

## MINUTES

The February meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, February 22<sup>nd</sup>, 2023 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA. The meeting was live streamed on the [Commission's Facebook page](#).

### 1. WELCOME, CALL TO ORDER

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

### 2. ROLL CALL (including consideration of remote participation)

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

#### TPO VOTING MEMBERS PRESENT

Steve Fijalkowski	Montgomery County
Phil North, <i>Chair</i>	Roanoke County
Peter Volosin	City of Roanoke
Renee Turk, <i>Vice Chair</i>	City of Salem
Hunter Holliday	City of Salem
Mike Stewart	Roanoke-Blacksburg Regional Airport
Ken King	Virginia Dept. of Transportation – Salem District

#### TPO VOTING MEMBERS ABSENT

Mickey Johnson	Bedford County
Steve Clinton	Botetourt County
Amy White	Botetourt County
Stephanie Moon Reynolds	City of Roanoke
David Radford	Roanoke County
Kevin Price	Greater Roanoke Transit Company (Valley Metro)
Mike Stovall	Town of Vinton
Keith Liles	Town of Vinton
Mitch Huber	Virginia Dept. of Rail and Public Transportation

#### TPO NON-VOTING MEMBERS PRESENT

J. Lee Osborne	Roanoke Valley-Alleghany Regional Commission
Megan Cronise	Roanoke County
Cody Sexton	TTC Chair

**Others Present:** Barbara Duerk, Roanoke City Citizen Representative to RVARC Board; Nathan Grim, Roanoke County; Michael Gray, VDOT- Salem District; Anthony Ford, VDOT – Salem District; Chris Dorsey, City of Salem; Luke Pugh, City of Roanoke; Jonathan McCoy, Botetourt County.

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

**Staff Present:** Bryan Hill, Jeremy Holmes, Andrea Garland, Alison Stinnette, Tori Williams, Virginia Mullen, Amanda McGee, and Elizabeth Elmore.

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

The following consent agenda items were distributed earlier:

- A. February 22, 2024 RVTPO Meeting Agenda
- B. January 25, 2024 RVTPO Minutes

Chair North proposed the following change to the January 25, 2024 Minutes:

***TPO NON-VOTING MEMBERS PRESENT***

*J. Lee Osborne*

*Roanoke Valley-Alleghany Regional Commission*

*Cody Sexton*

*TTC Chair*

*Lorie Smith*

*Franklin County*

*Megan Cronise*

*Roanoke County*

***Others Present:*** *Barbara Duerk, Roanoke City Citizen Representative to RVARC Board; Megan Cronise, Roanoke County; Nathan Grim, Roanoke County; Michael Gray, VDOT-Salem District; Anthony Ford, VDOT – Salem District; Nick Baker, Botetourt County; Pichard "Pete" Peters, Town of Vinton; Anita McMillan, Town of Vinton.*

**Motion:** A motion by Vice Chair Turk to approve the January 25, 2024 RVTPO Minutes, as amended, was seconded by Mike Stewart.

**RVTPO Policy Board Action:** Motion carried unanimously.

**Motion:** A motion by Ken King to approve the February 22, 2024 consent agenda was seconded by Peter Volosin.

**RVTPO Policy Board Action:** Motion carried unanimously.

**4. REMARKS BY THE CHAIR**

- Chair North reported that the House and Senate budget amendments are available. Mr. Tori Williams has distributed summaries of the items included that could have an impact on regional transportation priorities (a copy of the handout is also included with the Minutes).
- Chair North reminded the TPO Board that tomorrow is the last day to submit project request for the Unified Planning Work Program. All project requests should be submitted to Jeremy Holmes, Secretary to the TPO, for consideration. Projects not selected for the UPWP may still be considered for the Regional Commission's FY25 work program under another funding source.

- Chair North reported that staff are working with the Transportation Technical Committee work group to prepare an update to the RVTPO Public Participation Plan which outlines processes and procedures for public engagement in the transportation planning process. For this year's update, staff will conduct a survey to gather data on civic engagement, media preferences, and overall public awareness of the role of the RVTPO. The survey will go live on March 1 and run through March 15th. Members are encouraged to take the survey and share the link with interested stakeholders. Information collected from the survey will be used to inform revisions to the Public Participation Plan. The TPO will consider the revised Plan at its June meeting.
- Chair North welcomed TPO's newest member Ms. Amy White, Botetourt County representative.

