
Roanoke Valley Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM Fiscal Year 2005

(July 1, 2004– June 30, 2005)

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**ROANOKE VALLEY AREA
MPO METROPOLITAN
PLANNING
ORGANIZATION**

Approved as a Final Report by the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO), 04-22-2004.

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

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Roanoke Valley Area Metropolitan Planning Organization (MPO)

2025 MPO Study Area Boundary

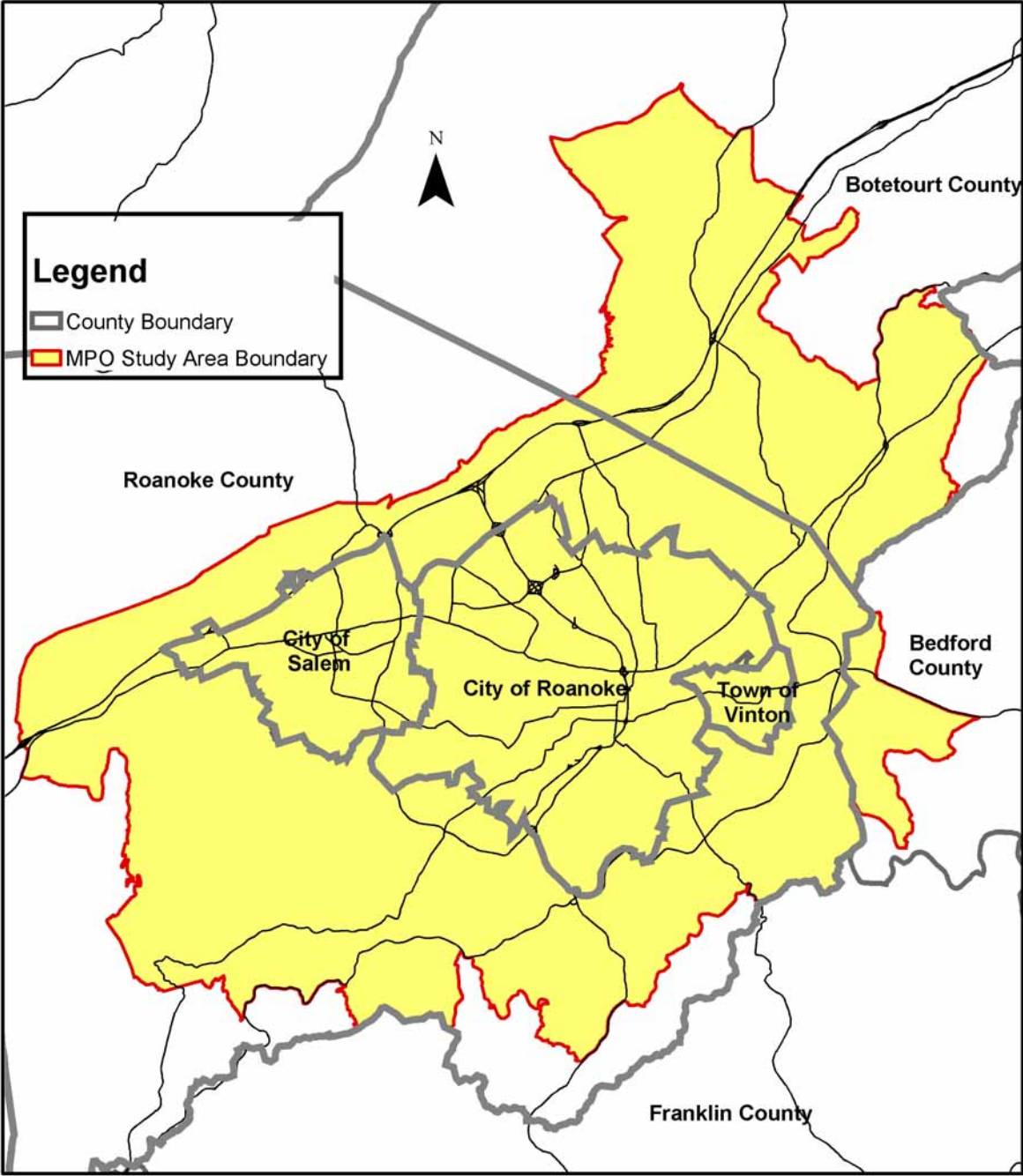
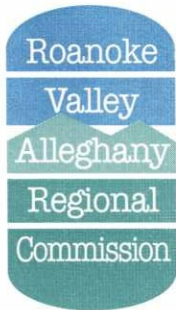


