Roanoke Valley Transportation PLANNING ORGANIZATION
Staffed by the REGIONAL commission

(Official Name: Roanoke Valley Area Metropolitan Planning Organization)

UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2016

(July 1, 2015 – June 30, 2016)

Working Draft

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Prepared on behalf of the Roanoke Valley Transportation Planning Organization by the staff of the Roanoke Valley-Alleghany Regional Commission through a cooperative process involving the cities of Roanoke and Salem, the counties of Botetourt, Bedford, Montgomery and Roanoke, the town of Vinton, the Greater Roanoke Transit Company, the Roanoke Blacksburg Regional Airport Commission, the Virginia Department of Transportation, the Department of Rail and Public Transportation, the Federal Highway Administration, and the Federal Transit Administration.

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The Roanoke Valley Transportation Planning Organization (RVTPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Discrimination Complaint Form, see www.rvarc.org or call (540) 343-4417.

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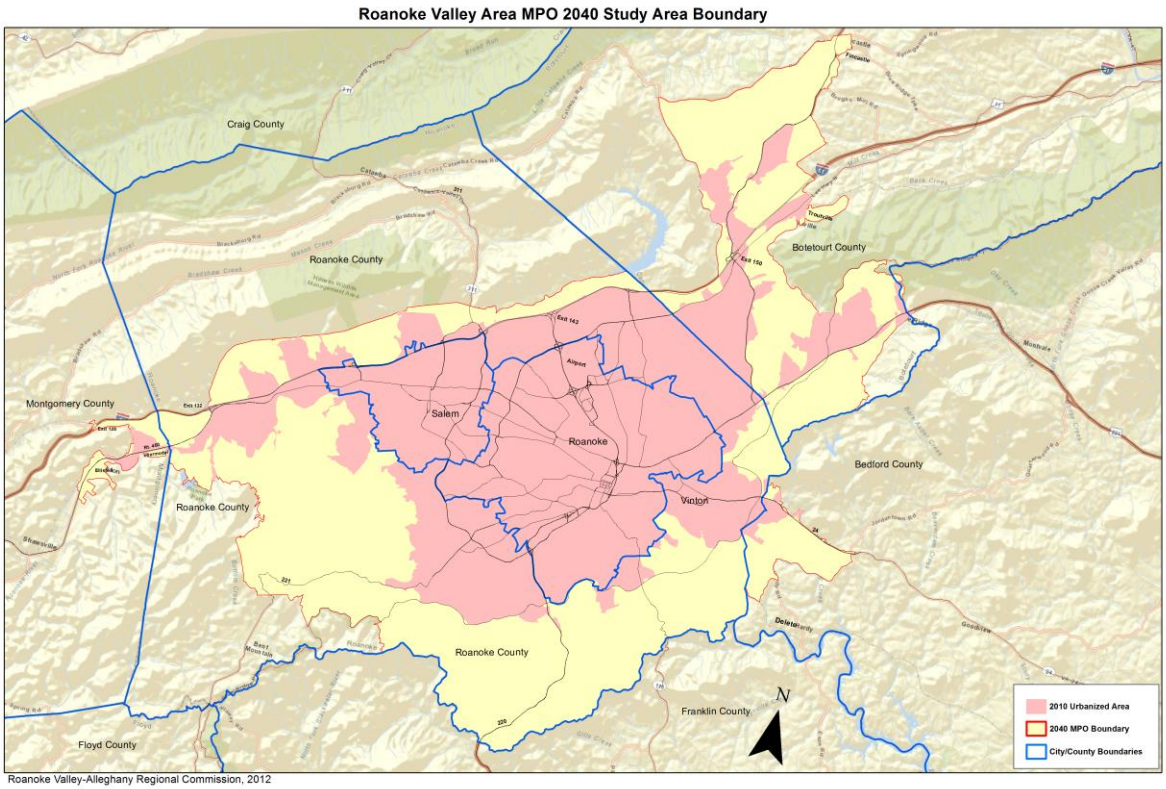
Roanoke Valley Area MPO 2040 Study Area Boundary
Craig County
Roanoke County
Botetourt County
Montgomery County
Salem
Roanoke
Vinton
Bedford County
Roanoke County
Roanoke County
Franklin County
Floyd County
N
2010 Urbanized Area
2040 MPO Boundary
City/County Boundaries
Roanoke Valley-Alleghany Regional Commission, 2012

Figure 1.0

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INTRODUCTION

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Roanoke Valley Transportation Planning Organization (RVTPO) study area for the fiscal year 2016. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. Specifically, FHWA and FTA have requested that three priority areas of emphasis be incorporated into the work undertaken through the UPWP.

A. MAP-21 Implementation

MAP-21 contains eight planning factors that must be addressed in the transportation planning process:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2) Increase the safety of the transportation system for motorized and nonmotorized users;
3) Increase the security of the transportation system for motorized and nonmotorized users;
4) Increase the accessibility and mobility of people and for freight;
5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation; and
8) Emphasize the preservation of the existing transportation system.

As the RVTPO transitions to performance-based planning and programming, staff will further develop the performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes.

B. Regional Models of Cooperation

In order to ensure a regional approach to transportation planning, the Regional Commission will promote cooperation and encourage stakeholders to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across local government and urban/rural boundaries.

C. Ladders of Opportunity

As part of the transportation planning process, the Regional Commission will identify transportation connectivity gaps in accessing essential services including employment, health care, schools/education, and recreation. The Regional Commission's work will involve the

relevant stakeholders to develop infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services.

