

October 5, 2023

MEMORANDUM

TO: Members, Transportation Technical Committee
FROM: Bryan Hill, AICP, CZA, Interim Secretary to the Transportation Technical Committee
SUBJ: October 12, 2023 TTC Meeting/Agenda

The October meeting of the Transportation Technical Committee (TTC) will be held Thursday, October 12, 2023 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Avenue, SW, Roanoke, VA.

TTC AGENDA

1. Welcome, Call to Order *Chair Sexton*
2. Roll Call (including consideration of remote participation) *Bryan Hill*
3. Approval of the Consent Agenda items: *Chair Sexton*
 - A. Approval of the Agenda
 - B. Action on the August 10, 2023 TTC Minutes, pp. 2 – 9
ACTION REQUESTED: Approval of consent agenda items, voice vote
4. Chair’s Remarks *Chair Sexton*
5. Review and Consideration of Project Scope Change for *Alison Stinnette*
Elizabeth Greenway, pp. 10 – 13
ACTION REQUESTED: Action; voice vote
6. Removal of the FFY 2024-2027 Transportation Improvement Program as a *Bryan Hill*
Component of the 2045 Roanoke Valley Transportation Plan, pp. 14 – 15
ACTION REQUESTED: No action
7. SMART SCALE Performance and Policy Analysis Presentation *Bryan Hill*
ACTION REQUESTED: No action
8. Other Business
9. Comments by TTC Members and/or Citizens
10. Adjournment (by 2:30 p.m.)

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

MINUTES

The August meeting of the Transportation Technical Committee was held on Thursday, August 10, 2023, 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)

Interim Secretary Bryan Hill called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Jonathan McCoy	County of Botetourt
Justin Sanders <i>(Alt. for Brea Hopkins)</i>	County of Montgomery
Megan Cronise	County of Roanoke
Isaac Henry	County of Roanoke
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
Michael Gray	Virginia Dept. of Transp. - Salem District
Mitch Huber <i>(Alt. for Daniel Wagner)</i>	Virginia Dept. of Rail and Public Transp.

VOTING MEMBERS ABSENT

Nick Baker	County of Botetourt
Kyle Kotchou	Roanoke-Blacksburg Regional Airport
Frank Maguire, <i>Vice Chair</i>	Roanoke Valley Greenway Commission
Nathan Sanford	Unified Human Serv. Transp. System

NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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Others Present: Stephanie Mathena, Franklin County; Paula Benke, Roanoke County; Laura Spidey, VDOT's intern.

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

RVARC Staff Present: Bryan Hill, Alison Stinnette, Jonathan Stanton, Andrea Garland (via zoom), Jeremy Holmes and Virginia Mullen.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. August 10, 2023 TTC Meeting Agenda
- B. Action on the June 8, 2023 TTC Minutes

Chair Sexton noted that the tentative item #5 (Presentation on Federal Carbon Reduction Program Project Eligibility) from the agenda will need to be removed. Mr. Hill added that he is in the process of setting up an informational session with FHWA and the TTC members in the next week or two. He will distribute more information as it becomes available.

Motion: by Michael Gray to approve consent agenda items (A), as amended; and (B), as presented; seconded by Megan Cronise.

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

- Chair Sexton noted that the last stretch of the STBG application process is quickly approaching. Members should reach out to staff should they have any questions.
- Chair Sexton congratulated Mr. Jonathan McCoy, Botetourt County Transportation Planner, for the Foxhound Award for Distinguished New Professionals presented to him at the 2023 APA Virginia Conference in July.

5. (TENTATIVE) PRESENTATION ON FEDERAL CARBON REDUCTION PROGRAM PROJECT ELIGIBILITY

This item was removed from the agenda.

6. REQUEST FROM FRANKLIN COUNTY FOR NON-VOTING MEMBERSHIP STATUS ON THE TRANSPORTATION TECHNICAL COMMITTEE

Mr. Hill reminded the Committee at the May 11th TTC meeting that staff, in coordination with Franklin County staff, discussed the County's desire to be designated as a non-voting member on the RVTPO Policy Board. Staff informed the Committee that the next logical step was to make a formal request to the Policy Board, then bring a similar request to the TTC, if applicable.

