

March 21, 2024

The March meeting of the Roanoke Valley Transportation Planning Organization (RVTPO) Policy Board will be held as follows:

DATE:	Thursday, March 28, 2024
TIME:	1:00 PM
LOCATION:	Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Ave., SW, Roanoke, VA

REVISED AGENDA

1. Welcome, Call to Order *Chair North*
2. Roll Call (including consideration of remote participation) *Chair North*
3. Approval of Consent Agenda Items *Chair North*
 - A. Approval of Agenda
 - B. Action on the February 22, 2024 RVTPO Minutes, pp. 3 – 31

ACTION REQUESTED: Approve Consent Agenda Items, voice vote
4. Remarks by the Chair *Chair North*
5. Update on Road Safety Trends.....*Rich Jacobs, Drive Smart*
ACTION REQUESTED: No Action
6. Recommendation on the FY25-FY30 Surface Transportation Block.....*Alison Stinnette*
 Grant & Carbon Reduction Program Financial Plans, pp. 32 – 37
 - A. Public Engagement Summary
 - B. SMART SCALE leverage scoring matrix

PUBLIC HEARING (Sign-up Requested/3 Minute Limit Per Speaker):

Open Public Hearing – Comment Period-Close Public Hearing.....*Chair North*

ACTION REQUESTED: Roll Call Vote

7. Review of Draft FY25 Unified Planning Work Program, pp. 38 – 63.....*Tori Williams*
ACTION REQUESTED: No Action

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

8. Other Business
9. Comment Period by RVTPO Policy Board Members and/or Public
10. Adjournment

The meeting will be live streamed on the Regional Commission's Facebook page at <https://www.facebook.com/rvarc>.

Public Input Policy

"At the end of each Roanoke Valley TPO Policy Board meeting, the RVTPO Policy Board will allow for an open public forum/comment period. This comment period shall not exceed one-half hour in length and each speaker will be asked to sign up and be allowed a maximum of three (3) minutes to speak."

ADA Compliance

The Roanoke Valley Transportation Planning Organization intends to comply with the Americans with Disabilities Act and confirms that the office located at 313 Luck Avenue, SW, Roanoke, VA is ADA compliant. If you have a disability and wish to request assistance or a special accommodation, please inform Bryan Hill at 540-343-4417 or bhill@rvarc.org no later than 48 hours in advance of the posted meeting.

MINUTES

The February meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, February 22nd, 2023 at 1:00 p.m. at the Roanoke Valley-Alleghany Regional Commission office, 313 Luck Avenue, SW, Roanoke, VA. The meeting was live streamed on the [Commission's Facebook page](#).

1. **WELCOME, CALL TO ORDER**

Chair North called the meeting to order at 1:00 p.m.

2. **ROLL CALL (including consideration of remote participation)**

Jeremy Holmes, Secretary to the RVTPO, called the roll and stated a quorum is present.

TPO VOTING MEMBERS PRESENT

Steve Fijalkowski	Montgomery County
Phil North, <i>Chair</i>	Roanoke County
Peter Volosin	City of Roanoke
Renee Turk, <i>Vice Chair</i>	City of Salem
Hunter Holliday	City of Salem
Mike Stewart	Roanoke-Blacksburg Regional Airport
Ken King	Virginia Dept. of Transportation – Salem District

TPO VOTING MEMBERS ABSENT

Mickey Johnson	Bedford County
Steve Clinton	Botetourt County
Amy White	Botetourt County
Stephanie Moon Reynolds	City of Roanoke
David Radford	Roanoke County
Kevin Price	Greater Roanoke Transit Company (Valley Metro)
Mike Stovall	Town of Vinton
Keith Liles	Town of Vinton
Mitch Huber	Virginia Dept. of Rail and Public Transportation

TPO NON-VOTING MEMBERS PRESENT

J. Lee Osborne	Roanoke Valley-Alleghany Regional Commission
Megan Cronise	Roanoke County
Cody Sexton	TTC Chair

Others Present: Barbara Duerk, Roanoke City Citizen Representative to RVARC Board; Nathan Grim, Roanoke County; Michael Gray, VDOT- Salem District; Anthony Ford, VDOT – Salem District; Chris Dorsey, City of Salem; Luke Pugh, City of Roanoke; Jonathan McCoy, Botetourt County.

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](#)

Staff Present: Bryan Hill, Jeremy Holmes, Andrea Garland, Alison Stinnette, Tori Williams, Virginia Mullen, Amanda McGee, and Elizabeth Elmore.

3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- A. February 22, 2024 RVTPO Meeting Agenda
- B. January 25, 2024 RVTPO Minutes

Chair North proposed the following change to the January 25, 2024 Minutes:

TPO NON-VOTING MEMBERS PRESENT

J. Lee Osborne

Roanoke Valley-Alleghany Regional Commission

Cody Sexton

TTC Chair

Lorie Smith

Franklin County

Megan Cronise

Roanoke County

Others Present: *Barbara Duerk, Roanoke City Citizen Representative to RVARC Board; ~~Megan Cronise, Roanoke County~~; Nathan Grim, Roanoke County; Michael Gray, VDOT-Salem District; Anthony Ford, VDOT – Salem District; Nick Baker, Botetourt County; Pichard “Pete” Peters, Town of Vinton; Anita McMillan, Town of Vinton.*

Motion: A motion by Vice Chair Turk to approve the January 25, 2024 RVTPO Minutes, as amended, was seconded by Mike Stewart.

RVTPO Policy Board Action: Motion carried unanimously.

Motion: A motion by Ken King to approve the February 22, 2024 consent agenda was seconded by Peter Volosin.

RVTPO Policy Board Action: Motion carried unanimously.

4. REMARKS BY THE CHAIR

- Chair North reported that the House and Senate budget amendments are available. Mr. Tori Williams has distributed summaries of the items included that could have an impact on regional transportation priorities (a copy of the handout is also included with the Minutes).
- Chair North reminded the TPO Board that tomorrow is the last day to submit project request for the Unified Planning Work Program. All project requests should be submitted to Jeremy Holmes, Secretary to the TPO, for consideration. Projects not selected for the UPWP may still be considered for the Regional Commission’s FY25 work program under another funding source.

- Chair North reported that staff are working with the Transportation Technical Committee work group to prepare an update to the RVTPO Public Participation Plan which outlines processes and procedures for public engagement in the transportation planning process. For this year's update, staff will conduct a survey to gather data on civic engagement, media preferences, and overall public awareness of the role of the RVTPO. The survey will go live on March 1 and run through March 15th. Members are encouraged to take the survey and share the link with interested stakeholders. Information collected from the survey will be used to inform revisions to the Public Participation Plan. The TPO will consider the revised Plan at its June meeting.
- Chair North welcomed TPO's newest member Ms. Amy White, Botetourt County representative.

5. **ACTION TO ADOPT SUPPORTING RESOLUTION ON TRANSPORTATION ALTERNATIVES SET-ASIDE FY25 – 26 PROGRAM ALLOCATIONS**

Mr. Bryan Hill reminded the TPO Policy Board that the following two projects were endorsed in October 2023: Westside/Salem Turnpike CGS (City of Salem) and Glade Creek Greenway Vinyard Park East (Roanoke County). The Glade Creek Greenway application was subsequently screened out from consideration. Therefore, the Westside/Salem Turnpike CGS application from the City of Roanoke was the only project from the Urbanized Area that was scored.

When making the application, the City of Roanoke was willing to match more funds because the RVTPO allocation could not cover their full request. Staff informed the City staff that they had the only eligible project and sufficient funding was now available for the City to request up to 80% of the total project cost (\$909,224 vs. \$500,000). City of Roanoke staff revised their request to \$909,224. The RVTPO Policy Board will have \$1,113,493 in FY25 and FY26 to allocate to TA projects. At the February 8th meeting, the TTC recommended the \$909,224 allocation. Following the February TTC meeting, staff received guidance from VDOT that there is a significant surplus in Salem District CTB member allocation. Under the new TA policy, all surplus CTB member funding returns to a statewide pool. As a strategy to preserve funds, the Salem District CTB member Dr. Ray Smoot has agreed to allocate \$500,000 from his allocation to the Westside/Salem Turnpike CGS project, thereby reducing the RVTPO allocation to \$409,224. This will increase the RVTPO's TA balance entry by \$500,000.

Mr. Bryan Hill distributed an updated staff report and resolution (both are included with the Minutes).

Motion: A motion by Peter Volosin to approve the RVTPO Transportation Alternatives Set-Aside Block Grant Program funding allocation of \$409,224 to the Westside/Salem Turnpike CGS project was seconded by Mike Stewart.

RVTPO Policy Board Action: Roll Call vote: Ayes -7 (Fijalkowski, North, Volosin, Turk, Holliday, Stewart, and King); Nays – 0, and Abstentions – 0. Motion carried unanimously.

