Roanoke Valley Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2014

(July 1, 2013– June 30, 2014)

Working Draft

Roanoke Valley Area
METROPOLITAN PLANNING ORGANIZATION

Staffed by the
REGIONALcommission

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

The preparation of this program was financially aided through grants from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation.

The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Discrimination Complaint Form, see www.rvarc.org or call (540) 343-4417.

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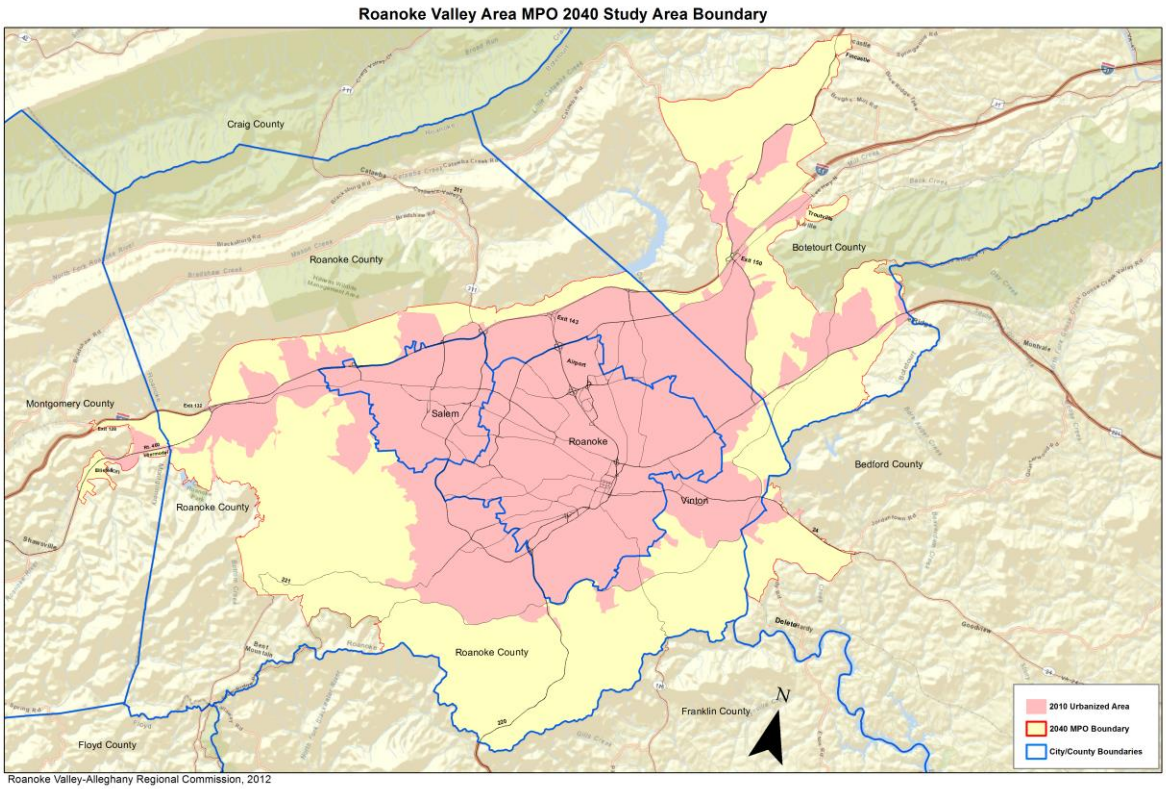

Roanoke Valley Area MPO 2040 Study Area Boundary
Craig County
Roanoke County
Botetourt County
Montgomery County
Salem
Roanoke
Vinton
Bedford County
Roanoke County
Roanoke County
Franklin County
Floyd County
N
2010 Urbanized Area
2040 MPO Boundary
City/County Boundaries
Roanoke Valley-Alleghany Regional Commission, 2012

Figure 1.0

RESOLUTION

by the

Roanoke Valley Area Metropolitan Planning Organization

Approving the FY 2014 Unified Planning Work Program

WHEREAS, the *FY 2014 Unified Planning Work Program* will serve as the basis for all Federal Department of Transportation (DOT) funding participation and will be included in all requests for DOT planning funds within the RVAMPO Study Area Boundary, and

