

New River Valley Metropolitan Planning Organization

AGENDA

2:00 PM

November 2, 2017

I. DECLARATION OF A QUORUM AND CALL TO ORDER

II. APPROVAL OF AGENDA

**III. APPROVAL OF MINUTES OF AUGUST 24, 2017 MEETING
(Attachment # 1)**

IV. PUBLIC ADDRESS

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

V. OLD BUSINESS –

- A. **Approval of Safety Performance Measures for the MPO** -At the August meeting, some background was presented regarding performance measures for the MPO. Adoption of performance measures by the MPOs is required by the federal government. MPOs are given a choice of creating their own or adopting the State measures. Most small MPOs choose to follow the State measures. It was expected that the numeric values would be available at this time but they are not. They will need to be entered by January 2018. The TAC discussed this and feels there is no reason for our MPO to develop anything different from VDOT. The TAC recommends that the MPO adopt the Performance Measures developed by VDOT. (Background information and suggested resolution are in Attachment # 2.)

VI. NEW BUSINESS –

- A. **Approval of Amendment # 1 to the 2018-21 TIP** - Blacksburg Transit secured funding for bus replacements under the VDOT Smart Scale Program. Smart Scale project funding is generally added to the end of the Six Year Plan and therefore falls outside of the TIP. Funding has been moved into the 2017-18 fiscal year, therefore an amendment is needed to the approved TIP. The Amendment has been advertised, sent to the MPO Interested Parties and the governmental regulatory agencies, and posted on

the MPO website for comment. No comments were received. The TAC recommends approval. (Amendment # 1, the amended TIP, and suggested resolution are in Attachment # 3.)

- B. Approval of a Study Project under the Special Studies category using FhWA PL funding to optimize traffic signals within the Town of Christiansburg** - Our current budget contains unprogrammed funding to conduct studies within the MPO. The Town of Christiansburg requested a project to optimize signal operation to improve traffic flow. Other localities were solicited to see if there were other projects that would qualify to be considered. The City of Radford requested a similar study. The City needs to upgrade some of the equipment before this type of study would be beneficial. At the appropriate time, the City will request a similar study. The MPO has \$50,000 available for the study. The MPO does not have an on call consultant at this time. The Town of Christiansburg does have four on call consultants and can perform this study for the MPO. This is okay with VDOT as long as the procurement was conducted in accordance with Federal Guidelines. The TAC has reviewed this request and recommends approval. (A scope of work and suggested resolution are in Attachment # 4.)
- C. Approval of a Study using FTA 5303 funding to study Rail Station Ownership/Maintenance options** - The Passenger Rail 2020 Committee requested that consideration be given to developing ownership/maintenance options for a potential future passenger station for the New River Valley. This type of study is an acceptable use of transit planning 5303 funding and the funding is available. Since the NRV Regional Commission conducted the Study previously done by the MPO and have conducted similar studies, they are knowledgeable and well positioned to undertake this study for the MPO. The TAC has reviewed this and recommends approval. (Task Order and suggested resolution are in Attachment # 5.)
- D. Support for VDOT TA Funding Requests for the Towns of Blacksburg and Christiansburg** - The Town of Blacksburg will be requesting TA funding for a project in the Town of Blacksburg and the Town of Christiansburg will be requesting funding for four projects. Support from the MPO is required. The TAC has reviewed and recommends approval. (Project identification and suggested resolutions are in Attachment # 6.)

- E. Appointment of a Representative to the SmartWay Advisory Committee** - The voting membership of the SmartWay Advisory Committee is made up of 2 members from the New River Valley and 2 members from the Roanoke Valley. Jerri Baker was previously appointed to replace Steve Mouras on the Committee. Ron Rordam has served as one of our representatives since the Committee was formed. Since he will be leaving office at the end of the year, a replacement needs to be selected. This appointment can be a member of the MPO or other representative. The TAC has not reviewed this item.

VII. EXECUTIVE DIRECTOR'S REPORT –

- A. VDOT Report – Ken King
- B. Updates on Bike Share and TDPs – Erik Olsen
- C. Update on Intercity Bus Service from Blacksburg to Washington DC – Katie Schwing
- D. Update on MPO Freight Study and Transit Bus Stop Studies for Radford Transit and Pulaski Area Transit – Kevin Byrd
- E. Smart Scale Project requests
- F. Other Items

VIII. OTHER BUSINESS

IX. NEXT MEETING

The next scheduled meeting is December 7, 2017 at 2:00 pm.

