



(Official Name: Roanoke Valley Area Metropolitan Planning Organization)

## **UNIFIED PLANNING WORK PROGRAM**

### Fiscal Year 2024

(July 1, 2023 – June 30, 2024)

**DRAFT April 5, 2023**

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Prepared on behalf of the Roanoke Valley Transportation Planning Organization (RVTPPO) 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 Virginia Department of Rail and Public Transportation, the Federal Highway Administration, and the Federal Transit Administration.

The preparation of this program was financially aided through grants from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation.

*The RVTPPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in its public involvement opportunities. Contact the Public Involvement and Community Outreach Coordinator at (540) 343-4417 for more information.*

*The RVTPPO 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](http://www.rvarc.org) or call (540) 343-4417.*

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Program Administration, Activities, and Budget

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## RESOLUTION

## I. INTRODUCTION

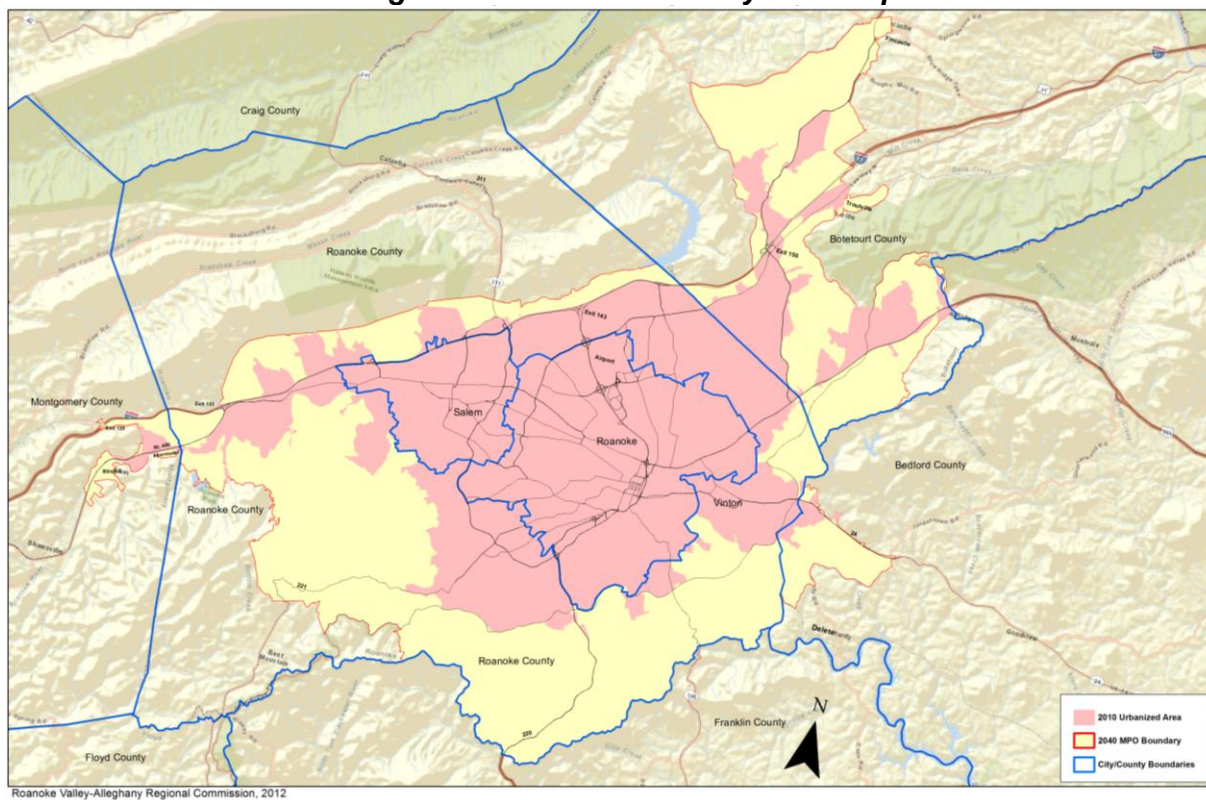
The Roanoke Valley Transportation Planning Organization (RVTPO) is the Metropolitan Planning Organization for the Roanoke urbanized area. The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the RVTPO study area for this fiscal year. The UPWP 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).

## II. METROPOLITAN PLANNING AREA

The RVTPO study area includes the parts of the Roanoke Valley region expected to be urbanized by the year 2045 including the Cities of Roanoke and Salem, the Towns of Fincastle, Troutville and Vinton, and portions of the Counties of Bedford, Botetourt, Montgomery and Roanoke. See Figure 1 for an illustration of the RVTPO study area.

Following the 2010 Census, the Roanoke Urbanized Area Boundary (UZA) contained a population of 210,111, and the RVTPO was subsequently classified as a Transportation Management Area (TMA) MPO. Based on the 2010 Census, the RVTPO 2045 study area population was 231,337 and encompasses a land area of 247 sq. miles. The latest Census 2020 data released in FY23 shows that the RVTPO UZA has grown to 217,312 which will inform development of the region's 2050 study area.

**Figure 1: RVTPO 2045 Study Area Map**



### III. 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 decision-making body of the RVTPO is its Policy Board which consists of sixteen voting members. The voting membership of the Policy Board consists of the following representatives:

#### **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

More details about the Board’s structure can be found online at [rvarc.org](http://rvarc.org). Staff of the Roanoke Valley-Alleghany Regional Commission perform 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 Policy Board, Technical Committee as well as any 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.

### IV. REGIONAL AIR QUALITY CONSIDERATIONS

In October 2015, the Federal Environmental Protection Agency established the 8-hour Ozone standard at 70 parts per billion (ppb). Recent trends in ground level ozone for the Roanoke Valley indicate that RVTPO is in compliance with the October 2015 8-hour Ozone standard. According to the Virginia Department of Environmental Quality, the Roanoke design value for 2020-2022 is 57 ppb. The RVTPO’s transportation planning and programming work will consider the desire to maintain the region’s air quality standard compliance.

## V. FEDERAL PLANNING CONSIDERATIONS

The work tasks within this UPWP are reflective of issues and concerns from transportation agencies at the federal, state and local levels as well as transportation needs identified by the region's citizens. An overarching theme to the RVTPPO's transportation work is the establishment and pursuit of performance targets, the use of performance measures to track progress towards meeting those targets, and a performance-driven outcome-based approach to transportation planning, programming and decision-making.

Specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have requested that eight priority areas of emphasis be incorporated into the work undertaken through the UPWP. They are summarized below.