Figure 1.0



Roanoke Valley Area

Metropolitan Planning Organization

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The 22nd day of April, 2004

RESOLUTION

by the

***Roanoke Valley Area Metropolitan Planning Organization
Approving the FY 2005 Unified Planning Work Program***

WHEREAS, the FY 2005 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, 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 thoroughly reviewed by the Transportation Technical Committee;

BE IT THEREFORE RESOLVED, that the Roanoke Valley Area Metropolitan Planning Organization does hereby approve and adopt the FY 2005 Unified Planning Work Program.

Don Davis
Chairman

INTRODUCTION

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) study area for the fiscal year 2005. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. The descriptions of the tasks to be accomplished and the budgets for these tasks are based on a best estimate of what can be accomplished within the confines of available federal, state and local resources.

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

The Transportation Equity Act of the 21st Century (TEA-21), which became law in June 1998, reaffirms the structure of the metropolitan planning process. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA. The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) has developed this work program to address the final metropolitan planning regulations and the new requirements in TEA-21.

Metropolitan Planning Area

The RVAMPO study area consists of the Cities of Roanoke and Salem, the Town of Vinton, and portions of the Counties of Bedford, Botetourt and Roanoke. See Figure 1 for an illustration of the region.

Based on the 2000 Census, the RVAMPO study area population was 217,635 and encompasses a land area of 228sq. miles. The study area consists of a small geographic portion of the Roanoke Metropolitan Statistical Area (MSA), defined as of 2003 to consist of the Cities of Roanoke and Salem, the Town of Vinton, and the Counties of Botetourt, Craig, Franklin and Roanoke. However, the RVAMPO planning area holds the majority of the MSA population. The total Roanoke MSA Census 2000 (2003 definition) population was 288,309 and encompasses a land area of 1876 sq. miles.

Air Quality Consideration

In 1997, the Environmental Protection Agency (EPA) made an amendment to the Clear Air Act's National Ambient Air Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. Over the past several years the ozone levels taken at an air quality monitor in the Roanoke area have exceeded the new 8-hour

standard. Due to these exceedances, the RVAMPO and its member localities have recently worked with the Virginia Department of Environmental Quality (DEQ) to establish a nonattainment boundary for the Roanoke area. This agreed upon boundary will encompass the entire Roanoke MSA (1990 definition – counties of Roanoke and Botetourt, cities of Roanoke and Salem and town of Vinton.) The EPA required that all areas that exceed the new standard establish a nonattainment boundary and submit it to them for review. The recommended boundary for the Roanoke area was submitted along with the others from around the Commonwealth of Virginia in June 2000.

Since that time, EPA's "new" 1997 standards have come under legal challenge. The challenge subsequently went to the U.S. Supreme Court in the fall of 2000. The U.S. Supreme Court upheld EPA's standards, but questioned how they were to implement them.

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

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

The major benefits for pursuing the EAC/EAP approach are cleaner air faster and the EAP can be tailored to the region and is much more flexible with regards to local input. Another difference between the EAC/EAP and the traditional nonattainment approach is that transportation conformity and offsetting regulations will be postponed under the EAC/EAP until 2007. If the region is once again in attainment for the 8-hour ozone standard and maintains attainment until and beyond 2012, the effective date of air quality nonattainment designation will be waived indefinitely. This will have the net effect of having not been declared nonattainment in the first place. However, if the region is still not in attainment of the 8-hour standard by 2007, the region will revert to the traditional process.