6. **ACTION TO ENDORSE FY26 SMART SCALE RVTPO CANDIDATE PROJECT REQUESTS**

Mr. Bryan Hill reported that in late January 2024 staff solicited project requests from localities and agencies for the FY26 round of SMART SCALE. The following three projects were received, all from Roanoke County:

- Peters Creek Road/Williamson Road Multimodal and Safety Improvements
- Peters Creek Road at Valleypointe Parkway Intersection Improvements
- Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements

Staff determined that there was no need to prioritize projects in Round 5 since there were fewer requests than available applications spots (four). TTC recommends that the Policy Board pursue the three projects' requests submitted by Roanoke County. Mr. Hill also pointed out that one SMART SCALE application request was made to the Roanoke Valley Alleghany Regional Commission.

Ms. Cronise expressed her appreciation for VDOT's assistance.

Motion: A motion by Mike Stewart to approve the FY26 SMART SCALE RVTPO candidate project requests as presented was seconded by Steve Fijalkowski.

RVTPO Policy Board Action: Motion carried unanimously.

7. **OVERVIEW OF MOVING FORWARD: 2023 GREATER ROANOKE REGION TRAVEL SURVEY**

Ms. Andrea Garland reported that in 2023 the Regional Commission hired a research company to survey local residents about travel patterns, trip satisfaction and transportation options. Ms. Garland presented the key findings of the survey (the PowerPoint presentation is included with the Minutes).

8. **OTHER BUSINESS**

No other business was discussed.

9. **COMMENT PERIOD BY RVTPO POLICY BOARD MEMBER AND/OR PUBLIC**

Mr. Jeremy Holmes reported that the U.S. Department of Transportation has opened the application process for the SS4A (Safe Streets and Roads For All) funding. Staff can assist with the SS4A grant applications.

Mr. Holmes reported that the Regional Commission was contacted by a group from Virginia Tech that is working on submitting a proposal to the National Science Foundation for an autonomous transit project. The group is interested in partnering with the Commission to identify one or more communities to do academic research project, including potential on the ground testing, and to assist with public outreach and engagement.

Ms. Barbara Duerk recognized I-81 funding being included in the state budget and thanked Chair North for his involvement and effort. Ms. Duerk expressed a concern that the House budget contains language that would transfer the State Trail Office from VDOT to Department of Conservation and Recreation. Ms. Duerk stated that May is bike month and encouraged members to participate.

Mr. Jeremy Holmes asked if the Board would like for TPO staff to draft a letter of support that the State Trail Offices to remain as part of VDOT. Mr. King cautioned against taking an

immediate action without knowing the details of the potential transfer. Mr. Tori Williams stated that TPO staff will research further. Mr. Lee Osborne raised the question if this proposed change will have an impact on funding.

10. ADJOURNMENT

The meeting adjourned at 1:44 p.m.

Jeremy Holmes, Secretary
Roanoke Valley Transportation Planning Organization

2024 General Assembly

Comparison of Budget proposals as of Crossover (February 18, 2024)
 House & Senate columns reflect incremental changes proposed by each body to the Executive Budget
 Amendments available: <https://budget.lis.virginia.gov/amendments/2024/1/>

	<u>Executive</u>	<u>House (HB30)</u>	<u>Senate (SB30)</u>	<u>Conference</u>
Transportation Opportunity Partnership Fund				
	Proposes language directing the Commonwealth Transportation Board to provide at least \$200M to the Transportation Partnership Opportunity Fund in the Six-Year Financial Plan adopted prior to July 1, 2023 for FYs 2025-2030.	Proposes the following language <i>"Notwithstanding any other provision of law, any proposed direction of funds by the Governor for transportation projects under the Transportation Partnership Opportunity Fund pursuant to § 33.2-1529.1 (C)(2) of the Code of Virginia in excess of \$20 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$50 million during a biennium, shall be subject to approval by the MEI Project Approval Commission established pursuant to § 30-309, and the Commission shall complete such review within 21 days of submission. Absent a recommendation within such 21-day period that</i>	Proposes to remove language which would direct the CTB to provide at least \$200M to TPOF from Commonwealth Transportation Fund revenue (Item 438#2s)	

		<p><i>the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 21-day period, the funds shall be directed.”</i> (Item 438#4h)</p> <p>Proposes language to instruct the Commonwealth Transportation Board to deposit up to \$90 million into the Transportation Partnership Opportunity Fund from the transportation funds over the next 6 years. Limits deposits to no more than \$15M in any given year. (Item 438#4h)</p> <p>Language lowers threshold for a TPOF project to require approval from MEI commission from \$35 million to \$20 million</p>		
	Proposes \$20M GF in the first year for deposit to the Transportation Partnership Opportunity Fund	Proposes to eliminate \$20M GF deposit into the Transportation Partnership Opportunity Fund in the first year. (Item 438#3h)	Proposes to eliminate \$20M GF deposit into the Transportation Partnership Opportunity Fund in the first year. (Item 438#2s)	
	Proposes \$70M GF in the first year to support the I-81 Northbound lane widening project from Mile	Proposes to modify language in the introduced budget related to the \$70M GF proposed for the I-81 Corridor Improvement	No change to Executive Budget	

	<p>Marker 116 to 128 in the Salem District</p>	<p>program. The introduced language referenced funding for Northbound Lane Widening Project from Mile Marker 116 to 128 in the Salem District. This language would allow for the widening of both the south bound lanes to happen concurrently which will reduce the total cost over the life the project by \$70.0 million. (Item 438#2h)</p>		
	<p>Proposes language to expand the use of Grant Anticipation Revenue Vehicle (GARVEE) bonds for the Interstate Operations & Enhancement Program. Currently limited to programs approved through SMART SCALE</p>	<p>No change on GARVEE bonds language</p> <p>Proposes language to make a limited exception to the Code requirement to allow projects in the I-81 Corridor Improvement Program to move forward even if all of the funding is not included for the completion of the project in the 6 year improvement plan. Allowing this exception on a limited basis for I-81 projects is proposed because there is a dedicated revenue stream for these projects. Because the cost of these projects is significant, waiting until projects are fully funded will lead to significant delays. (Item 438#6h)</p>	<p>No change to Executive Budget</p>	

	Proposes \$10M GF in the first year for preliminary engineering and design, property, acquisition, and construction and equipment costs to support the establishment of an inland port within the Mount Rogers Planning District	Proposes to eliminate \$10M GF in the first year for the development of an inland port in Southwest Virginia. The Port of Virginia will estimate the entire cost of the project by Fall 2024 and can use an existing \$10M provided in Chapter 1, Acts of Assembly, 2023 Special Session 1. (Item 101#3h)	No Change to Executive Budget	
	N/A	N/A	Proposes \$77.0M the first year and \$15.0 M the second year GF to provide additional toll relief to eligible drivers who earn less than \$50,000 per year. When combined with the existing Toll Relief program, this program will provide a 100 percent toll rebate on up to 14 trips per week on the Elizabeth River Tunnels through 2036. (Item 441#1s)	
	N/A	Proposes language to clarify that cities which acquired land previously part of a neighboring county shall be responsible for maintaining public roads even if they were once privately owned roads. (Item 442#1h)	N/A	

	N/A	Transfers Virginia State Trails Office from VDOT to Department of Conservation and Recreation (Item 438#5h)	No change to Executive Budget	
	Proposes to establish requirements for an increase in state operating assistance for the Washington Metropolitan Area Transit Authority (WMATA) in fiscal year 2025 above the maximum 3.0 percent increase over prior fiscal year, notwithstanding Section 33.2-1526.1, Code of Virginia. An increase above this amount requires approval of the Secretary of Transportation and requires WMATA to submit a corrective action plan to address cost reduction strategies, sizing employee headcount relative to ridership and vehicle-revenue miles, and a timeline for automation of the Metrorail system	Proposes the establishment of a legislative Joint Subcommittee to study long-term, sustainable, dedicated funding and cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), and all Northern Virginia transit systems meet the growing needs of public transit in the region. This amendment is a placeholder until a fiscal impact statement for the bill is produced. Proposes \$65M GF in the first year and \$84.5M in the second year to increase support for WMATA assumes the higher support will continue in FY26. (Item 433#1h) Proposed language that requires WMATA to complete a cost and	Proposes an exemption from the provisions of Virginia Code § 33.2-1526.1 (K) that limits annual Virginia operating assistance to the Washington Metropolitan Area Transit Authority (WMATA) to no more than three percent over the prior year's approved budget provided that planning and reporting requirements are met. The language outlines cost control elements to be included in a corrective action plan to address WMATA budget imbalances (Item 433#1s)	

		overhead comparison with similar transit systems. Proposes language to allow total Virginia operating assistance provided WMATA to exceed the 3% growth cap in the Code (Item 433#1s for Caboose Bill)		
	Proposes \$350,000 in the first year in NGF appropriation to study the implementation of emerging technologies, including Advanced Air Mobility	Proposes \$1,000,000 GF in the first year to support the development of an Advanced Air Aviation Test Site in the Commonwealth.(Item 422#1h)	No change to Executive Budget	
	N/A	Proposes \$2M to capitalize EV Rural Charging Network Infrastructure Fund (HB107) (Item 109#1h)		
	N/A	Proposes \$1.6M in each year in Planning District Commission operating support. (\$75K per year to each PDC) (Item 103#11h)	No change to Executive budget	
	Proposes \$100M GF in the first year for the Virginia Biotechnology, Life Sciences, and Pharmaceutical Manufacturing Network; VT share is \$30M.	Proposes \$96.5M GF over the biennium in biotechnology, life science, and pharmaceutical manufacturing research at UVA, VT, VCU, and ODU;	Proposes to redirect \$82M GF in the first year to other priorities and provides \$18.0M in the second year to UVA's Manning Institute (Item 115#1s)	

