

March 17, 2022

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

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

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 February 24, 2022 RVTPO Minutes, pp. 3 – 8
 4. Remarks by the Chair*Chair Martin*
 5. **Action Requested:** Approval of the RVTPO FY23-28/29 Surface *Cristina Finch*
 Transportation Block Grant (STBG) Financial Plan
 - A. Presentation on the RVTPO FY23-28/29 STBG Financial Plan, pp. 9 – 20
 - 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 the RVTPO FY23-28/29 STBG Financial Plan, pp. 21 – 22

6. Review of Draft FY23 Unified Planning Work Program (UPWP), p. 23.....*Cristina Finch*
Attachment #1: [RVTPO FY23 UPWP Draft](#)
7. Annual Review of the Traffic Congestion Management Process, p. 24.....*Rachel Ruhlen*
Attachment #2: [Congestion Management Process Implementation](#)
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 no later than 48 hours in advance of the posted meeting.

MINUTES

The February meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, February 24, 2022 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA.

VOTING MEMBERS PRESENT

Steve Clinton	Botetourt County
Billy Martin, <i>Chair</i>	Botetourt County
Steve Fijalkowski	Montgomery County
Phil North, <i>Vice Chair</i>	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	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

Mickey Johnson	Bedford County
David Radford	Roanoke County
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; Michael Gray, Virginia Department of Transportation; Barbara Duerk, citizen.

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. **ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS**

The following consent agenda items were distributed earlier:

- A. February 24, 2022 RVTPO Meeting Agenda
- B. January 27, 2022 RVTPO Minutes

Motion: by Stephanie Moon Reynolds for approval of Consent Agenda Item A & B, as presented. The motion was seconded by Keith Liles.

RVTPO Policy Board Action: Motion carried unanimously.

4. **REMARKS BY THE CHAIR**

- Chair Martin reported that the U.S. Department of Transportation recently opened applications to its RAISE grant program, formerly known as TIGER grants. The RAISE program is supported by the Infrastructure and Investment and Jobs Act, with \$1.5 billion available. RAISE is a flexible, competitive grant program which includes \$15 million dedicated to projects in Areas of Persistent Poverty and Historically Disadvantaged Communities. The deadline to apply for a RAISE grant is April 14th, 2022. For questions or assistance with a RAISE application, members should contact TPO staff.

5. **ACTION REQUESTED: ADJUSTMENT TO THE RVTPO FY22-27 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FINANCIAL PLAN**

A. Presentation on Adjustment to the RVTPO FY22-27 STBG Financial Plan

Cristina Finch reported 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. Ms. Finch went over the history of the funding of these projects provided in the staff report. She also noted the completion of the Roanoke River Greenway at Barnhardt Creek and the return of \$71,513 to the RVTPO.

Ms. Ruhlen noted that public input had been sought on these requests and talked about the survey results. Mr. Steve Clinton asked what triggered the survey. Ms. Finch replied that the survey is part of the collection of the public input. Mr. Lee Osborne commented that he thought the survey needed to include more information about the projects. Mayor Turk commented

that usually these types of surveys are brief because including too much information in the survey may deter citizens from completion.

Ms. Finch reported that the Transportation Technical Committee had reviewed the information and recommended funding two of the three requests: Tinker Creek Trail Extension and Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limits).

B. Public Hearing

Chair Martin opened the public hearing at 1:19 p.m. No public input was received. Chair Martin closed the public hearing at 1:19 p.m.

C. Consideration of Resolution Approving Adjustment #3 to the FY22-27 STBG Financial Plan

Motion: by Mike Stovall to approve the presented 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. Motion was seconded by Phil North.

RVTPPO Policy Board Action: Motion carried unanimously.

6. ACTION REQUESTED: RECOMMENDATION ON FY23-24 TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM ALLOCATIONS

Mr. Bryan Hill presented the TA information previously distributed with the agenda packet and explained that the RVTPPO 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.

Mr. Hill also informed the Board that staff had coordinated with Salem District VDOT staff and CTB Member Dr. Raymond Smoot on recommended TA allocations. As a result of those conversations, staff recommended the following scenario for consideration by the Board as the RVTPPO TA allocation:

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
	TOTALS	\$1,226,375	\$981,000	\$266,064	\$715,036

Mr. Hill stated that this recommended scenario is contingent upon the assumption that the Policy Board 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. The Glade Creek Greenway Vinyard Park West project may not be eligible for TA funds if built on its own and does not connect to anything.

Motion: by Stephanie Moon Reynolds to approve the Resolution, approving funding for the FY23 and FY24 Transportation Alternatives Projects, as presented. The motion was seconded by Robert Jeffrey.

RVTPO Policy Board Action: Motion carried unanimously.

