

Roanoke Valley Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM Fiscal Year 2009

(July 1, 2008– June 30, 2009)

Adopted – April, 24 2008

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ROANOKE VALLEY AREA
MPO METROPOLITAN
P L A N N I N G
ORGANIZATION

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.

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.

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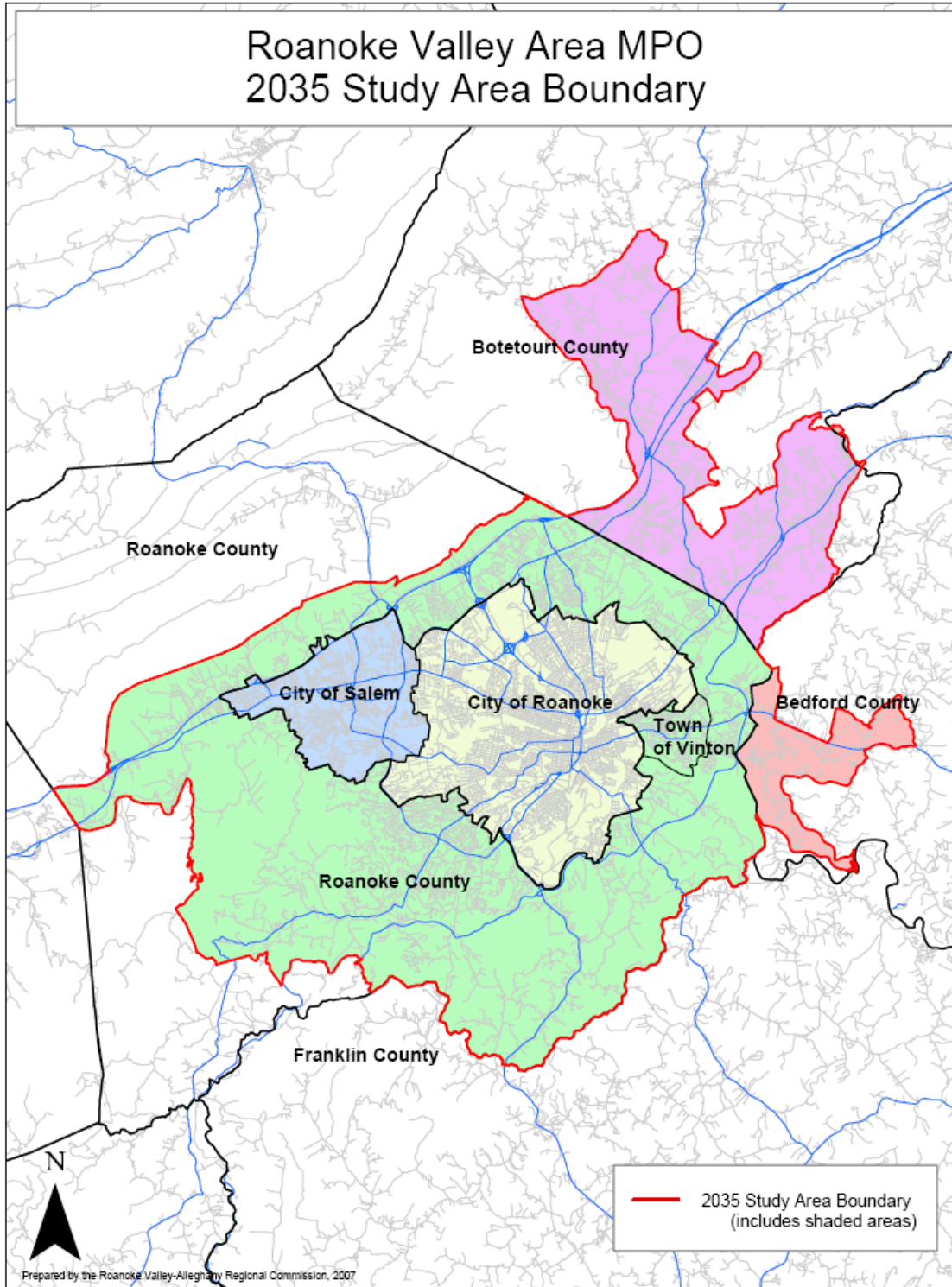