		(VT/FBRI share is \$30.9M) (Item 15#1h) Proposes language requiring each institution receiving funds to sign a MOU with the Virginia Innovation Partnership Authority to achieve certain performance objectives as a condition of funding		
GO Virginia	Proposes to transfer \$28M in unobligated balances in the Growth and Opportunity Fund under the GO Virginia Program to the General Fund.	No change to Executive Budget Proposes requirement that GO Virginia develop a public facing dashboard to report on the outcomes achieved by individual projects receiving funds from this grant program (Item 103#4h)	No change to Executive Budget	
Virginia Business Ready Sites Program	Proposes \$95.5M GF in the first year to support the Virginia Business Ready Sites Program; base funding for the program would be \$200M for the biennium	Proposes to remove \$130M in the first year and \$30M in the second year for the Virginia Business Ready Sites Program; Establishes a \$20M base budget for the program or \$40M for the biennium (Item 101#1h) Proposes \$150,000 GF in each year to expand administrative capacity of the real estate team at VEDP to effectuate the	Proposes to redirect \$95.5 M GF in the first year for the VBRSP and provides a \$50M GF base budget for the program. (Item 101#1s) Proposes to redirect \$24M GF proposed for Business Ready Sites Acquisition Fund to other priorities (Item 101#2s) Proposes language to permit the participation of	

		<p>provisions of HB1125 related to permitting for site development. (113#6h) This new expedited program may increase the number of eligible applicants for a Virginia Business Ready Sites Program. The bill requires state agencies that issue permits or approvals to establish guidelines and procedures for implementing a comprehensive review. It is anticipated that affected state agencies can absorb such work within current resources.</p> <p>Proposes to eliminate language allowing for the purchase of land with resources from the Virginia Business Ready Sites Acquisition Fund, which overrides the Code that requires the MEI Commission to review all such purchases.(Item 113#2h)</p> <p>Proposes language to permit the participation of sites that may be bisected by a roadway or other utility related infrastructure in the Virginia Business</p>	<p>sites that may be bisected by a roadway or other utility related infrastructure in the Virginia Business Ready Sites Program. (Item 101#3s)</p> <p>Proposes to eliminate language allowing for the purchase of land with resources from the Virginia Business Ready Sites Acquisition Fund, which overrides the Code that requires the MEI Commission to review all such purchases.(Item 113#2s)</p>	
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		Ready Sites Program. (Item 101#10h)		
	Proposes \$750,000GF in both years for administration of the Virginia Business Ready Sites programs		Proposes reduction of \$250,000 GF each year to additional support provided in the Introduced budget for business ready sites administration. (Item 113#3s)	
Center for Rural Virginia	Proposes \$350,000 GF in both years to provide additional support to the Center for Rural Virginia.	No change to Executive Budget	Proposes an additional \$50K GF in both years to support the Center for Rural Virginia (Item 103#5s)	
	N/A	Proposes \$0.5M in each year of the biennium to the City of Roanoke for improvements at the Virginia Museum of Transportation. (Item 371#7h) Proposes language directing the Sec. of Education to evaluate the feasibility and determine the initial and ongoing fiscal impact of converting the VA Museum of Transportations into a state agency or authority. (Item 116#1h)	Proposes \$250K GF in the first year to the City of Roanoke for improvements at the Virginia Museum of Transportation (Item 371#5s)	

Language on Local Maintenance of Public Streets

"G. Notwithstanding § [33.2-319](#) of the Code, any municipality that annexed or incorporated land from an adjacent county pursuant to an annexation order that became effective in 1941 which land included a residential subdivision with streets that had been maintained by the county

and that are open to and used by the public, shall accept such streets into such municipality's public street system, shall maintain such streets in the same manner as it maintains public streets in other residential subdivisions and shall qualify for payments under § [33.2-319](#) with respect to such streets, even though such streets may not meet current or previous design standards for streets in such municipality.”



The 22nd day of February, 2024

RESOLUTION

SUBJ: Action to Approve Funding for FY25 and FY26 Transportation Alternatives Projects

WHEREAS, the Surface Transportation Block Grant Program Set-Aside Transportation Alternatives Program was recategorized under the 2015 Fixing America's Surface Transportation (FAST) Act, combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category; and

WHEREAS, the Infrastructure Investment and Jobs Act of 2021 reauthorizes the Program at higher funding and suballocation levels, and provides states the ability to allocate 100% of its funding to counties and other transportation entities; and

WHEREAS, one locality is seeking FY 2025 and FY 2026 Transportation Alternatives funding from the Roanoke Valley Transportation Planning Organization's apportionment:

Applicant: City of Roanoke
Project: Westside/Salem Turnpike CGS (Curb, Gutter, and Sidewalk)
TA Funds Requested: \$909,224

WHEREAS, the Salem District Commonwealth Transportation Board Member has allocated \$500,000 in Transportation Alternatives funding to this project; and

WHEREAS, the RVTPO has \$1,113,493 in FY 2025 and FY 2026 Transportation Alternatives funding to allocate; and

WHEREAS, based on the scoring conducted by the Virginia Department of Transportation, the RVTPO Transportation Technical Committee has forwarded a recommendation to the Policy Board to fully fund the Westside/Salem Turnpike CGS project.

NOW, THEREFORE BE IT RESOLVED, that the Roanoke Valley Transportation Planning Organization Policy Board hereby endorses and awards the following TA funding allocation: \$409,224 to the Westside/Salem Turnpike CGS project and forwards this decision to the Commonwealth Transportation Board.


Phil North
Chair

STAFF REPORT
February 22, 2024 RVTPO Meeting
SUBJ: Recommendation on FY25-26 Transportation Alternatives
Set-aside Program Allocations

History

The Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category. The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015, the first long-term transportation bill passed since SAFETEA-LU, running five (5) years through September 30, 2020. This legislation continued the former Transportation Enhancement program's long history of improving non-motorized transportation that began in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). A continuing resolution was signed October 1, 2020, extending the FAST Act for one (1) additional year. On November 15, 2021, the Infrastructure Investment and Jobs Act was signed into law which reauthorized the TA Program through September 30, 2026.

Purpose

The TA Program is intended for projects that maximize the use of right-of-way for nonmotorized modes of transportation and to increase safety, accessibility, and/or connectivity.

Eligible project categories for TA funds include:

- On- and off-road trail facilities for pedestrians, bicycles, and other non-motorized forms of transportation
- Infrastructure-related projects that provide safe routes for non-drivers to access daily needs
- Rails-to-Trails projects
- Turnouts, overlooks, and viewing areas
- Community improvement activities, including outdoor advertising removal, historic preservation of transportation facilities, transportation project archaeological activities and vegetation management practices
- Environmental mitigation, including those that address stormwater management related to highway construction and reduce vehicle-caused wildlife mortality
- Safe Routes to School, infrastructure and non-infrastructure
- Boulevards from Divided Highways to create walkable, low-speed boulevards that carry traffic, pedestrians and bicyclists

At the September 28, 2023 RVTPO Policy Board meeting, a resolution of endorsement was adopted for two Transportation Alternatives (TA) Set-aside Program project applications from localities in the Urbanized Area. The projects were submitted by October 1, 2023 and subsequently scored. The projects are listed in scoring priority order as follows:

Applicant	Project Title	Description	TA Request	Total Project Cost
City of Roanoke	Westside/Salem Turnpike CGS	Installation of 1,300' linear feet of curb, gutter, and sidewalk at the intersection of Westside Blvd/Salem Turnpike. Associated features are the installation of storm drain along with asphalt paving work. Design has been completed. City owns all property in the vicinity.	\$500,000	\$1,136,530
Roanoke County	Glade Creek Greenway Vinyard Park East	Installation of 1,300 linear feet of curb, gutter, and sidewalk at the intersection of Westside Blvd./Salem Turnpike. Associated features are the installation of storm drain along with asphalt paving work. The city understands the estimate exceeds the TA allocation. Local funds will be applied to make up the difference in TA award versus contract award. Design has been completed. City owns all property in the vicinity.	\$800,000	\$1,000,000

Note: the TA Program requires an 80%/20% match of federal and local funds.

Following the application process, the Glade Creek Greenway Vinyard Park East project submitted by Roanoke County was screened out from consideration. Therefore, the Westside/Salem Turnpike CGS application from the City of Roanoke is the only project from the Urbanized Area that was scored (scorecard follows this staff report).

