

**NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA**

January 27, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR OCTOBER
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR OCTOBER, NOVEMBER, AND DECEMBER
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
 - A. Setting of Date to Reschedule Regional Forum
- X. NEW BUSINESS
 - A. Presentation by Glen Sink, Rural Center for Virginia (no material)
 - B. Establishment of a New River Valley CEDS Committee (enclosure)
 - C. Review and Approval of FY10 Audit (enclosure)
 - D. Appointment of PDC Representative to the New River-Highlands RC&D Council (enclosure)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
 1. Chesapeake Media Service Journal Production - Chesapeake Media Service
 2. Bridge Replacement over Roanoke River - VDOT
 3. Technical Assistance Grant for Communications, Outreach & Education - Alliance for the Chesapeake Bay
 4. Vehicle Purchase - New River Community Action
 5. Vehicle Purchase - New River Valley Senior Services
 - B. Regular Project Review
 1. None
 - C. Environmental Project Review
 1. Phase IV Oak Lane Community at VT - VPI & SU
 2. VTES Duckbank from Lane Substation to the NEW Quadrant - VPI & SU

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Last Edited: 1/21/11

**NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA**

February 24, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR JANUARY
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR JANUARY
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
 - A. Presentation by Glen Sink, Rural Center for Virginia (no material)
 - B. Appointment of PDC Representative to the New River-Highlands RC&D Council (no material)
 - C. Establishing CEDS Committee (material enclosed)
- X. NEW BUSINESS
 - A. Setting of 2011 Community Development Block Grant Priorities (material enclosed)
 - B. Financial Software Conversion Project (material enclosed)
 - C. Overview of CIRP Purpose (no material)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
 - 1. Purchase One 15-Passenger Van - Giles Health & Family Center
 - 2. Database and Reporting Process for Tracking Wetlands in Virginia - DEQ
 - B. Regular Project Review
 - None
 - C. Environmental Project Review
 - None

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Last Edited: 3/2/11

**NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA**

March 24, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR FEBRUARY
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR FEBRUARY
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
 - A. CEDS Committee Update (no material enclosed)
- X. NEW BUSINESS
 - A. The Chesapeake Bay TMDL & VA's Bay TMDL Watershed Implementation (no material enclosed)
 - B. Transportation Work Program (material enclosed)
 - C. Sustainable Communities Project Overview (no material enclosed)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
None
 - B. Regular Project Review
 - 1. Route 600 Piney Woods Road in Montgomery County - VDOT
 - C. Environmental Project Review
 - 1. Kentland Farm Dairy Relocation at VT - Virginia Tech
 - 2. Reissuance of Permit VA0000213 VCI at Radford Foundry - DEQ

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Last Edited: 3/22/11

**NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA**

April 28, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR MARCH
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR MARCH
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT (material enclosed)
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
None
- X. NEW BUSINESS
 - A. Southeast Rural Community Assistance Project (SERCAP) Presentation
 - B. Setting Regional Transportation Project Priorities (material enclosed)
 - C. Setting Priorities for 2011 Comprehensive Economic Development Strategy (CEDS) (material enclosed)
 - D. Livability Initiative Presentation
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
 - 1. VADEQ FY12-13 Chesapeake Bay Monitoring Program
 - 2. VADEQ Monitoring Technical and Scientific Support Services
 - 3. Alliance for the Chesapeake Bay for Local Government Advisory Committee Support
 - 4. Fine Arts Center for the New River Valley - Town of Pulaski
 - B. Regular Project Review
 - 1. VADEQ FY12-13 Pollution Prevention Initiative
 - 2. Rich Creek Assisted Living Facility
 - C. Environmental Project Review
 - 1. North Campus Steam Extension at VT
 - 2. VPDES Permit Reissuance Pearisburg Sewage Treatment Plant
 - 3. Radford University Center for the Sciences
 - 4. Radford University Fitness and Wellness Center

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Last Edited: 4/21/11

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

AGENDA

May 26, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR APRIL
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR APRIL
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT (material enclosed)
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
- X. NEW BUSINESS
 - A. Presentation by Director of New River Health District
 - B. CEDS Project List for Review (material enclosed)
 - C. Personnel Policy Amendment for New Pay Period (material enclosed)
 - D. Bylaw Revision for Composition of Executive Committee (material enclosed)
 - E. Approval of FY11 Revised Budget (material enclosed)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
None
 - B. Regular Project Review
None
 - C. Environmental Project Review
None

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Last Edited: 5/24/11

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

AGENDA

June 23, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR MAY
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR MAY
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT (material enclosed)
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
- X. NEW BUSINESS
 - A. Presentation by Beth O'Conner, Virginia Rural Health Association
 - B. CEDS Project Package for Approval (material enclosed)
 - C. Proposed Bylaw Amendments (materials enclosed)
 - D. Proposed Personnel Policy Amendments (materials enclosed)
 - E. Approval of FY12 Budget (material enclosed)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
 1. FY2011 Clean Water RLF Capitalization Grant - VADEQ
 2. 26th Year Coastal Zone Management Implementation Grant - VADEQ
 3. Poplar Hill Volunteer Fire Department vehicle purchase - Rural Development
 - B. Regular Project Review
 1. National Air Toxic Trends (NATT) Air Monitoring Site Program - VADEQ
 - C. Environmental Project Review
None

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Last Edited: 6/23/11

**NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA**

August 25, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. **CALL TO ORDER**
- II. **APPROVAL OF MINUTES FOR MAY (carried from June meeting) & JUNE**
- III. **CHAIR'S REPORT**
- IV. **REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS**
- V. **APPROVAL OF TREASURER'S REPORT FOR MAY (carried from June Meeting), JUNE & JULY**
- VI. **EXECUTIVE COMMITTEE'S REPORT**
- VII. **EXECUTIVE DIRECTOR'S REPORT (enclosed)**
- VIII. **PUBLIC ADDRESS**
- IX. **OLD BUSINESS (Carried from June Meeting)**
 - A. Proposed Bylaw Amendments (enclosed)
 - B. Proposed Personnel Policy Amendments (enclosed)
- X. **NEW BUSINESS**
 - A. VA Department of Housing and Community Development Annual Report (enclosed)
 - B. NRV Livability Initiative Exercise/Commissioner Input
- XI. **OTHER BUSINESS**
- XII. **COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS**
 - A. Projects (Signed-off by the staff)
 - 1. VA Tech College of Veterinary Medicine Addition
 - 2. VADEQ Superfund Core Program Cooperative Agreement
 - 3. VADEQ FY2011 Water Quality Management Planning Program
 - 4. VADEQ FY2012-2014 Wetland Monitoring and Assessment Strategy
 - 5. VA Department of Health FY2011 Drinking Water State Revolving Fund
 - 6. Pulaski County and Pulaski Town Tornado Recovery Assistance
 - B. Regular Project Review
None
 - C. Environmental Project Review
None

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA

September 22, 2011

6:00 p.m.- New River Valley Competitiveness Center, Fairlawn

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FOR AUGUST
- III. CHAIR'S REPORT
- IV. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- V. APPROVAL OF TREASURER'S REPORT FOR AUGUST
- VI. EXECUTIVE COMMITTEE'S REPORT
- VII. EXECUTIVE DIRECTOR'S REPORT (enclosed)
- VIII. PUBLIC ADDRESS
- IX. OLD BUSINESS
 - A. Approval of Bylaw Amendments (enclosed)
 - B. Election of Officers for 2011-2012
- X. NEW BUSINESS
 - A. Radford Transit Presentation, Mike Grega, NRV Community Services (enclosed)
 - B. New River Valley 2035 Rural Long Range Transportation Plan (enclosed)
 - C. Commission Annual Report for FY 2011 (enclosed)
 - D. Resolution of Understanding-NRV Livability Initiative (enclosed)
- XI. OTHER BUSINESS
- XII. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
 - None
 - B. Regular Project Review
 1. VDOT I-81 Exit 105 Bridge Replacements
 - C. Environmental Project Review
 1. VPDES Permit Reissuance - Chemical Lime Company of Virginia

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION
AGENDA

October 27, 2011

5:30 p.m.—Chateau Morrisette, Floyd

- I. CALL TO ORDER
- II. CONSENT AGENDA
 - A. APPROVAL OF MINUTES FOR SEPTEMBER
 - B. APPROVAL OF TREASURER'S REPORT FOR SEPTEMBER
- III. CHAIR'S REPORT
- IV. PUBLIC ADDRESS
- V. EXECUTIVE COMMITTEE'S REPORT
- VI. EXECUTIVE DIRECTOR'S REPORT (enclosed)
- VII. OLD BUSINESS
- VIII. NEW BUSINESS
 - A. CEDS Committee Appointments (enclosed)
 - B. Discussion of Commission's Per Capita Assessment for FY 13
 - C. Regional Meeting of Mayors/Bd. Chairs/Chief Elected Officials/PDC Commissioners
- IX. OTHER BUSINESS
- X. REVIEW OF MUTUAL CONCERNS AND COMMISSIONERS' REPORTS
- XI. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
None
 - B. Regular Project Review
None
 - C. Environmental Project Review
None

All meeting materials posted on PDC website www.nrvpdc.org

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

AGENDA

Mayors, Board Chairs, Chief Administrative Officials Reception

December 8, 2011

6:15 p.m.—City of Radford Council Chambers (Reception)

7:00 p.m. Meeting

- I. CALL TO ORDER
- II. WELCOME: MAYOR BRUCE BROWN
- III. MEETING PURPOSE: COMMISSION CHAIR, LESKO
- II. CONSENT AGENDA
 - A. Approval of Minutes for September and October
 - B. Approval of Treasurer's Report for September and October
- IV. PUBLIC ADDRESS
- VI. EXECUTIVE DIRECTOR'S REPORT (enclosed)
- VII. OLD BUSINESS
- VIII. NEW BUSINESS
 - A. Roundtable Discussion of Key Issues and Legislative Priorities
- IX. OTHER BUSINESS
- XI. COMMONWEALTH INTERGOVERNMENTAL REVIEW PROCESS
 - A. Projects (Signed-off by the staff)
None
 - B. Regular Project Review
None
 - C. Environmental Project Review
None

All meeting materials posted on PDC website www.nrvpdc.org

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NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

6580 Valley Center Drive, Suite 124
Radford, Virginia 24141

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E-Mail: nrvpdc@nrvpdc.org

Website: www.nrvpdc.org



Kevin R. Byrd, AICP
Executive Director

December 8, 2011

Executive Director's Report

Economic Development:

- Met with Congressman Morgan Griffith to discuss economic development vision and efforts to date for the New River Valley.
- Provided technical assistance to Development Corporation to issue loans through NRV Revolving Loan Fund to small business in Floyd, Healing Tree Wellness Center and Blacksburg, TechPad, a co-working space in downtown Blacksburg.
- Held first CEDS Committee/Economic Development Working Group meeting as part of NRV Livability Initiative.
- United States Assistant Secretary of Commerce, John Fernandez, visited region on November 9th to observe regional success with TEMCI project and VT-CRC.

Transportation:

- Held two Transportation Working Group Meetings as part of the NRV Livability Initiative.
- Completed the Regional Transit Organization Analysis. Received endorsement from Transportation Advisory Committee and MPO. Commission will receive in January.
- Governor's Transportation Conference to be held December 7-9 in Norfolk.
- Attended I-81 Corridor Coalition Conference. 1 of 8 most important truck corridors in U.S. I-81 is 23% truck traffic whereas I-95 is 8%. More incident management shifting to local responders, which requires enhanced equipment for safe traffic control.

Housing:

- HOME program cut 38% for FY13
- Baskerville neighborhood rehabilitation in Pulaski County: 8 out of 13 homes underway
- Water/Sewer infrastructure rehabilitation to occur in 2nd phase (2012-2013).

Regional:

- Volvo Plant Tour will be on December 16th 10:00-12:30. RSVP by December 9th to Ken Hall at khall@nrvpdc.org.
- All locality Water Supply Plan adoptions are complete and were submitted by PDC to DEQ.
- Livability Initiative working groups are actively meeting. www.nrvlivability.org for more information about the project and to engage.

PDC:

- Shirl Quesenberry retiring in December after 35 years. Janet McNew promoted to Director of Finance and Personnel. Advertising for Office Manager, closes on December 22.
- Received 2011 Innovation Award from NADO for Green Infrastructure Network Project.
- NRVPC is on Facebook! "Like us" to receive updates on projects and meetings.

Counties:
Floyd, Giles, Montgomery, Pulaski

Towns:
Blacksburg, Christiansburg, Floyd
Pulaski, Narrows, Pearisburg, Rich Creek

Universities:
Radford University
Virginia Polytechnic Institute & State University

City:
Radford

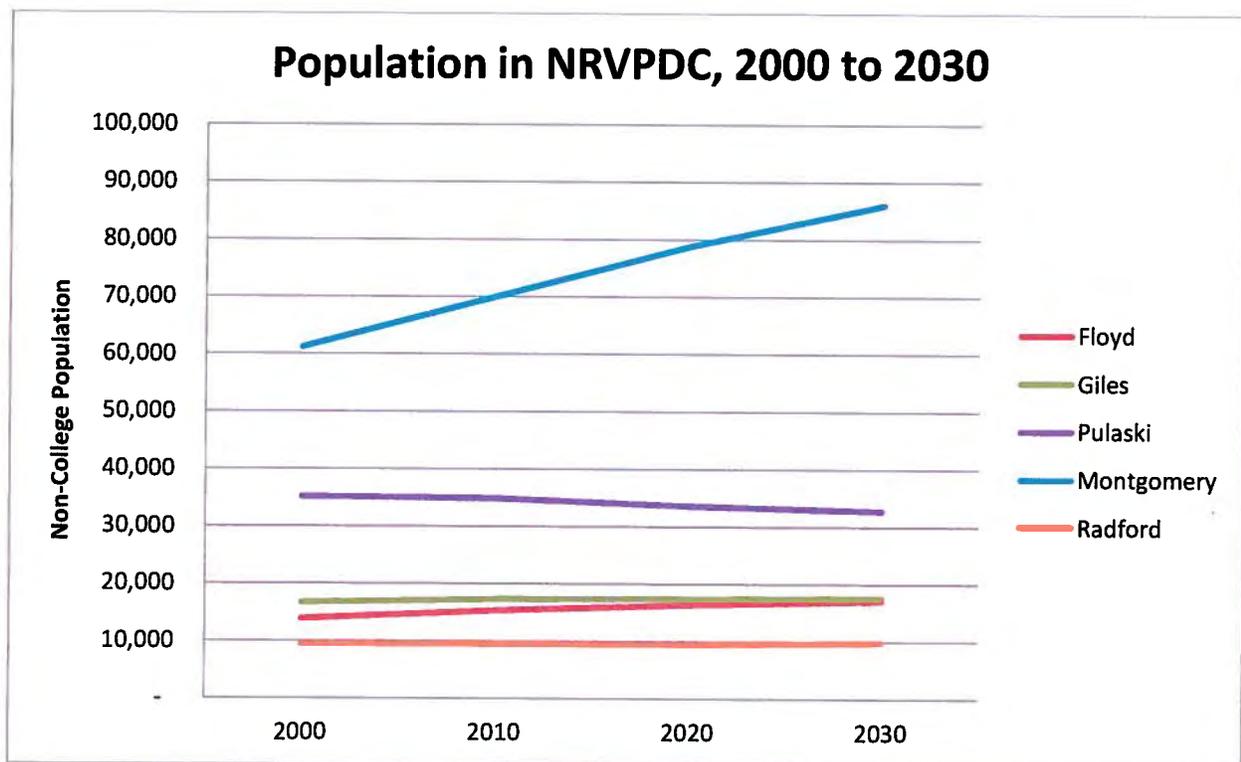
The New River Valley Livability Initiative Update for November, 2011:

- Feedback has been received from approximately 700 citizens to date:
 - 275 at the Kick-off Summit and other community meetings
 - 100 people and counting through an on-line survey
 - 200 through focus groups
 - 125 in working group meetings
- The housing, transportation, energy, arts and culture, natural resources and economic development working groups have met to discuss strengths and challenges in the New River Valley.
- The full lists of the strengths and challenges identified are available on our website under each working group page at www.nrvlivability.org.

Some of what we have learned to date is highlighted below.

The New River Valley population is aging. By 2030, 36% of Floyd, Giles and Pulaski counties will be over the age of 60. *Next steps:* How can the New River Valley better support our aging population?

Population growth in our region is uneven. Montgomery County accounts for most of the region's growth (83% from 2000 to 2010), with Floyd at 13% of the total. *Next steps:* What are the current and future impacts of uneven growth on our region?



Self-employed, business owners now outnumber total jobs in manufacturing. *Next steps:* What do we know about the growth in business owners in the NRV? How can we better support these small business owners? Where are they generating jobs & what are the housing needs of those working for these businesses?

Household, energy, and transportation costs are all on the rise. Over the last 5 years, energy consumption has risen on average 11% per year and the cost of energy has risen 30% per year. *Next steps:* What are some cost effective ways for households to reduce these energy costs?

The number of homes that will become out-of-date in the next twenty years is significant. More than half of the development needed in the next 20 years will be to replace/restore degraded homes. *Next Steps:* How many of these homes are in places with reduced demand for housing? How much of this housing currently serves low-income residents? What opportunities exist for retrofits and upgrades to extend its use?

Public participation is essential to the New River Livability Initiative planning process – **please take a moment to fill out our survey and share your ideas about the New River Valley**, and encourage others to do so as well. <http://www.surveygizmo.com/s3/620128/NRV-Livability-Kickoff-Survey>

New River Valley Planning District Commission
Treasurer's Report
Expenditures as of September 30, 2011

Expense Category	Budget	Previous Total	September Expenditures	YTD Expenditures	Budget Balance	% Budget Expended
Salaries	852,751.00	125,947.76	67,295.46	193,243.22	659,507.78	22.66%
Fringe Benefits	304,338.00	49,178.33	24,529.25	73,707.58	230,630.42	24.22%
Travel	65,959.00	8,287.73	6,355.98	14,643.71	51,315.29	22.20%
Office Space	21,544.00	3,590.60	1,795.30	5,385.90	16,158.10	25.00%
Telephone	6,000.00	1,328.53	580.22	1,908.75	4,091.25	31.81%
Office Supplies	9,754.00	1,870.64	486.16	2,356.80	7,397.20	24.16%
Postage	500.00	204.24	183.79	388.03	111.97	77.61%
Printing	250.00	0.00	0.00	0.00	250.00	0.00%
Copies/Copier Maintenance	1,600.00	1,047.59	178.34	1,225.93	374.07	76.62%
Media Ad	5,500.00	2,719.63	125.00	2,844.63	2,655.37	51.72%
Equipment Rent	1,500.00	246.48	0.00	246.48	1,253.52	16.43%
Dues	4,745.00	0.00	2,300.00	2,300.00	2,445.00	48.47%
Training	950.00	0.00	0.00	0.00	950.00	0.00%
Insurance	1,000.00	0.00	0.00	0.00	1,000.00	0.00%
Meeting Expense	2,575.00	2,550.33	1,381.43	3,931.76	-1,356.76	152.69%
Capital Outlay	27,402.00	1,673.71	0.00	1,673.71	25,728.29	6.11%
Contractual Services	762,289.00	26,594.07	35,169.86	61,763.93	700,525.07	8.10%
Audit Fee	2,100.00	0.00	0.00	0.00	2,100.00	0.00%
Miscellaneous	55,300.00	2,612.78	5,987.06	8,599.84	46,700.16	15.55%
M & G Costs	83,743.00	17,978.31	6,091.58	24,069.89	59,673.11	28.74%
Common Costs	145,380.00	21,737.71	4,216.32	25,954.03	119,425.97	17.85%
Total Budget Expended	2,355,180.00	267,568.44	156,675.75	424,244.19	1,930,935.81	18.01%

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

6580 Valley Center Drive, Suite 124
Radford, Virginia 24141

Phone: (540) 639-9313

Fax: (540) 831-6093

E-Mail: nrvpdc@nrvpdc.org

Website: www.nrvpdc.org



Kevin R. Byrd, AICP
Executive Director

October 27, 2011

Executive Director's Report

Economic Development:

- Provided technical assistance to Development Corporation to issue loans through NRV Revolving Loan Fund to small business in Montgomery County, 3 Birds Berry Farm (Prices Fork); and another is being considered in the Town of Floyd.
- Two new CEDS members for appointment consideration at Commission meeting.
- United States Assistant Secretary of Commerce, John Fernandez, coming to visit region on November 9th to observe regional success with TEMCI project and VT-CRC.
- Commerce Park water/sewer infrastructure installation nearing completion in December. PDC providing technical assistance for grant administration.
- Participated in discussion at Mountain Lake concerning their future operations.

Transportation:

- VDOT Six-Year Improvement Plan Public Hearing scheduled for October 26th at Montgomery County Government Center at 6:00pm. PDC will display rural transportation plans for the region.
- Coordinated meetings with Dana Martin, the Commonwealth Transportation Board Member for the Salem District, on October 17. Several localities met with Mr. Martin to discuss upcoming Transportation Enhancement grant applications along with general transportation issues in their community.

Regional:

- Volvo Plant Tour POSTPONED from October 27th to December 16th 10:00-12:30. RSVP by December 9th to Ken Hall at khall@nrvpdc.org.
- PDC reconvened Green Infrastructure collaborators on October 13th discuss wrapping up existing report due on December 1st and determining future directions for the effort.
- All locality Water Supply Plan adoptions are scheduled to be complete by end of October, just prior to the November regulation deadline.
- Livability Initiative working groups are taking shape in October/November. www.nrvlivability.org for more information about the project and to engage.

PDC:

- GMS (financial software) returned for a site visit October 17-19 and resolved all issues.
- Advertisement for Director of Finance and Personnel position closed on October 21. Interviews should occur in early November.
- VAPDC meeting with state agency heads on October 25th to discuss how PDCs can support state agencies from a regional perspective.

Counties:
Floyd, Giles, Montgomery, Pulaski

Towns:
Blacksburg, Christiansburg, Floyd
Pulaski, Narrows, Pearisburg, Rich Creek

Universities:
Radford University
Virginia Polytechnic Institute & State University

City:
Radford

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Kevin R. Byrd, AICP
Executive Director

MEMORANDUM

To: Planning District Commissioners

From: Kevin R. Byrd, Executive Director

Date: October 20, 2011

Re: New Members for CEDS Committee

Each year the New River Valley Planning District Commission reviews and updates the region's Comprehensive Economic Development Strategy (CEDS). The purpose of the CEDS is to continue federal and local partnerships to address the economic development in the region. The CEDS also serves the planning needs required by the US Department of Commerce, Economic Development Administration and the Appalachian Regional Commission.

The New River Valley PDC is designated as an Economic Development District (EDD) and is required to engage a CEDS Committee comprised of 51% or more private sector individuals to assist in developing the CEDS document. Attached is the current CEDS Committee list with two new members for Commission appointment consideration. The two new members are at the bottom of the list in gray shading.

Counties:
Floyd, Giles, Montgomery, Pulaski

Towns:
Blacksburg, Christiansburg, Floyd
Pulaski, Narrows, Pearisburg, Rich Creek

Universities:
Radford University
Virginia Polytechnic Institute & State University

City:
Radford

New River Valley

Comprehensive Economic Development Strategy Committee

CEDS-FY12

Name	Representing	Public/Private
Buddy Kast	Town of Narrows	Public
Kamala Bauers	Floyd County	Private
Jim Flowers	Virginia Tech	Private
Michael Miller	Montgomery County	Private
Peggy White	Pulaski County (Chamber of Commerce)	Private
Jim Loux	Pulaski County	Private
Brad Jones	Town of Pearisburg	Private
John White	Town of Pulaski	Public
John Hawley	Town of Pulaski	Public
Basil Edwards	City of Radford	Public
Henry Showalter	Christiansburg	Private
David Shanks	Radford University	Private
Sam Moore	Town of Floyd	Private
Aric Bopp	New River Valley Economic Development Alliance	Public
Marty Holliday	Workforce Investment Board	Public
Tommy Loflin	New River Bank	Private
David Denny	David Denny, LLC	Private

New River Valley Planning District Commission Contact:
Brad Mecham, bmecham@nrvpdc.org, 540-639-9313 x206

PGY 'TKXGT'XCNNGL 'RNCPPKPI 'F KVTKEV'E QO O KUKQP "

87: 2'Xcmg{ 'Egpgt 'F tkg. 'Uwkg'346'

Tcf hqtf . 'Xlt i lple'46363"

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Mgxp'T0D{ tf . 'CER'
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Ugr vgo dgt '44.'4233''

Gzgewkg'F k gevt au'Tgr qt v'

Geqpqo le'F gxgrq o gpv<'

- Rtqxf gf "vej plecn'cuukcpeg"v'F gxgrq o gpvEqtr qtcvkp"v'kuwg'mcp'y tqwi j 'P TX' Tgxqkpi 'Nqcp'Hwpf "v'uo cm'dwukpguu'kp'Hq{ f . 'Dqqvgi i gtu'DDS 0'Cpqj gt'mcp'hwpf " cr r rlecvkp"dgkpi "eqpukf gtgf "d{ 'Eqtr qtcvkp'hq'uo cm'dwukpguu'kp'O qpv qo gt{ 'Eqwpv{ 0'
- Rtqxf gf "vej plecn'cuukcpeg"v'Hq{ f 'Eqwpv{ 'hqt 'WU0Geqpqo le'F gxgrq o gpv' Cf o lpkutcvkp"i tcpv'cr r rlecvkp'hq' r qvpcn'dwukpguu'etgcvkp lgr cpukp"r tqlge0'
- XV/Qhleg"qh'Geqpqo le'F gxgrq o gpv'j quvgf 'tgi kqpcn'o ggvkpi "dgy ggp'P TX. "Tqcpqng" Xcmg{ "cpf 'N{pej dwi 'tgi kq"v'eqo r ctgkqpvtcu'qwt 'EGF U'f qewo gpw0'

Vtcur qt vcvkp<'

- P TX'Twcn'Nqpi 'Tcpi g'Vtcur qt vcvkp'Rncp'uej gf wrgf 'hqt'cf qr vkp"cv'Ugr vgo dgt" Eqo o kukqp"o ggvkpi 0'F tch'r rcp'kpenf gf 'kp'r ceng0'
- Tgi kqpcn'Vtcur'Qti cpk'cvkpcn'Cpcn{uku'uwf { 'uej gf wrgf "v'dg'eqo r ngv'kp'Ugr vgo dgt0' Vtcur qt vcvkp' Cf xkuqt { 'Eqo o kvgg'y kno cng'tgeqo o gpf cvkp"v'Eqo o kukqp0''

Tgi kqpcn'

- Tgi kqpcn'Ngctkpi 'Gzr gtlgpeg/Xqkq'Rncp'Vqwt'Qevdgt'49^y '32-22/34-52.'cm' Eqo o kukqpgtu.'Grgevgf'QHhlcnu.'Ej kgh'cf o lpkutcvkg'QHhlcnu.'Geqpqo le'F gxgrq o gpv' uchi'kpxkgf "v'cwgpf 0'TUXR'd{ "Qevdgt'42^y "v'Mgp'J cm'cv'[nj cnB ptxrf e0ti 0'](#)
- Tqcpqng/Drcemudwti 'Ctgc'Vej pqmi { 'Eqwpekn'r wpej gf 'kppqxcvkp'Dnwr tkpv'r rppkpi " r tqegu'qp' Cwi wuv'530'Rtkxcvg'ugevt'rgf 'lpxkcvkg'v'gucdrkuj 'y g'y q'tgi kpu'cu'j ki j / vej lppqxcvkp'geqpqo kgu0'y y 0j gvej pqmi { [eqwpekn'eqo ldnwr tkpv''](#)
- F kmq w'w'w'pf gty c{ 'dgy ggp'P TX'cpf 'Tqcpqng'Xcmg{ "qp'dtqcf dcpf 'kphcutwewt'g0' Tqcpqng'eqpf wvki "c'f go cpf 'uwf { 'ewtgpv{ . 'gxcnvcvki "qr vkpu.'eqpukf gkpi 'P TX'cuugw0'
- Nkcdkxk' 'kpkcvkg'Rncp'Grgo gpv'Eqo o kvgg'u'cnkpi 'uj cr g0'J qwukpi . 'Gpiti { . 'Ci IHqf " U{ ugo 'rcwpej 'Ugr vgo dgt lctn{ 'Qevdgt0'
- RFE'r ctvpgt'f'y kj "XV/kpukw'g'hq'Rqrk{ "cpf 'I qxgtpcpeg'hq'uweeguuhwi'Eqo o wpv{ " J gcnj 'i tcpv'v'j g'Tqdg'v'Y qqf 'Laj puqp'Hqwpf cvkp0'Hktu'RF E'r tqlgev'kpxqkpi " eqo o wpv{ 'j gcnj 0'

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- P gy "go r mq{gg/"Vqo o kI qf y kp.'Tgi kqpcn'Rncppgt.'P cwtcn'Tguqtegu'Eqo o wpv{ 'J gcnj "
- Uej gf wrgf "cf f kqpcn'I O U'ukg'xkuk'kp'Qevdgt'v'cuukv'y kj 'hwt'j gt'ko r ngo gpvcvkp0'
- Tgegk'kpi 'pcvkpcn'kppqxcvkp'Cy ctf 'hqt'I tggp'kphcutwewt'g'r tqlgev'it'qo 'P CF Q0'
- Tgeg'p'v'w' eqo kpi 'r tgu'p'v'vkpu<'Rwrcunk'Eqwpv{ 'Tqvct { . 'Drcemudwti 'Tqvct { . 'P cvkpcn' Cuuqekcvkp'qh'F gxgrq o gpv'Qti cpk'cvkpu" P CF Q+ 'Cp'w'cn'Vtckkpi 'Eqphgt'gpeg0'

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CTVHENG'K/F GHP KIQP U"

UGEVIQP "30" VGT O U"

- *c-# \$Eqo o kulkqp\$'o gcpu'vj g'P gy "Tlxgt"Xcng{"Rrcppkpi "F kntlev'Eqo o kulkqp0"
- *d-# \$Eqo o kulkqp\$'o gcpu'tgr tggpvcvsg'crr qhpv'gf "q'vj g'EQO O KUUQP "d{"vj g'r ctvlekr cvkpi "o go dgt0"
- *e-# \$Ci tgggo gpv\$'o gcpu" vj g" Ej ctvgt" Ci tgggo gpv' f cvgf " Ugr vgo dgt" 37." 3; 8; .d{" cpf " dgy ggp" vj g" i qxgtpo gpvcn' u2vdf kxkukpu'ugv'ht'vj "cdqvg."cu'vj g'uco g'o c{"ht'qo "klo g'v'klo g'dg'co gpf gf 0"
- *f-# \$r ctvlekr cvkpi "o go dgt\$'o gcpu'cp{"qh'vj g"i qxgtpo gpvcn'uwdf kxkukpu'qt"qj gt"qti cpk cvkpu"dgkpi "r ctvku"q"vj g" Ej ctvgt"Ci tgggo gpv0"
- *g-# \$F kntlev\$'o gcpu'cni'vj cv'ctgc'h{kpi "y kj lp"vj g'i gqi tcr j lect'dqwpf ctkgu'qh'Rrcppkpi "F kntlev"6"cu'f guki pcvgf "d{"vj g" Ucvg'qh'Xkti kple0"
- *h-# \$I gct\$'o gcpu.'wpguu'q'vj gty kug'pqvgf .c"qpg{"gct'r gtlqf "dgi kppkpi "Lwn{"Kcpf "gpf kpi "vj g'f'qmy kpi "Lwp"52"cpf "vj g" Hucn'{"gct'qh'vj g'EQO O KUUQP "vj cni'dg'wej " {"gct0"

CTVHENG'K/QHHEG'NQECVHQP "

UGEVIQP "30" Cu'r tqxkf gf "h'q"t{"CTVHENG'K"UGEVIQP "4"qh'Ci tgggo gpv0"

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CTVÆNG'K'/'ROY GTUCPF 'FWIGU'

UGEVIQP "30" "Cu'f ghpgf 'lp'CTVÆNG'K'UGEVIQP "5'qh'Ci tgggo gpv0'

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CTVÆNG'X'/'RWTRQUG'CP F 'QDLGEVKG'

UGEVIQP "30" Vj g'r wtr que'qh'vj g'EQQO O KUIQP "cu'r tqxf gf 'lp'CTVÆNG'K'UGEVIQP "6'qh'vj g'Ej ctvgt'Ci tgggo gpv'uj cni' dg"q"ö*Promote the orderly and efficient development of the physical, social and economic elements of the Planning District by planning, and encouraging and assisting governmental subdivisions to plan for the future.*ö"

