

January 4, 2024

MEMORANDUM

TO: Members, Transportation Technical Committee
 FROM: Tori Williams, Secretary to the Transportation Technical Committee
 SUBJ: January 11, 2024 TTC Meeting/Agenda

The January meeting of the Transportation Technical Committee (TTC) will be held Thursday, January 11, 2024 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Avenue, SW, Roanoke, VA.

Please Note: RVARC's elevator is under maintenance and currently not in operation. Please contact Bryan Hill, RVARC's ADA Coordinator, at bhill@rvarc.org to request remote participation if you need ADA accommodations. We apologize for the inconvenience!

TTC AGENDA

1. Welcome, Call to Order *Chair Sexton*
2. Roll Call (including consideration of remote participation).....*Tori Williams*
3. Approval of the Consent Agenda Items.....*Chair Sexton*
 - A. Approval of the Agenda
 - B. Action on the December 7, 2023 TTC Minutes, pp. 3 – 18
ACTION REQUESTED: Approval of consent agenda items, voice vote
4. Chair's Remarks *Chair Sexton*
5. Recommendation on 2024 MAP-21 Safety Performance Measure Targets, p. 19.....*Bryan Hill*
ACTION REQUESTED: Action; voice vote
6. Recommendation on Amendment to Project Development.....*Bryan Hill*
 and Selection Procedures for Roanoke Valley Urbanized Area Suballocation Funding:
 Transportation Alternatives, pp. 20 – 21
ACTION REQUESTED: Action; voice vote
7. Recommendation on an Out of Cycle Request from the Town of Vinton.....*Bryan Hill*
 to Utilize Transportation Alternatives Funding, pp. 22 – 24
ACTION REQUESTED: Action; roll call vote

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

8. Overview of Regional Electric Vehicle (EV) Charging Study, pp. 25 – 26..... *Andrea Garland*
ACTION REQUESTED: No Action

9. Continued Development of STBG & CRP Financial Plans, p. 27.....*Alison Stinnette*
 - A. Funding Availability and Updated Funding Scenarios
 - B. SMART SCALE Leveraging Presentation
 - C. Subcommittee on Allocation Criteria and STBG/CRP Process Review**ACTION REQUESTED:** Recommendation to the TPO to Release for Public Comment in February 2024; voice vote/roll call

10. Other Business

11. Comments by TTC Members and/or Citizens

12. 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 December meeting of the Transportation Technical Committee was held on Thursday, December 7, 2023, at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

Vice Chair Maguire 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

Mariel Fowler	County of Bedford
Jonathan McCoy	County of Botetourt
Nick Baker	County of Botetourt
Megan Cronise	County of Roanoke
Nathan Grim	County of Roanoke
Wayne Leftwich	City of Roanoke
Josh Pratt	City of Salem
Cody Sexton, <i>Chair (via zoom)</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
Michael Gray	Virginia Dept. of Transp. - Salem District
Mitch Huber <i>(via zoom)</i>	Virginia Dept. of Rail and Public Transp.

VOTING MEMBERS ABSENT

Brea Hopkins	County of Montgomery
Dwayne D'Ardenne	City of Roanoke
Crystal Williams	City of Salem
Kyle Kotchou	Roanoke-Blacksburg Regional Airport
Nathan Sanford	Unified Human Serv. Transp. System

NON-VOTING MEMBERS PRESENT

Stephanie Mathena	Franklin County
Phil North	TPO Chair

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

Others Present: Greg Lionberger, participant of Leadership Roanoke Valley – LRV; Ana Maria Barrios, participant of Leadership Roanoke Valley - LRV.

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

Vice Chair Maguire reported that Mr. Cody Sexton, representing Town of Vinton, requested to participate remotely in today’s meeting of the Transportation Technical Committee under the “RVTPO Written Policy for Electronic Meeting Participation,” allowing for remote participation under certain circumstances and a physical quorum is present. Mr. Sexton’s request is due to personal travel.

Motion: by Vice Chair Maguire to approve the request for remote participation by Mr. Sexton.

TTC Action: without objection, the request was approved.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed:

- A. December 7, 2023 TTC Meeting Agenda
- B. Action on the November 9, 2023 TTC Minutes

Vice Chair Maguire proposed to postpone item #6 from the agenda to the January TTC meeting due to the absence of Mr. Bryan Hill.

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

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

- Vice Chair Maguire reported that the 2024 TTC meetings schedule is included with today’s agenda packet on page 21.
- Vice Chair Maguire announced that the Notice of Funding Opportunity for the federal BIL (Raise) grant has been published. This is a large funding opportunity for transformative projects. Grant applications are due February 28, 2024.

5. DEVELOPMENT OF DRAFT FY25-29/30 SURFACE TRANSPORTATION BLOCK GRANT & CARBON REDUCTION PROGRAM FINANCIAL PLANS

- A. Review of scoring results for new STBG and CRP Funding Requests
- B. Evaluations of submitted STBG and CRP Funding Scenarios

Ms. Stinnette presented a PowerPoint presentation on the STBG and CRP scoring and funding scenarios (the presentation is included with the Minutes).