At the time of submission, the City of Roanoke's request for TA funding was premised on their understanding that the RVTPO's two-year allocation was insufficient to fully fund its request; the remaining balance of the total project cost would be made by the City. As there are no other projects requesting funds, RVARC staff determined that there will be enough to fully fund the City's project. The City subsequently modified their request to match 20% of the total project cost, which makes the new TA request \$909,224. The RVTPO Policy Board will have \$1,113,493 in FY25 and FY26 to allocate to TA projects.

At their February 8th meeting, the TTC recommended the following allocation as presented by staff:

Locality	Project	Total Project Cost	TA Amount Requested (80%)	Locality Match (20%)	TPO Allocations
City of Roanoke	Westside/Salem Turnpike CGS	\$1,136,530	\$909,224	\$227,306	\$909,224
TOTALS		\$1,136,530	\$909,224	\$227,306	\$909,224

Following the initial issuance of this staff report, and prior to the February 22nd meeting, staff received guidance from VDOT that Salem District CTB Member Dr. Ray Smoot has agreed to allocate \$500,000 to this project from his allocation. Following the scoring of TA project requests from the Salem District, it was determined that there is a significant surplus in Dr. Smoot's allocation. Under the new statewide TA policy, all surplus CTB member funding returns to a statewide pot, and is not accessible unless individual projects submit requests. As



a strategy to preserve these funds, Dr. Smoot will fund the Westside/Salem Turnpike CGS project in the amount of \$500,000, thereby reducing the RVTPO allocation to \$409,224. This will increase the RVTPO's TA balance entry account by \$500,000.

RVTPO Policy Board Action:

Consideration of RVTPO Transportation Alternatives Set-Aside Block Grant Program funding.



Roanoke Valley Transportation
PLANNING ORGANIZATION
A Program of the
REGIONALcommission

Transportation Policy Board

February 22, 2024

1



Roanoke Valley Transportation
PLANNING ORGANIZATION
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REGIONALcommission

Recommendation on FY25-26 Transportation Alternatives Set-Aside Program Allocations

Bryan Hill

2

Timeline

- Two project applications endorsed in October 2023:
 1. City of Roanoke: Westside/Salem Turnpike CGS
 2. Roanoke County: Glade Creek Greenway Vinyard Park East
- Glade Creek Greenway application was screened out
- When making application, the City of Roanoke was willing to match more funds because the RVTPO allocation could not cover their full request.
- Staff informed City staff that they had the only eligible project and sufficient funding to request up to 80% of the total project cost (\$909,224 vs. \$500,000).
- City of Roanoke staff revised their request to \$909,224.
- VDOT informed staff of Dr. Smoot's desire to allocate \$500,000 to the project.
 1. Surplus in Salem District CTB Member allocation
 2. Unused surplus will revert to a statewide TA pot
 3. RVTPO allocation request is reduced by \$500,000, with funds returning to balance entry account
- The RVTPO has \$1,113,493 in new FY25 and 26 TA funds to allocate to new projects.

3

Recommendation

Staff revises the original TTC recommendation funding the City of Roanoke's Westside/Salem Turnpike CGS project from \$909,224 to \$409,224.

TPO Action: Consideration of Resolution on RVTPO Transportation Alternatives Set-Aside Block Grant Program funding (FY25/FY26)

4



Roanoke Valley Transportation
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Recommendation on FY26 SMART SCALE RVTPO Candidate Project Requests

Bryan Hill

5

Background

- In late January 2024, RVARC staff solicited project requests from localities and agencies for the FY26 round of SMART SCALE.
- On February 5th staff received three project request forms, all from Roanoke County.
 - Peters Creek Road/Williamson Road Multimodal and Safety Improvements
 - Peters Creek Road at Valleypointe Parkway Intersection Improvements
 - Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements.
- Staff determined that there was no need to prioritize project requests as in Round 5, as there were fewer requests than available application spots (four).
 - One project request for submission by the RVARC.

6

Recommendation

TTC recommends that the RVTPO Policy Board pursue the three project requests submitted by Roanoke County.

TPO Action: Consideration of recommendation to the RVTPO Policy Board of FY26 SMART SCALE RVTPO candidate project requests.

7



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Moving Forward: 2023 Greater Roanoke Region Travel Survey

Andrea Garland

8

Highlights from the 2023 Greater Roanoke Region Travel Survey



9

Background

In 2023, The Roanoke Valley-Allegheny Regional Commission (RVARC) hired a research company to survey local residents about travel patterns, trip satisfaction and transportation options.

1,662 responses



10

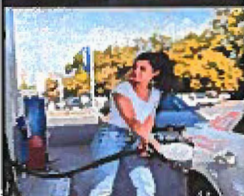
Key finding #1:

Personal vehicles are the main mode of transportation in our region, but gas prices, maintenance costs and traffic congestion are burdening residents.



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Key Finding #1



Of those surveyed, almost half (42%) work outside the home.

Among those, 87% drive to work alone, and 61% are commuting to the City of Roanoke and/or Roanoke County.

These commuters face a number of challenges:

- A majority of those surveyed (59%) said high gas prices were the biggest challenge for commuting in a personal vehicle.
- 39% said the cost and time of personal vehicle maintenance was a challenge.
- 40% said traffic congestion is a challenge.*

*Note: Research from the national transportation research nonprofit TRIP found that traffic congestion costs the average Roanoke region driver is \$629 annually – the result of losing 25 hours stuck in traffic and wasting 11 gallons of fuel.

12

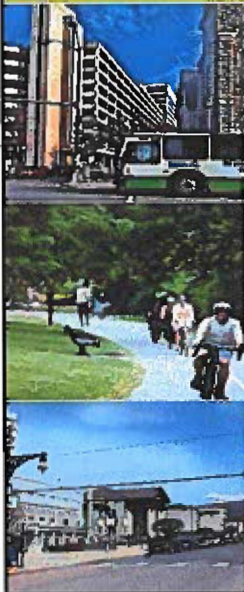
Key finding #2:

Many areas throughout our region need more public transportation, bike paths, and safer and better-connected sidewalks.



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Key Finding #2



According to the survey, most people believe we need better solutions for transit in the Roanoke Valley

- About half of respondents (43%-59%) agreed that our area needs **more public transportation**, with younger adults agreeing most strongly.
- The majority of respondents said our Region needs **better bike paths**, with Roanoke City (66%), Roanoke County (67%) and the City of Salem (70%) leading the way in their agreement.
- Many respondents (40%-55%) strongly favor improving the **sidewalks** in their communities.

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Key finding #3:

Commuting in our region can be expensive and frustrating, especially for certain groups – but carpooling and vanpooling could help.



15

Key Finding #3

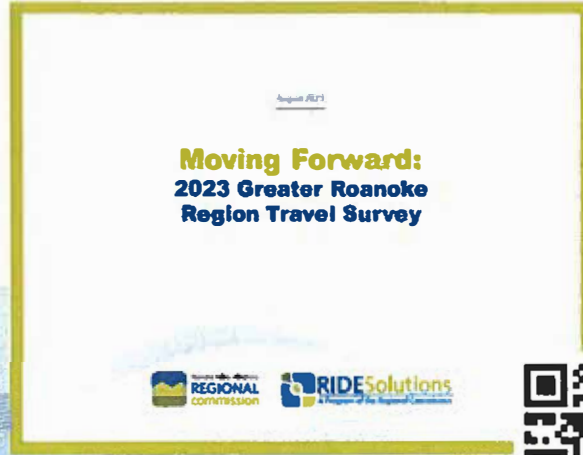


According to a TRIP study, drivers in the greater Roanoke region pay an average of **\$407 in yearly vehicle operation costs** as a result of fuel consumption, wear and tear and other factors.

- RIDE Solutions' **free carpooling and vanpooling** assistance program can help ease commuters' costs – but only 27-40% of the RVARC survey's respondents were aware of these services. This shows that carpool and vanpool promotion and education need to be expanded in the Roanoke Region.
- The survey also showed that the top motivator for carpooling or vanpooling is the offer of a **free ride home in case of emergencies (46%)**.

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Full Report



17



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Questions?

