

April 16, 2024

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

<b>DATE:</b>	<b>Thursday, April 25, 2024</b>
<b>TIME:</b>	<b>1:00 PM</b>
<b>LOCATION:</b>	<b>Roanoke Valley-Alleghany Regional Commission office (Top Floor Conference Room), 313 Luck Ave., SW, Roanoke, VA</b>

## 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 March 28, 2023 RVTPO Minutes, pp. 3 – 27
  - C. Approval of 2045 Roanoke Valley Transportation Plan Revisions, p. 28

**ACTION REQUESTED:** Approve Consent Agenda Items, voice vote
4. Remarks by the Chair ..... *Chair North*
5. Discussion with Dr. Ray Smoot, member, Commonwealth Transportation Board....*Chair North*  
**ACTION REQUESTED:** No Action
6. Update on FY25 FTA 5310 Program Applications, p. 29.....*Alison Stinnette*  
**ACTION REQUESTED:** No Action
7. Recommendation on FY25 Unified Planning Work Program. pp. 30 - 55 .....*Tori Williams*  
**ACTION REQUESTED:** Approval of FY25 UPWP, Voice vote
8. Annual Review of the Traffic Congestion Management Process, p. 56.....*Jonathan Stanton*  
**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

9. Other Business
  - A. 2024 SYIP Meeting: May 7<sup>th</sup>, 4:00PM, Salem Civic Center Community Room
10. Comment Period by RVTPO Policy Board Members and/or Public
11. 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](mailto:bhill@rvarc.org) no later than 48 hours in advance of the posted meeting.

## MINUTES

The March meeting of the Roanoke Valley Transportation Planning Organization Policy Board was held on Thursday, March 28<sup>th</sup>, 2024 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**

Amy White	Botetourt County
Steve Fijalkowski ( <i>via zoom</i> )	Montgomery County
Phil North, <i>Chair</i>	Roanoke County
David Radford	Roanoke County
Peter Volosin	City of Roanoke
Renee Turk, <i>Vice Chair</i>	City of Salem
Hunter Holliday	City of Salem
Mike Stovall	Town of Vinton
Mike Stewart	Roanoke-Blacksburg Regional Airport
Anthony Ford ( <i>Alt. for Ken King</i> )	Virginia Dept. of Transportation – Salem District
Mitch Huber ( <i>via zoom</i> )	Virginia Dept. of Rail and Public Transportation

#### **TPO VOTING MEMBERS ABSENT**

Mickey Johnson	Bedford County
Steve Clinton	Botetourt County
Stephanie Moon Reynolds	City of Roanoke
Kevin Price	Greater Roanoke Transit Company (Valley Metro)
Keith Liles	Town of Vinton

#### **TPO NON-VOTING MEMBERS PRESENT**

Lorie Smith	Franklin County
Cody Sexton	TTC Chair

**Others Present:** Nathan Grim, Roanoke County; Sarah Gilmore, Roanoke County; Michael Gray, VDOT- Salem District; Chris Dorsey, City of Salem; Nick Baker, Botetourt County; Frank Maguire, Greenway Commission; Anita McMillan, Town of Vinton; Rich Jacobs (*via zoom*), Drive Smart.

**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:** Jeremy Holmes, Alison Stinnette, Tori Williams, Virginia Mullen, Amanda McGee, Tori Williams, and Elizabeth Elmore.

Chair North reported that Mr. Steve Fijalkowski, representing Montgomery County, has requested to participate remotely in today's meeting of the Roanoke Valley Transportation Planning Organization under the "RVTPO Written Policy for Electronic Meeting Participation," allowing for remote participation under certain circumstances and a physical quorum is present. Mr. Fijalkowski's request is due to personal reasons.

**Unanimous Consent Request:** by Chair North to approve the remote participation request by Mr. Fijalkowski.

**Action by the Chair:** without objection, the request was approved.

**3. ACTION REQUESTED: APPROVAL OF CONSENT AGENDA ITEMS**

The following consent agenda items were distributed earlier:

- A. March 28, 2024 RVTPO Meeting Agenda
- B. February 22, 2024 RVTPO Minutes

**Motion:** A motion by Mike Stovall to approve consent agenda items (A) and (B), as presented. The motion was seconded by Peter Volosin.

**RVTPO Policy Board Action:** Motion carried unanimously.

**4. REMARKS BY THE CHAIR**

- Chair North reported that staff received a notice regarding the opening or soon – to be opening application period for Congressionally Directed Spending programs from the offices of Senators Kaine and Warner, as well as Congressman Morgan Griffith's office. During a recent visit with Congressman Griffith's office organized by the Virginia Association of Planning District Commissions, Congressman Griffith shared that transportation, along with water infrastructure, are his project priorities for funding in the 9<sup>th</sup> District. Chair North noted that just yesterday a notice from Senator Warner's office was received that the deadline application for funding requests to him or Senator Kaine has been set for April 5<sup>th</sup>. Any locality that is interested in applying for CDS funding for a transportation project and needs assistance should reach out to TPO staff.
- Chair North reported that the state budget which was adopted on March 9th included \$70 M in General Fund for the I-81 corridor between MM 116 to 128 in Montgomery County. The budget conferees also included language that would earmark and transfer up to \$175 million in General Fund Revenue surpluses between FY24-FY26 for the I-81 Corridor Improvement program. Of course, this funding is contingent on the performance of state revenue collections. In addition, legislators could always amend or remove this language entirely at a future session.

- Chair North commented that on Monday, March 25th, Mr. Holmes, Mr. Williams and he met with the Joint Legislative Audit and Review Commission (JLARC) staff to provide feedback on their study of additional opportunities to raise revenue for planned congestion related improvements to I-81. Delegate Austin initiated this analysis in 2023 and JLARC is working with stakeholders along the corridor to explore this topic. During the meeting, various topics were discussed, including concerns over the long-term sustainability of motor fuels taxes, the feasibility of tolls and P3 contracts, future freight volume projections for the corridor, the cost/benefits of adding three lanes to the entire corridor, and the current list of priority improvements through 2033. The report is scheduled to be completed by the end of this year.

## 5. **UPDATE ON ROAD SAFETY TRANDS**

Mr. Rich Jacobs presented an update on Road Safety Trends in the Commonwealth. (the PowerPoint presentation is included with the Minutes).

Mr. Rich Jacobs joined DRIVE SMART Virginia in May 2015. As their public relations manager, Rich is DRIVE SMART Virginia's primary contact for the public and the media. Before joining DRIVE SMART Virginia, Rich was News Director for a group of five radio stations in Richmond. He has received awards from NASA, Richmond Fire & EMS, the Navy League, and has won three awards from the Virginia Association of Broadcasters. Rich served in the United States Coast Guard.

## 6. **RECOMMENDATION ON THE FY25-30 SURFACE TRANSPORTATION BLOCK GRANT & CARBON REDUCTION PROGRAM FINANCIAL PLANS**

Ms. Alison Stinnette reported that in February 2024 staff facilitated a public engagement process for ten project funding requests through the Surface Transportation Block Grant (STBG) and Carbon Reduction (CRP) programs. The summarized results of the public engagement survey were provided with the staff report (pages 32 through 37 of the [agenda packet](#)).

TTC members made a recommendation to fully fund the following projects and use the remainder for SMART SCALE leverage:

- Roanoke River Greenway through Explore Park, Roanoke County \$500,000
- Greenway Connection – Riverland Road, City of Roanoke \$1,180,500
- Orange Market P&R/Parking Lot Improvement, Roanoke County \$1,500,000
- Roanoke River Greenway – Apperson to Cook Connector, City of Salem \$1,616,259
- Vinyard Road Pedestrian Safety Improvement Project (PE Phase), Town of Vinton \$356,000

The following projects were considered for conditional funding requests for SMART SCALE leverage:

- Peters Creek Road at Williamson Road Intersection Improvements, Roanoke County \$2,000,000 to \$5,000,000
- Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements, Roanoke County \$2,000,000 - \$5,000,000
- Route 220 Superstreet and Access Management, Botetourt County - \$5,000,000

Mr. Tori Williams reported that a SMART SCALE leverage scoring matrix (page 33 of the [agenda packet](#)) was developed and approved by the TTC. The scoring criteria includes:

- Inclusion in RVTP
- Project Study Completed
- Analyze alignment with SMART SCALE scoring criteria
- How leverage will enhance competitiveness
- Bonus for other committee funded sources

Mr. Williams reported that staff is looking for an action from members on the following:

1. Consideration of the FY25-30 Surface Transportation Block Grant and Carbon Reduction Program Financial Plan to include full funding of the five outlined projects.
2. Allow the remaining Balance Entry to be available for the three projects requesting SMART SCALE leverage.

Chair North opened the public hearing at 1:31 p.m. No comments were received. Chair North closed the public hearing at 1:32 p.m.

**Motion:** A motion by Mike Stewart to approve the resolution, approving the FY2025-2030 Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) Financial Plan, as presented. The motion was seconded by Peter Volosin.