CTVÆNG'XK'/'O GO DGTUJ KR'

UGEVIQP "30" Tgr t gupvcxgu'vq'vj g'EQQO O KUIQP "uj cni'dg'cr r qlpvf "cpf "ugt'xg'qp"vj g'EQQO O KUIQP "lp"ceeqtf cpeg' y kj "vj g'r tqxkukpu'qh'Ci tgggo gpv'c'pf "hqt'vj g'vgt'o u'cu'r tqxf gf "d{'CTVÆNG'K'UGEVIQP " 30'

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CTVÆNG'XK'/'QHHEGTUCPF 'FWIGU'

UGEVIQP "30" QHHEGTU'

Vj g'qh'legtu'qh'vj g'EQQO O KUIQP "uj cni'epukun'qh'c'Ej ckt-ep."Xleg/Ej ckt-ep."cpf "Ugetget+/Vtgcuwgt0'Vj g'qh'legu'qh' Ej ckt-ep"cpf "Xleg/Ej ckt-ep"uj cni'dg'j grf "d{'tgr t gupvcxgu'rtqo "f khtg'gpv'r ctvlekr cvlpi "o go dgtu0'

UGEVIQP "40" VGTU U'QH'QHHEG'

Gcej "qh'vj g'qh'legtu'uj cni'dg'grvegf "cv'vj g'Lwpg"o ggvkpi "qh'vj g'EQQO O KUIQP ."vq'ugt'xg' "hqt" "c"vgt'o "qh'w-e"4qp"3" "gctu." dgi-lpppi "Lw"3-3;-8"qt "wrguu'tgo qxgf "dghqt'vj g'gpf "qh'vj g'vgt'o "vj tqwi j "tgui pcvkq'qt "d{'vj g'EQQO O KUIQP "g'qt"wpvki' e"aweequqt"kt'grvegf0'cv'vj g'y km'qh'vj g'Ego o kuuqp."qh'legtu'o c / "ugt'xg'eqpugewkxg'vgt'o u0' Cp {"xcecpel "qeewtkpi "lp"cp" qh'leg"uj cni'dg'kmgf "hqt" "vj g'wpgzr kt gf "vgt'o "d{"vj g'EQQO O KUIQP "cv'vj g'ugeqpf "tgi wct"o qp'vj n' "o ggvkpi "tqm'y kpi "vj g' qeewtgpeg"qh'uwej "xcecpel "0'k'i'vj g"xcecpel {"qeewtu"lp"vj g'qh'leg"qh'vj g' "Ugetget+/Vtgcuwgt."cp"cev'kpi "qh'leg"uj cni'dg' cr r qlpvf "d{"vj g'Ej ckt-ep"r gpf kpi "grvev'kp'qh'c'pgy "Ugetget+/Vtgcuwgt0'

UGEVIQP "50" GNGEVIQP "

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vj g'pco g'qt'pco gu'qhi'qpp'qt'o qt g'r gtu'qpu'ltq'gcej 'qihieg'vq'dg'hmgf 0Hst vj g't'pco l'pvc'kpu'b c{'dg'b'cf g'ltqo 'vj g'ltqqt'd{'cp{' tgr t'gugp'v'x'g"cv' yj g'o ggv'kpi "cv'y j lej "vj g' g'ng'v'k'p"ku' j g'rf 0'Gng'v'k'p"qh' q'ihieg'g'u'uj c'm' dg" d{"o clqtk'f" x'q'v'g'qh' yj q'ug" tgr t'gugp'v'x'g'u'r t'gugp'0'

UGEVIQP "60' EJ CRT'0CP"

Vj g'Ej ckt'0-ep'uj c'm'r t'guk'f g'cv'c'm'f'o ggv'kpi u'q'h'yj g'E'QO O KUIQP "cv'y j lej "j g'lu'j g'ku'r t'gugp'v'cpf "uj c'm'x'q'v'g'cu'cp{"q'v'j g't" o go dgt'0Vj g'Ej ckt'0-ep'uj c'm'd'g't'gur qpuk'ng'ht' "vj g'lo r'ng'o g'pvc'k'p'q'h'yj g'r q'nt'ek'g'u'v'cd'k'uj g'f "cpf "vj g'ce'v'k'pu'v'c'ng'p'd{"y'j g'E'QO O KUIQP =uj c'm'f' c'x'g'c'm'q'h'yj g'r q'y g'tu'cpf "f w'kg'u'ew'ux'o c't'k'f "r g't'v'k'p'k'pi "v'q'yj g'q'ihieg'q'h'yj g'Ej ckt'0-ep'q'h'yj g'D'q'ct'f =cpf "uj c'm'r g't'ht'o "l'we'j "h'w'yj g't'f w'kg'u'cu'o c{'d'g'c'u'ki p'g'f"d{"y'j g'E'QO O KUIQP 0'

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UGEVIQP "80' UGETGVCTI/VTCUWTGT"

Vj g'U'get'get'f/Vt'g'cu'wt'g't'lj c'm'f' "i'k'g'v'q'yj g'o go d'gt'u'p'q'leg'q'h'c'm't'g'i w'et'ep'f "u'r g'e'le'n'b'o ggv'kpi u'q'h'yj g'E'QO O KUIQP ."ep'f "uj c'm'ew'p'f "en'l'we'j "b'o ggv'kpi u'cp'f "n'g'r "c't'ge'q't'f "q'h'yj g't'f t'q'eg'g'f'p'i u'0Vj g't'f t'q'eg'g'f'p'i u'uj c'm'id'g'c'r v'd'k'e't'ge'q't'f ."ep'f "q'h'yj j'lej "lj c'm'id'g'b'o c'k'g'f "y'k'j "y'j g'p'q'leg'q'h'yj g'p'g'z'v'w'ee'g'g'f'p'i "t'g'i w'et' "b'o ggv'kpi "q'h'yj g'E'QO O KUIQP 0'

Vj g'U'get'get'f/Vt'g'cu'wt'g't'lj c'm'f' c'x'g'i p'g'p't'c'ri'ej c't'i g'c'p'f "u'w' g't'x'l'uk'p'q'h'c'm'q'h'yj g'd'q'q'm'c'p'f "c'ee'q'w'p'u'q'h'yj g'E'QO O KUIQP =uj c'm'f' c'x'g'ew'q'f {"q'h'yj g'b'o q'p'k'u'c'p'f "u'g'ew'k'kg'u'q'h'yj g'E'QO O KUIQP "c'p'f "h'ng'r "c'p'c'ee'w'c'v'g't'ge'q't'f "q'h'yj g'w'q'w'eg'q'h'c'm'b'o q'p'k'u." w'p'ng'u'q'yj g't'y k'ug'r t'q'x'k'f g'f 0Vj g'U'get'get'f/Vt'g'cu'wt'g't'lj c'm'f'k'i p'q't' "eq'w'p'v'g't'uki p'w'ej "e'j g'emu "x'q'w'ej g'tu."q't' "q'v'j g't' "l'p'ut'w'o g'p'u'cu' t'g's w'k'g'j k'uj'g't' "u'ki p'cw'w'g'uj c'm'f'o c'ng'c' "d't'k'g'h'p'c'p'ek'n't'g'r q't'v'c'v'g'cej "t'g'i w'et' "o ggv'kpi "q'h'yj g'E'QO O KUIQP =cp'f "c'p'c'pp'w'en' t'g'r q't'v'c'u'l'q'q'p'cu'r t'c'ew'c'cd'ng'c'h'g't' "y'j g'p'f "q'h'g'cej "h'ue'c'n'f' g'ct'0Vj g'U'get'get'f/Vt'g'cu'wt'g't'lj c'm'f' g't'ht'o "c'm'q'v'j g't'f w'kg'u'l'p'el'f g'p'v' v'q' "y'j g'q'ihieg'q't' "y'j cv'o c{"d'g' "t'g's w'k'g'f "d{"y'j g'E'QO O KUIQP 0'Vj g'U'get'get'f/Vt'g'cu'wt'g't' "o c{"y'k'j "y'j g'r g't'o k'uk'q'p'q'h'yj g'E'QO O KUIQP ."f g'ng'i c'v'g' "eg't'v'c'p' "f w'kg'u'cp'f "t'g'u'r q'p'uk'k'k'k'kg'u"q' "y'j g'w'c'h'i'q'h'yj g'E'QO O KUIQP ."g'z'eg'r v'ht' "y'j g' "u'ki p'k'pi "q't' "eq'w'p'v'g't'uki p'k'pi "q'h'ej g'emu."x'q'w'ej g'tu'cp'f "q'v'j g't' "l'p'ut'w'o g'p'u'0'

CTVHENG'XIII/O GGVIPI UCPF 'XQVPI "

UGEVIQP "30' TGI WNCT'O GGVIPI U"

*c-" Tgi wact'o qpv n' 'o ggvpki u'qhv'j g'EQO O KUIQP 'uj cni'dg'j grf "ev9-52'r-0-0qp'v'g'gp' hqwtv'j "Vj wuf c' 'qh'v'j g'o qpv'j " cv'c'r'neg'v'q'dg'f'gvt'o kpg'f'd' 'v'j g'EQO O KUIQP 0Vj g'EQO O KUIQP 'o c' 'ej cpi g'v'j g'f'cv'g'c'p'f' 'v'o g'q'v'c'p' 't'gi wact' o ggvpki "cv'c'p' 'r'rt'qt' 'o ggvpki "cp'f' "o c' 'cf' l'q'w'p'cp' 'o ggvpki "h'q'o "v'o g'v'q' 'v'o g'qt' "v'q'cp'q'v'j g't'r'neg'0'Vj g' "Lxpf' Uer'vgo-dgt'AAI'v'p'g'o ggvpki 'uj cni't'gi wact'n' 'dg'v'j g'c'p'p'w'c'f'o ggvpki 'qh'v'j g'EQO O KUIQP 0'

*d+" Vj g'qt'f'g't'q'h'dw'lp'g'u'u'cv'c'ni't'gi wact' 'o ggvpki u'uj cni'dg'cu' 'h'q'w'v'j u'c'c'c'p' 't'q'ni'ecm' "d+'c'r'r' t'q'x'c'ni'q'h' 'o k'p'w'g'u'q'h' r't'g'x'k'w'o' ggvpki . "h'e+'r' w'd'ri'e'c'f'f't'g'u'u' "h'f'+'q'n' "d'w'lp'g'u'u' "h'g'+'p'g'y' "d'w'lp'g'u'u' "h'c't'g'c'y' k'f' g'eng'c't'k'p'i j q'w'g'v'g'x'k'g'y' . " *i'+'g'z'g'ew'k'x'g'f' h'g'ev'q't'u't'g'r'q't'v'c'p'f' "h'j'+'c'f' l'q'w'p'o' g'p'0'

*e-" Cni'o ggvpki u'qhv'j g'R'c'p'p'k'p'i 'F' k'w'nt'lev'c'v'y' j' l'ej 'q'h'f'ie'k'ri'c'e'v'q'p' 'k'u'v'c'n'g'p' 'uj cni'dg'q'r' g'p'v'q'v'j g'r' w'd'ri'e'c'p'f' 'c'ni't'g'e'q't'f' u' q'h'v'j g'R'c'p'p'k'p'i 'F' k'w'nt'lev'E'q'o o k'u'k'q'p' 'uj cni'dg'c' 'r' w'd'ri'e' 't'g'e'q't'f' 0'Vj g'EQO O KUIQP "o c' 'o' g'g'v'lp' "g'z'g'ew'k'x'g' u'g'u'k'q'p' 'h'q't' 't'g'c'u'q'p'u'r' 't'g'u'e't'k'd'g'f' 'd' 'v'j g'H'g'g'f' q'o 'q'h'f'p'h'q't'o c'v'k'q'p' 'C'ev'0'

*f+" Vj g'Ej'c'k' 'uj cni'g'p'w'g'v'j cv'c'ni'o go d'g'u't'g'eg'k'g'p'q'v'g'q'h'c'ni't'gi wact'c'p'f' 'ur' g'ek'c'ri'o ggvpki u'qhv'j g'EQO O KUIQP . " cp'f' 'q'x'g't'ug'g'c'p'f' 'x'c'ri'f'c'v'g'c' 't'g'e'q't'f' 'q'h'v'j g'k'r' 't'q'eg'g'f' k'p'i u'0'Vj g'r' 't'q'eg'g'f' k'p'i u'uj cni'dg'c' 'r' w'd'ri'e' 't'g'e'q't'f' . 'cp'f' 'q'h'v'j j' l'ej 'uj cni' dg'o c'k'ng'f' 'y' k'j 'v'j g'p'q'v'g'g'q'h'v'j g'p'g'z'v'w'ee'g'g'f' k'p'i 't'gi wact' 'o' ggvpki 'qh'v'j g'EQO O KUIQP 0'

UGEVIQP "40' URGEIC'N'O GGVIPI U"

Ur' g'ek'c'ri'o ggvpki u'o c' 'd'g' 'e'c'ng'f' 'd' 'v'j g'Ej' c'k' 'e'p' 'c'v'j k'uj g't' 'f' l'uet'g'v'k'q'p' 'q't' 'd' 'c'p' ' 'u'k' 'h'8+'o go d'g'u'q'h'v'j g'EQO O KUIQP " w'r'q'p' "h'q't'v'f'g'k'j' u'g'x'g'p'v'f'w'q' "946-+'j' q'w'u'p'q'v'g'v'q' 'c'ni'o go d'g'u'lp' 'y' t'k'k'p'i "q't' 'x'c' "g'u'v'c'ri'k'uj g'f' "g'ng'ev'q'p'le' 'o' g'c'p'u'0'Vj g' v'o g' 'r'neg'c'p'f' 'r' w'r' q'ug'q'h'v'j g'ur' g'ek'c'ri'o ggvpki 'uj cni'dg' 'u'c'v'g'f' 0'Vj g'r' t'g'u'u' 'y' k'ni'd'g' 'c'ng't'v'g'f' 'c'u'r' 't'g'u'e't'k'd'g'f' 'd' 'v'j g'H'g'g'f' q'o 'q'h' f'p'h'q't'o c'v'k'q'p' 'C'ev'0'

UGEVIQP "50' S WQTWO "

Vj k'v'g'g'p' " "35+'t'g'r' t'g'ug'p'c'v'k'x'g'v'q'q'h'v'j g'EQO O KUIQP 'uj cni'e'q'p'u'k'w'g'c' 's' w'q't'w'o "r' t'q'x'k'f' g'f' 'v'j c'v'c' 't'g'r' t'g'ug'p'c'v'k'x'g' 'h'q'o "c'v'ig'c'v'u' ulz' 'f' l'k'h'g't'g'p'v'r' c't'v'ek'r' c'v'k'p'i 'o' go d'g't'u'k'u'r' t'g'ug'p'0'

UGEVIQP "60' XQVPI "

Cu'r tqxf gf "lp"CTVÆNG"KK"UGEVIQP "4"qh'vj g"Ci t ggo gpv"gej "o go dgt"qh'vj g"EQO O KUIQP "uj cni'dg"gpv'ngf "v"qp g" xqvg"qp"o cwgtu"dg'htg"vj g"EQO O KUIQP O' Cni'cev'kpu' qh'vj g"EQO O KUIQP "o c {"dg"vngp"d {"c"o clqtk {"xqvg"qh'cni' o go dgtu"rt'gugpv"cpf "xq'vpi . " r tqxf gf "vj cv'pq"cev'qp"uj cni' dg"vngp"y kj qw"vj g"eqpewtlpi "xqvg"qh' cv' r'gcu' ukz" *8+" tgr t'gugpv'kxgu"gzegr v'vj cv'c'nguugt'pwo dgt"o c {"cf l'qwt'p'c"o ggv'pi O' "P q"xqvg"d {"cp {"EQO O KUIQP GT"uj cni'eqpukswg"qt" dg'eqpwtwgf "cu'cp'qh'hekn'qt"v'p'q'hekn'leqo o ko gpv'qh'vj g'r'ct'v'ek'cv'pi "o go dgtuO'

CTVÆNG'KZ'/'EQO O K'VGGU'

UGEVIQP "30' GZGEW&K'G'E'EQO O K'VGG'

- *c+ " O go dgtu'kr " / " Vj g'g" uj cni' dg" cp" Gzgewkxg" Eqo o kvgg" eqo r qugf " qh' vj g" Ej ckt o-ep." Xleg/Ej ckt o-ep:" [Uget-gvet](#) (+Vtgcwtgt. "epf" lo o gf kv'g" r cuv' [Ej ckt o-ep](#)." [cpf](#) " cp" cv'icti g" o go dgt" ej qugp" c'p'wcmf" d {"xqvg"qh'vj g" [EQO O KUIQP](#) O' Vj g"EQO O KUIQP "Ej ckt o-ep" cpf "Xleg/Ej ckt o-ep" qh'vj g"EQO O KUIQP "uj cni'dg"vj g" Ej ckt o-ep" cpf "Xleg/Ej ckt o-ep" qh'vj g" Gzgewkxg'Eqo o kvggO'
- *d+ " O ggv'pi u' / " O ggv'pi u' qh'vj g" Gzgewkxg'Eqo o kvgg"uj cni'dg"ecmgf "d {"vj g" Ej ckt o-ep" cu'p'geguact {O O ggv'pi u' o c {"cniq" dg'ecmgf "d {"vj g" Gzgewkxg'F k'gev'qt' w' r qp" y tkv'p' t'gs v'guv'qh'v' q' o go dgtu'qh'vj g" Gzgewkxg'Eqo o kvggO'
- *e+ " S wqtwo " / " C' S wqtwo "uj cni'eqpukv'qh'c'uko r ng"o clqtk {"qh'vj g' o go dgtu'kr "qh'vj g" Gzgewkxg'Eqo o kvggO'
- *f+ " F wkgu' / " Vj g" Gzgewkxg'Eqo o kvgg"uj cni' g'ht'qto "vj g' h'p'ev'kpu'qh'e' h'p'c'peg" [cpf](#) " [qh'c' r' gtu'ppgr'leqo](#) o kvgg. "cpf" "uj cni' r tgr ctg" [cpf](#) " [tgi w'ctn](#) " [texley](#) " vj g' dwf i gv." [texley](#) " [cpf](#) " [w'f'cv'g' vj g' r' gtu'ppgr' r' q'le](#) . " [cpf](#) " [cf'f' t'gu' dwf i g'ct](#) " [cpf](#) " [r' gtu'ppgr'leq'p'le](#) " [cpf](#) " o cng' t'geqo o gp'f'cv'kpu'v'q' vj g"EQO O KUIQP "lp' tgi ctf "vj g' g'q' O' Vj g" Gzgewkxg'Eqo o kvgg" uj cni' cxg' l'we'j " h'v'j g' r' qy gtu'cpf " f' wkgu' cu' o c {" h' r' qo " v'lo g' v'q' v'lo g' dg' cu'ki p'gf " v'q' k' d {" vj g"EQO O KUIQP O'

UGEVIQP "40' QVJ GT'EQO O K'VGGU' [CPF](#) " [VCUMHQTEGU'](#)

Vj g"EQO O KUIQP "o c {"guncdrkj " l'we'j "q'vj g' t' r' g'el'c'nc'p'f' "u'c'p'f' l'pi "eqo o kvggu' [cpf](#) " [vgo r' q'ctt](#) {" [vcumhqtegu](#) . 'cf' x'ku'q' t' . " [int'cvgi le](#) . " v'ej p'le'c'ri'qt' "q'vj g' t' [u'v'le](#) . " cu'k'v'uj cni' f' ggo " f' g'ukt'cdng' h'q' t' vj g' t'c'p'uce'v'k'p' qh'k'u'c'h'c'ku' o' "

CTVÆNG'Z'/'CFO R'K'V'CVI'Q'P'

UGEVIQP "30' UVCHH'

Vj g"EQO O KUIQP "uj cni' go r' nq {"c" u'ch' h' qh' s' w'c'h' h' g' f' r' t' q' h' u' k' p' c' n' i' c' p' f' " q' v' j' g' t' r' g' t' u' q' p' u' . " r' c {" v' q' " vj g' o " l'we'j " eqo r' g' p' u' c' v' k' p' " cu' k' s' " uj cni' f' ggo " p' g' e' g' u' a' c' t {" c' p' f' " c' f' x' l' u' e' d' n' g' " v' q' " e' c' t' t {" q' w' k' u' l' f' w' k' u' c' p' f' " lo r' n' g' o' g' p' v' k' u' r' t' q' l' g' e' u' . " r' t' q' i' t' c' o' u' c' p' f' " q' v' j' g' t' h' p' e' v' k' p' u' o' "

UGEVIQP "40' GZGEW&K'G'F'K'G'EVQT'

Vj g"ej kgh'gzgwxg"qihieg"qh'vj g"uchh'uj cni'dg"vj g"Gzgewkxg"Fltgevqt"y j q"uj cni'j cxg"fltgev'uwrtxkukqp"qh'cni'qvj gt"
go r nq {ggu'qh'vj g"Eqo o kulepEQO O KUIQP O}Vj g"Gzgewkxg"Fltgevqt"uj cni'j cxg"fltgev'eqvtn"lwdlgev"q"vj g'cwj qtkl'qh'
vj g'EQO O KUIQP ."qh'vj g' b cpci go gpv'qh'vj g'f c{/q/f c {"chcku'qh'vj g'EQO O KUIQP O'
"

UGEVIQP "50" F WVGU'QHGGZGEW&GF RTGEVQT"

Hp'cf f kkp"q"dgpi "vj g'EQO O KUIQP U'ej kgh'uwteg"qh'r tqhguuqpcnfi wlf cpeg'cpf "lplkcvqt"qh'y qtvj {"eqpukf gtcvqpu."vj g"
f wkgu'qh'vj g"Gzgewkxg"Fltgevqt"uj cni'dg."dwb'pqv'ho ksf"vq<"

*c-+ "O clpvcip'cpf "o cpci g'vj g'dwukp'gu'qihieg"qh'vj g'EQO O KUIQP O'

*d-+ "Dg'ewuqf kcp'qh'cni'EQO O KUIQP "r tqr gtv {"cpf "tgeqtf uO'

*e-+ "Eqpf wev'vj g'eqttgur qpf gpeg'qh'vj g'EQO O KUIQP O'

*f-+ Cuukv'vj g'EQO O KUIQP "qihieg"u'cpf "Eqo o kwgg'Ej ckt o ep"lp'ectt {kpi "qaw'vj gkt"fwkgu'cu' b c {"dg'er r tqr tlcvgO'

*g-+ Cwgpf "cni'EQO O KUIQP "o ggv'pi u'cpf "dg"r tgr ctgf "vq"tgr qt'v'qp"cp {"cpf "cni'dwukp'guu."cevkxkgu."o ggv'pi u"
r tqr qvnu."eqqr gtcvk'g'gpf gcxqtu."gveO'lp'y j lej "vj g'EQO O KUIQP "ku'ewt'gpn' {gpi ci g'f'qt' b c {"dg'lp'vj g'r tqegu'qh'
f gxgnr kpi O'

*h-+ O clpvcip'equr'gtuqpcn'eqpcev'y kj "tgr t'gugpvcxgu'qh'Hgf gtcn"Uvcg."cpf "nqecni'ci gpekgu"y j lej "ewt'gpn' "ct.g."qt"
uwduw gvpv'nl "y knidg."eqqr gtcvk'gn' "lpxqixgf "lp'ceeqo r rikj kpi "vj g'qdlgev'xgu'qh'vj g'EQO O KUIQP O'

*i-+ Ces wkt'g'cpf "o clpvcip'c"y qtnkpi "npqy ngf i g'qh'vj g'ewt'gpn'ncy u."tgi wcv'qpu."cpf "rtqegf wtu'g'y j lej "i qxgtp"vj g"
Hgf gtcn"Uvcg."cpf "nqecni'ci gpekgu"lp'q'f'gt' g'vj c'vj g'EQO O KUIQP "b c {"cng'hwnicf xcpvci g'qh'qr r qt wpl'kgu'ht' "lq'p'
gpf gcxqtuO'

*j-+ Rtgr ctg'lp'eqqr gtcv'q'p'y kj "vj g'Vtgcuw'g'cpf "Gzgewkxg"Eqo o kwgg'c'ppv'cn'dwf i gu'ht' "eqpukf gtcv'q'p'cpf "cf q'v'q'p"
d {"vj g'EQO O KUIQP "cpf "hqt"r t'gugpvcv'q'p"vj g' i qxgtpo gpv'cn'v'pkuO'

*k-+ Rtgr ctg' c'ppv'cn' tgr qt'w' u'j qy kpi "cevkxkgu" cpf "ceeqo r rikj o g'pnu" ngcf kpi "vqy ctf" hwn'rikpi "EQO O KUIQP"
qdlgev'xgu" vqi g'vj g't" y kj "cwf ksf" tgr qt'w' qh' t'geg'k'u" cpf "g'zr g'p'kwt'gu" hqt" r t'gugpvcv'q'p" vq" vj g' t'gur gev'xg"
i qxgtpo gpv'cn'v'pkuO'

*l-+ Dg'tgur qpukd'ng'ht'ectt {kpi "qaw'cni'q'f'gtu'cpf "Fltgev'xgu'kuwgf "d {"vj g'EQO O KUIQP O}T'gxkg'y "cpf "eqo o g'pv'q'p'c'ni'
cr r n'ecv'q'p'u'ht' "hgf gtcn'qt"ucvg"l'kpc'p'ecni'cuuk'c'peg"lt'qo "o go dgt"lw'kuf lev'q'pu."y j lej ".lp"j ku'ij.g"q'r k'p'k'p."f q'p'q'
eqp'h'ev'y kj "vj g' i q'cni'cpf "r q'nek'gu'qh'vj g'EQO O KUIQP "cpf "Y q'p'q'v'p'ggf nguun' "f w' n'ecv'g'gh'ht'w'qh'q'v'gt' "ci g'pekgu"
qt'lw'kuf lev'q'puO} g'hu'g'uj cm'cu't'ct'v'qh'j-k'vj g'kt't'gi w'ct'q'ti c'pk'c'v'q'p'cn'lt'gxkg'y .eqp'cev't'gr t'gugpvcv'xgu'qh'g'cej "qh'vj g"
lw'kuf lev'q'pu' l'pxqixgf "lp" cp' cr r n'ecv'q'p'O Uvej "cevk'q'p" d {"vj g'Gzgewkxg" Fltgevqt" u'j cni' dg" tgr qt'v'g' "vq" vj g'

EQO O KUIQP " cv' ku' pgzv' tgi wctn(" uej gf wrgf " o ggkpi 0' " Cm' qvj gt " cr r hccvku pu" uj cmi' dg" tgzky gf" d{ " vj g"
EQO O KUIQP " chgt ' tgzky " cpf ' tgeqo o gpf cvkp " d{ " vj g' hch' cpf lqt " c' eqo o kvgg' qh' vj g' EQO O KUIQP 0'

*m" Dg' t gur qpukdrg' hqt " vj g' t wr gtxkukp " cpf " f k ge vqp' qh' cp { " qvj gt " go r nq { ggu' j k gf " d{ " vj g' EQO O KUIQP 0'

UGEVIQP "60' GZGEWIKP "QH'RP UVTWO GP VU"

Vj g' "Gzgewkxg" F kgevqt. " wr qp " ur geklie " cwj qt k cvkp " d{ " vj g' EQO O KUIQP . " uj cmi' j cxg " r qy gt " vq " uki p " ku' dgj cfti' cp { "
ci t ggo gpv' qt " qvj gt " lputwo gpv' vq' dg' zgewgf " d{ " vj g' EQO O KUIQP 0' Wp r g u' qvj gty kug' r tqxk gf . " vj g' Gzgewkxg " F kgevqt " o c { "
uki p " qt " eqwpvgtuki p " ej gem' cpf " xqvej gtu' lp " r c { o gpv' qh' qdri cvkpu' qh' vj g' EQO O KUIQP 0'

CTVIE NG' ZK' HR CPEGU'

UGEVIQP "30' DWF I GV"

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August, 2011

Ridership Report & Customer Comments



Presented By:
New River Valley Community Services
9/8/2011

Radford Transit Ridership Report

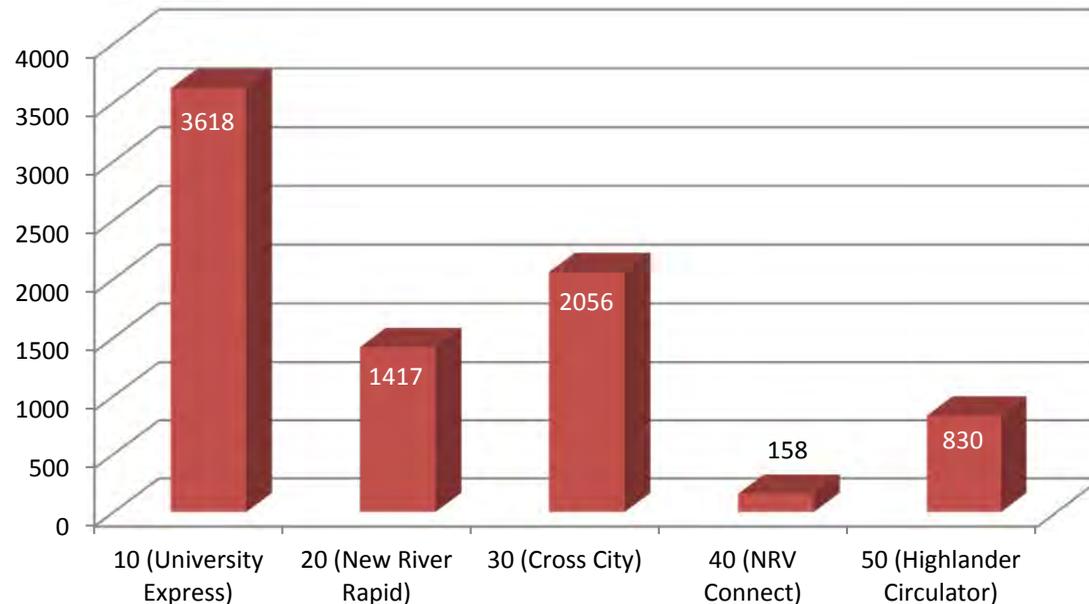
August, 2011

General Manager's Comments

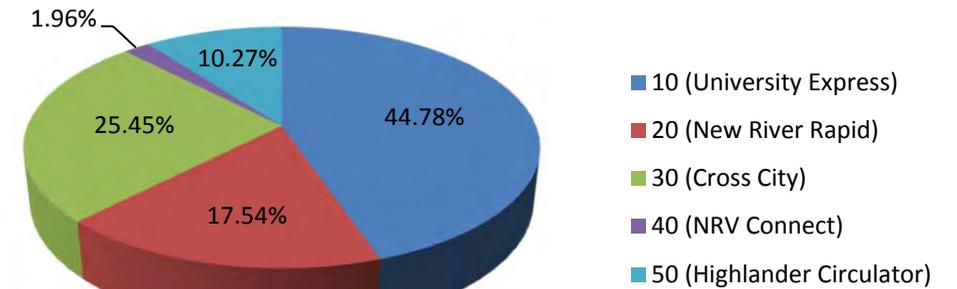
Radford Transit began operation August 8th, 2011 with limited service on two (2) Routes – the 20 “New River Rapid” and 30 “Cross City”. Initial ridership numbers are impressive showing rapid adoption of the service by both City Residents and RU Students. In the first day of service over 80 people came out and tried the system, since then we have continued growth in ridership **exceeding 8,000 trips in the first month** alone!

Data shows a significant spike as expected with the return of RU Students, this can be seen by the numbers for the week of 8/29/11 – 8/31/11, and the first weekend of service for the 40 (NRV Connect) had over 140 riders. All in all, the start of this system has been dramatically successful with far-reaching implications on the lives of those in and around the City. Service has been met with a very positive reception with many people already asking for the expansion of service. Positive media coverage and strong reliability of the system has further led to passenger adoption of the service.

