



MINUTES

The January meeting of the Transportation Technical Committee was held on Thursday, January 11, 2024, at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

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

2. ROLL CALL (including consideration of remote participation)

Secretary Tori Williams called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

| | |
|----------------------------------|--|
| Erik Smedley | County of Bedford |
| Jonathan McCoy | County of Botetourt |
| Nick Baker | County of Botetourt |
| Megan Cronise | County of Roanoke |
| Nathan Grim | County of Roanoke |
| Brea Hopkins (<i>via zoom</i>) | County of Montgomery |
| Wayne Leftwich | City of Roanoke |
| Dwayne D'Ardenne | City of Roanoke |
| Crystal Williams | City of Salem |
| Josh Pratt | City of Salem |
| Cody Sexton, <i>Chair</i> | Town of Vinton |
| Anita McMillan | Town of Vinton |
| William Long | Greater Roanoke Transit Company |
| Frank Maguire, <i>Vice Chair</i> | Roanoke Valley Greenway Commission |
| Kyle Kotchou | Roanoke-Blacksburg Regional Airport |
| Michael Gray | Virginia Dept. of Transp. - Salem District |
| Mitch Huber (<i>via zoom</i>) | Virginia Dept. of Rail and Public Transp. |

VOTING MEMBERS ABSENT

| | |
|----------------|------------------------------------|
| Nathan Sanford | Unified Human Serv. Transp. System |
|----------------|------------------------------------|

NON-VOTING MEMBERS PRESENT

| | |
|-------------------|-----------------|
| Stephanie Mathena | Franklin County |
|-------------------|-----------------|

RVARC Staff Present: Bryan Hill, Andrea Garland, Alison Stinnette, Jonathan Stanton, Tori Williams, and Virginia Mullen.

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

Chair Sexton reported that Ms. Brea Hopkins, representing Montgomery County, requested to participate remotely in the January, February, and March meetings of the Transportation Technical Committee under the "RVTPPO Written Policy for Electronic Meeting Participation," allowing for remote participation under certain circumstances and a physical quorum is present. Ms. Hopkins's request is due to a medical-related issue.

Motion: Chair Sexton to approve the request for remote participation by Ms. Hopkins.

TTC Action: without objection, the request was approved.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed:

- A. January 11, 2024 TTC Meeting Agenda
- B. Action on the December 7, 2023 TTC Minutes

Motion: by Dwayne D'Ardenne to approve consent agenda items (A) and (B), as presented; seconded by Jonathan McCoy.

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

There were no remarks.

5. RECOMMENDATION ON 2024 MAP-21 SAFETY PERFORMANCE MEASURE TARGETS

Mr. Bryan Hill reported the RVTPPO annually adopts MAP-21 Safety Performance Measure Targets. The Policy Board has historically chosen to adopt the same statewide (VDOT) annual goal percent reductions for its safety targets. Those targets relate to number fatalities, fatality rate, number of serious injuries, serious injury rate and the number of bicycle and pedestrian fatalities and serious injuries. The proposed 2024 safety targets are listed on page 19 of the agenda packet.

Staff recommends the continued adoption of the VDOT Safety Performance Targets for the following reasons:

1. The continued support provided by VDOT in the provisions of safety performance target data.
2. Adoption of the VDOT targets provides a proper level of aggressivity.

Mr. Wayne Leftwich commented that he feels conflicted having to increase the number of fatalities when trying to achieve "vision zero" (no fatalities) but understands that this is something that needs to be done. Mr. Michael Gray stated that most MPO follow the state but certainly an MPO can develop and use their own safety performance measure targets. TTC members expressed interest in staff exploring the possibility of developing its own methodology and safety targets for 2025. This will be considered for addition to the draft FY25 Unified Planning Work Program which will be developed in the spring.

Motion: by Wayne Leftwich to adopt the VDOT 2024 Safety Performance Measure Targets, as presented and to explore the possibility of developing its own methodology and safety targets for 2025; seconded by Frank Maguire.

TTC Action: Motion carried unanimously.

6. **RECOMMENDATION ON AMENDMENT TO PROJECT DEVELOPMENT AND SELECTION PROCEDURES FOR ROANOKE VALLEY URBANIZED AREA SUBALLOCATION FUNDING: TRANSPORTATION ALTERNATIVES**

Mr. Bryan Hill reported that currently the Project Development and Selection Procedures document for all RVTPO suballocation funding does not address out of cycle funding requests for Transportation Alternatives Program funding. The two – year application cycle currently provides the only opportunity for a project sponsor to request additional funding. In order to provide flexibility to projects which may encounter unforeseen budget changes, staff proposed a Transportation Alternative Program Adjustment Process amendment (illustrated on pages 20 and 21 of the agenda packet).

Motion: by Wayne Leftwich to recommend to the RVTPO Policy Board an amendment to the Transportation Alternatives section of the Project Development and Selection Procedures for Roanoke Valley Urbanized Area Suballocation Funding, as presented; seconded by Frank Maguire.

TTC Action: Motion carried unanimously.

7. **RECOMMENDATION ON OUT OF CYCLE REQUEST FROM THE TOWN OF VINTON TO UTILIZE TRANSPORTATION ALTERNATIVE FUNDING**

Mr. Bryan Hill reported that on January 3rd, staff received a request from the Town of Vinton for \$180,000 in additional Transportation Alternative Program (TAP) funding for UPC 117995-Glade Creek Greenway Phase 2. In summary, construction of the greenway's Phase 2B portion began in July 2023. Construction halted in September upon discovery by the Western VA Water Authority that the existing waterline within the creek was too shallow and must be relocated. The Town estimates the additional cost for the projects to be approximately \$225,000, consisting of \$180,000 in TAP funds along with the Town's required 20% match of \$45,000. Based on the conversations staff have held with VDOT and the Vinton staff, RVARC, as well as the unique and exigent circumstances which led to the cost adjustment request, staff recommend the use of TAP balance entry reserve funds. There is sufficient funding to cover the \$180,000 request. Additionally, delays and related cost increases warrant continued funding to complete the project.