7. **ACTION REQUESTED: SELECTION OF FY24 SMART SCALE RVTPO CANDIDATE PROJECTS TO PURSUE**

Mr. Bryan Hill noted that 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*. 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. The staff report, on page 63 of the agenda packet, listed the top ranked RVTPO project requests. Those five projects, listed in the table below, were recommended by staff and the TTC.

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

Mr. Clinton asked what the next steps would be. Mr. Hill replied that the pre-application window will open on March 1st, projects will be entered into the SMART portal, by or before April 1st. At that time, the pre-application window closes, and the top four projects will move onto the full application phase. Mr. Clinton asked staff to provide a briefing on the SMART SCALE process at a future meeting. Mr. King explained that when the SMART SCALE pre-application process was first instituted, there were no restrictions on the number of pre-applications; however, the process had changed since.

Motion: by Phil North the selection of FY24 SMART SCALE RVTPO candidate projects as presented and illustrated in the table above. The motion was seconded by Mayor Turk.

RVTPO Policy Board Action: Motion carried unanimously.

8. OTHER BUSINESS

Mr. Holmes commented that most members are probably aware of the tragic event on Route 11 where bicyclist Tabitha Thompson was struck and killed. The RVTPO and possibly the whole RVARC are looking to develop a regional response (educational campaign, message, or some other form). Staff is currently working with Visit Virginia Blue Ridge and VDOT on ideas.

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

Citizen Barbara Duerk expressed a willingness to speak. Ms. Duerk commented that she had been involved with alternative transportation of walking and bicycling for a long time. She was in contact with delegate Austin about possible funding for the Craig Valley Scenic Trail. Ms. Duerk recalls the Regional Commission being involved in the past with numerous projects and studies in that regard. Ms. Duerk said she learned that the senate version of the budget includes \$233 million in funding for multi-use trails, \$50 million for trails office and \$207 million that is unspoken for and will be left up for decision making. Ms. Duerk asked members for their support for PE for the Valley to Valley Trail, and for other trails in the area. She pleaded that the RVTPO will ask our representatives in the general assembly to support the \$233 million that is being funded for multi-use trails, including the Craig Valley Scenic Trail.

Mr. North asked Mr. Holmes to write a letter of support. Mr. Ken King advised that the letter of support advocates for endorsement of making investments in the program and should highlight what types of benefits it will bring.

Mr. North also commented that the grocery tax bill will impact every locality in the room. Part of the grocery tax money goes to transportation. Mr. North said that according to what delegate Austin said transportation may not be as impacted because of all the other funding streams this year. Mr. North asked members to look at the VACO note that was sent out earlier to find out more about the impact from the tax bill. He asked if anyone would like to get a copy of the note to reach out to him.

The meeting adjourned at 1:57 p.m.

Jeremy Holmes, Secretary
Roanoke Valley Transportation Planning Organization

STAFF REPORT
RVTPO Policy Board Meeting March 24, 2022
SUBJ: Action on the FY23-23/29 Surface Transportation Block Grant (STBG)
Financial Plan

The RVTPO solicits applications for candidate projects to fund with regional STBG funds every odd year. Applications were received in September 2021 and have been scored and prioritized per the STBG Project Development and Selection Procedures by the Transportation Technical Committee (TTC). In January, the Board reviewed a draft proposal for investments and released the information for public comment for which a summary is provided with this staff report. A public hearing will be held at the March 24 meeting.

The Policy Board has the option to fully commit funds to a project or conditionally commit funds with the expectation that the remaining funds needed will be secured through other sources. Conditionally committing funds is a risk in that the project seeking other funds, typically through SMART SCALE, may not need the STBG leverage in order to secure SMART SCALE funding. The Board should be comfortable with contributing the conditionally committed funds towards that investment knowing that there are other requests that will not be met at this time if the leverage turns out not to have been needed. If the project is successful in securing the full funding via other sources, the STBG conditionally committed funds will become committed.

Of the 11 candidate projects under consideration in STBG Round 5, five have been recommended by the TTC for funding. The remaining six projects may be considered in next year's adjustment cycle (when the results of SMART SCALE Round 5 are known) or they will have to re-compete in the next STBG application cycle.

Priority STBG investments for inclusion in the FY23-28/29 Plan:

Priority # by Ranking	Project Title:	STBG Investment under Consideration:	Project Description:
1	I-581/U.S. 460 and Williamson Road Interchange Improvements	\$2M conditional STBG towards undefined project(s) if the remaining funds required are secured via SMART SCALE in June 2024.	Project(s) not yet defined; safety and congestion around these interchanges is currently being studied.
2	Orange Ave. (U.S. 460) – 11 th to 24 th St. Improvements	\$5M conditional STBG towards \$23M project if the remaining funds needed are secured via SMART SCALE in June 2024.	Modify or eliminate intersections to limit vehicle conflict points.
3	Orange Ave. and Williamson Rd. Intersection Improvements	\$5,000,000 conditional STBG towards \$7.6M project if the remaining funds needed are secured via SMART SCALE in June 2024.	Add turn lanes and install a signal at the NB off-ramp to eliminate the weave to 460EB.

