



MINUTES

The June meeting of the Transportation Technical Committee was held on Thursday, June 9, 2022, at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

Chair Jamison called the meeting to order at 1:30 p.m.

2. ROLL CALL (including consideration of remote participation)

Cristina Finch, Secretary to the TTC, called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

David Givens	County of Botetourt
Jonathan McCoy	County of Botetourt
Megan Cronise	County of Roanoke
Isaac Henry	County of Roanoke
Wayne Leftwich	City of Roanoke
Mark Jamison, <i>Chair</i>	City of Roanoke
Crystal Williams	City of Salem
Anita McMillan	Town of Vinton
William Long	Greater Roanoke Transit Company
Michael Gray	Virginia Dept. of Transportation - Salem District
Daniel Wagner (<i>via zoom</i>)	Virginia Dept. of Rail and Public Transportation

VOTING MEMBERS ABSENT

Maribel Fowler	County of Bedford
Dan Brugh	County of Montgomery
Cody Sexton, <i>Vice Chair</i>	Town of Vinton
Frank Maguire	Roanoke Valley Greenway Commission
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)

NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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RVARC Staff Present: Cristina Finch, Bryan Hill, Alison Stinnette, Jonathan Stanton, Emma Howard - Woods, and Virginia Mullen.

Others Present: David Jackson, Cambridge Systematics; Carol Linkenhoker, Virginia Department of Transportation - Salem District.

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

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. June 9, 2022 TTC Meeting Agenda
- B. May 12, 2022 TTC Minutes

Motion: by Anita McMillan to approve items (A) and (B), under the consent agenda, as presented; seconded by Jonathan McCoy.

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

- Chair Jamison asked members to be mindful about providing input information to staff in a timely manner, so staff can develop the staff reports and agenda packets in time. Chair Jamison asked staff to send out reminders to members when information is due.

5. NOMINATING COMMITTEE REPORT/ELECTION OF OFFICERS

Chair Jamison noted that at the May 12, 2022 TTC meeting, he appointed Wayne Leftwich and Mariel Fowler to serve on the 2022 Nominating Committee. The Committee was tasked with preparing a slate of nominees for the TTC Offices of Chair and Vice Chair (two-year terms ending at the conclusion of the July 11, 2024 meeting).

Mr. Wayne Leftwich presented the following slate of nominees for consideration:

Chair	Cody Sexton (Town of Vinton representative)
Vice Chair	Frank Maguire (Greenway Commission representative)

Chair Jamison opened the floor for additional nominations. None were voiced. The nominations were declared closed.

Motion: by Crystal Williams to approve the proposed slate, as presented; seconded by Anita McMillan.

TTC Action: Motion carried unanimously.

6. CONTINUED DEVELOPMENT OF THE ROANOKE VALLEY TRANSPORTATION PLAN

Cristina Finch thanked members for meeting with staff over the last couple of weeks. Ms. Finch reported that the RVTP plan development team continues to implement the new performance-based planning process being developed by the OIPI GAP -TA team to define common transportation solutions, determine priority gap needs, and identify potential solutions. Ms. Finch invited Mr. David Jackson with Cambridge Systematics to provide an update on the plan's development (the PowerPoint presentation is included with the Minutes).

Ms. Finch asked members to email her and Jonathan Stanton with information on plans and studies that members are working on and have not been included in the original needs assessment. The information would be used while developing the solutions.

Ms. Carol Linkenhoker asked if there will be a step in the development process that involves looking into available funding programs and using them as part of the prioritization process. Ms. Finch replied that the money piece will be looked at as part of the project prioritization phase to follow the solutions phase which they are in now.

7. OTHER BUSINESS

A. Discussion on Federal Grant Opportunities

Mr. Jonathan Stanton and Mr. Bryan Hill provided members with information on various federal grant opportunities through the 2021 Infrastructure Investment and Jobs Act (the PowerPoint presentation is included in the Minutes). The grants discussed in the presentation, many of which are already programmed in the FY2023-2028 Six-Year improvement Program, are:

Program	Purpose
PROTECT Program (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation)	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Reconnecting Communities Pilot Program	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Bridge Investment Program	Improve bridge (and culvert) condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.
MEGA/INFRA/Rural Grants	Surface Transportation Infrastructure Projects in urban or rural areas with national or regional impact.
RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity)	Supporting infrastructure and modernization projects with significant local and regional impact
Safe Streets for All Grants	Supporting plans and projects to help communities reach zero traffic deaths

Ms. Anita McMillan asked if there is a notice of funding for the electric charging stations. Mr. Hill replied that he has not seen one yet.

Ms. Megan Cronise commented that Roanoke County would like to support the Regional Commission to submit a regional application for charging study infrastructure. Mr. Hill indicated staff's willingness to do so.

Ms. McMillan asked if a safety action plan can be accomplished regionally. Mr. Jonathan McCoy also expressed an interest in doing something regionally for the safety action plan. Mr. Stanton replied that joint applications are possible, and it could come in the form of one regional comprehensive safety plan or individual comprehensive plans for each locality administered by the leading agency.

Chair Jamison wondered if the existing pedestrian vision plan, transit vision plan and potentially the bikeway plan could fulfill some of the requirements for the safety action plan. He asked staff to research the requirements.

Mr. Hill noted that the last page of the presentation has a link to the U.S. Department of Transportation Notice and Funding Opportunities. Chair Jamison asked Mr. Hill to email the link to members.

William Long shared that there is an opportunity to flex funds from the federal highway administration funding to FTA for transit access projects. More information is available at www.planning.dot.gov/flex.