Local officials, the Virginia DEQ and the EPA had all signed an EAC for the Roanoke Metropolitan Statistical Area by December 23, 2002. The region is currently under the EAP planning process.

Responsibilities for Transportation Planning

The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) 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 RVAMPO is the official Metropolitan Planning Organization for the Roanoke Valley area,

designated by the Governor of Virginia, under Section 134 of the Federal Aid Highway Act, and the joint metropolitan planning regulations of FHWA and FTA.

The policy making body of the RVAMPO is its Board which consists of fifteen voting members¹ (see figure 2). The voting membership of the Policy Board consists of two representatives each from the Cities of Roanoke and Salem, the Counties of Botetourt and Roanoke, and the Town of Vinton; and one representative each from the County of Bedford, Virginia Department of Transportation, the Greater Roanoke Transit Company, the Roanoke Regional Airport Commission, and the Roanoke Valley-Alleghany Regional Commission.

Figure 2: Voting Membership on the RVAMPO Policy Board

Bedford County	1 representative
Botetourt County	2 representatives
Roanoke County	2 representatives
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
Roanoke Regional Airport Commission	1 representative
Roanoke Valley-Alleghany Regional Commission	1 representative

Other agencies with non-voting membership on the RVAMPO Policy Board include: the Virginia Department of Rail and Public Transportation, Federal Highway Administration and Federal Transit Administration.

The day-to-day operations of the RVAMPO are performed by staff of the transportation planning division of the Roanoke Valley-Alleghany Regional Commission. The staff, in conjunction with RVAMPO'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 also prepare materials for use at Board and Committee meetings as well as any existing sub-committee meetings.

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

Total Proposed Funding by Federal Source for FY 2005

The primary funding source for transportation planning activities included in this work program are the FHWA Section 112 (PL), FTA Section 5303, and FHWA State Planning and Research

¹ RVAMPO Bylaws were updated on April 24, 2003, to allocate a voting member for Bedford County. Portions of Bedford County (see figure 1) were included in the RVAMPO study area for the first time as a part of the Census Bureau's most recent urbanized boundary designations.

(SPR). The proposed funding amounts (including state and local matching funds) for the RVAMPO work program are shown in Figure 3 below.

Funding levels for this UPWP are slightly higher than in FY 2004. The FY 2004 combined allocation, not including carryover funding, was \$309,716; while the FY 2005 combined allocation, not including carryover funding, is \$316,519. This is an increase of \$6,803 or 2.2%. The reason unobligated (carryover) funding is not considered in this comparison, is that it is not a consistent source of funding from year to year.

Note, however, that the funding proposed for use in this UPWP does include a substantial amount of unobligated funds from FY 2002 and FY 2003. This funding will allow the RVAMPO to undertake additional activities that would not be included in a “typical” years work program.

Figure 3
FY 2005 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
 (July 1, 2004 to June 30, 2005)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	FTA - Section 5303 80% Fed & 20 % State/Local	GRAND TOTAL
New FY 2005	\$258,590	\$57,929	\$316,519
Deprogrammed FY 2004	\$0	\$0	\$
Unobligated FY 2003	\$83,914	\$0	\$83,914
TOTAL	\$342,504	\$57,929	\$400,433

PROPOSED FY 2005 WORK PROGRAM AND BUDGET

1. PROGRAM SUPPORT & ADMINISTRATION

1.01 General Administration & Operations

Objective and Description: This task includes ongoing activities that ensure proper management and operation of a continuing, comprehensive, and coordinated (3-C) planning process as described in the 3-C Memorandum of Understanding. The primary objectives of this task are to (1) implement the FY 2005 UPWP throughout the fiscal year and provide all required administrative functions including all accounting functions, personnel administration, office management, financial reporting, contract administration, and purchase of necessary office equipment; and (2) to support the activities of the RVAMPO through the preparation of reports, presentations, agendas, minutes and mailings for all Policy Board, Technical Committee and Community Advisory Committee meetings, as well as attendance at those meetings. Attendance at staff meetings and timekeeping are included in this task as well.