4	I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	\$4,058,056 Committed	Install a signal at the off-ramp to eliminate the weave to EB Peter's Creek Rd.
9	Glade Creek Greenway Phase 3 PE	\$275,000 Committed	Design off-road path for bicyclists and pedestrians between Washington Avenue/Pollard Street and Vinyard Park. Does not include construction.

Other potential investments should additional funds become available:

Priority # by Ranking	Project Title:	STBG Investment under Consideration:	Project Description:
5	Roanoke River Greenway – East (Construction only)	\$7,618,754	Construct a 10' asphalt path along neighborhood streets and off-road for people walking or biking from the Roanoke River Greenway at Bennington Street to Tinker Creek Greenway at Underhill Avenue.
6	Route 419/Electric Road Study between Route 11/Apperson and Bower Road Projects	\$5,000,000	Project(s) not yet defined; capacity, safety, access, transit, and Transportation Demand Management is currently being studied.
7	Washington Avenue Corridor Improvement Study	\$150,000	Study to look at safety, access, congestion, and multimodal deficiencies.
8	West Main Street Pedestrian Improvements, Phase 3	\$3,016,962	Build sidewalk on the south side of West Main Street from the City of Salem to Alleghany Drive and on the north side of West Main Street from Daugherty Road to Technology Drive.
10	Walrond Drive Multimodal Improvements	\$4,447,452	Build a sidewalk on the north side of Walrond Drive between Plantation Road and Walrond Park.
11	Chaparral Drive Pedestrian Improvements	\$3,733,930	Build a sidewalk in front of Cave Spring High School from Purple Finch Rd. to Woodthrush Dr.

The attached financial plan reflects the latest funding projections for FY23-28 received on 3-15-22. The FY29 (year 7) amount is assumed to be the same as FY28 funding.



Roanoke Valley Transportation PLANNING ORGANIZATION

Staffed by the
REGIONALcommission

313 Luck Avenue, SW
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Action at the March Board meeting will allow the RVTPO's STBG investment priorities to be incorporated into the CTB's draft six-year improvement program. Final action on the funding program will be taken by the CTB in June.

RVTPO Policy Board Action:

Consideration of the attached resolution to approve the FY23-28/29 STBG Financial Plan.

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

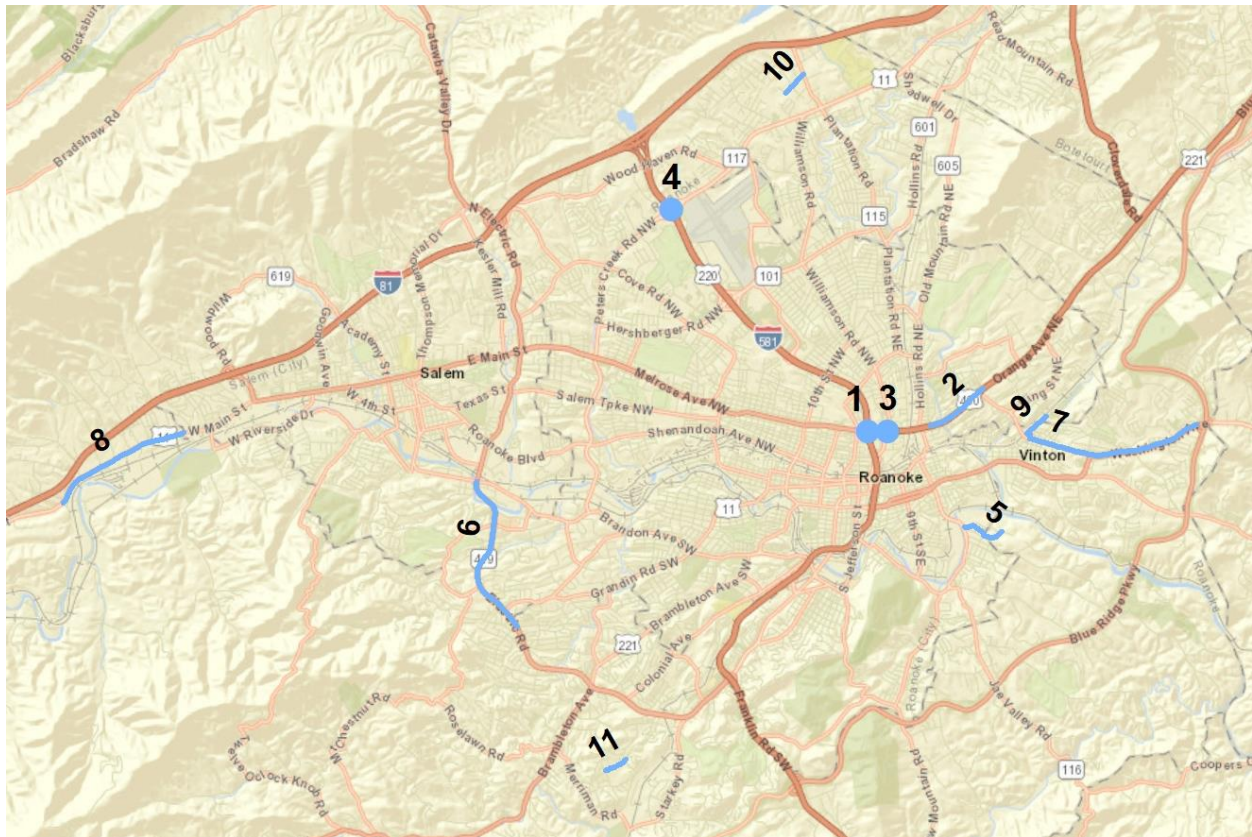
Public input was accepted on eleven new project requests for funding through the FY2023-2029 financial plan of the Surface Transportation Block Grant (STBG). The RVTPO Policy Board held a public comment period, and a survey to collect public input was available from February 10, 2022 to February 23, 2022. Public input was also accepted in the same survey on an adjustment to the FY2022-2027 STBG financial plan which considered additional funding for three existing projects; 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
- 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. 80 people participated in the survey.

