

# New River Valley Metropolitan Planning Organization

## AGENDA 2:00 PM May 7, 2020

- I. **DECLARATION OF A QUORUM AND CALL TO ORDER**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES OF MARCH 5, 2020 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 - None**
- VI. **NEW BUSINESS –**
  - A. **Approval of the Participation in New River Valley Metropolitan Planning Organization meetings through Electronic Communication Means Policy** – With the current state of emergency we are in, the legislature on April 22, 2020 approved an amendment to the section of the Code of Virginia dealing with conducting meetings through electronic means. The NRV MPO should adopt a Policy that is compliant with the State Code to conduct needed business during a state of emergency. (The Policy and suggested resolution are in Attachment # 2.)
  - B. **Approval of the 2020-21 Unified Planning Work Program (UPWP)** - The TAC has developed a draft UPWP for fiscal year 2020-21. The draft was advertised in the Roanoke Times, the News Journal, and the News Messenger, posted on the MPO website and sent to the MPO Interested Parties and Regulatory Agency lists. No public comments were received. The final funding shows a slight increase from the current year for the PL funds as well as Transit Planning Funds. The TAC recommends approval. There are other supporting resolutions that are needed annually as well. (The 2020-21UPWP as well as resolutions authorizing the Chairman/Executive Director to execute the annual agreements with VDOT and VDRPT, execute the annual Certifications and Assurances for FTA, execute the annual FTA Pass Through resolution, execute the authorizing resolution to file with VDRPT for grants of federal funds

under FTA Section 5303, execute the annual Self Certification Statement, and execute the Designation Resolution are in Attachment # 3.)

- C. **Approval of the 2021-2024 TIP** – Since the current TIP will be expiring next year, VDOT has set an earlier schedule for approval of the update. The draft 2018-21 TIP has been developed by the TAC. The draft was advertised in the Roanoke Times, the News Journal, and the News Messenger, posted on the MPO website and sent to the MPO Interested Parties and Regulatory Agency lists. No public comments were received. In addition, required with the TIP is a self-certification statement. (The NRV MPO 2021-24 TIP, an MPO/VDOT Self-Certification Statement and a suggested resolution are in Attachment # 4.)
  
- D. **Support resolutions for Smart Scale applications** – All applications from the MPO and the member jurisdictions need to be endorsed by the MPO. The resolutions need to state that projects are contained in the NRV MPO Long Range Plan or consistent with the Plan. There are 4 new projects this cycle and 11 resubmittals. The TAC has reviewed and recommendations approval. (A summary sheet and suggested resolutions are in Attachment # 5.)

**VII. EXECUTIVE DIRECTOR’S REPORT** – (Attachment # 6)

- A. VDOT update – Ken King
- B. Valley to Valley Trail update
- C. 2045 Constrained Long Range Plan update
- D. Other items

**VIII. OTHER BUSINESS**

**IX. NEXT MEETING**

The next scheduled meeting is June 4, 2020

**X. ADJOURNMENT**

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

**Minutes**

**March 5, 2020**

**MEMBERS**

**PRESENT:**

Craig Meadows	-Montgomery County
Mary Biggs	-Montgomery County
Michael Barber	-Town of Christiansburg
Randy Wingfield	-Town of Christiansburg
Anne McClung	-Town of Blacksburg
Susan Anderson	-Town of Blacksburg
Tom Fox	-Blacksburg Transit
Ken King	-VDoT
David Clarke	-VDoT
Eli Sharp	-NRVRC
Mike Dunn	-Virginia Tech
Melissa Skelton	-City of Radford
Taylor Jenkins	-DRPT
Dan Brugh	-NRV MPO
Erik Olsen	-NRV MPO
Randal Gwinn	-Recording Secretary

**ABSENT:**

Monica Musick	-Pulaski Transit
David Horton	-City of Radford
Jonathan Sweet	-Pulaski County
Joe Guthrie	-Pulaski County
Kevin Byrd	-NRVRC
Lisa Morris	-VA Tech
Kevin Jones	-FHWA
James Perkins	-Radford University
Fritz Streff	-New River Community College
Trevor Sakry	-Radford Transit
Tony Cho	-Federal Transit Administration-Region 111
Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority

**DECLARATION OF A QUORUM AND CALL TO ORDER**

Chairman Craig Meadows declared a quorum, and called the meeting to order at 2:00 PM.

## **APPROVAL OF AGENDA**

Craig next asked for comments on or changes to the proposed agenda and hearing none, he asked to hear a motion for approval of the agenda.

**On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the proposed meeting agenda was approved.**

## **APPROVAL OF MINUTES OF THE NOVEMBER 7, 2019 MEETING**

Craig then asked for discussion of or corrections to the meeting Minutes from the November 7, 2019 Policy Board meeting which were included in the agenda packet. Hearing none, he called for a motion to approve the Minutes.

**On a motion by Mike Barber seconded by Anne McClung and carried by seven votes and one abstention, the Minutes dated November 7, 2019 were approved. Mary Biggs abstained due to not being in attendance at the November meeting.**

## **PUBLIC ADDRESS**

There were no citizens from the public seeking to address the Policy Board.

## **OLD BUSINESS**

There were no items of old business to discuss.

## **NEW BUSINESS**

### **Approval of Amendment # 4 to the 2018-21 Transportation Improvement Program (TIP)**

Dan highlighted the changes that have caused another amendment to the 2018-21 TIP and reported that this should be the last changes made to the current TIP as the 2021-24 TIP will replace it after our May meeting.

There are some items that require an amendment and a number of items that are usually done by administrative adjustments. In the interest of time Dan only reviewed the items requiring an amendment. Listed on pages 20 through 21 are changes that add funding for FY2020 for VDoT under the preventative maintenance and system preservation, preventative maintenance for bridges and Traffic and Safety Operations. Page 25 lists an item, BT002, which has a change in the funding source for Blacksburg Transit as a result of the Volkswagen trust settlement. The addition of a new funding source requires an amendment whereas changing an allocation of funding does not. On page 33 are two new line items, BT0042 and BT0043. BT0042 adds funding for Blacksburg Transit for the purchase of electric buses which are expected to be delivered this fall. BT0043 adds an allocation of \$87K for BT's operation and maintenance facility improvements. Tom Fox commented that the buses are already on order and how the \$87K will be utilized.

Dan concluded his remarks by reporting that the draft 2018-21TIP was posted on our website, advertised for comment in the local newspapers and emailed to our environmental contacts and interested parties with no comments having been received as a result. The TAC has reviewed the draft and recommends

approval by the Policy Board. A copy of the draft document and a suggested resolution were provided in attachment # 2 of the agenda materials.

At the completion of Dan's comments Craig asked for a motion on the suggested resolution in the meeting materials. **On a motion by Mike Barber, seconded by Ken King the resolution was approved unanimously.** The resolution follows in its entirety:

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

***March 5, 2020***

**Resolution Approving Amendment #4 for the 2018-21 TIP**

**On a motion by Mike Barber seconded by Ken King and carried unanimously,**

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

WHEREAS, additional funding was found by VDRPT that could be utilized by Blacksburg Transit, Radford Transit, and New River Valley Community Services, and this additional funding needs to be included in the MPO TIP, and

WHEREAS, VDOT has finalized FY20 funding to be utilized within the MPO and that needs to be included in the 2018-21 TIP, and

WHEREAS, Amendment #4 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 Regulatory Agencies, and

WHEREAS, no comments were received, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization approves Amendment # 4 to the 2018-21 TIP.

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**F. Craig Meadows, Chairman**

## EXECUTIVE DIRECTOR REPORT

### VDOT update

Ken King provided an update on current VDOT activities including:

- The current status of preparations for the next round of Smart Scale applications. A pre-application period has been created by the CTB and is now open until April 3<sup>rd</sup> to allow for submitting initial project scopes and applications for review by VDOT to insure that they qualify as eligible projects as defined by VTRANS. Between April 3<sup>rd</sup> and June 1<sup>st</sup> pre-applications that don't meet requirements can be identified and those preparing to submit final applications based on them can be notified that they need to either alter or withdraw them to prevent wasted effort on preparing a final version of them. The period for submitting finalized applications will open up on June 1<sup>st</sup> and the deadline for those submittals will be August 3<sup>rd</sup>.
- A second change recently made was an alteration to the safety scoring methodology. This was done to prevent projects from scoring as fundable based solely on the degree of their negative impact on the environment even if they do not offer any measurable benefits. There is now a maximum of a five-point deduction from the project score which is now scaled based on the level of impact to the environment.
- Ken then spoke briefly of changes to Smart Scale scoring methodologies pertinent to economic development and safety. The final item he commented on under his Smart Scale report was the recent approval of the NRV Regional Commission's request to move from area type "C" to area type "D" which will allow any projects they submit to be evaluated and scored using type "D" criteria.
- Ken then gave an update of some of the ongoing VDOT projects within the MPO.
- The Exit 114 Interchange of I-81 and Rt. 8 Southbound bridge is now complete and there will be a number of ramp and lane closures in the near future to allow for paving in preparation for shifting northbound traffic to the new bridge so that the old northbound bridge can be demolished and replaced with a new one. This work is planned to occur on March 5<sup>th</sup>, 6<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup>.
- The Northbound New River Bridge replacement project continues to progress slowly. The latest of a long list of delays occurred when wooden formwork around one of the pier footings caught fire during some welding work. Due to the project being so far off schedule VDOT Staff is working with the contractor to identify opportunities to get back up to speed and back on schedule as December 2020 is the scheduled completion date and there is a lot of work to complete before then. One positive is that the interchange will be opening back up soon.
- A bridge replacement on North Fork Road will lead to closure of a section of that road in the near future.
- Ken closed his report by commenting that the last section of Yellow Sulfur Road project will be advertised this fall.

## Development of the 2020-21 UPWP and the 2021-24 TIP

- Dan Brugh provided an update on the development of both the MPO's annual budget (UPWP) and the new Transportation Improvement Plan (TIP) documents. The TAC is working on drafts of these documents now with the intent of advertising them for public comments in time to present recommendations for approval of them to the Policy Board at the May meeting. We will be having a May Policy Board meeting and there will be a number of agenda items to act upon at that time.

## Valley to Valley Trail update

- Dan next reported on the status of the Valley to Valley Trail project. Dan provided a handout of the schedule of activities for the study which he just received. The final report for the study will be due in January of 2021. The contract has been signed and VDoT will be financing the study at a cost of \$218,000. Dan will also email all the documentation he has received to the localities for their information and it is anticipated that the localities will be asked to provide information to the consultant during the course of the study. Dan and Eli will be participating in a teleconference with the consultant to discuss the project schedule and the data that they will be needing. At the end of the report Dan and Craig both expressed their appreciation to VDoT for supporting this project. Ken spoke to the timing of the study working to the benefit of the project by positioning it at a good time for submitting an application for project enhancements in the next Smart Scale cycle, particularly if grant and revenue sharing funds can be used to buy down and leverage the application for Smart Scale enhancements.

## NRV MPO Long Range Plan update

- Eli Sharp next reported on the status of the update to the MPO's Long Range Plan. The work is going really well and is on schedule. The next step is twofold; obtain from VDoT funding projections to develop a constrained list of projects which is a requirement of the plan, and to boost the public engagement with our survey. We have received about five hundred responses online. We are asking the localities to push that survey out again and in addition we are going to be supplementing that method in a couple of ways. One tool that will be used is an interactive map on the [nrvtransportationplan.org](http://nrvtransportationplan.org) web site which offers citizens an easy method to submit comments on any of the areas they wish to identify by placing a colored dot accompanied by comments on the map. Right now there are about a half dozen points on the map based on citizen input from the public meeting we held in December. We will also be going out into the different communities during community events with copies of a quick two sided survey in an attempt to gather more input. In addition, we will be targeting locations such as local libraries, public spaces, grocery stores and businesses such as Dollar General in an attempt to make contact with traditionally marginalized populations who typically don't participate in surveys online and usually aren't on our listserv for email messages. We are currently updating the basic demographic data analyses in an experiment to develop new types of ways to present that information to make it fun and exciting however there are limits to what we can do with that type of data. We did show some examples to the TAC at their last meeting and got some interesting responses which we enjoyed as you typically don't get that type of responses with data very often.

Following Eli's report Dan commented that the schedule for the update requires us to approve the new plan at the November meeting since the old plan expires then. Eli added that the plan should be completed in September in preparation for recommending it to the Policy Board in November.

#### Bikeshare update

- Erik Olsen reported on the status of the Bikeshare program. A new contract was signed in December with the vendor, Gotcha, and have closed out the old contact. We have also been advised by the vendor that they are merging with a company called OJO and the new company may be called "Last Mile", we are waiting to see if this becomes true. Meanwhile the new E-bikes are slowly beginning to be manufactured in China and the vendor predicts that by June or July they will be in place, hopefully by the time for VA Tech's freshman orientation events. The good news is there will only be one more year that we will have to fund the program, after that membership fees and sponsorships will support the program entirely. Their new onsite representative, Cat, has been doing a good job of keeping that program moving ahead over the last year and it is possible that she will get some additional help as the program builds.
- Dan commented on the final years funding requirements for the partners, it is a total of \$40k and Blacksburg Transit has applied with DRPT for grant funding that will cover half of that amount if approved by the state. Worst case scenario will see the partners having to provide the full \$40k and the best case scenario would see them owing \$20k so not a huge amount of money is involved. VA Tech has committed to paying a significant portion of the local match.
- Following Erik and Dan's comments there was a brief discussion of various details of the bikes, hubs, routes, and other related items.

#### Update on Smart Scale

- Dan Brugh next gave an update on Smart Scale

The MPO recently looked at possibly changing categories and found that doing so would not affect the scoring of the projects that we submitted last cycle. If, however, the changes to Smart Scale scoring that Ken reported on earlier had been in place when we submitted an application for the Exit 114 Park & Ride lot during the last cycle then we would have been approved for funding. Both VDoT and DRPT have helped us a lot in our efforts to improve the application making us optimistic that we will get it funded with our next application. The one outstanding issue is that in the last cycle there were five park & ride lot applications submitted, four of which had an estimated cost of \$20K to \$30K per space for construction and the fifth (ours) had an estimated cost of \$60K per space which caused it to be rejected while the other four got funded. We are now looking at what we can do to reduce the estimated cost per space by shrinking the size of the bus turn around area as we don't expect any fifty-seven passenger buses to ever go into the lot. This would increase the number of parking spaces. We will be resubmitting that application on behalf of the MPO. At the same location we will also resubmit for having the exit ramps at that interchange altered because even with the recently added signal light they are still problematic with traffic on the off ramps often backing up to the mainline of I-81. The third application we have discussed is the reversible lane concept on Rt. 11 / 460 between I 81 and the bottom of the mountain at Sisson & Ryan Quarry. VDoT's original idea was to go all the way down the mountain to the four lane but it is felt that the mountain being reduced to one lane coming up the mountain would be problematic because of the slow truck traffic coming up the

mountain from the quarry. In the summer there is an average of one heavy duty truck coming up the mountain at twenty-three mph every seven minutes. VDoT is now developing a cost estimate for constructing a fourth lane on the mountain section. This would place the reversible lanes at the top and four lanes going down the mountain so that you would never have only one lane for traffic coming up the mountain. Once they have a cost estimate the MPO will submit a project application.