Motion: by Megan Cronise to recommend to the RVTPO Policy Board to approve the request from the Town of Vinton to fund UPC 117995-Glade Creek Greenway Phase 2B with additional Transportation Alternatives Program funding, as presented; seconded by Crystal Williams.

TTC Action: Roll call vote: Ayes 16 (Smedley, Baker, McCoy, Hopkins, Cronise, Grim, Leftwich, D'Ardenne, Williams, Pratt, McMillan, Sexton, Long, Maguire, Gray, Kotchou); Nays 0 and Abstentions 0. Motion carried unanimously.

8. **OVERVIEW OF REGIONAL ELECTRIC VEHICLE (EV) CHARGING STUDY**

Ms. Andrea Garland reported that the Regional Commission hired a consultant back in December 2023 to support the development of a Regional EV Infrastructure Deployment Plan. The study area will include all the RVARC localities. Ms. Garland went over the scope of the study (the PowerPoint presentation is included with the Minutes).

9. CONTINUED DEVELOPMENT OF STBG & CRP FINANCIAL PLANS

A. Funding availability and updated funding scenarios

B. SMART SCALE leveraging presentation

C. Subcommittee on allocation criteria and STBG/CRP process review

Ms. Alison Stinnette presented a PowerPoint presentation on the continued development of the STBG and CRP financial plans (the presentation is included with the Minutes). Members agreed to fully fund all projects, regardless of the scenario, and let VDOT investigate project schedules and see how money will be allocated. Ms. Stinnette noted that no formal recommendation is needed at this point.

Mr. Nathan Grim presented information on SMART SCALE leveraging (the PowerPoint presentation is included with the Minutes). TTC members complimented Mr. Grim for the great analysis.

Mr. Tori Williams asked for volunteers to serve on the STBG/CRP Process Review and Allocation Criteria Subcommittee. The following members volunteered: Nathan Grim, Megan Cronise, Dwayne D'Ardenne, Cody Sexton, Jonathan McCoy, Michael Gray (if VDOT perspective is needed). The subcommittee will meet on an ad-hoc basis to consider amendments to the suballocation funding procedures and to guide development of a methodology for evaluating requests to allocate STBG/CRP funds for leverage in Round 6 of SMART SCALE.

10. OTHER BUSINESS

Mr. Tori Williams reminded that the Subcommittee that is helping staff with the public participation plan will meet today immediately after the adjournment of this meeting.

Mr. Tori Williams distributed a list of transportation bills from the 2024 Virginia General Assembly (the handout is included with the minutes).

11. COMMENTS BY MEMBERS AND / OR CITIZENS

Ms. Anita McMillan thanked VDOT and RVARC staff for their assistance, and the TTC members for approving the additional funding.

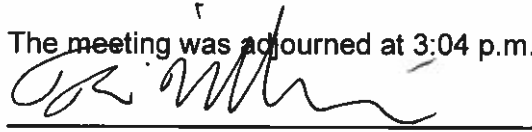
Mr. William Long announced that Valley Metro's micro transit program will launch on January 22nd.

Ms. Crystal Williams commented that the newly hired city manager of Salem, Mr. Chris Dorsey, is very interested in transportation and would be here today but had a scheduling conflict. He plans to attend meetings in the future.

Mr. Erik Smedley announced that Ms. Mariel Fowler has left Bedford County to pursue another opportunity.

12. **ADJOURNMENT**

The meeting was adjourned at 3:04 p.m.



Tori Williams

Secretary, Transportation Technical Committee



RVARC EV Infrastructure Implementation Strategy

TTC Meeting
January 11, 2024

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Study Area



RVARC includes:

- City of Roanoke
- City of Salem
- City of Covington
- Roanoke County
- Botetourt County
- Franklin County
- Alleghany County
- Craig County
- Town of Vinton
- Town of Rocky Mount
- Town of Clifton Forge

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Scope of Work

1. Task 1 – RVARC Vision and Goals

2. Task 2 – Public Engagement Strategy

- Identify barriers to EV adoption by the public and opportunities to incent adoption.
- Recommendations on best practices for public engagement related to EVs.
- Recommendations for promoting EV readiness in RVARC communities.
- Identify resources that RVARC can use to communicate with and educate the public

3. Task 3 – EV Infrastructure and Conditions Analysis

- a) EV Market Demand
- b) EV Charging Infrastructure Conditions and Siting Analysis

4. Task 4 – Deployment Strategy

3

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Schedule

| TASK | DEC | JAN | FEB | MAR | APR | MAY | JUN |
|---------------------------------|-----|-----|-----|-----|-----|-----|-----|
| Kick-off | █ | | | | | | |
| Task 1 – Goals & Objectives | | █ | | | | | |
| Task 2 – Public Engagement Plan | | █ | █ | █ | | | |
| Task 3 – Conditions Analysis | | █ | █ | █ | █ | | |
| Task 4 – Final Plan | | | | █ | █ | █ | █ |