X. ADJOURNMENT

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

Minutes

August 24, 2017

MEMBERS

PRESENT:	Craig Meadows	-Montgomery County
	Annette Perkins	-Montgomery County
	Anne McClung	-Town of Blacksburg
	Michael Sutphin	-Town of Blacksburg
	Randy Wingfield	-Town of Christiansburg
	Melissa Skelton	-City of Radford
	Kevin Byrd	-NRVRC
	Ken King	-VDoT
	Jason Soileau	-Virginia Tech
	Tom Fox	-Blacksburg Transit
	Dan Brugh	-NRV MPO
	Randal Gwinn	-Recording Secretary
ABSENT:	Kevin Jones	-FHWA
	Katie Schwing	-DRPT
	Michael Barber	-Town of Christiansburg
	Bruce Brown	-City of Radford
	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
OTHERS		
PRESENT:	Michael Gray	-VDoT
	Erik Olsen	-NRV MPO

DECLARATION OF QUORUM AND CALL TO ORDER

This being the meeting for the annual election of officers, Executive Director Dan Brugh declared a quorum and called the meeting to order at 2:10 P.M.

APPROVAL OF AGENDA

Dan asked for comments on the proposed agenda and 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 May 17, 2017 MEETING

Dan next asked for comments on or corrections to the meeting minutes from the May 7, 2017 Policy Board meeting. Hearing none he then called for a motion to approve the minutes.

On a motion by Anne McClung seconded by Craig Meadows and carried unanimously, the minutes dated May 17, 2017 were approved.

ELECTION OF OFFICERS FOR 2017 -2018

In accordance with the bylaws of the MPO, officers are elected for a one 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

Dan announced that the floor is open to receive nominations for Chairman. No seconds are required for nominations.

Michael Sutphin moved to nominate Craig Meadows for Chairman.

There were no other nominations made.

Dan then asked for a motion to close nominations.

On a motion by Melissa Skelton seconded by Anne McClung and carried unanimously, nominations for MPO Chairman were closed.

Dan then called for a vote for re-election of Craig Meadows for Chairman. The vote was unanimously in favor and Craig will be Chairman for 2017-18.

Dan then vacated the Chairman's seat and Craig assumed control of the meeting.

Craig then announced that the floor was open to receive nominations for Vice Chairman.

Annette Perkins moved to nominate Anne McClung.

There were no other nominations made.

Craig then asked for a motion to close nominations.

On a motion by Annette Perkins seconded by Melissa Skelton and carried unanimously, nominations for MPO Vice Chairman were closed.

Craig then called for a vote for re-election of Anne McClung for Vice Chairman. The vote was unanimously in favor of Anne remaining Vice Chairman for 2016-17.

SELECTION OF REGULAR MEETING DATE

Selection of a regular meeting date was next discussed. All were in consensus to continue the practice of meeting on the first Thursday of each month at 2:00 PM in the County Admin Conference Room of the Montgomery County Government Center and Craig asked for a motion to that effect.

On a motion by Anne McClung seconded by Michael Sutphin and carried unanimously, the regular meeting date will continue to be 2:00 PM on the first Thursday of each month and the meeting will continue to be held in the County Admin Conference Room of the Montgomery County Government Center.

PUBLIC ADDRESS

There were no citizens wishing to address the group.

OLD BUSINESS

A. Approval of a Schedule Change for SmartWay Bus

Dan reported that this draft schedule change for the SmartWay Bus to accommodate Amtrak in Roanoke was initially presented as information in the May 2017 Policy Board meeting. When the SmartWay Bus Service was originally formed it was decided that our MPO must approve any schedule changes for the service. With passenger rail service beginning in October approval of the draft schedule that we now have is necessary although there may yet be some minor time changes based on Amtrak's final schedule.

Adding another route to the schedule does come with additional operating costs however the localities that pay the local matching funds will see little or no change in their contributions as there are no longer any capital costs to pay. As things currently stand, from now through the year 2022 bus replacements for Valley Metro, including the SmartWay service, are covered by funds allocated by the Roanoke TPO under the RSTP program. The end result of this is that our local match requirement for SmartWay Bus capital costs go away and funds formally used for this can

now be applied to the increased operational costs of the service.

What is needed is a resolution adopting the new schedule with the understanding that if Amtrak changes their schedule by a few minutes then the SmartWay Bus schedule will also change to align with it.

