

2045

# Rural Long-Range Transportation Plan



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## **PLAN ADOPTION**

## INTRODUCTION & PURPOSE

The Mount Rogers Planning District Commission's 2045 Rural Long Range Plan is a document developed as a transportation planning resource for localities throughout its jurisdiction. This document has been developed as a vision plan, addressing needs and impacts of the transportation system, and will be used as a basis to identify transportation funding priorities.

The transportation system within the Planning District Commission (PDC) has been evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs within the Commonwealth contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization (MPO). In the case of the Mount Rogers Planning District (MRPDC), there is a joint MPO between Bristol, Virginia, and Bristol, Tennessee. The Bristol Metropolitan Planning Organization (BMPO) conducts transportation planning for Bristol, Virginia, and Bristol, Tennessee, as well as the immediately adjacent urbanized portions of Washington County, Virginia, and other urbanized areas within Tennessee. The transportation needs of this area are analyzed in the MPO's 2045 Long Range Transportation Plan. For the purposes of this plan, only those areas outside the BMPO are considered rural and are analyzed and addressed in this Plan.

Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

## OVERVIEW OF THE REGION

### Description and Function of the Mount Rogers Planning District Commission

The Mount Rogers region is located in the southwest corner of Virginia and lies on the borders of Tennessee, West Virginia, and North Carolina. The MRPDC serves the Counties of Bland, Carroll, Grayson, Smyth, Washington, and Wythe, the Cities of Bristol and Galax, and the Towns of Abingdon, Chilhowie, Damascus, Fries, Glade Spring, Hillsville, Independence, Marion, Rural Retreat, Saltville, Troutdale, and Wytheville. The MRPDC region is a predominantly rural area with denser development occurring around the cities and towns.

The geography of the region is primarily influenced by the topography. The PDC lies between the ridge and valley system of the Appalachian Mountains and the Blue Ridge Mountains. In the ridge and valley system, the towns, cities, and almost all development, including the transportation network, are situated along the river valleys. The valleys and more rolling hills of the southeastern part of the PDC have allowed slightly more development.

### STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.

## Summary of Transportation Network

1-77 and 1-81 both traverse the region. The ridge and valley system generally travels northeast to southwest; many of the primary arterials also follow the valleys such as US 11, US 58, US 221, VA 42, and VA 61. Corridors that provide connections to the north and south include US 19, US 21, US 52, Alternate US 58, VA 16, and VA 80. The District Three Governmental Cooperative is a government agency owned and operated by the MRPDC member jurisdictions and is the region's primary transit agency. Fixed-route and demand-responsive services are currently available in Abingdon, Galax, Marion, and Wytheville, with flexible, fixed routes throughout the counties. There are over 200 miles of existing bicycle and pedestrian facilities throughout the region. There are no commercial airports in the region and three general aviation airports. Within the Mount Rogers region, there is one rail carrier, Norfolk Southern. There are eight official VDOT-maintained park and ride lots within the region. Passenger rail is currently not available in the region.



## Goals and Objectives

Needs for the regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long-range plan goals to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the MRPDC was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC develops transportation goals and objectives that are used to guide the development of the Rural Long Range Transportation Plan for their area. Rural transportation planning in the Mount Rogers PDC is guided by the Rural Technical Committee, which was formed in 2006. Based on the needs throughout the region, the Rural Technical Committee established and devised the following goals:

### **GOAL 1:**

Provide efficient and smooth movement through the Mount Rogers region of passenger and commercial vehicles along safe, well-maintained highways with capacity sufficient for all anticipated circumstances.

#### **Objectives:**

- Improvements to I-81 interchanges at Exits 7, 17, 70, 77, and 80
- The implementation and finalization of climbing lanes for trucks on long grades of I-77 both northbound and southbound.
- Continued planned improvements to US Route 58 within the Mount Rogers PDC.

### **GOAL 2:**

To provide improved conditions for economic development, tourism, and existing business and industrial hubs in the Mount Rogers region by highway and by rail.

#### **Objectives:**

- Improvements to the utilization of rail for industrial access and public transportation.
- Creation of intermodal exchange locations for rail and truck movement of goods.

### **Common Rural Long-Range Plan Goals**

In addition to the regional goals, several goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2045:

**GOAL 1:** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

**GOAL 2:** Provide a safe and secure transportation system.

**GOAL 3:** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

**GOAL 4:** Ensure quality of life throughout project development and implementation by considering natural, historic, and community environments.

**GOAL 5:** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

**GOAL 6:** Encourage land use and transportation coordination, including but not limited to, the development of procedures or mechanisms to incorporate all modes while engaging the private sector.



## DEMOGRAPHIC AND LAND USE TRENDS

### Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the MRPDC are working either to seek new economic growth and diversification, or to balance growth while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and community centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in the Mount Rogers region, based particularly on proximity to urban areas. Many of the rural counties throughout the Commonwealth are trying to direct new growth towards existing towns, community centers, or service districts in order to provide services and to continue to address the needs of residents, as well as maintain a general agricultural setting. The COVID-19 Pandemic also gave rural communities a strengthened allurements. Remote working has allowed Americans to live in locations with less congestion, conflicts, and commutes to gain a more suitable work-life balance. As the population fluctuates, either through migration or shifting within the region, the needs of the communities - including education, broadband, health care, social services, employment, and transportation - shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, remote working, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.



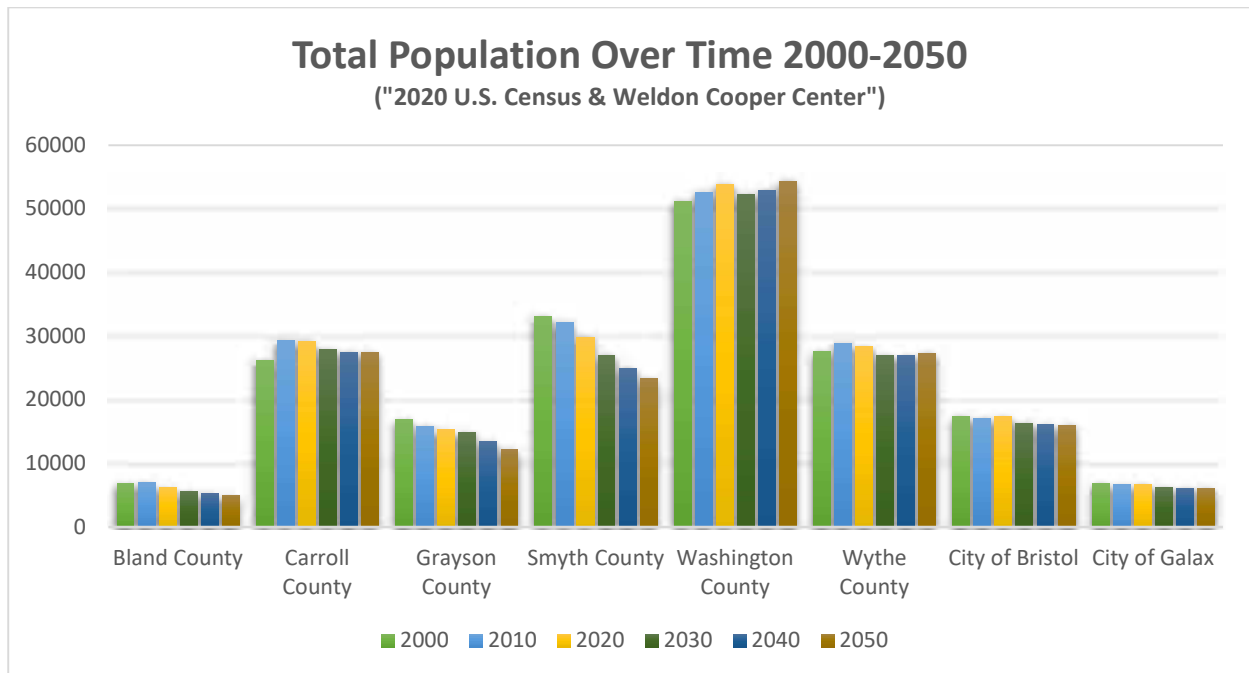
Due to steep slopes throughout most of the region, development is almost exclusively concentrated in the valleys.

Land use in the Mount Rogers region has not changed dramatically. Due to the steep slopes throughout most of the region, development is almost exclusively concentrated in the valleys. Population changes have not been remarkable enough in the region to prompt major changes in growth and development. All development is expected to remain along the valley floors and the major roadways: I-77, I-81, US 11, US 19, US 52, US 58, Alt US 58, and US 221. This trend will affect future land use in the counties and could intensify travel demand on the regional roadway network.

### Population Trends

The MRPDC region has experienced a slowdown in its population growth over the last several decades. Bland, Grayson, and Smyth Counties have all experienced a decrease in population since 2000. Current projections for 2050 have only Carroll and Washington Counties experiencing any increase in population. Population projections forecast that the Cities of Bristol and Galax are expected to retain approximately the same residential count. Wythe County is expected to vaguely fluctuate over the next 30 years.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by population shifts. In the case of the MRPDC, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation. The region has experienced growth in through traffic, along both I-77 and I-81. Access from more rural areas of the region into the towns and to Bristol for commercial and economic purposes has been affected by population changes and development. Agriculture and forestry, particularly the Jefferson National Forest and Mount Rogers National Recreation Area, comprise a sizeable portion of the current land use. The land use in these parcels is unlikely to change. In addition, the topography in parts of the region limits land use and development to some extent. Therefore, it is foreseeable that land use could intensify where it already exists, pressuring the transportation network.





## Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include the elderly, persons with disabilities, persons with low income, and minorities, as defined by the US Census. In the 2020 U.S. Census, all the jurisdictions had a minority population percentage lower than that of the state average (31.5%). In 2020, all jurisdictions had low-income populations above the state percentage of 10.6%. The portion of the population with disabilities under the age of 65 in all jurisdictions is above the state percentage of 8.2%. All the jurisdictions also have elderly populations in a higher proportion than the state in 2020 (16.9%).

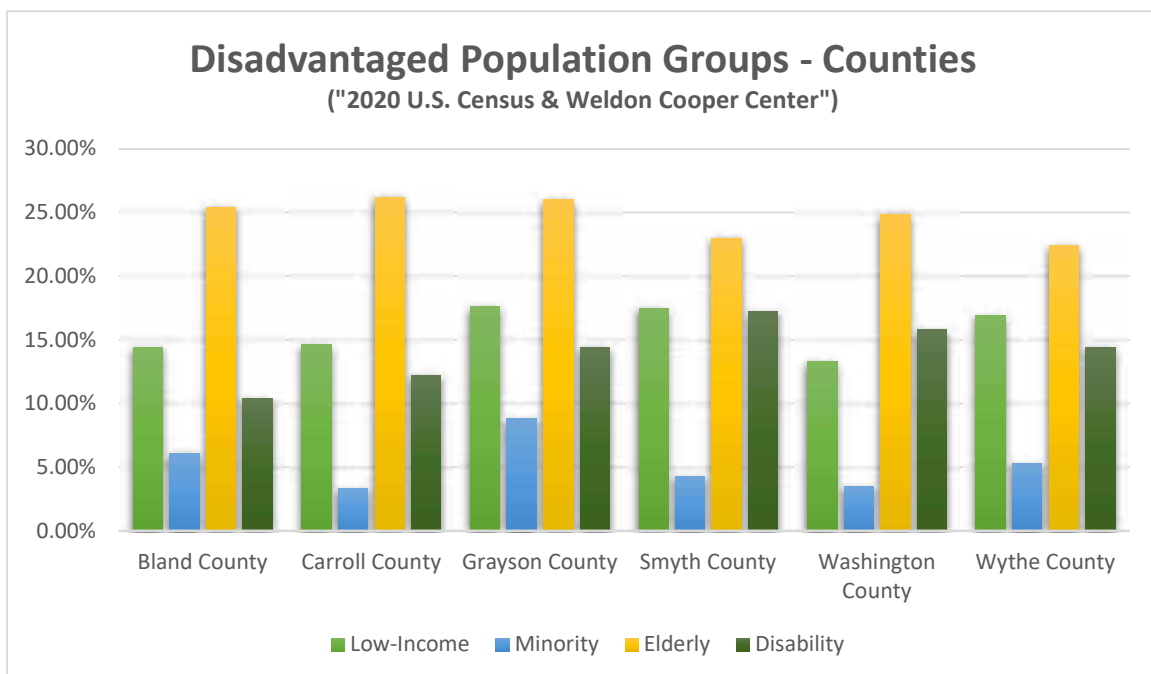
Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census.

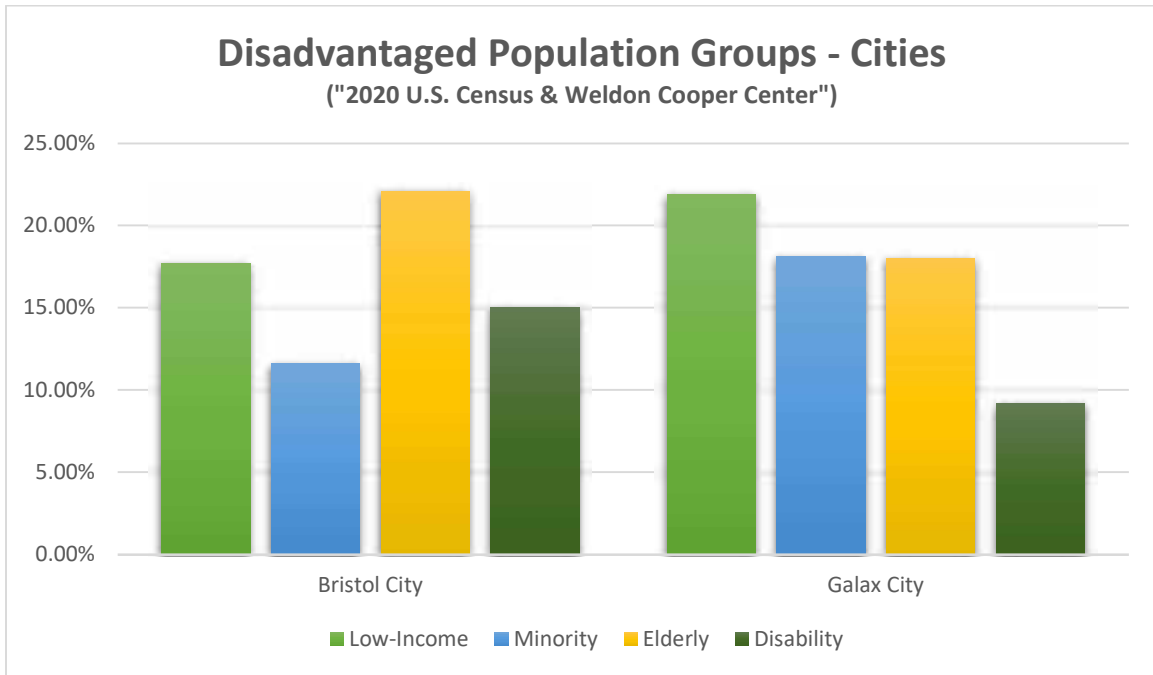
## Transportation Implications

US Census data from 2020 was reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand-responsive transit in a rural area than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The MRPDC, in conjunction with the Virginia Department of Rail and Public Transportation's (DRPT) statewide effort, completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state such as limited demand-responsive transit service, limited fixed-route service, determination of a single point of contact for providers, and funding constraints. The CHSM Plan specifically addresses the Southwest Region starting on Page 48. The CHSM Plan can be accessed by the link below.

Additional Resources: [Coordinated Human Service Mobility Plan 2022](#)

In 2020, all jurisdictions had low-income populations above the state percentage of 10.6%.