18

Upcoming TPO Meetings

March

- STBG/CRP Financial Plan Recommendation, Public Hearing
- Review of UPWP Draft

April

- Dr. Smoot, Commonwealth Transportation Board

STAFF REPORT

RVTPO Policy Board Meeting March 28, 2024

SUBJ: Recommendation on the FY25-FY30 Surface Transportation Block Grant & Carbon Reduction Program Financial Plans

In February 2024, staff facilitated the public engagement process of 10 projects for the Surface Transportation Block Grant (STBG) and Carbon Reduction (CRP) funding programs. The results of the public engagement survey are summarized in the attached document. During their March meeting, TTC members made a preliminary recommendation to fund the five projects with available CRP funding of \$3,067,340 and the remaining with STBG funding of \$2,084,419:

#	Locality	Project Name	Estimated Cost Requested
1	City of Roanoke	Greenway Connection – Riverland Road	\$1,180,500
2	City of Salem	Roanoke River Greenway – Apperson to Cook Connector	\$1,615,259
3	Town of Vinton	Vinyard Road Pedestrian Safety Improvements (PE Phase)	\$356,000
4	Roanoke County	Roanoke River Greenway through Explore Park	\$500,000
5	Roanoke County	Orange Market Parking Lot/Park and Ride Improvements	\$1,500,000

Members of the TTC were initially asked to consider conditional funding requests for SMART SCALE Leverage for four projects listed below:

#	Locality	Project Name	Estimated Cost Requested
1	Roanoke County	Peters Creek Rd. at Williamson Rd. Intersection Improvements	From \$2 - \$5 Million
2	Roanoke County	Rte. 11/460/W. Main St. at Dow Hollow Rd. Intersection Safety Improvements	From \$2 - \$5 Million
3	Botetourt County	Rte. 220 Superstreet and Access Management	\$5 Million
4	Roanoke County	Rte. 419/Electric Rd. Safety & Streetscape Improvements Project between Grandin Rd. Ext. & Keagy Rd.	Project removed at request of Roanoke County

A TTC subcommittee was established to evaluate the first three above-listed leverage requests. A scoring template developed by the subcommittee is attached to this report. VDOT has advised the TTC that a recommendation on SMART SCALE leverage requests must be approved by the TPO prior to the SMART SCALE project application deadline of August 1. The TTC will evaluate and consider the leverage requests at a future meeting, most likely May or June, and forward their recommendation to the Policy Board thereafter. Applicants are awaiting cost estimates for these candidate projects which will inform the scoring process.

RVTPO Policy Board Actions:

1. Consideration of the FY25-FY30 Surface Transportation Block Grant and Carbon Reduction Program Financial Plan to include full funding for the five outlined projects.
2. Allow the remaining Balance Entry to be available for the three projects requesting SMART SCALE leverage.



SMART SCALE

Leverage Scoring Matrix

- 1) Locality: _____
- 2) Project Title: _____
- 3) Preliminary estimate of Project Cost: _____
- 4) Amount of Leverage Request: _____

5) Type of Project Request

- New Project
- SMART SCALE Resubmission w/lower cost
- SMART SCALE Resubmission with additional benefits
- SMART SCALE Resubmission with no change

If resubmitting a SMART SCALE project, please indicate which round(s) and application number(s) were previously submitted: _____

6) Assessment of Data Responsibility (Table 2.7, pg. 35 in SMART SCALE technical guide)

Available: https://smartscale.org/documents/r6_technical_guide_final_feb2024.pdf

- a. Checklist of Multimodal elements
- b. Checklist of project elements that contributes to reduced pollutant emissions and/or energy use
- c. Improvements that benefit freight rail or intermodal facilities
- d. Verify that project is located within buffer of property listed in VirginiaScan database

Scoring Criteria

7) Project in Roanoke Valley Transportation Plan (10 Points)

Yes No (Requires Amendment)

8) Project Studies – Indicate whether any of these agencies are conducting studies to determine scope and cost of the project application: (10 Points)

VDOT STARS (Strategically Targeted Affordable Roadway Solutions) study

OIPI funded study

Other VDOT funded study or technical assistance

Other study (please indicate what entity is responsible and describe the scope of the study)

9) Project Narrative – (20 Points)

A) Describe the scope of your project and specifically assess its alignment with SMART SCALE scoring criteria;

B) Describe how your leverage request will enhance the competitiveness of your project submission

10) Other Committed funding sources available for leverage Up to 5 bonus points

Amount and Source: _____

Scoring Rubric

Criteria	Score
Project in RVTP (10 Y/ 0 N)	
Project Study (10 Y / 0 N)	
Project Narrative (20 Pt. Maximum)	
Committed Funding (Up to 5 Bonus Pts.	
<i>Total</i>	

The 28th day of March 2024

RESOLUTION

Approving the FY 2025-2030 Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) Financial Plan

WHEREAS, the Roanoke Valley Transportation Planning Organization Policy Board (RVTPO) has the opportunity and responsibility to prioritize Surface Transportation Block Grant (STBG), formerly known as Regional Surface Transportation Program (RSTP), and Carbon Reduction Program (CRP) funds for essential transportation improvements within the Roanoke Valley TPO Study Area Boundary; and,

WHEREAS, the RVTPO Policy Board has solicited and considered public input on funding requests and a duly advertised public hearing was held on March 28, 2024; and,

WHEREAS, the RVTPO Transportation Technical Committee (TTC) has recommended the following additional funding requests for existing projects:

- a. \$500,000 for Roanoke River Greenway through Explore Park (Roanoke County);
- b. \$1,500,000 for Orange Market Park and Ride/Parking Lot Improvements (Roanoke County);
- c. \$ 1,180,500 for Greenway Connection – Riverland Road (City of Roanoke); and,

WHEREAS, the RVTPO TTC has recommended the following new candidate project funding requests:

- a. \$1,615,259 for Roanoke River Greenway – Apperson to Cook Connector (City of Salem; and
- b. \$356,000 for Vinyard Road Pedestrian Safety Improvement Program (PE Phase) and,

WHEREAS, the RVTPO TTC adopted a SMART SCALE leverage scoring matrix at their March 14, 2024 meeting to evaluate conditional funding requests from the STBG and CRP suballocation program; and,

WHEREAS, the RVTPO TTC has recommended utilization of STBG and CRP balance entry for the following conditional funding requests based on evaluation criteria in the aforementioned scoring matrix:

- a. \$2,000,000 to \$5,000,000 request for Peters Creek Road and Williamson Road Intersection Improvements (Roanoke County);
- b. \$2,000,000 to \$5,000,000 request for Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements (Roanoke County);
- c. \$5,000,000 for Route 220 Superstreet and Access Management (Botetourt County); and,

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

WHEREAS, any balance entry funding utilized as leverage in Round 6 of SMART SCALE will be deallocated and returned to balance entry if such project is not selected by the Commonwealth Transportation Board for funding in Round 6.

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Roanoke Valley Transportation Planning Organization does hereby approve the FY 2025-2030 Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) Financial Plan (shown in the attached table) and forwards this supporting resolution to the Virginia Commonwealth Transportation Board.

Phil North
Chair

Project	Project UPC	Total Funds	Committed Funding	Proposed Changes	Status / Schedule
Active Projects					
Roanoke River Greenway - West Riverside Drive Trailhead to Kingsmill Drive	97171	\$ 7,343,229	\$ 7,343,229		CN Started
Roanoke River Greenway - City of Salem line to Bridge Street	105439	\$ 4,363,800	\$ 4,363,800		Waiting Financial Closure
Roanoke River Greenway - 1800' north of Highland Road to Highland Road	91191	\$ 1,505,371	\$ 1,505,371		Waiting Financial Closure
Tinker Creek Trail Extension Phase 2A - Mason Mill Park to 13th Street	110101	\$ 1,905,083	\$ 1,905,083		CN Started
Tinker Creek Trail Extension Phase 2B - 13th Street to Orange Avenue	T-29075	\$ 2,911,217	\$ 2,911,217		Project Not Started
Tinker Creek Trail Extension Phase 2C - Orange Avenue to Wise Avenue	TBD	\$ -	\$ -		Project Not Started
Bus Replacement and Rebuild Program	T-18675	\$ 13,622,784	\$ 13,622,784		Flexed to DRPT
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit) **	111649	\$ 2,268,142	\$ 2,268,142		Waiting Financial Closure
Route 419/U.S. 220 Diverging Diamond Interchange	115460	\$ 5,159,634	\$ 5,159,634		Advertise in FY24
Roanoke River Greenway through Explore Park **	113567	\$ 4,795,308	\$ 4,295,308	\$ 500,000	Advertised FY24
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street) **	113565	\$ 617,610	\$ 617,610		Waiting Financial Closure
Route 220 at International Parkway Improvements	115457	\$ 300,000	\$ 300,000		Advertised FY24
Starkey Road/Buck Mountain Road Intersection Improvements	113144	\$ 2,098,115	\$ 2,098,115		CN Started
Elizabeth Greenway	113566	\$ 2,101,261	\$ 2,101,261		Advertise in FY24
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTPI) Project	T-29128	\$ 400,000	\$ 400,000		Flexed to DRPT
Route 220 Superstreet and Access Management	T-24740	\$ 924,000	\$ 924,000		Project Not Started
Orange Market Park and Ride/Parking Lot Improvements **	T-24579	\$ 1,843,573	\$ 343,573	\$ 1,500,000	Project Not Started
Route 419 Streetscape Improvements, Phase 2	119462	\$ 4,347,150	\$ 4,347,150		Advertise in FY 27
Roanoke River Greenway - East	119666	\$ 710,000	\$ 710,000		PE has started. CN TBD
Aviation Drive/Valley View Blvd. Pedestrian Improvements	119555	\$ 899,775	\$ 899,775		Advertise in FY 27
Valleypointe Parkway Realignment	119468	\$ 2,500,000	\$ 2,500,000		Advertise in FY 27
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	119911	\$ 403,912	\$ 403,912		Advertised FY24
Greenway Connection - Riverland Road	119586	\$ 2,240,410	\$ 1,059,910	\$ 1,180,500	Advertise in FY 26
Oak Grove Streetscape Improvements - Crosswalk	122050	\$ 218,748	\$ 218,748		CN Started
Orange Avenue Improvements - Hickory Woods Drive to Blue Hills Village Drive	122120	\$ 1,227,000	\$ 1,227,000		Advertise in FY 27
Route 460 Intersections - W. Ruritan Road to Huntridge Road	122110	\$ 1,213,352	\$ 1,213,352		Advertise in FY 26
Route 460 and Alternate Route 220 Intersection Improvements	120611	\$ 2,544,860	\$ 2,544,860		Advertise in FY 26
Orange Ave. (U.S. 460) - 11th to 24th St. Improvements	124148	\$ 4,666,196	\$ 4,666,196		Advertise in FY 28
I-581 at Exit 2 (Peters Creek Road) Interchange Improvements, Phase 1	123136	\$ 4,058,056	\$ 4,058,056		Advertise in FY 25
Glade Creek Greenway, Phase 3 PE	124024	\$ 275,000	\$ 275,000		Project Not Started
Roanoke River Greenway – Apperson to Cook Connector **	T-29306	\$ 1,615,259		\$ 1,615,259	New Project
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)	T-29310	\$ 356,000		\$ 356,000	New Project
Total Funding Allocated:		\$ 79,434,845	\$ 74,283,086		
STBG total available for allocations (UPC 104126)		\$ 10,853,268	Balance in FY 29 & FY 30		
Carbon Reduction Program (UPC T27910)		\$ 610,836	Balance in FY30		
Total Balance Entry Available:		\$ 11,464,104	Includes all committed and planned projects, and latest allocations as of March 14, 2024.		
** Funded in whole or in part by Carbon Reduction Program					