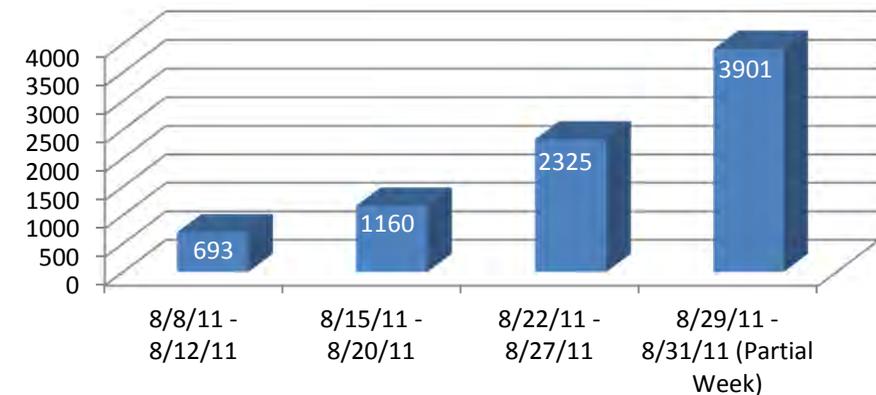
Ridership by Route August 8th - 31st, 2011



Percent of Total Ridership by Route



Weekly Ridership Totals August 8th - 31st, 2011



Radford Transit Ridership Report - August, 2011

August Ridership 2011



Date of Service	10 - University Express			20 - New River Rapid			30 - Cross City			40 - NRV Connect			50 - Highlander Circulator		Daily Totals
	10	11	10 - Subtotal	20	21	20 - Subtotal	30	31	30 - Subtotal	40	41	40 - Subtotal	50	50 - Subtotal	
Monday, August 08, 2011	0	0	0	20	14	34	28	20	48	0	0	0	0	0	82
Tuesday, August 09, 2011	0	0	0	25	21	46	17	57	74	0	0	0	0	0	120
Wednesday, August 10, 2011	0	0	0	22	7	29	45	47	92	0	0	0	0	0	121
Thursday, August 11, 2011	0	0	0	31	10	41	27	70	97	0	0	0	0	0	138
Friday, August 12, 2011	0	0	0	44	22	66	55	20	75	0	0	0	0	0	141
Saturday, August 13, 2011	0	0	0	10	18	28	25	38	63	0	0	0	0	0	91
Sunday, August 14, 2011	(No Service)														
Monday, August 15, 2011	5	0	5	18	29	47	25	30	55	0	0	0	5	5	112
Tuesday, August 16, 2011	3	0	3	29	35	64	42	41	83	0	0	0	2	2	152
Wednesday, August 17, 2011	3	0	3	46	69	115	45	88	133	0	0	0	26	26	277
Thursday, August 18, 2011	4	0	4	30	41	71	38	45	83	0	0	0	9	9	167
Friday, August 19, 2011	0	0	0	47	30	77	58	114	172	0	0	0	40	40	289
Saturday, August 20, 2011	8	0	8	13	32	45	72	38	110	0	0	0	0	0	163
Sunday, August 21, 2011	(No Service)														
Monday, August 22, 2011	121	0	121	19	26	45	34	35	69	0	0	0	25	25	260
Tuesday, August 23, 2011	24	0	24	26	13	39	56	43	99	0	0	0	30	30	192
Wednesday, August 24, 2011	17	0	17	16	42	58	58	52	110	0	0	0	21	21	206
Thursday, August 25, 2011	92	24	116	43	28	71	62	47	109	0	0	0	35	35	331
Friday, August 26, 2011	269	217	486	46	48	94	52	77	129	30	16	46	19	19	774
Saturday, August 27, 2011	226	0	226	70	60	130	49	45	94	65	47	112	0	0	562
Sunday, August 28, 2011	(No Service)														
Monday, August 29, 2011	475	335	810	59	48	107	56	65	121	0	0	0	222	222	1,260
Tuesday, August 30, 2011	532	339	871	42	83	125	68	49	117	0	0	0	123	123	1,236
Wednesday, August 31, 2011	461	463	924	38	47	85	50	73	123	0	0	0	273	273	1,405
Total Per Route	2240	1378	3,618	694	723	1,417	962	1094	2,056	95	63	158	830	830	
Percentage of Ridership	44.78%			17.54%			25.45%			1.96%			10.27%		
Grand Totals	3,618			1,417			2,056			158			830		8,079

Radford Transit Customer Comments – August, 2011

VERY NICE EXPERIENCE

Hi,

I'm a graduate teaching assistant at Radford, and I decided to ride Radford Transit today so that I could better help my students when/if they had questions (which they inevitably do). **I had a very nice experience.** I asked the bus driver, Henry, several questions and he was more than helpful and willing in answering all of them. He offered me a brochure, told me about the various routes, etc., and never once seemed annoyed at all the questions I was asking. **You have a very nice service going for students and residents of Radford, and I will be encouraging my students and others to ride Radford Transit.**

Thanks for your service!
~Vanessa

WEEKDAY SERVICE TO BLACKSBURG

Hi,

I am a Radford resident who works for Virginia Tech. I work in the Corporate Research Center and my work schedule is Mon – Friday, 8-5. If given the chance I would use public transportation a few times a week. Is a **weekday route to Blacksburg/VT being considered?**

Thank you,
Jeff

Jeff Brewster
Applications Programming Analyst

SERVICE EAST MAIN STREET FOR STUDENTS

Hi my name is Kaitlin Gauthier. I live in 300 East Main street past the Macado's and the Mongolian buffet. The walk from my apartment to campus is over 10 minutes, and for those living in Highland village (past my apartment) is almost 15 minutes. To my knowledge there is not a bus stop close to us but it would be very convenient, especially in the winter, **if there was a route that came down east main to take students to campus.** Students living down east main are in the same boat as students living at the Greenhill apartments and yet we do not have the opportunity to take a bus to campus. A modified route would be very helpful and much appreciated especially by those students whom have to carry a lot of books or who have many breaks throughout the day during which they have too much time in between classes to just sit around campus and need to return home.

I hope you will seriously consider this idea and initiate it ASAP.

thank you,
Kaitlin
kgauthier@email.radford.edu

EXPAND THE HIGHLANDER CIRCULATOR

It is my suggestion that the bus route "**50" Highlander Circuit expand their hours.** Several students traveling on that route to campus, including myself, can ride the bus to school, however the hours finish before we finish school. Which leaves us walking back, which is fine in decent weather, but not so much during poor weather. Several also feel it would be beneficial to **operate on the weekends during evening and night hours.** Several students live off campus on dark side and on the weekends would like to go out and hang with their friends. However, most do not have a vehicle at school and require alternate forms of transportation.

Thank you for your time,

Joshua Seth Testerman
jtesterman@email.radford.edu



Radford Transit Customer Comments – August, 2011

WEEKDAY CONNECTION TO SMARTWAY

I am glad to see your efforts with public transit coming about. I am sure you have many challenges to work through as you roll out the program. I am currently carpooling from the Roanoke area with other Radford employees and **would very much like to see a connection to the Smartway bus system during the week if possible.** I personally know of at least 3 and possible 4 additional folks who would be interested in the Radford transit if it connected to the Smartway system during the week. What are the possibilities of adding at least two connections to the Smartway bus in the a.m. and p.m. with the following possible connection times:

Smartway Schedule(Connect at either the Christiansburg K-mart or the Falling Branch Park & Ride):

Christiansburg K-Mart- AM: 7:20 & 8:20
Falling Branch- AM 7:15 & 8:15

Christiansburg K-Mart- PM: 4:05, 5:35, & 6:10
Falling Branch- PM 4:15, 5:45, 6:15.

I you let me know the minimum number of riders to make it work, I would be happy to help spread the word.
Thanks and best wishes on your new project.

Ben S. Bowman
Project Coordinator
Va. Dept of Education
T/TAC
Radford University
bsbowman@RADFORD.EDU

SERVICE CLASS SCHEDULES, NOT LAST CALL

I'm a senior that commutes from Blacksburg to Radford on MWF. **Unfortunately, your transit system seems to be geared primarily towards RU students coming to visit the Blacksburg bars.** I'm sure a lot of people are interested in weekend routes, but I would like to see some routes during the week that are made with student needs in mind. **After filling out a survey last fall on the Tartan website, I assumed that the transit system would cater to class schedules and not last call.**

I waste a lot of gas on the commute, and I have close to a dozen personal friends that would be willing to give you business during the week. Considering gas prices, I would be willing to pay up to \$5 a day for a roundtrip pass. Potentially, this could bring you revenue on busses that may just be sitting in a lot during the work week.

Either way, I'm happy to see Radford finally getting a good transit system together. I look forward to your response, and I thank you for your time.

Sincerely,
Aaron Richards
awrichards9@gmail.com

NRV CONNECT SHORTFALLS

Too bad this NRV Connect service, associated with the New Radford Transit is so limited. I had high hopes that this would reduce traffic between Radford and Blacksburg traveling Pepper's Ferry and Prices Fork roads **(a huge number of folks travel this route daily at 0600-0900 and 1600-1800, M-F)**...and that I may even be able to ride it to work...but not to be. **Hope you will expand to serve more than just Radford and Tech students on this Friday/Saturday party ride...it could do so much more for our NRV community.**

Shep Zedaker
5649 Prices Fork Road
731-1519
zedaker@vt.edu

MORE SERVICE WEST OF CAMPUS

My daughter lives in a house on 8th Avenue. The closest a bus seems to come is 3rd Avenue or Main Street. Is there any chance the bus circulation will change to include more of that side of campus? It would be especially helpful on rainy days and when the weather starts getting worse.

Thank you!
Brenda Cress
brenda.cress@dbhds.virginia.gov



MONTGOMERY
COUNTY

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION 2035 Rural Long Range Transportation Plan



2011

Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.

www.nrvpdc.org

www.virginiadot.org



ROANOKE
COUNTY

PULASKI
COUNTY

FLOYD
COUNTY

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

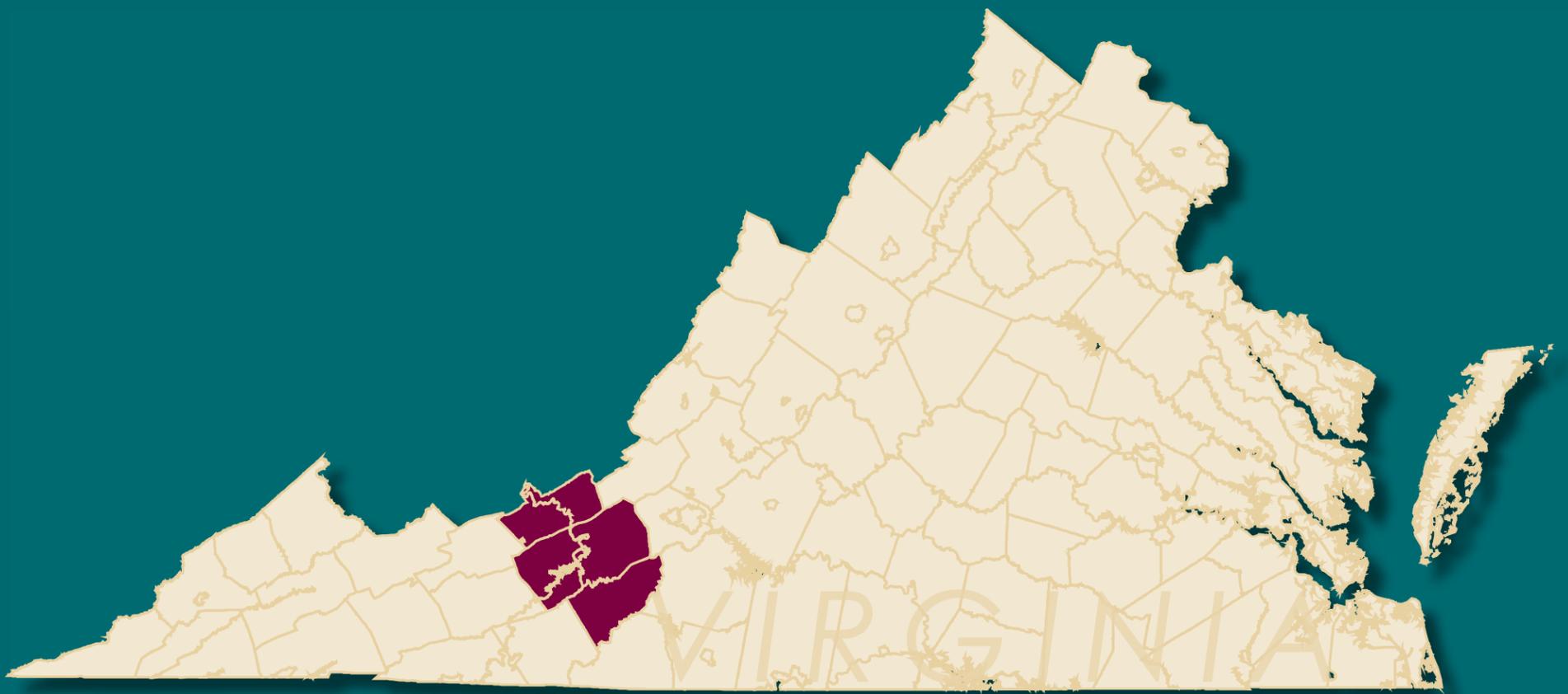


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REGIONAL TRANSPORTATION SYSTEM

Roadways
Goods Movement
Airports
Bicycle and Pedestrian Facilities
Travel Demand Management
Land Use
Public Transportation

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways
Safety
Operations and Maintenance
Capacity
Public Transportation
Goods Movement
Airports
Land Use and Future Growth
Bicycle and Pedestrian Facilities
Travel Demand Management

REFERENCES

PLAN ADOPTION

INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multi-modal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the *2035 Surface Transportation Plan* includes proposed improvements on Virginia's federal functionally classified roadways. This *Rural Long Range Transportation Plan* is one piece of the Surface Transportation Plan. VDOT, Virginia's Planning District Commissions (PDCs), and the local governments they represent are partners in the development of this new initiative to create regional transportation plans in rural and small urban areas that complement those in Virginia's metropolitan areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements for each mode including - roadway, rail, transit, air, bicycle, and pedestrian - are recommended to satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization (MPO). In the New River Valley, the Blacksburg-Christiansburg-Montgomery Area Metropolitan Planning Organization (BCM-MPO) conducts the transportation planning for the Towns of Blacksburg and Christiansburg, and the urbanized areas of Montgomery County. The transportation needs of this area are analyzed in its 2035 Long Range Transportation Plan, which is a separate component of the *2035 Surface Transportation Plan*. For the purposes of this Plan, only the transportation network outside of the MPO is analyzed and addressed in this report.



Each rural regional plan has twenty-five year planning horizon to address the anticipated impacts of population and employment growth upon the transportation system. This plan is intended for the forecast year 2035 and will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied without funding constraints. It is envisioned that each regional plan will be used as a basis to identify transportation funding priorities. Additional details on topics discussed in this plan can be found in the Technical Report.

STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.

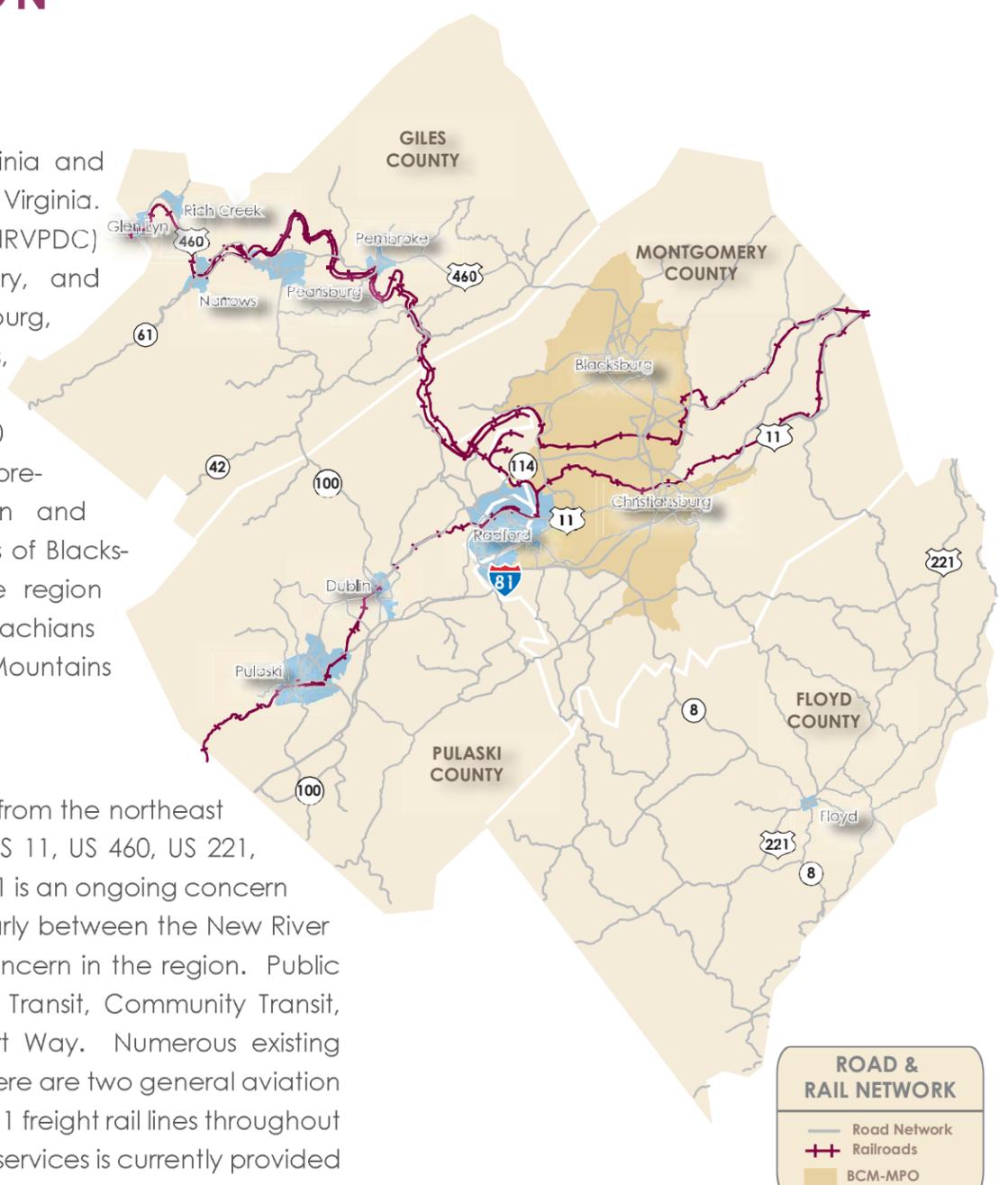
OVERVIEW OF THE REGION

Description and Function of the New River Valley Planning District Commission

The New River Valley is located in southwest Virginia and surrounds the New River as it flows north to West Virginia. The New River Valley Planning District Commission (NRV-PDC) serves the Counties of Floyd, Giles, Montgomery, and Pulaski, the City of Radford, and the Towns of Blacksburg, Christiansburg, Dublin, Floyd, Glen Lyn, Narrows, Pearisburg, Pembroke, Pulaski, and Rich Creek. The region's estimated population was just over 172,000 in 2008 (Weldon, 2009). The New River Valley is a predominantly rural area with more intense urban and suburban development occurring around the Towns of Blacksburg and Christiansburg. The geography of the region varies from the ridge and valley system of the Appalachians in the western part of the region to the Blue Ridge Mountains in the east.

Summary of Transportation Network

I-81 passes through the center of the region running from the northeast to the southwest. Other primary corridors include US 11, US 460, US 221, and VA 8, VA 61, and VA 100. Access to and from I-81 is an ongoing concern in the region. Ridesharing and commuting, particularly between the New River Valley and the Roanoke Valley, has also been a concern in the region. Public transportation services are provided by Blacksburg Transit, Community Transit, Pulaski Area Transit, Radford Transit, and the Smart Way. Numerous existing bicycle and pedestrian facilities traverse the NRV. There are two general aviation airports in the region. Norfolk Southern owns the Class 1 freight rail lines throughout the region. A range of travel demand management services is currently provided through RIDE Solutions. There are fourteen park and ride lots within the region.

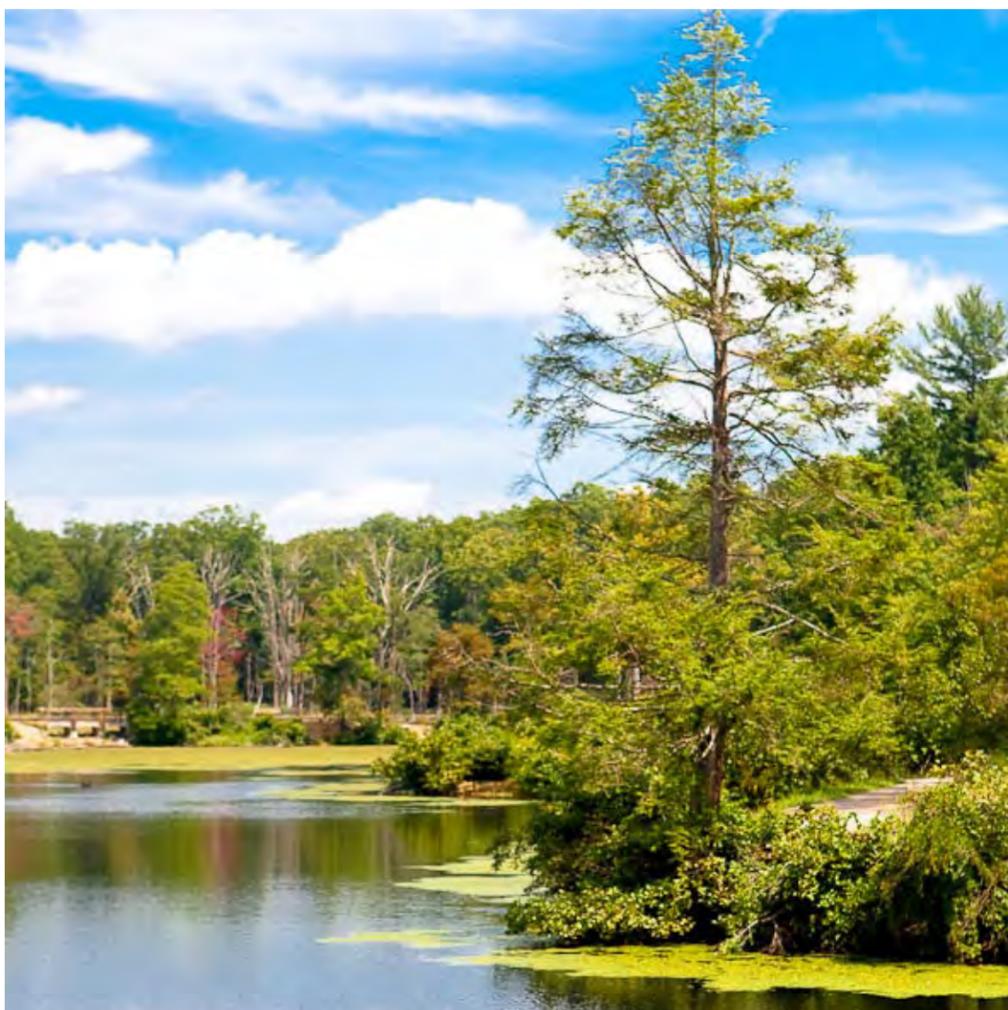


Goals and Objectives

Needs for each plan were developed based on regional and statewide goals. Similar concepts within the goals of the PDCs were found and used to shape common rural long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the New River Valley was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. Rural transportation planning in the NRVPC is guided by the Transportation Technical Advisory Committee (TTAC). This committee reviewed the needs of the region and formulated the following goals.

- GOAL 1** Support and improve the economic vitality of the region.
- GOAL 2** Provide a safe and secure transportation system.
- GOAL 3** Preserve the existing transportation network and promote efficient system management to increase accessibility and mobility of the transportation system.
- GOAL 4** Enhance the links and connectivity of the transportation system throughout the region across and between modes for people and freight.
- GOAL 5** Develop regional land use and transportation coordination measures.

A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods.



Common Rural Long Range Plan Goals

In addition to the regional goals, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of *VTrans 2035*:

- GOAL 1** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.
- GOAL 2** Provide a safe and secure transportation system.
- GOAL 3** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.
- GOAL 4** Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.
- GOAL 5** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
- GOAL 6** Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth are working either to seek new economic growth and diversification or to balance growth, while striving to preserve the rural character of the landscape. Most of the land in the NRV counties is agricultural or forested use, with more diverse land uses in the towns and village centers. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in the NRVPCD, based particularly on proximity to urban areas. Many of the rural counties are trying

to direct any new growth towards existing towns or village centers, or service districts. As the population fluctuates, the needs of the communities (including education, health care, social services, employment, and transportation) fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to: school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

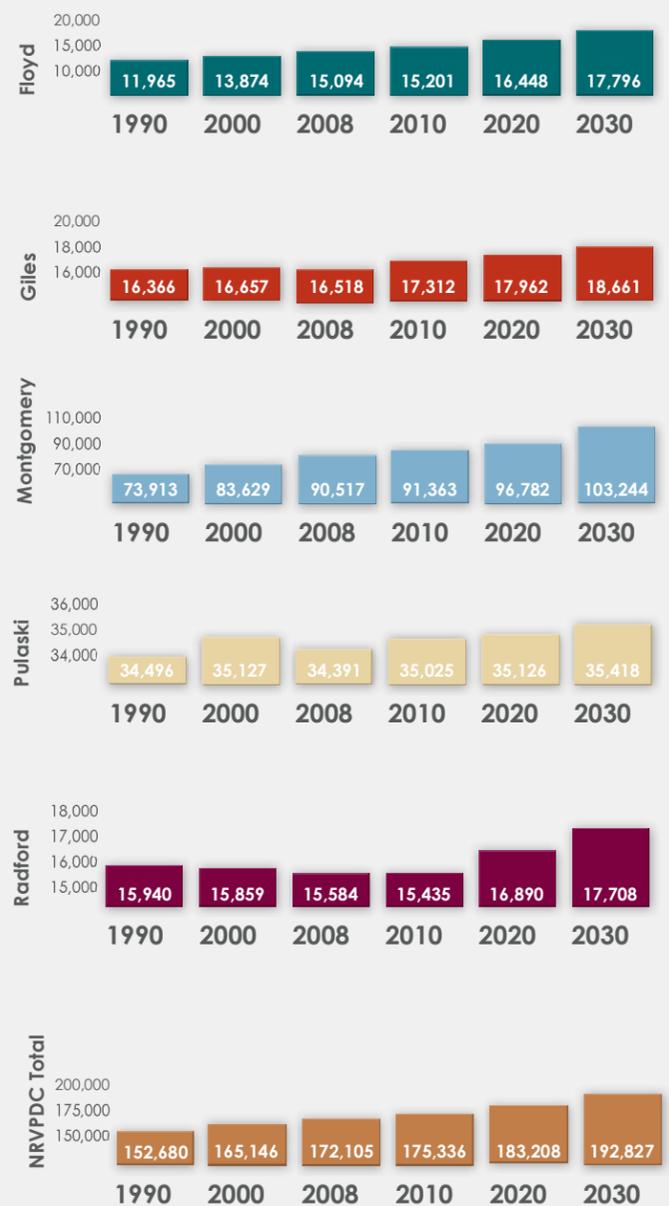
Agriculture and forestry, particularly the Jefferson National Forest, comprise a considerable portion of the current land use and are unlikely to change.

Several factors have affected land use in the NRVPCD: population growth within and outside the region; the location of two state-wide roadway corridors of significance, which traverse the region, I-81 and US 460; and existing agricultural and forested lands. The population has increased the most in Floyd and Montgomery Counties, which has influenced land use changes in both jurisdictions. Population growth throughout the region is also forecasted to occur. Agriculture and forestry, particularly the Jefferson National Forest, comprise a considerable portion of the current land use and are unlikely to change. In addition, the topography in parts of the region limits land use and development to some extent. Therefore, it is foreseeable that land use could intensify where it already exists, pressuring the transportation network.

Both the I-81 and 460 Corridors, through the New River Valley, feature rolling topography - which creates numerous challenges (congestion and safety) between freight and passenger traffic. Improvements are needed at substandard interchanges and intersections of other primary roadways. The rolling topography creates unnatural driving behaviors as speed fluctuates inconsistently. Land development along these corridors has also intensified and impacts the accessibility and capacity of local transportation networks. Current VDOT Dashboard v3.0 data shows that the total number incidents have decreased but the severity of accidents continues to increase along these corridors.



Total Population Over Time



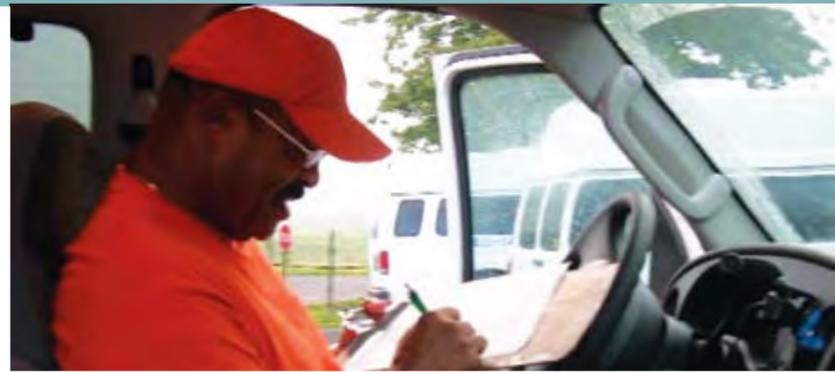
Source: NRVPCD, Data, 2008; Weidon 2009; VEC, 2009.

Population Trends

The region has experienced moderate growth in population, by 8.2% between 1990 and 2000, and by 4.2 % between 2000 and 2008. Most jurisdictions' populations are expected to continue to increase, particularly Montgomery County with the largest growth. By the year 2030, over 192,000 people are estimated to reside in the region, an increase of 12% from 2008.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the NRVPCD, increasing pressure on the network has already resulted in changes such as: additional capacity demands on the roadways and additional demand for public transportation, and travel demand management services. The region has experienced growth in through traffic, particularly along I-81. Development pressures from urban growth have also contributed to reductions in mobility. Finally, access from more rural areas of the region into population and employment centers has been affected by increased population and development.

Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census.



Transportation Implications

US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed route and demand responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand responsive transit in a rural area than in urban areas. This is due to the availability of fixed transit routes in urban areas when compared to rural areas. The NRVPCD, in conjunction with the Virginia Department of Rail and Public Transportation's (DRPT) statewide effort, recently completed a *Coordinated Human Service Mobility Plan (CHSM Plan)* that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state such as limited demand responsive transit service, limited fixed route service, determination of a single point of contact for providers, and funding constraints. These needs were also identified in the NRVPCD. In addition, the NRVPCD recently completed a regional Employment Mobility Study that identified local commuting patterns. The study proposed a series of improvements targeted towards providing transportation choices for existing commuters to major employment centers throughout the region.

Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. In the 2000 US Census, none of the jurisdictions had a minority population percentage higher than that of the state (29.9%). The portion of the population with disabilities in Floyd, Giles, and Pulaski Counties is above the state percentage of 18.1%. These counties also have elderly portions of the population in a higher proportion than the state in 2000 (11.2%). In 2000, all jurisdictions had low-income populations at or above the state percentage of 9.6%, particularly in the City of Radford and Montgomery County. The presence of college students at both Virginia Tech and Radford University in these jurisdictions clearly affects the low-income and elderly portions of the populations in these jurisdictions.