Figure 1.0



Roanoke Valley Area
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The 24th day of April, 2008

RESOLUTION

**by the Roanoke Valley Area Metropolitan Planning Organization Policy Board
Approving the FY 2009 Unified Planning Work Program**

WHEREAS, the FY 2009 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 Area MPO 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 thoroughly reviewed by the MPO's Transportation Technical Committee;

THEREFORE BE IT RESOLVED that the Roanoke Valley Area Metropolitan Planning Organization Policy Board does hereby approve and adopt the FY 2009 Unified Planning Work Program, as presented.

David Trinkle, Chairman,
Roanoke Valley Area Metropolitan Planning
Organization

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 2009. 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law August 10, 2005, further reaffirms and extends the structure of the metropolitan planning process.

On February 14th, 2007, the FHWA and the FTA released their long-awaited Statewide and Metropolitan Planning Rule (72 Fed. Reg. 7224). The final rule revises planning regulations at 23 C.F.R. Part 450 and 49 C.F.R. Part 613 to reflect the many changes made by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59 August 10, 2005). 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 SAFETEA-LU.

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 219,122 and encompasses a land area of 239sq. 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. In the late 1990s the ozone levels taken at an air quality monitor in the Roanoke area had exceeded the newer 8-hour standard. Due to these exceedances, the RVAMPO and its member localities worked with the Virginia Department of Environmental Quality (DEQ) to establish a nonattainment boundary for the Roanoke area. This agreed upon boundary encompassed 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 had 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 the standards.

In the fall of 2002 the EPA extended an opportunity to regions which were to be designated nonattainment under the 8-hour standard, but which were 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 at an earlier date 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 the end of 2007, the region will revert to the traditional process. As of FY2008 RVARC staff has been informed that the Ozone EAC/EAP process has been successful, and that the Roanoke Region will be deemed in attainment for the 8-hour Ozone standard that was current during the EAC/EAP period on April 15, 2008. In early March 2008 the Federal EPA revised the nationwide 8-hour Ozone Standard to 75 parts per billion (ppb) based on a 3-year average. The

Roanoke Region ranges between 74 ppb to 76 ppb depending on which 3 years are chosen for the 3-year average. Staff is currently awaiting guidance from federal and state officials as to the likely status of the Roanoke region under the new standards.

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.

Staff of the transportation planning division of the Roanoke Valley-Alleghany Regional Commission performs the day-to-day operations of the RVAMPO. The staff, in conjunction with RVAMPO's member agencies, collect, analyze and evaluate demographic, land use, and

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 (Census 2000).

transportation data to gain a better understanding of the transportation system requirements of the area. Staff also prepares 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.

SAFETEA-LU Planning Factors

SAFETEA-LU contains eight planning factors that must be addressed in the transportation planning process: 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 nonmotorized users; 3) Increase the security of the transportation system for motorized and nonmotorized users; 4) Increase the accessibility and mobility of people and for freight; 5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; 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; and 8) Emphasize the preservation of the existing transportation system.

Total Proposed Funding by Federal Source for FY 2008

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

Note, however, that the funding proposed for use in this UPWP does include unobligated funds from FY 2007. This funding will allow the RVAMPO to undertake additional activities that would not be included in a “typical” years work program.

Figure 3
FY 2009 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
 (July 1, 2008 to June 30, 2009)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	FTA - Section 5303 80% Fed & 20 % State/Local	GRAND TOTAL
New FY 2009	\$363,654	\$83,156	\$446,810
Deprogrammed FY 2008	\$0	\$0	\$0
Unobligated FY 2007	\$54,880	\$0	\$54,880
TOTAL	\$418,534	\$83,156	\$501,690

PROPOSED FY 2009 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 2009 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 an up-to-date 3-C

Agreement that clearly identifies that roles and responsibilities of each party involved in the metropolitan planning process.

Estimated Budget: \$53,224 (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: \$2,173 (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 2008 and June 2009, 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 2009 UPWP. If during FY 2009, 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 2010. 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 2009, as a revised draft in March 2009 and as a final document for adoption in April 2009. The approved UPWP will be printed, distributed to the Policy Board, and made available to the public.

