

Roanoke Valley Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM Fiscal Year 2008

(July 1, 2007– June 30, 2008)

Approved April 26, 2007

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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.

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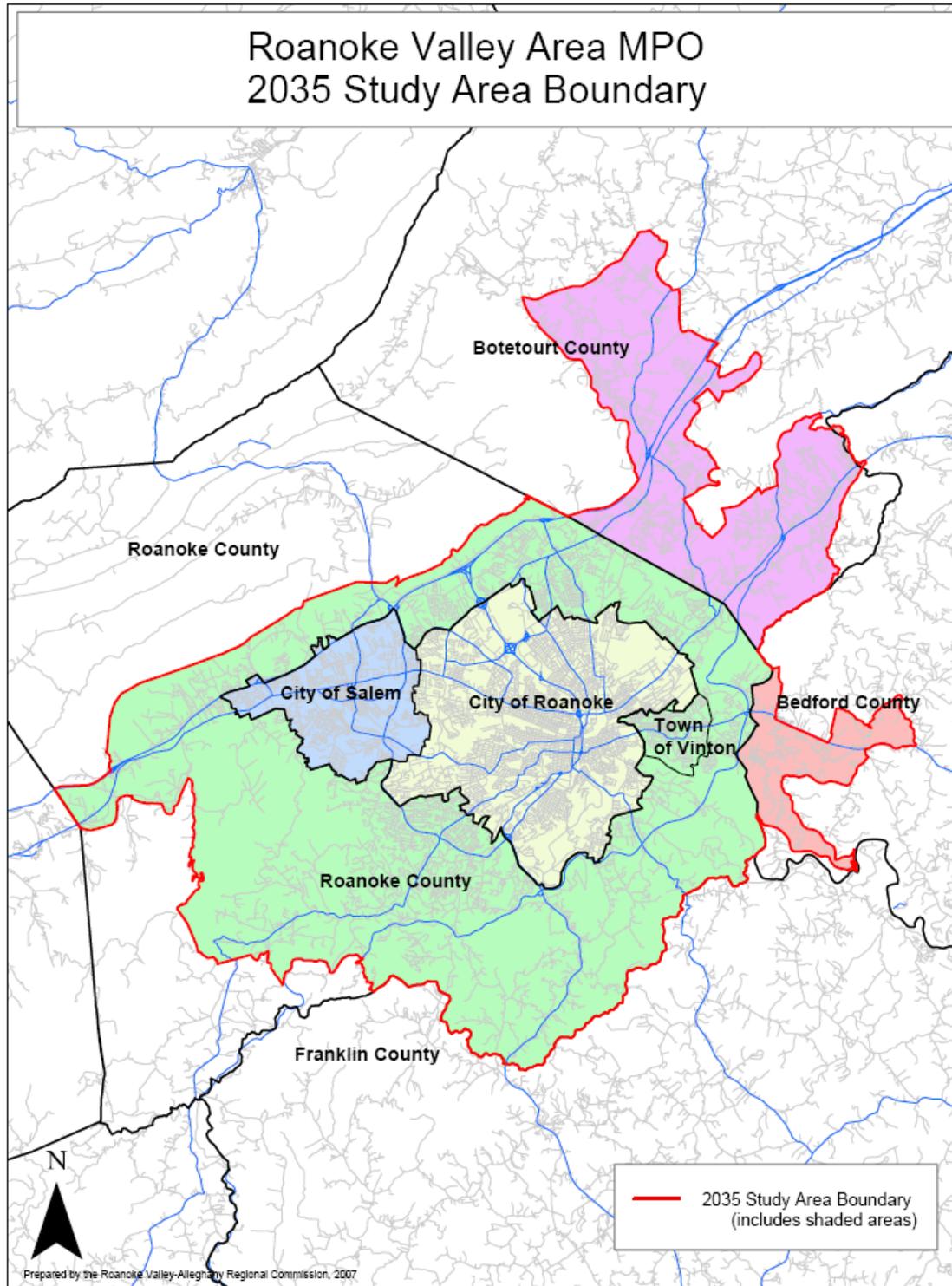
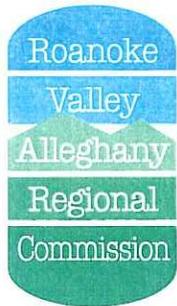


Figure 1.0



Roanoke Valley Area

Metropolitan Planning Organization

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The 26th day of April, 2007

RESOLUTION

**by the Roanoke Valley Area Metropolitan Planning Organization Policy Board
Approving the FY 2008 Unified Planning Work Program**

WHEREAS, the FY 2008 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 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 2008 Unified Planning Work Program, as presented.