The portion of the population with disabilities in Floyd, Giles and Pulaski Counties is above the state percentage of 18.1%

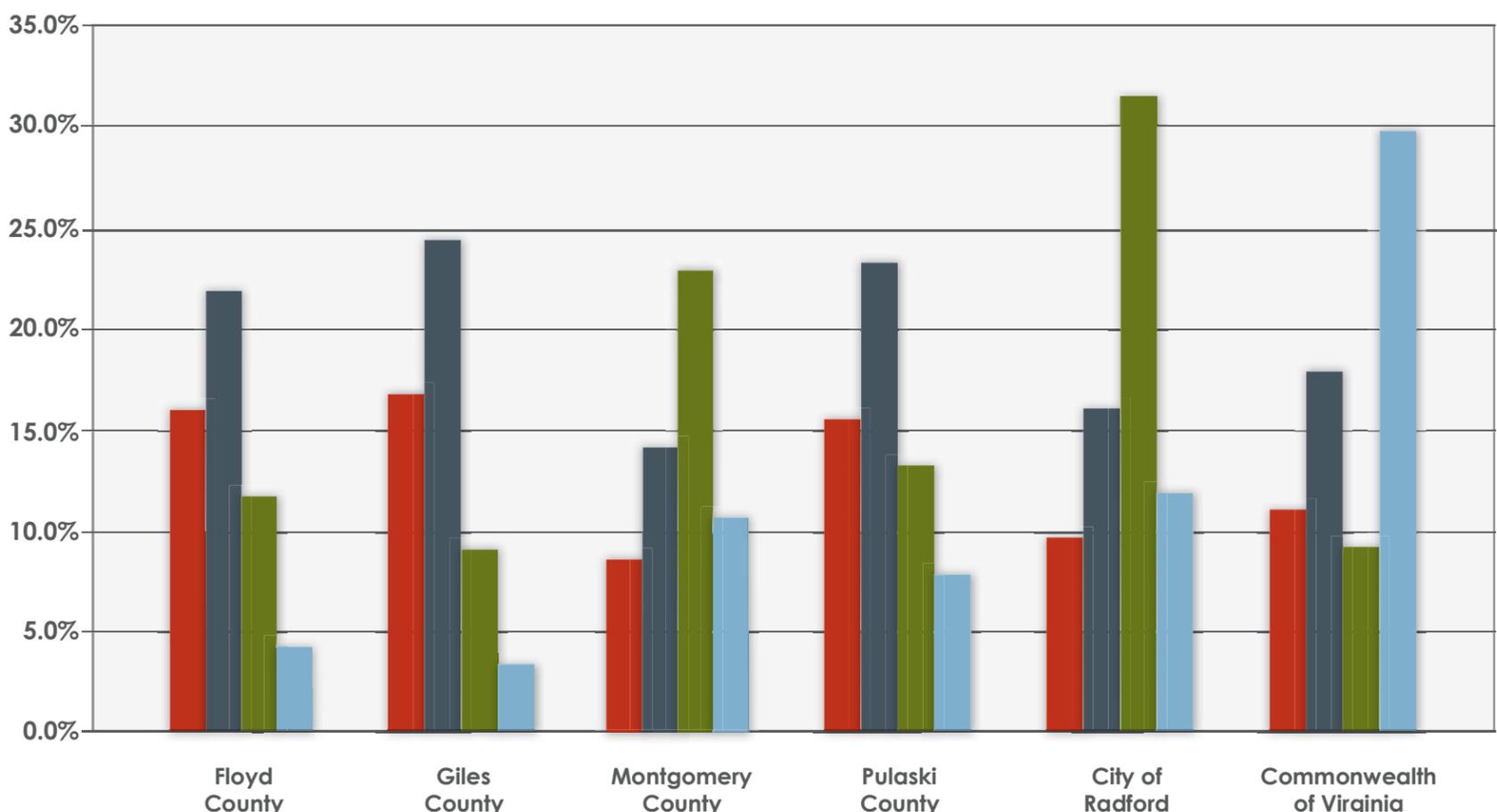
LEGEND

- Elderly
- Disability
- Low-Income
- Minority

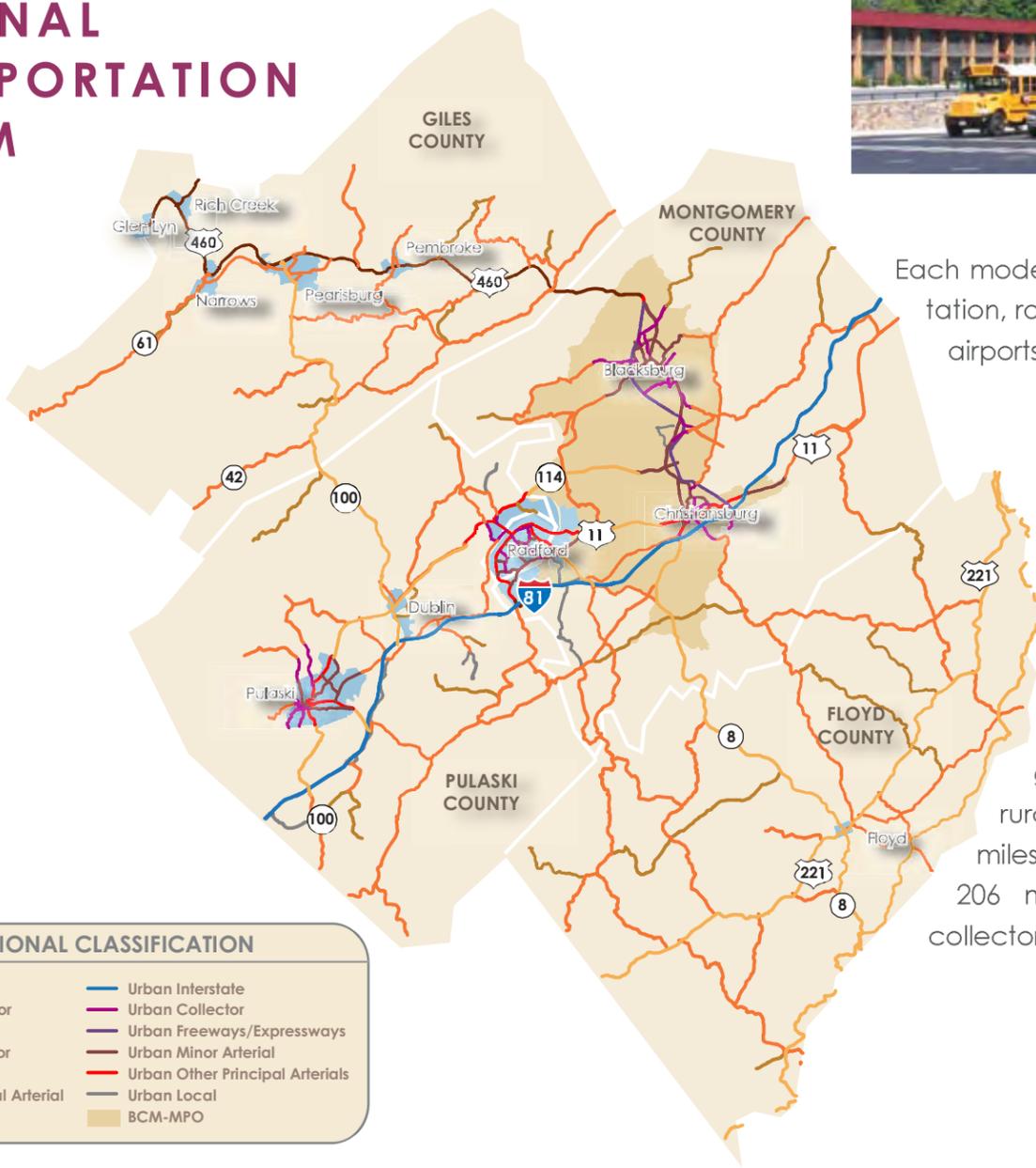


Source: US Census, 2000. Note: People with disabilities is based on the population over 5 years of age. Low-income is a percentage of the population for whom poverty is determined.

Elderly, Disability, Low-Income, and Minority Populations in the New River Valley Planning District Commission



REGIONAL TRANSPORTATION SYSTEM



Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been highlighted in this plan.

Roadways

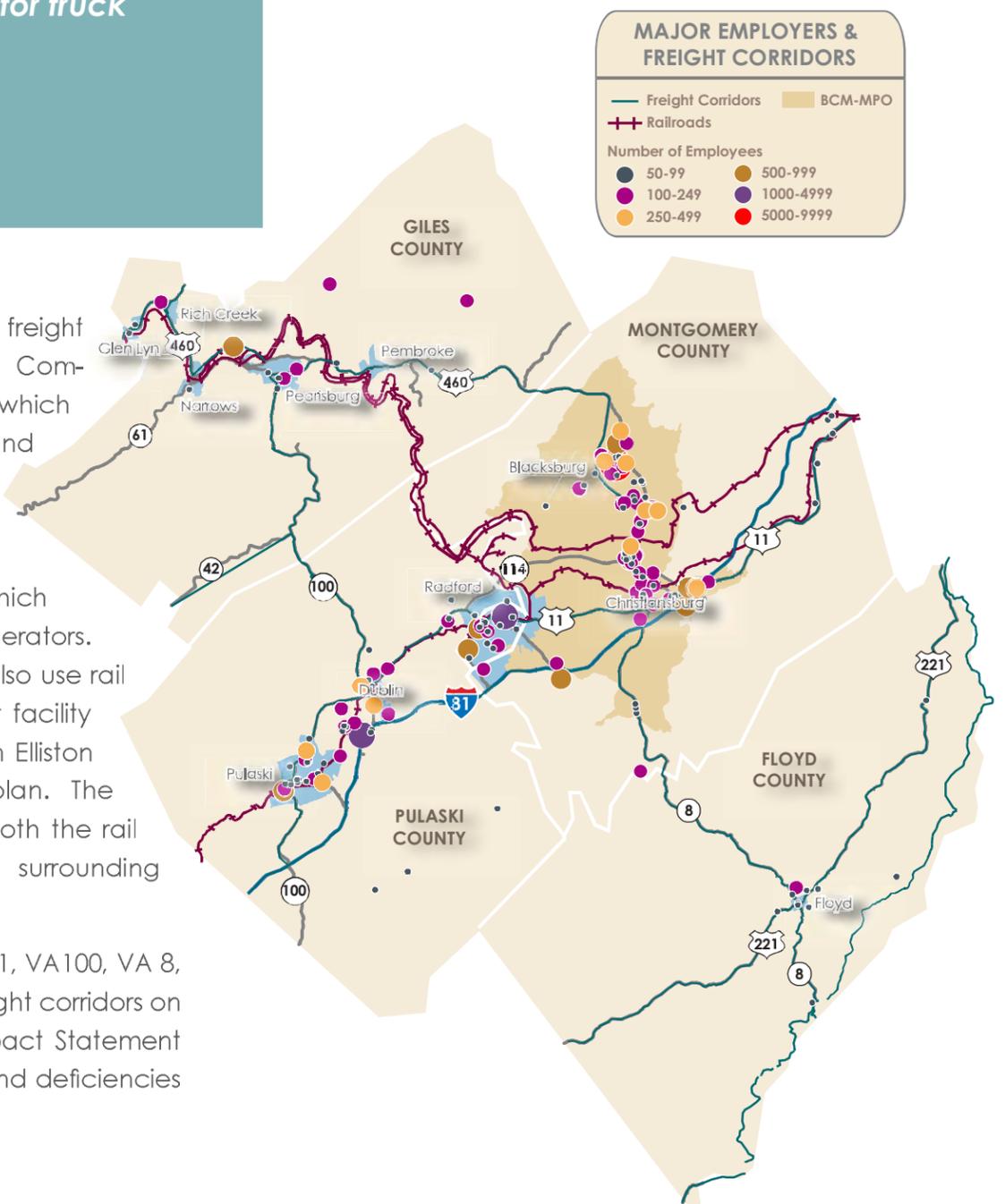
I-81 passes through the center of the region running northeast to southwest. Primary east-west corridors through the region include US 460, VA 8, VA 42, and VA 100. The main north-south corridors through the region US 11, US 221, and VA 61. In the rural portion of the NRPDC, there are 63 miles of interstate (north and south bound), 206 miles of arterials, and 464 miles of collectors.

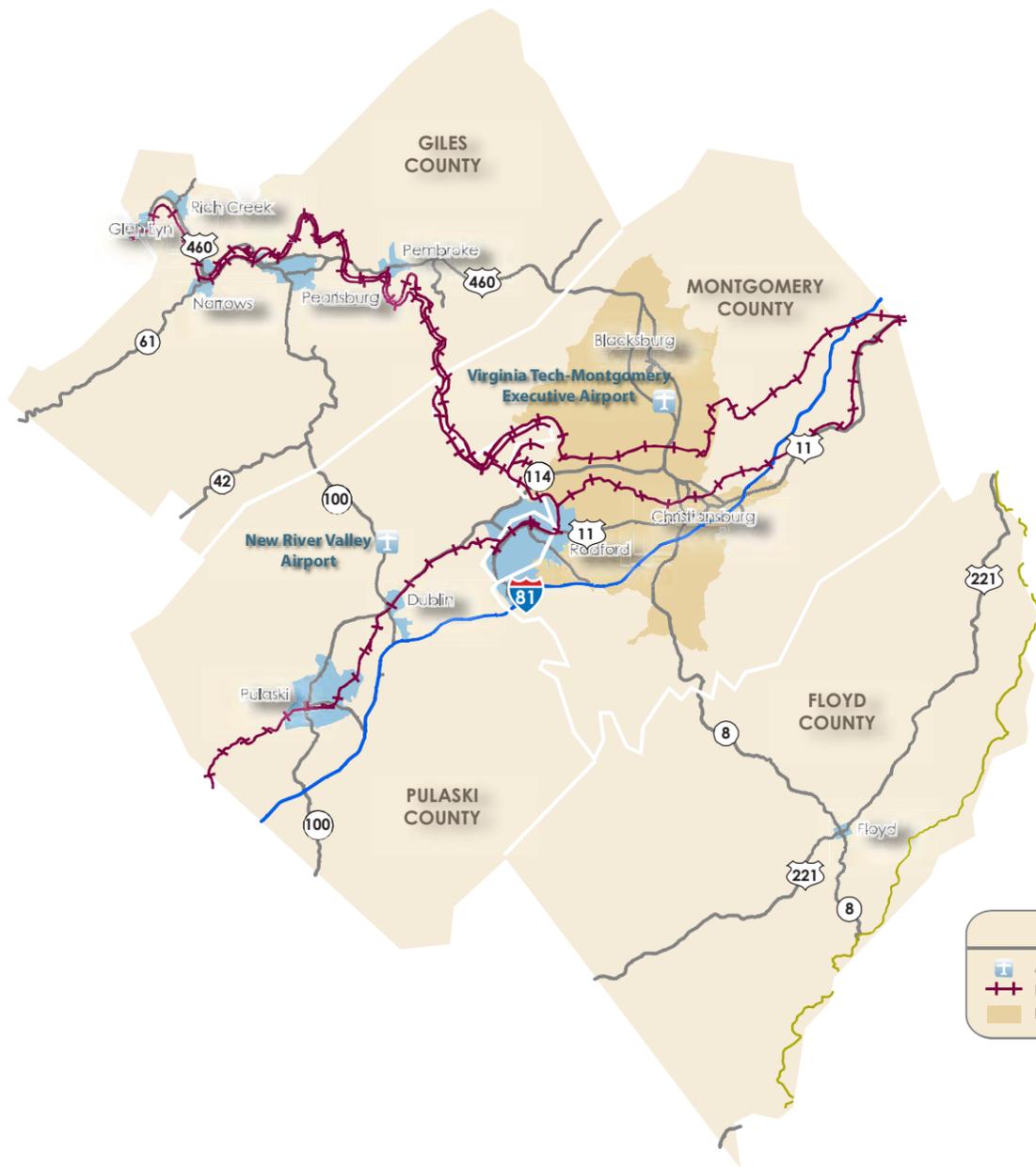
Both I-81 and US 460 are critical corridors for truck freight movement within the region and throughout the Commonwealth.

Goods Movement

Both I-81 and US 460 are critical corridors for truck freight movement within the region and throughout the Commonwealth. Norfolk Southern owns several rail lines which are a part of the company's Crescent Corridor and Heartland Corridor. A recent study of freight generators by the NRPDC for the BCM-MPO addressed freight generators within the NRPDC as well as the MPO. The study included a survey which gathered comments from seventeen freight generators. All used trucks to move freight, while 30% of those also use rail and/or air service. There is an intermodal transfer facility currently planned in eastern Montgomery County in Elliston as a part of the Heartland Corridor improvement plan. The completion of the facility would have effects on both the rail and roadway network within the NRPDC and surrounding regions.

Truck freight primarily utilizes I-81, US 460, US 11, US 221, VA100, VA 8, VA 42 and VA 61. I-81 is one of the primary truck freight corridors on the eastern seaboard. A tiered Environmental Impact Statement (EIS) process has been used to address the needs and deficiencies of the I-81 corridor.





Airports

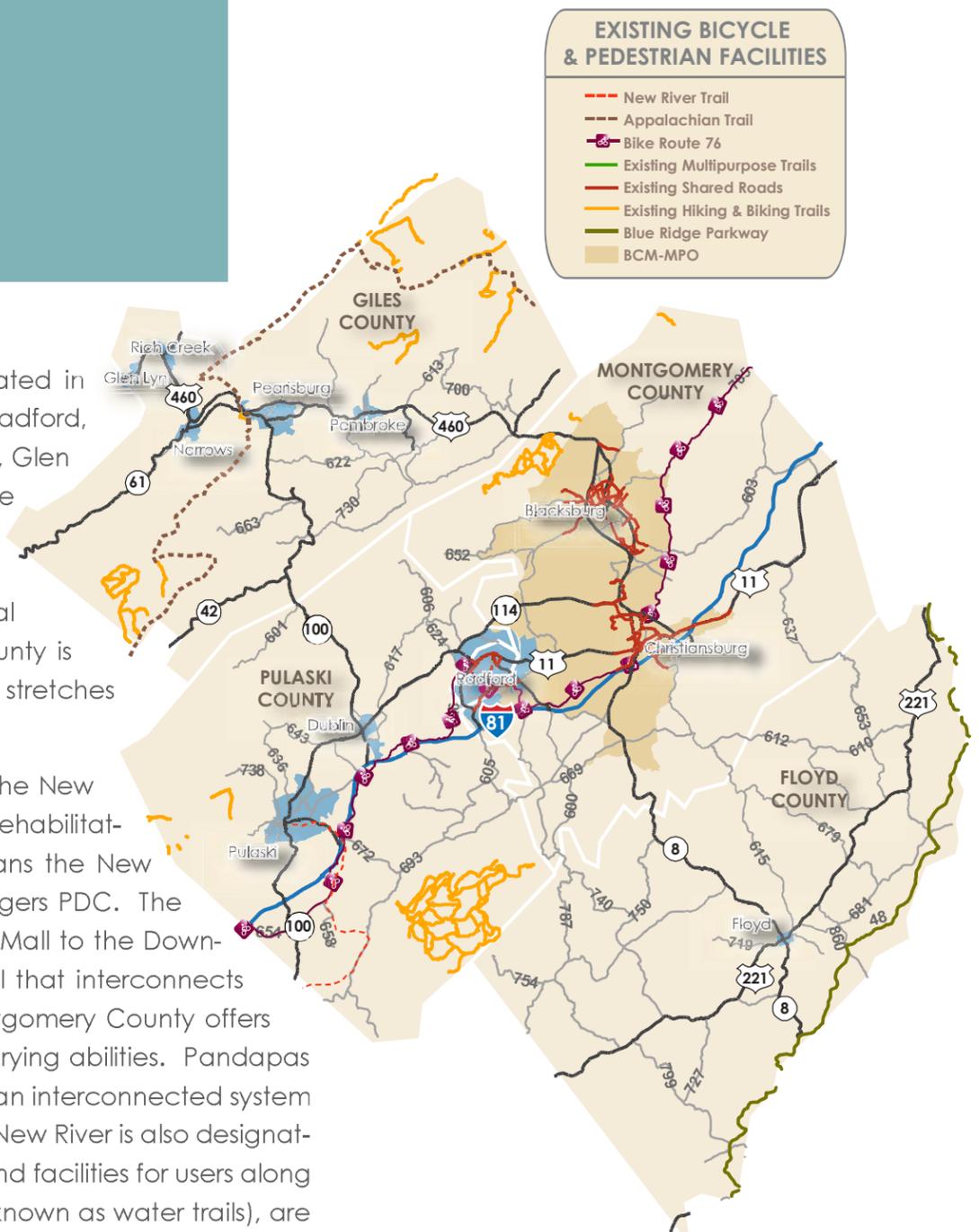
There are two general aviation facilities located in the New River Valley, the New River Valley Airport just north of Dublin in Pulaski County and the Virginia Tech-Montgomery Executive Airport in Blacksburg. The nearest commercial airport is Roanoke Regional Airport approximately ten miles east of the region.

The Huckleberry Trail currently connects the Christiansburg Mall to the Downtown Blacksburg area.

Bicycle and Pedestrian Facilities

Bicycle routes and pedestrian trails are currently located in Montgomery, Giles, and Pulaski Counties, the City of Radford, and the Towns of Blacksburg, Christiansburg, Pearisburg, Glen Lyn, Rich Creek, Dublin, and Pulaski. In 1976, Bike Route 76 was created, running from Astoria, Oregon to Yorktown, Virginia. It passes through the New River Valley in the Town of Christiansburg, the City of Radford and rural areas of Montgomery and Pulaski Counties. Giles County is home to fifty miles of the Appalachian Trail (AT), which stretches from Maine to Georgia and is a national scenic trail.

Nearly fourteen miles of the fifty-seven mile stretch of the New River Trail is located in Pulaski County, including four rehabilitated rail trestles and the Hiwassee River Bridge that spans the New River. The trail continues southwest into the Mount Rogers PDC. The Huckleberry Trail currently connects the Christiansburg Mall to the Downtown Blacksburg area. The Radford Riverway is a trail that interconnects Bisset and Wildwood Parks to Radford University. Montgomery County offers a wide range of mountain biking trails for users with varying abilities. Pandapas Pond and Radford Mountain Biking trail system provide an interconnected system of multi-use trails for hikers and equestrians as well. The New River is also designated as a blueway that offers a variety of access points and facilities for users along the alignment. A relatively new trend, blueways (also known as water trails), are an integral component of the region's long range recreation and tourism plans.



Travel Demand Management

Travel demand management (TDM) holds the potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips.

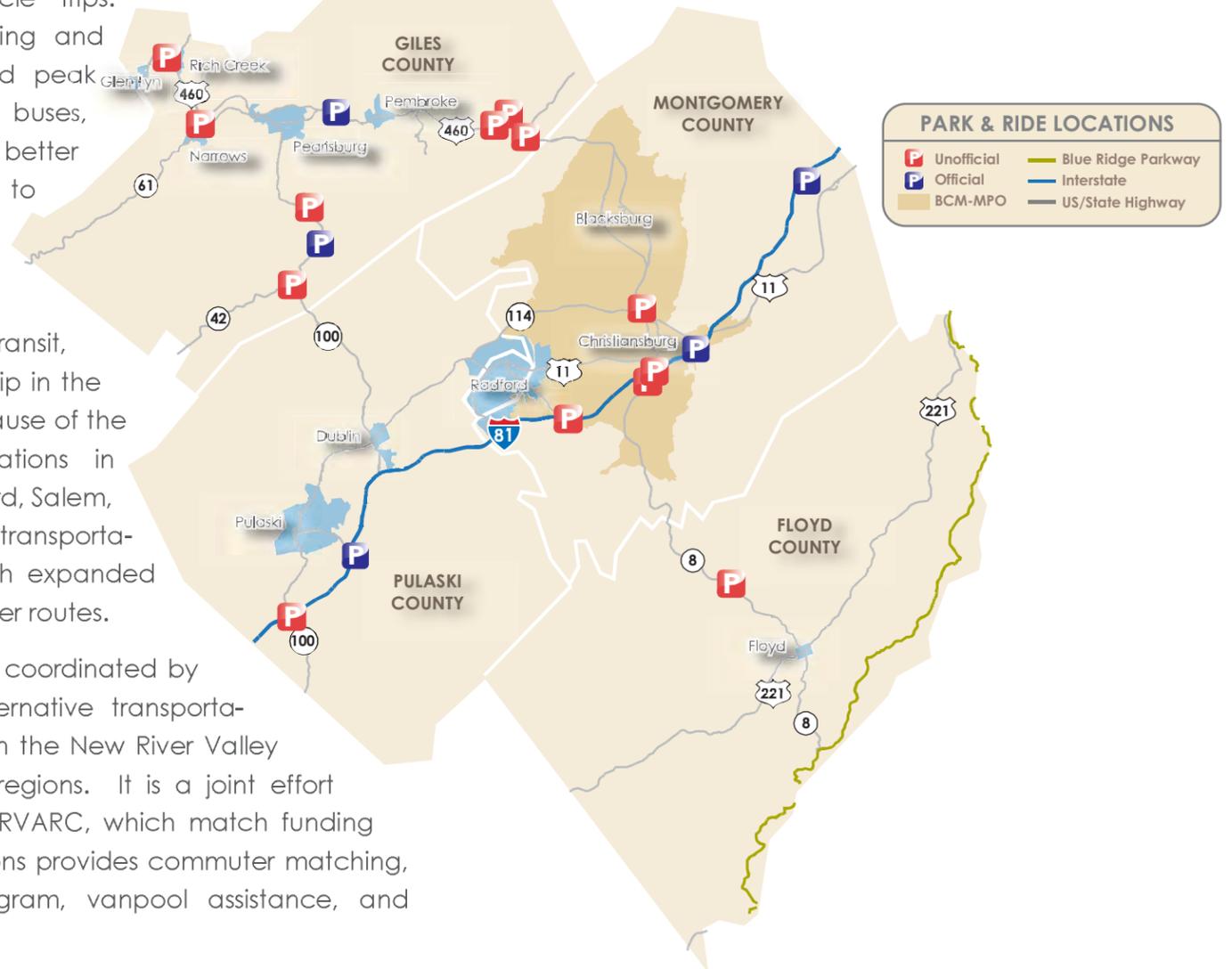
TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in mass transit ridership in the NRVPCD could be realized. Because of the concentration of work destinations in Blacksburg, Christiansburg, Radford, Salem, and Roanoke, enhanced public transportation can increase usage through expanded peak period service and commuter routes.

TDM measures in the region are coordinated by RIDE Solutions, which offers alternative transportation information and assistance in the New River Valley and Roanoke Valley-Alleghany regions. It is a joint effort between the NRVPCD and the RVARC, which match funding received from DRPT. RIDE Solutions provides commuter matching, a guaranteed ride home program, vanpool assistance, and

bicycle information and resources. The commuter matching includes an online interactive map with posts of potential carpools. There are two main clusters of commuters, in Roanoke and in Blacksburg/Christiansburg, and there are riders from the surrounding regions as well. The Smart Way bus is another example of cooperation between the Roanoke and New River valleys to improve mobility. The service is operated by Valley Metro and operates between Roanoke and the Towns of Blacksburg and Christiansburg, with stops within the jurisdictions and at park and ride lots on I-81. There are five official and thirteen unofficial park and ride lots in the region. RIDE Solutions has recently completed a study of the park and ride lots in both the New River Valley and the Roanoke Valley.

There is currently no intercity rail or commuter rail service within the region. The nearest Amtrak services are provided in Danville or Lynchburg on the Crescent service and at Clifton Forge on the Cardinal/Hoosier State line (New York to Chicago). Trans-Dominion Express is a proposed rail service that would connect Bristol to Lynchburg and then divide with a line to Washington, DC and a line to Richmond. Stops in the region are proposed at Pulaski, Radford, and Christiansburg, on the mainline. The new regional service from Lynchburg north to Washington, DC and beyond implements part of the full service planned by TDX.

A new long-distance/commuter transit service began in late 2010. Megabus, a long-haul, fixed-route, private transit operator in the US and Canada began offering service three times daily from Christiansburg to Washington, DC or Knoxville. The stop is at the New River Valley Falling Branch Park and Ride Lot, at I-81 Exit 118.



Land Use

The land use/land cover in the region varies widely from agricultural and rural residential in most of the region to urban residential, commercial, and industrial uses in the larger communities such as Blacksburg, Christiansburg, Pulaski, and Radford. The location of I-81 in the region has affected land uses along its corridor, particularly at access points (interchanges). Large parcels of the Jefferson National Forest account for a large portion of the land use throughout the region.

There is currently no intercity rail or commuter rail service within the region.

Public Transportation

Public transportation services are provided by five service operators: Blacksburg Transit (BT), Pulaski Area Transit (PAT), Community Transit, Radford Transit, and Smart Way. Specific operational characteristics for the transit systems in the NRVPCD are located in the Technical Report. BT, PAT, Smart Way, and Tartan Transit all offer fixed service. BT, PAT, and Community Transit offer demand-responsive service.

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. Through the review of available data, input at public meetings, and information provided by local and regional officials, the NRVPCDC, in conjunction with the local jurisdictions, prepared a list of priority locations. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations

required a new or updated analysis. Within the NRVPCDC, 50 priority locations were analyzed. Twenty-three of these locations were identified for assessment of congestion and safety concerns, while the remaining 27 were analyzed only for safety. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.

Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic.

Bridge Deficiency Summary

Bridge Sufficiency Rating	Functionally Obsolete			Structural Deficiency		
	REPLACE	UPGRADE/REPAIR		REPLACE	UPGRADE/REPAIR	
	0-50	51-80	80+	0-50	51-80	80+
Floyd	0	18	12	8	6	0
Giles	5	17	13	17	7	0
Montgomery*	4	24	14	18	8	0
Pulaski	2	21	5	11	4	0
City of Radford	0	0	0	0	0	0
NRVPCDC Total	11	80	44	54	25	0

*Outside of BCM-MPO



1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance

a. Geometric Weaknesses

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

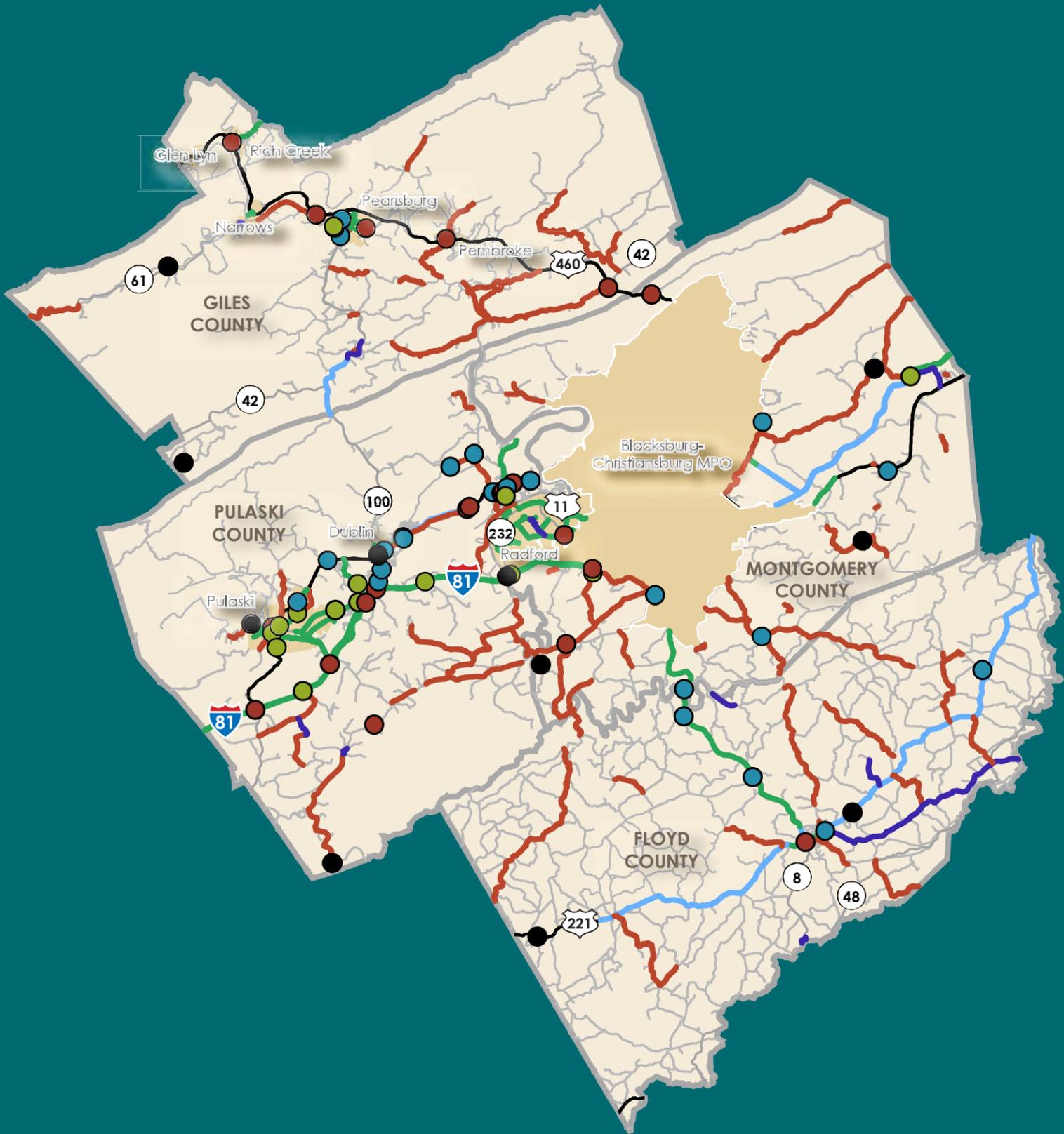
b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.