5. **ACTION TO ADOPT SUPPORTING RESOLUTION ON TRANSPORTATION ALTERNATIVES SET-ASIDE FY25 – 26 PROGRAM ALLOCATIONS**

Mr. Bryan Hill reminded the TPO Policy Board that the following two projects were endorsed in October 2023: Westside/Salem Turnpike CGS (City of Salem) and Glade Creek Greenway Vinyard Park East (Roanoke County). The Glade Creek Greenway application was subsequently screened out from consideration. Therefore, the Westside/Salem Turnpike CGS application from the City of Roanoke was the only project from the Urbanized Area that was scored.

When making the application, the City of Roanoke was willing to match more funds because the RVTPO allocation could not cover their full request. Staff informed the City staff that they had the only eligible project and sufficient funding was now available for the City to request up to 80% of the total project cost (\$909,224 vs. \$500,000). City of Roanoke staff revised their request to \$909,224. The RVTPO Policy Board will have \$1,113,493 in FY25 and FY26 to allocate to TA projects. At the February 8<sup>th</sup> meeting, the TTC recommended the \$909,224 allocation. Following the February TTC meeting, staff received guidance from VDOT that there is a significant surplus in Salem District CTB member allocation. Under the new TA policy, all surplus CTB member funding returns to a statewide pool. As a strategy to preserve funds, the Salem District CTB member Dr. Ray Smoot has agreed to allocate \$500,000 from his allocation to the Westside/Salem Turnpike CGS project, thereby reducing the RVTPO allocation to \$409,224. This will increase the RVTPO's TA balance entry by \$500,000.

Mr. Bryan Hill distributed an updated staff report and resolution (both are included with the Minutes).

**Motion:** A motion by Peter Volosin to approve the RVTPO Transportation Alternatives Set-Aside Block Grant Program funding allocation of \$409,224 to the Westside/Salem Turnpike CGS project was seconded by Mike Stewart.

**RVTPO Policy Board Action:** Roll Call vote: Ayes -7 (Fijalkowski, North, Volosin, Turk, Holliday, Stewart, and King); Nays – 0, and Abstentions – 0. Motion carried unanimously.

6. **ACTION TO ENDORSE FY26 SMART SCALE RVTPO CANDIDATE PROJECT REQUESTS**

Mr. Bryan Hill reported that in late January 2024 staff solicited project requests from localities and agencies for the FY26 round of SMART SCALE. The following three projects were received, all from Roanoke County:

- Peters Creek Road/Williamson Road Multimodal and Safety Improvements
- Peters Creek Road at Valleypointe Parkway Intersection Improvements
- Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements

Staff determined that there was no need to prioritize projects in Round 5 since there were fewer requests than available applications spots (four). TTC recommends that the Policy Board pursue the three projects' requests submitted by Roanoke County. Mr. Hill also pointed out that one SMART SCALE application request was made to the Roanoke Valley Alleghany Regional Commission.

Ms. Cronise expressed her appreciation for VDOT's assistance.

**Motion:** A motion by Mike Stewart to approve the FY26 SMART SCALE RVTPO candidate project requests as presented was seconded by Steve Fijalkowski.

**RVTPO Policy Board Action:** Motion carried unanimously.

7. **OVERVIEW OF MOVING FORWARD: 2023 GREATER ROANOKE REGION TRAVEL SURVEY**

Ms. Andrea Garland reported that in 2023 the Regional Commission hired a research company to survey local residents about travel patterns, trip satisfaction and transportation options. Ms. Garland presented the key findings of the survey (the PowerPoint presentation is included with the Minutes).

8. **OTHER BUSINESS**

No other business was discussed.

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

Mr. Jeremy Holmes reported that the U.S. Department of Transportation has opened the application process for the SS4A (Safe Streets and Roads For All) funding. Staff can assist with the SS4A grant applications.

Mr. Holmes reported that the Regional Commission was contacted by a group from Virginia Tech that is working on submitting a proposal to the National Science Foundation for an autonomous transit project. The group is interested in partnering with the Commission to identify one or more communities to do academic research project, including potential on the ground testing, and to assist with public outreach and engagement.