In addition, staff will annually evaluate the validity of the current 3-C Agreement between the RVAMPO, Virginia Department of Transportation, and the Greater Roanoke Transit Company. If any areas of concern are identified, staff will prepare a report identifying the issue(s) and provide possible solutions. Since this is an agreement between three organizations, any change to the Agreement will need to be reviewed and approved by each.

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

Estimated Budget: \$54,758 (included for planning purposes only; not intended to be restrictive)

1.02 Training and Staff Development

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

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

Estimated Budget: \$0 (included for planning purposes only; not intended to be restrictive)

1.03 Work Program Management

Objective and Description: To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the RVAMPO, in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Greater Roanoke Transit Company, is responsible for the development of a Unified Planning Work Program (UPWP). This UPWP describes all regional transportation planning activities anticipated in the Roanoke Valley area between July 2004 and June 2005, that will utilize federal funding, including Title I Section 134 metropolitan planning funds, and Title III Section 8 metropolitan planning funds. The UPWP also identifies state and local matching dollars for these federal planning programs.

This task provides for management of the FY 2005 UPWP. If during FY 2005 an amendment to the UPWP is deemed necessary, due to changes in planning priorities and/or the inclusion of new planning projects, staff will identify and detail such amendments for consideration by the MPO Policy Board.

This task also provides for the development of a UPWP for FY 2006. The document will incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in RVAMPO, and the public through the RVAMPO's public involvement process. The new UPWP will be presented in draft to the RVAMPO Technical Committee and Policy Board in February 2005, as a revised draft in March 2005 and as a final document for adoption in April 2005. The approved UPWP will be printed, distributed to the Policy Board, and made available to the public.

Products: UPWP for FY 2006 and amendments to the FY 2005 UPWP as needed.

Estimated Budget: \$10,000 (included for planning purposes only; not intended to be restrictive)

2. PROGRAM ACTIVITIES

2.01 Long Range Transportation Planning

Objective and Description: As part of its ongoing planning activities, the RVAMPO is in the process of developing a technical document to accompany the most recently adopted Long Range Transportation Plan. The current plan was updated and approved by the RVAMPO Policy Board on February 26, 2004. That Plan update has a horizon year of 2025. Federal law requires that the RVAMPO update and approve its LRTP every five years, and that the Plan must have a 20-year horizon at the time of adoption. In addition, if the LRTP horizon year goes below 20-years, and the RVAMPO wishes to add a project to the Plan, a complete update of the LRTP must be performed.

Preliminary activities to prepare for the next LRTP update will begin in FY2005 and will include but are not limited to, the development of socioeconomic data for the base year (2005) and

forecast year (2030), an update of the travel demand forecast model, development of financial forecasts, review of the current study area boundary, and initiating efforts to get the public involved in the update.

A major component to the RVAMPO long range planning process is public involvement, and insuring that individuals and groups from all communities are given adequate opportunity to participate in the planning process. Staff will host public input opportunities and open houses in FY2005 designed to get early public input into the long range transportation planning process. The recently developed RVAMPO demographic profile, the current financial constrained list of projects and map displays of accident data trends will help establish the framework of the public input meetings.

In addition to these activities, staff will review recent comprehensive plan and zoning ordinance updates for their application to the long range planning process. Several localities are currently in the process of updating their comprehensive plans and/or zoning ordinances. The connection between local planning goals and decisions and regional transportation planning is of the utmost importance.

Long range transportation planning is the major staff activity in the FY2005 UPWP.

Products: A technical document (technical companion) to complement the recently updated (February 26, 2004) Long Range Transportation Plan. Initial public input meetings to begin discussion concerning the next LRTP update (horizon year 2030). Compilation of socioeconomic and safety related data for the next LRTP update.

Estimated Budget: \$82,739 (included for planning purposes only; not intended to be restrictive)

2.02 Transportation Improvement Program

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

The general public and all other interested parties will be given an opportunity to review and comment on the proposed TIP as described under the RVAMPO's adopted public involvement policy. To facilitate public review, the TIP will be accessible electronically through the Internet and at major public libraries.