Chair Jamison encouraged members to take a survey on the improvements for Williamson Rd between Orange Ave and Hershberger Rd. The survey will be active until June 20th and can be found here: <https://metroquestsurvey.com/fb6i6q> or VAProjectPipeline.org.

8. COMMENTS BY MEMBERS AND / OR CITIZENS

No comments were made.

9. ADJOURNMENT

The meeting was adjourned at 3:10 p.m.



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

Roanoke Valley Transportation Plan Update

Approach/Schedule/Solutions Update

presented to
Transportation Technical Committee

presented by
RVTPO, Cambridge Systematics, Inc.



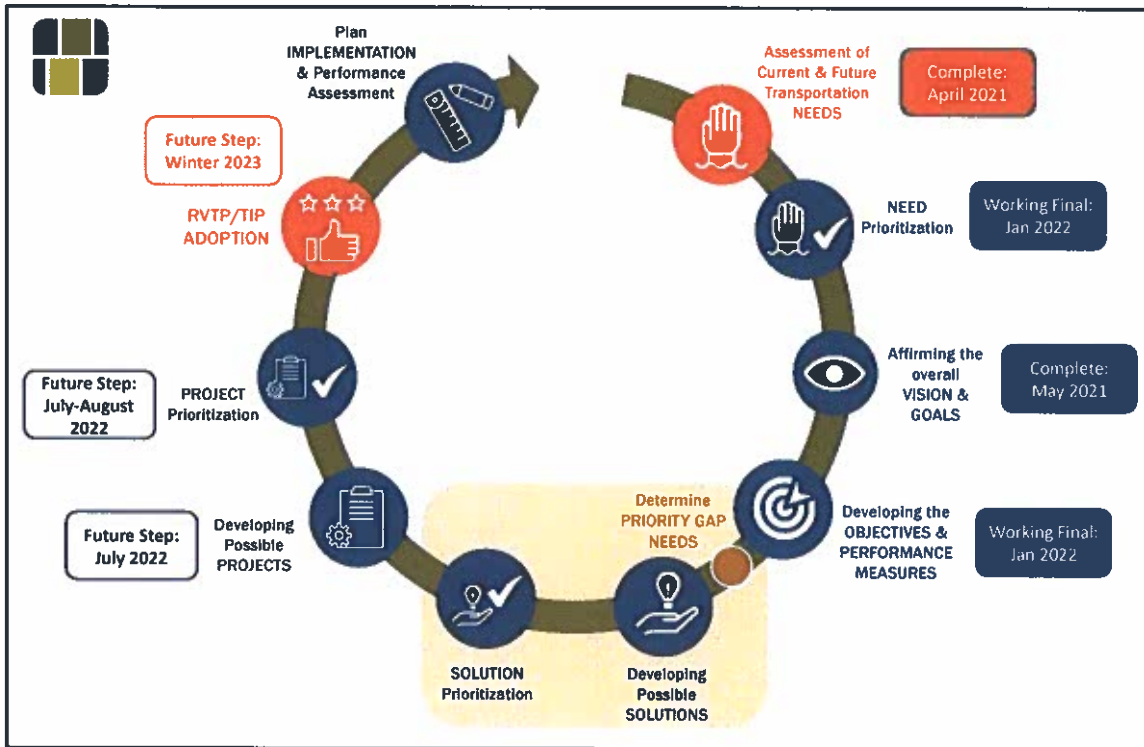
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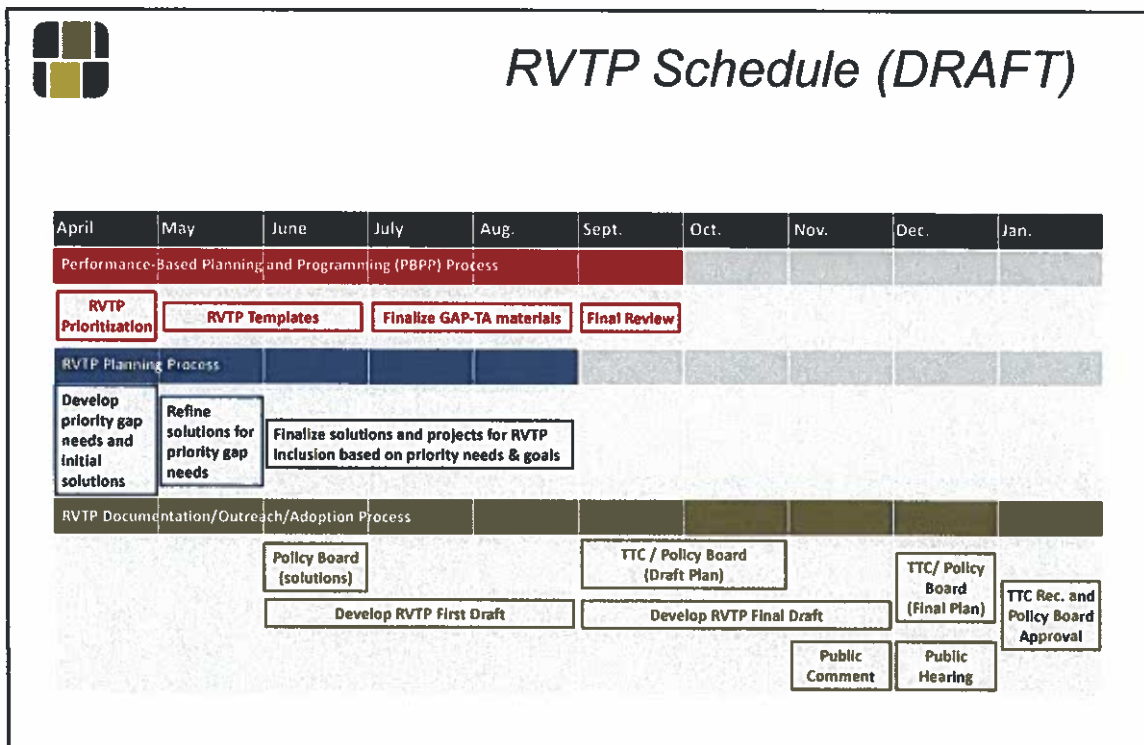
Agenda

