

January 18, 2024

The January meeting of the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board will be held as follows:

DATE:	Thursday, January 25, 2024
TIME:	1:00 PM
LOCATION:	Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Ave., 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!

AGENDA

1. Welcome, Call to Order *Chair North*
2. Roll Call (including consideration of remote participation) *Chair North*
3. Approval of Consent Agenda Items *Chair North*
 - A. Approval of Agenda
 - B. Action on the December 14, 2023 RVTPO Minutes, pp. 3 – 20

ACTION REQUESTED: Approve Consent Agenda Items, voice vote
4. Remarks by the Chair *Chair North*
5. 2024 MAP-21 Safety Performance Measure Targets, p. 21..... *Bryan Hill*
ACTION REQUESTED: Approval of the safety measure targets; voice vote
6. Amendment to Project Development and Selection Procedures for Roanoke.....*Bryan Hill*
 Valley Urbanized Area Suballocation Funding: Transportation Alternatives, pp. 22 – 23
ACTION REQUESTED: Approval of the Amendment; voice vote
7. Recommendation on an Out of Cycle Request from the Town of Vinton.....*Bryan Hill*
 to Utilize Transportation Alternatives Funding, pp. 24 – 28
ACTION REQUESTED: Approval of the request; roll call

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 Charging Study, pp. 29 – 30 *Andrea Garland*
ACTION REQUESTED: No Action

- 9. Update on Surface Transportation Block Grant (STBG) and Carbon Reduction (CRP) Suballocation Programs, p.31 *Alison Stinnette*
 - A. Public Participation
 - B. Subcommittee on SMART SCALE Leverage and Suballocation Process Procedures**ACTION REQUESTED:** No Action

- 10. Other Business

- 11. Comment Period by RVTPO Policy Board Members and/or Public

- 12. Adjournment

The meeting will be live streamed on the Regional Commission’s Facebook page at <https://www.facebook.com/rvarc>.

Public Input Policy

“At the end of each Roanoke Valley TPO Policy Board meeting, the RVTPO Policy Board will allow for an open public forum/comment period. This comment period shall not exceed one-half hour in length and each speaker will be asked to sign up and be allowed a maximum of three (3) minutes to speak.”

ADA Compliance

The Roanoke Valley Transportation Planning Organization intends to comply with the Americans with Disabilities Act and confirms that the office located at 313 Luck Avenue, SW, Roanoke, VA is ADA compliant. If you have a disability and wish to request assistance or a special accommodation, please inform Bryan Hill at 540-343-4417 or bhill@rvarc.org no later than 48 hours in advance of the posted meeting.

MINUTES

The combined November – December meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, December 14th, 2023 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA. The meeting was live streamed on the [Commission’s Facebook page](#).

1. WELCOME, CALL TO ORDER

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

2. ROLL CALL (including consideration of remote participation)

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

TPO VOTING MEMBERS PRESENT

Billy Martin	Botetourt County
Steve Clinton	Botetourt County
Phil North, <i>Chair</i>	Roanoke County
David Radford	Roanoke County
Peter Volosin	City of Roanoke
Renee Turk, <i>Vice Chair</i>	City of Salem
Hunter Holliday (<i>arrived after roll call</i>)	City of Salem
Mike Stovall	Town of Vinton
Keith Liles	Town of Vinton
Mitch Huber	Virginia Dept. of Rail and Public Transportation
Ken King	Virginia Dept. of Transportation – Salem District
Mike Stewart (<i>arrived after roll call</i>)	Roanoke-Blacksburg Regional Airport

TPO VOTING MEMBERS ABSENT

Mickey Johnson	Bedford County
Steve Fijalkowski	Montgomery County
Stephanie Moon Reynolds	City of Roanoke
Kevin Price	Greater Roanoke Transit Company (Valley Metro)

TPO NON-VOTING MEMBERS PRESENT

Cody Sexton	TTC Chair
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Others Present: Barbara Duerk, Roanoke City Citizen Representative to RVARC Board; Megan Cronise, Roanoke County; Nathan Grim, Roanoke County; Michael Gray, VDOT-Salem District; Anthony Ford, VDOT – Salem District; Jonathan McCoy, Botetourt County; Nick Baker, Botetourt County; Anita McMillan, Town of Vinton.