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Data Collection from RVARC Members

| Stakeholders | EV/Greenhouse Targets | GIS Data | Local Information |
|---|--|--|--|
| <ul style="list-style-type: none">• EV-Working Group• Public Stakeholders• Private stakeholders | <ul style="list-style-type: none">• Adoption & registration targets• Greenhouse emissions targets• Population data projections | <ul style="list-style-type: none">• Trip Data*• Park and Ride Locations*• Multifamily Locations*• Utility capacity data (if available) *• Existing EV charging stations• Contact person | <ul style="list-style-type: none">• Local policies or ordinances to consider• Potential challenges• Local pilot projects |

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Continued Development of STBG & CRP Upcoming Financial Plans

TTC Meeting
January 11, 2024

1

Overview of Topics

- Review of December TTC meeting discussion
- Finalization of the funding scenario
- Public Comment Process
 - Review of the draft survey
 - Recommendation to TPO for public comment (Motion)
- Discussion on SMART SCALE leverage

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Current Funding Availability

| | Previous Allocation | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | Total |
|--------------|---------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| STBG | \$66,017 | \$278,319 | \$320,147 | \$1,458,817 | \$722,654 | \$5,611,078 | \$6,535,078 | \$14,992,110 |
| CRP | \$88,226 | \$572,462 | \$583,911 | \$595,589 | \$607,501 | \$619,651 | | \$3,067,340 |
| Total | \$154,243 | \$850,781 | \$904,058 | \$2,054,406 | \$1,330,155 | \$6,230,729 | \$6,535,078 | \$18,059,450 |

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Updated Funding Scenarios

| Sponsor | Project | Request | Scenario 1 | | Scenario 2 | | Scenario 3 | |
|-------------------|--|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
| | | | STBG | CRP | STBG | CRP | STBG | CRP |
| Existing Projects | | | | | | | | |
| City of Roanoke | Greenway Connection - Riverland Road | \$1,180,500 | | \$1,180,500 | \$584,419 | \$596,081 | | \$1,180,500 |
| Roanoke County | Roanoke River Greenway through Explore Park | \$500,000 | \$500,000 | | | \$500,000 | \$250,000 | \$250,000 |
| Roanoke County | Orange Market Parking Lot/Park and Ride Improvements | \$1,500,000 | | \$1,500,000 | \$1,500,000 | | \$219,160 | \$1,280,840 |
| New Projects | | | | | | | | |
| City of Salem | Roanoke River Greenway - Apperson to Cook Connector | \$1,615,259 | \$1,615,259 | | | \$1,615,259 | \$1,615,259 | |
| Town of Vinton | Vinyard Road Pedestrian Safety Improvement Project (PE Phase)* | \$356,000 | | \$356,000 | | \$356,000 | | \$356,000 |
| | Subtotal | | \$2,115,259 | \$3,036,500 | \$2,084,419 | \$3,067,340 | \$2,084,419 | \$3,067,340 |
| | Total | | \$5,151,759 | \$5,151,759 | \$5,151,759 | \$5,151,759 | \$5,151,759 | \$5,151,759 |
| | Available | | \$14,992,110 | \$3,067,340 | \$14,992,110 | \$3,067,340 | \$14,992,110 | \$3,067,340 |
| | Balance Entry | | \$12,876,851 | \$30,840 | \$12,907,691 | \$0 | \$12,907,691 | \$0 |

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Existing Projects Requesting Additional Funding

| Locality | Project | Request |
|------------------|---|---|
| Botetourt County | Route 220 Superstreet and Access Management | STBG; \$5,000,000 Leverage for Round 6 SMART SCALE |
| City of Roanoke | Roanoke River Greenway – Underhill | STBG; \$11,758,000 |
| City of Roanoke | Greenway Connection – Riverland Road | CRP; \$1,180,500 |
| Roanoke County | Roanoke River Greenway through Explore Park | STBG or CRP; \$500,000 |
| Roanoke County | Orange Market Parking Lot Improvements | STBG or CRP; \$1,500,000 |

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Review of Candidate Project Requests

| Locality | Project | Request |
|---------------------------------|---|--|
| Roanoke County, City of Roanoke | Route 419/Electric Road Safety and Streetscape Improvements, Grandin Road Extension to Keagy Road | STBG or CRP; \$2,000,000 - \$5,000,000 |
| Roanoke County | Peters Creek Road at Williamson Road Intersection Improvements | STBG or CRP; \$2,000,000 - \$5,000,000 |
| Roanoke County | Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements | STBG or CRP; \$2,000,000 - \$5,000,000 |
| City of Salem | Roanoke River Greenway – Apperson to Cook Connector | STBG or CRP; \$1,615,259 |
| Town of Vinton | Vinyard Road Pedestrian Safety Improvement Project (PE Phase) | STBG; \$356,000 |

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Public Participation Process

- Required to have a public comment process, 14-day minimum requirement.
- Public Comment Period February 1st – 15th
- MetroQuest Survey (demonstration to follow)
- Distributed to Stakeholders, TTC, TPO, Commission members, and social media.
- Public Engagement Summary to be presented in March TTC and TPO meetings.