Reflecting the federal priorities above, the following descriptions of the tasks to be accomplished and the associated budgets are based on a best estimate of what can be accomplished with the available federal, state and local resources.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created a number of planning requirements. In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final regulations regarding metropolitan planning.

The Transportation Equity Act of the 21st Century (TEA-21), which became law in June 1998, reaffirms the structure of the metropolitan planning process. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law August 10, 2005 and the Moving Ahead for Progress in the 21st Century (MAP-21) which became law on July 6, 2012 further reaffirm and extend the structure of the metropolitan planning process that began with ISTEA.

On February 14th, 2007, the FHWA and the FTA released their long-awaited Statewide and Metropolitan Planning Rule (72 Fed. Reg. 7224). The final rule revises planning regulations at 23 C.F.R. Part 450 and 49 C.F.R. Part 613 to reflect the many changes made by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59 August 10, 2005). The Roanoke Valley Transportation Planning Organization (RVTPO) has developed this work program to address the final metropolitan planning regulations and the new requirements in SAFETEA-LU and extended in MAP-21.

Metropolitan Planning Area

The RVTPO study area consists of the Cities of Roanoke and Salem, the Town of Vinton, and portions of the Counties of Bedford, Botetourt, Montgomery and Roanoke. See Figure 1 for an illustration of the region. Based on the 2010 Census, the RVTPO 2040 study area population was 231,337 and encompasses a land area of 247 sq. miles.

On March 26, 2012 the US Census Bureau released the Urbanized Area Boundaries (UZAs) (see map below) based on Census 2010 results. The RVTPO's Census 2010 UZA contains a population of 210,111 and the RVTPO was subsequently classified as a Transportation Management Area (TMA) MPO.

Census Urbanized Areas and MPO/TMA Designation

Schedule of Activities

Date	Activity
8/24/2011	U.S. Census Bureau published the final criteria for the defining of urbanized areas (UZAs) and urban clusters (UCs) in the *Federal Register*
Expected March 2012	Census Bureau will post on their webpage and will send a press release to notify the public
Early 2012 (approx. 6 weeks after list of UZAs is published)	USDOT (FHWA/FTA) publishes the new list of Transportation Management Areas (TMAs) in the *Federal Register*.
Expected March 2012	Census Bureau releases TIGER/Line shapefiles with UZA and UC boundaries
Spring 2012	HEPGIS includes UZA and UC boundaries, including the ability to download shapefiles
Before Oct 2012	States should revise their intra-State formulas for PL funds allocations to MPOs
Early 2013 (12 months after list of UZAs is published)	New MPOs must be designated by Governor(s) or existing Metropolitan Planning Areas (MPAs) must be expanded to include all new UZAs published in the *Federal Register*
Mid 2013 (18 months after list of new TMAs is published)	New TMAs must have a Congestion Management Process (CMP)
Early 2016 (4 years after list of UAs is published)	New MPOs must have a formally adopted Long-Range Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)
Before next regularly-scheduled MTP update, after October 1st, 2012, or within 4 years of the designation of the new UZA boundary, whichever occurs first	Existing MPOs must expand their Metropolitan Planning Areas (MPAs) to include all territory in Census 2010 UZAs (if necessary).

Source:
http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule/

Air Quality Considerations

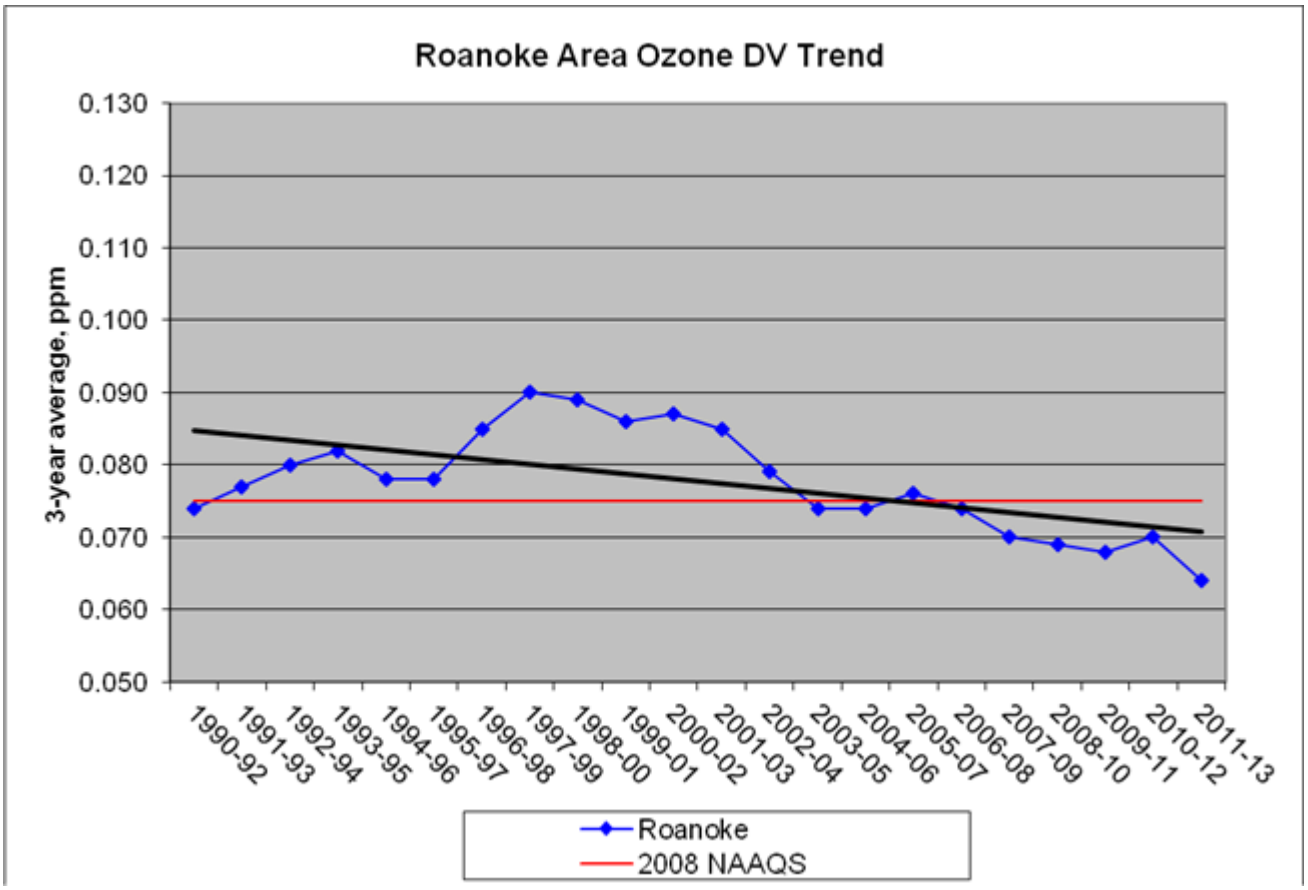
In 1997, the Environmental Protection Agency (EPA) made an amendment to the Clear Air Act's National Ambient Air Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. In the late 1990s the ozone levels taken at an air quality monitor in the Roanoke area had exceeded the newer 8-hour standard. Due to these exceedances, the RVTPO and it member localities worked with the Virginia Department of Environmental Quality (DEQ) to establish a nonattainment boundary for the Roanoke area. This agreed upon boundary encompassed the entire Roanoke MSA (1990 definition – counties of Roanoke and Botetourt, cities of Roanoke and Salem and town of Vinton.)