Further, at the June 22nd RVTPO Policy Board meeting, the Board approved a request from Franklin County to become a non-voting member.

Article II, Section 6 of the TTC bylaws allows the Committee to "...invite non-voting, interested organizations to participate in TTC meetings." Term appointments for both bodies are for a period of three years, by the non-voting organization.

In summary, Franklin County desires to join the RVTPO as a non-voting member for the following reasons:

- The County's existing membership in the Roanoke Valley-Alleghany Regional Commission.
- The adjacency of the county to the 2040 RVTPO Study Area boundary and direct connection through U.S. 220.
- Connection to the urbanized area from the east through two major commuter access routes (Rtes. 116 and 634).
- To be better informed of, and party to, regional transportation decision-making process(es), with specific interest in projects affecting Franklin County residents, commuters, and businesses.

Motion: by Cody Sexton to approve the request from Franklin County to grant non-voting membership status on the Transportation Technical Committee; seconded by Megan Cronise.

TTC Action: Motion carried unanimously.

7. FY24-29 SYIP UPDATE

Mr. Hill presented an informational presentation on the FY24-29 Six Year Improvement Program (the PowerPoint presentation is included with the Minutes).

8. FHWA ADJUSTED URBAN AREA AND TPO STUDY AREA UPDATES

Mr. Jonathan Stanton presented additional information on the 2020 census urbanized area (the handout is included with the Minutes).

Mr. Michael Gray asked if there were any recommendations submitted by localities on the smoothed urban boundaries. Mr. Stanton replied that comments were received regarding small changes from Botetourt, Roanoke, and Montgomery counties. Bedford County showed support for the smoothed area boundary changes proposed by VDOT along HWY24. There has been discussion with Botetourt County about extending the TPO boundary around Fincastle.

Mr. Gray asked if feedback recommending expanding the existing smoothed urban area has been received. Mr. Stanton replied that such a request was submitted by Roanoke County primarily about the Explore Park and Roanoke Center for Industry and Technology.

Mr. McCoy commented that Fincastle boundaries have expanded a small amount along US220. Fincastle annexed additional land north of the town and it's recommended to reflect this in the TPO boundary.

Chair Sexton asked what dictates where boundaries can be extended. Mr. Stanton replied that boundaries can be drawn with whatever geography is most convenient, provided it reflects reasonable or expected 20-year growth of the urban area.

Chair Sexton asked when does staff recommend making the change. Mr. Stanton replied that the staff is still looking into the timeline. The external deadline is 2026.

Megan Cronise asked how long would the change take to be recognized and show up on official maps if the TPO does changes the red line? Mr. Stanton replied that it may take some time because it will need to be approved by the governor and the FHWA.

Mr. Stanton asked for comments on the smoothed urban area to be submitted to him by August 15, 2023.

9. OTHER BUSINESS

No other business was discussed.

10. COMMENTS BY MEMBERS AND / OR CITIZENS

Megan Cronise commented that Roanoke County has two surveys going live today: [Peters Creek Road \(Route 117\) and Williamson Road \(Route 11\)](#), and [Route 11/Route 460 \(West Main Street\)](#).

Megan Cronise announced that the Appalachian National Scenic Trail seeks public input on Virginia's Triple Crown Visitor Use Management Plan. Comments will be gathered August 1 – 31, 2023.

Chair Sexton said the process for hiring a new transportation director for the Regional Commission is still ongoing.

11. ADJOURNMENT

The meeting was adjourned at 2:19 p.m.