Ms. Stinnette also distributed the following handouts:

1. Updated Staff Report, titled “Development of Draft FY25-29/30 Surface Transportation Block Grant & Carbon Reduction Program Financial Plans”.

2. Summary of the December 4, 2023 SMART SCALE actions of the Commonwealth Transportation Board.
3. Public Participation Plan Update Timeline.

The handouts are included with the Minutes.

TTC members discussed funding scenarios. Ms. Cronise stated that Roanoke County's approach is to put a pause on the leverage requests and fund the projects that are positioned to move forward. Mr. McCoy commented that the leverage funding is a key to getting a project going from Botetourt County's perspective.

TTC members came to consensus on asking staff to develop a funding scenario, which includes fully funding the following projects and using the remaining funds for leverage in SMART SCALE:

- Roanoke River Greenway through Explore Park, Roanoke County: \$500,000.
- Greenway Connection- Riverland Road, City of Roanoke: \$1,180,500.
- Roanoke River Greenway- Apperson to Cook Connector, City of Salem: \$1,615,259.
- Vinyard Road Pedestrian Safety Improvement Project (PE Phase), Town of Vinton: \$356,000.
- Orange Market Parking Lot Improvements, Roanoke County: \$1,500,000 – this project to be funded as much as feasible with CRP funds.

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

This item was postponed for the January TTC meeting.

7. OTHER BUSINESS

Mr. Williams commented that one of the handouts includes a summary of the December 4, 2023 SMART SCALE action of the Commonwealth Transportation Board. He pointed out two key items: there will not be an application limit and land use has been eliminated as a factor.

Mr. Williams reported there is a requirement that the Public Participation Plan be updated every three years. The last update was done in 2021. Mr. Williams asked if anyone would like to volunteer to act as reviewer for the plan (staff will be drafting the plan and providing sections of the plan for reaction). The group will be meeting briefly for 10 minutes after each TTC meeting to review the plan. The following members volunteered: Cody Sexton, Jonathan McCoy, Megan Cronise, Nathan Grim, and Wayne Leftwich. The first step of the update is the public survey -staff will provide the first update after the January TTC meeting.

8. COMMENTS BY MEMBERS AND / OR CITIZENS

No comments were made.

9. ADJOURNMENT

The meeting was adjourned at 2:34 p.m.

Tori Williams
Secretary, Transportation Technical Committee



STBG and CRP Scoring and Funding Scenarios

TTC Meeting
December 7, 2023

1

Objectives

- Review scoring results for new STBG & CRP project funding requests
- Evaluate submitted STBG & CRP funding scenarios
- Develop Draft FY25 – FY30 list of investments for the STBG and CRP programs

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Guiding Principles

- Competitive process designed to enhance the region's transportation system through the allocation of STBG and CRP funds.
- Project selection process guided by:
 - Federal Requirements (*[23 U.S.C. 133(h)(4)(B, C, and D).*)
 - *MPO shall develop a competitive process to allow eligible entities to submit projects for funding.*
 - *The competitive process shall include prioritization of project location and impact in high-need areas as defined by the State, such as low-income, transit-dependent, or other areas.*
- Commitment to existing projects
 - Prioritize projects closer to construction (shovel-readiness).
- The Six-Year Improvement Program requires projects to be fully-funded
 - May be fully funded with STBG/CRP, combination of funds, or locality supported

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Guiding Principles

Regional Priorities identified by the Board of the RVTPO

- *Safe and secure transportation system*
- *Reliable mobility*
- *Convenient and affordable access*
- *Environmental sustainability*
- *Maintain and operate an efficient and resilient transportation system*
- *Support economic vitality*
- *Promote equitable transportation investments*

Source: Roanoke Valley Transportation Plan

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Guiding Principles

Use of leverage in SMART SCALE

- The RVTPO encourages use of STBG & CRP as leverage in SMART SCALE
- Not all leveraging strategies are effective
 - Project request amount is a stronger predictor than benefit
 - Must have sufficient leverage to bring cost down
 - Leverage on projects <\$10M can be particularly impactful (rounds 1-5)
 - Initial benefit score remains important
 - Leverage may not significantly help project with high benefit score
 - Projects with low benefit score require significant leverage
- How much leverage does a project need to enhance its competitiveness relative to other projects?
- If project is not successful in SMART SCALE, allocation may shift back to balance entry for cost overruns on priority project or next project on the list.