The survey asked respondents about their level of support for the investments under consideration for STBG funding and their level of support for investments that could be considered if additional funding becomes available. The funding requests, the project costs, and descriptions (if available) were included. The survey included the following map showing the locations of the projects and a [link to the draft financial plan](#).

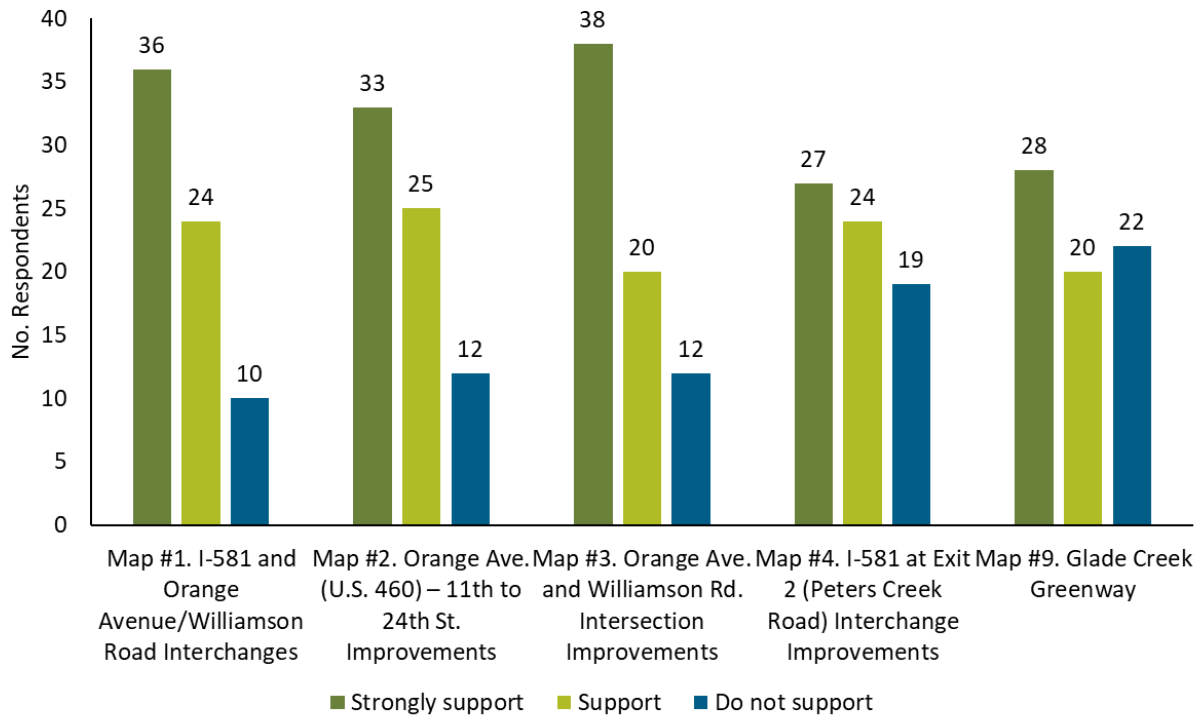


A majority of respondents supported or strongly supported all of the projects. In previous surveys, typically less than 20% of respondents do not support the proposed project investment. In the first part of the survey on the three existing projects (data not shown), an unusually high number of respondents opposed the project, and comments suggested this was due to the phrase “cost overruns”. This initial opposition may have influenced how respondents viewed the second part of the survey on the new projects. More than 20% did not support six of the eleven projects, including two of the projects recommended for funding:

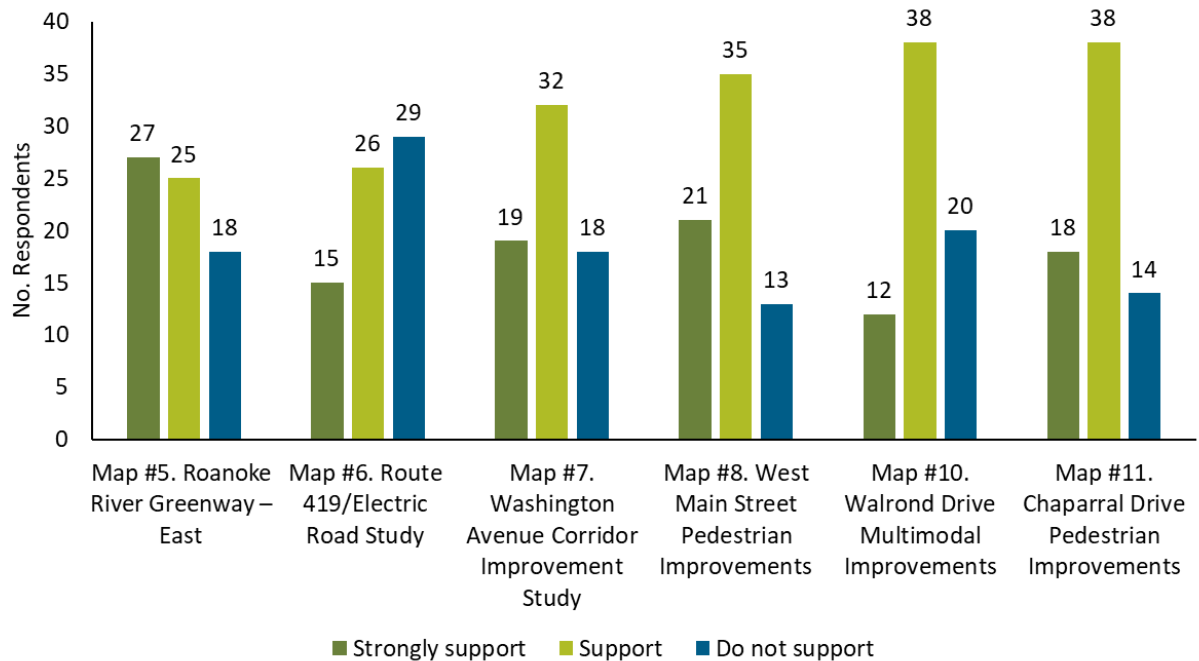
- Map #4. I-581 at Exit 2 (Peters Creek Road) Interchange Improvements (27% did not support)
- Map #9. Glade Creek Greenway (31% did not support)
- Map #5. Roanoke River Greenway – East (26% did not support)
- Map #6. Route 419/Electric Road Study (41% did not support)
- Map #7. Washington Avenue Corridor Improvement Study (26% did not support)
- Map #10. Walrond Drive Multimodal Improvements (29% did not support)



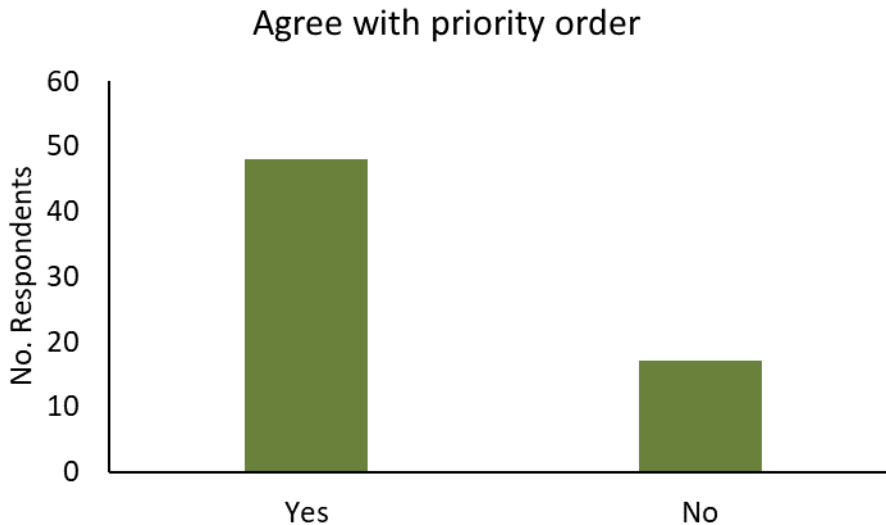
Recommended for Funding



Could be Considered if Additional Funding is Available



The projects' priority order was determined by the scores the projects received. Priority #9, Glade Creek Greenway Phase 3, is being considered for funding above higher priorities because funding of this project will allow the Phase 4 Glade Creek Greenway project to be eligible for funding via a different source of funding (Transportation Alternatives) for which it would not otherwise be eligible due to a lack of connection with a destination since Phase 4 is contained within Vinyard Park.