**RVTPO Policy Board Action:** Roll Call Vote: Ayes – 10 (White, Fijalkowski, North, Radford, Volosin, Turk, Holiday, Stovall, Stewart, Ford); Nays – 0 and Abstained – 1 (Huber). Motion carried.

**7. REVIEW OF DRAFT FY25 UNIFIED PLANNING WORK PROGRAM**

Mr. Tori Williams outlined the transportation planning activities of the Draft 2025 Unified Work Program (Pages 38 through 63 of the [agenda packet](#)).

**8. OTHER BUSINESS**

No other business was discussed.

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

Mr. David Radford talked about a safety concern regarding pedestrians in his district, particularly those walking along Garst Mill Road from an apartment complex to Kroger. Since these residents do not own vehicles, they choose to walk on the road, which poses a safety risk. Mr. Radford is looking into options for adding sidewalks in that area.

Mr. Stewart also raised a traffic concern regarding the use of Aviation Road as a cut-through route.

Mr. Huber commented that the DRPT's connecting commuter campaign will continue throughout March and the 5303 applications are due May 1<sup>st</sup>.

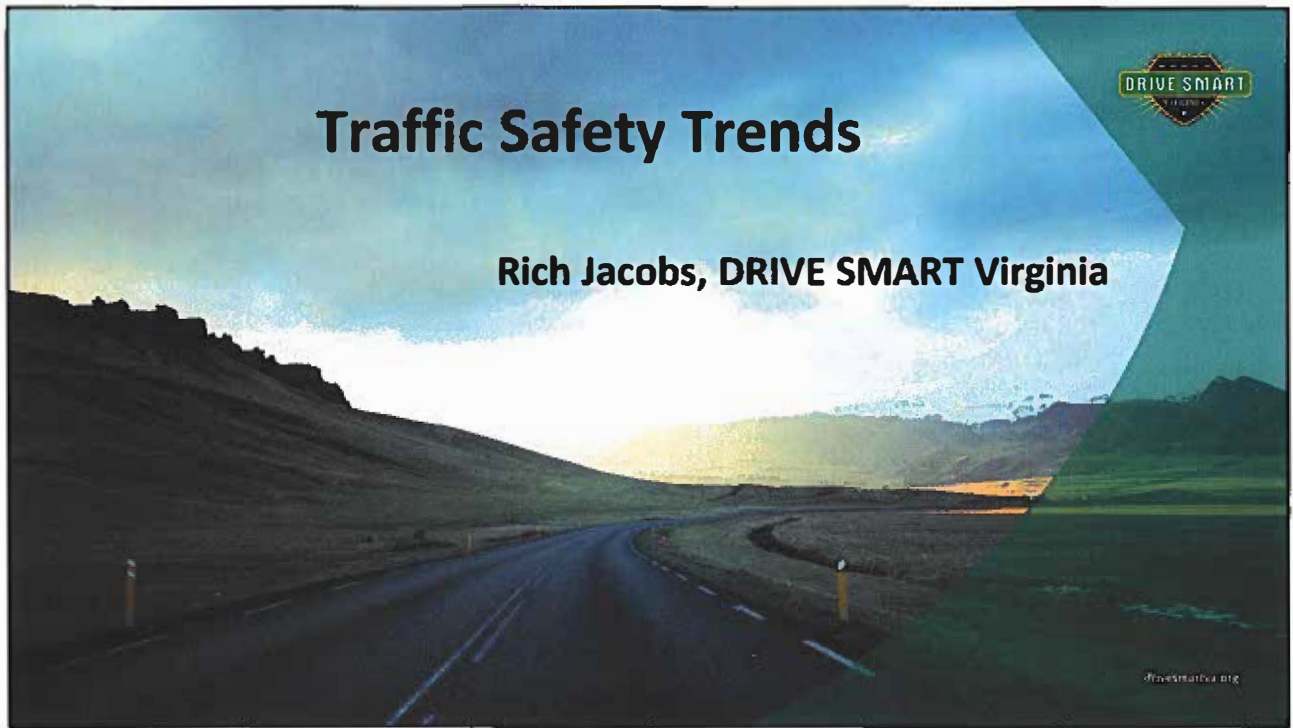
Mr. Anthony Ford reminded that the SMART SCALE pre-applications deadline is April 1<sup>st</sup>.

Mr. North reminded that Dr. Smoot with the Commonwealth Transportation Board will be presenting at the April 25<sup>th</sup> TPO meeting.

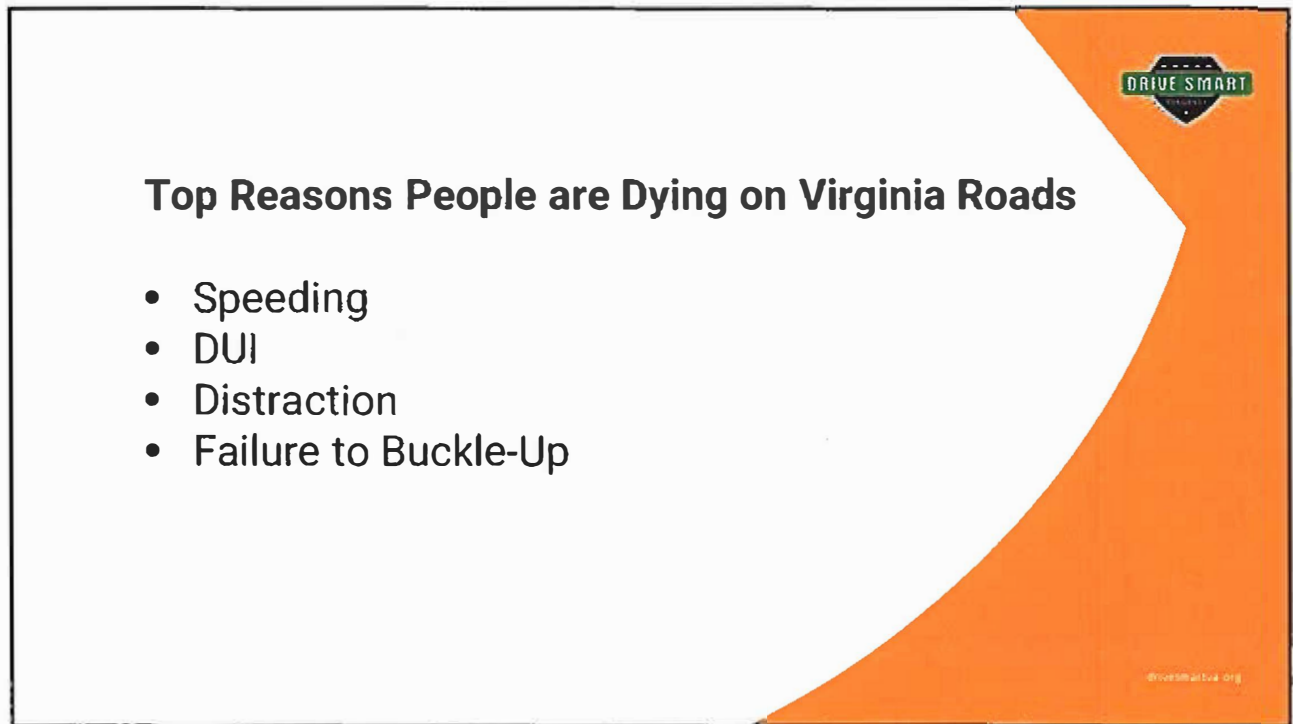
**10. ADJOURNMENT**

The meeting adjourned at 1:47 p.m.

Jeremy Holmes, Secretary  
Roanoke Valley Transportation Planning Organization



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Date Range: 1/1/2019 to 12/31/2023  
 Region/PDC: All Virginia  
 Jurisdiction: All  
 Grouped By: Month  
 Crashes Filtered By: All Crashes  
 Primary Street(s): ALL  
 Secondary Street(s): ALL



Month	2019			2020			2021			2022			2023		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
January	9,891	66	4,741	9,943	72	4,709	8,379	52	3,797	8,878	65	3,790	9,735	81	4,712
February	9,255	58	4,491	5,249	61	4,615	8,271	50	3,619	8,639	93	4,019	8,693	49	4,234
March	10,200	60	5,480	7,391	58	3,745	8,414	63	4,141	9,486	64	4,538	10,101	65	5,066
April	10,138	61	5,315	5,337	52	2,464	9,084	84	4,742	9,721	63	5,028	10,396	81	5,303
May	11,178	74	5,998	7,813	55	3,556	10,421	100	5,415	10,635	92	5,464	10,647	85	5,392
June	10,590	68	5,659	8,577	83	4,602	10,280	66	5,562	9,855	89	5,213	10,583	76	5,522
July	10,305	62	5,668	8,805	86	4,827	9,867	108	5,246	9,825	87	5,085	10,125	71	5,395
August	10,495	72	5,838	9,600	80	5,072	10,190	86	5,254	10,106	90	5,317	10,566	100	5,603
September	9,770	83	5,352	9,181	84	4,751	10,283	83	5,266	10,354	100	5,243	10,674	90	5,587
October	12,568	86	6,036	10,744	78	5,343	12,099	115	5,739	11,772	107	5,501	12,255	75	6,155
November	12,142	71	5,658	12,116	61	4,698	11,093	84	5,024	12,003	87	5,292	12,242	75	5,430
December	11,600	66	5,472	9,644	77	4,286	10,317	77	4,981	11,160	68	4,914	11,580	60	5,477
Totals	128,172	827	65,708	105,600	847	52,668	118,498	968	58,788	122,434	1,005	59,404	127,597	907	63,876