3. Capacity

Level of service analyses were performed on all functionally classified roadways in the NRVPCDC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by NRVPCDC and local governments as priority study locations. The recommendations to address the deficient locations are identified as operational or safety, by jurisdiction. Current Day, Mid-Term, and Long-Term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

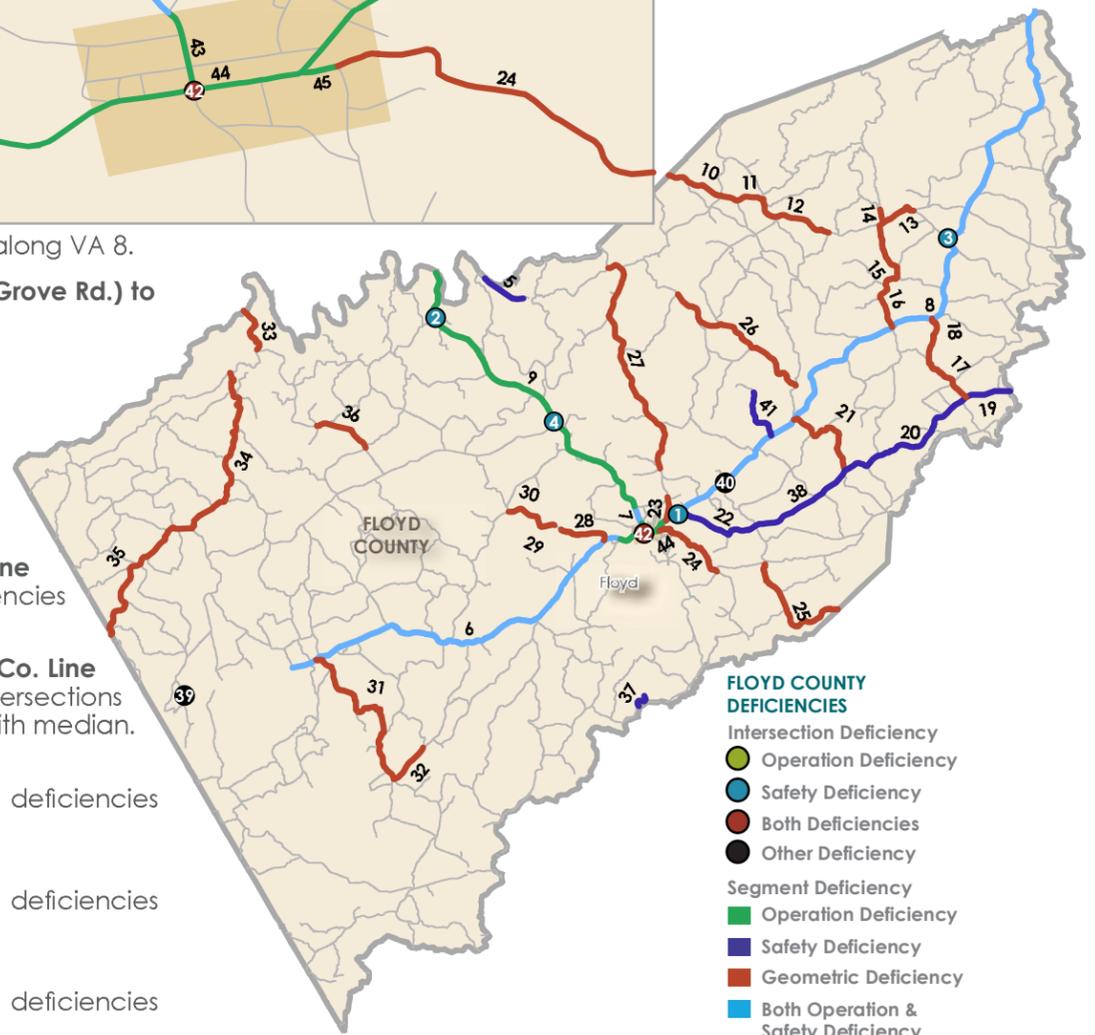
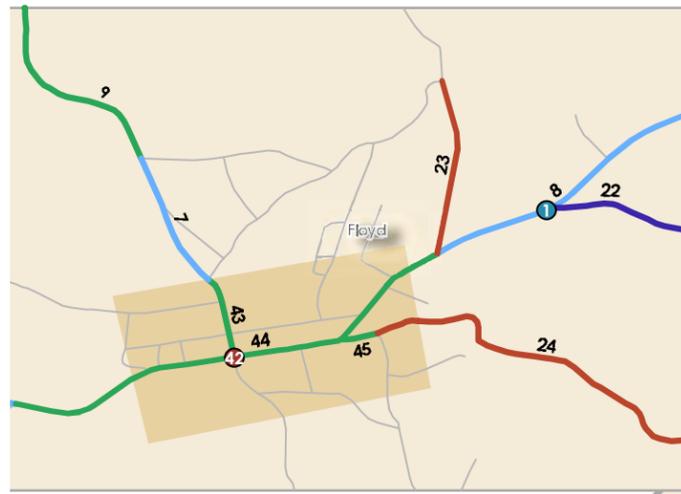


ROADWAY SYSTEM DEFICIENCIES

- Intersection Deficiency**
- Operation Deficiency
 - Safety Deficiency
 - Both Deficiencies
 - Other Deficiencies
- Segment Deficiency**
- Operation Deficiency
 - Safety Deficiency
 - Geometric Deficiency
 - Both Operation and Safety Deficiency

FLOYD COUNTY RECOMMENDATIONS

- 1 **VA 681/US 221**
Short-term maintenance; Mid-term add/improve turn lanes.
- 2 **VA 8/VA 750**
Short term maintenance and add "Intersection Ahead" signage along VA 8; Mid-term add westbound left turn lane.
- 3 **US 221/VA 642**
Short-term maintenance; Mid-term add turn lanes; Long-term reconstruct intersection to improve sight distance and address safety issues.
- 4 **VA 8/VA 730**
Short-term maintenance; add "Intersection Ahead" signage along VA 8.
- 5 **VA 663 (Sowers Mill Rd.) from 0.1 Mi. E. of VA 617 (White Oak Grove Rd.) to 1.0 Mi. E. of VA 617 (White Oak Grove Rd.)**
Long-term reconstruct to rural roadway design standards.
- 6 **US 221 (Floyd Hwy. S.) from VA 787 to T-1004**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 7 **VA 8 (Locust St.) from Floyd Northern Town Limit to VA 748**
Long-term widen to urban four-lane roadway.
- 8 **US 221 (Floyd Hwy. North) from VA 615 N. to Roanoke Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 9 **VA 8 (Locust St./Webbs Mill Rd.) from VA 748 to Montgomery Co. Line**
Mid-term improve shoulders and add turn lanes at major intersections along corridor; Long-term widen to rural four-lane roadway with median.
- 10 **VA 612 (Stonewall Rd.) from VA 660 to Montgomery Co. Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 11 **VA 660 (Daniel's Run) from VA 612 to VA 610**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 12 **VA 610 (Daniel's Run) from VA 660 N. to VA 669**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).



- 13 **VA 610 (Daniel's Run) from VA 653 to VA 649**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 14 **VA 653 (Shawsville Pike) from VA 610 to VA 808 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 15 **VA 654 (Kings Store Rd.) from VA 665 S. to VA 654**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 16 **VA 661 (King Store Rd.) from US 221 to Route 665 E.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 17 **VA 639 (River Ridge Rd.) from VA 640 E. to VA 664**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 18 **VA 664 (River Ridge Rd.) from VA 639 to US 221**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 19 **VA 681 (Franklin Pike) from Blue Ridge Pkwy. to Franklin Co. Line/VA 666**
Short-term study potential safety improvements; Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 20 **VA 681 (Franklin Pike) from VA 679 to Blue Ridge Pkwy.**
Short-term study potential safety improvements; Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 **VA 679 (Poor Farm Rd.) from VA 681 to US 221 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 22 **VA 681 (Franklin Pike) from US 221 to VA 860**
Short-term study potential safety improvements; Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 **VA 615 (Christiansburg Pike) from US 221 E. to VA 693**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 24 **VA 615 (Barberry Rd.) from VA 637 to T-798**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 25 **VA 860 (Shooting Creek Rd.) from Franklin Co. Line to Blue Ridge Pkwy.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 26 **VA 679 (Bethlehem Church Rd.) from VA 608 to VA 689**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 27 **VA 615 (Christiansburg Pike) from VA 817 N. to VA 705**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 28 **VA 719 (Laurel Branch Rd.) from 1.83 Mi. E. of VA 729 to US 221**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 29 **VA 719 (Laurel Branch Rd.) from 0.89 Mi. E. of VA 729 to 1.59 Mi. E. of VA 729**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 30 **VA 719 (Laurel Branch Rd.) from VA 729 to 0.89 Mi. E. of VA 729**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 31 **VA 799 (Conner Grove Rd.) from VA 727 to US 221**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 32 **VA 727 (Union School Rd.) from VA 799 to VA 772**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 33 **VA 787 (Indian Valley Rd.) from VA 740 to Montgomery Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 **VA 787 (Indian Valley Rd.) from VA 622 to VA 655**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 35 **VA 622 (Indian Valley Post Office Rd.) from Carroll Co. Line to VA 787**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 36 **VA 740 (White Rock Rd.) from VA 750 to VA 814**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 37 **VA 8 (Parkway Ln.) from VA 709 (Morning Dew Ln.) to End of S-Curve**
Short-term straighten roadway.
- 38 **VA 681 (Franklin Pike) from VA 860 to VA 679**
Short-term study potential safety improvements; Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 **US 221 (Floyd Hwy.) Bridge over Mira Fork**
Short-term replace bridge.

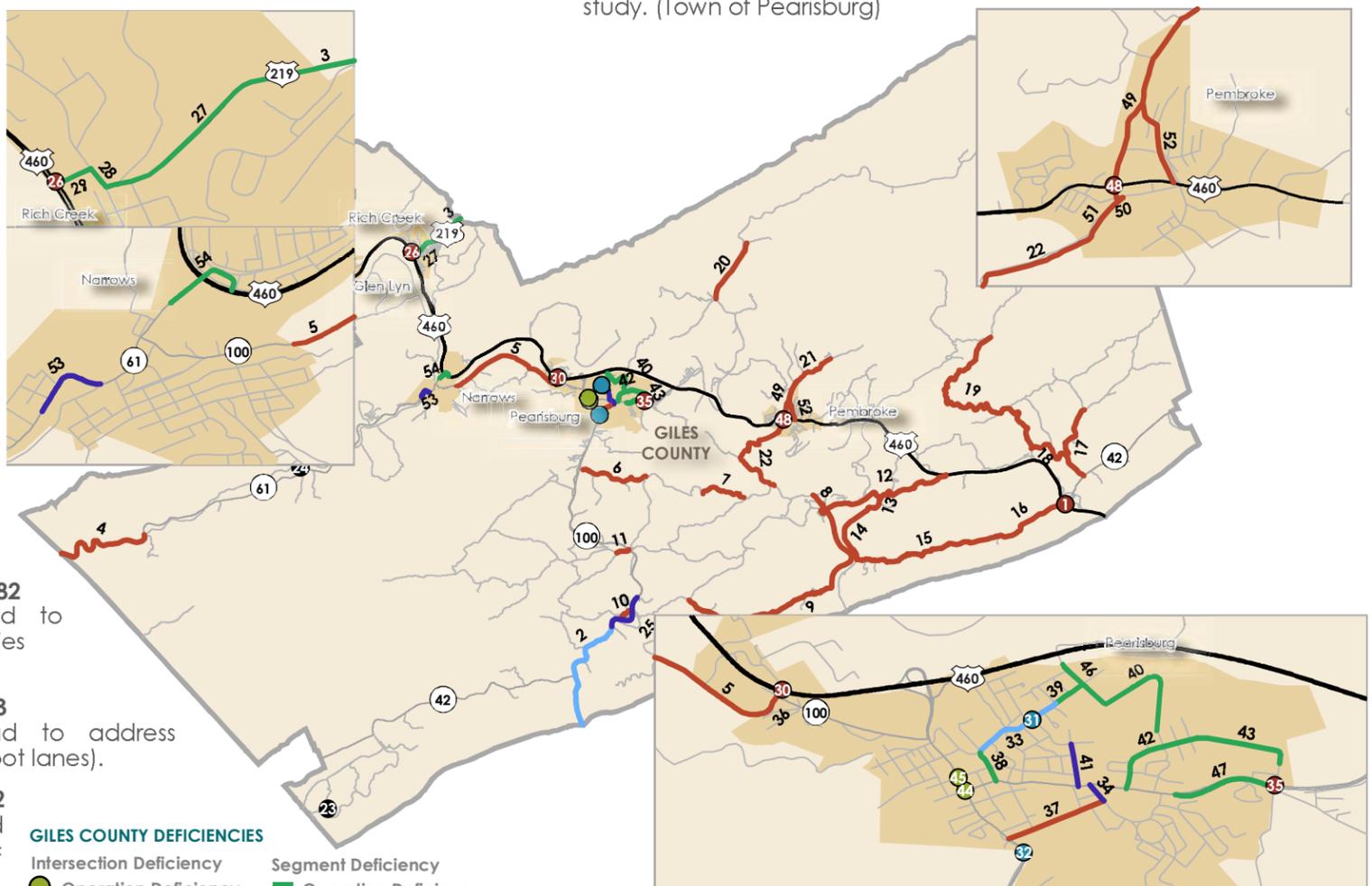
FLOYD COUNTY RECOMMENDATIONS (continued)

- 40 US 221 (Floyd Hwy.) Bridge over Pine Creek**
Short-term replace bridge.
- 41 Roger Rd. from US 221 (Floyd Hwy.) to End of Rd.**
Mid-term pave roadway.
- 42 VA 221 (Main St.)/VA 8 (Locust St.)**
Short-term maintenance; Mid-term apply access management, improve pedestrian accommodations, remove diagonal parking on US 221, and perform study to identify a truck bypass route; Long-term add left-turn bays if warranted and construct truck bypass route. (Town of Floyd)
- 43 VA 8 (Locust St.) from US 221 to Northern City Limit - Town of Floyd**
Long-term widen to urban four-lane roadway. (Town of Floyd)
- 44 US 221 (Main St.) from VA T-1004 to VA 615 N.**
Long-term upgrade to three-lane roadway with median two way left-turn lane. (Town of Floyd)
- 45 VA T-615 (Barberry Rd.) from VA T-798 to US 221 W.**
Long-term upgrade to rural three-lane roadway. (Town of Floyd)

GILES COUNTY RECOMMENDATIONS

- 1 US 460 (Virginia Ave.)/VA 42 (Blue Grass Trail)/VA 605 (Spruce Run Rd.)**
Long-term add regional parking lot.
- 2 VA 100 (Wysor Hwy.) from Pulaski Co. Line to VA 692**
Mid-term improve roadway to address safety issues; Long-term widen to four-lane roadway with median.
- 3 US 219 (Federal St.) from Eastern Town Limit - Rich Creek to West Virginia State Line**
Long-term widen to four-lane roadway with median.
- 4 US 61 (Wolf Creek Hwy.) from Bland Co. Line to 1.09 Mi. E. of VA 760**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 5 US 100 (Wysor Hwy.) from Western City Limits - Pearisburg to Eastern City Limits - Narrows**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 6 VA 622 from 0.14 Mi. E. of US 100 to VA 708**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 7 VA 622 (Broad Hollow Rd.) from 2.25 Mi. E. VA 708 to VA 623 W.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 8 VA 622 from VA 699 to VA 730 E.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 9 VA 622 (Eggleston River Rd.) from VA 730 W. to VA 730 S.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 10 VA 660 (Staffordsville Rd.) from VA 734 to US 100**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 11 VA 653 (Sugar Run Rd.) from VA 653 to US 100 N.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 12 VA 730 from VA 622 E. to US 460**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 VA 682 from VA 625 to VA 730**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 14 VA 625 from VA 605 to VA 682**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 15 VA 605 from VA 625 to VA 693**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 16 VA 605 from VA 693 to VA 802**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

- 17 VA 601 from US 42 to VA 685**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 18 VA 604 from VA 700 to VA 601**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 19 VA 700 from VA 604 to VA 613**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 20 VA 635 from VA 684 to VA 628**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 VA 623 from Northern City Limit - Pembroke to VA 624**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 VA 623 (Rye Hollow Rd.) from VA 622 E. to Southern City Limits - Pembroke**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 VA 670 Bridge 1.0 Mi. S. VA 669**
Short-term replace bridge.
- 24 VA 673 Bridge over Wolf Creek**
Short-term replace bridge.
- 25 VA 100 from 8.2 Mi. S. of US 460 to Pulaski Co. Line**
Mid-term improve roadway to address safety issues.
- 26 US 460 (Virginia Ave.)/US 219 (Island St.)**
Long-term prohibit left turns from Island St. and provide a median break north of the intersection to accommodate turning traffic. (Town of Rich Creek)
- 27 US 219 (Federal St.) from VA T-1021 (Old Virginia Ave.) to Eastern Town Limit - Rich Creek**
Long-term widen to rural four-lane roadway with median. (Town of Rich Creek)
- 28 US 219 (Virginia Ave.) from US 219 (Federal St.) to VA T-1021 (Old Virginia Ave.)/US 219 (Federal St.)**
Long-term widen to rural four-lane roadway with median. (Town of Rich Creek)
- 29 US 219 (Federal St.) from US 460 to US 219 (Virginia Ave.)**
Long-term widen to rural four-lane roadway with median. (Town of Rich Creek)
- 30 US 460 (Virginia Ave.)/Thomas Rd.**
Short-term add signage to alert drivers of pedestrians in intersection; Mid-term conduct intersection study to check traffic signal warrants based on pedestrian volume; Long-term widen median to allow two-stage left turns from Thomas Rd. (Town of Pearisburg)
- 31 Oak Ln./Curve Rd.**
Short-term conduct speed study; Mid-term conduct traffic calming study. (Town of Pearisburg)



GILES COUNTY RECOMMENDATIONS (continued)

- 32 US 100/flat curve near entrance of Town of Pearisburg**
Short-term consider reducing speed limit; Long-term improve drainage systems along roadway. (Town of Pearisburg)
- 33 Curve Rd. from Harvey St. to Pearl St.**
Long-term upgrade roadway to urban two-lane roadway design standards. (Town of Pearisburg)
- 34 Fort Branch Rd. from Henson Ave. to US 460 (Wenonah Ave.)**
Short-term install stop bar on Henson Ave. and northbound Fort Branch Rd. at US 460 and install center line and edge of pavement markings; Long-term upgrade roadway to urban design standards. (Town of Pearisburg)
- 35 US 460 (Wenonah Ave.)/VA 674 (Woodland Dr. near Wal-Mart)**
Mid-term improve northeast corner of intersection to at least 60 foot radius to accommodate truck traffic. (Town of Pearisburg)
- 36 US 100 from VA 640 E. to Western City Limits - Pearisburg**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Town of Pearisburg)
- 37 Henson Ave. from South Main St. to Fort Branch Rd.**
Mid-term widen to four-lane roadway. (Town of Pearisburg)
- 38 Curve Rd. from US 460 BUS (Wenonah Ave.) to Harvey St.**
Long-term reconstruct to urban two-lane standards. (Town of Pearisburg)
- 39 Curve Rd. from Pearl St. to VA 1235**
Long-term reconstruct to urban two-lane standards. (Town of Pearisburg)
- 40 Horsley Dr. from Current terminus to Curve Rd.**
Long-term extend Horsley Dr. (Town of Pearisburg)
- 41 Hale St. from US 460 Business (Wenonah Ave.) to Valley View Dr.**
Mid-term reconstruct roadway to eliminate blind spots. (Town of Pearisburg)
- 42 Gale Rd. from US 460 Business (Wenonah Ave.) to Existing Terminus Near Mason Court Dr.**
Long-term reconstruct roadway to eliminate blind spots. (Town of Pearisburg)
- 43 Gale Rd. from existing terminus near Mason Court Dr. to Woodland Dr.**
Long-term extend roadway. (Town of Pearisburg)
- 44 VA 100 (Main St.)/US 460 Business (Wenonah Ave.)**
Long-term remove island and add raised medians. (Town of Pearisburg)

- 45 VA 100 (Main St.)/Mountain Lake Ave.**
Long-term restripe center turn lane and add signage. (Town of Pearisburg)

- 46 Curve Rd. from VA 1235 to Northern City Limit - Pearisburg**
Long-term reconstruct to urban two-lane standards. (Town of Pearisburg)

- 47 US 460 (Wenonah Ave.) from Old Eastern City Limit - Pearisburg to Eastern City Limit - Pearisburg (Woodland Dr.)**
Mid-term reconstruct to urban four-lane standards including curb and gutter and sidewalk. (Town of Pearisburg)

- 48 US 460 (Virginia Ave.)/VA T-623 (Cascade Dr.)**
Short-term maintenance; Mid-term conduct intersection study to identify safety improvements; Long-term consider signalization following a complete warrant study. (Town of Pembroke)

- 49 T-623 from VA 1404 W. to Northern City Limit - Pembroke**
Long-term upgrade to urban two-lane roadway. (Town of Pembroke)

- 50 T-1404 from VA 623 W. to VA 623 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Pembroke)

- 51 T-1404 from Southern City Limit - Pembroke to VA 1040 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Pembroke)

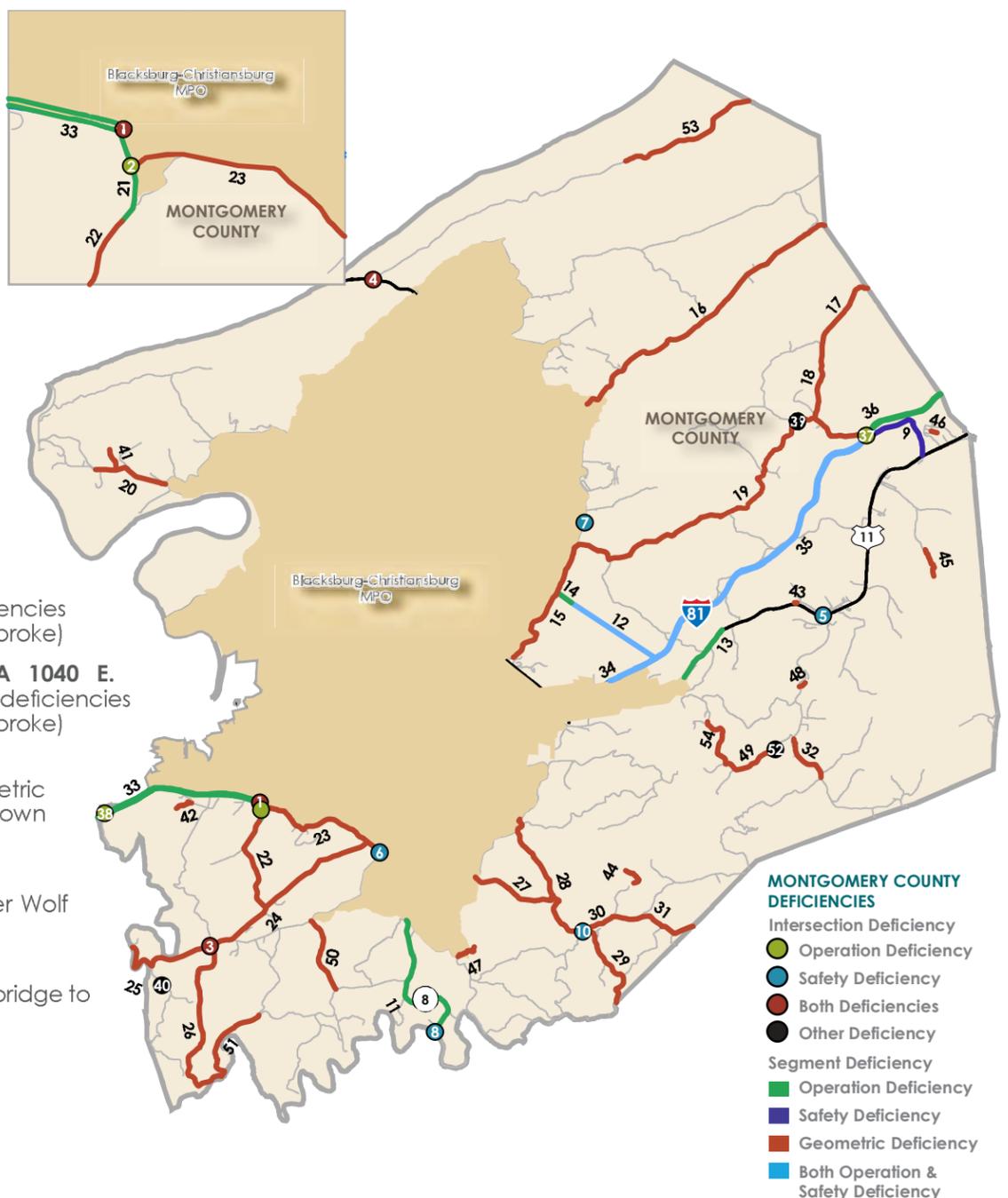
- 52 T-626 from US 460 W. to VA 623**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Pembroke)

- 53 VA 61 from Bridge St. to Bridge St.**
Mid-term reconstruct roadway and replace bridge over Wolf Creek. (Town of Narrows)

- 54 VA 61 from Southeast End of New River Bridge to US 460**
Short-term replace bridge and upgrade tie-in from new bridge to US 460. (Town of Narrows)

MONTGOMERY COUNTY RECOMMENDATIONS

- 1 I-81/Exit 109, US 177 (Tyler Rd.)**
Long-term expand interchange to address capacity deficiencies and construct a park-and-ride facility in the vicinity.
- 2 US 177/VA 600 (Tyler Rd.)/VA 658 (Meadow Creek Rd.)**
Mid-term construct roundabout and incorporate improvements at adjacent I-81 interchange intersection.
- 3 VA 787 (Indian Valley Rd.)/VA 693 (Childress Rd.)**
Short-term maintenance and install "Intersection Ahead" warning signs along VA 787; Mid-term add turns lanes.
- 4 US 460 (Pandapas Pond Rd.)/VA 621 (Craig Creek Rd.)**
Short-term maintenance; Mid-term add turn lanes; Long-term restrict left turns from Craig Creek Rd. and reroute turn movements to medians.
- 5 US 11/US 460 (Roanoke Rd.)/VA 637 (Alleghany Spring Rd.)**
Short-term maintenance and lengthen southbound left turn lane; Mid-term add and lengthen turn lanes.
- 6 VA 8/VA 658**
Short-term conduct warrant study for signalization and apply access management; Mid-term reconfigure and realign VA 670, VA 658, and VA 8 to address safety issues.
- 7 VA 723/rail underpass**
Long-term upgrade to provide two lanes of traffic through railroad overpass.
- 8 Webb's Mill/bridge over Little River**
Short-term add warning signage to watch for turning vehicles, install chevrons, and reduce speed limit in both directions.
- 9 VA 603 from US 11 to I-81**
Short-term reconstruct to two-lane standards including full shoulders.
- 10 VA 615 (Pilot Rd.)/VA 617 (Brush Creek Rd.)**
Long-term continue to monitor for potential improvements.
- 11 VA 8 (Webbs Mill Rd.) from Floyd Co. Line to VA 616**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

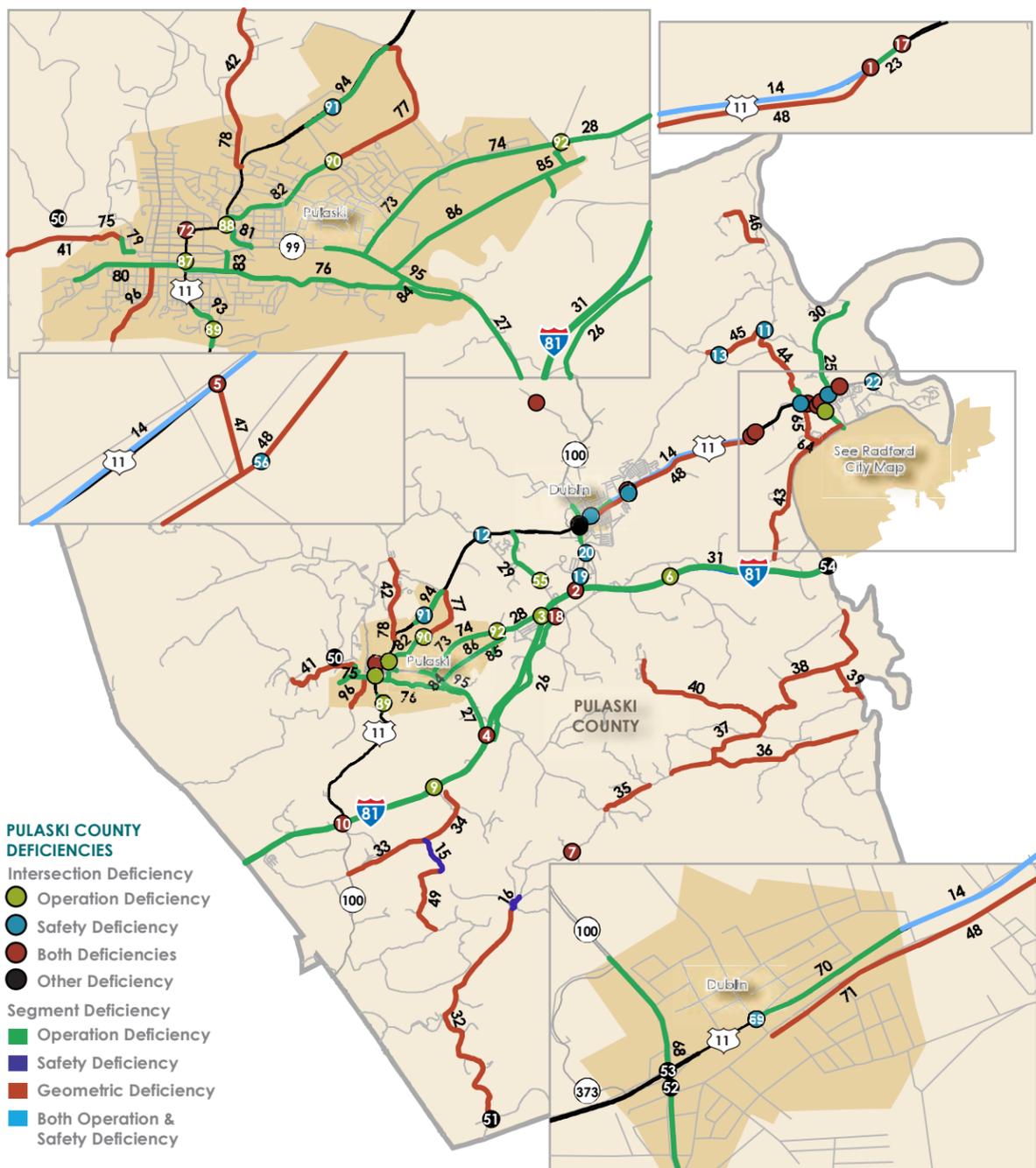


MONTGOMERY COUNTY RECOMMENDATIONS (continued)

- 12 SMART Hwy. Ext. (PROPOSED) from Terminus of existing SMART Hwy., E. of VA 723 to I-81**
Long-term widen to rural four-lane roadway with median.
- 13 US 11 (Roanoke St.) from Eastern City Limit - Christiansburg to 0.51 Mi. E. of VA 641**
Long-term widen to rural four-lane roadway with median.
- 14 SMART Hwy. from 1.15 Mi. southeast of Blacksburg City Limit to 1.7 Mi. Southeast of Blacksburg City Limit (Dead End)**
Long-term widen to rural four-lane roadway with median.
- 15 VA 723 (Ellett Rd.) from VA 644 to VA 603 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 VA 785 from VA 726 to Roanoke Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 VA 622 from VA 629 to Roanoke Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 VA 629 from VA 603 to VA 622**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 19 VA 603 from VA 723 N. to I-81 North Ramp**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 20 VA 652 from VA 625 E. to VA 655**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 VA 600 (Tyler Rd.) from New River Valley Medical Center Entrance to US 177 S./I-81/Southern Limit of MPO**
Mid-term widen to rural four-lane divided roadway with bike lanes and turn lanes at VA 627 and NRV Medical Center.
- 22 VA 600 (Tyler Rd.) from VA 693 N. to New River Valley Medical Center Entrance**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 VA 658 (Meadow Creek) from VA 600 to VA 8**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 24 VA 693 (Grayson Rd.) from VA 613 E (Blue Spring Rd.) to VA 658**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 25 VA 613 (Grayson Rd.) from VA 693 to VA 613 E**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 26 VA 787 (Indian Valley Rd.) from Floyd Co. Line/VA 600 to VA 693**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 27 VA 669 (Indian Valley Rd.) from VA 679 to VA 615**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 28 VA 615 (Pilot Rd.) from VA 612 to VA 675 N**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 29 VA 615 (Old Pike) from Floyd Co. Line to VA 612**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 VA 610 (High Rock Hill Rd.) from VA 615 to VA 729**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 VA 612 (High Rock Hill Rd.) from VA 729 to Floyd Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 32 VA 637 (Alleghany Springs Rd.) from VA 771 N. to VA 609 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 33 I-81 from Pulaski Co. Line to VA 177**
Long-term reconstruct to rural six-lane roadway with median (project in environmental stage).
- 34 I-81 from Eastern City Limit - Christiansburg to 0.68 Mi. N. of Christiansburg**
Long-term reconstruct shoulders to standards, add truck climbing lanes in southbound direction, and widen to rural eight-lane roadway with median (project in environmental stage).
- 35 I-81 from 0.68 Mi. N. of Christiansburg to VA 603**
Long-term reconstruct to rural eight-lane roadway with median (project in environmental stage).
- 36 I-81 from VA 603 to Roanoke Co. Line**
Long-term reconstruct to rural six-lane roadway with median (project in environmental stage).
- 37 I-81/Exit 128**
Long-term reconstruct interchange (project in environmental stage).
- 38 I-81/exit 105**
Long-term reconstruct interchange (project in environmental stage).
- 39 VA 603 Bridge over Craig Creek**
Short-term replace bridge.
- 40 VA 613 Bridge over Little River**
Short-term replace bridge.
- 41 Big Vein Rd. from VA 652 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 42 Cornbread Rd. from VA 665 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 43 Regency Rd. from VA 753 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 44 Sunflower Rd. from VA 729 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 45 Brake Rd. from VA 831 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 46 Walthall St. from VA 740 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 47 Cornstalk Rd. from VA 616 to End of Rd.**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 48 Flick Dr., Extension of VA 816 from VA 637 to End State Maintenance of VA 816**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 49 VA 639 (Mount Pleasant Rd.) from 0.05 Mi. W. of VA 722 to 1.24 Mi. E. of VA 722**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 50 VA 606 (Sidney Church Rd.) from VA 669 to VA 673**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 51 VA 600 (Piney Woods Rd.) from VA 787 to VA 672**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 52 VA 639 (Mount Pleasant Rd.) Bridge over Elliot Creek**
Short-term upgrade bridge to design standards.
- 53 VA 621 (Craig Creek Rd.) from 7.5 Mi. E. of US 460 to Craig Co. Line**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.
- 54 VA 639 (Mount Pleasant Rd.) from 0.05 Mi. W. of VA 722 to 0.07 Mi. E. of VA 742**
Short-term upgrade roadway to design standards for inclusion in VDOT road system.