## REGIONAL TRANSPORTATION SYSTEM

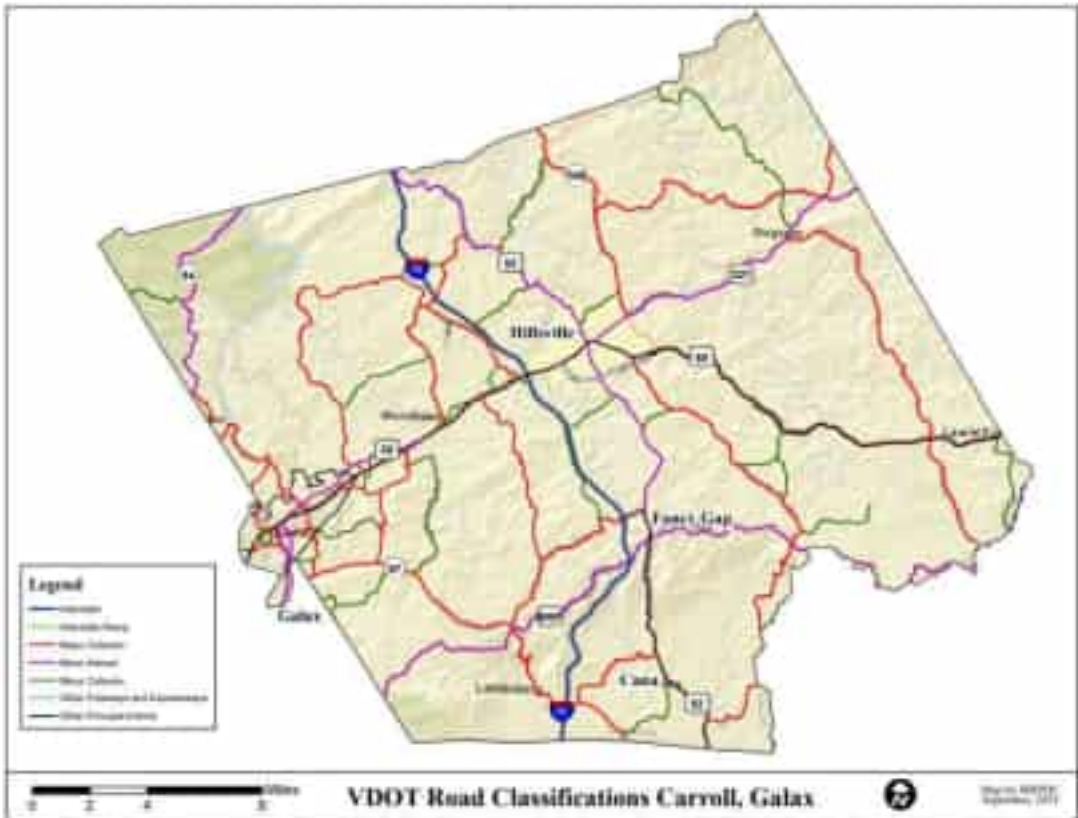
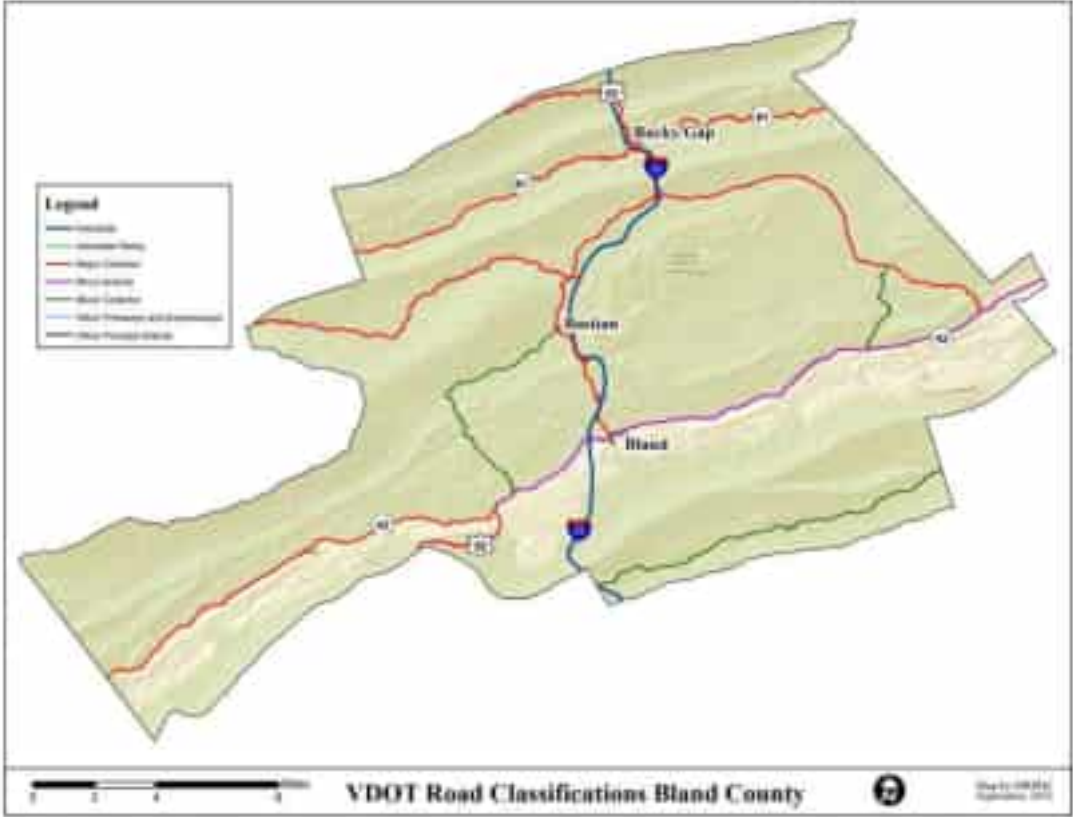
### Roadways

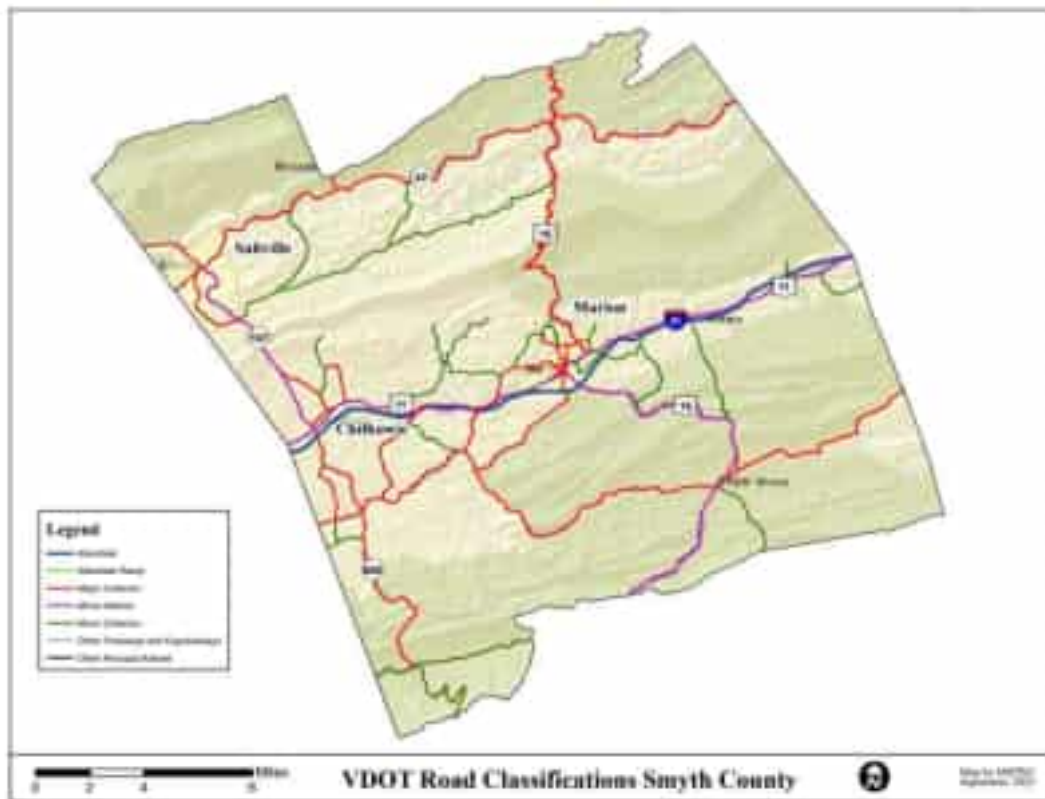
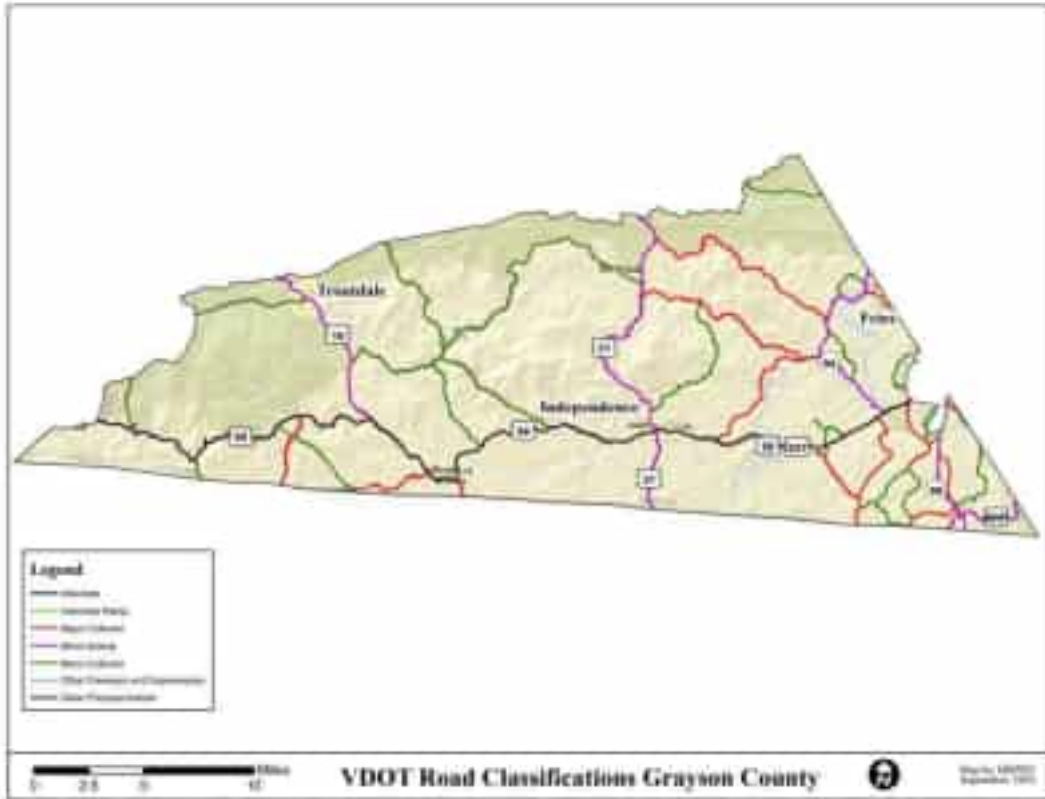
I-77 and I-81 both traverse the region. I-81 runs northeast to southwest through Smyth, Washington, and Wythe Counties and I-77 runs north-south through Bland, Carroll, and Wythe Counties. The transportation network is influenced by the ridges and valleys which generally travel northeast to southwest and by access to the interstates. Many of the primary arterials also follow the valleys such as US 11, US 58, US 221, VA 42, and VA 61. Corridors that provide connections to the north and south include US 19, US 21, US 52, Alternate US 58, VA 16, and VA 80.

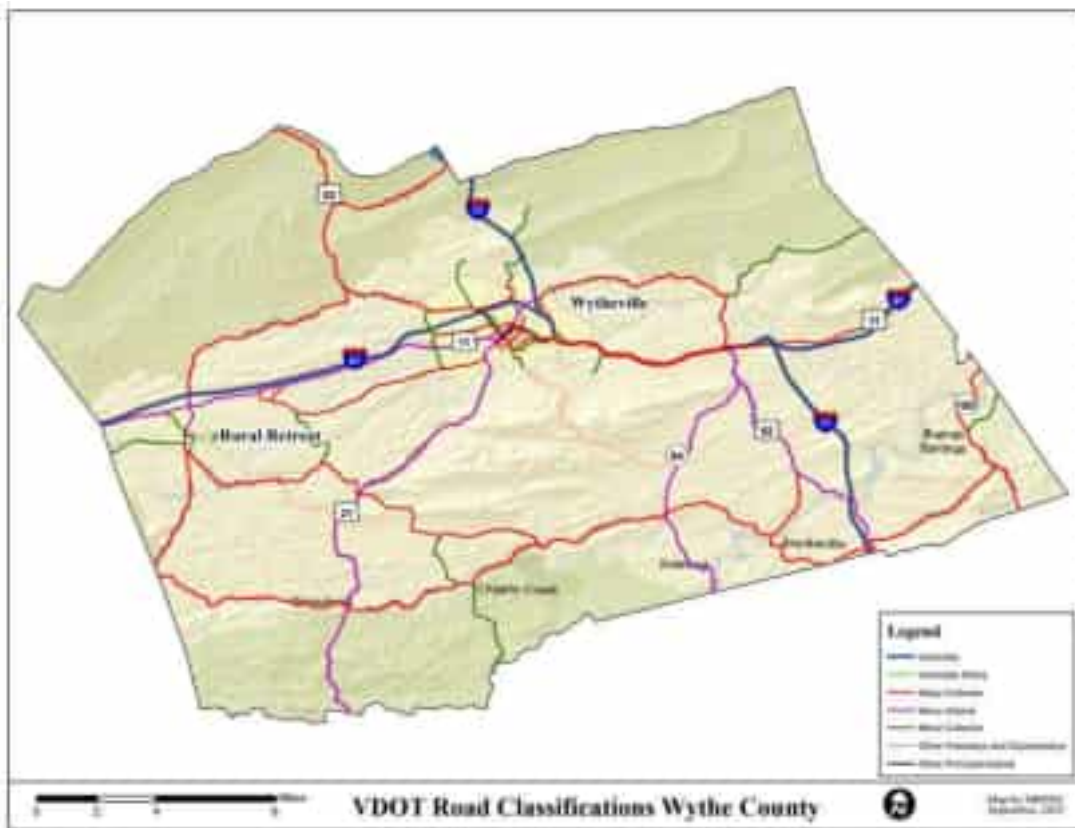
The transportation network is influenced by the ridges and valleys which generally travel northeast to southeast and by access to the interstates.

### Roadway Classifications

The Mount Rogers PDC Road network is classified by VDOT as principal or minor arterials, major or minor collectors, and other freeways, expressways, and local routes. Arterials are intended to emphasize mobility, the efficiency by which traffic can move. Collectors are intended to emphasize access, connecting different uses along the route. Functional classifications are used for the purpose of funding, designing, and determining statewide networks for the State Highway Needs.







## Public Transportation

The District Three Governmental Cooperative is a government agency owned and operated by the MRPDC member jurisdictions. It is the region's primary transit agency, as well as the Area Agency on Aging, and provides a myriad of services for residents. Mountain Lynx Transit fixed-route and demand-responsive services are currently available in Abingdon, Galax, Marion, and Wytheville, with flexible, fixed routes throughout the counties. The Mount Rogers Community Services Board Employment Services Division offers fixed-route and demand-responsive services to adults with disabilities. The City of Bristol also has a fixed-route transit service, which lies entirely within the MPO. All Bristol Transit buses depart and return from the Downtown Transfer Center on State Street. The buses operate five days a week and offer convenient, inexpensive transportation to locations across the city.

The Virginia Breeze Bus Lines is a transportation service that connects communities across the Commonwealth through four routes: the Valley Flyer, the Piedmont Express, the Capital Connector, and the Highlands Rhythm. These services are available to the general public and operate with limited stops between two or more urbanized areas. The service operates on a regular fixed route and coordinates with longer-route transit services. The Highland Rhythm route serves the PDC's jurisdiction with stops at the Exit 5 Park and Ride in Bristol, Virginia and the Rural King parking lot in Wytheville.

Additional Resources: [District Three Governmental Cooperative – Mountain Lynx Transit](#)

Mountain Lynx Interactive Maps: [Abingdon](#) – [Galax](#) – [Marion](#) – [Wytheville](#)

[Bristol Virginia Transit](#) – [Virginia Breeze: Highlands Rhythm Route](#)



### **Bicycle and Pedestrian Facilities**

The topography in the MRPDC is not as conducive as other parts of the state for recreational trails on gentle terrain used by casual bikers and pedestrians. However, the PDC currently does have a range of relatively easy trails, to more rugged trails for more advanced bicycle and pedestrian users, including the Appalachian Trail (pedestrian only); US Bike Route 76; Jefferson National Forest trail system; Grayson Highland State Park trails; New River Trail; Virginia Creeper Trail; Mendota Trail; Iron Mountain Trail; Chestnut Knob Trail; Wolf Creek Trail; Little Wolf Creek Trail; Hungry Mother State Park trail system; Salt Trail; and Bear Tree Recreation Area trails. The Comprehensive Plans of all six counties within the PDC include objectives to provide designated bicycle and pedestrian facilities. There are over 200 miles of existing bicycle and pedestrian facilities in the MRPDC.





### Airports

There are no commercial airports in the region. The nearest commercial airports are Roanoke Regional Airport and Tri-Cities Regional in Tennessee. There are three general aviation airports in the region: Mountain Empire Airport, jointly owned by Smyth and Wythe Counties and the Towns of Marion and Wytheville; Twin County Airport, jointly owned by Grayson and Carroll Counties and the City of Galax; and Virginia Highlands Airport in Abingdon.

There are no commercial airports in the region. The nearest commercial airports are Roanoke Regional Airport and Tri-Cities Regional in Tennessee.



### Goods Movement

The majority of goods movement in the region is by truck and utilizes I-77, I-81, US 21, US 52, US 58, and US 221. MRPDC and VDOT coordinated to provide data on freight generators and shippers in the region. I-81 is one of the primary corridors on the eastern seaboard, not only for passenger cars but also for truck freight. There is one primary rail line within the area, that parallels I-81. It currently only carries freight; there is no Amtrak service in the region. The rail line is owned by Norfolk Southern and is a part of the company's Crescent Corridor. This Corridor has two segments that generally parallel I-81 and US 29, respectively, through the state and carry intermodal trains, general cargo, and auto trains (DRPT, Virginia, 2008).