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Date Range: 1/1/2019 to 12/31/2023  
 Region/PDC: All Virginia  
 Jurisdiction: All  
 Grouped By: Month  
 Crashes Filtered By: Distraction Involved  
 Primary Street(s): ALL  
 Secondary Street(s): ALL



Month	2019			2020			2021			2022			2023		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
January	1,685	11	914	1,687	7	903	1,413	11	747	1,347	11	648	1,623	6	879
February	1,520	6	813	1,685	10	983	1,246	10	616	1,429	10	650	1,503	3	790
March	1,982	7	1,167	1,483	9	846	1,556	8	802	1,676	6	786	1,740	7	829
April	1,909	9	1,044	987	7	500	1,703	8	962	1,781	6	968	1,794	6	966
May	2,176	8	1,244	1,283	7	706	1,971	16	1,057	1,874	10	1,045	1,900	4	930
June	2,030	9	1,130	1,534	15	886	1,916	3	1,090	1,766	7	943	1,780	6	981
July	1,955	13	1,128	1,704	12	1,012	1,909	13	1,018	1,795	7	964	1,888	2	1,105
August	2,046	15	1,210	1,761	15	989	1,806	8	989	1,786	4	1,030	1,803	15	986
September	1,848	11	1,120	1,678	9	902	1,833	12	1,006	1,815	7	952	1,799	6	998
October	2,161	11	1,178	1,791	9	1,036	2,016	9	1,113	1,912	13	992	2,074	5	1,153
November	1,957	14	1,210	1,626	11	858	1,837	11	962	1,793	9	938	1,828	3	992
December	1,977	6	1,100	1,589	10	746	1,712	8	915	1,705	5	762	1,796	1	912
Totals	23,246	120	13,258	18,808	121	10,367	20,918	117	11,297	20,679	95	10,676	21,528	64	11,521

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Date Range 1/1/2019 to 12/31/2023  
 Region/PDC All Virginia  
 Jurisdiction All  
 Grouped By Month  
 Crashes Filtered By Alcohol Related  
 Primary Street(s) ALL  
 Secondary Street(s) ALL

Month	2019			2020			2021			2022			2023		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
January	539	20	304	581	25	362	518	20	277	550	23	331	589	36	331
February	537	19	307	546	24	326	460	16	298	561	36	327	512	12	364
March	631	20	380	520	23	336	528	29	299	581	23	309	585	26	372
April	561	26	339	389	17	233	503	38	303	567	11	330	563	31	351
May	626	25	382	525	19	314	635	42	429	592	38	345	626	25	398
June	600	22	414	527	29	362	542	16	371	534	27	390	555	20	356
July	534	16	352	546	25	363	581	19	370	569	21	365	559	25	353
August	569	25	360	610	30	379	586	11	410	569	21	362	550	33	408
September	574	32	367	585	30	318	548	19	360	590	24	392	620	32	376
October	589	22	391	673	20	403	715	21	428	636	20	352	635	32	443
November	641	18	414	619	20	334	557	13	321	557	16	341	541	10	327
December	647	19	392	503	10	256	578	11	350	604	18	330	644	11	381
Totals	7,048	264	4,402	6,624	272	3,986	6,748	247	4,224	6,918	274	4,174	6,979	293	4,400

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Date Range 1/1/2019 to 12/31/2023  
 Region/PDC All Virginia  
 Jurisdiction All  
 Grouped By Month  
 Crashes Filtered By Unrestrained Person Involved  
 Primary Street(s) ALL  
 Secondary Street(s) ALL

Month	2019			2020			2021			2022			2023		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
January	363	31	386	379	41	414	453	22	479	415	32	394	450	45	501
February	331	22	374	383	31	457	382	24	406	403	43	404	419	21	452
March	410	26	497	334	24	414	421	32	444	430	34	482	479	27	509
April	392	22	508	312	31	318	450	30	563	451	23	505	475	35	554
May	378	28	449	437	28	484	538	45	604	477	36	578	506	31	554
June	410	38	491	476	44	520	513	22	537	455	43	544	454	36	538
July	365	26	457	443	38	543	467	39	553	468	39	534	478	35	585
August	394	24	507	493	40	577	448	35	496	457	39	490	453	31	556
September	378	34	487	439	32	482	448	32	517	431	48	436	487	41	536
October	413	38	495	463	34	538	505	49	531	473	43	525	523	31	621
November	414	34	508	427	30	469	496	35	501	461	39	504	472	40	549
December	452	31	538	430	36	425	462	32	503	506	30	559	463	27	516
Totals	4,700	346	5,663	5,016	409	5,641	5,583	397	6,134	5,427	449	5,955	5,659	399	6,471

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Date Range: 1/1/2019 to 12/31/2023  
 Region/PDC: All Virginia  
 Jurisdiction: All  
 Grouped By: Month  
 Crashes Filtered By: Speed Related  
 Primary Street(s): ALL  
 Secondary Street(s): ALL

Month	2019			2020			2021			2022			2023		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
January	1,894	24	943	1,964	30	929	1,908	24	967	2,096	30	916	1,941	39	1,014
February	1,910	25	981	1,797	28	843	1,929	21	819	1,653	42	832	1,712	20	859
March	1,959	26	1,195	1,510	28	816	1,744	35	890	1,960	31	1,029	2,042	38	1,109
April	1,894	28	1,067	1,297	24	593	1,792	37	1,013	1,981	29	1,172	2,142	41	1,107
May	2,175	32	1,193	1,573	27	829	2,209	50	1,184	2,248	40	1,221	2,203	41	1,226
June	2,153	29	1,168	1,808	43	1,013	2,160	33	1,230	1,971	39	1,168	2,192	30	1,142
July	2,015	24	1,129	1,946	57	1,101	2,017	55	1,107	2,029	34	1,104	2,074	42	1,200
August	2,066	30	1,182	2,234	41	1,192	2,256	43	1,155	2,018	42	1,192	2,138	41	1,168
September	1,832	37	1,054	1,995	37	995	2,089	37	1,171	2,083	54	1,111	2,132	49	1,180
October	2,354	38	1,186	2,248	30	1,225	2,483	52	1,311	2,284	34	1,156	2,229	41	1,219
November	2,180	27	1,066	1,994	26	989	2,072	34	1,014	2,346	38	1,105	2,148	33	1,094
December	2,306	29	1,123	2,113	35	1,003	1,961	24	1,041	2,208	28	1,045	2,321	32	1,161
<b>Totals</b>	<b>24,739</b>	<b>349</b>	<b>13,289</b>	<b>22,479</b>	<b>406</b>	<b>11,528</b>	<b>24,620</b>	<b>445</b>	<b>12,902</b>	<b>24,877</b>	<b>441</b>	<b>13,051</b>	<b>25,274</b>	<b>449</b>	<b>13,474</b>

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## During 2020, driving patterns and behaviors in the United States changed significantly.

Of the drivers who remained on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or other drugs.

These issues remain a problem.

[drivesmartva.org](https://drivesmartva.org)

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## **2021 Changes to Virginia laws concerning enforcement:**

- Police can no longer stop a vehicle for defective equipment, dangling objects, dark window tints, expired registration or inspection, Marijuana odor, etc.
- Traffic stops are LE's primary tool to identify drivers who are impaired or may have committed other crimes.

[www.drive-smart.org](http://www.drive-smart.org)

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## **In Just 24 Months, Traffic Fatalities in Virginia Increased 17%.**

Virginia DMV figures show that traffic fatalities increased from 827 in 2019 to 968 in 2021.

Fatality and injury numbers have not returned to pre-COVID levels.