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Scoring Summary – New Projects

Project	STBG Average	STBG Rank	CRP Average	CRP Rank
Route 419/Electric Road Safety and Streetscape Improvements, Grandin Road Extension to Keagy Road	60.49	1	43.875	1
Peters Creek Road at Williamson Road Intersection Improvements	53.8	3	37.675	3
Roanoke River Greenway - Apperson to Cook Connector	57.45	2	40.975	2
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)	48.15	4		
Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	44.85	5	31.275	4

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Scenario Summary

Project	STBG	CRP
Route 220 Superstreet/Access Management	6	
Roanoke River Greenway - Underhill	4	
Greenway Connection - Riverland Road		8
Roanoke River Greenway through Explore Park	6	2
Orange Market Parking Lot Improvements	4	3
Roanoke River Greenway - Apperson to Cook Connector	2	5
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)*	7	1
Route 419/Electric Road and Safety and Streetscape Improvements, Grandin Rd. Ext. to Keagy Rd.	7	1
Peters Creek Road at Williamson Road Intersection Improvements	6	
Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	5	1
Totals	47	21

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Sponsor	Project	Request	Scenario A		Scenario B		Scenario C		Scenario D		Scenario E		Scenario F		Scenario G		Scenario H		Scenario Frequency			
			STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP		
Existing Projects																						
Boletourt	Route 220 Superstreet/Access Management	\$5,000,000	\$5,000,000		\$2,500,000		5,000,000						\$5,000,000		\$5,000,000		\$5,000,000			6		
City of Roanoke	Roanoke River Greenway - Underhill	\$11,758,000			\$9,000,000				\$11,758,000				\$4,000,000				\$4,000,000			4		
City of Roanoke	Greenway Connection - Riverland Road	\$1,180,500		\$1,180,500		\$1,000,000		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500			8	
Roanoke County	Roanoke River Greenway through Explore Park	\$500,000		\$500,000	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	6	2	
Roanoke County	Orange Market Parking Lot Improvements	\$1,500,000	\$1,500,000			\$1,500,000		\$1,500,000			\$1,500,000			\$500,000	\$1,500,000		\$500,000			4	3	
New Projects																						
City of Salem	Roanoke River Greenway - Apperson to Cook Connector	\$1,615,259	\$1,615,259		\$1,615,259				\$1,615,259		\$1,615,259		\$1,386,840		\$1,615,259		\$1,386,840			2	5	
Town of Vinton	Vinyard Road Pedestrian Safety Improvement Project (PE Phase)*	\$356,000	\$356,000		\$356,000		\$356,000	\$356,000		\$356,000		\$250,000		\$356,000		\$250,000				7	1	
Roanoke County/City of Roanoke	Route 419/Electric Road and Safety and Streetscape Improvements, Grandin Rd. Ext. to Keagy Rd.	\$2M to \$5M	\$2,000,000		\$500,000		\$3,150,000		\$2,378,110		\$5,000,000		\$1,000,000		\$2,500,000		\$1,000,000			7	1	
Roanoke County	Peters Creek Road at Williamson Road Intersection Improvements	\$2M to \$5M	\$2,000,000		\$500,000		\$3,150,000				\$5,000,000		\$3,242,110				\$3,242,110			6		
Roanoke County	Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	\$2M to \$5M		\$1,386,840	\$500,000		\$3,150,000						\$1,000,000		\$2,500,000		\$1,000,000			5	1	
	Balance		\$2,520,851		\$88,191		\$72,950		\$271,581		\$2,907,691				\$2,907,691					47	21	
	Subtotal		\$15,538,599		\$17,971,259		\$17,986,500		\$17,787,869		\$15,151,759		\$18,059,450		\$15,151,759		\$18,059,450					

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Next Steps

Meeting	What	Action
December TPO	First reading of all STBG/CRP information (November & December TTC Meetings)	No Action
January TTC	Further discussion on the funding scenario recommendation.	No Action
January TPO	Second reading of STBG/CRP information	Action: Release for public comment, and public hearing March 2024 TPO Mtg.
February TTC	Review the STBG/CRP Survey and give feedback before submission. Comment Period: Feb 15-28	No Action
February TPO	TBD/No Item	TBD/No Item
March TTC	STBG/CRP Public Engagement Summary. Final recommendation.	Action: Recommendation to TPO Board.
March TPO	Public Hearing, STBG/CRP Public Engagement Summary and TTC Recommendation to the board on funding scenario.	Action: Consideration of Resolution and Approving FY25-30 STBG and CRP Financial Plans

STAFF REPORT

TTC Meeting December 07, 2023

SUBJ: Development of Draft FY25-29/30 Surface Transportation Block Grant & Carbon Reduction Program Financial Plans

The information is a follow-up from the November TTC Meeting to facilitate discussion on the development of the Draft FY25-29/30 Surface Transportation Block Grant & Carbon Reduction Program Financial Plans.

a. Current Funding Availability

	Previous	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

b. Additional Funding Requests for Existing Projects

Project Name	Estimated Cost Requested	Funding Type
Route 220 Superstreet and Access Management	\$5,000,000 for SMART SCALE Leverage	STBG
Roanoke River Greenway – Underhill	\$11,758,000	STBG
Greenway Connection – Riverland Road	\$1,180,500	CRP
Roanoke River Greenway through Explore Park	\$500,000	STBG or CRP
Orange Market and Parking Lot Improvements	\$1,500,000	STBG or CRP