These are the three projects that we hope to submit Smart Scale applications for. In order to not be required to have a Policy Board meeting later in the year, a list of the projects that the localities will need support resolutions from the MPO will be developed before the May Policy Board meeting and endorse them at that time. This is my recommendation if the Policy Board is in agreement.

Finally, on Smart Scale, we are facing a very aggressive timeline for submitting pre-applications and now we are hearing that there is a problem with the VTRANS "Needs" and they may not be available until sometimes next week, which is also the case for the technical guide for how to submit an application. So right now we are approaching half way through the window of opportunity to submit a pre-application and can't make a move and there is a lot of work for all of us to do by the April deadline.

At this point Ken commented that he felt that there would be a fair amount of latitude when preparing the pre-applications, the real work will occur between June 1<sup>st</sup> and the closing date for the finalized applications and it is possible that the window of opportunity will be increased as a result. Dan replied that to avoid potentially getting screened out the pre-applications have strong dependencies on the VTRANS needs so hopefully they will be available to those needing them by next week.

#### Other Business

- David Clark commented that Supervisor Mary Biggs was interested in getting a summary of the proposed I-81 corridor improvement projects and asked Ken if he would provide a brief review for Mary's benefit. Ken then spoke in detail about the I 81 projects pending in the Salem District.

#### **NEXT SCHEDULED MEETING**

The next scheduled meeting is April 2, 2020 at 2:00 PM in the Montgomery County Government Center.

#### **ADJOURNMENT**

There being no further agenda items to discuss, Craig adjourned the meeting at 3:00 PM.

**Attest:** \_\_\_\_\_  
**F. Craig Meadows, Chairman**

# **New River Valley Metropolitan Planning Organization**

## **Participation in New River Valley Metropolitan Planning Organization meetings through Electronic Communication Means Policy.**

When the Governor has declared a state of emergency in accordance with section 44-146.17 of the Code of Virginia, it may become necessary for the NRV MPO to meet by electronic means as outlined in Section 2.2-3708.2 of the Code of Virginia as amended. In such cases, the following procedure shall be followed:

1. The NRV MPO will give notice to the public or common interest community association members using the best available method given the nature of the emergency, which notice shall be given contemporaneously with the notice provided to members of the NRV MPO.
2. The NRV MPO will make arrangements for public access or common interest community association members access to such meeting through electronic means including, to the extent practicable, videoconferencing technology. If the means of communication allows, provide the public or common interest community association members with an opportunity to comment
3. The NRV MPO will otherwise comply with the provisions of § 2.2-3708.2 of the Code of Virginia. The nature of the emergency, the fact that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held shall be stated in the minutes of the NRV MPO meeting.

*New River Valley  
Metropolitan Planning Organization*

*May 7, 2020*

**Resolution to establish a Written Policy Authorizing Participation in New River Valley Metropolitan Planning Organization meetings through Electronic Communication Means.**

**On a motion by \_\_\_\_\_ seconded by \_\_\_\_\_ and carried unanimously,**

**WHEREAS**, Virginia Code § 2.2-3708.2 allows members of regional public bodies to participate in a meeting through electronic communication means from a remote location by an Amendment to the Code passed by the Legislature on April 22, 2020 when the Governor declares a state of emergency in accordance with Section 44.146.17 of the Code of Virginia; and

**NOW, THEREFORE, BE IT RESOLVED**, that the New River Valley Metropolitan Planning Organization Policy Board hereby approves the **Participation in New River Valley Metropolitan Planning Organization by Electronic Means Policy** and it shall take effect immediately.

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**F. Craig Meadows, Chairman**

**NEW RIVER VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

**FY 2020-21**

**Unified Planning Work Program (UPWP)**

**DRAFT**

This Unified Planning Work Program was adopted by the New River Valley MPO Policy Board at its meeting of \_\_\_\_\_

This Unified Planning Work Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on \_\_\_\_\_. 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.

# **FY 2020 - 21**

## **Unified Planning Work Program (UPWP)**

### **Introduction and Summary of Planning Process**

#### **Structure/General Organization**

The Unified Planning Work Program (UPWP) defines the transportation planning processes and programs used by the Metropolitan Planning Organization and is normally developed and adopted on an annual basis. The overall authority for transportation planning in the Metropolitan Planning Area is in the hands of the Metropolitan Planning Organization (MPO) which is made up of locally elected and administrative officials of the local government members (the Towns of Blacksburg and Christiansburg, the City of Radford, and the Counties of Montgomery and Pulaski) and representation from the Virginia Department of Transportation (VDOT). These members make up the Policy Board and are the voting entity for the MPO. There are eleven eligible votes on the Policy Board with two being from each local government member and one being from the Virginia Department of Transportation. The Towns, City, Counties, and VDOT have provided for alternate voting members from staff and administration. The MPO Policy Board also includes non-voting representation from key transportation organizations in the region including Blacksburg Transit, Radford Transit, Pulaski Area Transit, the NRV Regional Commission, the Virginia Tech - Montgomery County Executive Airport Authority, Virginia Tech, Radford University, New River Community College, the Virginia Department of Rail and Public Transportation (VDRPT), the Federal Highway Administration, and the Federal Transit Administration. The MPO also has a Technical Advisory Committee (TAC), appointed by the MPO Policy Board, consisting of individuals who are primarily administrative and planning personnel from the area.

#### **Planning Sources and Processes**

With the establishment of the MPO, Blacksburg, Christiansburg, Radford, and Montgomery and Pulaski Counties have available to them an organization for transportation planning which can provide a forum to bring together comprehensive and cooperative planning approaches that may lead to new, worthwhile project alternatives. These project ideas may eventually find their way into the Transportation Improvement Program (TIP) at some future point in time if funding can be identified for implementation. The planning efforts managed by the MPO include provisions for citizen participation in accordance with Fixing America's Surface Transportation (FAST) Act.

## **The UPWP in the Process**

The UPWP attempts to set out the planning efforts being undertaken by the various entities of which it has knowledge. To date, the primary efforts listed originate with citizens, the local governments, VDOT, the MPO Policy Board, and Blacksburg Transit with projects/tasks subject to approval by the Federal Highway Administration and/or Federal Transit Administration. Transit planning efforts in this fiscal year will be coordinated with Blacksburg Transit, Radford Transit, and Pulaski Area Transit. Project development and recommended planning project activity generally proceed through Technical Advisory Committee (TAC) consideration and then to the MPO Policy Board, which, after consultation and public comment, makes final changes and project/task selection and approves the Plan.

## **UPWP and the TIP**

As implied, the UPWP annually sets out the transportation planning activities for which authorization and funding support is to be sought. Activities included normally are presented on a one-year schedule. The MPO Policy Board is also responsible for developing the annual TIP. The projects considered in the TIP are different from those in the UPWP in that items for inclusion in the TIP: have reached the project development level, involve capital improvements, have been selected for implementation, funding sources have been determined, and cover an extended time period of at least four years. Further, the UPWP is a planning activities administration tool, whereas the TIP sets out a schedule of actual projects for implementation; projects on the TIP may also be end products of planning work carried out under the UPWP.

## **Meeting National Goals for Transportation Planning**

The UPWP, and the planning process it engenders, allows the MPO to participate in and meet requirements from the national perspective of conducting a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all modes of transportation and supports metropolitan community development and social goals. This is widely known as the "3-C Process". The policy in MAP-21/ FAST Act is to promote consistency between transportation improvements and the State and local planned growth and economic development patterns while involving the public and other interested/affected groups in the process.

## **Metropolitan Planning Area**

The New River Valley Metropolitan Planning Area consists of the entirety of the Towns of Blacksburg and Christiansburg and the City of Radford, as well as the surrounding urbanized portions of Montgomery and Pulaski Counties (see attached map for illustration of the region). The MPO study area is intended to depict the areas that are expected to be urbanized within the next twenty years. Based on the 2010 Census, the New River Valley MPO study area population was 99,552 and encompasses a land area of approximately 170 square miles.

## Air Quality

In 1997, the Environmental Protection Agency (EPA) sponsored an amendment to the Clean Air Act's National Ambient Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. The ozone levels for the New River Valley MPO do not exceed these limits and therefore is not considered a non-attainment area.

If at such time in the future ozone levels for the New River Valley MPO do exceed these new limits, the EPA will require that all areas that exceed the standards establish a non-attainment boundary to be submitted for EPA review. If the EPA should designate the New River Valley MPO as an air quality non-attainment area, the MPO will include activities to address the issue as it develops the Long Range Transportation Plan update and annual Transportation Improvement Program.

## Primary Topics for MPO Consideration

- ***The Existing Thoroughfare System***

### *Primary Arterials*

Interstate 81 (within Christiansburg and Montgomery County) with Exits 105, 109, 114 and 118 within the MPO is a heavily traveled north-south interstate with a high percentage of truck traffic. Roanoke lies to the north on I-81 and Dublin and Pulaski are to the south.

U.S. Route 460 is the primary east west route through the MPO. Route 460 connects the MPO with Giles County and West Virginia to the west and Salem and Roanoke to the east. The portion of route 460 between I 81 and Blacksburg is the highest traveled primary in the MPO. Business Route 460 runs through both Blacksburg and Christiansburg.

State Route 114 connects Route 460 in Christiansburg in Montgomery County to Route 11 in Pulaski County. This 2-lane primary is the main connector between Pulaski County and Radford to the west and Montgomery County, Blacksburg, and Christiansburg to the east and serves the Radford Army Ammunition Plant (RAAP). It also provides a link from Pulaski County to the commercial area in Christiansburg.

U.S. Route 11 (stretching through the MPO as Radford Road/Radford Street, East and West Main Street, and Roanoke Street in Christiansburg and Montgomery County, Main Street in the City of Radford, and Lee Highway in Pulaski County) connects the MPO to Dublin and the Town of Pulaski on the west and Shawsville/Elliston to the east.

U.S. Route 460 is comprised of Business Routes through the two Towns and the recently connected Bypasses. U.S. Route 460 Business is North and South Main Street in Blacksburg and Roanoke Street, East Main Street, and North Franklin Street in Christiansburg. Shawsville/Elliston lie to the east along U.S. Route 460 and Giles County and West Virginia lie to the west along U.S. Route 460.

U.S. Route 177 is a major connector between the City of Radford and I 81. This area is scheduled for significant development in both the City of Radford and Montgomery County. The MPO will continue to work with Montgomery County and the City of Radford regarding development in the area. Currently the County and City are developing an update to the Route 177 Corridor Plan. The MPO will participate in this project.

State Route 8 (originating as West Main Street in Christiansburg and becoming Riner Road in Montgomery County) connects the MPO with Riner and Floyd.

State Route 111 (Depot Street, NE and Cambria Street, NE in Christiansburg) serves to connect Roanoke Street (U.S. Route 11/460) to N. Franklin Street (U.S. Route 460).

State Route 114 (Peppers Ferry Road in Christiansburg and Montgomery County) originates at U.S. Route 460 and links the MPO to Radford and Pulaski (Fairlawn) on the west.

State Route 314 (Southgate Drive in Blacksburg) connects the Route 460 Bypass to Airport Road.

State Route 412 (Prices Fork Road in Blacksburg) become State Secondary 685 at the Town limits and continues to Route 114.

The “Smart Road” is a joint project of the Virginia Department of Transportation (VDOT) and it’s Transportation Research Council with Virginia Tech’s Transportation Institute and the Federal Highway Administration (FHWA). The Smart Road will be a 5.7-mile stretch of I-73 linking Blacksburg directly to I-81. The 2.0 mile first phase was completed in the fall of 1999, officially opened in March 2000, and cost \$32.7 million. The Smart Road will be opened to traffic as traffic demands.

- ***Blacksburg Transit (BT)***

Started in 1983, Blacksburg Transit, a department of the Town of Blacksburg, has routes in three of the MPO member jurisdictions and provides over 4,659,000 rides per year. Currently, all Blacksburg Transit routes lie within the MPO study area, and BT has been active in discussions regarding the potential expansion of service both within the current service area, and to adjoining areas within Montgomery County. The MPO will work with Blacksburg Transit in completing the Transit studies currently underway and assist in selecting other areas for planning level study. In November 2011, BT initiated bus service to the Warm Hearth retirement community area of Montgomery County, providing a connection between Warm Hearth and existing BT routes that serve Blacksburg and Christiansburg. DRPT’s Senior Transportation Program has funded this service and BT is in discussions with Warm Hearth on how to continue the program using new sources of funding.

A Transit Development Plan (TDP), required by DRPT, was completed for Blacksburg Transit to identify future needs and to give a priority order for transit expansion and enhancement as funding becomes available. The final report was completed in September 2018 and spanned the years 2019 – 2028, and will be

included in the MPO 2040 Long Range Plan as well. The new 2018 Blacksburg TDP was developed in conjunction with PAT and RT TDPs, to support improved regional coordination and communication among all three MPO transit providers. Three separate TDP reports were developed for BT, PAT, and RT, all completed in September 2018. As required, an annual update letter for the Blacksburg Transit Plan was submitted to DRPT in January 2020.

Blacksburg Transit also operates service in the Town of Christiansburg. These services, including a fixed-route, a demand-response service, and a commuter route, are evaluated and refined on a regular basis. The MPO continues to work with Blacksburg Transit and the Town of Christiansburg to evaluate the service and implement refinements to increase ridership. Now in its eleventh year, ridership on Christiansburg routes has increased steadily from approximately 1,000 trips per month to almost 3,000 as of July 2019. These services provide an affordable public transit option for citizens. The commuter service provides a daily connection between the Town of Christiansburg and the Town of Blacksburg and provided over 1,700 passenger trips during FY19.

- ***Radford Transit (RT)***

Radford Transit is a partnership between The City of Radford, Radford University, and New River Valley Community Services (as operators). The system was launched August 8, 2011 and serves the entire City of Radford, Radford University campus, Fairlawn and Carilion New River Valley Medical Center. Connecting routes exist to Blacksburg, Christiansburg as well as to connect with the SmartWay bus. Annual ridership is approximately 330,000 passenger trips per year (as of FY2018 end). The system operates seven (7) body-on-chassis (Cutaway) style buses, eleven (11) medium duty body-on-chassis (Arboc low floor) style buses, and two (2) low floor heavy duty transit buses.