Products: UPWP for FY 2010 and amendments to the FY 2009 UPWP as needed.

Estimated Budget: \$9,609 (included for planning purposes only; not intended to be restrictive).

2. PROGRAM ACTIVITIES

2.01 Long Range Transportation Planning

Objective and Description: The RVAMPO’s Long-Range Transportation Plan 2025 was adopted in February 2004 and was amended to account for “Year of Expenditure Dollars” in April 2008. According to a 5-year update cycle an updated Constrained Long-Range Transportation Plan (CLRTP) 2035 will need to be adopted in February 2009. As such, the development and completion of the CLRTP 2035 will be the major focus of the RVAMPO in FY2009. This and other areas of focus of activity 2.01 follow:

- 1) **CLRTP 2035** – All activities leading to the development, finalization and adoption of CLRTP 2035 including, but not limited to: 1) meetings with local governments to develop constrained and vision list of projects; 2) analysis and interpretation of constrained and validated 4-step travel demand model results as provided by VDOT; 3) development of document format including graphic design for full report and possible smaller “citizen” or “executive summary” reports; 4) distribution of CLRTP 2035 to SAFETEA-LU list of stakeholders for feedback; and, 5) adoption of CLRTP 2035 by RVAMPO Policy Board.
- 2) **Census TAZ-UP Program:** RVAMPO will participate in the US Census Bureau process of Transportation Analysis Zones (TAZ) delineation for the next edition of the Census Transportation Planning Package (CTPP). The Census Bureau is considering new minimum population and employment standards which would result in a complete reworking of current RVAMPO TAZs. The TAZ-UP process will not affect CLRTP 2035 process; the updated TAZs would impact the next long-range transportation plan update.
- 3) **National Household Transportation Survey (NHTS) Add-On Data Evaluation:** The Commonwealth of Virginia is participating in the NHTS Add-On program for both statewide and MPO specific samples. Data from the NHTS should be available for staff review and analysis in FY2009
- 4) **Official Public Meeting Concerning Long-Range Planning Assumptions:** This will be the fourth in a series of yearly public meetings concerning the long-range planning process and its assumptions.
- 5) **Coordination with Regional (Rural) Long-Range Transportation Planning Process** – The Roanoke Valley-Alleghany Regional Commission (RVARC) is developing a long-range transportation plan for the “rural” portion of its service area. This subtask would evaluate and analyze current financially constrained list projects that either touch or impact the rural areas. In addition, staff will analyze population and employment trends in the Traffic Analysis Zones (TAZs) near the MPO 2035 Study Area Boundary to determine if similar trends should be accounted for in the rural long-range transportation process.
- 6) **Economic Impact of Candidate Long-Range Plan Projects** - SAFETEA-LU established economic development as one of the planning factors that MPO planners must take into consideration. In recent years RVARC staff has acquired software to estimate the economic impact of a variety of events and projects. The purpose of this

task is to apply those tools, to the extent possible, to select candidate financially constrained list projects that will be considered in LRTP 2035. The purpose of this task is to provide a framework that ties economic analysis back into the long-range transportation planning process. This task was briefly begun as a stand alone program item in FY2008 UPWP, however, a shortage of staff time did not allow RVAMPO to complete the project. Staff resources will allow for this task to return as a component of the LRTP 2035.

Long range transportation planning is the major staff activity in the FY2009 UPWP.

Item “2.01 Long Range Transportation Planning” also contains provisions for and on call consultant or consultants to provide assistance to RVAMPO staff concerning:

- Assistance with 4-step transportation model software
- Assistance with TEALUS 4.0 or other TIP management software
- Assistance with Freight Data Analysis
- Assistance with corridor (micro simulation) software
- Assistance with CommunityVIS software
- Assistance with planning visualization and photo rendering
- Turning movement and traffic counts

A total of \$20,000 from the estimated budget below is reserved for on call consultant activities. Before on call consultant services are used a brief description of proposed on call services will be forwarded to VDOT and FHWA for approval.