- **RVTP Process Overview and Schedule**
- **Needs to Solutions Process**
- **Priority Gap Needs**
 - Findings from the review process
 - Questions and opportunities
- **Solutions**
 - Approach to identify for Priority Gap Needs
 - Approach to determine preferred solutions
 - Role within the RVTP
- **Proceeding to Projects**
- **Next Steps**

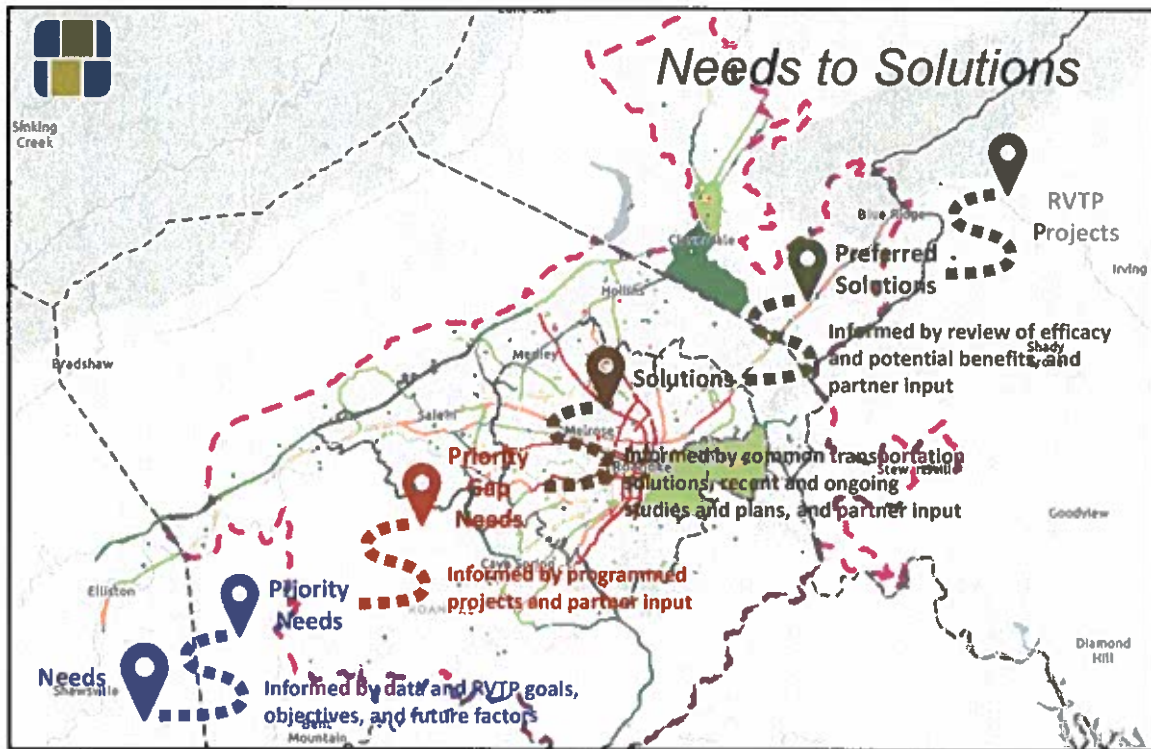
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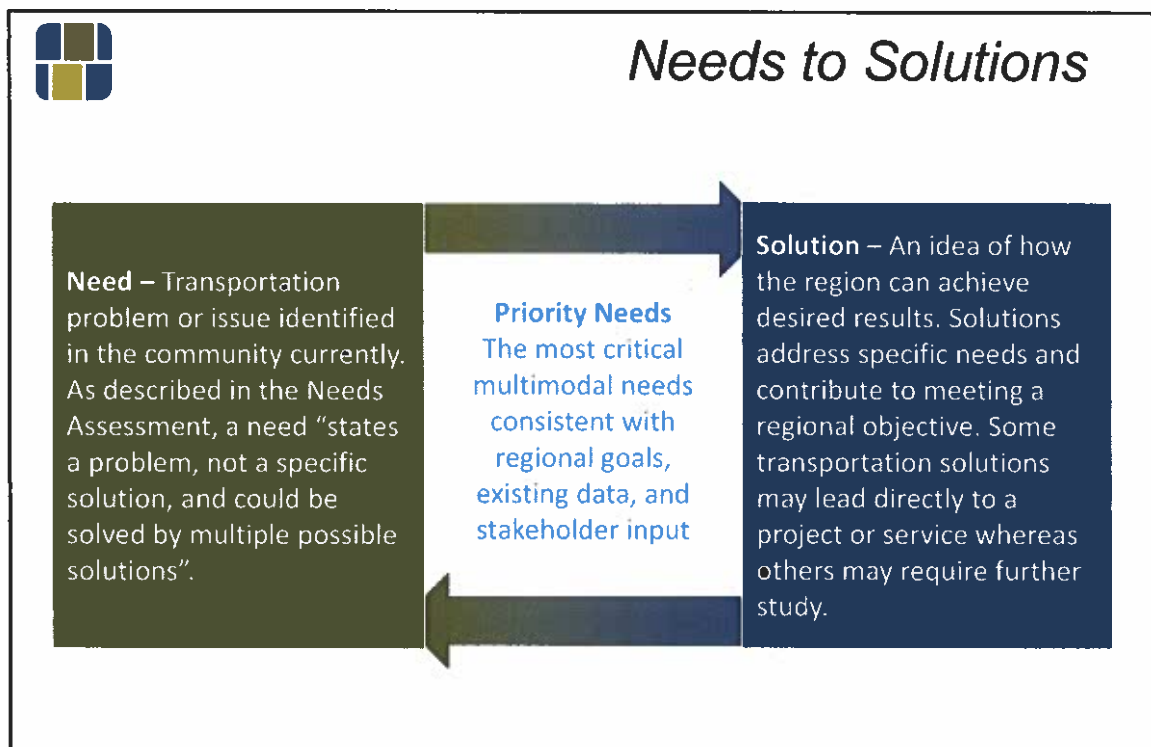
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Needs to Solutions