### 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

### 2) Equity and Justice<sup>40</sup> in Transportation Planning

Advance racial equity and support for underserved and disadvantaged communities, ensuring public involvement reflects various perspectives, concerns, and priorities. Executive Order 14008 and M-21-28 advance environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

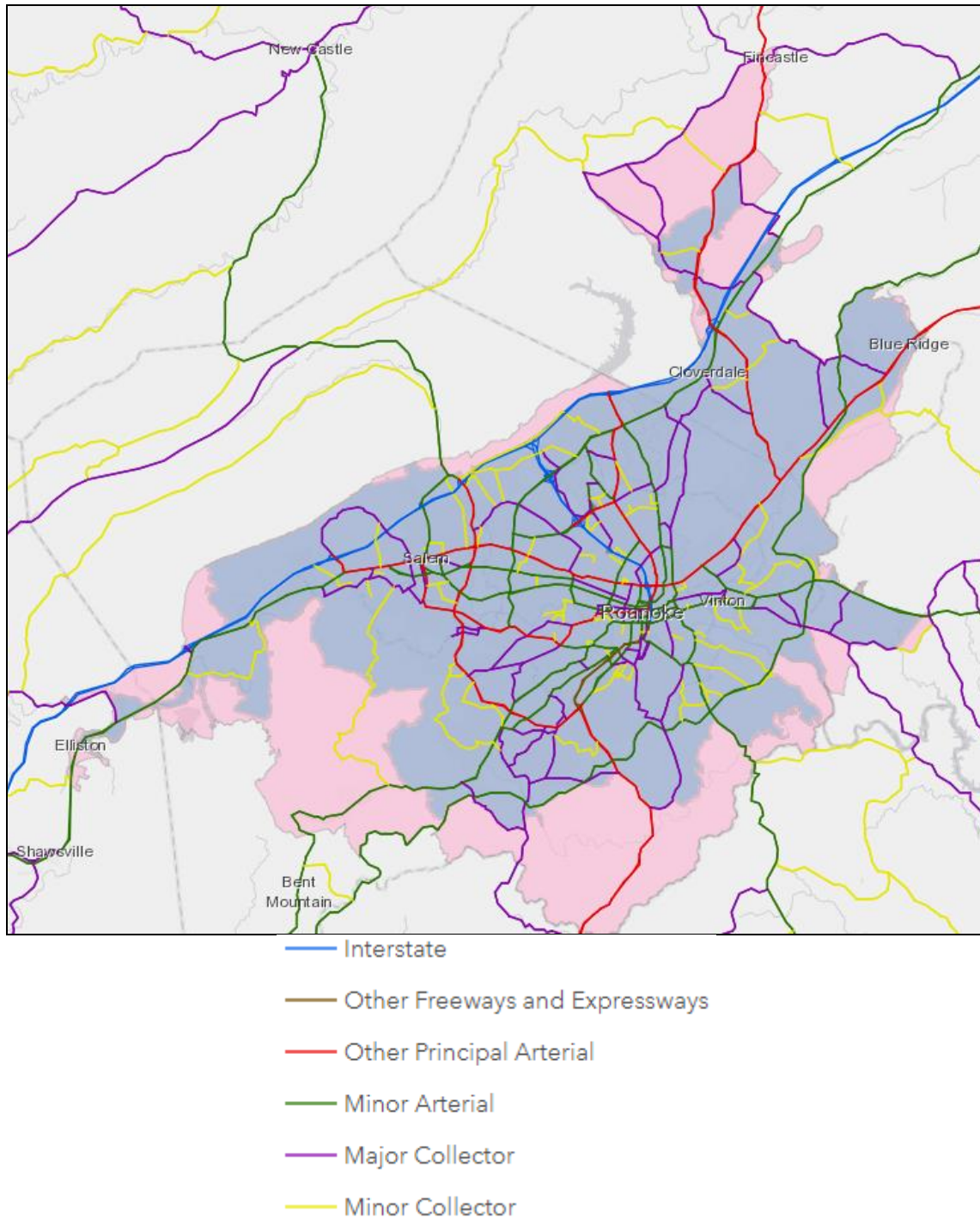
*Equity* is defined in Executive Order 13985 means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

*Underserved communities* refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity."

### 3) Complete Streets

A complete street is safe, and feels safe, for everyone using the street. Arterial roadways in particular tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. These roads should have safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities as necessary to access destinations thus making them "complete streets". Addressing bicycle safety along arterial roadways may be achieved by safe, comfortable facilities located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritizing safety improvements and speed management on arterials are essential to creating complete travel networks for those without access to single-occupancy vehicles.

**Figure 2: VDOT Functional Classification Map**  
As approved in 2014 and accessed on 1-7-22.



#### 4) **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Utilizing Virtual Public Involvement (VPI) tools while ensuring continued public participation by individuals without access to computers and mobile devices are part of the overall public involvement approach.



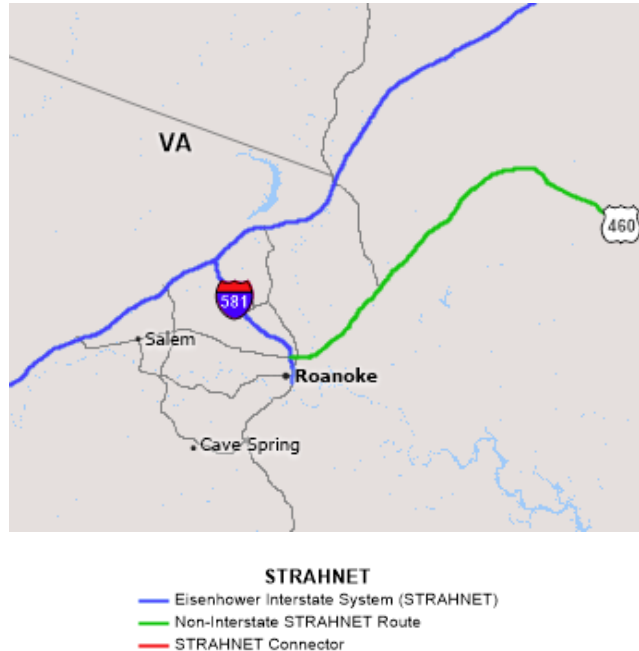
5) **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

The STRAHNET system facilitates the country's national and civil defense needs. In the Roanoke Valley this system includes I-81, I-581 and U.S. 460 east of I-581. These facilities provide access to Department of Defense facilities outside the region and are essential to national security.