Wayne G. Strickland
MPO Secretary

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 2008. 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 have exceeded the new 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 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 the standards.

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 the end of 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 implementation of the Regional EAP.

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 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.

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.

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 2006. This funding will allow the RVAMPO to undertake additional activities that would not be included in a “typical” years work program.

Figure 3
FY 2008 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
 (July 1, 2007 to June 30, 2008)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	FTA - Section 5303 80% Fed & 20 % State/Local	GRAND TOTAL
New FY 2008	\$359,546	\$77,768	\$437,314
Deprogrammed FY 2007	\$38,864	\$0	\$38,864
Unobligated FY 2006	\$23,898	\$0	\$23,898
TOTAL	\$422,308	\$77,768	\$500,076

PROPOSED FY 2008 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 2008 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: \$ 48,737 (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: \$1,988 (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 2007 and June 2008, 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 2008 UPWP. If during FY 2008, 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 2009. 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 2008, as a revised draft in March 2008 and as a final document for adoption in April 2008. The approved UPWP will be printed, distributed to the Policy Board, and made available to the public.

Products: UPWP for FY 2009 and amendments to the FY 2008 UPWP as needed.

Estimated Budget: \$8,954 (included for planning purposes only; not intended to be restrictive).

2. PROGRAM ACTIVITIES

2.01 Long Range Transportation Planning

Objective and Description: Long-range transportation activities for FY2008 will proceed along the following avenues:

- 1) **SAFETEA-LU Stakeholder Feedback** – The current Constrained Long-Range Transportation Plan (CLRTP) will be distributed to a list of SAFETEA-LU “stakeholder agencies and groups” for feedback and comment. Feedback and comment will focus on changes that can be implemented in the next CLRTP update which is due by February 2009. Feedback will focus on the Long-Range Transportation Plan 2025 which was adopted February 24, 2004. The companion Long-Range Transportation Plan Technical Report will be available upon request.

- 2) **Scenario 4-Step Model Runs:** RVAMPO staff will evaluate two planning scenarios using the 4-Step Model. Scenario results will be compared with “standard model” results for the next CL RTP update.
- 3) **Scenario Planning:** In addition to running two scenarios through the 4-step model (see above) RVAMPO staff will develop a third scenario to be evaluated in FY 2009.
- 4) **Official Public Meeting Concerning Long-Range Planning Assumptions:** This will be the third 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.

Long range transportation planning is the major staff activity in the FY2008 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 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 \$26,000 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: Scenario 4-step model runs, SAFETEA-LU Stakeholder review, annual public meeting, coordination with rural long-range transportation planning process and SAFETEA-LU compliance reviews as necessary.

Estimated Budget: \$78,286 (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 regional Transportation Improvement Program for FY 2006-8. 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.

The following specific activities and deliverables are included in FY 2008:

1. ***Adoption of FY 2007-10 TIP*** – According to SAFETEA-LU all TIPs produced after July 1, 2007 will have a 4-year scope. Staff will develop a FY 2007-10 to comply with SAFETEA-LU provisions.

Products: FY 2007-2010 TIP, amendments to current TIP as needed, annual listing of projects with federal obligations (federal funds).

Estimated Budget: \$37,842 (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) **Demographic Profiles Update:** In FY2007 the RVAMPO adopted a new 2035 “Study Area Boundary” for the next long-range plan update. The current demographic profiles will be updated to the 2035 Study Area Boundary. Staff will determine if it is possible to incorporate new “American Community Survey” (ACS) data into the demographic profiles. If it is not possible Census 2000 data will be used.
- 2) **Focus Groups:** Staff will continue to engage neighborhood organizations and civic leagues in focus group settings. This is the third year in a series of neighborhood organization focus groups.
- 3) **Electronic Kiosk:** Deployment of Electronic Kiosk that was developed in FY2006. Periodic review of input received and summary in end of year report. Staff anticipates that the Kiosk may receive a software update during Radford Universities Spring Semester of 2008.
- 4) **MPO Website Update:** – The RVAMPO website should be periodically reevaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement.