As of this date Radford Transit has replaced its original fleet of seven (7) buses as they were well past their end of useful life. The system sought a more viable long-lasting solution to the light duty vehicles based on system utilization, load based needs, and procured the low floor, medium duty Arboc buses that are seven year expected useful life buses.

The system has finalized its Transit Development Plan (TDP), which fully identifies future growth needs including operating and capital requirements.

Minor expansions took effect for FY 2016 to include extending the Route 20 (providing service to Fairlawn) by 2 hours daily during our full service schedule. Because of this expansion, Radford Transit shows continued growth in ridership on the 20 route. Route 40 (providing service between Radford, Christiansburg, and Blacksburg) was redirected off of Route 114 and utilizes Route 11 due to safety concerns with the Route 114 corridor. Route 40 was also expanded to provide service daily, Monday through Saturday during the full service schedule.

A Transit Strategic Plan (TSP) for Radford Transit will be done during the fiscal year. The purpose of the TSP is to create a strategic blueprint outlining desired

changes that will improve the provision of transit services throughout each agency's service area within existing funding structures. Funding will be provided 50%-50% by VDRPT and the MPO (FTA 5303).

- ***Pulaski Area Transit (PAT)***

Pulaski Area Transit was established in 2003 to provide the community with public transportation including a mixture of deviated fixed route and demand response service. PAT provides Fixed Route service from the Town of Pulaski to Dublin, including New River Community College, and the Fairlawn area of Pulaski County. PAT meets Radford Transit at Wal-Mart in Fairlawn, picks up passengers, and transports them to Dublin and New River Community College. The Fixed Route service makes 4 trips per day and is available Monday through Friday. PAT also offers 24-hour Demand Response service to the Fairlawn Area. PAT operates 11 body on chassis 12 passenger buses. In addition, PAT has received several awards recognizing their success. On September 4, 2018, Pulaski Area Transit changed to a Fixed Route in the Town of Pulaski. In fiscal year 2019, Pulaski Area Transit provided 51,749 passenger trips and drove 214,134 miles.

- ***Regional Transit***

Continue to support and enhance service provided by the SmartWay bus connecting the New River Valley to the Airport in Roanoke and downtown Roanoke. Also, support the Virginia Breeze and its regional service to Washington DC. Support and participate in the regional Transit Coordinating Council that was created as a result of an MPO study. The purpose of the Council is for regional stakeholders to meet regularly to discuss public transportation and serve as a coordinator for governmental entities, stakeholders, and service providers.

- ***Safety in Planning***

To incorporate concepts of Safety Conscious Planning (SCP) as a primary factor in the transportation planning process, a comprehensive, system-wide, and multi-modal approach must be used. This implies a proactive approach aimed at preventing crashes and unsafe conditions, as well as addressing existing transportation hazards. More specifically, this includes making safety an explicit priority within the transportation planning process; proactively assessing safety impacts of future transportation investments as well as reacting to current needs; and integrating safety into the Long Range Plan as well as short range plans such as the UPWP and TIP. VDOT has developed a statewide Strategic Highway Safety Plan, which is focused on prevention of accidents as well as reducing injuries and fatalities. The MPO will use information gathered by VDOT to review and recommend specific measures to enhance safety within the MPO. The MPO will also support and assist as needed with other specific Safety Programs such as the Safe Routes to School Program.

- **Coordinated Public Transit/Human Services Transportation Plan**

Coordinated transportation options will be reviewed and supported in meeting the transportation demands of the region. This particularly affects segments of the population traditionally underserved by Transportation. These would include groups such as senior citizens, persons with disabilities, and low-income individuals. An initial study conducted by the Virginia Tech Transportation Institute for the New River Valley and Roanoke Regional Commissions entitled “New River Valley and Roanoke Public Mobility Study”, gathered information on needs in the region as well as a current inventory of providers. In 2013, the Virginia Department of Rail and Public Transportation (VDRPT) developed a statewide Coordinated Human Service Transportation. A portion of that plan has been approved as the Coordinated Public Transit/Human Services Transportation Plan for the MPO. Regular coordination meetings are held with VDRPT. The MPO supports the NRV Regional Commission in establishing a Mobility Manager for the region. The approved plan is included in the 2040 Long Range Transportation Plan in compliance with SAFETEA-LU requirements.

- ***Alternative Transportation***

The MPO will work with VDOT and local governments to assure that alternative transportation modes are considered in addressing transportation needs. Organizations that support bicycle/pedestrian transportation will be included in the planning process for future transportation improvements. The MPO currently serves on the regional Bikeway/Walkway Committee of the NRV Regional Commission that is supporting a regional link between Montgomery County and Pulaski County through the City of Radford. Extensions of the Huckleberry Trail in Christiansburg and Blacksburg have been funded and will be constructed this year. There have been discussions with the Roanoke Valley MPO regarding a connection of the bicycle/pedestrian facilities in Montgomery and Roanoke Counties to connect the two MPO areas. Currently, the proposed Valley-to-Valley Trail would connect the Roanoke River Greenway system to the New River Valley Trail at Pulaski. The NRV MPO with support from the New River Valley Regional Commission, the Roanoke Alleghany Regional Commission, and the the Roanoke Valley Transportation Planning Organization requested VDOT to fund a study to identify a corridor. This funding request was approved and the study should be complete at the end of calendar year 2020. A Bikeshare program was launched in 2018 serving Blacksburg, Christiansburg, Montgomery County, and the Virginia Tech campus. An advisory committee was appointed by the MPO to coordinate the effort. Expansion of the service will be reviewed with considerations to add more bicycles and bike hubs during FY20, pending additional grant and other funding is acquired.

- ***Virginia Tech - Montgomery County Executive Airport Authority***

The Authority is comprised of representatives from the Towns of Blacksburg and Christiansburg as well as Montgomery County. The Airport serves primarily corporate and private clientele and is located at 1600 Ramble Road in Blacksburg. An updated Long Range Plan has been developed by the Authority and is included in the MPO 2040 Long Range Transportation Plan. The MPO served on the advisory committee for development of the Airport Master Plan.

- ***Virginia Tech and Radford University***

The Universities are special traffic generators within the MPO. Events such as graduation, sporting events, and parent weekends can play a major role in area transportation. The MPO will work with Virginia Tech and Radford University in addressing transportation issues that arise.

- ***Norfolk and Southern Railroad***

Norfolk and Southern provides freight rail service to the MPO area. There is also discussion of the return of passenger rail service to the New River Valley. The MPO strongly supports reestablishment of passenger rail service through the New River Valley.

- ***Freight Transportation in the Region***

Freight transportation plays a major role in the intermodal transportation system. The MPO, through a contract with the New River Valley Regional Commission, conducted a freight study to identify current freight movement, critical freight needs, and develop potential solutions and target funding sources. The MPO will provide feedback on critical freight issues and work with local stakeholders to enhance freight capabilities within the MPO as needed.

- ***Passenger Rail in the Region***

With the extension of passenger rail service to Roanoke in 2017, the MPO supports the extension to Christiansburg and eventually to Bristol. The MPO secured funding through the Intercity Passenger Rail Operating and Capital (IPROC) Fund to further study the feasibility and cost associated with an extension. While Norfolk Southern is currently not receptive to performing the necessary study for rail traffic control and modelling, the MPO will continue to pursue this service. The MPO supports the use of the SmartWay bus service to access Amtrak in Roanoke.

## Current and Future UPWP Activities

As noted, the MPO will engage in short range planning activities. Historically, MPO's have undertaken short-range projects such as corridor studies, intersection studies, travel time studies, and transportation development plan updates. In the future it is anticipated that the MPO, through the UPWP specified activities, will continue to undertake short-range planning activities to manage congestion, address safety issues, address operational issues, and monitor Long Range Transportation Plan update needs.

Primary issues facing the area include how best to redesign and improve the transportation system and at the same time insure that necessary funds will be available to use in undertaking the physical projects needed given the current financial situation and the funding status of VDOT. The MPO will also work with VDOT to program any future Stimulus funding that is designated for the MPO Area,

The MPO will assure that all MPO planning activities comply with the current federal legislation – Fixing America's Surface Transportation Act (FAST Act) and subsequent reauthorization bills.

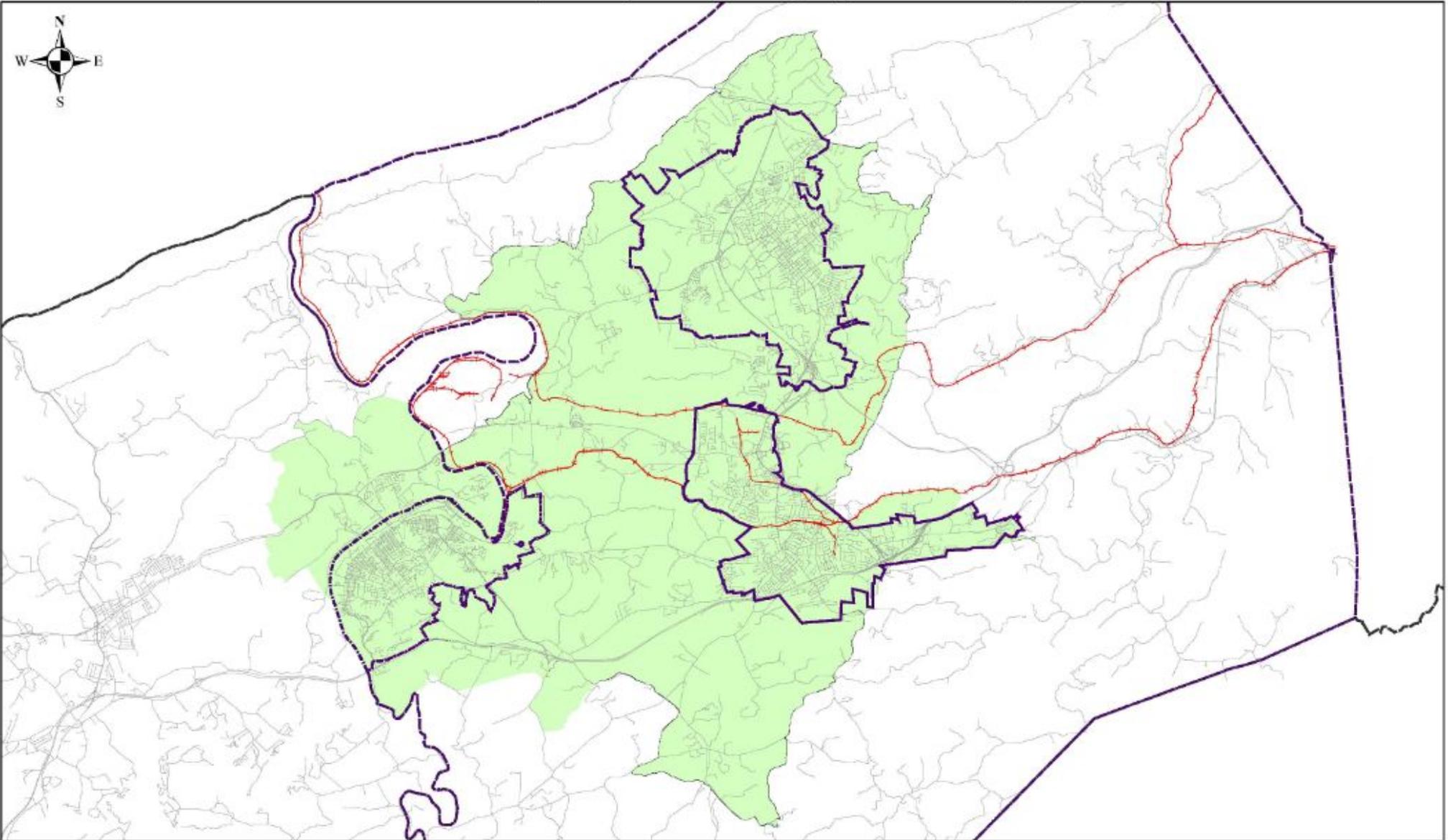
## Total Proposed Funding by Federal Source for FY 2020-21

The primary funding sources for transportation planning activities included in this work program are the FHWA - PL, FTA Section 5303, and FHWA State Planning and Research (SPR). The proposed funding amounts (including state and local matching funds) for the New River Valley MPO work program are shown in the following table.

**FY 2020-21 New River Valley MPO  
Proposed Funding by Federal, State, and Local Sources**

	<b>FHWA – SPR</b> 80% Fed. & 20% State	<b>FHWA – PL</b> 80% Fed. & 20% State/Local	<b>FTA – Section 5303</b> 80% Fed. & 20% State/Local	Sub-Total
FY 2020-21	\$25,000	\$202,440	\$111,897	\$339,337
Carryover FY 2018-19		\$20,331	\$17,257	\$37,588
Carryover FY 2019-20			\$106,414	\$106,114
<b>Total</b>	\$25,000	\$222,771	\$235,569	\$483,039

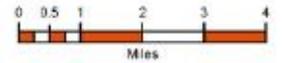
# New River Valley Metropolitan Planning Organization Study Area



Prepared By Montgomery County Va  
Planning & GIS Services  
(Approved September 6, 2012)

## Legend

 Corporate Line  2010 MPO Boundary



**New River Valley  
METROPOLITAN PLANNING ORGANIZATION  
FY 2020-21 Unified Planning Work Program**

**PROPOSED FY 2020-21 WORK PROGRAM AND BUDGET**

MPO staff will perform all tasks identified unless otherwise noted. During this fiscal year, the following activities will be pursued by the MPO:

**1. Program Support and Administration**

**General Administration and Operations**

- Management of day-to-day operations of MPO activities including budgeting, purchasing, and overall administrative functions.
- Prepare meeting agenda, minutes, and resolutions, arrange for and/or attend meetings, conferences, and training.
- Preparation for and attendance at the MPO Policy Board meetings.
- Preparation for and attendance at Technical Advisory Committee meetings, including any work for special committees.
- Process PL funding requests and/or review of PL and PL Pass-Through funding agreements and addenda.
- Manage local and regional transportation planning activities and conduct/attend public hearings by the MPO, as needed.
- Ensure that mechanisms are in place to coordinate MPO transportation planning activities with guidelines for Environmental Justice and Title VI. Include segments of the population traditionally underserved by transportation in the Transportation Planning Process.
- Complete and submit the Annual Self Certification to FHWA approved by the Policy Board.
- Prepare and execute funding agreements and contracts, including contract extensions or supplements, as needed and approved by the Policy Board.
- Prepare and review progress, financial, and other supportive reports including processing quarterly billing invoices and progress reports.
- Prepare and submit an annual audit. The audit will be performed by the consultant hired by Montgomery County for its annual audit.