**Figure 2: STRAHNET Map**

Accessed on 2-15-22

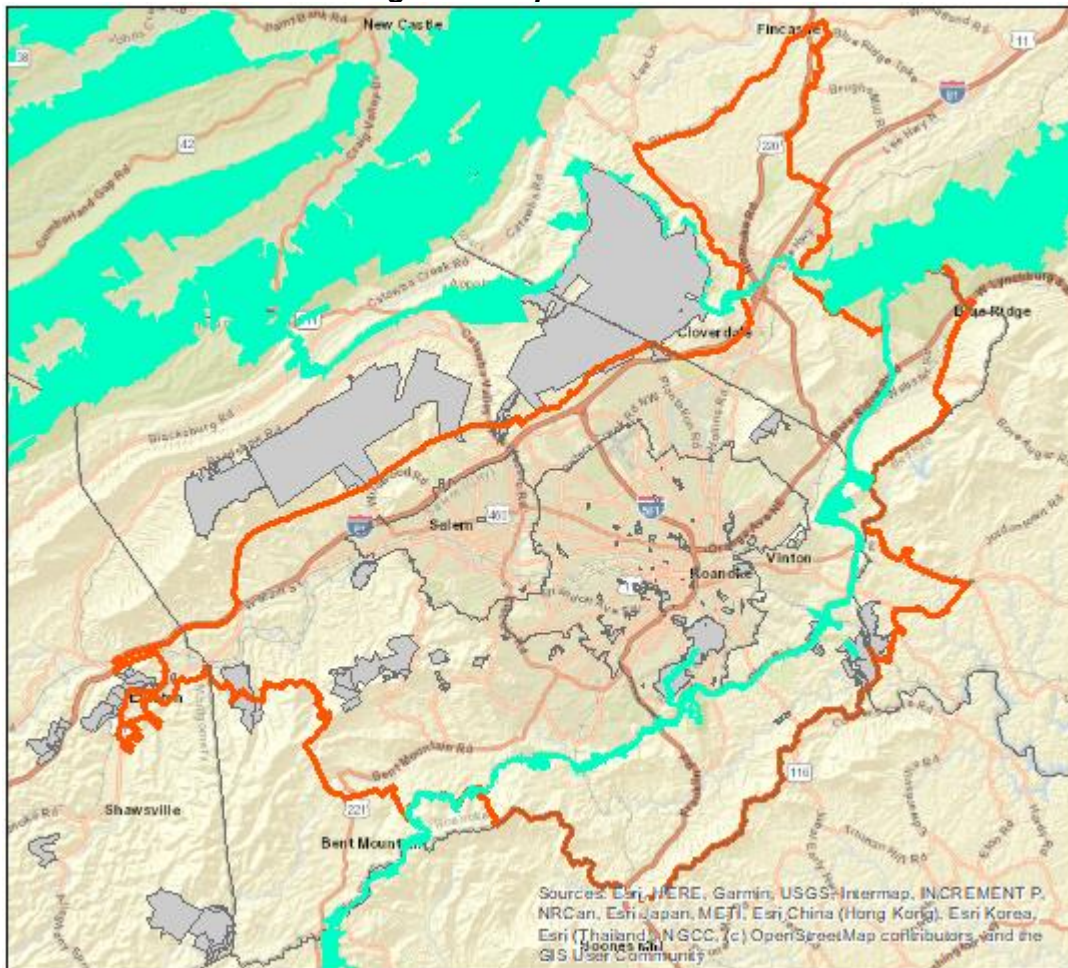
[Strategic Highway Network - STRAHNET - FHWA HEPGIS Maps \(dot.gov\)](#)



6) **Federal Land Management Agency (FLMA) Coordination**

Considering the needs related to access routes and other public roads and transportation services that connect to Federal lands and coordinating with the FLMA is done in the Roanoke Valley mainly as it relates to the Blue Ridge Parkway and the Appalachian Trail. The George Washington and Jefferson National Forest is also just north of the RVTPO area.

**Figure 3: Map of Federal Lands**



- Locality Boundaries
- RVTPO 2045 Boundary
- Other Conservation Areas
- Federal Lands

**7) Planning and Environment Linkages (PEL)**

PEL is an approach to decision making that considers environmental, community, and economic goals early in the transportation planning process. Information, analysis, and products developed during planning inform the environmental review process of proposed investments and aim to serve the community’s transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

### **8) Data in Transportation Planning**

Data sharing between state, regional, and local levels across issues such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Joe Biden outlining federal priorities for transportation and providing more funding opportunities for the region over the next five years. Some new items from IIJA are the consideration of state and local housing patterns in the planning process, permitting the use of social media and other web tools to encourage public participation in planning, and requiring MPOs to consider the equitable and proportional representation of the population of the planning area when designating officials.

The Fixing America's Surface Transportation (FAST) Act emphasized the importance of the transportation planning process to address the following 10 planning factors:

- (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 non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the 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;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism

The work described in this UPWP addresses the PEAs and supports these planning factors.

## **VI. WORK PROGRAM TASKS AND BUDGET**

On April 15, 2020, the RVTPPO went through its second official Federal Compliance Review which will be repeated every four years. Implementing the recommendations on improving the planning and programming process will continue this fiscal year. In the 2020 review, it was noted that the RVTPPO should focus on a performance- and process-oriented approach when developing plans and programs. This will continue be an overarching focus of the RVTPPO's work in the coming fiscal year. Unless otherwise stated, the tasks listed in the following sections will be performed/led by RVARC staff.

## 1. PROGRAM SUPPORT & ADMINISTRATION

This task covers three main areas:

### a) General Administration & Operations

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 Planning Agreement on Performance-Based Metropolitan Transportation Planning Responsibilities for the Roanoke Valley Region. The primary objectives of this task are (1) to implement the 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 and upkeep 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 related meetings, as well as attendance at those meetings. Attendance at staff meetings, stakeholder coordination meetings, and timekeeping are included in this task as well.

### b) Training and Staff Development

To meet the 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 and RVTPO Policy Board members.

### c) Work Program Management

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 in the next fiscal year that will utilize federal funding. The UPWP also identifies state and local matching dollars for these federal planning programs.

This task provides for management of the UPWP and monitoring progress on identified activities. If during this fiscal year, an amendment to the UPWP is deemed necessary, due to changes in planning priorities and/or the inclusion of new planning efforts, staff will identify and detail such amendments for consideration by the RVTPO Policy Board.

This task also provides for the development of a UPWP for the next fiscal year. The document will consider and, where possible, incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, and local governments participating in the RVTPO. The approved UPWP will be distributed to the Policy Board and made available to the public on the RVARC website (rvarc.org).

### ***Products and Schedule:***

- UPWP for FY 2025 (Spring 2024)
- Maintenance/amendments to the FY 2024 UPWP (as needed)
- Monitoring of FY 2024 UPWP budget and progress on activities (ongoing)
- Efficient office operation, accurate financial information, preparation of quarterly reports, preparation of information in support of RVTPO activities. (ongoing)
- Well-trained and informed staff and Policy Board members. (as needed)

**Lead:** RVARC staff

**Estimated Budget:** \$123,299 (\$85,396 PL and \$37,903 FTA/5303) (included for planning purposes only; not intended to be restrictive).