Products: Updated demographic profiles, continued kiosk deployment, neighborhood focus groups and MPO website update. (*Note: This item is intended to help bring the MPO process into compliance with SAFETEA-LU*)

Estimated Budget: \$32,885 (included for planning purposes only; not intended to be restrictive).

2.04 Ozone Early Action Plan – Implementation and PM 2.5 Planning Process

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. The region will enter a “maintenance period” for the EAP after the Summer of 2007. At this time RVAMPO staff will begin the groundwork for a voluntary regional compact concerning fine particulate matter (PM 2.5). This task will also include website improvements geared towards Ozone and PM 2.5 information dissemination.

Major activities for task 2.04 are as follows:

- Implementation and Maintenance of Ozone Early Action Plan
- Stakeholder Meetings for Fine Particulate Matter (PM 2.5) Planning Process
- Development of draft “Voluntary Regional PM 2.5 Plan”
- 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) Establishment of process for fine particulate matter (PM 2.5) voluntary regional 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: \$20,555 (included for planning purposes only; not intended to be restrictive).

2.05 US 220 Corridor Operations Management Case Study – Botetourt County

Objective and Description: In 1999, VDOT completed a Study of the US 220 corridor in Botetourt County, from Route 11 north to the Town of Fincastle. Based on very limited traffic analysis, this study's primary recommendation was for this section of US 220 to be reconstructed from a four-lane roadway to a six-eight lane divided facility. Due to Virginia's transportation funding situation, it appears unlikely that the recommended improvements to US 220 can be funded in the near future. However, land development in this corridor is happening at a rapid pace and traffic congestion is increasing at a similar rate. To address some of these issues in the interim, the MPO will complete a US 220 Corridor Operations Management Case Study, to examine select locations in the corridor. The Plan will inventory the existing conditions at various locations in the corridor and recommend operations, access management, and intelligent transportation systems (ITS) measures to address existing capacity and congestion issues. SYNCRO, traffic simulation and modeling software, will be used to estimate level of service for various management recommendations.

Products: Inventory of existing conditions, including accident data and average daily traffic counts. Existing and future levels of service for various management proposals. Before and after visualization of the corridor. ***Item 2.05 supports planning factors #2- Safety, #7 – Management and Operation and #8 – Preservation of Existing System.***

Estimated Budget: \$12,947 (included for planning purposes only; not intended to be restrictive).

2.06 Human Services-Public Transit Coordinated Transportation Plan

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. Although SAFETEA-LU does not specify that MPOs develop the plan, early guidance in Virginia indicates that MPOs will be responsible for the plan in Virginia. 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. While the current VTTI plan largely addresses SAFETEA-LU requirements for a “Human Services Transportation Plan” additional work may be need to customize the results for the RVAMPO. Item 2.06 is for additions and modifications that may be necessary according to SAFETEA-LU guidance.

Products: Additions and modifications to VTTI “Human Services Transportation Plan” in order to meet SAFETEA-LU guidance. *(Note: This item is intended to help bring the MPO process into compliance with SAFETEA-LU) Item 2.06 supports planning factors #4 – Accessibility and Mobility, #6 – Enhanced Integration, and #7 – Management and Operation.*

Estimated Budget: \$7,173 (included for planning purposes only; not intended to be restrictive)

2.07 Bicycle Plan Implementation

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 FY 2005. This task is focused on facilitating implementation of plan recommendations using two strategies:

- 1) **Facilitation and Encouragement:** Staff will partner with local government planning and public works departments to facilitate bicycle accommodation implementation. For example, staff will work with localities that use maintenance and paving schedules to encourage implementation of bicycle accommodations during the paving cycle (i.e. repaving and restriping existing right-of-way). This subtask will entail additional analysis using the BCI model and possibly entail additional fieldwork.
- 2) **Annual Review and Amendment Process:** Staff will work with local government stakeholders to review and consider amendments to the bicycle plan on an annual basis. This will allow for the incorporation of new accommodations that result from comprehensive plan updates, private development or other changes in circumstance that were unforeseen at plan adoption.