WHEREAS, this Work Program details all transportation and transportation-related planning activities anticipated within the RVAMPO Study Area Boundary during the coming fiscal year, and

WHEREAS, this Work Program has been reviewed by the Transportation Technical Committee;

BE IT THEREFORE RESOLVED, that the Roanoke Valley Area Metropolitan Planning Organization does hereby approve and adopt the *FY 2014 Unified Planning Work Program.*

Chairman

INTRODUCTION

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) study area for the fiscal year 2014. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

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

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

The Transportation Equity Act of the 21st Century (TEA-21), which became law in June 1998, reaffirms the structure of the metropolitan planning process. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law August 10, 2005 and the Moving Ahead for Progress in the 21st Century(MAP-21) which became law on July 6, 2012 further reaffirm and extend the structure of the metropolitan planning process.

On February 14th, 2007, the FHWA and the FTA released their long-awaited Statewide and Metropolitan Planning Rule (72 Fed. Reg. 7224). The final rule revises planning regulations at 23 C.F.R. Part 450 and 49 C.F.R. Part 613 to reflect the many changes made by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59 August 10, 2005). The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) has developed this work program to address the final metropolitan planning regulations and the new requirements in SAFETEA-LU and extended in MAP-21.

Metropolitan Planning Area

The RVAMPO study area consists of the Cities of Roanoke and Salem, the Town of Vinton, and portions of the Counties of Bedford, Botetourt, Montgomery and Roanoke. See Figure 1 for an illustration of the region. Based on the 2010 Census, the RVAMPO 2040 study area population was 231,337 and encompasses a land area of 247 sq. miles.

On March 26, 2012 the US Census Bureau released the Urbanized Area Boundaries (UZAs) (see map below) based on Census 2010 results. The RVAMPO's Census 2010 UZA contains a population of 210,111 and the RVAMPO will subsequently be classified as a Transportation Management Area (TMA) MPO.

Census Urbanized Areas and MPO/TMA Designation

Schedule of Activities

Date	Activity
8/24/2011	U.S. Census Bureau published the final criteria for the defining of urbanized areas (UZAs) and urban clusters (UCs) in the *Federal Register*
Expected March 2012	Census Bureau will post on their webpage and will send a press release to notify the public
Early 2012 (approx. 6 weeks after list of UZAs is published)	USDOT (FHWA/FTA) publishes the new list of Transportation Management Areas (TMAs) in the *Federal Register*.
Expected March 2012	Census Bureau releases TIGER/Line shapefiles with UZA and UC boundaries
Spring 2012	HEPGIS includes UZA and UC boundaries, including the ability to download shapefiles
Before Oct 2012	States should revise their intra-State formulas for PL funds allocations to MPOs
Early 2013 (12 months after list of UZAs is published)	New MPOs must be designated by Governor(s) or existing Metropolitan Planning Areas (MPAs) must be expanded to include all new UZAs published in the *Federal Register*
Mid 2013 (18 months after list of new TMAs is published)	New TMAs must have a Congestion Management Process (CMP)
Early 2016 (4 years after list of UAs is published)	New MPOs must have a formally adopted Long-Range Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)
Before next regularly-scheduled MTP update, after October 1st, 2012, or within 4 years of the designation of the new UZA boundary, whichever occurs first	Existing MPOs must expand their Metropolitan Planning Areas (MPAs) to include all territory in Census 2010 UZAs (if necessary).