Following Dan's report there was a brief discussion concerning alinement of the SmartWay schedule with that of the Roanoke Airport late night arrivals and early morning departures. At the next SmartWay Advisory Committee meeting Dan will follow up on this item and also seek clarification of what accommodations are already in place to assist travelers who arrive at the airport when bus service isn't available.

Also discussed was the future prospect of moving the SmartWay Bus stop currently at Squires to the new Multi-modal facility once it is completed. This has already been discussed by the SmartWay Advisory Committee and at the appropriate time that change will be recommended to the MPO Policy Board for approval.

Discussion having ended Craig called for a motion on the suggested resolution offered in the meeting materials.

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

***New River Valley
Metropolitan Planning Organization
August 24, 2017***

Resolution approving a schedule change for the SmartWay Connector to accommodate passenger rail service to Roanoke.

On a motion by Ken King seconded by Michael Sutphin and carried unanimously,

WHEREAS, the MPO has been requested to approve a schedule change for the SmartWay Connector service to accommodate passenger rail service by Amtrak to Roanoke, and

WHEREAS, Valley Metro, operator of the SmartWay service, has provided schedule information to add service to accommodate arrivals and departures of Amtrak to Roanoke, and

WHEREAS, approval of the schedule change is needed by the NRV MPO, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO approves the schedule change as submitted.

BE IT FURTHER RESOLVED that changes to the exact times may be made based on final arrival and departure times by Amtrak.

F. Craig Meadows, Chairman

OLD BUSINESS

A. Establishing Performance Measures for the MPO

Dan reported that Federal Legislation requires that MPO's have performance measures in regard to the funding that comes into the MPO. Larger MPO's will probably be developing their own performance measures however the smaller MPO's who have no control over funding will probably be adopting the performance measures that will be set by the state. The first set of measures to be developed will be for safety and those need to be developed and approved prior to January of next year. VDOT should be finishing their measures for safety later this month or in early September. The NRV MPO will need to officially adopt VDOT's values after themselves determining numerical values for measures which need to vary from what VDOT has set. The Regional Commission has agreed to assist in developing measures for the MPO and has done some work on this already although not all of VDOT's information is available yet. Once we have something close to a complete set of measures we will distribute it for review and discussion.

Policy Board approval of the measures will be needed at their next scheduled meeting which will probably be in November.

EXECUTIVE DIRECTORS REPORT

1. Update on Study Projects

Kevin Byrd presented a PowerPoint Slideshow report that gave status updates on the three ongoing Study Projects that the Regional Commission has been conducting for the MPO.

Items reviewed were the Traffic Analysis Zones study, the Bus Stop Safety and Traffic Study, and the Regional Freight Study.

2. Other items

There were no other items discussed under the Executive Directors Report.

OTHER BUSINESS

There were no other items of business to discuss.

INTO CLOSED MEETING – 2:30 PM

Craig announced that there was one item of business needing to be discussed and asked to hear a motion to enter into a closed meeting.

On a motion by Melissa Skelton seconded by Anne McClung and carried unanimously,

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

OUT OF CLOSED MEETING – 2:55 PM

Business concluded, Craig asked to hear a motion to end the Closed Meeting.

On a motion by Melissa Skelton seconded by Anne McClung and carried unanimously,

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

CERTIFICATION OF CLOSED MEETING

Craig next asked to hear a motion to certify the Closed Meeting.

On a motion by Anne McClung seconded by Michael Sutphin and carried by a vote of seven ayes, zero nays and three absences the certification of the closed meeting was completed.

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: Craig Meadows, Annette Perkins, Anne McClung, Michael Sutphin, Randy Wingfield, Melissa Skelton and Ken King.

NAYS: None

ABSENT DURING VOTE: Joe Guthrie, Mike Barber and Bruce Barber.

ABSENT DURING MEETING: Joe Guthrie, Mike Barber and Bruce Barber.

**ANNUAL PERFORMANCE REVIEW OF EXECUTIVE DIRECTOR AND
AMENDMENT TO EMPLOYMENT AGREEMENT**

Based on Dan's annual performance review a 2.5% increase in salary, retroactive to July 1, 2017, was recommended.

Craig asked to hear a motion to authorize the salary increase.

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

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 September 1, 2016 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 Burgh's performance June of each calendar year.

NEXT SCHEDULED MEETING

Craig announced that the next scheduled meeting is October 5, 2017 at 2:00 PM in the Montgomery County Government Center.

MEETING RECESSED AT 2:52 PM

At this point Craig called a recess of the meeting to allow the Roanoke TPO personnel to arrive and be seated.

