



(Official Name: Roanoke Valley Area Metropolitan Planning Organization)

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2022

(July 1, 2021 – June 30, 2022)

Approved April 22, 2021

Roanoke Valley Transportation Planning Organization (RVTPO)
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Prepared on behalf of the Roanoke Valley Transportation Planning Organization (RVTPO) 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 RVTPO 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 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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The 22nd day of April 2021

RESOLUTION

by the Policy Board of the Roanoke Valley Transportation Planning Organization
Approving the FY 2022 Unified Planning Work Program

WHEREAS, the FY 2022 Unified Planning Work Program will serve as the basis for all federal Department of Transportation (DOT) funding participation and will be included in all requests for DOT planning funds within the Roanoke Valley TPO Service Area; and

WHEREAS, this Work Program details all transportation and transportation-related planning activities anticipated within the area during the coming fiscal year; and

WHEREAS, this Work Program has been reviewed by the RVTPO's Transportation Technical Committee;

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Roanoke Valley Transportation Planning Organization does hereby approve the FY 2022 Unified Planning Work Program, as presented.

A handwritten signature in blue ink that reads "Billy W. Martin, Sr.".

Billy W. Martin, Sr.
Chair

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (Valley Metro); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Roanoke Valley Area Metropolitan Planning Organization

I. 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 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).

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

1) MAP-21 and FAST Act Implementation

MAP-21 and the FAST Act [23 U.S.C. 134 (h)(1)] contain the following planning factors that must be addressed in the transportation planning process:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- B. Increase the safety of the transportation system for motorized and nonmotorized users;
- C. Increase the security of the transportation system for motorized and nonmotorized users;
- D. Increase the accessibility and mobility of people and for freight;
- E. 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;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation;
- H. Emphasize the preservation of the existing transportation system;
- I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- J. Enhance travel and tourism.

2) Regional Models of Cooperation

In order to ensure a regional approach to transportation planning, the RVTPO 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.

3) Ladders of Opportunity

As part of the transportation planning process, the RVTPO will identify transportation connectivity gaps in accessing essential services including employment, health care,

schools/education, and recreation. The RVTPPO's work will involve the relevant stakeholders to develop infrastructure and operational solutions that provide the public, especially traditionally underserved populations, with adequate access to essential services.

Reflecting the federal priorities, the following task descriptions and the associated budgets are based on a best estimate of what can be accomplished with the available federal, state and local resources. The Roanoke Valley Transportation Planning Organization has developed this work program to address the metropolitan planning regulations and requirements in the FAST Act, Section 1201; 23 U.S.C. 134.

Historical Context for Transportation Planning

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, and the Fixing America's Surface Transportation Act (FAST Act) which became law on December 4, 2015 further reaffirm and extend the structure of the metropolitan planning process that began with ISTEA.

On February 14, 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).