This task provides for the development and maintenance of a regional Transportation Improvement Program for FY 2004-2006, as well as advanced preparation for FY 2005-2007.

This task will require active support of all RVAMPO committees and coordination with member agencies.

Some of the major activities that will be undertaken as part of this task include amending the current TIP as needed, preparation of the RVAMPO Self-Certification Statement and activities to assure that the Statement is being followed, and the preparation of an annual listing of projects for which federal funds have been obligated in the previous year.

Products: FY 2004-2006 TIP, amendments to the FY 2003-2005 TIP, listing of TIP projects with obligated federal funding in preceding year.

Estimated Budget: \$30,335 (included for planning purposes only; not intended to be restrictive)

2.03 Seminars and Special Events

Objective and Description: To help address transportation related issues that the Roanoke Valley area is or will be facing, the RVAMPO will consider hosting or co-hosting a seminar or special event that helps to address one or more of these issues. To accomplish this task, staff will work with the RVAMPO Policy Board and Technical Committee, and other groups to identify important issues that the Roanoke Valley area is or will be facing. Staff will participate in the coordination of any seminars or special events that the RVAMPO intends to host. Assistance with VTRANS 2025 State Multimodal Long Range Transportation Plan public meetings provided on an as needed basis.

Products: One workshop addressing a transportation planning issue, and possibly another seminar or special event that addresses any other current or future transportation related issues that the Roanoke Valley area may be faced with. Assistance with VTRANS 2025 State Multimodal Long Range Transportation Plan public meetings provided on an as needed basis.

Estimated Budget: \$17,682 (included for planning purposes only; not intended to be restrictive)

2.04 Roanoke to Blacksburg Transit Service (“The Smart Way”) Passenger Survey

Objective and Description: Greater Roanoke Transit Company (“Valley Metro”) intends to implement an express bus transit service between Roanoke and Blacksburg starting in July 2004. Valley Metro is interested in a comprehensive survey of initial riders in order to determine future service, marketing and other aspects of the continuing inter-city transit service.

Products: A comprehensive survey of the initial Roanoke-Blacksburg transit ridership and a summary report provided to the MPO and Valley Metro.

Estimated Budget: \$11,956 (included for planning purposes only; not intended to be restrictive)

2.05 Growth Management and Transportation Impact Strategies for Botetourt County

Objective and Description: Growth management decisions have a direct impact on local land use and the transportation system. Local governments that experience rapid growth need to be aware of growth management options that are available to influence and guide new, developing land use patterns and ultimately the local transportation network. Historically, increased growth has been met with increased transportation "supply". However, shortfalls in the state budget preclude a continuation of this approach. Therefore, land use planning and decisions are increasingly important and must rely on the broadest range of effective options that are available to local government. The purpose of this effort is to work with Botetourt County to research growth management strategies and options available to influence and guide growth and development and ultimately assist in important transportation-related decisions.

Products: A comprehensive set of growth management options and strategies for consideration and follow up as deemed appropriate by Botetourt County.

Estimated Budget: \$9,697 (included for planning purposes only; not intended to be restrictive)

2.06 Freight Strategies Implementation

Objective and Description: The primary goal of the RVAMPO Freight Strategies Implementation task is to continue to proceed towards implementation of several of the strategies recommended in the recently completed "Regional Freight Study" (FY 2003). Wilbur Smith Associates assisted RVARC staff in the completion of the FY 2003 Regional Freight Study, which identifies several innovative and strategic "next steps" to improve freight transportation in the region. The continuing activities of this task will focus on two specific elements: freight village concept and the continued support of the freight advisory committee. Staff will work with local government planners to advance the concept of freight villages and/or warehousing and logistics zoning in local comprehensive and other plans. Likewise, staff will continue to work with private sector representatives and chambers of commerce to support the recently established "Freight Advisory Committee." The "Freight Advisory Committee" serves two primary roles: (1) Business to Business contacts (shippers, receivers, logistics, support etc.) within the freight field; and (2) Private sector advisory group (stakeholder) to the MPO planning process.