## 2. PROGRAM ACTIVITIES

### 2.01 Regional Transportation Planning

The following regional transportation planning activities are responsible for demonstrating federal compliance for the long-range metropolitan transportation planning process.

**Objective and Description:** Regional transportation planning enables local stakeholders to think beyond traditional borders and adopt a coordinated approach to addressing current transportation needs and planning for the future mobility of people and freight. Every five years, the RVTPO updates the Roanoke Valley's Transportation Plan (RVTP). The current plan was approved in January 2023.

In 2022, the RVTPO began developing a new performance-based planning and programming process with grant assistance from the Virginia Office of Intermodal Planning and Investment. Given the timing of the region's transportation plan update, the new process has been implemented concurrent with the most recent plan update.

Staff will continue to implement and refine the performance management approach to transportation planning and programming initiated in 2022 with the new PBPP process. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward addressing priority transportation needs for the achievement of transportation system performance outcomes.

The overall approach to planning in the Roanoke Valley will be performance-driven and outcome-based that considers all modes, ages, and abilities in the development of its multimodal transportation system. This item covers the activities related to development, maintenance, and implementation of the region's transportation plan and includes, but is not limited to, the following activities:

#### New Activities:

- The Roanoke Valley Transportation Plan was updated in FY23 with a horizon of 2045. Staff will generate an annual report on plan implementation including progress towards addressing regional priority needs and securing funding for priority projects to pursue.
- Staff began analyzing the results of the US Census 2020 and the impacts on the RVTPO region in FY23. Work in FY24 will consist of developing a new study area boundary to guide ongoing planning efforts and the next update to the RVTP.

#### Ongoing Activities:

- **Roanoke Valley Transportation Plan Implementation:** Staff will maintain and implement the Roanoke Valley Transportation Plan including following up with stakeholders on regional priority transportation needs, possible and preferred solutions/strategies to address those needs, identifying priority investments to pursue and utilizing the new travel demand model to demonstrate the impacts of future build

scenarios. Staff will work with the RVTP PBPP process which acknowledges the “developmental RVTP” - the ongoing work of the continuous, cooperative and collaborative planning to attain the region’s transportation vision.

- **Roanoke Valley Performance-Based Transportation Planning Process:** Staff worked with the VA Office of Intermodal Planning and Investment’s GAP consultant team in FY23 to develop and document the RVTPO’s performance-based planning process. The PBPP process was applied to the development of the Roanoke Valley Transportation Plan. Staff will continue to apply the PBPP process to ongoing work related to the RVTP including working with stakeholders as noted above. A new database in MS Power Apps was created in FY23 with consultant assistance houses the region’s transportation needs, funded projects, and priority projects to pursue. Maintaining and improving this database will be a key focus of this work.
- **Roanoke Valley Transportation Plan Adjustments/Amendments:** The RVTPO Policy Board approved the Roanoke Valley Transportation Plan Amendment and Adjustment Processes on January 26, 2023. As staff work with stakeholders to continuously assess progress on addressing transportation needs and pursuing priority transportation investments for the region, staff will adjust or amend the RVTP content as needed. Updating the MS Power Apps database to reflect new information including new needs and projects is included in this item.
- **Federal Transportation Performance Measures Integration:** Federal guidance concerning the integration of specific performance measures in long-range transportation planning processes will continue. This item is intended to address any necessary work to integrate federally required and federally recommended performance measures and performance measures targets into the region’s PBPP process and transportation plan. This item will continue assessing and compiling the data needs required for the performance-based approach to long-range planning.
- **Air Quality and Environmental Analysis and Planning:** As noted previously, the Federal EPA revised the nationwide 8-hour Ozone Standard, in early October 2015, to 70 parts per billion (ppb) based on a 3-year average, and the RVTPO is in compliance with the October 2015 standard. RVTPO staff will monitor 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. This item is intended for any applicable air-quality or environmental analysis and planning 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.
- **Travel Demand Model:** In FY22, the Regional Commission applied for a DRPT grant to conduct a Regional Travel Survey in FY23. Staff will wrap-up the Travel Survey with the consultant, analyze results, and determine its use with the model in FY24. This item also provides staff time and resources to learn about scenario planning and apply the 2045 travel demand model to planning scenarios and continue coordination with VDOT modelers to analyze the impacts of transportation plan priority projects to pursue.
- **Coordination with Other Plans:** In particular, ensure that metropolitan transportation planning is coordinated with the VTrans statewide transportation plan, the RVARC’s rural long-range transportation plan, any other related long-range transportation plans, and furthers the vision presented in the Livable Roanoke Valley plan.
- **Other Technical Work:** Any other technical plan and process work; such work may involve consultant assistance.

**Products and Schedule:**

- Progress report on RVTP implementation (Spring/Summer 2024)
- Roanoke Valley Transportation Plan Amendments/Adjustments (Summer 2023 and as needed)
- 2050 Study Area Boundary (Fall 2023)
- Coordination with VTrans, VDOT'S Rural Long-Range Transportation Planning Process, Livable Roanoke Valley plan implementation and other long-range plans (ongoing)
- Maintenance of RVTP MS Power Apps database (ongoing)
- Travel Demand Model application (ongoing)
- Monitoring of Ozone and PM 2.5 trends with regards to continued air quality compliance; Monitoring of federal and state policies concerning Greenhouse Gas (GHG) and their possible impact on the RVTPPO planning process; Public outreach and maintenance of air quality action day communications lists (as needed).
- Other metropolitan transportation planning technical work as required (ongoing)

***This item supports the federal planning factors to the extent possible given time, financial and other constraints as well as all Planning Emphasis Areas (PEAs).***

**Lead:** RVARC staff

**Estimated Budget:** \$237,143 (\$182,884 PL and \$54,259 FTA/5303) (included for planning purposes only; not intended to be restrictive).

**2.02 Transportation Funding Pursuit and Programming**

**Objective and Description:** The RVTPPO engages in pursuing various transportation funding opportunities, manages the process by which certain federal programs allocate funding in the RVTPPO region, and approves the use of federal funds for priority transportation investments.

As required by federal planning and programming regulations, the Transportation Improvement Program (TIP) for the Roanoke Valley area is a four-year program of the planned federal obligations for highway, bicycle, and pedestrian projects eligible and previously selected to receive federal funds and for transit projects anticipated to be selected in each grant year. State and locally funded projects may also be included in the TIP to assess progress towards achievement of regional goals and performance measures. In FY2023, the Roanoke Valley Transportation Plan was adopted, clarifying the function of the TIP to demonstrate federal funds being obligated to RVTPPO approved funded projects listed in the RVTP.

The TIP, as a component of the RVTP, is updated every three years, with amendments or adjustments in intervening years, as needed, and must be approved by the RVTPPO Policy Board and the Governor of Virginia. The TIP is required as a condition for all federal funding assistance for transportation improvements within the RVTPPO area. A new process for amending/adjusting the TIP was approved by the RVTP in FY23.