“2.01 Long Range Transportation Planning” is the element responsible for demonstrating SAFETEA-LU compliance for the long-rang transportation planning process.

Products: CL RTP 2035, Completion of TAZ-UP process, NHTS data review, Annual Public Open House and Coordination with VDOTS Rural Long-Range Transportation Planning Process. ***Item 2.01 supports all planning factors (#1 - #8) to the extent possible given time, financial and other constraints.***

Estimated Budget: \$100,198 (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 four-year program of highway, transit, bicycle, pedestrian, safety, maintenance 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.

This task provides for the maintenance and amendment of the current regional Transportation Improvement Program. 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.

Additional activities covered in this task may include but are not limited to:

- Development of GIS layers to display TIP projects
- Staff evaluation and testing of web technology to display TIP projects
- Staff evaluation and/or development of an in house TIP database/project tracking system.

Products: FY 2009-2012 TIP, amendments to current TIP as needed, annual listing of projects with federal obligations (federal funds). Additional products may include TIP GIS development, website development related to the TIP and/or TIP database/tracking system development. ***Item 2.02 is a programming document it supports all planning factors (#1 - #8) to the extent that programming funds are available in a given 4-year time horizon.***

Estimated Budget: \$41,622 (included for planning purposes only; not intended to be restrictive).

2.03 Public Participation – Environmental Justice

Objective and Description: Ongoing public consultation and public participation provide needed guidance to the long-range planning process, so that it remains relevant to community concerns. In addition, there is a need to establish checks and balances so that the long-range planning process does not impose undue burdens on, or fail to fairly allocate benefits to concentrations of poverty, minority, disability, limited English proficiency or any other federally protected groups. This process of considering benefits and burdens concerning federally protected groups is generally termed Environmental Justice.

Public Participation and Environmental Justice activities will proceed along the following avenues:

- 1) **Focus Groups:** Staff will continue to engage neighborhood organizations and civic leagues in focus group settings. This is the fourth year in a series of neighborhood organization focus groups.
- 2) **Electronic Kiosk:** Deployment of Electronic Kiosk that was developed in FY2006. Periodic review of input received and summary in end of year report.
- 3) **MPO Website Maintenance:** – The RVAMPO website should be periodically reevaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement.

Products: Continued kiosk deployment, neighborhood focus groups and MPO website maintenance. *Item 2.03 supports planning factor #4 – “Accessibility” by increasing accessibility to public input and participation in the transportation planning process.*

Estimated Budget: \$24,499 (included for planning purposes only; not intended to be restrictive).

2.04 Air Quality Planning – PM 2.5 Plan and 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. The Ozone EAP was successful and the Federal Environmental Protection Agency (EPA) declared the Roanoke Area to be back in attainment for the 8-hour Ozone standard, that was in effect during the EAC/EAP process, on April 15, 2008. The Federal EPA revised the nationwide 8-hour Ozone Standard, in early March 2008, to 75 parts per billion (ppb) based on a 3-year average. The Roanoke Region ranges between 74 ppb to 76 ppb depending on which 3 years are chosen for the 3-year average. Staff is currently awaiting guidance from federal and state officials as to the likely status of the Roanoke region under the new standards. Depending on the final determination of the Roanoke Area’s Air Quality Status, there may be some additional work necessary concerning regional 8-hour Ozone readings.

Similarly in FY2008 RVAMPO staff had begun the groundwork for a voluntary regional compact concerning fine particulate matter (PM 2.5). This task will include completion of any remaining work on the PM 2.5 local/regional compact along with implementation of the compact.

Major activities for task 2.04 are as follows:

- Monitoring of national 8-hour Ozone standard revisions and their possible effects on the successfully completed Ozone Early Action Plan and/or regional attainment status.
- Stakeholder Meetings for Fine Particulate Matter (PM 2.5) Planning Process
- Finalizations of PM 2.5 Voluntary Compact
- Website improvements to incorporate PM 2.5 planning process

Products: 1) Implementation of transportation and transportation demand related strategies outlined in the adopted Ozone Early Action Plan (EAP); 2) Finalization of Voluntary PM 2.5 compact; and 3) Website improvements for Ozone EAP maintenance and the PM 2.5 planning process. *Item 2.04 supports planning factor #5 – Quality of Life, Environment and Energy Conservation.*

Estimated Budget: \$26,020 total hours (included for planning purposes only; not intended to be restrictive).