Participants who did not agree with the priority order commented:

- #5 Roanoke River Greenway should be ranked last
- 3,4,9,5,11 then rest.
- A sidewalk at a school take priority over a greenway .
- Don't understand #4 Which ramp? Orange/Williamson is interstate onto 6-lane and will always be a mess, don't waste money on it.
- Focus on roads and sidewalks vs bike lanes.
- Greenway waste of money walk at a track. People learn to drive no problems at intersections.
- Greenways over neighborhood sidewalks? That should give us a clue as to a portion of what's wrong with today's world.
- I believe that the projects that are going to have sidewalks should be given higher priority. Especially #11 - ALL streets with a school should have sidewalks the entire length of the street.
- I would move #4 up to #2.
- Once again, need more info.
- Pedestrian access should be prioritized.
- Sidewalks are ALWAYS more important than road work because of SAFETY, CONVENIENCE, and walkability reducing car trips.
- Very worried that making the Orange Ave/Williamson Road intersection larger with more turn lanes will only make it less safe. No safe way to bike or walk through that intersection as is. Expanding that intersection should not be a priority. The Peters Creek

interchange is an expensive solution to crashes that are primarily property damage and non-serious injuries. Feels like a cheaper fix could be done and a full signal should not be a priority.

- While attractive, Greenways serve a relatively small number of people...and are not a safety priority.

Participants had these additional comments about the 2023-2029 STBG financial plan:

- Far more people use sidewalks to reach their jobs vs people using bike lanes that don't even pay attention to road laws. Ease of access to work should take priority over bike lanes.
- I cannot support anything for 5M dollars that's stated undecided.
- I would like to see more projects that include sidewalks and bike lanes. 419/Electric Rd, Brambleton Rd, Chaparral Dr, Merriman Rd - all need sidewalks and 419 / Brambleton needs bike lanes. Please consider these kinds of projects
- If you feel compelled to do "Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement" then please create a safe and separated way to cross Orange Ave for people biking and walking somewhere. A Lick Run Greenway bridge would be my preference. A bigger, more complicated, intersection is just doubling down on a major barrier.
- Most in the Valley oppose more roundabouts in high traffic areas
- There is no sidewalk going up to Lucy Adison Middle School on 5th Street north of Salem, approximately. Very hilly and not much reaction time for drivers to spot children in the road.
- Would be nice to have running total for selections to prevent overspending of the available funds
- Would like to see some bike/ped safety projects in Botetourt.

Participants were invited to share any other comments or transportation problems:

- Bus service to Peters Creek Road for DMV access for underserved citizens.
- Enforce the removal of abandoned vehicles from streets/roads in Roanoke, Salem, Roanoke County. Provide bus service along the US 220 South corridor to alleviate traffic congestion. Restrict tractor-trailer and large trucks to right lane along US 220 South.
- Historically I have commented numerous times in the past on how important it is to prepare for and foresee the availability of Norfolk Southern's former Virginian Railway line between the New River Valley and the Roanoke Valley. I have urged that transportation planners in both valleys confer and come up with a plan to maximize use of this rail corridor in the likelihood that NS would decide it no longer needs two mainlines between the Valleys. Now what I predicted for several years has occurred, and the state of Virginia has acquired from NSD this line between Salem and Merrimac. The main justification for the purchase was to extend Amtrak service west to the NRV. But there would be little taxpayer or citizen return on this multi-million dollar investment running only one or two Amtrak trains daily. What we need now is a comprehensive study on the use of this line as a transit connection between the Valleys, with fast, frequent service. We have the SmartWay bus now, but it is inadequate and suffers reliability delays on I-81. In the future, to promote growth in both Valleys, we need a dependable, hourly service. The Virginian line serves South Yard in Roanoke, adjacent to the Carilion/Virginia Tech campus, and discussion now underway of the western terminus of the line indicates a most probable location at the New River Valley Mall.