c. Project Readiness

Project Name	Status of Vendor/PE Consultant Acq.	Expected PE Initiated Date	Status of Design	Status of Environmental	Status of Right-of-Way	Expected Construction Ad Date	Expected Construction Completion Date
Route 220 Superstreet and Access Management	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roanoke River Greenway – Underhill	Under contract	8/1/23	Preparing Plans	Preparing NEPA Document	Begin ROW acquisition in 3+ months.	N/A	N/A
Greenway Connection – Riverland Road	Under contract	3/1/23	60% Plans	NEPA Document Approved	Begin ROW acquisition in		N/A

					the next 3 months		
Roanoke River Greenway through Explore Park	Under contract	N/A	Design complete	NEPA Document Approved	RW Certification Received	11/20/23	1/1/26
Orange Market Park and Ride/ Parking Lot Improvement	Awaiting additional funding to progress	N/A	N/A	N/A	N/A	N/A	N/A

d. New Candidate Project Requests

Project Name	Estimated Cost Requested	Funding Type	Overall Ranking
Route 419/Electric Road Safety and Streetscape Improvements, Grandin Road Extension to Keagy Road	\$2,000,000-\$5,000,000 for SMART SCALE Leverage	STBG or CRP	1 (Both funding)
Peters Creek Road at Williamson Road Intersection Improvements	\$2,000,000-\$5,000,000 for SMART SCALE Leverage	STBG or CRP	3 (Both funding)
Roanoke River Greenway – Apperson to Cook Connector	\$1,615,259	STBG or CRP	2 (Both funding)
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)	\$356,000	STBG	4 (STBG)
Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	\$2,000,000-\$5,000,000 for SMART SCALE Leverage	STBG or CRP	4 (CRP), 5 (STBG)

e. New STBG and CRP Candidate Project Ranking Summary

Application #1 - Route 419/Electric Road Safety and Streetscape Improvements, Grandin Road Extension to Keagy Road (\$2,000,000-\$5,000,000)	STBG	CRP
A. Regional Project Consideration	10	7.375
B. Support the Economic Vitality of the Metropolitan Area by Enabling Global Competitiveness, Productivity, and Efficiency	4.9	
C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users	4.7	3.95
D. Increase the Accessibility and Mobility of People and Freight	4.8	3.85
E. Protect and Enhance the Environment, Promote Energy Conservation, Improve Quality of Life, and Promote Consistency between Transportation Improvements and State/Local Planned Growth and Economic Development Patterns	4.4	3.95
F. Promote Efficient System Management and Operation	4.4	3.35
G. Emphasize the Preservation of the Existing Transportation System	4.65	4.55
H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation	4.45	3.8
I. Enhance Travel and Tourism	3.7	
J. Enhance Land Use Coordination	5	4.15
K. Demonstrate Project Readiness	4.6	4.45
L. Project Included in Previous Plans that had a Public Input Process Associated with the Plan	4.85	4.45
Total		43.875

Rankings	1
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Application #2 - Peters Creek Road at Williamson Road Intersection Improvements (\$2,000,000-\$5,000,000)	STBG	CRP
A. Regional Project Consideration	9.3	7.075
B. Support the Economic Vitality of the Metropolitan Area by Enabling Global Competitiveness, Productivity, and Efficiency	4.4	
C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users	4	3.45
D. Increase the Accessibility and Mobility of People and Freight	4.3	3.65
E. Protect and Enhance the Environment, Promote Energy Conservation, Improve Quality of Life, and Promote Consistency between Transportation Improvements and State/Local Planned Growth and Economic Development Patterns	3.5	3.15
F. Promote Efficient System Management and Operation	5.6	4.15
G. Emphasize the Preservation of the Existing Transportation System	4.3	3.45
H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation	4.4	3.7
I. Enhance Travel and Tourism	3.35	
J. Enhance Land Use Coordination	3.4	2.65
K. Demonstrate Project Readiness	3.5	3.45
L. Project Included in Previous Plans that had a Public Input Process Associated with the Plan	3.75	2.95
Total	53.8	37.675
Rankings		3

Application #3 - Roanoke River Greenway - Apperson to Cook Connector (\$1,615,259)	STBG	CRP
A. Regional Project Consideration	9.7	7.675
B. Support the Economic Vitality of the Metropolitan Area by Enabling Global Competitiveness, Productivity, and Efficiency	3.2	
C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users	4.2	3.55
D. Increase the Accessibility and Mobility of People and Freight	4.1	3.55
E. Protect and Enhance the Environment, Promote Energy Conservation, Improve Quality of Life, and Promote Consistency between Transportation Improvements and State/Local Planned Growth and Economic Development Patterns	5.7	4.65
F. Promote Efficient System Management and Operation	3	2.75
G. Emphasize the Preservation of the Existing Transportation System	3.75	3.25
H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation	3.65	3.1
I. Enhance Travel and Tourism	5.35	
J. Enhance Land Use Coordination	5	4.45
K. Demonstrate Project Readiness	4.7	3.75
L. Project Included in Previous Plans that had a Public Input Process Associated with the Plan	5.1	4.25
Total	57.45	40.975
Rankings		2