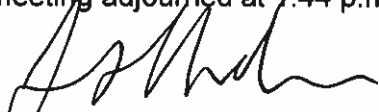
Ms. Barbara Duerk recognized I-81 funding being included in the state budget and thanked Chair North for his involvement and effort. Ms. Duerk expressed a concern that the House budget contains language that would transfer the State Trail Office from VDOT to Department of Conservation and Recreation. Ms. Duerk stated that May is bike month and encouraged members to participate.

Mr. Jeremy Holmes asked if the Board would like for TPO staff to draft a letter of support that the State Trail Offices to remain as part of VDOT. Mr. King cautioned against taking an

immediate action without knowing the details of the potential transfer. Mr. Tori Williams stated that TPO staff will research further. Mr. Lee Osborne raised the question if this proposed change will have an impact on funding.

**10. ADJOURNMENT**

The meeting adjourned at 1:44 p.m.



Jeremy Holmes, Secretary  
Roanoke Valley Transportation Planning Organization

## 2024 General Assembly

Comparison of Budget proposals as of Crossover (February 18, 2024)  
 House & Senate columns reflect incremental changes proposed by each body to the Executive Budget  
 Amendments available: <https://budget.lis.virginia.gov/amendments/2024/1/>

	Executive	House (HB30)	Senate (SB30)	Conference
<b>Transportation Opportunity Partnership Fund</b>	<p>Proposes language directing the Commonwealth Transportation Board to provide at least \$200M to the Transportation Partnership Opportunity Fund in the Six-Year Financial Plan adopted prior to July 1, 2023 for FYs 2025-2030.</p>	<p>Proposes the following language                      "Notwithstanding any other provision of law, any proposed direction of funds by the Governor for transportation projects under the Transportation Partnership Opportunity Fund pursuant to § 33.2-1529.1 (C)(2) of the Code of Virginia in excess of \$20 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$50 million shall be subject to approval by the MEI Project Approval Commission established pursuant to § 30-309, and the Commission shall complete such review within 21 days of submission. Absent a recommendation within such 21-day period that</p>	<p>Proposes to remove language which would direct the CTB to provide at least \$200M to TPOF from Commonwealth Transportation Fund revenue (Item 438#2s)</p>	

		<p><i>the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 21-day period, the funds shall be directed.</i>" (Item 438#4h)</p> <p>Proposes language to instruct the Commonwealth Transportation Board to deposit up to \$90 million into the Transportation Partnership Opportunity Fund from the transportation funds over the next 6 years. Limits deposits to no more than \$15M in any given year. (Item 438#4h)</p> <p>Language lowers threshold for a TPOF project to require approval from MEI commission from \$35 million to \$20 million</p>	
	Proposes \$20M GF in the first year for deposit to the Transportation Partnership Opportunity Fund	Proposes to eliminate \$20M GF deposit into the Transportation Partnership Opportunity Fund in the first year. (Item 438#3h)	Proposes to eliminate \$20M GF deposit into the Transportation Partnership Opportunity Fund in the first year. (Item 438#2s)
	Proposes \$70M GF in the first year to support the I-81 Northbound lane widening project from Mile	Proposes to modify language in the introduced budget related to the \$70M GF proposed for the I-81 Corridor Improvement	No change to Executive Budget

	<p>Marker 116 to 128 in the Salem District</p>	<p>program. The introduced language referenced funding for Northbound Lane Widening Project from Mile Marker 116 to 128 in the Salem District. This language would allow for the widening of both the south bound lanes to happen concurrently which will reduce the total cost over the life the project by \$70.0 million. (Item 438#2h)</p>		
	<p>Proposes language to expand the use of Grant Anticipation Revenue Vehicle (GARVEE) bonds for the Interstate Operations &amp; Enhancement Program. Currently limited to programs approved through SMART SCALE</p>	<p>No change on GARVEE bonds language</p> <p>Proposes language to make a limited exception to the Code requirement to allow projects in the I-81 Corridor Improvement Program to move forward even if all of the funding is not included for the completion of the project in the 6 year improvement plan. Allowing this exception on a limited basis for I-81 projects is proposed because there is a dedicated revenue stream for these projects. Because the cost of these projects is significant, waiting until projects are fully funded will lead to significant delays. (Item 438#6h)</p>	<p>No change to Executive Budget</p>	