Addressed Need – For many needs, proposed solutions and projects/services exist

Need addressed through a programmed (funded) project/service (SYIP/TIP)

Monitor performance outcomes once project/service is implemented

Gap Need – Focus on priority needs where potential solutions or projects/services do not exist (or are not fully funded)

Funded project/service does not yet exist – but an unfunded, proposed project or concept and/or study might exist

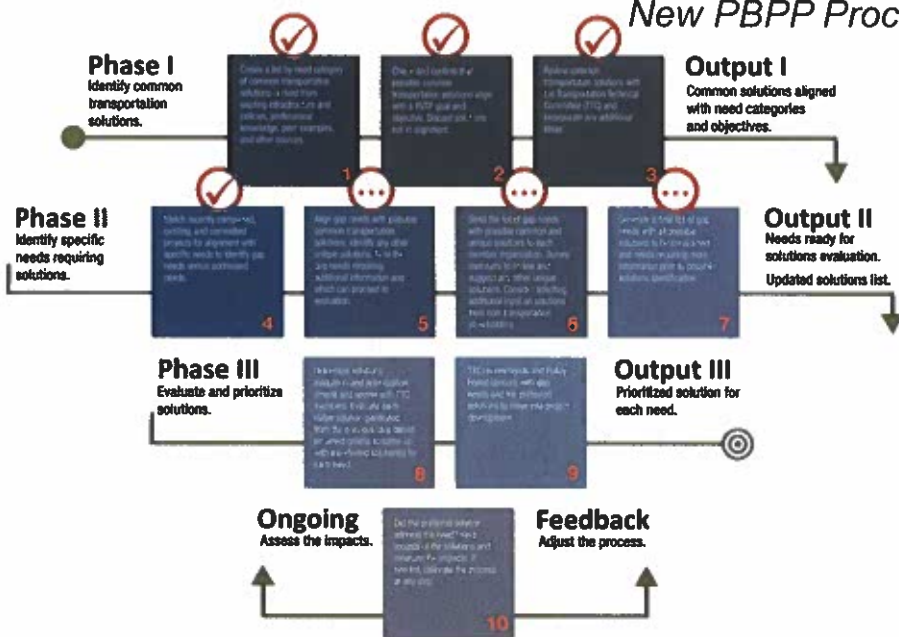
Identify potential and preferred solutions to further develop into projects/services (or future studies)

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Needs to Solutions

New PBPP Process



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Needs Evaluation and Solutions Tool

RVTP Needs Evaluation and Solutions Tool (NEST)

Roanoke Valley Transportation PLANNING ORGANIZATION

Access to priority need scoring map

Project and need search

Supports review of needs

Supports understanding of gap needs and decision on priority gap needs

Supports development and review of solutions

Project and need details (can select and filter)

UPC	Project Source	State/JD	Locality	State Project Title	RVTPD Project	Street	Link
119452	VDOT SYIP V22	119452	Botetourt County	SMART72 - US460 LAYM	Route 460 W Layman	Route 460	Laying 00
724740	VDOT SYIP V22	724740	Botetourt County	ROUTE 220 SUPERSTREET	the 320 Soverts out Impr	T near Mount Shire	T near M
110887	VDOT SYIP V22	110887	Salem District-wide	RTe 220 ACCESS MANAG	Route 220 Access Manage	Vig H Goods Highway	Route 220

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Priority Gap Needs

Ongoing Work

- 1. Compare Needs to Projects**
NEST enables comparison of RVTP needs with projects/services in the six-year improvement program (SYIP) and RVTPD transportation improvement program (TIP).
- 2. Determine Overlaps**
NEST enables comparison of transportation needs to the programmed projects/services to inform decisions on if needs are or are not addressed by these transportation investments.
- 3. Identify Priority Gap Needs**
The RVTP team will collaborate with each member jurisdiction to review the comparison and determine the overlaps. This will lead to a priority gap needs list within each need category and RVTPD jurisdiction, representing a subset of all needs from the needs assessment.