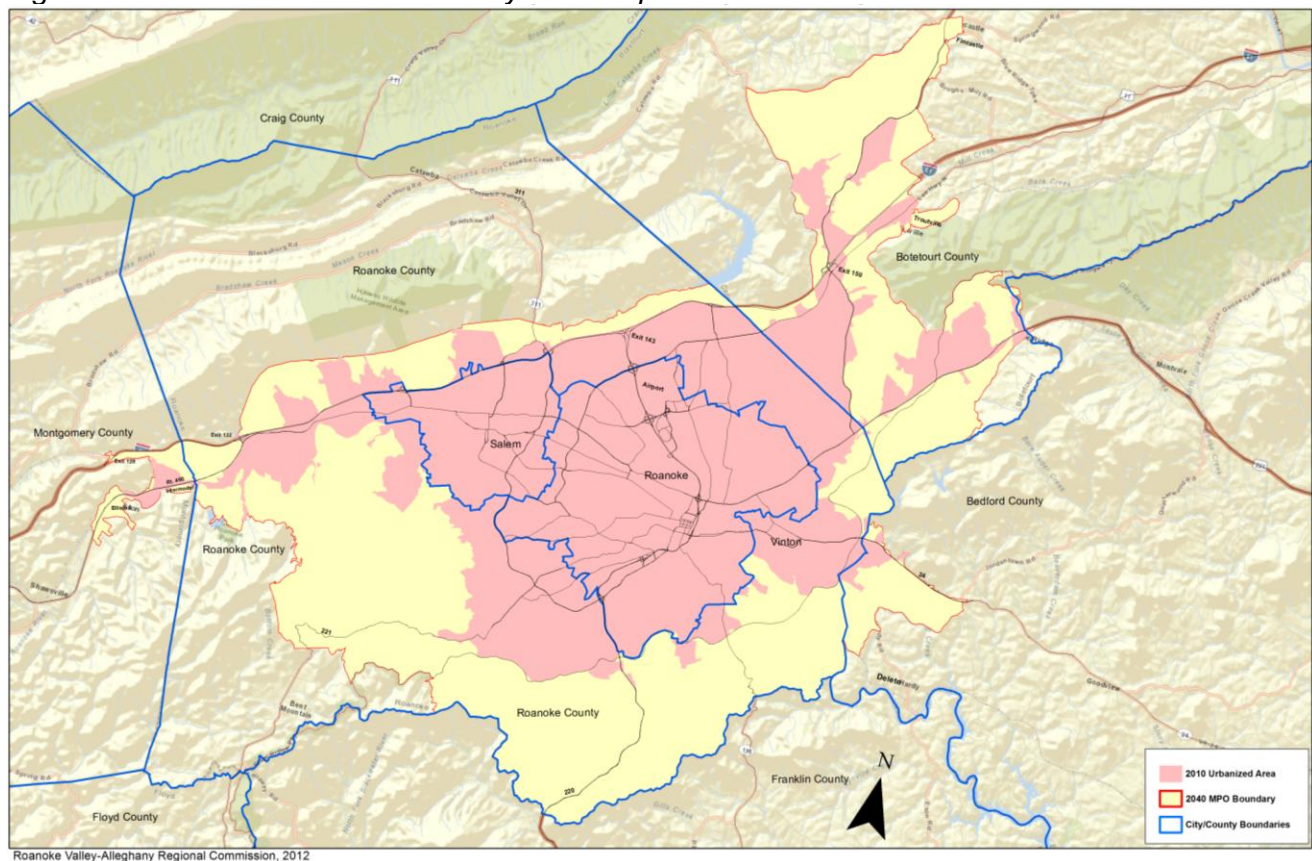
II. METROPOLITAN PLANNING AREA

The RVTPPO 2040 and 2045 study areas are the same and consist of 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 region. Based on the 2010 Census, the RVTPPO 2045 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 the following map) based on Census 2010 results. The RVTPPO's Census 2010 UZA contains a population of 210,111, and the RVTPPO was subsequently classified as a Transportation Management Area (TMA) MPO.

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 are expected to continue this fiscal year.

Figure 1: RVTPO 2040 and 2045 Study Area Map



III. 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 2015-2018 is 61 ppb. The RVTPO’s transportation planning and programming work will consider the desire to maintain the region’s air quality standard compliance.

IV. 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. 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.

V. TOTAL PROPOSED FUNDING BY FEDERAL SOURCE FOR FY2022

The primary funding sources for transportation planning activities included in this work program are the FHWA Section 112 (PL) and FTA Section 5303. The funding to support this UPWP includes unobligated PL funds from FY2020. The proposed funding amounts (including state and local matching funds) for the RVTPO work program are shown in the following table.

