

January 5, 2023

MEMORANDUM

TO: Members, Transportation Technical Committee
FROM: Cristina Finch, AICP, LEED AP, Secretary to the Transportation Technical Committee
SUBJ: January 13, 2023 TTC Meeting/Agenda

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

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) *Chair Sexton*
3. **Action Requested:** Approval of the Consent Agenda items: *Chair Sexton*
 - A. Approval of the Agenda
 - B. Action on the December 8, 2022 TTC Minutes, pp. 3 – 29
4. Chair’s Remarks *Chair Sexton*
5. **Action Requested:** Recommendation on Adoption of the Roanoke Valley Transportation Plan (RVTP), p. 30 *Cristina Finch*
6. **Action Requested:** Recommendation on the Approval of the RVTP Amendments/Adjustments Process, pp. 31 – 39 *Bryan Hill*
7. **Action Requested:** Development of the FY24-29 Surface Transportation Block Grant (STBG) Financial Plan, pp. 40 – 50 *Cristina Finch*
8. **Action Requested:** Recommendation on MAP – 21 Performance Measure Targets *Bryan Hill*
 - A. 2023 Safety Performance Measure Targets, pp. 51 – 52
 - B. FFY2022 – 2025 Virginia Group Tier II Transit Asset Management Plan Targets, pp. 53 - 83

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

9. Other Business
10. Comments by TTC Members and/or Citizens
11. Adjournment (by 3:00 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 8, 2022 at 1:30 p.m. at the Roanoke Valley-Alleghany Regional Commission, 313 Luck Avenue, SW, Roanoke, VA.

1. WELCOME, CALL TO ORDER

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

2. ROLL CALL (including consideration of remote participation)

Cristina Finch, Secretary to the TTC, called the roll and stated a quorum was present.

VOTING MEMBERS PRESENT

Nick Baker	County of Botetourt
Jonathan McCoy	County of Botetourt
Megan Cronise	County of Roanoke
Will Crawford	County of Roanoke
Wayne Leftwich	City of Roanoke
Dwayne D'Ardenne	City of Roanoke
Crystal Williams	City of Salem
Josh Pratt	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton, <i>Chair</i>	Town of Vinton
William Long	Greater Roanoke Transit Company
Michael Gray	Virginia Dept. of Transportation - Salem District
Daniel Wagner (<i>via zoom</i>)	Virginia Dept. of Rail and Public Transportation

VOTING MEMBERS ABSENT

Mariel Fowler	County of Bedford
Dan Brugh	County of Montgomery
Frank Maguire, <i>Vice Chair</i>	Roanoke Valley Greenway Commission
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Kyle Kotchou	Roanoke-Blacksburg Regional Airport

NON-VOTING MEMBERS ABSENT

Kevin Jones	Federal Highway Administration
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RVARC Staff Present: Cristina Finch, Bryan Hill, Alison Stinnette, Jonathan Stanton, Andrea Garland (*via zoom*), Jeremy Holmes and Virginia Mullen.

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

Others Present: David Jackson (via zoom), Cambridge Systematics; Erik Smedley, Bedford County

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. December 8, 2022 TTC Meeting Agenda
- B. November 10, 2022 TTC Minutes

Motion: by Dwayne D'Ardenne to approve consent agenda items (A) & (B), as presented; seconded by Anita McMillan.

TTC Action: Motion carried unanimously.

4. CHAIR REMARKS

Chair Sexton thanked members for another year of service.

5. CONTINUED DEVELOPMENT OF DRAFT ROANOKE VALLEY TRANSPORTATION PLAN (RVTP) - 2045 UPDATE

A. Summary of Public Comments

Alison Stinnette and Elizabeth Elmore presented a summary of the month-long public comment period - October 27, 2022 through November 27, 2022 (the PowerPoint presentation is included with the Minutes).

Ms. Cronise suggested adding additional information to the presentation showing the whole story by including the number of participants and breaking it down by responses.

Mr. D'Ardenne asked if the presentation will be posted on the website as presented or additional information (adding context to the survey results) will be added as suggested and then posted on the website. Ms. Stinnette replied that staff will look into it. Chair Sexton asked if the same presentation will be presented to the TPO as well or will it be modified. Ms. Cronise suggested that the feedback received today be incorporated before presenting to the board.

B. Benefits and Viability Analysis of Draft Priority Projects to Pursue

Mr. David Jackson presented regarding benefits and viability analysis of draft priority projects to pursue (the PowerPoint presentation is included with the Minutes).

Ms. Finch reviewed the recommended list of "Priority Projects to Pursue" (pages 21 through 30 of [Attachment #1](#)). Mr. Gray commented that there are projects on the list that were not included in the survey and would be ok to leave them on the list. Ms. Cronise commented that it may be a good idea to wait and get a list that is more shapeable and then put it out for public comments. Mr. D'Ardenne stated he doesn't like using the term "not favored" in the "Public Comment Favorability Outcome" column. Mr. Leftwich suggested taking the entire public comment column out of the table and instead having text that represents the survey results.

Mr. Leftwich asked how the cumulative scores were gathered. Mr. Jackson explained the cumulative score is from the needs score, benefits score and objectives score; the benefit score was on a scale 0 to 12, the objective score and needs score were also translated to a scale of 0 to 12 for a total of 36 possible points. Chair Sexton commented that the highest score any project received was 24 and asked if that should indicate how to contemplate the projects? Mr. Jackson replied that given the analysis level of detail, the scores were tightly distributed. He suggested paying more attention to the reasons why scores were low rather than why a score is 19 vs. 22 vs. 24 because in reality there is not a lot of difference. Mr. Jackson suggested looking at it as a tool to guide conversations but not as an ultimate factor to guide decisions. Mr. Leftwich suggested having each score divided by ten (so 83 would be 8.3; 42 would be 4.2 etc.).

C. Summary of Feedback on Draft RVTP Amendments and Adjustments Process

Mr. Bryan Hill distributed the November 4 RVTP Draft Amendment/Adjustment Process (a copy is included in the Minutes) and went over the document's content.

6. OTHER BUSINESS

No other business was discussed.

7. COMMENTS BY MEMBERS AND / OR CITIZENS

Chair Sexton wished everyone a happy holiday season.

8. ADJOURNMENT

The meeting was adjourned at 3:29 p.m.

Cristina D. Finch, AICP, LEED AP, Secretary,
Transportation Technical Committee

Public Engagement Summary

Roanoke Valley Transportation Plan

TTC Meeting
December 8, 2022

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Public Engagement Strategies



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IN-PERSON
EVENTS

Participation

Survey	Participants
Roadway	126
Pedestrian & Bicycle	114
Transit	67
Total	307

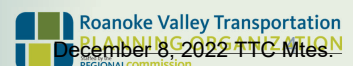
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Zip Code

Zip Code	% population	% response
24012	11%	14%
24013	3%	4%
24014	7%	5%
24015	6%	27%
24016	3%	9%
24017	9%	4%
24018	14%	14%
24019	10%	13%
24153	14%	4%
24175	3%	1%
24179	7%	2%
Other zip codes	14%	3%

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December 8, 2022 TTC Mtg

Age & Race or Ethnicity

Age	% population	% response
18 to 24 years	10%	0%
25 to 34 years	15%	22%
35 to 44 years	14%	22%
45 to 54 years	16%	15%
55 to 64 years	17%	17%
65 years and over	28%	24%

Race or Ethnicity	% population	% response
Black or African American	14%	3%
Hispanic or Latino	4%	6%
White or Caucasian	78%	83%
Other	4%	9%

Household Income

Household Income	Participants
Less than \$25,000	6%
\$25,000 to \$49,999	15%
\$50,000 to \$99,999	33%
\$100,000 to \$149,999	33%
\$150,000 or more	11%

Public Input on Funded Projects

Response	Vehicle & Roadway Survey		Pedestrian & Bicyclist Survey		Transit Survey	
	Number	Percent	Number	Percent	Number	Percent
Yes	77	67.0%	76	77.6%	35	57.4%
No	19	16.5%	12	12.2%	13	21.3%
Other	19	16.5%	10	10.2%	13	21.3%
Total Responses	115	100.0%	98	100.0%	61	100.0%

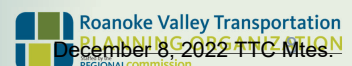
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Public Input on Regional Priority Needs

	Roadway	Bike/Ped	Transit	Total
Existing Locations	23	78	3	104
New Locations	58	59	39	156
Total Locations	81	137	42	260

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December 8, 2022 TTC Mtg

Public Input on Regional Projects to Pursue



Roadway Survey



Pedestrian and Bicyclist
Survey



Transit Survey

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Public Input on Regional Projects to Pursue

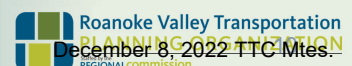


Roadway Survey

20 draft priority projects to pursue

- 14 were supported
- 5 not supported
 - Route 220 in Daleville - Intersection Conversion
 - East Main Street Phase II(I),
 - Valley View Extension, I-581 to Cove Road,
 - Virginia Tech Carilion Access Improvements,
 - Texas Street Widening from Roanoke Boulevard to Electric Road
- split on one project

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Public Input on Regional Projects to Pursue



Pedestrian and Bicyclist Survey

27 draft priority projects to pursue

- 24 were supported
- split on 3
 - Orange Avenue at I-581 Interchange,
 - Electric Rd Safety Improvement Project, Stoneybrook Rd/Grandin Rd Ext.
 - Electric Rd Safety Improvement Project, Grandin Rd Ext. to Keagy Rd

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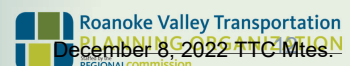
Public Input on Regional Projects to Pursue



Transit Survey

- **People agreed current transit services should continue.**
- **Comments about Transit Priorities:**
 - Expanding service area
 - Increased transit capacity on vehicles
 - Increased frequency
 - Better transit connectivity between destinations
 - Increased mobility access at bus stops

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December 8, 2022 TTC Mtg

Questions?

Alison Stinnette & Elizabeth Elmore
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Roanoke Valley Transportation Plan (RVTP) Update

Benefits and Viability Analysis of Draft Priority Projects to Pursue

presented to
Transportation Technical Committee

presented by
RVTPO, Cambridge Systematics, Inc.



1



RVTP Project Prioritization

Purpose

1. Inform RVTP fiscal constraint decisions based on analysis of candidate priority projects to pursue benefits and viability
2. Inform decisions on projects to pursue for future rounds of SMART SCALE, STBG, and TA funding
3. Improve the process and standards for advancing concepts and solutions addressing regional transportation needs

Approach is consistent with RVTPOs commitment to an ongoing performance-based planning and programming process

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RVTP Project Prioritization

Context

RVTP financial plan demonstrates how the anticipated available funding will be utilized within the time horizon of the plan

The funded projects make up the first several years of the RVTP's financial plan (TIP) with the remaining anticipated available money for use on unfunded priority projects to pursue

Projects to prioritize include:

- Candidate projects for inclusion in the next SYIP (FY 2024 – FY 2029)
- Other projects with defined scopes and costs that address priority regional transportation needs

3

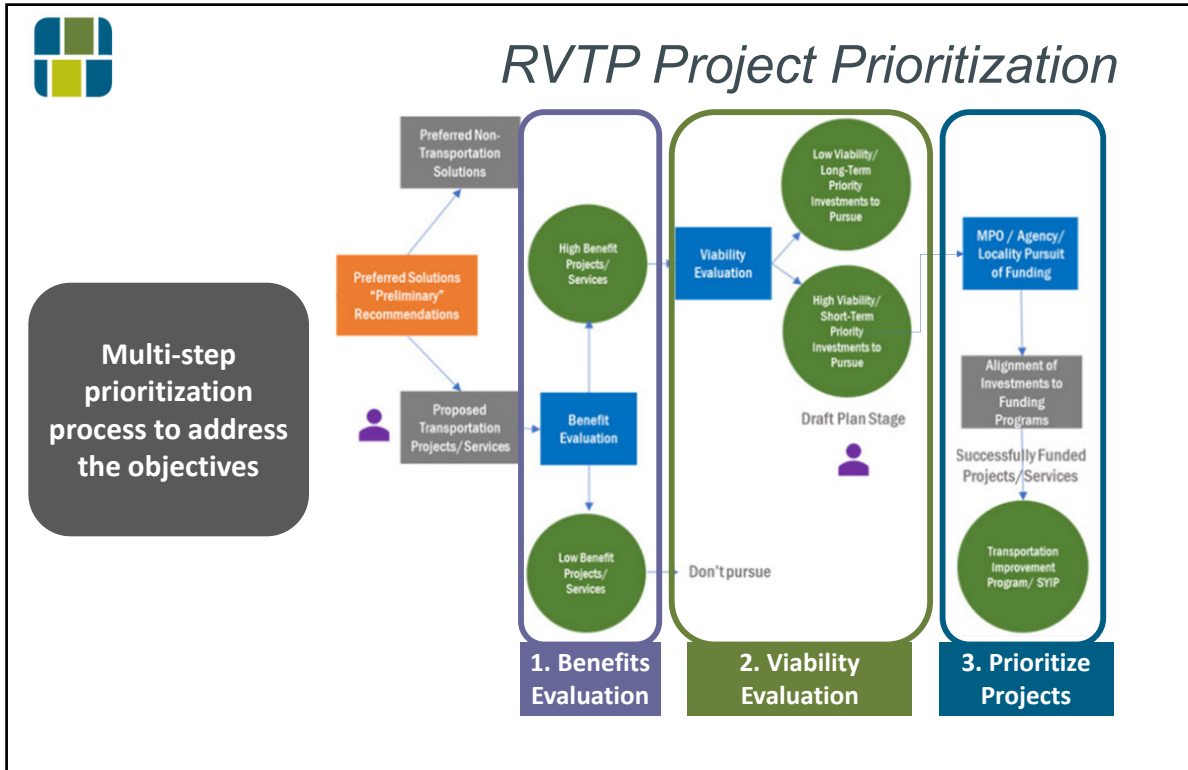


RVTP Project Prioritization

Approach for this RVTP

- Interim approach to evaluate benefits and viability
 - Consistent with schedule and available resources and data
 - Pilot test to educate TTC/TPO of potential value of prioritization and create framework to mature the process in 2023 and beyond
- The results of this analysis inform recommendations on the projects to retain in the priority projects to pursue list, versus those that will move to the priority or other needs list

4



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RVTP Project Prioritization

Reviewed 37 total projects

- Conducted initial benefits evaluation based on existing measures
 - Safety (SMART SCALE approach)
- Conducted initial benefits review (qualitative) for Federal measures
 - Reliability/Congestion
 - Asset condition
- Conducted initial viability evaluation based on project insights
- Reached initial conclusions on potential projects to advance for future grant cycles in 2023 and beyond
 - First discussion in continuous process to vet and position projects
 - Opportunities for process improvements

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RVTP Project Prioritization

1. Benefit Evaluation *(quantitative & qualitative)*

- Alignment of candidate project with prioritized needs
- Anticipated RVTP objectives met
- Anticipated change by Federal performance measure
 - **Quantitative – safety, based on SMART SCALE methodology**
 - **Qualitative – asset management, reliability, congestion**
- Anticipated transportation benefits/potential burdens of investment
- Public favorability outcome
- Summary of public comments per project



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RVTP Project Prioritization

Based on the highest need score (for projects addressing multiple needs)

Were needs addressed by project identified as priority gap needs?