	<p>Proposes \$10M GF in the first year for preliminary engineering and design, property, acquisition, and construction and equipment costs to support the establishment of an inland port within the Mount Rogers Planning District</p>	<p>Proposes to eliminate \$10M GF in the first year for the development of an inland port in Southwest Virginia. The Port of Virginia will estimate the entire cost of the project by Fall 2024 and can use an existing \$10M provided in Chapter 1, Acts of Assembly, 2023 Special Session 1. (Item 101#3h)</p>	<p>No Change to Executive Budget</p>	
<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Proposes \$77.0M the first year and \$15.0 M the second year GF to provide additional toll relief to eligible drivers who earn less than \$50,000 per year. When combined with the existing Toll Relief program, this program will provide a 100 percent toll rebate on up to 14 trips per week on the Elizabeth River Tunnels through 2036. (Item 441#1s)</p>	
<p>N/A</p>	<p>N/A</p>	<p>Proposes language to clarify that cities which acquired land previously part of a neighboring county shall be responsible for maintaining public roads even if they were once privately owned roads. (Item 442#1h)</p>	<p>N/A</p>	

	N/A	Transfers Virginia State Trails Office from VDOT to Department of Conservation and Recreation (Item 438#5h)	No change to Executive Budget	
<p>Proposes to establish requirements for an increase in state operating assistance for the Washington Metropolitan Area Transit Authority (WMATA) in fiscal year 2025 above the maximum 3.0 percent increase over prior fiscal year, notwithstanding Section 33.2-1526.1, Code of Virginia. An increase above this amount requires approval of the Secretary of Transportation and requires WMATA to submit a corrective action plan to address cost reduction strategies, sizing employee headcount relative to ridership and vehicle-revenue miles, and a timeline for automation of the Metrorail system</p>	<p>Proposes the establishment of a legislative Joint Subcommittee to study long-term, sustainable, dedicated funding and cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), and all Northern Virginia transit systems meet the growing needs of public transit in the region. This amendment is a placeholder until a fiscal impact statement for the bill is produced.</p> <p>Proposes \$65M GF in the first year and \$84.5M in the second year to increase support for WMATA assumes the higher support will continue in FY26. (Item 433#1h)</p> <p>Proposed language that requires WMATA to complete a cost and</p>	<p>Proposes an exemption from the provisions of Virginia Code § 33.2-1526.1 (K) that limits annual Virginia operating assistance to the Washington Metropolitan Area Transit Authority (WMATA) to no more than three percent over the prior year's approved budget provided that planning and reporting requirements are met. The language outlines cost control elements to be included in a corrective action plan to address WMATA budget imbalances (Item 433#1s)</p>		

		overhead comparison with similar transit systems.  Proposes language to allow total Virginia operating assistance provided WMATA to exceed the 3% growth cap in the Code (Item 433#1s for Caboose Bill)		
	Proposes \$350,000 in the first year in NGF appropriation to study the implementation of emerging technologies, including Advanced Air Mobility	Proposes \$1,000,000 GF in the first year to support the development of an Advanced Air Aviation Test Site in the Commonwealth. (Item 422#1h)	No change to Executive Budget	
	N/A	Proposes \$2M to capitalize EV Rural Charging Network Infrastructure Fund (HB107) (Item 109#1h)		
	N/A	Proposes \$1.6M in each year in Planning District Commission operating support. (\$75K per year to each PDC) (Item 103#11h)	No change to Executive budget	
	Proposes \$100M GF in the first year for the Virginia Biotechnology, Life Sciences, and Pharmaceutical Manufacturing Network; VT share is \$30M.	Proposes \$96.5M GF over the biennium in biotechnology, life science, and pharmaceutical manufacturing research at UVA, VT, VCU, and ODU;	Proposes to redirect \$82M GF in the first year to other priorities and provides \$18.0M in the second year to UVA's Manning Institute (Item 115#1s)	