FY 2022 RVTPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2021 to June 30, 2022)

	FHWA – Section 112 (PL) 80% Federal 10% State, 10% Local	FTA – Section 5303 80% Federal 10% State, 10% Local	GRAND TOTAL
New FY 2022	\$400,747	\$169,668	\$570,415
Direct Carryover FY 2021	\$0	\$0	\$0
Carryover FY 2020	\$119,350	\$0	\$119,350
TOTAL	\$520,097	\$169,668	\$689,765

VI. FY 2022 WORK PROGRAM TASKS AND BUDGET

The Federal TMA Certification Review which took place in the Spring 2020 provided recommendations to improve the work of the RVTPPO; staff will continue working to implement these recommendations in FY22. 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

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 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 RVTPPO 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.

Products and Schedule: Efficient office operation, accurate financial information, preparation of quarterly reports, preparation of information in support of RVTPPO activities. (ongoing)

Estimated Budget: \$90,983 (\$64,821 PL and \$26,162 FTA/5303) (included for planning purposes only; not intended to be restrictive).

1.02 Training and Staff Development

Objective and Description: 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 RVTPPO Policy Board members.

Products and Schedule: Well-trained and informed staff and Policy Board members. (as needed)

Estimated Budget: \$4,156 (\$1,507 PL and \$2,649 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 RVTPPO, 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 projects, 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 2023 (Spring 2022)
- Maintenance/amendments to the FY 2022 UPWP (as needed)
- Monitoring of FY2022 UPWP budget and progress on activities (ongoing)

Lead: RVARC staff

Estimated Budget: \$13,350 (\$9,045 PL and \$4,305 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2. PROGRAM ACTIVITIES

2.01 Long-Range Metropolitan Transportation Planning

Objective and Description: The long-range metropolitan transportation planning effort enables local stakeholders to think beyond traditional borders and adopt a coordinated approach to transportation planning for people and freight. This effort may include scenario planning to evaluate where funds are invested based on regional transportation needs and goals. The region's long-range Metropolitan Transportation Plan, "Vision 2040: Roanoke Valley Transportation", was approved in September 2017. Preparations for the 2045 update of the Roanoke Valley Transportation Plan are in progress and will continue this fiscal year.

As the RVTPO continues its performance-based planning and programming, staff will further develop the performance management approach to transportation planning and programming and engage federal or other assistance to meet the recommendations outlined in the 2020 Federal Certification Review. 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.

This item covers the general long-range transportation planning activities. The overall approach to long-range planning in the Roanoke Valley will be performance-driven, outcome-based that

considers all modes, ages, and abilities in the development of its multimodal transportation system. This item includes:

Ongoing Activities:

- ***Continued Development of the 2045 update to the Roanoke Valley Transportation Plan:*** Specific tasks will include developing content updates required from the 2040 plan and new content based on considerations of current and future needs; an evaluation of solutions/strategies to address those needs; incorporating safety, economic development, congestion management, and other regional studies and planning efforts into the plan; engaging citizens in key decision-points; utilizing the new model with VDOT staff to demonstrate the impacts of no build and future scenarios; defining the RVTPO's performance-based long-range planning process including establishing a new transportation project prioritization process; as well as other related technical work. Consultant assistance will be used on this effort.
- ***“Vision 2040: Roanoke Valley Transportation” Adjustments/Amendments:*** Staff will work with stakeholders to administratively modify or amend the plan as needed to reflect changes to performance measures, investment strategies to accomplish regional transportation goals, and any other necessary change to the long-range plan during the fiscal year.
- ***Federal Transportation Performance Measures Integration:*** Federal guidance concerning the integration of specific performance measures in long-range transportation planning processes will continue. This sub-item is intended to address any necessary work to integrate federally required and federally recommended performance measures and performance measures targets into the performance-based long-range transportation planning process. This item will continue assessing the data needs required for the performance-based approach to long-range planning.
- ***Air Quality and Environmental Analysis and Planning:*** 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. All indications from the Virginia Department of Environmental Quality (DEQ) are that RVTPO is in compliance with the October 2015 standard. Similarly, 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. This subtask 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 / Transit Travel Demand Model Application:*** This sub-item provides staff time and resources to apply the newly developed 2045 travel demand model to planning situations and scenarios and continue coordination with VDOT modelers to develop the 2045 plan including any desired scenario analysis. As needed, RVTPO staff will continue to work with Valley Metro staff to apply the Transit Boarding Estimation Model (TBEST), a transit travel demand model, to evaluate future improvements to the regional transit system.
- ***Coordination with Other Long-Range Plans:*** In particular, ensure that metropolitan transportation planning is coordinated with the VTrans statewide transportation plan, the 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 long-range plan and process work; such work may involve consultant assistance.