### Land Use

The land use in the MRPDC region is generally forested, pasture and cropland, and rural residential, with denser residential and commercial uses centered around I-81 and the existing cities and towns. The location and extent of land use and development throughout the region are reviewed as a part of traffic analysis. Changes in existing land use and geographic shifts of land use and development can have a long-term effect on traffic forecasts and demand on the transportation network. Land use in the region has been influenced primarily by the topography. Steep slopes in some areas have discouraged development in favor of stream beds and valleys where roads are located. Growth areas and activity centers are within the existing cities and towns and have not changed dramatically in recent years.

### Travel Demand Management

Travel demand management (TDM) holds the potential to enhance many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and van-pooling programs, expanded peak-hour public transit, commuter buses, and park-and-ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in mass transit ridership for commuters can sometimes be realized. In the MRPDC, this is generally true. There is a concentration of employment destinations in Bristol, Galax,

and the towns. There is the potential that some decreases in single-occupant vehicle trips could occur. When compared to the state average, Southwest Virginia has a large number of workers who travel outside their county of residence for employment. These workers are targets for travel demand management strategies already in place. Additional commuter-oriented pieces of the transportation network in the region include park-and-ride lots. There are eight VDOT-maintained park and ride lots within the MRPDC jurisdiction. There is no commuter or passenger rail service available in the region.

## **VDOT PROGRAMS AND FUNDING OPPORTUNITIES**

### **Smart Scale Program**

The SMART SCALE funding process evaluates statewide transportation applications based on congestion, safety, environmental quality, accessibility, and economic development. Funding for project prioritization comes from two main pathways: the construction District Grants Program and the High-Priority Projects Program. The District Grants Program is open only to localities and projects applying for these funds compete with other projects from the same construction district, while High-Priority Projects Program funds compete with projects from across the Commonwealth.

Applications are due in late Summer every other year for funds to be awarded the following year through inclusion in the Six-Year Improvement Plan as either a VDOT High Priority Project (Category # 1 and #2 below) or through the Construction District Grant Program (all categories below). SMART SCALE-funded projects fall into four (4) categories:

1. Corridor of Statewide Significance – key multimodal travel corridors that move people and goods within and through Virginia, serving primarily long-distance/interregional travel.
2. Regional Networks – multimodal networks that facilitate intraregional travel within highly urbanized areas.
3. Urban Development Areas (UDA) – areas where jurisdictions intend to concentrate future population growth and development consistent with the UDA definition in the Code of Virginia.
4. Transportation Safety Needs – statewide safety needs identified in the current VTrans Plan.

Smart Scale Round 2 – Bristol District (FY-2018)				
UPC	Description	Awarded Amount	Need	Organization
110798	US 11 at SR 16 Intersection Improvements	\$942,000.00	CoSS	Marion Town
110799	US 11 at Old Airport Rd. Intersection Improvements	\$3,279,000.00	CoSS	Bristol City
110797	Us 11 at Railroad Dr. Intersection Improvements	\$2,783,000.00	Safety	Smyth County
110795	I-81 Exit 35 (State Route 107) Interstate Modifications	\$2,516,000.00	Regional	Smyth County
110796	US 11 at SR 107 Intersection Improvements (with Radius)	\$3,042,000.00	CoSS	Smyth County
110794	US 11/19 at SR 140 (Jonesboro Rd.) Intersection Improvements	\$1,113,000.00	CoSS	Abingdon Town
110793	US 11 at US 19 Intersection Improvements	\$1,704,000.00	CoSS	Abingdon Town



Smart Scale Round 3 – Bristol District (FY-2020)				
UPC	Description	Awarded Amount	Need	Organization
115540	Progress Park Connector	\$12,85700.00	CoSS	Wythe County
115486	Lee Hwy. & Euclid Ave. Roundabout	\$2,825,000.00	CoSS	Bristol City
115481	Hillman Hwy. & Old Eleven Dr. Intersection Improvements	\$668,000.00	Safety	Abingdon Town
115484	Russell Rd. & Popular St. Intersection Improvements	\$765,000.00	CoSS	Abingdon Town
115480	SR 89 AT SR 613 Realignment	\$4,068,990.00	Safety	Grayson County
115470	US Route 52 Intersection Safety Enhancements	\$4,491,045.00	CoSS	Bland County
115485	US Route 11/ SR 660 Roundabout North	\$3,572,022.00	CoSS	Smyth County
115462	E. Stuart Drive Sidewalk Project – Phase II	\$2,013,000.00	CoSS	Galax City

Smart Scale Round 4 – Bristol District (FY-2022)				
UPC	Description	Awarded Amount	Need	Organization
116886	4th St. at Holston Rd. Turn Ln. Improvements	\$2,531,180.00	CoSS	Wytheville Town
116848	I-77 Northbound Truck Climbing Ln.	\$16,816,599.00	CoSS	Mount Rogers Planning District Commission
116927	US Route 11 at Rifton Dr.	\$782,026.00	CoSS	Smyth County
116926	US Route 11 / SR 660 Roundabout South	\$5,710,062.00	CoSS	Smyth County
116888	W. Monroe St. at US 11 Realignment	\$4,594,934.00	CoSS	Wytheville Town
116712	Thompson Dr. at Stanley St. Roundabout	\$5,246,993.00	Safety	Abingdon Town
116859	Widen US Route 11 Western Section	\$13,616,787.00	CoSS	Bristol City
1167161	Signal Modification Route 58 Food City Intersection	\$826,345.00	CoSS	Galax City

Smart Scale Round 5 – Mount Rogers PDC’s Jurisdiction (FY-2024)				
UPC	Description	Awarded Amount	Need	Organization
119173	Commonwealth Ave. & Euclid Ave. Intersection Improvements	\$4,285,117.00	CoSS/Regional	Bristol Metro. Planning Organization
119118	MLK Jr. Blvd., Birch St., and Moore St. Intersection Improvement	\$12,199,236.00	CoSS	Bristol City
119142	US 58 AT Delhart Rd. Turn Lane Improvements	\$5,787,181.00	Safety	Grayson County
119233	Cook Street Extension	\$33,742,122.00	CoSS/Regional	Town of Abingdon
119163	Route 19 Corridor & Intersection Improvements	\$11,133,168.00	Safety	Mount Rogers Planning District Commission
119264	US-11/US-58 Intersection & Corridor Improvements	\$26,774,808.00	CoSS/Regional	Washington County
119215	Carroll County High School Sidewalk Project	\$7,725,483.00	CoSS	Carroll County
119437	E. Stuart Drive Sidewalk Project – Phase I	\$7,090,704.00	Safety	Galax City

Smart Scale Round 6 – Mount Rogers PDC’s Jurisdiction (FY-2026)	
*Note: The following projects will be in the pre-application process when this plan is adopted. They will be submitted during Smart Scale Round 6 (August 2024). Mount Rogers PDC fully endorses and supports the referenced projects.	
Description	Organization
French Moore Blvd Extension	Town of Abingdon
US 11 (Main Street) Corridor Improvements	Town of Abingdon
Old Airport Road at Bonham Road Intersection Improvements	Bristol City
Bonham Road at Suncrest Drive Turn Lane Improvements	Bristol City
Route 89 at Mount Vale Road Right Turn Lane	Grayson County
Cummings Street at US 11 and Remsburg Drive Improvements	Town of Abingdon
North 4 <sup>th</sup> Street Pedestrian Improvements	Town of Wytheville
Route 75 at Green Springs Church Road Turn Lane Improvements	Washington County
US 11 at Route 91 Intersection Improvements	Washington County
Carrollton Pike (Rt. 58) at Coulson Church Road (Rt. 620) RCUT	Carroll County
Main Street ADA Intersections	Galax City
East Stuart Drive Sidewalk Project Phase III	Galax City
Route 100 and Route 221 Intersection Improvements	Carroll County

Additional Resources: [Smart Scale](#)

**VTRANS Needs Identification**

VTrans is Virginia’s multimodal surface transportation plan. The plan is prepared for the Commonwealth Transportation Board by the Office of Intermodal Planning and Investment (OIP). VTrans conducts a comprehensive assessment of transportation needs and long-term risks and opportunities to guide Virginia’s transportation future. VTrans has the following four major components.

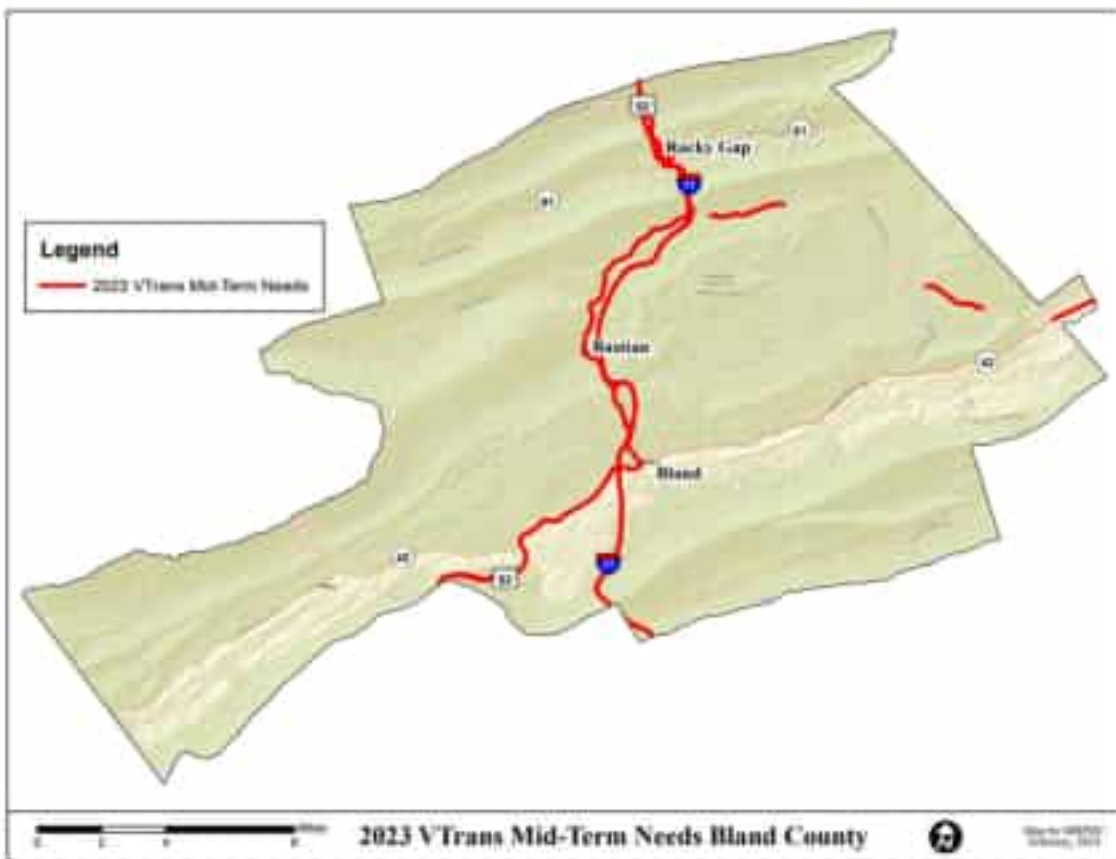
1. The first critical piece is [CTB’s vision, goals, and objectives](#). These goals and objectives inform the identification and prioritization of transportation needs.
2. CTB has established a policy to identify and prioritize transportation needs, known as Mid-term Needs. The identified Mid-term Needs are used to screen funding applications for the SMART SCALE program and prioritize funding requests received for VDOT’s Revenue Sharing Program. The CTB has also established [prioritized locations](#) based on the identified Mid-term Needs. OIP,

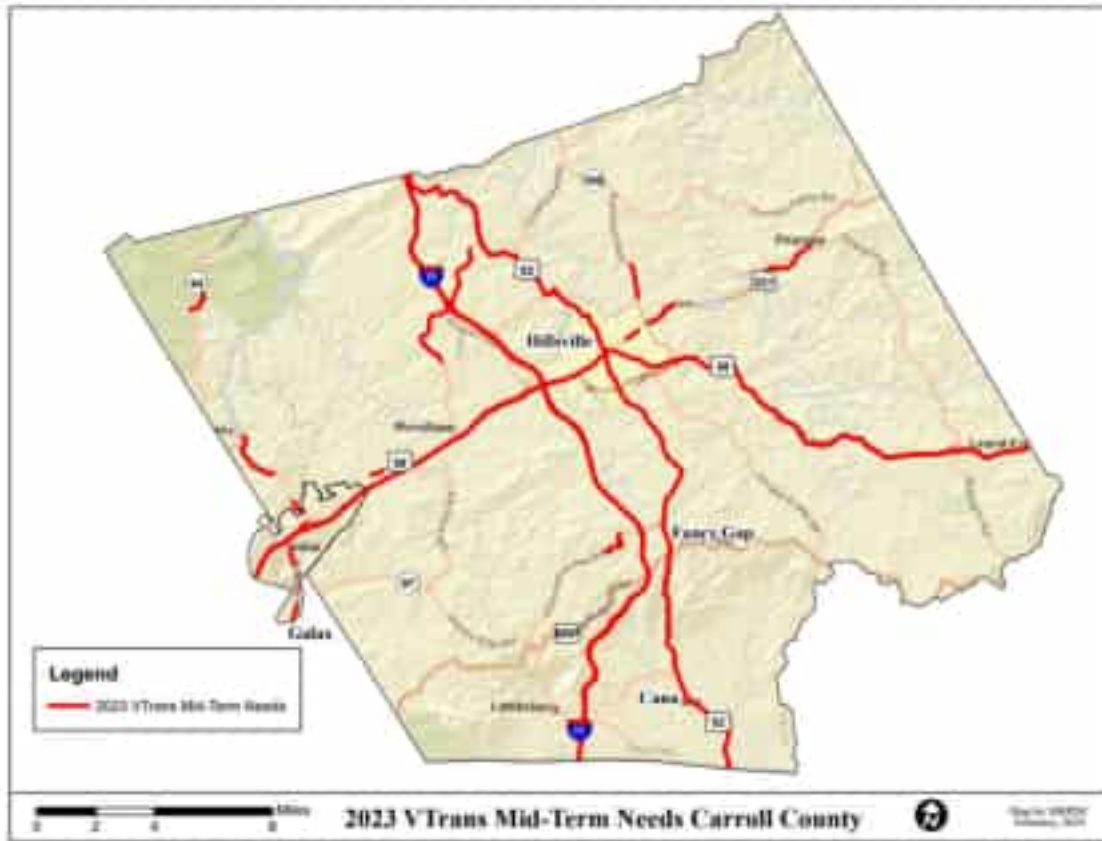
VDOT, and DRPT, in collaboration with local and regional partners, develop solutions for Priority 1 and 2 locations.

3. The CTB has also established a policy to develop and monitor a [Long-term Risk & Opportunity Register](#) which identifies uncertainties facing the transportation system into the future based on a trends analysis.
4. The fourth component is a set of [strategic actions](#) that are adopted by the CTB and guide OIPI, VDOT, and DRPT's business plans. The identified actions are monitored by OIPI.

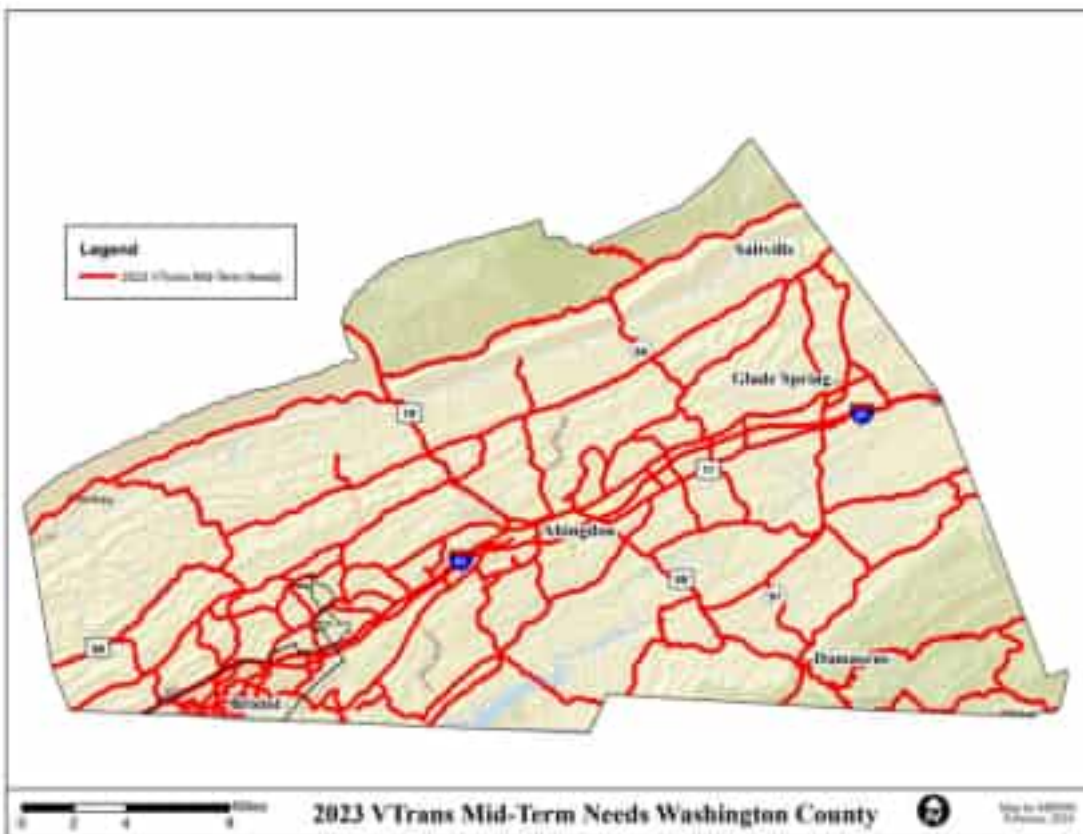
Additional Resources: [VTrans – Interactive Map Explorer](#)

**Legend: 2023 VTrans Mid-Term Needs**











### Project Screening

A project application for funds from the High Priority Project Program or the District Grant Program must meet an identified need in VTRANS, the commonwealth’s long-range transportation plan. The regional or local government must identify its top regional/local priorities. If a project meets an identified need, then the regional or local government must provide a resolution of support and supporting information for the SMARTSCALE application.

