

Roanoke Valley Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM Fiscal Year 2011

(July 1, 2010– June 30, 2011)

Approved April 22, 2010

Roanoke Valley Area Metropolitan Planning Organization
c/o Roanoke Valley-Alleghany Regional Commission
313 Luck Avenue, SW, P.O. Box 2569
Roanoke Virginia 24010
Ph: 540-343-4417, Fax: 540-343-4416

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.

TABLE OF CONTENTS
FY 2011 UNIFIED PLANNING WORK PROGRAM
Program Administration, Activities, and Budget

RESOLUTION	iii
INTRODUCTION	1
FY 2011 WORK PROGRAM AND BUDGET	6
1. Program Support & Administration	6
1.01 General Administration & Operations	6
1.02 Training and Staff Development	7
1.03 Work Program Management.....	7
2. Program Activities	8
2.01 Long Range Transportation Planning	8
2.02 Transportation Improvement Program.....	9
2.03 Public Participation – Environmental Justice.....	10
2.04 Air Quality Planning	11
2.05 Regional Corridor Studies and Safety Planning	12
2.06 Bicycle and Greenway Planning and Assistance.....	12
2.07 General Technical Assistance	13
2.08 Public Transportation Planning Assistance.....	14
2.09 Seminars and Stakeholder Training	15
2.10 Freight Transportation Planning	15

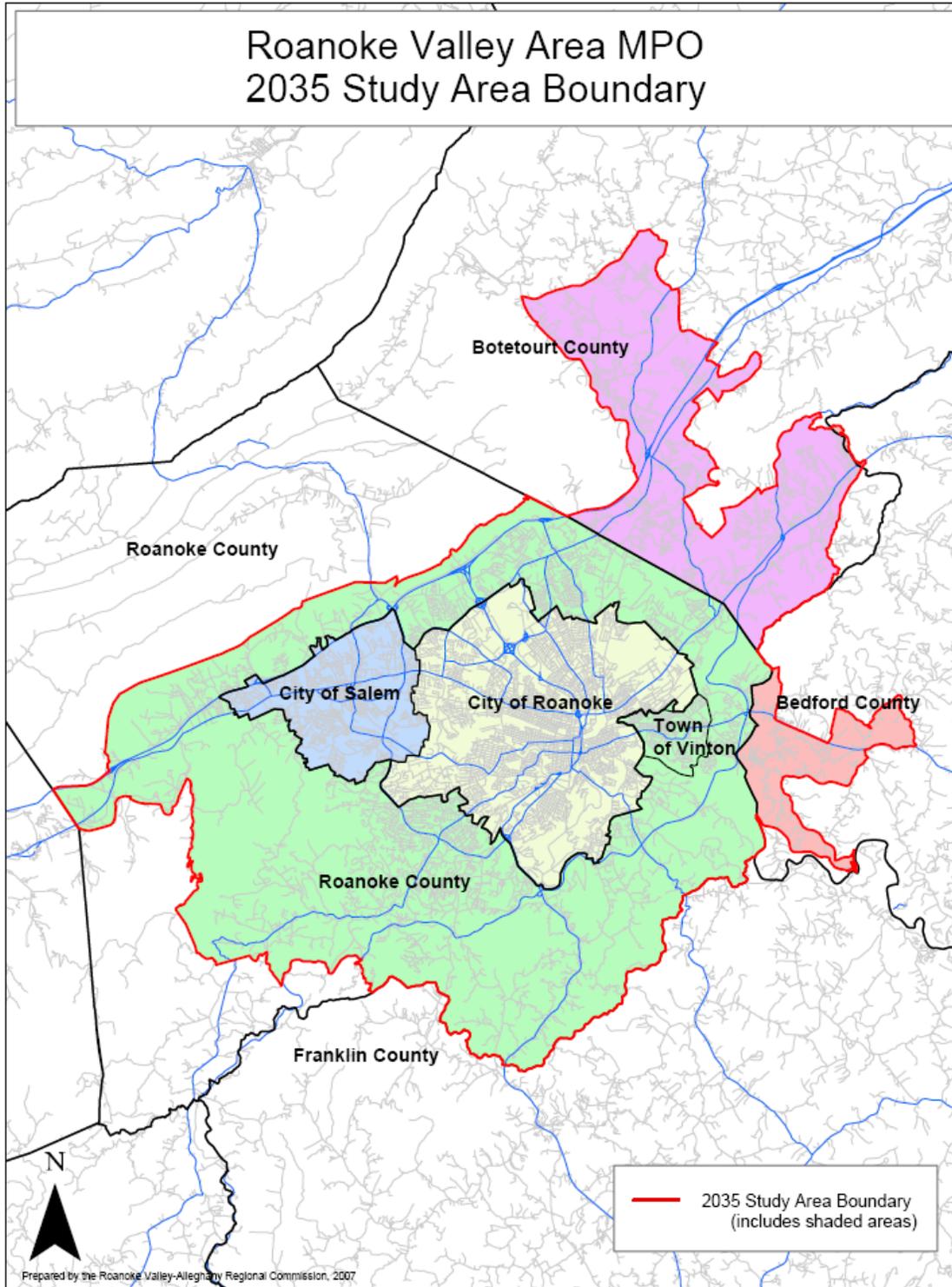
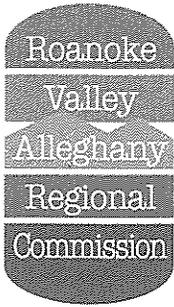