2.05 Regional Corridor Studies

Objective and Description: Corridor studies can uncover projected ideas that feed the CL RTP. Likewise, the CL RTP can suggest corridors that warrant pre-NEPA corridor studies to help move the project to next stage. The following corridors were suggested by local governments and other stakeholders in the FY2009 work program development process. Analysis of each corridor may include but is not limited to: safety planning, access management, corridor simulation (software), intersection evaluation, operations evaluation and/or transit/bicycle/pedestrian connections.

- Jefferson Street – City of Roanoke
- Gus Nicks/ Virginia/ Hardy - Vinton
- 419 – Roanoke County, City of Roanoke and City of Salem
- Vinton Intersection Improvements Study

In addition, this task will research “Pre-NEPA” checklists developed by VDOT or other state DOTs and evaluate their effectiveness for incorporation at the MPO planning level. One or more of the above corridors may be used as a case study for testing application of “Pre-NEPA” checklists/guidelines.

Products: Corridor studies, corridor evaluations and/or corridor data summaries using the above corridors as local regional applications. The studies may be published separately or combined into a single report as separate sections. Also an evaluation of any “Pre-NEPA” checklists/guidelines and their potential application in the MPO planning process. **Item 2.05 supports planning factors #2- Safety, #7 – Management and Operation and #8 – Preservation of Existing System.**

Estimated Budget: \$55,888 (included for planning purposes only; not intended to be restrictive). RVARC Staff obtained a Virginia Multimodal Planning Grant in the amount of \$80,000 for the “Route 419 Intergovernmental Coordination Plan” much of which will be completed using consultant services. The UPWP hours dedicated to route 419 will be for interfacing the “Route 419 Intergovernmental Coordination Plan” with the general corridor study process.

2.06 Human Services-Public Transit Coordinated Transportation Plan Implementation – Mobility Manager

Objective and Description: SAFETEA-LU requires a “Human Services-Public Transit Coordinated Transportation Plan” to be in place before transit operators can access Section 5310 Elderly/Disabled; Job Access Program; and the New Freedoms Program funds. In FY2007 a coalition consisting of the Roanoke Valley Area MPO, the Blacksburg-Christiansburg-Montgomery MPO, the New River Valley Planning District Commission and the Roanoke Valley-Alleghany Regional Commission obtained Statewide Pilot Grant Funding to develop a Human Services Transportation Plan. The Virginia Tech Transportation Institute (VTTI) completed the plan with a study area that encompasses the aforementioned agencies. In FY2008

Virginia Department of Rail and Public Transportation (VDRPT) developed a draft Statewide Human Services-Public Transit Coordinated Transportation Plans that encompass all PDCs in the state. Item 2.06 is for additions and modifications and/or adoption of state planning efforts that may be necessary according to SAFETEA-LU guidance. Additionally in FY2008, RVARC staff submitted a “New Freedom” grant for a “Mobility Manager” to VDRPT. If that grant is funded in FY2009, item 2.06 will provide for any long-range transportation planning process coordination or training that the “Mobility Manager” may need.

Products: Additions and modifications to the Human Services-Public Transit Coordinated Transportation Plan in order to meet SAFETEA-LU guidance. **Item 2.06 supports planning factors #4 – Accessibility and Mobility, #6 – Enhanced Integration, and #7 – Management and Operation.**

Estimated Budget: \$9,557 (included for planning purposes only; not intended to be restrictive)

2.07 RVAMPO Bicycle Plan and Greenway Master Plan Implementation Planning and Assistance

Objective and Description: A well thought out plan does not benefit the community, if it is filed away and not implemented. The RVAMPO updated its bicycle plan in FY2005 and the Regional Greenway Master Plan in FY2007. This task is focused on implementation planning, plan review and regional Greenway Plan assistance. The following activities will be included in item 2.07 at a minimum:

- 1) Research local ordinances, guidelines and/or regulations that promote bicycle and greenway usage** – RVAMPO staff will research local ordinance, programs, guidelines, regulations and/or standards that promote bicycle transportation, greenway usage and/or pedestrian transportation in general. Staff will then develop model guidelines, incentives and/or ordinances for local governments to consider.
- 2) Regional Pedestrian/Bicycle Advisory Board** - RVAMPO staff will research Pedestrian/Bicycle Advisory Boards at a nationwide level. Staff will then craft a proposal for the MPO to implement a Pedestrian/Bicycle Advisory Board at the regional level. If time permits staff will convene the advisory board and begin meeting in FY2009.
- 3) Implementation Tracking –Review/Update** – RVAMPO staff will track yearly progress towards the implementation of the Roanoke River Greenway portion of the Regional Greenway Conceptual Plan. RVAMPO staff will consult with local government staff to produce a color-coded map that depicts up to date progress towards greenway conceptual plan implementation. This is a review and possible update to the implementation tracking produced in FY2008.
- 4) General Assistance to Local Governments and Greenway Commission** – MPO Staff assistance in GIS Mapping, public information materials design, and other areas as necessary.
- 5) Website Assistance to Greenway Commission** - MPO Staff will assist Greenway Commission in updating maps, graphics, illustrations and other aspects of Greenway Commission website.
- 6) Grant Assistance for Greenway Development** – Assist Regional Greenway Commission in identifying and pursuing state, local, federal and private grants for greenway implementation.

7) **Greenway Monitoring System** – develop and implement a greenway usage monitoring/estimation system for using during all seasons.

8) **RVAMPO Bicycle Plan Review** – review of RVAMPO Bicycle Plan and any additions or updates that may be necessary.

9) **Assistance for “Pathways to Healthy Neighborhoods Plan Development” planning process** – City of Roanoke staff is developing a “Pathways to Healthy Neighborhoods” plan. This plan would seek to utilize information and resources from both the RVAMPO Bicycle Plan and the Regional Greenway Conceptual Plan to better connect neighborhoods to activity centers in order to support pedestrian and bicycle access.

Products: Items 1-9 above. *Item 2.07 supports planning factors #1 – Economic Vitality, #4 – Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation #6 Connectivity and #8 – Preservation of Existing System.*

Estimated Budget: \$42,069 (included for planning purposes only; not intended to be restrictive).

2.08 Safety Planning

Objective and Description: Staff will continue to attend the Blue Ridge Transportation Safety Board meetings for coordination of common transportation safety related issues. Staff will continue to provide assistance to local governments, school systems and VDOT concerning Safe Routes to School Plans and funding. In addition, staff will complete any left-over tasks from FY2008 fiscal “Downtown Evacuation Plan”. This item will also include any crash related data analysis the may be available and relevant to the MPO planning process.

At a minimum assistance in the following “Safe Routes to Schools” planning projects will be included in item 2.08:

- William Byrd Middle and High Schools – using Wolf Creek Greenway
- W.E. Cundiff and Herman L. Horne Elementary Schools

In early April, Roanoke County Schools was awarded a Safe Routes to School Program Grant. A portion of staff time under item 2.08 will be planning support for implementation of the grant.

Products: 1) Safe Routes to School Planning as needed 2) Continued coordination and membership on the Blue Ridge Transportation Safety Board; and, 3) Acquisition of new crash and accident data for analysis. *Item 2.08 supports planning factor #2 – Safety.*

Estimated Budget: \$19,885 (included for planning purposes only; not intended to be restrictive).

2.09 General Technical Assistance and Technical Support Activities

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 FY2009 as

opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2009.

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).
- **Transportation Enhancement Assistance** – Local government assistance on the preparation of Transportation Enhancement (TE) grants as needed.
- **Minor Support to Statewide Multimodal Plan (VTRANS) Update** – as needed

Estimated Budget: \$24,670 (included for planning purposes only; not intended to be restrictive).