SMART SCALE-funded projects are scored and awarded funds based on their impact on the following evaluation criteria/measures:

1. Safety
2. Congestion Mitigation
3. Accessibility
4. Environmental Quality
5. Economic Development

## Urban Development Area

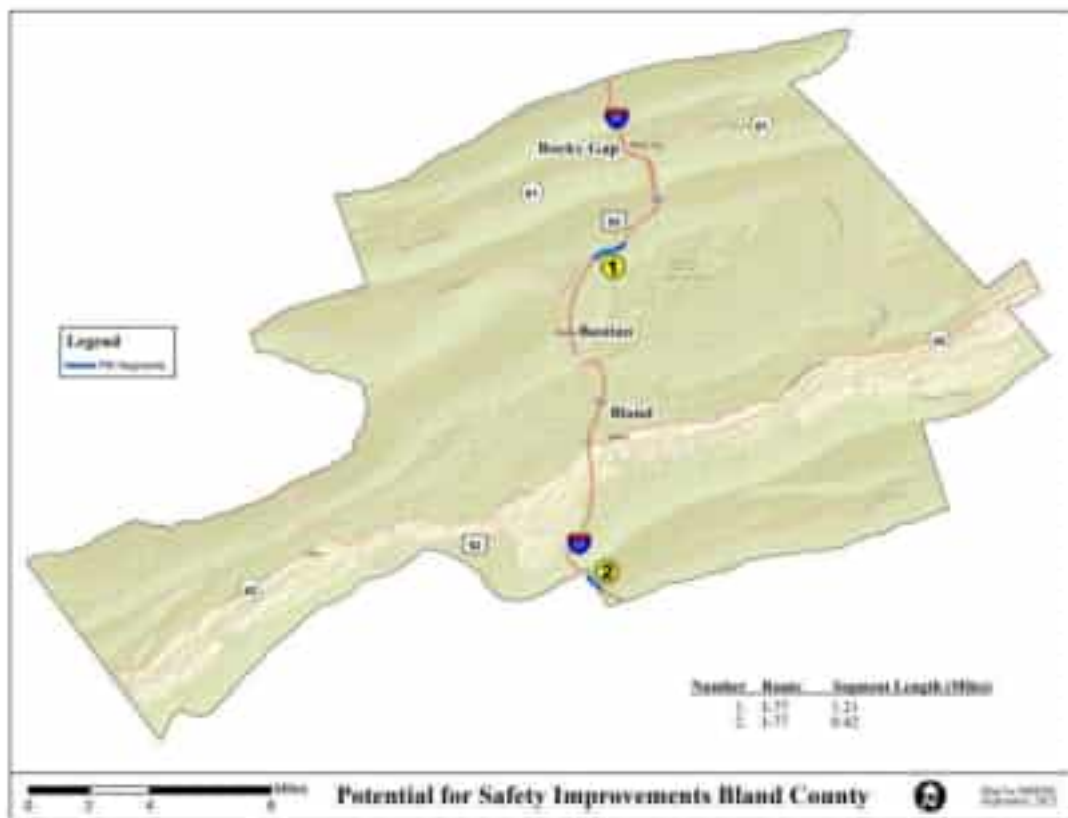
Urban Development Areas (“UDA”) are voluntary designations made by Virginia localities that are suitable for higher density development due to proximity of transportation, public utilities, and infrastructure. To designate a UDA, the local governing body shall adopt a comprehensive plan that identifies locally designated growth areas that are consistent with the intent of Code of Virginia § 15.2-2223.1. These designated areas should incorporate principles of traditional neighborhood design, including mixed-use development, pedestrian friendly designs, connected streets, and reduced setbacks. UDAs promote transportation-efficient land use patterns to help reduce the impact of growth on the state’s transportation network. The City of Galax adopted a UDA in August of 2024. This is the only existing UDA within the Mount Rogers Planning District Commission jurisdiction.

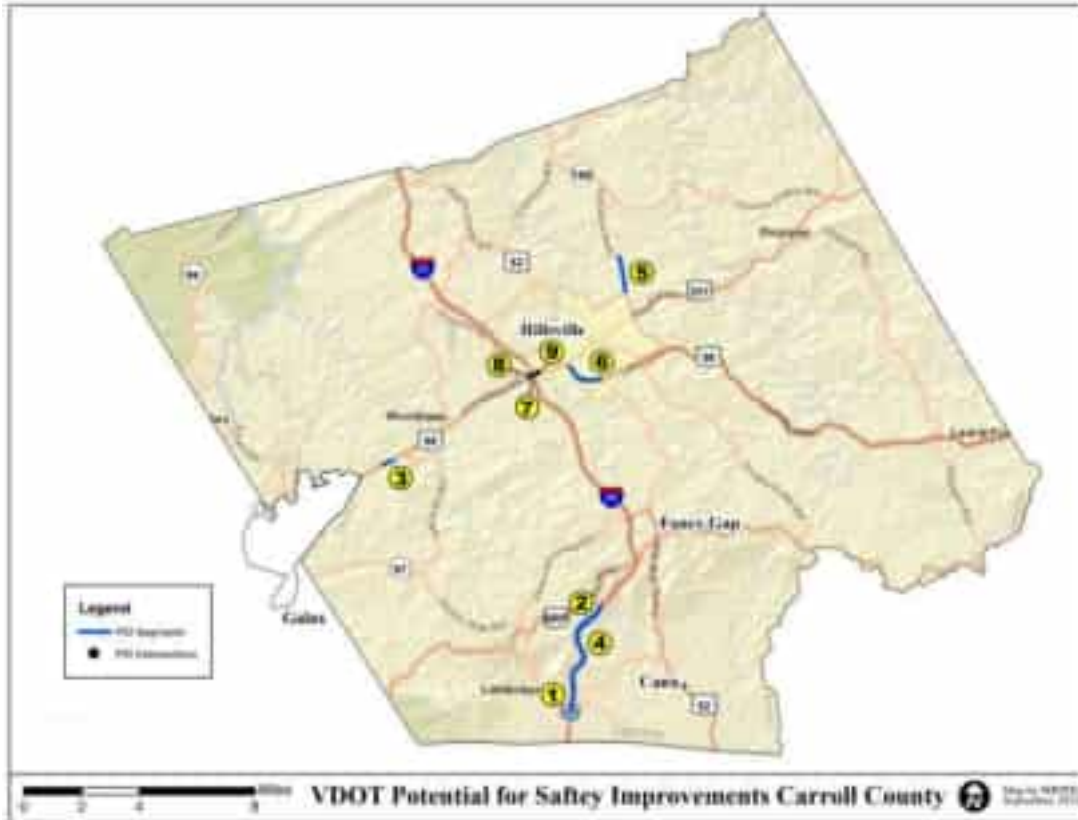
### City of Galax - Urban Development Area Boundaries



### Potential for Safety Improvements (PSI)

Using the latest Highway Safety Manual (HSM) methods, VDOT conducts a roadway network screening process to identify intersections and segments with Potential for Safety Improvement (PSI). The results of this screening are used in the SMART SCALE project evaluation process. These identified locations can serve as a useful resource for localities as they prepare and develop future project submittals for funding. PSI is a relatively new highway safety method that compares the average “predicted” number of crashes to the observed or “expected” number of crashes on a roadway segment or at an intersection on an annual basis. VDOT uses the annual PSI scoring over multiple years to identify the greatest roadway safety needs in each district. These locations are defined as having a VTrans Safety Need with above average crashes.



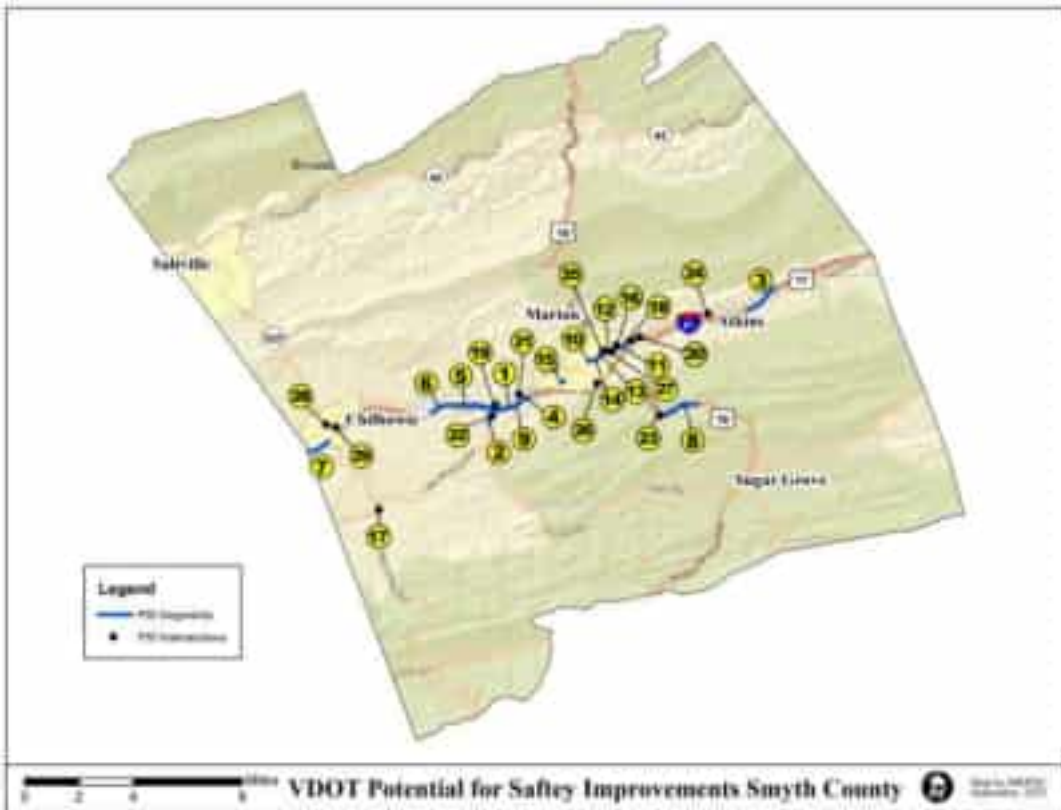
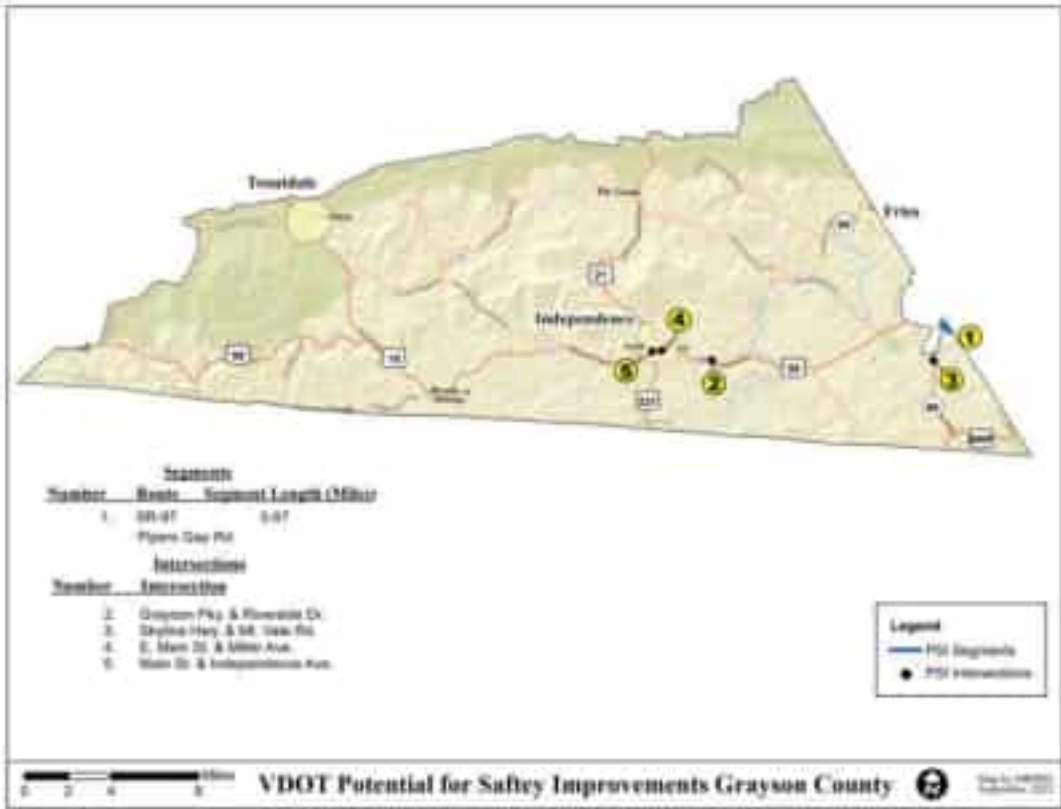


## Carroll County Safety Improvements

<b>Segments</b>		
	Route	Length (Miles)
1.	I-77	1.46
2.	I-77	1.10
3.	US-58	0.50
4.	I-77	2.24
5.	SR-100	1.22
6.	US-58	1.28

<b>Intersections</b>
7. I-77 Ramp & Carrollton Pike
8. I-77 Ramp & Carrollton Pike
9. Carrollton Pike & Old Galax Pike