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

STAFF REPORT
TPO Meeting March 28, 2024
SUBJ: Review of Draft FY25 Unified Planning Work Program

Per federal requirements, the RVTPO Policy Board must annually approve a Unified Planning Work Program (UPWP) to identify the transportation planning activities the RVTPO will undertake in the upcoming fiscal year. In February, staff solicited ideas and concepts for planning activities from member localities and other stakeholders. The draft UPWP incorporates many of these proposals as well as the on-going planning activities and administrative functions the RVTPO has traditionally performed.

Highlighted activities for FY25 include:

- Triennial update to the Roanoke Region Transportation Priorities for Economic Development & Growth (TED Study)
- Truck Parking on Corridors of Statewide Significance Study
- Expansion of Data Sharing
- Submission of SMART SCALE projects
- Development of Commuter Assistance Strategic Plan
- Implementation of Federal Planning Certification Review Recommendations
- Active Transportation Plan Updates
- Cyclist Pedestrian Counts

The attached draft UPWP outlines the transportation planning activities anticipated for FY25. The Regional Commission's budgeting process is underway; dollar amounts will be added to the final draft that will be shared in April. At that time, the TPO will consider adoption of the FY25 Unified Planning Work Program.

TTC Action:

None.



(Official Name: Roanoke Valley Area Metropolitan Planning Organization)

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2025

(July 1, 2024 – June 30, 2025)

FINAL April 25, 2024

Roanoke Valley Transportation Planning Organization (RVTPO)
c/o Roanoke Valley-Alleghany Regional Commission
313 Luck Avenue, SW, P.O. Box 2569
Roanoke Virginia 24010
Ph: 540-343-4417, Fax: 540-343-4416
rvtpo.org

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 or call (540) 343-4417.

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RESOLUTION

I. INTRODUCTION

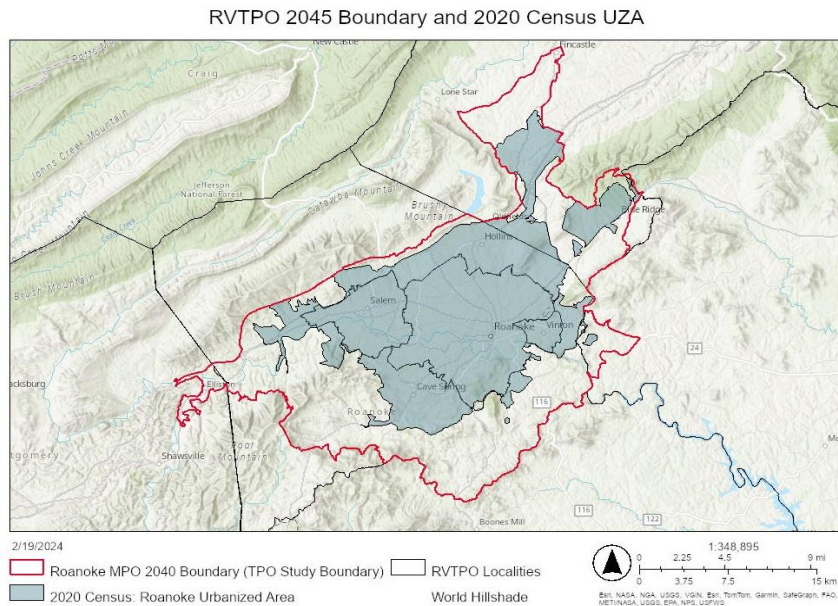
The Roanoke Valley Transportation Planning Organization (RVTPO) is the Metropolitan Planning Organization for the Roanoke urbanized area. The Unified Planning Work Program (UPWP) for transportation planning, required to be updated annually,¹ provides a mechanism for the coordination of transportation 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, and an updated 2050 study area is under development.

Figure 1: RVTPO 2045 Study Area and 2020 Census Urbanized Area



¹ Per 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 identifies and 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.

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 are available 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 and Technical Committee meetings as well as any sub-committee meetings.

Professional staff members participate in all RVTPO meetings, share technical expertise and provide administration of the transportation planning program. In addition, staff members represent the agency at other meetings regarding 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 2021-2023 was 60 ppb, a slight increase over the previous collection period. RVTPO staff will continue to evaluate the region’s air quality standard compliance.

V. FISCAL YEAR 2024 ACCOMPLISHMENTS

A concise summary of key planning activities performed in FY2024 is below:

2.01 Regional Transportation Planning

- Staff led development of a *Regional Electric Vehicle Charging Study* to examine challenges and barriers to the implementation of a robust EV charging network, including evaluation of local ordinances, zoning, planning, and right-of-way issues.
- Staff completed a *Regional Travel Demand Study* on travel patterns, trip satisfaction, and transportation options.
- Staff managed the MS PowerApps database and web application that holds all fiscally constrained and vision transportation projects in the RVTP and TIP.
- Staff provided RVTPO planning boundary updates based on 2020 census data with adoption anticipated in FY25.

2.02 Transportation Funding Pursuit & Programming

- Staff monitored deliberations of the Commonwealth Transportation Board on revisions to the SMART SCALE transportation project funding process, evaluated potential impacts, and coordinated communications with regional stakeholders.
- Staff facilitated funding requests for ten projects under the Surface Transportation Block Grant Program and the Carbon Reduction Program.
- Staff initiated a VDOT Request to Administer (RTA) for managing Professional Engineering Services to support the Glade Creek Greenway Phase III project.

2.03 Congestion Management

- Staff provided a yearly update on the 2020 Congestion Management Process.
- Staff provided a special report for RVTPO stakeholders on regional congestion in a statewide context.

2.04 Public Transportation Planning

- Staff coordinated with Valley Metro staff on a review of data collected through Automatic Passenger Counters as part of a Bus Stop Activity Analysis.
- Staff worked with Valley Metro on the development of their *Transit Strategic Plan*

2.05 Public Engagement

- Staff oversaw the modernization of the RVARC website, enhancing the clarity of RVTPO pages and enabling the integration of surveys for increased public engagement.
- Staff participated in the quadrennial Federal Certification Review and will implement recommendations in the upcoming fiscal year.
- Staff led a triennial update to the Public Participation Plan
- Staff participated as a speaker in the *2023 National Safe Routes to School Conference*, and the *Pennsylvania Downtown Center Walk Works Summit*, on the subject of Traffic Gardens.

2.06 Complete Streets Planning

- Staff coordinated with the Town of Vinton and consultants to complete the Vinyard Road Corridor Study which led to subsequent work by a consultant and an application for funding.