The RVTPPO administers the allocation of Roanoke Valley formula funds for a few federal programs. The RVTPPO's federal apportionment of Surface Transportation Block Grant (STBG) Program: Roanoke Valley Urbanized Area Suballocation Funding, referred to previously as the Regional Surface Transportation Program (RSTP), is a category of funding that is determined by the RVTPPO Policy Board through a process described in a document titled the "STBG Project Development and Selection Procedures". The Transportation Alternatives Set-Aside

(TA) is a smaller category of funding for which the RVTPO Policy Board will select projects within the RVTPO Study Area Boundary. The Roanoke Valley also receives FTA 5310 funds (transportation for the elderly and people with disabilities). Although DRPT manages these funds for the RVTPO, staff are involved with the coordination of projects and monitors the use of these funds as they are approved by the RVTPO Policy Board and programmed in the TIP.

SMART SCALE is Virginia's prioritization process for selecting and investing in transportation projects; applications are due every even year. MERIT is DRPT's public transportation grants program and applications are accepted yearly. The Infrastructure Investment and Jobs Act continues to provide many discretionary federal funding opportunity.

This task item primarily involves work related with the above-mentioned items and any work involving grants or the programming of funds; some activities covered in this task may include but are not limited to:

**New Activities:**

- Administration of STBG Round 6 – new application year.
- Administration of Carbon Reduction Program – new application year.
- SMART SCALE Round 6 – pre-applications will be accepted in March 2024 and preparation for the full applications which will be accepted in August 2024.

**Ongoing Activities:**

- Continue to approve new performance measure targets and update existing targets as required by the federal government.
- Continue work to prepare for the next round of SMART SCALE applications, facilitate the RVTPO's selection of projects for SMART SCALE funding pursuit, and monitor new developments with the SMART SCALE process.
- Administer the RVTPO's STBG program per the approved policies and procedures; update the program's policies and procedures as needed; monitor the status of STBG projects.
- Administer the Carbon Reduction Program, a new source of funding for the RVTPO initiated in March 2023.
- Manage the RVTPO's TA and FTA 5310 funding programs in coordination with the respective state agency. In FY23, a new procedure for TA was developed including a process for updating stakeholders on the progress of investments and reallocating unused funds from completed TA projects. Staff will continue to update stakeholders on progress for TA projects.
- Amendments and/or Adjustments to the current TIP or specific STBG/TA funding program allocations. This includes maintenance of the RVTPO's Funded Projects in the RVTP along with the MS Power Apps database that was created in FY23.
- Coordination with OIPI, VDOT and VDRPT on TIP, STIP, SMARTSCALE, Six-Year Improvement Program (SYIP) details, procedures and updates, and performance measures. Such coordination will involve participation in and travel to statewide meetings related to these and similar topics.
- Coordination with FTA, DRPT, and transit grantees including Valley Metro, RADAR, and Roanoke County on transit-related funding and programming with regards to the SYIP, TIP, and formula grant programs.
- Coordination with VDOT, VDRPT, and transit grantees including Valley Metro, RADAR, and Roanoke County as needed on the publication of the Annual Obligations Report.
- Coordination with the Virginia Association of MPOs on programming-related items.



- Investigate grant opportunities as they arise.
- Provide assistance with grant funding applications, as requested.

**Products and Schedule:**

- TIP amendments/adjustments (ongoing as needed)
- Annual listing of projects with federal obligations (Winter 2023/2024)
- Current TA and STBG project updates (Fall 2023 - Winter 2024)
- STBG Financial Plan update (Fall 2023 - Spring 2024)
- Carbon Reduction Financial Plan (Fall 2023 – Spring 2024)
- Adjustments to STBG, Carbon Reduction, TA funding plans (as needed)
- Update STBG Project Development and Selection Procedures (as needed)
- SMART SCALE project solicitation process and application preparations (Fall 2023-Summer 2024)
- Up-to-date website with related information, data collection and analysis of performance measures, MS Power Apps database with project information, and staff-administered public involvement process for products requiring input (ongoing)
- Staff participation in meetings on the above-mentioned and related topics (ongoing)
- Additional products may include grant applications for transportation funding, funding analysis, new performance measures data development, and others (ongoing)

***This item is focused on programming funds and it supports all planning factors to the extent that programming funds are available in a given 4-year time horizon as well as PEAs 1, 2, 3, and 4.***

**Lead:** RVARC staff

**Estimated Budget:** \$90,544 (\$76,153 PL and \$14,391 FTA/5303) (included for planning purposes only; not intended to be restrictive).

**2.03 Congestion Management Process**

**Objective and Description:** The most recent Congestion Management Process (CMP) was approved in October 2020 and an implementation progress report done in FY23. These two products guide the work done under this task. This section provides for development and implementation of the CMP as well as amendments, adjustments, or updates of the process to incorporate new data or findings.

This task item primarily involves work related with the activities outlined in the CMP document; some activities covered in this task may include but are not limited to:

**New Activities:**

- **Roanoke Valley Transportation Plan Follow-Up:** Staff will work with stakeholders towards addressing the priority congestion needs in the RVTP by clarifying the needs, identifying possible and preferred solutions, and pursuing funding as needed.

**Ongoing Activities:**

- **CMP Implementation:** Staff will continue implementing regional CMP objectives/strategies, monitoring system performance measures, collecting data, and analyzing congestion, coordinating congestion management with other agencies, as well as

integrating new data sources and data analysis into the CMP planning process. This work will support the Performance-Based Planning and Programming (PBPP) framework and may be used as input to the Roanoke Valley Transportation Plan.

- **Land Use/Transportation Planning:** Coordination between state and local governments around transportation and land-use by utilizing the Urban Development Areas and Multimodal Centers and Districts Framework and analyzing local zoning and land use compatibility with regional multimodal transportation. Products of this effort support the congestion management process and may include but is not limited to future build-out scenarios, land use/transportation investment mapping, model comprehensive plan/zoning ordinance language, and other products that could be used by localities in their own transportation/land use planning efforts to minimize future congestion.

**Products and Schedule:**

- Ongoing CMP data monitoring, regional congestion analysis, implementation and evaluation of congestion management strategies, and reporting on progress.

***This item supports planning factors #1-Economic Vitality, #4-Accessibility and Mobility #5-Quality of Life, Environment and Energy Conservation, #7-Efficient System, #9-Reliability and Reducing Stormwater Impacts, #10-Enhancing Travel and Tourism, and PEAs 1, 2, 4, 5 and 8.***

**Lead:** RVARC staff

**Estimated Budget:** \$38,697 (\$24,243 PL and \$14,454 FTA/5303) (included for planning purposes only; not intended to be restrictive).