“2.01 Long Range Transportation Planning” is the element responsible for demonstrating FAST Act compliance for the long-range transportation planning process.

Products and Schedule:

- CLRMTP 2045 technical work with consultant assistance (ongoing)
- New Performance-Based Planning Process led by consultant (Summer 2022)
- CLRMTP 2040 amendments and adjustments (Summers of 2021 and 2021 and/or as needed)
- Coordination with VTrans, VDOT’S Rural Long-Range Transportation Planning Process, Livable Roanoke Valley plan implementation and other long-range plans (ongoing)
- Travel Demand Model update and 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 RVTPO planning process; Public outreach and maintenance of air quality action day communications lists (as needed).
- Other long-range transportation planning technical work as required (ongoing)

This item supports the federal planning factors to the extent possible given time, financial and other constraints.

Lead: RVARC staff

Support: travel demand modeling support from VDOT, planning support from consultants

Estimated Budget: \$180,208 (\$145,996 PL and \$34,212 FTA/5303) plus \$75,000 from the VA Office of Intermodal Planning and Investment grant (included for planning purposes only; not intended to be restrictive).

2.02 Programming Process, Transportation Improvement Program, Surface Transportation Block Grant Program, Transportation Alternative Set-Aside, and Performance Measures

Objective and Description: As required by federal planning and programming 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 three years, with major amendments in intervening years, as needed, and must be approved by the RVTPO 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 RVTPO administers the allocation of Roanoke Valley formula funds for a few federal programs. The RVTPO’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 RVTPO 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 RVTPPO, staff are involved with the coordination of projects and monitors the use of these funds as they are approved by the RVTPPO 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.

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 5 – new applications will be accepted in September 2021
- Administration of TA new application cycle – applications accepted in Fall 2021
- Preparation for SMART SCALE Round 5 – pre-applications will be accepted in March 2022
- Update the Transportation Improvement Program to provide more information about the region's projects in a public-friendly format.

Ongoing Activities:

- Continue to approve new performance measure targets and update existing targets as required by the federal government. As data is available, staff will update the RVTPPO Performance Measures Report.
- Continue work to prepare for the next round of SMART SCALE applications, facilitate the RVTPPO's selection of projects for SMART SCALE funding pursuit, and monitor new developments with the SMART SCALE process.
- Administer the RVTPPO's STBG program per the approved policies and procedures; update the program's policies and procedures as needed; monitor the status of STBG projects.
- Manage the RVTPPO's TA and FTA 5310 funding programs in coordination with the respective state agency.
- Amendments and/or Adjustments to the current TIP or specific STBG/TA funding program allocations.
- 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, Valley Metro (GRTC) and RADAR (UHSTS) on transit-related funding and programming with regards to the SYIP, TIP, and formula grant programs.
- Coordination with VDOT, VDRPT, Valley Metro and RADAR on the publication of the Annual Obligations Report.
- Investigate grant opportunities as they arise.
- Provide assistance with grant funding applications, as requested.

Products and Schedule:

- TIP amendments/adjustments (ongoing as needed)
- Updated TIP format with descriptive project information (2021/2022)
- Annual listing of projects with federal obligations (Winter 2021/2022)
- Adjustments to STBG, TA funding plans (ongoing as needed)
- Current STBG project updates (Fall 2021 - Winter 2022)

- STBG Financial Plan update (Fall 2021 - Spring 2022)
- Update STBG Project Development and Selection Procedures (ongoing as needed)
- SMART SCALE project pre-applications (Spring 2022)
- Up-to-date website with related information, data collection and analysis of performance measures, 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 (#1 - #11) to the extent that programming funds are available in a given 4-year time horizon.