Bryan W. Hill, AICP, CZA
Interim Secretary, Transportation Technical Committee



SYIP FY24-29 Update

TTC Meeting, Thursday, August 10, 2023

www.RVTPO.org



1

SMART SCALE

UPC T27867	#SMART24 – 1-581/US 460/US 11 IMPROVEMENTS
UPC T27847	#SMART24 – RTE 419/ELECTRIC RD STONEYBROOK – GRANDIN RD EXT
UPC T27840	#SMART 24 – ROUTE 419/ELECTRIC ROAD PED SIGNAL IMPROVEMENTS
UPC T27836	#SMART24 – STARS 460/ORANGE AVE – 11 TH TO 24 TH IMPROVEMENTS
UPC T27834	#SMART24 – STARS 460/ORANGE AVE – PLANTATION IMPROVEMENTS
UPC T27875	#SMART – ROUNDABOUT AT HARDY R & BYPASS RD (RTE 24)

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2

NEW PROJECTS

UPC 122864	ORANGE AVE ACCESS MANAGEMENT SAFETY PROJECT
UPC 123284	#PIPELINE23 RTE 460 BUS (10)
UPC 123118	#SGR23LP – ROANOKE – PRIMARY EXTENSION – ADA
UPC 123280	#PIPELINE23 RTE 117 & 11 (06)
UPC 122898	WILEY DR / ROANOKE RIVER GREENWAY LOW WATER BRIDGE
UPC 122900	ACCESSIBLE PEDESTRIAN SIGNALS – CITY OF ROANOKE
UPC 122901	INTERSECTION SAFETY IMPROVEMENTS – CITY OF ROANOKE
UPC 122903	INTERSECTION SAFETY IMPROVEMENTS – CITY OF SALEM

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3

EXISTING PROJECTS WITH UPDATES

UPC 119562	ROANOKE RIVER GREENWAY GOLDEN SPIKE
UPC 119562	ROANOKE RIVER GREENWAY EXTENSION
UPC 97171	#HB2.FY17 ROANOKE CO, RRG, GREENHILL PK TO RIVERSIDE PK
UPC 97171	#HB2.FY17 WRRG PHASE 1, KINGSMILL DRIVE TO NEW TRAILHEAD
UPC 119473	#SMART22 – MAIN ST / MARKET ST INTERSECTION IMPROVEMENT
UPC 119473	DOWNTOWN STREETScape IMP WHITE OAK TO MARKET
UPC 110689	COLORADO ST BRIDGE REPLACEMENT
UPC 110689	COLORADO ST BRIDGE REHABILITATION
*UPC 123136	I-581 EXIT 2 (PETERS CREEK RD) INTERCHANGE IMPROVEMENTS PH 1

*Existing project with permanent UPC

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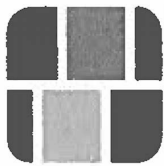
4

CLOSED OUT & COMPLETE PROJECTS

UPC 113570	I-581 EXIT 2 INTERCHANGE STUDY
UPC 110624	RTE. 116 OVER BACK CREEK (STR. 14928) – BRIDGE REPLACEMENT
UPC 94726	RTE. 221 OVER MARTINS' CREEK (STR. 14945) – BRIDGE REPLACEMENT
UPC 109570	ORANGE AVENUE/ HOLLINS ROAD SIGNAL UPGRADE – CITY OF ROANOKE
UPC 111370	#SMART18 – HOLLINS RD & ORANGE AVE INTERSECTION IMPROVEMENTS

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STAFF BRIEFING

RVTPO TTC Meeting August 10, 2023

SUBJ: 2020 Census urbanized area and RVTPO study area boundary adjustment additional information

Since the June TTC meeting, additional information has been gathered about the 2020 census urbanized area and impacts to the TPO area and region. The following sections provide a high-level overview of the current understanding of boundary adjustment activities related to the 2020 census.

Please see the following link for a supporting ArcGIS webmap:

<https://rvarc.maps.arcgis.com/apps/instant/sidebar/index.html?appid=7f63191f1acc4b46b70e294ccf3295e5>

MPO Study Area Boundary

Also known as: TPO study area, Metropolitan Planning Area (MPA)

- Lead agency: MPO
- Timeline: adjustment deadline is December 29th, 2026.
- Boundary Adjustments: Boundaries can be drawn using whatever geography is most convenient – Traffic Analysis Zones, Planning documents, etc. Primary requirement to cover expected 20-year growth.
- Adjustment Impacts: TPO service area and funding (STBG, TA, etc.)