Source: http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule/

Air Quality Considerations

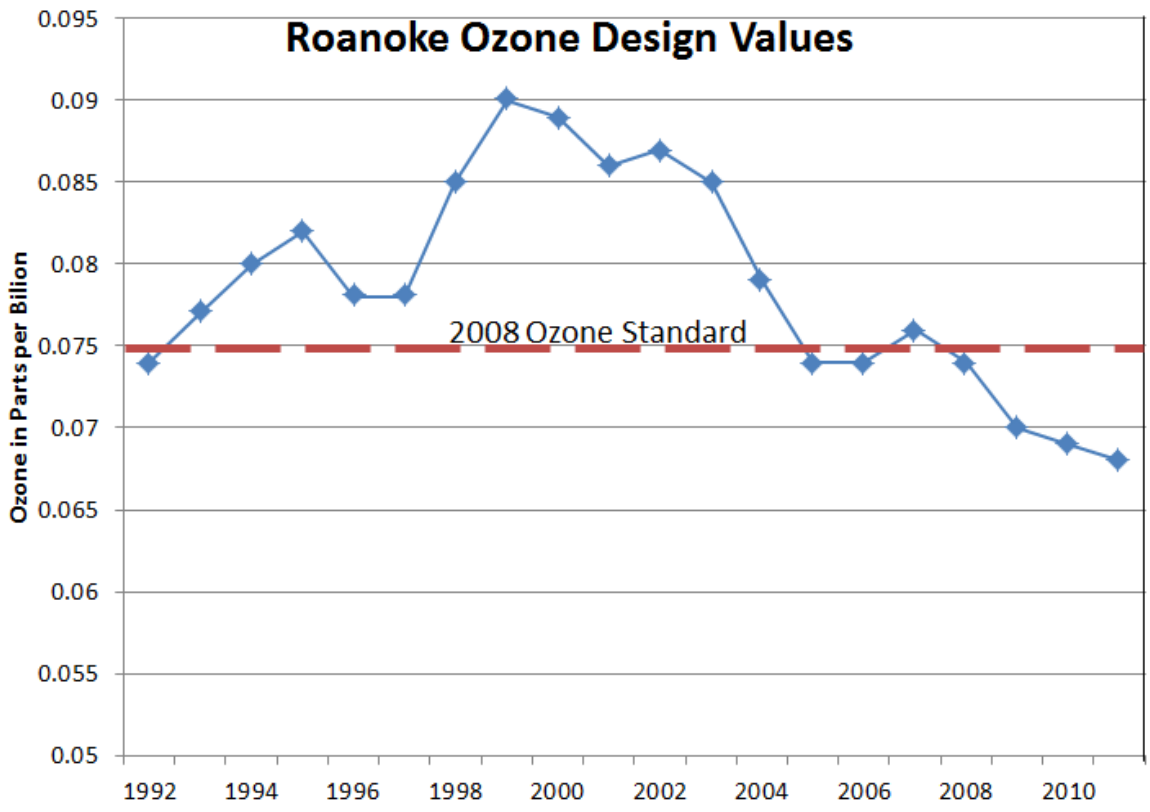
In 1997, the Environmental Protection Agency (EPA) made an amendment to the Clear Air Act's National Ambient Air Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. In the late 1990s the ozone levels taken at an air quality monitor in the Roanoke area had exceeded the newer 8-hour standard. Due to these exceedances, the RVAMPO and it member localities worked with the Virginia Department of Environmental Quality (DEQ) to establish a nonattainment boundary for the Roanoke area. This agreed upon boundary encompassed the entire Roanoke MSA (1990 definition – counties of Roanoke and Botetourt, cities of Roanoke and Salem and town of Vinton.) The EPA required that all areas that exceeded the new standard establish a nonattainment boundary and submit it to them for review. The recommended boundary for the Roanoke area was submitted along with the others from around the Commonwealth of Virginia in June 2000.

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

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

In early March 2008 the Federal EPA revised the nationwide 8-hour Ozone Standard to 75 parts per billion (ppb) based on a 3-year average. The Roanoke Region's 3-year average for the 2006, 2007 and 2008 Ozone seasons were at 74 ppb, within the new nationwide standard.

In Spring and Summer 2011, the Federal EPA postponed a new adjustment of the nationwide 8-hour Ozone Standard until 2013. The Federal EPA has stated that the primary 8-hour Ozone Standard will be revised to a final value somewhere within the range of 60 ppb to 70 ppb. The Federal EPA asserts that the final standard will be set sometime in 2013. As of the writing of this document in the Spring of 2013 the Federal EPA has not yet set the final 8-hour Ozone standard. Recent trends in ground level ozone for the Roanoke Valley are summarized in the graph below:



Responsibilities for Transportation Planning

The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) is the organization responsible for conducting the continuing, comprehensive, and coordinated (3-C) planning process for the Roanoke Valley area in accordance with requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962, and Section 8 of the Federal Transit Act. The RVAMPO is the official Metropolitan Planning Organization for the Roanoke Valley area, designated by the Governor of Virginia, under Section 134 of the Federal Aid Highway Act, and the joint metropolitan planning regulations of FHWA and FTA.