Some people who work for Tech now have to drive to and from the Roanoke Campus, sometimes more than once a day, taking their chances on I-81. A safer, faster, and more reliable rail link is the key to future growth in this corridor and a way for Virginia to maximize the benefit of purchasing this line. Furthermore, transit oriented development in Roanoke and Montgomery Counties in places such as Bradshaw, Ironto, and Ellett Valley could help pay back the incremental investment in making this a high frequency transit link. One problem here, with this draft report where there is no mention of anything like this in Chapter 7, as well as other programs such as SmartScale, is that neither the Roanoke TPO nor the NRV MPO is excited about using a project choice or a funding opportunity for something that goes out of its jurisdiction. However, the benefits to both Valleys are so substantial that it behooves the two groups to cooperate and pursue a rigorous study of the engineering, energy, environmental and social costs and benefits of using this new state rail line to improve travel and commutation between the Valleys in the future.

- Look at solutions other than road construction. Would rather have more bus service and a train depot instead of signals and paving.
- Needs to better signage (or something) of Yield getting on 581 southbound at Hershberger while people are trying to get off the ramp. (crossing traffic) People getting OFF have the right of way vs getting on 581.
- Please keep working on 419 and 220 interchange.
- Sidewalk desperately needed from Mudlick Creek bridge on Grandin Rd to Garst Mill Rd and Brambleton Ave. intersection.
- Sidewalk extension from Kabuki restaurant on Franklin Rd to the Tanglewood area; Not pleased to be installing sidewalks in the county when the locality Roanoke County should have included those infrastructure improvements when residential construction occurred. Residents who choose to live in the suburbs should pay for their own additional infrastructure.
- SO MANY....
- There is no sidewalk going up to Lucy Adison Middle School on 5th Street north of Salem, approximately. Very hilly and not much reaction time for drivers to spot children in the road.
- Would like to see some bike/ped safety projects in Botetourt. Specifically connectivity between Ashley Plantation, Troutville Park, Greenfield Park, Daleville Town Center, to the Appalachian Trail, Carvins Cove, and the future Tinker Creek Greenway.

Demographic

Demographic information was collected to determine if the participants' demographic characteristics are similar to those of the region. Participants were asked their zip code, race/ethnicity, household income, and age. Demographic information was provided by 84% of survey respondents.

Zip code information was used during the survey period to adjust advertising to reach zip codes that were under-responding relative to their proportion of the regional population. RVTPO standard practice is to target Facebook advertising to under-responding zip codes, but due to an error this was not done. Zip codes 24012, 24019, and 24153 are under-represented in this survey by 3% or more, and zip code 24019 is under-represented by 5%, which suggests that

other outreach methods are now reaching these zip codes as well as 24017, which have in the past consistently been under-represented by at least 5% without targeted Facebook advertising (**Error! Reference source not found.**).

Table 1. Zip code responses compared to population

Zip code	% population	% response	Difference
24012	11%	8%	3% under
24013	3%	8%	5% over
24014	7%	8%	1% over
24015	6%	17%	11% over
24016	3%	5%	2% over
24017	9%	7%	2% under
24018	14%	17%	3% over
24019	10%	5%	5% under
24153	14%	10%	4% under
24175	3%	2%	1% under
24179	7%	7%	Same
Other RVTPO zip codes	14%	7%	7% over

Race/ethnicity was provided by 67 participants (**Error! Reference source not found.**). Black or African American and Hispanic or Latino are underrepresented relative to the proportion of the population.

Table 2. Race/ethnicity of participants

Race/ethnicity	% population	% response	Difference from population
White	78%	84%	6% over
Black or African American	14%	6%	8% under
Hispanic or Latino	4%	1%	3% under

Other	4%	8%	4% over
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Age was provided by 65 participants (**Error! Reference source not found.**). Age categories from 18 to 35 years and 65 years and over are underrepresented relative to the proportion of the population. People 35 to 44 years are represented in proportion to the population and people 45 years to 64 years are overrepresented relative to the proportion of the population.

Table 3. Age of survey participants

Age	% population	% response	Difference from population
18 to 24 years	10%	2%	8% under
25 to 34 years	15%	8%	7% under
35 to 44 years	14%	22%	8% over
45 to 54 years	16%	15%	1% over
55 to 64 years	17%	22%	5% over
65 years and over	28%	32%	4% over

Household income was provided by 65 participants (**Error! Reference source not found.**). Four percent of participants have a household income of less than \$20,000. It is likely that people in poverty are under-represented in this survey. (Census data household income brackets do not align with the income brackets in the survey.)