FHWA/VDOT Smoothed Urban Areas

Also known as: Adjusted urbanized area (for Roanoke)

- Lead agency: VDOT
- Timeline: Smoothed urbanized area comments due to VDOT central office by August 15th, 2023; final boundaries due to FHWA by June 1st, 2024.
- Boundary Adjustments: Smoothed urbanized areas meant to create consistent highway functional classification between urban and rural highways.
- Adjustment Impacts: Highway functional classification, Federal funding sources based on urban/rural highways, reporting of rural/urban highway statistics.

Relationship between 3 boundaries and implications

Census urbanized areas, Smoothed urbanized area, MPA boundary.

- Census urbanized area: The initial calculated urban area based on the 2020 census. New urban area calculation led to many discontinuous urbanized areas.
- Smoothed urbanized area: A smoothed boundary created by VDOT central office to provide a contiguous urbanized area which encompasses the entire census urbanized area, and major urban features not captured in the census area such as airports, major industrial centers, and transportation terminals.
- Metropolitan Planning Area: A boundary which includes the 2020 census urbanized area and any areas expected to become urbanized in the 20-year forecast period of the Metropolitan Transportation Plan. While not explicit, it is **assumed that for consistency the MPA should include the entire smoothed urbanized area.**

STAFF REPORT

RVTPO TTC Meeting October 12, 2023

SUBJ: Review and Consideration of Project Scope Change for Elizabeth Greenway, City of Salem

On March 22, 2018, the RVTPO Policy Board approved \$1,104,400 in STBG funds for design and construction of the Elizabeth Greenway in the City of Salem. Since that distribution of initial funding, in September of 2022, the City of Salem received approval from the RVTPO Policy Board for the downsizing and rescoping elements. The Elizabeth Greenway project received an additional \$996,681 in STBG funds in April 2023 for budget increases due to scope changes and materials costs.

On September 21, 2023, the City of Salem shared an update with staff, and sought assistance for next steps regarding the revised alignment which includes the following:

Removed Elements (Red Area on Map)

- A 5' sidewalk and bike lane along Corporate Boulevard
- A 5' sidewalk and sharrows along Texas Street.
- The shared use path would continue down the north side of Texas Street.

Rescoping Elements: (Green Area on Map)

- A 10' shared use path that would traverse from Idaho Street to Kime Lane through the green space and connect at Texas Street.
- The shared use path would cross Texas Street to connect to the Salem Civic Center area. The path would continue down the south side of the street until Lynchburg Turnpike.

It should be recognized that the alignment and scope of the Elizabeth Greenway has shifted over the lifetime of the project, but with this update it is more akin to the original project proposal and intent. The project will include a shared use path and have the same starting termini.

The alignment changes narrative and maps provided by the City of Salem follow the staff report.

TTC Action: Consideration of recommendation of project scope changes to the RVTPO Policy Board.



CHARLES E. VANALLMAN, JR., PE, LS
DIRECTOR

WILLIAM L. SIMPSON, JR., PE
CITY ENGINEER/ASSISTANT DIRECTOR

CITY OF SALEM COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING, INSPECTIONS, GIS, STORMWATER, PLANNING & ZONING

Elizabeth Campus Greenway (STBG Funded, UPC 113566) - Alignment Change Narrative:

As the city negotiated easements and the design engineer worked towards a 90% submittal for this project, a representative from Roanoke College reached out to the city to ask about the possibility of a more direct connection from their Elizabeth Campus to the Salem Stadium. This is because they'll soon have a football team that will be playing games there. A proposed alignment was produced after several discussions with the design engineer, city management, and the college.

The goals of the original Elizabeth Campus Greenway project are still met, adding bike/ped accommodations through the Roanoke College campus that will enable future connections to Main Street and the Mason Creek Greenway along the Electric Road corridor. This alignment would be a very typical "greenway" consisting entirely of 10-foot-wide asphalt shared use path instead of utilizing sidewalks and bike lanes as previously designed.