Recommended List	Locality	RVTPO Title	Need Score (0-100)	Priority Gap Need	Anticipated Objectives Met	Count of Objectives Met (0 - 17)
Short-Term Constrained (SSRS)	City of Roanoke	I-581/ U.S. 460/ U.S. 11 Improvements	94	No	1A, 2A, 6B, 6C, 7A	5

Objectives met based on scope review and needs

Count of objectives met (out of 17 total across 7 goals)

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RVTP Project Prioritization

Rec. List	Locality	RVTPO Title	Safety Benefit Score (Quantitative)	Safety Score (0 - 3)	Roadway Asset Condition Benefit (0 - 3)	Roadway Reliability Benefit (0 - 3)	Roadway Congestion Benefit (0 - 3)	Total Potential Benefit (0 - 12)
Short-Term Constrained (SSR5)	City of Roanoke	I-581/ U.S. 460/ U.S. 11 Improvements	208.27	3	1	2	2	8

Simplified SMART SCALE approach (both total crash reduction and crash rate reduction, based on EPDO weighting approach)

Scaled quantitative score based on all projects analyzed (3 = > 67th percentile)

1-3 scale based on qualitative review of project scope, location needs, public comment

Simple sum of four benefit categories

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RVTP Project Prioritization

Rec. List	Locality	RVTPO Title	Anticipated Transportation Benefits/Potential Burdens of Investment	Public Comment Favorability Outcome	Public Comments per Project	Scaled Cumulative Potential Benefit (0 - 36)
Short-Term Constrained (SSR5)	City of Roanoke	I-581/ U.S. 460/ U.S. 11 Improvements	Benefits: Motorists will be able to more easily turn onto Orange Avenue with the new traffic signal directing the timing of motorists movements eliminating the uncontrolled merges that currently exist; motorists will turn north onto Williamson Road in fewer light cycles due to the additional turn lane. Burdens: Additional traffic signals will limit free flow of traffic through the interchange providing more control over movements onto/off-of the interstate.	Favored 80% Roadway & Favored 82% Ped/Bike	1. This is needed, but improved (grade separated) Pedestrian crossing of Orange Ave is needed as well in this area. 2. Operational improvements are a good way to improve roadway flow without adding more lanes.	23

Project outcome and equity considerations

Metroquest survey results

Metroquest survey comments

Needs score + benefits score + count of objectives met

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RVTP Project Prioritization

What did we learn?

- Not possible to directly mimic SMART SCALE without detailed project scope information
- Data for safety benefits analysis is readily available
- Data and methodology tools for reliability and congestion benefits require use of the regional travel demand model
- Mixed qualitative and quantitative approach provides enough variables to inform prioritization, without over-complicating process (or requiring extensive resources)
- **Represents a good platform to mature the process in 2023**

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RVTP Project Prioritization

2. Viability Evaluation

- **Focuses on high benefit projects or services that are the best candidates** to submit for funding consideration as priority projects to pursue
 - A “viable” project or service is one that has been studied and developed to the level of detail that is required for competitive funding applications
 - Criteria could include topics like project readiness, cost, right of way sufficiency, funding likelihood, implementation timeframe, coordination with other projects, or regional and local support
 - Criteria are qualitative and require a careful review of each candidate high-benefit project based on a standard level of scope and costing detail

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RVTP Project Prioritization

2. Viability Evaluation

- **Funding Eligibility** – comparison to key funding sources based on project cost and scope
 - SMART SCALE – HPP or DGP
 - STBG
 - TA
 - Other Federal discretionary grants
- **Three outcomes** –
 - Eligible likely (EL) - Project cost/scope fit into program standards
 - Eligible unlikely (EU) - Project cost/scope **do not** fit into program standards
 - Ineligible (I)

Helps assess potential and position project in advance of future grant cycles

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RVTP Project Prioritization

Rec. List	Locality	RVTPO Title	Total Cost Estimate	Discretionary Federal/State Grant (DFG) - List Name	Smart Scale DGP Federal	Smart Scale HPPP Federal	TA Total	STBG Total
Short-Term Constrained (SSRS)	City of Roanoke	I-581/ U.S. 460/ U.S. 11 Improvements	\$25,670,186	EU	TBD	TBD	I	I

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RVTP Project Prioritization

3. Prioritized Projects & Fiscal Constraint

- **“High Benefit” and “High Viability” projects and services become Priority Projects to Pursue**
 - Inform RVTPO discussions with localities and VDOT
 - Priority Projects to Pursue can be ranked in order of cost/benefit score to determine the order in which the projects or services should be pursued for funding
 - Useful insight to regional discussions on future grant application strategy and decisions
 - “Low Viability or Low Benefit” projects and services remain in the Developmental RVTP (and likely need to be studied in greater detail, further developed before they can be submitted for funding consideration)

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RVTP Project Prioritization Conclusions

- Support justifications for final RVTP fiscal constraint
- Use as a tool to **inform decision making, not the tool to make decisions**
- **Version 1.0 represents a simple starting point**, creating a platform for future enhancement
- **Serves multiple purposes** including fiscal constraint

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RVTP Amendment and Adjustment Processes

Draft November 4, 2022

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1. Purpose

The Roanoke Valley Transportation Plan (RVTP) identifies all federally funded and other regionally significant transportation investments planned over a 20+ year timeframe. The Roanoke Valley Transportation Plan includes the region's Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

The RVTP was developed in cooperation with representatives from the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), local public transportation operators, the Roanoke Valley Greenway Commission, the Roanoke-Blacksburg Regional Airport, and the local governments within the urbanized area. Through the Metropolitan Performance-Based Planning and Programming Process, proposed **Priority Projects to Pursue** have been approved in the RVTP and RVTPO-approved previously **Funded Projects** are eligible to utilize the planned obligations in the **TIP**.

The RVTPO approved Funded Projects are eligible to utilize the planned obligations in the TIP. The Federal Fiscal Year (FFY) 2024-2027 TIP is the initial four-year timeframe of the region's Financial Plan. The RVTPO follows the state's schedule for developing the TIP. Virginia updates the Statewide TIP, which includes all Metropolitan Planning Organization TIPs, on a three-year basis. Federal law requires the TIP to be updated at least every four years.

The remainder of the **Financial Plan** demonstrates the investment priorities of the MTP for which the region is seeking funding. The Priority Projects to Pursue are updated at least every five years but more realistically, at least every two years to coincide with major funding opportunity cycles such as the SMART SCALE and Surface Transportation Block Grant programs.

Although there is a routine cycle for updating content in the RVTP, the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board's priorities or strategies for meeting the region's transportation needs and accomplishing its goals may change before the next formal update. Depending on the magnitude of the changes, an amendment or an adjustment may be needed.

2. Amendment vs. Adjustment

Amendments occur when changes are significant, where the public is engaged for comment, and the RVTPO Policy Board reviews public comment and decides on the proposed change. Adjustments are changes that are considered minor; thus, they do not involve the public for comment and do not require the Policy Board to decide. RVTPO staff coordinate details of the minor change with any necessary stakeholders and make the change within the document. Both amendments and adjustments are recorded and published online.

2.1 Amendments

Amendment A revision that involves a major change to a project included in a metropolitan plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).

An amendment is a revision that requires public review, a redemonstration of fiscal constraint, and RVTPO Policy Board approval. An amendment is required when a major change occurs. The following sections explain typical situations that would require an amendment.

a) Adding or deleting a funded or unfunded priority project to pursue

The RVTP's Funded Projects list shows the investments approved by the RVTPO Policy Board for use of federal funds in the RVTPO region. The RVTP's Priority Projects to Pursue are unfunded federally eligible investments, with consideration of the expected budgetary fiscal constraint; the RVTPO Policy Board has reviewed and approved, concurring with the value of these proposed investments to the Roanoke Valley's transportation system. Adding or deleting a project from either of these lists requires an amendment including the following:

- Any roadway project on a Corridor of Statewide Significance
- Federally eligible roadway projects on the regional network model
- Federally eligible bicycle, pedestrian, or transit project/service anywhere in the region

b) Adding or deleting a grouping category or ungrouped project in the TIP

The TIP enables federal funds to be used on RVTPO approved projects; it outlines for which ungrouped projects or grouping categories the finances will be monitored by the RVTPO. Adding or deleting an ungrouped project or a grouping category from the TIP requires an amendment.

c) A major change in project cost estimate

Cost estimates evolve over the life of a project. Minor changes to a cost estimate are expected; but if a project's estimated cost goes up beyond what is acceptable, as shown in

Table 1 and Table 2, public comment and Board action are required along with redemonstration of fiscal constraint in the RVTP Financial Plan which supports the region’s TIP, Funded Projects, and Priority Projects to Pursue.

Table 1: Sliding Scale of FHWA Project/Phase Cost Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Minimum Total Cost Increase Requiring Amendment
\$2 million or less	100%
>\$2 million to \$10 million	50%
>\$10 million to \$20 million	25%
>\$20 million to \$35 million	15%
>\$35 million	10%

Table 2: Sliding Scale of FTA Project/Phase Cost Increase Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Minimum Total Cost Increase Requiring Amendment
\$2 million or less	100%
>\$2 million to \$10 million	50%
>\$10 million	25%

d) Major change in Project/Project Phase Initiation Dates

Where project/project phase initiation dates are provided, any major change to those dates, beyond a two-year period, will be advertised for public comment and shared with the Board for approval.

e) Major change in design concept or design scope

When a funded or unfunded project is approved for inclusion into the RVTP, it is with a shared understanding of the need(s) being addressed, what the scope entails as provided in the project description, the estimated cost, and the anticipated transportation benefit. The Transportation Solutions Utilized explain how the transportation need(s) will be addressed by the investment. These details are shared with the public and decision-makers and accepted based on their anticipated transportation benefits.

Major changes could potentially affect how the project is used, and by whom, and thus requires public engagement and Board action before proceeding. Major changes to the design concept or scope include changing a project’s start/end locations or the removal/addition/swapping of transportation solution(s) identified as part of the project.

2.2 Adjustments

Minor changes may be handled via adjustments. These changes are made by RVTPO staff and do not involve public participation or Board action. Summaries of RVTP and TIP adjustments made can be found in the Amendments/Adjustments Summary.

Administrative Modification (Adjustment)

A minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

Minor changes are not of the scale or impact outlined as major changes requiring amendments. Text changes may be made to clarify design concept, project scope/description, funding sources, and funding changes.

Moving a project from the unfunded to the funded list that is within the scope and cost as previously communicated to the public and decision-makers may be handled administratively. This applies to all projects in the RVTP.

Examples of changes which may be handled via an Adjustment

- Adding a new priority transportation need
- Minor changes in project design concept, scope, or description that do not add/remove a transportation solution or need addressed by the project
- Moving a project funding from year to year
- Minor changes within a project phase start date
- Change in a project's lead agency
- Change in the funding source (s)
- Funding changes less than the threshold established in the sliding scale

Other changes may arise which RVTPO staff may choose to handle as an adjustment; RVTPO staff may at any time determine that any proposed change will be handled as an amendment.

3. Procedures for Amendment/Adjustment Requests

Through its continuous collaboration and coordination with stakeholders, RVTPO staff may initiate amendments/adjustments to the RVTP. Additionally, adjustments or amendments may also be requested by localities or modal agencies.

Requests involving projects should complete an Amendment/Adjustment request form which at a minimum includes the following information:

1. Submitting agency
2. Project manager

3. Project title
4. Road/Facility Route/Name/Number
5. Project start and end locations
6. Project length
7. General project description (include Common Transportation and/or Unique Solutions Utilized and how they are being used in the project)
8. Primary need for the project (include Need Categories and Need IDs)
9. Cost in present year dollars
10. Anticipated year of project initiation
11. Previous public involvement efforts

Requests involving new priority regional transportation needs should include the following information:

1. Need Type
2. Location
3. Need Termini
4. Rationale
5. Source of identified need (plan/study, public involvement effort, data)

RVTPO staff may follow-up to obtain other project details. Any request for an adjustment or amendment must be submitted in writing to the RVARC Director of Transportation. RVARC staff will review the request and determine if it meets the required definitions and thresholds for an adjustment or an amendment. Depending on the circumstances, RVTPO staff may decide to pursue an amendment rather than an adjustment.

Administrative Modifications (Adjustments)

- If RVTPO staff determine an adjustment is appropriate, they will coordinate with appropriate local and state agencies and, in writing, submit a response on the adjustment request to the initiating agency within ten (10) working days of the request. The change will be updated in the relevant documents to reflect the adjustment and documentation of the adjustment action will be summarized in an appropriate section of the **Amendments/Adjustment Summary Attachment**.
- For adjustments to priority needs in the RVTP, RVTPO staff may determine if another priority transportation need has been identified in between major updates and may adjust the priority regional transportation needs to include such need. Staff will notify the TTC and Policy Board of the adjustment and vet the possible and preferred solutions with relevant stakeholders.

Amendments

- If RVTPO staff determine an amendment is warranted, the initiating agency will be notified within five (5) working days of the request that the requested change will be handled as an amendment.
- For amendments to projects, RVTPO staff will initiate the public involvement process including a public comment period and a public hearing conducted per the RVTPO Public Participation Plan.
- Upon the RVTPO Policy Board’s approval of the project amendment, the relevant document(s) are updated to reflect the amendment and documentation of the amendment action will be summarized in the **Amendments/Adjustments Summary Attachment**.

The updated document(s) will be posted on the RVTPO website.

4. Public Engagement

Public input on amendments will be sought and provided to the RVTPO Policy Board for their consideration prior to the amendment’s adoption. The RVTPO Public Participation Plan (PPP) provides a toolbox of activities that may be utilized for public engagement. At a minimum, a 14-day public comment period and an opportunity to address the Board during a public hearing prior to the amendment’s adoption will be used to solicit public input. The public will be notified of input opportunities via notices provided on the RVTPO website, social media, one newspaper serving area minority populations, and emailed to identified interested stakeholders as maintained in a database by RVTPO staff. Other strategies to engage the public may also be explored.