- Ensure that all federal and state transportation regulations, requirements, and deadlines are met, particularly with federal transit funds.
- Respond to requests for intergovernmental reviews / coordination.
- Work on Geographic Information System (GIS) and Census Transportation Planning Program (CTPP) data for utilization in transportation planning projects, studies, and coordinate as appropriate.
- Review, as necessary, consultant contracts or supplements and monitor consultant contracts, negotiations, and work progress on MPO-conducted studies and plans employing consultants.
- Review road plans when requested for conformance with current transportation plans. Work with VDOT on the potential for employing Intelligent Transportation Systems (ITS) and higher levels of technology in area-wide planning for project development. Assure that proactive strategies for safety are employed during the plan development process.
- Assist in coordinating multi-modal activities and maintain necessary transportation inventories.
- Work jointly with the New River Valley Regional Commission on transportation issues that extend into both areas.
- Work with VDOT and affected localities to assure that pedestrian and bicycle accommodations are considered during project development.
- Continue support of the Rideshare and Bikeshare programs, the Virginia Breeze, and the SmartWay bus.
- Continue to support the study of extension of passenger rail to Christiansburg and further west.
- Submit applications to be considered under Smart Scale for appropriate projects.
- Serve as staff to the MPO Bikeshare Advisory Committee and work to extend the program into the region.
- Approve the update of the Constrained Long Range Transportation Plan (CLRTP) that needs to be completed by November of 2020.

### **MAP21/Fast Act Responsibilities**

- MPO staff to work cooperatively with the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, as necessary, to assure that all activities of the MPO meet or exceed MAP-21/Fast Act requirements.
- Review, comment, and endorse municipal Alternative Transportation grant applications, as requested.

### **Transportation System Management (TSM)**

- Continuous review of current transportation plan(s) for consideration of additional TSM improvements such as traffic engineering, fringe parking lots, bicycle and pedestrian facilities, goods movement, and vehicle occupancy. Continue to support efforts that reduce vehicles on the highways such as the SmartWay Bus, Ride Solutions, the Two Town Trolley, and the Virginia Breeze.
- Pursue the development of individual corridor studies included in the adopted 2040 Long Range Transportation Plan as funding allows.
- Provide input for environmental assessments, transit planning, and other transportation planning, when requested.
- Evaluate and review special situations such as: major traffic generators, site plans, special transportation needs, private sector participation, and alternative transportation projects, as needed or requested. Assure that safety is an explicit priority in the planning process.

### **Special Studies**

- MPO staff will work with member jurisdictions to identify transportation issues that warrant further planning study. The MPO will coordinate specific planning projects with VDOT, VDRPT, FTA, and FHWA for review and approval. Selected studies will be incorporated into the UPWP by amendment. All planning studies will be performed by the MPO On Call consultant, an approved agency, or under contract with the NRV Regional Commission. If funds are not utilized, they will be carried forward for future use.

## **2. Unified Planning Work Program (UPWP)**

- Process amendments/adjustments to the FY 2020-21 Unified Planning Work Program (UPWP), if needed, and prepare the FY 2021-22 UPWP.

## **3. Public Participation**

- Use the approved Public Participation Plan (PPP) for public outreach by the MPO in developing and amending the region's Long Range Transportation Plan, UPWP, TIP and other major plans or studies.
- Continually work to identify additional organizations and individuals not normally included in the transportation planning process and add to our contact list. This plan supports the concept of Environmental Justice to ensure an equitable and inclusive decision-making process for all individuals.
- Review the current Public Participation Plan and revise as necessary.
- Continually update the MPO website. Send out information related to Transportation Planning to the MPO email list.
- Meet with/talk to citizens regarding Transportation Planning within the MPO.

## **4. Transportation Improvement Program (TIP)**

- Process any amendments/adjustments to the FY 2021-24 Transportation Improvement Program (TIP). Provide MPO input on preparation efforts for future TIPs. Assure that any identified current safety needs are considered for inclusion in the TIP.

## **5. Long Range Transportation Plan**

- Amend the 2040 MPO Long Range Plan as needed.
- Approve the 2045 MPO Long Range Plan update.

## **6. FTA/VDRPT-Assisted Section 5303 Transportation Planning:**

### **FTA Section 5303 Pass-Through Funds**

- Provide transit planning assistance to Blacksburg Transit (BT), Radford Transit (RT), and Pulaski Area Transit (PAT) to: support application of FTA Section 5303 transportation funding; meet FTA Section 5307 requirements for preparing and submitting grant applications; support data collection as required by FTA and the National Transportation Database (NTD); support planning activities for a multi-modal transit facility; conduct short and long range transit planning activities when needed; support the development of the MPO's UPWP, TIP, and Long Range Transportation Plan to ensure transit planning elements.
- These requirements include maintaining Civil Rights (Title VI), DBE and EEO requirements, performance monitoring, ADA planning and preparing all necessary reports. BT will coordinate with the MPO on transit planning activities. Funds are expected to be used to complete identified short and long-term transit planning by contracting consultants for relevant surveys and studies.
- Additional detail is provided on FTA/VDRPT-Assisted Section 5303 Transportation Planning in the attached Task Narrative A.
- Monitor and process Pass Through reimbursement requests.

## **FY 2020-21 UPWP**

### **End Products Summary\*\***

1. Maintain all administrative requirements.
2. Carry out items in FY 2020-21 Unified Planning Work Program (UPWP).
3. Review and assure that all MPO functions and work products remain in compliance with MAP-21/FAST Act.
4. Monitor the FY 2021-24 Transportation Improvement Program (TIP) and amend/adjust as needed
5. Provide assistance to Transit providers for transit planning activities.
6. Conduct transit studies as needed and identified by the MPO.
7. Support the regional Coordinated Human Services Transportation Plan that includes the MPO. Collaborate with the New River Valley Regional Commission (NRVRC) and area transportation providers to explore routing solutions and expansion for the area.
8. Provide quarterly reports on the Rideshare program, the SmartWay bus, and transit planning activities.
9. Review and amend, as needed the current Public Participation Plan.
10. Amend, as needed the 2040 MPO Long Range Plan. Finish developing and adopt the 2045 MPO Long Range Plan.
11. Support Transit Agencies in updates to their TDPs.
12. Coordinate activities for extension of passenger rail to Christiansburg.

\*\* - Details are provided in the Narrative Section

**FY 2020-21 New River Valley MPO  
Proposed Revenues and Expenditures by Federal, State, and Local Sources**

Proposed Revenues	FHWA – SPR1	State – SPR <sup>1</sup>	FHWA - PL	State Match	Local Match	FTA Sec. 5303	State Match	Local Match	Total
<b>FY 2020-21</b>	\$20,000*	\$5,000*	\$161,952	\$20,244	\$20,244	\$89,517	\$11,190	\$11,190	\$339,337
<b>FY 2019-20 Carryover</b>						\$85,130	\$10,642	\$10,642	\$106,414
<b>FY 2018-19 Carryover</b>			\$16,265	\$2,033	\$2,033	\$13,807	\$1,725	\$1,725	\$37,588
<b>Federal &amp; VDOT – SPR Subtotal</b>	\$20,000*	\$5,000*							\$25,000*
<b>FHWA/Match - PL Subtotal</b>			\$178,217	\$22,277	\$22,277				\$222,771
<b>FTA Sec. 5303/Match Subtotal</b>						\$188,454	\$23,557	\$23,557	\$235,568
<b>Total Proposed Revenues</b>	\$20,000	\$5,000	\$178,217	\$22,277	\$22,277	\$188,454	\$23,557	\$23,557	\$483,339
Proposed Expenditures			FHWA - PL	State Match	Local Match	FTA Sec. 5303	State Match	Local Match	Total
<b>1. Program Support and Administration</b>	\$12,000	\$3,000	\$74,218	\$9,277	\$9,277				\$107,772
1.01 General Administration and Operations	\$8,000	\$2,000	\$52,618	\$6,577	\$6,577				\$75,772
1.02 MAP-21/Fast Act Responsibilities & MPO Compliance			\$8,000	\$1,000	\$1,000				\$10,000
1.03 Transportation System Management			\$800	\$100	\$100				\$1,000
1.04 Special Studies	\$4,000	\$1,000	\$12,800	\$1,600	\$1,600				\$21,000
<b>2. Unified Planning Work Program</b>			\$8,000	\$1,000	\$1,000				\$10,000
<b>3. Public Participation</b>			\$40,000	\$5,000	\$5,000				\$50,000
<b>4. Transportation Improvement Program(TIP)</b>	\$4,000	\$1,000	\$8,000	\$1,000	\$1,000				\$15,000
<b>5. 2035 Long Range Transportation Plan</b>	\$4,000	\$1,000	\$48,000	\$6,000	\$6,000				\$65,000
<b>6. FTA/VDRPT-Assisted Section 5303 Transportation Planning</b>						\$188,454	\$23,557	\$23,557	\$235,568
6.01 Program Support and Administration						\$9,423	\$1,178	\$1,178	\$11,779
6.02 General Development/Comprehensive Planning						\$75,382	\$9,423	\$9,423	\$94,227
6.03 Long Range Planning/System Level						\$9,423	\$1,178	\$1,178	\$11,779
6.04 Short Range Planning						\$75,382	\$9,423	\$9,423	\$94,227
6.05 Transportation Improvement/NTD						\$9,423	\$1,178	\$1,178	\$11,779
6.07 Special Studies						\$9,423	\$1,178	\$1,178	\$11,779
<b>Total Proposed Expenditures</b>	\$20,000	\$5,000	\$178,217	\$22,277	\$22,277	\$188,454	\$23,557	\$23,557	\$483,339

Note: Figures are rounded to the nearest dollar. All subtotals are estimates included for planning purposes only and are not intended to be restrictive.

\*=funds budgeted for MPO support by VDOT.

1. Funds allocated for expenditure by VDOT staff and consultants in support of the MPO planning process

**NEW RIVER VALLEY  
METROPOLITAN PLANNING ORGANIZATION  
Narratives, Budgeted Amounts for FTA funded portion of FY 2016-2017 UPWP  
SECTION 5303 PLANNING AND TECHNICAL STUDIES**

**TASK NARRATIVE A.**

**NOTE: NEW FORMAT WITH ADDITIONAL DETAILS REGARDING OBJECTIVE AND DESCRIPTION AND PRODUCTS FOR EACH FTA TASK, STARTING WITH 2011-2012.**

**FTA#: 44.21.00 Program Support and Administration**

Objective and Description: The Program Support and Administration task covers the activities necessary to administer and maintain transportation planning activities. The primary objectives of this task are:

- To update regional planners and BT management of planning activities relevant to transit
- To assist town staff as needed with communicating with stakeholders regarding transit issues
- To prepare monthly and quarterly status reports as needed
- To assist with technical updates regarding transit on current and future development projects

Products:

- Prepare executive summaries and reports for MPO, RC, and other stakeholders as requested.
- Develop BT Transportation Planner Master Plan of activities/projects in prioritization order (annual update)
- Write monthly and quarterly status reports as needed re. regional activities related to transit operations
- Maintain/update an inventory of bus stops
- Supervise BT Transportation Planning Internship Program
- Document and maintain a filing system of requests for new services, routes, bus stops, amenities

6.01 Program Support and Administrative	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 21	\$4,476	\$559	\$559	\$5,595
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$690	\$86	\$86	\$863
<b>Total</b>	<b>\$9,423</b>	<b>\$1,177</b>	<b>\$1,177</b>	<b>\$11,779</b>

**FTA#: 44.22.00 General Development/Comprehensive Planning**

Objective and Description: The General Development and Comprehensive Planning task supports gathering data to identify issues for further study, define requirements for future plans and designs, and develop transit priorities. The primary objectives of this task are:

- To identify origins and destinations for future routes
- To characterize potential customers (e.g., with Marketing) through surveys and other means
- To identify potential economic development and employment centers that are likely needed destinations
- To identify and summarize other relevant data that supports short-range and long-range planning tasks
- To participate in meetings and other input sessions for updating regional comprehensive plans
- To serve as liaison with transportation consultants for the planning efforts (e.g., Transit Development Plan, Comprehensive Operations Analysis, Regional Cost Model)
- To serve as liaison with area developers (land owners, town staff, etc.) to ensure that transportation issues are addressed during preliminary stages of development
- Supervise BT Transportation Planning Internship Program

Products:

- Provide weekly input with documentation as needed for regional planners on new developments affecting current or future transit services
- Analyze ridership needs and develop a work plan (operational plan) for the New River Community College
- Investigate planning and operational needs for regional neighborhoods (e.g., the Warm Hearth Retirement Community, Mid-County region of Montgomery County)
- Communicate with area developers, land owners via town and county staff to document future transit needs/plans
- Provide an outline for future expansion into the Montgomery County (e.g., near the Hospital/Warm Hearth)
- Provide status updates to the MPO TAC and other stakeholders on the planning of a joint Blacksburg-Virginia Tech proposed multimodal facility via presentations or verbal updates
- Provide summaries of relevant planning documents to staff and stakeholders as requested
- Facilitate, summarize, and disseminate annual updates to the 2017 BT Transit Development Plan (TDP)
- Support efforts to acquire and collaborate with consultant(s) to upgrade the transit Regional Cost Model to more accurately estimate the costs of transit services.
- Facilitate receiving approval of the TDP from the NRV RC, Montgomery County, and Virginia Tech
- Coordinate marketing and training efforts with stakeholders for the newly launched pilot bus route connecting the Warm Hearth Village and the LewisGale Hospital Montgomery
- Stay abreast regarding developments and planning of the Virginia Tech-Blacksburg Multimodal Transit Facility (MMTF) via communication with BT staff.
- Facilitate efforts to acquire a consultant and conduct a route analysis in conjunction with the proposed MMTF.
- Assist in coordination of a regional effort for conducting simultaneous TDPs in 2017-2018, possibly with BT, PAT, and RT to improve inter-agency coordination and transfers between agencies.

