

New River Valley Metropolitan Planning Organization

AGENDA
2:00 PM
July 26, 2018

DECLARATION OF A QUORUM AND CALL TO ORDER

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES OF MAY 3, 2018 MEETING (Attachment # 1)

III. APPROVAL OF BYLAWS REVISION – At the May 3, 2018 meeting, it was the consensus of the members present to change the Bylaws so that the elections of the Chair and Vice-Chair would be elected to a two (2) year term instead of the current one (1) year term. In accordance with the Bylaws, that change is to be voted on at this meeting. (Amended Bylaws and suggested resolution is in Attachment # 2)

IV. ELECTION OF OFFICERS FOR 2018-2019 (Attachment # 3)

V. SELECTION OF REGULAR MEETING DATE

VI. PUBLIC ADDRESS

A. Each speaker is limited to five minutes with a total of thirty minutes maximum for public address.

VII. OLD BUSINESS - None

VIII. NEW BUSINESS

A. **Resolution of Appreciation for Bruce Brown** – Bruce Brown has served on the NRV MPO since the MPO expanded in 2013 to add the City of Radford and a portion of Pulaski County. His term as Mayor of Radford has come to an end as well as his appointment to the Policy Board of the MPO. The MPO wishes to recognize his service to further the regional goals of the MPO. (Suggested resolution is in Attachment # 4)

- B. Approval of Task Order with the New River Valley Regional Commission (NRVRC) to develop the MPO update to the Constrained Long Range Transportation Plan (2045 CL RTP) –** The update of the CL RTP will need to be approved by November 2020. In order for this to be accomplished, the MPO needs to begin the process this year. The NRVRC can accomplish all of the update except the traffic modelling. The MPO is working with VDOT so that we may accomplish what is needed. The NRVRC developed a task order and fee proposal. The fee is approximately \$30,000 less than hiring an outside consultant. The TAC has reviewed the task order and fee proposal and recommends approval. (Task Order and suggested resolution are in Attachment # 5)
- C. Approval of Amendment # 2 to the 2018-2021 Transportation Improvement Program (TIP) –** An Amendment to the 2018-2012 TIP is needed to allow Blacksburg Transit to utilize some lapsing federal funds. The Amendment has been advertised in the local newspapers and on the MPO website and sent to the governmental regulatory agencies and the MPO Interested Parties. No comments were received. (The 2018-21 TIP with Amendment # 2 and suggested resolution is in Attachment # 6)
- Support for projects to be submitted by localities and the MPO through the Smart Scale Program –** Any projects that are submitted by localities or the MPO need to be endorsed by the MPO and also state that the project is identified in the MPO CL RTP or is in compliance with it. Blacksburg will be submitting 1 application, Christiansburg will be submitting 4 applications, Montgomery County will be submitting 2 applications, Pulaski County will be submitting 1 application, and the MPO will be submitting 4 applications. (Overview of the projects and suggested resolutions are in attachment # 7)
- D. Transit Funding and Reforms -** There have been many changes recently at VDRPT. Nick Britton will give an overview of the changes in funding and other reforms underway.

IX. EXECUTIVE DIRECTOR REPORT

- A. VDOT update – Ken King
- B. Passenger Rail Station Study update – Kevin Byrd
- C. Performance Measures update
- D. Other Items

X. OTHER BUSINESS

XI. INTO CLOSED MEETING

PROPOSED RESOLUTION:

BE IT RESOLVED, The MPO Policy Board hereby enters into Closed Meeting for the purpose of discussing the following:

Section 2.1-3711 (1) Discussion, Consideration, or Interviews of Prospective Candidates for Employment; Assignment, Appointment, Promotion, Performance, Demotion, Salaries, Disciplining or Resignation of Specific Officers, Appointees or Employees of Any Public Body

1. Personnel Matter

XII. OUT OF CLOSED MEETING

PROPOSED RESOLUTION:

BE IT RESOLVED, The MPO Policy Board hereby ends their Closed Meeting to return to Regular Session.

XIII. CERTIFICATION OF CLOSED MEETING

WHEREAS, The MPO Policy Board has convened a Closed Meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3711 of the Code of Virginia requires a certification by the Policy Board that such Closed Meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED, The MPO Policy Board hereby certifies that to the best of each member's knowledge (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as identified in the motion conveying the closed meeting were heard, discussed or considered by the Policy Board.

VOTE

AYES

NAYS

ABSENT DURING VOTE

ABSENT DURING MEETING

XIV. ANNUAL PERFORMANCE REVIEW OF EXECUTIVE DIRECTOR AND AMENDMENT TO EMPLOYMENT AGREEMENT (Attachment #8)

XV. NEXT SCHEDULED MEETING

The next scheduled meeting is September 6, 2018 at 2:00 PM in the Montgomery County Government Center.

XVI. AJOURNMENT

**New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073**

Minutes

May 3, 2018

MEMBERS

PRESENT:

Craig Meadows	-Montgomery County
Anne McClung	-Town of Blacksburg
Michael Sutphin	-Town of Blacksburg
Mary Biggs	-Town of Blacksburg
Randy Wingfield	-Town of Christiansburg
Melissa Skelton	-City of Radford
Jason Soileau	-Virginia Tech
Kevin Byrd	-NRVRC
David Clarke	-VDoT
Dan Brugh	-NRV MPO
Randal Gwinn	-Recording Secretary

ABSENT:

Kevin Jones	-FHWA
Nick Britton	-DRPT
Joe Guthrie	-Pulaski County
Fritz Streff	-New River Community College
Tony Cho	-Federal Transit Administration-Region 111
Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority
James Perkins	-Radford University
Brian Booth	-Radford Transit
Monica Musick	-Pulaski Transit
Michael Gray	-VDoT
Tom Fox	-Blacksburg Transit
Ken King	-VDoT
Bruce Brown	-City of Radford
Michael Barber	-Town of Christiansburg

OTHERS

PRESENT:

Elijah Sharp	-NRVRC
Erik Olsen	-NRV MPO/BT
Mike Mucha	-DRPT
Debbie Swetnam	-Blacksburg Transit

DECLARATION OF A QUORUM AND CALL TO ORDER

Chairman Craig Meadows declared a quorum and called the meeting to order at 2 P.M.

APPROVAL OF AGENDA

Craig asked for comments on the proposed agenda. Hearing none, he asked to hear a motion for approval of the agenda.

On a motion by Anne McClung seconded by Melissa Skelton and carried unanimously, the proposed meeting agenda was approved.

APPROVAL OF MINUTES OF NOVEMBER 2, 2017 MEETING

Craig next asked for discussion of or corrections to the meeting Minutes from the November 2, 2017 Policy Board meeting. Hearing none he then called for a motion to approve the Minutes.

On a motion by Anne McClung seconded by Michael Sutphin and carried unanimously, the Minutes dated August 24, 2017 were approved.

PUBLIC ADDRESS

There were no citizens wishing to address the group at this meeting.

OLD BUSINESS

Concurrence with the appointment of the Bikeshare Advisory Committee

Craig reported that since the last meeting he has appointed an Advisory Committee to assist with the implementation of the Bikeshare Program. Craig further explained that this is an administrative action that the Chairman can perform however the action also needs to be concurred with by the Policy Board. Craig then referred the group to attachment # 2 of the meeting packet which consisted a list of the Advisory Committee members and a suggested resolution for the Board's consideration.

There was no discussion so Craig asked to hear a motion on the suggested resolution.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously, the suggested resolution of concurrence with the appointment of a NRV MPO Bikeshare Advisory Committee was approved and follows in its entirety:

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution of concurrence with appointment of a NRV MPO Bikeshare Advisory Committee.

On a motion by Melissa Skelton seconded by Randy Wingfield and carried unanimously,

WHEREAS, a Bikeshare Program is being developed through a grant from VDRPT in three (3) of the member localities; and

WHEREAS, decisions need to be made regarding initial startup and financing, and

WHEREAS, a regional advisory committee is needed to guide the program, and

WHEREAS, the affected localities submitted names for their representatives.

WHEREAS, future expansion will require expansion of the committee.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO Policy Board concurs with the Chairman in appointment of the Bikeshare Advisory Committee.

F. Craig Meadows, Chairman

Concurrence with the appointment of the Rail Station Ownership & Maintenance Advisory Committee

Craig reported that he has also appointed an Advisory Committee to work with the NRV Regional Commission in developing costs, phasing, and possible models for the construction and maintenance of a station for passenger rail service in Christiansburg. This action also requires concurrence by the Policy Board.

Craig then asked Eli to explain the role that the Regional Commission plays in this effort. Eli explained that the Regional Commission's role is to host and facilitate the Advisory Committee meetings and report their progress to the TAC. The TAC will have oversight of the study and ultimately report the results back to the Policy Board.

There was no further discussion and Craig then referred the group to attachment # 3 of the meeting packet which consisted a list of the Advisory Committee members and a suggested resolution for the Board's consideration and asked to hear a motion on the suggested resolution.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously, the suggested resolution of concurrence with the appointment of a NRV MPO Rail Station Ownership and Maintenance Advisory Committee was approved and follows in its entirety:

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution of concurrence with appointment of a NRV MPO Rail Station Ownership and Maintenance Advisory Committee.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously,

WHEREAS, the NRV MPO has approved conducting a study to determine options for development of a passenger rail station and future maintenance; and

WHEREAS, the NRV MPO has issued a task order to the New River Valley Regional Commission (NRV RC), and

WHEREAS, decisions need to be made regarding options for development, ownership, and future maintenance of a station, and

WHEREAS, a regional advisory committee is needed to assist the TAC in developing options, and

WHEREAS, this committee will work with and report to the TAC, and

WHEREAS, the affected localities submitted names for their representatives.

NOW, THEREFORE BE IT RESOLVED THAT:

The New River Valley MPO Policy Board concurs with the Chairman in appointment of the Rail Station Ownership and Maintenance Advisory Committee.

F. Craig Meadows, Chairman

NEW BUSINESS

Approval of the 2018-19 UPWP

Dan reported that the TAC has developed a draft of the UPWP which is the MPO's annual work program for fiscal year 2018-19. Basically it is updates for the 5303 funding for Transit and other planning, excluding that used for highways, and the 5303 funding increased slightly this year. Also included is the PL funding which comes to us through VDOT, this went down about \$8,000 - \$9000 which we are still attempting to understand as the PL funding that the State received went up this year. Other than the funding updates there are no changes in the UPWP from what we've done in the previous year. The draft has been advertised in the local newspapers, posted on the MPO website and emailed to the MPO Interested Parties and Regulatory Agency distribution lists with no public comments being received as a result. The TAC recommends approval and attachment # 4 of the meeting packet contains a suggested resolution for Policy Board acceptance of the draft UPWP for fiscal year 2018-19 and its supporting resolutions that also need renewed annually.

There was no discussion and Craig called for a motion on the resolution and suggested that the group move on all of the resolutions pertinent to the draft UPWP as a batch.

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously, the resolution and its supporting resolutions were approved as a batch and follow in their entirety:

New River Valley Metropolitan Planning Organization

May 3, 2018

Resolution approving the NRV MPO FY 2018-19 Unified Planning Work Program

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously,

WHEREAS, the 2018-19 Unified Planning Work Program (UPWP) will serve as the basis for all Federal (FHWA, FTA) funding participation and will be included in all requests for transportation planning funds, and

WHEREAS, the UPWP details all transportation and transportation related planning activities anticipated in the upcoming fiscal year; and

WHEREAS, the Request for Comment was advertised in The Roanoke Times, The News Journal, and News Messenger for thirty days; and

WHEREAS, Comments were also solicited from the MPO Email list, the MPO Interested Parties, and the Governmental Regulatory Agencies; and

WHEREAS, one comment was received and given due consideration, and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby approves the FY 2018-19 Unified Planning Work Program and authorizes the Executive Director to make any administrative changes as requested by the Federal Highway Administration, Federal Transit Administration, VDRPT, or VDOT.

F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution to authorize the Executive Director / Chairman to execute annual agreements with VDoT, VDRPT, and Montgomery County

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously,

WHEREAS, the MPO receives funding from VDoT for expenditures made for MPO activities; and

WHEREAS, the Policy Board has approved the Unified Planning Work Program (UPWP) for 2018-19; and

WHEREAS, an agreement needs to be executed for expenditure of these funds.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director/Chairman to execute agreements with VDoT, VDRPT, and Montgomery County as fiscal agent, subject to approval by Montgomery County, the Montgomery County Attorney, the MPO Chairman and the MPO Executive Director.

F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution to authorize the Executive Director/ Chairman to execute annual FTA Certifications and Assurances.

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously,

WHEREAS, the MPO receives funding from FTA for expenditures made for MPO activities; and

WHEREAS, the MPO needs to annually certify that the MPO is adhering to all Federal Regulations.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director / Chairman to execute the annual Certifications and Assurances for FTA.

F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Designation Resolution

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously,

BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the New River Valley Metropolitan Planning Organization Policy Board Chairperson to authorize the Town of Blacksburg and City of Radford as the designated recipients for the receipt and eligible use of available FTA and VDRPT Operating and Capital Funds.

Certification

The undersigned duly qualified and acting as authored officials of the New River Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the New River Valley Metropolitan Planning Organization on May 3, 2018.

F. Craig Meadows, Chairman

J. Dan Brugh, Executive Director

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution authorizing the filing of an application with the Virginia Department of Rail and Public Transportation, for grants of federal funds under the Federal Transit Act Section 5303 program and state matching funds.

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously,

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provision of the local funds to support project costs; and

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide certifications and assurances that all pertinent Federal statutes, regulations, executive orders and directives will be obeyed and it is the intent of this Body to comply fully with all required certifications and assurances; and

WHEREAS, it is the goal of this Body that minority business enterprises (disadvantaged business enterprise and Women business enterprise) be utilized to the fullest extent possible in

connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services:

NOW THEREFORE, BE IT RESOLVED BY THE NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION,

1. That the Chairperson of the Policy Board is authorized to prepare and file an application on behalf of New River Valley Metropolitan Planning Organization with the Virginia Department of Rail and Public Transportation for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That the Chairperson of the Policy Board is authorized to execute and file with such application all necessary certifications and assurance or any other document required by Virginia Department of Rail and Public Transportation in connection with the application or the project.
3. That the Chairperson of the Policy Board is authorized to set forth and execute Minority business enterprise (disadvantaged enterprise business and woman enterprise) policies and procedures in connection with procurements under this project.
4. That the Chairperson of the Policy Board is authorized to execute a grant agreement on behalf of the New River Valley Metropolitan Planning Organization, with the Virginia Department of Rail and Public Transportation to aid in the financing of the project.
5. That the Chairperson of the Policy Board hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this Body.

The undersigned duly qualified and acting Executive Director of the New River Valley Metropolitan Planning Organization Policy Board certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the New River Valley Metropolitan Planning Organization held on May 3, 2018.

F. Craig Meadows, Chairman

Approval of the Bus Stop Safety and Accessibility Studies for Radford Transit and Pulaski Area Transit

Eli reported that these studies were conducted in a similar manner as the one done for Blacksburg Transit a couple of years ago. Fifty bus stops for Radford Transit and Pulaski Area Transit were examined to ascertain how well they are performing for handicap accessibility,

visibility for bus drivers and riders, and ease of access to those stops. Site visits were performed at the sites and then they were rated against some prioritization criteria which the Transit Operator can continue to utilize going forward. Conceptual renderings of potential improvements and cost estimates were developed for the top ten sites. The key outcome of the study is determining what can be done at those sites to enhance the accessibility standpoint.

Dan commented that the criteria for each of those two studies was a little different however they were all similar to those used for Blacksburg Transit's study. The Regional Commission worked with each of the Transit Operators to fashion criteria that best suited their needs and we ended up with two more good work products as a result.

Kevin commented that these studies provided a chance for the Regional Commission to utilize their Rural Transportation Funds with the MPO to conduct these studies for the entire region as Pulaski's service is a combination of Urban and Rural and this allow us to evaluate all their stops.

There was no discussion so Craig asked to hear a motion on the two suggested resolutions provided in attachment # 5 of the meeting packet.

On a motion by Randy Wingfield seconded by Melissa Skelton and carried unanimously, the resolutions were approved and follow in their entirety:

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution to accept the final report on the Bus Stop Safety and Accessibility Study for Radford Transit.

On a motion by Randy Wingfield seconded by Melissa Skelton and carried unanimously,

WHEREAS, the NRV MPO conducted a study to evaluate bus stops within the service area of Radford Transit and develop a prioritization tool in order to efficiently program improvements to bus stops; and

WHEREAS, the NRV MPO approved conducting the study and utilized the New River Valley Regional Commission to conduct the study, and

WHEREAS, the study is complete and the TAC recommends acceptance.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO Policy Board accepts the final report of the Bus Stop Safety and Accessibility Study for Radford Transit.

F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution to accept the final report on the Bus Stop Safety and Accessibility Study for Pulaski Area Transit.

On a motion by Randy Wingfield seconded by Melissa Skelton and carried unanimously,

WHEREAS, the NRV MPO conducted a study to evaluate bus stops within the service area of Pulaski Area Transit and develop a prioritization tool in order to efficiently program improvements to bus stops; and

WHEREAS, the NRV MPO approved conducting the study and utilized the New River Valley Regional Commission to conduct the study, and

WHEREAS, the study is complete and the TAC recommends acceptance.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO Policy Board accepts the final report of the Bus Stop Safety and Accessibility Study for Pulaski Area Transit.

F. Craig Meadows, Chairman

Approval of Amendment # 1 to the 2040 Long Range Transportation Plan (LRTP)

Dan reported that the 2040 LRTP was approved as required in November 2015. Long Range Plans must span a minimum of twenty years so when they approach the twenty year mark we approve one that goes out an additional five years. Unfortunately, in November 2015 we did not have accurate estimates of the funding we would have available within the next twenty years from VDOT, instead the funding that they projected that the MPO was going to get for the twenty years was less than what was already programmed in VDOT's Six Year Plan. In order to

approve a LRTP in November project estimated costs were removed and the MPO only submitted the project list. The requirement for those projects is for them to be fiscally constrained and the intent then was for VDOT to provide us with funding estimates in the near future so that we could do an amendment to the LRTP. In June/July of 2016 VDOT still had not provided funding projections. At that time, Dan took the Six Year Plan numbers and prorated the remainder of the funding that they had projected to come up with a number for the MPO. The estimated costs of the projects were put back in the LRTP and sent it to VDOT for concurrence with no response. In December of 2017 the FhWA contacted VDOT because they had noticed that the approved LRTP was not fiscally constrained. As a result, VDOT now concurs with the revenue projections developed by the MPO in July of 2016 and Amendment # 1 adds the revenue and specific project costs back into the document. No other changes were made. This amendment was advertised in the Roanoke Times, the News Messenger, and the New Journal and sent to the MPO Interested Parties list as well as the governmental regulatory agencies seeking comment. No comments were received. The TAC has reviewed and recommends approval. The 2040 LRTP with Amendment # 1 as well as a recommended resolution is in Attachment # 6 of the meeting packet for your consideration.

There was no discussion so Craig asked to hear a motion on the suggested resolution for approval of Amendment # 1 of the 2040 LRTP.

On a motion by Michael Sutphin seconded by Anne McClung and carried unanimously, the resolution was approved and follows in its entirety:

***New River Valley
Metropolitan Planning Organization***

May 3, 2018

Resolution to Approve Amendment # 1 to the 2040 Long Range Transportation Plan

On a motion by Michael Sutphin seconded by Anne McClung, and carried unanimously,

WHEREAS, provisions in the Federal legislation require that the LRTP be fiscally constrained; and

WHEREAS, when the 2040 LRTP was approved in November 2015, accurate funding projections were not available; and

Whereas, the 2040 LRTP was approved without financial data included, and

Whereas, financial data is available now that demonstrates financial constraint, and

Whereas, the TAC developed Amendment # 1 to incorporate the financial portion of the 2040 LRTP and advertised for public review and comment, and

WHEREAS, comments were solicited from the public, interested parties, and State and Federal regulatory agencies and the proposed Amendment was posted on the MPO website and no comments were received; and

WHEREAS, the TAC recommends approval of Amendment #1 to the 2040 Long Range Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization approves Amendment #1 to the MPO 2040 Long Range Transportation Plan.

J. Dan Brugh, Executive Director

Approval of the NRV MPO Regional Freight Study

Eli reported the purpose and the process used to conduct this study. The study primarily examined freight moved by truck in this region as 98% of our freight moves by truck. An interesting discovery was the fact that a lot of our truck freight travels westward at travel distances typical of rail traffic; considering our proximity to the Heartland and Crescent Corridors it is surprising that the region is not utilizing train service for those hauls. There are some other interesting items revealed in the Study as well. The Study covers base year 2012 through 2045 so there are some projections of what some of our manufacturing industries may be going forward and if some of the projections for our top five to ten categories occur, their manufacturing processes may be more reliant on air freight and our airports may become increasing important in the future. Key takeaways are an action plan for things we hope to accomplish over the next ten years, most of these items are already included in VDOT's Six Year Improvement Program however there are some that are not. There are several plans or studies that the region hopes to conduct based on some of the findings. The region also needs to identify our critical freight network for both the urbanized and rural areas - what are the key corridors and pieces of infrastructure that are most essential from a freight perspective here in the New River Valley.

Dan commented that this study came at a good time since VDOT is working on a Statewide Rail Plan. Eli has shared the draft version with VDOT so that they are aware of our perspective on freight movements in the New River Valley.