PULASKI COUNTY RECOMMENDATIONS

- 1 US 11 (Lee Hwy.)/VA 747, near Old Route 11 Speedway**
Short-term conduct traffic study to identify intersection constraints; Mid-term reconfigure intersection; Long-term consolidate/reconstruct intersection.
- 2 I-81/Exit 98, VA 100 (Cleburne Blvd.)**
Short-term maintenance; Mid-term add separate right-turn lane on northbound I-81 exit ramp; Long-term reconstruct interchange (project in environmental stage).
- 3 VA 611 (Newbern Rd.)/VA 643 (Cougar Trail Rd.)**
Short-term conduct detailed traffic study; Mid-term provide sufficient capacity to accommodate vehicular activity.
- 4 I-81/Exit 94, Count Pulaski Rd.**
Long-term reconstruct interchange (project in environmental stage).
- 5 US 11 (Lee Hwy.)/VA 617 (Ruebush Rd.)**
Short-term maintenance; Long-term conduct traffic study to identify intersection constraints and potential for signalization.
- 6 I-81/Exit 101, VA 660 (State Park Rd.)**
Long-term reconstruct interchange (project in environmental stage).
- 7 Julia Simpkins Rd. (bridge) over Max Creek**
Short-term maintenance; Long-term reconstruct approaches and widen bridge.
- 8 US 11 (Lee Hwy.)/VA 624 (Hickman Cemetery Rd./New River Rd.)**
Short-term install stop bars on both side street approaches; Mid-term lengthen left turn lanes on both eastbound and westbound approaches.
- 9 I-81/Exit 92, VA 658 (Greenbrier Rd.)**
Long-term improve interchange (project in environmental stage).
- 10 I-81/Exit 89, US 11 (Lee Hwy.)/VA 100 (Wysor Rd.)**
Long-term improve interchange (project in environmental stage).
- 11 VA 600 (Belspring Rd.)/VA 627 (Highland Rd.)**
Short-term maintenance; Mid-term add turn lanes and "Intersection Ahead" signage on VA 600; Long-term reconstruct intersection to address geometric and safety issues.
- 12 US 11 (Lee Hwy.)/VA 643 (Thomspring Rd.)**
Short-term install stop bar on VA 643; Long-term reconstruct southbound US 11 to match northbound approach grade and alignment.
- 13 VA 627 (Highland Rd.)/VA 625 (Morgan Farm Rd.)**
Short-term install stop bar on VA 625; Long-term reconstruct intersection to improve horizontal alignment of VA 627 and improve approach grade of VA 625.
- 14 US 11 (Broad St./Lee Hwy.) from Dublin Eastern Town Limit to VA 747**
Long-term widen to rural four-lane roadway with median.
- 15 VA 658 (Delton Rd.) from VA 654 (Old Baltimore Rd.) to river**
Short-term add warning signage and conduct maintenance; Long-term reconstruct to rural roadway design standards.
- 16 VA 693 (Julia Simpkins Rd.) Horizontal Curvature from VA 777 (Clark Rd.) to VA 675 (Little Irish Rd.)**
Mid-term add pavement markings, channelization, and edge of pavement treatments; Long-term reconstruct to rural roadway design standards.
- 17 US 11 (Lee Hwy.)/Old Route 11 Speedway Entrance**
Mid-term study extension of turn lanes or change in traffic control; Long-term consolidate intersections and conduct study for potential signalization or roundabout.
- 18 VA 611 (Newbern Rd.)/VA F-047 (Old VA 100)**
Short-term move stop bar on southbound Old VA 100 back to increase turn radius for trucks; Mid-term add eastbound left turn lane.
- 19 VA 100 (Cleburne Blvd.)/VA 683 (Alexander Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 20 VA 100 (Cleburne Blvd.)/VA 682 (Newbern Rd.)/VA 1097 (Town Center Dr.)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 21 VA 114 (Peppers Ferry Rd.)/VA 600 (Belspring Rd.)**
Long-term upgrade intersection, including signalization. (Fairlawn Area)
- 22 VA 114 (Peppers Ferry Rd.)/VA 679 (Viscoe Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 23 US 11 (Lee Hwy.) from VA 747 to 0.19 Mi. E. of VA 747**
Long-term widen to rural four-lane roadway with median.
- 24 VA 600 (Belspring Rd.) from VA 114 to VA 779**
Long-term reconstruct road to address geometric deficiencies (including bike lanes and full-width shoulders). (Fairlawn Area)
- 25 VA 600 (Belspring Rd.) from VA 779 to VA 623**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 26 F-047 (Possum Hollow Rd.) from VA 99/I-81 to VA 611**
Long-term widen to rural four-lane roadway with median.
- 27 VA 99 (Main St./Count Pulaski Dr.) from Eastern Limit - Town of Pulaski to I-81**
Long-term widen to urban four-lane roadway with median.
- 28 VA 611 from VA 694/VA 804 to I-81 Service Rd.**
Long-term widen to rural four-lane roadway with median.
- 29 VA 643 (Cougar Trail Rd.) from VA 683 to US 11 E.**
Long-term widen to rural four-lane roadway with median.
- 30 VA 623 (Ammunition Plant) from VA 600 (Belspring Rd.) to 1.39 Mi. E. of VA 600**
Deficiency with low priority; Continue to monitor for potential improvements.
- 31 I-81 from Wythe Co. Line to Montgomery Co. Line**
Long-term reconstruct to rural six-lane roadway with median (project in environmental stage).
- 32 VA 693 (Julia Simpkins) from VA 761 to VA 777**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 33 VA 654 (Old Baltimore Rd.) from VA 100 to VA 658**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 34 VA 658 (Delton Rd.) from VA 651 to VA 651**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 35 VA 693 (Lead Mine Rd.) from VA 672 S. to VA 669**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).



PULASKI COUNTY RECOMMENDATIONS (continued)

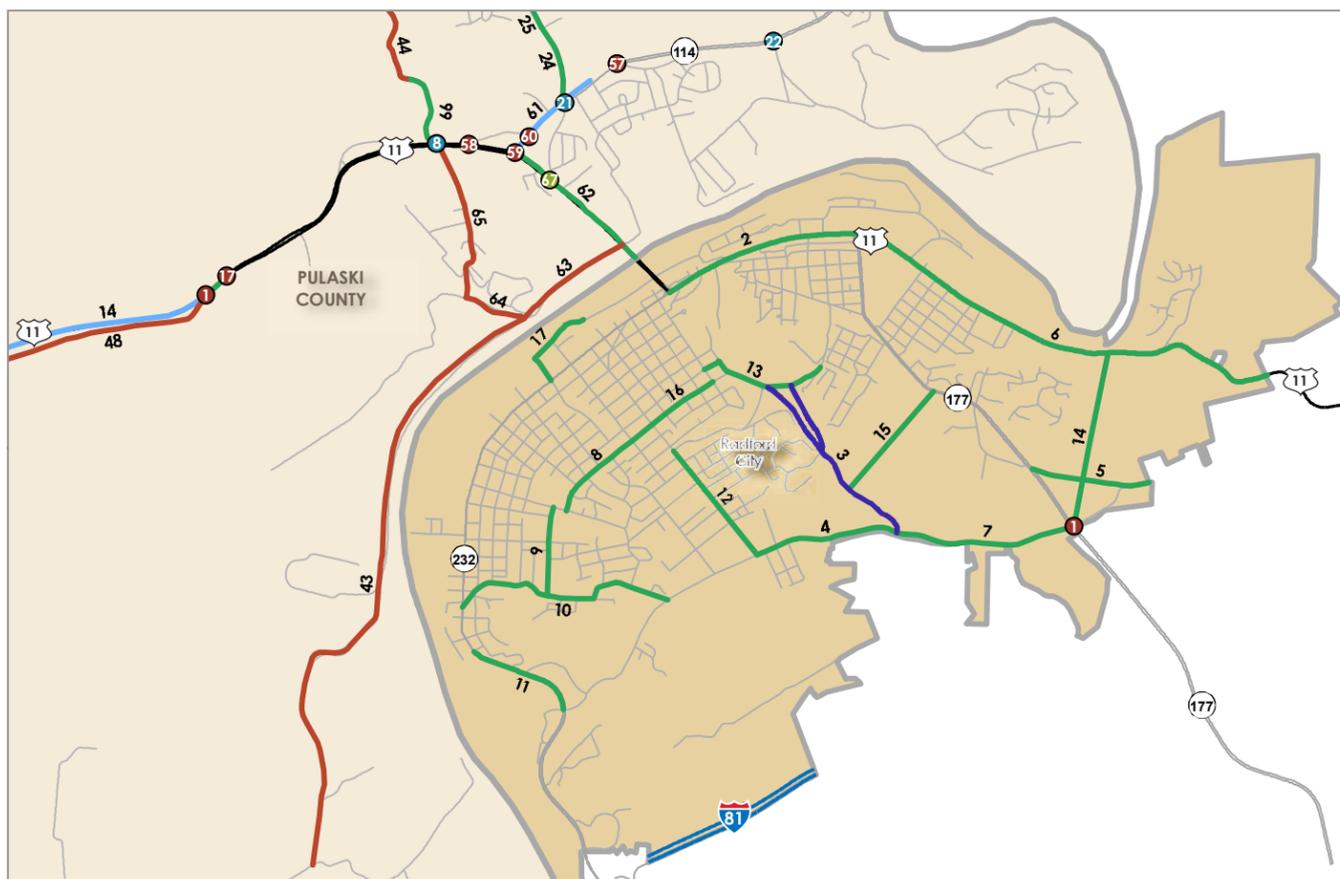
- 36 VA 693 (Lead Mine Rd.) from VA 619 to VA 665**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 37 VA 605 (Little River Dam Rd.) from VA 693 to VA 619 E.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 38 VA 605 (Little River Dam Rd.) from VA 619 E. to VA 690 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 VA 664 (Grayson Rd.) from VA 613 to VA 605**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 40 VA 663 (Owens Rd.) from VA 605 to VA 757**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 41 VA 710 (Mount Olivet Rd.) from VA 745 to West City Limit - Pulaski**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 42 VA 636 from North City Limit - Pulaski to VA 639 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 43 VA 626 (Hazel Hollow Rd.) from VA 611 to VA 798**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 44 VA 624 from 0.84 Mi. N. of US 11 to VA 600**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 45 VA 627 (Highland Rd.) from VA 617 E. to VA 600**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 46 VA 606 (Parrott Mountain Rd.) from VA 830 to VA 600**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 47 VA 617 from VA 747 to US 11 (Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 48 VA 747 (Old Route 11) from VA 633 to US 11 (Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 49 VA 658 (Delton Rd.) from VA 609 to VA 654**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 50 VA 674 (Pond Lick Hollow road) Bridge at intersection of VA 640**
Short-term replace bridge.
- 51 VA 693 (Julia Simpkins Rd.) Bridge over Big Reed Island Creek**
Short-term replace bridge.
- 52 VA 100 Bridge Over Clebourne Blvd.**
Short-term replace bridge.
- 53 VA 100 Bridge Over Clebourne Blvd.**
Short-term replace bridge.
- 54 I-81 Bridges over New River**
Short-term replace bridges.
- 55 VA 643 (Cougar Trail Rd.)/VA 683 (Alexander Rd.)**
Short-term perform study to identify improvements; Mid to Long-term construct identified improvements.
- 56 VA 747 (Old Route 11)/VA 1030 (Bagging Plant Rd.)**
Short-term perform study to identify improvements; Mid to Long-term construct identified improvements.
- 57 VA 114 (Peppers Ferry Blvd.)/VA 695 (Old Peppers Ferry Rd.)**
Short-term maintenance; Mid-term apply access management and add eastbound right-turn lane; Long-term close access to VA 114 from both ends of loop and consolidate traffic to new signalized intersection of extended Oxford Ave. with VA 114. (Fairlawn Area)
- 58 US 11 (Lee Hwy.)/VA 630 (Round House St.)**
Mid-term convert VA 630 to right-in/right-out operation; Long-term realign VA 630 to tie in perpendicular to US 11 and eliminate crossover at location of old intersection. (Fairlawn Area)
- 59 US 11 (Lee Hwy.)/VA 114 (Peppers Ferry Blvd.)**
Short-term repaint puppy tracks and provide left-turn channelization on southbound approach; Mid-term allow all turns to be controlled by signal and add double lefts on southbound US 11; Long-term incorporate additional improvements from long range plan for Peppers Ferry. (Fairlawn Area)
- 60 VA 114 (Peppers Ferry Blvd.)/VA 630 (Round House St.)**
Mid-term conduct signal warrant study; Long-term upgrade intersection to design standards as part of long range plan for Peppers Ferry. (Fairlawn Area)
- 61 VA 114 (Peppers Ferry Blvd.) from US 11 (Lee Hwy.) to 0.32 Mi. E. of VA 600 (Belspring Rd.)**
Mid-term provide right-turn bays and widen to rural six-lane divided with sidewalks/bike lanes; Long-term continue to monitor and incorporate roadway into long range plan for Peppers Ferry. (Fairlawn Area)
- 62 US 11 (Lee Hwy.) from VA 114 (Peppers Ferry Blvd.) to Radford City Limit/New Memorial Bridge**
Mid-term widen to rural six-lane divided roadway with sidewalk and bike lanes; Long-term upgrade to urban six-lane roadway with median. (Fairlawn Area)
- 63 VA 626 (Hazel Hollow Rd.) from VA 798 (Falling Branch Rd.) to US 11 (Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Fairlawn Area)
- 64 VA 798 (Falling Branch Rd.) from VA 624 (New River Rd.) to VA 626 (Hazel Hollow Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Fairlawn Area)
- 65 VA 624 (New River Rd.) from VA 798 (Falling Branch Rd.) to US 11 (Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Fairlawn Area)
- 66 VA 624 (Hickman Cemetery Rd.) from US 11 (Lee Hwy.) to 0.40 Mi. N. of US 11 (Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders), including realignment with New River Rd. (Fairlawn Area)
- 67 US 11 (Lee Hwy.)/VA 600 (Belspring Rd.)**
Short-term prohibit VA 600 southbound traffic from turning onto US 11; Mid-term relocate intersection to allow for perpendicular alignment with US 11 and reconstruct to design standards as part of long range plan for Peppers Ferry. (Fairlawn Area)
- 68 VA 100 (Cleburne Blvd.) from Southern City Limit - Dublin to Northern City Limit - Dublin**
Long-term upgrade VA 11 to urban design standards and conduct access management study. (Town of Dublin)
- 69 US 11 (Broad St.)/VA 746 (Giles Ave.)**
Deficiency with low priority; Continue to monitor for potential improvements. (Town of Dublin)
- 70 US 11 (Broad St.) from T-746 to Eastern Town Limit - Dublin**
Long-term widen to urban four-lane roadway with median. (Town of Dublin)
- 71 VA 747 (Old Route 11) from VA 746 to VA 633**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Dublin)
- 72 US 11 (Washington Ave.)/US 11 (5th St.)**
Short-term maintenance and conduct warrant study for signalization or a roundabout; Mid-term construct roundabout or add signal. (Town of Pulaski)
- 73 Route 611 (Bob White Blvd.) from VA 99 to Warden Spring Rd.**
Short-term widen to urban four-lane divided roadway standards including bike lanes. (Town of Pulaski)
- 74 Route 611 (Bob White Blvd.) from Warden Spring Rd. to Northern City Limit - Town of Pulaski**
Mid-term widen to urban four-lane divided roadway standards including bike lanes. (Town of Pulaski)
- 75 VA 710 (Mount Olivet Rd.) from Western City Limit - Pulaski to Magazine Rd.**
Long-term reconstruct to urban two-lane standards including shared bike lanes. (Town of Pulaski)
- 76 Dora Hwy. from US 11 (Washington Ave.) to Eastern VA 99 (East Main St.)/Dora Hwy. Connector**
Long-term reconstruct to urban two-lane standards including shared bike lanes. (Town of Pulaski)
- 77 Peppers Ferry Rd. from Memorial Dr. to US 11 (Lee Hwy.)**
Long-term reconstruct to urban two-lane. (Town of Pulaski)
- 78 Alum Spring Rd. from US 11 (Lee Hwy.) to Northern City Limit - Pulaski**
Long-term reconstruct to urban two-lane standards including bike lanes. (Town of Pulaski)
- 79 West Main St. from Altoona Rd. to Mount Olivet Rd.**
Long-term reconstruct to urban two-lane standards including shared bike lanes. (Town of Pulaski)
- 80 Commerce St. from Howard Rd. to US 11 (Washington Ave)**
Long-term reconstruct to urban two-lane standards including shared bike lanes. (Town of Pulaski)
- 81 Edge Hill Dr. from VA 99 (East Main St.) to US 11 (Lee Hwy.)**
Long-term reconstruct to urban two-lane standards and add to thoroughfare system. (Town of Pulaski)

PULASKI COUNTY RECOMMENDATIONS (continued)

- 82 Peppers Ferry Rd. from US 11 (Lee Hwy.) to Memorial Dr.**
Long-term reconstruct to urban two-lane roadway. (Town of Pulaski)
- 83 Western Connector from VA 99 (East Main St.) to Dora Hwy.**
Long-term construct new two-lane connector including bike lanes and bridge over Peak Creek and railway. (Town of Pulaski)
- 84 Eastern Connector from VA 99 (East Main St.) to Dora Hwy.**
Long-term construct new two-lane connector including bike lanes and bridge over Peak Creek. (Town of Pulaski)
- 85 Pulaski Industrial Park access road from Wurno Rd. to S. of Wurno Rd.**
Long-term construct new roadway. (Town of Pulaski)
- 86 New connector road from New Pulaski Industrial Park to VA 99 (East Main St.)**
Long-term construct new roadway including bridge over Thorn Spring Branch. (Town of Pulaski)
- 87 US 11 (Lee Hwy.)/1st St.**
Short-term signalize intersection. (Town of Pulaski)
- 88 US 11 (Lee Hwy.)/Edge Hill Rd.**
Mid-term signalize intersection. (Town of Pulaski)
- 89 US 11 (Washington Ave.)/Pierce Ave.**
Mid-term improve intersection. (Town of Pulaski)
- 90 Memorial Dr./Peppers Ferry Rd.**
Short-term signalize intersection. (Town of Pulaski)
- 91 US 11 (Lee Hwy.)/Hospital Entrance**
Short-term channelize intersection to permit right turn egress only. (Town of Pulaski)
- 92 VA 611 (Bob White Blvd.)/Wurno Rd.**
Short-term signalize intersection. (Town of Pulaski)
- 93 US 11 (Washington Ave.) from Southern City Limit - Pulaski to 6th St.**
Mid-term reconstruct to urban two-lane roadway including bike lanes. (Town of Pulaski)
- 94 US 11 (Lee Hwy.) from Northern City Limit - Pulaski to Memorial Dr.**
Long-term reconstruct to urban four-lane divided roadway including sidewalks and bike lanes. (Town of Pulaski)
- 95 VA 99 (East Main St.) from Old Eastern Corporate Limits to New Eastern Corporate Limits (1.300 Mi.)**
Mid-term widen to four-lane standards. (Town of Pulaski)
- 96 Valley Rd. from Southern City Limit - Pulaski to Commerce Rd.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Pulaski)

CITY OF RADFORD RECOMMENDATIONS

- 1 VA 177 (Tyler Road) at Rock Road**
Short-term repaint faded pavement markings; Mid-term upgrade signal; Long-term continue to monitor for potential improvements.
- 2 US 11 (Main Street) from Memorial Bridge to VA 177 (Tyler Avenue)**
Long-term continue to monitor for potential improvements.
- 3 Park Road from Rock Road to 2nd Avenue**
Long-term reconstruct to urban one-lane and two-lane roadways including sidewalk and bike lanes and straighten horizontal alignment.
- 4 Rock Road from Wadsworth Street to Park Road**
Long-term widen to urban four-lane roadway including sidewalk and bike lanes.
- 5 Auburn Avenue from VA 177 (Tyler Ave) to Eastern City Limit - Radford**
Short-term reconstruct to urban two-lane roadway including sidewalk, and bike lanes.
- 6 US 11 (East Main Street) from Tyler Avenue to East City Limit - Radford**
Mid-term reconstruct to urban two-lane roadway including sidewalk and bike lanes.
- 7 Rock Road from Park Road to VA 177 (Tyler Avenue)**
Long-term widen to urban four-lane roadway including sidewalk and bike lanes.
- 8 Eighth Street from Pendleton Street to Wadsworth Street**
Long-term reconstruct roadway to include parking, sidewalks and bicycle lanes.
- 9 Seventh Street from Forest Avenue to Pendleton Street**
Long-term reconstruct roadway to include parking, sidewalks and bicycle lanes.
- 10 Forest Avenue from VA 232 (West Main Street) to Rock Road**
Long-term reconstruct to urban two-lane roadway including sidewalk and bike lanes.
- 11 VA 232 (West Main Street) from Rock Road West to Highland Avenue**
Long-term reconstruct to add sidewalk on east side.
- 12 Wadsworth Street from Rock Road West to Sundell Drive**
Short-term reconstruct to urban two-lane roadway including sidewalk and bike lanes.
- 13 2nd Avenue - Park Road Improvement from Walker Street to George Street**
Reconstruct to two-lane roadway with bike/pedestrian walkways, improved drainage, lighting, traffic Control (Roundabout)
- 14 Tyler-East Main Street Connector from VA 177 (Tyler Avenue) to US 11 (East Main Street)**
Short-term construct new two-lane facility with bike lanes and sidewalks. (Alignment Study Completed)
- 15 Park-Tyler Connector from Park Road to VA 177 (Tyler Avenue)**
Long-term construct new urban two-lane roadway including sidewalks and bike lanes.
- 16 Eighth Street from Wadsworth Street to Walker Street**
Long-term reconstruct to urban two-lane roadway including accommodation for on-street parking.
- 17 Berkley Williams Drive extension from terminus of Berkley Williams Drive to Staples Street extension**
Long-term extend Berkley Williams Drive, including new tunnel under NS Railroad bridge to connect with East Main St. at Staples St.



RADFORD CITY DEFICIENCIES

- | | |
|---------------------------|--------------------------------------|
| ● Intersection Deficiency | ■ Segment Deficiency |
| ● Operation Deficiency | ■ Operation Deficiency |
| ● Safety Deficiency | ■ Safety Deficiency |
| ● Both Deficiencies | ■ Geometric Deficiency |
| ● Other Deficiency | ■ Both Operation & Safety Deficiency |

Public Transportation

The individual public transit providers all have plans for expansion that were identified during interviews with the NRVPC in 2008. In general, the planning horizon is of shorter duration than the forecast year used for roadway analysis. Blacksburg Transit recently expanded additional services into Christiansburg. The future plans for Pulaski Area Transit are to extend the on-demand service beyond the Town of Pulaski and into more parts of Pulaski County, particularly eastward into the Town of Dublin and the community of Fairlawn. Radford University and the City of Radford recently entered into a Memorandum of Understanding for provision of transit service. New fixed route service in Radford started on August 8, 2011. Radford Transit offers a new fixed route service within the city and also provides a new route via Peppers Ferry Road (VA114). The Peppers Ferry Route provides a link between the Radford, Christiansburg, and Blacksburg Areas. In addition, mini-hubs that provide transit connections and amenities are being considered in the region.

The review of disadvantaged population groups determined that the three transit systems are providing access to low-income, elderly, and disabled populations within their respective jurisdictions and expansion of services would further increase access. This does not apply to either Floyd County or Giles County which currently have no public transit service. However, both Floyd and Giles County have been identified in the 2035 Surface Transportation Plan as communities that have the characteristics to sustain transit services. A regional mobility manager that could assign trips throughout the region to available providers could greatly improve mobility and access to the transportation disadvantaged groups in the region.



Goods Movement

The transfer of goods shipments from roadway to rail has the potential to strengthen rail freight services offered. The implementation of multiple transfer centers may also reduce the number of long-haul tractor-trailers trips, and preserve or possibly enhance roadway Level-of-Service (LOS). This transfer is possible when rail sidings are available both at the origin and destination of the goods. Even though several highly traveled freight rail lines traverse the region, truck freight movements are expected to remain important. The key corridors will continue to include the major arterials and collectors in the region, I-81, US 460, US 221, US 11, and VA 8. There are currently improvements proposed for Norfolk Southern's Heartland and Crescent rail corridors, that intersect in the region. The Heartland Corridor improvements are expected to double the freight capacity on the line that parallels US 460 by making improvements to accommodate double stacked containers. Similar improvements are also expected on the Crescent Corridor, which parallels I-81 through the region, and is expected to transfer a portion of truck shipments from I-81 to this rail corridor.

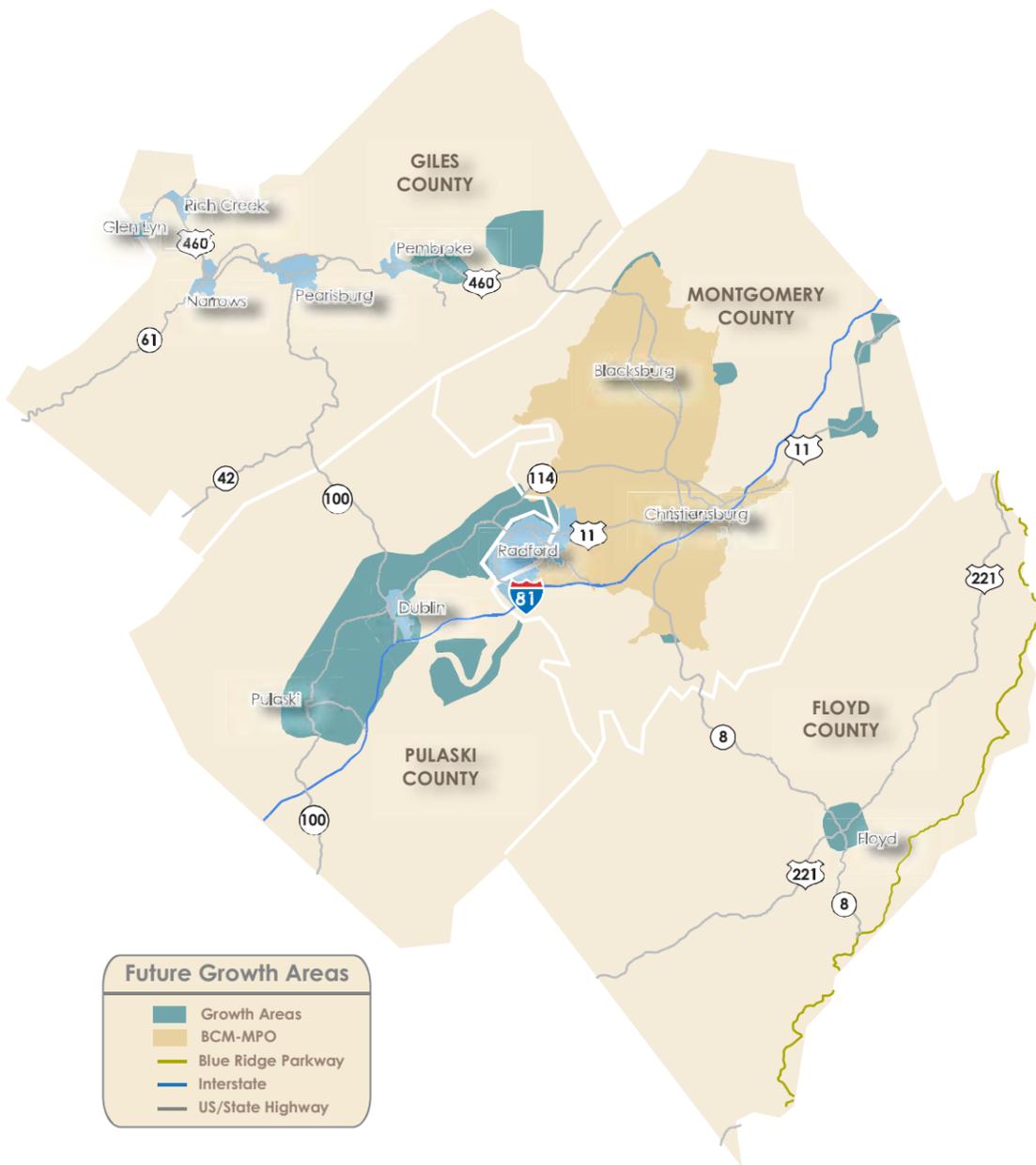
Airports

The two general aviation airports in the NRVPC will continue to be important to the transportation network in the future. The Virginia Air Transportation System Plan Update forecasts future operations (2020) and aircraft based at the airports. These forecasts project a growth of 0.5% of based aircraft at the Virginia Tech-Montgomery Executive Airport and no growth at the New River Valley Airport (VADOA, 2003). The Master Plan update for the Virginia Tech-Montgomery Executive Airport forecasts annual growth rates of 2.5% (Virginia Tech, 2008).

The individual public transit providers all have plans for expansion that were identified during interviews with the NRVPC in 2008.

Regional Public Transportation Deficiencies and Recommendations

Jurisdiction	Identified Need	Recommendation
Blacksburg, Christiansburg, Pulaski County	Regional transit connections	Expand connections between MPO and Pulaski County
Pulaski County	Additional demand-responsive transit in region and regional transit connections	Expand demand-responsive service outside of the Town of Pulaski to Dublin and Fairlawn
City of Radford	Inter-City and Regional transit connections	Expand and improve the existing Tartan Transit Service
Blacksburg, Christiansburg, Pulaski County, City of Radford	Provide transportation choices to the transportation disadvantaged, including access to employment centers and medical facilities	Implement expanded hours and days of operation of demand-responsive service for each service provider



Land Use and Future Growth

Potential future growth areas were identified by the TTAC in conjunction with the individual jurisdictions (see adjacent map). These areas were then used in the analysis of individual roadways to produce new traffic forecasts. The roadway analyses were then used to prepare recommendations. The land uses in the region were assumed to not change dramatically. All of the jurisdictions have goals and strategies within their respective comprehensive plans to focus growth where there are existing residential, commercial, or industrial uses. Directed growth is a strategy being used in order to provide needed services to residents and to preserve rural settings and existing green space within the jurisdictions.