FY2008 is the second consecutive year that a “Bicycle Plan Implementation” component has been included in a UPWP.

Products: 1) Additional fieldwork and analysis to encourage implementation of plan recommendations. 2) Annual review and amendment (if warranted) of RVAMPO bicycle plan. *Item 2.07 supports planning factors #4 – Accessibility and Mobility, #5 – Environment, Conservation and Quality of Life, and #6 - Connectivity.*

Estimated Budget: \$21,732 (included for planning purposes only; not intended to be restrictive).

2.08 Valley Metro On-board Ridership Survey

Objective and Description: The Greater Roanoke Transit Company (Valley Metro) is required to do a comprehensive rider ship survey every five years. The procedures of the survey are detailed in and FTA circular including duration of survey (1 year). The purpose of this element is to assist Valley Metro in the data collection and analysis of survey results. It is anticipated that RVAMPO staff will complete 50% of the on-board fieldwork while Valley Metro staff completes the remaining 50% out of their own funding sources and staff time.

Products: Completed On-board Ridership Survey Fieldwork. Fieldwork will span the entirety of FY2008

Estimated Budget: \$12,291 (included for planning purposes only; not intended to be restrictive)

2.09 Evacuation Plan for Downtown Roanoke

Objective and Description: In the event of terrorism, security event or significant natural disaster, it may become necessary to evacuate Downtown Roanoke. This would pose coordination and logistical challenge that would place significant burdens on the surface transportation system. The purpose of this element is to coordinated with stakeholders such as: transportation officials, law enforcement, emergency responders, local officials, hospital officials and others to develop an evacuation plan that focuses on designating appropriate transportation routes and policies that facilitate safe and orderly evacuation. Issues such as emergengy signage, transportation route management and communication with the public will be addressed as a part of the plan.

Products: Downtown Evacuation Plan. *Item 2.09 supports planning factor #3 - Security.*

Estimated Budget: \$19,065 (included for planning purposes only; not intended to be restrictive)

2.10 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 the following specific elements: 1) Assistance to local government(s) with regards to the Heartland Corridor Intermodal Transfer Site (should the eventual site fall within the RVAMPO study area). 2) Global Insight Transearch Database analysis as directed by VDOT 3) Analysis of freight connections between RVAMPO and Region 2000 ; and, 4) Staff participation in “Talking Freight” series of webconferences.

Products: 1) Local government assistance concerning “Heartland Corridor” site. (Assuming site lies within RVAMPO); 2) Global Insight Transearch Database analysis. 3) Cooperative analysis with Region 2000 staff about freight connections between two regions and 4) Assistance with the Statewide Multimodal Freight Study. *Item 2.10 supports planning factors #1 – Economic Vitality, #4 – Accessibility and Mobility for Freight and #6 – Integration and Connectivity for Freight .*

Estimated Budget: \$8,553 (included for planning purposes only; not intended to be restrictive)

2.11 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 endeavor to acquire new crash and accident data from available sources and analyze such data for trends.

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 2.11 supports planning factor #2 – Safety.**

Estimated Budget: \$9,390 (included for planning purposes only; not intended to be restrictive)

2.12 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 FY2007 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2007.

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

Products:

- **Technical Support Activities** - travel time studies, turning movement counts and other technical support activities as requested.
- **Transportation Enhancement Assistance** – as requested by local governments
- **General Technical Assistance** – as requested by local governments

Estimated Budget: \$33,887 (included for planning purposes only; not intended to be restrictive)

2.13 Impacts of Passenger Rail

Objective and Description: During both FY2006 and FY2007 a wide variety of stakeholders have expressed a desire for RVAMPO staff to work on passenger rail issues. These stakeholders include but are not limited to: RVARC Work Program Committee, RVARC Strategic Plan Committee, electronic kiosk respondents, neighborhood association focus groups and the RVAMPO Policy Board survey. Considering the diversity of stakeholders that are interested in passenger rail the RVAMPO would be remiss not to address passenger rail in the UPWP. The difficulty lies in finding the proper role for RVAMPO staff.