There was no discussion so Craig asked to hear a motion on the suggested resolution for approval of the NRV MPO Regional Freight Study included in attachment # 7 of the meeting packet.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously, the suggested resolution was approved and follow in its entirety:

*New River Valley
Metropolitan Planning Organization*

May 3, 2018

Resolution to approve the NRV Regional Freight Study

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously,

WHEREAS, the NRV MPO approved conducting a joint regional freight study with the New River Valley Regional Commission (NRV RC); and

WHEREAS, the NRV RC has completed the study including interviews with major freight movers within the New River Valley, and

WHEREAS, the NRV RC coordinated the study with VDOT, and

WHEREAS, the NRV MPO TAC has reviewed and recommends approval,

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO Policy Board approves the final report of the New River Valley Regional Freight Study.

F. Craig Meadows, Chairman

Terms for Chairman and Vice-Chairman

Dan reported that our current Bylaws state that the terms for Chairman and Vice-Chairman are for one year with an election in July each year. Since the MPO usually meets around 4 times a year, consideration should be given to extending the term to 2 or 3 years. The Roanoke MPO is for 2 years and other MPOs have longer terms. There is no requirement for the term length, so the Policy Board can decide providing there is a 30-day review period by the voting membership which a change to the Bylaws requires.

There was a brief discussion to decide on what the term lengths would be if a change is desired. A change in term lengths will have no effect on reappointing incumbents if so desired.

It was consensus of the Board to change the renewal of the terms for Chairman and Vice-Chairman to two years and vote on a resolution to that effect at our next meeting.

EXECUTIVE DIRECTOR'S REPORT

VDOT Report

David reported for VDOT. The final truck rodeo for this year was held today and David Light from Christiansburg won the competition. Next Thursday, May 10th is the VDOT Six Year Plan meeting for the Salem District and it will be held at 4:00 pm in the Holliday Inn at Valley View in Roanoke. The Secretary of Transportation will be in attendance and perhaps the Commissioner will be there as well. It is anticipated that the Secretary will offer some remarks on I-81 and upcoming efforts by the General Assembly to identify solutions to its ongoing issues in Virginia. Another topic to be discussed will be Smart Scale and everyone is encouraged to attend and participate in discussions on the various topics being presented.

There are a number of projects about to start such as Franklin Street in Christiansburg, North Main Street-Rt. 460 intersection project in Blacksburg, Rt. 100 in Giles County which is a shoulder and guardrail project with adding some rumble strips on the four lane section, the Christiansburg Rt. 460 Ramp project, and various others.

Performance Measures Update

Dan reported that in November the MPO approved performance measures for safety, adopting the State Safety Performance Measures. Those were only one of a number of performance measures the MPO is required to address. Additional performance measures will be coming out sometime this month and the MPO will need to take action on them within 180 days of VDOT providing them to us. Sometime between now and the end of the year we will need to adopt these additional items which address operations, maintenance, bridges and other items that the MPO has very little control over. The performance measures for Transit will be done by the Transit Providers and DRPT will expect the MPO to endorse these once the Transit Providers have acted upon them. It is anticipated that the Transit Providers will adopt the Tier II Standards that the State is developing for statewide use.

Endorsement for Smart Scale Projects

Dan reported that this year it is required that the MPO pass a specific resolution of support for any project that a locality requests if it is not already included in the current Long Range Plan. At this time, we do not know what projects the localities are going to be applying for nor if they are already included in the LRP. We will be contacting the localities and asking that they inform us of what project requests they intend to submit so that we can check to see if they are outside of the LRP and prepare resolutions for them if they aren't. The deadline for submissions is August 1st so we will need to act on this at our July meeting.

Insofar as the MPO is concerned, in the last two cycles we've submitted the Exit 114 Interchange at Rt. 8 in Christiansburg project and unless the Board decides differently we will submit that again. Court Rosen who represents us on the CTB has conferred with VDOT and they advise that we should split that project into two separate projects and submit two different applications, one for the Interchange upgrade and one for the Park and Ride lot. Combining these into one project causes the project to elevate from a Level 1 to a Level 2 project which carries the requirement for

sound walls at the expense of about four million dollars. If we submit two separate projects, then the requirement for sound walls is avoided and the project submissions will score better.

Another project that the MPO submitted previously was for the Smart Road extension to I 81. We will submit it again as well unless the Board desires otherwise.

The final project the MPO intends to submit is for a deceleration lane and lighting at the Route 460 eastbound exit ramp to westbound Route 460 Business (Franklin Street). The ramp was requested in the last cycle and received funding. These items were removed due to funding limitations.

Other Items (None)

There was no other business discussed.

OTHER BUSINESS

There were no other items of business to discuss.

NEXT MEETING

The next scheduled meeting is July 5, 2018. Due to the close proximity of the meeting to the July 4th holiday the meeting will be rescheduled to later in the month of July. Randal will poll the membership for an agreeable meeting date and send out an announcement to the group.

ADJOURNMENT

With no other items on the agenda for discussion Craig adjourned the meeting at 2:45 PM.

**New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073**

July 26, 2018

Resolution approving an amendment to the MPO bylaws to change election of MPO Officers to two (2) years.

On a motion by _____, seconded by _____ and carried unanimously,

WHEREAS, the current Bylaws of the MPO require election of Officers every year; and

WHEREAS, since the MPO Policy Board meets only 4-5 times a year; and

WHEREAS, most other MPOs in the State have two (2) year terms for the Officers; and

WHEREAS, this amendment was developed at the MPO Policy Board meeting on May 3, 2018 and has met the requirement of at least 30 days before being voted on;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the New River Valley Metropolitan Planning Organization hereby approves the recommended amendment to the MPO Bylaws to change election of Officers to two (2) years.

Attest: _____
Dan Brugh, Executive Director

**BYLAWS OF THE
NEW RIVER VALLEY
METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

Approved _____

ARTICLE I - NAME AND AUTHORITY

The name of this organization shall be known as the New River Valley Metropolitan Planning Organization and shall have such authority as prescribed in a Memorandum of Understanding for a Continuing, Cooperative, and Comprehensive Transportation Planning Process for the “Blacksburg Urbanized Area” which has been executed by the Virginia Department of Transportation, hereinafter referred to as the DEPARTMENT; the New River Valley MPO on behalf of the City of Radford, the Towns of Blacksburg and Christiansburg, and portions of the Counties of Montgomery and Pulaski, hereinafter referred to as the LOCALITIES.

ARTICLE II - PURPOSE AND POWERS

The MPO shall be the policy decision-making body for the New River Valley Area Transportation Study (hereinafter referred to as the “Study”) and shall be responsible for the coordination of all transportation planning activities of the various transportation-related agencies that have both a direct and indirect impact on the Study for the purpose of carrying out the continuing, cooperative, and comprehensive (‘3-C’) transportation planning and programming process as defined in Section 134 of Title 23 U.S.C.; 49 U.S.C. 5323(1); 23 CFR., Subchapter E, Parts 420 and 450; 49 CFR., Chapter VI, Part 613, and in accordance with the constitution and statutes of the Commonwealth of Virginia.

In carrying out its responsibility for the Study Area, the MPO shall:

- a. Establish policy for the continuing, comprehensive, and cooperative transportation planning process.
- b. Review the transportation plan for the study area on an annual basis.
- c. Determine when a revaluation of the transportation plan for the study area is necessary.
- d. Review the results of the revaluation.
- e. Recommend action by other appropriate agencies.
- f. Revise the study area, defined by the “Metropolitan Planning Area boundary”, as required, and in conjunction with the DEPARTMENT.
- g. Review and approve the annual planning documents as required by the U.S. Department of Transportation Regulations, as amended.

- h. Perform other reviews and evaluations that may be required to expedite the process.
- i. Review and approve the technical and modeling process for the Study.

ARTICLE III - MEMBERSHIP

The membership shall be in accordance with the Memorandum of Understanding (MOU) as adopted by the MPO and approved by the DEPARTMENT as follows:

City of Radford	1 Elected Official/alternate 1 Appointed Official
Town of Blacksburg	1 Elected Official/alternate 1 Appointed Official
Town of Christiansburg	1 Elected Official/alternate 1 Appointed Official
Montgomery County	1 Elected Official/alternate 1 Appointed Official
Pulaski County	1 Elected Official/alternate 1 Appointed Official
VDOT	1 member designated by and empowered to participate on behalf of the Secretary of Transportation

There shall also be one non-voting representative designated by and representing each of the following agencies.

Planning District Commission	1 non-voting member
Virginia Tech	1 non-voting member
Radford University	1 non-voting member
New River Community College	1 non-voting member
Blacksburg Transit	1 non-voting member
Radford Transit	1 non-voting member
Pulaski Area Transit	1 non-voting member

VA Tech/Montgomery Executive Airport Authority	1 non-voting member
Federal Highway Administration	1 non-voting member
Federal Transit Administration	1 non-voting member
Virginia Department of Rail and Public Transportation	1 non-voting member
MPO Manager	1 non-voting member

Any other agencies as may be agreed upon by a majority of all voting representatives of the MPO.

ARTICLE IV - VOTING

Section 1 - Voting Rights - Each MPO member with voting rights shall have one (1) equal vote in all matters before the MPO. At any meeting at which an alternate member is present, having been designated by a member jurisdiction, in the event of the absence from that meeting of the named member from that jurisdiction for any reason, such alternate shall be entitled to all the rights and privileges of the absent member, including the right to vote on all issues.

Section 2 - Recorded Vote - If requested by a voting member of the MPO, the vote of each MPO member, both negative and affirmative, shall be recorded in the official minute book of the MPO

Section 3 - Proxy Votes - Voting by proxy shall not be permitted.

ARTICLE V - OFFICERS

Section 1 - Types of Officers - Officers of the MPO shall consist of a Chair, Vice-Chair, and a Secretary.

Section 2 - Terms of Office - The Chair and Vice-Chair shall be elected by the membership of the MPO, shall serve for **two (2) years**, or until their successors are elected, and shall be eligible for re-election. The Executive Director shall serve as Secretary to the MPO. The Chair and Vice-Chair shall not be from the same jurisdictions.

Section 3 - Election of Officers - The election of officers shall be held at **a** MPO organizational meeting, which shall be the regular July meeting and those members elected to office shall assume their duties immediately. A majority vote of the current voting membership of the MPO shall be required for election to any office.

Section 4 - Vacancies - If for any reason any office becomes vacant during the year, an election to fill the office shall be held at the next regular meeting of the MPO, and the new officer so elected shall complete the unexpired term of the succeeded officer. A vacancy occurs upon the date an elected official or appointed official leaves office.

Section 5 - Powers and Duties of Officers - The powers and duties of the officers of the MPO shall be as follows:

- a. The Chair shall have the recognized and inherent duties and powers of the office of the chair; shall preside over all meetings of the MPO; shall be eligible to vote on all issues; shall appoint all committees necessary to the MPO, with confirmation by the MPO; shall have the authority to delegate any routine function to a member of the MPO staff; and shall perform such other duties as may from time to time be assigned by the MPO.
- b. The Vice-Chair shall, in the absence or inability of the Chair, perform all the duties and exercise all the powers of the Chair and such other duties assigned by the MPO.
- c. The Secretary, in cooperation with the MPO staff, shall be responsible for the preparation of the minutes of all meetings and for the preparation of all MPO correspondence. The Secretary shall also be responsible for maintenance of all official MPO records. The Secretary, in the absence or inability of the Chair and Vice Chair, shall perform all the duties and exercise all the powers of those officers. The MPO may assign other duties to the Secretary if necessary.

Section 6 - Line of Succession - At any given meeting when the Chair, Vice-Chair, and Secretary are absent, the first order of business at the meeting shall be the election of a temporary chairman for that meeting.

ARTICLE VI - STAFF SUPPORT AND FINANCIAL RESPONSIBILITIES

Section 1 - General Staff Support - The full time staff of the MPO shall be the MPO Executive Director. The staff shall be provided assistance from the staff of the DEPARTMENT, the LOCALITIES, and the Federal Highway Administration.

Section 2 - Allocation of Funds - The MPO shall prepare the annual Unified Planning Work Program which allocates Federal Metropolitan Planning (PL) and Transit Planning (Section 5303) funds.

Section 3 - Financial Records - The financial records of the MPO shall be maintained by the staff at the direction of the MPO.

Section 4 - Fiscal Year - The fiscal year of the MPO shall be July 1 - June 30.

Section 5 - MPO Member Liability - Individual MPO members, acting as members of the MPO, shall not be personally liable for any loss of funds as a result of acts performed in good faith while conducting the usual business of the MPO.

ARTICLE VII - COMMITTEES

Section 1 – Technical Advisory Committee - The MPO shall create a Technical Advisory Committee composed of individuals with technical knowledge in transportation matters to provide technical review and comment. Non-voting members of the MPO may also be represented. The Technical Committee, if desired, may adopt its own bylaws.

Section 2 - Special Committees - The Chair may, from time to time, establish such special committees as deemed desirable for the effective promulgation of MPO affairs and shall appoint the members thereto with concurrence of the MPO.

ARTICLE VIII - MEETINGS

Section 1 - Regular Meetings - The MPO shall establish a regular date and place for its meetings at the annual organizational meeting, which shall be the regular July meeting of each year. The chair may establish an alternate meeting date to substitute for conflicts caused by other reasons.

Section 2 - Special Meetings - Special meetings may be called by the chair or on petition of one-third of the MPO voting members.

Section 3 - Public Hearings - The MPO shall conduct all public hearings required by law or if such hearing will be in the public interest.

Section 4 - Meetings Open to the Public - Meetings of the MPO shall be open to the public. The MPO, however, may hold closed meetings in accordance with the Virginia Freedom of Information Act.

Section 5 – Quorum - A majority of the current voting membership of the MPO shall be required to constitute a quorum.

Section 6 - MPO Agenda and Minutes - The staff of the MPO shall prepare an agenda and prepare the minutes of each meeting. The minutes shall be presented at the next MPO meeting for approval. After the minutes have been duly approved, said minutes shall be distributed to all members of the governing bodies and any transportation-related agency and others deemed appropriate. The minutes shall be recorded in an official minute book of the MPO.

ARTICLE IX - PARLIAMENTARY PROCEDURES

Except as herein provided, all matters of procedure shall be governed by Roberts Rules of Order, latest revised edition.

ARTICLE X - AMENDMENTS

Any proposed amendment to these bylaws shall be presented in writing to the members of the MPO and read at a regular MPO meeting. The members of the MPO shall have at least thirty (30) days to review the proposed amendments. At a regular meeting of the MPO thereafter, a majority vote of the current voting members of the MPO shall be required to adopt any proposed amendments to the bylaws.

ARTICLE XI - EFFECTIVE DATE

These bylaws and any amendments thereto, shall become effective immediately upon adoption by the MPO.

F. Craig Meadows, Chairman
New River Valley Metropolitan Planning Organization

*New River Valley
Metropolitan Planning Organization*

ELECTION OF OFFICERS

In accordance with the bylaws of the MPO, officers are elected for a two-year term. Officers are eligible for re-election and each of the officers must be from different jurisdictions.

Current officers are: Craig Meadows, Chairman

Anne McClung, Vice Chairman

ELECTION OF CHAIRMAN

- ▶ MPO Director announces the floor is open to receive nominations for Chairman. No seconds are required for nominations.

Motion by _____ for _____

Motion by _____ for _____

- ▶ Other nominations

- ▶ MPO Director will ask for a motion to close nominations

- ▶ Moved, seconded that nominations be closed...discussion...vote taken to close nominations.

- ▶ Vote taken on nominations for Chairman

All those in favor of _____

All those in favor of _____

- ▶ By a vote of _____ is elected Chairman

**At this point, the MPO Director
will vacate the Chairman's chair and
the newly elected Chairman will be seated**

***New River Valley
Metropolitan Planning Organization***

ELECTION OF VICE CHAIRMAN

- ▶ The Chairman will open the floor for nominations for Vice Chairman. No seconds are required for nominations.

Motion by _____ for _____

Motion by _____ for _____

- ▶ Other nominations

- ▶ Motion to close nominations

- ▶ Moved, seconded that nominations be closed...discussion...vote taken to close nominations.

- ▶ Vote taken on nominations for Vice Chairman

All those in favor of _____

All those in favor of _____

- ▶ By a vote of _____ is elected Vice Chairman

**New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073**

RESOLUTION OF APPRECIATION

Dr. Bruce Brown

July 26, 2018

AT A REGULAR MEETING OF THE NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION HELD ON THE 26th DAY OF July, 2018 AT 2:00 PM IN THE COUNTY ADMINISTRATION MEETING ROOM OF THE MONTGOMERY COUNTY GOVERNMENT CENTER:

On a motion by _____, seconded by _____ and carried unanimously,

WHEREAS, Dr. Bruce Brown has served the New River Valley Metropolitan Planning Organization with dedication and integrity since the MPO was expanded in 2013; and

WHEREAS, the New River Valley Metropolitan Planning Organization recognizes and appreciates his years of service, hard work, and dedication to the MPO.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the New River Valley Metropolitan Planning Organization hereby extends a unanimous vote of appreciation and gratitude to **Dr. Bruce Brown** for his outstanding professional public service and dedication to the MPO and gives their best wishes for continued success in all his future endeavors.

BE IT FURTHER RESOLVED, that the original of this resolution be presented to **Dr. Bruce Brown** as a testimonial of the high esteem and appreciation in which he is regarded by the New River Valley Metropolitan Planning Organization Policy Board and that a copy be a part of the official minutes of the New River Valley Metropolitan Planning Organization.

Attest: _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution to approve updating the New River Valley Metropolitan Planning Organizations Constrained Long Range Transportation Plan (CLRTP) to year 2045.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the current 2040 CLRTP will need to be updated by 2020 to meet the required 20-year minimum planning requirement; and

WHEREAS, the new plan will extend the CLRTP to year 2045, and

WHEREAS, the New River Valley Regional Commission (NRVRC) has developed a task order and cost to update the CLRTP, and

WHEREAS, the funding will come from the 2018-19, 2019-20, and 2020-2021 UPWPs, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves the task order to update the NRV MPO CLRTP; and

FURTHER, the NRV MPO authorizes the Executive Director to execute a contract on behalf of the NRV MPO with the New River Valley Regional Commission to accomplish this work.

Approved _____
F. Craig Meadows, Chairman

NRVMPO 2045 LRTP Plan

Task Order between the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission

1. **Agreement:** This TASK ORDER is issued pursuant to the terms and conditions of this agreement between the New River Valley Metropolitan Planning Organization (hereinafter referred to as the MPO) and the New River Valley Regional Commission (Commission).
2. **Purpose:** The purpose of this project is update the New River Valley Metropolitan Organization's Long-Range Transportation Plan (LRTP). The plan update will provide consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of transportation problems to be addressed. In general, the planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support national and statewide goals. The planning horizon will be updated to 2045.
3. **Scope of Service:** The scope of services contained under this TASK ORDER include, but are not limited to the following:

Task 1: Kickoff and Data Collection

- Compile and review existing plans, studies, and data.
- Develop a public outreach strategy
- Develop a project website
- Prepare an overview video on LRTP purpose and process
- Launch on-going public input methodology (i.e. web comments, email, social media, etc.)
- Public Open House – review key 2040 planning goals and 2045 planning process
- Task estimated completion – November 2018

Task 2: Existing Conditions Analysis

- Identify performance measures and goals
- Prepare a video on progress since last LRTP update (i.e. projects accomplished or in pipeline)
- Identify network deficiencies for passenger vehicles, bicyclist, pedestrians, and public transit
- Review and confirm hotspots and needs analysis
- Update TAZ boundary data with participating localities 1-on-1 (as needed)
- Task estimated completion – June 2019

Task 3: Public Participation and Outreach

- Prioritization of constrained transportation needs
- Cost planning and benefit assessment for constrained project list
- Development of unconstrained transportation needs list
- Media outreach for public meetings (i.e. press releases and/or on-camera interviews)
- Public Meeting: enable public to review and comment
- Task estimated completion – February 2020

Task 4: Plan Development

- Amend plan contents as needed
- Complete draft planning document and consumer version(s)
- FHWA Review
- Task estimated completion – September 2020

4. Period of Performance: The work to be performed under this TASK ORDER shall be started on or about May 15, 2018 and continued until September 30, 2020 unless otherwise amended under the provisions of this TASK ORDER.
5. Cost of Service: The cost of service shall not exceed \$110,000 billed to the MPO. The MPO will be billed quarterly as expenses are incurred, estimated \$40,000 in FY19, \$40,000 in FY20, and \$30,000 in FY21.
6. The MPO agrees to make available any and all information, documentation or records requested by the Commission in order to complete the identified services outlined in this Task Order.
7. Amendment and Termination: This TASK ORDER may be amended or terminated at any time by written agreement between the MPO and the Commission.

New River Valley Regional Commission
Kevin R. Byrd
Executive Director

_____ DATE

New River Valley Metropolitan Planning Organization
J. Dan Brugh
Executive Director

_____ DATE

*New River Valley
Metropolitan Planning Organization*

July 26, 2018

Resolution Approving Amendment # 2 for the 2018-21 TIP

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the MPO approved the 2018-2021 Transportation Improvement Program (TIP) on May 17, 2017, and

WHEREAS, Blacksburg Transit can utilize lapsing federal funds, and

WHEREAS, Amendment # 2 was advertised for public comment, sent to the MPO email list, posted on the MPO website and sent to the MPO Interested Parties and Governmental Review Agencies, and

WHEREAS, no comments were received,

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization approves Amendment # 2 to the 2018-21 TIP.