- Staff conducted research, public outreach, and stakeholder engagement to create a draft Active Transportation Plan, with anticipated adoption in FY25.
- Staff participated in the *2023 Virginia Walkability Action Institute*; the Roanoke City Cohort, was awarded Best Team overall for the Academy, and delivered a comprehensive walkability improvement project to the Roanoke City Northwest Neighborhood; the project includes installation of new bus shelter, installation of Rectangular Rapid Flashing Beacon (RRFB) device, and Traffic Calming Street Art Project.
- Staff initiated a Safe Route to School programmatic collaboration with the City of Roanoke Public Schools and Pedal Safe Roanoke Volunteers. These efforts lead to completing a Preston park Elementary Walkabout project and a Walking School Busses program.
- Staff created a Bicycle Parking Application Program to award free bicycle parking to localities and non-profit organizations across the Roanoke Region. In partnership with the Friends of the Blue Ridge Foundation, the RVARC awarded eleven new bike racks to Roanoke City, Roanoke County, Botetourt County, Covington, and Roanoke College

VI. 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 underlying 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. These areas are summarized below:

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

Ensure that 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 Justice⁴⁰ in Transportation Planning

Advance equity and support for underserved and disadvantaged communities, ensuring public involvement that reflects diverse perspectives, concerns, and priorities. Executive Order 14008 and M-21-28 advance environmental justice by working toward the goal that at least 40% of the benefits from many of grants, programs, and initiatives flow to disadvantaged communities.

3) Complete Streets

A complete street feels safe for everyone using the street. Arterial roadways 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 where appropriate to access destinations thus making them “complete streets.” Addressing bicycle safety along arterial roadways, where appropriate, 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 is essential to creating complete travel networks for those without access to single-occupancy vehicles.

4) Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Utilizing Virtual Public Involvement (VPI) tools and 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.

6) Federal Land Management Agency (FLMA) Coordination

Consideration and analysis of needs related to access routes and other public roads and transportation services that connect to Federal lands, including the Blue Ridge Parkway and the Appalachian Trail remains a federal priority. The George Washington and Jefferson National Forest is also just north of the RVTPO area.

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. The goal is 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 across state, regional, and local levels across issues will inform planning activities on issues including freight, bike and pedestrian planning, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

Additionally, the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, outlines federal priorities for transportation planning and provides more funding opportunities for the region through September 30, 2026. Some new items from the 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 within the planning area when designating officials.

The UPWP is also guided by the following planning factors contained in the Fixing America's Surface Transportation (FAST) Act and continued in the IIJA:

- (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

VII. WORK PROGRAM TASKS AND BUDGET

On April 15, 2024, the RVTPO went through its third official Federal Compliance Review. Implementing the recommendations from this review will guide planning and programming process improvements over the next fiscal year, including a continued emphasis on the incorporation of performance metrics where appropriate. 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:

1.01 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.

1.02 Training and Staff Development

Staff education and training remains crucial to advance the planning priorities of an ever-changing region and to ensure alignment with new federal transportation regulations/guidelines. Staff must be positioned to work collaboratively with Board and committee members to develop a shared understanding of changes to federal regulations and guidelines and innovative planning practices and concepts.

1.03 Work Program Management

This task provides for management and monitoring of the UPWP and related 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 2026 (Spring 2025)
- Maintenance/amendments to the FY 2025 UPWP (as needed)
- Monitoring of FY 2025 UPWP budget and progress on activities (ongoing)
- Efficient office operation, accurate financial information, preparation of quarterly reports, and preparation of information in support of RVTPO activities. (ongoing)

- Administrative support for the Transportation Technical Committee, Transportation Policy Board, and other related work groups and/or subcommittees, including the development and timely distribution of meeting agendas and related materials and other support activities.
- Well-trained and informed staff and Policy Board members. (as needed)

Lead: RVARC staff

Estimated Budget:

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 development of 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 will be concurrently implemented with the RVTP.

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 the utilization of transportation performance measures and targets, performance reporting, and investment directed towards the achievement of transportation system performance outcomes.

The overall approach to transportation planning in the Roanoke Valley will be performance-driven, outcome-based and multi-modal in focus. This item covers the activities related to the development, maintenance, and implementation of the region's transportation plan and includes, but is not limited to, the following activities:

New Activities:

- Staff will continue to analyze the results of the US Census 2020 and the impacts of population changes on the RVTPO region in FY25. Staff will develop a new study area boundary to guide ongoing planning efforts and the next update to the RVTP.
- Staff will continue collaboration on a consultant-led regional electric vehicles charging study, distribute the results to stakeholders, and provide technical assistance with implementation activities.
- Staff will expand data management and data sharing capacity across all modes of transportation.
- Staff will conduct a triennial update to the Roanoke Region Transportation Priorities for Economic Development and Growth.

- Staff will conduct an evaluation of challenges and opportunities to enhance truck parking along Interstate 81 and the region's Corridors of Statewide Significance, including potential funding sources for such enhancements.
- Staff will collaborate with Virginia Tech's Smart Cities for Good research group on public engagement activities in support of their research project on autonomous transit in rural towns and small cities. This work item also appears in the FY25 Rural Transportation Work Program where a majority of the work will be assigned.
- Staff will continue collaboration to explore the feasibility of microtransit in the Allegheny Highlands and Franklin County. This work item also appears in the FY25 Rural Transportation Work Program where a majority of the work will be assigned.

Ongoing Activities:

- *Staff will provide General Technical support on the following priorities:*
 - a. **Roanoke Valley Transportation Plan Implementation:** Staff will maintain and implement the Roanoke Valley Transportation Plan including on-going consultation with stakeholders on regional priority transportation needs, possible and preferred solutions/strategies to address those needs, and to identify priority investments to pursue, and utilization of the new travel demand model to demonstrate the impacts of future build scenarios. Staff will work within the RVTP PBPP process which acknowledges the "developmental RVTP" - the ongoing work of the continuous, cooperative and collaborative planning approach to attain the region's transportation vision. Staff will provide regular updates on regional priority needs and projects through various media channels.
 - b. **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 incorporation of a new database in MS Power Apps which 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. Staff will use this database to complete summary pages for projects in the TIP to facilitate ongoing planning activities.
 - c. **Roanoke Valley Transportation Plan Adjustments/Amendments:** Staff will 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.
 - d. **Federal Transportation Performance Measures Integration:** This item will address any necessary work to integrate federally required and recommended performance measures and 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.
 - e. **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. 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 the RVTPO is in an Ozone Early Action Compact – Early Action Plan area and is not subject to conformity analysis.

- f. **Travel Demand Model:** Under a DRPT grant, staff worked with a consultant to conduct a Regional Travel Survey in FY23. Staff published the results of the Travel Survey in FY24 and presented findings to the Transportation Technical Committee and Transportation Policy Board. Staff will continue to 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. Staff will continue revisions to this model concurrent with the availability of new data.
- g. **Coordination with Other Plans:** In particular, staff will ensure that metropolitan transportation planning is coordinated with the VTrans statewide transportation plan, the RVARC's rural long-range transportation plan, and any other related long-range transportation plans.
- h. **Other Technical Work:** Any other technical plan and process work; such work may involve consultant assistance.

Products and Schedule:

- Roanoke Valley Transportation Plan Amendments/Adjustments (as needed)
- 2050 Study Area Boundary (ongoing)
- 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)
- Triennial update to the Roanoke Region Transportation Priorities for Economic Development and Growth (Winter/Spring FY2024-25)
- Truck Parking Evaluation on Corridors of Statewide Significance (Methodology Fall 2024, Study Spring 2025)
- Travel Demand Model implementation (ongoing)
- Implementation activities related to the Electric Vehicles Charging Study
- 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 communication lists (as needed).
- Other metropolitan transportation planning technical work as required (ongoing)

Lead: RVARC staff

Estimated Budget:

2.02 Transportation Funding Pursuit and Programming

Objective and Description: The RVTPO pursues various transportation funding opportunities, manages the process by which certain federal programs allocate funding in the RVTPO 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 RVTPO 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 RVTPO Policy Board and the Governor of Virginia.

The RVTPO administers the allocation of Roanoke Valley formula funds for the following 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);
- The **Carbon Reduction Program (CRP)** is a smaller category of funding for projects designed to reduce transportation emissions. The RVTPO is eligible through its status as a Metropolitan Planning Area (MA) with Transportation Management Area (TMA) status within Virginia;
- The **Transportation Alternatives Set-Aside (TA)** is another 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.

The RVTPO is responsible for awarding funding to these suballocation programs as outlined in the *Project Development and Selection Procedures for Roanoke Valley Urbanized Areas Suballocation Funding* procedures manual.

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 opportunities.

This task 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 7 – new application year.
- Administration of Carbon Reduction Program – new application year.
- Administration of Transportation Alternatives Program (even years)
- SMART SCALE Round 6 – submission of final applications by August 1, 2024.

Ongoing Activities:

- Approval of new performance measure targets and updates to existing targets as required by federal regulation;
- Facilitation of the RVTPPO's submission of SMART SCALE projects;
- Monitoring of new developments within the SMART SCALE process;
- Administration of the RVTPPO's STBG and CRP programs per the approved policies and procedures;
- Updates to the STBG, CRP, and TA program policies and procedures as needed;
- Monitor the status of STBG projects;
- Management of the RVTPPO's TA and FTA 5310 funding programs in coordination with the respective state agency; Staff will continue to update stakeholders on progress for TA projects;
- Preparation of amendments and/or adjustments to the current TIP or specific STBG/TA funding program allocations. This includes maintenance of the RVTPPO'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 on these and similar topics;
- Coordination with FTA, DRPT, and transit grantees including Valley Metro, RADAR, and Roanoke County on transit-related funding and programming regarding 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;
- Investigation of grant opportunities as they arise and technical assistance with applications, including grants under the IJJA, IRA, and other federal programs.
- Coordination with the State and other stakeholders on implementing improvements to I-81 and monitoring related progress and legislation. Staff will coordinate work with the I-81 Corridor Improvement Committee and attend related meetings as needed.