In the fall of 2002 the EPA extended an opportunity to regions which were to be designated nonattainment under the 8-hour standard, but which were in attainment for the previous 1-hour standard, to pursue an Ozone Early Action Compact (EAC) followed by an Ozone Early Action Plan (EAP). This opportunity extends from a protocol that was developed in EPA's Region 6 and subsequently extended through administrative action to other EPA Regions in the country. The RVTPO is located in EPA's Region 3.

The EAC is essentially an agreement between local governments, the DEQ and the EPA to pursue an Ozone EAP before an air quality plan would have been otherwise required under traditional nonattainment designation. The EAP must incorporate the same scientific rigor as the traditional approach and the EAP will be incorporated into the State Implementation Plan (SIP).

In early March 2008 the Federal EPA revised the nationwide 8-hour Ozone Standard to 75 parts per billion (ppb) based on a 3-year average. The Roanoke Region's 3-year average for the 2006, 2007 and 2008 Ozone seasons were at 74 ppb, within the new nationwide standard.

It is expected that the next 8-hour Ozone Standard revision will be finalized in October 2015. The Federal EPA has stated that the primary 8-hour Ozone Standard will be revised to a final value somewhere within the range of 65 ppb to 70 ppb. Recent trends in ground level ozone for the Roanoke Valley are summarized in the graph below:



Responsibilities for Transportation Planning

The Roanoke Valley Transportation Planning Organization (RVTPO) is the organization responsible for conducting the continuing, comprehensive, and coordinated (3-C) planning process for the Roanoke Valley area in accordance with requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962, and Section 8 of the Federal Transit Act. The RVTPO – Doing Business As (DBA) name (official name: Roanoke Valley Area Metropolitan Planning Organization) is the official Metropolitan Planning Organization for the Roanoke Valley area, designated by the Governor of Virginia, under Section 134 of the Federal Aid Highway Act, and the joint metropolitan planning regulations of FHWA and FTA.

The policy making body of the RVTPO is its Board which consists of sixteen voting members[1] (see figure 2). The voting membership of the Policy Board consists of two representatives each from the Cities of Roanoke and Salem, the Counties of Botetourt and Roanoke, and the Town of Vinton; and one representative each from the County of Bedford, County of Montgomery, Virginia Department of Transportation, the Greater Roanoke Transit Company, the Virginia Department of Rail and Public Transportation, and the Roanoke Regional Airport Commission.

Figure 2: Voting Membership on the RVTPO Policy Board

Bedford County	1 representative
Botetourt County	2 representatives
Roanoke County	2 representatives
Montgomery County	1 representative
City of Roanoke	2 representatives
City of Salem	2 representatives
Town of Vinton	2 representatives
Greater Roanoke Transit Company	1 representative
Virginia Department of Transportation	1 representative
Virginia Department of Rail and Public Transportation	1 representative
Roanoke Blacksburg Regional Airport Commission	1 representative

Other agencies with non-voting membership on the RVTPO Policy Board include: the Roanoke Valley-Alleghany Regional Commission (RVARC), the Federal Highway Administration and Federal Transit Administration.

Staff of the transportation planning division of the Roanoke Valley-Alleghany Regional Commission performs the day-to-day operations of the RVTPO. The staff, in conjunction with RVTPO's member agencies, collect, analyze and evaluate demographic, land use, and transportation data to gain a better understanding of the transportation system requirements of the area. Staff members also prepare materials for use at Board and Committee meetings as well as any existing sub-committee meetings.

Professional staff members participate in all RVTPO meetings, provide expertise as needed, and provide administration of the transportation-planning program. In addition, staff members represent the agency at other meetings of importance to planning activities within the region.