Lead: RVARC staff

Estimated Budget: \$109,994 (\$67,905 PL and \$42,089 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.03 Congestion Management Process

Objective and Description: The most recent CMP was approved in October 2020. This section provides for development and implementation of the Congestion Management Process (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 above-mentioned items; some activities covered in this task may include but are not limited to:

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 long-range transportation planning process and programming of projects through the Transportation Improvement Program.

Products and Schedule:

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

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, #10-Reducing Stormwater Impacts, #11-Enhancing Travel and Tourism.

Lead: RVARC staff

Estimated Budget: \$15,552 (\$9,385 PL and \$6,167 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.04 Public Transportation Planning

Objective and Description: 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 a new 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. At a minimum this item will include:

Ongoing Activities:

- **Vanpool Planning:** RideSolutions has sought funding through DRPT to support piloting vanpools within its service area. Staff will provide assistance to plan for vanpool services that will connect citizens to jobs and businesses to employees within the Roanoke Valley and to nearby rural areas.
- **Transit Strategic Plans (TSP):** Staff will provide any needed assistance or coordination with Valley Metro in the lead.
- **National Transit Database (NTD) On-Board Survey Support:** Valley Metro will perform its triennial NTD on-board survey during FY23. Staff oversee the data management for this effort and will begin preparations in the spring 2022. Staff will analyze data for transportation planning purposes from the FY20 and past surveys in order to understand bus stop activity levels.
- **Implementation of Roanoke Valley Transit Vision Plan (TVP):** This ongoing effort specifically reflects two of the federal priorities: regional models of cooperation and ladders of opportunity. Continuing activities include supporting localities and transit agencies with any examinations of existing transit services, current funding sources and implementation of the plan's recommendations as well as continuing to engage stakeholders to implement the future vision for the region's transit services. Activities may also include support planning for the new downtown Roanoke transit transfer facility, transit route analysis for modified or expanded transit services, changes in the route schedule, or other assistance needed to implement the TVP recommendations.
- **Regional Transit Development Plans (TDPs):** In FY19, Valley Metro and RADAR completed their new six-year Transit Development Plans (TDP). Yearly updates are also required for the TDPs. Valley Metro will be transitioning from the current TDP to a TSP to be developed as mentioned previously. Staff will support Valley Metro and RADAR to implement the recommendations of their TDPs which may include modeling the ridership impacts of changes in service, collecting data to support a recommendation's implementation, mapping proposed service changes or other technical assistance.
- **Update to the Coordinated Human Services Transportation Plan (CHSTP):** VDRPT and their consultant updated this plan in 2019. Staff will continue to participate in the CHSTP process and coordinate among stakeholders as needed. Staff will review products of the process, provide input, and assist with implementing the plan as needed.
- **Human Services-Public Transit Coordinated Transportation Planning:** Staff will provide assistance with coordinating human services transportation and will participate in related regional coordination meetings.

- **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.
- **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:

- NTD survey preparations (Spring 2022)
- Planning for the initiation of pilot 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 as well as Regional Models of Cooperation and Ladders of Opportunity.

Lead: RVARC staff

Estimated Budget: \$19,160 (\$0 PL and \$19,160 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.05 Public/Stakeholder Involvement, Environmental Justice

Objective and Description: Public involvement, stakeholder outreach, and consideration of Environmental Justice are key elements of the RVTPPO'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 RVTPPO'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.
- **Title VI:** Staff updated the Title VI Implementation Plan in FY20 and addressed non-compliance issues in FY21. Staff will continue to implement the activities identified in the plan to ensure compliance with Title VI and related authorities.
- **Public Participation:** As described in the 2018 Public Participation Plan, staff will continue to seek "early and continuous" public input and provide "ample opportunity for public comment" on:
 - Development of the Constrained Long-Range Multimodal Transportation Plan,
 - Amendments to the Constrained Long-Range Multimodal Transportation Plan, the Transportation Improvement Program, or the Public Participation Plan,
 - Other key decision points.