5. Timelines

Adjustments may be initiated or requested on a rolling basis. The RVTPO Policy Board may consider amendments according to the following schedule shown below.

Milestone	Date
Deadline to request an amendment for consideration as early as the following month	First Friday of month prior to the month when the amendment is desired
Opening of 14-day public comment period	By the Fourth Thursday of the month prior to the month when the amendment is desired
TTC considers draft amendment and makes recommendation to RVTPO Policy Board	The following month’s regularly scheduled TTC meeting unless a special-called meeting is requested.
Public hearing and consideration of draft amendment by the RVTPO Policy Board	The following month’s regularly scheduled Board meeting unless a special-called meeting is requested.

This amendment process enables stakeholders and project sponsors to provide the RVTPO Policy Board with new information so the Board may reevaluate identified investment priorities. In addition, technical corrections or formatting updates may be made by RVTPO staff as needed and do not require approval. Technical corrections may include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, or deletion of a redundant word. It does not include changes to funding amounts.

STAFF REPORT

January 12, 2023 TTC Meeting

SUBJ: Recommendation on Adoption of the Roanoke Valley Transportation Plan

The Roanoke Valley Transportation Plan (RVTP) represents the implementation of the RVTPO's new Performance-Based Planning and Programming (PBPP) process and includes the content for both the 2045 Metropolitan Transportation Plan (MTP) and the Federal Fiscal Year (FFY) 2024-2027 Transportation Improvement Program (TIP). The TIP, specifically, demonstrates all federal obligations during the four-year period for funded projects. The RVTP includes RVTPO approved funded projects to be implemented over the next several years, unfunded fiscally constrained projects/services/studies to pursue, and priority regional transportation needs that RVTPO and partners will focus their time to better understand and analyze through implementation of the PBPP process.

The RVTP was updated in November and December 2022 to incorporate insights gathered through a public comment period and ongoing coordination with regional partners is available to review online: [https://<https://rvarc.org/draft-transportation-plan>](https://rvarc.org/draft-transportation-plan). Available for review, in parallel to the RVTP materials, is documentation on the approaches followed to design and implement the new RVTP PBPP process.

The RVTP is limited in its future vision to what may be achievable given anticipated available funding. To that end, VDOT and DRPT have provided financial forecasts (shown in the RVTP's Financial Plan Attachment) that have been considered in the development of this plan, particularly regarding the definition and inclusion of unfunded priority projects to pursue through 2045.

The RVTP meets all current federal requirements consistent with regulations established through the last two federal surface transportation bills. The approach to meet these requirements is documented in the Federal Requirements Attachment.

The RVTPO is awaiting financial information from VDOT Central Office, expected by the middle of this month, to complete the TIP. The information must be in the TIP for it to be approved but is not information that anyone can influence or comment on as only VDOT knows the federal funding obligation schedules of funded projects within the FFY24-27 period. If the information is provided in time for this month's Board meeting, staff will seek Board approval of the RVTP including the TIP; if not the RVTP will be considered for approval this month without the TIP Attachment which will follow when it is ready.

TTC Action: Recommendation to the RVTPO Policy Board on Adoption of the Roanoke Valley Transportation Plan.

STAFF REPORT

January 12, 2023 TTC Meeting

SUBJ: RVTP Amendments/Adjustments Processes Document

The TTC previously reviewed and provided feedback on the Roanoke Valley Transportation Plan (RVTP) Amendments/Adjustments Processes document, a standalone instrument which replaces the current individual processes in the long-range plan and Transportation improvement Program (TIP). At their December 15, 2022 regular meeting, the RVTPO Policy Board was given the same presentation and explanation of the document.

In summary, the document addresses/achieves the following:

1. The need for periodic revision of projects because more information is provided about them in the Plan.
2. The same amendment and adjustment requirements in the TIP regarding cost increases are being adopted for the whole RVTP.
3. A clear delineation between an amendment and an administrative modification (adjustment), through clear definitions and example actions.
4. Eligible entities to initiate amendments and adjustments.
5. Required information necessary to request a change to the RVTP.
6. Establishment of timelines for submitting amendment and adjustment requests.

The draft RVTP Amendments/Adjustments Processes document follows this staff report.

TTC Action: Recommend to the RVTPO Policy Board approval of the Roanoke Valley Transportation Plan Amendments/Adjustments Process document.

Roanoke Valley Transportation Plan Amendment and Adjustment Processes

Draft 1-4-23

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1. Purpose

The Roanoke Valley Transportation Plan (RVTP) identifies all federally funded and other regionally significant transportation investments planned over a 20+ year timeframe. The Roanoke Valley Transportation Plan includes the region's Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

The RVTP was developed in cooperation with representatives from the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), local public transportation operators, the Roanoke Valley Greenway Commission, the Roanoke-Blacksburg Regional Airport, and the local governments within the urbanized area. Through the Metropolitan Performance-Based Planning and Programming Process, proposed **Priority Projects to Pursue** have been approved in the RVTP and RVTPO-approved **Funded Projects** are eligible to utilize the planned obligations in the **TIP**.

The Federal Fiscal Year (FFY) 2024-2027 TIP is the initial four-year timeframe of the region's Financial Plan. The RVTPO follows the state's schedule for developing the TIP. Virginia updates the Statewide TIP, which includes all Metropolitan Planning Organization TIPs, on a three-year basis. Federal law requires the TIP to be updated at least every four years.

The remainder of the **Financial Plan** demonstrates the investment priorities of the MTP for which the region is seeking funding. The Priority Projects to Pursue are updated at least every five years but more realistically, at least every two years to coincide with major funding opportunity cycles such as the SMART SCALE and Surface Transportation Block Grant programs.

Although there is a routine cycle for updating content in the RVTP, the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board's priorities or strategies for meeting the region's transportation needs and accomplishing its goals may change before the next formal update. Depending on the magnitude of the changes, an amendment or an adjustment may be needed.

2. Amendment vs. Adjustment

Amendments occur when changes are significant, where the public is engaged for comment, and the RVTPO Policy Board reviews public comment and decides on the proposed change. Adjustments are changes that are considered minor; thus, they do not involve the public for comment and do not require the Policy Board to decide. RVTPO staff coordinate details of the minor change with any necessary stakeholders and make the change within the document. Both amendments and adjustments are recorded and published online.

2.1 Amendments

Amendment A revision that involves a major change to a project included in a metropolitan plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).

An amendment is a revision that requires public review, a redemonstration of fiscal constraint, and RVTPO Policy Board approval. An amendment is required when a major change occurs. The following sections explain typical situations that would require an amendment.

a) Adding or deleting a funded or unfunded priority project to pursue

The RVTP's Funded Projects list shows the investments approved by the RVTPO Policy Board for use of federal funds in the RVTPO region. The RVTP's Priority Projects to Pursue are unfunded federally eligible investments, with consideration of the expected budgetary fiscal constraint; the RVTPO Policy Board has reviewed and approved, concurring with the value of these proposed investments to the Roanoke Valley's transportation system. Adding or deleting a project from either of these lists requires an amendment including the following:

- Any roadway project on a Corridor of Statewide Significance.
- Federally eligible roadway, bicycle, pedestrian, or transit project/service/study anywhere in the region.

b) Adding or deleting a grouping category or ungrouped project in the TIP

The TIP enables federal funds to be used on RVTPO approved projects; it outlines for which ungrouped projects or grouping categories the finances will be monitored by the RVTPO. Adding or deleting an ungrouped project or a grouping category from the TIP requires an amendment.

c) A major change in project cost estimate

Cost estimates evolve over the life of a project. Minor changes to a cost estimate are expected; but if a project's estimated cost goes up beyond what is acceptable, as shown in Table 1 and Table 2, public comment and Board action are required along with redemonstration of fiscal constraint in the RVTP Financial Plan which supports the region's TIP, Funded Projects, and Priority Projects to Pursue.

Table 1: Sliding Scale of FHWA Project/Phase Cost Increase Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Minimum Total Estimate Increase Requiring Amendment
\$2 million or less	> 100%
>\$2 million to \$10 million	> 50%
>\$10 million to \$20 million	> 25%
>\$20 million to \$35 million	> 15%
>\$35 million	> 10%

Table 2: Sliding Scale of FTA Project/Phase Cost Increase Thresholds for Amendments

Approved RVTP Total Estimated Project Cost	Minimum Total Estimate Increase Requiring Amendment
\$2 million or less	> 100%
>\$2 million to \$10 million	> 50%
>\$10 million	> 25%

d) Major change in Project/Project Phase Initiation Dates

Where project/project phase initiation dates are provided, any major change to those dates, beyond a two-year period, will be advertised for public comment and shared with the Board for approval.

e) Major change in design concept or design scope

When a funded or unfunded project is approved for inclusion into the RVTP, it is with a shared understanding of the need(s) being addressed, what the scope entails as provided in the project description, the estimated total cost, and the anticipated transportation benefit. The Transportation Solutions Utilized explain how the transportation need(s) will be addressed by the investment. These details are shared with the public and decision-makers and projects/services/studies are approved based on their anticipated transportation benefits.

Major changes could potentially affect how the project is used, and by whom, and thus requires public engagement and Board action before proceeding. Major changes to the design concept or scope include changing a project’s start/end locations or the removal/addition/swapping of transportation solution(s) identified as part of the project.

2.2 Adjustments

Minor changes may be handled via adjustments. These changes are made by RVTPO staff and do not involve public participation or Board action. Summaries of RVTP adjustments can be found in the Amendments/Adjustments Summary.

Minor changes are not of the scale or impact outlined as major changes requiring amendments. Text changes may be made to clarify design concept, project scope/description, funding sources, and funding changes.

Moving a project from the unfunded priority projects to pursue list to the funded list that is within the scope and cost as previously communicated to the public and decision-makers may be handled administratively. This applies to all projects in the RVTP.

Administrative Modification (Adjustment)

A minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

Examples of changes which may be handled via an Adjustment

- Adding a new priority transportation need
- Minor changes in project design concept, scope, or description that do not add/remove a transportation solution or need addressed by the project
- Moving a project's funding from year to year
- Minor changes within a project phase start date
- Change in a project's lead agency
- Change in the funding source (s)
- Funding changes less than the threshold established in the sliding scale

Other changes may arise which RVTPO staff may choose to handle as an adjustment; RVTPO staff may at any time determine that any proposed change will be handled as an amendment.

3. Procedures for Amendment/Adjustment Requests

Through its continuous collaboration and coordination with stakeholders, RVTPO staff may initiate amendments/adjustments to the RVTP. Additionally, adjustments or amendments may also be requested by localities or modal agencies using the Amendment/Adjustment Request Form available on the RVARC website.

Requests involving projects should include, at a minimum, the following information:

1. Submitting agency
2. Project manager
3. Project title
4. Road/Facility Route/Name/Number
5. Project start and end locations

6. Project length
7. General project description (include Common Transportation and/or Unique Solutions Utilized and how they are being used in the project)
8. Primary need for the project (include Need Categories and Need IDs)
9. Cost in present year dollars
10. Anticipated year of project initiation
11. Previous public involvement efforts

Requests involving new priority regional transportation needs should include, at a minimum, the following information:

1. Need Type
2. Location
3. Need Termini
4. Rationale
5. Source of identified need (plan/study, public involvement effort, data)

RVTP staff may follow-up to obtain other project details. Any request for an adjustment or amendment must be submitted in writing to the RVARC Director of Transportation. RVARC staff will review the request and determine if it meets the required definitions and thresholds for an adjustment or an amendment. Depending on the circumstances, RVTP staff may decide to pursue an amendment rather than an adjustment.

Administrative Modifications (Adjustments)

- If RVTP staff determine an adjustment is appropriate, they will coordinate with appropriate local and state agencies and, in writing, submit a response on the adjustment request to the initiating agency within ten (10) working days of the request. The change will be updated in the relevant documents to reflect the adjustment and documentation of the adjustment action will be summarized in an appropriate section of the **Amendments/Adjustments Summary Attachment**.
- For adjustments to priority needs in the RVTP, RVTP staff may determine if another priority regional transportation need has been identified in between major updates and may adjust the priority regional transportation needs to include such need. Staff will notify the TTC and Policy Board of the adjustment and vet the possible and preferred solutions with relevant stakeholders.

Amendments

- If RVTP staff determine an amendment is warranted, the initiating agency will be notified within five (5) working days of the request that the requested change will be handled as an amendment.
- For amendments to projects, RVTP staff will initiate the public involvement process including a public comment period and a public hearing conducted per the RVTP Public Participation Plan.

- Upon the RVTPO Policy Board’s approval of the project amendment, the relevant document(s) are updated to reflect the amendment and documentation of the amendment action will be summarized in the **Amendments/Adjustments Summary Attachment**.

The updated document(s) will be posted on the RVTPO website.

4. Public Engagement

Public input on amendments will be sought and provided to the RVTPO Policy Board for their consideration prior to the amendment’s adoption. The RVTPO Public Participation Plan (PPP) provides a toolbox of activities that may be utilized for public engagement. At a minimum, a 14-day public comment period and an opportunity to address the Board during a public hearing prior to the amendment’s adoption will be used to solicit public input. The public will be notified of input opportunities via notices provided on the RVTPO website, social media, one newspaper serving area minority populations, and emailed to identified interested stakeholders as maintained in a database by RVTPO staff. Other strategies to engage the public may also be explored.

5. Timelines

Adjustments may be initiated or requested on a rolling basis. The RVTPO Policy Board may consider amendments according to the following schedule shown below.

Milestone	Date
Deadline to request an amendment for consideration as early as the following month	First Friday of month prior to the month when the amendment is desired
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TTC considers draft amendment and makes recommendation to RVTPO Policy Board	The following month’s regularly scheduled TTC meeting unless a special-called meeting is requested.
Public hearing and consideration of draft amendment by the RVTPO Policy Board	The following month’s regularly scheduled Board meeting unless a special-called meeting is requested.

This amendment process enables stakeholders and project sponsors to provide the RVTPO Policy Board with new information so the Board may reevaluate identified investment priorities. In addition, technical corrections or formatting updates may be made by RVTPO staff as needed and do not require approval. Technical corrections may include typographical, grammatical, or syntactical errors that address, for example, an error in spelling, grammar, or deletion of a redundant word. It does not include changes to funding amounts.