NRV MPO WELCOME AND INTRODUCTIONS

NRV MPO Chair Meadows welcomed the visitors from the RVTPO and suggested everyone introduce themselves to the room.

RVTPO POLICY BOARD MEMBERS PRESENT

Ray Ferris, Vice Chair	City of Roanoke
John Garland	City of Roanoke
Jane Johnson, Chair	City of Salem
Ken King	VDOT Salem District
Janet Scheid	Town of Vinton
Carl Palmer	GRTC, Valley Metro
Jitender Ramchandani	DRPT

RVTPO STAFF IN ATTENDANCE

Christina Finch
Bryan Hill
Jackie Pace
Rachel Ruhlen
Wayne Strickland

RVTPO GUESTS IN ATTENDANCE

Nick Britton	DRPT
Megan Cronise	Roanoke County
Richard Caywood	Roanoke County
Michael Gray	VDOT Salem District
Rebekah Gunn	Roanoke Regional Chamber of Commerce
Jeremy Latimer	DRPT
Kevin Price	Valley Metro

RVTPO CALL TO ORDER

RVTPO Chair Jane Johnson called their meeting to order at 3:05 PM.

RECONVENING THE NRV MPO MEETING FOR THE JOINT MEETING WITH THE ROANOKE TPO

Following introductions Chair Meadows announced that the NRV MPO meeting was reconvening at 3:05 PM.

APPOINTMENT OF 2017 RVTPO NOMINATING COMMITTEE

Chair Johnson then presented the following report to the group:

CHAIR'S REPORT August 24, 2017 Joint TPO Meeting Appointment of 2017 Roanoke Valley TPO Nominating Committee

According to the Roanoke Valley TPO Bylaws, the election of officers will take place at the September meeting of every odd-numbered year. At the August meeting, the Chair shall appoint a nominating committee of at least two members. The nominating committee will communicate to each TPO member the name(s) of the nominee(s) for the offices of chair and vice chair one week prior to the September meeting.

I would like to appoint John Garland, Billy Martin and Jason Peter to serve on the 2017 Nominating Committee.



*Jane W. Johnson, Chair
Roanoke Valley Transportation Planning Organization*

I-81 CORRIDOR IMPROVEMENTS, PROGRAMMED AND NEEDED

Ken King presented the group with a slide-show concerning the improvements needed to the I-81 corridor. During the presentation Ken broke out the improvements already programmed and also spoke of those that were still needed but lacked funding. After his presentation was completed Ken fielded questions from the group.

DRPT TRANSIT & RAIL UPDATE

Jitender Ramchandani presented the group with a slide-show regarding DRPT’s Transit & Rail Updates. Jitender also fielded question from the group once his presentation was completed.

SMARTWAY AND SMARTWAY CONNECTOR SERVICE UPDATE

Carl Palmer presented the group with a slide-show regarding the status of the SmartWay Bus Services. Carl also fielded question from the group once his presentation was completed.

POSSIBLE SW VA CHAPTER OF THE VA MARITIME ASSOCIATION

Wayne Strickland spoke to the group concerning the possibility of forming a SW VA Chapter of the VA Maritime Association. The group agreed that this should be an agenda item for discussion at one of our future MPO Policy Board meetings.

KEY CONSIDERATIONS FOR THE FUTURE OF TRANSPORTATION

Andy Alden presented the group with a slide-show presentation regarding key consideration for the future of Transportation then fielded questions from the group on the topic.

MEMBER CONCERNS

There were no member concerns discussed.

ADJOURNMENT

There being no further agenda items to discuss, Craig adjourned the meeting at 3:25 PM.

Attest: _____

F. Craig Meadows, Chairman

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



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

November 2, 2017

Resolution Approving Safety Performance Measures for the NRV MPO

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

WHEREAS, all MPOs are required to set performance measures by FhWA, and

WHEREAS, MPOs can either set their own measures or adopt the performance measures set by the State, and

WHEREAS, due to the cost of setting measures and then actually measuring results, most small MPOs adopt the performance measures set by the State, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization adopts the Safety performance measures set by the State.