Total Proposed Funding by Federal Source for FY 2016

The primary funding source for transportation planning activities included in this work program are the FHWA Section 112 (PL), FTA Section 5303, and FHWA State Planning and Research (SPR). The proposed funding amounts (including state and local matching funds) for the RVTPO work program are shown in Figure 3 below.

[1] RVTPO Bylaws were updated on April 24, 2003 and April 25, 2013, to allocate a voting member for Bedford County and Montgomery County respectively.

Note, however, that the funding proposed for use in this UPWP does include unobligated funds from FY 2014. This funding will allow the RVTPO to undertake additional activities that would not be included in a "typical" years' work program.

Figure 3
FY 2016 RVTPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2015 to June 30, 2016)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	**FTA - Section 5303** 80% Fed & 20 % State/Local	**DRPT – Special Grant**	**GRAND TOTAL**
New FY 2016	$X	$X	$0	$X
Deprogrammed FY 2015	$0	$0	$0	$0
Unobligated FY 2014	$X	$0	$0	$X
DRPT Special Grant	$0	$0	$0	$0
TOTAL	**$X**	**$X**	**$0**	**$X**

PROPOSED FY 2016 WORK PROGRAM AND BUDGET

1. PROGRAM SUPPORT & ADMINISTRATION

1.01 General Administration & Operations

Objective and Description: This task includes ongoing activities that ensure proper management and operation of a continuing, comprehensive, and coordinated (3-C) planning process as described in the 3-C Memorandum of Understanding. The primary objectives of this task are to (1) implement the FY 2016 UPWP throughout the fiscal year and provide all required administrative functions including all accounting functions, personnel administration, office management, financial reporting, contract administration, and purchase of necessary office equipment; and (2) to support the activities of the RVTPO through the preparation of reports, presentations, agendas, minutes and mailings for all Policy Board, Technical Committee and Citizens Advisory Committee meetings, as well as attendance at those meetings. Attendance at staff meetings, stakeholder coordination meetings, and timekeeping are included in this task as well.

In addition, staff will routinely evaluate the validity of the current 3-C Agreement between the RVTPO, Virginia Department of Transportation, and the Greater Roanoke Transit Company and or DRPT as applicable. If any areas of concern are identified, staff will prepare a report

identifying the issue(s) and provide possible solutions. Since this is an agreement between three organizations, any change to the Agreement will need to be reviewed and approved by each.

Products: Efficient office operation, accurate financial information, preparation of quarterly reports, preparation of information in support of RVTPO activities, and an up-to-date 3-C Agreement, when necessary, that clearly identifies that roles and responsibilities of each party involved in the metropolitan planning process.

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

1.02 Training and Staff Development

Objective and Description: To meet the growing demands of an ever changing region, and those of new and updated federal transportation regulations/guidelines, it is important to educate and maintain a staff and Board/Committee members that can respond to these challenges. This task will help insure that by providing on-going training and development of staff, Policy Board and Technical Committee members.

Products: Well-trained and informed RVTPO staff, Policy Board and Technical Committee members.

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

1.03 Work Program Management

Objective and Description: To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the RVTPO, in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Greater Roanoke Transit Company, is responsible for the development of a Unified Planning Work Program (UPWP). This UPWP describes all regional transportation planning activities anticipated in the Roanoke Valley area between July 2015 and June 2016, that will utilize federal funding, including Title I Section 134 metropolitan planning funds, and Title III Section 8 metropolitan planning funds. The UPWP also identifies state and local matching dollars for these federal planning programs.

This task provides for management of the FY 2016 UPWP. If during FY 2016, an amendment to the UPWP is deemed necessary, due to changes in planning priorities and/or the inclusion of new planning projects, staff will identify and detail such amendments for consideration by the TPO Policy Board.

This task also provides for the development of a UPWP for FY 2017. The document will incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in RVTPO. The new UPWP will be presented in draft to the RVTPO Technical Committee and Policy Board in March 2016, and as a final document for adoption in April 2016. The approved UPWP will be distributed to the Policy Board, and made available to the public on the RVARC website.

Products: UPWP for FY 2017 and amendments to the FY 2016 UPWP as needed.

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

2. PROGRAM ACTIVITIES

2.01 Long Range Transportation Planning

Objective and Description: The long-range transportation planning effort enables local stakeholders to think beyond traditional borders and adopt a coordinated approach to transportation planning. This effort includes scenario planning to evaluate where transportation funds are invested based on regional goals. The Constrained Long-Range Multimodal Transportation Plan 2040 is expected to be approved by September 2015. Individual areas of focus for item 2.01 follow:

1) **CLRMTP 2040 – Approval and Endorsement –** All final plan preparation and public involvement/hearing activities associated with CLRMTP 2040 endorsement and approval by the RVTPO Policy Board – anticipated August or September 2015.
2) **CLRMTP 2040 –** Amendments – Any necessary long-range plan amendments after endorsement and approval of CLRMTP 2040.
3) **Transportation Performance Measures Tracking**: integration and tracking of appropriate long-range transportation planning performance measures into the CLMRTP 2040 process.
4) **Air Quality and Environmental Analysis:** All applicable air-quality or environmental analyses that may be required by the federal EPA. Currently RVTPO is in an Ozone Early Action Compact – Early Action Plan area and is not subject to conformity analysis. However, this situation could change with the introduction of new federal standards which are anticipated in October 2015.
5) **Official Public Meeting Concerning Long-Range Planning Assumptions (Annual "Open House":** This will continue the series of yearly public meetings concerning the long-range planning process and its assumptions.
6) **Mode Choice Modelling Preparation** – Any activities necessary to develop a more formalized "mode choice" element, with the participation of VDOT and VDRPT, in anticipation of the CLRMTP 2045 (anticipated Summer 2015).
7) **Transportation and Land Use Archival System Maintenance –** This item involves a yearly update of the transportation and land use data archival system for updating transportation and land use data on a regular basis so that "time series" or "snapshot" data analysis can be performed in future long-range transportation planning processes.
8) **LRTP Technical Work –** Any remaining Transportation Analysis Zones (TAZ), model network or model application work need to be accomplished in FY2016.
9) **Kickoff of the next CLRMTP Planning Process** – RVTPO develops a new CLRMTP every 4 years. Therefore, the next CLRMTP planning process begins immediately after the approval of the "current" CLRMTP. There is never a time when RVTPO is not in a long-range transportation planning process.