RVAMPO staff would use characteristics put forth by the 1998 Trans Dominion Corridor Study and recent update studies from the Virginia Department of Rail and Public Transit as a basis for estimated system performance and ridership levels. In addition RVAMPO staff would perform the following steps to evaluate potential impacts of passenger rail for the RVAMPO.

1) Site Impacts - RVAMPO staff will use the Kemper Street Station in Lynchburg, Virginia as a case study for documenting site and neighborhood level impacts of passenger rail. The Kemper Street Station was recently renovated (2000) and receives daily Amtrack service. This task may necessitate travel to Lynchburg and collaboration with City of Lynchburg and Region 2000 staff.

2) Roanoke to Washington D.C. Analysis - RVAMPO staff will reconstruct system characteristics for the Roanoke to D.C. portion of the proposed passenger rail concept. Projected ridership figures will then be evaluated for regional transportation and economic development impacts.

3) Unanalyzed Niche Markets – RVAMPO staff will evaluate VDRPT reports to see if any unrecognized niche markets exist that impact the RVAMPO area. For example, organizations and businesses which reimburse their employees for automobile travel would have an incentive to oblige their employees to take passenger rail to a meeting in Washington D.C. if the price differential between the ticket and per mile reimbursement is greater than 50%. There may be other underreported niche markets consisting of people who can't drive, student and people who are afraid to fly.

Products: A final report that evaluates impacts of passenger rail at the site level, reconstructs system characteristics for a Roanoke to Washington D.C corridor, and evaluates impacts of potential underreported on under analyzed niche markets for passenger rail. *Item 2.13 supports planning factors #6 – Integration and Connectivity and #8 Preservation of Existing System.*

Estimated Budget: \$15,680 (included for planning purposes only; not intended to be restrictive)

2.14 Use, Measures of Success and Implementation Tracking Study of Greenways.

Objective and Description: The Update to the Roanoke Valley Conceptual Greenway Plan was completed in FY2007. In order to build on this success, RVAMPO staff will perform a complementary study that focuses on several distinct but interrelated items:

- 1) Use Study of Existing Greenways** – RVAMPO staff will conduct fieldwork on existing greenways at various points throughout the fiscal year, in order to establish baseline data on usage of existing greenways. This will be used in the future to track usage trends.
- 2) Measures of Success** - RVAMPO staff will research other measures of success with which to evaluate existing greenways. Measures of success may include but are not limited to: economic impacts including attraction of businesses and young professionals, open space considerations, influence on urban form/design, encouragement of active living, impact on health, and transportation accessibility.
- 3) Implementation Tracking** – 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.
- 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.

Products: Final Report containing items 1 – 3 above. ***Item 2.14 supports planning factors #1 – Economic Vitality, #4 – Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation and #8 – Preservation of Existing System.***

Estimated Budget: \$41,453 (included for planning purposes only; not intended to be restrictive).

2.15 Transit Route Maps

Objective and Description: As transit routes are changed and as new services are added, the generation of custom transit route maps becomes necessary to support marketing and public information initiatives in support of public transportation. This project will result in a series of updated transit maps, as requested by the Greater Roanoke Transit Company.

Products: Snow route maps, general fixed route maps, and special route maps will be produced.

Estimated Budget: \$3,037 (included for planning purposes only; not intended to be restrictive).

2.16 Greater Roanoke Transit Company Financial Capacity Analysis

Objective and Description: In meeting their federal requirements, GRTC must periodically update an analysis that looks at its financial capacity. This analysis serves to analyze the financial strengths and weaknesses of GRTC and to depict its future financial needs. Ten years of data will be used for this analysis in compliance with Federal Transit Administration (FTA) circular 7008.1 “Urban Mass Transportation Financial Capacity Policy.”

Products: A report documenting the analyses and findings.

Estimated Budget: \$3,339 (included for planning purposes only; not intended to be restrictive).