The Public Participation Plan (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.

- **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 depending on new American Community Survey or other dependable data sources becoming available.
- **Multi-Regions Alternative Transportation Meeting:** Staff will participate in planning for the annual Multi-Regions Alternative Transportation Social that will feature alternative transportation project updates and new initiatives shared with counterparts across the Roanoke Valley and the New River Valley.
- **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 conferences and meetings for various organizations/groups including but not limited to the Association of Metropolitan Planning Organizations (AMPO), Governor's Transportation Conference, Virginia Chapter of the American Planning Association, Virginia Association of Metropolitan Planning Organizations, and the Virginia Transit Association.
- **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.
- **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. Staff will also participate in advisory committees and meetings of local groups and organizations (e.g. Age Friendly Community, Transit Passenger 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.

Products and Schedule:

- Multi-Regions Alternative Transportation Meeting (Fall 2021)
- Celebrate Transportation Day activities (May 2022)
- 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)

This item supports planning factor #4—Accessibility by increasing accessibility to public input and participation in the transportation planning process and supports Regional Models of Cooperation.

Lead: RVARC staff

Estimated Budget: \$71,445 (\$50,112 PL and \$21,333 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.06 Corridor/Area, Safety, Security, Resiliency and Reliability Planning

Objective and Description: Corridor and area studies can further analyze transportation needs to identify potential projects that feed the Roanoke Valley Transportation Plan. Likewise, the long-range planning process can identify strategies or suggest corridors that warrant additional studies to identify specific projects to help move them to the next stage of development. Analysis of each corridor or area may include access management, safety, security, operations evaluation, resiliency, reliability, multimodal connections, parking, current and future land use, existing activity density, and adjacent land zoning. 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.

New Activities:

- **Explore Park Access Study:** VDOT is leading a study to look at another point of access off of Hardy Road to the proposed expansion of Explore Park in Bedford County. Staff will participate in related meetings and provide support as needed.
- **Route 24 Corridor Multi-Modal Accessibility and Improvement Study:** The Town of Vinton has received a VA Office of Intermodal Planning and Investment grant to hire a consultant and study this corridor to promote greater accessibility and efficiency for all user and modes of transportation. Staff will assist the Town and consultants who will serve as the leads with analysis of existing conditions, community engagement, identification of transportation options, prioritization of improvements, and identification of funding sources.
- **Vinyard Road Corridor Study:** Staff will 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.
- **City of Roanoke Vision Zero Plan Assistance:** This project will lay the foundation for a Vision Zero Plan (to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, equitable mobility for all) for the City of Roanoke that builds on the crash analysis conducted in the 2019 Regional Transportation Safety Study and is consistent with the Study's implementation steps, specifically identifying opportunities to partner with outreach and education. Activities this year will include reviewing other cities' Vision Zero plans to identify best practices and establish a stakeholder group.

Ongoing Activities:

- ***Update to the 2018 Regional Study on Transportation Project Prioritization for Economic Development and Growth (TED Study):*** This item was primarily conducted in FY21 and any remaining work needed to wrap-up this study will continue in FY22.
- ***ByPass Road Corridor Study:*** This project started in FY21 and will continue in FY22. Staff will analyze current traffic conditions, the need for bicycle, pedestrian and aesthetic improvements, and evaluate the space requirements for potential corridor improvements, and funding sources to support future projects.
- ***Dixie Caverns Transportation and Land Use Study:*** This project started in FY21 and will continue in FY22. Staff will review several existing plans near the I-81 Exit 132 interchange and consider anticipated future land uses and resulting vehicle counts at Interstate 81 Exit 132 interchange at Dow Hollow Road and Dow Hollow Road/West Main Street (Route 11/460). Staff will work with Roanoke County and VDOT to consider the transportation needs of future land use scenarios.
- ***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, the I-81 Truck Parking Committee, and attend related meetings as needed.
- ***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 long-range planning process, 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.
- ***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.