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

Staff Present: Bryan Hill, Jeremy Holmes, Alison Stinnette, Tori Williams, Virginia Mullen, and Elizabeth Elmore.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. December 14, 2023 RVTPO Meeting Agenda
- B. October 26, 2023 RVTPO Minutes

Motion: by Billy Martin to approve consent agenda items (A) and (B), as presented. The motion was seconded by Keth Liles.

RVTPO Policy Board Action: Motion carried unanimously.

4. REMARKS BY THE CHAIR

- Chair North reported that today's meeting is being live streamed on the Commission's Facebook page. This is part of an ongoing effort to improve public awareness of the important work undertaken by the Roanoke Valley Transportation Planning Organization.
- Chair North provided a handout with updates on the SMART SCALE revisions, based on the December 4, 2023 actions of the Commonwealth Transportation Board and staff recommendations (the handouts are included in the Minutes). Chair North summarized the key results of the meeting:
 - There will be no change in the application cap for local or regional applications, though VDOT may explore their existing administrative power to reject incomplete applications in an effort to reduce the growing workload associated with SMART SCALE.
 - The Land Use scoring factor was eliminated completely. CTB members were warned that this action might be contrary to legislative intent, and we can expect more discussion here, possibly from the Attorney General. In the meantime, the Land Use factor points were redistributed across the other factors.
 - The High Priority Projects definition was modified to include specific types of projects but the language was less restrictive than the previous draft language for qualifying projects.
 - The changes to the ED.1 score to align with VEDP priorities and tools were adopted as has previously been shared with this body.

A formal resolution summarizing these decisions is expected to be considered by the CTB at a future meeting.

- Chair North presented a letter from Delegate Austin that had been included in the distributed agenda packet (pages 8 through 9).
- Chair North noted that the 2024 RVTPO Meeting schedule is included in the agenda packet on page 7.

5. **REVIEW OF EXISTING AND CANDIDATE PROJECTS SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CARBON REDUCTION PROGRAMS (CRP) PROGRAMS**

- A. Current Funding Availability
- B. Existing Project Status Updates, Additional Funding Requests
- C. New Candidate Projects, TTC Members Score Summary
- D. Funding Scenario, TTC Members Score Summary

Ms. Alison Stinnette reported that staff initiated the development of the FY25-30 STBG and CRP Financial Plans. Ms. Stinnette presented a PowerPoint presentation on the funding availability; existing project status updates and additional funding requests; new candidate projects, TTC members scores; and funding scenarios score summary (the presentation is included with the Minutes). Ms. Stinnette noted that no action is requested at this time.

Mr. North asked to share with the TPO member the TTC meeting calendar. The 2024 TTC meetings are as follows:

January 11, 2024

February 8, 2024

March 14, 2024

April 11, 2024

May 9, 2024

June 13, 2024

July 11, 2024

August 8, 2024

September 12, 2024

October 10, 2024

November 14, 2024

December 5, 2024 (*rescheduled from December 12, 2024*)

6. **RECOMMENDATION OF AMENDMENT #2 TO THE 2045 ROANOKE VALLEY TRANSPORTATION PLAN**

- A. Background
- B. Staff Recommendation on Draft Amendment
- C. Consideration of Resolution, Amending the Roanoke Valley Transportation Plan

Mr. Hill reminded that the Roanoke Valley Transportation Plan was adopted by the RVTPO Policy Board on January 26th, 2023 and subsequently amended on April 27th. Since that time, a variety of projects have received funding and several candidate projects have been submitted for funding. He further explained via PowerPoint presentation (included with the Minutes).

Chair North opened the public hearing at 1:29p.m. No comments were received. Chair North Closed the public hearing at 1:29p.m.

Motion: by David Radford to approve the resolution, approving of an Amendment #2 to the RVTPO's 2045 Roanoke Valley Transportation Plan, as presented. The motion was seconded by Peter Volosin.

RVTPO Policy Board Action: Motion carried unanimously.

7. **RECOMMENDATION OF AMENDMENT #2 TO THE FFY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

- A. Background
- B. Staff Recommendation on Draft Amendment
- C. Consideration of Resolution, Amending the FFY 2024 – 2027 Transportation Improvement Program

Mr. Hill remarked that the FFY 2024 – 2027 Transportation Improvement Program (TIP) was adopted by the RVTPO Policy Board on April 27th, 2023. Since that time, there have been a variety of projects which have received funding; and there have been several candidate projects which have been submitted for funding. Mr. Hill further explained via PowerPoint presentation (the presentation is included with the Minutes).