2.17 I-81 Emergency Routing - Phase I

Objective and Description: During emergencies, accidents and lane closures I-81 traffic can spill over and overwhelm the urban street system. This item will investigate possible traffic routing and detour plans in the event of partial or full lane closures on I-81. A committee of appropriate local government and emergency response stakeholders will guide staff activities on this report.

Products: I-81 Emergency Routing Strategy Report – Phase I. *Item 2.17 supports planning factors #2 – Safety and #3 Security.*

Estimated Budget: \$17,493 (included for planning purposes only; not intended to be restrictive).

2.18 Economic Impact Analysis of Selected Projects from the Current Long-Range Transportation Plan

Objective and Description: 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 financially constrained list projects in the current regional long-range transportation plan. The purpose of this task is to provide a framework that ties economic analysis back into the long-range transportation planning process. Example projects will be selected from the current long-range transportation plan (2025); however, lessons learned will be applied to the next long-range transportation plan (2035).

Products: Summary Case Study linking economic impact analysis results to select LRTP projects. *Item 2.18 supports planning factor #1 – Economic Vitality.*

Estimated Budget: \$9,793 (included for planning purposes only; not intended to be restrictive).

2.19 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 FY2008.

Estimated Budget: \$3,545 (included for planning purposes only; not intended to be restrictive).

2.20 Regional Parking Issues and Design

Objective and Description: The purpose of this item is to investigate regional design standards for parking lots from the environmental and pedestrian point of view. Topics for this item may include parking lot infill, such as the “Lifestyle Center” at Valley View Mall, water runoff from parking lots, bioretention of runoff and safe pedestrian navigation of parking lots. This item will base its site selection of the FY2006 “Pedestrian Accessibility Study” findings.

Products: A report identifying regional best practices in major parking lot design from both an environmental and pedestrian safety perspective.

Estimated Budget: \$21,374 (included for planning purposes only; not intended to be restrictive).

2.21 Route 116 Corridor Study Assistance

Objective and Description: In 2007 Roanoke County is undertaking a Community Plan update for the Mount Pleasant area. Transportation facilities and needs are critical components of this effort. RVAMPO staff will provide Corridor Study Assistance to Roanoke County including but not limited to: transportation data collection, corridor simulation and general transportation impacts analysis.

Products: Assistance to Roanoke County concerning transportation aspects of their community plan update. *Item 2.21 supports planning factors #2- Safety, #7 – Management and Operation and #8 – Preservation of Existing System.*

Estimated Budget: \$14,282 (included for planning purposes only; not intended to be restrictive).

2.22 Transportation and Land Use Connection – Phase II

Objective and Description: In FY2007 RVAMPO staff completed a Transportation and Land Use Connection study. The FY2007 study sought to evaluate the transportation/land use connection by relating historic growth patterns, as determined by “year built” in local parcel data to observed (historical) increases in traffic volumes on case study regional corridors. The

FY2007 study also compared observed (historical) traffic volume increases with predicted ITE Trip Generation Table increases based on land use changes.

Phase II of this study will extend this methodology to include a data management component for current and future data. Specifically, staff will develop a data management system and work with MPO localities to fill the data management system with the most current parcel and land use data. This will produce a “snapshot” of relevant current land use and transportation data. This snapshot will be compared with past data in a “case study” to determine land use and land development changes over the years. For example, parcel sizes may be decreasing over time due to subdivision of land. The case study will analyze this and other trends that influence transportation demand in the RVAMPO study area. Finally, staff will develop a data update procedure for updating the data “snap shot” at regular intervals. In the future staff will rely on the “data snapshots” in the long-range transportation planning process.

The main distinction between Phase I (FY2007) and Phase II (2008) is that Phase I analyzed the land use/transportation connection from the perspective of structures and improvements to parcels (i.e. year built). Phase II will analyze trends and changes in the parcel size and composition over time. Phase II will also develop data management systems and procedures to extend the analysis in future years.

Products: 1) Land use/ Transportation Data Management System and Procedures. 2) A case study analyzing parcel size changes over time and documenting the changes to available traffic and vehicle data.

Estimated Budget: \$15,795 (included for planning purposes only; not intended to be restrictive).

2.23 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 two-year period; \$200,000 allocated for FY2008. Note that this study is funded through 100% State Planning and Research Funds (SPR).