		(VT/FBRI share is \$30.9M) (Item 15#1h)  Proposes language requiring each institution receiving funds to sign a MOU with the Virginia Innovation Partnership Authority to achieve certain performance objectives as a condition of funding		
<b>GO Virginia</b>	Proposes to transfer \$28M in unobligated balances in the Growth and Opportunity Fund under the GO Virginia Program to the General Fund.	No change to Executive Budget  Proposes requirement that GO Virginia develop a public facing dashboard to report on the outcomes achieved by individual projects receiving funds from this grant program (Item 103#4h)	No change to Executive Budget	
<b>Virginia Business Ready Sites Program</b>	Proposes \$95.5M GF in the first year to support the Virginia Business Ready Sites Program; base funding for the program would be \$200M for the biennium	Proposes to remove \$130M in the first year and \$30M in the second year for the Virginia Business Ready Sites Program; Establishes a \$20M base budget for the program or \$40M for the biennium (Item 101#1h)  Proposes \$150,000 GF in each year to expand administrative capacity of the real estate team at VEDP to effectuate the	Proposes to redirect \$95.5M GF in the first year for the VBRSP and provides a \$50M GF base budget for the program. (Item 101#1s)  Proposes to redirect \$24M GF proposed for Business Ready Sites Acquisition Fund to other priorities (Item 101#2s)  Proposes language to permit the participation of	

		<p>provisions of HB1125 related to permitting for site development. (113#6h) This new expedited program may increase the number of eligible applicants for a Virginia Business Ready Sites Program. The bill requires state agencies that issue permits or approvals to establish guidelines and procedures for implementing a comprehensive review. It is anticipated that affected state agencies can absorb such work within current resources.</p> <p>Proposes to eliminate language allowing for the purchase of land with resources from the Virginia Business Ready Sites Acquisition Fund, which overrides the Code that requires the MEI Commission to review all such purchases.(Item 113#2h)</p> <p>Proposes language to permit the participation of sites that may be bisected by a roadway or other utility related infrastructure in the Virginia Business</p>	<p>sites that may be bisected by a roadway or other utility related infrastructure in the Virginia Business Ready Sites Program. (Item 101#3s)</p> <p>Proposes to eliminate language allowing for the purchase of land with resources from the Virginia Business Ready Sites Acquisition Fund, which overrides the Code that requires the MEI Commission to review all such purchases.(Item 113#2s)</p>	
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		Ready Sites Program. (Item 101#10h)		
	Proposes \$750,000GF in both years for administration of the Virginia Business Ready Sites programs		Proposes reduction of \$250,000 GF each year to additional support provided in the Introduced budget for business ready sites administration. (Item 113#3s)	
Center for Rural Virginia	Proposes \$350,000 GF in both years to provide additional support to the Center for Rural Virginia.	No change to Executive Budget	Proposes an additional \$50K GF in both years to support the Center for Rural Virginia (Item 103#5s)	
	N/A	Proposes \$0.5M in each year of the biennium to the City of Roanoke for improvements at the Virginia Museum of Transportation. (Item 371#7h)  Proposes language directing the Sec. of Education to evaluate the feasibility and determine the initial and ongoing fiscal impact of converting the VA Museum of Transportation into a state agency or authority. (Item 116#1h)	Proposes \$250K GF in the first year to the City of Roanoke for improvements at the Virginia Museum of Transportation (Item 371#5s)	

**Language on Local Maintenance of Public Streets**

"G. Notwithstanding § 33.2-319 of the Code, any municipality that annexed or incorporated land from an adjacent county pursuant to an annexation order that became effective in 1941 which land included a residential subdivision with streets that had been maintained by the county

and that are open to and used by the public, shall accept such streets into such municipality's public street system, shall maintain such streets in the same manner as it maintains public streets in other residential subdivisions and shall qualify for payments under § 33.2-319 with respect to such streets, even though such streets may not meet current or previous design standards for streets in such municipality.”

The 22<sup>nd</sup> day of February, 2024

## **RESOLUTION**

### **SUBJ: Action to Approve Funding for FY25 and FY26 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**, one locality is seeking FY 2025 and FY 2026 Transportation Alternatives funding from the Roanoke Valley Transportation Planning Organization's apportionment:

**Applicant:** City of Roanoke  
**Project:** Westside/Salem Turnpike CGS (Curb, Gutter, and Sidewalk)  
**TA Funds Requested:** \$909,224

**WHEREAS**, the Salem District Commonwealth Transportation Board Member has allocated \$500,000 in Transportation Alternatives funding to this project; and

**WHEREAS**, the RVTPO has \$1,113,493 in FY 2025 and FY 2026 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 Westside/Salem Turnpike CGS project.