Products: Coordination with local government planners to include the freight village concept in local plans and continuing support of the regional Freight Advisory Committee to assist regional and local planning staff concerning freight transportation issues.

Estimated Budget: \$23,454 (included for planning purposes only; not intended to be restrictive)

2.07 Regional Bicycle Plan Update

Objective and Description: The primary goal of this task is to update the 1997 Regional Bicycle Plan using input from the results garnered in the Bicycle Suitability Study – Phase I (FY2003) and the Bicycle Suitability Study – Phase II (FY2004). The primary focus of this update will be to link improvements to surface transportation infrastructure, which connects the existing (and proposed) regional greenway system with existing activity centers such as urban villages, schools, employment concentrations and/or shopping districts. This task may also include public workshops/ meetings as necessary.

Products: An update of the 1997 Regional Bicycle Plan as it applies to RVAMPO. The resulting plan will be an “official” update of the 1997 Plan for areas within the MPO boundary.

Estimated Budget: \$39,913 (included for planning purposes only; not intended to be restrictive)

2.08 Intelligent Transportation System Planning – Regional Architecture and Concept of Operations

Objective and Description: Intelligent Transportation Systems (ITS) is the coordination of new technology, improvements in information systems, communications and sensors with the conventional surface transportation infrastructure in a management approach. Examples of ITS range from vehicle sensors in pavement for traffic signals to information technology on transit systems.

The main focus of this task is to work with the Virginia Department of Transportation, their consultant and other parties to develop a regional ITS Architecture based on the Interstate 81 Corridor. Most of the detail work will be completed by VDOT and their consultant, however, staff will represent MPO goals and values focusing on ITS coordination with the goals and objectives in the recently adopted Long-Range Transportation Plan.

Products: A Regional ITS Architecture and Concept of Operations (resulting from the current VDOT I-81 Corridor ITS Planning Process) that can be adopted by the MPO Policy Board as our “Regional” ITS architecture.

Estimated Budget: \$10,609 (included for planning purposes only; not intended to be restrictive)

2.09 Role of Thoroughfare Studies in Regional Planning Process

Objective and Description: Until recently transportation thoroughfare studies for individual localities (especially cities and towns) were common in this and other regions. Local zoning ordinances may even reference the “thoroughfare plan” in land use regulations. In the post ISTEA (1991) era “Thoroughfare Plans” have largely been replaced by regional transportation

plans, which are multimodal in nature, but less detailed concerning location, design, preliminary engineering and other details which were common in past thoroughfare plans/studies.

This element will investigate the current state of practice for thoroughfare studies across the country. The relationship of thoroughfare studies to the MPO constrained long range planning process will be of primary concern. The relationship of thoroughfare studies to the local planning process will also be important. Staff will apply information from other regions to recommend the role (if any) the MPO should play in creating future thoroughfare plans.

Products: A policy memo to the MPO Policy Board recommending a course of action concerning thoroughfare studies based on research and staff recommendation.

Estimated Budget: \$6,996 (included for planning purposes only; not intended to be restrictive)

2.10 Transportation Planning for the Elderly and Disabled

Objective and Description: Demographic trends indicate that the recently retired and elderly will represent an increasing proportion of the overall population in future years. Also, the proportion of physically disabled individuals may well increase as the general population ages. The elderly and disabled often need special consideration when it comes to transportation access and mobility. In addition, the elderly and disabled may influence overall travel demand patterns as employment and lifestyle patterns such as semi-retired (part-time work or consulting), leisure and/or medical appointment travel increasingly make-up overall travel demand.

This element will employ staff lead focus groups to identify issues, patterns and indicators of transportation access, safety, mobility and demand issues among elderly and disabled stakeholders. The information from the focus groups will be used to develop transportation strategies (short, medium and long term) to assist these groups. Staff will work with organizations such as the Council of Community Services, Area Agency on Aging and Blue Ridge Independent Living Center to address the short-term strategies. The medium and long-term strategies will serve as inputs into the Long Range Transportation Planning Process.

