

New River Valley Metropolitan Planning Organization

AGENDA
2:00 PM
March 7, 2019

I. DECLARATION OF A QUORUM AND CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES OF NOVEMBER 1, 2018 MEETING
(Attachment # 1)

IV. PUBLIC ADDRESS

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

V. OLD BUSINESS -

A. Approval of the final report of the Passenger Rail Station Study

The NRV MPO contracted with the New River Valley Regional Commission to conduct a study to determine the preferred method for the ownership and operation of a potential passenger rail station if that service is extended to the New River Valley. The MPO appointed a steering committee in 2018 to work with the TAC to explore options and guide the development of a recommended model. The subcommittee was comprised of representatives of the 5 localities, the 2 universities, and members of the Passenger Rail Committee. They have completed their work and submitted their final report to the TAC. The TAC has reviewed the report and recommends acceptance. (Report and suggested resolution are in Attachment # 2.)

VI. NEW BUSINESS

A. Approval of the updated Safety Performance Measures for the MPO

The NRV MPO approved Performance Measures with targets on November 2, 2017. The targets need to be updated annually. MPOs are required to adopt performance measures in accordance with federal requirements. MPOs can either adopt the State's measures or create their own. The NRV MPO adopted the State's measures. The TAC has

reviewed and recommends approval. ([Resolution and draft letter to VDOT are in Attachment # 3.](#))

B. Approval to Request that VDOT conduct a Study for the Valley to Valley Trail using State Planning and Research Funds (SPR)

In 2018, Montgomery County proposed looking at a trail network to connect the Roanoke River Greenway to the New River Trail. Most localities supported the concept. At a meeting in late 2018, a VDOT representative highlighted 2 similar studies that VDOT had done – the Capital Trail Study and the Birthplace of America Trail Study, which utilized State SPR funds. Since the Valley to Valley Trail would involve many localities, this may be an appropriate study to request VDOT to conduct. In order for this request to be made, the Roanoke Transportation Planning Organization (TPO) and the New River Valley Regional Commission (NRV RC) would also need to support this request. The TAC has reviewed this concept and recommends that the Policy Board proceed with this request. ([A suggested resolution is in Attachment # 4.](#))

VII. EXECUTIVE DIRECTOR’S REPORT

1. VDOT update – Ken King
2. Update on MPO traffic model for the Long Range Plan
3. Review of MPO Smart Scale projects ([Attachment # 5](#))
4. Bikeshare update – Erik Olsen
5. Other Items

VIII. OTHER BUSINESS

IX. NEXT MEETING

The next scheduled meeting is April 4, 2019.

X. ADJOURNMENT

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

Minutes

November 1, 2018

MEMBERS

PRESENT:

Craig Meadows	-Montgomery County
Mary Biggs	-Montgomery County
Randy Wingfield	-Town of Christiansburg
Melissa Skelton	-City of Radford
Becca Askey	-DRPT
Tom Fox	-Blacksburg Transit
Michael Sutphin	-Town of Blacksburg
Anne McClung	-Town of Blacksburg
Mike Dunn	-Virginia Tech
April Williams	-Virginia Tech
James Perkins	-Radford University
Kevin Byrd	-NRVRC
Michael Gray	-VDoT
Dan Brugh	-NRV MPO
Randal Gwinn	-Recording Secretary

ABSENT:

Kevin Jones	-FHWA
Joe Guthrie	-Pulaski County
Tony Cho	-Federal Transit Administration-Region 111
Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority
Fritz Streff	-New River Community College
Trevor Sakry	-Radford Transit
Monica Musick	-Pulaski Transit
Ken King	-VDoT
Michael Barber	-Town of Christiansburg
Jeri Baker	-VA Tech

OTHERS

PRESENT:

Erik Olsen	-NRV MPO/BT
Leah Lord	-Intern with BT

DECLARATION OF A QUORUM AND CALL TO ORDER

Chairman Craig Meadows declared a quorum, and called the meeting to order at 2:05 P.M. Introduction of the participants followed.

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 Mary Biggs seconded by Melissa Skelton and carried unanimously, the proposed meeting agenda was approved.

APPROVAL OF MINUTES OF JULY 26, 2018 MEETING

Craig then asked for discussion of or corrections to the meeting Minutes from the July 26, 2018 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 Mary Biggs seconded by Randy Wingfield and carried unanimously, the Minutes dated July 26, 2018 were approved.

PUBLIC ADDRESS

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

OLD BUSINESS

Approval of the remaining Performance Measures for the MPO

Dan reported that all MPO's must now have performance measures in accordance with federal requirements and they have the option of either developing their own or adopting those developed by the State (VDOT). Due to the complexity and expense of developing and administering their own performance measures, most MPO's are adopting the State's. We did this in November of 2017 with the State's measures for Safety which were all that had been finalized at that time. The Commonwealth Transportation Board (CTB) now has the remainder of the performance measures finalized and ready for us to adopt. We need to submit our resolution of adoption and letter of agreement to the Asset Condition and System Performance Measures set by the State to VDOT by November 15th. The TAC has reviewed these materials and recommends approval and a suggested resolution and a copy of the letter of agreement are included in the meeting materials.

Following Dan's remarks there was a brief discussion. Anne asked if the performance targets were reasonable and Mary asked what would happen if we failed to meet a goal. Michael Gray replied that the targets were deemed reasonable and if one were missed then submission to the State of an action plan for meeting that goal would be required. There will be no punitive actions

taken against the MPO for having missed a goal and VDOT would be responsible for developing the action plan, not the MPO. Michal gave an example of how a missed goal could be addressed by submitting a Smart Scale application for funding to remedy whatever issues were impeding the progress needed to meet the goal. Mike Dunn also asked how often the performance targets would get updated and Michael replied that this would occur every two years.

Discussion having ended on the topic Craig asked to hear a motion on the suggested resolution in the meeting materials.

On a motion by Anne McClung seconded by Mary Biggs and carried unanimously, the suggested resolution approving Asset Condition and System Performance Measures for the NRV MPO was accepted and follows in its entirety:

*New River Valley
Metropolitan Planning Organization*

November 1, 2018

Resolution Approving Asset Condition and System Performance Measures for the NRV MPO

On a motion by Anne McClung seconded by Mary Biggs and carried unanimously,

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

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

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

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization adopts the Asset Condition and System Performance Measures set by the State.

F. Craig Meadows, Chairman

The above resolution was accompanied by the following letter to Mr. Kenneth King, PE, Salem District Engineer for VDOT:

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

November 1, 2018

Kenneth King, PE
Salem District Engineer
Virginia Department of Transportation
731 Harrison Avenue
Salem, Virginia 24153-0560

Dear Ken:

The New River Valley MPO submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the target setting requirements of the Federal Highway Administration's (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance. This letter satisfies the federal requirement for MPOs to report targets to their respective State DOT "in a manner that is documented and mutually agreed upon by both parties" (23 CFR §§490.107(c)(1)). Documenting the targets in this letter also allows for VDOT to provide MPO targets to FHWA, upon request, satisfying a reporting requirement of State DOTs (23 CFR §§490.105(f)(9)).

In accordance with 23 CFR §§490.105 and 490.107, targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures (23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807).¹ The rule requires MPOs to establish targets by either (1) "agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target" or (2) "committing to a quantifiable target for that performance measure for their metropolitan planning area" (23 CFR §§490.105(f)(3)). By supporting any of the VDOT targets, we agree to plan and program projects to contribute toward achieving the State target.

¹ The performance measures for peak hour excessive delay, non-single occupancy vehicle use, and emission reductions are only required in the Washington, DC-MD-VA urbanized area, which is represented by the Metropolitan Washington Council of Government.

Asset Condition Methodology Summary

	VDOT	MPO	If MPO, please describe the methodology
Percentage of Pavement in Good Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Good Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

System Performance Methodology Summary

	VDOT	MPO	If MPO, please describe the methodology
Percentage of Person-Miles Traveled that are Reliable (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Truck Travel Time Reliability Index	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Non-SOV Travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Annual Hours of Peak Hour Excessive Delay per Capita	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
CMAQ Program Emissions: Total Emission Reductions for VOC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
CMAQ Program Emissions: Total Emission Reductions for NOx	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Selected Targets (default is VDOT target)

Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	<3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	55%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82%

Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%
Truck Travel Time Reliability Index	1.56
Percentage of Non-SOV Travel	37.2%
Annual Hours of Peak Hour Excessive Delay per Capita	26.7 hours/capita
CMAQ Program Emissions: Total Emission Reductions for VOC	1.985 kg/day
CMAQ Program Emissions: Total Emission Reductions for NOx	4.23 kg/day

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our targets are submitted for each performance measure within 180 days of VDOT establishing its statewide targets, which falls on November 14, 2018.