"2.01 Long Range Transportation Planning" is the element responsible for demonstrating MAP-21 compliance for the long-range transportation planning process.

Products: CLRMTP 2040 Final Document, Performance Measures Tracking, CLRMTP 2045 Process Kickoff, Annual Public Open House and Coordination with VDOT'S Rural Long-Range Transportation Planning Process, TAZ, Socioeconomic Data and Model Network technical work as required. ***Item 2.01 supports all planning factors (#1 - #8) to the extent possible given time, financial and other constraints.***

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.02 <u>Transportation Improvement Program (TIP), Regional Surface Transportation Program (RSTP), Transportation Alternatives (TA), and Performance Measures reporting.</u>

Objective and Description: As required by federal planning regulations, the Transportation Improvement Program (TIP) for the Roanoke Valley area is a four-year program of highway, transit, bicycle, and pedestrian, projects receiving federal funds. State and locally funded projects may also be included in the TIP for coordination purposes. The TIP is updated every two years, with a major amendment in intervening years, and must be approved by the MPO's Policy Board and the governor of Virginia. The TIP is required as a condition for all federal funding assistance for transportation improvements within the RVTPO area.

The Regional Surface Transportation Program (RSTP) is a category of funding that is determined by the RVTPO Policy Board through a process described in a separate document titled the RSTP Project Selection Procedures. The Transportation Alternatives (TA) combines programs that used to be named Transportation Enhancement (TE) and Safe Routes to School (SRTS). The RVTPO Policy Board will determine a portion of the TA funding within the RVTPO Study Area Boundary.

The Performance Measures tracking and reporting process will reflect state-mandated performance measures and additional measures elected by the TPO Policy Board to be tracked. The effort will include collecting performance data and reporting the transportation system's performance based on those targets.

The general public and all other interested parties will be given an opportunity to review and comment.

Additional activities covered in this task may include but are not limited to:

- It is anticipated that the RVTPO will update of the RSTP Policies and Procedures Manual in FY2016 producing a new version (main RSTP work item for FY 2016.)
- Any HB2 or UDA related activities as requested.
- Amendments and/or Adjustments to current TIP.
- Amendments and/or Adjustments to RSTP funding amounts.
- Preparation of TIP process for anticipated RSTP, TA, and potential CMAQ requirements.
- Data collection and analysis for Annual Performance Measures Report update.
- Coordination with VDOT on TIP, STIP and Six Year Improvement Program (SYIP) details, procedures and updates.
- Coordination with FTA, VDRPT, Valley Metro (GRTC) and RADAR (UHSTS) on public transportation related funding and programming with regards to the SYIP and TIP.
- Development of GIS layers to display TIP projects

- Staff evaluation and testing of web technology to display TIP projects
- Staff evaluation and/or development of an in house TIP database/project tracking system.
- Publication of the Annual Obligations Report.

Products: An updated RSTP Policies and Procedures Manual, Development of a new or updated TIP, annual listing of projects with federal obligations (federal funds), data collection and analysis for annual listing of performance measures, staffing of the RSTP project selection process, staffing of the TA project selection process. Additional products may include TIP GIS development, website development related to the TIP and/or TIP database/tracking system development. ***Item 2.02 is a programming document it supports all planning factors (#1 - #8) to the extent that programming funds are available in a given 4-year time horizon.***

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.03 <u>Public Participation, Environmental Justice, Stakeholder Training and Seminars</u>

Objective and Description: RVTPO public and stakeholder involvement activities will include but are not limited to the following:

1) ***RVTPO Public Involvement Policy Document Update –*** The RVTPO Public Involvement Policy will be updated to incorporate an up-to-date approach to public involvement and evaluate the effectiveness of the methods used to date for engaging traditionally disadvantaged communities.
2) ***RVTPO Title VI Policy Document Update*** - The RVTPO Title VI Policy Document will be updated to incorporate an up-to-date approach to public involvement.
3) ***Citizens Advisory Committee (CAC) meetings*** – RVTPO planners will serve as the lead staff to CAC meetings.
4) ***TPO Website Strategy:*** – The RVTPO website should be periodically revaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement. In addition, staff will research and begin to implement "Web 2.0" public participation strategies. "Web 2.0" commonly refers to social media that is enabled by interned and web technologies.
5) ***TPO Demographic Profiles Maintenance and Updates –*** RVTPO Demographic Profiles will be updated depending on suitability of US Census Bureau, American Community Survey or other dependable data sources as available.
6) ***Fieldwork, Lean Thinking and Learning Launches (discovery of unarticulated customer needs):*** Fieldwork may include planners periodically riding the bus, observing congested transportation facilities from a safe vantage point and other direct observation approaches. The goal is to gain customer insights by observation, which are unlikely to be reported on surveys or other common feedback tools. This goal is to discover ***"unarticulated customer needs."*** Any fieldwork will be done with utmost caution and a safety mindset. Insights learned from fieldwork will be combined with a "***Learning Launches"*** approach, which is a fast, low-cost experiment designed to gather data that will help planners make informed decisions on which public involvement tools are likely to be successful in garnering feedback from the public. A recent example includes producing a series of mini visual preference surveys in an iterative manner.