Figure 1.0



Roanoke Valley Area
Metropolitan Planning Organization

313 Luck Avenue, SW / PO Box 2569 / Roanoke, Virginia 24010
TEL: 540.343.4417 / FAX: 540.343.4416 / www.rvarc.org / rvarc@rvarc.org

The 22nd day of April, 2010

RESOLUTION

**by the Roanoke Valley Area Metropolitan Planning Organization Policy Board
Approving the FY 2011 Unified Planning Work Program**

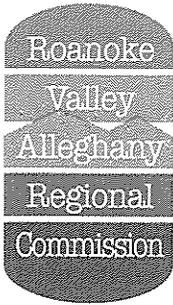
WHEREAS, the FY 2011 Unified Planning Work Program will serve as the basis for all federal Department of Transportation (DOT) funding participation and will be included in all requests for DOT planning funds within the Roanoke Valley Area MPO Service Area; and

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 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 2011 Unified Planning Work Program, as presented.

David B. Trinkle, Chairman,
Roanoke Valley Area Metropolitan Planning
Organization



The Regional Commission

313 Luck Avenue, SW / PO Box 2569 / Roanoke, Virginia 24010

TEL: 540.343.4417 / FAX: 540.343.4416 / www.rvarc.org / rvarc@rvarc.org

The 22nd day of April, 2010

RESOLUTION

Authorizing the Filing of an Application with the Virginia Department of Rail and Public Transportation for Grants of Federal Funds Under the Federal Transit Administration Section 5303 Program and State Matching Funds, in the Amount of \$83,155

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provision of the local funds to support project costs; and

WHEREAS, a recipient of Federal Transit Administration funding is required to provide certifications and assurances that all pertinent federal statutes, regulations, executive orders and directives will be obeyed and it is the intent of this Body to comply fully with all required certifications and assurances; and

WHEREAS, it is the goal of this Body that minority business enterprise (disadvantaged business and women business enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW, THEREFORE, BE IT RESOLVED BY THE ROANOKE VALLEY-ALLEGHANY REGIONAL COMMISSION:

1. That Wayne G. Strickland, Executive Director, is authorized to prepare and file an application on behalf of the Roanoke Valley-Alleghany Regional Commission with the Virginia Department of Rail and Public Transportation for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That Wayne G. Strickland, Executive Director, is authorized to execute and file with such application all necessary certifications and assurances or any other documents or information required by Virginia Department of Rail and Public Transportation in connection with the application or the project.