Table 4. Annual household income of survey participants

Annual household income	% population	Annual household income	% response
Less than \$25,000	20%	Less than \$20,000	2%
\$25,000 to \$49,999	21%	\$20,000 to \$44,999	17%
\$50,000 to \$99,999	32%	\$45,000 to \$89,999	25%
\$100,000 to \$149,999	15%	\$90,000 to \$139,000	26%
\$150,000 or more	12%	\$140,000 or more	31%

FY 2023-2028/29 Surface Transportation Block Grant (STBG) Financial Plan
Draft March 15, 2022

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 7,673,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 3,741,759	\$ 509,207	\$ 402,505	\$ 162,830	\$ -	\$ -	\$ -	\$ -
Bus Replacement and Rebuild Program	T18675/		\$ 13,622,784	\$ 11,573,510	\$ 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	\$ 1,830,394	\$ 237,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 2,271,396	\$ 87,225	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -	\$ -	\$ -
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 826,257	\$ 826,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 816,056	\$ 393,937	\$ 1,810,315	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 417,610	\$ 417,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 (RTPI) 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 975,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
I-581/U.S. 460 and Williamson Road Interchange Improvements	TBD	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,147	\$ 1,445,553	\$ 234,300	\$ -
Orange Ave. (U.S. 460) - 11th to 24th St. Improvements	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -
Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,019	\$ 4,884,981
I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	TBD		\$ 4,058,056	\$ -	\$ -	\$ 449,713	\$ 721,523	\$ 917,388	\$ 951,343	\$ 1,018,089	\$ -
Glade Creek Greenway, Phase 3 PE	TBD		\$ 275,000	\$ -	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Allocated:			\$ 86,701,895	\$ 45,473,739	\$ 5,730,405	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 4,884,981
Total STBG Funding Available:			\$ 88,184,322	\$ 45,473,739	\$ 5,730,405	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 6,367,408
Balance Entry (UPC 104126):				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,482,427
										\$ -	\$ -
											\$ 1,482,427

Remaining through FY28:

Remaining through Year 7 (FY29):

The 24th day of March 2022

RESOLUTION

**by the Policy Board of the Roanoke Valley Transportation Planning Organization (RVTPO)
Approving the FY 2023-2028/29 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 has solicited applications for candidate investments and worked through its STBG Project Development and Selection Procedures to score and prioritize the projects; and,

WHEREAS, the FY 23-28/29 STBG Financial Plan has been reviewed by the RVTPO Transportation Technical Committee; and,

WHEREAS, the RVTPO has solicited and considered public input on the candidate investments and a public hearing was held on March 24, 2022; and,

WHEREAS, the attached FY 23-28/29 STBG Financial Plan reflects the RVTPO's commitment to fulfill the "Committed Funding" and utilize the "Conditionally Committed Funding" as leverage toward other funding sources to be reviewed for full commitment during the development of the FY24-29 financial plan and incorporates these project investments into the RVTPO's Transportation Improvement Program; and,

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Roanoke Valley Transportation Planning Organization does hereby approve the FY 2023-2028/29 Surface Transportation Block Grant (STBG) Financial Plan (shown in the attached table) and forwards this supporting resolution 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

Roanoke Valley Area Metropolitan Planning Organization

FY 2023-2028/29 Surface Transportation Block Grant (STBG) Financial Plan
 Final Draft March 15, 2022

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 7,673,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Balance Entry (UPC 104126):				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,482,427
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Remaining through FY28:

Remaining through Year 7 (FY29):

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 Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

STAFF REPORT
RVTPO Policy Board Meeting March 24, 2022
SUBJ: Review of Draft FY23 Unified Planning Work Program

Every year, the RVTPO Policy Board approves a Unified Planning Work Program (UPWP) to identify the transportation planning activities the RVTPO will undertake in the next fiscal year. The focus for next year is on the federally required and state-related items. The Regional Commission is revamping its work program process and will be utilizing the RVTPO's plans/studies/programs to guide transportation work next fiscal year. The Regional Commission's budgeting process is underway, and dollar amounts will be added to the final draft that will be shared in April for approval.

The Board will note in the document there are new planning emphasis areas (PEAs) that the Federal Highway Administration and Federal Transit Administration have requested be incorporated into the work of the RVTPO. How these PEAs are reflected and addressed will be determined via the ongoing planning and programming process.

RVTPO Policy Board Action:

None.

STAFF REPORT
RVTPO Policy Board Meeting March 10, 2022
SUBJ: Annual Review of the Traffic Congestion Management Process

The Traffic Congestion Management Process adopted by the Roanoke Valley Transportation Planning Organization in 2020 states that RVARC will produce an annual Traffic Congestion Management Process report to:

- Document the progress of each strategy, monitoring the effects of strategies on traffic congestion,
- Justify changing, eliminating, or adding strategies,
- Showcase successes and identify missed opportunities,
- Assess the impact of strategies on traffic congestion and monitor regional traffic congestion trends, and
- Review the balance of traffic congestion management strategies with other transportation goals.

Attachment #2 “Congestion Management Process Implementation” fulfills this requirement. The Technical Committee reviewed this report on March 8, 2022 and minor comments received have been incorporated.

RVTPO Policy Board Action:

None.