**NOW, THEREFORE BE IT RESOLVED**, that the Roanoke Valley Transportation Planning Organization Policy Board hereby endorses and awards the following TA funding allocation: \$409,224 to the Westside/Salem Turnpike CGS project and forwards this decision to the Commonwealth Transportation Board.

  
Phil North  
Chair





## **STAFF REPORT**

**February 22, 2024 RVTPO Meeting**

**SUBJ: Recommendation on FY25-26 Transportation Alternatives  
Set-aside Program Allocations**

### History

The Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category. The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015, the first long-term transportation bill passed since SAFETEA-LU, running five (5) years through September 30, 2020. This legislation continued the former Transportation Enhancement program's long history of improving non-motorized transportation that began in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). A continuing resolution was signed October 1, 2020, extending the FAST Act for one (1) additional year. On November 15, 2021, the Infrastructure Investment and Jobs Act was signed into law which reauthorized the TA Program through September 30, 2026.

### Purpose

The TA Program is intended for projects that maximize the use of right-of-way for nonmotorized modes of transportation and to increase safety, accessibility, and/or connectivity.

Eligible project categories for TA funds include:

- On- and off-road trail facilities for pedestrians, bicycles, and other non-motorized forms of transportation
- Infrastructure-related projects that provide safe routes for non-drivers to access daily needs
- Rails-to-Trails projects
- Turnouts, overlooks, and viewing areas
- Community improvement activities, including outdoor advertising removal, historic preservation of transportation facilities, transportation project archaeological activities and vegetation management practices
- Environmental mitigation, including those that address stormwater management related to highway construction and reduce vehicle-caused wildlife mortality
- Safe Routes to School, infrastructure and non-infrastructure
- Boulevards from Divided Highways to create walkable, low-speed boulevards that carry traffic, pedestrians and bicyclists

At the September 28, 2023 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 October 1, 2023 and subsequently scored. The projects are listed in scoring priority order as follows:

Applicant	Project Title	Description	TA Request	Total Project Cost
City of Roanoke	Westside/Salem Turnpike CGS	Installation of 1,300' linear feet of curb, gutter, and sidewalk at the intersection of Westside Blvd/Salem Turnpike. Associated features are the installation of storm drain along with asphalt paving work. Design has been completed. City owns all property in the vicinity.	\$500,000	\$1,136,530
Roanoke County	Glade Creek Greenway Vinyard Park East	Installation of 1,300 linear feet of curb, gutter, and sidewalk at the intersection of Westside Blvd./Salem Turnpike. Associated features are the installation of storm drain along with asphalt paving work. The city understands the estimate exceeds the TA allocation. Local funds will be applied to make up the difference in TA award versus contract award. Design has been completed. City owns all property in the vicinity.	\$800,000	\$1,000,000

**Note: the TA Program requires an 80%/20% match of federal and local funds.**

Following the application process, the Glade Creek Greenway Vinyard Park East project submitted by Roanoke County was screened out from consideration. Therefore, the Westside/Salem Turnpike CGS application from the City of Roanoke is the only project from the Urbanized Area that was scored (scorecard follows this staff report).

At the time of submission, the City of Roanoke's request for TA funding was premised on their understanding that the RVTPO's two-year allocation was insufficient to fully fund its request; the remaining balance of the total project cost would be made by the City. As there are no other projects requesting funds, RVARC staff determined that there will be enough to fully fund the City's project. The City subsequently modified their request to match 20% of the total project cost, which makes the new TA request \$909,224. The RVTPO Policy Board will have \$1,113,493 in FY25 and FY26 to allocate to TA projects.

At their February 8<sup>th</sup> meeting, the TTC recommended the following allocation as presented by staff:

Locality	Project	Total Project Cost	TA Amount Requested (80%)	Locality Match (20%)	TPO Allocations
City of Roanoke	Westside/Salem Turnpike CGS	\$1,136,530	\$909,224	\$227,306	\$909,224
	<b>TOTALS</b>	<b>\$1,136,530</b>	<b>\$909,224</b>	<b>\$227,306</b>	<b>\$909,224</b>

Following the initial issuance of this staff report, and prior to the February 22<sup>nd</sup> meeting, staff received guidance from VDOT that Salem District CTB Member Dr. Ray Smoot has agreed to allocate \$500,000 to this project from his allocation. Following the scoring of TA project requests from the Salem District, it was determined that there is a significant surplus in Dr. Smoot's allocation. Under the new statewide TA policy, all surplus CTB member funding returns to a statewide pot, and is not accessible unless individual projects submit requests. As



a strategy to preserve these funds, Dr. Smoot will fund the Westside/Salem Turnpike CGS project in the amount of \$500,000, thereby reducing the RVTPO allocation to \$409,224. This will increase the RVTPO's TA balance entry account by \$500,000.