Chair North opened the public hearing at 1:34p.m. No comments were received. Chair North Closed the public hearing at 1:34p.m.

Motion: by Billy Martin to approve the resolution, approving of an Amendment #2 to the RVTPO's FFY 2024 – 2027 Transportation Improvement Program, as presented. The motion was seconded by Keith Liles.

RVTPO Policy Board Action: Motion carried unanimously.

8. **OTHER BUSINESS**

No other business was discussed.

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

Mr. Jeremy Holmes commented that the elevator is out of order and staff is in the process of getting it renovated but the process will take a while. In the meantime, anyone that needs ADA accommodation is encouraged to reach out to staff.

Mr. Ken King reported that Mr. Anthony Ford will continue holding conversations with localities and staff to increase the efforts to be attentive to sound financial project money management.

Ms. Barbara Duerk commented that the Montgomery County Board of Supervisors has prioritized in their legislative agenda the Valley-to-Valley trail and encouraged members to think about how to move forward with the Valley-to-Valley trail.

Mayor Turk announced that the 2023 Stagg Bowl NCAA Division III Football Championship is tomorrow night, December 15th at 7 p.m. at the Salem Football Stadium.

Mr. Mike Stewart commented that the changes to the master plan are coming along and is expected to be finalized soon.

Mr. North recognized Mr. Billy Martin for his 16 years of dutiful service to the Roanoke Valley Transportation Planning Organization and the Regional Commission.

Mr. North wished everyone Merry Christmas and Happy Holiday season.

10. ADJOURNMENT

The meeting adjourned at 1:49 p.m.

Jeremy Holmes, Secretary
Roanoke Valley Transportation Planning Organization

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 failed 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%

FINAL STAFF RECOMMENDATIONS

Summary of Staff Recommendations

Problem	Staff Recommendation	Improvement
SMART SCALE scoring should be forward-looking.	<ol style="list-style-type: none"> 1. Calculate Congestion factor 40 7 years in the future 2. Utilize a forward-looking Economic Development measure 	<ul style="list-style-type: none"> • Better align with project design requirements that are based on future growth volumes and consider future economic growth. • Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth.
The HPP program is being used to fund both low-scoring and small projects.	<ol style="list-style-type: none"> 3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2 	<ul style="list-style-type: none"> • Clarify CTB Policy to ensure HPP projects are of statewide or regional significance. • Distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings.
Need to improve application quality and reduce quantity of applications	<ol style="list-style-type: none"> 4. Create a three-tier application limit 	<ul style="list-style-type: none"> • Focuses on applicant priorities to improve overall outcomes and increase application success rate.
There is a one-factor majority driving project benefits. Desire to add greater emphasis on Safety.	<ol style="list-style-type: none"> 5. Modify Land Use factor to a multiplier Remove Land Use Factor and modify factor weightings 	<ul style="list-style-type: none"> • Emphasize what the project's benefits are versus where the project is located. • Increase factor weightings in Safety and Congestion.

3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2

- **Refine the HPP definition to include “what” type of projects by feature type:**
 - New Capacity Highway improvements including adding **New Through Lanes**, **Roadway on New Alignment**, and **Managed Lanes (HOV/HOT/Shoulder)**, New Bridge
 - New or Improved Interchanges including New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements
 - Transit and Freight improvements including New or Improved Passenger Rail Stations or **Service or Corridor Improvements (including New Bridge)** Freight Rail Improvements, High-Capacity / Fixed Guideway Transit (**including Light Rail Transit or Bus Rapid Transit**), Transit Transfer Stations
 - ~~Revised to add entire corridor~~ Improvements recommended as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan, **or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104.**
- **Eliminate Step 2, which provides statewide HPP funds to projects based on district rankings**
 - New process would distribute all HPP program funds based on statewide rankings of SMART SCALE scores

Testing Result: HPP average funded went from \$15.6M (30 projects) to \$31.8M (17 projects). All Bike & Ped PIT were removed from HPP funding. Bike & Ped PIT were reduced from 51 to 15 funded projects.