The idea is to experiment with this and other low cost approaches and then further develop the most successful approaches.

7) ***Webinars, Teleconferences and Seminars*** - The American Planning Association (APA) produces a series of teleconferences on planning issues. RVTPO staff will select relevant TPO related teleconferences and make arrangements to host a teleconference download site for local planners, citizens and other interested parties.
8) ***Public Involvement Forum, Fees, Subscriptions or Consulting Services*** - Staff may need to enlist the services of on-line public involvement forums such as: Agora, Mind Mixer or similar services (actual services would be decided using an appropriate competitive bid process); and/or third party consulting services in order to better involve citizens in the planning process. Item 2.03 contains a budget set-aside for such services if needed.

Products: Updated Public Involvement Policy and Title VI Policy Documents, Public and stakeholder outreach at various scales, webinars, seminars, neighborhood focus groups and MPO website maintenance, and update of TPO Demographic Profiles, staffing of CAC meetings. ***Item 2.03 supports planning factor #4 – "Accessibility" by increasing accessibility to public input and participation in the transportation planning process.***

Estimated Budget: $X ($X reserved for public involvement platforms, forums or consultation from private sector providers) (included for planning purposes only; not intended to be restrictive).

2.04 <u>Air Quality Planning</u>

Objective and Description: The local governments (Counties of Botetourt and Roanoke, Cities of Roanoke and Salem and Town of Vinton) entered into an Ozone Early Action Compact (EAC) with the Virginia Department of Environmental Quality (DEQ) and the Federal Environmental Protection Agency (EPA) in late December 2002. This agreement led to the development of an Ozone Early Action Plan (EAP) in March 2004. The Ozone EAP was successful and the Federal Environmental Protection Agency (EPA) declared the Roanoke Area to be back in attainment for the 8-hour Ozone standard that was in effect during the EAC/EAP process, on April 15, 2008. The Federal EPA revised the nationwide 8-hour Ozone Standard, in early March 2008, to 75 parts per billion (ppb) based on a 3-year average. In addition, the Federal EPA has announced its intention to further revise the 8-hour Ozone standard to a value within the 65 ppb to 70 ppb range. The new 8-hour Ozone standard is expected to be announced in October 2015. Similarly in RVTPO staff is monitoring announcements and news concerning both fine particulate PM2.5 and Greenhouse Gases (GHGs) in case the federal government requires transportation planning process compliance for those two classes of pollutants in addition to ground level Ozone.

Products: 1) Any immediate action necessary if the Roanoke Valley is deemed non-attainment for the new 8-hour Ozone standard expected in October 2015 2) Monitoring of Ozone and PM 2.5 trends with regards to continued air quality compliance; 3) Monitoring of federal and state policies concerning Greenhouse Gas (GHG) and their possible impact on the RVTPO planning process; and 4) Initiation of a non-attainment stakeholder and planning process pending designation (unknown until October 2015).

Estimated Budget: $X (included for planning purposes only; not intended to be restrictive).

2.05 Corridor Studies, Area Studies and Safety Planning

Objective and Description: Corridor and area studies can uncover projected ideas that feed the CLRMTP. Likewise, the CLRMTP can suggest corridors that warrant pre-NEPA corridor studies to help move the project to next stage. The following corridors and areas were suggested by local governments and other stakeholders in the FY2016 work program development process. Analysis of each corridor or area may include but is not limited to: access management, operations evaluation, transit/bicycle/pedestrian connections, parking availability/accessibility/issues, current and future land use, existing activity density, and adjacent land zoning.

- ***Route 419 Widening, Access Management, Pedestrian and Bicycle Accommodations from Route 220 to Route 221 –*** The purpose is to begin scoping a project for widening, access management, and pedestrian/bicycle accommodations on Route 419 from Route 220 to Route 221. Example work tasks include but are not limited to the following:
    - Review Route 419 Corridor Plan to determine if updates are necessary.
    - Suggest implementation strategies from the Route 419 Corridor Plan.
    - Coordinate with Virginia Department of Transportation, Roanoke County and City of Roanoke.
    - Document vehicle, bicycle and pedestrian usage.
    - Collect and analyze accident data.
    - Develop alternative recommendations for project development.
    - Determine next steps to move project forward to preliminary engineering.
    - Deliverables: At least two alternative scenarios for project scope, including conceptual road sections.
- ***Brambleton Avenue Corridor Study*** – The purpose is to determine current and future multimodal transportation needs for the Brambleton Avenue Corridor between Brandon Avenue in the City of Roanoke and Cotton Hill Road in Roanoke County. Example work tasks include but are not limited to the following:
    - Expand the geographic area of focus to include Garst Mill Road from Brambleton Avenue to Halevan Road.
    - Consider potential impacts from planned road improvement projects in the vicinity of Brambleton Avenue.
    - Count vehicles, pedestrians and bicyclists.
    - Collect and analyze accident data.
    - Review VDOT Six Year Plan projects for Old Cave Spring Road/McVitty Road and Cotton Hill Road.
    - Analyze current and projected demographic data.
    - Engage the business and residential community.
    - Deliverables: Mapping based on aforementioned tasks, conceptual road sections, research/analysis summary and suggestions for general implementation strategies.
- ***Downtown Salem Parking Analysis and Stakeholder Involvement Assistance –*** Assistance to City of Salem staff for transportation related portions of the Salem Downtown Plan including Parking Analysis and Stakeholder/Public Involvement assistance.
- ***Botetourt County Transportation Section of Comprehensive Plan Phase II*** – Assistance to Botetourt County staff in the preparation of a transportation section of their comprehensive plan update. This UPWP portion will focus on the portion of the county

that is within the RVTPO Study Area. A companion element for the rural portion of Botetourt County is in the FY2016 RVARC Rural Transportation Program Scope of Work. Work tasks are anticipated to include but not be limited to:

- Updates to land use and zoning information that impact the transportation and land-use connection (i.e potential impacts to multimodal districts or centers).
- Any technical assistance regarding HB2 or UDA's as requested by the county.
- Future land-use map and analysis in relation to how it may change the multimodal districts and centers in the future.
- Analysis of Workforce and Transportation connection especially as it relates to access to jobs and labor force access.
- Deliverables: update data, charts and maps as it pertains to the RVTPO Study Area and land-use, workforce and transportation connection and assist with stakeholder and public involvement.

- ***Exit 150 Small Area Study*** – The purpose is to prepare a comprehensive plan amendment that ties transportation, land-use and economic development together in the area around Exit 150 and the Southern Portion (i.e. RVTPO Study Area) of the County.
- Intersection or corridor analysis as requested.
- General HB2 or UDA assistance as requested by local governments.

Particular attention to safety planning will be present in the corridor planning process. This may include but is not limited to: accident analysis, pedestrian safety, bicycle safety, driver behavior analysis and education.

Item 2.05 also includes staff time for "Safe Routes to School" planning assistance in the event that a member local government requires such assistance during FY2016.

Products: Assistance with corridor and area studies, corridor evaluations and/or corridor data summaries using the above corridors as partners in local, VDOT or consultant studies. ***Item 2.05 supports planning factors #2- Safety, #7 – Management and Operation and #8 – Preservation of Existing System.***

Estimated Budget: $X (included for planning purposes only; not intended to be restrictive).

2.06 <u>RVTPO Bicycle and Pedestrian Planning</u>

Objective and Description: Item 2.06 is designed to focus on implementing the recommendations and vision as adopted in the Regional Bikeway Plan and Regional Pedestrian Vision Plan and general planning for non-motorized transportation. The following activities will be included in item 2.06 at a minimum:

1) ***Bicycle Accommodations for Vinton Major Corridors*** – The Purpose is to evaluate and analyze the existing conditions of major corridors in the Town of Vinton for bicycle and pedestrian accommodations, which include sidewalks, crosswalks, bike lanes, share the road, striping, etc. The following corridors will be areas of focus: Walnut Avenue, South Pollard Street, Lee Avenue, Gus Nicks Boulevard/Washington Avenue, and Virginia Avenue/Hardy Road. Work tasks will likely include but not limited to the following:
    - Bicycle Compatibility Index (BCI)
    - Evaluation of gaps in sidewalks and potential crosswalk accommodations.

- Deliverables: Prepare a list of potential bicycle and pedestrian accommodations including a cost estimate for the accommodations.

2) ***Pedestrian Performance Measures Data Collection*** - Update shapefiles and related databases of pedestrian infrastructure and where necessary, in the field, gather pedestrian infrastructure data along public streets and bus routes to include sidewalks, crosswalks, pedestrian signals, and ADA curb ramps. Special effort and attention will be made for mapping the above amenities that lie within ¼ mile of a fixed route bus stop.
3) ***Regional Pedestrian/Bicycle Advisory Board -*** RVTPO staff will continue to staff the Regional Pedestrian/Bicycle Advisory Committee. In addition, staff will attend meetings and/or serve on the following committees: City of Roanoke BAC, Regional Greenway Commission, Regional Greenway Commission Standards and Design Subcommittee, Joint Greenway Commission-Pathfinders Marketing, PR and Education Subcommittee and other committees as appointed.
4) ***General, Mapping and Website Assistance to Local Governments and Greenway Commission*** – MPO Staff assistance, public information materials design, and assistance in other areas as necessary.
5) ***Continued Greenway Monitoring and User Counts*** – continue to expand the greenway usage monitoring/estimation system for using during all seasons. Monitoring system will include deployment of additional trail counters and other monitors as available.
6) ***National Bicycle and Pedestrian Documentation Project Counts –*** RVTPO will partner with local governments to continue bicycle and pedestrian snapshot counts as part of the National Bicycle and Pedestrian Documentation Project.
7) ***Grant Assistance for Bicycle and Pedestrian Infrastructure Development*** – Assist local stakeholders in identifying and pursuing state, local, federal and private grants for new bicycle and pedestrian infrastructure.
8) ***Botetourt County Trails Plan Final Document and adoption***

Products: database of pedestrian infrastructure, greenway user counts, bike facility user counts, mapping and website assistance. ***Item 2.06 supports planning factors #1 – Economic Vitality,#4 –Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation #6 Connectivity and #8 – Preservation of Existing System.***

Estimated Budget: $X (included for planning purposes only; not intended to be restrictive).

2.07 General Technical Assistance and Technical Support Activities

Objective and Description: Staff will research, develop, maintain, and analyze data for use in a variety of technical support and planning support activities. Work activities will be organized around the following subtasks. Any combination of subtasks may be completed in FY2016 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2016.

Subtasks:

- ***General Technical Assistance*** to local governments, planners and citizens as requested.

- ***Technical Support Activities*** – a variety of planning support activities to support work program projects and/or the general planning process (i.e. turning movement counts).
- ***Support to Statewide Multimodal Planning*** – as needed
- **General HB2 or UDA assistance** - as requested by local governments.