## **2.04 Public Transportation Planning**

**Objective and Description:** The Roanoke Valley Transportation Plan identifies a few priority transit access and transit system management needs for the region to work towards identifying, funding, and implementing preferred solutions. Clarifying the needs and analyzing possible solutions in order to reach consensus will be a focus of the work done in the upcoming year. The RVTP process also identified other transit needs that were not priorities but could become priorities in the future; as time permits, staff will work to better understand the other documented transit needs and work with stakeholders to identify preferred solutions, projects or services to pursue.

The Greater Roanoke Transit Company (Valley Metro) is the Roanoke Valley designated recipient and provider of fixed-route transit. Unified Human Services Transportation Systems, Inc. (RADAR) provides paratransit services in the Roanoke Valley under contract to Valley Metro (STAR service). Via is the transit operator in the Roanoke Valley for Roanoke County (CORTRAN service) as of January 2021. Botetourt County also provides transit services to its senior and disabled populations. Other organizations such as enCircle and Local Office on Aging provide transportation services to their clients and federal funding has been used to support their programs.

This item aims to provide public transportation planning assistance and support the Roanoke Valley's planning efforts for transit service enhancements. The region's vision for transit is capture in the Transit Vision Plan. Additionally, the Coordinated Human Services Mobility Plan (CHSMP), Valley Metro and RADAR Transit Development Plans, and Valley Metro Transit Strategic Plan are key tools for planning public transportation service improvements in the

region. Staff will provide assistance to the responsible agencies as needed to maintain and update these required documents.

At a minimum this item will include:

**New Activities:**

- ***Roanoke Valley Transportation Plan Follow-Up:*** Staff will work with stakeholders towards addressing the transit access and transit system management needs in the RVTP by clarifying the needs, identifying possible and preferred solutions, and pursuing funding as needed.
- ***National Transit Database (NTD) On-Board Survey Activity Analysis:*** Valley Metro performed its triennial NTD on-board survey during FY23 with RVARC staff support. Staff will work with Valley Metro staff to analyze bus stop activity and make comparisons with past data to understand bus stop activity trends.

**Ongoing Activities:**

- ***Commuter Assistance Program Strategic Plan (CAPSP):*** Staff will continue development of a commuter assistance program strategic plan as required by DRPT for Transportation Demand Management Programs. RideSolutions is the region's TDM program, staffed by the Regional Commission. In FY23, a travel survey was conducted to support this effort. A consultant will be utilized in FY24 to create the CAPSP with staff managing and participating in the effort to guide the RideSolutions program over the next five years. The development of a Carbon Reduction Strategy aligned with the one being developed at the state level will be incorporated into this work.
- ***Implementation of Roanoke Valley Transit Vision Plan (TVP), Valley Metro Transit Strategic Plan (TSP), and Regional Transit Development Plans (TDP):*** The TVP provides the vision for future transit services and connections in the Roanoke Valley. The TSP for Valley Metro is being developed in FY23-24 led by Valley Metro. The TSP is the update to the 2018 Valley Metro TDP; RADAR also has a TDP, and annual updates are required. Priority needs and projects/services were incorporated into the RVTP and will be reflected in the TSP and TDP when updated. Staff will continue to provide any needed assistance or coordination to transit agencies as they develop and implement these plans.
- ***Human Services-Public Transit Coordinated Transportation Planning:*** Staff will provide assistance with coordinating human services transportation and will participate in related regional coordination meetings. The VA Department of Rail and Public Transportation is updating the Coordinated Human Services Mobility Plan (CHSMP) in FY22-24 which includes the Roanoke Valley. Staff will participate in meetings, review materials, and provide input as needed.
- ***Passenger Rail and Public Transit Coordination:*** Staff will support the ongoing effort to plan improvements for transfers between public transit and rail as well as expansions of passenger rail services.
- ***Vanpool Planning:*** Staff will continue working with prospective employers and existing or prospective employees to plan vanpools to provide new transportation options for mobility between the RVTPPO area and destinations beyond.
- ***Maintenance and Development of Transit-related GIS shapefiles and maps:*** Staff will develop new or update existing transit-related GIS shapefiles and regional planning maps as modifications are made to the regional transit network.

- **General Transit Planning:** As needed, staff will incorporate transit components into other studies and plans identified in this Work Program and support any coordination of urban transit service planning with the rural area or other intercity transit services.

**Products and Schedule:**

- NTS Survey/Automatic Passenger Counter Bus stop activity analysis (Summer 2023 –Fall 2023)
- CAP Strategic Plan (Summer 2022 – Summer 2024)
- Planning for vanpool service(s) (as needed)
- Transit service analysis, studies, mapping, etc. as needed (ongoing)
- Maintenance of GIS databases and mapping (ongoing)

**This item supports all of the federal planning factors and PEAs 1, 2, 3, 4, 6, 7, and 8.**

**Lead:** RVARC staff

**Support:** RVARC may seek consultant assistance via DRPT for the CAP Strategic Plan.

**Estimated Budget:** \$64,746 (\$0 PL and \$64,746 FTA/5303) (included for planning purposes only; not intended to be restrictive).

## **2.05 Public/Stakeholder Engagement**

**Objective and Description:** Public participation, stakeholder coordination and outreach including the consideration of Environmental Justice are key elements of the RVTPO’s planning efforts. Activities will include but are not limited to the following activities:

**Ongoing Activities:**

- **Federal Planning Certification Review - Recommendations Implementation:** Due to the urbanized area’s population being above 200,000, the Roanoke Valley is designated a Transportation Management Area (TMA). Every four years the Federal Highway Administration, Federal Transit Administration, and the State conduct a review of the RVTPO’s adherence to good transportation planning practices for metropolitan planning organizations as outlined in the federal code. The most recent Certification Review took place in April 2020. Staff will continue to review and follow-up on the federal recommendations to improve the transportation planning and programming process in the Roanoke Valley. The next review is expected to occur this fiscal year in the spring of 2024. Staff will prepare materials as requested by FHWA/FTA, plan for and participate in related meetings, and coordinate with stakeholders involved in the review.
- **Public Participation:** As described in the 2018 Public Participation Plan (PPP), staff will continue to seek “early and continuous” public input and provide “ample opportunity for public comment” on development of the region’s Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, related amendments and other key decision points. The work conducted for this task will support these products described in the related UPWP tasks. The PPP was last updated in FY21, and as noted in the PPP, staff will review the Plan for needed updates every three years. Staff will review and evaluate public participation efforts and adjust strategies as needed.
- **Title VI:** Staff updated the Title VI Implementation Plan in FY20 and has since addressed non-compliance issues. Staff will continue to implement the activities

identified in the plan to ensure compliance with Title VI and related authorities and make any updates if requested by federal or state partners.