Review of Existing and Candidate Projects for STBG and CRP Programs

RVTPO Meeting
December 14, 2023

1

Objectives

- Review
 - Funding Availability
 - Existing Project Status Updates and Additional Funding Requests
 - New Candidate Projects, TTC Member Scores
 - Funding Scenario Score Summary

2

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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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

4

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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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
Roanoke River Greenway - Apperson to Cook Connector	57.45	2	40.975	2
Peters Creek Road at Williamson Road Intersection Improvements	53.8	3	37.675	3
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)	48.15	4	N/A	N/A
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
Greenway Connection - Riverland Road		8
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
Roanoke River Greenway through Explore Park	6	2
Orange Market Parking Lot/Park and Ride Improvements	4	3
Roanoke River Greenway - Apperson to Cook Connector	2	5
Peters Creek Road at Williamson Road Intersection Improvements	6	
Route 220 Superstreet/Access Management	6	
Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	5	1
Roanoke River Greenway - Underhill	4	
Total Votes	47	21

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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

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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		Average Cost Distributed
			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		\$3,437,500
City of Roanoke	Roanoke River Greenway - Underhill	\$11,758,000			\$9,000,000				\$11,758,000				\$4,000,000				\$4,000,000		4		\$2,125,000
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	\$1,157,938
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	\$500,000
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	\$1,062,500
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	\$1,356,247
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	\$329,500	
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	\$2,191,014	
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		\$2,141,778	
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	\$1,192,105	
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				\$15,493,581



Roanoke Valley Transportation
PLANNING ORGANIZATION
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Roanoke Valley Transportation Plan
November 2019

Recommendation of Amendment #2 to the 2045 Roanoke Valley Transportation Plan



December 14, 2023 RVTPO Meeting

Background

- 23 CFR 450.324 requires all MPOs to create a Metropolitan Transportation Plan (RVTP).
- 23 CFR 450.104 defines an amendment to a MTP as a revision that involves a major change to a project, to include
 - **Addition or deletion of a project**
 - A major change in project cost
 - A major change in project/project phase initiation dates
 - A major change in design concept or design scope
- In Section 2.1 Amendments a) of the *RVTP Amendment and Adjustment Processes* document, the addition or deletion of any project to the Priority Projects to Pursue or Funded Projects list require an amendment.

What Composes this Amendment?

1. Add current Surface Transportation Block Grant (STBG) and CRP candidate projects to the Priority Projects to Pursue list.
2. Add Transportation Alternatives candidate projects to the Priority Projects to Pursue list.
3. Add a new rail project from Virginia Public Rail Authority to the Funded Projects List
4. Add new projects from the FY23-29 Six-Year Improvement Program to the Funded Projects List.
5. Move all funded Round 5 SMART SCALE projects from the Priority Projects to Pursue list to the Funded Projects list.
6. Move all transit projects funded in the FFY 2024-2027 TIP from the Priority Projects to Pursue list to the Funded Projects list.
7. Remove the RADAR Paratransit Vehicles project from the Priority Projects to Pursue and Funded Projects lists as it was not funded in the FY24-29 Six-Year Improvement Program.

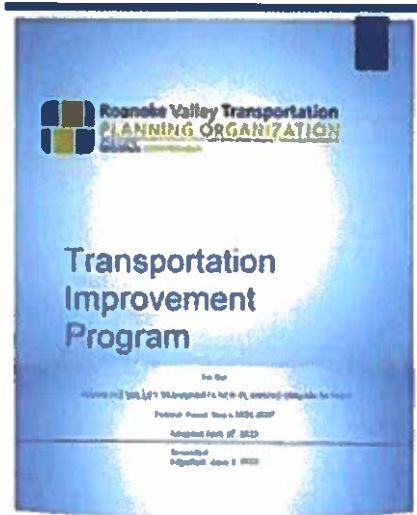
Questions?



bhill@rvarc.org | (540) 343-4417



Roanoke Valley Transportation
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Recommendation of Amendment #2 to the FFY 2024-2027 Transportation Improvement Program

December 14, 2023 RVTPO Meeting

Background

- 23 CFR 450.324 requires all MPOs to create a Transportation Improvement Program (TIP).
- 23 CFR 450.104 defines an amendment to a TIP as a revision that involves a major change to a project, to include
 - **Addition or deletion of a project**
 - A major change in project cost
 - A major change in project/project phase initiation dates
 - A major change in design concept or design scope

What Composes this Amendment?