F. Craig Meadows, Chairman

New River Valley MPO Project Groupings

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						

**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

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		
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION								
STIP ID:	BBT0001	Title: Operating Assistance			Recipient: Blacksburg Transit			
FTA 5307	1,610	1,727	1,775	1,841	1,910	FTA 5307	7,253	Blacksburg Transit
State	1,815	1,865	1,844	1,913	1,985	State	7,607	Blacksburg Transit
Local	3,595	4,393	4,852	5,159	5,480	Local	19,884	Blacksburg Transit
Revenues	215	211	264	272	280	Revenues	1,027	Blacksburg Transit
Year Total:	7,235	8,196	8,735	9,185	9,655	Total Funds:	35,771	Blacksburg Transit
Description:								
STIP ID:	BBT0002	Title: Replacement Rolling Stock			Recipient: Blacksburg Transit			
Flexible STP		357	1,597	1,860	7,439	Flexible STP	11,253	Blacksburg Transit
State		45	200	233	930	State	1,408	Blacksburg Transit
Local		45	200	233	930	Local	1,408	Blacksburg Transit
Year Total:	-	447	1,997	2,326	9,299	Total Funds:	14,069	Blacksburg Transit
Description:								
STIP ID:	BBT0010	Title: Eng Design /Construction Multi-Modal Transfer Facility			Recipient: Blacksburg Transit			
Flexible STP	10,914					Flexible STP		Blacksburg Transit
State	6,627					State		Blacksburg Transit
Local	1,949					Local		Blacksburg Transit
Year Total:	19,490		-	-	-	Total Funds:		Blacksburg Transit
Description:								
STIP ID:	BBT0016	Title: Expansion Rolling Stock			Recipient: Blacksburg Transit			
Flexible STP		798	838	879	923	Flexible STP	3,438	Blacksburg Transit
State		100	105	110	115	State	430	Blacksburg Transit
Local		100	105	110	115	Local	430	Blacksburg Transit
Year Total:	-	998	1,048	1,099	1,153	Total Funds:	4,298	Blacksburg Transit
Description:								
STIP ID:	BBT0017	Title: Passenger Shelters			Recipient: Blacksburg Transit			
Flexible STP		48	45	46	33	Flexible STP	172	Blacksburg Transit
State		10	9	9	4	State	32	Blacksburg Transit
Local		2	2	2	4	Local	10	Blacksburg Transit
Year Total:	-	60	56	57	41	Total Funds:	214	Blacksburg Transit

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION								
Description:								
STIP ID:	BBT0020	Title: ADP Hardware			Recipient: Blacksburg Transit			
Flexible STP		647	91	695	161	Flexible STP	1,594	Blacksburg Transit
State		81	11	87	20	State	199	Blacksburg Transit
Local		81	11	87	20	Local	199	Blacksburg Transit
Year Total:	-	809	113	869	201	Total Funds:	1,992	Blacksburg Transit
Description:								
STIP ID:	BBT0021	Title: ADP Software			Recipient: Blacksburg Transit			
Flexible STP		72	440			Flexible STP	512	Blacksburg Transit
State		9	55			State	64	Blacksburg Transit
Local		9	55			Local	64	Blacksburg Transit
Year Total:	-	90	550	-	-	Total Funds:	640	Blacksburg Transit
Description:								
STIP ID:	BBT0023	Title: Support Vehicles			Recipient: Blacksburg Transit			
Flexible STP			200	43	154	Flexible STP	397	Blacksburg Transit
State			25	5	19	State	49	Blacksburg Transit
Local			25	5	19	Local	49	Blacksburg Transit
Year Total:	-	-	250	53	192	Total Funds:	495	Blacksburg Transit
Description:								
STIP ID:	BBT0028	Title: Radios			Recipient: Blacksburg Transit			
Flexible STP		3	12	19	10	Flexible STP	44	Blacksburg Transit
State		1	2	2	1	State	6	Blacksburg Transit
Local		1	2	2	1	Local	6	Blacksburg Transit
Year Total:	-	5	16	23	12	Total Funds:	56	Blacksburg Transit
Description:								
STIP ID:	BBT0029	Title: Shop Equipment			Recipient: Blacksburg Transit			
Flexible STP		220	489	191	198	Flexible STP	1,098	Blacksburg Transit
State		27	61	24	24	State	136	Blacksburg Transit
Local		27	61	24	24	Local	136	Blacksburg Transit
Year Total:	-	274	611	239	246	Total Funds:	1,370	Blacksburg Transit
Description:								
STIP ID:	BBT0035	Title: Fleet Rebranding - Graphics			Recipient: Blacksburg Transit			
Flexible STP		504				Flexible STP	504	Blacksburg Transit
State		63				State	63	Blacksburg Transit
Local		63				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		
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION								
Description:								
STIP ID:	BBT0036	Title: NRV Bikeshare			Recipient: Blacksburg Transit			
Flexible STP		-				Flexible STP	-	Blacksburg Transit
State		200				State	200	Blacksburg Transit
Local		50				Local	50	Blacksburg Transit
Year Total:	-	250	-	-	-	Total Funds:	250	Blacksburg Transit