[www.drive-smart.org](http://www.drive-smart.org)

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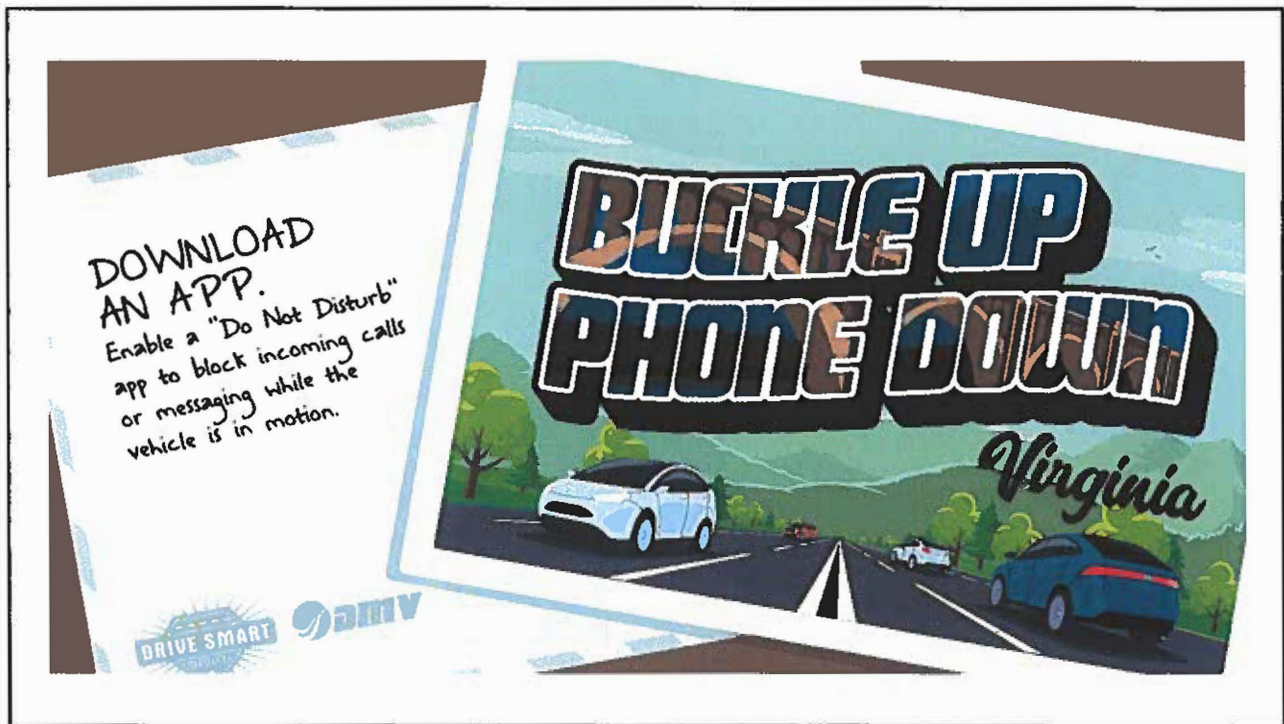


We need your help to improve these statistics.

April is Distracted Driving Awareness Month.

©www.drivesmart.org

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DOWNLOAD AN APP.  
Enable a "Do Not Disturb" app to block incoming calls or messaging while the vehicle is in motion.

**BUCKLE UP  
PHONE DOWN**

Virginia

DRIVE SMART DMV

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- About DSV
- Current Projects
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- Resources
- Traffic Safety Laws
- DSV Store
- News
- Distracted Driving Summit
- Support DSV
- Blog
- Contact Us

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- Who's Your Driver?
- What's Your Game Plan?
- Amazon Wish List

# Toolkits



**DISTRACTED DRIVING AWARENESS MONTH (APRIL)**

- [BOPD BROCHURE 2924](#) - 234 11 MB  
BOPD Brochure 2924
- [BOPD BROCHURE \(ESPAÑOL\)](#) - 234 11 MB  
BOPD Brochure (Español)
- [BOPD\\_POSTER1\(34554\)](#) - 202 1 MB  
BOPD Poster
- [HOUSE JOINT RESOLUTION NO. 727](#) - 233 14 KB  
Image of House Joint Resolution 727 which designated April as Distracted Driving Awareness Month
- [DOAM ACTIVITIES FOR EMPLOYERS 2024](#) - 202 65 KB

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11TH ANNUAL

# DISTRACTED DRIVING SUMMIT



AUGUST 8-9, 2024 · RICHMOND, VA

14



15



16



## RVTPO Policy Board

March 28, 2024



## STBG/CRP Public Engagement Summary & Financial Plan

Alison Stinnette



# Overview

- Review of TTC consensus on STBG/CRP Projects
- Public Engagement Summary
- Staff Report
  - Recommendation on FY25-29/30 Financial Plan for the RVTPO Policy Board

## TTC Consensus

Project	Locality	Cost Requesting
Roanoke River Greenway through Explore Park	Roanoke County	\$500,000
Greenway Connection – Riverland Road	City of Roanoke	\$1,180,500
Orange Market P&R/Parking Lot Improvements	Roanoke County	\$1,500,000
Roanoke River Greenway – Apperson to Cook Connector	City of Salem	\$1,615,259
Vinyard Road Pedestrian Safety Improvement Project (PE Phase)	Town of Vinton	\$356,000
<b>SMART SCALE Leverage Projects</b>		
Route 220 Superstreet and Access Management	Botetourt County	\$5M
Peters Creek Road at Williamson Road Intersection Improvements	Roanoke County	\$2M - \$5M
Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	Roanoke County	\$2M - \$5M

# Public Engagement Summary

## Engagement Strategies

- RVARC Website
- Roanoke Times and Roanoke Tribune
- Stakeholders & Decision-Makers
- Roanoke County Community Development Newsletter
- Social Media Advertisements (Facebook, Instagram, etc.)



**Public Comment Opportunity for Transportation Funding and Improvements in the Roanoke Valley**



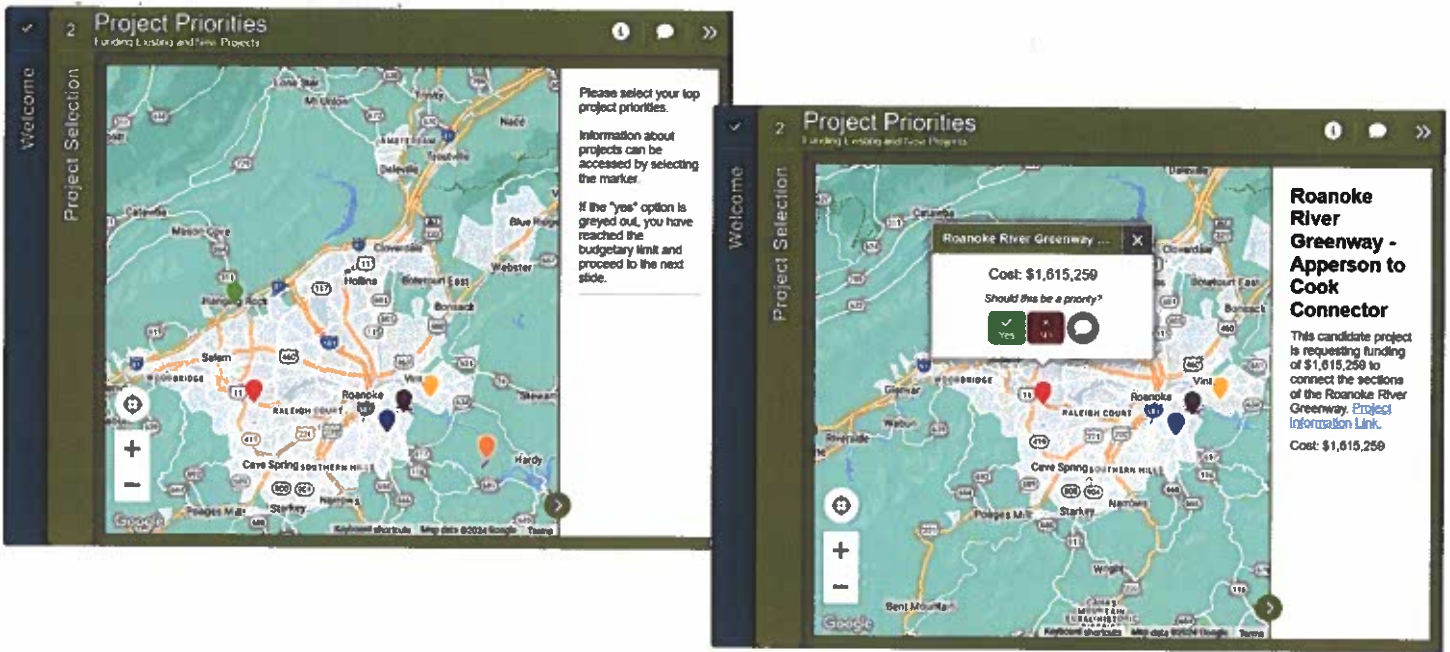
## NOTICE OF PUBLIC COMMENT PERIOD AND HEARING FOR RVTPO TRANSPORTATION INVESTMENTS

The Roanoke Valley Transportation Planning Organization (RVTPO) seeks public input on transportation investments via the Surface Transportation Block Grant and Carbon Reduction Program(s). Please visit [rvarc.org](http://rvarc.org) to participate. Comments will be accepted until Wednesday, February 14, 2024, hearing will be held at 1:00 pm on Thursday, March 28, 2024, at 313 Luck Avenue SW, Roanoke VA. For accommodations call (540) 343-4417 or email [bhill@rvarc.org](mailto:bhill@rvarc.org). Hearing-impaired people call 711 for access. The RVTPO fully complies with Title VI of the Civil Rights Act 1964 in all programs and activities. COL-1000222