STAFF REPORT

January 12, 2023, TTC Meeting

SUBJ: Development of the FY24-29 Surface Transportation Block Grant (STBG) Financial Plan

Every spring, the RVTPO adopts a new six-year financial plan for the Surface Transportation Block Grant (STBG) program. The annual adjustment process began in the fall with a request for a status report, and the information in the table below summarizes the projects, updates, additional funding requests, and construction advertisement and end date. There was a total of 35 projects: five projects complete and awaiting financial closeout, six are requesting funds, and one will be returning money to the RVTPO.

Current STBG Funded Projects	Updates	Current Approved Funding	Additional Funding Requested	Const. Ad Date	Const. End Date
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	<p>See attached map. The project was separated into phases due to one portion already having been designed and obtained right-of-way; cost increases caused by inflation meant the available funds are insufficient for the full 1.4-mile project.</p> <p>Phase 1 will include a trailhead on West Riverside Drive and a 0.6-mile section from the Riverside Nursery to the Kingsmill Drive intersection. ROW secured, design plans 100%, environmental permits being re-verified, and construction anticipated 2023-2024. Roanoke County would like to utilize all the STBG funding for Phase 1 with a portion being returned to reflect the new project scope and estimate.</p> <p>To be removed from this STBG project: Phase 2 will be a 0.8 mi. greenway from Diuguids Lane to the Riverside Nursery proposed with two bridges across the Roanoke River and a grade-separated crossing underneath Diuguids Lane. Revising 100% design plans to address updated ADA requirements. Right-of-way secured on 4 parcels and continue with one landowner of 3 remaining parcels.</p> <p>TTC Recommendation: scope reduction, continued use of STBG funds on the reduced scope (Phase 1), renaming project to match what is being funded with STBG, and acceptance of \$330,600 to RVTPO.</p>	\$7,673,829	Returning \$330,600 to RVTPO.	7/10/2023	1/3/2025
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	Project complete. Awaiting financial closeout.	\$1,289,114	N/A		
Roanoke River Greenway - City of Salem line to Bridge Street	Setting pedestrian bridge in January 2023. Project to wrap up by Spring 2023, and RRG will be complete within the City of Roanoke.	\$4,363,800	\$0	N/A	Spring 2023
Roanoke River Greenway - Water	This STBG project is now 5 projects, see attached map. From west to east:	\$1,505,371	\$0	Project 4 is	5/31/2023



Current STBG Funded Projects	Updates	Current Approved Funding	Additional Funding Requested	Const. Ad Date	Const. End Date
Pollution Control Plant to the Blue Ridge Parkway	<p>1) Shown on the map as existing, but City of Roanoke is studying a separate alignment for the greenway using STBG funds (see Roanoke River Greenway - East project later in this staff report). This project is now being referred to as Roanoke River Greenway – Underhill section so as to not confuse it with other RRG East projects.</p> <p>2) RRG East Gap Phase 1 - Unfunded project still determining preferred alignment.</p> <p>3) RRG East Gap Phase 2 (SMART SCALE 5 application for \$27M)</p> <p>4) UPC 91191 – CN contract has been awarded. The STBG money is going towards this segment in addition to TA funds. It is 0.33 mi. from 1800’ north of Highland Road to Highland Road.</p> <p>5) UPC 113356 – funded separately without STBG.</p> <p>TTC Recommendation: scope reduction, STBG project title change, and continued use of STBG funds on the reduced scope.</p>			under const.	
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	Completed in 2018. Awaiting financial closeout.	\$1,679,503	N/A	N/A	Complete
Tinker Creek Trail Extension	<p>Phase 2A (Mason Mill Park to 13th Street) under construction. Phase 2B and Phase 2C are going back out for RFP. Phase 2B goes south from 13th Street to Orange Avenue. Phase 2C goes south from Orange Avenue to Wise Avenue.</p> <p>TTC Recommendation: Reflect actual projects w/STBG allocations in Financial Plan.</p>	\$4,816,301	\$0	Phase 2A under CN; Phase 2B TBD; Phase 2C 9/2024	Phase 2A & 2B TBD Phase 2C 12/2025
Bus Replacement and Rebuild Program	The last order of transit buses has been placed, including all-electric buses, clean diesel buses, and commuter buses. Delivery is expected to begin in December 2022 and last through the 1st quarter of 2024.	\$13,622,784	\$0	On order	Early 2024
Garden City Trail Connection	Project complete. Awaiting financial closeout.	\$200,000	N/A	N/A	Complete
Walnut Avenue Bicycle and Pedestrian Accommodations	The Project (UPC 111649) is under construction, and it is scheduled to be completed by 5/31/2023.	\$2,068,142	\$200,000	Under const.	5/31/2023

Current STBG Funded Projects	Updates	Current Approved Funding	Additional Funding Requested	Const. Ad Date	Const. End Date
(5th Street to City/Town limit)	TTC Recommendation: Additional funding request results from change orders due to drainage, unknown utilities conflict, etc.				
Route 419/U.S. 220 Diverging Diamond Interchange	Field Inspection held 2/8/2022. Project is seeking Right of Way authorization by 1/31/2023.	\$5,731,866	\$0	2/13/2024	9/18/2026
Roanoke River Greenway Bridge across Barnhardt Creek	Project complete. Awaiting financial closeout.	\$826,257	N/A	N/A	Done
Roanoke River Greenway through Explore Park	Plan revision to address concerns from the Virginia Recreational Facilities Authority. JPA Application and Categorical Exclusion submitted to VDOT October 2022. Next steps are to submit 90% plans and estimate to VDOT and post a "Willingness to Hold a Public Hearing", submit JPA, address VDOT comments and develop 100% bid documents. On the attached map, this segment is UPC 113567. TTC Recommendation: Additional funding is requested due to supply chain issues, inflation, labor shortages and increased project cost from 2017 estimate.	\$3,020,308	\$1,275,000	10/1/2023	9/30/2024
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	The Project (UPC 113565) Invitation for Bids was advertised on November 5, 2022. TTC Recommendation: Additional funding request is based on the bid submittal for LAP projects in Roanoke Valley.	\$417,610	\$200,000	11/5/2022	10/17/2023
Route 220 at International Parkway Improvements	PE done - Public hearing and comment period held over the summer 2022. Next steps are Right of Way acquisition.	\$300,000	\$0	5/30/2024	11/1/2025
Starkey Road/Buck Mountain Road Intersection Improvements	Plans were finalized and incorporated comments from a meeting in the Summer. Construction reviews are complete, and Advertisement of Bids occurred on November 9, 2022 with bid opening on December 14, 2022. Construction on project should begin early Spring 2023.	\$2,098,115	\$0	11/9/2022	4/3/2023
Elizabeth Greenway	Scope modified and approved by the RVTPO in September 2022; working towards 60% submission to VDOT. TTC Recommendation: Additional funding request due to updated unit prices based on recent bid results of similar type projects.	\$1,104,400	\$996,861	4/25/2024	10/15/2024
I-581 Exit 2 Interchange Study	Completed – Awaiting financial closeout.	\$190,000	N/A	N/A	Done
New Downtown Transit Transfer Center – Real-Time Transit Passenger Information Project (RTPI) Project	Construction of the new downtown transit center will be entering Phase 2 on 11/14/22. The RTPI system is expected to be installed during Phase 3 in Spring 2023.	\$400,000	\$0	N/A	Spring 2023



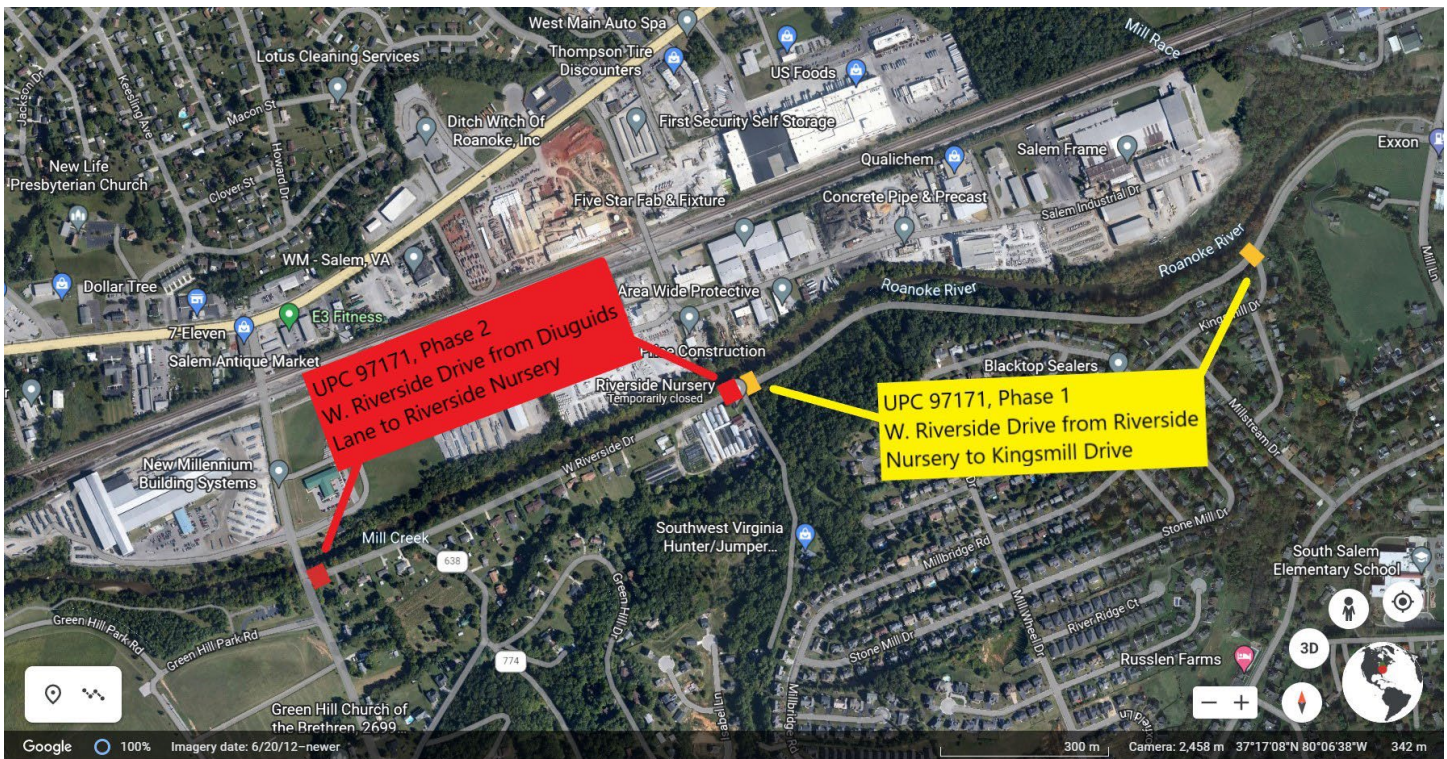
Route 220 Superstreet and Access Management	This project was submitted to SMART SCALE Round 4 and was unsuccessful. It has also been submitted to SMART SCALE Round 5 by Botetourt County to attain funding for construction (U.S. 220 in Daleville – Intersection Conversions to RCUTs from Tinker Mountain Drive to Valley Road for \$20,511,303).	\$924,000	\$0	11/3/2026	6/30/2028
Orange Market Park and Ride/Parking Lot Improvements	<p>Roanoke County requested additional STBG funding previously and was unsuccessful. The adjacent Route 311/419 Roundabout project was constructed during this time. Additional funding is needed to begin the PE phase.</p> <p>After the initial \$343,573 funding was awarded for this project, it was determined that instead of being able to add this funding to the existing SMART SCALE Roundabout project for the purposes of paving, striping and improving the Orange Market Park and Ride and creekside parking lot, this project had to be constructed separately. Costs increased as mobilization, maintenance of traffic, stormwater management, etc. were added to the estimate. Since the last funding request in Fall 2021, supply chain issues, material costs, labor shortages and greater inflation factors have continued to increase the project estimate. Now that the Route 311/419 Roundabout is complete, Roanoke County desires to move forward with this project to complete multimodal improvements in this area. Additionally, it is likely that the Orange Market Park and Ride will be needed for an additional McAfee Knob Trailhead Shuttle Stop in 2024 when construction of the pedestrian bridge is underway.</p> <p>TTC Recommendation: Additional funding request to add new elements: mobilization, maintenance of traffic, stormwater management, etc. and other cost increases in materials, labor, etc.</p>	\$343,573	\$1,460,000	TBD	TBD
Route 419 Streetscape Improvements, Phase 2	This project is VDOT-administered. The design consultant is finalizing negotiations with the VDOT Procurement Office for a project-specific contract. PE has started.	\$4,347,150	\$0	10/1/2027	TBD
Roanoke River Greenway – East	<p>Negotiating a design contract with RKK. Notice to proceed with design work expected in early 2023. This project has been retitled to Roanoke River Greenway - Underhill as not to confuse the public with the County's project that connects the Roanoke River Greenway to Explore Park.</p> <p>TTC recommendation: Additional funding request due to current funding only covers design. Will need to apply for construction funding once the design is further developed.</p>	\$710,000	\$8,000,000	No funding for CN at this time.	N/A
Aviation Drive/ Valley View Blvd. Pedestrian Improvements	Negotiating a contract with Timmons for design.	\$131,332	\$0	TBD	TBD