RVTP team, informed by coordination with TTC, developed an initial list of 50 priority gap needs. Has increased to nearly 160 following TTC review

Compare needs to projects to determine gaps by organizing by need type and common transportation solution

Current SYIP/TIP projects

All RVTP needs by priority

1 Using NEST, compare needs and projects (based on location and similar need types and common transportation solutions)

No Priority Overlap

Potential Priority Need Overlaps

2 A project may overlap a need geographically, but the project scope might partially address or not address the need

Project Does Not Address Priority Need

Project Addresses Priority Need

3 Work with jurisdictions to establish priority gap needs for solutions

Priority Gap Needs

Next Step: Identify Solutions

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Priority Gap Needs

Need Type	Priority Gap Needs	Bedford	Botetourt	Montgomery (Draft)	Roanoke	Roanoke City	Salem	Vinton
Access (Non-Transit)	7	1	3	1	1	3	2	
Access (Transit)	7				6	5	5	5
Congestion	10		3	1	7	3	1	2
Safety (auto)	22	1	4		9	6	1	3
Safety (bike)	38		1	1	29	6	3	1
Safety (ped)	52		2		37	17	5	3
System Management (operations, assets)	8	1	3	1	4	2	2	1
System Management (transit)	13					8	4	1
Total	157	3	16	4	93	50	23	16

Issues....

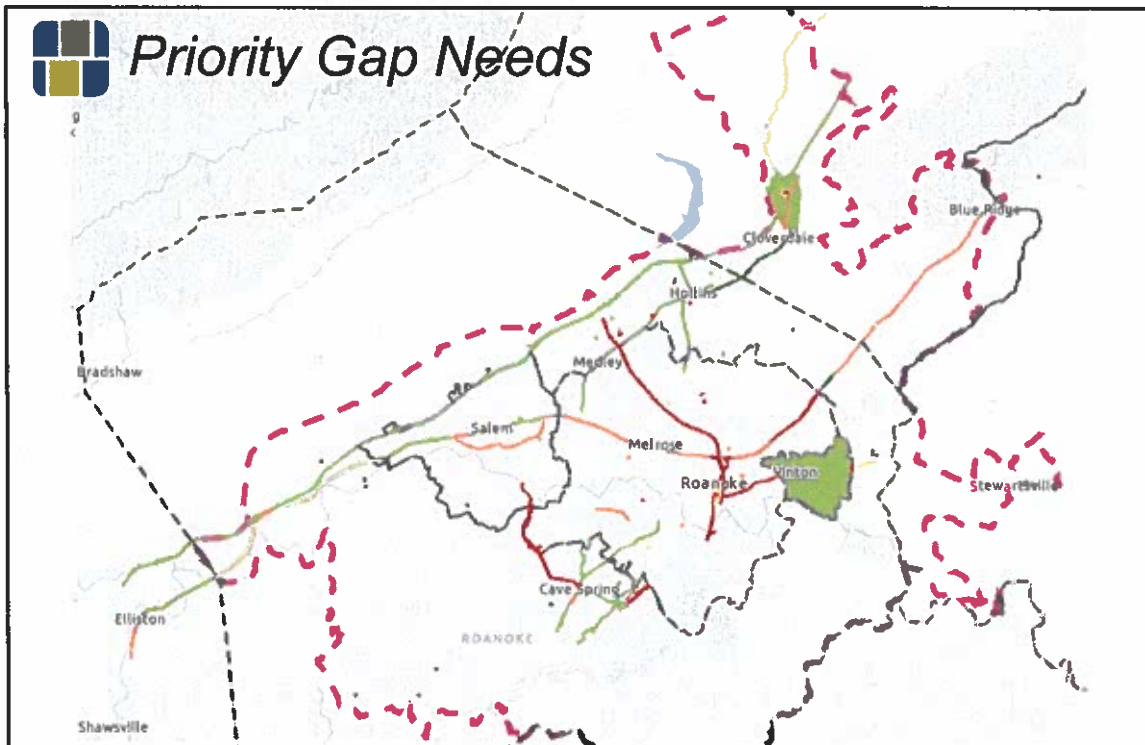
- Unclear need definitions
- Segmenting long corridor needs (particularly as priorities shift by segment/jurisdiction)
- Challenging to determine when needs are addressed (particularly for transit and bike/ped needs)
- Some local priorities rate very low in priority needs scoring

Note, this includes gap needs determined to be a priority by any jurisdiction. For needs crossing jurisdiction lines, if any jurisdiction identified as a priority, it is counted.

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Priority Gap Needs



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Priority Gap Needs

Resolving the Issues (in this and future RVTPs)....

- **Unclear need definitions**
 - Needs were developed from original public surveys and other recent regional and local plans/studies
 - Opportunities to improve future cycles of RVTP needs assessments
 - Some priority gap needs may require a more careful review and understanding before proceeding into solutions
 - Some priority gap needs may require further study before proceeding into projects
- **Segmenting long corridor needs (particularly as priorities shift by segment/jurisdiction)**
 - RT 460/Orange Avenue, RT 419, RT 220 examples
 - Acknowledge that needs vary, resulting in unique priorities, solutions and projects by sensible/meaningful segments
- **Challenging to determine when needs are addressed**
 - So far we have only reviewed the top priority scoring tier (roughly 200 of 824 individual needs) and 36 needs have been determined to be fully addressed
 - Programmed projects in locations without a relevant need
- **Local priorities that rate very low in priority needs scoring**
 - Difference between definition of "regional" compared to "local" priorities

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Regional Priority Transportation Needs

Score Quartile	Priority Gap Need
1	59
2	26
3	42
4	30
Total	157

All needs are important

Some transportation needs are important to both the region and local community } **RVTP Focus**

Other transportation needs are important primarily to the local community

- ✓ Importance of location to regional and local trips
- ✓ Importance of location to access key regional destinations
- ✓ Importance of location to access key interregional or interstate transportation systems

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Regional Priority Transportation Needs