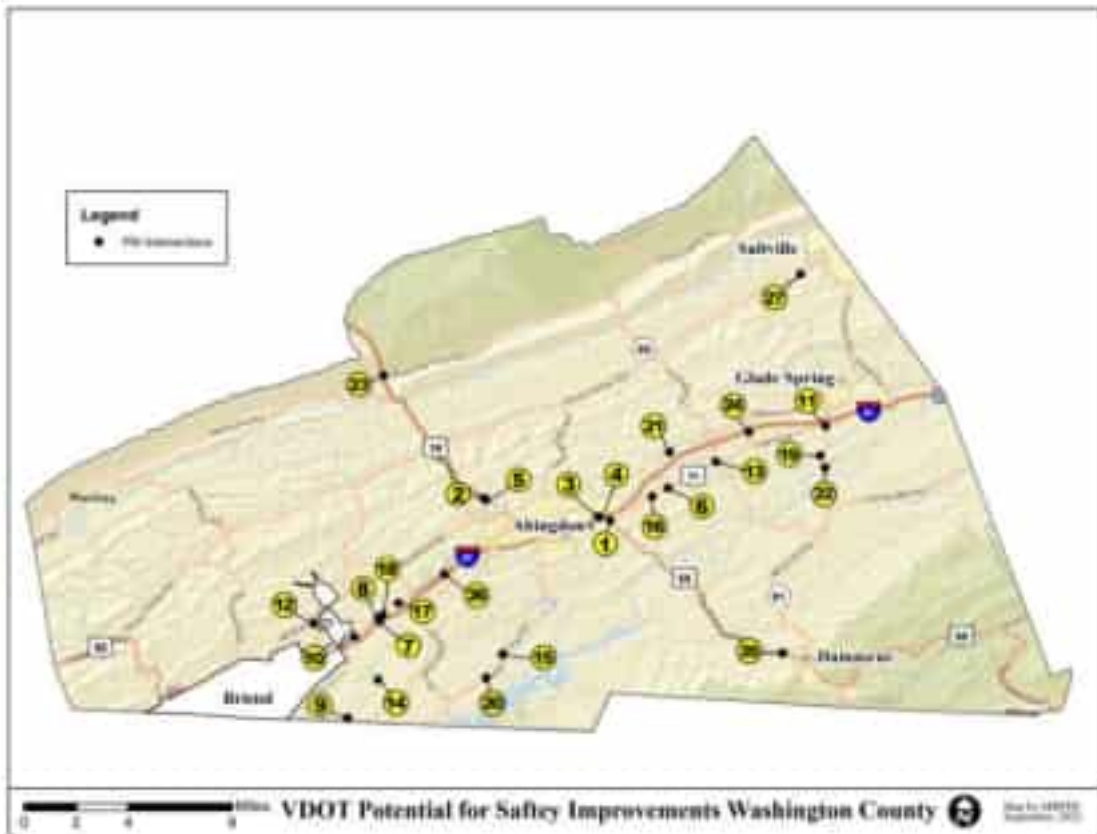
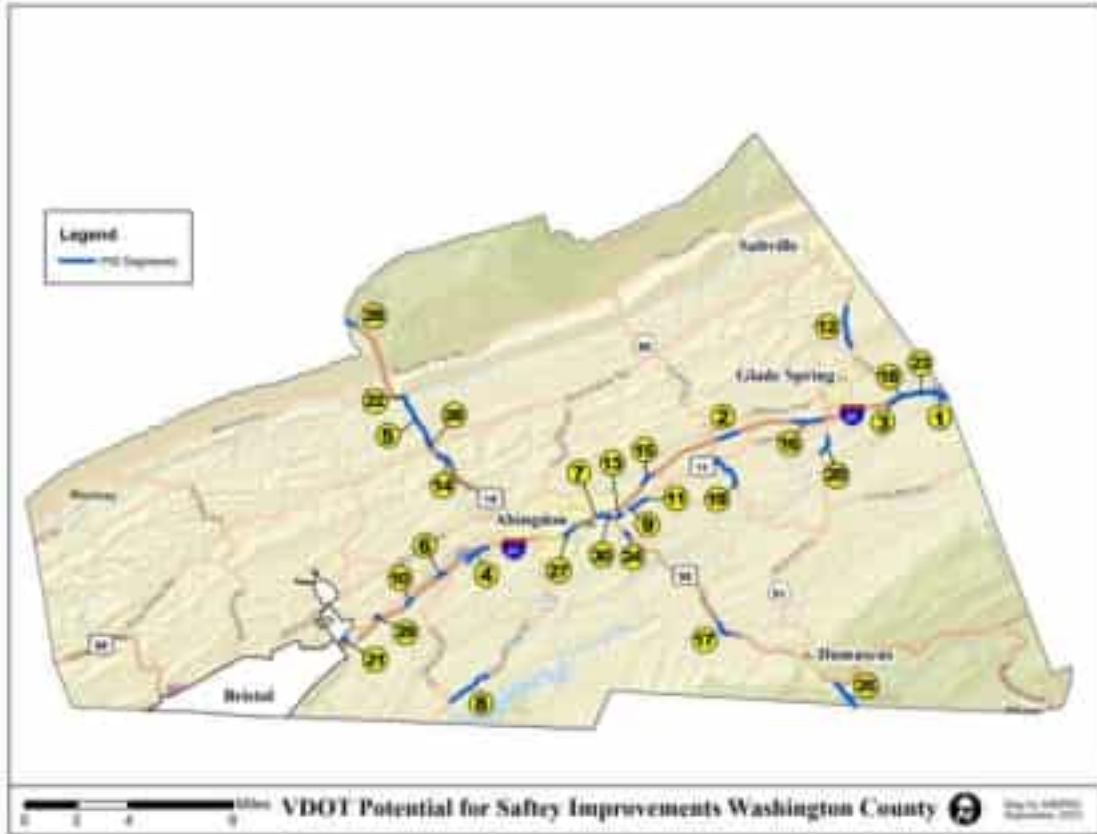




## Smyth County Safety Improvements

<b>Segments</b>			<b>Intersections</b>
	Route	Length (Miles)	
1.	I-81	1.74	16. N. Main St. & Wassona Dr.
2.	SC-660	0.56	17. Whitetop Rd & Loves Mill Rd.
3.	I-81	1.29	18. N. Main St. & Rifton Dr.
4.	I-81	0.32	19. Lee Hwy & Browns Subdivision Rd.
5.	I-81	1.74	20. Lee Hwy & I-81 Exit Ramp.
6.	I-81	1.74	21. Lee Hwy. & Railroad Dr.
7.	I-81	0.94	22. Lee Hwy. & Adwolf Rd.
8.	SR-16	1.52	23. Hwy. 16 & Currin Valley Rd.
9.	I-81	0.67	24. Lee Hwy. & Nicks Creek Rd.
10.	US-11	0.17	25. N. Main St. & Park Blvd.
11.	US-11	0.41	26. S. Commerce St. & I-81 Exit Ramp.
12.	US-11	0.20	27. N. Main St. & Keller Ln.
13.	US-11	0.24	28. Hwy. 107 & Old Stage Rd.
14.	US-11	0.18	29. Lee Hwy. & First St.
15.	US-11	0.16	





## Washington County Safety Improvements

<b>Segments</b>			<b>Intersections</b>
	Route	Length (Miles)	
1.	I-81	2.04	1. Jeb Stuart Hwy. & Lee Hwy
2.	I-81	0.79	2. Porterfield Hwy & Chantilly Way
3.	I-81	0.27	3. Lee Hwy & Empire Rd.
4.	I-81	0.93	4. I-81 Exit Ramp & Lee Hwy
5.	US-19	1.00	5. Porterfield Hwy & Elementary Dr.
6.	US-11	0.35	6. Lee Hwy. & Enterprise Rd.
7.	I-81	0.12	7. I-81 Ramp & F-310
8.	SR-75	1.71	8. Lee Hwy & F-310
9.	US-11	0.44	9. Old Jonesboro Rd. & Junction Dr.
10.	I-81	0.31	10. Lee Hwy. & Old Dominion Rd.
11.	US-11	0.27	11. Lee Hwy. & Monroe Rd.
12.	SR-91	1.50	12. Clear Creek Rd & Wallace Pike
13.	US-11	0.28	13. Lee Hwy. & Cedar Creek Rd.
14.	US-19	0.68	14. Old Jonesboro Rd. & Mock Knob Rd.
15.	I-81	0.45	15. Green Spring Rd. & Green Springs Church Rd.
16.	I-81	1.13	16. Lee Hwy. & Watauga Rd.
17.	US-58	0.68	17. Lee Hwy. & Industrial Park Rd.
18.	I-81	0.48	18. Lee Hwy. & Bordwine Rd.
19.	SC-803	1.55	19. Rt. 91 & Ramblewood Rd.
20.	SR-91	0.75	20. Green Spring Rd. & Bowman Rd.
21.	US-11	0.23	21. Hillman Hwy & Stonybrook Rd.
22.	US-19	0.67	22. Rt. 91 & Dubusk Mill Rd.

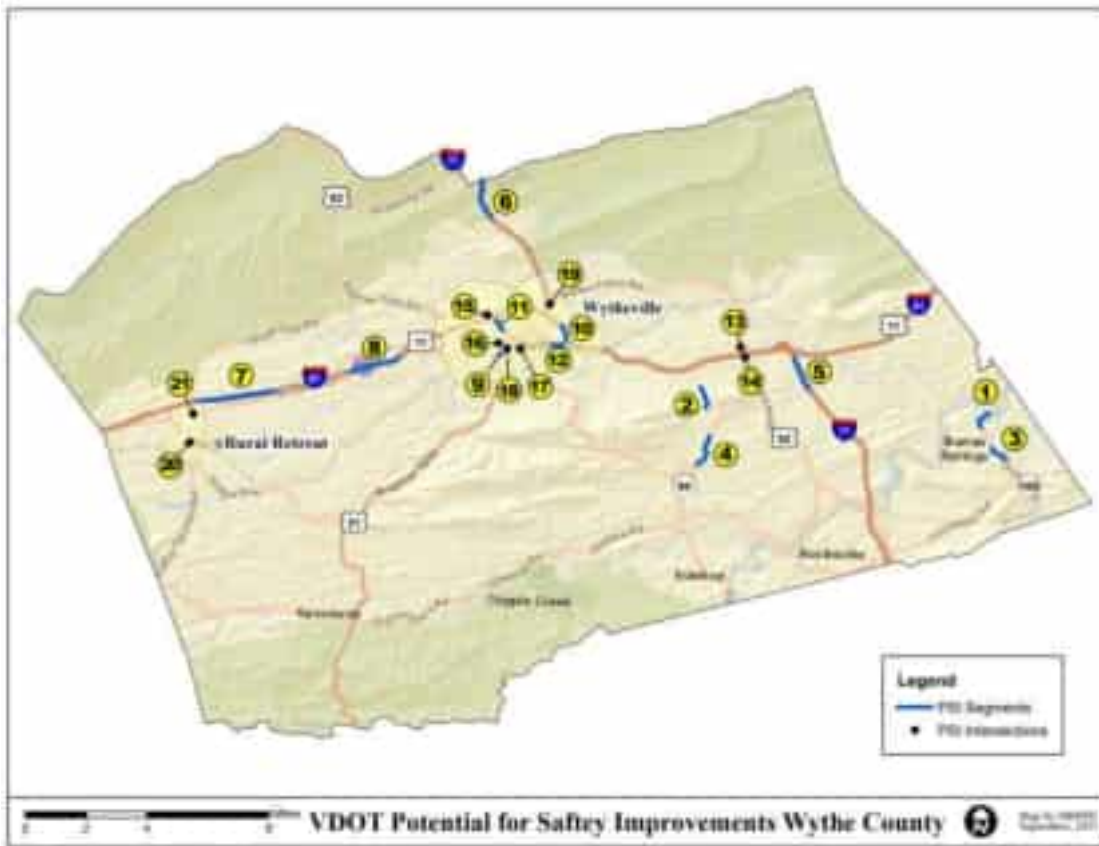
## Washington County Safety Improvements

### Segments

	Route	Length (Miles)
23.	I-81	1.46
24.	US-58	0.23
25.	SR-91	1.42
26.	US-19	0.59
27.	I-81	0.47
28.	US-19	0.37
29.	US-11	0.19
30.	US-11	0.30

### Intersections

- 23. Porterfield Hwy. & Brumley Gap Rd.
- 24. I-81 Ramp & College Dr.
- 25. Jeb Stuart Hwy. & Hollyfield Rd.
- 26. Lee Hwy. & Gent Pl.
- 27. Old Saltworks Rd. & Old Mill Rd.



## Wythe County Safety Improvements

Segments			Intersections
	Route	Length (Miles)	
1.	SR-100	0.69	13. I-81 & Max Meadows Rd.
2.	SC-634	0.76	14. I-81 & Fort Chiswell Rd.
3.	SR-100	0.59	15. N. 4th St & Holston Rd.
4.	SR-94	1.14	16. Lee Hwy & W. Pine St.
5.	I-77	1.07	17. S. 4th St. & Union St.
6.	I-77	1.31	18. Lee Hwy. & S. 12th St.
7.	I-81	2.49	19. Peppers Ferry Rd. & Nye Rd.
8.	I-81	1.63	20. N. Main St. & Buck Ave.
9.	US-21	0.15	21. Lee Hwy. & Main St.
10.	I-81	0.55	
11.	US-21	0.40	
12.	US-11	0.39	

### Highway Safety Improvement Program (“HSIP”)

The Virginia Highway Safety Improvement Program (VHSIP) is guided by the Strategic Highway Safety Plan and receives federal and state safety funding to implement safety improvements across the roadway network in Virginia. The VHSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on safety performance. VDOT advances highway safety improvement projects that have the greatest potential to reduce the State’s roadway fatalities and serious injuries. This program is dedicated to project identification and delivery. The resources below contain information on current safety initiatives, tools, and resources.

Additional Resources: [Virginia Highway Safety Improvement Program \(VHSIP\) – Implementation Manual](#)

## Six-Year Improvement Program (“SYIP”)

The Commonwealth Transportation Board (CTB) allocates public funds to transportation projects over six fiscal years, comprising the Six-Year Improvement Program (SYIP). Projects include improvements to the interstate, primary, secondary, and urban highway systems, public transit, ports, airports, and other programs. The CTB updates the SYIP each fiscal year. As revenue estimates are updated, new priorities are identified, and existing projects advance. Every fall, public meetings are held across the state on project priorities and the SYIP. Public input is taken into consideration as the next update of the SYIP is drafted and presented to the CTB in the spring. Public meetings are held on the draft SYIP and the CTB adopts the final program in June. Projects that are currently in the Six-Year Improvement Program are:

Additional Resources: [VDOT Six-Year Improvement Program](#)

BLAND COUNTY					
UPC	Description	Route	District	Road System	Estimate
112730	ROCKY GAP GREENWAY – PHASE 2 & 3 TRANSPORTATION ALTERNATIVES	61	Bristol	Enhancement	\$1,181
105380	CORR CONGEST IMPROV BWMT TUNNEL LANE CONTROL IMPROVEMENT	77	Bristol	Interstate	\$368
105381	CORR CONGEST IMPROV ERMT TUNNEL LANE CONTROL MANAGEMENT	77	Bristol	Interstate	\$588
117110	#SGR21VB (FED ID 3017) BRID REPL/I77 OVER RTE. 606	77	Bristol	Interstate	\$15,932
120267	#SS – BWMT STANDPIPE AND FIXED FIRE SUPPRESSION	77	Bristol	Interstate	\$22,011
120268	#SS – BWMT STRUCTURAL REPAIRS – CONC. AND STEEL COMPONENTS	77	Bristol	Interstate	\$2,620
120269	#SS – BWMT MAJOR FAN REHAB. / REPAIR / REPLACEMENT	77	Bristol	Interstate	\$9,879
120270	#SS – BWMT EMER. VENT. IMPROVEMENTS PHASE 1	77	Bristol	Interstate	\$11,355
120271	#SS – ERMT EMER. VENT. IMPROVEMENTS PHASE 1	77	Bristol	Interstate	\$11,895
120272	#SS – ERMT MAJOR FAN REHAB. / REPAIR / REPLACEMENT	77	Bristol	Interstate	\$11,589
120273	#SS – ERMT STRUCTURAL REPAIRS – CONC. AND STEEL COMPONENTS	77	Bristol	Interstate	\$626
120274	#SS – ERMT STANDPIPE AND FIXED FIRE SUPPRESSION	77	Bristol	Interstate	\$25,436
120275	#SS – ERMT MOVEABLE EXHAUST CANOPIES	77	Bristol	Interstate	\$1,150
120276	#SS – BWMT MOVEABLE EXHAUST CANOPIES	77	Bristol	Interstate	\$1,150
120656	#SS – BWMT SCADA BUILDING INFORMATION MODEL (BIM)	77	Bristol	Interstate	\$320
120657	#SS – ERMT SS PROJECT EQUIPMENT AND MATERIAL STORAGE AREA	77	Bristol	Interstate	\$312
120658	#SS – ERMT CCTV REPLACEMENT – OBSOLETE ANALOG CAMERAS	77	Bristol	Interstate	\$156
120672	#SS – ERMT SCADA BUILDING INFORMATION MODEL (BIM)	77	Bristol	Interstate	\$324
120682	#SS – BWMT SS PROJECT EQUIPMENT AND MATERIAL STORAGE AREA	77	Bristol	Interstate	\$358
120691	#SS – BWMT SUPERVISORY CONTROL AND DATA ACQUISITION	77	Bristol	Interstate	\$3,500
120692	#SS – ERMT SUPERVISORY CONTROL AND DATA ACQUISITION	77	Bristol	Interstate	\$3,500

121025	#SS – ERMT STRENGTHEN FAN MONORAIL BEAMS	77	Bristol	Interstate	\$320
121143	#SS – ERMT LIGHTING CIRCUIT REPAIR – NE QUADRANT	77	Bristol	Interstate	\$3,679
121346	#SS – ERMT DRAINAGE REPAIRS	77	Bristol	Interstate	\$424
121347	#SS – BWMT EMER. VENT. IMPROVEMENTS PHASE 2	77	Bristol	Interstate	\$10,041
121348	#SS – BWMT SWITCHGEAR AND POWER DISTRIBUTION REPLACEMENT	77	Bristol	Interstate	\$19,491
121430	#SS – ERMT SWITCHGEAR AND POWER DISTRIBUTION REPLACEMENT	77	Bristol	Interstate	\$22,116
115470	#SMART20-US RTE 52 INT SAFETY ENHANCEMENTS (APP ID#3617)	52	Bristol	Primary	\$6,686
123741	RTE. 603 – SMITH HOLLOW ROAD – RURAL RUSTIC	603	Bristol	Secondary	\$54
123745	RTE. 616 – SANDY HOLLOW DRIVE – RURAL RUSTIC	616	Bristol	Secondary	\$81
123748	RTE. 639 – GRANDDADDY DRIVE – RURAL RUSTIC	639	Bristol	Secondary	\$108
115611	RECONSTRUCT NON-HARD SURFACE ROAD	640	Bristol	Secondary	\$710
123744	RTE. 642 – HICKSVILLE ROAD – RURAL RUSTIC	642	Bristol	Secondary	\$190
123746	RTE. 647 – WILLOW SPRING DRIVE – RURAL RUSTIC	647	Bristol	Secondary	\$81
123743	RTE. 652 – FERNWOOD DRIVE – RURAL RUSTIC	652	Bristol	Secondary	\$27
123742	RTE. 663 – DANGERFIELD DRIVE – RURAL RUSTIC	663	Bristol	Secondary	\$54
99668	COUNTYWIDE RURAL ADDITIONS	4003	Bristol	Secondary	\$250