2.10 Public Transportation Planning Assistance

Objective and Description: The two major public transportation agencies, Valley Metro (GRTC) – fixed route transit – and RADAR (UHTS) – demand responsive transit regularly require transportation planning assistance to complete a variety of functions and plan for service enhancements. At a minimum item 2.10 will include:

- **Transit Route Mapping Assistance** – for both Valley Metro and RADAR pending updated transit route or schedules.
- **Google Transit Assistance, Valley Metro** - Valley Metro is embarking to integrate Valley Metro routes, shelters and stops into Google’s online transit mapping and route searching utility.
- **Financial Capacity Analysis, Valley Metro** – yearly independent review of Valley Metro’s financial figures in preparation of their Tri-annual review process.
- **RCIOT and Statesman Industrial Park Service Extension Study** – conduct surveys, route timing and other analysis to assist transit agencies in determining if service extension to RCIOT and Statesman Industrial Parks are warranted.

Products: Items 1-4 above. **Item 2.10 supports planning factors #1 – Economic Vitality, #4 – Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation, and #6 Connectivity.**

Estimated Budget: \$26,833 (included for planning purposes only; not intended to be restrictive).

2.11 Seminars and Stakeholder Training

Objective and Description: The American Planning Association (APA) produces a series of teleconferences on planning issues. RVAMPO staff will select relevant MPO related teleconferences and make arrangements to host a teleconference download site for local planners, citizens and other interested parties. A discussion will follow each teleconference

concerning how RVAMPO staff may apply concepts from the teleconference in the long-range planning process.

Products: Various teleconferences and seminars throughout FY2009. *Item 2.11 will potentially support a variety of planning factors depending on topics chosen for seminars and training.*

Estimated Budget: \$6,028 (included for planning purposes only; not intended to be restrictive).

2.12 Wayfinding Systems Planning

Objective and Description: In FY2006 staff completed a Regional Signage Study. This study documented a wide variety of signage issues and offered recommendations. Local governments have responded to the Regional Signage Study by requesting assistance with wayfinding planning assistance (both vehicle and pedestrian). The following subtasks will be completed as a part of item 2.13:

- Pedestrian Wayfinding Signage Study – Downtown Roanoke
- Vehicle Wayfinding and Gateway Signage Study – Vinton

Products: One or more studies incorporating subtasks 1-2 above. *Item 2.12 supports planning factors #2 – Safety and #6 Connectivity.*

Estimated Budget: \$27,495 (included for planning purposes only; not intended to be restrictive).

2.13 Prototype Congestion Management Systems Plan – Passenger and Freight

Objective and Description: MPOs who have a population of 200,000 or greater within their “Urbanized Area Boundary” are recognized as a Transportation Management Area (TMA) classification. One of the responsibilities of a TMA is a Congestion Management Systems Plan. According to Census 2000 the RVAMPO “Urbanized Area Boundary” had a population of over 197,000. It is likely that Census 2010 results will lead to RVAMPO as being classified with TMA status. This objective involves developing a prototype Congestion Management Systems (CMS) Plan as if the RVAMPO were already a TMA. We will then seek feedback on the plan from VDOT and FHWA so staff can prepare for the eventuality of preparing an official CMS plan after the 2010 census.

The Prototype Congestion Management Systems Planning Process will likely have a combination of the following and additional data sets or analyses:

- Volume over Capacity Ratio (V/C Analysis) to screen for congested links.
- Vehicle Occupancy Estimate – pending data availability.
- Freight Data Summaries to screen for high freight volume links.
- Valley Metro Ridership Data to screen for segments with expanded transit potential
- RIDE Solutions TDM analysis to screen for potential non-interstate park and ride potential.

The Prototype CMS planning process will include “Freight Data Analysis” and “Freight Planning” activities of past UPWPs. This is due to a growing impact of freight transportation in local and regional congestion bottlenecks. Any assistance required by VDOT in the Statewide Freight Planning Process will be addressed under this item.

Products: An initial “unofficial” CMS plan for the RVAMPO region. *Item 2.13 supports planning factors #1 – Economic Vitality, #2- Safety, #4 –Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation #6 Connectivity, #7 -System Management and Operation, and #8 – Preservation of Existing System.*

Estimated Budget: \$31,920 (included for planning purposes only; not intended to be restrictive).