For questions or comments, please contact me at brughjd@montgomerycountyva.gov or 540-394-2145.

Respectfully,

Dan Brugh
Executive Director

Cc: Michael Gray

NEW BUSINESS

Approval of new Memorandum of Understanding (MOU) with the Commonwealth of Virginia

Dan explained that our current MOU was developed in 2013 when Radford City and Pulaski County were added to the MPO. We now need to approve adoption of an updated version of the MOU which has been prepared by VDOT for use by all the MPOs in the State. The only difference between the previous MOU and the new one is the addition of Section 7 which covers Performance Based Planning which we just discussed. The TAC has reviewed the draft of the new MOU and recommends approval and a copy of the draft MOU with a suggested resolution are included in the meeting materials for consideration. If approved then the MOU document will need to be signed by Craig as the Chairman of the MPO, Dan as Executive Director of the MPO, David Ridpath as the City Manager of the City of Radford and Marc Verneil as the Town Manager of Blacksburg on behalf of the Transit Systems that are receiving Urban funding.

Michael Gray also added that VDOT rewrote the MOU such that it presented canned language that could be used by all the MPO's statewide in order to address the Federal requirement for

Performance Measures in the transportation planning processes. Some MPO's did make minor changes to the wording of the document. Our version did not adopt the verbiage Changing the name of our Technical Advisory Committee to a Transportation Technical Committee since it would have required us to change our By-Laws which the TAC did not feel was necessary.

Discussion having ended on the topic Craig asked to hear a motion on the suggested resolution in the meeting materials.

On a motion by Randy Wingfield seconded by Michael Sutphin and carried unanimously, the suggested resolution approving a revised MOU with the State was accepted and follows in its entirety:

**New River Valley
Metropolitan Planning Organization
November 1, 2018**

Resolution approving a revised Memorandum of Understanding (MOU) with the State.

AT A REGULAR MEETING OF THE NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION HELD ON THE 1st DAY OF NOVEMBER, 2018 AT 2:00 PM IN THE COUNTY ADMINISTRATION MEETING ROOM OF THE MONTGOMERY COUNTY GOVERNMENT CENTER:

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

WHEREAS, VDOT has requested to revise the current MOU to include Section 7 covering Performance Measures; and

WHEREAS, The TAC has reviewed the draft MOU and recommendations approval.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the New River Valley Metropolitan Planning Organization hereby approves the recommended revised MOU.

BE IT FURTHER RESOLVED, that the MPO Chairman and Executive Director are authorized to sign the revised MOU on behalf of the NRV MPO.

Attest: _____
Craig Meadows, Chairman

Dan will be gathering the necessary signatures for the revised MOU and will distribute copies of the document to the necessary parties once it completed.

EXECUTIVE DIRECTOR'S REPORT

Update on the Passenger Rail Station Study

Kevin Byrd gave a brief report on the history and progress of the Passenger Rail Station Study. The study committee started out by gathering local input on what the station should offer and how best to program the station. A number of stations in Virginia and North Carolina were reviewed as good examples were examined with the Norfolk Virginia station being viewed as one that best aligns well with our needs. Next investigated were various equity models of ownership and methods of calculating equity using factors such as ridership, population and proximity. An RFP was issued for the services of an engineering firm to determine the orders of magnitude of cost for developing the station site. The NRV 2020 Rail group provided the \$15,000 cost of the engineering services which were provided by Hurt & Proffitt. Three detailed conceptual site designs were developed and presented at the last meeting of the study committee, with all three designs predicted to come in at \$2,000,000 or more for developing the site. Hurt & Proffitt has done an impressive amount of work on these designs and actually delivered detailed engineering plans which was unexpected and they will deliver more refined designs and cost estimates at the Committee meeting on November 7th. The focus of that meeting will be selection of the preferred site design and getting consensus on the equity models of ownership. The study should be completed soon and a report will be generated for the Policy Board to review and hopefully approve for use. The next step which is getting the \$350,000 Rail Traffic Control & Modeling Study done by the Norfolk Southern consultants, which was requested by the NRV MPO and approved by VDRPT.

VDOT update

Michael Gray spoke briefly on the progress of the I-81 Corridor Improvement Plan. The third and final meeting was held in Roanoke October 25th and had a good turnout and all of the information gathered in the three meetings is available for review on the CTB's website. VDOT is still in the process of refining the recommended improvements to insure there is no duplication in the projected costs. Once this fine tuning is done a draft plan report will be finalized and delivered by the members of the study team and the CTB to the General Assembly in December. Comments can still be submitted so if you have more please send them to Ben Mannell or me as soon as possible so that they get included.

Update on MPO Traffic Model for the Long Range Plan

Dan Brugh reported that VDOT and a consultant that they hired had been working on a traffic model for use in the update to the Long Range Plan which we are required to have done by 2020 in order to extend the plan out to 2045. The consultant thought that the work on the update was completed however it has been discovered that the update did not use the correct number for students living off campus in Blacksburg. They show only 3,000 to 4,000 students living off campus which is inaccurate and will have a negative influence on any planning decisions having to do with Blacksburg. There are currently approximately 23,000 students out of a total of 32,000 living off campus. To complicate matters, the employee who did this work for the consultant has

since left their employ and we don't know if anyone is working to resolve this issue with the update. The consultant was sent the correct information three weeks ago but we have not heard anything back. There will be more to follow on this once we hear from the consultant.

Update on MPO Smart Scale Projects

Dan commented that all the MPO's projects have all been submitted and a few adjustments have been made to them however nothing else needs to be done by the MPO.

Michael Gray commented that the submissions actually are validated by the District and then they proceed through reviews by three other groups so passing the District level does not necessarily mean that a given submission will pass the other levels. In addition, we have to wait until a submission completes the review process through all four levels in order to find out if it was screened out for some reason.

Right now we are still going through the validation process at the District and Carol Linkenhoker has been working with the Central office staff to complete the review of forty-nine projects within the District. This work is being done with an online application which unfortunately has been very problematic, however Carol is very close to finishing the District level project reviews. The other groups are already beginning their review of the submissions that Carol has finished and once all reviews are completed the scores will be published when they go to the CTB in January 2019. Once the scores are available the MPO's can then have discussions with their respective CTB members asking them to support their projects during the final scoring process. Following Michael's comments there was a brief discussion by Dan, Craig and Becca about a request that Dan received by email asking for transit ridership numbers at the Exit 114 Park & Ride. Dan explained that there is no Park & Ride at that location although funding for one has been requested through Smart Scale. Craig also asked about the I-81 project map displayed at this year's six-year plan hearing as there were zero scores displayed for the two ramps at Exit 114 going down to Rt. 8. Becca explained that the request for transit ridership is being driven by the desire to do ridership forecasts for use in scoring the project. If there is no transit data, then it isn't an issue to be concerned with as the project will still get scored as a Park & Ride only without any Transit benefit and the validation of the project will not be effected.

Bikeshare Update

Erik reported that the Bikeshare system was launched July 21st and has been doing well with over 1300 people having signed up for memberships. To date there have been 4200 trips and 10,000 miles have been ridden on the bikes.

Reviewing the ridership data reveals that weekday ridership differs significantly from that on the weekends. Weekdays average 40 trips a day of about 20 minutes duration and covering about a mile and a half. It is believed that these trips are probably occurring on campus or from campus going downtown and back. In Christiansburg the trips are probably riders going out and back on a short ride. Weekend trips usually average 70 trips per day of 40 minutes duration and covering about five miles, these are probably recreational trips between Christiansburg and Blacksburg on the Huckleberry Trail. This ridership data is monitored daily and a monthly report is prepared by

the local Gotcha representative. Current focus is looking at optimizing the current system, developing sponsorships, and possibly expanding next fall. We are still meeting monthly but hoping to go quarterly soon. Dan added that he and Erik recently met with Josh Neese from Radford University and the University has expressed interest in the Bikeshare program. The University will be exploring this topic with the City of Radford. This could lead to an extension of the NRV Roam system or a completely separate system. There will be more to follow on this. Erik will be working with the University and will keep us updated as discussions progress.

Other items

Erik also reported on the progress of the Transportation Development Plans. Official TDP reports for BT, RT and PT were received on September 30th and are now beginning to be reviewed with Erik focusing first on the BT TDP. These TDP's will also be reviewed by the TAC prior to disseminating them more widely sometime next spring. DRPT requires that the governing boards for each transit agency pass a resolution adopting their plans. This does not mean that the boards have to be 100% in agreement with the contents of the plans, instead the purpose is to show acknowledgement that they were done as required by DRPT. In the past these plans were developed at different times by different consultants, this was the first time that all three TDP's were done simultaneously by a single consultant which worked out well. The reports have a consistent format and there are a number of comments about coordination between the transit agencies in the reports as well. There will be more to follow on this as the reviews progress. Dan asked Melissa for an ETA on Radford's review of the Radford Transit TDP and she replied it would probably be January or February before it is completed.