- **TPO Website Strategy:** The RVTPO website should be periodically reevaluated and updated to ensure materials are current and that users will experience a smooth interface. This subtask allocates resources specifically for website improvement as well as public involvement through social media and other methods.
- **TPO Demographic Profiles Maintenance and Updates:** RVTPO Demographic Profiles will be updated per the U.S. Census 2020 data sources becoming available.
- **Regional Bicycle & Pedestrian Committee:** Staff will continue to manage the Regional Bicycle & Pedestrian Committee, facilitate approximately five meetings/year, and support activities related to Complete Streets planning.
- **Celebrate Transportation Day:** In 2018, the Virginia General Assembly passed HJ59 designating the Thursday before Memorial Day as Celebrate Transportation Day in Virginia. Staff may develop and participate in related activities.
- **Conferences, Webinars, Teleconferences and Seminars:** Staff will remain current on broader transportation, land use, and other related planning activities by participating in transportation and planning webinars, conferences and meetings for various organizations/groups including but not limited to the Association of Metropolitan Planning Organizations (AMPO), the Transportation Research Board (TRB), National Association of Development Organizations (NADO), Governor's Transportation Conference (GTC), American Planning Association (APA), Association of Pedestrian and Bicycle Professionals (APBP), Virginia Association of Metropolitan Planning Organizations (VAMPO), Virginia Chapter of the American Planning Association (VAPA), and the Virginia Transit Association (VTA).
- **Public Involvement Forum, Fees, Subscriptions or Consulting Services:** Staff may need to enlist the services of on-line public involvement forums or other specialized citizen and community-based forums.
- **RVTPO Marketing:** In order to better notify citizens and organizations of the RVTPO's work, marketing the RVTPO's role and work in the community will be conducted via the Regional Commission's newsletters, social media, and other communication methods.
- **Transit-Related Advisory Committees:** Staff will participate in advisory committees and meetings of local groups and organizations (e.g. Age Friendly Community, Transit Passenger Advisory Committee, RADAR Advisory Committee, etc.) as needed to coordinate transportation efforts, obtain input to the metropolitan planning process, and facilitate education among the public about transportation planning.
- **General Public and Stakeholder Involvement Opportunities:** Staff may pursue a wide variety of public and stakeholder involvement opportunities not specifically listed in the aforementioned items.

#### **Products and Schedule:**

- Federal Certification Review (Spring 2024)
- Public Participation Plan Update (Spring/Summer 2024)
- Celebrate Transportation Day activities (May 2023)
- Administration of Regional Bicycle & Pedestrian Committee (ongoing)
- Participation in Age Friendly Community, Valley Metro Transit Passenger Advisory Committee and RADAR Advisory Committee (ongoing)
- Necessary amendments or adjustments to the Public Participation Plan, Title VI Implementation, public and stakeholder outreach at various scales. (ongoing)
- Implementation of recommendations from the 2020 Federal Certification Review (ongoing)

- Attendance at conferences, webinars, teleconferences, seminars; TPO website maintenance, and update of TPO Demographic Profiles. (ongoing)
- Attendance at transportation-related meetings of local organizations or as requested. (ongoing)

**Lead:** RVARC staff

**Estimated Budget:** \$86,415 (\$66,441 PL and \$19,974 FTA/5303) (included for planning purposes only; not intended to be restrictive).

***This item supports all planning factors by increasing accessibility to public input and participation in the transportation planning process and PEAs 2 and 4.***

## **2.06 Complete Streets Planning**

**Objective and Description:** This item is focused on Complete Streets planning activities to support increasing safe and accessible transportation options as required under the Infrastructure Investment and Jobs Act. The RVTPO previously developed a Regional Bikeway Plan and Regional Pedestrian Vision Plan which provide a long-term vision to pursue the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, and individual with disabilities. The Roanoke Valley Transportation Plan approved in January 2023 prioritized the pedestrian and bicyclist safety needs by location in the region and work to address these needs is a key focus of this task.

Corridor and area studies can further analyze these transportation needs to clarify the issues, identify potential solutions, and ultimately identify priority projects to pursue for inclusion in the Roanoke Valley Transportation Plan. Analysis of each corridor/area or transportation need may consider access management, safety, security, operations evaluation, resiliency, reliability, multimodal connections, parking, current and future land use, existing activity density, adjacent land zoning, and many other factors. VDOT's Transportation Efficient Land Use and Design guide and VDRPT's Multimodal System Design Guidelines are important references to guide planning activities covered by this item.

The following specific plans, studies and tasks will be accomplished next fiscal year.

### **New Activities:**

- ***Roanoke Valley Transportation Plan Follow-Up:*** Staff will work with stakeholders towards addressing the motorist, pedestrian and bicyclist safety needs in the RVTP by clarifying the needs, identifying possible and preferred solutions, and pursuing funding as needed.
- ***Washington Avenue Corridor Improvement Study:*** As part of the RVTP follow-up, staff will administer one study from the RVTP's Priority Projects to Pursue list to be paid for through the UPWP funding with the assistance of a consultant. The study will look at multimodal safety, access management, and congestion issues during peak hours from South Pollard Street in the Town of Vinton to Stonebridge Drive at the Blue Ridge Parkway in Roanoke County, a distance of 2.5 miles. This work will be coordinated with the affected localities, VDOT, and Valley Metro to identify possible and preferred solutions with the intent to develop consensus on projects for future grant applications.

- **2013 Bus Stop Accessibility Study Review:** In coordination with the bus stop activity analysis described under task 2.04, staff will review the 2013 Bus Stop Accessibility Study and share with stakeholders where progress has been made to improve bus stop accessibility in the region.