6.02 General Development \Comprehensive Planning	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 21	\$35,807	\$4,476	\$4,476	\$44,759
Transit FY 20	\$34,052	\$4,257	\$4,257	\$42,566
Transit FY 19	\$5,522	\$690	\$690	\$6,903
Total	\$75,382	\$9,423	\$9,423	\$94,227

**FTA#: 44.23.01 Long Range Transportation Planning – System Level**

Objective and Description: Long range planning at the system level forms the basis for future transportation planning activities and projects. Long range is generally considered to be 13 months or longer. The primary objectives of this task are:

- To study the transportation system within the region to identify issues and challenges involving multiple jurisdictions
- To align our efforts with regional comprehensive plans
- To use comprehensive plans to make policy recommendations to community leaders and planners

Products:

- Implement recommendations for commuter service within the MPO region
- Consider and outline future connections to planned train and multimodal facilities (e.g., Lynchburg)

- Summarize relevant transit developments in nearby areas (e.g., Pulaski, Dublin, Radford, Floyd) to increase coordination
- Provide content and feedback to the NRV Regional Commission (RC) and updates to their Mobility Manager Resource Manual
- Participate in the joint PDC-MPO NRV Regional Transit Organizational Analysis process
- Facilitated delivery and dissemination of the Bus Stop Safety and Accessibility Study for the Town of Blacksburg, completed July 2015 (which was, in the UPWP dated May 2013).
- Align alternative transportation planning efforts (e.g., bike, pedestrian) to coordinate with pathways and transit amenities such as with a BT-supported RFP and/or the Bikeway/Walkway Committee of the NRV Regional Commission

6.03 Long Range Planning System	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 21	\$4,476	\$589	\$559	\$5,595
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$690	\$86	\$86	\$863
Total	\$9,423	\$1,178	\$1,178	\$11,779

**FTA#: 44.24.00 Short Range Transportation Planning**

Objective and Description: Short-range transportation planning deals with specific programs and projects that implement long-range policies. Short range is generally considered to be within 12 months. The primary objectives of this task are:

- To review and evaluate proposed transportation projects for their potential impacts on the regional transportation network in alignment with comprehensive plan goals as requested
- To prioritize proposed transportation projects
- To identify current and immediate transportation needs in the region
- To revisit what is needed and reprioritize needs on a regular basis as funding and other resources become available
- To review and prioritize requests for bus stop changes, improvements, additions, and replacements (e.g., bus stop amenities)

Products:

- Explore the possibility of Downtown Blacksburg Trolley program(s)
- Development of a Bus Stop Improvement Plan to standardize our current bus stops
- Assist in evaluating, refining, and dissemination of Christiansburg Bus Service to regional transportation leaders and key staff (e.g., via announcements/presentations to the MPO TAC and NRV RC)
- Stay up-to-date with new bus services in Radford
- Outline a draft plan to evaluate the potential for Neighborhood Service in Blacksburg
- Refine process for Route/Schedule Changes and Stop Requests within BT
- To participate in meetings, input sessions, and/or attending conferences and training relevant to regional planning
- Maintain and update the bus stop inventory
- Participate in the GIS Working group to identify and coordinate and evaluate GIS needs
- Maintain and update Web GIS data for use by planners, developers, and citizens
- Update the BT TDP with an annual VDRPT letter in January of each year

6.04 Short Range Transportation Planning	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 21	\$35,807	\$4,476	\$4,467	\$44,759
Transit FY 20	\$34,052	\$4,257	\$4,257	\$42,566
Transit FY 19	\$5,522	\$690	\$690	\$6,903
Total	\$75,381	\$9,423	\$9,423	\$94,226

**FTA#: 44.25.00 Transportation Improvement Plan**

**Objective and Description:** The objective of the Transportation Improvement Program (TIP) task is to support development efforts of improvement program documents. The primary objectives of this task are:

- To provide transit-relevant information for the Statewide Transportation Improvement Program (STIP) a four-year document, and for other planning documents

**Products:**

- Provide relevant information via written reports and/or edits for updates to the Town of Blacksburg 2046 Comprehensive Plan
- Provide relevant information for updates to the Montgomery County 2035 plan
- Provide relevant information and textual write-ups for the Town of Blacksburg Capital Improvement Program,
- Review and provide relevant input to the New River Valley Rural Long Range Plan (in coordination with the PDC)
- Review, edit, and provide input regarding transit for the Unified Planning Work Program (UPWP) for the MPO
- Provide a set of updated GIS data files showing bus stops and routes for use by stakeholders upon request
- Provide ridership and other relevant data regarding bus stop routes, based on the bus stop inventory database, and as needed, based on queries of data available from BT's IT department

6.05 Transportation Improvement/NTD	FTA Sec. 5303	State Match	Local Match	Total
Transit FY21	\$4,476	\$559	\$559	\$5,595
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$690	\$86	\$86	\$863
Total	\$9,423	\$1,178	\$1,178	\$11,779

**FTA#: 44.27.00 Other Activities/Special Studies**

**Objective and Description:** The objective of the other activities/special studies task is to provide for a task that covers unanticipated or otherwise, needed activities related to regional transit planning. The primary objectives of this task are:

- To provide input and leadership as a member of the New River Valley MPO and the New River Valley RC
- To work with members from the MPO and the RC to coordinate and enhance regional transportation planning efforts through collaboration and joint activities

**Products:**

- Attend Monthly MPO TAC meetings and provide summary reports to transit and other stakeholders as needed.
- Attend NRV RC Transportation TAC meetings and provide summary reports as needed
- Communicate both relevant MPO and RC regarding transit to staff so BT can coordinate efforts with Virginia Tech staff on a regular basis and with others stakeholders as needed
- Facilitate, support, and/or conduct feasibility studies for potential and new transit services in the MPO region
- Coordinate with Town of Blacksburg and other staff as needed regarding transit-related issues within the MPO region

6.07 Other Special Studies	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 21	\$4,476	\$559	\$559	\$5,595
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$690	\$86	\$86	\$863
Total	\$9,423	\$1,178	\$1,178	\$11,779

**Previous Work Toward Objective:**

The Blacksburg Transit Development Plan (TDP) and well as TDPs for Pulaski Area Transit, and Radford Transit were completed and accepted on September 30, 2018. On January 15, 2020, Blacksburg Transit provided an annual update TDP letter to DRPT. The final report from the Route Analysis effort was placed on the Town of Blacksburg's FTP site February 8, 2016. The February 2018 VDRPT proposal to continue to support senior transportation was accepted and funded, to support three days of demand-response service between Warm Hearth Village and the Lewis Gale Hospital Montgomery within the MPO service area. BT also hosted part-time, for-credit Transportation Planning Interns during 2017 to 2018, supervised by the Regional Transportation Planner.

Four additional projects recently had updates:

The work on the Regional Cost Model (RCM) upgrade for Blacksburg Transit, which started in 2015 with Michael Baker International and Foursquare Integrated Transportation Planning, Inc., was completed in 2016 with a May 2016 workshop at BT to review the User Guide and June 2016 training, completing the project.

The Regional Transit Study 2015 task order led by the New River Valley Regional Commission (NRVRC) was a study aims to complete analyze overlapping bus stops and transit services including eight locations. The study was completed continued into 2016 and was approved by the MPO in September 2016.

With plans first starting in late 2013, the Passenger Rail Study was formally launched in early 2015 by the NRVRC. Numerous actions took place including establishing a working committee and a passenger rail committee. Amongst several accomplishments on January 7, 2016, the MPO Policy Board recommended a location in Christiansburg be explored through an Operational Analysis. The final report with appendices was distributed to the MPO February 17, 2016, also available at <http://nrvc.org/nrvpassengerrailstudy/>. A Station Ownership and Maintenance Responsibility Study was conducted by the MPO and a final report was approved on March 7, 2019. The next step is a DRPT Rail Traffic Control Modeling Study which has been funded but Norfolk Southern has not agreed to conduct the study yet.

The MPO Bus Stop Safety and Accessibility Study for the Town of Blacksburg was completed July 2015. Similar studies for both Radford and Pulaski were conducted and approved in May 2018.

**Relationship to Other Activities:**

Provide support for overall improvements to operation of Blacksburg Transit; maintaining public transit service compliance with FTA guidance and regulations under MAP-21 and the FAST Act.

**Agency Responsible for Work:**

- a) Blacksburg Transit by pass-through contract with the New River Valley Metropolitan Planning Organization and
- b) The New River Valley Metropolitan Planning Organization, as funds recipient.

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

***May 7, 2020***

**Resolution approving the NRV MPO FY 2020-21 Unified Planning Work Program**

**On a motion by \_\_\_\_\_ seconded by \_\_\_\_\_ and carried unanimously,**

WHEREAS, the 2020-21 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, no comments were received, 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 2020-21 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.

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**F. Craig Meadows, Chairman**

*New River Valley  
Metropolitan Planning Organization*

*May 7, 2020*

**Designation Resolution**

**On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_ 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 7, 2020.

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**F. Craig Meadows, Chairman**

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**J. Dan Brugh, Executive Director**

***Blacksburg/Christiansburg/Montgomery Area  
Metropolitan Planning Organization***

***May 7, 2020***

**Pass/Through Resolution**

**On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_ and carried unanimously,**

WHEREAS, the Blacksburg/Christiansburg/Montgomery Area Metropolitan Planning Organization anticipates receipt of Fiscal Year 2020 Federal Transit Administration (FTA) Section 5303 Planning and Technical Studies Grant; and

WHEREAS, Blacksburg Transit, a department of the Town of Blacksburg, could use the FTA Section 5303 grant funds to conduct eligible planning activities and technical studies.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the Executive Director to contract with Blacksburg Transit for the receipt and eligible use of the FTA Section 5303 grant funds that may be received by the New River Valley Metropolitan Planning Organization, noting that the City of Radford, the Towns of Blacksburg and Christiansburg, and the Counties of Montgomery and Pulaski will commit the equal funding of the local match for the aforementioned grant.

BE IT FURTHER RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the Metropolitan Planning Organization Executive Director, in conjunction with the Transit Director of Blacksburg Transit, to submit a FTA Section 5303 grant application and to contract with the Virginia Department of Rail and Public Transportation for the receipt of said FTA funds as is necessary; and including the compliance with applicable laws, regulations, guidelines, and assurances of the United States and the Commonwealth of Virginia, and for the state portions of the matching funds as necessary.

**Certification**

The undersigned duly qualified and acting as authorized 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 7, 2020.

\_\_\_\_\_  
**Craig Meadows, Chairman**

\_\_\_\_\_  
**J. Dan Brugh, Executive Director**

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

***May 7, 2020***

**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 \_\_\_\_\_, seconded by \_\_\_\_\_ 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 7, 2020.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

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

**On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_ 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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

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

**On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_ and carried unanimously,**

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

WHEREAS, the Policy Board has approved the Unified Planning Work Program (UPWP) for 2020-21; and

WHEREAS, agreements 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.

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**F. Craig Meadows, Chairman**

**Transportation Improvement Program  
(TIP)  
for the  
New River Valley Metropolitan Planning  
Organization  
*Fiscal Years 2021 – 2024***

*Approved on*

**DRAFT**

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on [REDACTED]. 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/](http://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 Valley Regional Commission, Blacksburg Transit, Radford Transit, Pulaski Area 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 2021-22, through 2024-25. 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*

## **PUBLIC TRANSPORTATION PROGRAM**

### **Federal Public Transportation Funding**

Federal grants for public transportation programs are authorized by the FAST Act signed into law in December. Brief descriptions of funding categories for capital and operating expenses are given below for the programs typically used by transit agencies in the NRVMPPO. Descriptions are posted at <https://www.transit.dot.gov/grants>.

**Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (formerly section 16)** - Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

**Section 5311 Formula Grants for Rural Areas (formerly Section 18)** - Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

**Section 5339(a) Grants for Buses and Bus Facilities Formula Program** - Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

**Grants for Buses and Bus Facilities Program** - Provides funding through a formula and competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

**Section 5307 Urbanized Area Formula Grants** - Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. 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 and other specialized purposes and are generally not referred to in the Transportation Planning and Research Program.

## Public Transportation Project Justification Narratives

In accordance with FTA reporting procedures discussions of the justification for individual projects applied for under the federal transit program 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 74,000 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.

Blacksburg Transit’s complementary paratransit service is known as BT ACCESS. BT ACCESS’ door-to-door service for persons with disabilities. It is available throughout the Town of Blacksburg during the times that fixed route service operates, and is widely recognized as one of the best in the state.

For routes in Blacksburg, Blacksburg Transit maintains an active fleet of 53 full-sized transit buses and 18 Body-On-Chassis (BOC) vehicles and vans for a total of 71. Blacksburg Transit’s fleet is 100 percent accessible. Morning pullout during full service is 47 vehicles. BT provided 4,659,053 passenger trips during fiscal year 2019.

## **Service for the Town of Christiansburg**

Service in the Town of Christiansburg, provided by BT, covers all areas within the Town limits. The current routes 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.

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, and Blacksburg. 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 - Thursday: 6:50am – 10:50pm

Friday: 6:50am - 2:40am

Saturday: 9:50am - 2:40am

Sunday: 5:50pm – 11:50pm

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

Monday - Friday: 6:50am – 8:05pm

Saturday: 9:50am – 8:05pm

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 bus route.

Radford Transit's fleet consists of five (5) body-on-chassis (Cutaway) style buses, eleven (11) 23-passenger low floor body-on-chassis (Cutaway) style buses, two (2) 29-passenger medium duty body-on-chassis (Cutaway) style buses, and two (2) low floor heavy duty transit buses.

In fiscal year, 2019 RT provided 268,727 passenger trips, a 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.

## Performance Measures

Federal legislation requires that all MPOs establish performance measures to help assure funding is being used appropriately. This can be accomplished by setting measures specifically for the MPO or adopting the measures that are set by the State. The NRV MPO has adopted the measures used by the State. Currently, performance measures have been established for Safety. Other measures will be adopted later this year. The State measures adopted by the MPO for Safety follow.

### Appendix E, Addendum 1: Performance Based Planning and Programming – Safety Performance Measures

#### Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia’s 2017 – 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

**Table 1: 2017 – 2021 SHSP Safety Performance Objectives**

	<b>Performance Target</b>	<b>Per Year Reduction</b>
1	Number of Fatalities	2%
2	Rate of Fatalities per 100 Million Vehicle Miles Travelled	3%
3	Number of Serious Injuries	5%
4	Rate Serious Injury Million Vehicle Miles Travelled	7%
5	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	4%

For safety performance measures 1, 2, and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff.<sup>1</sup> The DMV HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT’s annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

#### Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to transportation that is more comprehensive safety planning.