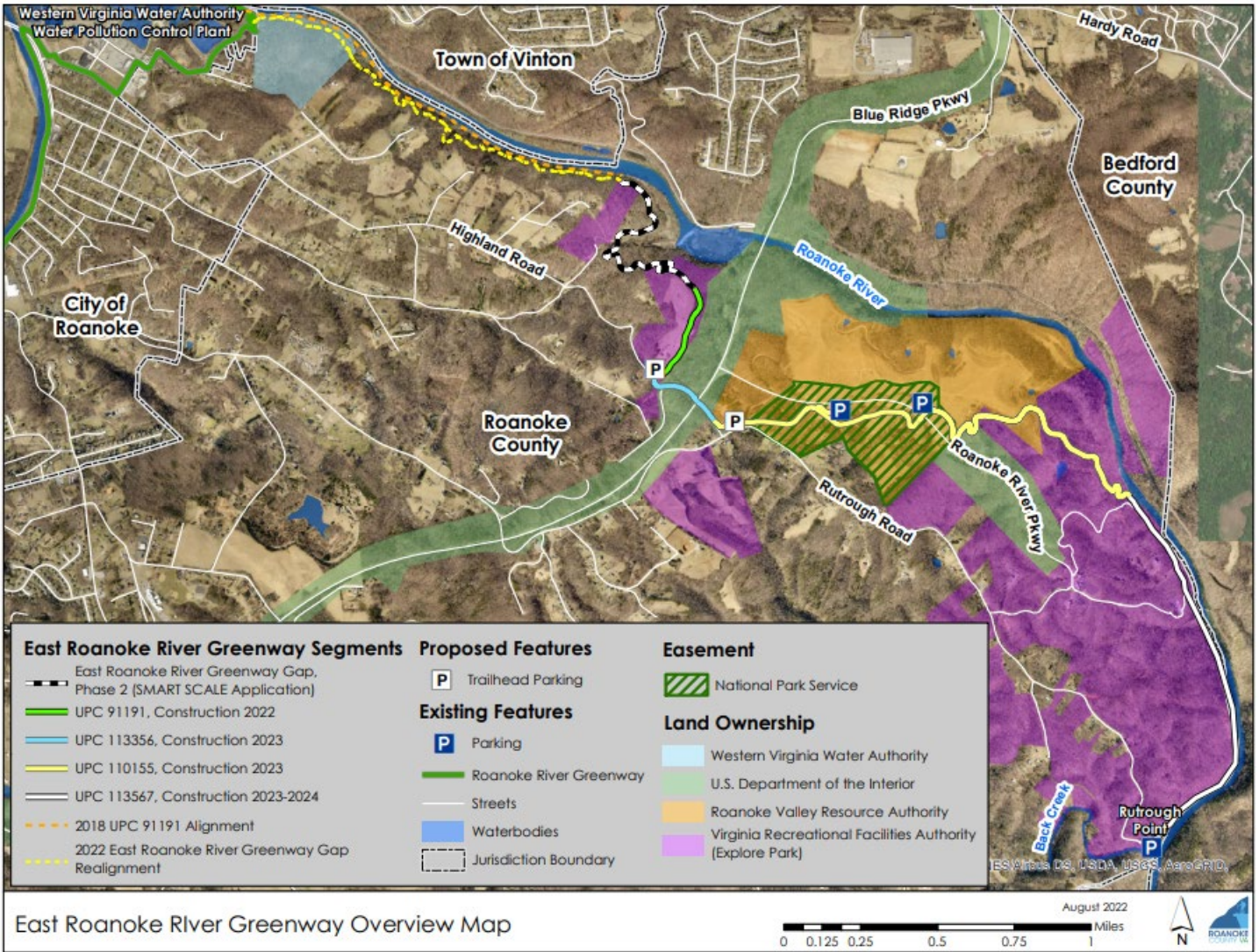


Valleypointe Parkway Realignment	This project is VDOT administered. Survey has been started. PE phase has started.	\$2,500,000	\$0	8/12/2025	TBD
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	The Project (UPC # 119911) consultant is working on the 60% plans design.	\$403,912	\$0	TBD	11/27/2024
Greenway Connection – Riverland Road	Surveying complete. Design underway. Mattern and Craig is the design consultant.	\$975,568	\$0	TBD	TBD
Oak Grove Streetscape Improvements – Crosswalk	VDOT issued Notice to Proceed to the contractor. Construction should start January 2023, and complete by Spring 2023.	\$218,748	\$0	Past	Spring 2023
Route 460 (Orange Ave) Improvements near Blue Hills Drive	The Route 460 (Orange Avenue) King Street and Blue Hills Drive projects have been combined into one City administered project (UPC 122120). Agreement is with VDOT for signature. RFP for design consultant has been advertised. Responses to RFP are due back to the City of 12/5/2022. TTC recommendation: Combining STBG projects with a new project title.	\$676,720	\$0	TBD	TBD
Route 460 (Orange Ave) Improvements at King Street	Combined with the project above in VDOT system. TTC recommendation: Combining STBG projects with a new project title.	\$550,280	N/A	TBD	TBD
Route 460 at West Ruritan Road Intersection Improvements	This project is VDOT-administered. This project and “Route 460 Intersections from Carson Road to Huntridge Road” have been combined into UPC 112110. The consultant has been chosen and surveying has begun. TTC recommendation: Combining STBG projects with a new project title.	\$785,549	\$0	10/1/2025	TBD
Route 460 Intersections from Carson Road to Huntridge Road	Combined with the project above – Route 460 at West Ruritan Road Intersection Improvements TTC recommendation on combining STBG projects with a new project title.	\$427,803	\$0	TBD	TBD
Route 460 and Alternate Route 220 Intersection Improvements	Started design work.	\$2,544,860	\$0	TBD	TBD
I-581/U.S. 460 and Williamson Road Interchange Improvements	Project was submitted Round 5 Smart Scale by the RVARC. This project has been combined in the SMART SCALE application with the Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement project below. TTC recommendation on combining STBG projects with a new project title.	\$2,000,000 Conditional	\$0	TBD	TBD
Orange Ave. (U.S. 460) – 11 th to 24 th St. Improvements	Project was submitted in Round 5 Smart Scale by City of Roanoke.	\$5,000,000 Conditional	\$0	TBD	TBD
Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement	Project was submitted in Round 5 Smart Scale by the RVARC. It was combined in the SMART SCALE application with the I-581/U.S. 460 and Williamson Road Interchange Improvements. TTC recommendation on combining STBG projects with a new project title.	\$5,000,000 Conditional	\$0	TBD	TBD

I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	Project was submitted in Round 5 Smart Scale by Roanoke County to try to use the STBG committed funding as leverage to get a larger project (Option 3) at this location.	\$4,058,056	\$0	TBD	TBD
Glade Creek Greenway, Phase 3 PE	Not yet started. Still determining who will be administering this project, UPC T26750.	\$275,000	\$0	No funds for CN at this time.	N/A
Total being requested:			\$12,131,861		
Total returned:			\$330,600		

Map of two new project phase locations for Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)





Anticipated Funding Availability:

The current FY23-28/29 STBG Financial Plan is attached for reference along with a first draft of the FY24-29 STBG Financial Plan. An update on the available funding is expected in February 2023, and for now, the unallocated funding within the six-year timeframe is \$1,482,427. If the \$330,600 from the Roanoke River Greenway – Greenhill Park to Riverside Park project is added to the RVTPO’s balance entry, the funding available will be \$1,813,027.

FY 2023-2028/29 Surface Transportation Block Grant (STBG) Financial Plan
 Approved March 24, 2022

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 7,673,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 1,505,371	\$ 1,505,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension	110101		\$ 4,816,301	\$ 3,741,759	\$ 509,207	\$ 402,505	\$ 162,830	\$ -	\$ -	\$ -	\$ -
Bus Replacement and Rebuild Program	T18675		\$ 13,622,784	\$ 11,573,510	\$ 2,049,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 2,068,142	\$ 1,830,394	\$ 237,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 2,271,396	\$ 87,225	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -	\$ -	\$ -
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 826,257	\$ 826,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 816,056	\$ 393,937	\$ 1,810,315	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 417,610	\$ 417,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ 30,327	\$ 778,090	\$ 641,759	\$ 647,939	\$ -	\$ -	\$ -	\$ -
Elizabeth Greenway	113566		\$ 1,104,400	\$ 191,068	\$ 913,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I-581 Exit 2 Interchange Study	113570		\$ 190,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTPI) Project	TBD		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 Superstreet and Access Management	T24740		\$ 924,000	\$ -	\$ -	\$ 735,389	\$ 188,611	\$ -	\$ -	\$ -	\$ -
Orange Market Park and Ride/Parking Lot Improvements	T24579		\$ 343,573	\$ 343,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419 Streetscape Improvements, Phase 2	119462		\$ 4,347,150	\$ -	\$ -	\$ 194,193	\$ 1,616,639	\$ 2,358,948	\$ 177,370	\$ -	\$ -
Roanoke River Greenway - East	119666		\$ 710,000	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aviation Drive/Valley View Blvd. Pedestrian Improvements	119555		\$ 131,332	\$ -	\$ -	\$ 125,000	\$ 6,332	\$ -	\$ -	\$ -	\$ -
Valleypointe Parkway Realignment	119468		\$ 2,500,000	\$ -	\$ -	\$ 100,000	\$ 692,293	\$ 479,769	\$ 1,227,938	\$ -	\$ -
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	119911		\$ 403,912	\$ 403,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Greenway Connection - Riverland Road	119586		\$ 975,568	\$ 975,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oak Grove Streetscape Improvements - Crosswalk	T24550		\$ 218,748	\$ 218,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 460 (Orange Ave) Improvements near Blue Hills Drive	119464		\$ 676,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,720	\$ -	\$ -
Route 460 (Orange Ave) Improvements at King Street	119461		\$ 550,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,280	\$ -	\$ -
Route 460 at West Ruritan Road Intersection Improvements	119450		\$ 785,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,549	\$ -	\$ -
Route 460 Intersections from Carson Road to Huntridge Road	119449		\$ 427,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,803	\$ -	\$ -
Route 460 and Alternate Route 220 Intersection Improvements	120611		\$ 2,544,860	\$ -	\$ 486,592	\$ 325,000	\$ 740,761	\$ 992,507	\$ -	\$ -	\$ -
I-581/U.S. 460 and Williamson Road Interchange Improvements	TBD	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,147	\$ 1,445,553	\$ 234,300	\$ -
Orange Ave. (U.S. 460) - 11th to 24th St. Improvements	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -
Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,019	\$ 4,884,981
I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	TBD		\$ 4,058,056	\$ -	\$ -	\$ 449,713	\$ 721,523	\$ 917,388	\$ 951,343	\$ 1,018,089	\$ -
Glade Creek Greenway, Phase 3 PE	TBD		\$ 275,000	\$ -	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Allocated:			\$ 86,701,895	\$ 45,473,739	\$ 5,730,405	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 4,884,981
Total STBG Funding Available:			\$ 88,184,322	\$ 45,473,739	\$ 5,730,405	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 6,367,408
Balance Entry (UPC 104126):				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,482,427

Remaining through FY28:

Remaining through Year 7 (FY29):

\$ -

\$ 1,482,427

FY 2024-2029 Surface Transportation Block Grant (STBG) Financial Plan
Draft January 4, 2023

Project	Project UPC	Conditionally Committed Funding	Committed Funding	Previous Allocations	FY24	FY25	FY26	FY27	FY28	FY29	Project Updates/ Other Notes
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 7,673,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Original project reduced scope and segmented into more phases. Roanoke County would like to return \$330,600 to RVTPO.
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete. Awaiting financial closeout.
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 1,505,371	\$ 1,505,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Original project segmented into more phases. This section is 0.33 mi. from 1800' north of Highland Rd. to Highland Rd.
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project completed in 2018. Awaiting financial closeout.
Tinker Creek Trail Extension	110101		\$ 4,816,301	\$ 4,250,966	\$ 402,505	\$ 162,830	\$ -	\$ -	\$ -	\$ -	Original project segmented into 3 phases.
Bus Replacement and Rebuild Program	T18675		\$ 13,622,784	\$ 13,622,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete. Awaiting financial closeout.
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 2,068,142	\$ 2,068,142	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$200,000.
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 2,358,621	\$ 1,098,627	\$ 1,223,223	\$ 1,051,395	\$ -	\$ -	\$ -	
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 826,257	\$ 826,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete. Awaiting financial closeout.
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 1,209,993	\$ 1,810,315	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$1,275,000.
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 417,610	\$ 417,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$200,000.
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ 808,417	\$ 641,759	\$ 647,939	\$ -	\$ -	\$ -	\$ -	
Elizabeth Greenway	113566		\$ 1,104,400	\$ 1,104,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$996,861.
I-581 Exit 2 Interchange Study	113570		\$ 190,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Study complete. Awaiting financial closeout.
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTPI) Project	TBD		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 220 Superstreet and Access Management	T24740		\$ 924,000	\$ -	\$ 735,389	\$ 188,611	\$ -	\$ -	\$ -	\$ -	
Orange Market Park and Ride/Parking Lot Improvements	T24579		\$ 343,573	\$ 343,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$1,460,000.
Route 419 Streetscape Improvements, Phase 2	119462		\$ 4,347,150	\$ -	\$ 194,193	\$ 1,616,639	\$ 2,358,948	\$ 177,370	\$ -	\$ -	
Roanoke River Greenway - East	119666		\$ 710,000	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Requesting \$8,000,000.
Aviation Drive/Valley View Blvd. Pedestrian Improvements	119555		\$ 131,332	\$ -	\$ 125,000	\$ 6,332	\$ -	\$ -	\$ -	\$ -	
Valleypointe Parkway Realignment	119468		\$ 2,500,000	\$ -	\$ 100,000	\$ 692,293	\$ 479,769	\$ 1,227,938	\$ -	\$ -	
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	119911		\$ 403,912	\$ 403,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Greenway Connection - Riverland Road	119586		\$ 975,568	\$ 975,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Oak Grove Streetscape Improvements - Crosswalk	122050		\$ 218,748	\$ 218,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 460 (Orange Ave) Improvements near Blue Hills Drive	119464		\$ 676,720	\$ -	\$ -	\$ -	\$ -	\$ 676,720	\$ -	\$ -	4 SS Projects combined to create a new project UPC 122120 Orange Avenue Improvements from Hickory Woods Drive to Blue Hills Village Drive.
Route 460 (Orange Ave) Improvements at King Street	119461		\$ 550,280	\$ -	\$ -	\$ -	\$ -	\$ 550,280	\$ -	\$ -	4 SS Projects combined to create a new project UPC 122120 Orange Avenue Improvements from Hickory Woods Drive to Blue Hills Village Drive.
Route 460 at West Ruritan Road Intersection Improvements	119450		\$ 785,549	\$ -	\$ -	\$ -	\$ -	\$ 785,549	\$ -	\$ -	2 SS Projects combined to create a new project UPC 122110 Route 460 Intersections W. Ruritan Road to Huntridge Road
Route 460 Intersections from Carson Road to Huntridge Road	119449		\$ 427,803	\$ -	\$ -	\$ -	\$ -	\$ 427,803	\$ -	\$ -	2 SS Projects combined to create a new project UPC 122110 Route 460 Intersections W. Ruritan Road to Huntridge Road
Route 460 and Alternate Route 220 Intersection Improvements	120611		\$ 2,544,860	\$ 486,592	\$ 325,000	\$ 740,761	\$ 992,507	\$ -	\$ -	\$ -	
I-581/U.S. 460 and Williamson Road Interchange Improvements	TBD	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 320,147	\$ 1,445,553	\$ 234,300	\$ -	Conditional funding. Project submitted Rnd 5 SS as one project with Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement.
Orange Ave. (U.S. 460) - 11th to 24th St. Improvements	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	Conditional funding. Project submitted Rnd 5 SS.
Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement	TBD	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,019	\$ 4,884,981	Conditional funding. Project submitted Rnd 5 SS as one project with I-581/U.S. 460 and Williamson Road Interchange Improvements.
I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	TBD		\$ 4,058,056	\$ -	\$ 449,713	\$ 721,523	\$ 917,388	\$ 951,343	\$ 1,018,089	\$ -	Project submitted Rnd 5 SS, use STBG committed funds as leverage for a bigger project.
Glade Creek Greenway, Phase 3 PE	TBD		\$ 275,000	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Funding Allocated:			\$ 86,701,895	\$ 45,473,739	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 4,884,981	
Total STBG Funding Available:			\$ 88,184,322	\$ 45,473,739	\$ 5,882,501	\$ 6,000,151	\$ 6,120,154	\$ 6,242,556	\$ 6,367,408	\$ 6,367,408	Updates to available funding expected in February 2023.
Balance Entry (UPC 104126):				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,482,427	If \$330,600 is also added back to balance entry, the total estimated balance entry available in the FY24-29 plan is \$1,813,027.