Products and Schedule:

- TIP amendments/adjustments (ongoing as needed)
- Annual listing of projects with federal obligations (Winter 2024/2025)
- Current STBG, CRP, and TA project updates (Fall 2024 - Winter 2025)
- STBG Financial Plan update (Fall 2024 - Spring 2025)
- Carbon Reduction Financial Plan (Fall 2024 – Spring 2025)
- Adjustments to STBG, Carbon Reduction, TA funding plans (as needed)
- Update STBG Project Development and Selection Procedures (as needed)
- Submission of SMART SCALE project applications (Summer 2025)
- Monitor legislative and Commonwealth Transportation Board modifications to the SMART SCALE program (as needed)
- Monitor developments with the I-81 Corridor Improvement Program (ongoing)
- Update 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)
- Review the Six-Year Plan for new projects and revised projects to inform project updates, tracking, and potential amendments to the TIP.
- 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)

Lead: RVARC staff

Estimated Budget:

2.03 Congestion Management Process

Objective and Description: The most recent Congestion Management Process (CMP) was approved in October 2020 with implementation progress reports completed each subsequent fiscal year. The last CMP progress report was completed 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 implementation of regional CMP objectives/strategies, monitor system performance measures, collect data, analyze congestion, coordinate congestion management with other agencies, and integrate new data sources and data analysis into the CMP planning process. The upcoming FY is an opportunity to review CMP objectives, performance measures, and strategies to ensure the CMP remains a relevant document for addressing regional congestion.
- **Land Use/Transportation Planning:** Staff will facilitate 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. Products of this effort support the congestion management process and may include 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 planning efforts to minimize future congestion.

Products and Schedule:

- Ongoing CMP data monitoring, regional congestion analysis, implementation and evaluation of congestion management strategies, and progress reporting; updates to CMP performance measures, objectives, and strategies reporting.

Lead: RVARC staff

Estimated Budget:

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. Further clarification of these needs will assist in the development of potential solutions. 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's designated 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 captured 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. 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 system management needs in the RVTP by clarifying the needs, identifying possible and preferred solutions, and pursuing funding as needed.
- ***Automatic Passenger Counter Activity Analysis:*** Staff will work with Valley Metro to analyze bus stop activity and trends for future recommendations.

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 was 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. In FY25, staff will implement the strategic actions outlined in the consultant report. The development of a Carbon Reduction Strategy will be aligned with the one being developed at the state level.
- ***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 was developed in FY23-24 by Valley Metro. The TSP is the update to the 2018 Valley Metro TDP; RADAR also has a TDP with required annual updates. 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. Staff will participate in quarterly 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 existing and prospective employees to plan vanpools and to provide new options for mobility between the RVTPO 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:

- Planning for vanpool service(s) (as needed)
- Transit service analysis, studies, mapping, etc. as needed (ongoing)
- Maintenance of GIS databases and mapping (ongoing)
- Automatic Passenger Counter Activity Analysis (Fall 2024)

Lead: RVARC staff

Support: RVARC may seek additional consultant assistance from DRPT for the CAP Strategic Plan.

Estimated Budget:

2.05 Public/Stakeholder Engagement

Objective and Description: Public participation, stakeholder coordination and outreach 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 – Implementation of Recommendations:** Because the urbanized area's population is 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 effective transportation planning practices for metropolitan planning organizations as outlined in the federal code. The most recent Certification Review took place in April 2024. Staff will continue to review and implement the federal recommendations to improve the transportation planning and programming process in the Roanoke region.

- **Public Participation:** Staff completed a triennial update to the 2018 Public Participation Plan (PPP) in FY24. . Staff will review and evaluate public participation efforts and adjust strategies based on the FY24 update to the Public Participation Plan as needed.
- **Title VI:** Staff updated the Title VI Implementation Plan in FY20 and has since addressed non-compliance issues. Staff will continue to review federal requirements and monitor performance. .
- **TPO Website Strategy:** The RVTPO website received a comprehensive update in FY24. Staff will continue to explore additional options to ensure website 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 availability of U.S. Census 2020 data sources
- **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:
 - 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
 - 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:

- Implementation of Federal Certification Review recommendations (ongoing)
- Implementation of Public Participation Plan Update ongoing)
- 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:

2.06 Complete Streets Planning

Objective and Description: This item is focused on Complete Streets planning activities to support safe and accessible transportation options as incentivized 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. Consistent with this objective is promotion of the Safe Routes to School (SRTS) program which is designed to promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and other incentives. The Roanoke Valley Transportation Plan approved in January 2023 prioritized the pedestrian and bicyclist safety needs by location in the region. Staff will facilitate planning and collaboration to address these needs.

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 to address the motorist, pedestrian and bicyclist safety needs in the RVTP by clarifying the needs, identifying possible and preferred solutions, and pursuing funding as needed.
- **Five-Year Update to the 2018 Roanoke Valley Greenway Plan:** Working in collaboration with the Roanoke Valley Greenway Commission and related stakeholders, staff will assist in the ongoing development of an update to Roanoke Valley Greenway Plan through general technical support, including detailed mapping of potential routes. .
- **Bus Stop Accessibility Study Review:** In coordination with the bus stop activity analysis described under task 2.04, staff will continue to review the 2013 Bus Stop

Accessibility Study and share status reports with stakeholders on ongoing activities to improve bus stop accessibility in the region.

- **Safe Routes to School:** Staff will explore opportunities to expand utilization and support for the Safe Routes to School program.
- **Thriving Communities Grant:** Staff will support the City of Roanoke's public engagement activities associated with the revitalization of the Williamson Road corridor.

Ongoing Activities:

- **Safety:** Staff will conduct activities that advance safety efforts in the region, including potential data collection and visualization activities such as a regional safety dashboard and data repository, identifying potential updates to the 2019 Roanoke Valley Regional Transportation Safety Study, and reviewing competitive grants for projects to improve safety. The TPO area has three active Safe Streets for All (SS4A) grants, which staff will provide support, coordination, and stakeholder input.
- **Active Transportation Plan Update:** The 2024 Regional Active Transportation Plan is a combined update of the 2012 RVTPO Bikeway Plan and 2015 RVTPO Pedestrian Plan. The Regional Active Transportation Plan (ATP) utilizes regional multimodal centers & districts, current research, and other data collected during the development of the RVTP to create a long-term vision and network. implementation support, and policies to aid localities in achieving a comprehensive network for non-motorized roadway users in the next 20 years. The ATP is scheduled to be complete and adopted in FY25 with activities including plan content writing, final public outreach, and locality review.
- **Cyclist/Pedestrian Counts:** Staff will continue to 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 install/uninstall and maintain counters, downloading and validating data, 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:

- Assist with development and implementation of Roanoke Valley Greenway Plan (Ongoing)
- Bus Stop Accessibility Study Review (Fall 2024)
- Active Transportation Plan Update (Fall 2024)
- Bicycle/Pedestrian traffic counts (ongoing)
- Thriving Communities (ongoing)
- Maintenance of GIS databases and mapping (ongoing)
- Participation in corridor/area studies conducted by OIPI or member organizations.
- Other corridor/area work as needed.
- Safe Routes to Schools (ongoing)

Lead: RVARC staff

Estimated Budget:

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 subtasks listed below. 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 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 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:

VIII. ALIGNMENT OF PROGRAM ACTIVITIES & PLANNING FACTORS

Tasks	Planning Factors									
	Economic	Safety	Security	Accessibility	Environment	Connectivity	Management	Preservation	Stormwater	Tourism
Program Activities										
2.01 Regional Transportation Planning	x	x	x	x	x	x	x	x	x	x
2.02 Transportation Funding Pursuit & Programming	x	x		x	x	x		x		
2.03 Congestion Management	x	x		x	x	x	x		x	
2.04 Public Transportation Planning	x	x	x	x	x	x	x			x
2.05 Public Engagement		x		x		x	x	x		
2.06 Complete Streets Planning	x	x		x	x	x	x	x	x	
2.07 General Technical Assistance	x	x	x	x	x	x	x	x	x	x

IV. RVTPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES (July 1, 2024 to June 30, 2025)

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

New FY 2025

Direct Carryover FY 2024

Carryover FY 2023

Total Revenue:

Proposed Expenditures

1.0 Program Support and Administration

2.0 Program Activities

2.01 Regional Transportation Planning

2.02 Transportation Funding Pursuit and Programming

2.03 Congestion Management Process

2.05 Public Transportation Planning

2.05 Public/Stakeholder Involvement

2.06 Complete Streets Planning

2.07 General Technical Assistance

Total Expenses:

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 2025 is \$.