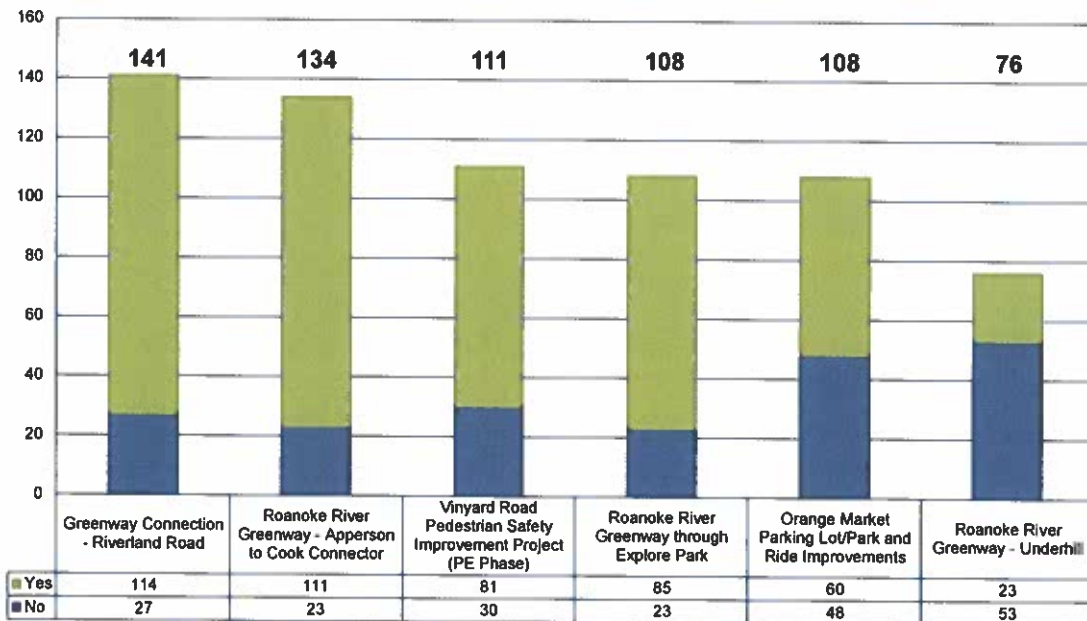
# Public Engagement - MetroQuest Survey

The screenshot shows a survey titled "Roanoke Valley Transportation Investments" with subtext "STBG and CRP Funding Programs". The survey is divided into five sections: 1. Welcome, 2. Project Selection, 3. Project Selection, 4. Additional Comments, and 5. Wrap Up. The "Welcome" section contains the following text: "Roanoke Valley Transportation Planning Organization (RVTPO) The RVTPO seeks public input on funding requests for existing and candidate projects through the Surface Transportation Block Grant and Carbon Reduction Program(s). This is the Roanoke Valley's largest federal transportation funding source directly allocated by local officials on the RVTPO Policy Board." Below this text is a "Next" button. At the bottom of the survey, there is a text box stating: "Comments will be accepted until Wednesday, February 14th, 2024, and public hearing will be held at 1:00 pm on Thursday, March 28, 2024, at 313 Luck Avenue SW, Roanoke VA." The RVTPO logo is also visible in the bottom right corner of the survey interface.

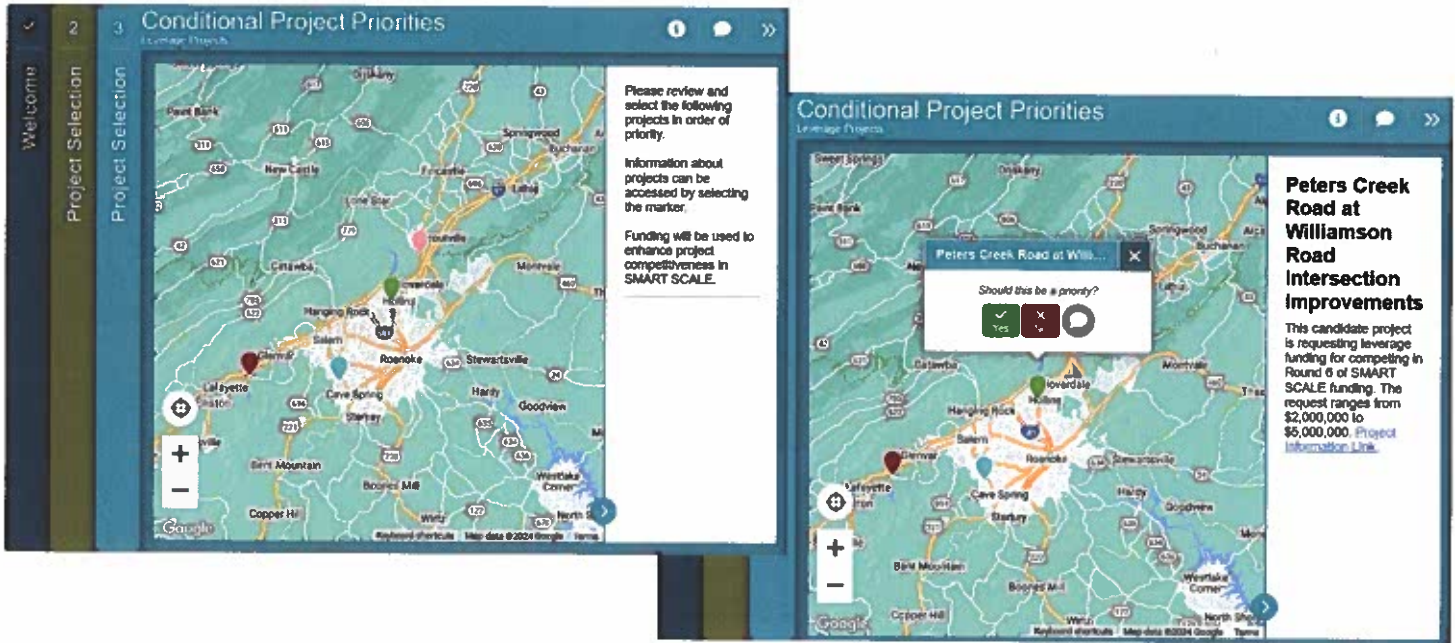
# MetroQuest Survey – New or Additional Funding



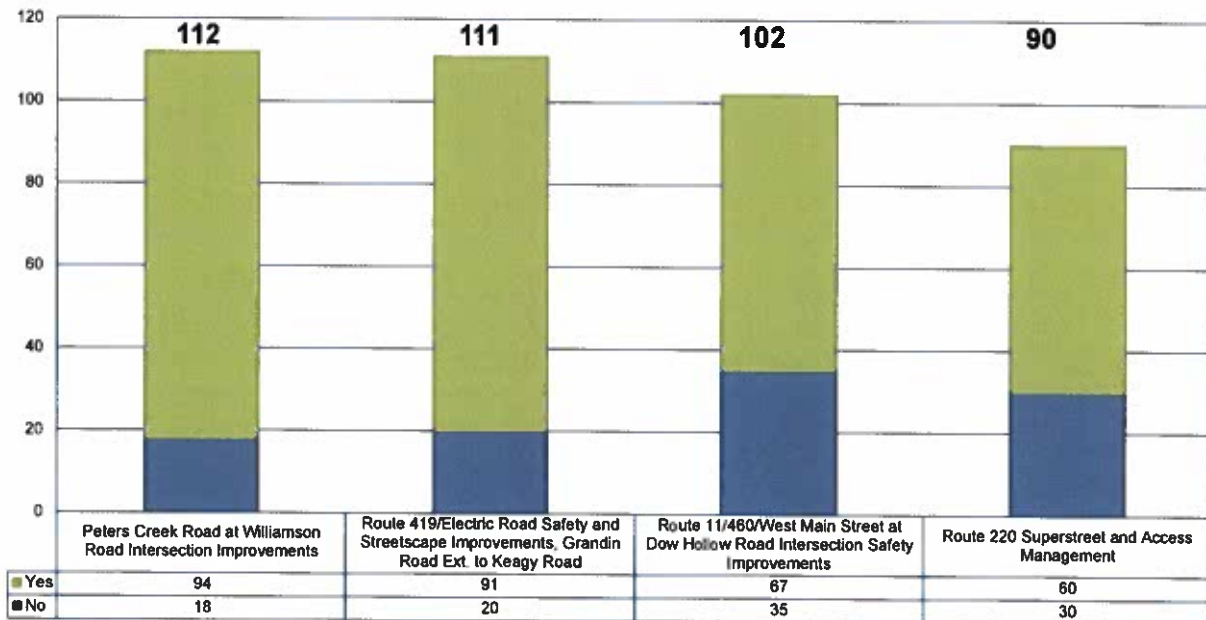
## Projects Seeking New or Additional Funding



# MetroQuest Survey – Leverage Projects



## SMART SCALE Leverage Projects



Note: Roanoke County asked to remove Route 419 project from consideration

# Demographics

5 **Wrap Up**  
Tell us a bit about yourself! Please click Finish when you are done

**Final Questions (Optional)**

- > What is your age?  
Select...
- > What is your gender?  
Select...
- > What ethnicity do you most identify with?  
Select...
- > What is your ZIP code?  
12345
- > What is your annual household income?  
Select...
- > Provide your email to receive project updates:  
Type... 0/50

**Thank You!**

Thank you for participating in this survey.

Your answers have been recorded and will be used in the decision-making process for transportation improvements.

Visit our project site for more information and updates!