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION								
Description:								
STIP ID:	CRAD001	Title: Operating Assistance			Recipient: City of Radford			
FTA 5307	428	458	428	428	428	FTA 5307	1,742	City of Radford
FTA 5311						FTA 5311	-	City of Radford
State	344	322	344	344	344	State	1,354	City of Radford
Local	658	658	658	658	658	Local	2,632	City of Radford
Revenues	34	34	34	34	34	Revenues	136	City of Radford
Year Total:	1,464	1,472	1,464	1,464	1,464	Total Funds:	5,864	City of Radford
Description:								
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
Description:								
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			5			Flexible STP	5	City of Radford
State			1			State	1	City of Radford
Local			1			Local	1	City of Radford
Year Total:	-	-	7	-	-	Total Funds:	7	City of Radford

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION								
Description:								
STIP ID:	CRAD008	Title: Purchase Shop Equipment			Recipient: City of Radford			
Flexible STP		120				Flexible STP	120	City of Radford
State		15				State	15	City of Radford
Local		15				Local	15	City of Radford
Year Total:	-	150	-	-	-	Total Funds:	150	City of Radford
Description:								
STIP ID:	CRAD010	Title: Purchase Expansion Vehicles			Recipient: City of Radford			
Flexible STP			420			Flexible STP	420	City of Radford
State			84			State	84	City of Radford
Local			21			Local	21	City of Radford
Year Total:	-	-	525	-	-	Total Funds:	525	City of Radford
Description:								
STIP ID:	CRAD011	Title: Purchase Bus Shelters			Recipient: City of Radford			
Flexible STP			160			Flexible STP	160	City of Radford
State			32			State	32	City of Radford
Local			8			Local	8	City of Radford
Year Total:	-	-	200	-	-	Total Funds:	200	City of Radford

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021			
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION									
Description:									
STIP ID:	NRVC001	Title: Paratransit Vehicles			Recipient: New River Valley Community Services				
FTA 5310		116	128	128	160	FTA 5310	532	New River Valley CC	
State		-	-	-	-	State	-	New River Valley CC	
Local		29	32	32	40	Local	133	New River Valley CC	
Year Total:	-	145	160	160	200	Total Funds:	665	New River Valley CC	

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION							
Description:							
Blacksburg Transit	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	1,610	1,710	1,775	1,841	1,910	FTA 5307	7,253
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	2,649	3,712	3,733	8,918	Flexible STP	19,012
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,442	2,361	2,312	2,383	3,098	State	10,154
Local	5,544	4,761	5,313	5,622	6,593	Local	22,289
Revenues	215	211	264	272	280	Revenues	1,027
Totals	26,725	11,709	13,376	13,851	20,799		59,735

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION							
Description:							
City of Radford	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	428	458	428	428	428	FTA 5307	1,742
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	585	520	432	Flexible STP	1,693
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	344	342	461	448	430	State	1,681
Local	658	677	688	684	680	Local	2,729
Revenues	34	34	34	34	34	Revenues	136
Totals	1,464	1,667	2,196	2,114	2,004		7,981

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION							
Description:							
	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
New River Valley Community Services							
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	116	128	128	160	FTA 5310	532
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	32	32	40	Local	133
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	145	160	160	200		665

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

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

November 2, 2017

Resolution Approving Amendment #1 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 secured funding for bus replacements through the Smart Scale Program, and

WHEREAS, this funding has been moved to the 2017-18 fiscal year and needs to be included in the current TIP, and

WHEREAS, Amendment #1 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 # 1 to the 2018-21 TIP.