TTC Action: Review the information and provide a recommendation on the following items:

1. **Roanoke River Greenway – Greenhill Park (Roanoke County) to Riverside Park (Salem)**
 - a. Reduce project scope from 1.4-mile greenway (Green Hill Park to Kingsmill Dr.) to a trailhead and 0.6-mile greenway (Riverside Nursery to Kingsmill Drive) utilizing full STBG allocation.
 - b. Rename the project title in this financial plan to reflect the STBG funded project.
 - c. Return of \$330,600 to the RVTPO.
2. **Roanoke River Greenway – Water Pollution Control Plant to the Blue Ridge Parkway**
 - a. Reduce project scope to 0.33-mile greenway from 1800' north of Highland Road to Highland Road utilizing full STBG allocation.
 - b. Adjust project limits in project title to reflect STBG funded project.
3. **Tinker Creek Trail Extension**
 - a. Replace with three projects per the three phases with funding distributed among them as indicated by the City of Roanoke on how much STBG on each.
4. **Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)**
 - a. Requesting \$200,000 to cover change orders related to unexpected site conditions.
5. **Roanoke River Greenway through Explore Park**
 - a. Requesting \$1,275,000 to cover cost increases related to supply chain and demand issues, cost of labor and inflation.
6. **Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)**
 - a. Requesting \$200,000 based on the bid submittal for LAP projects in Roanoke Valley.
7. **Elizabeth Greenway**
 - a. Requesting \$996,861 based on unit prices from a recent bid of a similar project.
8. **Orange Market Park and Ride/Parking Lot Improvements**
 - a. Requesting \$1,460,000 for additional project elements including mobilization, maintenance of traffic, stormwater management, and higher estimated costs due to supply chain and demand issues, labor costs and inflation.
9. **Roanoke River Greenway – East**
 - a. Requesting \$8,000,000 to put towards construction, full construction cost unknown at this time
 - b. Updating project title to be Roanoke River Greenway – Underhill section (13th Street Trailhead to Tinker Creek Greenway)

10. In VDOT's system, **Route 460 (Orange Ave) Improvements near Blue Hills Drive** has been combined with **Route 460 (Orange Ave) Improvements King Street**, and two others that are non-STBG funded projects to create a new project the **Orange Avenue Improvements, Hickory Woods Drive to Blue Hills Village Drive.** The UPC is 122120 administered by the City of Roanoke.
 - a. Combine these two STBG projects in the RVTPO Financial Plan, adding the STBG amounts: \$676,720 and \$550,280 for a total of \$1,227,000.

11. In VDOT's system, **Route 460 Intersections from Carson Road to Huntridge Road** has been combined with **Route 460 at West Ruritan Road Intersection Improvements** for project delivery as the **Route 460 Intersections W. Ruritan Road to Huntridge Road.**
 - a. Combine these two STBG projects in the RVTPO Financial Plan, adding the STBG amounts: \$785,549 and \$427,803 for a total of \$1,213,352.

12. Combine two STBG projects: **I-581/U.S. 460 and Williamson Road Interchange Improvements** (\$2M conditional) and **Orange Ave. (U.S. 460) and Williamson Rd. Intersection Improvement** (\$5M conditional). In SMART SCALE Round 5 these two projects were submitted as one project: **I-581/U.S. 460/U.S. 11 Improvements** \$7M STBG conditional; \$25,670,186 total cost estimate.

STAFF REPORT
TTC Meeting January 12, 2023
SUBJ: 2023 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.

As part of the Roanoke Valley Transportation Plan update, Cambridge Systematics developed with staff and the TTC safety goals, objectives, and related performance measures. These safety targets are linked with the transportation plan as they provide the mechanism for how the RVTPO will measure attainment of safety goals.

The proposed 2023 safety performance targets are based on the average five-year period of 2017 to 2021. 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	+3.69%
Number of Serious Injuries	-0.52%
Number of Non-Motorized Fatalities and Serious Injuries	-0.86%
Vehicle Miles Traveled (VMT)	+0.77%

**A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2021 to 2023.*

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.

2023 Safety Performance Targets

The following 2022 target values were calculated using the target annual percent reductions:

Target Description	2021 Actual Values*	Previous 2022 Target Value	Proposed 2023 Target Value
Number of Fatalities	--	20	21
Fatality Rate (per 100 million VMT)	--	0.945	0.973
Number of Serious Injuries	191	184	189
Serious Injury Rate (per 100 million VMT)	9.910	8.878	8.785
Number of Non-Motorized Fatalities and Serious Injuries	--	18	19

**2021 Actual Values obtained from VDOT as available.*

TTC Action: Recommend to the RVTPO Policy Board adoption of the VDOT 2023 Safety Performance Measure Targets as presented.

STAFF REPORT

January 12, 2023 TTC Meeting

SUBJ: FFY2022-2025 Transit Asset Management Performance Measures Targets

The RVTPO Policy Board, at their October 25, 2018 meeting, adopted the Valley Metro Tier II Transit Asset Management (TAM) Plan and its accompanying Performance Measure Targets. By adopting the TAM Plan, the Policy Board adopted the same TAM performance measures and targets established by DRPT. Those performance measures are as follows:

Asset Category	Performance Measure
Revenue Vehicles	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale*

*The Federal Transit Administration's Transit Economic Requirements Model scale has rankings of: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, and 1 – Poor.

In 2022, the Department of Rail and Public Transportation developed the FFY2022-2025 Tier II Group Transit Asset Management Plan. The 2022 performance measure targets were adopted with the TAM Plan. The performance measure targets are as follows:

Asset Category - Performance Measure	Asset Class	FFY2022-2025 Target
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV – Minivan	20%
	BR - Over-the-Road Bus	15%
	VN – Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facility	10%
	Passenger Facilities	15%
	Parking Facilities	10%

TTC Action: Recommend to the RVTPO Policy Board adoption of the FFY2022-2025 Tier II Group Transit Asset Management Plan and Transit Asset Management Performance Measure Targets.

ADOPTED SEPTEMBER 23, 2022

Virginia Group Tier II Transit Asset Management Plan

**Federal Fiscal Year 2022
through 2025**

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Executive Summary

The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Tier II group Transit Asset Management (TAM) plan and developed the FY 2022-2025 plan in collaboration with thirty-three rural and small urban transit agencies in Virginia. These agencies are located across the Commonwealth and have a combined total of 1,493 vehicles and 49 facilities.

Transit Asset Management is an approach that uses the condition of assets to guide the optimal prioritization of funding to keep transit networks in a state of good repair. In accordance with FTA guidance this TAM plan covers a four-year period FY 2022 through FY 2025 and includes all required TAM elements for Tier II providers; An inventory of capital assets, Condition Assessment, Use of a Decision Support Tool, and Prioritization of investments.

Data Summary

- 16% of all inventoried assets have met or exceeded their Useful Life Benchmark
- The asset inventory includes:
 - 1,326 revenue vehicles of which 14% have met or exceeded their ULB
 - 167 service vehicles/equipment, of which 40% has met or exceeded its ULB
 - 49 facilities including seven passenger facilities. Of these facilities, two fall below 3.0 on the TERM rating scale.

Performance Targets for Federal Fiscal Year 2022

Revenue Vehicle and Equipment/Service Vehicle Performance Targets

Asset Class	ULB	Target 2022
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%
AO – Automobiles (non-revenue)	8	30%
TX – Trucks and other rubber tire vehicles (non-revenue)	14	30%

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Facilities Performance Targets

Asset Class	TERM	Target 2022
Administrative/ Maintenance Facilities	<3.0	10%
Maintenance Facilities	<3.0	10%
Passenger Facilities	<3.0	15%
Parking Facilities	<3.0	10%

Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

Introduction

Transit Asset Management Vision

The purpose of the Virginia Statewide Group Tier II Transit Asset Management Plan (TAM Plan) is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining a State of Good Repair (SGR) for public transportation assets operated in the Commonwealth of Virginia. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance this means that the asset:

- Is able to perform its designed function,
- Does not present a known and unacceptable safety risk, and
- Its lifecycle investments have been met or recovered.

In Virginia, DRPT provides state matching funds for SGR projects at a rate of up to 68%. As a result, most SGR projects receive some level of state funds and thus are evaluated through DRPT’s [MERIT process](#). MERIT is the performance-based process by which DRPT allocates state transportation funds to projects. Many agencies in the commonwealth rely on MERIT funding for state match on federal transportation funding from chapter 53 programs. DRPT provides approximately \$62,745,285 in state funds annually for SGR projects. As a result, Virginia has a robust process for evaluating and scoring state of good repair needs. The group TAM plan is structured in a way that complements and informs the MERIT process. Many aspects of TAM planning requirements are satisfied by existing MERIT processes. These approaches are referenced throughout this Tier II Group TAM Plan.

Table 1: SGR Related State Capital Allocations FY21-FY23

Table header	Table header	Table header	Table header
Project Type	FY21	FY2	FY23
Vehicles - Revenue Vehicles (Replacement/Overhaul)	\$14,205,428	\$69,938,053	\$48,945,765
Vehicles - Support Vehicles	\$798,042	\$1,384,062	\$512,563
Facilities - Admin/Maintenance & Customer	\$4,356,953	\$4,502,976	\$6,173,340
Other Infrastructure and Equipment	\$12,834,205	\$13,849,688	\$10,734,779

MERIT Background

MERIT-Making Efficient and Responsible Investments in Transit- is the Virginia Department of Rail and Public Transportation’s (DRPT) statewide public transportation grants program. This program provides financial assistance to support Public Transportation services throughout the state and is designed to support DRPT’s core mission:

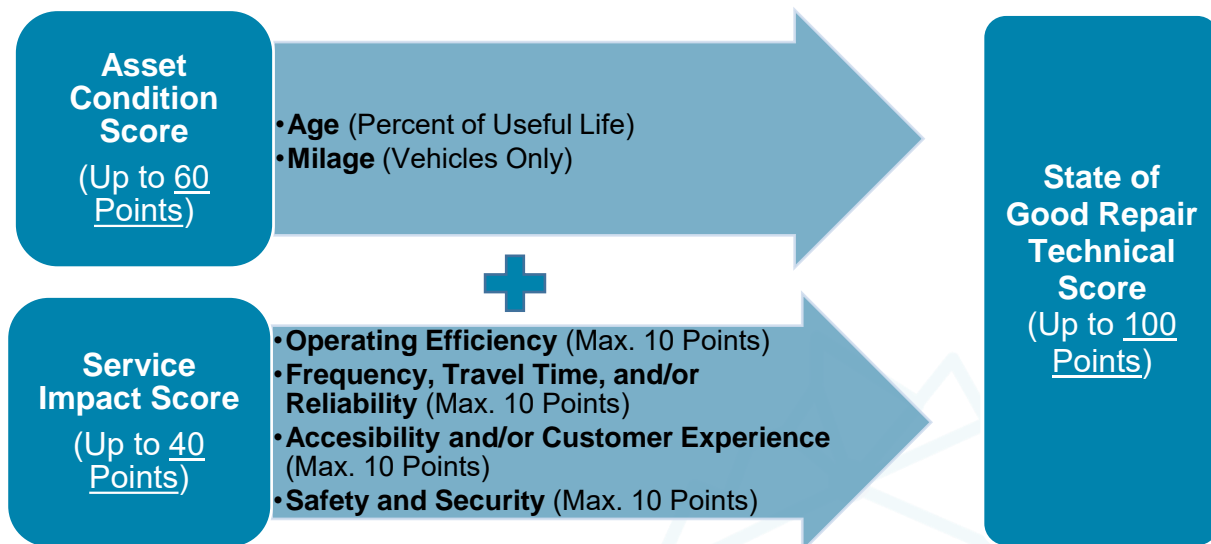
"To facilitate and improve the mobility of the inhabitants of Virginia, and to promote the efficient transport of goods and people in a safe, reliable, and cost effective manner."

The MERIT program consists of several unique grant programs including capital assistance, operating assistance, demonstration project assistance, technical assistance, and intern programs.

The capital assistance program follows a prioritization process that allows DRPT to allocate and assign limited resource to project and investments identified as the "most critical". Under the Capital Assistance Program, projects are classified, scored, and prioritized separately in the following categories:

- State of Good Repair (SGR): Projects or programs that replace or rehabilitate an existing asset(s)
- Minor Enhancement (MIN): Projects or programs to add capacity, new technology, or a customer facility with a cost of less than \$2 million or that include a vehicle expansion of no more than 5 vehicles or 5% of the existing fleet size
- Major Expansion (MAJ): Projects or programs to add, expand, or improve service with a cost exceeding \$2 million or that include an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater

Figure 1: MERIT Scoring Methodology for SGR



Projects are scored between 0 and 60, based on the asset age and, when applicable, mileage. Assets that are older or have higher mileage will receive higher scores.

The asset condition score is calculated based on the asset's age and mileage (reported in [TransAM](#)) at the time of application. For vehicles, the asset condition rating score is the average of the age and mileage-based scoring systems (50 percent mileage score and 50 percent age score). For non-vehicle assets, only the age score is used. Asset age and mileage are compared against the Expected Service Life (ESL), which is the FTA standard for minimum service life of that type of asset ([FTA Circular 5010.IE](#)). Note that each individual vehicle that is being replaced receives a score, while nonvehicle assets with the same age ("in-service

date”) are expected to be rated as one project. If an entire facility is requested to be replaced or rehabilitated, it will be scored as one project as well.

Table 2 illustrates the resulting points based on the age and mileage (mileage applies to vehicles only). The scoring system is set so that assets well past ESL have higher scores than those, which have just reached their useful life. This approach of rating the oldest assets highest may need to be revisited once the State backlog of SGR needs is addressed and it is possible to reward requests for assets to be replaced on their expected lifecycle.