SMART SCALE Leveraging

Transportation Technical Committee
January 11th, 2024

1



SMART SCALE Scoring Procedure

- Divide the benefit score by the request dollar amount and multiply by 10 million to determine SMART SCALE score
- Leveraging does not affect benefit score, it only lowers the request amount
- Example: for the below, $(7.7/14,122,332) * 10m = 5.45$ (Rounded)
- This project (419 Streetscape Improvements Phase 2, Ogden to Starkey) leveraged \$4,347,150, total cost was \$18,469,482
- SMART SCALE score without leveraging would have been 4.14
- If twice as much (\$8m) was leveraged, SMART SCALE score would have been 7.3

| | |
|--|--------------|
| Project Benefit | 77 |
| SMART SCALE Cost | \$14,122,332 |
| SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost) | 5.4 |

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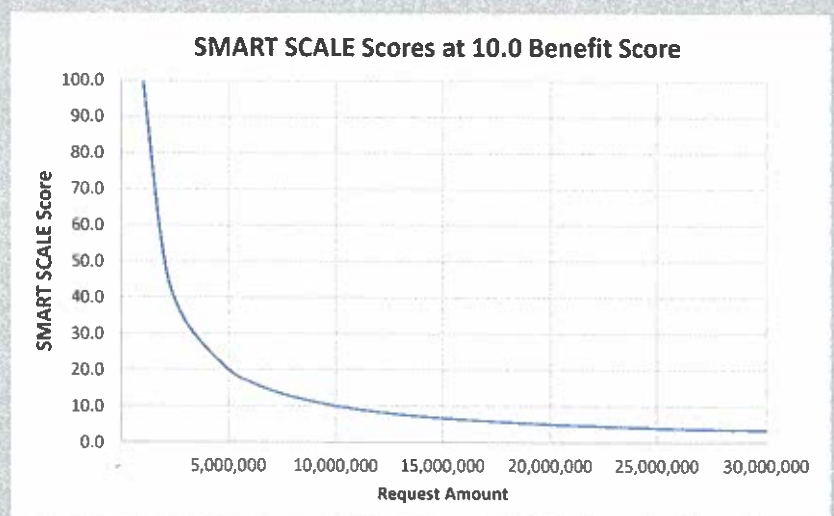
Round 5 Leveraged Projects

| STATEWIDE APPLICATIONS | | | |
|------------------------|------------------------|--------|----------|
| | Number of Applications | Funded | % Funded |
| Total Applications | 394 | 165 | 42% |
| Leveraged Applications | 92 | 38 | 41% |

| SALEM DISTRICT APPLICATIONS | | | |
|-----------------------------|------------------------|--------|----------|
| | Number of Applications | Funded | % Funded |
| Total Applications | 49 | 15 | 31% |
| Leveraged Applications | 3 | 1 | 33% |

SMART SCALE Scores and Request Amounts

- SMART SCALE Scores change drastically depending on request amount (with constant benefit score), especially when requesting under \$10m
- Requests that are in this range have larger score increases when funds are leveraged



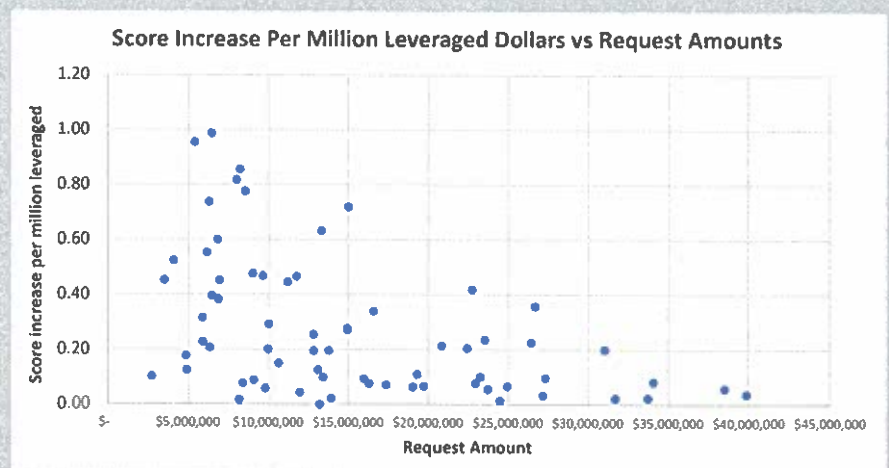
Efficiency of Leveraged Funds

- Some leveraging is more effective in increasing SMART SCALE score than others
- Can be measured in SMART SCALE points per million dollars leveraged
- Example:

| | Cost | Leverage Amount | Request Amount | Benefit Score | SMART SCALE SCORE | Increase per million dollars leveraged |
|--------------------|--------|-----------------|----------------|---------------|-------------------|--|
| Unleveraged | \$5.3m | \$0 | \$5.3m | 2.95 | 5.6 | 0 |
| Leveraged | \$5.3m | \$1m | \$4.3m | 2.95 | 6.9 | 1.31 |

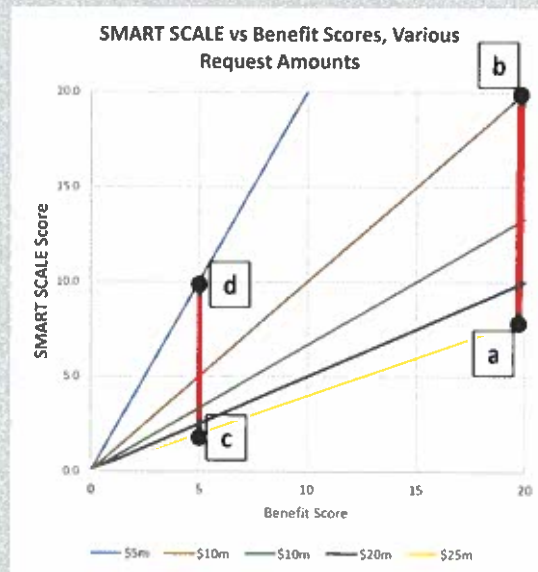
Efficiency of Leveraged Funds

- Lower amount requests get much higher increases in score per million leveraged
- 19 of the 92 leveraged projects had above .54 points increase per million leveraged
 - All of these projects were funded
- 54 of the 92 leveraged projects had 0.1 or higher score increase per million leveraged
 - 32 of these were funded (59%)
- 38 of the 92 leveraged projects had lower than 0.1 score increase per million leveraged
 - Only 5 of these were funded (13%)
- Next slide explains why there are still many low increase per million leveraged scores at low request amounts