Draft Top 5 List by Need Category

Access (non-transit)

Location	Quantile	Rationale	Priority Gap Need
I-581	1	Not a lot of ways to get across the interstate when walking, biking, driving or even transit.	Yes
Regional ADA	1	N/A for Bedford County; in Botetourt, most new developments accommodate people with disabilities, existing developed area along 220, rt 11, will require work to make it ADA accessible.	No for Bedford County; Yes for Botetourt County; Yes for Roanoke County.
Williamson Road	1	Pedestrian access improvements along portions of corridor.	Yes
Exit 150	2	Another way for pedestrians to travel through this area on both sides of I-81 is needed as people walk from the AT to nearby hotels/restaurants.	Yes
U.S. 11	2	Difficult Intersection - Botetourt is applying for SMART SCALE Round 5 to correct it.	Yes

Access (transit)

Location	Quantile	Rationale	Priority Gap Need
SYSTEM	1	Only hourly service on fixed routes.	Yes
SYSTEM	1	Only have 5:45am-8:45pm service currently.	Yes
U.S. 11-Williamson	1	Only accessible to older or disabled County/Vinton residents via CORTRAN. No other projects to provide service at this time.	Yes
DMV	1	Only accessible to older or disabled Botetourt County residents via Botetourt Van Service, Roanoke County/Vinton residents via CORTRAN. No other projects to provide service at this time.	Yes
RADAR	1	In Salem and Roanoke City, residents with disabilities or seniors are unable to travel beyond the Valley Metro service area.	Yes

Congestion

Location	Quantile	Rationale	Priority Gap Need
U.S. 460 - Orange (I-581 to City)	1	Various investments along this corridor funded to address these concerns. Additional project to address congestion planned for SMART SCALE Round 5.	Yes
I-581 (Elm to I-81)	1	Congestion at interchanges makes merging difficult.	Yes
Bypass Road	1	No funded investments to address the need.	Yes
Washington Avenue (Pollard to BRP)	2	Significant crash data at several intersections and the need for improved access to the Blue Ridge Parkway for access to Explore Park resulted in the request for a study through STBG which was unfunded.	Yes
Williamson Road (Peters Creek to Orange)	2	County; Hollins Center Plan outreach and crash data indicates the need for analysis of this corridor to determine appropriate projects to improve safety, reduce congestion and provide additional multimodal accommodations.	Yes

Safety (auto)

Location	Quantile	Rationale	Priority Gap Need
I-581	1	Study ongoing; aim to submit a preferred solution for SMART SCALE Round 5 funding.	Yes
U.S. 460 Orange	1	Study ongoing.	Yes
I-581	1	Acknowledge the concern.	No, except WB on Elm Ave. from 6th St. SE to I-581 NB on-ramp.
Pollard Street	1	On-street parking exists where it can in Downtown Vinton. Traffic speeds being too high is a gap need to further investigate.	Yes
Washington Avenue	1	High traffic volumes, 4-lane road, topography, make safety a concern when turning onto / off of Washington Ave.	Yes

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Regional Priority Transportation Needs

Draft Top 5 List by Need Category

Safety (bike)

Location	Quantile	Rationale	Priority Gap Need
Downtown Salem	1	#SMART22 MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements meet need for half of Main St. and not rest of downtown.	Yes
U.S. 460 - Orange (Williamson)	1	Need not addressed by investments.	Yes
Jefferson Street (Walnut to Reserve)	1	Bicyclists not comfortable riding in the travel lanes may utilize the bike racks on the buses to travel through this area.	Yes
Gus Nick's Boulevard	2	Less experienced bicyclists may feel unsafe biking on Gus Nick's Blvd. trying to travel between Pollard St and Gaurant Park.	Yes
Route 419 (Brambleton)	2	Bicycle accommodations are needed along the length of Route 419 in Roanoke County.	Yes

Safety (ped)

Location	Quantile	Rationale	Priority Gap Need
U.S. 460 - Orange (24th to Blue Hbs)	1	Funded sidewalk and pedestrian crossings do not span the whole length of this need.	Yes
Downtown Salem	1	#SMART22 MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements meet need for half of Main St. and not rest of downtown.	Yes
U.S. 460 - Orange (Williamson)	1	Does this investment include this intersection? Intersection has sidewalks, crosswalks, pedestrian signals, and islands. Long crossing distances make it less comfortable for people to walk.	Yes
Route 419 (Brambleton to Apperson)	1	PY 21 PEDESTRIAN CROSSING IMPROVEMENTS covers about half the corridor, also focused on crossings and not sidewalks. Currently actively taking steps to address this need in the County.	Yes
Jefferson Street	1	Funded sidewalk and pedestrian crossings do not span the whole length of this need.	Yes

System Management (operations)

Location	Quantile	Rationale	Priority Gap Need
Lee Avenue (Pollard)	1	No investments have been made to ease traffic flow, improve signal timing at this intersection for PM traffic.	Yes
I-581 (Elm to I-81)	1	I-581 Exit 2 Interchange Study, Route 460/Hollins Road Traffic Signal Upgrade, 10th Street Improvements Phase 2, PEDESTRIAN SIGNAL UPGRADES - CITY OF ROANOKE cover portions of corridor.	Yes
U.S. 460	1	Additional operational improvement can be made at various locations along Route 460 including from I-581 to Gus Nick's Blvd.	Yes
4th Street (Colorado)	2	No funded projects address this need. This location is used as a truck route and alternate route for I-81 motorists when the interstate is shut down and getting vehicles through this intersection can be difficult.	Yes
Route 419 (Grandin)	2	PIPELINE22 - RTE. 419 study is recommending safety improvements that will also reduce congestion.	Yes