Although the path would now cross Texas St, three previous crossings are eliminated – Kime Ln and Corporate Blvd (2x). This path connects the Salem Civic Center / Football Stadium / Baseball Stadium property with the Elizabeth Campus for game days and beyond, with Roanoke College to provide additional safety measures such as crossing guards and temporary lighting for special events. With relatively minor grading, a 5% max slope can be achieved to ensure ADA compliance.

Also, this alignment would provide cyclists and pedestrians more separation from vehicles along Texas St. After preliminary discussions with newly impacted property owners, the city will be able to acquire the easements and/or right-of-way necessary. While a large portion now falls outside of existing road right-of-way, that isn't an issue because the properties are owned by the City of Salem. Salem has walked the proposed alignment with the design engineer and didn't find any major issues.

Salem has discussed schedule implications with VDOT and if necessary, construction of "Phase II" of the design can lag behind the portion of the greenway that was already at 90% design. The city's design consultant will make every effort to have the entire system ready for construction bids by Spring of 2024, but splitting of available funds and creation of a "child" UPC that only has a construction phase may be necessary in the future.

Anticipated construction costs are very similar, with estimated construction costs increasing by less than \$5,000. The biggest reason for this is the removal of grading, curb/gutter, and storm drain work along the north side of Texas St. However, there may still be an additional funding request through the annual adjustment process if we adjust contingency based on VDOT guidelines, since there could be some unknowns along the new alignment as we start over with design for this portion. A cost increase would be considered alongside other exiting project later and is not part of this alignment change request.

In conclusion, the city would like to propose the alignment change shown on the exhibit accompanying this narrative. Fortunately, Roanoke College approached the city before the design of the Elizabeth Campus Greenway was completed. Salem would like to work with their college partner to provide a more direct route from the campus to the stadium, while simultaneously making this a better trail for all users that still meets the original intent of the funding application.

ORANGE: Portion of existing alignment to stay the same around athletic fields & courts

Existing brick path to be improved as necessary

Parking

GREEN: New Alignment
10' Shared Use Path

RED: Previous Alignment
5' Sidewalk & bike lanes
along Corporate Blvd.
5' Sidewalk & Sharrows
along Texas St



KEY/LEGEND

- [1] NEW TRAIL ALONG SHOULDER OF EXISTING ACCESS ROAD. CONNECT TO NEW TRAILHEAD / SPECIAL EVENT PARKING LOT (FINAL LOCATION AND SIZE TBD).
- [2] NEW TRAILHEAD / SPECIAL EVENT PARKING LOT (FINAL LOCATION AND SIZE TBD).
- [3] EXISTING WALKING PATH. IMPROVE AS REQUIRED.
- [4] NEW TRAIL ALONG THE SHOULDER OF EXISTING ACCESS ROAD/PARKING LOT.
- [5] NEW TRAIL DOWN SLOPE (5% MAX.) AND THROUGH OPEN FIELD. CONNECT TO TEXAS STREET. CROSS WALK AT INTX. OF TEXAS AND PARKING LOT ENTRANCE.
- [6] NEW TRAIL ALONG TEXAS STREET / TRAVERSE PROPERTY OF "TAYLOR LODGE #23," AND CARTER MACHINERY CO., INC.