OTHER BUSINESS

Becca commented that DRPT is starting to hold grantee workshops for those planning to apply for capital funding for transit systems, mobility programs, TDM programs, etc. If anyone will be applying for these funds for next fiscal year, please attend one of these workshops since the application process has changed significantly.

NEXT SCHEDULED MEETING

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

AJOURNMENT

There being no further agenda items to discuss, Craig asked to hear a motion to adjourn.

On a motion by Mary Biggs seconded by Melissa Skelton and carried unanimously, the meeting adjourned at 3:00 PM.

Attest: _____

F. Craig Meadows, Chairman

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

March 7, 2019

Resolution to approve the Passenger Rail Station Ownership and Maintenance Strategy Report.

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

WHEREAS, the New River Valley Regional Commission (NRVRC) conducted a study for the MPO to determine the best ownership and maintenance model as well as a funding strategy; and

WHEREAS, this study was conducted by the NRVRC with a special subcommittee appointed by the MPO made up of representatives of the 5 MPO localities, the 2 universities, and the NRV Rail 2020 Committee, and

WHEREAS, the NRVRC has completed work on the report and the subcommittee has concurred in the report and submitted it to the TAC, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO Policy Board accepts the final report of the New River Valley Passenger Rail Passenger Rail Ownership and Maintenance Strategy.

F. Craig Meadows, Chairman



PASSENGER RAIL STATION

OWNERSHIP AND MAINTENANCE STRATEGY



New River Valley
RAIL 2020
Riding Passenger Gets On Track

VIRGINIA'S NEW RIVER VALLEY

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PURPOSE

In October 2017, passenger rail service expanded from Lynchburg to Roanoke and ridership increased along Amtrak's Northeast Regional Route by 9.4%. Within the initial 12-months of service (November 2017 – October 2018), total ridership in Roanoke was 56,360. Amtrak originally projected that the new service might add 38,000 ons/offers along the entire route, between Roanoke and Alexandria. The next logical step towards expanding passenger rail service in the Commonwealth is the urbanized population and employment centers of the New River Valley. In 2016, regional partners worked collaboratively to identify a future passenger rail station in downtown Christiansburg.

The purpose of this study is to identify a locally preferred station ownership and maintenance strategy should a new service extend beyond the City of Roanoke. In order to guide the study process, the New River Valley Metropolitan Planning Organization (MPO) appointed an Advisory Group to act as a sub-committee of the MPO. The group included representatives from the Town of Christiansburg, Town of Blacksburg, City of Radford, Montgomery County, Pulaski County, Virginia Tech, Radford University, and NRV Rail 2020. Non-voting members of the group included representatives from the Virginia Department of Rail and Public Transportation (DRPT), the Blacksburg Partnership, New River Valley Regional Commission, and MPO.

Relative cost factors and ownership models were explored throughout Virginia, North Carolina, and across the United States. After exploring operational approaches at active stations, the group was tasked with evaluating ownership models in further detail. The goal was to identify an equitable investment strategy that would enable financing passenger rail service to the New River Valley.

NEW RIVER VALLEY MPO

The New River Valley Metropolitan Planning Organization (MPO) is a transportation policy-making organization serving the Towns of Blacksburg and Christiansburg, the City of Radford, and urbanized areas of Montgomery and Pulaski Counties. The MPO provides the information, tools, and public input necessary to improve the performance of the transportation system of the region. Future transportation needs are addressed, giving consideration to all possible strategies and the community's vision.

SUMMARY

Amtrak serves more than 500 destinations in 46 states and three Canadian provinces, operating more than 300 trains daily over 20,000 miles of track. Many communities had passenger rail stations; however, few provide active service today. In general, platforms and tracks are paid for and owned/operated through agreements between Amtrak, Virginia Department of Rail and Public Transportation (DRPT), and the host rail company. According to the 2017 DRPT Station Stop Policy, host communities are responsible for the construction and ongoing maintenance of a station (building only), parking area, and providing multimodal connections.

More than half of all passenger rail stations are owned and operated by an independent town or city in Virginia. Annual ridership ranges from less than 10,000 to more than 300,000 at Virginia stations. Over the last decade, Amtrak has received more than \$1.3 billion in total federal grant appropriations annually. In Virginia, Amtrak and the State allocate costs to provide passenger rail service. All of the costs to extend passenger rail service to the New River Valley are unknown at this time; however, regional partners have analyzed cost factors to construct and maintain a new station and corresponding assets locally.

Partners in the New River Valley propose to establish the NRV Passenger Rail Authority to collectively own a new facility in Christiansburg. The new authority will be guided by a Board of Directors that represent financial and strategic partners in the region. Voting membership will be extended to partners who are contributing financial resources in order to provide the new public service. The arrangement will be the first of its kind in Virginia.

The new station will be funded through a simplified shared cost model that equally distributes costs among partners with similarly estimated shares. Shares were determined based on proximity to the station, potential ridership, and total population. The cost factors for station construction and maintenance are anticipated to be approximately \$360,000 annually.

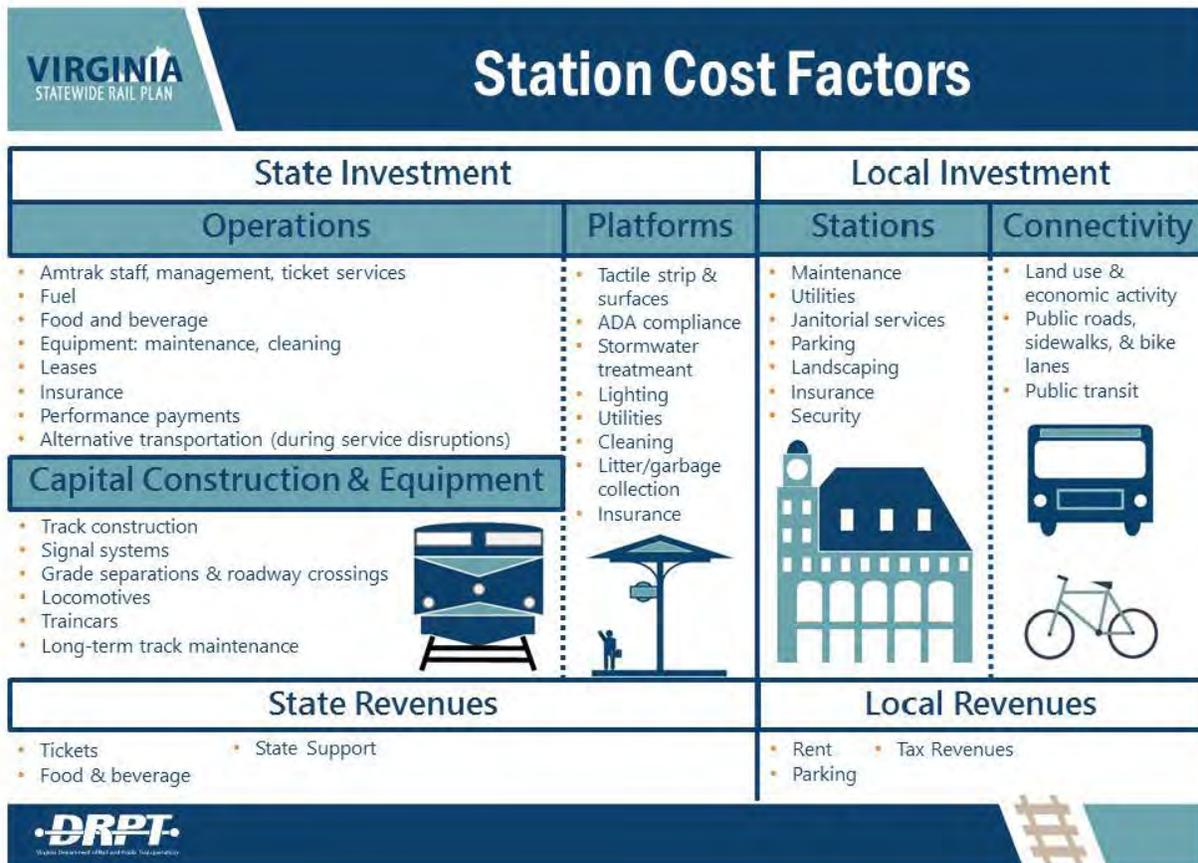
Simplification-Based Scenario #1: Locally Preferred Revenue Plan									
<i>Montgomery County</i>	<i>Town of Blacksburg</i>	<i>Virginia Tech</i>	<i>Town of Christiansburg</i>	<i>Pulaski County</i>	<i>Town of Pulaski</i>	<i>City of Radford</i>	<i>Radford University</i>	<i>Giles County</i>	<i>Floyd County</i>
78.00%				3.00%	1.00%	14.50%		1.75%	1.75%
\$69,746.06	\$69,746.06	\$69,746.06	\$69,746.06	\$10,730.16	\$3,576.72	\$25,931.23	\$25,931.23	\$6,259.26	\$6,259.26

OWNERSHIP MODELS

Passenger rail service drastically declined when air travel became more affordable and the interstate highway system expanded in the 1960's – 1970's. As a result, most passenger rail service is not self-sustaining. In fact, Amtrak operations are subsidized with federal and state funds. Amtrak serves more than 500 destinations in 46 states and three Canadian provinces, operating more than 300 trains daily over 20,000 miles of track. Many communities had passenger rail stations; however, few provide active service today. This section of the report provides an overview of ownership models, anticipated cost factors, and revenue scenarios.