F. Craig Meadows, Chairman

Town of Christiansburg Signal Optimization Study

\$50,000 estimated cost

Scope

Data Collection

- Intersection turning movement counts
- Automatic traffic recorder (ATR) counts
- Field verify the existing conditions
- Photographs of intersections
- Existing signal timing including signal phasing, cycle length, phase splits, offset, and traffic events (patterns)
- Inventory of existing signal equipment
- As built drawings

Before Studies

- Complete travel time studies in accordance with ITE's Manual of Transportation Engineering with Either a GPS unit or Blue Tooth sensors

Traffic Analysis and Signal Timings

- Develop Baseline Traffic Volumes
- Calculate Pedestrian Times and Clearance / Change Interval Times
- Code Baseline SYNCHRO Models
- Signal Timing Model Calibration
- Develop Optimized Signal Timings

Final Report

- Recommended mitigation for physical equipment
- Recommended optimized timings for short term improvements
- Recommended optimized timings after physical equipment upgrade
- Cost estimates for physical equipment upgrades
- Evaluation and recommendation for signal interconnection with VDOT systems

*New River Valley
Metropolitan Planning Organization*

November 2, 2017

Resolution to approve conducting a Traffic Signal Optimization Study for the Town of Christiansburg.

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

WHEREAS, the Town of Christiansburg requested that a traffic signal optimization study be conducted for the traffic signals in the Town of Christiansburg; and

WHEREAS, this is an allowable use of FhWA PL funding, and

WHEREAS, VDOT has concurred in conducting this study, and

WHEREAS, \$50,000 is available under the Special Studies category of our 2017-18 UPWP; and

WHEREAS, this study will be conducted by the Town's On Call Consultant that was secured in accordance with the requirements set forth for federal funding, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves the Traffic Signal Optimization Study for the Town of Christiansburg using their On Call Consultant in an amount not to exceed \$50,000; and

FURTHER, the NRV MPO authorizes the Executive Director to execute a contract on behalf of the NRV MPO with the Town of Christiansburg to accomplish this work.

F. Craig Meadows, Chairman

New River Valley Regional Commission

Passenger Rail Station Ownership/Maintenance Scope of Work and Budget

- Identify the station ownership models (ie-single government owned, single owned with cost-share, multiple government owned via an authority, possibly others to be determined);

- Evaluation of the pros, cons and costs for each model;

- Review concept station design and determine locally preferred scenario (i.e.- amenities desired beyond basic platform)

- Development of an expense model to operate/maintain the facility;

- Development of a revenue model to include how much each participant contributes and the rationale (ie-anticipated ridership, population, proximity to station, etc);

- Engagement process to involve each potential governmental and higher education member to understand their level of willingness to participate;

- Final Report with summaries of each ownership option, revenue/expense models and the preferred ownership structure for implementation.

We believe this will take between 6-8 months to complete, depending on the engagement process with a not to exceed cost of \$15,000.

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

November 2, 2017

Resolution to approve conducting a Rail Station Ownership/Maintenance Study.

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

WHEREAS, the NRV MPO the Passenger Rail 2020 Committee has requested the MPO to look at a future passenger rail station in Christiansburg; and

WHEREAS, passenger rail stations are a responsibility of local governments and the State does not provide funding for, and

WHEREAS, this is the next phase that needs to be done locally, and

WHEREAS, VDRPT allows FTA 5303 funding to be used for this purpose; and

WHEREAS, there is funding available in the 2017-2018 UPWP that can be utilized, and

WHEREAS, the New River Valley Regional Commission is well positioned to conduct this study by performing the MPO Passenger Rail Study and also have experience with this type of study, and

Whereas, this study can be conducted for an amount not to exceed \$15,000, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves the Passenger rail Station Ownership/Maintenance Study; 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.

F. Craig Meadows, Chairman

Town of Blacksburg TA Grant Funding Request

The Town of Blacksburg is applying for TA funding to enhance the pedestrian environment through safety and accessibility improvements along the Main Street sidewalk between Roanoke Street and Washington Street. The total project cost is \$750,000 with the local match accounting for \$150,000 and the request accounting for \$650,000. The project includes design and construction of pedestrian enhancements including accessibility improvements, pedestrian scale lighting, and improved streetscape elements.

NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE PRESENTATION
OCTOBER 19, 2017



Capital Projects for VDOT Enhancement Grant Funding
FY 18-19 and FY 19-20 Funding Cycle

Roanoke St. Sidewalk(Falling Branch Road to Hubbell Drive)

- Installation of sidewalk supports pedestrian safety along Roanoke Street and under U.S. Rte. 460 By-pass bridge.
- Project initiated and supported by Bikeway / Walkway Committee.
- Potential Funding Source:
TA (80%/20%)
- Prelim. Approximate Cost, \$400,000