Application #4 -Vinyard Road Pedestrian Safety Improvement Project (PE Phase) (\$356,000)		
	STBG	CRP
A. Regional Project Consideration	4.6	
B. Support the Economic Vitality of the Metropolitan Area by Enabling Global Competitiveness, Productivity, and Efficiency	2.8	
C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users	3.5	
D. Increase the Accessibility and Mobility of People and Freight	4.1	
E. Protect and Enhance the Environment, Promote Energy Conservation, Improve Quality of Life, and Promote Consistency between Transportation Improvements and State/Local Planned Growth and Economic Development Patterns	4.5	
F. Promote Efficient System Management and Operation	2.8	
G. Emphasize the Preservation of the Existing Transportation System	4.45	
H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation	3.95	
I. Enhance Travel and Tourism	4.5	
J. Enhance Land Use Coordination	4.1	
K. Demonstrate Project Readiness	5.3	
L. Project Included in Previous Plans that had a Public Input Process Associated with the Plan	3.55	
Total	48.15	
Rankings	4	

Application #5 - Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements (\$2,000,000-\$5,000,000)		
	STBG	CRP
A. Regional Project Consideration	7.7	5.775
B. Support the Economic Vitality of the Metropolitan Area by Enabling Global Competitiveness, Productivity, and Efficiency	3.7	
C. Increase the Safety and Security of the Transportation System for Motorized and Non-motorized Users	4.1	3.05
D. Increase the Accessibility and Mobility of People and Freight	3.2	2.95
E. Protect and Enhance the Environment, Promote Energy Conservation, Improve Quality of Life, and Promote Consistency between Transportation Improvements and State/Local Planned Growth and Economic Development Patterns	2.4	2.25
F. Promote Efficient System Management and Operation	4.7	3.75
G. Emphasize the Preservation of the Existing Transportation System	3.05	2.75
H. Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation	3.75	3.4
I. Enhance Travel and Tourism	3.6	
J. Enhance Land Use Coordination	3	2.75
K. Demonstrate Project Readiness	2.4	2.23
L. Project Included in Previous Plans that had a Public Input Process Associated with the Plan	3.25	2.25
Total	44.85	31.275
Rankings	5	4

f. New and Existing STBG and CRP Project Funding Scenario Summary

*Green denotes funding scenarios that favored funding existing projects more than new projects.

Sponsor	Project	Request	Scenario A		Scenario B		Scenario C		Scenario D		Scenario E		Scenario F		Scenario G		Scenario H		Scenario Frequency	
			STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP	STBG	CRP
Existing Projects																				
Botetourt	Route 220 Superstreet/Access Management	\$5,000,000	\$5,000,000		\$2,500,000		5,000,000						\$5,000,000		\$5,000,000		\$5,000,000		6	
City of Roanoke	Roanoke River Greenway - Underhill	\$11,758,000			\$9,000,000				\$11,758,000				\$4,000,000				\$4,000,000		4	
City of Roanoke	Greenway Connection - Riverland Road	\$1,180,500		\$1,180,500		\$1,000,000		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500		\$1,180,500		8
Roanoke County	Roanoke River Greenway through Explore Park	\$500,000		\$500,000	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		6	2
Roanoke County	Orange Market Parking Lot Improvements	\$1,500,000	\$1,500,000			\$1,500,000		\$1,500,000			\$1,500,000			\$500,000	\$1,500,000		\$500,000		4	3
New Projects																				
City of Salem	Roanoke River Greenway - Apperson to Cook Connector	\$1,615,259	\$1,615,259		\$1,615,259					\$1,615,259		\$1,615,259		\$1,386,840		\$1,615,259		\$1,386,840	2	5
Town of Vinton	Vinyard Road Pedestrian Safety Improvement Project (PE Phase)*	\$356,000	\$356,000		\$356,000			\$356,000	\$356,000		\$356,000		\$250,000		\$356,000		\$250,000		7	1
Roanoke County/City of Roanoke	Route 419/Electric Road and Safety and Streetscape Improvements, Grandin Rd. Ext. to Keagy Rd.	\$2M to \$5M	\$2,000,000			\$500,000	\$3,150,000		\$2,378,110		\$5,000,000		\$1,000,000		\$2,500,000		\$1,000,000		7	1
Roanoke County	Peters Creek Road at Williamson Road Intersection Improvements	\$2M to \$5M	\$2,000,000		\$500,000		\$3,150,000				\$5,000,000		\$3,242,110				\$3,242,110		6	
Roanoke County	Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	\$2M to \$5M		\$1,386,840	\$500,000		\$3,150,000						\$1,000,000		\$2,500,000		\$1,000,000		5	1
Balance			\$2,520,851		\$88,191		\$72,950		\$271,581		\$2,907,691				\$2,907,691				47	21
Subtotal			\$15,538,599		\$17,971,259		\$17,986,500		\$17,787,869		\$15,151,759		\$18,059,450		\$15,151,759		\$18,059,450			