EXISTING MODELS

In general, platforms and tracks are paid for and owned/operated through agreements between Amtrak, Virginia Department of Rail and Public Transportation (DRPT), and the host rail company. According to the 2017 DRPT Station Stop Policy, host communities are responsible for the construction and ongoing maintenance of a station (building only), parking area, and multimodal connections. Unlike a typical grant, each capital investment is 100% paid for by either the State or local community partners. The graphic below, provided by DRPT, illustrates the station cost factor responsibilities of each partner.



The following ownership models are currently utilized in Virginia and neighboring North Carolina:

1. **City/Town Ownership & Operation:** Under this scenario the Town of Christiansburg would pay all construction, and annual maintenance/operating costs for a new passenger rail service. Roughly 50% of facilities and parking lots are owned by an independent town or city in Virginia. Ridership ranges from less than 10,000 to more than 100,000 for this model.
2. **City/Town + Public/Private Partner(s):** Retains the single ownership model; however, additional partners may commit funding and/or provide services by establishing a Memorandum of Understanding (MOU). In Durham, a public-private partnership agreement is in place which allows a developer to up-fit one-third of the passenger rail station. Other partnerships can be established to help offset facility and transit costs.
3. **Transportation Authority:** In Virginia, transportation authorities are recognized as a political subdivision and public body corporate and politic of the Commonwealth that require enabling legislation through the Code of Virginia. Authorities are governed by a board of directors that are appointed by participating governmental entities. Authorities can contract and be contracted with, sue and be sued, acquire and hold real personal or real property rights and easements that are necessary or convenient for its purposes.

With the approval of City/Town Councils and Boards of Supervisors, the authority may operate, maintain and provide transportation facilities and services. In addition, authorities may provide vehicular parking and other facilities deemed necessary to promote the transportation of persons or property or to promote the flow of commerce.

In the New River Valley authorities are used for a variety of public services that have impacts which stretch beyond town, county, city, or university boundaries. Examples include: airports, regional 911, industrial parks, sanitation and water, and public transit.

4. **Limited Liability Company (LLC):** A corporate structure whereby the members of the company cannot be held personally liable for company debts or liabilities. LLC's are essentially hybrid entities that combine the characteristics of a corporation and a partnership or sole proprietorship. Unlike a corporation, a LLC must dissolve upon the death or bankruptcy of a member, while a corporation can exist in perpetuity. The LLC framework is currently utilized by the Cities of Charlottesville and Staunton to maintain facilities and parking lots. Ridership ranges from less than 10,000 to more than 100,000 for this model.
5. **Corporation (New or Established):** A corporation is a legal entity that is separate and distinct from its owners. Corporations have the ability to enter into contracts, loan and borrow money, sue and be sued, hire employees, own assets and pay taxes. A corporation is created when it is incorporated by a group of stakeholders in order to pursue a common objective. There are currently no known models of a corporation (Corp., Inc., or Ltd.) for the purpose of managing transportation facilities or property. Transportation Commissions are legislatively enabled corporations in Virginia and function relatively similar to a typical corporation.

A transportation commission must be enabled by § 33.2-1906 of the Code of Virginia. A commission may, when a transportation plan is adopted, have the typical rights of a corporation. The Chairman of the Commonwealth Transportation Board, or designee, shall be a member of each commission as an ex officio with voting privileges. Established transportation commissions include: the Potomac and Rappahannock Transportation Commission, the Transportation District

Commission of the Hampton Roads, and the Northern Virginia Transportation Commission. Two or more commissions may also collaborate on joint project initiatives, such as the Virginia Railway Express.

The Virginia Railway Express (VRE) is a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission that provides safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE contributes to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., along the I-66 and I-95 corridors. VRE operates 30 trains from 18 stations and carry, on average, 20,000 passengers daily. Ridership for VRE owned Amtrak facilities ranges from a little more than 5,000 to a little more than 35,000.

The table below provides an overview of existing facilities and ownership by station.

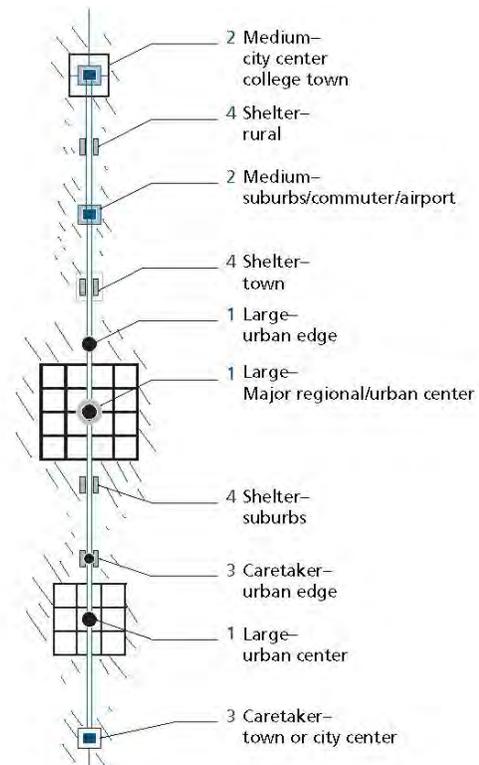
Station	Facility	Parking Lot	Platform	Track	Ridership (2017)
Alexandria - ALX	City	City	CSX	CSX	200,373
Ashland - ASD	Town	Town	CSX	CSX	30,892
Burke Center - BRK	VRE	County BOS	VRE	NS	9,939
Charlottesville - CVS	LLC	LLC	NS, BB	NS, BB	145,140
Clifton Forge - CLF	CSX	CSX	CSX	CSX	2,339
Culpeper - CLP	Town	Town	NS, BB	NS	15,498
Danville - DAN	City	City	City	NS	6,575
Fredericksburg - FBG	CSX	City	CSX	CSX	119,065
Lorton - LOR	Amtrak	Amtrak	Amtrak	Amtrak, CSX	228,943
Lynchburg - LYH	City	City	NS	NS	82,251
Manassas - MSS	City	City	NS	NS	28,619
Newport News - NPN	Amtrak	Authority, CSX	CSX	CSX	106,692
Norfolk - NFK	City	City	NS	NS	47,493
Petersburg - PTB	CSX	CSX	CSX	CSX	30,801
Quantico - QAN	VRE	VRE	CSX	CSX	24,036
Richmond Main Street - RVM	City	City	City	CSX	46,354
Richmond Staples Mill - RVR	Amtrak	Amtrak, DRPT	CSX	CSX	373,832
Roanoke - RNK	NA	Private	Amtrak	NS	56,360*
Staunton - STA	LLC	LLC	CSX	CSX	6,487
Williamsburg - WBG	City	City	CSX	CSX	60,316
Woodbridge - WDB	VRE	VRE	CSX	CSX	16,712
Durham (NC)	Private	City, NCDOT	Amtrak	NS	71,924
Greensboro (NC)	City	City, NCDOT	Amtrak	NS	134,191
High Point (NC)	City	City, NCDOT	Amtrak	NS	30,818

Notes: 1) blue rows denote stations that are highlighted in the Types of Amenities and Physical Infrastructure Found in Virginia section of this plan; 2) VRE: Virginia Railway Express; 3) NPN: Newport News Parking Authority; 4) CSX and NS: United States Class I railroad companies; 5) BB: United States Class III railroad company; 6) * denotes first 12 months of ridership data.

