Valley Transportation Plan?	10 – constrained; 5 – vision; 0 – no
Is the project in the region’s Comprehensive Economic Development Strategy (CEDs)?	5 – yes; 0 – no
Does the requesting agency plan to use its complement of four SMART SCALE applications?	5 – yes; 0 – no
Does the project have a cost estimate?	10 – yes; 5 – under development; 0 – no
Is there planned leverage on the project?	10 – yes; 5 – no
Does the project cost estimate exceed \$15 million?	10 – yes; 5 – no; 0 – N/A

In the table below, the answers to the above questions are provided. Highlighted in **green** are key responses.

**Summary of Answers to Criteria Questions for SMART SCALE Project Requests**

Criteria	City of Roanoke			Botetourt County	Roanoke County				
	581/Orange Ave. Interchange	Orange Ave./ Williamson Rd. Intersection	VTCRI Interchange	Exit 150 Improvements	W. Main St. Sidewalk Ph. 3	Pedestrian Improvements Williamson Rd.	11/460 @ Dow Hollow Rd.	Rte. 419 Intersections from Bower Rd. - Apperson Dr.	Ped. Crossing Improvements on 419 and Plantation/ Hershberger Rd. (UPC 117212)
Is this project already underway (existing UPC #, PE, RW initiated)?	No	No	No	No	Yes	No	No	No	Yes
Is the project in the Roanoke Valley Transportation Plan?	Vision	Vision	Vision	No	Vision	Constrained	Vision	Vision	Constrained
Is the project in the CEDS?	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Does the requesting agency plan to use its complement of four SMART SCALE applications?	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Does the project have a cost estimate?	Under development	Under development	Under development	Under development	Yes	Under development	Under development	Under development	Under development
Is there planned leverage on the project?	Yes, \$2M from STBG	Yes, \$5M from STBG	Yes, \$80k from City	No	No	No, going toward previous UPC	No	No	Yes, \$450k, HSIP & other Federal
Does the project cost estimate exceed \$15 million?	N/A, no estimate	N/A, no estimate	N/A, no estimate	N/A, no estimate	No, \$3,016,962 per STBG application (\$2,700,000 included in Vision List)	No	No, \$2M in RVTP	N/A, no estimate	No, \$450,000 in SYIP (additional needed unknown)

The raw scores and rankings have been determined based upon the information received to date as shown on the following tables

**Resulting Scores based on Criteria**

Criteria	City of Roanoke						Botetourt County		Roanoke County									
	581/Orange Ave.		Orange Ave./Williamson Rd.		VTCRI		Exit 150 Improvements		W. Main St. Sidewalk		Pedestrian Improvements Williamson Rd.		11/460 @ Dow Hollow Rd.		Rte. 419 Intersections		Ped. Crossing Improvements (UPC 117212)	
	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.	Answer	Pts.
Is this project already underway (existing UPC #, PE, RW initiated)?	No	5	No	5	No	5	No	5	Yes	10	No	5	No	5	No	5	Yes	10
Is the project in the Roanoke Valley Transportation Plan?	Vision	5	Vision	5	Vision	5	No	0	Vision	5	Constrained	10	Vision	5	Vision	5	Constrained	10
Is the project in the CEDS?	Yes	5	Yes	5	Yes	5	No	0	Yes	5	Yes	5	Yes	5	Yes	5	Yes	5
Does the requesting agency plan to use its complement of four SMART SCALE applications?	Yes	5	Yes	5	Yes	5	No	0	Yes	5	Yes	5	Yes	5	Yes	5	Yes	5
Does the project have a cost estimate?	Under development	5	Under development	5	Under development	5	Under development	5	Yes	10	Under development	5	Under development	5	Under development	5	Under development	5
Is there planned leverage on the project?	Yes	10	Yes	10	Yes	10	No	5	No	5	No	5	No	5	No	5	Yes	10
Does the project cost estimate exceed \$15 million?	N/A, no estimate	0	N/A, no estimate	0	N/A, no estimate	0	N/A, no estimate	0	No	5	No	5	N/A, no estimate	0	N/A, no estimate	0	N/A, no estimate	0
<b>TOTAL POINTS</b>	<b>35</b>		<b>35</b>		<b>35</b>		<b>15</b>		<b>45</b>		<b>40</b>		<b>30</b>		<b>30</b>		<b>45</b>	

Based upon the scores, out of a possible 60 points, the projects requests are ranked accordingly in this table:

### Top-Ranked RVTPO Project Requests

Rank	Place	Score	Agency	Project Name
1	1	45	Roanoke Co.	West Main Street Phase 3 Sidewalk
2	1	45	Roanoke Co.	Pedestrian Crossing Improvements on Route 419 and at Plantation/Hershberger Intersections (UPC 117212)
3	2	40	Roanoke Co.	Pedestrian Improvements on Williamson Road (Plymouth Drive to Dent Road/Clubhouse Drive)
4	3	35	City of Roanoke	Orange Ave and Williamson Rd. Intersection Improvements
5	3	35	City of Roanoke	I-581/Orange Ave Interchange Improvements
6	3	35	City of Roanoke	Virginia Tech Carilion Research Institute Interchange Project
7	4	30	Roanoke Co.	U.S. Route 11/460 at Dow Hollow Road Intersection Improvements
8	4	30	Roanoke Co.	Route 419 Intersections/Projects (one or more) between Bower Road and Apperson Drive
9	5	15	Botetourt Co.	Exit 150 Improvement Project

The five preapplications selected to move forward are highlighted in the above table. In selecting the fifth preapplication for the RVTPO, the eighth rank project has the second lowest score. Roanoke County staff requested the Route 419 Intersections be prioritized over the U.S. Route 11/460 at Dow Hollow Road Intersection Improvements project.

### Recommended Projects to Pursue in SMART SCALE Round 5 in Priority Order

Rank	Place	Score	Agency	Project Name
1	1	45	Roanoke Co.	West Main Street Phase 3 Sidewalk
2	1	45	Roanoke Co.	Pedestrian Crossing Improvements on Route 419 and at Plantation/Hershberger Intersections (UPC 117212)
3	2	40	Roanoke Co.	Pedestrian Improvements on Williamson Road (Plymouth Drive to Dent Road/Clubhouse Drive)
4	3	35	City of Roanoke	Orange Ave and Williamson Rd. Intersection Improvements
5*	4	30	Roanoke Co.	Route 419 Intersections/Projects (one or more) between Bower Road and Apperson Drive

*\*The fifth ranked candidate project preapplication, as discussed previously, will not proceed through to the full application stage.*

The remaining urbanized area project requests were subject to a similar recommendation process by staff and will be considered for submission by the Regional Commission at the February 24 RVARC Board meeting, which immediately follows the RVTPO meeting.

**RVTPO Policy Board Action:** Selection of FY24 SMART SCALE RVTPO candidate projects to pursue.