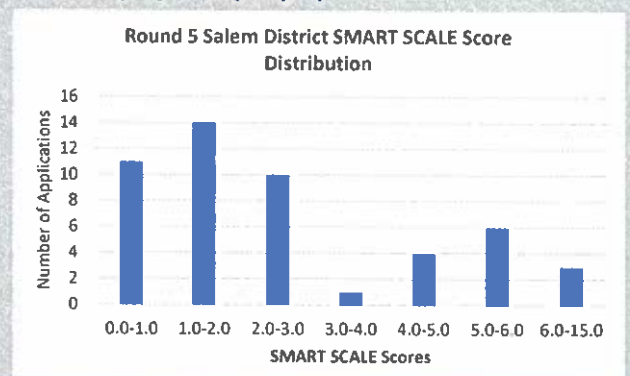
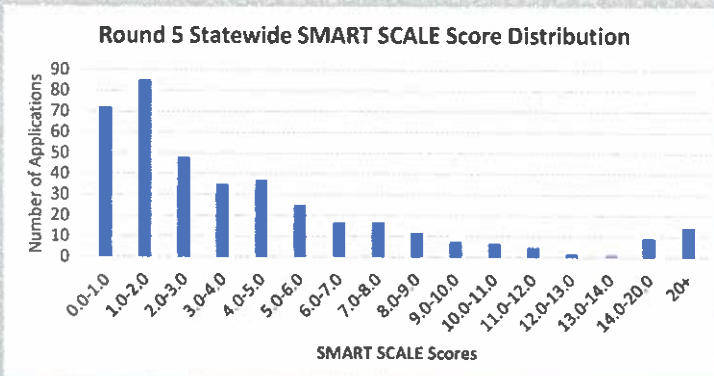
Leveraging and Benefit Scores

- Applications that have lower initial benefit scores do not gain as many points from leveraging the same amount as higher benefit scores
- Example:
 - A \$25m project with 20.0 benefit score (point a) costs \$15m to buy down to a 20.0 SMART SCALE score (point b)
 - A \$25m project with a 5.0 benefit score would cost \$15m to buy down to only 10.0 points.
 - Point a to point b is 12 points, b to c is 8 points for the same amount of money



When is raising the score necessary?

- Almost all of Salem District's Round 5 funds were awarded from the District Grant Program or from Step 2 (HPP allocated by District)
 - Salem District received no Step 3 HPP funds, which will be Step 2 in Round 6
- All of Salem District's projects above 2.87 were funded*. All applications that scored under 2.87 were not funded**.
 - Compared to statewide, 41% of projects scoring between 2.87 and 4.0 were funded
- If a project already scored above 2.87, leveraging would have most likely not been beneficial in Salem District, but with the amount of projects in the 1.0-3.0 range, leveraging could allow a project to jump up the ranks



* Except unfunded Williamson Rd Sidewalk in Rke Co (only eligible for HPP due to RVTPD application), and a Central VA PDC application funded with consensus HPP, 4.13 score

** Except Montgomery County Route 8 Widening and Improvements, funded with consensus DGP)

Round 5 Leveraged Projects – Salem District

| Submitted by | Name | Total project cost | Leverage Amount | Benefit Score | SMART SCALE SCORE | Unleveraged SMART SCALE SCORE | Increase/\$1m leveraged | District Rank | Unleveraged District Rank | Did leveraging affect funding result? | Notes |
|------------------|---|--------------------|-----------------|---------------|-------------------|-------------------------------|-------------------------|---------------|---------------------------|---------------------------------------|--|
| Roanoke City | STARS 460/Orange Ave 11-24th | \$ 28,285,510 | \$ 5,000,000 | 6.7 | 2.87 | 2.35 | 0.10 | 15 | 24 | Yes | Funded by DGP, was last project funded |
| Roanoke County | I-581 at Exit 2 Interchange Improvements, Phase 1 | \$ 21,444,818 | \$ 4,058,056 | 2.68 | 1.54 | 1.25 | 0.07 | 33 | 38 | No | Unfunded |
| Botetourt County | Route 220 Superstreet | \$ 17,225,497 | \$ 924,000 | 2.14 | 1.31 | 1.24 | 0.08 | 36 | 37 | No | Unfunded |