Products and Schedule:

- Updated TED Study (Summer 2021)
- Bypass Road Corridor Study (Summer/Fall 2021)
- Dixie Caverns Transportation and Land Use Study (Summer/Fall 2021)
- Vinyard Road Corridor Study (Summer 2021 – Summer 2022)
- Participation in Explore Park Access Study and Route 24 Corridor Multi-modal Accessibility and Improvement Study,
- Participation in the I-81 Corridor Coalition, I-81 Committee, and other related meetings to improve I-81 (ongoing)
- Other corridor/area, safety, security, resiliency, and reliability work as needed.

This item supports planning factors #2- Safety, #3-Security, #7-Efficient System, #8 – Preservation of Existing System, #9-Resiliency and Reliability, #11-Enhance Travel and Tourism.

Lead: RVARC staff

Estimated Budget: \$25,724 (\$18,380 PL and \$7,344 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.07 Bicycle and Pedestrian Planning

Objective and Description: A continued effort to implement bicycle and pedestrian transportation recommendations from the Regional Bikeway Plan, the Regional Pedestrian Vision Plan, Regional Greenway Plan and the Regional Transit Vision plan is the organizing framework underlying this item. In addition to this general effort, the following specific plans, studies and tasks will be accomplished next fiscal year.

Ongoing Activities:

- **Update to the 2012 Bikeway Plan:** Staff began work on this item in FY21 and will continue to work on updating the Bikeway Plan within the context of the TPO's multimodal centers/districts and systems-approach to planning. The update will gather public input by considering citizen's socioeconomic factors to gauge interest in bicycle transportation for meeting daily needs, their related values, and define regional goals for bicycle transportation. In addition, the plan will reflect on challenges to greater citizen use of bicycle transportation and strategies for increasing the number of trips made by bicycle. Updated maps will show all bicycle accommodations and regional priorities for physical improvements and complement the existing pedestrian, greenway, and transit plans.
- **Bicycle/Pedestrian On-Road Counts:** Staff will continue monitoring on-road bicycle and pedestrian trips by conducting field work to maintain on-road counters, downloading data and relocating counters as needed, managing, analyzing and mapping data, developing StreetLight InSight analyses, evaluating the program's value, and seeking options to improve the program.
- **Greenway User Counts:** Staff will continue monitoring greenway usage; the number and location of count sites will reflect data needed to support understanding use of the region's transportation system. This task will include field work to maintain counters, download data, and relocate counters as needed as well as to manage, analyze, and map data.
- **Regional Bicycle & Pedestrian Committee:** Staff will continue to manage the Regional Bicycle & Pedestrian Committee, facilitate approximately five meetings, and support activities related to urban transportation planning.
- **Maintenance and Development of bicycle/pedestrian/greenway shapefiles and maps:** Staff will develop new or update existing bicycle- or pedestrian-related GIS shapefiles and regional transportation planning maps as improvements are made to the regional bicycle/pedestrian network.

Products and Schedule:

- Bicycle/Pedestrian traffic counts (ongoing)
- Greenway user counts (ongoing)
- Regional Bicycle & Pedestrian Committee support (ongoing)
- Maintenance of GIS databases and mapping (ongoing)

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, #10-Reducing Stormwater Impacts, and #11-Enhance Travel and Tourism.

Lead: RVARC staff

Estimated Budget: \$34,118 (\$34,118 PL and \$0 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.08 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 FY22.

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: \$125,075 (\$118,828 PL and \$6,247 FTA/5303) (included for planning purposes only; not intended to be restrictive).