2.14 Smith Mountain Lake Connection Study

Objective and Description: This study will evaluate the connections between Smith Mountain Lake and Roanoke in two phases. The first phase will include analysis of the corridors connecting the lake and Roanoke based on existing and projected traffic. This analysis will identify safety and operational problem areas, and will provide potential short-term solutions – those that are low cost and can be implemented in the near-term (<5 years). Leading from the analysis completed in Phase 1, Phase 2 will address issues that are larger in nature, such as identifying corridors for major reconstruction or even new location routes. Included in this phase will be the identification of potential solutions for larger scale travel issues. The impacts of land use on transportation and any environmental issues related to potential solutions will also be addressed in this phase.

Products: A report or series of reports identifying transportation issues/deficiencies and providing short-term and long-term recommendations to the primary, secondary and local street systems within the study area.

Estimated Budget: \$250,000 over a three-year period. Note that this study is funded through 100% State Planning and Research Funds (SPR).

Figure 4

FY 2009 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2008 to June 30, 2009)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Proposed Revenue									
<i>New FY 2009</i>	290,923	36,366	36,365	363,654	66,524	8,316	8,316	83,156	446,810
<i>Unobligated FY 2007</i>	43,904	5,488	5,488	54,880	0	0	0	0	54,880
<i>Direct Carryover FY 2008</i>	0	0	0	0	0	0	0	0	0
Total Revenue	334,827	41,854	41,853	418,534	66,524	8,316	8,316	83,156	501,690

Proposed Expenditures

<u><i>Program Support & Admin</i></u>									
<i>1.01 Gen Admin & Operations</i>	35,653	4,457	4,457	44,567	6,925	866	866	8,657	53,224
<i>1.02 Training & Staff Development</i>	1,739	217	217	2,173					2,173
<i>1.03 Work Program Mgt</i>	6,087	761	761	7,609	1,600	200	200	2,000	9,609
Total Operations	43,479	5,435	5,435	54,349	8,525	1,066	1,066	10,657	65,006

Proposed Expenditures Continued on Next Page:

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
<u>Program Activities</u>									
2.01 Long Range Plan	72,562	9,070	9,069	90,701	7,597	950	950	9,497	100,198
2.02 TIP	24,217	3,027	3,026	30,270	9,082	1,135	1,135	11,352	41,622
2.03 Public Participation	17,300	2,163	2,163	21,626	2,299	287	287	2,873	24,499
2.04 Air Quality Planning	18,790	2,349	2,349	23,488	2,026	253	253	2,532	26,020
2.05 Regional Corridor Studies	36,134	4,518	4,517	45,168	8,576	1,072	1,072	10,720	55,888
2.06 Human Services Transportation Planning	3,340	417	418	4,175	4,306	538	538	5,382	9,557
2.07 Bicycle and Greenways Planning	33,655	4,207	4,207	42,069	0	0	0	0	42,069
2.08 Safety Planning	15,908	1,988	1,989	19,885	0	0	0	0	19,885
2.09 Technical Support Activities	17,889	2,236	2,236	22,361	1,847	231	231	2,309	24,670
2.10 Public Transportation Planning	4,265	533	533	5,331	17,202	2,150	2,150	21,502	26,833
2.11 Seminars	4,822	603	603	6,028	0	0	0	0	6,028
2.12 Wayfinding Planning	21,996	2,748	2,750	27,495	0	0	0	0	27,495
2.13 Congestion Management	20,470	2,560	2,558	25,588	5,064	634	634	6,332	31,920
				Total FHWA	FTA	State	Local	FTA	Total Both
Total Program Expenses	291,348	36,419	36,418	364,185	57,999	7,250	7,251	72,499	436,684
Total Expenses	334,827	41,854	41,853	418,534	66,524	8,316	8,316	83,156	501,690

Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVAMPO Area during FY 2009

Work Program Activity	Total SPR (District)
Program Support & Administration	\$8,000
Long Range Planning	\$18,000
Transportation Improvement Program	\$10,000
Smith Mountain Lake Connections Study	\$6,000
Other Project Planning Activities	\$32,000
TOTAL	\$74,000