**RVTPO Policy Board Action:**

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



**Roanoke Valley Transportation**  
**PLANNING ORGANIZATION**  
A Program of the  
**REGIONAL**commission

## Transportation Policy Board

February 22, 2024

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**Roanoke Valley Transportation**  
**PLANNING ORGANIZATION**  
A Program of the  
**REGIONAL**commission

## Recommendation on FY25-26 Transportation Alternatives Set-Aside Program Allocations

Bryan Hill

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## Timeline

- Two project applications endorsed in October 2023:
  1. City of Roanoke: Westside/Salem Turnpike CGS
  2. Roanoke County: Glade Creek Greenway Vinyard Park East
- Glade Creek Greenway application was screened out
- When making application, the City of Roanoke was willing to match more funds because the RVTPO allocation could not cover their full request.
- Staff informed City staff that they had the only eligible project and sufficient funding to request up to 80% of the total project cost (\$909,224 vs. \$500,000).
- City of Roanoke staff revised their request to \$909,224.
- VDOT informed staff of Dr. Smoot's desire to allocate \$500,000 to the project.
  1. Surplus in Salem District CTB Member allocation
  2. Unused surplus will revert to a statewide TA pot
  3. RVTPO allocation request is reduced by \$500,000, with funds returning to balance entry account
- The RVTPO has \$1,113,493 in new FY25 and 26 TA funds to allocate to new projects.

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## Recommendation

Staff revises the original TTC recommendation funding the City of Roanoke's Westside/Salem Turnpike CGS project from \$909,224 to \$409,224.

**TPO Action:** Consideration of Resolution on RVTPO Transportation Alternatives Set-Aside Block Grant Program funding (FY25/FY26)

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**Roanoke Valley Transportation  
PLANNING ORGANIZATION**  
A Program of the  
REGIONAL commission

## Recommendation on FY26 SMART SCALE RVTPO Candidate Project Requests

Bryan Hill

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### Background

- In late January 2024, RVARC staff solicited project requests from localities and agencies for the FY26 round of SMART SCALE.
- On February 5<sup>th</sup> staff received three project request forms, all from Roanoke County.
  - Peters Creek Road/Williamson Road Multimodal and Safety Improvements
  - Peters Creek Road at Valleypointe Parkway Intersection Improvements
  - Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements.
- Staff determined that there was no need to prioritize project requests as in Round 5, as there were fewer requests than available application spots (four).
  - One project request for submission by the RVARC.

6

## Recommendation

TTC recommends that the RVTPO Policy Board pursue the three project requests submitted by Roanoke County.

**TPO Action:** Consideration of recommendation to the RVTPO Policy Board of FY26 SMART SCALE RVTPO candidate project requests.

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## Moving Forward: 2023 Greater Roanoke Region Travel Survey

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## Highlights from the 2023 Greater Roanoke Region Travel Survey



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## Background

In 2023, The Roanoke Valley-Allegheny Regional Commission (RVARC) hired a research company to survey local residents about travel patterns, trip satisfaction and transportation options.

**1,662 responses**



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## Key finding #1:

Personal vehicles are the main mode of transportation in our region, but gas prices, maintenance costs and traffic congestion are burdening residents.



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## Key Finding #1



Of those surveyed, almost half (42%) work outside the home.

Among those, 87% drive to work alone, and 61% are commuting to the City of Roanoke and/or Roanoke County.

These commuters face a number of challenges:

- A majority of those surveyed (59%) said high gas prices were the biggest challenge for commuting in a personal vehicle.
- 39% said the cost and time of personal vehicle maintenance was a challenge.
- 40% said traffic congestion is a challenge.\*

\*Note: Research from the national transportation research nonprofit TRIP found that traffic congestion costs the average Roanoke region driver \$829 annually – the result of losing 25 hours stuck in traffic and wasting 11 gallons of fuel.

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## Key finding #2:

Many areas throughout our region need more public transportation, bike paths, and safer and better-connected sidewalks.