#### **Ongoing Activities:**

- **Vinyard Road Corridor Study:** Staff worked on this study in FY23 and any remaining work to complete the study will continue in FY24. The purpose of this study is to analyze the traffic counts, access management level of service, and other features of this growing area to identify how to accommodate the expanding activity, improve traffic flow at peak times, add bicycle/pedestrian accommodations and improve the aesthetics. Staff may assist with identifying funding sources and preparing related grant applications.
- **I-81 Corridor Improvements:** Staff will continue to coordinate with the State and other stakeholders on implementing improvements to I-81 and monitor related progress and legislation. Staff will coordinate work with the I-81 Corridor Improvement Committee and attend related meetings as needed.
- **Traffic Safety:** In 2019, the Roanoke Valley Regional Transportation Safety Study was adopted. Staff will coordinate with the State and other stakeholders to follow-up on the findings of the study, especially the areas for potential safety improvement. In FY23, several RVTPO localities received federal Safe Streets for All grants and staff will coordinate with stakeholders to improve safety for motor vehicle and all multimodal users of streets.
- **Bicycle Plan Update:** In 2012, the RVTPO approved a Bikeway Plan for the region which outlined a long-term vision for an on-road network. Staff did some initial work on this item previously but paused the effort in order to dedicate time to developing the new PBPP process used to create the RVTP which will also guide the continuation of this effort. The RVTP identifies priority and other bicycle safety needs in the region. Staff will apply the PBPP process to create a policy and action plan for improving bicycle transportation in the region. The RVTP, 2021 Transportation Needs Assessment, the region's multimodal centers/districts, and a multimodal systems-approach to planning will guide this effort.
- **Cyclist/Pedestrian Counts:** Staff will continue collect data on trips made by bicycle and/or walking using field counters or data programs such as StreetLight InSight. This work includes conducting field work to maintain counters, downloading data and relocating counters to other locations, managing, analyzing and mapping data, developing analyses, evaluating the program's value, and seeking options to improve the program. Counts will analyze sites before/after an investment to identify improvements made to cyclist or pedestrian safety; locations may also be selected to support the determination of the preferred solution to improve cyclist or pedestrian safety.
- **Maintenance and Development of bicycle/pedestrian shapefiles and maps:** Staff will develop new or update existing bicycle or pedestrian GIS shapefiles and regional transportation planning maps as new elements are added to the regional bicycle/pedestrian network.

#### **Products and Schedule:**

- RVTP Priority Study: Washington Avenue Corridor Improvement Study with consultant assistance (Summer 2023 – Spring 2024)
- 2013 Bus Stop Accessibility Study Review (Winter 2023/2024)
- Vinyard Road Corridor Study (Summer 2023)

- Bicycle Plan Update (Spring 2024)
- Bicycle/Pedestrian traffic counts (ongoing)
- Maintenance of GIS databases and mapping (ongoing)
- Participation in corridor/area studies being conducted by OIPI or member organizations.
- Participation in the I-81 Corridor Coalition, I-81 Committee, and other related meetings to improve I-81 (ongoing)
- Other corridor/area work as needed.

***This item supports all of the planning factors and planning emphasis areas.***

***This item 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, #9–Reliability and Reducing Stormwater Impacts, and #10–Enhance Travel and Tourism as well as PEAs 1, 2, 3, 4, 6, 7 & 8.***

**Lead:** RVARC staff

**Estimated Budget:** \$201,723 total (\$201,723 PL and \$0 FTA/5303) (included for planning purposes only; not intended to be restrictive) (Funding includes a consultant to conduct a priority study identified in the RVTP).

## **2.07 General Technical Assistance**

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

Where feasible, this item also contains some provisions for an on-call consultant or consultants to provide general technical assistance on transportation planning activities. This item also contains contingency funds intended for future programs in case future available funds are lower than anticipated.

### **Ongoing Activities:**

- **General Technical Assistance:** Assist federal/state/local governments, transit agencies or other stakeholders and citizens on transportation work as requested.
- **Technical Support Activities:** Conduct a variety of planning activities to support work program projects identified previously in the UPWP and/or the general planning process.
- **Support to Statewide Multimodal Planning:** As needed.
- **Participation in other Transportation-Related Activities/Meetings:** As needed or as requested by stakeholders/citizens.

**Lead:** RVARC staff

**Support:** Technical/Planning support from consultants as needed

**Estimated Budget:** \$124,154 (\$116,004 PL and \$8,150 FTA/5303) (included for planning purposes only; not intended to be restrictive).



**VII. RVTPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES (July 1, 2023 to June 30, 2024)**

	PL	State	Local	Total PL	5303	State	Local	Total 5303	Total
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**Proposed Revenues**

<i>New FY 2024</i>	\$405,153	\$50,644	\$50,644	<b>\$506,442</b>	\$171,101	\$21,388	\$21,388	<b>\$213,877</b>	<b>\$720,319</b>
<i>Direct Carryover FY 2023</i>	\$0	\$0	\$0	<b>\$0</b>	\$0	\$0	\$0	<b>\$0</b>	<b>\$0</b>
<i>Carryover FY 2022</i>	\$197,122	\$24,640	\$24,640	<b>\$246,402</b>	\$0	\$0	\$0	<b>\$0</b>	<b>\$246,402</b>
<b>Total Revenue:</b>	<b>\$602,275</b>	<b>\$75,284</b>	<b>\$75,284</b>	<b>\$752,844</b>	<b>\$171,101</b>	<b>\$21,388</b>	<b>\$21,388</b>	<b>\$213,877</b>	<b>\$966,721</b>

**Proposed Expenditures**

**1.0 Program Support and Administration**

	<b>\$68,317</b>	<b>\$8,540</b>	<b>\$8,540</b>	<b>\$85,396</b>	<b>\$30,322</b>	<b>\$3,790</b>	<b>\$3,790</b>	<b>\$37,903</b>	<b>\$123,299</b>
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**2.0 Program Activities**

	<b>\$533,958</b>	<b>\$66,745</b>	<b>\$66,745</b>	<b>\$667,448</b>	<b>\$153,459</b>	<b>\$17,597</b>	<b>\$17,597</b>	<b>\$175,974</b>	<b>\$843,422</b>
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*2.01 Regional Transportation Planning*

	\$146,307	\$18,288	\$18,288	\$182,884	\$43,407	\$5,426	\$5,426	\$54,259	\$237,143
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*2.02 Transportation Funding Pursuit and Programming*

	\$60,922	\$7,615	\$7,615	\$76,153	\$11,513	\$1,439	\$1,439	\$14,391	\$90,544
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*2.03 Congestion Management Process*

	\$19,394	\$2,424	\$2,424	\$24,243	\$24,243	\$1,445	\$1,445	\$14,454	\$38,697
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*2.05 Public Transportation Planning*

	\$0	\$0	\$0	\$0	\$51,797	\$6,475	\$6,475	\$64,746	\$64,746
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*2.05 Public/Stakeholder Involvement*

	\$53,153	\$6,644	\$6,644	\$66,441	\$15,979	\$1,997	\$1,997	\$19,974	\$86,415
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*2.06 Complete Streets Planning*

	\$161,378	\$20,172	\$20,172	\$201,723	\$0	\$0	\$0	\$0	\$201,723
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*2.07 General Technical Assistance*

	\$92,803	\$11,600	\$11,600	\$116,004	\$6,520	\$815	\$815	\$8,150	\$124,154
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<b>Total Expenses:</b>	<b>\$602,275</b>	<b>\$75,284</b>	<b>\$75,284</b>	<b>\$752,844</b>	<b>\$168,355</b>	<b>\$21,045</b>	<b>\$21,045</b>	<b>\$213,877</b>	<b>\$966,721</b>
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*Note: Rounding of numbers may result in minor calculation discrepancies.*

**VDOT Salem District Support (SPR funding) for Planning Activities within the RVTPO Area during FY 2024 is \$22,000.**