Resolution (Cont'd)

Page -2

3. That Wayne G. Strickland, Executive Director, is authorized to set forth and execute minority business enterprise (disadvantaged enterprise business and women enterprise) policies and procedures in connection with procurements under this project.
4. That Wayne G. Strickland, Executive Director, is authorized to execute a grant agreement on behalf of the Roanoke Valley-Alleghany Regional Commission with the Virginia Department of Rail and Public Transportation to aid in the financing of the FY 2011 Unified Planning Work Program.
5. That the Roanoke Valley-Alleghany Regional Commission hereby certifies that the local share of the project costs identified in the application shall be made available to the FY 2011 Unified Planning Work Program from resources available to this Body.

The undersigned duly qualified and acting Chairman of the Roanoke Valley-Alleghany Regional Commission certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Roanoke Valley-Alleghany Regional Commission held on April 22, 2010.



(Signature)

David B. Trinkle, Chairman
(Title)

April 22, 2010
(Date)

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 2011. 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 Considerations

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 exceeded 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. Indications are that the Roanoke Region’s 3-year average for the 2006, 2007 and 2008 Ozone seasons are at 74 ppb, within the new nationwide standard. As such, it is likely that the EAC/EAP will continue to be regarded as successful, and that the RVAMPO transportation planning process will not have to include the traditional air quality conformity analyses for the major planning products.

In Spring and Summer 2010, the Federal EPA is once again reviewing the nationwide 8-hour Ozone Standard. The Federal EPA has stated that the primary 8-hour Ozone Standard will be revised to a final value somewhere within the range of 60 ppb to 70 ppb. As of the writing of the FY 2011 UPWP the final revised primary 8-hour Ozone Standard has not been determined.

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.

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

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).

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.

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 2011

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 2009. This funding will allow the RVAMPO to undertake additional activities that would not be included in a "typical" years work program.

Figure 3
FY 2011 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
 (July 1, 2010 to June 30, 2011)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	FTA - Section 5303 80% Fed & 20 % State/Local	GRAND TOTAL
New FY 2011	\$392,245	\$87,843	\$480,088
Deprogrammed FY 2010	\$0	\$0	\$0
Unobligated FY 2009	\$50,174	\$0	\$50,174
TOTAL	\$442,419	\$87,843	\$530,262

PROPOSED FY 2011 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 2011 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: \$57,471 (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: \$2,387 (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 2010 and June 2011, 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 2011 UPWP. If during FY 2011, 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 2012. 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 2011, as a revised draft in March 2011 and as a final document for adoption in April 2011. The approved UPWP will be printed, distributed to the Policy Board, and made available to the public.

Products: UPWP for FY 2012 and amendments to the FY 2011 UPWP as needed.

Estimated Budget: \$10,489 (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 2035 was substantially completed in Fiscal Year 2010. Item 2.01 will focus on kicking off the planning process for the next CL RTP update which is anticipated for FY 2014, and processing any amendments to the recently adopted plan that are needed. Individual areas of focus for item 2.01 follow:

- 1) **CL RTP 2035 – Adoption and Amendments** – Any additional activities required for the adoption of RVAMPO CL RTP 2035 and/or forthcoming amendments to CL RTP 2035, in order to reflect additional funds than could be added to the original financial constraint.
- 2) **Census TAZ-UP Program:** The US Census Bureau and FHWA will require MPOs to update their Transportation Analysis Zones (TAZs) to reflect new Census 2010 guidelines and for inclusion in the next Census Transportation Planning Package (CTPP) which will be based on both American Community Survey (ACS) and Census 2010 results. TAZ-UP will be a major effort involving Geographic Information Systems (GIS), data analysis and stakeholder interaction.
- 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. Final data will be available in FY 2011 for both statewide and MPO analysis. NHTS data concerns trip rates by household and purpose and is useful in the RVAMPO long-range transportation planning “Technical Process.”
- 4) **Official Public Meeting Concerning Long-Range Planning Assumptions:** This will be the sixth in a series of yearly public meetings concerning the long-range planning process and its assumptions.
- 5) **New Kiosk Questions and Deployment Schedule** – The touch screen kiosk was very successful in the years leading up to the development of CL RTP 2035. Staff will deploy the kiosk at pre-arranged locations, set up the kiosk and transport the kiosk between locations.
- 6) **New Scenarios for Scenario Planning (Global Greenhouse Gas Emissions Targets and Economic Development Planning)** – Scenarios involving Global Greenhouse Reductions, Global Climate Change and Economic Development/ High Growth are anticipated for FY 2011. Each scenario is anticipated to result in a 10 to 30 page scenario report which explores the scenario in question and details its relationship with and impact on the long-range transportation planning process. The scenario planning process is the initial step for streamlining Economic Development Planning and Global Climate Change planning into the RVAMPO LRTP Planning Process.
- 7) **Transportation and Land Use Archival System Maintenance** – Item “Transportation and Land Use Phase II” in RVAMPO’s FY2008 UPWP established a prototype transportation and land use data archival system for updating transportation and land use data on a regular basis so that “time series” or “snapshot” data analysis can be performed in future long-range transportation planning processes. This item would populate that database for the previous years data.

- 8) **Integration of Transportation Demand Management (TDM) Long-Range Planning**
– A long-range TDM plan was completed in FY 2010. This sub-item allocates resources to integrating the findings of that planning process into the RVAMPO LRTP planning process.

Long range transportation planning is the major staff activity in the FY2011 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:

1. **Long Range Transportation Planning** – Specialized studies and analysis in support of the MPO Constrained Long Range Transportation Plan. Examples could include assistance with obtaining and analyzing public input, developing and evaluating trends and forecast data, and assessing transportation-related policy and regulatory issues. Assistance may also be needed with the application of a regional travel demand model using CUBE Voyager software.
2. **Corridor Planning** – Analysis of routes or proposed roadway links, including traffic counts, forecasting of traffic, assessment of intersection and roadway geometrics, capacity and safety analysis, and recommended improvements. This item may also include multimodal analysis and inventory of land use and policy considerations.
3. **Microsimulation/Modeling** – Studies using software to provide computer simulation of corridors and roadway networks using Synchro, CORSIM, MINUTP, TP+, the Highway Capacity Manual, and other available tools. Training may also be included in these projects.
4. **Traffic/Turning Movements Counts** – Perform data collection as needed, including: ADT's, 12-hour counts, intersection turning movement counts, occupancy rates, speed/delay runs, pedestrian and bike counts, and parking turnover.
5. **Visualization/Photo Rendering** – Examples of visualization techniques include sketches, drawings, artist renderings, physical models and maps, simulated photos, videos, computer modeled images, interactive GIS systems, GIS based scenario planning tools, photo manipulation and computer simulation.
6. **Transportation Plans** – Develop or assist in the development of studies or plans, as needed.

A total of **\$100,965** 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: CLRTP 2035 Amendments, 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: \$196,945 {\$100,965 included for on call consultant work as described above} (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.

This item also provides for the development of a new TIP assuming financial data is available for new TIP development within FY 2011.