Bicycle and Pedestrian Facilities

A wide range of facilities already exist in the region and additional planning for new facilities has been ongoing for the last 20 years. The Bikeway-Walkway-Blueway Plan (BWBP) for the New River Valley serves as the foundation for local community planning. The BWBP is a compilation of local plans and provides recommendations for connectivity between different localities. The BWBP also encourages alternative transportation development in jurisdictions that do not presently have formal plans. The Towns of Blacksburg and Christiansburg, Counties of Montgomery and Pulaski and the City of Radford have current plans for bikeway and walkway development. Other towns and counties within the region that have not articulated alternative transportation in their comprehensive plans, share the aspirations of those jurisdictions with existing facilities.

Specific improvements already identified in the region include: a portion of the AT in Giles County that is anticipated to be used for the proposed Great Eastern Trail and provide a spur into Bluestone State Park, WV; extension of the New River Trail to connect with the Radford Riverway and the Huckleberry Trail; extensions of the Huckleberry Trail to the Pandapas Pond Trail network in Jefferson National Forest and to downtown Christiansburg. Virginia Tech is also planning Hokie Trails to interconnect the university bicycle and pedestrian system to the Huckleberry. Long term goals for the Huckleberry include connections to the Radford Riverway and New River Trail to the west and the Roanoke Greenway to the east. Future plans for the Riverway include connections to the New River Trail to the west and the Huckleberry Trail to the northeast.



Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are typically not conducive to public transportation use. Gains in usage of transit and commuter services are possible around small communities by providing public transportation service that connects residential areas with employment centers. A decrease in single-occupant vehicle trips is possible in and around the towns and on heavily traveled commuter routes, such as I-81, US 460, US 221, and VA 8, through the continued use of the RIDE Solutions services. Ideally positive impacts for the capacity of the existing transportation network, as well as cost savings for the weekday commuter, are a considerable value.

The services of Blacksburg Transit, Tartan Transit, Pulaski Area Transit, Community Transit, and RIDE Solutions will continue to be important resources for decreasing single-occupant vehicle trips, particularly during the peak hour. The NRVPCD recently conducted an employee transportation study and

survey as a part of the regional Employment Mobility Project. The purpose of the study was to develop a vision for rural commuter transportation within the New River Valley. The project analyzed commuter patterns, barriers to transportation, and explored transportation solutions. A final report is not yet completed but preliminary results were combined with reviews of local comprehensive plans and other existing studies in order to have an inclusive set of recommendations.

Park and ride lots in the region are expected to continue to be of importance to the commuting population. RIDE Solutions recently conducted a study of park and ride lots in both the New River Valley and the Roanoke Valley-Alleghany region in 2009 (see adjacent table).

NRVPDC Travel Demand Management Recommendations

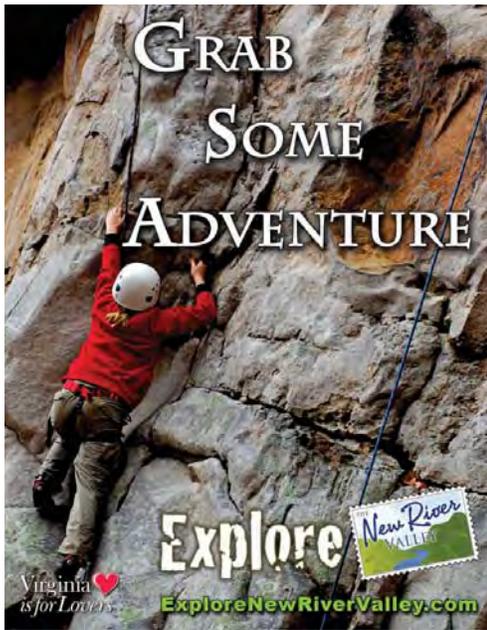
Jurisdiction	Recommendation
All Jurisdictions	Establish vanpools on semi-fixed routes from transit stops to employment centers
All Jurisdictions	Refine routes as needed to provide connections between service providers
All Jurisdictions	Initially serve commuters during standard hours, expand as necessary
Montgomery County	Formalize the I-81 Exit 114 park and ride lot
All Jurisdictions	Utilize existing providers to implement commuter service to: Glen Lyn to Blacksburg; Pearisburg to Dublin Draper to Fairlawn; Radford to Christiansburg Blacksburg, Radford, Christiansburg Christiansburg to Shawsville
All Jurisdictions	Consideration of other modes in the design of future facilities
Floyd, Giles, Montgomery, Pulaski Counties	Evaluation of the need to formalize some park and ride lots or create VDOT-owned facilities in close proximity to highly used informal lots
Floyd, Giles, Montgomery, Pulaski Counties	Addition/improvement to signs for lots along corridors and at key intersections
Floyd, Giles, Montgomery, Pulaski Counties	Continued maintenance of sites e.g. trash pick-up, lighting
Pulaski, Giles, Montgomery Counties	Addition of bicycle racks in park and ride lots with connections to surface streets
Pulaski, Giles, Montgomery Counties	Bus shelters at park and ride lots with future transit connections (existing Smart Way stops at park and ride lots are within the MPO)
All Jurisdictions	Coordinate between PDC and MPO to establish agency roles, identify funding partners, maintain program vision

PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the NRVPCD will be adopted by the Commission on September 22, 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the *Surface Transportation Plan*. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the *2035 Surface Transportation Plan* and *VTrans 2035* can be found at www.vdot.virginia.gov.

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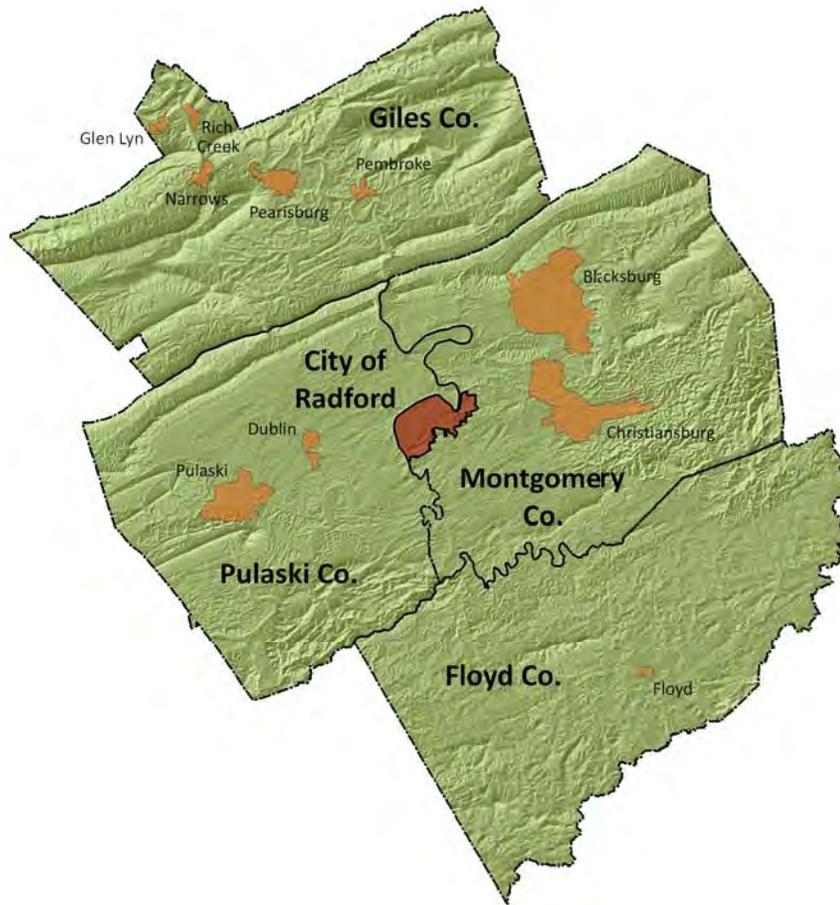
New River Valley Planning District Commission



FY 2010 - 2011 Annual Report



THE NEW RIVER VALLEY



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PLANNING DISTRICT COMMISSION

The New River Valley Planning District is one of 21 planning districts in Virginia whose commissions are chartered under Virginia law. Also known as PDC 4, the organization encompasses the counties of Floyd, Giles, Montgomery, and Pulaski, and the City of Radford.

The Commission serves the local governments in the area and their citizenry by providing a number of different services ranging from economic development to regional broadband. The purpose of the Planning District Commission is to promote regional cooperation, to coordinate the activities and policies of member local governments, and to provide planning assistance to local governments. The Commission is financed by a combination of local, state, and federal funds.

The New River Valley Planning District Commission is comprised of one elected official and one appointed representative from each member organization. An additional elected official is appointed to the Commission for a two year term. In 2000, the Universities and small towns were added to the Commission representation.

Commission meetings are held on the fourth Thursday of every month, 6 p.m. at the New River Valley Competitiveness Center in Fairlawn, VA. All meetings are open to the public.

FY 2010-2011 Commissioners

Floyd County

Evelyn Janney
Fred Gerald

Town of Floyd

Mike Patton, Vice Chair

Giles County

Richard McCoy
Vacant

Town of Narrows

Tom Garrett

Montgomery County

Annette Perkins
Mike Harvey

Town of Pearisburg

Becky Moses

Pulaski County

Charles Bopp
Joseph Sheffey
Doug Warren

Town of Pulaski

Larry Clevinger
Morgan Welker

City of Radford

Tim Cox
Helen Harvey

Town of Rich Creek

Gary Eaton

Town of Blacksburg

Don Langrehr
Holly Lesko, Chair

Radford University

Richard Alvarez

Town of Christiansburg

Scott Weaver,
Treasurer
Henry Showalter

Virginia Tech

David Dent
Kevin Sullivan

EXECUTIVE DIRECTOR'S REPORT

*Dear Board of Commissioners and
Citizens of the New River Valley,*

Throughout Fiscal Year 2010-2011 the New River Valley experienced several positive economic changes and worked together on numerous occasions to make the region a better place to live, work and play. Even in the face of the recent economic challenges this past year, all four counties and the city were able to celebrate economic development announcements that resulted in job creation or retention. Building upon these successes and the relationships in the region, the New River Valley continues to create a bright future. With the true spirit of cooperation the region took on, and is finding success, with the following programs.

In February, the region was successful in competing for a \$1.0 million dollar grant from the Federal Partnership for Sustainable Communities consisting of the U.S. Dept. of Housing and Urban Development (HUD), the U.S. Dept. of Transportation (DOT) and the Environmental Protection Agency (EPA). The New River Valley is utilizing this funding to develop the NRV Livability Initiative, a three year planning process to identify a menu of choices for implementation by local governments, the private sector and non-governmental organizations. To date, this is the most substantial opportunity the region has received to plan for the future.

This effort will be focused on ten planning elements which include housing, energy, transportation, technology infrastructure, water infrastructure, arts and culture, natural resources, food systems/agriculture, economic/workforce development, and community health.

The NRV Livability Initiative will be reaching out to as many people in the region as possible to gather ideas on how to deal with our challenges while maximizing our competitive advantages. To learn more about the project and to participate, please visit www.nrvlivability.org

The region made strides this year in a couple of competitive advantages including advanced manufacturing and deployment of open access broadband infrastructure. First, the New River Valley is working with adjoining planning district commissions at Mt. Rogers and Roanoke Valley Alleghany Regional Commission to implement a program that supports the advanced manufacturing sector of the economy. The program is called TEMCI, an acronym for Transportation Equipment Manufacturing Competitiveness Initiative. The program matches faculty at Virginia Tech with private sector manufacturers to accomplish one of three objectives: create a new product, improve processing, or develop green technologies. The intention is to utilize expertise at Virginia Tech in helping companies in the region remain globally competitive.

The second competitive advantage to highlight, broadband fiber, is currently being deployed. This project demonstrates that regional infrastructure is a team sport that takes commitment over time. The initial vision for broadband in the region was established in the early 2000's. Several grant applications later and a lot of hard work by multiple partners; finally the region was successful and will be reaping the benefits by the close of 2012. The competitive advantage of broadband fiber cannot be understated. This project will be expanding the region's internet capacity by a factor of 10,000.

While looking toward the region's future, this is one advantage that will serve everyone well for remaining competitive.

An emerging competitive advantage for the region is the increase of tourism, particularly for cultural heritage and natural resources. Both of these assets are non-exportable and unique to the communities in the region. To support the emerging tourism sector the region launched a tourism website in May (www.explorenewrivervalley.com). This site is dedicated to the unique assets of the region and highlights the outdoor and cultural amenities. With the opening of Heartwood, the cultural heritage gateway to southwest Virginia in Abingdon, in conjunction with the new regional website and existing marketing efforts, the region is well positioned to take advantage of additional tourism expenditures in the coming years.

The region has endured the peaks and valleys of the economic landscape quite well over the past few years. By continuing to work together, future regional success will follow while yielding an even more resilient region. As we embark on another year we will endeavor to provide the necessary planning, coordination, and cooperation to make the New River Valley the most competitive and desirable region possible.

The following report describes many more projects the Commission worked on during the FY 2010-2011 year.

Sincerely,

Kevin R. Byrd, AICP
Executive Director

REGIONAL COOPERATION



The New River Valley was awarded a \$1,000,000 Sustainable Communities Planning Grant in the fall of 2010. This national grant program was offered through a partnership between the Department of Transportation, the

Office of Housing and Urban Development, and the Environmental Protection Agency. The New River Valley Planning District Commission acted as Lead Applicant on the grant and partnered with 14 other members to form the NRV Sustainable Communities Consortium in order to administer the three-year grant program.

The Mission of the Initiative is “To enhance the livability of the New River Valley by integrating as a rural, regional community that honors the existing values while building economic competitiveness and capitalizing on the unique local characteristics and diversity of the region.”

This Livability Initiative will be guided by public input and element area working groups which will work to identify regional issues and needs as well as options for improving efficiency, reducing costs, and leveraging existing resources to make the entire region stronger in the following ten elements areas: (1) Housing (2) Transportation (3) Energy (4) Arts/Culture (5) Economic/Workforce Development (6) Natural Resources (7) Food Systems/Agriculture (8) Technology Infrastructure (9) Water Infrastructure (10) Community Health.

The effort will result in a 20+ year Livability Plan that will lay out a menu of options for local governments, the private sector, community organizations, and individuals to consider when addressing the needs identified in these areas.

In May 2011, two new staff were hired to direct program activities: a program coordinator and outreach facilitator. A major focus of their work is region-wide public engagement (especially of under-represented populations) in the planning process, to better understand priority needs and interests within individual communities and populations and to build a constituency of knowledgeable and committed supporters who will work to translate the plan into reality. To launch this public engagement process, a kick-off public summit was held at Claytor Lake on August 11, 2011 with over 100 participants. For further information on the New River Valley Livability Initiative please visit www.nrvlivability.org.



Photo: New River Community College



Community First: *Regional Partners in a Global Marketplace* is the 2009 update to the New River Valley’s Vision 2020 Strategic Plan. Recognizing the value of working together to accomplish long- and short-term goals and the need to

share resources across political lines, the area’s citizens built a plan highlighting “regional” goals, objectives,

projects and programs in this newest update. Its vision areas include People, Business/Industry and Employment, Natural and Cultural Resources, and Infrastructure. Several regional initiatives in the areas of telecommunications and regional housing assessment have begun under the impetus of this vision. Greater connections between and among governments, non-profits, and grassroots community groups can also be attributed to efforts under the regional Community First umbrella. A new addition to the process for updating the regional strategic plan this year included a Comprehensive Economic Development Strategy Committee made up of private and public representatives.

Regional Planning Forum

The Commission supports communication and training between local government planning departments by coordinating a Regional Planning Forum. The Regional Planning Forum meets bi-monthly at a rotating host community to discuss the latest issues concerning planning in the region. The Planning Forum has made it their goal to provide at least one training session annually open to all local government Planning Commission members in the region. The Commission hosted the fourth training session on April 27th of this year.

The training session included dinner followed by a panel discussion of Water and Wastewater Alternatives for Cluster and Conservation Developments. The discussion featured Jesse Richardson of Virginia Tech, Mike Heatwole of May Supply in Harrisonburg and the Virginia Water Well Association, and Eric Rorrer of Rorrer Well Drilling in Christiansburg. The event was attended by 24 local planning commissioners and six local planning staff representing a total of eight localities in the planning district. Another training session will be held in 2012.



New River Valley Tourism Website

For nearly two years a group of tourism stakeholders comprised of local governments, chambers of commerce and tourism businesses in the New River Valley have been meeting and discussing projects to accomplish together. A joint website project was identified as their top priority. In October 2009, the group asked the PDC to assist in preparing a grant application to the Virginia Tourism Commission for Marketing Leverage Funds. The project was funded and the PDC provided grant administration and project management for 1 1/2 years before launching the website, ExploreNewRiverValley.com, on May 31, 2011. It provides information on outdoor recreation (paddle sports, fishing, trails), cultural activities (events, museums, music), and other tourist attractions and destinations in the NRV.

Green Infrastructure Initiative

During FY 2010-2011 the primary activity under this goal was the continued operations of the Green Infrastructure Initiative. In October 2010, the NRVPCD was awarded a large grant from HUD for Sustainable Communities planning. A portion of the proposed three year planning project will be dedicated to natural resources planning and its role in creating a sustainable community. In 2011, the NRVPCD kicked off this project and hopes to move forward with some of the natural resources planning that has been initiated during the Green Infrastructure Initiative. In addition, the NRVPCD has been involved with a group of researchers from Virginia Tech in drafting a grant application for research related to the HUD Sustainable Communities grant. The proposed research will utilize geospatial analysis to compare selected development alternatives based on the ecosystem services rural landscapes provide. The goal of the research is to develop a decision-support system that will assist various stakeholders making decisions about rural land use. If funded, this research will be conducted in conjunction with the Sustainable Communities planning work. The Green Infrastructure website can be accessed at: <http://www.nrvpcd.org/GreenInfrastructure/greeninfrastructure.html>.



Virginia's First Regional Industrial Facility Authority

Virginia's First Regional Industrial Facility Authority's first project was the creation of the New River Valley Commerce Park. The work of the Commerce Park Participation Committee is reviewed in another section of this report. During FY 2010-2011, the Authority has been working on strategic planning with regional partners and organizational changes within the organization. The Authority continues to seek quality economic development opportunities which create local benefits through joint projects.



'Round the Mountain, Southwest Virginia's Artisan

Network, is a non-profit organization working to foster economic development in Southwest Virginia by focusing on the craft and culture of the region. Through this work 'Round the Mountain is developing the reputation of Southwest Virginia as an important region for the handmade and homegrown, one that will be known and respected far and wide, a place recognized for its natural beauty, its quality of life and its arts and crafts. 'Round the Mountain represents 19 counties and 4 cities, with the New River Valley serving as its northernmost boundary. This year the Southwest Virginia Cultural Heritage Commission, an umbrella organization for 'Round the Mountain and the Crooked Road, celebrated

a major milestone in opening Heartwood. Heartwood is a significant facility in Abingdon serving as the gateway to cultural experiences in southwest Virginia. Heartwood's primary purpose is to attract visitors into the 19 county region for unique cultural experiences. Since the creation of trail brochures for all 19 counties in FY 10, some counties, such as Floyd, are finding ways to maximize the resource. In June, Floyd County artisans hosted an "open house" for five days when all artisans on the trail were open for business on regular hours. The initial economic impact for the five day event appears to be significant enough to develop plans for a similar event in 2012. Floyd County artisans approached their event with the mindset of creating a model for other communities to utilize their trail brochures to the fullest extent and network among artisans to create an economic presence.



June 30, 2011 marked the successful completion of the New River Valley HOME Consortium's fourth year of funding, funds designed to create affordable housing for low to moderate-income households. Funds are eligible for activities such as homeowner rehabilitation, new construction of single family or multi-family homes, acquisition of property, and demolition of substandard housing as well as architectural fees, feasibility studies, homebuyer's counseling, and other finance-related costs. The HOME funds require a 25% non-federal match by the Consortium, a way of ensuring commitment from the localities.

Over the past year, the NRV HOME Consortium completed the following activities:

- An 84-unit rental complex was rehabilitated in Montgomery County serving households making 50%

of the area median income or below.

- Work is underway on the Dora Highway project in the Town of Pulaski. This project will include homeowner and investor-owned rehabilitation, substantial reconstruction, water/sewer improvements, street improvements, and the construction of six new homes for homeownership.
- Construction is about to begin in the Baskerville Neighborhood Rehab project in Pulaski County. One million dollars of CDBG funds were also awarded to this project, slated to rehab or substantially reconstruct 18 homes in the neighborhood.
- \$280,000 was committed to the creation of eight one-bedroom apartments in downtown Radford serving households making 60% of the area median income or below.
- \$315,000 was committed to the Town of Rich Creek for the construction of an assisted living complex to serve low-income individuals.
- \$275,000 was committed to the Town of Narrows for the creation of eight two-bedroom apartments in downtown Narrows. VHDA funds were also leveraged for this project.

The HOME Consortium Board meets quarterly.

ECONOMIC DEVELOPMENT

Transportation Equipment Manufacturing Competitiveness Initiative

An Economic Development Administration (EDA) grant was awarded to the New River Valley Planning District Commission (PDC) which will partner with the Mount Rogers Planning District Commission and Roanoke Valley-Alleghany Regional Commission. This multi-PDC effort is a public-private partnership funded by the EDA's Trade Adjustment Assistance program and aimed at strengthening the region's transportation equipment manufacturers and their suppliers. The EDA grant will provide technical assistance to private companies through Virginia Tech's Center for High Performance Manufacturing as well as GENEDGE ALLIANCE. Volvo Trucks North America has also pledged a significant amount of match funding.



Technical assistance projects can be summarized into three categories: 1) Product Development; 2) Process Improvement; and 3) Green Technologies. The first round of funding produced several applications from the region's transportation equipment manufacturers/suppliers and nine projects were funded in April 2011.

Photo: Volvo Trucks North America

New River Valley Commerce Park

The Commerce Park is a joint economic development site that would not otherwise be affordable by individual local governments. The park was originally envisioned as a premiere location for technology-based manufacturing which required space, high investments in machinery and the tools of production, quality water supplies, and the potential for access to international travel and shipping. Changing market conditions have led the Commerce Park owners to reevaluate how the site is marketed to prospects. Those efforts have been ongoing this year.

The Commerce Park includes over 900 acres, is immediately adjacent to the New River Valley International Airport where US Customs is providing Port of Entry Services, and is in a suitable location with low potential for natural disaster interruption of business.

The localities who jointly invested in the future include the Counties of Bland, Craig, Giles, Montgomery, Pulaski, and Roanoke, the Cities of Radford and Roanoke, and the Towns of Dublin, Pearisburg, and Pulaski. The eleven member Participation Committee elected Basil Edwards, City of Radford representative, as its Chairman; Chris McKlarney, Giles County representative, as Vice Chairman; and Shawn Utt, Pulaski County representative as Secretary/Treasurer.

During FY 10-11, the Participation Committee has provided as-needed assistance to the Pulaski County Public Service Authority for the water and sewer capacity expansion project.

New River Valley Development Corporation

The Development Corporation is chartered as an economic development organization and continues to seek opportunities to be a force in developing economic initiatives throughout the NRV. The Corporation's staff remained active in economic development activities during the year.

The Development Corporation disseminated business information, produced printed promotional materials, helped build resources and networks, and assisted with financial packages for small businesses and entrepreneurs.

New River Valley Revolving Loan Fund

The New River Valley Revolving Loan Fund (NRVRLF) was established in 1995. The purpose of the Fund, as well as the Development Corporation, is the creation and/or retention of local jobs by assisting in the financing of qualified businesses in the New River Valley. The NRVRLF works with private lenders or other primary lending sources to provide long term financing for the acquisition of, or improvement of, fixed assets including land, buildings, and equipment; and to provide working capital.



Incubator Services

The Corporation has continued its work in developing a management and training incubator network among the incubator facilities in the New River Valley. The following report presents highlights of the past year.

New River Valley Competitiveness Center

The New River Valley Competitiveness Center, a small business incubator, completed its 12th year of operation. Since the beginning of the Center in April 1999, 53 new businesses have been assisted with the creation of over 360 new jobs. Twenty-two tenants, including seven regional agencies, currently occupy the incubator which is now at 80% occupancy. By the end of June 2011, the Center, through a partnership with the County of Pulaski, provided business technical assistance to several additional clients not located in the Center.

In November 2009, the County of Pulaski assumed management of the incubator in an effort to make the operations more efficient and less costly. The County has partnered with Beans & Rice, Inc. (a local community development and educational non-profit with a goal of increasing the education and marketability of the local workforce) to begin providing small business classes, such as the CoreFour and FastTrak seminars to tenants and prospective small businesses. To date, these classes have been provided around the region. Beginning in September, 2010, they became a focus of the Competitiveness Center to encourage existing and prospective tenants to take full advantage of their offerings.

The Micro Solutions Program sponsored by a coalition of entities, including the Development Corporation, allows the Center to help clients connect to area business technical assistance programs to further grow their business, by providing services that include lending, training, technical assistance and mentoring to current and aspiring entrepreneurs.

The following new tenants expanded their businesses within the Competitiveness Center in fiscal year 2010:

- *Bishop Insurance (Brian Bishop, Agent)* – a newly created agent for Horace Mann Insurance, which was founded in 1945 by a group of educators and is the largest multi-line insurance company that focuses on the education community. Bishop Insurance also provides retirement planning as well as auto and life insurance coverage.
- *Enertronics* – a start-up working on next generation electronic products for renewable energy and utility grid applications. At its initial R & D stage, prototypes of utility scale transformer and electric vehicle fast chargers

have been developed for field testing. The company has teamed with major utilities and equipment manufacturers to continue the development and testing. For further information, please contact enertronics@comcast.net.

- *New River Security & Investigations, Inc. (NRSI)* – a diversified outsourcing services company based in Wytheville, Virginia, was formed in 1986 expressly for the purpose of providing a variety of quality security support and investigative services for personal, corporate, non-profit and government organizations. NRSI professionals are specifically trained in state of the art surveillance equipment to obtain and document the evidence their clients require.



Special Programs and Marketing

BREW: The New River Valley Development Corporation continued to partner with the Entrepreneur Coalition to provide free start-up Business Resource Entrepreneur Workshops (BREW) to Pulaski County entrepreneurs and businesses. BREW workshop classes were open to the public and were taught by New River Valley business professionals. These sessions were designed to provide the beginner entrepreneur vital information on how to start a business.

Competitiveness Center Works With External Clients: Business incubation programs catalyze the process of starting and growing companies by providing entrepreneurs with the expertise, networks and tools they need to make their ventures successful. The Center focuses on start-up needs by providing assistance in preparing a formal business plan, building networks, locating tools to market a business, and aiding in generating an infusion of cash to get their businesses off on the right foot. This is why it is important for Small Business Incubators to team up with local Small Business Development Centers (SBDC's), private economic development partnerships, and officials from towns and counties to create a local environment that stimulates balanced economic growth through job creation and business assistance.

The Competitiveness Center continues to partner with networks to nurture start-up firms who wish to retain and foster the growth of existing businesses, attract new businesses, and bring career opportunities to local residents by providing training courses and creating a way to increase local entrepreneurs' chance of securing capital through private and federal programs.

HUMAN SERVICES

Housing Partnership of the New River Valley

The Housing Partnership is comprised of housing and service providers in the New River Valley which meets monthly to discuss issues that affect low-to-moderate income households. These meetings allow members to share relevant projects within their agencies, discuss methods of collaboration or coordination, and share funding opportunities available for homelessness or homelessness prevention.

This past fiscal year, the PDC was involved in the bi-annual Point In Time Count, which documents individuals and families who are homeless in order to be eligible for potential future funding to serve these families. After the count, 94 men, women, and children were documented as being homeless, whether living in a temporary shelter or living unsheltered.

New River/Mount Rogers Workforce Investment Board (WIB)

The following is a summary of PY'10.

Special Projects

Utilizing Incentive funds, the New River/Mount Rogers WIB partnered with various organizations to support the following special projects:

- In partnership with People Inc. of Virginia, Rooftop of VA – CAP, Virginia Highlands Community College and Wytheville Community College, funded a Career Exploration Camp for WIA Youth. This camp offered exposure to various career occupations throughout a weeklong camp. Seventy (70) WIA Youth from the counties of Washington, Smyth, Wythe, Bland, Carroll, Grayson as well as Bristol City and Galax City explored several different occupations. The camp had guest speakers and various activities designed to expose the youth to as many career occupations as possible.
- In partnership with Goodwill Industries of the Valleys, supported a “graduation awards ceremony” for youth graduating from high school. Twenty youth were honored during this ceremony.
- Conducted four strategic planning round table sessions throughout our area to solicit input from area partners and local business leaders on our employment and training needs and how to meet those needs.

Job Fairs PY'10

Crossroads Career Expo – Spring

March 17, 2011 held at Crossroads Institute in Galax.

Over 20 employers and over 250 job seekers were served

Partners: CREATES*, Crossroads Institute, NR/MR WIB, Wytheville Community College

NRV Job Fair Expo – Spring

March 31, 2011 held at NRCC in Dublin. Over 62 employers and over 350 job seekers served

Partners: CREATES*, DRS, Partners for Self Sufficiency (the 5 NRV DSS offices), New River Community College (NRCC), NRCC Workforce Development, NR/MR WIB, and the Virginia Employment Commission

Abingdon Job Fair - Spring

(to help the communities impacted by the April tornado) June 30, 2011 held at the SWVA Higher Ed Center in Abingdon. Over 62 employers and over 700 job seekers served.

Partners: SWVA Higher Ed Center, Virginia Employment Commission, Virginia Department of Business Assistance, Virginia Highlands Small Business Incubator Virginia Small Business Development Center, Southwest Virginia Alliance for Manufacturing, People Inc., Washington County Economic Development Office Smyth County Economic Development Office, Virginia Highlands Community College, New River/Mount Rogers Workforce Investment Area

* Funding for CREATES is provided via the American Recovery and Reinvestment Act through a US Department of Labor Energy Training Partnership grant.

Regional Collaboration

The WIB, through its partnership with surrounding Workforce Investment Areas or through a statewide collaborative effort, has received funding for participation in the following grant initiatives.

Green Grant Initiative: Western Virginia CREATES (Construction, Retrofitting, and Energy-Efficiency Assessment Training and Employment Systems) is a regional partnership that was funded through the American Recovery and Reinvestment Act (ARRA) with a U.S. Department of Labor “Energy Training Partnership” grant (award total \$3.8 million) to teach workers the skills

required in emerging energy efficiency and renewable energy industries and to connect those workers with employers needing to move their businesses forward in the green economy. This collaborative partnership includes Community Housing Partners, Virginia Tech, New VA Corridor Technology Council, New River Community College, Wytheville Community College, Virginia Western Community College, New River/Mount Rogers Workforce Investment Board and Virginia Western Workforce Development Board and covers 21 jurisdictions in Southwest Virginia. CREATES service activities for PY'10 were as follows:

- 354 – Applications accepted
- 295 – Sent to training
- 148 – Are employed (146 of those are employed in a related field)
- 138 – Are still in training
- 9 – In active job search



Western Virginia HITE Grant: Western Virginia HITE (Health Information Technology Education) initiative is a regional partnership that was funded through a U.S. Department of Labor “Community-Based Jobs Training” grant (award total \$4.7 million) to provide training opportunities for medical records specialists/health information technicians, medical assistants, pharmacy technicians, licensed practical nursing (LPN) and registered nursing (RN) occupations. The HITE initiative provides training to incumbent workers, unemployed and underemployed in electronic medical records management through the five community colleges. HITE service activities for PY'10 were as follows:

- 225 – Total number of applicants
- 135 – Total in training
- 72 – Applications in process
- 18 – In job search

Statewide On the Job Training Grant: This statewide collaborative initiative will provide funding of \$1.5 million across the state to support on the job training for displaced workers who are experiencing prolonged unemployment. Participants will be given a chance to “earn and learn” which means they will develop applicable occupational skills while earning a paycheck. Employers

participating in this on the job training project will receive partial reimbursement to offset the extraordinary cost of training workers. This project will help workers become proficient in needed skills more quickly, which will serve to encourage employers to hire workers sooner than perhaps initially planned, facilitating the private sectors hiring of well-qualified individuals to contribute to their bottom line and spur economic recovery. Through June 30, 2011, the WIB has achieved the following outcomes:

- 80 – Individuals have been referred for placement into OJT
 - 50 – Employers have been contacted regarding the program
 - 21 – Clients have been placed into OJT’s with six employers
 - 13 – Clients have completed OJT with one being terminated.
- The placement rate is 92% with an average wage of \$11.73.