TTC Action: No Action

Based on December 4, 2023 Actions of the Commonwealth Transportation Board

Issue	Staff Recommendation	CTB Action	Comments
Congestion	Calculate Congestion factor 10 years into the future	<i>Approved</i> - Congestion Factor <u>7</u> years into the future	Considered 5 year look ahead but agreed on 7
Economic Development	Replace current ED.1 criteria with evaluation of economic development sites in VirginiaScan	<i>Approved</i> – minor modifications to language that would include all properties in VirginiaScan	
High-Priority Projects/Elimination of Step 2	<ol style="list-style-type: none"> 1) Refine HHP definition to specify project type; 2) Eliminate Step which provides statewide HPP funds to projects based on district rankings. (New process would distribute HPP funds on statewide basis) 	<i>Approved</i> <ol style="list-style-type: none"> 1) Expanded definition of HPP to also include “improvements recommended as the preferred alternative in a STARS, Pipeline Study, Arterial Management Plan, or MPO, Transit, Local Studies with equivalent study components in coordination with the Commonwealth, and is defined as regionally significant in accordance with 23 C.F.R. 450.104” 2) Elimination of Step 2 3) Modified “New Through Lanes” to “New Lanes” 	Improvements recommended in MPO, Transit, or Local Studies must be coordinated with the Commonwealth prior to application.
Application Limit	Create a Three-Tier Application Limit	<i>Passed-by</i> – lack of motion	Considered delay until Round 7; Original motion passed with Secretary breaking tie vote; CTB requested reconsideration of vote which then <u>failed</u> 7 to 5

			Recommendation <u>passed-by</u> due to lack of motion
Land-Use Factor	<ol style="list-style-type: none"> 1) (Re) assign current Land-Use factor weighting to other factor categories 2) Use normalized Land-Use factor as a multiplier on all other benefits) 	<i>Approved Substitute Motion which eliminated land-use as a factor in the SMART SCALE process.</i>	CTB members questioned how land-use was defined, its authorization in the enabling legislation and the Code, and the methodology for calculating; The Secretary stated General Assembly or the Attorney General will likely clarify legal questions on legislative intent. A few members abstained.

New Factor Weightings with Land-Use Eliminated

Factor	Safety	Congestion	Accessibility	Econ. Development	Environment
Type A	15%	45%	25%	5%	10%
Type B	20%	25%	25%	20%	10%
Type C	30%	20%	15%	25%	10%
Type D	40%	10%	10%	30%	10%

Public Participation Plan Update Timeline

	TASK NAME	SUB TASK NAME	STATUS	ASSIGNED TO	START DATE	END DATE	DURATION in days
<input type="checkbox"/>	Task 1 - Update Stakeholder Survey		In Progress	Staff	12/07	01/11	35
<input type="checkbox"/>		Finalize Stakeholder Survey	In Progress	TTC Sub-Committee	01/11	01/22	11
<input type="checkbox"/>		Conduct Stakeholder Survey	In Progress	Staff	01/22	02/22	31
<input type="checkbox"/>	Task 2 - Draft Section on Transportation Planning (1) & Participation/Evaluation (2)		In Progress	Staff	02/08	03/14	35
<input type="checkbox"/>		Complete Review of Draft Sections 1 & 2	In Progress	TTC Sub-Committee	03/14	04/01	18
<input type="checkbox"/>	Task 4 - Draft Section on Participation & Evaluation (3)			Staff	03/01	04/11	41
<input type="checkbox"/>		Complete Review on Draft Section 3	In Progress	TTC Sub-Committee	04/11	04/25	14
<input type="checkbox"/>	Task 5 - TTC Recommendation on Public Participation Plan		In Progress	Staff	05/09		
<input type="checkbox"/>	Task 6 - Public Comment Period			Staff	05/09	06/23	45
	Task 6 - Public Hearing on Public Participation Plan		In Progress	Staff	06/27		
<input type="checkbox"/>	Task 7 - RVTPO Approval of Public Participation Plan		In Progress	Staff	06/27		

STAFF REPORT
TTC Meeting January 11, 2024
SUBJ: 2024 Safety Performance Measure Targets

At the January 25, 2018 RVTPO Policy Board meeting, five MAP-21 Safety Performance Measure Targets were first adopted and have been updated yearly since that time. The RVTPO Policy Board has historically chosen to adopt the same statewide (VDOT) annual goal percent reductions to set safety targets. Those targets relate to number of 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 performance targets are based on the average five-year period of 2018 to 2022. Annual adoption is necessary given the need to include the next “out year” in the target range. Staff continues to support adoption of VDOT-established safety performance measure targets.

Future Target Annual Percent Reductions

Target Description	*Statewide Annual Goal Percent Change
Number of Fatalities	4.01%
Number of Serious Injuries	-0.48%
Number of Non-Motorized Fatalities and Serious Injuries	2.21%
Vehicle Miles Traveled (VMT)	-0.32%

**A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2022 to 2024.*

Although a positive value represents an increase in the target and a negative value represents a decrease in the target, because targets are based on five-year averages, proposed targets may fluctuate in the opposite or counterintuitive direction.