Approved _____
F. Craig Meadows, Chairman

**Transportation Improvement Program
(TIP)
for the
New River Valley Metropolitan Planning
Organization**

Fiscal Years 2018 – 2021

Approved on May 17, 2017

Amendment # 1 November 2, 2017

Adjustment # 1 May 15, 2018

Adjustment # 2 June 11, 2018

Amendment # 2 -----

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on May 17, 2017. It was prepared for the New River Valley Metropolitan Planning Organization by the Technical Advisory Committee of the New River Valley Metropolitan Planning Organization through a cooperative process involving the Towns of Blacksburg and Christiansburg, the City of Radford, the Counties of Montgomery and Pulaski, Blacksburg Transit, Radford Transit, Pulaski Area Transit, the Virginia Tech - Montgomery Executive Airport Authority, Virginia Tech, Radford University, New River Community College, the Virginia Department of Transportation, the Department of Rail and Public Transportation, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The NRV MPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Dan Brugh at 540-394-2145, TTY/TDD 711.

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Introduction

Purpose and Development

The Transportation Improvement Program (TIP) for the Blacksburg Urbanized Area is a comprehensive listing of transportation activities to be undertaken during the three-year interval for which it is developed. The basic purpose of the TIP is to recommend transportation projects for federal funding while combining the efforts of local jurisdictions into a regionally coordinated plan of improvements. The TIP is developed in accordance with provisions in federal legislation; Fixing America's Surface Transportation (FAST) Act. Information on the FAST Act can be found on the MPO website or at the following link: www.fhwa.dot.gov/fastact/.

Projects are proposed for the TIP by local officials, transit operating officials, the Virginia Department of Transportation and any other agencies or officials responsible for transportation projects within the region. These officials, through the New River Valley Metropolitan Planning Organization (MPO), select and schedule projects that they support for endorsement in the TIP. The Transportation Improvement Program is endorsed annually by the MPO and may be modified by amendments at any time. MPO membership currently includes officials from Montgomery and Pulaski Counties, the Towns of Blacksburg and Christiansburg, The City of Radford, Virginia Tech, Radford University, New River Community College, the New River Planning District Commission, Blacksburg Transit, Radford Transit, Pulaski Transit, the Virginia Tech/Montgomery Regional Airport Authority, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Federal Highway Administration, and the Federal Transit Administration.

The Comprehensive, Continuing, Cooperative (3-C) process of the MPO, provides a natural mechanism by which the plan can be carefully reviewed and updated annually. Annual development of this program helps to clarify future needs, allow revisions to accommodate changing conditions, and allows developing local and regional plans to be continually incorporated. The Technical Advisory Committee to the MPO made up of representatives from local, state, and federal agencies, provides the professional expertise necessary to derive a plan, and ensure that all local and regional interests are considered. Once the program is developed, the MPO reviews and approves the program according to policies adopted by the local governments.

With few exceptions, any proposed transportation project should be included in the TIP to be considered eligible for federal funding. All phases of a project including preliminary engineering, right-of-way acquisitions, or construction should be documented in the TIP.

Understanding the TIP

The arrangement of the Transportation Improvement Program identifies those capital projects anticipated during fiscal years 2018-19, through 2021-22. The project tables generally include a brief description of each project and the projected funding required to complete the project. This document provides detailed project tables for highway improvements including Interstate, Primary, Urban and Secondary system projects; safety improvements, Transportation Alternative projects, public transportation improvements, and airport improvements.

Financial Plan

The New River Valley MPO Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street, airport, and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the FY2040 Long Range Plan adopted in November 2015 and to be constrained to include only projects that we anticipate having enough revenue to complete. A portion of this money is used to maintain and operate the transportation systems. The remainder is for capital projects.

The project tables have been derived from information provided to the MPO staff by the state and local agencies responsible for funding participation. These tables represent the best estimate of project descriptions and costs that can be made in advance of final negotiation. The principal references for the compilation of the roadway improvements section was the Virginia Commonwealth Transportation Board's current Transportation Development Plan, and the reader is directed to this publication for further discussion of the majority of roadway projects included in this report, as well as the Six Year Secondary Road Improvement Program for Montgomery County.

Federal regulations require the TIP to be financially constrained by fiscal year. The STIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the included tables is to demonstrate financial constraint (for Highway Projects, see pp. 9-15; for Transit/Public Transportation Projects, see pp. 16-21; for Airport/Aviation Projects, see pp. 22-23). The tables compare estimated revenues and expenditures by funding source and indicate how much revenue is estimated will be available each year from federal, state and local sources.

Definitions and Abbreviations

- *AC - Advance Construction*
- *ADA - Americans with Disabilities Act*
- *Allocation - An administrative distribution of funds set apart or designated for a special purpose.*
- *Apportionment - A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.*
- *BH – Bridge Rehabilitation Funds*
- *BR – Bridge Replacement Funds*
- *BROS – Bridge (off-system, not on the federal-aid system)*
- *DEMO – Demonstration*
- *Earmarked – To reserve or set aside for a specific purpose*

- *EB – Equity Bonus*
- *EN – Enhancement Funds*
- *IM – Interstate Maintenance Funds*
- *M – Urbanized Funds*
- *MG – Minimum Guarantee*
- *NHS – National Highway System Funds*
- *PAPI – Precision Approach Path Indicator*
- *PPMS – Project Planning Management System (VDOT Tracking System Number)*
- *RPZ – Runway Protection Zone RRP – Rail Highway Protective Devices Funds*
- *RRP – Rail Highway Protective Devices Funds*
- *RRS – Rail Highway Grade Separation Funds*
- *S – State Funds*
- *STP – Surface Transportation Program Funds*
- *UST – Underground Storage Tank*
- *[] – Signifies a Very Preliminary Estimate of Cost*

MASS TRANSPORTATION PROGRAM

Federal Mass Transportation Funding

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991. Brief descriptions of funding categories for capital and operating expenses are given below.

Section 5309 (Formerly Section 3) – These funds are used primarily for large scale capital investment projects such as the construction/implementation of new mass transit systems. Other qualifying projects include extension of existing fixed guide way facilities, new bus or other rolling stock purchases, improvements for rail or bus systems, purchase of right of way and construction of intermodal transfer centers. Section 5309 funds are available to local transit programs on a formula and discretionary basis with 40% of the funds allocated to new rail starts, 40% for rail modernization, and 20% for purchase, replacement, and rehabilitation of buses and related equipment.

Section 5309 projects receive 80% federal funding. Project priority is determined by the state outside of Transportation Management Areas (TMAs – those urbanized areas having a population greater than 200,000). The Metropolitan Planning Organization (MPO) has responsibility for setting project priorities within TMAs.

Section 5307 (formerly Section 9) - These funds may be used for capital and operating expenses. Section 5307 funds are allocated by formula to states for distribution to urbanized areas with a population greater than 50,000. Distribution of these funds to urbanized areas with less than 200,000 is at the state's discretion. States may transfer a limited portion of these funds to Section 5311 (rural transit programming) if approved by an urbanized area declining funds. Operating subsidies may be used for highway projects under certain circumstances.

The Federal Transit Administration will fund 90% of the costs of capital projects to improve bicycle access to mass transit or meet the requirements of the Clean Air Act or Americans with Disabilities Act. Otherwise the federal share of capital costs is 80%. Section 5307 funds can only provide 50% of total operating cost.

MPOs have responsibility for setting project priority within urbanized areas with a population over 200,000. The state has responsibility otherwise.

Section 5310 (Formerly section 16) – These funds are available to qualifying private nonprofit and public agencies to purchase vehicles and equipment necessary to provide special transportation services for elderly and disabled clients. Funds may not be used for operating expenses.

Such acquisitions may receive up to 80% federal funding of the total cost of equipment. Project priority is the responsibility of the state for urbanized areas with a population under 200,000.

Section 5311 (formerly Section 18) – These formula grants are awarded to states for distribution to rural or small urban areas (i.e. areas under 50,000 population) for general public transit projects. Funds may be used for capital or operating expenses.

Up to 80% of capital improvements and up to 50% for operating expenses may be federally funded. Project priority is determined by the state.

The Federal Transit Administration has several other funding programs that are for planning purposes and are generally not referred to in the Transportation Planning and Research Program. One other program is available to encourage development of new privately operated transit services, which is the Entrepreneurial Services Challenge Program.

Mass Transportation Project Justification Narratives

In accordance with FTA reporting procedures discussions of the justification for individual projects applied for under Section 5309 and 5307 of the Urban Mass Transportation Act must be included in the TIP. Section 5310 projects, which are reported through the Virginia Department of Rail and Public Transportation Division, remain unaffected by this requirement.

Operating Assistance (Blacksburg Transit)

Blacksburg Transit, a department of the Town of Blacksburg, Virginia, is a designated recipient of state and federal aid programs for public transit service. BT provides transit service to roughly 65,000 residents of the MPO area. Transit service is provided within the Town of Blacksburg, with a route that runs through Montgomery County to the Town of Christiansburg. Since a majority of Blacksburg Transit ridership is associated with the local university, Virginia Tech, service schedules coincide with the class schedules at the university.

During full service the hours of operation for routes within the Town of Blacksburg town limits are:

Monday – Thursday 7:00 am to 12:45 am

Friday 7:00 am to 2:45 am

Saturday 9:30 am 2:45 am

Sunday 11:30 am to 11:30 pm

During reduced service* the hours of operation are:

Monday – Friday 7:00 am to 10:30 pm

Saturday 9:30 am 9:15 pm

Sunday 11:30 am to 7:15 pm

*note “reduced service” is during the summer and winter breaks. There is no Sunday service in the summer.

Blacksburg Transit’s complementary paratransit service is known as BT ACCESS. BT ACCESS’ door-through-door service for disabled persons in the community is widely recognized as one of the best in the state.

For routes in Blacksburg, Blacksburg Transit maintains an active fleet of 46 full-sized transit buses and 11 Body-On-Chassis (BOC) vehicles. Blacksburg Transit’s fleet is 100 percent accessible. Morning pullout during full service is 34 transit buses and 8 BOC vans. BT provided 3,513,538 passenger trips during fiscal year 2016.

Service for the Town of Christiansburg

Service in the Town of Christiansburg covers all areas within the Town limits. The current routes now include the Go Anywhere! (demand-response), Explorer (deviated fixed route), and Commuter Service routes.

For year round service within Christiansburg, the hours of operation are:

Monday – Thursday 7:00 am to 6:00 pm

Friday 7:00 am to 10:00 pm

Saturday 8:00 am to 11:00 pm

There is no Sunday service.

For the Town of Christiansburg, BT maintains an active fleet of 2 buses and 4 Body on Chassis (BOC) vehicles and all vehicles are accessible.

Blacksburg Transit, in cooperation with Virginia Tech, plans to construct a multi-modal transfer facility (MMTF) to serve the existing and future riders in Blacksburg and the surrounding region. It is envisioned that this facility will be a hub for local and regional transit, creating a centralized transportation center that will promote alternative modes and facilitate non-automobile traffic. The facility will allow future expansion of service to be better served by an expanded and comprehensive transit operation.

The NRV MPO Policy Board has authorized the Town Manager of the Town of Blacksburg on behalf of the NRV MPO to seek federal and state funding to support transit services. The projected program budget is for expenditures to be incurred for the provision of a standard level of transit service system-wide and represents no major changes in eligible expense categories from the previous grant year.

Operating Assistance (Radford Transit)

Radford Transit is a service provided by the City of Radford. Service is contracted through New River Valley Community Services and is a partnership between the City of Radford and Radford University. RT provides service to citizens and students in the City of Radford, Radford University, Fairlawn in Pulaski County, with connecting service to Christiansburg, Blacksburg and the I-81 Park & Ride lot located at exit 118 of Interstate 81. Service is provided year-round with reduced service provided during times when Radford University is not in session.

At times when full service levels are provided typical hours of operation are as follows:

Monday - Wednesday: 7am - 10pm

Thursday - Friday: 7am - 2:40am

Saturday: 10am - 2:40am

Sunday: 6pm - 12am

Reduced service hours (when Radford University is not in session) are as follows:

Monday - Friday: 7am - 7:40pm

Saturday: 10am - 7:40pm

All Radford Transit service is "deviated fixed-route" which enables any person requesting a deviation to do so with 24-hour notice. Buses may deviate from fixed routes up to $\frac{3}{4}$ mile from the nearest bus stop.

Radford Transit's fleet consists of twelve (12) body-on-chassis (Cutaway) style buses, two (2) 29-passenger medium duty body-on-chassis (Cutaway) style buses, and six (6) low floor heavy duty transit buses.

In fiscal year 2016 RT provided about 339,000 passenger trips, a slight drop from the previous year. RT employs approximately 60 full and part-time employees and is a functioning department of New River Valley Community Services within the agency's transit services department. NRVCS also provides Community Transit (CT) service throughout the New River Valley. This service targets human service transportation and provides some service for Radford Transit in the connection with the New River Valley Medical Center.

The NRV MPO Policy Board has authorized the City Manager of the City of Radford on behalf of the NRV MPO to seek federal and state funding to support transit services. The projected program budget is for expenditures to be incurred for the provision of a standard level of transit service system-wide and represents no major changes in eligible expense categories from the previous grant year.

**FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2018 - 2021

Fund Source	FFY 2018		FFY 2019		FFY 2020		FFY 2021		TOTAL	
	Projected Obligation Authority	Planned Obligation								
Federal										
NHFP	\$229,641	\$229,641	\$229,641	\$229,641	\$7,431,539	\$7,431,539	\$0	\$0	\$7,890,821	\$7,890,821
NHS/NHPP	\$509,852	\$509,852	\$0	\$0	\$3,040,611	\$3,040,611	\$13,293,952	\$13,293,952	\$16,844,415	\$16,844,415
STP/STBG	\$524,996	\$524,996	\$1,381,933	\$1,381,933	\$0	\$0	\$0	\$0	\$1,906,929	\$1,906,929
TAP	\$611,604	\$611,604	\$0	\$0	\$0	\$0	\$0	\$0	\$611,604	\$611,604
Subtotal -- Federal	\$1,876,093	\$1,876,093	\$1,611,574	\$1,611,574	\$10,472,150	\$10,472,150	\$13,293,952	\$13,293,952	\$27,253,769	\$27,253,769
Other										
State Match	\$469,024	\$469,024	\$402,894	\$402,894	\$2,618,035	\$2,618,035	\$3,323,487	\$3,323,487	\$6,813,440	\$6,813,440
Subtotal -- Other	\$469,024	\$469,024	\$402,894	\$402,894	\$2,618,035	\$2,618,035	\$3,323,487	\$3,323,487	\$6,813,440	\$6,813,440
Total	\$2,345,117	\$2,345,117	\$2,014,468	\$2,014,468	\$13,090,185	\$13,090,185	\$16,617,439	\$16,617,439	\$34,067,209	\$34,067,209

Federal - ACC (1)										
NHS/NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$6,199,168	\$6,199,168	\$6,199,168	\$6,199,168
Subtotal -- Federal - ACC (1)	\$0	\$0	\$0	\$0	\$0	\$0	\$6,199,168	\$6,199,168	\$6,199,168	\$6,199,168

Statewide - Federal (4)										
NHFP	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Subtotal -- Statewide - Federal (4)	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

Maintenance - Federal (5)										
BR/BROS	\$1,753,772	\$1,753,772	\$1,542,166	\$1,542,166	\$1,953,236	\$1,953,236	\$1,961,089	\$1,961,089	\$7,210,263	\$7,210,263
STP/STBG	\$16,242,411	\$16,242,411	\$14,282,643	\$14,282,643	\$18,089,729	\$18,089,729	\$18,162,463	\$18,162,463	\$66,777,246	\$66,777,246
Subtotal -- Maintenance - Federal (5)	\$17,996,183	\$17,996,183	\$15,824,809	\$15,824,809	\$20,042,965	\$20,042,965	\$20,123,552	\$20,123,552	\$73,987,509	\$73,987,509

- (1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.
- (2) CMAQ/RSTP includes funds for TRANSIT projects.
- (3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.
- (4) Statewide Category - Funding to be obligated Statewide for projects as identified.
- (5) Maintenance Projects - Funding to be obligated for maintenance projects as identified

New River Valley MPO

Primary Projects

UPC NO	99425		SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Blacksburg	OVERSIGHT	NFO	
PROJECT	RTE 460 - Southgate Dr. Interchange & Connector			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.156 Mi. W. Int. Southgate Dr. TO: 0.799 Mi. E. Int. Southgate Dr. (0.9556 MI)					
ROUTE/STREET	RTE. 460 BYPASS (0460)			TOTAL COST	\$51,801,923	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - STP/SU	\$0	(\$118)	\$0	\$0	\$0
RW AC	Federal - AC	\$0	(\$1,538,344)	\$0	\$0	\$0
CN	Federal - STP/STBG	\$0	\$118	\$0	\$0	\$0

UPC NO	17345		SCOPE	New Construction Roadway		
SYSTEM	Primary	JURISDICTION	Montgomery County	OVERSIGHT	NFO	
PROJECT	"SMART HIGHWAY" - 2 LANES ON 4 LANE RW - PE & RW ONLY			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.671 KILOMETER EAST ROUTE 723 TO: ROUTE I-81 (6.4000 KM)					
ROUTE/STREET	SMRT			TOTAL COST	\$122,370,705	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - STP/STBG	\$88,639	\$354,554	\$0	\$0	\$0
PE AC	Federal - AC	\$955,273	\$3,821,090	\$0	\$0	\$0
RW AC	Federal - AC	\$29,974	\$119,894	\$0	\$0	\$0

New River Valley MPO Secondary Projects

UPC NO	107567	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Secondary	JURISDICTION	Montgomery County	OVERSIGHT	NFO	
PROJECT	Reconstruct and Surface Treat non-hard surface road.			ADMIN BY	VDOT	
DESCRIPTION	FROM: 1.28Mi N of Bridge over RTE 460 TO: 0.20 Mi. S of RTE 642 (-)					
ROUTE/STREET	YELLOW SULPHUR RD (0643)			TOTAL COST	\$3,530,000	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE AC	Federal - AC	\$0	\$410,000	\$0	\$0	\$0
RW AC	Federal - AC	\$0	\$70,000	\$0	\$0	\$0
CN AC	Federal - AC	\$0	\$0	\$0	\$3,050,000	\$0

New River Valley MPO Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET						TOTAL COST	\$53,391,179
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
RW	Federal - NHFP	\$114,821	\$229,641	\$229,641	\$0	\$0	
CN	Federal - AC CONVERSION	\$1,549,792	\$0	\$0	\$0	\$6,199,168	
	Federal - NHFP	\$1,857,885	\$0	\$0	\$7,431,539	\$0	
	Federal - NHS/NHPP	\$3,381,963	\$0	\$0	\$3,015,611	\$10,512,240	
CN TOTAL		\$6,789,640	\$0	\$0	\$10,447,150	\$16,711,408	
CN AC	Federal - AC	\$2,655,065	\$0	\$0	\$17,557,234	\$0	

GROUPING		Construction : Rail					
ROUTE/STREET						TOTAL COST	\$570,234
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
		\$0	\$0	\$0	\$0	\$0	

GROUPING		Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET						TOTAL COST	\$48,344,421
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
PE	Federal - NHS/NHPP	\$127,463	\$509,852	\$0	\$0	\$0	
RW	Federal - NHS/NHPP	\$6,250	\$0	\$0	\$25,000	\$0	
	Federal - STP/STBG	\$1,875	\$7,500	\$0	\$0	\$0	
RW TOTAL		\$8,125	\$7,500	\$0	\$25,000	\$0	
CN	Federal - NHS/NHPP	\$695,428	\$0	\$0	\$0	\$2,781,712	
	Federal - STP/STBG	\$386,219	\$162,942	\$1,381,933	\$0	\$0	
CN TOTAL		\$1,081,647	\$162,942	\$1,381,933	\$0	\$2,781,712	
CN AC	Federal - AC	\$17,061	\$0	\$153,548	\$0	\$1	

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional					
ROUTE/STREET						TOTAL COST	\$10,817,220
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - TAP/F	\$152,901	\$611,604	\$0	\$0	\$0	
CN AC	Federal - AC	\$38,225	\$152,901	\$0	\$0	\$0	

GROUPING		Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - STP/STBG	\$0	\$7,830,599	\$6,885,779	\$8,721,206	\$8,756,272	

GROUPING		Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - BR	\$0	\$1,753,772	\$1,542,166	\$1,953,236	\$1,961,089	
	Federal - STP/STBG	\$0	\$5,452,802	\$4,794,881	\$6,072,972	\$6,097,390	
CN TOTAL		\$0	\$7,206,574	\$6,337,047	\$8,026,208	\$8,058,479	

New River Valley MPO

Project Groupings

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	\$0	\$2,959,010	\$2,601,983	\$3,295,551	\$3,308,801

GROUPING		Transit : Vehicles				
PROGRAM NOTE		TIP AMD to add Transit: Vehicles Grouping and add UPC 111881 to the grouping; add \$1,928,250 (AC-Other) FFY18.				
ROUTE/STREET					TOTAL COST	\$1,928,250
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN AC	Federal - AC OTHER	\$0	\$1,928,250	\$0	\$0	\$0
MPO Note						