Round 4 Leveraged Projects – Salem District

| Submitted by | Name | Total project cost | Leverage Amount | Benefit Score | SMART SCALE SCORE | Unleveraged SMART SCALE SCORE | Increase/\$1m leveraged | District Rank | Unleveraged District Rank | Did leveraging affect funding result? | Notes |
|------------------|--|--------------------|-----------------|---------------|-------------------|-------------------------------|-------------------------|---------------|---------------------------|---------------------------------------|--------------|
| Salem City | Downtown Salem - College Ave Improvements | \$ 3,017,132 | \$ 547,800 | 4.19 | 16.97 | 13.89 | 5.62 | 1 | 4 | No | |
| RVTPD | Route 460 Intersections from Carson to Huntridge | \$ 2,766,831 | \$ 427,803 | 2.6 | 11.12 | 9.40 | 4.02 | 5 | 9 | No | HPP (step 2) |
| Roanoke County | Starkey Rd/Buck Mtn Intersection Improvements | \$ 5,841,480 | \$ 3,258,115 | 2.56 | 9.91 | 4.38 | 1.70 | 7 | 22 | No | |
| Roanoke City | Valley View Blvd/Aviation Dr Ped Improvements | \$ 7,178,491 | \$ 1,250,000 | 6.64 | 11.20 | 9.25 | 1.56 | 8 | 10 | No | |
| Roanoke City | Route 460 (Orange Ave) Improvements Near Blue Hills Dr | \$ 5,580,213 | \$ 676,720 | 4.57 | 9.32 | 8.19 | 1.67 | 9 | 12 | No | |
| Roanoke County | Valleypointe Parkway Realignment | \$ 9,837,072 | \$ 2,500,000 | 6.64 | 9.05 | 6.75 | 0.92 | 11 | 15 | No | |
| Roanoke City | Route 460 (Orange Ave) Improvements at King Street | \$ 5,005,724 | \$ 550,280 | 3.56 | 7.99 | 7.11 | 1.60 | 12 | 14 | No | |
| RVTPD | Route 460 at West Ruritan Road Intersection Improvements | \$ 7,537,497 | \$ 785,549 | 3.77 | 5.58 | 5.00 | 0.74 | 18 | 21 | No | HPP (step 2) |
| Roanoke County | Route 419 Streetscape Improvements, Phase 2 | \$ 18,469,482 | \$ 4,347,150 | 7.65 | 5.42 | 4.14 | 0.29 | 19 | 22 | No | |
| Roanoke County | Route 460 and Alt Route 220 Intersection Improvements | \$ 21,796,984 | \$ 2,544,860 | 2.67 | 1.39 | 1.22 | 0.07 | 37 | 42 | No | Unfunded |
| Botetourt County | Route 220 Superstreet Improvement | \$ 14,412,482 | \$ 3,000,000 | 1.16 | 1.02 | 0.80 | 0.07 | 43 | 45 | No | Unfunded |

Total Leveraged funds: \$19,888,277



Leveraging for Previously Submitted Projects

Route 419/Electric Road Safety and Streetscape Improvements - Requesting \$2-5m in leveraging

- Using Round 5 data: \$2m leveraged, SMART SCALE Score goes to 3.26 from 2.78, 0.24 points increase/million
- Would have gotten DGP funds in Round 5 with this or higher leveraging
- **Large caveat:** 2.6 of this project's 3.8 benefit score came from the Land Use category so it is projected to score much lower in Round 6
 - The reduced benefit score due to this change would make leveraging less effective than it would have been in Round 5, which may make it difficult to score high enough to be competitive for funding



Leveraging for Previously Submitted Projects

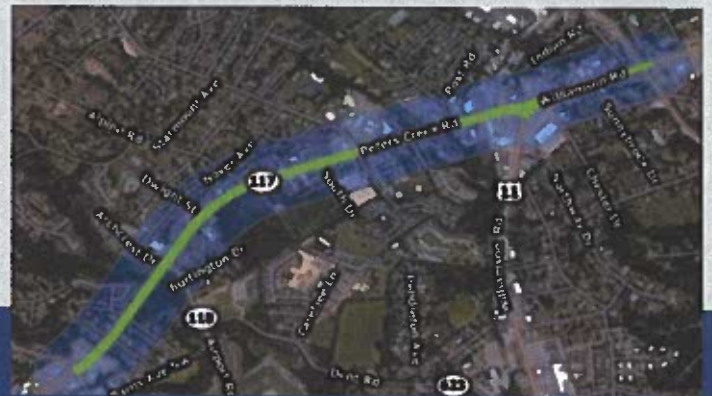
Route 220 Superstreet – Requesting \$5m in leveraging

- Using Round 5 data, if \$5m was leveraged, this project's score would have been raised from 1.31 to 1.75, efficiency of 0.1 points per million leveraged. Would have brought it to District Rank 28 (Rank 15 was the lowest funded).



Leveraging for New Projects

- Dow Hollow Road/Rt 11/460 and Peters Creek Road/Williamson Road
 - Dow Hollow Road/Rt 11/460 project could potentially score well in Safety category, and PCR/Williamson could score well in Safety and Congestion.
- If benefit score is high enough and cost is close to \$10m, leveraging could have a substantial effect on score. If closer to \$20m, \$2-5m in leveraging would be much less effective.
- Highly dependent on what other applications are submitted in District as to how much or whether leveraging is beneficial. Scoring competitively for HPP funds would be difficult.



Summary/Questions Going Forward

- Leveraging projects can help raise SMART SCALE Scores, but in certain scenarios has minimal effects, and in others may be unnecessary in getting project selected for funding.
 - Recognizing the benefits and drawbacks to leveraging will maximize benefits of STBG/CRP funds
- How to weigh the pros and cons of dedicating Year 7 funds to leveraging
 - Pro: These funds can easily be reallocated to something else if the application fails without holding up other projects
 - Con: Can easily burn through all the funds needlessly if application would have been successful with no or less leveraging