1. Add a new rail project from Virginia Public Rail Authority to the Funded Projects list.
2. Remove the RADAR Paratransit Vehicles project from the Priority Projects to Pursue and Funded Projects lists as it was not funded in the FY24-29 Six-Year Improvement Program.

Questions?



bhill@rvarc.org | (540) 343-4417

STAFF REPORT
RVTPO Meeting January 25, 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 and the TTC recommend the continued adoption of VDOT Safety Performance Targets for 2024. The TTC is interested in staff exploring the possibility of developing its own methodology and safety targets for 2025. This will be added to the draft FY25 Unified Planning Work Program which will be developed in the spring.

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

STAFF REPORT

RVTPO Policy Board Meeting January 25, 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.

The TTC, at its January 11th meeting, made a recommendation for approval of the amendment. Likewise, staff recommends approval of the amendment.

RVTPO Action: Consideration 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 25, 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 25th RVTPO meeting which will provide additional flexibility to mitigate unforeseen budget changes. Assuming the amendment is adopted, 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)
4. Use future TAP allocations in the form of a Phase II application to be evaluated during a future funding cycle

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

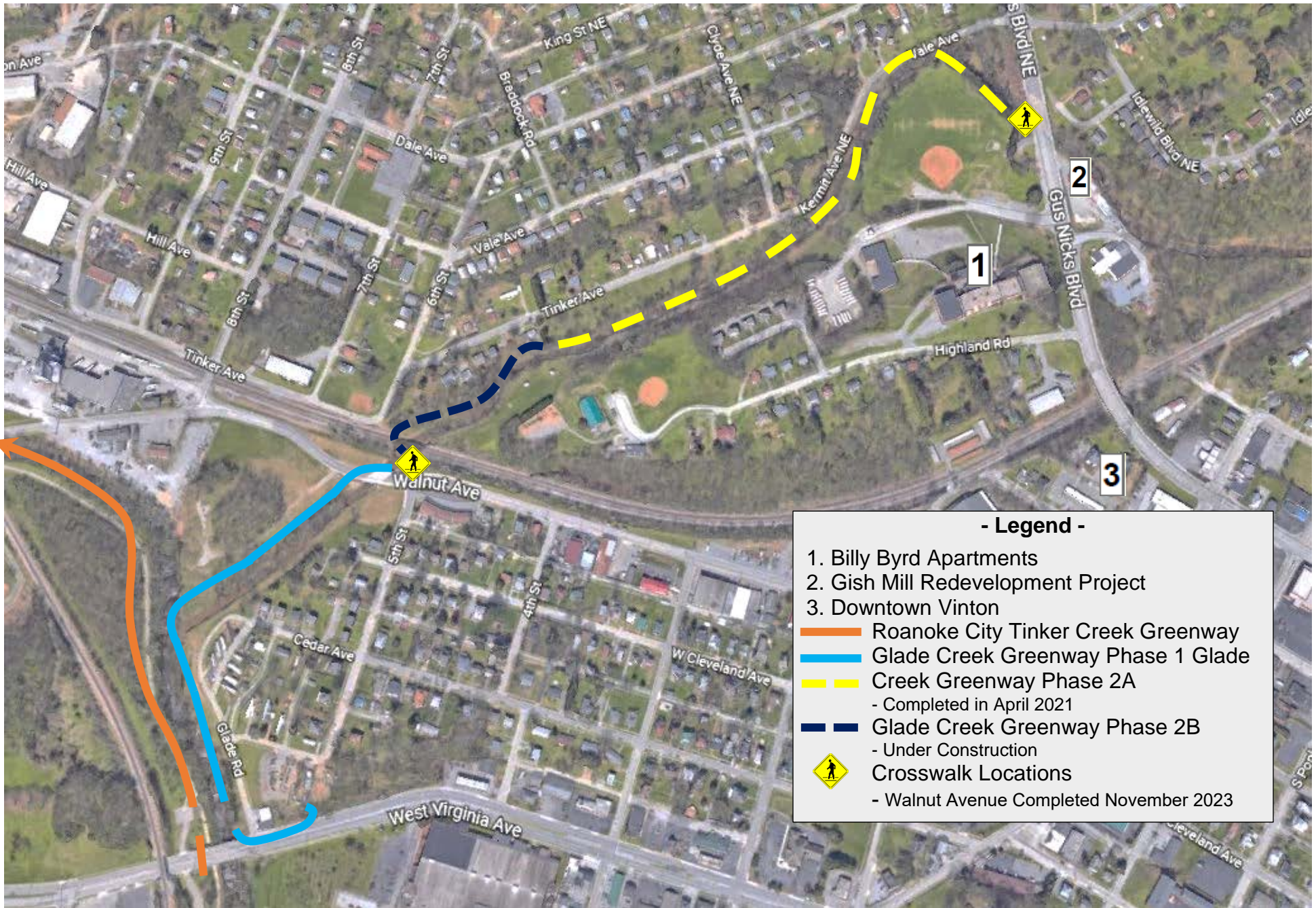
5. Drop the project(s)