<sup>1</sup> It is a federal requirement that safety performance measures 1, 2, and 3 are identical targets for NHTSA’s Highway Safety Grants Program and FHWA’s Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

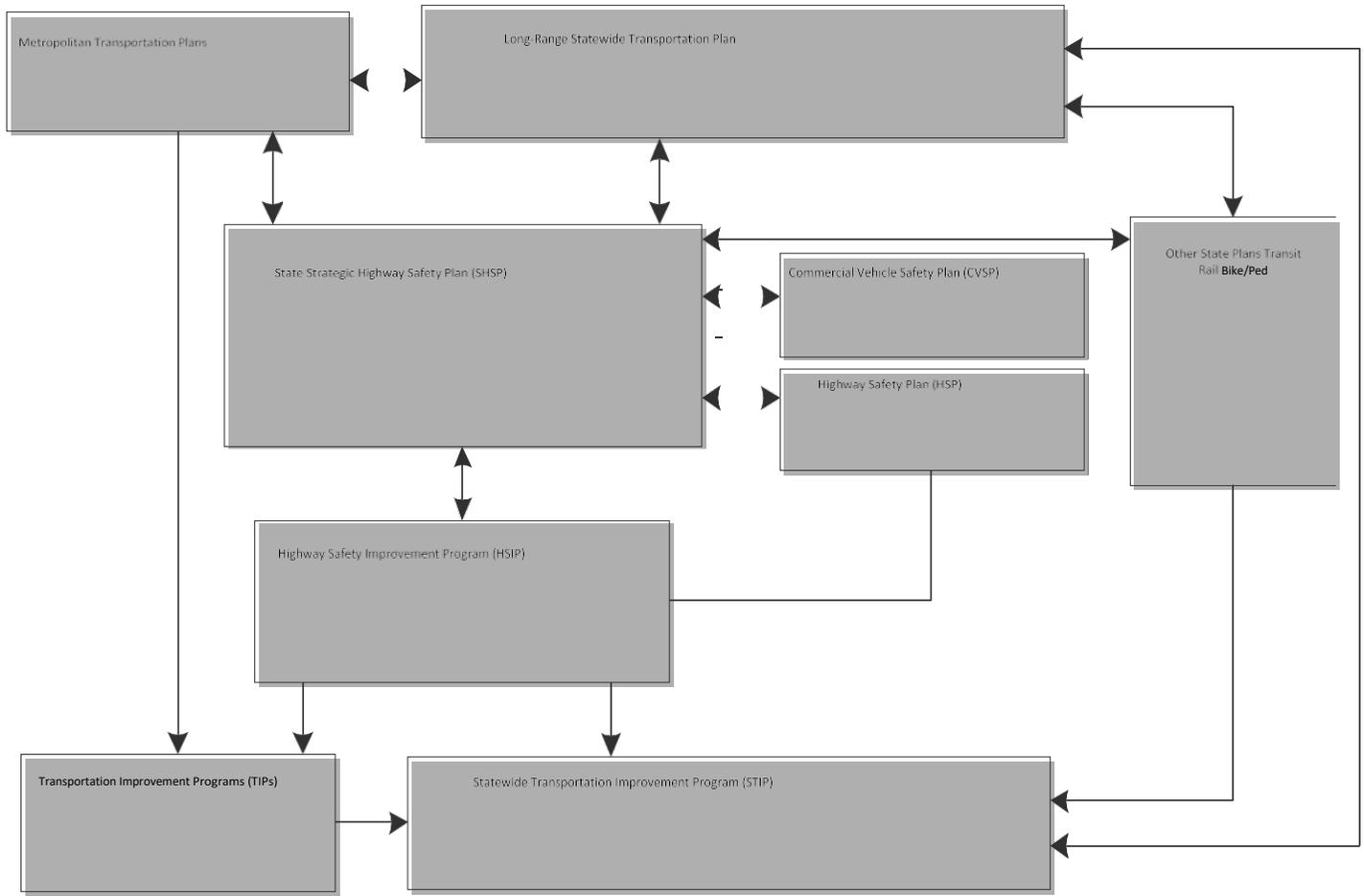
The LRSTP, VTrans2040, guides the state’s investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- Guiding Principle 2: Ensure Safety, Security, and Resiliency – Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal C: Safety for All Users – provide a safe transportation system for passengers and goods on all travel modes.
  - Objectives:
    - Reduce the number and rate of motorized fatalities and serious injuries.
    - Reduce the number of non-motorized fatalities and injuries.

MTPs are similar to the LRSTP however; a MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region.

The HSP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grants are administered through the Highway Safety Office at the DMV. Furthermore, each year Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

The relationship between the various plans and programs is shown below:



Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

### Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated ~\$55 Million for HSIP and \$5 Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 “Open Container”, such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally maintained roadways.

## **How do Safety Projects get selected for Inclusion in the STIP?**

The HSIP project planning and delivery follows these steps:

- Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.
- HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.
- VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.
- Projects are selected and programmed for the last two or three years of the SYIP. At present, there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network. Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP, such as the Transportation Alternatives Program, including Safe Routes to School grants, Revenue Sharing, and even some CMAQ and maintenance projects, will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia's safety objectives and targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans2040. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's safety performance objectives and targets and is consistent with Virginia's SHSP and the HSIP.

## **Performance Based Planning and Programming for Transit Asset Management**

The two most recent federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, is an American Indian Tribe, has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole.

The performance measurements and the targets can be found in the DRPT *Group Transit Asset Management Plan*.

The New River Valley's planning process will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the Tier II group plan. The transit providers within the MPO are all Tier II.

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

**Figure 2: TAM Performance Measures by Asset Category**

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
Equipment	Service support, maintenance, and other non-revenue vehicles	Percentage of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based	Minimize percentage
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale	Condition-based	Minimize percentage

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating

characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

**Tier II Group Plan**

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The New River Valley programs federal transportation funds for the Town of Blacksburg (Blacksburg Transit) and the City of Radford (Radford Transit). The Town of Blacksburg (Blacksburg Transit) and the City of Radford (Radford Transit) are both Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO’s planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

**Table 3: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.**

Asset Category - Performance Measure	Asset Class	2020 Target*
<b>Revenue Vehicles</b>		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	15%
	BU - Bus	10%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	TB - Trolley Bus	10%
	VN - Van	25%
<b>Equipment</b>		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
<b>Facilities</b>		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%
	Administrative Office	10%
	Maintenance Facility	10%
	Passenger Facilities	10%

Additional information and guidance is available on FTAs Transit Asset Management website:

<https://www.transit.dot.gov/TAM>

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

**FEDERAL FUNDING CATEGORIES  
FISCAL CONSTRAINT BY YEAR**

Highway Projects  
FFY 2021 - 2024

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation								
<b>Federal</b>										
HSIP	\$0	\$0	\$302,108	\$302,108	\$0	\$0	\$0	\$0	\$302,108	\$302,108
TAP	\$103,250	\$103,250	\$526,181	\$526,181	\$0	\$0	\$0	\$0	\$629,431	\$629,431
<b>Subtotal -- Federal</b>	<b>\$103,250</b>	<b>\$103,250</b>	<b>\$828,289</b>	<b>\$828,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$931,539</b>	<b>\$931,539</b>
<b>Other</b>										
State Match	\$25,813	\$25,813	\$207,073	\$207,073	\$0	\$0	\$0	\$0	\$232,886	\$232,886
<b>Subtotal -- Other</b>	<b>\$25,813</b>	<b>\$25,813</b>	<b>\$207,073</b>	<b>\$207,073</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$232,886</b>	<b>\$232,886</b>
<b>Total</b>	<b>\$129,063</b>	<b>\$129,063</b>	<b>\$1,035,362</b>	<b>\$1,035,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,164,425</b>	<b>\$1,164,425</b>

<b>Federal - ACC (1)</b>										
HSIP	\$0	\$0	\$0	\$0	\$188,061	\$188,061	\$0	\$0	\$188,061	\$188,061
NHFP	\$1,134,633	\$1,134,633	\$0	\$0	\$0	\$0	\$0	\$0	\$1,134,633	\$1,134,633
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$1,134,633</b>	<b>\$1,134,633</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188,061</b>	<b>\$188,061</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,322,694</b>	<b>\$1,322,694</b>

<b>Maintenance - Federal (4)</b>										
BR	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	\$4,000,000
NHFP	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NHS/NHPP	\$7,113,312	\$7,113,312	\$5,399,286	\$5,399,286	\$5,399,286	\$5,399,286	\$5,399,286	\$5,399,286	\$23,311,170	\$23,311,170
STP/STBG	\$27,244,307	\$27,244,307	\$26,068,877	\$26,068,877	\$30,021,568	\$30,021,568	\$31,070,795	\$31,070,795	\$114,405,547	\$114,405,547
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$37,857,619</b>	<b>\$37,857,619</b>	<b>\$34,968,163</b>	<b>\$34,968,163</b>	<b>\$36,420,854</b>	<b>\$36,420,854</b>	<b>\$37,470,081</b>	<b>\$37,470,081</b>	<b>\$146,716,717</b>	<b>\$146,716,717</b>

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

## New River Valley MPO

### Interstate Projects

UPC NO	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	ITTF FY20 Micro Transit			ADMIN BY	DRPT	
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999			TOTAL COST	\$500,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$500,000	\$0	\$0	\$0

## 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)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	RTE. 460 BYPASS (0460)			TOTAL COST	\$51,803,125	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

## New River Valley MPO Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$34,014,401
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - AC CONVERSION	\$283,658	\$1,134,633	\$0	\$0	\$0

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$2,650,808
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$59,762,604
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN AC	Federal - AC	\$159,176	\$1,432,587	\$0	\$0	\$0

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$12,736,860
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - TAP/F	\$20,813	\$83,250	\$0	\$0	\$0
	Federal - TAP/SU	\$5,000	\$20,000	\$0	\$0	\$0
RW TOTAL		\$25,813	\$103,250	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$47,015	\$0	\$0	\$188,061	\$0
	Federal - HSIP	\$75,527	\$0	\$302,108	\$0	\$0
	Federal - TAP/F	\$97,088	\$0	\$388,350	\$0	\$0
	Federal - TAP/SU	\$34,458	\$0	\$137,831	\$0	\$0
CN TOTAL		\$254,088	\$0	\$828,289	\$188,061	\$0

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$85,964,101
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$2,500,000	\$2,500,000	\$0	\$0
	Federal - NHS/NHPP	\$0	\$4,399,286	\$4,399,286	\$4,399,286	\$4,399,286
	Federal - STP/STBG	\$0	\$10,437,163	\$12,855,974	\$17,362,178	\$22,711,642
CN TOTAL		\$0	\$17,336,449	\$19,755,260	\$21,761,464	\$27,110,928

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$45,370,193
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - BR	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal - NHS/NHPP	\$0	\$2,714,026	\$1,000,000	\$1,000,000	\$1,000,000
	Federal - STP/STBG	\$0	\$13,711,369	\$8,692,278	\$7,776,634	\$5,475,886
CN TOTAL		\$0	\$17,425,395	\$10,692,278	\$9,776,634	\$7,475,886

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$15,382,423
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$3,095,775	\$4,520,625	\$4,882,756	\$2,883,267

GROUPING		Transit : Engineering				
ROUTE/STREET					TOTAL COST	\$9,340,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

## 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	\$34,014,401
		#SGR RTE 81 - APPROACHES AND BR OVER RT 8 ; 22513 AND 22515 FROM: 0.381 Mile South of Christiansburg SCL TO: 0.510 Mile North of Christiansburg SCL (0.8910 MI)		
Miscellaneous	T19049	Salem District-wide	0000	\$0
		BRIDGE REHABILITATION/REPLACEMENT		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$34,014,401

#### Construction : Rail

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19041	Salem District-wide	0000	\$0
		CN: RAIL		
Miscellaneous	112018	Statewide	HIGHWAY-RAIL SAFETY (0000)	\$700,000
		Highway-Rail Safety Inventory Section 130 PE Only FROM: Statewide TO: Statewide		
Miscellaneous	112213	Statewide	HIGHWAY RAIL SAFETY (0000)	\$300,000
		Highway-Rail Section 130 Pre Scoping PE Only FROM: Statewide TO: Statewide		
Miscellaneous	112497	Statewide	VARIOUS (0000)	\$500,000
		ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED		
Urban	105608	Christiansburg	CHRISMAN MILL RD (0000)	\$1,150,808
		Chrisman Mill Rd -Realign N Side of Road at Crossing FROM: 1.1 Mi. N. of Silver Lake Road (SR 662) TO: 1.2 Mi. N. of Silver Lake Road (SR 662)		
Construction : Rail Total				\$2,650,808

#### Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	116039	Statewide	0081	\$12,500,000
		I-81 DMS Installation FROM: Various TO: Various		
Interstate	107802	Statewide	9999	\$918,907
		Incident Management Emergency Evacuation and Detour Plans FROM: Various TO: Various		
Interstate	110551	Statewide	9999	\$362,560
		Traffic Video Expansion - Statewide FROM: Various TO: Various		
Interstate	110912	Statewide	9999	\$813,019
		Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various		

Appendix is for informational purposes only.

**New River Valley MPO****Construction : Safety/ITS/Operational Improvements**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	111613	Statewide	9999	\$1,807,000
		Statewide Truck Parking Management System - Phase 2		
		FROM: Various TO: Various		
Interstate	111892	Statewide	9999	\$0
		ATMS - Phase 1, 2, 3, 4		
		FROM: Various TO: Various		
Interstate	114400	Statewide	9999	\$300,000
		Drone Technology Project		
		FROM: Various TO: Various		
Interstate	115854	Statewide	9999	\$1,250,000
		ITTF FY20 Arterial Operations Program Dashboard		
		FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999	\$4,700,000
		ITTF FY20 High Speed Communications		
		FROM: Various TO: Various		
Miscellaneous	T19045	Salem District-wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	105481	Statewide	0000	\$1,400,000
		Impement iPeMS (Iteris Performance Measurement System)		
		FROM: various TO: various		
Miscellaneous	114193	Statewide	VARIOUS (9999)	\$0
		PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
		FROM: VARIOUS TO: VARIOUS		
Primary	108909	Christiansburg	US 460 EB RAMP (0460)	\$1,751,751
		#HB2.FY17 Route 460 at Franklin Street EB Ramp Construction		
		FROM: US Route 460 Bypass Ramp TO: Franklin Street (Route 460 Business) (0.2680 MI)		
Secondary	106701	Salem District-wide	9999	\$1,841,763
		HRRR - Safety Improvements		
		FROM: Int. Rte. 757 and Rte. 1535 TO: Int. Rte. 655 and Rte. 616		
Urban	104387	Christiansburg	N. FRANKLIN / CAMBRIA (0460)	\$7,483,928
		#HB2.FY17 Intersection Improv - N. Franklin St/Cambria St		
		FROM: 0.25 mi N of intersection with Cambria St (Rte 111) TO: 0.02 mi N of intersection with Independence Blvd (0.7700 MI)		
Urban	8746	Christiansburg	PEPPERS FERRY RD (0114)	\$24,633,676
		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				\$59,762,604

**Construction : Transportation Enhancement/Byway/Non-Traditional**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	113355	Blacksburg	MAIN STREET (0000)	\$780,250
		Main Street Pedestrian Improvements		
		FROM: Roanoke Street TO: Washington Street		