Downtown Enhancement Project Phase 3

- Provides for greater accessibility in the downtown business area.
- Completes planned Downtown Enhancement Project.
- Sidewalk improvements along the east side of North Franklin Street extend from the U.S. Post Office to Kroger / Wades Lane.
- Pedestrian signal and crosswalks supports pedestrian safety at the Depot Street intersection.
- Potential Funding Sources:
 - TA (80%/20%)
- Prelim. Approximate Cost, \$1.2 Million



Huckleberry Trailhead

- Extension of a 10-foot wide asphalt trail creates a defined starting point / terminus for the Huckleberry Trail.
- Supports partnership with the Christiansburg Institute.
- Potential Funding Source:
TAP (80%/20%)
- Prelim. Approximate Cost, \$800,000



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

November 2, 2017

Resolution in support of Transportation Alternative (TA) program funding application for pedestrian safety and accessibility improvements along Main Street in the Town of Blacksburg

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

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, local Metropolitan Planning Organization endorsement is required in order that the Virginia Department of Transportation program a Transportation Alternative (TA) program project for pedestrian safety and accessibility improvements along Main Street in the Town of Blacksburg; and,

WHEREAS, the improvements would be between Roanoke Street and Washington Street ; and,

WHEREAS, the Transportation Alternative (TA) program and this project is supported by the Town of Blacksburg's Comprehensive 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 Main Street Pedestrian Safety and Accessibility project in the Town of Blacksburg.

F. Craig Meadows, Chairman

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

November 2, 2017

Resolution in support of Transportation Alternative (TA) program funding application for sidewalk construction along Roanoke Street in the Town of Christiansburg.

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

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, local Metropolitan Planning Organization endorsement is required in order that the Virginia Department of Transportation program a Transportation Alternative (TA) program project for construction of sidewalk along Roanoke Street in the Town of Christiansburg; and,

WHEREAS, this project would construct sidewalk along Roanoke Street between Falling Branch Road and Hubbell Drive, and

WHEREAS, this sidewalk will connect a residential area to a commercial area and provide safety for pedestrians; and,

WHEREAS, the Transportation Alternative (TA) program and this project is supported by the Town of Christiansburg's Comprehensive 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 Roanoke Street Sidewalk Project in the Town of Christiansburg.

F. Craig Meadows, Chairman

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

November 2, 2017

Resolution in support of Transportation Alternative (TA) program funding application for addition of sidewalk along East Main Street in the Town of Christiansburg

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

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, local Metropolitan Planning Organization endorsement is required in order that the Virginia Department of Transportation program a Transportation Alternative (TA) program project for the addition of sidewalk along East Main Street in the Town of Christiansburg; and,

WHEREAS, the extension will connect to previously constructed sidewalk and provide safety and accessibility through a residential area; and,

WHEREAS, the Transportation Alternative (TA) program and this project is supported by the Town of Christiansburg's Comprehensive 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 East Main Street Sidewalk in the Town of Christiansburg.

F. Craig Meadows, Chairman

*New River Valley
Metropolitan Planning Organization*

November 2, 2017

Resolution in support of Transportation Alternative (TA) program funding application for Phase 3 of the Downtown Enhancement Project in the Town of Christiansburg.

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

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, local Metropolitan Planning Organization endorsement is required in order that the Virginia Department of Transportation program a Transportation Alternative (TA) program project for Phase 3 of the Downtown Enhancement Project in the Town of Christiansburg; and,

WHEREAS, this project would add sidewalk along Franklin Street from the Post Office at Main Street to Wades Lane/Kroger and add pedestrian signals and crosswalks at the Depot Street intersection; and,

WHEREAS, the Transportation Alternative (TA) program and this project is supported by the Town of Christiansburg's Comprehensive 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 Phase 3 of the Downtown Enhancement Project in the Town of Christiansburg.

F. Craig Meadows, Chairman

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

November 2, 2017

**Resolution in support of Transportation Alternative (TA) program funding application
for the Huckleberry Trailhead project in the Town of Christiansburg**

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

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, local Metropolitan Planning Organization endorsement is required in order that the Virginia Department of Transportation program a Transportation Alternative (TA) program project for the Huckleberry Railhead project in the Town of Christiansburg; and,

WHEREAS, this project will extend the Huckleberry Trail between Independence Boulevard and Scattergood Drive and provide a parking area at Scattergood Drive; and,

WHEREAS, the Transportation Alternative (TA) program and this project is supported by the Town of Christiansburg's Comprehensive 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 Huckleberry Trailhead Project in the Town of Christiansburg.

F. Craig Meadows, Chairman