[Project Site](#)

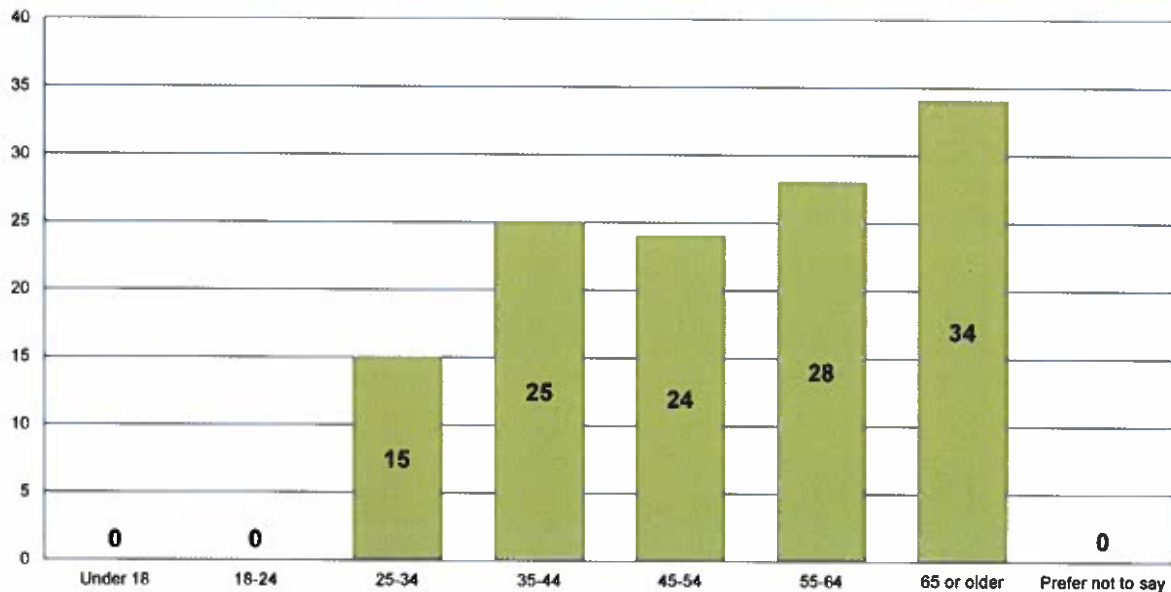
Please share this with others and help us get everyone involved!

[f](#) [t](#) [in](#)

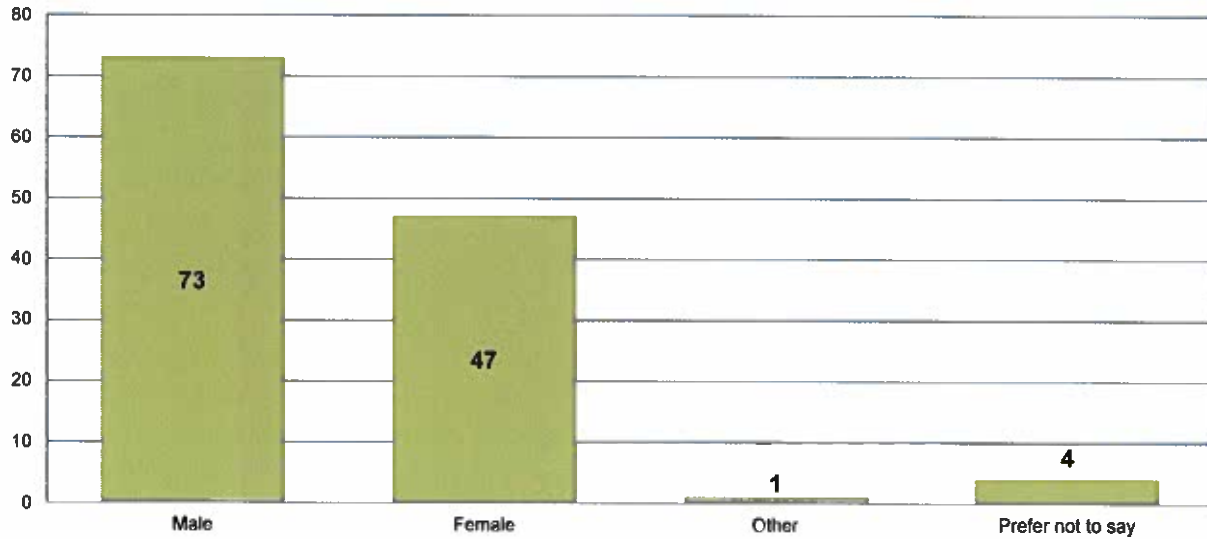
Answer the questions you want to, then click Finish

[Finish](#)