Products: Development of a new TIP and/or 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: \$33,090 (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 schedule a series of focus groups with neighborhood groups, civic leagues and/or other defined groups. This will be a foundational series of focus groups for the next CLRTP update.
- 2) **Regional Visioning:** Staff will investigate the feasibility of hosting a “visioning” style of event or series of events. If it is determined that such an event(s) are feasible given resources available, staff will schedule and host event(s).
- 3) **MPO Website Strategy:** – The RVAMPO website should be periodically reevaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement. In addition, staff will research and begin to implement “Web 2.0” public participation strategies. “Web 2.0” commonly refers to social media that is enabled by internet and web technologies.
- 4) **MPO Demographic Profiles** – It is anticipated that 5-year average American Community Survey (ACS) data will be available at the Census Tract Geography for RVAMPO Localities. RVAMPO Demographic Profiles, which are currently based on Census 2000, will be updated using the ACS data.

Products: Research into regional visioning, scheduling of neighborhood focus groups and MPO website maintenance, and update of MPO Demographic Profiles. *Item 2.03 supports planning factor #4 – “Accessibility” by increasing accessibility to public input and participation in the transportation planning process.*

Estimated Budget: \$25,496 (included for planning purposes only; not intended to be restrictive).

2.04 Air Quality Planning

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. Subsequently the Roanoke Region’s 3-year average for the 2006, 2007 and 2008 Ozone seasons stood at 74 ppb, within the new nationwide standard. In addition, the Federal EPA has announced its intention to further revise the 8-hour Ozone standard to a value within the 60 ppb to 70 ppb range, to be announced in August 2010. Similarly in FY2008 RVAMPO staff had begun the groundwork to

monitoring both fine particulate PM2.5 and initial research into Greenhouse Gasses (GHGs) should action or compliance be required for those two classes of pollutants in addition to ground level Ozone.

Products: 1) Monitoring of Ozone and PM 2.5 trends with regards to continued air quality compliance; 2) Monitoring of federal and state policies concerning Greenhouse Gas (GHG) and their possible impact on the RVAMPO planning process.

Estimated Budget: \$11,626 total hours (included for planning purposes only; not intended to be restrictive).

2.05 Regional Corridor Studies and Safety Planning

Objective and Description: Corridor studies can uncover projected ideas that feed the CLRTP. Likewise, the CLRTP 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 FY2011 work program development process. Analysis of each corridor may include but is not limited to: access management, corridor simulation (software), intersection evaluation, operations evaluation and/or transit/bicycle/pedestrian connections.

- 419 – Roanoke County, City of Roanoke and City of Salem Assistance – Phase II Implementation Planning
- Hollins and Peter’s Creek Corridor Study Assistance – Transportation Elements

Particular attention to safety planning will be present in the corridor planning process. This may include but is not limited to: accident analysis, pedestrian safety, bicycle safety, driver behavior analysis and education.

Item 2.05 also includes staff time for “Safe Routes to School” planning assistance in the event that a member local government requires such assistance during FY2011.

Products: Assistance with corridor studies, corridor evaluations and/or corridor data summaries using the above corridors as partners in local, VDOT or consultant studies. **Item 2.05 supports planning factors #2- Safety, #7 – Management and Operation and #8 – Preservation of Existing System.**

Estimated Budget: \$24,636 (included for planning purposes only; not intended to be restrictive).

2.06 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) RVAMPO Bicycle Plan Review Process– Staff will review the recently developed (FY2010) Regional Bicycle Plan for any amendments or adjustments that may be necessary. Staff will also encourage local governments to endorse the recently developed Regional Bicycle Plan.

2) Regional Pedestrian/Bicycle Advisory Board - RVAMPO staff will continue to staff the recently created Regional Pedestrian/Bicycle Advisory Committee. In addition, staff will attend meetings and/or serve on the following committees: City of Roanoke BAC, Regional Greenway Commission, Regional Greenway Commission Standards and Design Subcommittee, Joint Greenway Commission-Pathfinders Marketing, PR and Education Subcommittee and other committees as appointed.

3) General Assistance to Local Governments and Greenway Commission – MPO Staff assistance, public information materials design, and other areas as necessary, such as:

- RVAMPO staff will work with Regional Greenway Commission to identify on-road connections between greenways, and provide mapping assistance to be featured in brochures that will be directly distributed to citizens promoting these on-road connections between greenways.