Table 2: MERIT Age and Mileage Scoring

Age of Asset Relative to Service Life	Points	Mileage of Vehicle Relative to Service Life	Points
< 95% of ESL Age	0	< 95% of ESL Mileage	0
+/- 4.9% ESL Age	30	+/- 4.9% ESL Mileage	30
5-9.9% > ESL Age	35	5-9.9% > ESL Mileage	35
10-19.9% > ESL Age	40	10-19.9% > ESL Mileage	40
20-29.9% > ESL Age	45	20-29.9% > ESL Mileage	45
30-39.9% > ESL Age	50	30-39.9% > ESL Mileage	50
40-49.9% > ESL Age	55	40-49.9% > ESL Mileage	55
50% or more > ESL Age	60	50% or more > ESL Mileage	60

TAM and SGR Policy

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of US Department of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America’s Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the [Transit Asset Management \(TAM\) Final Rule](#).

Transit Asset Management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. The TAM rule provides two categories for transit agencies based on size and vehicle fleet, these are referred to as Tier I and Tier II and are defined as follows:

- Tier I providers own, operate, or manage: rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode.
- Tier II providers are subrecipients of 5311 funds, or an American Indian Tribe, or own, operate, or manage less than 101 vehicles across all fixed route modes, or less than 101 vehicles in one non-fixed route mode.

The TAM rule requires that every transit provider that receives federal financial assistance under 40 U.S.C Chapter 53 develop or participate in a TAM plan developed by a plan sponsor. For the purposes of TAM planning in the Commonwealth DRPT is the sponsor of the sole group TAM plan. Each Tier II TAM plan must contain the following elements:

- An asset inventory
- Condition assessment of assets
- Documentation of the use of a decision support tool
- Prioritization of investments

Group Plan Participants

Per guidance provided by FTA, Tier II providers may develop their own plans or participate in a group plan such as DRPT's Statewide Tier II TAM Plan. Regardless of whether an agency develops its own TAM Plan or chooses to participate in a group plan, each must designate an accountable executive who is the responsible for signing off on the TAM plan.

In December 2021, DRPT distributed a notice to all transit agencies that it would be rewriting the Statewide Group TAM Plan and provided a template letter for agencies to use in opting/in out of the plan and designating their Accountable Executive. Signed letters were collected and returned to DRPT for recordkeeping. Thirty-three eligible agencies opted-in to the group plan.

Roles and Responsibilities

Table 3 lists the thirty-three public transportation agencies covered by this Group TAM Plan. FTA requirements call for each provider to designate a single Accountable Executive, who is ultimately responsible for carrying out the plan. While this group TAM Plan is sponsored and developed by DRPT, the individual Accountable Executives for each Section 5307 and 5311 provider are responsible to self-certifying and implementing the TAM Plan. Each agency is responsible for prioritizing their state of good repair needs. The current TAM Plan, annual narrative reports, and inventory reporting to NTD may be reviewed by FTA as part of their Triennial Reviews, State Management Reviews, and MPO Certification Reviews.

Table 3: Group Plan Participants

Agency Name	Accountable Executive
STAR Transit	Bruce Simms
Alexandria Transit Co	Josh Baker
Arlington Transit	Lynn Rivers
Bay Transit	Kathy Vesley
Blacksburg Transit	Brian Booth
Blackstone Area Bus	Mary Murphy
Bristol Transit System	Randall Eads
BRITE Transit	Bonnie Riedesel
Charlottesville Area Transit	Garland Williams
City of Danville Mass Transit System	Marc Alderman
City of Fredericksburg	Jamie Jackson
District Three Governmental Cooperative	Rhiannon Powers
Farmville Area Bus	Julie Adams
Four County Transit	Joe Ratliff
Greater Lynchburg Transit Company	Joshua Moore
Greater Roanoke Transit Co	Kevin Price
Greensville Emporia Transit System	Gary Cifers
Harrisonburg Transit	Gerald M. Gatobu
Jaunt	Ted Rieck
Lake Area Bus	Holly Sluder
Loudoun County Transit	Scott W Gross
Mountain Empire Older Citizens Transit	Michael Wampler
Petersburg Area Transit	Charles Koonce
Pulaski Area Transit	Monica Musick
RADAR/Unified Human Services Transportation System Inc.	Nathan Sanford
Radford Transit	Melissa Skelton
Suffolk Transit	Robert E Lewis
Town of Altavista	Tobie Shelton
Town of Bluefield/Graham Transit	James Hampton
Town of Chincoteague	Michael T. Tolbert
Virginia Regional Transit (Culpeper)	Bruce Simms
Williamsburg Area Transit Authority	Zach Trogdon
Winchester Transit	Perry Eisenach

Accountable Executive

An Accountable Executive is a single, identifiable individual within a transit agency who has direct control over the resources needed to implement an agency's safety plan and transit asset management practices, and who is responsible for the implementation of both of those requirements. Accountable executives for participating transit agencies affirmatively opted into the group plan and also signed off on the final document

Opting In/Out

DRPT encourages all eligible transit agencies meeting the Tier II designation to participate in the Statewide Group TAM Plan. DRPT provides a general opt-in period for all agencies at the beginning of each 4-year planning cycle. The most recent opt-in cycle was open from November 19, 2021 to January 18, 2022.

In certain situations, an agency may need to change its TAM status during the plan cycle due to a change in TAM Tier or other key factor. An agency that is expecting to change tiers based on their operational characteristics need must notify DRPT no later than 6 months prior to the next TAM plan or target update date (October 1 of each year). Tier II agencies opting out must provide DRPT with documentation of joining another group plan or developing their own plan.

Plan Update Schedule

DRPT Statewide Tier II TAM Plan will be updated in its entirety, at minimum, every four years. With the resulting information from DRPT's Statewide Asset Management System ([TransAM](#)). Annually, during the MERIT capital grant cycle DRPT will review data in the Asset Management System and assess if changes are needed to the TAM plan or plan targets. DRPT will make these changes, notify transit agencies and MPOs and report any revisions to the National Transit Database (NTD) as part of DRPT's oversight of 5311 transit agencies.

Grantees are required to update their TransAM inventory, condition and mileage information at least twice yearly (July, 15 and January, 15). This guidance is consistent with grantee reporting requirements listed in the DRPT's [Grants Administration Procedures Manual \(Purple Book\)](#). DRPT utilizes the January 15 data as the primary dataset for the annual TAM evaluation.

Statewide Transit Asset Management System

DRPT makes [TransAM](#) available to all transit agencies in the Commonwealth. TransAM is a service product developed by Cambridge Systematics under cooperative agreement between DRPT and PennDOT and was funded through a FTA state-of-good-repair grant award.

Since implementing TransAM DRPT uses the platform to:

- Inventory all public transportation system assets;
- Collect relevant data on those assets;
- Predict asset replacement schedules based on Estimated Service Life (ESL) and asset condition;
- Utilize asset performance data for evaluating, scoring and ranking asset SGR replacement requests utilizing state funding resources through the MERIT program
- Sharing TAM targets with transit agencies and MPOs
- Statewide and agency-specific transit studies

Figure 2: TransAM Portal



About TransAM

TransAM is an open-source asset management, grant management, and capital planning platform developed by Cambridge Systematics.



System Status

👍 System is up and running. There are no scheduled maintenance windows for this application.



Getting Help

For questions or support, reach out to your primary TransAM contact.

Asset Useful Life Standards

The estimated life cycle or the acceptable period of use in service is determined by various measures depending on the program and funding source. For the purposes of TAM planning, DRPT utilizes the Useful Life Benchmark and associated values established by FTA in the [Default Useful Life Benchmark Cheat Sheet \(October 2021 edition\)](#)

Useful Life Benchmark

The FTA defines a useful life benchmark (ULB) as the expected lifecycle of a capital asset for a particular transit providers’ operating environment or the acceptable period of use in service for that operating environment. ULB is not the same as an asset’s useful life. ULB considers a provider’s unique operating environment such as geography, service frequency, etc. DRPT utilizes FTAs default ULBs for assets classes. The asset classes and values included in this TAM plan are listed in Table 4.

Table 4: FTA Useful Life Benchmarks (ULB)

Asset Class	ULB- Years
AB- Articulated Bus	14
BU- Bus	14
CU- Cutaway Bus	10
MV- Minivan	8
BR- Over-the-Road-Bus	14
VN- Van	8
AO-Automobile	8
Sport Utility Vehicle	8
Trucks and other Rubber Tire Vehicles	14

Vehicles

For the purposes of prioritizing state of good repair, funding through the MERIT process DRPT utilizes a set of minimum asset [useful life standards](#) (UL). The UL values are generally less than ULBs and are considered the earliest point at which an asset receives full points for MERIT replacement scoring based on a combination of an assets age and mileage. A crosswalk between UL and ULB is provided in Table 5. For the purposes of TAM, planning DRPT utilizes the default FTA ULBs as these are considered the maximum age at which a vehicle would meet SGR.

Table 5: Useful Life and Useful Life Benchmark Crosswalk

DRPT Minimum Useful Life Standards (UL)			Useful Life Benchmark (ULB)	
Asset Sub-Type	Min Svc Life (yr.)	Min Svc Miles	Asset Class	Years
Heavy Duty, Articulated Bus	12	500,000	AB- Articulated Bus	14
Heavy Duty, Small Bus/BOC	10	350,000	BU- Bus	14
Heavy Duty, Small Bus	10	350,000		
Heavy Duty, Large Bus	12	500,000		
Heavy Duty, Dual Mode Bus	12	500,000		
Light Duty, Small BOC	4	100,000		
Light Duty, Medium BOC	4	100,000	CU- Cutaway Bus	10
Medium Duty, Medium BOC	7	200,000		
Medium Duty, Large BOC	7	200,000		
Light Duty, Minivan	4	100,000	MV- Minivan	8
Heavy Duty, Commuter/Intercity Bus	12	500,000	BR- Over-the-Road-Bus	14
Light Duty, Passenger Van	4	100,000	VN- Van	8
Light Duty, Sedan/Station Wagon	4	100,000	AO- Automobile	8
Light Duty, Sport Utility Vehicle	4	100,00	SV- Sport Utility Vehicle	8

Facilities and Equipment

Asset conditions of facilities are based on the FTA’s Transit Economic Requirements Model (TERM). The TERM scale. Asset condition for equipment is bases on equipment age for vehicles and available industry standard scales for non-vehicle equipment.

Table 6: FTA Term Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

TAM Elements

Required Elements

The TAM final rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a TAM group plan prepared by a sponsor (DRPT). All TAM plans must contain four major components:

1. **Inventory of assets:** A list of capital assets (vehicles, facilities, and equipment) that support public transportation services in Virginia.
2. **Condition assessment of inventoried assets:** That includes the current asset condition and a comparison of that condition to the target set for each asset category.
3. **Decision support tool:** An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
4. **Prioritization of investments:** Outlines the proposed investments and any applicable capital investment activity schedules. The requirements for a TAM Plan fit within the overall context of transportation planning and the emphasis on performance planning that was established by MAP- 21. Table 7 lists eight topic areas for performance planning as required by MAP- 21 and carried forward by the FAST ACT. TAM Plan is one component of a comprehensive set of transportation focused performance measures.

Table 7: MAP21 Performance Planning

FTA	FHWA
Transit Asset Management Plan (TAM)	Highway Asset Management Plan
Public Transportation Agency Safety Plans (PTASP)	Pavement & Bridge Condition
National Public Transit Safety Plan	Safety Performance
	Highway Safety Improvement Plans
	System Performance & CMAQ

Asset Inventory

All Virginia public transportation providers must maintain/update asset data in the TransAM system. TransAM stores crucial information about every asset type and maintains a complete history of the asset as it ages. Transit agencies record changes in condition, usage, value, depreciation, etc. for the following asset categories:

- **Rolling Stock (Revenue Vehicles):** Transit agency-owned or leased Fixed Route & Paratransit vehicles, used to provide public transportation.
- **Equipment:** Tangible support property having a useful life of at least one year, including all nonrevenue/support vehicles.

- **Facilities:** A building or structure that is used in the provision of public transportation, including administrative and maintenance, and passenger and parking facilities.

The asset inventory forms the basis of the group TAM plan and a current, complete inventory of all assets over \$50,000 in value provided online through [DRPT's Open Data portal](#). It is important to note that this list represents a snapshot in time, and the TransAM database is continually updated as assets are added, retired, or as facts change. The TransAM database should always be used for the most up-to-date inventory.

Condition Assessment

The group plan participants maintain robust condition assessment methodologies. These approaches are guided by a combination of FTA requirements and DRPT driven funding programs, which provide a significant amount of match funding for Federal section 5307 and 5311 grants.

Vehicles

Each transit agency must update the age, mileage, and condition of their Rolling Stock and Equipment assets at least twice annually, by July 15 and January 15. These requirements are outlined in DRPT's [Grants Administration Procedures \(Purple Book\)](#). Condition information is tracked in [TransAM](#) and allows transit agencies and DRPT to track fleet condition by asset class, manufacturer, agency, and various other perimeters.

Facilities

The Group TAM plan includes an inventory of facilities that meet the TAM planning requirements. These facilities include any facilities that an agency has direct capital responsibility over. Condition assessments are maintained for the following facility types.

Table 8: Facility Types

Condition Assessment Required and Reported to NTD	Condition Assessment Not Required
<ul style="list-style-type: none"> • Passenger Stations • Parking Facilities • Administrative buildings • Exclusive use maintenance facilities (with capital responsibility) 	<ul style="list-style-type: none"> • Bus shelters

Transit agencies must document the condition of each transit-related facility. DRPT facilitates an annual review of facility conditions and provides technical assistance to TAM Plan members for quadrennial detailed facility condition assessments. This annual update requirement exceeds the basic FTA requirement but is necessary for DRPT to properly plan long-term capital funding needs. Annually, each agency completes a high-level self-assessment of their facilities. The results of these self-assessments are tracked, stored, and reviewed by DRPT before the information is then inputted into the TransAM system.

As the plan sponsor, DRPT maintains a quadrennial detailed facility assessment timetable in which approximately 25% of facilities are assessed annually and each facility receives a detailed assessment on a scheduled 4-year cycle. Detailed facility assessments are conducted

by third party experts in accordance with the [FTA Facility Condition Assessment Guidebook](#).