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## Key Finding #2



According to the survey, most people believe we need better solutions for transit in the Roanoke Valley

- About half of respondents (43%-59%) agreed that our area needs **more public transportation**, with younger adults agreeing most strongly.
- The majority of respondents said our Region needs **better bike paths**, with Roanoke City (66%), Roanoke County (67%) and the City of Salem (70%) leading the way in their agreement.
- Many respondents (40%-55%) strongly favor improving the **sidewalks** in their communities.

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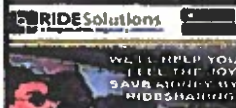
### Key finding #3:

Commuting in our region can be expensive and frustrating, especially for certain groups -- but carpooling and vanpooling could help.



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### Key Finding #3



According to a TRIP study, drivers in the greater Roanoke region pay an average of **\$407 in yearly vehicle operation costs** as a result of fuel consumption, wear and tear and other factors.

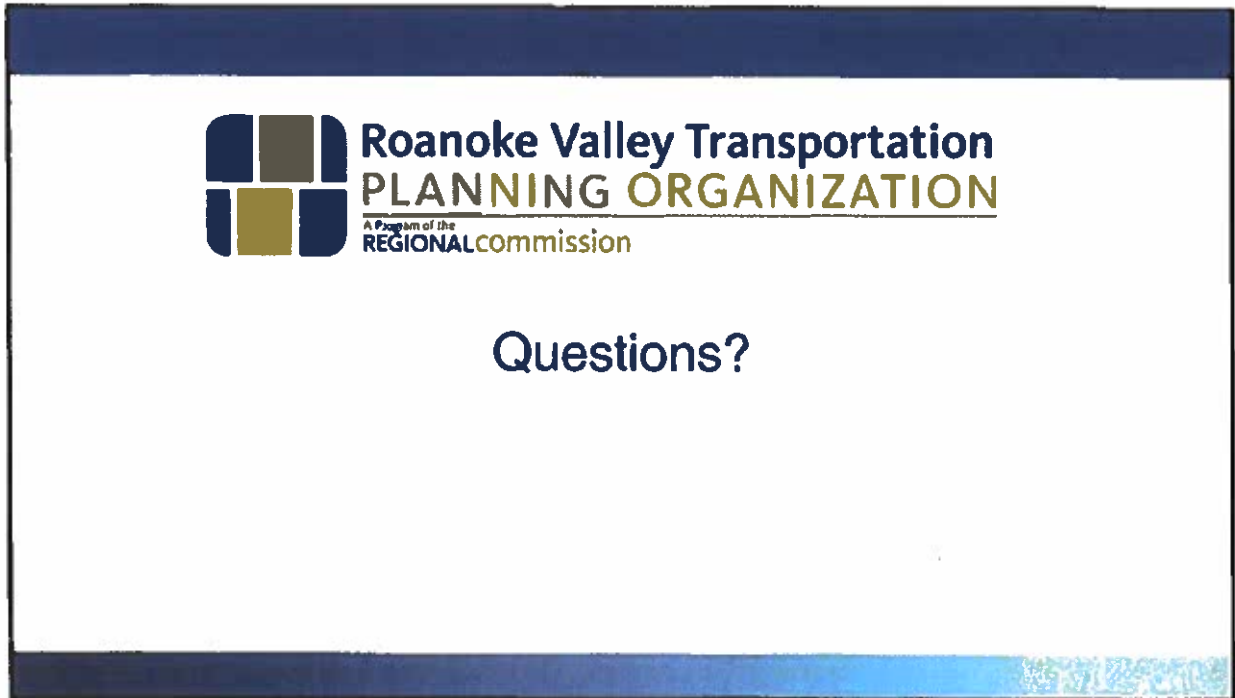
- RIDE Solutions' **free carpooling and vanpooling** assistance program can help ease commuters' costs – but only 27-40% of the RVARC survey's respondents were aware of these services. This shows that carpool and vanpool promotion and education need to be expanded in the Roanoke Region.
- The survey also showed that the top motivator for carpooling or vanpooling is the offer of a **free ride home in case of emergencies (46%)**.

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## Upcoming TPO Meetings

### March

- STBG/CRP Financial Plan Recommendation, Public Hearing
- Review of UPWP Draft

### April

- Dr. Smoot, Commonwealth Transportation Board