Products: Short, medium and long term strategies addressing the transportation needs of the elderly and disabled. Staff will work with appropriate organizations (Area Agency on Aging etc.) on the implementation of short-range strategies.

Estimated Budget: \$20,184 (included for planning purposes only; not intended to be restrictive)

2.11 Ozone Early Action Plan - Implementation

Objective and Description: The local governments (Counties of Botetourt and Roanoke, Cities of Roanoke and Salem and Town of Vinton) entered into an Ozone Early Action Compact (EAC) with the Virginia Department of Environmental Quality (DEQ) and the Federal Environmental Protection Agency (EPA) in late December 2002. This agreement led to the

development of an Ozone Early Action Plan (EAP) in March 2004. Staff will focus on implementation of various transportation and transportation demand related strategies contained in the plan.

Products: Implementation of transportation and transportation demand related strategies outlined in the adopted Ozone Early Action Plan (EAP)

Estimated Budget: \$19,999 (included for planning purposes only; not intended to be restrictive)

2.12 Regional Transportation Web Pages

Objective and Description: Increasingly members of the public and members of citizens groups concerned with transportation issues are requesting to participate in the regional transportation planning process via web pages, downloadable files, online citizen comment forms etc. This element proposes a redesign of MPO related web pages to greater facilitate public input and participation in the planning process. Staff will perform the redesign and web page update in house.

Products: Redesigned MPO web pages with a primary focus on public participation and public service.

Estimated Budget: \$7,455 (included for planning purposes only; not intended to be restrictive)

2.13 Transportation Services Guide Update

Objective and Description: In October 1999 RVAMPO staff updated the transportation services guide that was originally developed in 1994. This guide has proven useful and popular among citizens who desire useful information from making day-to-day transportation decisions as opposed to long range trends. Recent changes in the public and private marketplaces warrant an update of the 1999 document.

This element will result in an updated Transportation Services Guide that will be distributed directly to citizens to assist in their day-to-day transportation decisions. This element will be an excellent practical complement to other transportation planning documents, which tend to be more long-range in nature.

Products: An updated transportation services guide for direct distribution to members of the public.

Estimated Budget: \$12,210 (included for planning purposes only; not intended to be restrictive)

2.14 General Technical Assistance, Technical Support Activities, Safety Conscious Planning and Regional Greenways Mapping Assistance

Objective and Description: Staff will research, develop, maintain, and analyze data for use in a variety of technical support and planning support activities. Work activities will be organized around the following subtasks. Any combination of subtasks may be completed in FY2005 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2005.

Subtasks:

- **General Technical Assistance** to local governments, planners and citizens as requested.
- **Technical Support Activities** – a variety of planning support activities to support work program projects and/or the general planning process (i.e. turning movement counts).
- **Safety Conscious Planning** – collection, analysis and presentation of available safety (accident) related data to support the long-range planning process.
- **Regional Greenways Mapping Assistance** – GPS and mapping Assistance to the Regional Greenway Commission as needed.
- **Transportation Enhancement Assistance** – Local government assistance on the preparation of Transportation Enhancement (TE) grants as needed.

Products:

- **Safety Conscious Planning** – Collection, analysis and presentation of accident and other safety data corresponding to the “thoroughfare system” used in the 4-step travel demand model. Incorporation of resulting data into initial public input meetings for the long-range plan (2030) update.
- **Technical Support Activities** - At least 15 peak hour and 10 non-peak hour “travel time studies” on at least one regional thoroughfare. Contracting of turning movement counts for at least 4 regionally significant intersections as identified by TTC, MPO or other stakeholders.
- **Regional Greenways Mapping Assistance** – GPS assistance to regional greenways commission as needed to support bicycle, pedestrian and greenways planning activities.
- **Transportation Enhancement Assistance** – as requested by local governments
- **General Technical Assistance** – as requested by local governments

Estimated Budget: \$42,446 (included for planning purposes only; not intended to be restrictive)