Appendix A

Projects by Grouping

New River Valley MPO

Construction: Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	93074	Christiansburg	0081		\$24,343,147
			#SGR RTE. 81 - APPROACHES AND BRIDGES OVER ROUTE 8 FROM: Christiansburg SCL TO: 0.510 Mile North of Christiansburg SCL (0.5100 MI)		
Interstate	93075	Montgomery County	0081		\$10,564,435
			#SGR RTE. 81 - Mont. Co. Approaches to I-81 bridges over Rou FROM: 0.381 Mile South of Christiansburg SCL TO: Christiansburg SCL (0.3810 MI)		
Miscellaneous	T19049	Salem District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	50030	Montgomery County	0114		\$15,160,707
			RTE 114 - WBL BRIDGE REPLACEMENT OVER THE NEW RIVER FROM: 0.21 MILE EAST MONTGOMERY-PULASKI CO LINE TO: MONTGOMERY-PULASKI CO LINE		
Secondary	90087	Montgomery County		CANNERY ROAD (0773)	\$3,322,890
			RTE. 773 OVER ROANOKE RIVER (STR. 12339) - BRDG REPLACEMENT FROM: Intersection Rte. 626 TO: 0.089 miles north intersection Rte. 626 (0.0890 MI)		
Construction: Bridge Rehabilitation/Replacement/Reconstruction Total					\$53,391,179

Construction : Rail

	System	UPC	Jurisdiction / Name/ Description	Street(Route)	Estimate
Miscellaneous	T19041	Salem District-wide	0000		\$0
			CN: RAIL		
Urban	105608	Christiansburg		CHRISMAN MILL RD (0000)	\$570,234
			Chrisman Mill Rd -Realign N Side of Road at Crossing FROM: 1.18 Mi. E of Rt. 114 TO: at NSRR Crossing #469436A		
Construction: Rail Total					\$570,234

Construction: Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name/ Description	Street (Route)	Estimate
Interstate	107802	Statewide	9999		\$500,000
			Incident Management Emergency Evacuation and Detour Plans FROM: Various TO: Various		
Miscellaneous	T19045	Salem District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	81419	Salem District-wide	0000		\$1,544,827
			DISTRICTWIDE ROADWAY SAFETY ASSESSMENT -SALEM FY07 HSIP PROJECT		
Miscellaneous	93174	Statewide	0000		\$1,104,740
			Safety Analyst Project FROM: various TO: various		

New River Valley MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Implement iPeMS (Iteris Performance Measurement System) FROM: various TO: various		
Miscellaneous	86665	Salem District-wide	9999		\$0
			RTE. 000 - HSIP District-wide High Risk Rural Roads Salem Salem District High Risk Rural Roads Safety Improvements		
Primary	105303	Montgomery County	PEPPERS FERRY RD (0000)		\$235,000
			MONTGOMERY COUNTY - SRTS - BELVIEW ES - HIGH VIS CROSSING FROM: JADE DR TO: PRICES FORK RD (0.1000 MI)		
Primary	108900	Blacksburg	PANDAPAS POND ROAD (0460)		\$3,316,565
			#HB2.FY17 N Main Intersection Improvements at Rte. 460 Bypass FROM: North of Coal Bank Hollow Rd TO: South of Farmingdale Ln (0.6000 MI)		
Primary	108909	Christiansburg	US 460 (0460)		\$2,124,395
			#HB2.FY17 Route 460 at Franklin Street EB Ramp Construction FROM: Franklin Street TO: US 460 Ramp		
Secondary	106701	Salem District-wide	9999		\$1,785,481
			HRRR - Safety Improvements FROM: Various TO: Various		
Urban	100839	Blacksburg	RESEARCH CENTER DRIVE (0460)		\$3,194,844
			Int. Improvements at Route 460 Ramps and Research Center Dr. FROM: Int. of South Main Street TO: 0.29 mi. North of Int. South Main Street (0.2892 MI)		
Urban	104387	Christiansburg	N. FRANKLIN / CAMBRIA (0460)		\$8,489,534
			#HB2.FY17 Intersection Improvement - N. Franklin St/Cambria St FROM: Cambria St. TO: Independence Blvd (0.6000 MI)		
Urban	8746	Christiansburg	PEPPERS FERRY RD (0114)		\$24,649,035
			RTE 114 - PEPPERS FERRY ROAD - WIDEN TO 4 LANES FROM: ROUTE 460 TO: 0.789 Km East of WCL (1.5309 KM)		
Construction: Safety/ITS/Operational Improvements Total					\$48,344,421

Construction: Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Enhancement	103637	Christiansburg	EAST MAIN ST & FRANKLIN ST (0000)		\$1,808,017
			Christiansburg Downtown Streetscaping, Phase C503 (Ph1B) FROM: Roanoke Street TO: Franklin Street		
Enhancement	104770	Montgomery County	HUCKLEBERRY TRAIL (0000)		\$468,000
			Huckleberry Trail - Phase 2D FROM: Providence Boulevard TO: Food Lion Shopping Plaza (0.5400 MI)		
Enhancement	108360	Montgomery County	0000		\$839,505
			Huckleberry Trail - Phase 3 FROM: Future Peppers Ferry Rd Connector TO: Independence Blvd		
Enhancement	103920	Blacksburg	EN01		\$18,000
			Virginia Tech, Hokie Bikeways C505 fence Waiting Financial Closure		

New River Valley MPO**Construction : Transportation Enhancement/Byway/Non-Traditional**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94264	Montgomery County	EN09 Huckleberry Trail Extension FROM: Route 114 - Peppers Ferry Road (at Wal-Mart parking lot) TO: Farm View Road Extension (at Home Depot parking lot)		\$318,826
Enhancement	103896	Montgomery County	HUCKLEBERRY TRAIL (EN09) Huckleberry Trail - Phase 2B FROM: Farm View Road Extension (at Home Depot parking lot) TO: Cambria St (1.0000 MI) Waiting Financial Closure		\$174,461
Miscellaneous	T19040	Salem District-wide	0000 CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		\$0
Primary	105518	Christiansburg	FALLING BRANCH PARK AND RIDE (9999) Relocation of Falling Branch Park and Ride. FROM: Int. Route 460 Business and Hubbell Drive TO: 0.052 Mi. E. Alma Street Int. with Hubbell Drive (0.1000 MI)		\$5,214,882
Urban	56407	Christiansburg	EN00 TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT		\$1,975,529
Construction: Transportation Enhancement/Byway/Non-Traditional Total					\$10,817,220

Maintenance: Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14722	Salem District-wide	0000 STIP-MN Salem: Preventive MN and System Preservation		\$0
Maintenance: Preventive Maintenance and System Preservation Total					\$0

Maintenance: Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14721	Salem District-wide	0000 STIP-MN Salem: Preventive MN for Bridges		\$0
Maintenance: Preventive Maintenance for Bridges Total					\$0

Maintenance: Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14720	Salem District-wide	0000 STIP-MN Salem: Traffic and Safety Operations		\$0
Maintenance: Traffic and Safety Operations Total					\$0

New River Valley MPO Total**\$113,123,054**

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0001 Title: Operating Assistance Recipient: Blacksburg Transit								
FTA 5307	1,610	1,727	1,787	1,841	1,910	FTA 5307	7,265	Blacksburg Transit
State	1,815	1,865	2,448	1,913	1,985	State	8,211	Blacksburg Transit
Local	3,595	4,393	-	5,159	5,480	Local	15,032	Blacksburg Transit
Revenues	215	211	4,511	272	280	Revenues	5,274	Blacksburg Transit
Year Total:	7,235	8,196	8,746	9,185	9,655	Total Funds:	35,782	Blacksburg Transit
Description:	Adjustment: Increase FY19 total funding \$11K (increase FTA 5307 \$12K, increase State \$604K, decrease local \$4,852K, increase revenues \$4,247K) in accordance with FY19 draft SYIP.							
STIP ID: BBT0002 Title: Replacement Rolling Stock Recipient: Blacksburg Transit								
Flexible STP		238	-	3,398	5,393	Flexible STP	9,029	Blacksburg Transit
State		48	-	678	674	State	1,400	Blacksburg Transit
Local		12	-	161	674	Local	847	Blacksburg Transit
Year Total:	-	298	-	4,237	6,741	Total Funds:	11,276	Blacksburg Transit
Description:	Amendment: Decrease FY18 total funding \$149K (decrease Flexible STP \$119K, increase State \$3K, decrease local \$33K) in accordance with FY18 SYIP; remove funding for FY19 \$1,997K (remove Flexible STP \$1,597K, State \$200K, local \$200K) in accordance with FY19 draft SYIP. Increase FY20 funding \$1,911K (increase Flexible STP \$1,538K, increase State \$445K, decrease local \$72K); Decrease FY21 funding \$2,558K (decrease Flexible STP \$2,046K, decrease State \$256K, decrease local \$256K).							
STIP ID: BBT0010 Title: Eng. Design /Construction Multi-Modal Transfer Facility Recipient: Blacksburg Transit								
Flexible STP	10,914	4,800				Flexible STP	4,800	Blacksburg Transit
State	6,627	600				State	600	Blacksburg Transit
Local	1,949	600				Local	600	Blacksburg Transit
Year Total:	19,490	6,000	-	-	-	Total Funds:	6,000	Blacksburg Transit
Description:	Amendment: Add funding for FY18 \$6,000K (add Flexible STP \$4,800K, State \$600K, local \$600K) in accordance with approved FY18 SYIP.							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
Blacksburg Transit								
STIP ID:	BBT0016	Title: Expansion Rolling Stock		Recipient:		Blacksburg Transit		
Flexible STP		-	-	834	876	Flexible STP	1,710	Blacksburg Transit
FTA 5339			1,440				1,440	Blacksburg Transit
State		-	-	104	109	State	213	Blacksburg Transit
Local		-	360	104	109	Local	573	Blacksburg Transit
Year Total:	-	-	1,800	1,042	1,094	Total Funds:	3,936	Blacksburg Transit
Description:	Amendment: Remove funding for FY18 \$998K (remove Flexible STP \$798K, State \$100K, local \$100K) in accordance with FY18 SYIP; remove funding for FY19 \$1,048K (remove Flexible STP \$838K, State \$105K, local \$105K) in accordance with FY19 draft SYIP. Decrease FY20 funding \$57K (decrease Flexible STP \$45K, decrease State \$6K, decrease local \$6K); Decrease FY21 funding \$59K (decrease Flexible STP \$47K, decrease State \$6K, decrease local \$6K). Add \$1,440K FTA 5339 and 360K Local funding in FY19.							
Blacksburg Transit								
STIP ID:	BBT0017	Title: Passenger Shelters		Recipient:		Blacksburg Transit		
Flexible STP		48	-	47	30	Flexible STP	125	Blacksburg Transit
State		10	-	5	4	State	19	Blacksburg Transit
Local		2	-	5	4	Local	11	Blacksburg Transit
Year Total:	-	60	-	57	38	Total Funds:	155	Blacksburg Transit
Description:	Adjustment: Remove funding for FY19 \$56K (remove Flexible STP \$45K, State \$9K, local \$2K) in accordance with FY19 draft SYIP. Reallocate FY20 funding, no change to total (add Flexible STP \$1K, decrease State \$4K, increase local \$3K); Decrease FY21 funding \$3K (decrease Flexible STP \$3K).							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
Blacksburg Transit								
STIP ID:	BBT0020	Title: ADP Hardware		Recipient:		Blacksburg Transit		
Flexible STP		146	154	452	516	Flexible STP	1,268	Blacksburg Transit
State		29	31	56	64	State	180	Blacksburg Transit
Local		8	8	56	64	Local	136	Blacksburg Transit
Year Total:	-	183	193	564	644	Total Funds:	1,584	Blacksburg Transit
Description:	Adjustment: Decrease FY18 total funding \$626K (decrease Flexible STP \$501K, decrease State \$52K, decrease local \$73K) in accordance with FY18 SYIP; increase FY19 total funding \$80K (increase Flexible STP \$63K, increase State \$20K, decrease local \$3K) in accordance with FY19 draft SYIP. Decrease FY20 total funding \$305K (decrease Flexible STP \$243K, decrease State \$31K, decrease local \$31K); Increase FY20 total funding \$443K (increase Flexible STP \$355K, increase State \$44K, increase local \$44K);							
Blacksburg Transit								
STIP ID:	BBT0021	Title: ADP Software		Recipient:		Blacksburg Transit		
Flexible STP		-	153	48		Flexible STP	201	Blacksburg Transit
State		-	31	6		State	37	Blacksburg Transit
Local		-	8	6		Local	14	Blacksburg Transit
Year Total:	-	-	192	60	-	Total Funds:	252	Blacksburg Transit
Description:	Adjustment: Remove funding for FY18 \$90K (remove Flexible STP \$72K, State \$9K, local \$9K) in accordance with FY18 SYIP. Decrease FY19 total funding \$358K (decrease Flexible STP \$287K, decrease State \$24K, decrease local \$47K) in accordance with FY19 draft SYIP. Add funding for FY21 \$60K (add Flexible STP \$48K, State \$6K, local \$6K).							
Blacksburg Transit								
STIP ID:	BBT0023	Title: Support Vehicles		Recipient:		Blacksburg Transit		
Flexible STP			-	133	242	Flexible STP	375	Blacksburg Transit
State			-	16	30	State	46	Blacksburg Transit
Local			-	16	30	Local	46	Blacksburg Transit
Year Total:	-	-	-	165	302	Total Funds:	467	Blacksburg Transit
Description:	Adjustment: Remove funding for FY19 \$250K (remove Flexible STP \$200K, State \$25K, local \$25K) in accordance with FY19 draft SYIP. Increase FY20 total funding \$112K (increase Flexible STP \$90K, increase State \$11K, increase local \$11K); Increase FY21 total funding \$110K (increase Flexible STP \$88K, increase State \$11K, increase local \$11K).							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0028 Title: Radios Recipient: Blacksburg Transit								
Flexible STP		3	16	6	11	Flexible STP	36	Blacksburg Transit
State		1	3	1	1	State	6	Blacksburg Transit
Local		1	1	1	1	Local	4	Blacksburg Transit
Year Total:	-	5	20	8	13	Total Funds:	46	Blacksburg Transit
Description:	Adjustment: Increase FY19 total funding \$4K (increase Flexible STP \$4K, increase State \$1K, decrease local \$1K) in accordance with FY19 draft SYIP. Decrease FY20 total funding \$15K (decrease Flexible STP \$13K, decrease State \$1K, decrease local \$1K); Increase FY21 funding \$1K (increase Flexible STP \$1K)							
STIP ID: BBT0029 Title: Shop Equipment Recipient: Blacksburg Transit								
Flexible STP		179	158	241	179	Flexible STP	757	Blacksburg Transit
State		36	32	48	23	State	139	Blacksburg Transit
Local		9	8	12	23	Local	52	Blacksburg Transit
Year Total:	-	224	198	301	225	Total Funds:	948	Blacksburg Transit
Description:	Adjustment: Decrease FY19 total funding \$413K (decrease Flexible STP \$331K, decrease State \$29K, decrease local \$53K) in accordance with FY19 draft SYIP. Increase FY20 total funding \$62K (increase Flexible STP \$50K, increase State \$24K, decrease local \$12K); Decrease FY21 total funding \$21K (decrease Flexible STP \$19K, decrease State \$1K, decrease local \$1K). Adjustment: Decrease FY18 total funding \$50K moved to BBT0039							
STIP ID: BBT0035 Title: Fleet Rebranding - Graphics Recipient: Blacksburg Transit								
Flexible STP		504				Flexible STP	504	Blacksburg Transit
State		100				State	63	Blacksburg Transit
Local		26				Local	63	Blacksburg Transit
Year Total:	-	630	-	-	-	Total Funds:	630	Blacksburg Transit

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0036 Title: NRV Bikeshare Recipient: Blacksburg Transit								
Flexible STP		-				Flexible STP	-	Blacksburg Transit
State		200		200		State	400	Blacksburg Transit
Local		50		50		Local	100	Blacksburg Transit
Year Total:	-	250	-	250	-	Total Funds:	500	Blacksburg Transit
Description:	Add funding for FY20 (add State \$200K, local \$50K).							
STIP ID: BBT0037 Title: Surveillance/Security Equipment Recipient: Blacksburg Transit								
Flexible STP			504	64		Flexible STP	568	Blacksburg Transit
State			101	8		State	109	Blacksburg Transit
Local			26	8		Local	34	Blacksburg Transit
Year Total:	-	-	631	80	-	Total Funds:	711	Blacksburg Transit
Description:	Amendment: Add new project and funding for FY19 \$631K (add Flexible STP \$504K, State \$101K, local \$26K) in accordance with FY19 draft SYIP. Add FY20 funding \$80K (add Flexible STP \$64K, State \$8K, local \$8K).							
STIP ID: BBT0038 Title: Fare Automation System Recipient: Blacksburg Transit								
Flexible STP			245	24	131	Flexible STP	400	Blacksburg Transit
State			49	5	17	State	71	Blacksburg Transit
Local			12	1	17	Local	30	Blacksburg Transit
Year Total:	-	-	306	30	165	Total Funds:	501	Blacksburg Transit
Description:	Amendment: Add new project and funding for FY19 \$306K (add Flexible STP \$245K, State \$49K, local \$12K) in accordance with FY19 draft SYIP. Add FY20 funding \$30K (add Flexible STP \$24K, State \$5K, local \$1K); Add FY21 funding \$165K (add Flexible STP \$131K, State \$17K, local \$17K).							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0039 Title: Rehab/Renovation of Admin Bldg. Recipient: Blacksburg Transit								
Flexible STP		98		1,212		Flexible STP	1,310	Blacksburg Transit
State		20		151		State	171	Blacksburg Transit
Local		5		151		Local	156	Blacksburg Transit
Year Total:	-	123	-	1,514	-	Total Funds:	1,637	Blacksburg Transit
Amendment: Add new project and funding for FY20 \$1,514K (add Flexible STP \$1,212K, State \$151K, local \$151). Adjustment: Transfer of FY18 \$50K funds from BBT0029 (Flexible STP FTA \$40K, State \$8K, Local\$2 K) and use of \$72,854 Lapsing funds per FTA (FTA \$58K, State \$11 and Local \$3).								
STIP ID: CRAD001 Title: Operating Assistance Recipient: City of Radford								
FTA 5307	428	458	474	428	428	FTA 5307	1,788	City of Radford
FTA 5311						FTA 5311	-	City of Radford
State	344	322	340	344	344	State	1,350	City of Radford
Local	658	658	711	658	658	Local	2,685	City of Radford
Revenues	34	34	30	34	34	Revenues	132	City of Radford
Year Total:	1,464	1,472	1,555	1,464	1,464	Total Funds:	5,955	City of Radford
Description:	Adjustment: Increase FY19 total funding \$91K (increase FTA 5307 \$46K, decrease State \$4K, increase local \$53K, decrease revenues \$4K) in accordance with FY19 draft SYIP.							
STIP ID: CRAD004 Title: Replacement Rolling Stock Recipient: City of Radford								
Flexible STP				520	312	Flexible STP	832	City of Radford
State				104	62	State	166	City of Radford
Local				26	16	Local	42	City of Radford
Year Total:	-	-	-	650	390	Total Funds:	1,040	City of Radford

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: CRAD005 Title: Purchase Support Vehicles Recipient: City of Radford								
Flexible STP		36				Flexible STP	36	City of Radford
State		5				State	5	City of Radford
Local		4				Local	4	City of Radford
Year Total:	-	45	-	-	-	Total Funds:	45	City of Radford
Description:								
STIP ID: CRAD006 Title: Construction of Facilities Recipient: City of Radford								
Flexible STP			-		120	Flexible STP	120	City of Radford
State			-		24	State	24	City of Radford
Local			-		6	Local	6	City of Radford
Year Total:	-	-	-	-	150	Total Funds:	150	City of Radford
Description:								
STIP ID: CRAD007 Title: Purchase Route Signage Recipient: City of Radford								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
Year Total:	-	-	-	-	-	Total Funds:	-	City of Radford
Description: Adjustment: Remove funding for FY19 \$7K (remove Flexible STP \$5K, State \$1K, local \$1K) in accordance with FY19 draft SYIP.								
STIP ID: CRAD008 Title: Purchase Shop Equipment Recipient: City of Radford								
Flexible STP		120	36			Flexible STP	156	City of Radford
State		15	7			State	22	City of Radford
Local		15	2			Local	17	City of Radford
Year Total:	-	150	45	-	-	Total Funds:	195	City of Radford
Description: Adjustment: Add funding for FY19 \$45K (add Flexible STP \$36K, State \$7K, local \$2K) in accordance with FY19 draft SYIP.								

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: CRAD010 Title: Purchase Expansion Vehicles Recipient: City of Radford								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
Year Total:	-	-	-	-	-	Total Funds:	-	City of Radford
Description:	Adjustment: Remove funding for FY19 \$525K (remove Flexible STP \$420K, State \$84K, local \$21K) in accordance with FY19 draft SYIP.							
STIP ID: CRAD011 Title: Purchase Bus Shelters Recipient: City of Radford								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
Year Total:	-	-	-	-	-	Total Funds:	-	City of Radford
Description:	Adjustment: Remove funding for FY19 \$200K (remove Flexible STP \$160K, State \$32K, local \$8K) in accordance with FY19 draft SYIP.							
STIP ID: NRVC001 Title: Paratransit Vehicles Recipient: New River Valley Community Services								
FTA 5310		116	116	128	160	FTA 5310	520	New River Valley CC
State		-	-	-	-	State	-	New River Valley CC
Local		29	29	32	40	Local	130	New River Valley CC
Year Total:	-	145	145	160	200	Total Funds:	650	New River Valley CC
Description:	Adjustment: Decrease FY19 total funding \$15K (decrease FTA 5310 \$12K, decrease local \$3K) in accordance with FY19 draft SYIP.							