4) Mapping Assistance to Local Governments and Greenway Commission – MPO staff will assist with the following subtasks and additional greenway mapping needs:

- Assist in the ongoing upgrade to existing greenway, trail, & park mapping such that new segments can be updated. These maps will be utilized in greenway commission and local government websites, marketing & other media opportunities, & be created into pocket maps that could be developed in-house.
- Assist in the graphic map design of park & greenway informational kiosks per any applicable sign plans.
- Greenway Mapping for grant applications – Local governments and Regional Greenway Commission typically request custom greenway maps for grant applications.
- Roanoke River Greenway Status Mapping.
- Update Regional Hike, Bike and Bus Map.

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. Monitoring system could include deployment of trail counters or other monitors.

8) Statewide Data Assistance – staff will assist local governments’ access and use statewide data and GIS layers to the extent allowable taking into account software licensing provisions, data end user agreements and available staff time.

Products: RVAMPO Bicycle Plan Update. *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: \$41,068 (included for planning purposes only; not intended to be restrictive).

2.07 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 FY2010 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2010.

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: \$26,830 (included for planning purposes only; not intended to be restrictive).

2.08 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:

- **National Transit Database (NTD) Survey Assistance** – Staff will assist Valley Metro by researching NTD Sample Size, developing a route sampling schedule, scheduling on-board route sampling between RVAMPO and Valley Metro stakeholders, logging results and summarizing results into a final report. Approximately 50% of the physical on-board surveys will be carried out by RVAMPO staff with the remaining 50% the responsibility of Valley Metro staff. The NTD sub-task is very time intensive due to the amount of field work (on-board surveys) involved.
- **Regional Transit Models – Phase II** – Staff will extend the efforts begun in the FY2010 UPWP concerning regional transit service delivery board structure and organization.
- **Transit Development Plans (TDP) Assistance** – Transit Development Plans were developed by VDRPT contracted private consultants for the Greater Roanoke Transit Company (Valley Metro) and Greater Roanoke Human Services Transportation Corporation (RADAR). Staff will assist with plan review, amendments, analysis or updates needed by either transit property in FY 2011.
- **Transit Route Mapping Assistance** – for both Valley Metro and RADAR pending updated transit route or schedules.

- ***Human Services-Public Transit Coordinated Transportation Planning*** - 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 FY2009 Virginia Department of Rail and Public Transportation (VDRPT) updated the existing Human Services-Public Transit Coordinated Transportation Plan for the Planning District Commission that encompasses the RVAMPO. There will likely be plan adoption procedures, plan review and/or plan amendments needed in FY 2011.
- ***Craig County – Roanoke Transit Feasibility Study*** – The FY 2011 Rural Transportation Planning Assistance Program Scope of Work for the Roanoke Valley Alleghany Regional Commission identifies a Craig County – Roanoke Transit Feasibility Study. This sub-item is listed to account for any work needed in the “urban” RVAMPO portion of the study. It is anticipated that most of the work on this study will occur outside of the RVAMPO boundary.

Products: Items 1- 6 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: \$60,604 (included for planning purposes only; not intended to be restrictive).

2.09 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 FY2011. ***Item 2.11 will potentially support a variety of planning factors depending on topics chosen for seminars and training.***

Estimated Budget: \$4,012 (included for planning purposes only; not intended to be restrictive).