Questions

2024 Virginia General Assembly Session

| Transportation | | Bill # | Patron (s) | Description | Status | Comments |
|-----------------------|----------|--------|------------|--|---|---|
| HB21 | Jones | | | School crossing zones. Expands the definition of "school crossing zone" to include areas surrounding schools where the presence of students reasonably requires a special warning to motorists and provides that the term "school" includes public institutions of higher education and nonprofit private institutions of higher education. Currently, the definition of "school crossing zone" includes only areas surrounding schools where the presence of children requires such warning. Existing provisions of law allowing photo speed monitoring devices to be installed in school crossing zones will apply to any location that meets the expanded definition. | Committee on Transportation Sub: Innovations | See also HB1072 |
| HB74 | Reid | | | Unpaved secondary highway funds. Clarifies that the improvement of non-surface treated secondary highways includes improvements other than paving as described in the bill. The bill also clarifies that the local governing body of the county receiving funds for such improvements will select the highways or highway segments to be improved, after consulting with the Department of Transportation, and the project shall be designed and implemented by the county capital projects manager to project standards. | Subcommittee on Transportation Infrastructure and Funding | See also HB1233 and SB644 |
| HB107 | Sullivan | | | Electric Vehicle Rural Infrastructure Program and Fund created. Creates the Electric Vehicle Rural Infrastructure Program and Fund to assist private developers with non-utility costs associated with the installation of electric vehicle charging stations in certain localities. The bill provides that a private developer is eligible to receive grants of 70 percent of such non-utility costs for electric vehicle charging stations installed in a city or county that meets the criteria of a distressed locality as defined in the bill, and caps the total amount of grants awarded in any fiscal year at \$25 million. | Committee on Ag, Chesapeake, and Natural Resources | |
| HB142 | Reid | | | Installation of crosswalks; waiving certain requirement. Authorizes the Department of Transportation, when determining the need for a crosswalk within a community subject to the Property Owners' Association Act, to waive any requirement that a certain number of individuals cross such highway within a particular period of time if the location of the proposed crosswalk is adjacent to and providing access to a facility that attracts pedestrians or generates an increased pedestrian presence. | Committee on Transportation Subcommittee on Transportation Infrastructure and Funding | |
| HB143 | Reid | | | Utility work database. Requires the Department of Transportation to establish and maintain a publicly accessible database and map of all utility work that has been approved by the Department and will occur within a highway right-of-way. | Committee on Transportation Subcommittee on Transportation Infrastructure and Funding | |
| HB144 | Reid | | | Change in speed limits; notification. Requires the Department of Transportation, if the Commissioner of Highways increases or decreases a speed limit, to (i) notify the primary liaison with the Department in each locality within which such speed limit change will occur and (ii) place roadside signage notifying drivers of the upcoming change in such speed limit. The bill also requires the Department to notify the governing body of any property owners' association or condominium association if any such speed limit change will occur in a community subject to such association. | Committee on Transportation Subcommittee on Transportation Infrastructure and Funding | |
| HB205 | Ballard | | | Regional gas tax revenues. Provides that in allocating revenues from the regional fuels tax in localities not a part of the Northern Virginia Transportation Authority, the Hampton Roads Transportation Accountability Commission, the Interstate 81 Corridor, or the Central Virginia Transportation Authority, the Commonwealth Transportation Board shall seek to award 50 percent of the revenues generated in each construction district for projects improving or maintaining secondary roads. | Stricken at the Request of the Patron | Requested by Giles County |

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| HB447 | Williams | Motor vehicle rental and peer-to-peer vehicle sharing tax; disposition. Redirects revenues derived from motor vehicle rental and peer-to-peer vehicle sharing taxes from the Commonwealth Transportation Fund to the Special Fund for Administration of Aviation Laws. To be used for the administration of aviation laws and the construction, maintenance and improvement of airports. | Committee on Finance | Fiscal Impact on CTF |
| HB532 | Seibold | Transportation projects; highway safety. Prohibits the initiation of any transportation project in an established school crossing zone unless a pedestrian safety-focused road safety audit is conducted and its recommendations are incorporated into the project plan. The bill requires the Commonwealth Transportation Board, in administering the Virginia Highway Safety Improvement Program, to prioritize infrastructure projects that address a hazardous road location or feature or address an identified highway safety problem located in a school crossing zone. | Tabled | |
| HB557 | Askew | Requirement for electric vehicle charging stations for certain developments. Provides that any locality may by ordinance require electric vehicle charging stations as part of subdivision or site plan approval for a development containing commercial, industrial, or multifamily residential uses with a density of seven residential dwelling units per acre or greater. The bill contains a delayed effective date of July 1, 2025. | Committee on Counties, Cities, & Towns Sub. #2 | See also HB405 |
| HB645 | Reaser | Parking spaces reserved for charging electric vehicles; signs. Removes the requirement that signs noting that a parking space is reserved for charging plug-in electric motor vehicles include the civil penalty for parking in violation of such sign. | Committee on Transportation Sub: Highway Safety and Policy | |
| HB657 | Sullivan | Pedestrian control signals; applicability to persons riding bicycles and other devices. Allows persons riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter to, while remaining in the travel lane, follow the pedestrian control signal to their right at an intersection when traveling in the direction of the signal, provided that they travel straight or turn right and yield to pedestrians in the crosswalk traveling in the same direction. | Committee on Counties, Cities, & Towns Sub: Highway Safety and Policy | |
| HB661 | Runion | Department of Transportation; design-build engineer regulations. Directs the Department of Transportation to promulgate regulations clarifying that design-build contractors are not required to employ a professional engineer on staff in order to qualify to submit a proposal for or be awarded a transportation project. | Committee on Transportation Subcommittee on Transportation Infrastructure and Funding | |
| HB703 | Webert | Department of General Services and Department of Transportation; regulations and requirements; transit and school bus shelters; concrete pad construction. Directs the Department of General Services and the Department of Transportation to amend and conform the regulations and requirements for localities and transit agencies constructing concrete pad foundations for school bus shelters, public transit shelters, and rideshare stations. | Committee on Transportation Subcommittee on Transportation Infrastructure and Funding | |
| HB754 | Ernis | Rate of tax on gasoline and diesel fuel. Lowers the rate of tax on gasoline and diesel fuel on July 1, 2024, from 26.2 cents per gallon to 21.2 cents per gallon on gasoline and from 27 cents per gallon to 20.2 cents per gallon on diesel fuel which are the rates that were in effect before July 1, 2021. The bill provides that the rate of tax on gasoline and diesel fuel will return to 26.2 and 27 cents per gallon, respectively, on July 1, 2025, and will be indexed based on the change in the United States Average Consumer Price Index occurring between 2021 and 2024, thereafter, the rate will be indexed annually. | Committee on Finance | What impact does drop in revenues have on Six Year Plan? |
| HB1071 | Carr | Reduction of speed limits; local authority. Expands the current authority of any locality to reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, on highways within its boundaries that are located in a business district or residence district to include highways within the state highway system, provided that such reduced speed limit is indicated by lawfully placed signs. | Committee on Transportation | |