Regional Workforce Center: The New River/Mount Rogers Workforce Investment Board is partnering with Washington County, Smyth County, Bristol City, Virginia Highlands Community College and various regional partners in the funding solicitation from the Tobacco Commission for planning and a feasibility study for a Regional Workforce Center in the western end of WIA 2. If funded, this site would become a regional training center and area One Stop Center to enhance service delivery and training opportunities for the citizens in our area.

PY'10 Service Levels

- During the period July 1, 2010 to June 30, 2011, the Workforce Investment Board achieved the following service levels.
- Adult/Dislocated Workers Served – 1,016
 - Funds Expended - \$1,352,000
 - Youth Customers Served – 274
 - Funds Expended - \$ 680,000

FY 2010-2011 NR/MR WIB STAFF

- Ronnie Martin**, Executive Director
- Marty Holliday**, Deputy Director
- Traci Mitchell**, Compliance Review Officer
- Mary Gilmer**, Compliance Monitor (Part-time)
- Beverly Burke**, Systems Administrator
- Rhonda Womble**, Program Specialist II
- Lynette Dawson**, Program Specialist I
- Della Meadows**, Administrative Assistant

Town of Floyd Comprehensive Plan

PDC staff continued to assist the Town of Floyd Planning Commission and staff in development of the Town's first Comprehensive Plan document focusing solely on the Town. In the past, the Town and Floyd County maintained a joint comprehensive plan that covered both localities. This effort continues into FY 2012.

Pulaski County Local Planning Assistance

The PDC provided staff assistance to Pulaski County in developing refinements to its Wind Energy Ordinance. At the time of its adoption, Pulaski County's Wind Energy Ordinance was the first such local regulation in the Commonwealth to address large, medium, and small wind energy facilities in a single ordinance.

PDC staff also began an effort to assist the Pulaski County Planning Commission and staff in updating the County's Subdivision Ordinance. This effort involves an advisory committee consisting of representatives of the Planning Commission, the development community, and County staff. This project continues into FY 2012.

City of Radford Local Planning Assistance

PDC staff began an effort to assist the City of Radford Planning Commission and staff in updating the City's Subdivision Ordinance. An advisory committee consisting of City Planning Commission members will be involved in developing the update. This effort got underway near the end of the reporting period and will continue into FY 2012.

Local Emergency Planning Committee

The NRVNWA serves as staff to the Montgomery/Blacksburg Local Emergency Planning Committee (LEPC) and participates in Pulaski County's LEPC. For the Montgomery County/Blacksburg LEPC, staff collected and disseminated the SARA Title III Tier II inventory reports for those businesses required to make hazardous material data available to the public. The LEPC continues to broaden its partnerships to include industries, citizens, and local emergency response staff. Recent efforts to this end include direct mailing invitations to potential participants and ensuring an educational speaker for each meeting.

Rocky Knob Sustainable Tourism Centerpiece Project

Rocky Knob is a planned visitor experience along the Blue Ridge Parkway between Floyd and Patrick Counties. The PDC is serving as grant administrator on behalf of the non-profit, Blue Ridge Heritage, Inc. (BRH, Inc.), the recipients of a federal grant through SAFETEA-LU funding. The PDC is also performing an environmental review prior to site acquisition. Currently BRH, Inc. is working diligently to develop their site programming focused on "A Century of Change in Mountain Heritage." During the coming year, BRH, Inc. anticipates pursuing site acquisition and physical site development.

New River Network Wireless Authority

During FY 09-10, the New River Valley Network Wireless Authority (NRVNWVA) completed and submitted several grant applications to fund the construction of approximately 60 miles of fiber in Pulaski, Giles, and

Montgomery County. The NRVNWVA partnered with Citizens, a telephone cooperative headquartered in Floyd County, for submission of a second round application for ARRA funding from the National Telecommunications and Information Administration. This application was submitted in March '09 and accepted. The final project resulted in a 186 mile project stretching from Wythe County to Botetourt County, including Floyd, Giles, Pulaski, Montgomery, and Roanoke County as well as the cities of Radford, Roanoke, and Salem. The environmental assessment was completed and the Finding of No Significant Impact (FONSI) was issued in June 2011. Construction will begin in FY 11-12 and is anticipated to conclude in 2013.

Pulaski County CDBG

Pulaski County is under contract with the Department of Housing and Community Development (DHCD) for a \$1,000,000 Housing Rehabilitation Community Development Block Grant. The award is for the Baskerville neighborhood outside of Dublin and will include housing rehabilitation, demolition of blighted structures, and street and water line improvements. In total, 12 homes will be rehabilitated and six homes will be torn down and rebuilt. Pulaski will be working with the PDC to administer this grant, scheduled to be completed by the end of 2012.

Pulaski County Water/Sewer Improvements

The Pulaski County Public Service Authority (PSA) is expanding water and sewer service in the eastern part of the county to serve residents and the New River Valley Commerce Park. The \$6.4 million project is funded in part by a \$3 million grant from the U.S. Economic Development Administration. The project will increase the water and sewer capacity of the New River Valley Commerce Park to one million gallons per day (MGD) and allow for an additional 1 MGD in the eastern part of Pulaski County.

The NRVPC provided grant administration assistance, easement acquisition, and environmental clearance for the Pulaski County PSA and will continue to provide assistance, including grant administration and Davis Bacon wage



compliance for the coming year. The project team has spent the past year in the construction phase with seven contracts awarded for the work. The project will provide a two-million gallon per day water source from the City of Radford to serve both the Commerce Park and the eastern portion of Pulaski County. Plans and



specifications were completed for six parts of the project: upgrades for pumping at the Commerce Park and at the City of Radford water treatment plant; a 24-inch water line that will cross the New River; a 12-inch water main; a force main for the sewer; a new 1 MGD water storage tank; and water and sewer service lines at the Commerce Park.

The project should be completed by September 2012.

Skyview Sewer Extension Environmental Review

The NRVPC prepared the environmental report for USDA-Rural Development to facilitate approval of funding for public sewer service extension to the Skyview Community and the New River Valley Fairgrounds.

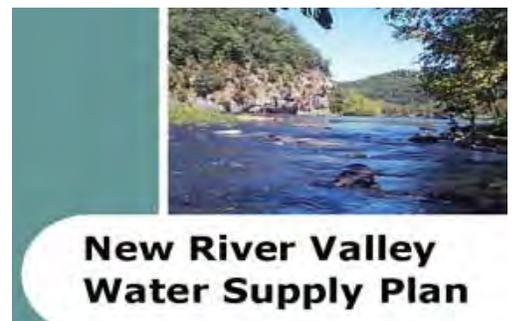
The project will provide sewer service to New River Valley Fairgrounds and Skyview Subdivision located in the center of Pulaski County adjacent to Route 100, Cleburne Boulevard north of the Town of Dublin

corporate limits. This will include gravity sewer to provide service to 18 single-family dwellings and the fairgrounds and sewer lines to serve the majority of Skyview Subdivision (50 dwellings & two commercial ventures).

Water Supply Plan

In FY '11, final comments were received from the Virginia Department of Environmental Quality on the New River Valley Water Supply Plan. This plan is being written in accordance with the requirements of the Local and Regional Water Supply Planning Regulation (9 VAC 25-780). The study area covers the New River Valley Planning District, except for the Towns of Blacksburg and Christiansburg in Montgomery County. The localities participating in this planning process include the Counties of Floyd, Giles, Montgomery, and Pulaski, the City of Radford, and the Towns of Dublin, Floyd, Glen Lyn, Narrows, Pearisburg, Pembroke, Pulaski, and Rich Creek. The plan includes sections on water source and use information, existing resources information, projected water demand into the future, water demand management, drought response and system needs and alternatives.

More than half of the participating localities adopted the plan prior to June 30. The remaining localities are scheduled to adopt prior to the regulation deadline of November 1, 2011 for regional plans. A revised version of the plan is currently available on the NRVPC website at: <http://www.nrvpc.org/watersupply.html>.



Department of Labor Grant Administration

The Jacksonville Center for the Arts received a Department of Labor grant for job training. The NRVPCDC was retained to handle all fiscal reporting for the earmark grant: “Employability Enhancement: Intermediate & Advanced Small Business Skills Training.” Assistance included coordinating with center staff and the Department of Labor project representative to ensure funds are spent and accounted for within federal guidelines.

NRV Regional Hazard Mitigation Plan

A Hazard Mitigation Plan is required by the Federal Emergency Management Agency (FEMA) for localities that wish to apply for federal funds to mitigate the impacts of natural hazards on their communities. Mitigation is defined as sustained actions taken to reduce or eliminate long-term risk from hazards and their effects. For example, some communities have used mitigation funds to acquire flood-prone properties and turn them into community green spaces and parks. The Hazard Mitigation Plan is developed to identify the hazards specific to our communities and analyze the risks associated with those hazards. Once the hazards have been identified and the risks assessed, communities develop strategies to mitigate the risks and identify specific projects to pursue.

The original NRV Hazard Mitigation Plan was developed in 2004 and approved by FEMA in 2005. FEMA requires an update of the plan every five years, so in 2009 the NRVPCDC received funding to collaborate with Radford University to complete this update.

In this past fiscal year, a steering committee has been meeting to discuss the plan and regional hazards. The group has been providing assistance and direction to project staff in collecting data and developing mitigation plan goals. Committee members have also been providing review and input for the beginning chapters of the draft plan. The committee is composed of representatives from NRV localities, regional emergency response organizations, public works authorities, and state and federal agencies.

Working groups have been meeting for in-depth discussions of individual hazards and to brainstorm mitigation strategies specific to each hazard. Working group meetings were conducted monthly throughout the rest of the fiscal year. The groups were organized around the following hazards: drought, geologic hazards (landslides, rockfall, karst, and earthquakes), severe weather, flooding, wildfire, and human-caused. They met to review the data prepared by project team member Radford University’s geography department and to develop mitigation strategies.

NRVPCDC staff completed an inventory of critical facilities in the region (including VDOT identified structures), housing stock (specifically for low-to-moderate income families) and hazardous materials locations. They also worked with the regional Disabilities Services Board and created a web-based GIS system to display visual data to the public. This new and additional information will provide unique and valuable insights for this planning process.

As part of the update, new mapping has been created by Radford University. Some of this mapping is unique to the NRV and sets it apart from other regions in the state with its higher level of analysis and the new information for our communities. The plan has been submitted to the state and federal regulatory agencies for review. Adoption of the plan is anticipated in the coming fiscal year. Information about the project is available at www.nrvpcdc.org/HazardMitigation/HazardMitigationPlanning.html as an additional means to inform the public and solicit comments on the plan.



TRANSPORTATION

Mobility Management

The PDC recently completed a working transit resource manual which provides a comprehensive overview of all the region's transit options. Extensive data was collected on each existing transit provider in the New River Valley through site visits and follow-up conversations with each provider.

The manual was printed in hardcopy and distributed to each local government. The manual will also be translated to an online interactive website, allowing the public to access this information as well.

In the future, the PDC will partner with an existing provider to hire a Mobility Manager to implement the project through direct customer support, region-wide outreach, and related transportation education across the region.

Ultimately, the goal of the project is to serve the transit-seeking public who may otherwise go unserved when unable to find the best provider to meet their needs.

This grant was provided by the Department of Rail and Public Transportation under its New Freedom program.

Regional Transit Organization Analysis

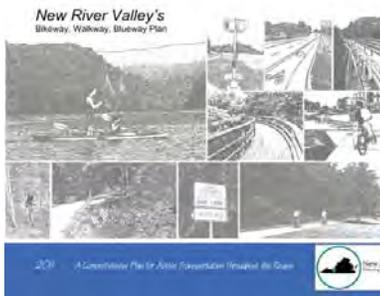
The Regional Transit Organization Study was initiated by the New River Valley Planning District Commission (PDC) and the Blacksburg-Christiansburg-Montgomery Area Metropolitan Planning Organization (MPO). The purpose of the study is to evaluate the long term organization models identified in the Department of Rail and Public Transportation's (DRPT) Transit Service Plan for City of Radford/Radford University, prepared in December 2009. The PDC and MPO are both aware that the interest in public transportation in the region is growing, and there may be opportunities to develop partnerships that would benefit local communities.

The planning process is being led by a stakeholder committee that consists of transit operators and local partners that contribute funding to provide services. A draft of the study is expected in Fall 2011.

Grant Writing

In October, Commonwealth Transportation Board representatives visited the region to talk about the Transportation Enhancement Program. 2010 applicants were able to present their project ideas and receive preliminary feedback to strengthen their applications.

This year the PDC assisted Pulaski County in managing the grant for their Newbern Historical Museum project; the town of Glen Lyn in upgrading pedestrian access to the town park and the New River; the town of Rich Creek in upgrading both pedestrian and vehicular flow in the downtown area and Giles County for sidewalk improvements in Pearisburg. The grant applications resulted in a \$200,000 grant to Rich Creek and \$100,000 grant to Glen Lyn to continue their downtown enhancement projects. The PDC also assisted local governments in addressing Davis-Bacon requirements for federally funded projects in the region.



The **New River Valley's Bikeway, Walkway, Blueway 2011** plan was developed from the ground up, starting in early 2009. As opposed to a simple plan update, the PDC's Bikeway-Walkway Committee felt that the plan could be a better resource if each jurisdiction provided individual input.

After meeting with all 4 counties, 1 city, and 8 out of 10 towns in the region – PDC staff found that each community was in different stages of development and subsequently had different needs. Based on these individual meetings, the document needed to become more flexible, so that a range of solutions could be explored by the local community and partnering stakeholders.

Ultimately, the 2011 plan is a resource that identifies multi-jurisdictional connections, establishes common goals and priorities, serves as a resource for local or statewide planning, and provides materials that can be used to pursue funding.

A new web page has also been created for the draft plan and public comment is welcome. The plan is currently under review by each jurisdiction and is scheduled to be on the Commission's agenda in late Fall 2011. The website also features access to an interactive Google map that showcases existing facilities and access points in the region. For more information, please visit <http://www.nrvpdc.org/Transportation/bwwwbw.html>.



RIDE Solutions' presence in the NRV began with just 56 NRV participants and now has over 1500 New River Valley commuters participating as of June 2011. The focus of the New River Valley program has been to increase membership through workplace partnerships. The significant increase is a reflection of a stronger partnership with Virginia Tech. This year we continued to provide financial support for their Commuter Alternatives Program and secured expanded communications to employees and unique publicity for RIDE Solutions.

Staff also engaged in promotional activities in the New River Valley community at large to bring attention to RIDE Solutions and educate and assist residents and commuters in their transportation choices by exhibiting and presenting at events in the region, such as the following:

- New River Valley Job Fair
- Montgomery County Chamber of Commerce Expo
- Warm Hearth Green Living Festival



Staff have also been building recognition of RIDE Solutions through press releases, publications and presentations. RIDE Solutions staff continue to be involved in go green NRV – a regional organization offering

local businesses an avenue to “green” their business practices – to help further their success and promote sustainable transportation and the resources RIDE Solutions can offer to participating businesses.

Activities with the NRV RIDE Solutions program this year include producing several events with local partners:

- Blacksburg Fix Fest and Bike Swap (with New River Bicycling Association, Sustainable Blacksburg and the Town of Blacksburg)
- Blacksburg Clean Commute Friday (also with New River Bicycling Association, Sustainable Blacksburg and the Town of Blacksburg)
- Bike/Walk to School Day with several of Blacksburg’s Safe Routes to School elementary schools

Working with local businesses, RIDE Solutions is looking to make the most impact with limited funds. RIDE Solutions’ NRV staff is helping local businesses plan and implement promotional campaigns, educational outreach and rideshare matching for their employees. These efforts are reducing commuters’ costs, helping businesses retain employees who might look for work closer to home without alternative transportation options, and improving regional air quality by reducing the number of vehicle miles traveled.

RIDE Solutions continued to provide assistance to existing Workplace Partners through workplace promotions to boost carpool participation, employee surveys, technology solutions, and event exhibits.

Statewide Transportation Plans

Each year the Commission participates in statewide planning initiatives that are led by the Virginia Department of Transportation, Department of Rail and Public Transportation, and other state/federal agencies as requested. This year, the PDC continued to work with VDOT on the 2035 Rural Long Range Transportation Plan. Public meetings were held to gather input and a final draft was completed in June 2011. The final document is set to be reviewed/endorsed by the Commission in September 2011. Additional information about the plan, or other VDOT related plans, can be found online at www.vdot.virginia.gov.



The PDC also worked with the Department of Rail and Public Transportation to develop Transit Development Plans (TDP). In 2010, Blacksburg Transit and Pulaski Area Transit completed their plans. The purpose of TDPs is to evaluate existing performance, define current services, develop a feasible and equitable financial plan, recommend modifications, and identify future plans/needs for the next six years. The new process not only helps local transit operators to have plans in place, but it also allows DRPT to understand their future needs to support local demand.

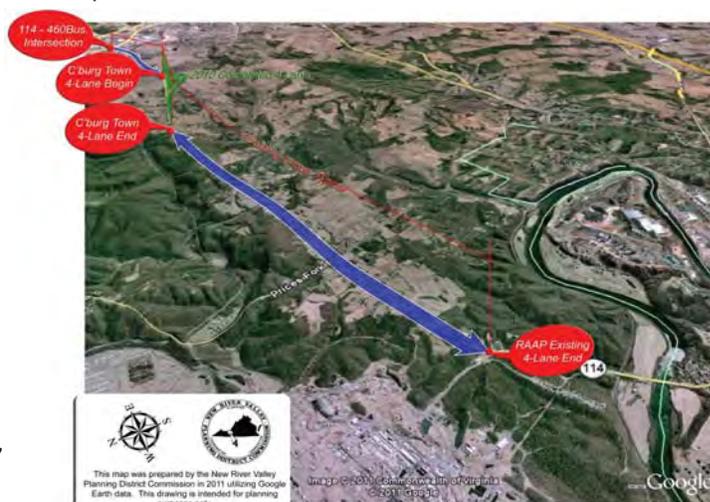
ANNUAL RURAL TRANSPORTATION WORK PROGRAM

Each year the PDC partners with the Virginia Department of Transportation (VDOT) to provide transportation planning assistance to the rural communities (areas outside of the MPO) in the region. In 2010, the PDC put the rural transportation dollars to work in Floyd County, the Town of Floyd, Montgomery County, and the City of Radford. Assistance was provided to shape the transportation component of local comprehensive plans, begin a corridor study aimed at addressing access management, and provide technical assistance to develop a new transit system.

The Rural Work Program also provides critical funding to provide staffing for the Transportation Technical Advisory Committee and the Bikeway/Walkway

Committee. The TAC advises the NRVPC on transportation matters and serves as a forum for discussing regional transportation issues. The TAC is also responsible for establishing the framework of the Rural Work Program. The Bikeway/Walkway Committee is a subcommittee to the TAC. In addition to providing leadership to develop the Bikeway, Walkway, Blueway Plan, the committee provides planners, engineers, local

organizations, and others interested in bicycle and pedestrian improvements a means to communicate on a regular basis.



FY 2010-2011 NRVPC STAFF

Kevin Byrd, AICP
Executive Director

Jack Whitmore
Regional Planner

Kim Thurlow
Project Coordinator

Shirl Quesenberry
Director of Finance and Personnel

Christy Straight
Regional Planner

Carol Davis
Community Outreach Facilitator

Jan Gilbertson
Information Systems Manager

Elijah Sharp
Regional Planner

Part Time

Janet McNew
Program Administrator

Bradley Mecham
Regional Planner

David Ratcliff
Regional Planner

Jennifer Wilsie
Regional Planner

Patrick Burton, AICP
Regional Planner II

Ken Hall
Regional Planner

Regina Elsner
Regional Planner

Phil Gilbertson
Senior Cartographer

Justin Blackburn
Cartographer



FINANCIAL OPERATIONS

Statement of Revenues & Expenditures Year Ended June 30, 2011

	BUDGET	ACTUAL
REVENUES:		
Floyd County	16,534.00	16,534.00
Town of Floyd	531.00	531.00
Giles County	13,717.00	13,717.00
Town of Narrows	2,597.00	2,597.00
Town of Pearisburg	3,357.00	3,357.00
Town of Rich Creek	818.00	818.00
Montgomery County	33,344.00	33,344.00
Town of Blacksburg	38,958.00	38,958.00
Town of Christiansburg	20,845.00	20,845.00
Pulaski County	31,554.00	31,554.00
Town of Pulaski	11,652.00	11,652.00
City of Radford	16,294.00	16,294.00
Radford University	3,213.00	3,213.00
Virginia Tech	9,717.00	9,717.00
Total Local Revenue	203,131.00	203,131.00
Interest Income	0.00	61.76
Contract Income	364,316.00	336,440.44
Miscellaneous Income (Includes sale of surplus property)	0.00	15,803.40
Revenue from the Commonwealth:		
DHCD Operating Grant	66,062.00	66,062.00
WIA	494,526.00	434,889.88
Virginia Department of Transportation	58,000.00	58,000.00
DOF	9,625.00	8,335.28
VT (Rideshare)	0.00	0.00
Revenue from the Federal Government:		
Appalachian Regional Commission	70,072.00	82,696.92
Economic Development Administration	70,000.00	87,547.25
Other/Funds Carried Forward	86,574.26	86,574.26
Total Other Revenue	1,219,175.26	1,176,411.19
TOTAL REVENUES	1,422,306.26	1,379,542.19
EXPENDITURES		
Salaries	840,380.77	780,590.27
Benefits	243,013.92	266,596.31
Travel	72,421.90	40,948.47
Office Space	53,583.60	53,582.04
Telephone	10,368.24	10,413.16
Office Supplies	26,827.05	25,810.69
Postage	9,356.64	5,197.58
Printing/Copies	21,159.58	14,022.59
Map Purchases	0.00	0.00
Media Adv.	2,017.60	4,244.35
Equip. Rent/Equip. Maint.	20,854.04	13,647.55
Dues & Pubs	9,764.27	7,678.22
Training	1,100.00	1,225.00
Meeting Costs	136.00	4,958.10
Depreciation	2,891.88	2,891.88
Insurance	8,700.00	4,875.00
Capital Outlay	5,000.00	3,012.55
Contract Serv.	26,689.00	66,680.18
Audit Fee	8,295.00	7,475.04
Misc.	59,746.77	41,076.25
TOTAL EXPENDITURES	1,422,306.26	1,354,925.23



New River Valley Planning District Commission

6580 Valley Center Drive, Suite 124
Radford, VA 24141

Phone: 540.639.9313
Fax: 540.831.6093

nrvpdc@nrvpdc.org
www.nrvpdc.org

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

6580 Valley Center Drive, Suite 124
Radford, Virginia 24141

Phone: (540) 639-9313

Fax: (540) 831-6093

E-Mail: [nrpdc@nrpdc.org](mailto:nrvpdc@nrpdc.org)

Website: www.nrvpdc.org



Kevin R. Byrd, AICP
Executive Director

RESOLUTION OF UNDERSTANDING

NRV Livability Initiative

WHEREAS, the New River Valley Planning District Commission was established in 1969 by the Counties of Floyd, Giles, Montgomery, Pulaski and the City of Radford with current membership also including the Towns of Blacksburg, Christiansburg, Floyd, Pulaski, Rich Creek, Pearisburg, Narrows along with university members Virginia Tech and Radford University; and

WHEREAS, the Commission's mission is to provide effective area-wide planning for the physical, social and economic elements of the District; and to provide technical assistance to local governments in planning for and implementing projects, when requested, for their future development; and to support efficient coordination Federal, State, and local efforts to resolve area problems; and to provide a forum for review of mutual concerns; and actively works to increase capacity of local government members to support their sovereignty;

WHEREAS, the Commission does not have, nor is seeking, governing authority, regulatory authority or taxation authority over New River Valley or any local citizens; and

WHEREAS, the Commission was requested by member local governments in July 2010 to prepare a competitive grant application to the Federal Partnership for Sustainable Communities for the purposes of creating a regional plan for sustainability, now called the NRV Livability Initiative; and executed a grant agreement on February 1, 2011 with the U.S. Department of Housing and Urban Development to provide a Comprehensive Sustainable Communities Regional Plan within thirty-six months;

WHEREAS, the Plan deliverable is not required to be adopted or implemented in whole or in part by any participating locality, agency or organization; and

THEREFORE BE IT RESOLVED, at this meeting on September 22, 2011, the New River Valley Planning District Commission hereby acknowledges the NRV Livability Initiative is a planning process that will yield a regional plan containing ideas for implementation by local governments, private sector businesses and non-governmental organizations. Any items identified for implementation by local governments will follow public process protocols as determined by local governments.

Counties:
Floyd, Giles, Montgomery, Pulaski

Towns:
Blacksburg, Christiansburg, Floyd
Pulaski, Narrows, Pearisburg, Rich Creek

Universities:
Radford University
Virginia Polytechnic Institute & State University

City:
Radford

BE IT FURTHER RESOLVED; the NRV Livability Initiative planning process is an important opportunity to engage the New River Valley citizens in the identification of our region's future challenges while finding ways to maximize our competitive advantages for the betterment of the region.

Adopted September 22, 2011

Holly Lesko, Chair

COMMONWEALTH INTERGOVERNMENTAL REVIEW MEMORANDUM

TO: Planning Commission Members
FROM: Kevin R. Byrd, Executive Director
AGENDA ITEM: XII. Intergovernmental Review Process, B. Regular Project Review, Item #1

CIRP Review

September 15, 2011

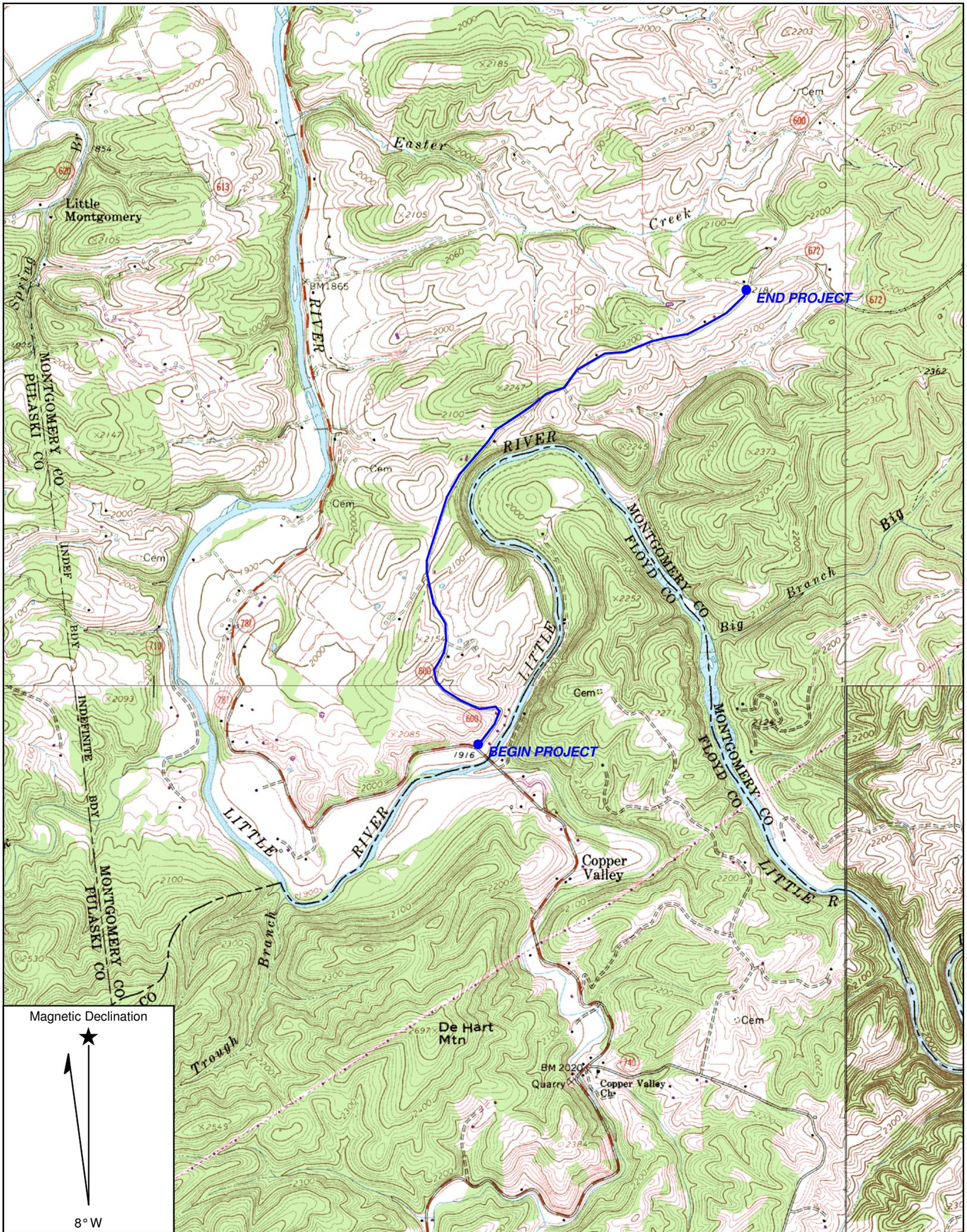
PROJECT: I81 Exit 105 Bridge Replacements
SUBMITTED BY: Virginia Department of Transportation

PROJECT DESCRIPTION: VDOT has submitted the referenced project for review. The project involves the replacement of the existing I81 bridges over the New River and replacement of the existing Route 232 bridge over I81, reconstruction of roadway approaches and interstate ramps. The project will begin approximately 0.95 mile west of exit 105 and end approximately 0.85 mile east of exit 105. Approximately 12 acres of additional right of way will be required for construction.

PROJECT SENT FOR REVIEW TO: Dan Brugh, Blacksburg-Christiansburg-Montgomery MPO Steve Sandy, Montgomery County
Peter Huber/Shawn Utt, Pulaski County David Ridpath, Radford City

COMMENTS: Pulaski County responded in support of the project. The MPO reported the project is located outside the MPO study area, therefore, did not comment. As of this mailing no comments have been received from Montgomery County or Radford City.

STAFF COMMENT: Draft Rural Long-Range Transportation Plan Indicates:
a. Exit 105 – reconstruct interchange
b. I-81 from Pulaski Line to VA 177 – reconstruct to rural six-lane roadway with median
c. VA 232 – no proposed improvements are noted; however, during the public comment period access management was noted as an issue due to close proximity of entrances near the interchange ramps. Proposed improvements to 105 should evaluate access management applications within the project area.
Regional Transportation Priorities for the SYIP Indicates:
d. The Planning District Commission met on May 26, 2011 and unanimously voted to present three top priorities. The number 2 regional priority identifies I-81 interchange improvements, specifically exit 105 (1 of 4 noted).



Magnetic Declination



COMMONWEALTH INTERGOVERNMENTAL REVIEW MEMORANDUM

TO: Planning Commission Members
FROM: Kevin R. Byrd, Executive Director
AGENDA ITEM: XII. Intergovernmental Review Process, C. Environmental Project Review, Item #1

CIRP Review

September 15, 2011

PROJECT: Reissuance of Permit VA0000523 Chemical Lime Company of Virginia, Inc.

SUBMITTED BY: Department of Environmental Quality

PROJECT

DESCRIPTION: The Department of Environmental Quality has requested comment on the reissuance of a permit for the Chemical Lime Company. The applicant proposes to release storm water and treated industrial wastewaters, including cooling water, at a rate of approximately 1,000,000 gallons a day in Stony Creek in Giles County in the New River watershed. The permit will limit the following pollutants to amounts that protect water quality: solids and organic matter.

PROJECT SENT
FOR REVIEW TO: Chris McKlarney, Giles County

COMMENTS: As of this mailing no comment has been received from Giles County.

STAFF

COMMENT: The staff has reviewed the appropriate plans (Land Use, Water Quality Management, Regional Solid Waste Management, Vision 2020, and the Economic Development plans) and finds that this project does not conflict with the plans or regional policies and goals.

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Last Edited: 8/22/11