Blacksburg Transit	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	1,610	1,727	1,787	1,841	1,910	FTA 5307	7,265
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	10,914	5,959	1,230	6,459	7,378	Flexible STP	21,026
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,442	2,843	2,695	3,191	2,907	State	11,636
Local	5,544	5,156	63	5,730	6,402	Local	17,351
Revenues	215	211	4,511	272	280	Revenues	5,274
	26,725	15,896	10,286	17,493	18,877		62,552

City of Radford	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	428	458	474	428	428	FTA 5307	1,788
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	156	36	520	432	Flexible STP	1,144
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	344	342	347	448	430	State	1,567
Local	658	677	713	684	680	Local	2,754
Revenues	34	34	30	34	34	Revenues	132
<i>Totals</i>	1,464	1,667	1,600	2,114	2,004		7,385

New River Valley Community Services	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	116	116	128	160	FTA 5310	520
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	-	-	-	-	State	-
Local	-	29	29	32	40	Local	130
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	145	145	160	200		650

New River Valley MPO	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	2,038	2,185	2,261	2,269	2,338	FTA 5307	9,053
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	116	116	128	160	FTA 5310	520
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	10,914	6,115	1,266	6,979	7,810	Flexible STP	22,170
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,786	3,185	3,042	3,639	3,337	State	13,203
Local	6,202	5,862	805	6,446	7,122	Local	20,235
Revenues	249	245	4,541	306	314	Revenues	5,406
<i>Totals</i>	28,189	17,708	12,031	19,767	21,081		70,587

Virginia Tech/Montgomery Executive Airport

Project Narrative

Currently, VTMEA has completed Phase I of a three phase project scheduled over a three-year period. This project consists of extending the runway from an existing 4,500-foot runway to a 5,500-foot runway. Because of the extension, the airport is required to relocate Tech Center Drive, as secondary road that provides direct access to the Corporate Research Center as well as the Huckleberry Trail which is a highly used trail system connecting Christiansburg and Blacksburg.

Purpose:

The extension of the runway to accommodate larger corporate aircraft is an infrastructure development tool that will enhance regional economic development by opening up the region to distant markets. Additionally, the airport expansion will provide a larger platform for other industries wishing to locate in the New River Valley.

The phasing of the runway extension will bring over 15M in construction costs to the area. The cost associated with the project are grant funded through both the National Transportation Trust Fund; a self-funding mechanism and the Virginia Transportation Trust Fund. The grant shares are 90% federal, 8% state and 2% airport accordingly.

Additional projects consist of a state and airport project to develop a corporate hangar campus. This project has a total cost of 1.6M with the airports share of \$330,000. This improvement will allow the larger corporate aircraft storage space creating a home fleet.

In conjunction with the VDOT interchange project along the route 460 bypass, these projects co-mingle forming a multi-mode development enhancement.

The Airport Capital Improvement Funds is attached as an exhibit.

The Airport Economic Impact Report is attached as an exhibit.

Department of Aviation Commonwealth of Virginia

Project List Report

Years: 2018, 2019, 2020, and 2021

Project Categories: All

Project Types: CAF

Project Statuses: CP

FAA State Local VDOT Total

Virginia Tech-Montgomery Executive Airport

2018

Land Acquisition Phase 1 \$1,170,698.00

2018 Subtotal \$1,170,698.00

2019

Land Acquisition Phase 2 \$1,150,000.00

2019 Subtotal \$1,150,000.00

2020		
	Land Acquisition Phase 3	\$2,822,380.00
		<hr/> <hr/>
	2020 Subtotal	\$2,822,380.00
2021		
	Land Acquisition Phase 4	\$2,091,922.00
		<hr/> <hr/>
	2021 Subtotal	\$2,091,922.00
		<hr/> <hr/>
	Virginia Tech-Montgomery Executive Airport Subtotal	\$7,235,000.00
		<hr/> <hr/>
	Total	\$7,235,000.00

Project Applications for the Smart Scale Program

Blacksburg –

Plans have been under development for construction of a Multi-Modal Transit Facility (MMTF). Most of the funding has been secured. This request is to supplement the funding already secured so construction can begin. Approximately 80% of the funding is in place.

Christiansburg –

1. Connector road from North Franklin Street (Route 460) to Peppers Ferry Road (Route 114). This connector will provide additional access to commercial and residential development as well as the planned park near Route 114. It will also provide relief to the Route 460 Business and Route 114 intersection.
2. Parkway Drive extension. This new road will extend Parkway Drive from its current end to South Franklin Street. It will serve newly acquired property for expansion of the Falling Branch Industrial Park as well as other currently undeveloped land. It will also provide a more direct connection to I 81 for residents in the Pilot and Floyd County areas.
3. North Franklin Street/Cambria Street Intersection Improvements. This project will provide left turn lanes on North Franklin Street in both directions as well as other operational improvements.
4. Falling Branch Road extension. The extension of Falling Branch Road will provide an access through a commercial area to a residential area and both undeveloped residential and commercial property. It will provide additional access to residents as well as provide direct access to I 81 and Route 460.

Montgomery County –

1. Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) Intersection Improvements. This project will extend current turning lanes and add new turning lanes to a currently congested intersection.
2. Route 8 widening and pedestrian improvements. This project will connect center left turn lanes that are currently in place at Auburn High School and Route 669. It will also extend sidewalk from its current end toward Auburn High School.

Pulaski County –

This project will implement improvements recommended in a study performed by the MPO in 2016 to Route 11 in Fairlawn between the New River bridge and the Route 114 intersection.

NRV MPO-

1. Park & Ride lot at I 81 Exit 114. This project was part of the Interchange Improvement project that was requested in the last cycle. It was split out so that Sound walls would not be required.
2. Interchange Improvements at I 81 Exit 114. This was part of the project requested in the last cycle with No. 1.
3. Ramp Improvements at Route 460 and Franklin Street. Adding a deceleration lane and lighting was part of the Ramp project that was approved in the last cycle. They were eliminated due to cost estimates prior to advertisement of the project. The MPO has requested they be added back to the current project since it was significantly under budget and therefore funding is available. The MPO has not heard a final response from VDOT yet.
4. Smart Road extension. This project to connect the Smart Road to I 81 was requested by the MPO in the last cycle and is being submitted again.

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of Smart Scale program funding application for the Multi Modal Transit Facility in the Town of Blacksburg.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale allocation procedures, local Metropolitan Planning Organization support is required for submission of a grant application; and,

WHEREAS, the Town of Blacksburg will be submitting a grant request for supplemental funding for the Multi Modal Transit Facility,

WHEREAS, this project is included in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve this additional funding request for the Multi Modal Transit Facility in the Town of Blacksburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for a Connector Road from North Franklin Street (Route 460 Business) to Peppers Ferry Road (Route 114) Project in the Town of Christiansburg.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the Connector Road will provide additional access to both residential and commercial properties as well as serve a new Park and provide accommodations for pedestrians and cyclists; and,

WHEREAS, this project addresses and complies with goals established in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the Connector Road Project in the Town of Christiansburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the extension of Parkway Drive in the Town of Christiansburg and Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the Parkway Drive extension will provide additional access to land recently purchased by the Economic Development Authority to expand the Falling Branch Industrial Park as well as serve as a better access to I 81 for commuters in southern Montgomery County and Floyd County; and,

WHEREAS, this project is contained in the Vision portion of the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the Parkway Drive extension Project in the Town of Christiansburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the North Franklin Street/Depot Street Intersection Improvement Project in the Town of Christiansburg.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the North Franklin Street/Depot Street Intersection Improvement will provide improve traffic operations through a heavily travelled corridor; and,

WHEREAS, this project is compliant with and supports the goals contained in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the North Franklin Street/Depot Street Intersection Improvement project in the Town of Christiansburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the extension of Falling Branch Road Project in the Town of Christiansburg.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the extension of Falling Branch Road will provide an access through a commercial area to a residential area and both undeveloped residential and commercial property and,

WHEREAS, the extension will provide additional access to residents and provide direct access to I 81 and Route 460, and

WHEREAS, this project is compliant with and supports the goals contained in the New River Valley MPOs Constrained Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the extension of Falling Branch Road project in the Town of Christiansburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) Intersection Improvement Project in Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) Intersection Improvement project will provide improve traffic operations through a heavily travelled corridor; and,

WHEREAS, this project is compliant with and supports the goals contained in the New River Valley MPOs Constrained Long Range Transportation Plan and is a part of a project contained in the Vision portion of the NRV MPO Long Range Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) Intersection Improvement project in Montgomery County.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the Route 8 Widening and Pedestrian Improvement Project in Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, the Route 8 Widening and Pedestrian Improvement project will provide improve traffic operations and pedestrian/bicycle access in the Riner and connect to a recently completed VDOT intersection project at Route 669 and widening already in place at Auburn High School; and,

WHEREAS, this project is compliant with and supports the goals contained in the New River Valley MPOs Constrained Long Range Transportation Plan and is a part of a project contained in the Vision portion of the NRV MPO Long Range Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the Route 8 Widening and Pedestrian Improvement project in Montgomery County.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the Route 11 Operational Improvement Project in Pulaski County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS the Route 11 Operational Improvement Project in will implement improvements recommended in a study conducted by the MPO in 2016; and,

WHEREAS, this project is compliant with and supports the goals contained in the New River Valley MPOs Constrained Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve funding for the Route 11 Operational Improvement Project in Pulaski County.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of Smart Scale program funding application for the construction of a Park & Ride lot at I 81 Exit 114 in the Town of Christiansburg.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale allocation procedures, local Metropolitan Planning Organization support is required for submission of a grant application; and,

WHEREAS, the New River Valley MPO will be submitting a grant request for construction of a Park & Ride lot at I 81 Exit 114,

WHEREAS, this project is included in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve this funding request for construction of a Park & Ride lot at I 81 Exit 114 in the Town of Christiansburg.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of Smart Scale program funding application for Interchange Improvements at I 81 Exit 114 in the Town of Christiansburg and Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale allocation procedures, local Metropolitan Planning Organization support is required for submission of a grant application; and,

WHEREAS, the New River Valley MPO will be submitting a grant request for Interchange Improvements at I 81 Exit 114 in the Town of Christiansburg and Montgomery County,

WHEREAS, this project is included in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve this funding request for Interchange Improvements at I 81 Exit 114 in the Town of Christiansburg and Montgomery County.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of Smart Scale program funding application for Ramp Improvements on the Ramp from Eastbound Route 460 to Westbound Route 460 Business (Franklin Street) in the Town of Christiansburg and Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale allocation procedures, local Metropolitan Planning Organization support is required for submission of a grant application; and,

WHEREAS, the New River Valley MPO will be submitting a grant request Ramp Improvements on the Ramp from Eastbound Route 460 to Westbound Route 460 Business (Franklin Street) in the Town of Christiansburg and Montgomery County, and

WHEREAS, this application is to construct a deceleration lane and add lighting to a previously funded Smart Scale project where these features were removed because of funding constraints, and

WHEREAS, this project is included in the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to approve this funding request for Ramp Improvements on the Ramp from Eastbound Route 460 to Westbound Route 460 Business (Franklin Street) in the Town of Christiansburg and Montgomery County.

Approved _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

July 26, 2018

Resolution in support of the Smart Scale program funding application for the extension of the Smart Road to I 81 in Montgomery County.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, in accordance with the Commonwealth Transportation Board Smart Scale procedures, local Metropolitan Planning Organization support is required in order that the Virginia Department of Transportation program Smart Scale funding and,

WHEREAS, two miles of the Smart Road have been constructed and have been used as a facility to test technologies that improve transportation safety and reliability; and

WHEREAS, Virginia Tech is developing a research presence in Roanoke that will significantly increase the traffic commuting between the two Valleys; and

WHEREAS, additional funding may be available from specific grant programs through the Federal Highway Administration (FhWA), particularly in the Innovation area; and

WHEREAS, the completed facility will be able to provide both a research and usable transportation facility; and

WHEREAS, this project is contained in the Vision portion of the New River Valley MPOs Constrained Long Range Transportation Plan, and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization supports this request and requests the Commonwealth Transportation Board to fund the extension of the Smart Road to I 81 in Montgomery County.

Approved _____
F. Craig Meadows, Chairman

New River Valley Metropolitan Planning Organization

August 24, 2017

Amendment to Employment Agreement

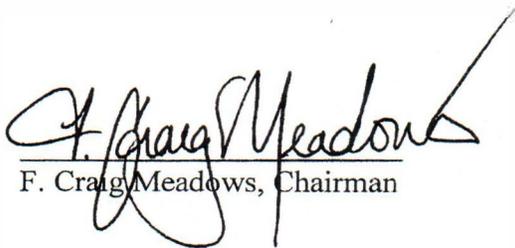
On a motion by Anne McClung seconded by Michael Sutphin and carried by a vote of seven to zero with three members absent for the vote.

BE IT RESOLVED, By the MPO Policy Board that Section (4)1 of the Employment Agreement between John Daniel Brugh and the ~~Blacksburg/Christiansburg/ Montgomery Area~~ New River Valley Metropolitan Planning Organization dated July 22, 2003 is hereby amended effective July 1, 2017 as follows:

(4) COMPENSATION

1. Salary

The MPO shall pay Brugh an annual salary rate of ~~\$48,000 \$48,960 \$51,408 \$53,464 \$55,600 \$58,380 \$59,548, \$61,334, \$66,057~~(5.7% retirement adjustment, 2% performance), ~~\$68,039, \$69740, \$72,530, \$74,706, \$76,574~~ annual salary shall be paid to Brugh in a manner applicable to the fiscal agent for the MPO. The MPO and Brugh may mutually agree to adjust the salary of Brugh during the term of this Agreement. Any adjustment made during the life of this agreement shall be in the form of an amendment and become part of this agreement, but it shall not be deemed that MPO and Brugh have entered into a new agreement. It is agreed that MPO shall review Brugh's performance June of each calendar year.


F. Craig Meadows, Chairman



ASSOCIATION OF
METROPOLITAN
PLANNING
ORGANIZATIONS

Association of Metropolitan Planning Organizations

2018 MPO Salary Survey Results

Published: May 29, 2018

2018 MPO Salary Survey Overview

Background

The Association of Metropolitan Planning Organizations (AMPO) conducted a salary survey of the nation's MPOs in 2018. AMPO developed the electronic survey using an online software tool and invited AMPO members, via email, to respond to the survey. A total of seventy-five MPOs responded to the survey over several weeks, which is a response rate of approximately 52%.

The survey asked for MPO annual budget, staff levels, allocation of budget for staffing purposes, pay increases, benefits offered, and salaries for the following common positions:

- Executive/MPO Director
- Deputy/Assistant MPO Director
- Principal/Senior Planner, AICP
- Principal/Senior Planner, not certified
- Principal/Senior Engineer, PE
- Principal/Senior Engineer, not PE
- Planner II, AICP
- Planner II, not certified
- Engineer II, PE
- Engineer II, not PE
- Planner I, AICP
- Planner I, not certified
- Engineer I, PE
- Engineer I, not PE
- GIS Specialist
- Office Manager
- Economist
- C/AV, Shared Mobility, or Emerging Technology
- Public Involvement
- Modeler

The survey also asked respondents about staffing challenges they face and unmet staffing needs.

Key Survey Findings

The MPOs that participated in the survey represent MPOs of various size, budget, and geographical location. Some of the key survey findings for MPOs participating in the 2018 survey are:

- Annual budgets of MPOs ranged from \$160,000 to \$28,000,000.
- A total of thirty-two MPOs had an annual budget of \$1,000,000 or more, while the remainder had a budget of less than \$1,000,000.
- The average MPO budget was \$1,612,934 and the median budget was \$1,470,404.

- MPO staff size ranged from 0.5 to 58 FTE. The average staff size was 7.9 FTE and the median was 5 FTE.
- Among MPOs with similar budgets, the number of employees varied considerably.
- The vast majority of MPOs received more than 70% of their funding from federal sources.
- Most MPOs spent at least half of their budgets on staff salaries and benefits. However, about a quarter of MPOs spent less than half of their budget on staff salaries and benefits.
- The top three employee benefits provided by MPOs for full-time employees are health insurance, paid time off, retirement benefits, and life insurance. Many MPOs provide a wide range of other benefits including flextime, tuition reimbursement, telecommuting, and flexible spending accounts for childcare.
- The salary range for the Executive Director position varied the most among the positions queried.
- 28% of MPOs indicated they face challenges in paying current staff salaries and benefits, including several MPOs with budgets in the millions of dollars.
- 44% of MPOs responded that they have staff positions they are in need of but cannot afford to pay for, including several MPOs with budgets in the millions of dollars.

The detailed survey responses are provided in the next section.

Survey Results

Section – General Information

1. What is the annual budget of your MPO? (listed from highest to lowest)

Annual MPO budgets in 2018 ranged from \$160,000 to \$28,000,000. The average MPO budget was \$1,612,934 and the median budget was \$1,470,404.

2. How many people are on your MPO staff?

MPO staff size ranged from 0.5 to 58 FTE. The average staff size was 7.9 FTE and the median was 5 FTE.

\$20 - \$30 million	# of FTE
\$28,000,000	58
\$10 - \$19.9 million	
\$16,300,000 (National Capital Regional Transportation Planning Board)	51
\$11,000,000 (Broward MPO)	25
\$5 - \$9.9 million	
\$5,100,000 (Metropolitan Council)	27
\$4 - \$4.9 million	
\$4,385,100	10
\$4,000,000 (San Luis Obispo COG)	19
\$3 - \$3.9 million	
\$3,883,610 (Capital Area MPO [North Carolina])	16
\$3,500,000 (Thurston Regional Planning Council)	15
\$3,362,422 (Community Planning Association of Southwest Idaho)	18
\$2 - \$2.9 million # of FTE	
\$2,887,127 (Palm Beach Transportation Planning Association)	13
\$2,600,000 (Mid-Region MPO)	14.5
\$2,500,000 (South Jersey TPO)	9
\$2,406,162 (Space Coast TPO)	9
\$2,331,800 (Alamo Area MPO)	17
\$2,325,884 (Genesee Transportation Council)	8
\$2,000,000 (Capital Area MPO [Texas])	16
\$2,000,000 (Tahoe Regional Planning Agency)	6

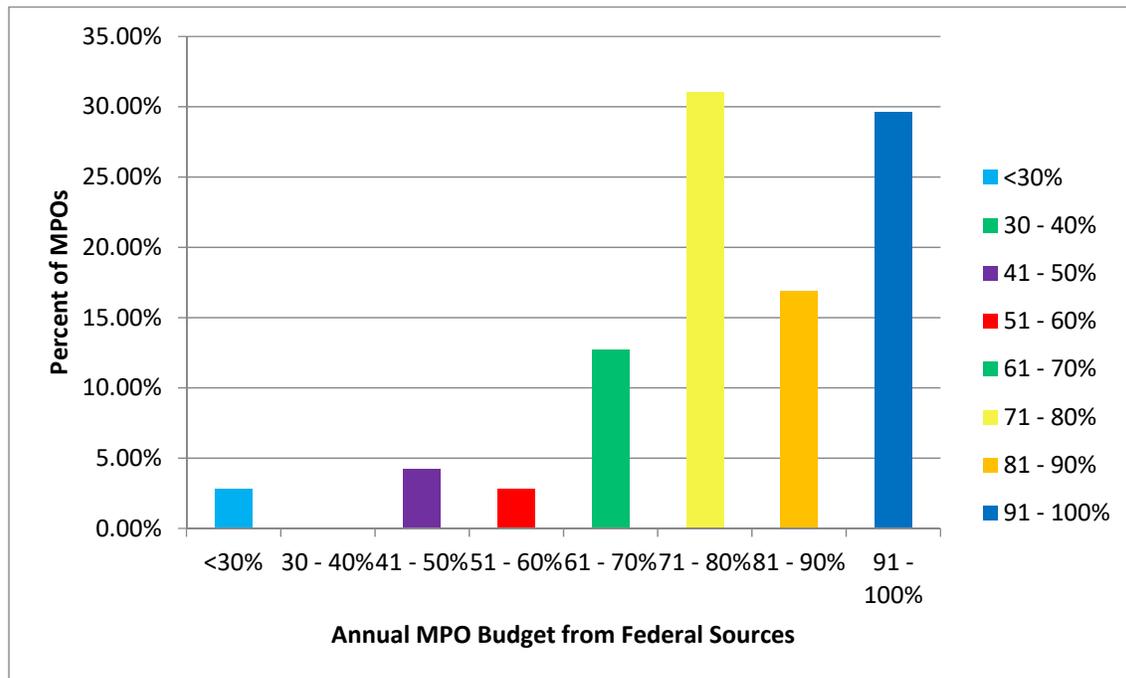
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\$1 – \$1.9 million	# of FTE
\$1,921,683 (Whatcom COG)	8.1
\$1,800,000	10
\$1,700,000 (Knoxville MPO)	9
\$1,691,000 (River to Sea TPO)	8
\$1,600,000 (Fredericksburg Area MPO)	6
\$1,500,000 (Hidalgo County MPO)	9
\$1,476,468 (Sarasota/Manatee MPO)	9
\$1,464,340 (Anchorage Metropolitan Area Transportation Solutions)	6
\$1,400,000 (Des Moines Area MPO)	9
\$1,300,000 (Oahu MPO)	8
\$1,098,000 (Gainesville-Hall MPO)	2
\$1,000,000 (Madison Area Transportation Planning Board)	7.5
\$1,000,000 (Ozarks Transportation Organization)	5
\$1,000,000	5
\$1,000,000 (Grand Forks and East Grand Forks MPO)	4
\$800,000 - \$999,999	
\$935,900 (Duchess County Transportation Council)	3
\$896,000 (Northwest Arkansas RPC)	8
\$850,000 (KYOVA Interstate Planning Commission)	5
\$835,000 (Cheyenne MPO)	5
\$800,000 (Flagstaff MPO)	2.5
\$600,000 - \$799,999	
\$775,254 (Corpus Christi MPO)	6
\$750,000 (Duluth-Superior MPO)	7
\$750,000 (Rapides Area Planning Commission)	4.5
\$750,000 (Coastal Regional MPO)	4
\$750,000 (Indian River MPO)	4
\$600,000	5
\$400,000 - \$599,999 # of FTE	
\$530,000	2
\$500,000 (Brownsville MPO)	5
\$500,000	3
\$500,000 (Dixie MPO)	2.5
\$485,000	4
\$483,000 (Bangor Area Comprehensive Transportation System)	4
\$476,210 (Fairbanks Metropolitan Area Transportation System)	2.5
\$472,491 (Lubbock MPO)	3
\$450,000 (Waco MPO)	3.5
\$450,000 (Bend MPO)	1.5
\$436,000	6
\$431,000 (Clarksville MPO)	2
\$400,000 (Dubuque MPO)	3.5