VII. FY 2022 RVTP0 PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES

(July 1, 2021 to June 30, 2022)

	PL	State	Local	Total PL	5303	State	Local	Total 5303	Total
<u>Proposed Revenue</u>									
<i>New FY 2022</i>	\$320,597	\$40,075	\$40,075	\$400,747	\$135,734	\$16,967	\$16,967	\$169,668	\$570,415
<i>Direct Carryover FY 2021</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Carryover FY 2020</i>	\$95,480	\$11,935	\$11,935	\$119,350	\$0	\$0	\$0	\$0	\$119,350
<i>Total Revenue</i>	\$416,077	\$52,010	\$52,010	\$520,097	\$135,734	\$16,967	\$16,967	\$169,668	\$689,765

Note: Rounding of numbers may result in minor calculation discrepancies.

Proposed Expenditures

	PL	State	Local	Total PL	5303	State	Local	Total 5303	Total
<i>Program Support & Admin</i>									
<i>1.01 General Administration & Operations</i>	\$51,857	\$6,482	\$6,482	\$64,821	\$20,930	\$2,616	\$2,616	\$26,162	\$90,983
<i>1.02 Training & Staff Development</i>	\$1,205	\$151	\$151	\$1,507	\$2,119	\$265	\$265	\$2,649	\$4,156
<i>1.03 Work Program Management</i>	\$7,237	\$904	\$904	\$9,045	\$3,443	\$431	\$431	\$4,305	\$13,350
Total for Program Support & Administration:	\$60,299	\$7,537	\$7,537	\$75,373	\$26,492	\$3,312	\$3,312	\$33,116	\$108,489

	PL	State	Local	Total PL	5303	State	Local	Total 5303	Total
<i>Program Activities</i>									
<i>2.01 Long-Range Plan</i>	\$116,798	\$14,599	\$14,599	\$145,996	\$27,370	\$3,421	\$3,421	\$34,212	\$180,208
<i>2.02 TIP, STBG, TA, Performance Measures</i>	\$54,323	\$6,791	\$6,791	\$67,905	\$33,671	\$4,209	\$4,209	\$42,089	\$109,994
<i>2.03 Congestion Management Process (CMP)</i>	\$7,507	\$939	\$939	\$9,385	\$4,933	\$617	\$617	\$6,167	\$15,552
<i>2.04 Public Transportation Planning</i>	\$0	\$0	\$0	\$0	\$15,328	\$1,916	\$1,916	\$19,160	\$19,160
<i>2.05 Public and Stakeholder Involvement</i>	\$40,090	\$5,011	\$5,011	\$50,112	\$17,067	\$2,133	\$2,133	\$21,333	\$71,445
<i>2.06 Corridor, Area Studies, Safety Planning</i>	\$14,704	\$1,838	\$1,838	\$18,380	\$5,876	\$734	\$734	\$7,344	\$25,724
<i>2.07 Bicycle and Pedestrian Planning</i>	\$27,294	\$3,412	\$3,412	\$34,118	\$0	\$0	\$0	\$0	\$34,118
<i>2.08 General Technical Assistance</i>	\$95,062	\$11,883	\$11,883	\$118,828	\$4,997	\$625	\$625	\$6,247	\$125,075
Total for Program Activities:	\$335,778	\$44,473	\$44,473	\$444,724	\$109,242	\$13,655	\$13,655	\$136,552	\$581,276

	PL	State	Local	Total PL	5303	State	Local	Total 5303	Total
Total Expenses:	\$416,077	\$52,010	\$52,010	\$520,097	\$135,734	\$16,967	\$16,967	\$169,668	\$689,765

Note: Rounding of numbers may result in minor calculation discrepancies.

Roanoke Valley Transportation Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVTPO Area during FY 2022

<u>Work Program Activity</u>	<u>Total SPR (District)</u>
VDOT District Planning Activities	\$22,000