2024 Safety Performance Targets

The following 2023 target values were calculated using the target annual percent reductions:

Target Description	2022 Actual Values*	Previous 2023 Target Value	Proposed 2024 Target Value
Number of Fatalities	--	21	24
Fatality Rate (per 100 million VMT)	--	0.973	1.226
Number of Serious Injuries	195	189	199
Serious Injury Rate (per 100 million VMT)	9.559	8.785	10.153
Number of Non-Motorized Fatalities and Serious Injuries	--	19	22

**2022 Actual Values obtained from VDOT as available.*

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

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

TTC Action: Consideration of the VDOT 2024 Safety Performance Measure Targets.

STAFF REPORT

RVTPO Policy Board Meeting January 11, 2024

SUBJ: Recommendation on Amendment to Project Development and Selection Procedures for Roanoke Valley Urbanized Area Suballocation Funding: Transportation Alternatives

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 proposes the following Transportation Alternatives Program Adjustment Process amendment. In summary, the Adjustment Process will:

1. Allow out of cycle funding requests for existing TA projects with unforeseen budget increases which are thoroughly justified.
2. Authorize staff for project cost increases less than 10% and upon coordination with VDOT and the project sponsor to administratively resolve funding issues through the following:
 - a. Use any applicable TAP funding balances for qualifying requests.
 - b. Recommend directly to the RVTPO Policy Board, if possible, a commitment of future year funding to preserve the project.
3. Allow the RVTPO to review existing TA project requests with cost increases of more than 10% and determine an appropriate course of action. The TTC may recommend, and the RVTPO Policy Board may implement any combination of the following:
 - a. Scale back the project
 - b. Use local funds
 - c. Use TAP balance entry reserve account funds (subject to availability)
 - d. Use future TAP allocations in the form of a Phase II application to be evaluated during a future funding cycle
 - e. Drop the project(s)

The draft TAP Adjustment Process follows this staff report.

TTC Action: Recommendation to the RVTPO Policy Board of an amendment to the Transportation Alternatives section of the Project Development and Selection Procedures for Roanoke Valley Urbanized Area Suballocation Funding.

9. Adjustment Process: TAP

As they arise, the TTC will consider changes to existing TAP projects and recommend changes to the RVTPO Policy Board. The RVTPO Policy Board will have final decision-making authority on all annual adjustments.

9.1 Cost Estimates and Budget Adjustments

Basic Considerations for project budget adjustments are as follows:

1. If the cost and the scope of a project increases less than 10% on any one TAP funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding. After coordination with VDOT and consent of the project sponsor, RVTPO staff are authorized to use any applicable balance for a qualifying request. or, if possible, recommend to the RVTPO Policy Board a commitment of future year funding to preserve such project.
2. If the cost and/or scope of the project increases by more than 10% on any one TAP funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding and/or scope. The TTC and RVTPO Policy Board will review the request and may recommend one or any combination of the following:

1) Scale back the project

2) Use local funds

3) Use TAP balance entry reserve account funds subject to availability

4) Use future TAP allocations in the form of a Phase II application to be evaluated during a future funding cycle

5) Drop the project(s)

Because all TAP projects were originally scored using a fair and transparent process, any unique or exigent circumstances leading to a cost adjustment should be carefully evaluated prior to a final decision of the RVTPO Policy Board. A project sponsor requesting a change in funding as described in this section shall provide the RVTPO Policy Board a thorough justification for such change, including a cost estimate which has been approved by VDOT.

STAFF REPORT

RVTPO Policy Board Meeting January 11, 2024

SUBJ: Recommendation on an Out of Cycle Request from the Town of Vinton to Utilize Transportation Alternatives Funding

On January 3rd, staff received a request from the Town of Vinton for \$180,000 in additional Transportation Alternatives Program (TAP) funding for UPC 117995 - Glade Creek Greenway Phase 2 to be placed on the TTC and RVTPO Policy Board meeting agendas for January 11, and January 25, respectively.

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. Since September 2023, the waterline relocation plans have had to be submitted and approved by the applicable regulatory agencies. On December 18, 2023, Hurt & Proffitt, the Town's engineering firm, provided cost estimates of \$160,511.68 (attached, following staff report).

The Town hopes to resume construction activities as soon as possible due to the Time of Year Restriction (TOYR) for logperch from March 15 through June 30. Additionally, the expiration date of the Virginia Stormwater Management Program (VSMP) Construction permit for the project is June 30, 2024. For additional information, see the attached revised project schedule.

The Town estimates the additional cost for the project to be approximately \$225,000, consisting of \$180,000 in TAP funds along with the Town's required 20% match of \$45,000. This estimated additional cost has been reviewed by the VDOT Salem District Project Coordinator and includes:

- Waterline relocation that involves boring through rock
- Additional drainage work along Walnut Avenue
- Any unforeseen change orders
- VSMP and Erosion Sediment Control permits maintenance fees that are due by March 29, 2024

The crosswalk on Walnut Avenue was completed in November 2023 and the Gus Nicks Blvd. crosswalk shown on the attached map is scheduled for completion in May 2024.

Staff has prepared a draft TAP Adjustment Process which is being considered at the January 11th TTC meeting which will provide additional flexibility to mitigate unforeseen budget changes. Assuming the amendment is adopted by the RVTPO on January 25th, the Policy Board will allow out of cycle funding requests for existing TAP projects with unforeseen budget changes.