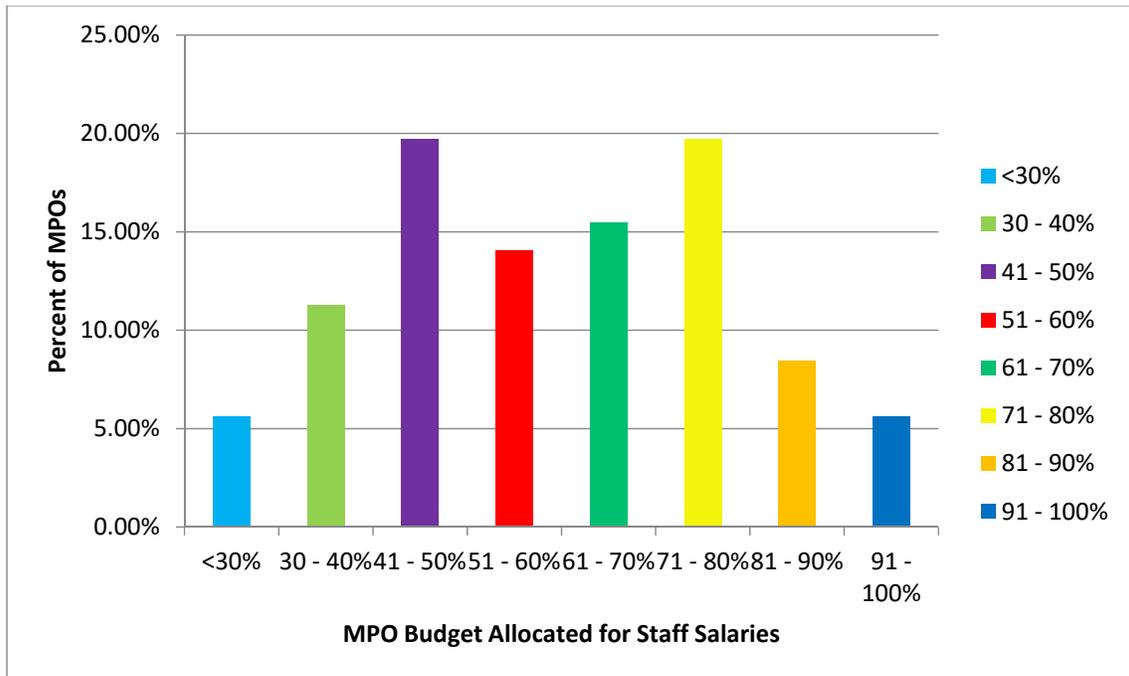
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\$200,000 - \$399,999	# of FTE
\$377,000 (Herkimer-Oneida County Transportation Study)	2.5
\$361,525 (Bannock TPO)	1
\$334,862 (Ithaca-Tompkins County Transportation Council)	3
\$328,712 (New River Valley MPO)	2
\$325,000 (Charlottesville Albemarle MPO)	3
\$280,000 (Cowlitz-Wahkiakum COG)	3
\$275,000 (Southern Illinois MPO)	1
\$275,000	-
\$230,000 (San Angelo MPO)	3
\$226,000 (Texarkana MPO)	2
\$222,986 (Southeast Arkansas RPC)	2
\$214,000 (Southern Georgia Regional Commission)	2
\$200,000 (Salisbury Wicomico MPO)	0.5
\$199,999 and below	
\$174,500 (Dougherty Area Regional Transportation Study)	1
\$160,000	2

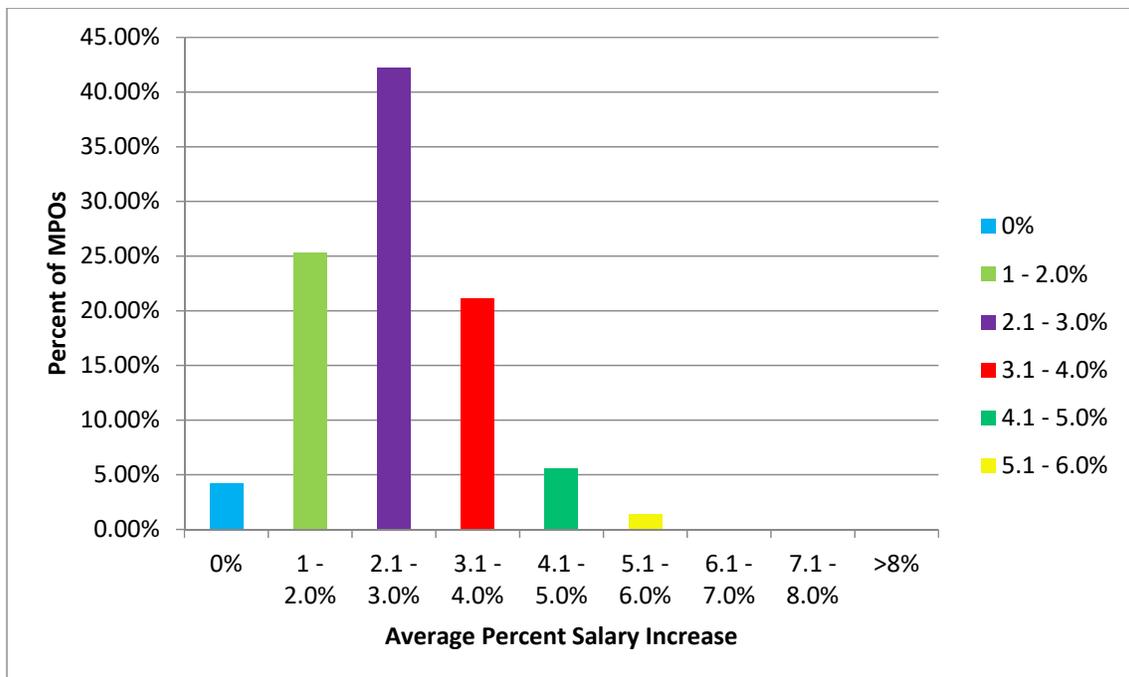
3. What percentage of your annual MPO budget comes from federal sources?



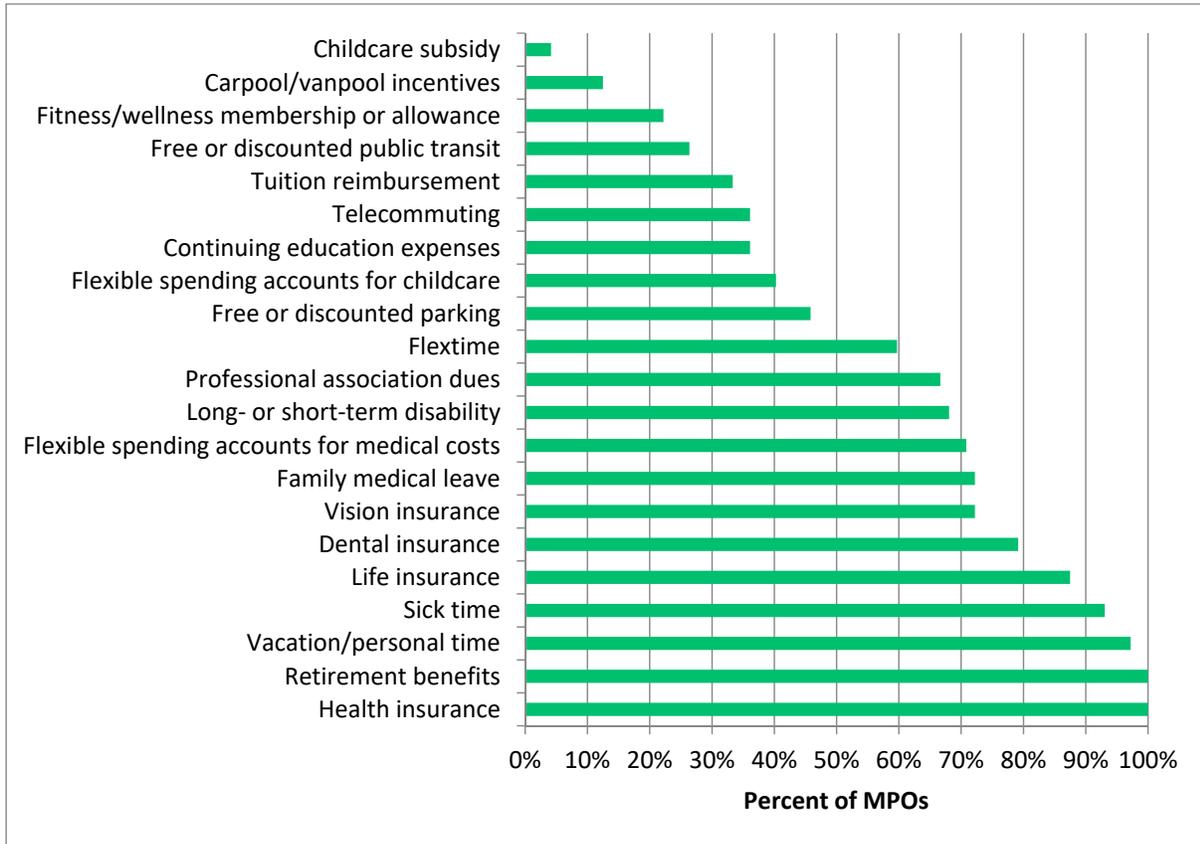
4. What percentage of your MPO's budget is allocated for all staff salaries (including benefits)?



5. What is the average percentage increase to salary that is given for a staff person's raise?



6. Please mark all benefits that your MPO provides for full-time salaried positions (number of MPOs providing benefit).



Other:

- Cell phone
- The public transportation system in the town is fare-free
- Union membership
- Some work-related education expenses are reimbursable
- Other benefits are available but employee must pay for them (e.g., vision, dental, and disability)
- Vision and dental are offered, but employer does not subsidize them
- Paid time off (can be used for vacation, sick, or personal)

Section – Staff Salaries

MPOs selected salary ranges for the type of staff at their MPOs. N/A refers to an MPO not having that particular staff position or that position having a salary range not provided in the range given.

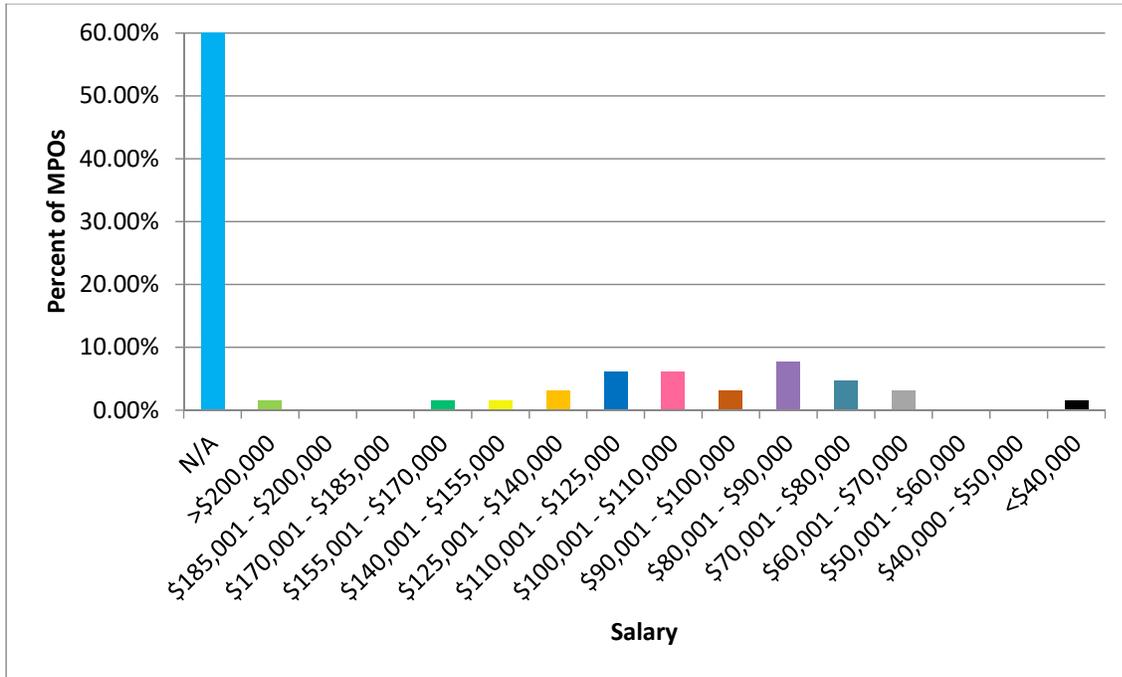
1. Executive/MPO Director



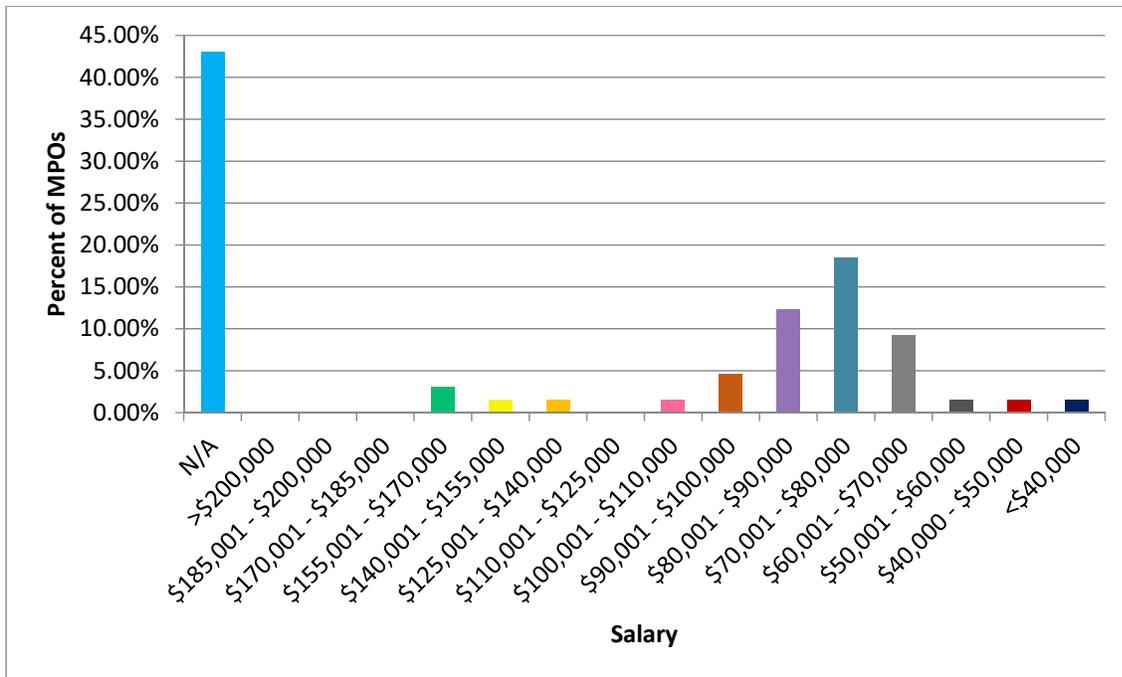
Other:

- \$55,000 - \$109,000

2. Deputy/Assistant MPO Director



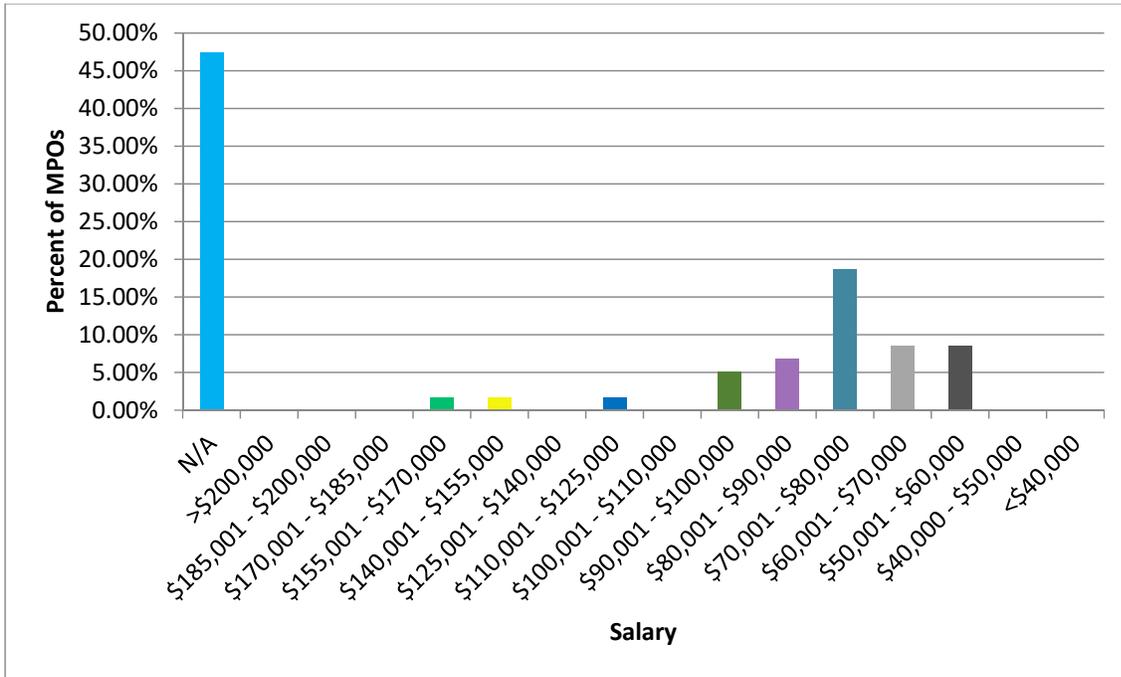
3. Principal/Senior Planner, AICP



Other:

- \$48,000 - \$86,000

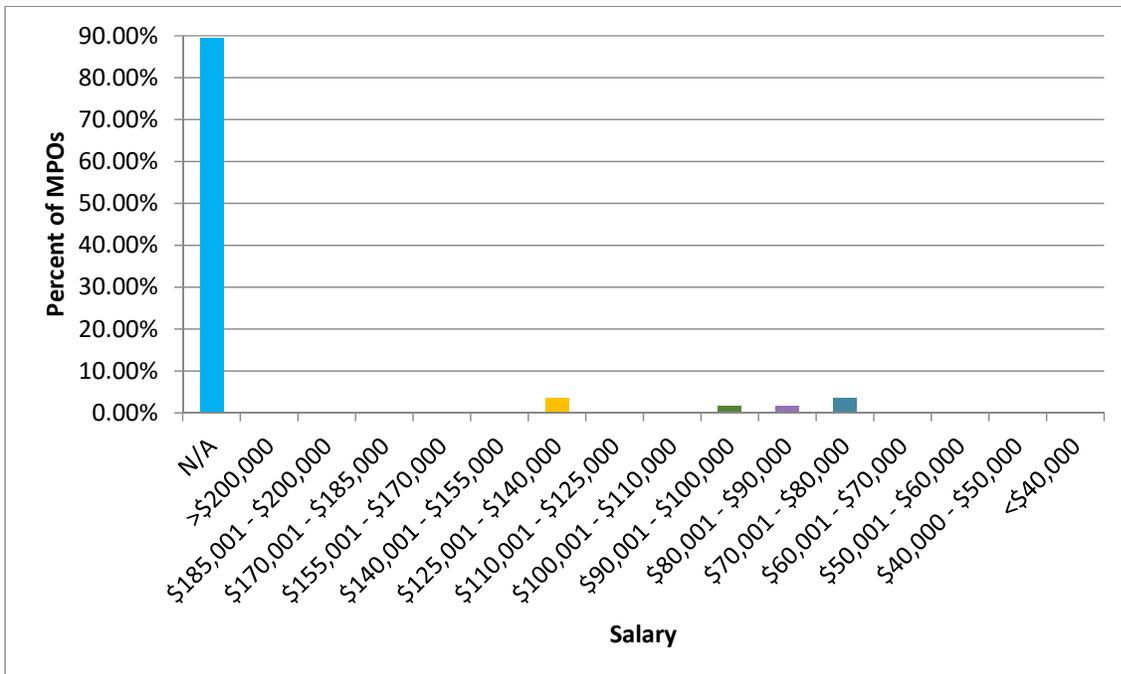
4. Principal/Senior Planner (not certified)