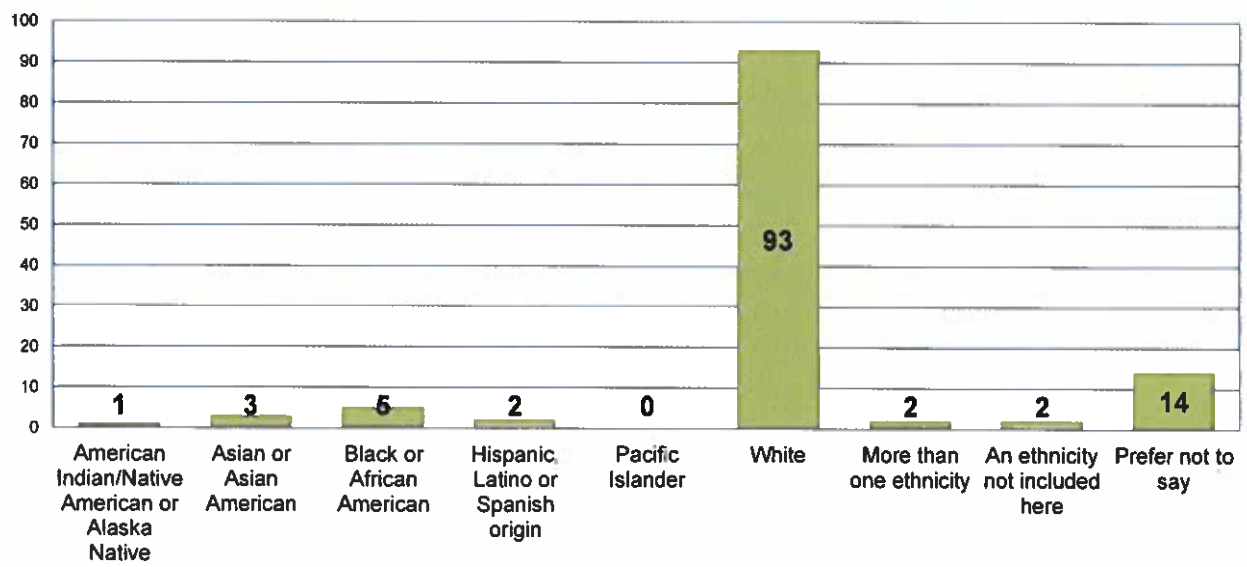
# Age Distribution



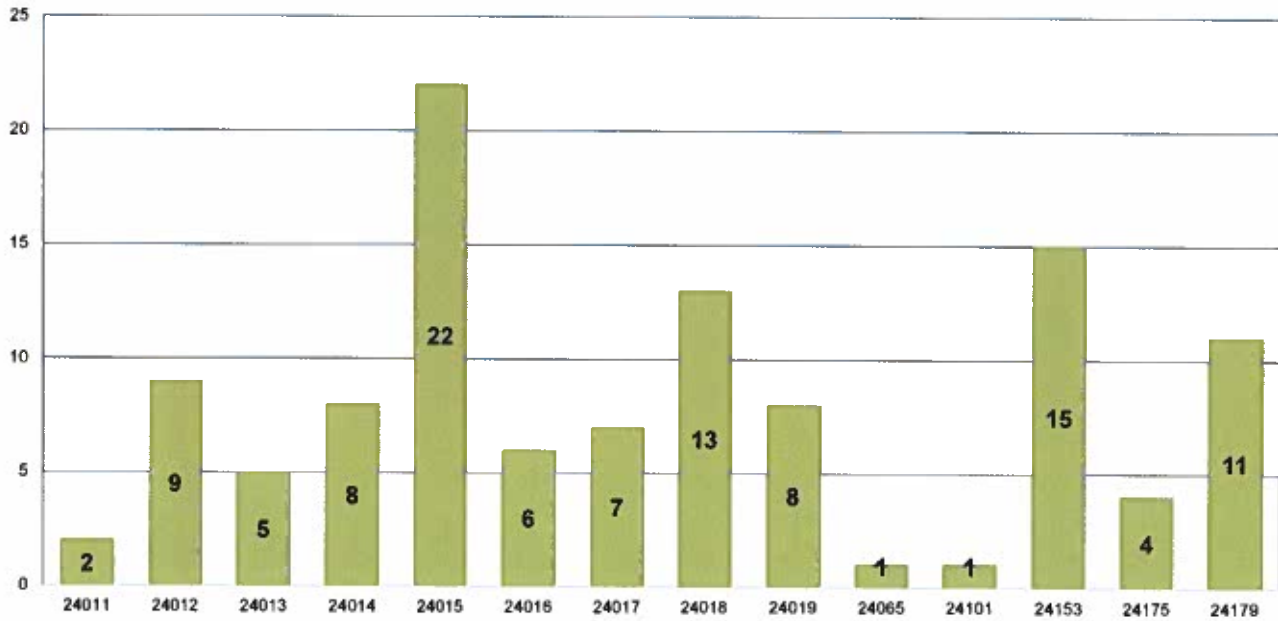
# Gender Distribution



# Ethnicity Distribution

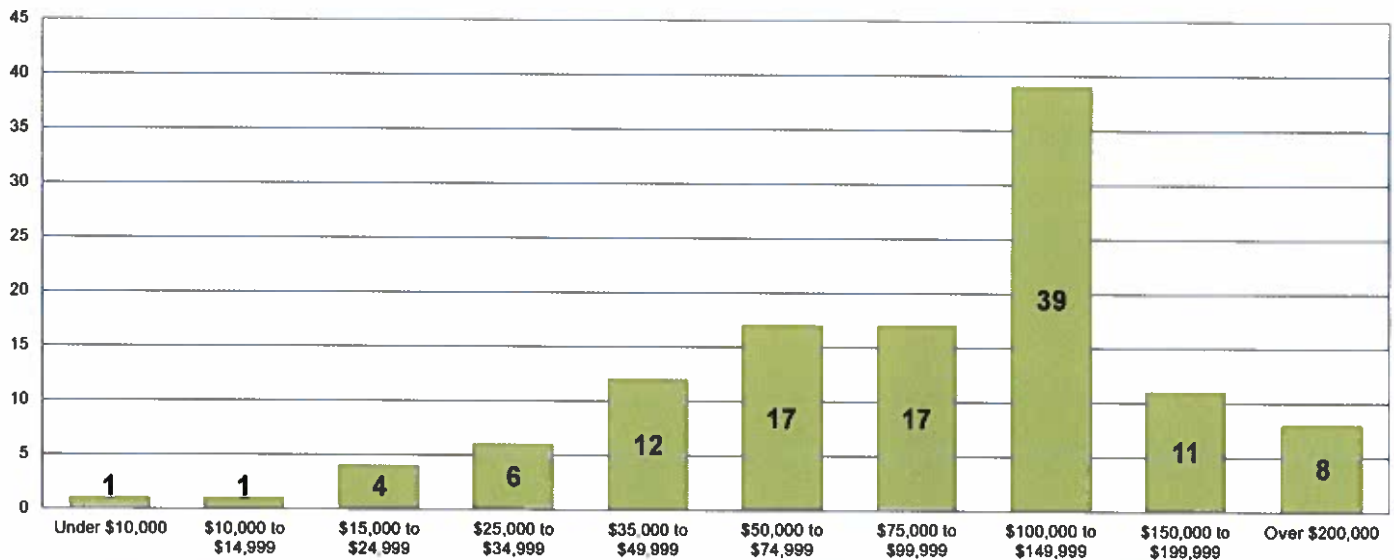


# Zip Code Distribution



# Income Distribution

## Annual Household Income Distribution



# STBG/CRP Leverage Scoring Matrix

- Combines quantitative and qualitative elements
- Scoring criteria:
  - Inclusion in RVTP
  - Project Study
  - Narrative
    - Alignment with SMART SCALE scoring criteria
    - How will leverage enhance competitiveness?
  - Bonus for other committed funding sources
- Recommendation on leverage will be considered by TPO in May or June

## Recommendation

### Approval of FY2025-2030 Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) Financial Plan

Project	Locality	Cost Requesting
Roanoke River Greenway through Explore Park	Roanoke County	\$500,000
Greenway Connection – Riverland Road	City of Roanoke	\$1,180,500
Orange Market P&R/Parking Lot Improvements	Roanoke County	\$1,500,000
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Route 11/460/West Main Street at Dow Hollow Road Intersection Safety Improvements	Roanoke County	\$2M - \$5M



Questions?



Questions?



## Draft FY25 Unified Planning Work Program

Tori Williams

# FY25 UPWP Key Elements

- Triennial update to the TED Study
- Regional Truck Parking on CoSS
- Submission of SMART SCALE projects
- Completion of Commuter Assistance Strategic Plan
- Completion of Electric Vehicles Charging Study
- Implementation of Federal Certification Review Recommendations
- Active Transportation Plan Updates
- Cyclist Pedestrian Counts

Questions?



**Roanoke Valley Transportation**  
**PLANNING ORGANIZATION**  
A Program of the  
**REGIONALcommission**

Questions?

## Upcoming TPO Meetings

### April (4/25)

- Recommendation on UPWP
- Annual Report on Congestion Management Process
- Dr. Ray Smoot, Commonwealth Transportation Board

**STAFF REPORT**  
**TPO Meeting April 25, 2024**  
**SUBJ: 2045 Roanoke Valley Transportation Plan Revisions**

On October 26, 2023, the RVTPO Policy Board concurred with staff actions to remove the FFY 2024-2027 Transportation Improvement Program (TIP) as a component of the 2045 Roanoke Valley Transportation Plan (RVTP). As part of that separation, staff modified language in the RVTP to indicate that if a project in the TIP is grouped, it will not be administratively modified in the RVTP for cost increases that are within the established sliding scale that triggers an amendment.

As part of the SMART SCALE Round 6 process, the SMARTPortal opened from March 1 to April 1 for pre-applications. The full application (due by August 1) requires evidence that a candidate project is included in a Metropolitan Planning Organization's Long-Range Transportation Plan. Staff realized that some of the projects applying for SMART SCALE funding in Round 6 have not been added to the RVTP. As such, changes have been made to the RVTP to allow priority projects to pursue to be included through an administrative adjustment rather than an amendment. This process will save time and unnecessary oversight through the current amendment process.

Staff facilitated a discussion on the amendment/adjustment process at the April 11<sup>th</sup> TTC meeting. Following a brief discussion, TTC members concurred with the amendment/adjustment process. Included as an attachment following this staff report is the modified version of the *Roanoke Valley Transportation Plan Amendment and Adjustment Processes* document.

The RVTPO Policy Board will be presented with these revisions for their concurrence at their April 25<sup>th</sup> meeting.

**TPO Action:**

No action requested.

**STAFF REPORT**  
**TPO Meeting April 25, 2024**  
**SUBJ: Update on FY25 FTA 5310 Program Applications**

There was one 5310 Application from Roanoke County for the CORTRAN Program. The turnkey capital project will provide operating assistance from Via for the CORTRAN Program for one year.

Applicant	Project	Funding Type	Amount Requested
Roanoke County	A turnkey capital project to provide operating assistance for the CORTRAN program for one year.	Capital	\$648,422, Urban Program \$204,765, Rural Program

**TPO 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

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

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

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

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

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RESOLUTION

## I. INTRODUCTION

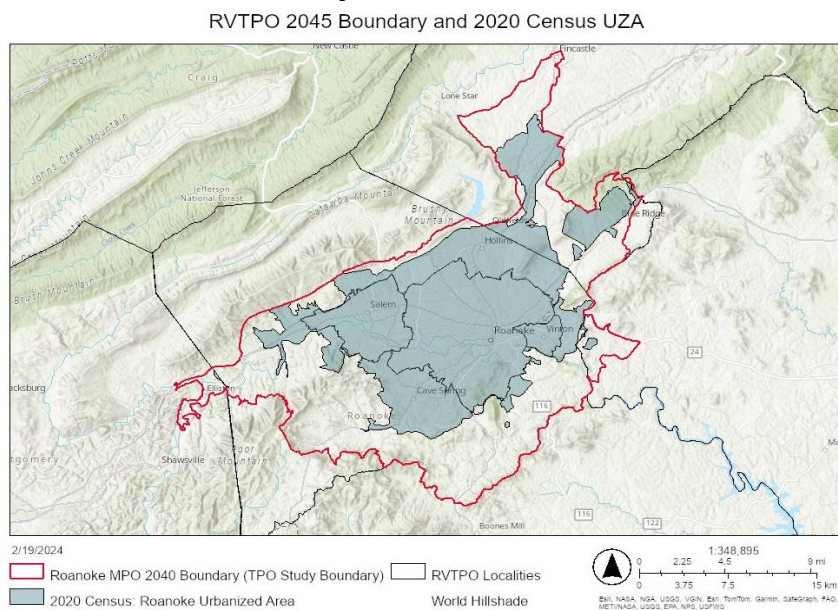
The Roanoke Valley Transportation Planning Organization (RVTPO) is the Metropolitan Planning Organization for the Roanoke urbanized area. The Unified Planning Work Program (UPWP) for transportation planning, required to be updated annually,<sup>1</sup> provides a mechanism for the coordination of transportation 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**