Figure 4

FY 2007 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2006 to June 30, 2007)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Proposed Revenue									
<i>New FY 2008</i>	287,637	35,955	35,954	359,546	62,214	7,777	7,777	77,768	437,314
<i>Unobligated FY 2006</i>	19,118	2,390	2,390	23,898	0	0	0	0	23,898
<i>Direct Carryover FY 2007</i>	31,092	3,886	3,886	38,864					38,864
Total Revenue	337,847	42,231	42,230	422,308	62,214	7,777	7,777	77,768	500,076

Proposed Expenditures

<u>Program Support & Admin</u>									
<i>1.01 Gen Admin & Operations</i>	32,593	4,074	4,074	40,741	6,396	800	800	7,996	48,737
<i>1.02 Training & Staff Development</i>	1,590	199	199	1,988					1,988
<i>1.03 Work Program Mgt</i>	5,565	695	695	6,955	1,599	200	200	1,999	8,954
Total Operations	39,748	4,968	4,968	49,684	7,995	1000	1000	9,995	59,679

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	53,093	6,637	6,636	66,366	9,536	1,192	1,192	11,920	78,286
2.02 TIP	24,148	3,019	3,018	30,185	6,125	766	766	7,657	37,842
2.03 Public Participation	22,144	2,768	2,768	27,680	4,163	521	521	5,205	32,885
2.04 Ozone Early Action Plan	16,444	2,056	2,055	20,555	0	0	0	0	20,555
2.05 US 220 Corridor – Botetourt County	8,474	1,059	1,060	10,593	1,884	235	235	2,354	12,947
2.06 Human Services Transportation Plan	1,770	221	221	2,212	3,969	496	496	4,961	7,173
2.07 Bicycle Plan Implementation	17,386	2,173	2,173	21,732	0	0	0	0	21,732
2.08 Valley Metro Ridership Survey	0	0	0	0	9,833	1,229	1,229	12,291	12,291
2.09 Evacuation Plan Downtown	13,369	1,671	1,671	16,711	1,884	235	235	2,354	19,065
2.10 Freight Strategies Implementation	6,842	855	855	8,553	0	0	0	0	8,553
2.11 Safety Planning	7,512	939	939	9,390	0	0	0	0	9,390
2.12 Technical Support Activities	21,658	2,707	2,707	27,072	5,451	682	682	6,815	33,887
2.13 Impacts of Passenger Rail	6,272	784	784	7,840	6,272	784	784	7,840	15,680
2.14 Greenway Studies and Assistance	33,162	4,145	4,146	41,453	0	0	0	0	41,453
2.15 Transit Route maps	0	0	0	0	2,429	304	304	3,037	3,037
2.16 Financial Capacity Analysis	0	0	0	0	2,673	333	333	3,339	3,339
2.17 I-81 Emergency Routing	13,994	1,749	1,750	17,493	0	0	0	0	17,493
2.18 Economic Impact of LRTP Projects	7,834	979	980	9,793	0	0	0	0	9,793
2.19 Seminars and Stakeholder Training	2,836	355	354	3,545	0	0	0	0	3,545
2.20 Regional Parking Issues	17,100	2,137	2,137	21,374	0	0	0	0	21,374
2.21 Route 116 Corridor Study Assistance	11,426	1,428	1,428	14,282	0	0	0	0	14,282
2.22 Transportation and Land Use Phase II	12,635	1,581	1,579	15,795	0	0	0	0	15,795
				Total					Total
Total Program Expenses	298,099	37,263	37,262	372,624	54,219	6,777	6,777	67,773	440,397
Total Expenses	337,847	42,231	42,230	422,308	62,214	7,777	7,777	77,768	500,076

Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVAMPO Area during FY 2008

Work Program Activity	Total SPR (District)
Program Support & Administration	\$8,000
Long Range Planning	10,000
Transportation Improvement Program	10,000
Smith Mountain Lake Connections Study	10,000
Other Project Planning Activities	40,000
TOTAL	\$78,000

VDOT's Transportation and Mobility Planning Division (TMPD), located in the Central Office, will provide statewide oversight, guidance and support for the federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT, in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested.

FY-08 Funding Statewide - \$500,000