Asset Inventory and Condition Verification

DRPT staff, in coordination with transit agency management, will conduct periodic reviews of the TransAM inventory and verify condition assessments through the following activities:

- The Transit Development Plan (TDP) /Transit Strategic Planning (TSP) process whereby TSP/TDPs are reviewed and fully updated at least 5-year. Minor updates to the plans occur annually and are reported by transit agencies to DRPT annually by January 15. Capital funding requests for state funds must be included in a transit agency TDP/TSP.
- Through the course of regular program management activities which includes a quarterly on-site or virtual meeting between state transit grantees and DRPT program management staff. These meetings include a review of TransAM data such as vehicle mileage and facility condition assessments where ongoing or recently closed projects are reviewed and capital plans are discussed.
- Comprehensive Audits
- 5311 recipient compliance reviews
- Quadrennial detailed facility condition assessments and annual high level facility condition assessments by transit agencies

Asset Inventory and Condition Summary

The tables below identify the condition of assets in TransAM as of February 2022. Detailed tables by agency are available through [DRPT’s Open Data Portal](#).

Table 9: Revenue Vehicle Inventory

Asset Class	Vehicles In Service	Vehicles beyond ULB	Percent Beyond ULB
AB- Articulated Bus	15	2	13%
BU- Bus	492	100	20%
CU- Cutaway	682	53	8%
MV- Minivan	29	8	28%
BR- Over-the-Road-Bus	75	12	16%
VN- Van	33	8	24%
Total	1,326	183	14%

Table 10: Service Vehicle and Equipment Inventory

Asset Class	Vehicles In Service	Vehicles beyond ULB	Percent Beyond ULB
AO – Automobiles (non-revenue)	156	63	40%
TX – Trucks and other rubber tire vehicles	11	3	27%
VN- VAN	33	8	24%

Table 11: Facility Inventory

Asset Class	Number of Facilities	Facilities with a Condition Assessment below 3.0 on the Term Scale	Percent Beyond ULB
Administration Facilities	29	0	0%
Maintenance Facilities	9	1	11%
Passenger Facilities	7	1	14%
Parking Facilities	4	0	0%

Performance Targets and Measures

Annual Target Setting

DRPT will annually review performance targets based on historical performance and anticipated/obligated funding levels

DRPT will set annual TAM targets based on TransAM data inventories extracted in February of each calendar year. This date coincides with when DRPT extracts TransAM data for MERIT scoring. Revised targets are shared with participating transit agencies, MPOs and DRPT will input these targets into NTD on behalf of group plan participants.

Performance Targets

DRPT assesses and scores rolling stock and non-revenue vehicles (equipment) replacement projects using the MERIT process. The MERIT process provides a score for each asset that factors in both age and mileage. DRPT will continue to use this approach when making investment decisions. The table below represents TAM targets that utilize asset age only in line with FTA guidance.

Table 12: Revenue Vehicle Performance Targets

Asset Class	ULB	Target
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%

Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 13: Service Vehicle and Equipment Targets

Asset Class	ULB	Target
AO – Automobiles (non-revenue)	8	30%
TX – Trucks and other rubber tire vehicles	14	30%

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 14: Facilities Performance Targets

Asset Class	TERM	Target
Administration Facilities	<3	10%
Maintenance Facilities	<3	10%
Passenger Facilities	<3	15%
Parking Facilities	<3	10%

Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

Decision Support Tools

DRPT along with transit agencies utilize a variety of technology platforms, management practice, and policies to manage, maintain and plan throughout the lifecycle of transit assets. These tools include software, databases, written policies and planning requirements. Some of the key decision support tools are highlighted in the table below:

Table 15: Decision Support Tools

Tool or Policy	Description
TransAM	Asset inventory database and tracking system Performance target setting and monitoring Capital Planning
Transit Development Plans and Transit Strategic Plans	Transit plans with 10 year planning horizon that: <ul style="list-style-type: none"> details out fiscal needs, state of good repair, capital budget planning, vehicle replacement schedules, performance measures, and service expansion needs
5- year Capital Budgeting process	Details out fiscal needs for state of good repair and expansion projects Provides realistic timeframes for funding needs Provides a higher level of detail than the TDP/ TSP process Allows DRPT to compare statewide budget projections to service provider fiscal needs
Useful Life Standards	DRPT provides Useful life standards for a comprehensive list of transit assets Used for evaluating state capital funding through the MERIT process

Investment Prioritization

Investment prioritization occurs primarily at the transit agency level through a number of mandated processes. In the Commonwealth, these processes are driven by two main requirements: transit planning through the Transit Strategic Plan (TSP) or Transit Development Plan (TDP) requirements, and state capital funding prioritization through MERIT. All public transit agencies in the Commonwealth are required to have either a TSP (for larger transit agencies), or a TDP (for smaller agencies). These plans are reviewed annually and fully revised every 5-years with DRPT staff reviewing plans at regular intervals. While the TDPs and TSPs are separate from the TAM requirements, the plans do inform one another. With TAM prioritization informing the TDP/TSP process and vice versa.

As stated in the plan vision, the purpose of the Virginia Statewide Group Tier II Transit Asset Management Plan (TAM Plan) is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining as state of good repair (SGR) for public transportation assets operated in the Commonwealth of Virginia. This vision informs how assets have been prioritized with revenue vehicle assets receiving the highest priority followed by facility needs and then service vehicles and equipment. Within each of these categories assets are tiered based on their age beyond the ULB.

Table 16: Vehicle and Equipment Prioritization Tiers

Prioritization Tiers	Age Beyond ULB
Tier 1	Over 6 years beyond ULB
Tier 2	3 to 6 year beyond ULB
Tier 3	1 to 2 years beyond ULB

Table 17: Facility Prioritization Tiers

Prioritization Tiers	TERM ratings
Tier 1	1
Tier 2	2
Tier 3	3

Of the total number of assets included in the plan inventory, 16% are classified as being at or beyond their ULB. Of the 16% of noted assets, 12% are revenue vehicles and 4% are service vehicles. Less than 0.1% are facilities. Of the revenue vehicles, the 'Bus' asset class has the largest number of vehicles that are beyond their ULB. The priority is to replace the oldest of these vehicles. The second highest revenue vehicle asset class is Cutaways with 53 vehicles. As with busses, the priority is to replace the oldest vehicles. A prioritized list by agency is included in Appendix 6 & 7 and made available through the [Open Data Portal](#).

Planning Partner Coordination

Coordination between DRPT, transit agencies, and Metropolitan Planning Organizations (MPOs) is a key component of the TAM process. Furthermore, the final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, requires MPOs to practice Performance Based Planning and Programming (PBPP). Per the “Dear Colleague” letter from FTA Region 3 dated August 17, 2018. “As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314 or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPOs, States, and providers of public transportation.” In Virginia, the sharing of performance measure information is documented in the MPO memorandums of understanding (MOU) on metropolitan transportation planning responsibilities planning agreements (commonly referred to as the 3C Agreements). These agreements are jointly developed between DRPT, VDOT and the MPOs.

DRPT as the group plan sponsor coordinates and shares transit performance data with the MPOs. Coordination occurs through joint quarterly MPO coordination meetings hosted by the Virginia Office of Intermodal Planning and Investment (OIPI). DRPT is developing procedures for providing participating transit agencies with an annual report on individual agency performance against the statewide TAM for help with agency capital planning and fulfilling their PBPP requirements.

Transit agencies located in MPO regions continue to coordinate Transportation Improvement Plan (TIP) and other planning efforts directly with the MPO(s) and other local planning partners.

Recordkeeping

The primary means of recordkeeping is DRPT's [TransAM Database](#). This database houses the most up to date information about the number, condition, and service status of transit related assets in the Commonwealth. Transit Agencies are required to make bi-annual updates to their inventories within TransAM on July 15 and January 15.

DRPT, as the sponsor of the Tier II Group plan will provide the National Transit Database (NTD) with all information associated with the annual TAM reporting requirements. This includes:

- Performance measures for Tier II TAM participants by asset class
- Asset inventory data for 5311 agencies
- Asset performance data for 5311 agencies
- Annual TAM narrative summary report

Note: 5307 recipients report their inventory and performance data directly to NTD. DRPT only reports the group plan performance targets on their behalf.

Appendix 1: Vehicles in Service by Agency

Agency Name	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	Grand Total
NVTC - City of Alexandria	2	103			4		109
Town of Altavista			2				2
Town Of Blackstone/ Blackstone Area Bus System			16				16
Bay Aging		3	60			3	66
Town of Bluefield-Graham Transit		1	4				5
City of Bristol Virginia			5			1	6
Town of Blacksburg	13	40	16			1	70
Charlottesville Area Transit		32	4				36
District Three Governmental Cooperative			35	6		1	42
Danville Transit System		2	29			1	32
Farmville Area Bus			15	5			20
AASC / Four County Transit		1	43	3		1	48
Fredericksburg Regional Transit			36				36
Greater Lynchburg Transit Company		40	18				58
Greensville County			3				3
City of Harrisonburg Dept. of Public Transportation		46	12	2			60
JAUNT, Inc.			89	3		15	107
Lake Country Area Agency on Aging			5	1		3	9
County of Loudoun		16	37		66		119
Mountain Empire Older Citizens, Inc.			41	3		4	48
NVTC - Arlington County		81	14				95
Pulaski Area Transit			15				15
City of Petersburg		8	19				27
Town of Chincoteague		3		1			4
City of Radford		2	18				20
RADAR UHSTS			40			2	42
STAR Transit			15				15
City of Suffolk - Suffolk Transit			18	2			20
Greater Roanoke Transit Company		53	14		5		72

Virginia Regional Transit		9	41	3			53
Williamsburg Area Transit Authority		51	9			1	61
City of Winchester		1	9				10
TOTAL	15	492	682	29	75	33	1,326

Appendix 2: In Service Vehicles Beyond their ULB

Agency Name	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	Grand Total
NVTC - City of Alexandria	2	2			4		8
Town Of Blackstone/ Blackstone Area Bus System			2				2
Bay Aging		1	3			3	7
City of Bristol Virginia			2				2
Town of Blacksburg			2				2
Charlottesville Area Transit		8					8
District Three Governmental Cooperative			4	6			10
Danville Transit System		2					2
Farmville Area Bus			1	2			3
Fredericksburg Regional Transit			2				2
Greater Lynchburg Transit Company		21	5				26
City of Harrisonburg Dept. of Public Transportation		7					7
JAUNT, Inc.						1	1
Lake Country Area Agency on Aging			3			3	6
County of Loudoun					8		8
Mountain Empire Older Citizens, Inc.			1				1
NVTC - Arlington County		20	6				26
Pulaski Area Transit			2				2
City of Petersburg			1				1
RADAR UHSTS			3				3
City of Suffolk - Suffolk Transit			1				1
Greater Roanoke Transit Company		14	11				25
Virginia Regional Transit			1				1
Williamsburg Area Transit Authority		24	2			1	27
City of Winchester		1	1				2
TOTAL	2	100	53	8	12	8	183

Appendix 3: Equipment Inventory

Agency Name	Asset Class		
	Automobiles	Trucks and other Rubber Tire Vehicles	Grand Total
NVTC - City of Alexandria	17		17
Town of Altavista	1		1
Town Of Blackstone/ Blackstone Area Bus System	3		3
Bay Aging	11		11
Town of Bluefield-Graham Transit	1		1
Town of Blacksburg	17	6	23
Charlottesville Area Transit	9		9
District Three Governmental Cooperative	6		6
Danville Transit System	4	1	5
Farmville Area Bus		1	1
AASC / Four County Transit	5		5
Fredericksburg Regional Transit	6		6
Greater Lynchburg Transit Company	13		13
City of Harrisonburg Dept. of Public Transportation	2	3	5
JAUNT, Inc.	11		11
Mountain Empire Older Citizens, Inc.	5		5
Pulaski Area Transit	2		2
City of Petersburg	1		1
City of Radford	4		4
RADAR UHSTS	1		1
STAR Transit	2		2
City of Suffolk - Suffolk Transit	1		1
Greater Roanoke Transit Company	11		11
Virginia Regional Transit	10		10
Williamsburg Area Transit Authority	11		11
City of Winchester	2		2
TOTAL	156	11	167

Appendix 4: Equipment Beyond ULB

Agency Name	Asset Class		
	Automobiles	Trucks and other Rubber Tire Vehicles	Grand Total
NVTC - City of Alexandria	6		6
Town of Altavista	1		1
Town Of Blackstone/ Blackstone Area Bus System	2		2
Bay Aging	6		6
Town of Bluefield-Graham Transit	1		1
Town of Blacksburg	8	3	11
District Three Governmental Cooperative	3		3
Danville Transit System	2		2
Fredericksburg Regional Transit	3		3
Greater Lynchburg Transit Company	1		1
JAUNT, Inc.	3		3
Mountain Empire Older Citizens, Inc.	1		1
Pulaski Area Transit	2		2
City of Radford	2		2
RADAR UHSTS	1		1
City of Suffolk - Suffolk Transit	1		1
Greater Roanoke Transit Company	9		9
Virginia Regional Transit	5		5
Williamsburg Area Transit Authority	5		5
City of Winchester	1		1
TOTAL	63	3	66

Appendix 5: Facility Inventory

Agency Name	Administration Facilities	Maintenance Facilities	Passenger Facilities	Parking Facilities	Grand Total
AASC / Four County Transit	1				1
Bay Aging	2				2
Blacksburg Transit	2				2
Blackstone Area Bus	1				1
BRITE	1			1	2
Charlottesville Area Transit	2			1	3
City of Bristol Virginia	1				1
Danville Transit	1	2	1	1	5
District Three Governmental Cooperative	1				1
Farmville Area Bus	1				1
Fredericksburg Regional Transit	2	1		1	4
Greater Lynchburg Transit Company	1		1	1	3
Harrisonburg Department of Transportation	1	1			2
JAUNT	1		1		2
Loudoun County	1	1			2
Mountain Empire Older Citizens	1				1
NVTC - Alexandria DASH	1				1
NVTC - Arlington Transit	1	1		1	3
Petersburg Area Transit	1	1			2
RADAR	1				1
STAR Transit	1				1
Suffolk Transit				1	1
Valley Metro	1				1
Virginia Regional Transit	1				1
Williamsburg Area Transit Authority	1				1
WinTran	1	2	1		4
TOTAL	29	9	4	7	49

Appendix 6: Facilities with TERM Ratings Below a 3.0

Agency Name	Administration Facilities	Maintenance Facilities	Passenger Facilities	Parking Facilities	Grand Total
BRITE			1		1
Win Tran		1			1

Appendix 7: Prioritized Equipment Asset Register

Data available via the DRPT [Open Data Portal](#)

Appendix 8: Prioritized Revenue Vehicle Asset Register

Data available via the DRPT [Open Data Portal](#)