**New River Valley MPO**

**Construction : Transportation Enhancement/Byway/Non-Traditional**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	103637	Christiansburg Christiansburg Downtown Streetscaping, Phase C503 (Ph1B) FROM: Roanoke Street TO: Franklin Street	EAST MAIN ST & FRANKLIN ST (0000)	\$1,808,017
Enhancement	108360	Christiansburg Huckleberry Trail - Phase 3 FROM: Future Peppers Ferry Rd Connector TO: Intersection of Gold Leaf Dr and Independence Blvd	0000	\$1,200,431
Enhancement	113352	Christiansburg Roanoke Street Sidewalk at 460 By-Pass FROM: 600 ft. east of Falling Branch Rd TO: Hubble Drive on Roanoke Street	ROANOKE STREET (0000)	\$958,226
Enhancement	104770	Montgomery County Huckleberry Trail - Phase 2D FROM: Providence Boulevard TO: Food Lion Shopping Plaza (0.5400 MI)	HUCKLEBERRY TRAIL (0000)	\$425,764
Enhancement	103920	Blacksburg Virginia Tech, Hokie Bikeways C505 fence	EN01	\$20,501
Enhancement	94264	Montgomery County Huckleberry Trail Extension FROM: Route 114 - Peppers Ferry Road (at Wal-Mart parking lot) TO: Farm View Road Extension (at Home Depot parking lot)	EN09	\$314,453
Enhancement	111319	Blacksburg Town of Blacksburg - Bike Parking FROM: Various TO: Various	BIKE PARKING AMENITIES (EN17)	\$160,885
Enhancement	111314	Christiansburg Depot Park Trail Extension FROM: Mill Lane TO: Depot Park	DEPOT PARK TRAIL (EN17)	\$499,045
Miscellaneous	T19040	Salem District-wide CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL	0000	\$0
Primary	105518	Christiansburg 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)	FALLING BRANCH PARK AND RIDE (9999)	\$4,665,302
Urban	56407	Christiansburg TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT	EN00	\$1,903,986
Construction : Transportation Enhancement/Byway/Non-Traditional Total				\$12,736,860

**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14722	Salem District-wide STIP-MN Salem: Preventive MN and System Preservation	0000	\$85,964,101
Maintenance : Preventive Maintenance and System Preservation Total				\$85,964,101

**New River Valley MPO**

**Maintenance : Preventive Maintenance for Bridges**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14721	Salem District-wide	0000		\$45,370,193
		STIP-MN Salem: Preventive MN for Bridges			
Maintenance : Preventive Maintenance for Bridges Total					\$45,370,193

**Maintenance : Traffic and Safety Operations**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14720	Salem District-wide	0000		\$15,382,423
		STIP-MN Salem: Traffic and Safety Operations			
Maintenance : Traffic and Safety Operations Total					\$15,382,423

**Transit : Engineering**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19064	Salem District-wide	0000		\$0
		CN: TRANSIT ENGINEERING			
Urban	70594	Christiansburg	114/460 CONNECT. (0114)		\$9,340,000
		N. Franklin St - Rte114 - CONNECTOR TO ROUTE 460			
Transit : Engineering Total					\$9,340,000

**New River Valley MPO Total** **\$265,221,390**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
<b>STIP ID: BBT0001 Title: Operating Assistance Recipient: Blacksburg Transit</b>							
FTA 5307	1,552	1,877	2,080	2,211	2,315	FTA 5307	<b>10,035</b> Blacksburg Transit
State	2,344	2,835	3,141	3,339	3,497	State	<b>15,156</b> Blacksburg Transit
Local	4,472	5,408	5,992	6,369	6,670	Local	<b>28,911</b> Blacksburg Transit
Revenues	170	206	228	243	254	Revenues	<b>1,101</b> Blacksburg Transit
<b>Year Total:</b>	<b>8,538</b>	<b>10,327</b>	<b>11,441</b>	<b>12,162</b>	<b>12,735</b>	<b>Total Funds:</b>	<b>55,203</b> Blacksburg Transit
Description:							
<b>STIP ID: BBT0002 Title: Replacement Rolling Stock Recipient: Blacksburg Transit</b>							
Flexible STP	208	894	17,608	3,051	3,804	Flexible STP	<b>25,565</b> Blacksburg Transit
Fed 5339	2,658					Fed 5339	<b>2,658</b> Blacksburg Transit
VW Trust	2,527					VW Trust	<b>2,527</b> Blacksburg Transit
State	573	112	2,201	381	476	State	<b>3,743</b> Blacksburg Transit
Local	143	112	2,201	381	476	Local	<b>3,313</b> Blacksburg Transit
<b>Year Total:</b>	<b>6,109</b>	<b>1,118</b>	<b>22,010</b>	<b>3,814</b>	<b>4,756</b>	<b>Total Funds:</b>	<b>37,806</b> Blacksburg Transit
Description:	Includes all-electric buses for FY22-FY24.						
<b>STIP ID: BBT0010 Title: Eng. Design /Construction Multi-Modal Transfer Facility Recipient: Blacksburg Transit</b>							
Flexible STP						Flexible STP	Blacksburg Transit
State						State	Blacksburg Transit
Local						Local	Blacksburg Transit
<b>Year Total:</b>			-	-	-	<b>Total Funds:</b>	Blacksburg Transit
Description:							

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
<b>STIP ID: BBT0016 Title: Expansion Rolling Stock Recipient: Blacksburg Transit</b>							
Flexible STP	112	228	0	1,731	1,363	Flexible STP	<b>3,434</b> Blacksburg Transit
FTA 5339	22	0	0	0	0	0	<b>22</b> Blacksburg Transit
State	6	29	0	216	170	State	<b>421</b> Blacksburg Transit
Local	-	29	0	216	170	Local	<b>- 415</b> Blacksburg Transit
<b>Year Total:</b>	<b>140</b>	<b>286</b>	<b>0</b>	<b>2,164</b>	<b>1,704</b>	<b>Total Funds:</b>	<b>4,292</b> Blacksburg Transit
Description:	Includes all-electric buses for FY22-FY24.						
<b>STIP ID: BBT0017 Title: Passenger Shelters Recipient: Blacksburg Transit</b>							
Flexible STP	19	48	42	25	23	Flexible STP	<b>157</b> Blacksburg Transit
State	4	6	5	3	3	State	<b>21</b> Blacksburg Transit
Local	1	6	5	3	3	Local	<b>18</b> Blacksburg Transit
<b>Year Total:</b>	<b>24</b>	<b>60</b>	<b>52</b>	<b>31</b>	<b>29</b>	<b>Total Funds:</b>	<b>196</b> Blacksburg Transit
Description:							

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: BBT0020</b> Title: ADP Hardware (Technology Replacement and Expansion)      Recipient: <b>Blacksburg Transit</b>								
Flexible STP	104	150	84	29	91	Flexible STP	<b>458</b>	Blacksburg Transit
State	21	19	11	4	11	State	<b>66</b>	Blacksburg Transit
Local	5	19	11	4	11	Local	<b>50</b>	Blacksburg Transit
<b>Year Total:</b>	<b>130</b>	<b>188</b>	<b>105</b>	<b>37</b>	<b>114</b>	<b>Total Funds:</b>	<b>574</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0021</b> Title: ADP Software      Recipient: <b>Blacksburg Transit</b>								
Flexible STP	292	160	400	480	400	Flexible STP	<b>1,732</b>	Blacksburg Transit
State	58	20	50	60	50	State	<b>238</b>	Blacksburg Transit
Local	15	20	50	60	50	Local	<b>195</b>	Blacksburg Transit
<b>Year Total:</b>	<b>365</b>	<b>200</b>	<b>500</b>	<b>600</b>	<b>500</b>	<b>Total Funds:</b>	<b>2,165</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0023</b> Title: Support Vehicles      Recipient: <b>Blacksburg Transit</b>								
Flexible STP	28	128	306	187	0	Flexible STP	<b>649</b>	Blacksburg Transit
State	6	16	38	23	0	State	<b>83</b>	Blacksburg Transit
Local	1	16	38	23	0	Local	<b>78</b>	Blacksburg Transit
<b>Year Total:</b>	<b>35</b>	<b>160</b>	<b>382</b>	<b>233</b>	<b>0</b>	<b>Total Funds:</b>	<b>810</b>	Blacksburg Transit
Description:								

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: BBT0028 Title: Radios Recipient: Blacksburg Transit</b>								
Flexible STP	7	12	14	9	10	Flexible STP	<b>52</b>	Blacksburg Transit
State	1	1	2	1	1	State	<b>6</b>	Blacksburg Transit
Local	-	1	2	1	1	Local	<b>5</b>	Blacksburg Transit
<b>Year Total:</b>	<b>8</b>	<b>14</b>	<b>18</b>	<b>11</b>	<b>12</b>	<b>Total Funds:</b>	<b>63</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0029 Title: Shop Equipment Recipient: Blacksburg Transit</b>								
Flexible STP	96	83	143	160	180	Flexible STP	<b>662</b>	Blacksburg Transit
State	19	10	18	20	23	State	<b>90</b>	Blacksburg Transit
Local	5	10	18	20	23	Local	<b>76</b>	Blacksburg Transit
<b>Year Total:</b>	<b>120</b>	<b>103</b>	<b>179</b>	<b>200</b>	<b>226</b>	<b>Total Funds:</b>	<b>828</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0035 Title: Fleet Rebranding - Graphics Recipient: Blacksburg Transit</b>								
Flexible STP						Flexible STP	-	Blacksburg Transit
State						State	-	Blacksburg Transit
Local						Local	-	Blacksburg Transit
<b>Year Total:</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>Total Funds:</b>	<b>-</b>	Blacksburg Transit

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: BBT0036 Title: NRV Bikeshare Recipient: Blacksburg Transit</b>								
Flexible STP	0	0	0	0	0	Flexible STP	0	Blacksburg Transit
State	0	20	0	0	0	State	20	Blacksburg Transit
Local	0	20	0	0	0	Local	20	Blacksburg Transit
<b>Year Total:</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>40</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0037 Title: Surveillance/Security Equipment Recipient: Blacksburg Transit</b>								
Flexible STP	77	0	0	0	0	Flexible STP	77	Blacksburg Transit
State	15	0	0	0	0	State	15	Blacksburg Transit
Local	4	0	0	0	0	Local	4	Blacksburg Transit
<b>Year Total:</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>96</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0038 Title: Fare Automation System Recipient: Blacksburg Transit</b>								
Flexible STP	24	0	160	0	0	Flexible STP	184	Blacksburg Transit
State	5	0	20	0	0	State	25	Blacksburg Transit
Local	1	0	20	0	0	Local	21	Blacksburg Transit
<b>Year Total:</b>	<b>30</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>230</b>	Blacksburg Transit
Description:								

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
STIP ID: <b>BBT0039</b> Title: Rehab/Renovation of Admin Bldg. Recipient: <b>Blacksburg Transit</b>							
Flexible STP	144	74	0	0	0	Flexible STP	<b>218</b> Blacksburg Transit
State	29	9	0	0	0	State	<b>38</b> Blacksburg Transit
Local	7	-9	0	0	0	Local	<b>16</b> Blacksburg Transit
<b>Year Total:</b>	<b>180</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>272</b> Blacksburg Transit
Description:							
STIP ID: <b>BBT0040</b> Title: Construction Admin./Maintenance Facility Recipient: <b>Blacksburg Transit</b>							
Flexible STP		7,360	0	0	0	Flexible STP	7,360 Blacksburg Transit
State		920	0	0	0	State	920 Blacksburg Transit
Local		920	0	0	0	Local	920 Blacksburg Transit
<b>Year Total:</b>		<b>9,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>9,200</b> Blacksburg Transit
Description:							
STIP ID: <b>BBT0041</b> Title: A&E Admin/Maintenance Facility Recipient: <b>Blacksburg Transit</b>							
Flexible STP	400	264	0	0	0	Flexible STP	664 Blacksburg Transit
State	80	33	0	0	0	State	113 Blacksburg Transit
Local	20	33	0	0	0	Local	53 Blacksburg Transit
<b>Year Total:</b>	<b>500</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>830</b> Blacksburg Transit
Description:							

STIP ID: <b>BBT0042</b>		Title: Other-Electric Bus On-Route Charger			Recipient: <b>Blacksburg Transit</b>		
Flexible STP	152	0	580	0	0	Flexible STP	732
FTA 5339	449					FTA 5339	449
VW Trust	263					VW Trust	263
State	120	0	73	0	0	State	193
Local	31	0	73	0	0	Local	104
<b>Year Total:</b>	<b>1,015</b>	<b>0</b>	<b>725</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>1,740</b>
Description:							

Blacksburg Transit  
Blacksburg Transit  
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Blacksburg Transit  
Blacksburg Transit

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
STIP ID: <b>BBT0043</b> Title: Infrastructure: Bus Pull-Offs Recipient: <b>Blacksburg Transit</b>						
Flexible STP		70	60	64	64	Flexible STP 258
State		9	8	8	8	State 32
Local		9	8	8	8	Local 32
<b>Year Total:</b>		<b>87</b>	<b>75</b>	<b>80</b>	<b>80</b>	<b>Total Funds: 322</b>
Description:						

Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
STIP ID: <b>BBT0044</b> Title: Other-Building Facility Items and Fixtures Recipient: <b>Blacksburg Transit</b>						
Flexible STP		200	0	0	0	Flexible STP 200
State		25	0	0	0	State 25
Local		25	0	0	0	Local 25
<b>Year Total:</b>		<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds: 250</b>
Description:						

Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit

STIP ID: <b>CRAD001</b>		Title: Operating Assistance			Recipient: <b>City of Radford</b>			
FTA 5307	503	513	523	534	545	FTA 5307	<b>2,618</b>	City of Radford
FTA 5311						FTA 5311	-	City of Radford
State	374	381	389	397	405	State	<b>1,946</b>	City of Radford
Local	695	734	758	781	805	Local	<b>3,773</b>	City of Radford
Revenues	30	37	37	37	37	Revenues	<b>178</b>	City of Radford
<b>Year Total:</b>	<b>1,602</b>	<b>1,665</b>	<b>1,707</b>	<b>1,749</b>	<b>1,792</b>	<b>Total Funds:</b>	<b>6,093</b>	City of Radford
Description:								
STIP ID: <b>CRAD004</b>		Title: Replacement Rolling Stock			Recipient: <b>City of Radford</b>			
Flexible STP	832		432			Flexible STP	<b>964</b>	City of Radford
State	166		86			State	<b>252</b>	City of Radford
Local	42		22			Local	<b>64</b>	City of Radford
<b>Year Total:</b>	<b>1,040</b>	-	<b>540</b>			<b>Total Funds:</b>	<b>1,580</b>	City of Radford