Per the draft amendment, any existing TAP project request with a cost increase of more than 10% may have a recommendation from the TTC (to the Policy Board) consisting of any of the following solutions:

1. Scale back the project
2. Use local funds
3. Use TAP balance entry reserve account funds (subject to availability)

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

4. Use future TAP allocations in the form of a Phase II application to be evaluated during a future funding cycle
5. Drop the project(s)

Based upon 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 recommends item #3 from above: 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.

TTC Action: Recommendation to the RVTPO Policy Board on the request from the Town of Vinton to fund UPC 117995 – Glade Creek Greenway Phase 2B with additional Transportation Alternatives Program funding.

(Attachments)

9. Adjustment Process: TAP

As they arise, the TTC will consider changes to existing TAP projects and recommend changes to the RVTPO Policy Board. The RVTPO Policy Board will have final decision-making authority on all adjustments.

9.1 Cost Estimates and Budget Adjustments

Basic Considerations for project budget adjustments are as follows:

1. If the cost and the scope of a project increases less than 10% on any one TAP funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding. After coordination with VDOT and consent of the project sponsor, RVTPO staff are authorized to use any applicable balance for a qualifying request. or, if possible, recommend to the RVTPO Policy Board a commitment of future year funding to preserve the project.
2. If the cost and/or scope of the project increases by more than 10% on any one TAP funded project, the locality/agency should notify the RVTPO staff with a request and justification for a change in funding and/or scope. The TTC and RVTPO Policy Board will review the request and may recommend one or any combination of the following:

1) Scale back the project

2) Use local funds

3) Use TAP balance entry reserve account funds subject to availability

4) Use future TAP allocations in the form of a Phase II application to be evaluated during a future funding cycle

5) Drop the project(s)

Because all TAP projects were originally scored using a fair and transparent process, any unique or exigent circumstances leading to a cost adjustment should be carefully evaluated prior to a final decision of the RVTPO Policy Board. A project sponsor requesting a change in funding as described in this section shall provide the RVTPO Policy Board with a thorough justification for such change, including a cost estimate which has been approved by VDOT.

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 BRIEFING
TTC Meeting January 11, 2024
SUBJ: Overview of Regional Electric Vehicle (EV) Charging Study

In December 2023, RVARC hired a consultant, ICF Incorporated. LLC, to support the development of a Regional EV Infrastructure Deployment Plan. The study area will include all the RVARC localities. The Scope of the project will include the following tasks:

1. **Vision and Goals:** Develop vision and goals for funding and implementing a network of EV Charging Stations
2. **Public Engagement Strategy:** Identify a group of stakeholders to create a *RVARC EV-Working Group* that will support the development of the Plan including:
 - 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. EV Infrastructure and Conditions Analysis:

3.1 ***EV Market Demand:*** develop three EV registration projection scenarios (Low, Medium, and High) for three years (2030, 2040, and 2050). Projections will be provided at the regional level. RVARC will engage our stakeholders to assist with the collection of the following data needs:

- Light-duty vehicle (LDV) registration data
- EV and plug-in hybrid electric vehicle (PHEV) registration data (hybrid electric vehicle data is not needed)
- RVARC EV adoption goals/targets
- ***Population data and projections for RVARC region***

3.2 ***EV Charging Infrastructure Conditions and Siting Analysis:*** Evaluate and map existing and potential locations for public EV charging stations region wide. The data needs for station siting GIS Mapping include:

- Trip Data
- **Public Transit Stops in RVARC**
- **Park and Ride Locations**
- **Multifamily Locations**
- Utility capacity data (if available)

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

- 4. Deployment & Implementation Strategy:** The deployment strategy will identify locations with existing EV infrastructure and priority location for future EC charging station deployments.

Staff has the following questions for members of the TTC:

1. Has your locality identified public or private stakeholders that need to be engaged on the development of this plan?
2. Does the locality have any documents relating to EV or greenhouse gas/emissions targets?
3. Please share contact information for the appropriate staff member to help gather public information data highlighted in this report.
4. Are there any local policies and/or ordinances that should be considered for review to inform the EV Infrastructure Implementation Plan?

TTC Action: None

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 REPORT

TTC Meeting January 11, 2024

SUBJ: Continued Development of STBG & CRP Upcoming Financial Plans

The information reflects the discussion from the December TTC Meeting on developing financial plans for the STBG and CRP funding programs.

Funding Availability Table

	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

Updated Funding Scenarios

Three funding scenarios were identified to utilize Carbon Reduction Program funding and the Surface Transportation Block Grant funding. Each scenario retains most of the funding for future leverage on SMART SCALE projects.

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	
		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

TTC Action: Recommendation to RVTPPO Policy Board to release for public comment in February 2024. Staff also recommend the creation of a subcommittee to develop prioritization criteria for projects seeking leverage funding through the STBG and CRP programs. After this round of STBG and CRP funding, the subcommittee could also conduct a review of the STBG/CRP Project Development and Selection.