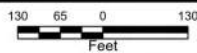
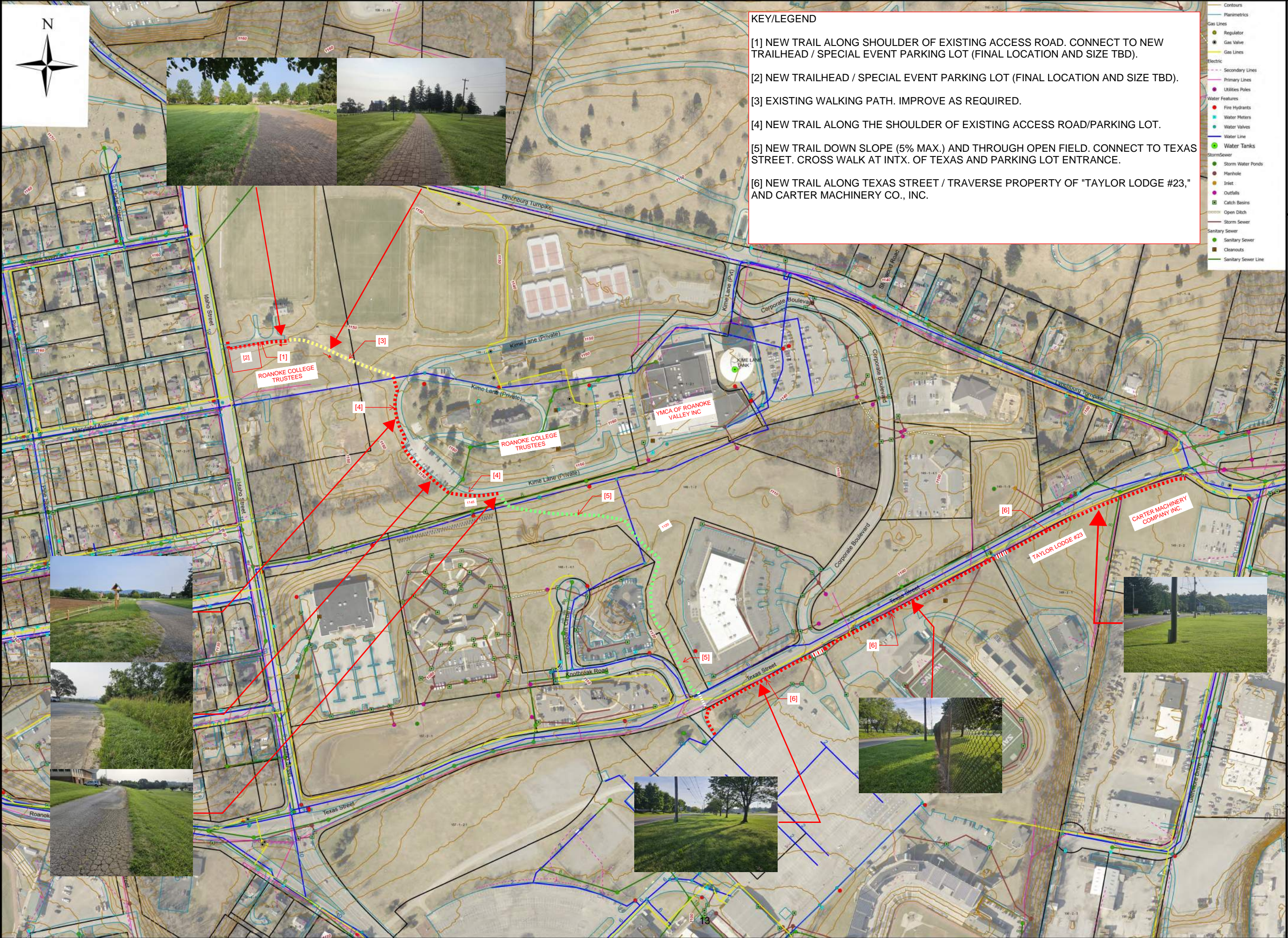
- Contours
- Planimetrics
- Gas Lines
- Regulator
- Gas Valve
- Gas Lines
- Electric
- Secondary Lines
- Primary Lines
- Utilities Poles
- Water Features
- Fire Hydrants
- Water Meters
- Water Valves
- Water Line
- Water Tanks
- Storm Sewer
- Storm Water Ponds
- Manhole
- Inlet
- Outfalls
- Catch Basins
- Open Ditch
- Storm Sewer
- Sanitary Sewer
- Sanitary Sewer
- Cleanouts
- Sanitary Sewer Line



**CITY OF SALEM
COMMUNITY
DEVELOPMENT
DEPARTMENT**

Geographic Information Systems Division
21 S. Bruffey Street
P.O. Box 869
Salem, Virginia 24153-0869
Phone: (540) 375-3032