Figure 4

FY 2005 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2004 to June 30, 2005)

PROPOSED REVENUES	FHWA Section 112	State Match	Local Match	FTA Section 5303	State Match	Local Match	TOTAL
New FY 2005	\$206,872	\$25,859	\$25,859	\$46,343	\$5,793	\$5,793	\$316,519
Deprogrammed FY 2004	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unobligated FY 2003	\$67,130	\$8,392	\$8,392	\$0	\$0	\$0	\$83,914
Total	\$274,002	\$34,251	\$34,251	\$46,343	\$5,793	\$5,793	\$400,433
PROPOSED EXPENDITURES	FHWA Section 112	State Match	Local Match	FTA Section 5303	State Match	Local Match	TOTAL
1. Program Support & Administration	\$39,847	\$4,981	\$4,981	\$11,959	\$1,495	\$1,495	\$64,758
1.01 General Administration & Operations	\$33,447	\$4,181	\$4,181	\$10,359	\$1,295	\$1,295	\$54,758
1.02 Training and Staff Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1.03 Work Program Management	\$6,400	\$800	\$800	\$1,600	\$200	\$200	\$10,000

2. Program Activities	\$234,156	\$29,270	\$29,270	\$34,384	\$4,298	\$4,298	\$335,675
2.01 Long Range Planning	\$56,798	\$7,100	\$7,100	\$9,393	\$1,174	\$1,174	\$82,739
2.02 Transportation Improvement Program	\$20,013	\$2,502	\$2,502	\$4,255	\$532	\$532	\$30,335
2.03 Seminars and Special Events	\$14,146	\$1,768	\$1,768	\$0	\$0	\$0	\$17,682
2.04 Roanoke-Blacksburg Transit Service Passenger Survey	\$0	\$0	\$0	\$9,565	\$1,196	\$1,196	\$11,956
2.05 Smart Growth Transportation Policies for Botetourt County	\$7,758	\$970	\$970	\$0	\$0	\$0	\$9,697
2.06 Freight Strategies Implementation	\$18,763	\$2,345	\$2,345	\$0	\$0	\$0	\$23,454
2.07 Regional Bicycle Plan Update	\$31,930	\$3,991	\$3,991	\$0	\$0	\$0	\$39,913
2.08 Intelligent Transportation Systems Planning – Regional Architecture and Concept of Operations	\$6,790	\$849	\$849	\$1,698	\$212	\$212	\$10,609
2.09 Role of Thoroughfare Studies in Regional Planning Process	\$5,597	\$700	\$700	\$0	\$0	\$0	\$6,996
2.10 Transportation Planning for the Elderly and Disabled	\$16,147	\$2,018	\$2,018	\$0	\$0	\$0	\$20,184
2.11 Ozone Early Action Plan (EAP) - Implementation	\$15,999	\$2,000	\$2,000	\$0	\$0	\$0	\$19,999
2.12 Regional Transportation Web Pages	\$4,473	\$559	\$559	\$1,491	\$186	\$186	\$7,455
2.13 Transportation Services Guide Update	\$9,098	\$1,137	\$1,137	\$670	\$84	\$84	\$12,210
2.14 General Technical Assistance, Technical Support Activities, Safety Conscious Planning and Regional Greenway Mapping Assistance	\$26,644	\$3,331	\$3,331	\$7,313	\$914	\$914	\$42,446
Total Proposed Expenditures:	\$274,003	\$34,250	\$34,250	\$46,343	\$5,793	\$5,793	\$400,433

ROANOKE STUDY AREA
Proposed VDOT SPR Program Task Support
Unified Planning Work Program – FY05

Task	Federal Share	State Share	Total
TIP	\$8,000	\$2,000	\$10,000
FY-05 UPWP	\$8,000	\$2,000	\$10,000
3-C Process	\$12,800	\$3,200	\$16,000
Technical Support Activities	\$16,000	\$4,000	\$20,000
Long Range Plan Update	\$51,200	\$12,800	\$64,000
TOTAL	\$96,000	\$24,000	\$120,000