System Management (transit)

Location	Quantile	Rationale	Priority Gap Need
Williamson Road (Elmwood Park)	1	Service is insufficient to accommodate visitors at evening events.	Yes
Brandon Avenue (Towers)	1	Service is insufficient to accommodate shoppers or employees in the evening.	Yes
Downtown Salem	1	Additional frequency and hours of service are desired to improve transit service in Salem.	Yes
U.S. 460 - E Main St. (Landside Plaza)	2	Limited hours, frequency of service.	Yes
Williamson Road (Borghard Center)	2	Limited hours, frequency of service.	Yes

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Regional Priority Transportation Needs

Review and Decisions

- **Regional Transportation Focus**
- **Magnitude**
 - Reasonable share of total needs and reasonable set upon which to consider solutions and possible projects
 - Constrained by future funding projections and available resources
- **Geographic and Need Type Balance**
 - At regional level, appears to have a good balance by need type and jurisdiction
- **Enough Information to Develop Meaningful Solutions and Projects**
 - Approach should remain flexible – probably three paths this will take:
 1. **Direct** – Well defined priority gap need with an obvious preferred solution and potential project (likely predefined through prior study recommendations) – **leads to a potential project for RVTP inclusion**
 2. **Indirect** – Well defined priority gap need with multiple possible preferred solutions and uncertain projects (may overlap with recommendations from prior studies) – **may lead to a potential project for RVTP inclusion or recommendation for further study**
 3. **Uncertain** – Priority gap need requires further study to clarify the need and potential solutions – **leads to recommendation for further study**

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Solutions

June – July

Identify and Prioritize Potential Solutions

Solutions address specific transportation needs and contribute to meeting a regional objective(s). The solutions process will consider prior programmed or planned projects/services (from the existing RVTPO constrained and vision list projects, past plans/studies, and ongoing plans/studies such as STARS or Project Pipeline).

GAP-TA Solutions Process Report provides the detail (within agenda packet)

- The RVTP team is developing a list of potential solutions for each priority gap need and determining a preferred solution based on a qualitative prioritization process.
- As the priority gap needs are refined, the RVTP team will update the potential and preferred solutions.
- Later in June, the potential and preferred solutions will be shared with TTC members for review and comment.
- Interim outcomes from this process will also be shared with the Policy Board at its June meeting.

We have completed recent regional, corridor, and local studies included in NEST.

We need information on ongoing or planned studies.

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Solutions

June – July

Prioritize Potential Solutions

Review Each Potential Solution Based on Simple Criteria – Qualitative review based on two factors, efficacy and unintended outcomes.

Determine Preferred Solution – Share results of qualitative review and draft preferred solution with TTC for review and feedback. Note, there may be more than one preferred solution per priority gap need.

Initiate Process to Translate Solutions to Projects, Services, and Studies within the RVTP – For each preferred solution identify and define candidate projects, services, and studies.

Criteria	Rating	Considerations
Efficacy	Highly Effective (3), Moderately Effective (2), Somewhat Effective (1), or No Effect (0) (for each objective)	How effective is the solution expected to be at advancing the region toward its objectives?
Potential to Generate Unintended New Needs	Highly Unlikely (3), Unlikely (2), Likely (1), Certain (0)	What is the likelihood that this solution would exacerbate or create another problem or need?



July-August – refine and prioritize projects

GAP-TA Prioritization Process document available in June agenda packet

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Solutions

June – July

Identify Potential Solutions

Possible Common Transportation Solutions – Identify potential common transportation solutions given needs definition and local context. For each solution provide a general scope and rationale.

Possible Unique or Non-Transportation Solutions – If applicable, identify other unique and/or non-transportation solutions to address the need.

Relevant Recent or Ongoing Studies and/or Recommendations – For the priority gap need, identify planned projects, for example, projects in the fiscally constrained Vision 2040 plan, vision list projects, or other recommendations from recent plans or planning studies applicable to the need.

Needs Requires Additional Information – Note if the priority gap need definition requires further clarification prior to determining potential solutions. This could occur as part of this process, through collaboration with the TTC, or as part of a future study.

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Solutions

June – July

Identify Potential Solutions – Considerations/Examples

Combining / Connecting Priority Gap Needs –
Multiple priority gap needs on a single corridor within a short distance should be considered for combination into a single priority gap need (enabling a solution that addresses multiple needs)

One Solution Addressing Another Priority Gap Need (or any need) – Each solution should be reviewed to consider how it could potentially address other needs on the corridor or in the area (example of an

Multiple Priority Gap Needs in Downtown Roanoke



Solutions to Projects

Projects

Preferred solutions for priority gap needs

Capital (Infrastructure):
Defined project scopes and cost estimates (primarily roadway or active transportation based) for prioritization within the RVTP.

Services:
Defined investments to maintain and strategically expand transportation services like public transit, intercity bus service, passenger rail, and other mobility services.

Studies:
Where obvious solutions and/or projects are not ready for inclusion on the RVTP, the team will identify the need for future studies.