OWNERSHIP AND OPERATIONAL LOGISTICS

Over the last decade, Amtrak has received more than \$1.3 billion in total federal grant appropriations annually. In Virginia, Amtrak and the State allocate costs to provide passenger rail service. The equipment capital, operational, and platform costs are the primary responsibilities of DRPT. Primary responsibilities for the host community are the station, parking, and providing multimodal transportation connections. The projected ridership for the NRV region is 40,000 ons + offs. According to Amtrak’s Station Program and Planning Guidelines, a Category 3 Station is recommended.

Category 3 Stations are typically designed to accommodate 20,000 – 100,000 annual passengers. In addition, the stations offer an indoor waiting area with restrooms and vending machines; however, the stations are often not staffed. Category 3 Stations are typically found in small cities and town suburbs and only account for approximately 5% of Amtrak’s annual ridership. A conceptual scheme of station categories developed by Amtrak is shown (right) for illustrative purposes.



Requiring less than 3,500 square feet, the station is by far the smallest component needed for a future passenger rail service. The site also requires a minimum of 150 parking spaces, a pick-up/drop-off area, public transit space for up to four buses, a separate track located off the main line, and a platform at least 10 feet-wide and 450 feet-long. Regional partners accounted for each of these factors while identifying candidate sites throughout the New River Valley in 2015.

In July 2018, the NRV Rail 2020 Initiative partnered with the MPO to hire engineering consultants to develop preliminary cost estimates and site planning concepts. Initiated in 2013 by the Blacksburg Partnership, NRV Rail 2020 is a broad-based, public-private-citizen, community initiative to bring Amtrak passenger rail service to Virginia’s New River Valley. The initiative represents a unique partnership between businesses, municipal, legislative, and university leaders with support from all corners from the region. A conceptual site cost estimate and sketch is shown on the following two pages.

WORK ACTIVITY	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
ON-SITE PREPARATION					
Site Clearing					
Clearing	9.00	AC	\$5,000.00	\$45,000.00	
Topsoil Strip/Cut	7,700	CY	\$3.00	\$23,100.00	
Topsoil Fill (c = 1.10)	6,000	CY	\$3.00	\$18,000.00	
Topsoil Export	1,700	CY	\$15.00	\$25,500.00	
Total Site Clearing				\$111,600.00	\$111,600.00
Grading Cut					
Earth Cut	91,513	CY	\$4.00	\$366,053.20	
Total Grading Cut				\$366,053.20	\$366,053.20
Grading Fill					
Earth Fill (c = 1.15)	14,292	CY	\$4.00	\$57,166.84	
Total Grading Fill				\$57,166.84	\$57,166.84
Grading Export					
Earth Export	77,222	CY	\$15.00	\$1,158,323.85	
Total Grading Export				\$1,158,323.85	\$1,158,323.85
Retaining Wall	0.00	SF	\$25.00		\$0.00
Other Preparation					
Fine Grading (Building)	560.00	SY	\$1.50	\$840.00	
Fine Grading (Non-Building)	17,700	SY	\$0.90	\$15,930.00	
Erosion Control	10.00	AC	\$10,000.00	\$100,000.00	
Seeding	8.00	AC	\$2,000.00	\$16,000.00	
Total Other Preparation				\$132,770.00	\$132,770.00
				subtotal	\$1,825,913.89
ON-SITE IMPROVEMENTS					
Paving - Asphalt					
Asphalt Paving - Drives (Heavy Duty)	6,950	SY	\$35.00	\$243,250.00	
Total Paving - Asphalt				\$243,250.00	\$243,250.00
Paving - Concrete					
Concrete Paving - Drives (Heavy Duty)	2,970	SY	\$55.00	\$163,350.00	
Total Paving - Concrete				\$163,350.00	\$163,350.00
Paving - Pedestrian					
Pedestrian Concrete	1,000	SY	\$45.00	\$45,000.00	
Total Paving - Pedestrian				\$45,000.00	\$45,000.00
Curb & Gutter					
Street Curb & Gutter	4,490	LF	\$25.00	\$112,250.00	
Total Curb & Gutter				\$112,250.00	\$112,250.00
				subtotal	\$563,850.00

WORK ACTIVITY	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
ON-SITE STORM DRAINAGE					
Storm Water FES					
18 in FES	2.00	EA	\$1,000.00	\$2,000.00	
24 in FES	2.00	EA	\$1,200.00	\$2,400.00	
Total Storm Water FES				\$4,400.00	\$4,400.00
Storm Water Pipes					
15 in Pipe	500.00	LF	\$25.00	\$12,500.00	
18 in Pipe	250.00	LF	\$35.00	\$8,750.00	
24 in Pipe	125.00	LF	\$50.00	\$6,250.00	
Total Storm Water Pipes				\$27,500.00	\$27,500.00
Inlets	10.00	EA	\$3,000.00	\$30,000.00	
Manholes	2.00	EA	\$2,000.00	\$4,000.00	
Water Quality	2.20	AC	\$40,000.00	\$88,000.00	
Rip Raps	4.00	EA	\$750.00	\$3,000.00	
Pond Kits	2.00	EA	\$20,000.00	\$40,000.00	
				\$165,000.00	\$165,000.00
				subtotal	\$196,900.00
Other Utilities					
Water Distribution					
Relocate existing water line	950.00	LF	\$50.00	\$47,500.00	
Connect to Existing	2.00	EA	\$2,500.00	\$5,000.00	
Air Release Assembly	1.00	EA	\$5,000.00	\$5,000.00	
8" Water line	100.00	LF	\$50.00	\$5,000.00	
6" Water line	50.00	LF	\$40.00	\$2,000.00	
2" Domestic Line	80.00	LF	\$20.00	\$1,600.00	
Fire Hydrant	2.00	EA	\$3,500.00	\$7,000.00	
Backflow Prevention	1.00	EA	\$35,000.00	\$35,000.00	
Meters	1.00	EA	\$20,000.00	\$20,000.00	
Total Water Distribution				\$128,100.00	\$128,100.00
Sanitary Sewer					
Connect to Existing	1.00	EA	\$1,500.00	\$1,500.00	
Creek Crossing	1.00	EA	\$8,000.00	\$8,000.00	
6" Sanitary Line	1010.00	LF	\$50.00	\$50,500.00	
Manholes	4.00	EA	\$1,500.00	\$6,000.00	
Cleanouts	1.00	EA	\$1,000.00	\$1,000.00	
Total Sanitary Sewer				\$67,000.00	\$67,000.00
				subtotal	\$195,100.00
Site Items					
Site Lighting	5.00	EA	\$3,500.00	\$17,500.00	
Landscaping	1.00	LS	\$20,000.00	\$20,000.00	
Signage	1.00	LS	\$5,000.00	\$5,000.00	
Striping	1.00	LS	\$5,000.00	\$5,000.00	
				\$47,500.00	\$47,500.00
				subtotal	\$47,500.00