CARROLL COUNTY					
UPC	Description	Route	District	Road System	Estimate
120998	#BF – SALEM YEAR 4- BRIDGE REHAB CONTRACT (D)	77	Salem	Interstate	\$10,415
T27879	#SMART24 – CARROLL COUNTY HIGH SCHOOL SIDEWALK PROJECT	58	Salem	Primary	\$7,725
17533	RTE 58 – CORRIDOR DEVELOPMENT PROG – 4 LANES (LAUREL FORK)	58	Salem	Primary	\$6,935
17534	RTE 58 – CORRIDOR DEVELOPMENT PROG – 4 LANES (CROOKED OAK)	58	Salem	Primary	\$495,000
17535	RTE 58 – HILLSVILLE BYPASS-CORRIDOR DEV PROG-4 LANES	58	Salem	Primary	\$106,567
101004	#SGR18VB RTE 58 WBL BRIDGE RPLCMNT OVER CROOKED CR	58	Salem	Primary	\$3,684
118860	#SGR22VP FY22 PLANT MIX CARROLL CO. PRIMARIES	9999	Salem	Primary	\$1,901
111015	ROUTE 620 – SAFETY IMPROVEMENTS	620	Salem	Secondary	\$1,057
18107	RTE 669 – RECONSTRUCTION	690	Salem	Secondary	\$19,200
122038	FY22 CARROLL COUNTY SIGHT DISTANCE SAFETY PROJECT	764	Salem	Secondary	\$255
117016	#SGR21VB – RTE 764 OVER GREASY CR (STR. 4762)-SUPER REPLACE	881	Salem	Secondary	\$3,203
117009	#SGR22VB – RTE 881 OVER LITTLE REED ISLD (STR 4780)-BR REPL	4005	Salem	Secondary	\$11,305
100172	COUNTYWIDE ENGINEERING & SURVEY	4006	Salem	Secondary	\$250
100284	COUNTYWIDE FERTILIZATION & SEEDING	4007	Salem	Secondary	\$250
100070	COUNTYWIDE TRAFFIC SERVICES	9999	Salem	Secondary	\$250
T25346	FY27 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$655
T25345	FY26 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$655
T25344	FY25 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$529

116582	FY21 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$670
118621	FY22 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$952
121260	FY23 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$1,076
123110	FY24 CARROLL COUNTY RURAL RUSTIC ROAD PROJECTS	9999	Salem	Secondary	\$1,385

CITY OF GALAX					
UPC	Description	Route	District	Road System	Estimate
113354	MCARTHUR ST. SIDEWALK	0	Salem	Enhancement	\$954
122098	WEST STUART DR SIDEWALK – GALAX	0	Salem	Enhancement	\$369
T27839	#SMART24 – E. STUART DRIVE SIDEWALK PROJECT – PHASE 1	58	Salem	Primary	\$7,091
115462	#SMART20 – E. STUART DRIVE SIDEWALK PROJECT – PHASE II	58	Salem	Primary	\$2,405
119448	#SMART22 – SIGNAL MODIFICATION RTE 58 FOOD CITY INTERSECTION	58	Salem	Primary	\$826
117172	MAIN AND CALHOUN STREETS STORMWATER DRAINAGE – GALAX	0	Salem	Urban	\$1,839
122000	OLDTOWN ST STORMWATER – GALAX	0	Salem	Urban	\$5,589
119912	#SGR22LP – E STUART DR – GALAX	58	Salem	Urban	\$455
108898	#HB2.FY17 CRANBERRY ROAD IMPROVEMENTS	4060	Salem	Urban	\$2,274
113319	DOWNTOWN MAIN STREET PEDESTRIAN IMPROVEMENTS – CITY OF GALAX	9999	Salem	Urban	\$737

GRAYSON COUNTY					
UPC	Description	Route	District	Road System	Estimate
112602	GRAYSON COUNTY TRAIL PHASE III	9999	Bristol	Enhancement	\$589
121210	#SGR23VB (FED ID 8730) RTE 58 HIGHLANDS PKWY CABIN CREEK	58	Bristol	Primary	\$4,706
123664	#SMART24 – RTE. 58 AT DELHART RD. TURN LANE IMPROVEMENTS	58	Bristol	Primary	\$5,787
115480	#SMART20-SR 89 AT SR 613 REALIGNMENT (APP ID# 3704)	89	Bristol	Primary	\$5,335
111474	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	603	Bristol	Secondary	\$220
118326	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	615	Bristol	Secondary	\$275
113605	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	625	Bristol	Secondary	\$248
119057	ROUTE 626 – LITTLE RIVER ROAD – BLADE, DITCH, SURFACE TREAT	626	Bristol	Secondary	\$385
109179	RTE. 629 – RECONSTRUCT AND SURFACE-TREAT	629	Bristol	Secondary	\$450
118328	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	632	Bristol	Secondary	\$468
119056	ROUTE 632 – COLD SPRINGS ROAD – BLADE, DITCH, SURFACE TREAT	632	Bristol	Secondary	\$358
T28491	ROUTE 634 – LONGVIEW ROAD – RURAL RUSTIC	634	Bristol	Secondary	\$327
111453	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	634	Bristol	Secondary	\$110
113603	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	636	Bristol	Secondary	\$468
123740	ROUTE 645 – MOORETOWN LANE – RURAL RUSTIC	645	Bristol	Secondary	\$164
111473	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	665	Bristol	Secondary	\$110



118329	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	701	Bristol	Secondary	\$83
109180	RTE. 708 – RECONSTRUCT AND SURFACE-TREAT	708	Bristol	Secondary	\$495
115603	RTE. 713 – RECONSTRUCT & SURFACE TREAT NON-HARD SURFACE ROAD	713	Bristol	Secondary	\$329
115602	RTE. 715 – RECONSTRUCT NON-HARD SURFACE ROAD	715	Bristol	Secondary	\$358
120693	FLAP – WHITETOP TRAIL CROSSING AT INTERSECTION	726	Bristol	Secondary	\$1,273
113604	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	730	Bristol	Secondary	\$248
119058	ROUTE 740 – LOW GAP ROAD – BLADE, DITCH, SURFACE TREAT	740	Bristol	Secondary	\$275
111472	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	787	Bristol	Secondary	\$83
111454	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	915	Bristol	Secondary	\$55

SMYTH COUNTY					
UPC	Description	Route	District	Road System	Estimate
97555	I-81 BRIDGE PROJECT ROUTE 11 PE ONLY #17478 PE CN #17480	81	Bristol	Interstate	\$16,821
107117	#SGR17VB – I-81 STRUCTURES 17470 & 17472 OVER RT 686	81	Bristol	Interstate	\$15,265
111265	#SGR18VB – I-81 NBL SMYTH CO VA #2034 FEDERAL STRUCT #17478	81	Bristol	Interstate	\$16,240
116157	#I81CIP NB MM 39.5 ADD TRUCK CLIMBING LANE (ID #4)	81	Bristol	Interstate	\$10,921
116158	#I81CIP SB MM 47.4 EXTEND ACCEL LANE (ID #16)	81	Bristol	Interstate	\$1,936
116159	#I81CIP NB MM 38.9 EXTEND DECEL LANE (ID #5)	81	Bristol	Interstate	\$1,000
116161	#I81CIP NB MM 48.1 EXTEND ACCEL LANE (ID #7)	81	Bristol	Interstate	\$9,876
116167	#I81CIP SB MM 42.8 EXTEND ACCEL LANE (ID #17)	81	Bristol	Interstate	\$1,696
116169	#I81CIP SB MM 54.1 EXTEND RAMP TO REST AREA (ID #15)	81	Bristol	Interstate	\$2,821
116173	#I81CIP SB MM 38.7 EPOXY OVERLAY & ANIMAL FENCE (ID #20)	81	Bristol	Interstate	\$1,475
116174	#I81CIP MM 39.4 EXTEND DECEL LANE (ID #19)	81	Bristol	Interstate	\$810
121139	#SGR23VB (FED IDS 17426 17427 I-81 MM 34.9 MID FORK HOLSTON	81	Bristol	Interstate	\$30,467
110796	#SMART18 – US 11 AT SR 107 INT. IMPR. W/RADIUS	11	Bristol	Primary	\$2,955
110797	#SMART18 – US 11 AT RAILROAD DRIVE INTER. IMPROVEMENT	11	Bristol	Primary	\$2,397
115485	#SMART20-US ROUTE 11 / SR 660 ROUNDABOUT NORTH (APP ID#3804)	11	Bristol	Primary	\$4,329
119429	#SMART22 – US ROUTE 11 / SR 660 ROUNDABOUT SOUTH	11	Bristol	Primary	\$6,519
119444	#SMART22 – US ROUTE 11 AT RIFTON DRIVE	11	Bristol	Primary	\$837
110795	#SMART18 – ADD LANE TO RTE. 107 UNDER I-81 EXIT 35	107	Bristol	Primary	\$1,624
121865	ROUTE 601 PUGH MOUNTAIN RD. – RURAL RUSTIC	601	Bristol	Secondary	\$152
118841	RTE. 624 MILLDAM ROAD – RURAL RUSTIC	624	Bristol	Secondary	\$402
121864	ROUTE 651 – CARRIAGE RD. – RURAL RUSTIC	651	Bristol	Secondary	\$45

115861	RTE. 652 – ROSENBAUM HOLLOW ROAD – RURAL RUSTIC	652	Bristol	Secondary	\$137
118439	RTE 653 – TILSON HOLLOW ROAD – RURAL RUSTIC	653	Bristol	Secondary	\$280
118662	#SGR22VB-BRIDGE REPL-RTE 660 OVER NS-VA #6073-FED ID 17656	660	Bristol	Secondary	\$14,924
123533	ROUTE 676 – OLD BRUNSWICK RD – RURAL RUSTIC	676	Bristol	Secondary	\$133
115860	RTE. 729 – KEGLEY LANE – RURAL RUSTIC	729	Bristol	Secondary	\$112
113873	RTE. 760 – OLD SLASH ROAD – RURAL RUSTIC	760	Bristol	Secondary	\$196
118440	RTE 798 HALE LAKE ROAD – RURAL RUSTIC	798	Bristol	Secondary	\$39
99876	COUNTYWIDE RURAL ADDITIONS	4003	Bristol	Secondary	\$250
113893	APPALACHIAN TRAIL CROSSING	9999	Bristol	Secondary	\$140
116928	GREEN ACRES DRIVE/EVERGREEN COURT – RURAL ADDITION	9999	Bristol	Secondary	\$248

WASHINGTON COUNTY					
UPC	Description	Route	District	Road System	Estimate
109440	#HB2.FY17 I-81 EXIT 19 RAMP IMPROVEMENTS	81	Bristol	Interstate	\$6,428
116156	#I81CIP NB MM32.4 TRUCK CLIMBING LANE (ID #3)	81	Bristol	Interstate	\$13,900
116170	#I81CIP SB MM 8.1 WIDEN TO THREE LANES (ID #27)	81	Bristol	Interstate	\$37,900
116172	#I81CIP SB MM 34.0 TRUCK CLIMBING LANE (ID #21)	81	Bristol	Interstate	\$15,333
121233	#BF VB I-81 MM 9.1 NB BRIDGE REHAB - FED ID 18948 VA 2043	81	Bristol	Interstate	\$2,668
112750	ROUTE 11 STRUCTURE 1021 OVER SINKING CREEK – FED ID 18844	11	Bristol	Primary	\$1,674
119943	#PIPELINE22 – RTE. 11/58	11	Bristol	Primary	\$162
119945	#PIPELINE22 – RTE. 19/58 ALT	19	Bristol	Primary	\$123
122877	VHSIP – US19 TURN LANE & ACCESS MGMT IMPROVE./EVERETT HAGY	19	Bristol	Primary	\$4,539
123675	#SMART24 – RTE. 19/NORTH FORK RIVER RD. INTERSECTION IMP.	19	Bristol	Primary	\$11,133
16382	RTE 58 – PARALLEL LN-CORRIDOR DEV (RHEA VALLEY)	58	Bristol	Primary	\$55,716
123677	#SMART24 – RTE. 11/58 INTERSECTION IMPROVEMENTS	58	Bristol	Primary	\$26,775
118333	RTE 610 – CATHEDRAL HILL ST – RURAL RUSTIC	610	Bristol	Secondary	\$48
118320	RTE. 616 – LITTLE WOLF RUN ROAD – RURAL RUSTIC	616	Bristol	Secondary	\$233
119062	RTE. 616 – LITTLE WOLF RUN- RURAL RUSTIC	616	Bristol	Secondary	\$78
123536	ROUTE 616 – WILLOW BRANCH ROAD – RURAL RUSTIC	616	Bristol	Secondary	\$127
113756	RTE. 620 – ANDERSON DRIVE – RURAL RUSTIC	620	Bristol	Secondary	\$216
118322	RTE 623 – WOOTEN GAP RD – RURAL RUSTIC	623	Bristol	Secondary	\$96
115858	RTE. 684 – RATTLE CREEK ROAD – RURAL RUSTIC	684	Bristol	Secondary	\$144
123534	ROUTE 684 – FALL HILL ROAD – RURAL RUSTIC	684	Bristol	Secondary	\$422
111478	RTE. 686 – MOORE CREEK ROAD – RURAL RUSTIC	686	Bristol	Secondary	\$192
113758	RTE. 686 – MOORE CREEK ROAD – RURAL RUSTIC	686	Bristol	Secondary	\$192
118334	RTE 688 – SCOTT RIDGE RD – RURAL RUSTIC	688	Bristol	Secondary	\$120

T27166	ROUTE 713 – ALEX ROAD – RURAL RUSTIC	713	Bristol	Secondary	\$131
104828	#SGR21VB BR-TAYOR VALLEY RD OVER LAUREL CREEK FED ID 19162	725	Bristol	Secondary	\$2,092
T27165	ROUTE 729 – AZEN ROAD – RURAL RUSTIC	729	Bristol	Secondary	\$75
T27164	ROUTE 730 – BLEVINS ROAD – RURAL RUSTIC	730	Bristol	Secondary	\$170
118330	RTE. 733 – RUSH CREEK RD – RURAL RUSTIC	733	Bristol	Secondary	\$287
118981	RTE. 733 – RUSH CREEK RD – RURAL RUSTIC	733	Bristol	Secondary	\$144
113874	RTE. 755 – RHYMER ROAD – RURAL RUSTIC	755	Bristol	Secondary	\$168
119061	RTE. 759 – HORIZON DRIVE – RURAL RUSTIC	759	Bristol	Secondary	\$50
118979	RTE. 768 – BRANDY LANE – RURAL RUSTIC	768	Bristol	Secondary	\$93
115857	RTE. 777 – BUCKEYE HOLLOW ROAD – RURAL RUSTIC	777	Bristol	Secondary	\$96
111477	RTE. 779 – HILLENDALE ROAD – WASHINGTON COUNTY	779	Bristol	Secondary	\$62
113757	RTE. 780 – MCCULLOCH DRIVE – RURAL RUSTIC	780	Bristol	Secondary	\$62
116647	RTE. 782 – SHAFFERTOWN ROAD – RURAL RUSTIC	782	Bristol	Secondary	\$144
118331	RTE 800 – HIAWATHA RD – RURAL RUSTIC	800	Bristol	Secondary	\$48
118332	RTE 822 – IVANHOE ROAD – RURAL RUSTIC	822	Bristol	Secondary	\$120
118321	RTE 828 – EARTH ROAD – RURAL RUSTIC	828	Bristol	Secondary	\$240
123535	ROUTE 841 – SHASTA ROAD – RURAL RUSTIC	841	Bristol	Secondary	\$54
119059	RTE. 849 – ARROWHEAD LANE – RURAL RUSTIC	849	Bristol	Secondary	\$479
115849	RTE. 855 – MARY’S CHAPEL ROAD – RURAL RUSTIC	855	Bristol	Secondary	\$109
119060	RTE. 870 – TREE TOP DRIVE- RURAL RUSTIC	870	Bristol	Secondary	\$175
115859	RTE. 892 – CONDOR LANE – RURAL RUSTIC	892	Bristol	Secondary	\$120
104994	#SGR21VB – BR REPL-WATER ST OVER BEAVER DAM CREEK (FED 19212)	1203	Bristol	Secondary	\$2,109

WYTHE COUNTY					
UPC	Description	Route	District	Road System	Estimate
113759	#SGR18VB – I77 OVER COVE CRK VA 2035&2036 FED 19565&19566	77	Bristol	Interstate	\$17,333
119435	#SMART22 – I-77 NORTHBOUND TRUCK CLIMBING LANE	77	Bristol	Interstate	\$17,758
104936	#SGR17VB – I81 STRUCTS 19596 & 19597 / REED CREEK-WYTHE	81	Bristol	Interstate	\$25,237
116165	#I81CIP SB MM 84.3 EXTEND DECEL LANE (ID #12)	81	Bristol	Interstate	\$1,382
116166	#I81CIP SB MM 81.7 EXTEND DECEL LANE (ID #13)	81	Bristol	Interstate	\$8,500
116175	#I81CIP SB MM 41.6 ADD AUX. LANE (ID #18) PE ONLY	81	Bristol	Interstate	\$740
122876	VHSIP – PAVEMENT MARKINGS AND SIGN IMPROVEMENTS-RTE 21 & 690	21	Bristol	Primary	\$63
110924	RT. 803 – INSTALL FLASHING LIGHTS AND GATES	803	Bristol	Rail	\$890
113584	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	600	Bristol	Secondary	\$358
115609	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	600	Bristol	Secondary	\$385
121862	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	608	Bristol	Secondary	\$41
121140	#SGR23VB (FED ID 19677) RTE 619 GLEAVES RD CRIPPLE CREEK	619	Bristol	Secondary	\$10,757