Incorporated within the project prioritization approach to identify projects for inclusion in the plan



Next Steps (June-July)



Develop potential solutions for priority gap needs (next two weeks)

RVTP team to develop potential solutions

RVTP team to review all priority gap needs and develop potential solutions



Prioritize potential solutions into preferred solutions (by end of June)

RVTP and TTC members to develop and review preferred solutions

Staff to coordinate with members to reach conclusions on preferred solutions



Policy Board Meeting (June)

Briefing on process to date, findings from regional priority transportation needs and solutions, and present prioritization process



Develop projects and start prioritization process

RVTP team to refine projects, services, and studies and setup and implement prioritization process

GAP-TA team to develop draft prioritization process and RVTP team to implement



TTC meeting (July)

RVTP team to brief TTC on preferred solutions and project development and prioritization approach



Discussion on Federal Grant Opportunities






June 9, 2022 TTC Meeting

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PROTECT Program (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	• \$285.5 Million over five years of the FY22-27 SYIP
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government
Eligible Projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other Provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to .40% of the grant for construction of new capacity

www.RVTPO.org




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Reconnecting Communities Pilot Program

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	• \$285.5 Million over five years of the FY22-27 SYIP
Eligible entities	<u>Planning Grants</u> <ul style="list-style-type: none"> • State • MPO • Localities <u>Capital Construction Grants</u> <ul style="list-style-type: none"> • Eligible facility owner may partner with any of the eligible planning grant applicants
Eligible Activities	<ul style="list-style-type: none"> • Planning grants of \$2 million or less • Capital construction grant projects of \$5 million or more <ul style="list-style-type: none"> • Including removal/replacement of eligible facilities

www.RVTPO.org



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Bridge Investment Program

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	• \$536.8 Million over five years of the FY22-27 SYIP
Eligible entities	<ul style="list-style-type: none"> • State • Transportation Management Area MPOs • Local government
Eligible Projects	<ul style="list-style-type: none"> • Replacing, rehabilitating, preserving or protecting one or more bridges on the National Bridge Inventory • Replacing or rehabilitating culverts to improve flood control and improve habitat connectivity for aquatic species
Special Note	• Allocations for all other new programs after FY22 are programmed to balance entry accounts pending development of required plans/policies

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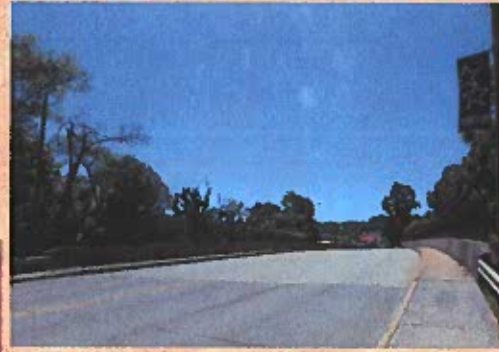


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Bridge Investment Program

The Garthwright Memorial Bridge on Washington Avenue, in Vinton, is an example of a potentially-eligible structure for bridge rehabilitation and replacement.

Located on Gus. W. Nicks Boulevard, the bridge was inspected in 2021 and the report recommended immediate repair around the girders and replacement of expansion joints.



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5

Charging and Fueling Infrastructure

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	• \$106.4 Million over five years of the FY22-27 SYIP
Eligible entities	• State • MPO • Local government
Eligible Projects	• Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other Provisions	• Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

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Multimodal Project Discretionary Grant application (Mega/INFRA/Rural grants)

Purpose	Surface Transportation Infrastructure Projects in urban or rural areas with national or regional impact
Funding	• Up to \$15 billion combined from FY22-FY26
Eligible entities	• State • MPO • Local government
Eligible Projects	• Depending on type(s) of grant(s) applied for; • Highway and Bridge projects, including wildlife crossing projects • Rail, Water, or intermodal freight facilities, and grade separation projects • Public transportation or intercity rail projects • Highway Safety Improvement Projects
Other Provisions	• Mega and INFRA grants may be used for up to 60% of project costs. Rural grants may be used for up to 80% • Additional data and equity requirements apply to potential projects

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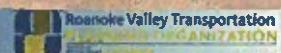


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RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants

Purpose	Supporting infrastructure modernization projects with significant local and regional impact
Funding	• \$1.5 billion in FY22
Eligible entities	• State • MPO • Local government
Eligible Projects	• Similar to multimodal project discretionary grants • Highway, Bridge, or other road projects • Public transportation projects • Passenger and freight rail transportation projects • Certain port and airport projects, including intermodal projects • Projects to replace or rehabilitate culverts or otherwise prevent stormwater runoff
Other Provisions	• Minimum grant size \$1 million in rural areas and \$5 million in urban areas • RAISE grants may cover up to 80% of project costs • No more than 15% of RAISE grants may be awarded to projects in a single state

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Safe Streets for All (SS4A) Grants

Purpose	Supporting plans and projects to help communities reach zero traffic deaths
Funding	• \$1 billion annually from FY22 – FY26. Application window closes Sept. 15th
Eligible entities	• MPO • Local government/Tribal government • A group of the above
Eligible Projects	• Safety Action Plan grants • Implementation grants for projects including (but not limited to): • Low-cost roadway safety treatments and quick-build street design • Pedestrian safety enhancements, closing network gaps, and creating safe routes to school • Implementing Speed management strategies and measures to reduce roadway departure crashes • Evaluating and improving the safety of intersections
Other Provisions	• Minimum and maximum award amounts differ between action plan and implementation grants but range from \$200,000 to \$50 million. Grants may cover up to 80% of costs. • 40% of all funding will be dedicated to developing or updating safety action plans • Safety action plans must include listed components.

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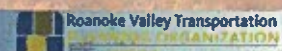


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Resources and Updates

- U.S. Department of Transportation Notice of Funding Opportunities page: <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>
- Subscribe to grant-specific email newsletters for updated information
- Stay tuned to upcoming guidance and training from VDOT on upcoming opportunities.

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