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.

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

(Attachments)

Change Order #1 - 2023 December 18					
ITEM	DESCRIPTION	QTY	UNITS	UNIT PRICE	COST
	8" Waterline (DR-11 HDPE) In Soil	150	LF	\$ 136.00	\$ 20,400.00
	8" Waterline (DR-11 HDPE) In Rock	250	LF	\$ 412.00	\$ 103,000.00
	8" Gate Valve with Valve Box	2	EA	\$ 3,450.00	\$ 6,900.00
	8" 45 Deg. Bend (Mega Lug)	4	EA	\$ 845.00	\$ 3,380.00
	DI to HDPE Adapter Connections	2	EA	\$ 1,080.00	\$ 2,160.00
	Erosion and Sediment Control	1	EA	\$ 1,500.00	\$ 1,500.00
	Pipe Protection 21B	30.66	TON	\$ 48.00	\$ 1,471.68
	As Built Survey	1	LS	\$ 1,600.00	\$ 1,600.00
	Earthwork	1	LS	\$ 10,270.00	\$ 10,270.00
	Testing	1	LS	\$ 4,425.00	\$ 4,425.00
	Sign Panel	3	SF	\$ 45.00	\$ 135.00
	Silt Fence	150	LF	\$ 16.00	\$ 2,400.00
	Construction Entrance	1.00	EA	\$ 2,870.00	\$ 2,870.00
TOTAL CHANGE ORDER #1					\$ 160,511.68



STAFF BRIEFING
TPO Meeting January 25, 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 engaged with TTC members to gather data for this project.

TPO 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

RVTPO TPO Meeting January 25, 2024

SUBJ: Update on Surface Transportation Block Grant (STBG) and Carbon Reduction (CRP) Suballocation Programs

A. Public Participation

RVARC Staff is developing a survey for public participation efforts for the upcoming development of the financial plans for both funding programs. The survey will start on February 1st and end on February 15th. A demonstration of the survey follows.

Table of Upcoming Dates and Timeline for the STBG and CRP Funding Programs:

Meeting	What	Action
January TTC	Update on Funding Scenarios and Public Participation Efforts.	No Action
January TPO	Update on Public Participation Efforts and TTC Subcommittee.	No Action
February TTC	Survey live February 1 st through February 15 th	No Action
March TTC	STBG/CRP Public Engagement Summary. Finalized recommendation to RVTPO Policy Board.	Action: Recommendation to RVTPO Policy Board.
March TPO	Public Hearing, STBG/CRP Public Engagement Summary, and TTC Recommendation to the board on funding scenario.	Action: Public Hearing. Consideration of Approving FY24-29 Amendment #2, and FY25-30 STBG and CRP Financial Plans and Resolutions.

B. Subcommittee on SMART SCALE Leverage and Suballocation Process Procedures

A TTC subcommittee has been organized to discuss the SMART SCALE Leverage and Suballocation Process Procedures for future funding application processes. The objectives of the sub-committee include the following:

1. Review Project Development and Selection Procedures for Suballocation Funding
 - a. Surface Transportation Block Grant Program
 - b. Carbon Reduction Program
 - c. Transportation Alternatives Program
2. Review and incorporate best practices from other MPO/TPOs.
3. Develop selection procedures for allocation of leverage to SMART SCALE projects

RVTPO Policy Board Action: No Action