118323	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	625	Bristol	Secondary	\$440
118919	ROUTE 625 – GAP OF RIDGE ROAD – BLADE, DITCH, SURFACE TREAT	625	Bristol	Secondary	\$110
111492	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	631	Bristol	Secondary	\$110
118925	ROUTE 639 – RIVERVIEW ROAD – BLADE, DITCH, SURFACE TREAT	639	Bristol	Secondary	\$165
117111	#SGR21VB (FED ID 19706) BR REPL/RTE 643 OVER CRIPPLE CREEK	643	Bristol	Secondary	\$2,512
118324	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	646	Bristol	Secondary	\$550
113583	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	651	Bristol	Secondary	\$385
123732	ROUTE 652 – CINNAMON RUN – RURAL RUSTIC	652	Bristol	Secondary	\$488
113460	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	662	Bristol	Secondary	\$110
104902	#SGR21VB – BR REPL-GLADE ROAD OVER REED CREEK (FED 19734)	664	Bristol	Secondary	\$1,717
123729	ROUTE 669 – WINDY HILL DRIVE – RURAL RUSTIC	669	Bristol	Secondary	\$218
113585	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	670	Bristol	Secondary	\$303
121141	#SGR23VB (FED ID 19743) RTE 671 CRIGGER RD HARRIS BRANCH	671	Bristol	Secondary	\$3,911
118920	ROUTE 673 – PORTER ROAD – BLADE, DITCH, SURFACE TREAT	673	Bristol	Secondary	\$74
115608	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	681	Bristol	Secondary	\$138
113586	RECONSTRUCT AND HARD SURFACE TREAT NON-HARD SURFACE ROAD	685	Bristol	Secondary	\$220
118929	ROUTE 690 – SCENIC TRAIL – BLADE, DITCH, SURFACE TREAT	690	Bristol	Secondary	\$110
123730	ROUTE 692 – TROUT FARM ROAD – RURAL RUSTIC	692	Bristol	Secondary	\$289
113587	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	695	Bristol	Secondary	\$138
116933	BENTWOOD DRIVE – RURAL ADDITION	704	Bristol	Secondary	\$150
113582	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	712	Bristol	Secondary	\$357
121779	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	712	Bristol	Secondary	\$138
118918	ROUTE 726 CONNERS VALLEY ROAD – BLADE, DITCH, SURFACE TREAT	726	Bristol	Secondary	\$330
121863	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	726	Bristol	Secondary	\$248
123731	ROUTE 728 – CLINE ROAD – RURAL RUSTIC	728	Bristol	Secondary	\$182
118325	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	731	Bristol	Secondary	\$124
118923	ROUTE 732 – POPLAR DRIVE – BLADE, DITCH, SURFACE TREAT	732	Bristol	Secondary	\$33
118921	ROUTE 733 – BLUEBIRD ROAD – BLADE, DITCH, SURFACE TREAT	733	Bristol	Secondary	\$22
113588	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	765	Bristol	Secondary	\$110
115607	RECONSTRUCT AND SURFACE TREAT NON-HARD SURFACE ROAD	772	Bristol	Secondary	\$275
118926	ROUTE 777 – EDGEWOOD ROAD – BLADE, DITCH, SURFACE TREAT	777	Bristol	Secondary	\$41
116932	ORION DRIVE – RURAL ADDITION	1017	Bristol	Secondary	\$35
116930	PENWOOD LANE – RURAL ADDITION	1040	Bristol	Secondary	\$35
99882	COUNTYWIDE RURAL ADDITIONS	4003	Bristol	Secondary	\$250
99773	COUNTYWIDE RIGHT OF WAY ENGR.	4008	Bristol	Secondary	\$250

115540	#SMART20 – PROGRESS PARK CONNECTOR	9999	Bristol	Secondary	\$35,692
121429	#SMART20 – PROGRESS PARK CONNECTOR GARVEE DEBT SERVICE	9999	Bristol	Secondary	\$23,657
120961	SOUTHCREST DRIVE – RURAL ADDITION	705	Bristol	Urban	\$90
120960	MUSKRAT ROAD – RURAL ADDITION	737	Bristol	Urban	\$168

### Six-Year Improvement Program Development Schedule

- October/November – Fall Transportation Meetings are held to gather input on policy objectives and priorities for the upcoming Six-Year Improvement Program (SYIP) update
- November – Application deadline for Transportation Alternatives (formerly Transportation Enhancements and Safe Routes to School) and Revenue Sharing Programs
- December – Governor’s Budget Submission and revenue forecasts from Department of Taxation initiate development of draft Six-Year Financial Plan (SYFP)
- January – Project priorities are submitted for review
- April – Draft SYIP is presented to the Commonwealth Transportation Board (CTB), public hearings are held, and SYFP is revised based on legislative actions
- June – Final SYIP is presented to the CTB for adoption
- July – Project budgets are posted in VDOT’s financial system

### Secondary Year Improvement Program

The Secondary Six-Year Plan is the development of separate programs for the secondary system state highways in each county. This plan is administered differently from the SYIP. Each county oversees their own secondary roads plan which is approved each year by the Board of Supervisors. Decisions on which projects are included in the plan are based on traffic counts, immediate safety need, and projects that are the most economically feasible.

### Revenue Sharing Program

The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory and Commonwealth Transportation Board Policy limitations on the amount of state funds authorized per locality.

An annual allocation of funds for this program is designated by the Commonwealth Transportation Board. Funds are approved by the CTB in even numbered years for a two-year cycle and are typically programmed in fiscal years three and four of the Six-Year Improvement Program. However, where the project schedule demonstrates a need for earlier programming of allocations, the Department will attempt to adjust the programmed years to accommodate the schedule.

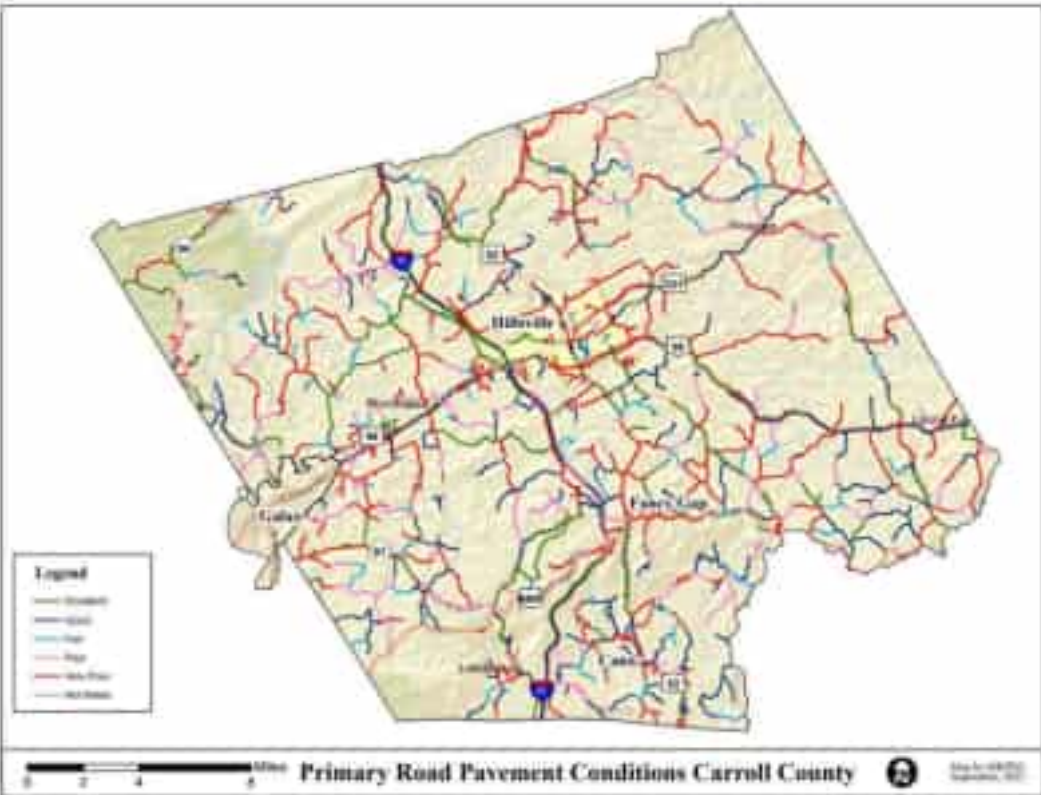
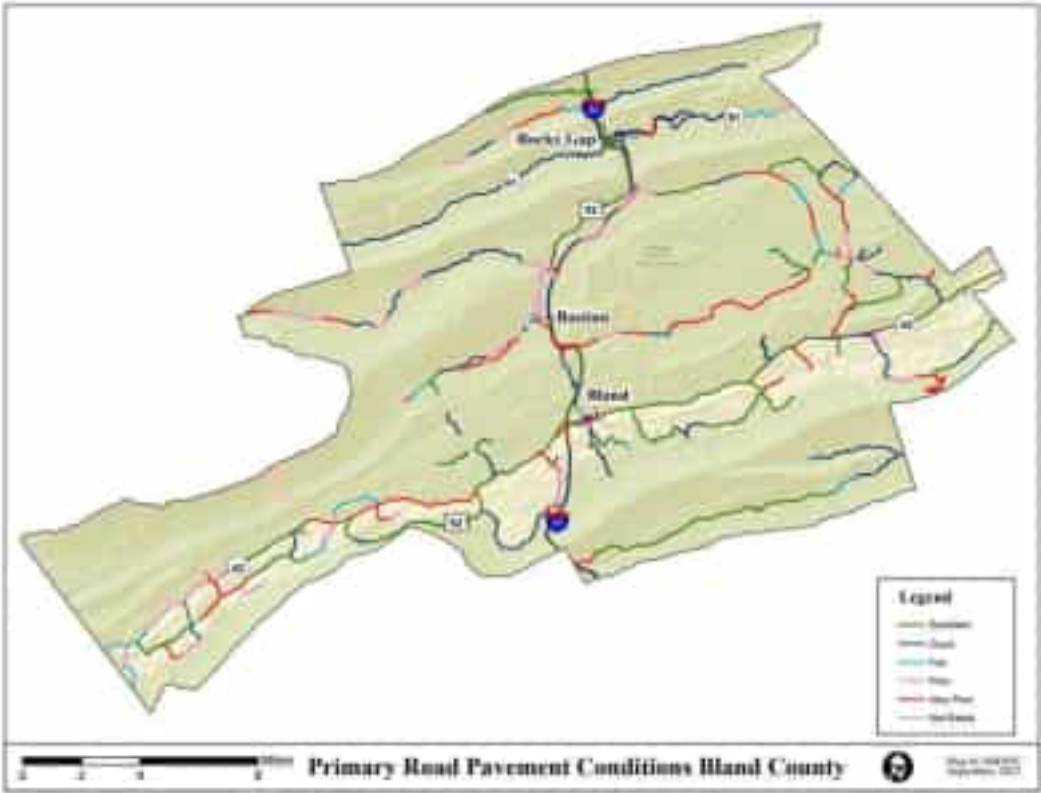
The Revenue Sharing Program may be used to finance eligible work on highway systems within a locality, and may include sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network. The Revenue Sharing Program is intended to provide funding for improvements or to supplement funding for existing projects.

Revenue Sharing Project Allocations			
FY 2021-22 Revenue Sharing Program Application Requests - Approved for FY 2025-26 Funding			
Locality	UPC#	Match (State Requested)	Project Location
Smyth	116928	\$124,033.00	Evergreen Court
Washington	116929	\$56,052.00	Ayres Lane
Wythe	116930	\$17,500.00	Penwood Lane
Wythe	116931	\$75,000.00	Staff Street
Wythe	116932	\$17,476.00	Orion Drive
Wythe	116933	\$74,908.00	Bentwood Drive
Galax	117172	\$919,500.00	Main/Calhoun Streets

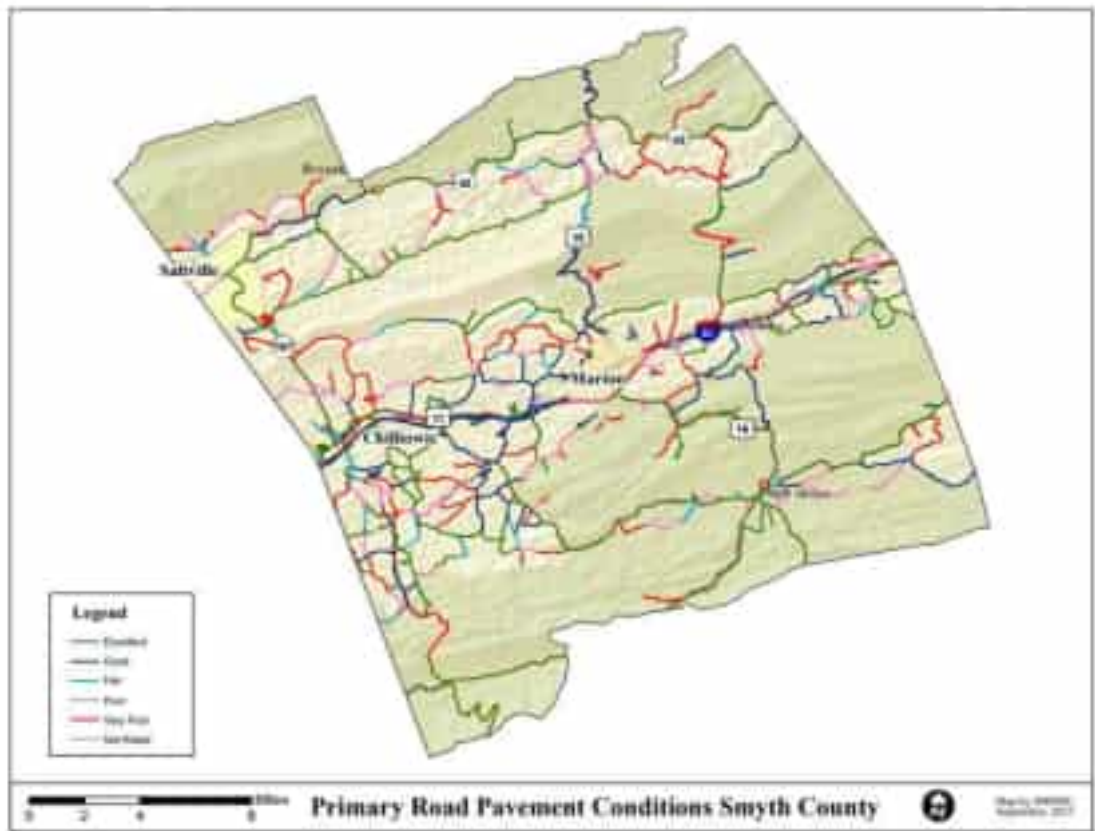
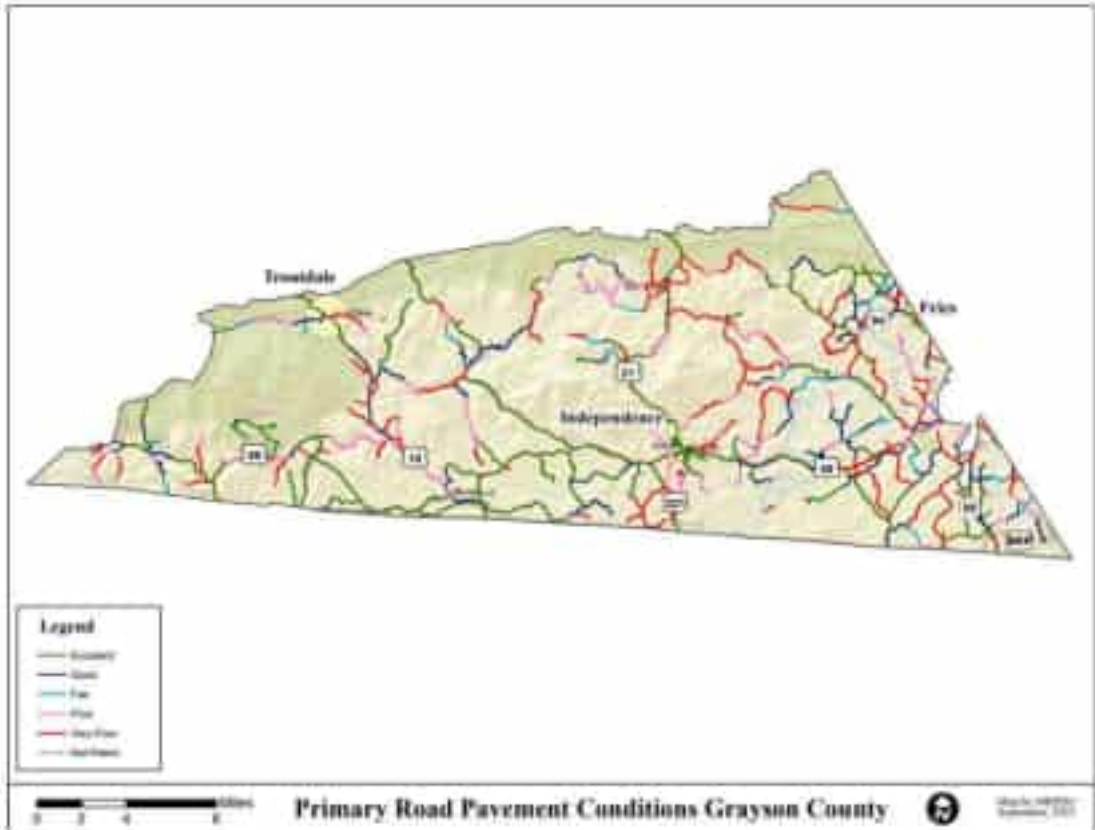