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.08 <u>Public Transportation Planning Assistance</u>

Objective and Description: The two major public transportation agencies, Valley Metro (GRTC) – fixed route transit – and RADAR (UHSTS) – demand responsive transit regularly require transportation planning assistance to complete a variety of functions and plan for service enhancements. At a minimum item 2.08 will include:

- ***Regional Transit Vision Plan –*** This effort specifically reflects two of the federal priorities: regional models of cooperation and ladders of opportunity. Staff will complete summaries of initial stakeholder involvement, data gathering and analysis. Continuing activities include an examination of existing transit services and current funding sources. The Plan will continue to be developed with further stakeholder involvement regarding the future vision for the region's public transit services and potential funding resources. If a request for technical assistance funds from the Department of Rail and Public Transportation is approved by the Commonwealth Transportation Board in June 2015, the Regional Commission will seek consultant assistance to evaluate the region's transit services and transit route network from a "blank slate" perspective. Such an evaluation would be conducted with continuous stakeholder involvement.
- ***Regional Transit Development Plans (TDPs)*** – The Virginia Department of Rail and Public Transportation requires every transit agency to maintain a six-year Transit Development Plan (TDP). Staff will provide support to Valley Metro and RADAR in the yearly update of the TDP.
- ***Regional Transit Demand Management Plan*** – Staff will provide assistance to Ride Solutions to update the regional TDM Plan.
- ***Assistance with Transit Route Analysis and Mapping*** – As requested by the transit agencies, provide transit route and schedule analysis, associated mapping, and assistance with the implementation of new or modified transit services.
- ***Assistance with Improving Bus Stops*** – As requested, staff will provide assistance concerning the location, accessibility of and implementation of physical improvements to fixed-route bus stops. Staff will continue to provide technical support to implement the accessibility improvements to the Transportation Alternatives-funded project along Melrose Avenue.
- ***Human Services-Public Transit Coordinated Transportation Planning*** - Staff will provide assistance in coordinating human services transportation, working with DRPT and other agencies to update the Section 5310 Coordinated Human Service Public Transportation Plan as necessary, and will participate in related regional coordination meetings.
- ***General Transit Planning -*** *As needed, staff will incorporate transit components into other studies and plans identified in this Work Program.*

- ***Grant Assistance for Transit Development*** – Staff will assist Valley Metro and RADAR in identifying and pursuing local, state, federal and private grants and alternative funding sources for transit improvements and services.
- ***Passenger Rail and Public Transit Coordination*** – Staff will support the ongoing effort to provide passenger rail service in Downtown Roanoke in 2017 by working with VDRPT, the City of Roanoke and Valley Metro on related preparations including the establishment of a multimodal transportation station and planning for transfers between public transit and rail.

Products: Items above. ***Item 2.08 supports planning factors #1 – Economic Vitality,#4 – Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation, and #6 Connectivity.***

Estimated Budget: $X ($X PL and $X FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.09 <u>Congestion Management Process (CMP) – Plan Maintenance and Implementation</u>

Objective and Description: RVTPO's first ever CMP Plan was approved on January 23, 2013. This section provides for implementation of the Plan's recommendations as well as routine maintenance of the CMP planning process including any amendments, adjustments of updates of the plan incorporation new data or findings.
It is anticipated that the Commonwealth of Virginia will purchase a national freight dataset to be made available to Virginia MPOs in FY2016. Section 2.09 provides staff time to review and analyze such Freight data as it becomes available.

Products: CMP Plan for RVTPO. ***Item 2.09 supports planning factors***

Estimated Budget: $X (included for planning purposes only; not intended to be restrictive).

Figure 4

FY 2016 RVTPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2015 to June 30, 2016)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Proposed Revenue									
New FY 2016	X	X	X	X	X	X	X	X	X
OIPI	0	0	0	0	0	0	0	0	0
Unobligated FY 2014	X	X	X	X	0	0	0	0	X
Direct Carryover FY 2015	0	0	0	0	0	0	0	0	0
Total Revenue	X	X	X	X	X	X	X	X	**X**

Proposed Expenditures

Program Support & Admin									
1.01 Gen Admin & Operations	X	X	X	X	X	X	X	X	X
1.02 Training & Staff Development	X	X	X	X	X	X	X	X	X
1.03 Work Program Mgt	X	X	X	X	X	X	X	X	X
Total Operations	X	X	X	X	X	X	X	X	**X**

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Program Activities									
2.01 Long Range Plan	X	X	X	X	X	X	X	X	X
2.02 TIP, RSTP, TA and Performance Measures	X	X	X	X	X	X	X	X	X
2.03 Public and Stakeholder Involvement	X	X	X	X	0	0	0	0	X

2.04 Air Quality Planning	X	X	X	X	0	0	0	0	X
2.05 Corridor, Area Studies and Safety Planning	X	X	X	X	0	0	0	0	X
2.06 Bicycle and Pedestrian Planning	X	X	X	X	0	0	0	0	X
2.07 General Technical Assistance	X	X	X	X	X	X	X	X	X
2.08 Public Transportation Planning	0	0	0	0	X	X	X	X	X
2.09 Congestion Management Process (CMP)-Maintenance	X	X	X	X	0	0	0	0	X

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Total Program Expenses	X	X	X	X	X	X	X	X	**X**
Total Expenses	X	X	X	X	X	X	X	X	**X**

Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVTPO Area during FY 2016

Work Program Activity	**Total SPR (District)**
Program Support & Administration	$X
Long Range Planning	$X
Transportation Improvement Program	$X
Other Project Planning Activities	$X
TOTAL	**$X**