**ELIZABETH CAMPUS GREENWAY
ALTERNATE ALIGNMENT**



Scale:
1 inch = 135 feet

Date:
October 2022

Project File:
N:\GIS\ArcMap_projects\CEG_Folder\ArcGIS_Pro\SalemGIS\SalemGIS.aprx

The mapped information has been compiled from City Tax map records, USGS census data, Virginia Department of Transportation base mapping and 1992 Aerial Photography. Horizontal control is based on the North American Geodetic Vertical Datum of 1985. It has been compiled on the Virginia State Plane NAD 83, South Zone, complying with the National Map Accuracy Standards. Efforts have been made to verify the information shown herein. The City of Salem assumes no liability for damages arising from errors or omissions. The information is deemed accurate, but not warranted. Please notify the City of Salem Engineering Department of any inconsistency.



Memo

Date: October 6, 2023

From: Bryan W. Hill, AICP, CZA, Interim Secretary to the TTC

RE: Administrative Removal of the FFY 2024-2027 Transportation Improvement Program as a Component of the 2045 Roanoke Valley Transportation Plan

The Roanoke Valley Transportation Plan (RVTP) was adopted by the RVTP Policy Board on January 26, 2023. Subsequently, on April 27, 2023, the Policy Board adopted the Federal Fiscal Year 2024-2027 Transportation Improvement Program (TIP) as a component of the 2045 Roanoke Valley Transportation Plan (RVTP).

This combination of two federally required products of Metropolitan Planning Organizations was previously proposed by staff in an attempt to provide more transparency and cost monitoring for grouped projects in the TIP—without creating additional administrative work and/or delays to projects. By definition, grouped projects are those not considered to be of appropriate scale for individual identification in a given program year and may be sorted by function, work type, and/or geographic area. Under a programmatic agreement, VDOT tracks projects added to each project grouping and makes that information available to FHWA and [publicly](#) on their website.

At the beginning of June, following adoption of the FY24-29 Six-Year Improvement Program, staff performed a routine administrative update of projects. Due to the new structure of the RVTP, all projects which are grouped in the TIP are required to be administratively adjusted any time the project cost changes. As a result, staff performed 60 administrative adjustments to projects in the RVTP, that it previously would not have had to.

Under the requirements of the TIP, which are set at the federal and state levels, VDOT maintains project groupings and the grouped projects therein. The MPO has no purview to amend or adjust these. This inconsistency between requirements of a now unified document, that is clearly intended to be two, became overly apparent upon this first administrative review.

Staff researched and consulted with partners and concluded that no other MPO in the country has a unified Metropolitan Transportation Plan (MTP, a.k.a. RVTP) and TIP. The basic disconnect of having a unified document, is that the intent and functionality of the RVTP and TIP are different and should therefore be separate. The RVTP is a plan with priority and funded projects, with a long-range vision for the region. The TIP is a programmatic tool that is used to show the planned obligations of federal funds and is utilized by VDOT when seeking obligation authority from FHWA. Grouped projects are done so by VDOT to and to reduce the paperwork for programming minor projects.

There is no precedent or guidance in the Code of Federal Regulations regarding unification of the MTP and the TIP, save the separate requirements for the individual documents ([23 CFR 450.324](#) and [450.326](#) respectively). Conversely, there is no precedent or guidance for the removal of a TIP from an MTP. As no financial or project information will change, this staff action is not considered an amendment or administrative modification (adjustment).

It is with this rationale that staff, through consultation with VDOT Salem District planning and programming staff, has modified the FFY 2024-2027 TIP and 2045 RVTP to reflect a reversion to two standalone documents. Additionally, staff has modified language in the RVTP to indicate that if a project in the TIP is grouped, it will not be administratively modified in the RVTP for cost increases that are within the established sliding scale that triggers an amendment.

This separation, we feel, alleviates inconsistency created by differing federal requirements and separates the unique planning and programming functions, while maintaining coordination and conformance to federal Performance Based Planning and Programming requirements.

The revised documents will be posted on the website following the October 26th RVTPO Policy Board meeting, where staff will seek recognition/concurrence of the action.

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