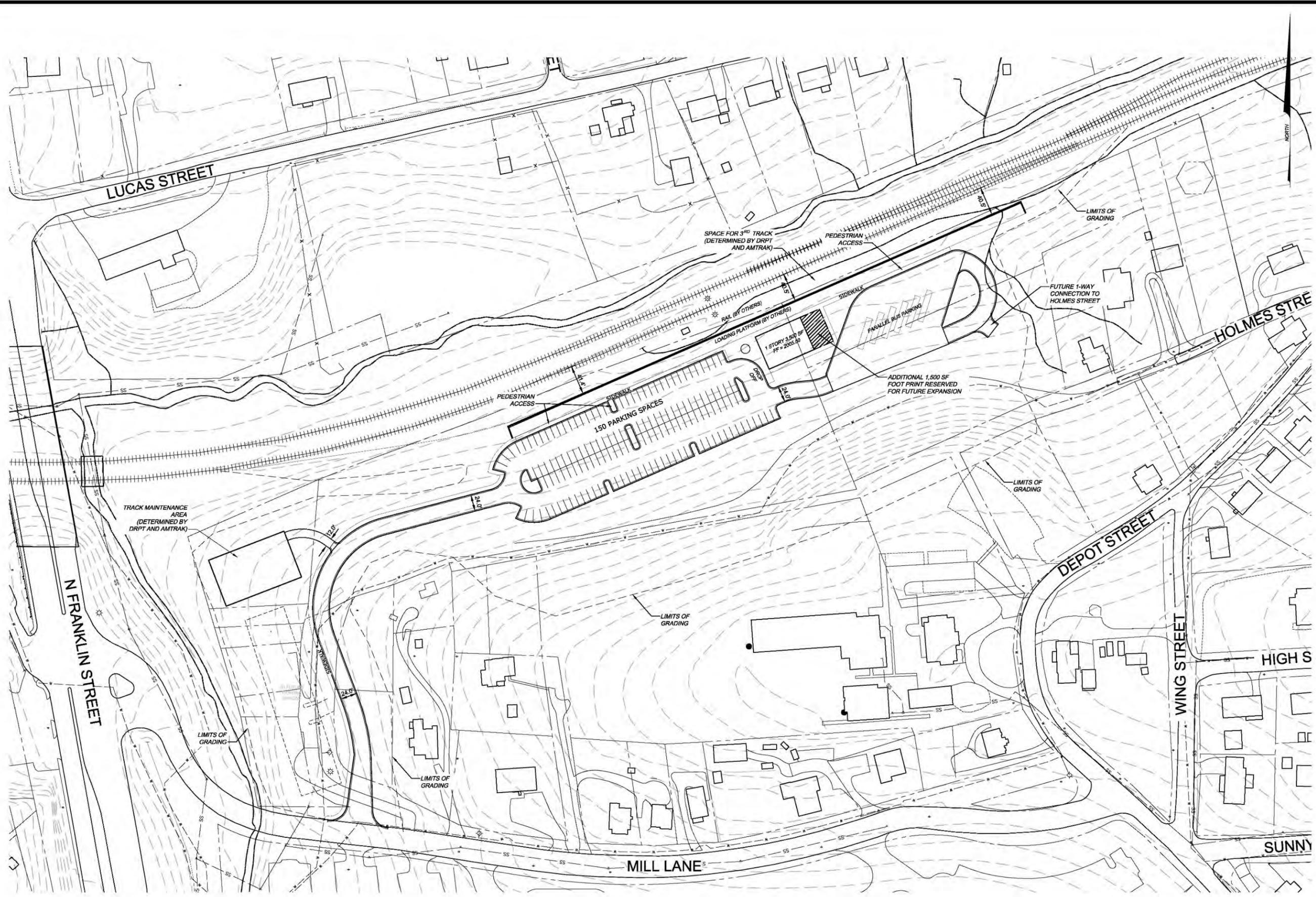
WORK ACTIVITY	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Miscellaneous					
Permits, Bonds, Fees	1.00	LS	\$20,000.00	\$20,000.00	
Utility Connection/Availability Fees	1.00	LS	\$12,000.00	\$12,000.00	
Mobilization	1.00	LS	\$145,000.00	\$145,000.00	
10% Contingency	1.00	LS	\$287,000.00	\$287,000.00	
Professional Services	1.00	LS	\$90,000.00	\$90,000.00	
Geotechnical	1.00	LS	\$40,000.00	\$40,000.00	
Materials Testing	1.00	LS	\$20,000.00	\$20,000.00	
Construction Stakeout	1.00	LS	\$20,000.00	\$20,000.00	
				subtotal	\$634,000.00
Total Cost Estimate For Site					\$3,463,263.89
Building Construction Cost Options					
Building					
Minimalist Build	3,500	SF	\$185.00	\$647,500.00	
Standard Build	3,500	SF	\$220.00	\$770,000.00	
Total Cost Estimate For Site Work & Minimalist Building					\$4,110,763.89
Total Cost Estimate For Site Work & Standard Building					\$4,233,263.89



Note: total cost estimate for site work and standard building used for annual cost factor estimates. This estimate does not include gas, electric, or telecom utility installation.

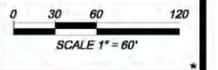
THIS SHEET IS INTENDED TO BE REPRODUCED AT 200% REPRODUCTION OF THIS SHEET AT A DIFFERENT SIZE THAN INTENDED SHALL VOID THE SCALE SHOWN ON THE SHEET.

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PRELIMINARY OPTION 3B
 FOR
NRV - PASSENGER RAIL STATION
 CHRISTIANSBURG, VIRGINIA

PROJECT NO.	20181170
FILE NO.	
LAT.	-00.000000°
LONG.	00.000000°
DATE:	01/02/2019
DRAWN BY:	RKW
CHECKED BY:	JDW



PARKING:
 NEW PARKING SPACES = 150
 FUTURE PARKING SPACES = 75

AMENITIES AND PHYSICAL INFRASTRUCTURE

This section takes a closer look at four stations located throughout Virginia. These examples were selected based on existing ridership and unique operational strategies. The existing station review informed the Advisory Group about the types of amenities that should be considered in the NRV.

ASHLAND



Specs: Passenger rail amenities include a platform and shelter. Original station constructed in 1923 and serves as an active Visitor's Center. The center allows Amtrak riders to use restrooms and charge devices. 30,000+ ridership.

Operations: Volunteers staff the Visitor's Center and help riders get on the right side of track. Most visitors of the station come from the interstate – rail users are typically on the move.

Aerial View of Station:



CULPEPER



Specs: Passenger rail amenities include a station with waiting room. Original station constructed in 1904 and does not include restrooms. Four routes are served daily from this location. Features a VA Tourism Corporation LOVE sculpture. 15,000+ ridership

Operations: Station is not staffed. Site features 40 parking spaces, of which 75% are utilized long-term. Station maintained by the Town.

Aerial View of Station:



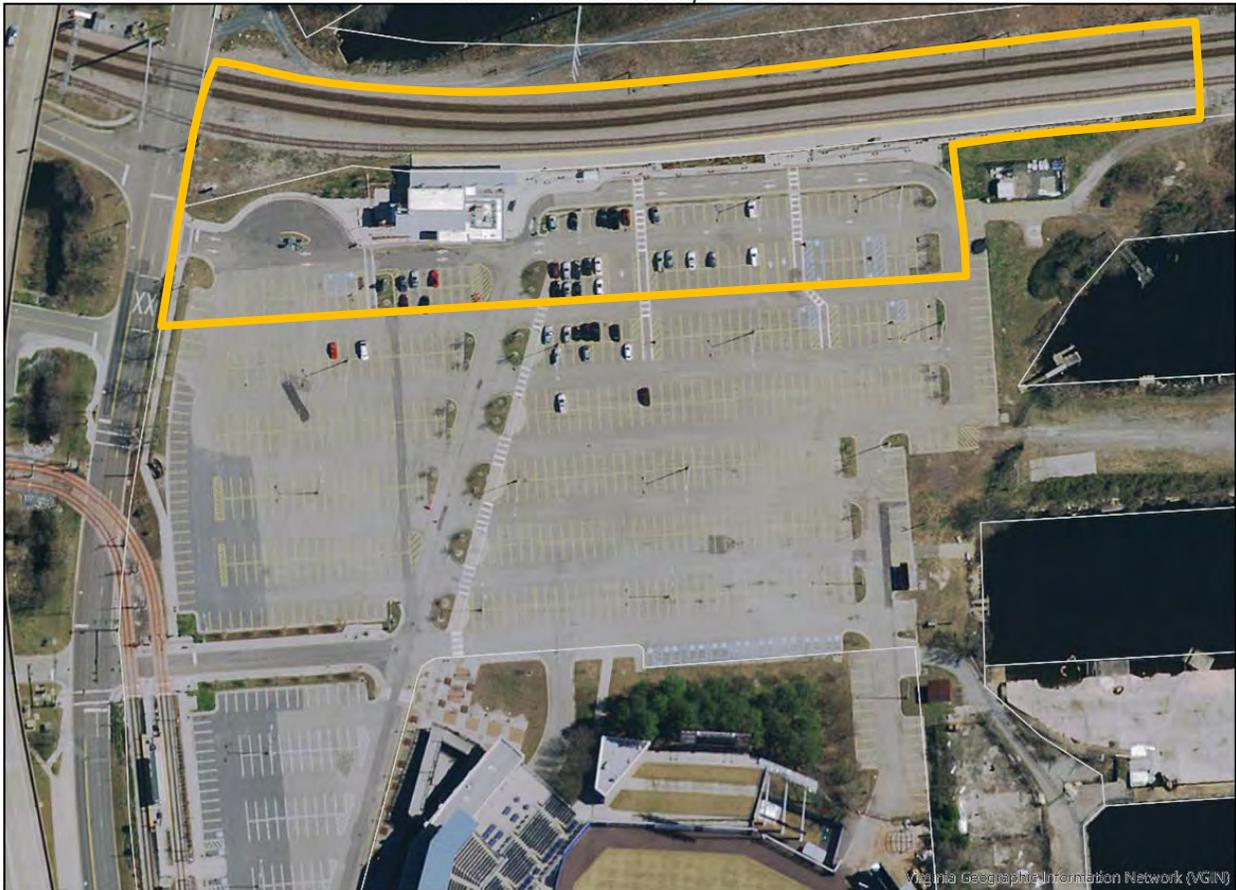
NORFOLK



Specs: Passenger rail amenities include a station with waiting room, restrooms, vending machines, and bus connections. Includes 130 free parking spaces for both short and long-term use. Station originally constructed in 2013. 45,000+ ridership.