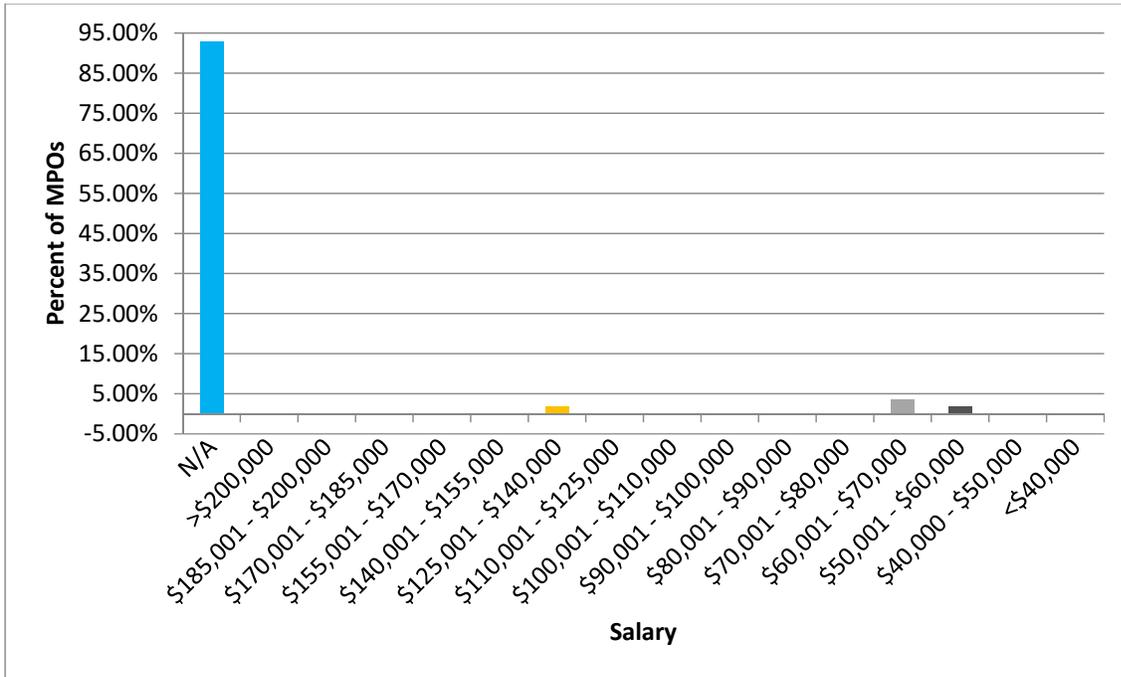
Other:

- \$48,000 - \$86,000

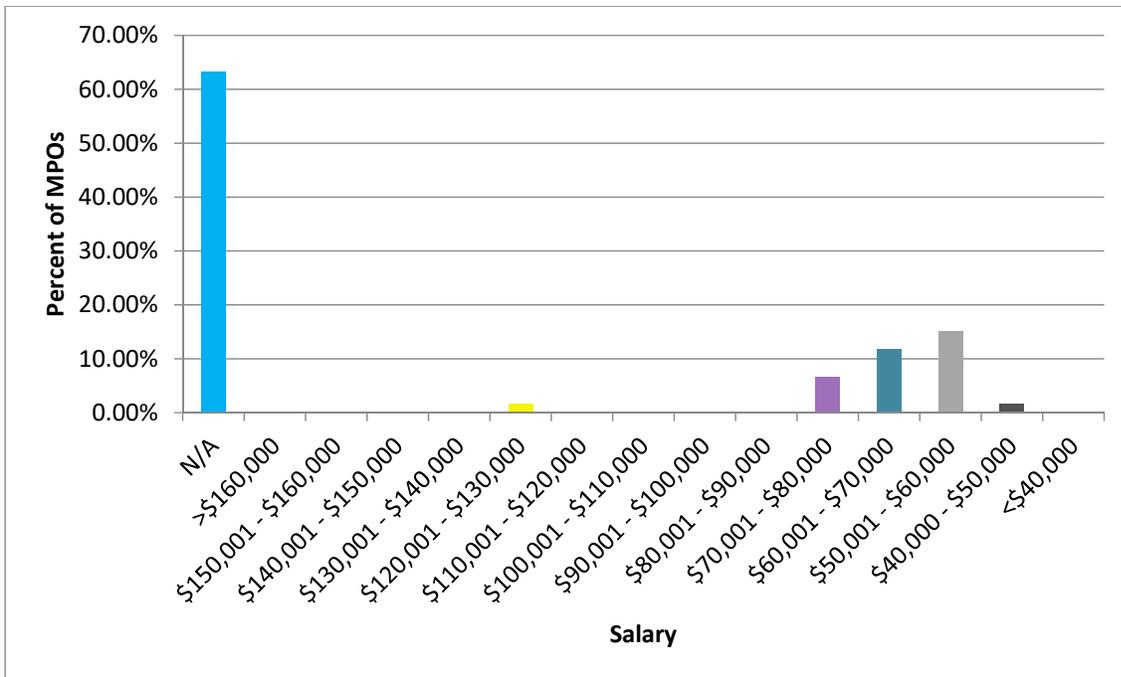
5. Principal/Senior Engineer (PE)



6. Principal/Senior Engineer (not PE)



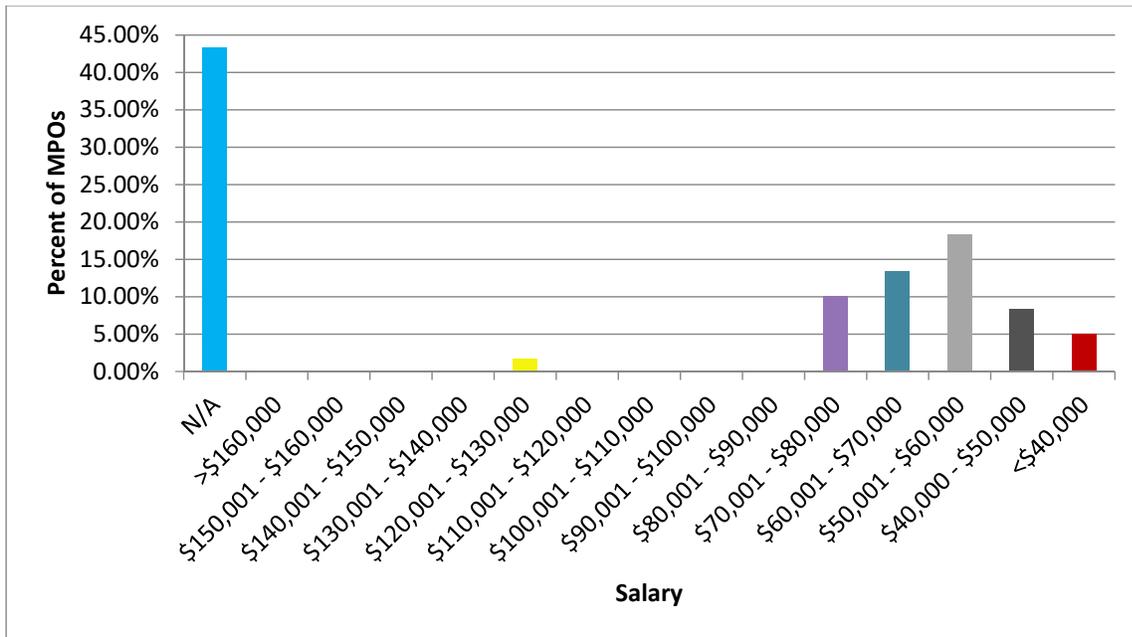
7. Planner II (AICP)



Other:

- \$39,000 - \$55,000

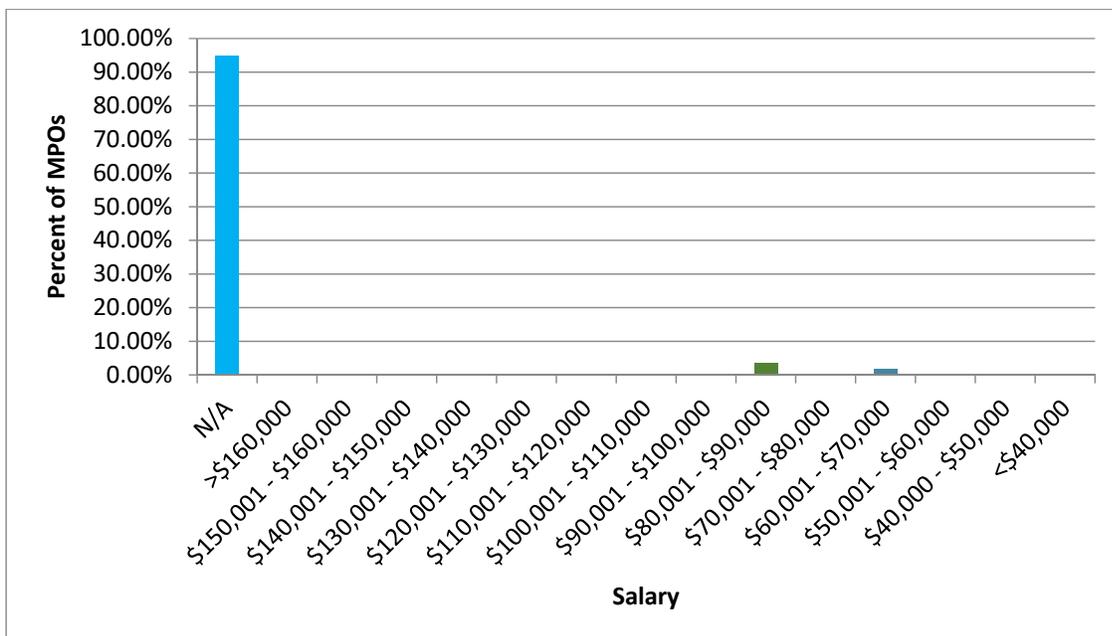
8. Planner II (not certified)



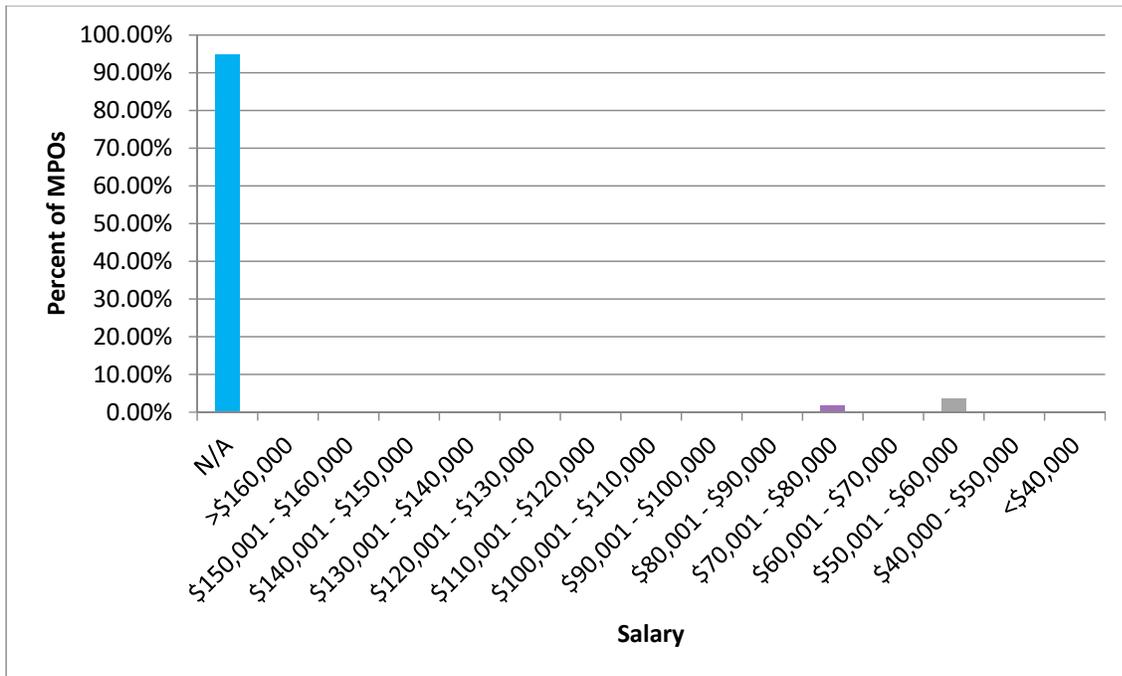
Other:

- \$39,000 - \$55,000
- We have two planners near this salary range
- Halftime position

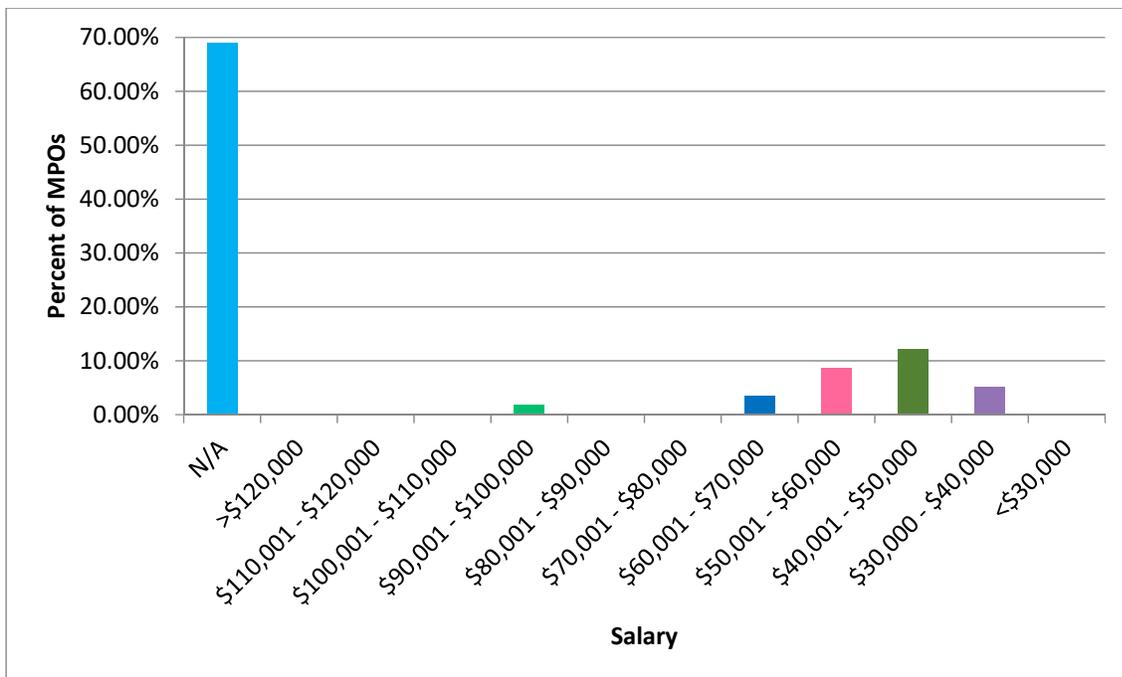
9. Engineer II (PE)



10. Engineer II (not PE)



11. Planner I (AICP)



Other:

- \$36,000 - \$46,000

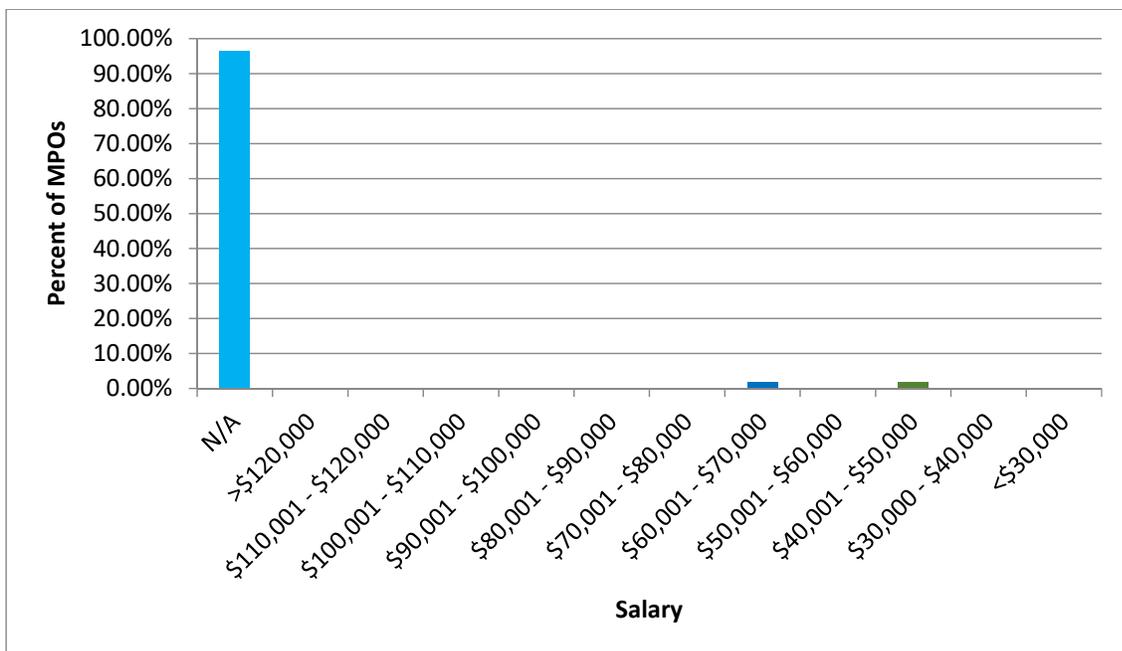
12. Planner I (not certified)



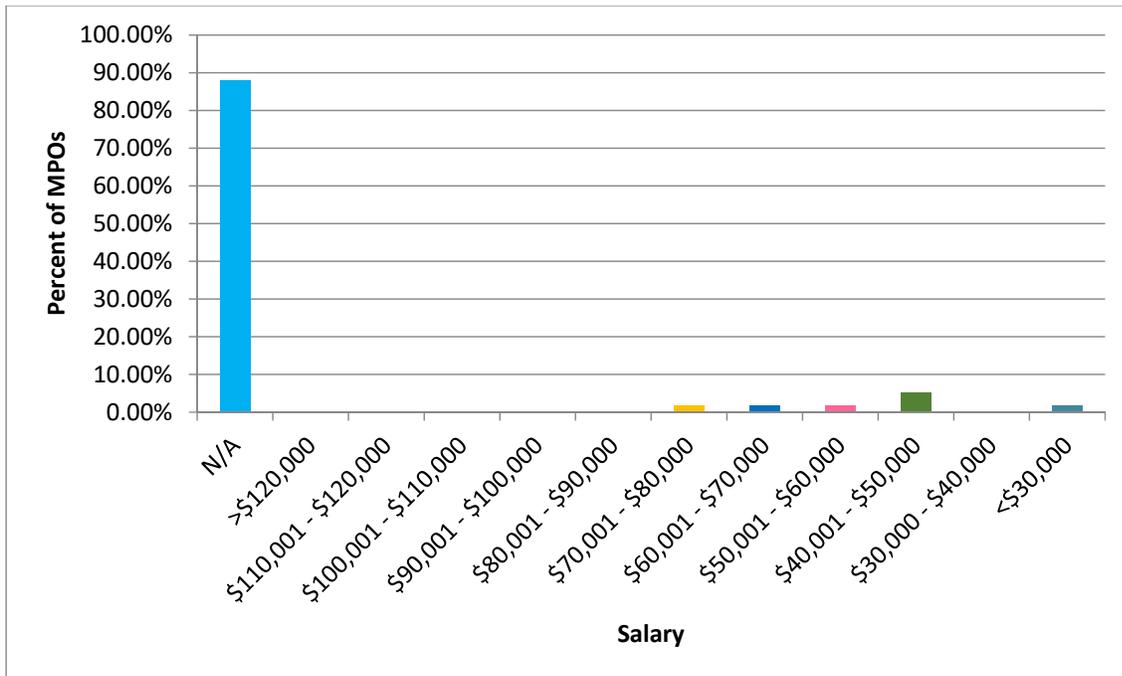
Other:

- \$36,000 - \$46,000
- Halftime position

13. Engineer I (PE)



14. Engineer I (not PE)



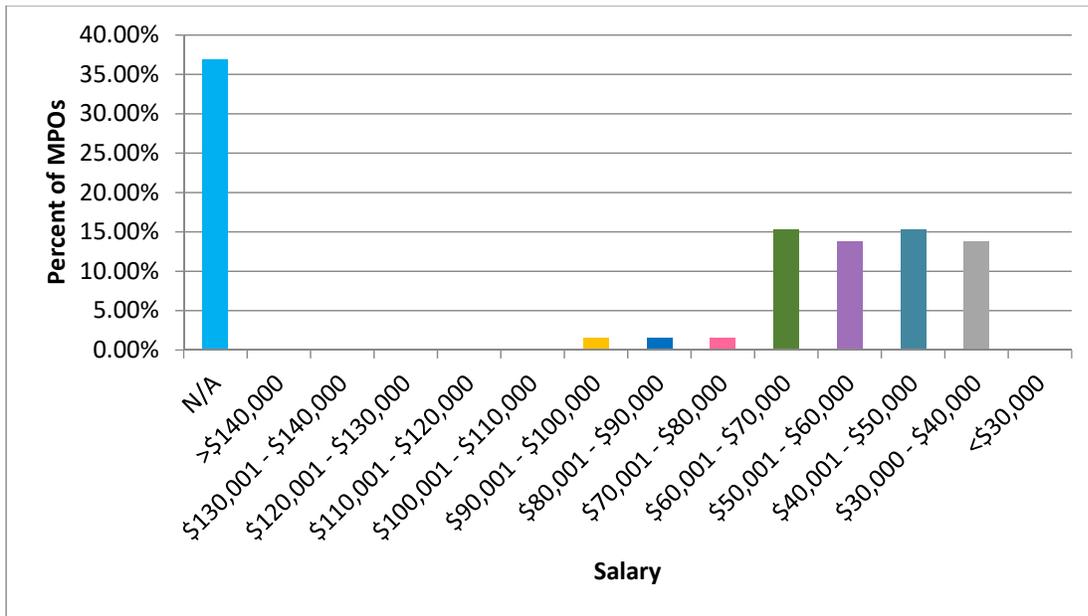
15. GIS Specialists



Other:

- \$35,000 - \$62,000

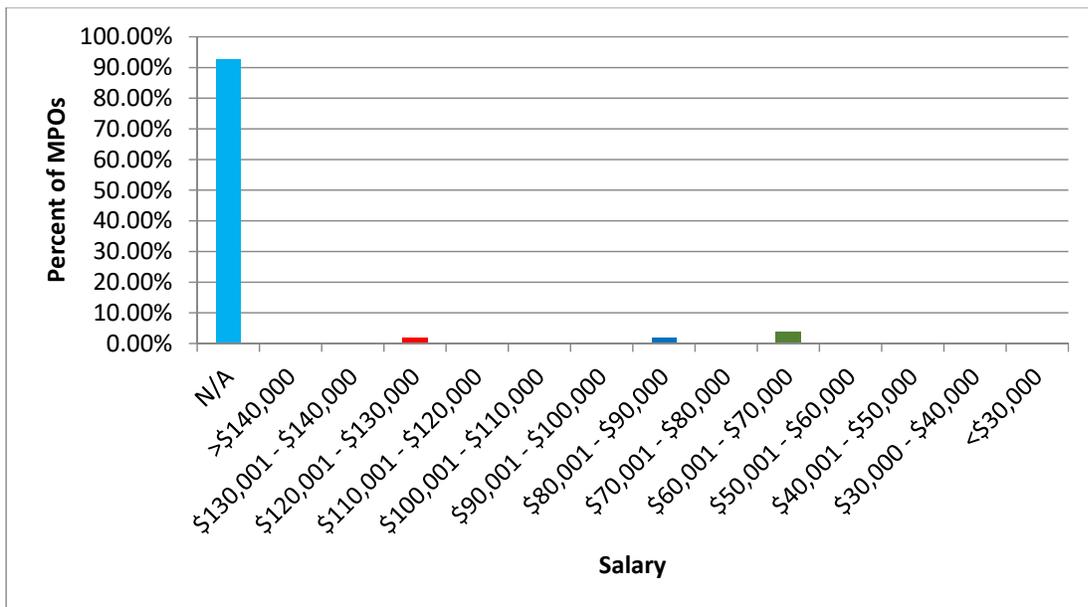
16. Office Manager



Other:

- \$64,000 - \$92,000

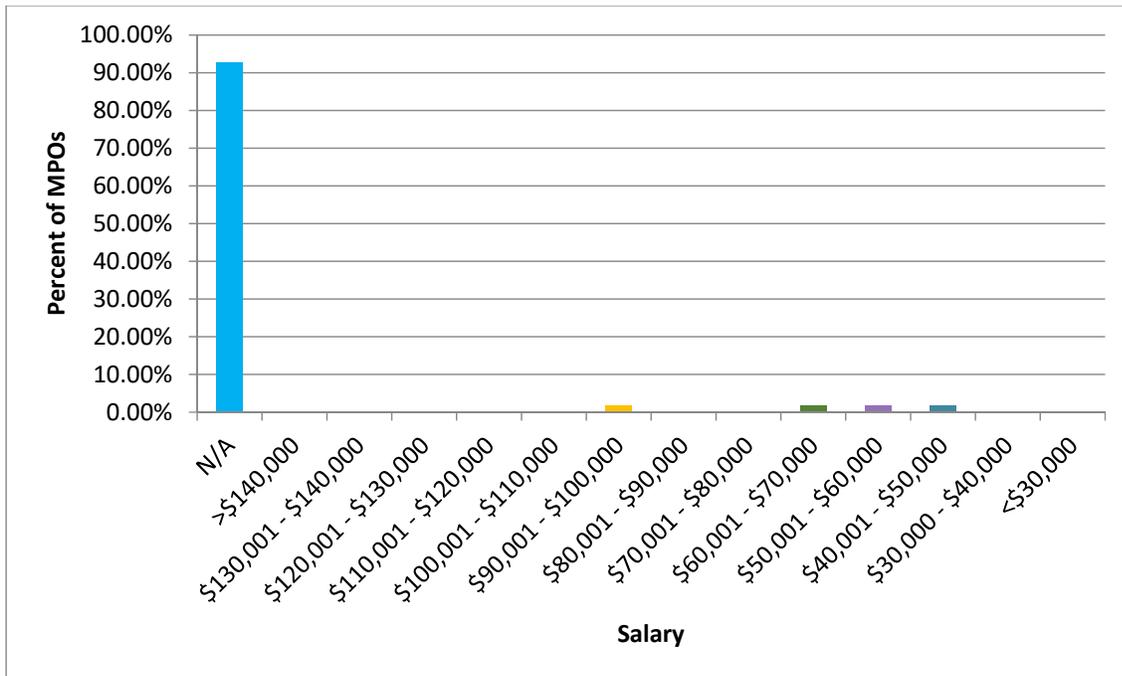
17. Economist



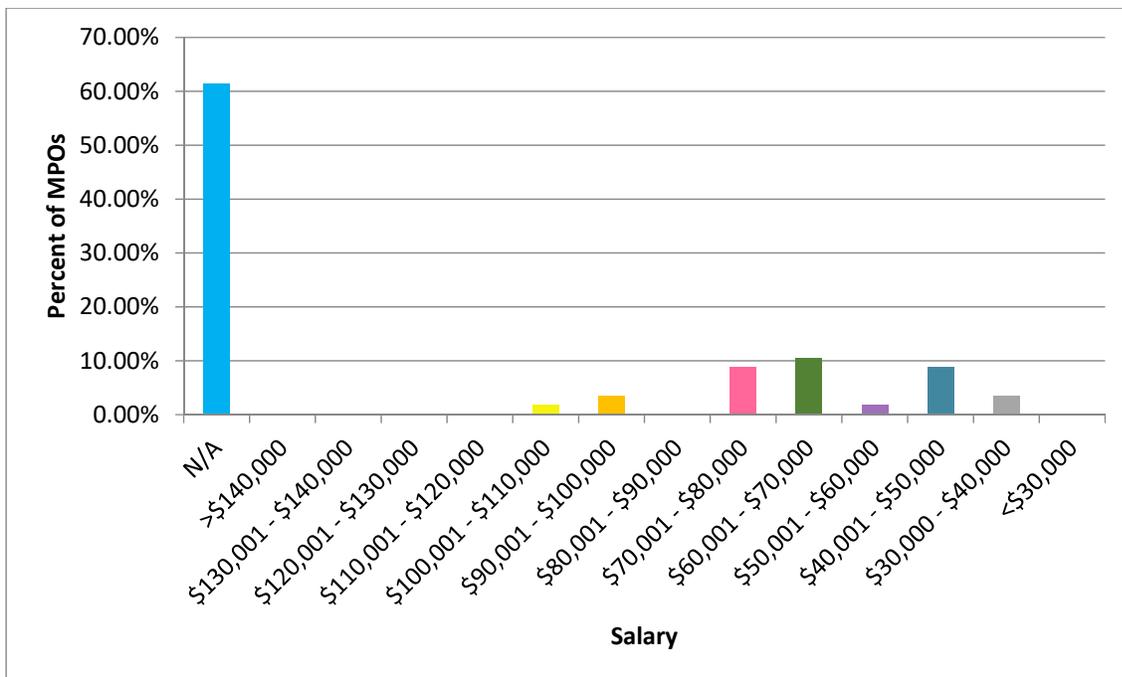
Other:

- Accountant

18. C/AV, Shared Mobility, or Emerging Technology



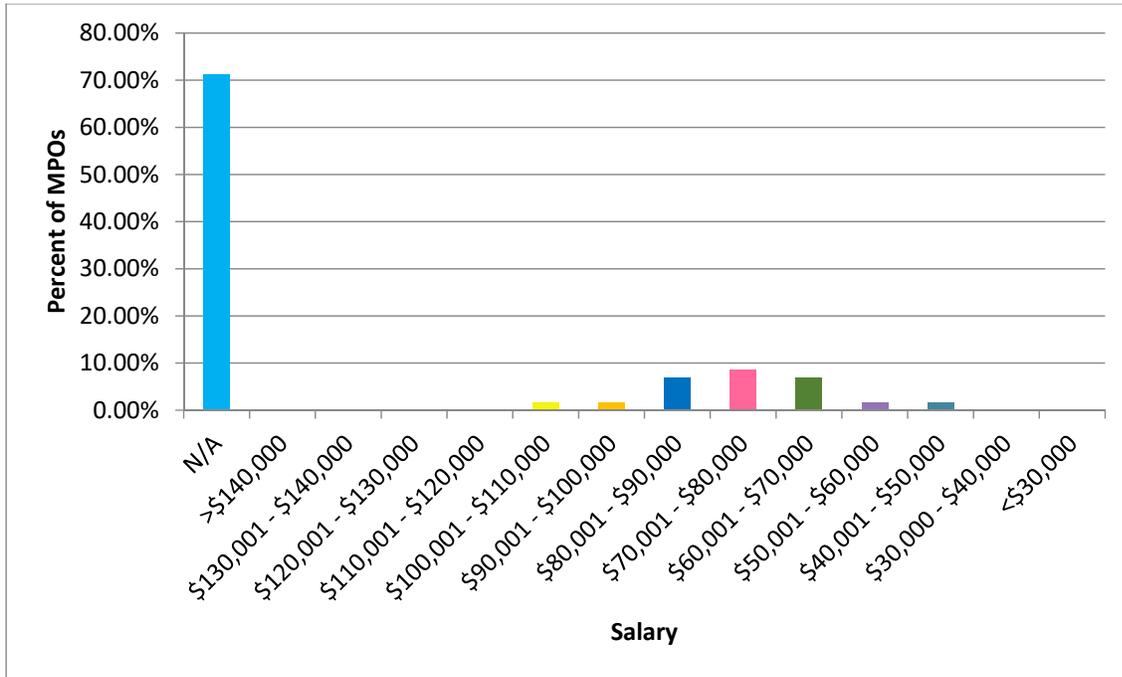
19. Public Involvement



Other:

- Public Relations \$99,000 – \$130,000

20. Modeler

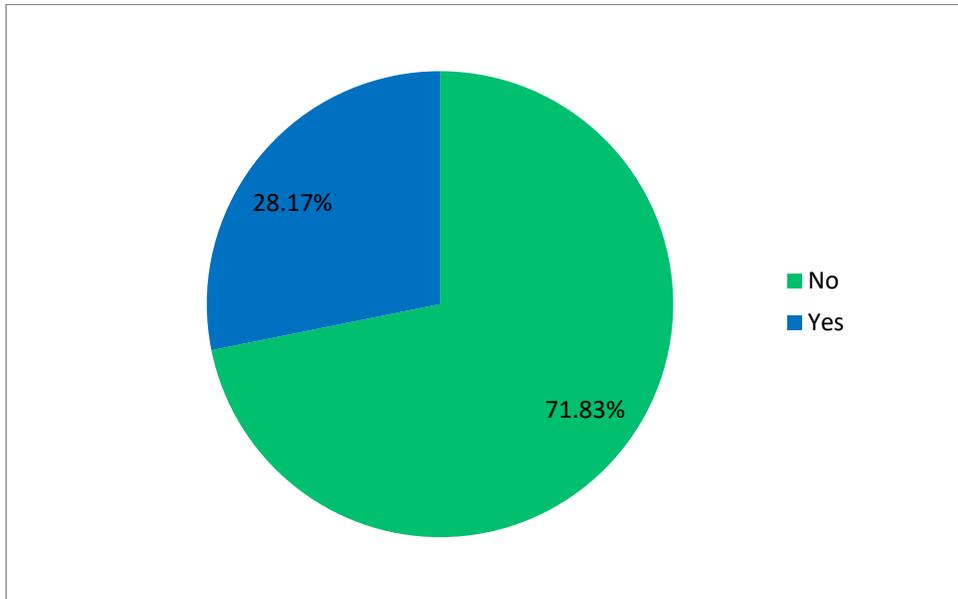


Other:

- \$71,000 which represents 80% of full salary

Section - Current Challenges

1. Does your MPO face challenges in paying current staff salaries and benefits?



Explanations:

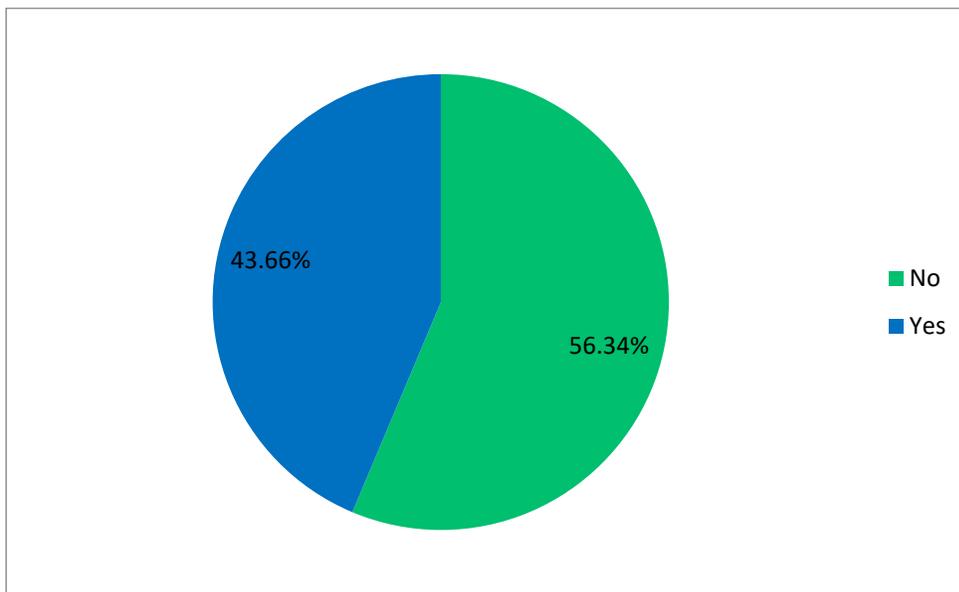
- Benefit cost increases outpace revenues.
- Rising pension and benefit costs.
- Formula grants do not cover loaded staff salaries. Must rely on local dues contributions each year to bridge gap. Host agency does not have a dedicated source of funding to rely on. Must go through multiple budget processes each year with member agencies to request/secure funds.
- We are in a high cost area and have a very low unemployment rate. The market is very competitive. It is difficult to hire and retain staff because consultants are also looking for the same skill sets.
- Funding is not adequate for small MPOs to keep full time staffing levels.
- Federal funding has not kept up with inflation and the increased costs of doing business
- Salaries would remain static if we weren't forced to do without upgraded equipment and resources.
- We are an unusual agency (bi state) and have federal grants, but must "self fund" additional funds for merit pay and bonuses.
- Two planning staff are currently half time because of lack of funding. Hiring is difficult for part-time positions.
- Inability of the 1) federal sources to increase and 2) the local match to increase to compensate for point 1.
- I would like to hire a staff engineer.

(Continued on next page)

Explanations (continued):

- All MPO employees are City employees. City staff raises have been erratic. Sometimes the MPO staff can get raises/independent of the City.
- With additional requirements of staff and no increase in funding, compensating staff for new/additional work is becoming complicated.
- PL fund allocations have not kept pace with insurance and other cost increases
- Difficulty keeping pace with competitive positions.
- We are currently hosted by the City who does not provide a step increase program or merit increases. They only provide a cost of living increase which does not cover the health care increase that employees take 100% of. Currently, the MPO is in the path to become a non-profit and separate from the city. A big factor is the fact that the city only contributes \$850 per month, leaving employees to cover the remaining \$1,200 and change.
- Our standard federal funding (PL and 5303) today is about 1% below what we received in 2012-13. Our costs have continued to increase and we must use a percentage of our STBG funding to maintain our annual operating budget, including personnel costs.

2. Are there particular staff positions that your MPO is in need of, but cannot afford to pay for?



Explanations:

- Modeler
- Additional planners
- We really need a couple of general practitioners. People who can read, write, research, interpret, organize, and chase plan amendments, etc.
- We need someone to do marketing and public participation on a full-time basis.

(Continued on next page)

Explanations (continued):

- An engineer to assist agencies (e.g., very small municipalities) with project development
- Needs of MPO are not always well understood or given a high priority by host agency, which dictates staffing and salaries. Administrative support is lacking, forcing senior staff to cover basic tasks such as meeting agendas, minutes, mailings, etc., ultimately at a higher hourly rate.
- Transportation planner, mobility coordinator, and public involvement
- Modeler
- GIS specialist
- Modeler
- GIS Tech
- GIS person, To pay a person with GIS and planning experience would really put the MPO budget in a strain having 3 FTE.
- Modeler, public input, and data analysts
- Need to expand from part-time to full-time.
- Technical staff such as additional modeler and data analyst. Emerging tech position as well.
- Travel Demand Modeler and GIS Technician
- Full time experienced travel demand modeler.
- Engineers; more model assistance individuals
- It would help to have a separate GIS staff position
- In light of the new performance measures and data analytics required, we may need to hire Data Scientists but cannot afford with current PL funds
- As a one person MPO, we could always use another planner, but the budget does not allow.
- We are in need of a technical staff position, such as an analyst who can gather data and analyze it.
- We only have a part-time planner and could use one full-time.
- This is difficult to explain. We have modeling and GIS expertise but no position allocated to those activities (it is a preferred skill for planning staff). Because it is only one of several skills for general planners, it is difficult to get these positions adequately compensated.
- Data modeler
- Modeler, difficult to find at a reasonable cost.
- We offered up to \$70K for a modeler with 3 years of experience in Citilabs CUBE/Voyager with a good pension plan and excellent health benefits and could get no qualified applicants for that salary range. Qualified applicants were requesting above \$80K in salary. As a result, we have been using consultants for this work task.
- Professional Planner
- We require a CEI position but cannot budget for until the following year.
- GIS Coordinator
- A well rounded planner 2.

3. Any additional comments?

- We also have an Information Manager that takes care of all matters involving computers/websites-social media/graphics
- Salary \$70 to \$80K
- We are an MPO in a quasi-state agency. All planners, including middle managers, are unionized. Raises and raise schedules are fairly uniform (with some exceptions).
- Since there has been no increase in federal PL and 5303 funds and we have been required to meet additional federal requirements (PBPP), we are starting to be concerned about future UPWPs.
- Average staff longevity is 13.25 years.
- Contract out modeling services
- Use state DOT staff
- Our Executive Director of 31 years retire last week. Over the next 6-12 months it is likely that an evaluation of current positions, salaries and staffing needs will be conducted as the new director will need to determine if any changes needed.
- The MPO is housed within the Consolidated Government and they determine the raises for all staff.
- When 2020 census is certified, we should become a TMA & will have to add 3 – 4 new staff.
- Note: salaries for planner positions based on part-time status.
- I'm not sure what you are asking when you asked about challenges in paying MPO salaries.
- We would have no challenges in absorbing higher salaries within our budget. However, there is a considerable resistance by our Steering Committee to appropriately pay MPO staff. The leaders are resisting urbanization on one hand and resent that the MPO is facilitating urbanization.
- Our MPO uses consultant contracts to accomplish much of our planning activities.
- Our MPO is not a standalone MPO and our salaries/benefits are at the mercy of the annual city budget. Even though we might have enough in grant funding to give ourselves a raise or hire another person, we are not allowed to by the policies of the city.
- Our challenge is not financial, we have enough PL funds for current and additional staff. The issue is our fiscal agent's restrictions on creating and filling staff positions. Until recently, our fiscal agent had an across the board hiring freeze and also had a policy of not just rejecting new position authorizations but eliminating positions if they were vacated through attrition. It did not matter how the position was funded. The concept was that it gave a 'good perception'.
- If we are able to go independent, we are hoping to create a better working environment for the employees and provide incentives for them to stay.
- The pension program and health care in MANDATORY for employees (no opt-out option). Also, if an employee leaves before serving 5 years (vested), they will lose 100% of the money that was taken out of their checks for pension. "
- There seem to be many other considerations missing from this analysis:
 - Benefits paid by the employer (auto allowance, subsidized health care, employer contributions for retirement). Non-wage compensation should be considered.

(Continued on next page)

Additional comments (continued):

- Total budgets vary from year to year based on funding for "special studies." You should ensure the annual budget is based on a typical year.
- More should be investigated regarding wage increases. We had a 3% across the board last year w/ an additional 1% for merit for 50% of staff. The upcoming year includes 3% across the board plus a lump sum for "market adjustments." This is intended to recognize the need to adjust salaries for some positions in order to retain skilled employees.
- The survey doesn't seem to differentiate salaries between independent organizations and those housed within city/county government. Overall budgets as well as the responsibilities of an Executive Director are quite different if an organization has HR, legal, procurement and/or financial services provided by local government.
- Track or understand the "housing" relationships that go hand in hand with compensation constraints. Salary is largely at the disposal/ruling of the host agency - if there is a host.

Blacksburg/Christiansburg/Montgomery Area Metropolitan Planning Organization

AGENDA ADDENDUM

July 26, 2018

VI. NEW BUSINESS –

E. Approval of Time Change and Stop Elimination for the SmartWay Bus –

There have been requests from riders on the SmartWay service for Amtrak to leave Blacksburg at a later time. Currently the bus departs Blacksburg at 4:35 am and arrives in Roanoke before 5:40 am, the scheduled arrival time. The train departs at 6:19 am. The suggested departure time is 5:00 am from Blacksburg. In addition, this run does not attract any passengers from the Exit 140 Park & Ride lot at Exit 140. Valley Metro has reviewed this and held a public hearing on it. There were no comments received. While there is some concern that leaving later may create a problem if the bus encounters delays on the trip, Valley Metro is willing to try this new time. The SmartWay Advisory Committee reviewed this request and recommends changing the departure time to 5:00 am and eliminating the stop at the Exit 140 Park & Ride lot. (A suggested resolution is in Attachment # 9.)