2.10 Freight Transportation Planning

Objective and Description: The last major freight transportation planning project that involved significant resources and effort on the part of RVAMPO staff took place in Fiscal Years 2002-03. The opportunity has arisen to partner with the University of Alabama at Huntsville to apply a freight planning methodology that they developed and tested with the MPO around Mobile, Alabama. Researchers at the University have decided to apply their methodology in two MPOs outside of Alabama. RVAMPO was chosen as one of those out-of-state MPOs. University researchers will supply training, data and a methodology using non-MPO funding that they have

secured. RVAMPO staff will provide staff time to conduct up to several hundred freight stakeholder interviews using the researcher's methodology. The researchers will then take the results and help RVAMPO construct a data profile for freight planning purposes. This task requires a significant amount of fieldwork in the form of out-of-the office interviews. The following is a brief description of MPO staff participation provided by University officials:

This research project proposes to develop a structured and repeatable process for equipping Metropolitan Planning Organization (MPO) staff members with the skills and tools necessary to enhance freight transportation planning through the engagement of and data collection from local industries. The RVARC employees will participate in a training event to prepare for implementation of the industry engagement program and support implementation of Industry Engagement Program in the MPO. The RVARC participants will use surveys and interviews with the major industry cluster players to fill in gaps from the FAF2 data and improve the forecast using local knowledge.

Task 2.10 will also encompass and statewide freight planning activities and assistance that VDOT would require as a part of their statewide freight planning process.

Products: Regional Freight Planning Profile Phase I *Item 2.12 support planning factor # 1 Economic Vitality*

Estimated Budget: \$35,608 (included for planning purposes only; not intended to be restrictive).

Figure 4

FY 2011 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2010 to June 30, 2011)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Proposed Revenue									
<i>New FY 2011</i>	313,796	39,225	39,224	392,245	70,275	8,784	8,784	87,843	480,088
<i>Unobligated FY 2009</i>	40,139	5,018	5,017	50,174	0	0	0	0	50,174
<i>Direct Carryover FY 2010</i>	0	0	0	0	0	0	0	0	0
Total Revenue	353,935	44,243	44,241	442,419	70,275	8,784	8,784	87,843	530,262

Proposed Expenditures

<u><i>Program Support & Admin</i></u>									
<i>1.01 Gen Admin & Operations</i>	39,145	4,893	4,893	48,931	6,832	854	854	8,540	57,471
<i>1.02 Training & Staff Development</i>	1,910	239	238	2,387	0	0	0	0	2,387
<i>1.03 Work Program Mgt</i>	6,683	835	836	8,354	1,707	214	214	2,135	10,489
Total Operations	47,738	5,967	5,967	59,672	8,539	1,068	1,068	10,675	70,347

Proposed Expenditures Continued on Next Page:

<u>Program Activities</u>	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
2.01 Long Range Plan	151,741	17,147	17,147	189,675	5,816	727	727	7,270	196,945
2.02 TIP	22,179	2,772	2,772	27,723	4,293	537	537	5,367	33,090
2.03 Public Participation	20,396	2,550	2,550	25,496	0	0	0	0	25,496
2.04 Air Quality Planning	8,060	1,008	1,008	10,076	1,240	155	155	1,550	11,626
2.05 Regional Corridor Studies and Safety Planning	19,708	2,464	2,464	24,636	0	0	0	0	24,636
2.06 Bicycle and Greenways Planning	32,854	4,107	4,107	41,068	0	0	0	0	41,068
2.07 General Technical Assistance	19,563	2,446	2,444	24,453	1,901	238	238	2,377	26,830
2.08 Public Transportation Planning	0	0	0	0	48,486	6,059	6,059	60,604	60,604
2.09 Seminars and Stakeholder Training	3,210	401	401	4,012	0	0	0	0	4,012
2.10 Freight Transportation Planning	28,486	3,561	3,561	35,608	0	0	0	0	35,608
Total Program Expenses	306,197	38,276	38,274	382,747	61,736	7,716	7,716	77,168	459,914
Total Expenses	353,935	44,243	44,241	442,419	70,275	8,784	8,784	87,843	530,262

Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVAMPO Area during FY 2011

Work Program Activity	Total SPR (District)
Program Support & Administration	\$8,000
Long Range Planning	\$18,000
Transportation Improvement Program	\$10,000
Other Project Planning Activities	\$38,000
TOTAL	\$74,000