Operations: Amtrak leases 1,000 square feet of space and provides on-site ticket sales. Station also includes a meeting room and remains open until train returns.

Aerial View of Station:



RICHMOND



Specs: Passenger rail amenities include a station with waiting room, restrooms, vending machines, and bus, trail, and bike connections. Paid parking spaces are available for \$1/hour or \$5-\$6/day. \$90M station renovation completed in 2018. 45,000+ ridership.

Operations: Two spaces available to public/private for rent which accommodate 700 – 3,000 guests. Rent ranges from \$2,000 - \$11,500. Virginia Tourism Corporation specialists located on-site.

Aerial View of Station:



ANNUAL COST FACTORS

In addition to the debt service for station construction, several other factors were considered as annual operational expenses. The table below provides an overview of annual cost factors for a new passenger rail service in the New River Valley.

Description	Units				Estimate	
	Cost Per	Type	Monthly Use	Annual Use	Cost (monthly)	Cost (annual)
Water	\$0.0009	gallons	9,125	109,500	\$82.13	\$985.50
Sewer	\$0.01025	gallons	9,125	109,500	\$103.53	\$1,132.38
Solid Waste	\$39.37	rent + pickup	1	12	\$39.37	\$472.44
Stormwater	Tier 12	month	1	12	\$198.02	\$2,376.24
Power (indoor)	\$1,050.00	month	1	12	\$1,050.00	\$12,600.00
Power (outdoor)	\$0.20	kWh	2,300	27,600	\$890.00	\$10,680.00
Internet	\$125.00	month	1	12	\$125.00	\$1,500.00
Building, custodial services, HVAC	\$1,275.00	month	1	12	\$1,275.00	\$15,300.00
Grounds maintenance	\$1,100.00	month	1	12	\$1,100.00	\$13,200.00
Parking lot remarking (5-yrs)	\$85.00	month	1	12	\$85.00	\$1,020.00
Parking lot resurface (10-yrs)	\$300.00	month	1	12	\$300.00	\$3,600.00
Parking lot (sweeping + snow)	\$500.00	month	1	12	\$500.00	\$6,000.00
<i>Subtotal:</i>					\$5,748.05	\$68,866.56
<i>*30-yr Debt Service on Site Construction Estimate:</i>					\$24,067.13	\$288,805.56
Total:					\$29,815.18	\$357,672.12

* Note: \$4,233,263.89 site construction + \$250,000 Public Information Display (PID), annual interest rate of 5%, period of 30 years, total cost of loan \$8,664,166.70.

REVENUE SCENARIO PLANNING

Passenger rail stations are often an added local expense. Station operational costs can be offset by fees for parking, vending machines, and space lease/rental. However, most stations still rely on local funding to remain operational. For the purpose of this plan, the station construction and ongoing maintenance is assumed to be entirely locally funded.

Primary scenario factors include: population, potential ridership, and proximity. A general overview of each scenario and potential regional partners shares are highlighted in the green rows below.

1. **Population:** community populations were determined utilizing 2015 Weldon Cooper projections. University populations were based on the number of 2017 on-campus beds. County populations did not include the population of individual towns. Towns and Cities did not include the population of individual universities (on-campus beds). The table below shows the population projections used for the population-based scenario.

Population-Based Scenario: Total Population of 173,394									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
31,495	35,215	9,000	21,943	22,908	8,890	14,453	2,950	11,329	15,211
18.16%	20.31%	5.19%	12.65%	13.21%	5.13%	8.34%	1.70%	6.53%	8.77%

POTENTIAL SHARE

2. **Potential Ridership:** potential ridership was based on a public survey that was undertaken as a component of the 2015 *New River Valley Passenger Rail Study*. Nearly 6,200 responses were collected. Total annual ridership is anticipated to be 40,000. Based on the survey results, approximately 55% of trips would be generated by residents, 22.5% university faculty/staff for work related/campus-generated travel, and an estimated 22.5% for students. Trip percentages were rounded for simplicity and factor in out-bound and in-bound trip generations. The table below shows the potential ridership projections used for the ridership-based scenario.

Ridership-Based Scenario: Total Ridership of 40,000									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
4,292	4,799	14,328	2,990	3,122	1,211	1,970	3,672	1,544	2,073
10.73%	12.00%	35.82%	7.48%	7.80%	3.03%	4.92%	9.18%	3.86%	5.18%

POTENTIAL SHARE

3. **Proximity:** proximity is based on as-the-crow-flies, from the center of the proposed passenger rail station property to the geographic center of each partnering local government or university campus. Unlike the first two scenarios, where each partner received a share of a known total, the proximity-based scenario relies on a factor of relativity. The community with the closest proximity receives a manually entered share and the other shares are distributed based on how much further away geographic centers are located. The table below shows the potential projections used for the proximity-based scenario.

Proximity-Based Scenario: Christiansburg Proximity/Location Proximity									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
2.71 mi.	6.27 mi.	5.46 mi.	0.49 mi.	17.56 mi.	20.33 mi.	8.22 mi.	7.36 mi.	20.07 mi.	14.62 mi.
18.08%	7.81%	8.97%	41.52%	2.79%	2.41%	5.96%	6.66%	2.44%	3.35%

POTENTIAL SHARE

4. **Relativity Factor Adjustments:** population, ridership, and proximity adjustments based off average values and share redistribution. Utilized as an initial combination factor adjustment. The table below shows the potential projections used for the relativity-based scenarios.

Relativity-Based Scenario #1: Population + Distance (R = 10.5 mi.)									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
5.84%	3.33%	4.81%	15.00%	-13.21%	-5.13%	1.66%	3.00%	-6.53%	-8.77%
24.00%	23.64%	10.00%	27.65%	0.00%	0.00%	10.00%	4.70%	0.00%	0.00%

Relativity-Based Scenario #2: Distance + Ridership (R = 3,250)									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
3.00%	-0.73%	5.00%	2.15%	-1.17%	-2.48%	-1.60%	0.79%	-2.78%	-2.18%
13.73%	11.27%	40.82%	9.63%	6.63%	0.55%	3.32%	9.97%	1.08%	3.00%

POTENTIAL SHARE

5. **Combination Adjustments:** combinations of population, ridership, and proximity based on weighting criteria. Weights are applied to single and combinations of multiple criteria. The table below shows the potential projections used for the combination-based scenario.

Combination-Based Scenario #1: Weighted Population (40%) + Ridership (60%)									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
13.70%	15.32%	23.57%	9.55%	9.97%	3.87%	6.29%	6.19%	4.93%	6.62%

Combination-Based Scenario #2: Weighted (Population + Distance (60%)) + Ridership (40%)									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
18.69%	18.98%	20.33%	19.58%	3.12%	1.21%	7.97%	6.49%	1.55%	2.07%

POTENTIAL SHARE

6. **Simplified Shared Cost:** combines partners with similar combination-based scenario shares and redistributes a rounded total equally. The table below shows the potential projections used for the simplification-based scenario.

Simplification-Based Scenario #1: Combination-Based Scenario #2, Rounded and Equally Distributed									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
78.00%				3.00%	1.00%	14.50%		1.75%	1.75%
19.50%	19.50%	19.50%	19.50%	3.00%	1.00%	7.25%	7.25%	1.75%	1.75%

Simplification-Based Scenario #2: Equal Distribution + If Opt-out Scenario									
Montgomery County	Town of Blacksburg	Virginia Tech	Town of Christiansburg	Pulaski County	Town of Pulaski	City of Radford	Radford University	Giles County	Floyd County
82.50%				3.00%	0.00%	14.50%		0.00%	0.00%
20.625%	20.625%	20.625%	20.625%	3.00%	0.00%	7.25%	7.25%	0.00%	0.00%

POTENTIAL SHARE

LOCALLY PREFERRED STRATEGY

Partners in Virginia’s New River Valley have a long-standing track record of collaboration to provide shared services. Emergency services, airports, water/sewer, and public transportation are each examples of current public services provided by two or more local governments and/or universities. For this reason, the Advisory Group recommends establishing a new authority for passenger rail service in the region. Further, option #6 simplified shared cost model is recommended to establish equity in ownership and providing a new public service. This section provides more detail regarding ownership and ongoing maintenance.

OWNERSHIP STRATEGY

Partners in the New River Valley propose to establish the NRV Passenger Rail Authority. The new authority will be guided by a Board of Directors that represent financial and strategic partners in the region. Voting membership will be extended to partners who are contributing financial resources in order to provide the new public service. Staffing needs will be limited to maintaining the station, parking areas, and grounds. Maintenance can be coordinated by the Town of Christiansburg and the costs of staffing needs will be shared among membership. Creating a new authority may or may not require enabling legislation passed by the Virginia state legislature.