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: CRAD005 Title: Purchase Support Vehicles Recipient: City of Radford</b>								
Flexible STP			8	28		Flexible STP	<b>36</b>	City of Radford
State			1	5		State	<b>6</b>	City of Radford
Local			1	1		Local	<b>2</b>	City of Radford
<b>Year Total:</b>	-		<b>10</b>	<b>34</b>	-	<b>Total Funds:</b>	<b>44</b>	City of Radford
Description:	Hand Held Radio, IT							
<b>STIP ID: CRAD006 Title: Engineering Design Transit Facility Recipient: City of Radford</b>								
Flexible STP		480	-	9,600		Flexible STP	<b>10,080</b>	City of Radford
State		96	-	1,920		State	<b>2,016</b>	City of Radford
Local		24	-	480		Local	<b>504</b>	City of Radford
<b>Year Total:</b>	-	<b>600</b>	-	<b>12,000</b>		<b>Total Funds:</b>	<b>12,600</b>	City of Radford
Description:								
<b>STIP ID: CRAD007 Title: Purchase Route Signage Recipient: City of Radford</b>								
Flexible STP						Flexible STP		City of Radford
State						State		City of Radford
Local						Local		City of Radford
<b>Year Total:</b>						<b>Total Funds:</b>		City of Radford
Description:								
<b>STIP ID: CRAD008 Title: Purchase Shop Equipment Recipient: City of Radford</b>								
Flexible STP						Flexible STP		City of Radford
State						State		City of Radford
Local						Local		City of Radford
<b>Year Total:</b>						<b>Total Funds:</b>		City of Radford
Description:								

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: CRAD010 Title: Purchase Expansion Vehicles Recipient: City of Radford</b>								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
<b>Year Total:</b>	-	-	-	-	-	<b>Total Funds:</b>	-	City of Radford
Description:								
<b>STIP ID: CRAD012 Title: Purchase Spare Parts Recipient: City of Radford</b>								
Flexible STP			-			Flexible STP		City of Radford
State			-			State		City of Radford
Local			-			Local		City of Radford
<b>Year Total:</b>	-	-	-		-	<b>Total Funds:</b>		City of Radford
Description:								
<b>STIP ID: NRVC001 Title: Paratransit Vehicles Recipient: New River Valley Community Services</b>								
FTA 5310		184	138	242	138	FTA 5310	<b>702</b>	New River Valley CC
State		-	-	-	-	State	-	New River Valley CC
Local		46	34	61	34	Local	<b>175</b>	New River Valley CC
<b>Year Total:</b>	-	<b>230</b>	<b>172</b>	<b>303</b>	<b>172</b>	<b>Total Funds:</b>	<b>887</b>	New River Valley CC
Description:								

STIP ID: <b>NRVC002</b>		Title: CADD Hardware & Software		Recipient: <b>New River Valley Community Services</b>			
FTA 5310		77				FTA 5310	<b>77</b>
State		-				State	-
Local		19				Local	<b>19</b>
<b>Year Total:</b>	-	<b>96</b>				<b>Total Funds:</b>	<b>96</b>
Description:	.						

<b>Blacksburg Transit</b>	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,522	1,877	2,080	2,211	2,315	FTA 5307	8,482
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	3,129	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	1,663	9,671	19,397	5,736	5,935	Flexible STP	40,741
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
VW Trust	2,790	-	-	-	-	VW Trust	2,790
State	3,281	4,064	5,567	4,055	4,239	State	21,205
Local	4,705	6,637	8,418	7,085	7,412	Local	34,256
Revenues	170	206	228	243	254	Revenues	1,101
	17,790	22,455	35,687	19,333	20,155		115,348

<b>City of Radford</b>	<b>Previous Funding</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>Total FY 2021-2024</b>	
FTA 5307	503	513	523	534	545	FTA 5307	2,618
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	14,225
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	374	381	389	397	405	State	1,946
Local	658	677	713	684	680	Local	3,773
Revenues	30	37	37	37	37	Revenues	148
<i>Totals</i>	1,464	1,667	1,600	2,114	2,004		7,385

<b>New River Valley Community Services</b>	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	261	138	242	138	FTA 5310	973
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	-	65	34	61	34	Local	194
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	326	172	303	172		973

<b>New River Valley MPO</b>	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,522	2,390	2,603	2,745	2,860	FTA 5307	12,120
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	261	138	242	138	FTA 5310	779
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	3,129	-	-	-	-	FTA 5339	3,129
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	1,663	9,827	19,433	6,256	6,367	Flexible STP	43,546
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
VW Trust	2,790	-	-	-	-	VW Trust	2,790
State	3,655	4,445	5,956	4,452	4,644	State	23,152
Local	5,363	7,379	9,165	7,830	8,126	Local	37,863
Revenues	200	243	265	280	291	Revenues	1,279
<i>Totals</i>	18,322	24,545	37,560	21,805	22,426		124,658

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

*New River Valley  
Metropolitan Planning Organization*

*May 7, 2020*

**Resolution Approving the FY21-24 TIP**

**On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_ and carried unanimously,**

WHEREAS, a draft of the Transportation Improvement Program has been prepared by the New River Valley Metropolitan Planning Organization of proposed transportation improvements for fiscal years 2021 thru 2024; and

WHEREAS, inclusion of transportation projects in the Transportation Improvement Program is a condition of federal participation in the funding of that project; and

WHEREAS, an approved Transportation Improvement Program is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program; and

WHEREAS, the draft Transportation Improvement Program has been advertised for public comment and posted on the MPO website and no comments were received; and

WHEREAS, the draft FY2021-24 TIP has been sent to the MPO Interested Parties and Governmental Regulatory Agencies and no comments were received; and

WHEREAS, the Technical Advisory Committee has reviewed this document and has recommended that the New River Valley Metropolitan Planning Organization approve the Transportation Improvement Program for inclusion in the State Transportation Improvement Program.

THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization does hereby approve the FY2021-2024 Transportation Improvement Program.

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**F. Craig Meadows, Chairman**

**New River Valley  
Metropolitan Planning Organization**  
755 Roanoke Street, Suite 2I  
Christiansburg, VA 24073

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the New River Valley Metropolitan Planning Organization for the Blacksburg urbanized area hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 Subpart C (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

New River Valley MPO

Virginia Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Smart Scale Projects 2020		
<b>NEW</b>		
<u>Locality</u>	<u>Project</u>	<u>Description</u>
Blacksburg	Prices Fork Road between Turner Street & N Main Street	Construct modifications to enhance pedestrian and bicycle safety
Christiansburg	N. Franklin Street - Elm Street to Depot Street	new sidewalk from Elm to Mill Lane, other infill sidewalk, lighting
Montgomery County	none	
Pulaski County	Route 11 curve improvments at Warden Court	Geometric improvements being determined by VDOT if crash data warrents
Radford City	none	
NRV MPO	Reversible lanes on Route 11 plus widening	Install equipment for a reversible lane between I 81 and Route 639 (top of mountain) widen and add 1 lane from Route 639 (top of mountain) to Sisson & Ryan Quarry (existing 4 lane)
<b>RESUBMITTALS</b>		
Blacksburg	none	
Christiansburg	New connector Road Parkway Drive extension (modified) N. Franklin Street/Depot Street intersection	Phase I from Peppers Ferry Road (Route 114) to Cambria Street. Construct new 2 lane facility new 2 lane road from Technology Drive to furtherest graded pad with trail extending to FBE School Intersevtion improvements with new lane configuration and pedestrian signal
Montgomery County	Route 8 widening in Riner (modified) Route 114/Route 685 intersection improvements Route 114/Route 685 pedestrian improvements	add center turn lane between existing project and Auburn school property add turn lanes (this splits the previous project into 2 projects) provide pedestrian accomodations
Pulaski County	Route 11/Route 114 intersection improvements Route 11/ Kroger signal Route 11 pedestrian improvements	add 2nd left turn lane, move pedestrian crossing, add sidewalk( previous project split into 3 projects) add right hand turn lane and sidewalk complete sidewalk between other 2 projects
Radford City	none	
NRV MPO	I 81 Exit 114 Park & Ride lot I 81 Exit 114 interchange improvements	add new Park & Ride lot off Route 8 at I 81 modify Route 8 at both ramp intersections to alleviate traffic backup on ramps

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for a Connector Road from Cambria Street 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, this is Phase I of a connector road that will ultimately connect Pepper's Ferry Road (Route 114) to North Franklin Street (Route 460 Bus.), 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 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 Connector Road Project in the Town of Christiansburg.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for Sidewalk and Lighting along North Franklin Street from Depot Street to Elm Street 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, this project will improve access and safety for pedestrians along North Franklin Street by adding lighting and sidewalk; 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 Sidewalk and Lighting Improvement project in the Town of Christiansburg.

\_\_\_\_\_  
**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**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, this project is Phase I of a road to extend Parkway Drive to South Franklin Street, and

WHEREAS, the Parkway Drive extension will provide additional access to the Falling Branch Industrial Park; 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.

\_\_\_\_\_  
F. Craig Meadows, Chairman

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

***May 7, 2020***

**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 by adding turn lanes at a congested intersection; 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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for the Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) 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 Peppers Ferry Road (Route 114)/Prices Fork Road (Route 685) Pedestrian Improvement project will enhance safety for pedestrians 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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of Smart Scale program funding application for Bicycle and Pedestrian Improvements on Prices Fork Road from Turner Street to North Main Street 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 improvements for bicyclists and pedestrians along Prices Fork Road between Turner Street and North Main Street, and

WHEREAS, this project will improve access and safety for cyclists and pedestrians, and

WHEREAS, this project 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 this additional funding request for Pedestrian and Bicycle improvements along Prices Fork Road between Turner Street and North Main Street in the Town of Blacksburg.

\_\_\_\_\_  
**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for Curve Improvements on Route 11 at Warden's Court 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 Curve Improvements at Warden's Court will improve safety in the Fairlawn; 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.

\_\_\_\_\_  
F. Craig Meadows, Chairman

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for the Route 11 Sidewalk 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 by adding sidewalk along Route 11 in Fairlawn; 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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for the Route 11 Turn Lane 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 Turn Lane Project in will implement improvements recommended in a study conducted by the MPO in 2016 by adding a turn lane at the Kroger signal as well as add sidewalk; 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.

\_\_\_\_\_  
**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for the Route 11/  
Route 114 Intersection 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/Route 114 Intersection Improvement Project in will implement improvements recommended in a study conducted by the MPO in 2016; and,

WHEREAS, this project adds a left turn lane, moves a pedestrian crossing, and add sidewalk, 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.

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**F. Craig Meadows, Chairman**

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

***May 7, 2020***

**Resolution in support of the Smart Scale program funding application for the Route 460 Widening and Operational Improvements Project 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 Route 460 Widening and Operational Improvement Project in will implement improvements from a VDOT STARS study conducted by Kimley Horn for VDOT in 2019-20; and,

WHEREAS, this project will improve safety and traffic flow on Route 11/460 during incidents where traffic from I 81 is detoured onto Route 11/460, and

WHEREAS this project is being submitted by the NRV MPO, 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.

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**F. Craig Meadows, Chairman**

## **Executive Director's Report**

### **A. VDOT Project & Activity Update April – Ken King**

#### **1. Overall Operations & Activities**

VDOT has adjusted work activities in response to the COVID-19 crisis. By order of the Governor, VDOT offices are only accessible to the public via appointment and most office staff members are teleworking from home in support of social distancing protocols. Field staff and those engaged in hands-on activities such as mechanics, surveyors, laboratory technicians, etc. continue to carry-out their duties in accordance with the recommended social distancing procedures and controls. All VDOT construction and maintenance projects continue to progress without delay. In some cases, the reduced traffic volumes (30-40% reduction) has allowed the department to relax contractor work restrictions which has helped the advancement of some projects. VDOT crews are focusing on pavement repair / patching in preparation of the annual resurfacing contracts that are getting underway at this time.

#### **2. Interstate 81 Bridge Replacement at Exit 114 (Route 8)**

This bridge replacement project is being carried out under a \$21.3 million dollar Design-Build contract with Haymes Brothers, Inc. that began in July 2018 and is scheduled to conclude in July 2021. The demolition of the existing northbound I-81 structure is expected to be complete in May at which point they will begin construction of the new northbound bridge structure which is scheduled for completion in the fall of this year. Final paving of I-81 northbound is expected to occur by December so northbound traffic can be switched over to the new bridge by the end of the year. Once northbound traffic is moved to the new northbound bridge paving can begin in the southbound lanes thereby allowing southbound traffic to be switched over to their final location. The final southbound traffic switch may occur ahead of schedule (i.e. by the end of this calendar year); however, this is dependent on overall productivity and the onset of cold temperatures which would cause the final switch in traffic to occur in the spring of next year as originally planned.

#### **3. Route 100 over Route 11 & NS Railroad - Pulaski Co**

Currently, the bridge over Route 11 is complete and construction of the bridge over the NS railroad is underway. After completion of this bridge work, traffic will be shifted back to the final location. Final construction activities will include placement of median concrete, guardrail and paving leading up to the July 2020 planned completion.

#### **4. I-81 NB Bridge over the New River at Exit 105- Montgomery/ Pulaski Co**

Work on the new Route 232 bridge over I-81 including the entrance and exit ramps is nearing completion. The NB entrance ramp will be complete this week and the NB exit ramp will be completed over the next two weeks. During this time, the exit ramp at mile marker 105 onto Route 232 will be closed to enable the completion of this work. Upcoming activities include completion of backfilling in preparation of grading needed to shift traffic onto the new bridge structure. The contractor is currently hand tunneling under both NB and SB lanes to install a drainage structure. The main-line traffic shift onto the new structure is expected to occur in April 2021. While the contractor continues to make efforts to reclaim as much of the schedule as possible, the anticipated completion continues to be fall 2021 / spring 2022.

#### **B. Valley to Valley Trail Report – Elijah Sharp**

1. The MPO and Regional Commission staff shared GIS shapefile data with Michael Baker International team.
2. The project team is still collecting data and reviewing plans.
3. The Project Manager will provide a project update this month and it will be distributed.
4. In the summer of 2020, a webinar will be hosted for NRV partners to contribute to conceptual alignments ahead of public engagement planned later in the Fall.

#### **C. Update on development of the 2045 CL RTP – Elijah Sharp**

1. Online survey numbers grew from 360 responses to more than 640 responses over the last four months (235 responses in March alone). The TAC members and local libraries encouraged a second wave of responses via online tools.
2. People are adding what they like and dislike to our interactive map. Check it out here: [www.nrvtransportationplan.org](http://www.nrvtransportationplan.org)
3. We are waiting for VDOT to share projected funding amounts to be used for the plan update.
4. The NRVRC plans to finalize draft mapping package soon.

#### **D. Other items - none**