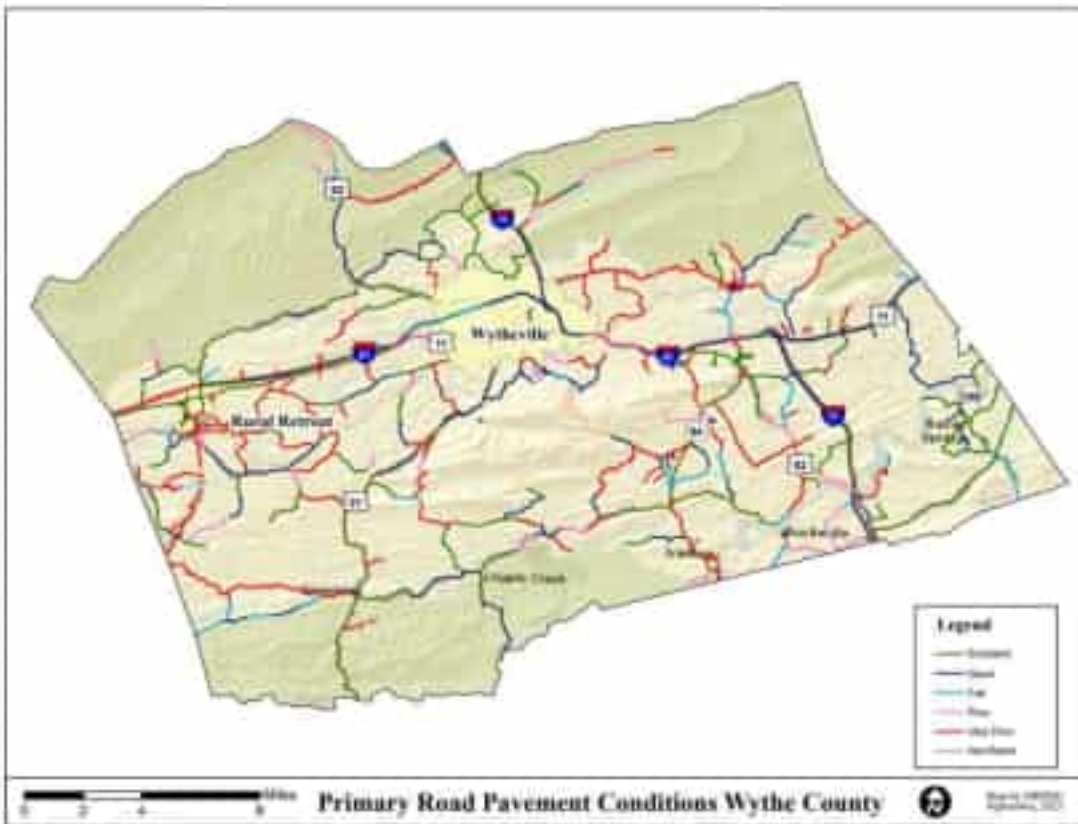
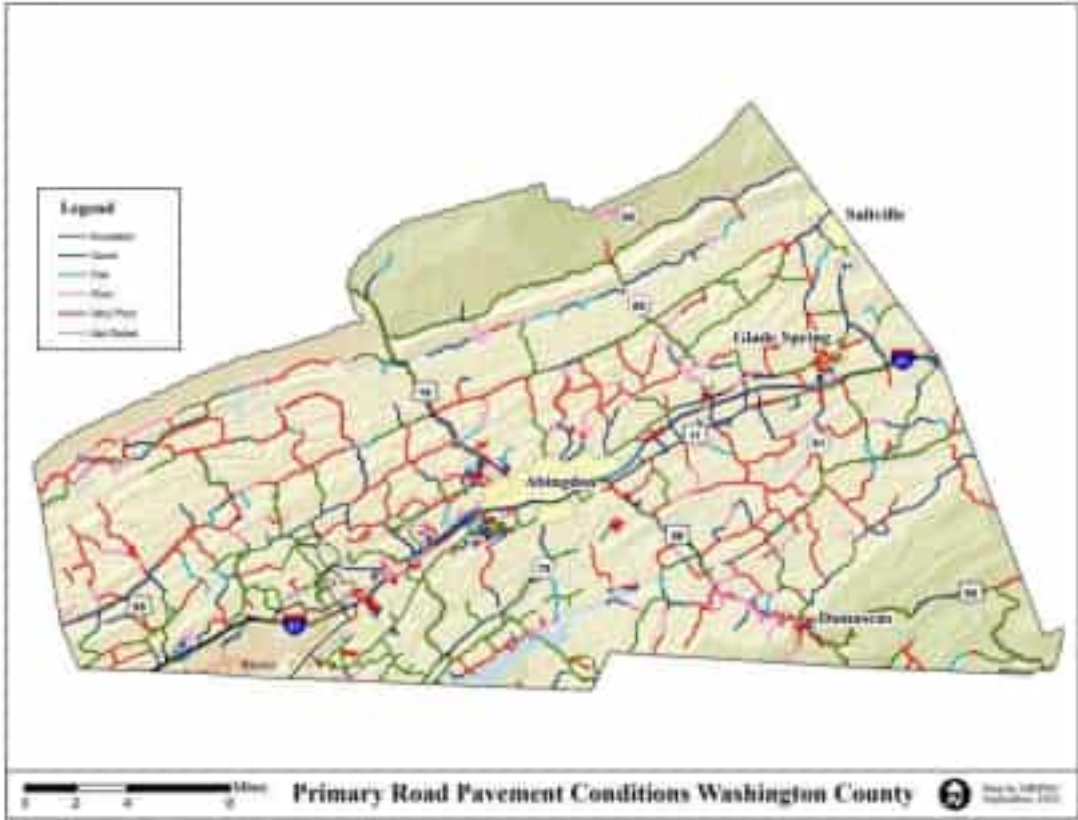
### State of Good Repair Program

The State of Good Repair (SGR) program provides funding for deteriorated pavements and structurally deficient (SD) bridges owned or maintained by the Virginia Department of Transportation and or localities, as approved by the Commonwealth Transportation Board. Legislation requires the program to be transparent and based on objectively obtained and developed data. The maps below display current pavement conditions across the Mount Rogers Planning District Commission jurisdiction.









SGR allocations are for rehabilitating or replacing bridges deemed in Poor Condition (SD) on the National Bridge Inventory (NBI) and deteriorated pavement on interstate and primary highways. SGR funds are required to be distributed proportionately between VDOT and localities, based on assessed needs. Each district will receive between 5.5 percent and 17.5 percent of the total available SGR funds in any given year based on its SGR needs. Funding is intended to complete long-term solutions exceeding routine maintenance, but it should not be viewed solely as a bridge replacement program. The scope of bridge work paid for under the SGR program should be adjusted appropriately to meet the needs of each bridge, with consideration for the overall limitations on funds available to address the bridge inventory.

<b>State of Good Repair Bridge Chart – Mount Rogers Planning District Commission Jurisdiction</b>					
<b>Federal ID</b>	<b>UPC</b>	<b>Description</b>	<b>Allocation</b>	<b>Location</b>	<b>FIPS</b>
22611	21265	Gov Plant Rd. over N. Fork Holston	\$620,000.00	(295) Saltville	449
19565	21385	I-77 over Cove Crk VA 2035 & 2036	\$910,000.00	(98) Wythe	197
19982	21305	Oak St. over NS RWY Bristol	\$3,000,000.00	(102) Bristol	520
20004	21304	MLK BLVD over Beaver Crk Bristol	\$2,150,000.00	(102) Bristol	520
19971	21307	Goodson St. over Beaver Crk Bristol	\$2,000,000.00	(102) Bristol	520

### **Rural Rustic Roads Program**

The Rural Rustic Road concept is the paving of an existing unpaved road with a compacted or impervious surface and reestablishment of existing associated ditches and shoulders, and usually the new hard-surfaced road is on the same horizontal and vertical alignment as the prior gravel impervious area. Furthermore, a focal point of the program is on leaving trees, vegetation, side slopes, and open drainage abutting the roadway, undisturbed to the maximum extent possible. Improvements along a Rural Rustic Road project may be less than minimum design standards. For roads with traffic volumes between 400 and 1,500 VPD, an 18-foot paved surface with 2-foot shoulders is desirable, but not required. The District Location and Design Engineer will be consulted for the higher volume roads (over 400 VPD). The ideal Rural Rustic Road project usually involves reshaping of the roadbed, cleaning ditches and applying a hard surface within existing right of way. In most cases, it is assumed there are no actual construction plans and therefore, there are few occasions when a Rural Rustic Road project would require an engineered solution. The Rural Rustic Road concept may still be used to address more significant needed improvements if deemed appropriate.



### Transportation Alternatives Program

This program is intended to help local sponsors fund community-based projects that expand nonmotorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of the transportation infrastructure. The program does not fund traditional roadway projects or provide maintenance for these facilities. Instead, it focuses on providing pedestrian and bicycle facilities, community improvements and mitigating the negative impacts of the highway system.

Transportation Alternatives Eligibilities:

- Construction of on-road and off-road facilities for pedestrians, bicycles and other nonmotorized transportation users
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railroad corridors for pedestrians, bicycles and other non-motorized transportation users
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project



- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment due to highway run-off and water pollution
- Wildlife mortality mitigation activities to decrease the negative impacts of roads on wildlife and habitat connectivity

#### Ready, Set, Go Program

Ready, Set, Go! is a Transportation Alternative Program designed to assist VDOT's local partners with populations less than 200,000 in developing potential project ideas toward an eligible Transportation Alternatives Program application. This program provides high-level conceptual planning for localities, including potential project area and alignment, estimated cost, projected schedule, and other relevant conceptual details. This is a collaborative effort among VDOT's Local Assistance Division, the appropriate VDOT District's technical staff, and a consultant team, all working in partnership with selected communities. The team will analyze the community's needs, goals, and proposed solutions, provide assistance in reviewing relevant project information, and developing ideas toward a TAP application.



## TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

### Roadways

For projects chosen for any funding source, roadway analysis should be completed focusing on safety, geometry and structure, and congestion. The roadway safety assessments need to identify deficiencies such as sight distance and visibility, access management and inadequate signage using Potential for Safety Improvement intersection and road segments from VDOT. Higher priorities should be given to those roadways with potential geometric concerns that also carry higher levels of traffic and to those roadways with a higher crash rating.

Higher priority should be given to roadways with potential geometric concerns that also carry higher levels of traffic.

### Public Transportation

One set of deficiencies and recommendations (base year and forecast year) was developed for both fixed-route and demand-responsive transit. They were developed primarily from the Coordinated Human Service Mobility Plan prepared by DRPT in conjunction with the MRPDC. These are vision goals/recommendations for improvements that the plan identified:

- Continue to support capital needs of coordinated human service/public transportation providers;
- Expand availability of demand-response service and specialized transportation services to provide additional trips for older adults, people with disabilities, and low-income populations;
- Build coordination among existing public transportation and human service transportation providers;
- Provide targeted shuttle services to access employment opportunities;
- Establish a ride-sharing program for long-distance medical transportation;
- Expand outreach and information on available transportation options in the region;
- Implement new public transportation services or operate existing public transit services on a more frequent basis;
- Provide flexible transportation options and more specialized transportation services or one-to-one services through the use of volunteers;
- Expand access to taxi services and other private transportation operators;
- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services; and
- Bring new funding partners to public transit/human service transportation.

The review of disadvantaged population groups determined that there is good access to public transportation by these populations through both fixed-route and demand-responsive service. Even though the area is very rural, the fixed routes extend into most of the PDC and provide access and mobility for these populations. In addition, demand-responsive service is available throughout most of the PDC, which is not always common in rural areas.

Additional Resources: [2022 Coordinated Human Services Mobility Plan](#)



## Airports

The Virginia Air Transportation System Plan Update forecasted average annual growth rates of based aircraft for the three general aviation airports in the region. Aircraft based at Twin County are expected to grow by less than 1.0 percent annually, but no growth in based aircraft is projected for both Mountain Empire and Virginia Highlands airports. Future growth at these airports is not expected to have long-term effects on the existing transportation network.

Additional Resources: [Virginia Air Transportation System Plan](#)

## Bicycle and Pedestrian Facilities

Determination of the need for bikeways and pedestrian facilities is dependent on several factors. One is to define areas for development that have numerous trip generators and attractors, such as neighborhoods, parks, schools, and shopping areas. Another factor in development is the determination of areas appropriate for extensions of existing routes and paths to provide better links between facilities. Analysis is more qualitative than quantitative in nature with recommendations closely aligned with local desires.

Even though the topography in the MRPDC is mountainous, there is a basic network of bicycle and pedestrian facilities. The Virginia Creeper, New River, and Appalachian trails are particularly popular facilities. Using these facilities as the foundation of a regional system is fundamental to connectivity.





### Goods Movement

The transfer of some goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailers trips, and preserving or possibly enhancing roadway levels of service. This transfer is possible when rail sidings are available both at the origin and destination of the goods. Even with this transfer, short-distance truck shipments are still necessary between the shipper and the siding. Because there is existing access to the rail network in the MRPDC region, particularly the Norfolk Southern Crescent Corridor, these types of transfers may occur in the future. Key truck freight corridors will continue to include the major arterials and collectors in the region: I-77, I-81, US 21, US 52, US 58, and US 221.

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## Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined where future growth areas could be. Existing land use and land cover in the MRPDC region is generally forested and rural residential with denser residential and commercial uses centered around I-81 and the existing cities and towns. Growth areas within the region have been identified by the MRPDC with the assistance of the individual jurisdictions. These areas were used in the analysis of the roadway network to review existing traffic forecasts for the individual roadways and to produce new forecasts. The analysis was then used to prepare the recommendations. Future development is expected to focus on existing towns, along major roadway corridors, and where general infrastructure, particularly water and sewer service, is currently available. The majority of the county's comprehensive plans state that they wish to temper growth and development while preserving existing forested or agricultural areas. These two land uses are currently the largest for every county in the PDC.

Future development is expected to focus in existing towns, along major roadway corridors, and where general infrastructure, particularly water and sewer service, is currently available.

In 2021 the Virginia General Assembly tasked the Department of Rail and Public Transportation to provide an assessment of total project and implemental costs resulting from the extension of intercity passenger rail to Bristol, Virginia. Virginia currently contracts with Amtrak to operate passenger rail service between Roanoke and Washington, D.C., along Norfolk Southern Railway's mainline and N-line. This corridor experienced increased ridership and revenue since the start of the Lynchburg service in 2009, and a 16% growth in ridership since the service extension to Roanoke in 2017. Now the Commonwealth is committed to add a second frequency along this route and further extend Amtrak service to the New River Valley through the Transforming Rail in Virginia initiative. This study forecasts a further expansion southwest to Bristol and into Tennessee. The full report can be viewed with the link below.

Additional Resources: [2021 Bristol Extension Capital & Operating Cost Analysis](#)

## Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use and/or other travel demand management strategies. In the MRPDC, this is largely the case, however, there is some concentration of employment locations, particularly Bristol, Galax, and the towns. Some decreases in single-occupant vehicle trips are possible through the promotion and continued use of park and ride lots throughout the region. A survey of existing lots and their amenities and usage would be useful to assess any changes that may be needed to better serve commuters. An assessment of the use of the fixed route transit routes and could also prove useful in meeting the regional access and mobility needs.

Some decreases in single-occupant vehicle trips are possible through the promotion and continued use of park and ride lots throughout the region.



## PLAN ADOPTION

The 2045 Rural Long Range Transportation Plan for the Mount Rogers Planning District Commission was recommended for adoption by the Rural Technical Committee and was adopted by the Executive Committee of the Planning District Commission on [May 2, 2024](#). This Plan will serve as a long-term strategy for the transportation network of the region. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and VTrans 2045 can be found at [www.vdot.virginia.gov](http://www.vdot.virginia.gov).

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