REVENUE PLAN

Partners in the New River Valley propose to pursue a simplified shared cost model that equally distributes costs among partners with similar shares. The cost factors for station construction and maintenance are anticipated to be approximately \$360,000 annually. The annual costs are inclusive of 30-yr debt service for \$4.25M site construction, \$250,000 Public Information Display, and \$70,000 for building/grounds maintenance. Montgomery County, Virginia Tech, and the Towns of Blacksburg and Christiansburg may need to absorb additional portions of shares if potential partners choose not to participate. A potential revenue budget plan is highlighted below.

Simplification-Based Scenario #1: Locally Preferred Revenue Plan									
<i>Montgomery County</i>	<i>Town of Blacksburg</i>	<i>Virginia Tech</i>	<i>Town of Christiansburg</i>	<i>Pulaski County</i>	<i>Town of Pulaski</i>	<i>City of Radford</i>	<i>Radford University</i>	<i>Giles County</i>	<i>Floyd County</i>
78.00%				3.00%	1.00%	14.50%		1.75%	1.75%
\$69,746.06	\$69,746.06	\$69,746.06	\$69,746.06	\$10,730.16	\$3,576.72	\$25,931.23	\$25,931.23	\$6,259.26	\$6,259.26

*New River Valley
Metropolitan Planning Organization*

March 7, 2019

Resolution Approving Safety Performance Measures for the NRV MPO

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

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

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

WHEREAS, the NRV MPO elected to adopt the Performance Measures developed for the State, and

WHEREAS, the NRV MPO adopted Safety Performance Measures for the MPO in November, 2017, and

WHEREAS, the targets need to be updated annually, and

WHEREAS, the State has updated the targets for the Safety Performance Measures, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization adopts the updated Safety Performance Measures and targets set by the State.

AND FURTHER, that the NRV MPO Executive Director is authorized to send a letter to VDOT with the NRV MPO updates.

F. Craig Meadows, Chairman

March 7, 2019

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Engineering Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

The New River Valley MPO submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT target, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By supporting any of the VDOT targets we agree to plan and program projects to contribute toward achieving the State target, and must not only consider safety, but increase the safety of the transportation system. Details of the methodology used to estimate VMT for our MPO area within Virginia for establishing our rate targets is provided in the additional information section below.

Methodology Summary

	VDOT	MPO	If MPO, applicable data analysis method
Number of fatalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of serious injuries per 100 million VMT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of non-motorized fatalities and non-motorized serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.

Additional Information on Methodology

Enter data analysis and summary information here if other method was selected above.



Submittal of MPO 2019 Safety Performance Targets

Selected Targets

Future Target Annual Percent Reduction Values

*(default is Virginia 5-year average target annual reduction) **

Fatality Reduction	-3.15%
Fatality Rate Reduction	-1.4%
Serious Injury Reduction	1.15%
Serious Injury Rate Reduction	2.65%
Non-Motorized Reduction	0.3%
VMT % Increase	1.5%

*A positive value is a reduction and a negative value is an increase percentage.

2019 Safety Performance Targets

Fatalities	6
Fatality Rate	0.69
Serious Injuries	90
Serious Injury Rate	10.91
Non-Motorized Fatalities and Serious Injuries	11

We acknowledge MPO targets are reported to VDOT, and will be made available to FHWA upon request. Our 2019 safety targets are submitted for each performance measures on all public roads within 180 days after the VDOT reported its statewide targets, which falls on February 27th, 2019.

For questions or comments, please contact me at brughjd@montgomerycountyva.gov or 540-394-2145.

Respectfully,

Dan Brugh
Executive Director
New River Valley MPO

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

March 7, 2019

Resolution to approve requesting VDOT to fund and conduct a Study of the Valley to Valley Trail using State Planning and Research (SPR) funds.

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

WHEREAS, Montgomery County has proposed a “Valley to Valley Trail” to connect the Roanoke River Greenway in Salem to the New River Trail in Pulaski; and

WHEREAS, many localities along the corridor have supported this concept, and

WHEREAS, this study involves many localities and can best be accomplished by VDOT, and

WHEREAS, support from the Roanoke Transportation Planning Organization (TPO) and the New River Valley Regional Commission (RC) would also be needed, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO supports this connection and requesting VDOT to fund this study using State SPR funding and authorizes the NRV MPO Executive Director to work with the Roanoke TPO and the New River Valley RC to secure their support and to submit an application to VDOT.

F. Craig Meadows, Chairman

PROJECT SCORECARD

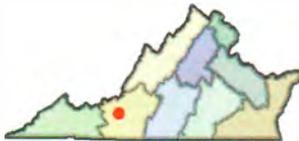
For more information on how to read a scorecard, click here.

I-81/Route 8 (Exit 114) Park & Ride Lot

Project Id: 3839

Addition of a park & ride lot at I 81 Exit 114.

Submitting Entity: New River Valley Metropolitan Planning Organization
 Preliminary Engineering: Not Started
 Right of Way: Not Started
 Construction: Not Started
 Eligible Fund Program: Statewide High Priority
 VTRANS Need: CoSS
 (click here for details)



2.4
SMART SCALE SCORE

#178 OF 433 STATEWIDE

#16 OF 45 DISTRICTWIDE

SMART SCALE Requested Funds..... **\$4,731,000**
 Total Project Cost..... **\$4,731,000**
 Project Benefit..... **1.1**
 Project Benefit / Total Cost..... **2.4**

SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Support of Transportation-Efficient Land Use	Increase Transportation-Efficient Land Use
Measure Value	17.7 persons	2.2 person hrs.	1.4 EPDO	0.4 EPDO / 100M VMT	2.3 jobs per resident	2.2 jobs per resident	88.3 adjusted users	15,473.6 thousand adj sq. ft.	0.0 thousand adj daily tons	1,565,546.4 adj. buffer time index	2,511.7 adjusted points	0.9 scaled points	access * pop/emp density.h	access * pop/emp density change.
Normalized Measure Value (0-100)	0.1	0.0	0.4	0.0	0.0	0.0	0.3	0.1	0.0	0.0	17.7	2.8		
Measure Weight (% of Factor)	0.5	0.5	0.5	0.5	0.6	0.2	0.2	0.6	0.2	0.2	0.5	0.5		
Factor Value	0.0		0.2		0.1			0.1			10.3			
Factor Weight (% of Project Score)	15%		25%		25%			25%			10%		N/A	
Weighted Factor Value	0.0		0.0		0.0			0.0			1.0			
Project Benefit	1.1													
SMART SCALE Cost	\$4,731,000													
SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost)	2.4													

PROJECT SCORECARD

For more information on how to read a scorecard, click here.

I-81/Route 8 (Exit 114) Interchange Improvements

Project Id: 3841

Route 8 operational improvements at the I 81/ Route 8 Interchange.

Submitting Entity: New River Valley Metropolitan Planning Organization

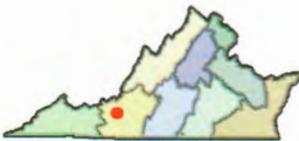
Preliminary Engineering: Not Started

Right of Way: Not Started

Construction: Not Started

Eligible Fund Program: Statewide High Priority

VTRANS Need: CoSS
(click here for details)



1.2
SMART SCALE
SCORE

#268 OF 433 STATEWIDE

#30 OF 45 DISTRICTWIDE

SMART SCALE Requested Funds..... **\$13,879,000**

Total Project Cost..... **\$13,879,000**

Project Benefit..... **1.7**

Project Benefit / Total Cost..... **1.2**

SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Support of Transportation-Efficient Land Use	Increase Transportation-Efficient Land Use
Measure Value	18.0 persons	117.7 person hrs.	23.2 EPDO	1,121.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	54.0 adjusted users	247,577.0 thousand adj sq. ft.	0.0 thousand adj daily tons	4,705,029.9 adj. buffer time index	72.0 adjusted points	1.4 scaled points	access * pop/emp density.h	access * pop/emp density change.
Normalized Measure Value (0-100)	0.1	1.8	6.7	2.3	0.0	0.0	0.2	1.3	0.0	0.1	0.5	4.3		
Measure Weight (% of Factor)	0.5	0.5	0.5	0.5	0.6	0.2	0.2	0.6	0.2	0.2	0.5	0.5		
Factor Value	0.9		4.5		0.0			0.8			2.4			
Factor Weight (% of Project Score)	15%		25%		25%			25%			10%		N/A	
Weighted Factor Value	0.1		1.1		0.0			0.2			0.2			
Project Benefit	1.7													
SMART SCALE Cost	\$13,879,000													
SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost)	1.2													