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| HB1173 | Sickles | Northern Virginia Transportation Commission; membership. Requires, rather than permits, the four members of the Northern Virginia Transportation Commission appointed by the Speaker of the House of Delegates to be members of the House of Delegates. | Committee on Transportation |
| HB1254 | Runion | Bridges; state of good repair; allocation of funds. Designates bridges with a general condition rating, defined in the bill, of no more than five for at least one major bridge component as eligible for state of good repair funds. Currently, bridges must be structurally deficient to be eligible. The bill authorizes the use of state of good repair funds for improvements anticipated to extend the useful life of a bridge by at least 10 years. The bill applies to new project allocations made by the Commonwealth Transportation Board after June 1, 2025. | Committee on Transportation |
| HB1527 | Cordoza | Electric vehicle charging equipment tax credit. Provides an income tax credit for the costs of installing electric vehicle charging equipment at a gas station. The credit shall extend for five years once claimed. For the first year of the credit, the amount of the credit shall be 100 percent of the allowable costs, defined in the bill, which are incurred in the taxable year or \$3,000, whichever is less. For the subsequent four years of the credit, the amount of the credit shall be one percent of the allowable costs incurred by the taxpayer in the taxable year. | Committee on Finance |
| HB1543 | Tran | Direct the Department of Transportation to take certain steps to develop a plan and apply for federal grants to reduce highway deaths and injuries. | Committee on Transportation |
| HL65 | Shin | Study; JLARC; rate of accidents that cause fatalities on roads maintained and managed by the Virginia Department of Transportation and localities; report. Directs the Joint Legislative Audit and Review Commission to study the rate of accidents that cause fatalities on roads maintained and managed by the Virginia Department of Transportation and roads maintained and managed by localities. | Committee on Rules |
| SB282 | Roem | Virginia Highway Safety Improvement Program; surplus funds. Provides that beginning in fiscal year 2025, in any fiscal year in which there is a surplus of general fund revenues, as that term is defined in the bill, the Governor shall include in his proposed budget an appropriation of 10 percent of such surplus for the Virginia Highway Safety Improvement Program for the purpose of funding projects consistent with the objectives of the Program. | Committee on Transportation |
| SB644 | Perry | Unpaved secondary highway funds. Clarifies that the improvement of non-surface treated secondary highways includes improvements other than paving, as described in the bill. The bill also clarifies that the local governing body of the county receiving funds for such improvements will select the highways or highway segments to be improved, after consulting with the Department of Transportation, and the project shall be designed and implemented by the county capital projects manager to project standards. | Reported from Transportation 15-0 |
| SJ28 | Ebbin | Study; JLARC; funding needs in certain transit systems; report. Directs the Joint Legislative Audit and Review Commission to study long-term, sustainable, dedicated funding and cost containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority, Virginia Railway Express, and all Northern Virginia transit systems meet the growing needs of public transit in the region. | Committee on Rules |
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| <p>HB1261</p> | <p>Fowler</p> | <p>The bill defines "digital personal property," "streaming," and "taxable service" for the purposes of the retail sales and use tax. The bill increases the sales and use tax from 4.3 percent to 5.2 percent. Amendments are made throughout the bill to impose the sales and use tax on taxable services in addition to tangible personal property. The bill requires that one half of the additional sales and use tax revenues generated by taxable services and digital personal property that is deposited in the Commonwealth Transportation Fund be distributed to the Transportation Partnership Opportunity Fund, and the additional one half of such revenues be distributed to the Interstate 81 Corridor Improvement Fund until June 30, 2031, or until \$400 million has been deposited in the Interstate 81 Corridor Improvement Fund. Certain provisions of the bill have a delayed effective date of January 1, 2025.</p> | <p>Committee on Finance</p> | <p>Administration's omnibus tax policy bill</p> |
| <p>MPQ</p> | <p>Ballard</p> | <p>Tobacco Indemnification and Community Revitalization Fund; Tobacco Region Revolving Fund; eligible localities; Planning District 4. Adds Planning District 4 (New River Valley Region) to a group of localities that is eligible to receive funds from the Tobacco Indemnification and Community Revitalization Fund and the Virginia Tobacco Region Revolving Fund.</p> | <p>Committee on Ag, Chesapeake and Natural Resources Sub: Agriculture Failed to Recommend Reporting</p> | |
| <p>Other</p> | <p>O'Quinn</p> | <p>Study: JLARC; creation of Secretariat of Rural Affairs; report. Directs the Joint Legislative Audit and Review Commission to study the need for and feasibility of creating a Secretariat of Rural Affairs in the Commonwealth.</p> | <p>Committee on Rules</p> | |
| <p>HJ32</p> | | | | |

Red Text indicates bill has failed