<sup>1</sup> 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](http://rvarc.org). Staff of the Roanoke Valley-Alleghany Regional Commission perform the day-to-day operations of the RVTPO. The staff, in conjunction with RVTPO’s member agencies, collect, analyze and evaluate demographic, land use, and transportation data to gain a better understanding of the transportation system requirements of the area. Staff members also prepare materials for use at Policy Board 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 Justice<sup>40</sup> 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 RVTPPO 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:** \$133,575 (\$94,989 PL and \$38,586 FTA/5303) (included for planning purposes; not intended to be restrictive)

## 2. PROGRAM ACTIVITIES

### 2.01 Regional Transportation Planning

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

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

In 2022, the RVTPO began 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 Alleghany 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. **Glade Creek Phase III** – Staff will administer the procurement process for preliminary engineering on the Town of Vinton’s Glade Creek Phase III project as outlined in the project administration agreement approved by the Virginia Department of Transportation.
- h. **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.
- i. **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:** \$413,031 (\$352,550 PL and \$60,481 FT/5303) (included for planning purposes; not intended to be restrictive)

**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 RVTPO's submission of SMART SCALE projects;
- Monitoring of new developments within the SMART SCALE process;
- Administration of the RVTPO'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 RVTPO'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 RVTPO's Funded Projects in the RVTP along with the MS Power Apps database that was created in FY23.
- Coordination with OIPI, VDOT and VDRPT on TIP, STIP, SMARTSCALE, Six-Year Improvement Program (SYIP) details, procedures and updates, and performance measures. Such coordination will involve participation in and travel to statewide meetings related 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:** \$107,801 (\$60,568 PL and \$47,233 FTA/5303) (included for planning purposes; not intended to be restrictive)

### **2.03 Congestion Management Process**

**Objective and Description:** The most recent Congestion Management Process (CMP) was approved in October 2020 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: \$33,009 (\$13,720 PL and \$19,289 FTA/5303) (included for planning purposes; not intended to be restrictive)

## **2.04 Public Transportation Planning**

**Objective and Description:** The Roanoke Valley Transportation Plan identifies a few priority transit access and transit system management needs for the region. 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 RVTPPO area and destinations beyond.
- **Maintenance and Development of Transit-related GIS shapefiles and maps:** Staff will develop new or update existing transit-related GIS shapefiles and regional planning maps as modifications are made to the regional transit network.
- **General Transit Planning:** As needed, staff will incorporate transit components into other studies and plans identified in this Work Program and support any coordination of urban transit service planning with the rural area or other intercity transit services.

**Products and Schedule:**

- 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:** \$15,894 FTA/5303 (included for planning purposes; not intended to be restrictive)

**2.05 Public/Stakeholder Engagement**

**Objective and Description:** Public participation, stakeholder coordination and outreach are key elements of the RVTPPO's planning efforts. Activities will include but are not limited to the following activities:

**Ongoing Activities:**



- **Federal Planning Certification Review – 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:** \$67,066 (\$47,037 PL and \$20,029 FTA/5303) (included for planning purposes; not intended to be restrictive)

## **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 RVTPPO Bikeway Plan and 2015 RVTPPO 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:** \$49,112 PL (included for planning purposes; not intended to be restrictive)

## **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:** \$291,662 (\$266,291 PL and \$25,371 FTA/5303) (included for planning purposes; not intended to be restrictive)

**VIII. ALIGNMENT OF PROGRAM ACTIVITIES & PLANNING FACTORS**

Tasks	Planning Factors									
	Economic	Safety	Security	Accessibility	Environment	Connectivity	Management	Preservation	Stormwater	Tourism
<b>Program Activities</b>										
<b>2.01 Regional Transportation Planning</b>	x	x	x	x	x	x	x	x	x	x
<b>2.02 Transportation Funding Pursuit &amp; Programming</b>	x	x		x	x	x		x		
<b>2.03 Congestion Management</b>	x	x		x	x	x	x		x	
<b>2.04 Public Transportation Planning</b>	x	x	x	x	x	x	x			x
<b>2.05 Public Engagement</b>		x		x		x	x	x		
<b>2.06 Complete Streets Planning</b>	x	x		x	x	x	x	x	x	
<b>2.07 General Technical Assistance</b>	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
<b><i>Proposed Revenues</i></b>									
<i>New FY 2025</i>	\$ 416,400	\$ 52,050	\$ 52,050	\$ 520,500	\$ 181,507	\$ 22,688	\$ 22,688	\$ 226,883	\$ 747,383
<i>Carryover FY 2023</i>	\$ 291,013	\$ 36,377	\$ 36,377	\$ 363,767	\$ -	\$ -	\$ -	\$ -	\$ 363,767
<b>Total Revenue:</b>	<b>\$ 707,413</b>	<b>\$ 88,427</b>	<b>\$ 88,427</b>	<b>\$ 884,267</b>	<b>\$ 181,507</b>	<b>\$ 22,688</b>	<b>\$ 22,688</b>	<b>\$ 226,883</b>	<b>\$ 1,111,150</b>
<b><i>Proposed Expenditures</i></b>									
<b>1.0 Program Support and Administration</b>	<b>\$ 75,991</b>	<b>\$ 9,499</b>	<b>\$ 9,499</b>	<b>\$ 94,989</b>	<b>\$ 30,869</b>	<b>\$ 3,859</b>	<b>\$ 3,859</b>	<b>\$ 38,586</b>	<b>\$ 133,575</b>
<b>2.0 Program Activities</b>	<b>\$ 631,423</b>	<b>\$ 78,928</b>	<b>\$ 78,928</b>	<b>\$ 789,278</b>	<b>\$ 150,638</b>	<b>\$ 18,828</b>	<b>\$ 18,828</b>	<b>\$ 188,297</b>	<b>\$ 977,575</b>
<i>2.01 Regional Transportation Planning</i>	\$ 282,040	\$ 35,255	\$ 35,255	\$ 352,550	\$ 48,385	\$ 6,048	\$ 6,048	\$ 60,481	\$ 413,031
<i>2.02 Transportation Funding Pursuit and Programming</i>	\$ 48,454	\$ 6,057	\$ 6,057	\$ 60,568	\$ 37,786	\$ 4,723	\$ 4,723	\$ 47,233	\$ 107,801
<i>2.03 Public Transportation Planning</i>	\$ -	\$ -	\$ -	\$ -	\$ 12,715	\$ 1,589	\$ 1,589	\$ 15,894	\$ 15,894
<i>2.04 Congestion Management Process</i>	\$ 10,976	\$ 1,372	\$ 1,372	\$ 13,720	\$ 15,431	\$ 1,929	\$ 1,929	\$ 19,289	\$ 33,009
<i>2.05 Public/Stakeholder Involvement</i>	\$ 37,630	\$ 4,704	\$ 4,704	\$ 47,037	\$ 16,023	\$ 2,003	\$ 2,003	\$ 20,029	\$ 67,066
<i>2.06 Complete Streets</i>	\$ 39,290	\$ 4,911	\$ 4,911	\$ 49,112	\$ -	\$ -	\$ -	\$ -	\$ 49,112
<i>2.07 General Technical Assistance</i>	\$ 213,033	\$ 26,629	\$ 26,629	\$ 266,291	\$ 20,298	\$ 2,536	\$ 2,536	\$ 25,371	\$ 291,662
<b>Total Expenses:</b>	<b>\$ 707,414</b>	<b>\$ 88,427</b>	<b>\$ 88,427</b>	<b>\$ 884,267</b>	<b>\$ 181,507</b>	<b>\$ 22,687</b>	<b>\$ 22,687</b>	<b>\$ 226,883</b>	<b>\$ 1,111,150</b>

*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 \$22,000

The 25<sup>th</sup> day of April 2024

## **RESOLUTION**

**by the Policy Board of the Roanoke Valley Transportation Planning Organization**  
**Approving the FY 2025 Unified Planning Work Program**

**WHEREAS**, the FY 2025 Unified Planning Work Program will serve as the basis for all federal Department of Transportation (DOT) funding participation and will be included in all requests for DOT planning funds within the Roanoke Valley TPO Service Area; and

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

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

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Roanoke Valley Transportation Planning Organization does hereby approve the FY 2025 Unified Planning Work Program, as presented.

Phil North  
Chair

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

**Roanoke Valley Area Metropolitan Planning Organization**

**STAFF REPORT**  
**TPO Meeting April 25, 2024**  
**SUBJ: Annual Review of the Traffic Congestion Management Process**

The Traffic Congestion Management Process (CMP) adopted by the Roanoke Valley Transportation Planning organization in 2020 states that RVARC will produce an annual Traffic Management Congestion Process report to:

- Document the progress on each strategy, monitoring the effects of strategies on traffic congestion;
- Justify changing, eliminating, or adding strategies;
- Showcase successes and identify missed opportunities;
- Assess the impact of strategies on traffic congestion and monitor regional traffic congestion trends, and
- Review the balance of traffic congestion management strategies with other transportation goals.

The 2024 annual report incorporates updated regional congestion data spanning the years 2015 through 2023, analysis of longitudinal trends within congestion data, and progress on congestion management strategies outlined in the CMP. The 2024 annual report also highlights findings from the 2023 special report which compared congestion in the Roanoke Valley to other metro areas throughout the state of Virginia.

**TPO Action:**

None.