The policy making body of the RVAMPO is its Board which consists of seventeen voting members[1] (see figure 2). The voting membership of the Policy Board consists of two representatives each from the Cities of Roanoke and Salem, the Counties of Botetourt and Roanoke, and the Town of Vinton; and one representative each from the County of Bedford, County of Montgomery, Virginia Department of Transportation, the Greater Roanoke Transit Company, the Virginia Department of Rail and Public Transportation, the Roanoke Regional Airport Commission, and the Roanoke Valley-Alleghany Regional Commission.

Figure 2: Voting Membership on the RVAMPO Policy Board

Bedford County	1 representative
Botetourt County	2 representatives
Roanoke County	2 representatives
Montgomery County	1 representative
City of Roanoke	2 representatives
City of Salem	2 representatives
Town of Vinton	2 representatives
Greater Roanoke Transit Company	1 representative
Virginia Department of Transportation	1 representative
Virginia Department of Rail and Public Transportation	1 representative
Roanoke Regional Airport Commission	1 representative
Roanoke Valley-Alleghany Regional Commission	1 representative

Other agencies with non-voting membership on the RVAMPO Policy Board include: the Federal Highway Administration and Federal Transit Administration.

Staff of the transportation planning division of the Roanoke Valley-Alleghany Regional Commission performs the day-to-day operations of the RVAMPO. The staff, in conjunction with RVAMPO's member agencies, collect, analyze and evaluate demographic, land use, and transportation data to gain a better understanding of the transportation system requirements of the area. Staff also prepares materials for use at Board and Committee meetings as well as any existing sub-committee meetings.

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

[1] RVAMPO Bylaws were updated on April 24, 2003 and April 25, 2013, to allocate a voting member for Bedford County and Montgomery County respectively.

SAFETEA-LU and MAP-21 Planning Factors

SAFETEA-LU and MAP-21 contain the same eight planning factors that must be addressed in the transportation planning process: 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; 2) Increase the safety of the transportation system for motorized and nonmotorized users; 3) Increase the security of the transportation system for motorized and nonmotorized users; 4) Increase the accessibility and mobility of people and for freight; 5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; 7) Promote efficient system management and operation; and 8) Emphasize the preservation of the existing transportation system.

Total Proposed Funding by Federal Source for FY 2014

The primary funding source for transportation planning activities included in this work program are the FHWA Section 112 (PL), FTA Section 5303, and FHWA State Planning and Research (SPR). The proposed funding amounts (including state and local matching funds) for the RVAMPO work program are shown in Figure 3 below.

Note, however, that the funding proposed for use in this UPWP does include unobligated funds from FY 2012. This funding will allow the RVAMPO to undertake additional activities that would not be included in a “typical” years’ work program.

Figure 3
FY 2014 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES (July 1, 2013 to June 30, 2014)

	FHWA - Section 112 (PL) 80% Fed & 20 % State/Local	**FTA - Section 5303** 80% Fed & 20 % State/Local	**GRAND TOTAL**
New FY 2014	$364,430	$147,706	$512,136
Deprogrammed FY 2013	$0	$0	$0
Unobligated FY 2012	$142,765	$0	$142,765
TOTAL	**$507,195**	**$147,706**	**$654,901**

PROPOSED FY 2013 WORK PROGRAM AND BUDGET

1. PROGRAM SUPPORT & ADMINISTRATION

1.01 General Administration & Operations

Objective and Description: This task includes ongoing activities that ensure proper management and operation of a continuing, comprehensive, and coordinated (3-C) planning process as described in the 3-C Memorandum of Understanding. The primary objectives of this task are to (1) implement the FY 2014 UPWP throughout the fiscal year and provide all required administrative functions including all accounting functions, personnel administration, office management, financial reporting, contract administration, and purchase of necessary office equipment; and (2) to support the activities of the RVAMPO through the preparation of reports, presentations, agendas, minutes and mailings for all Policy Board, Technical Committee and Citizens Advisory Committee meetings, as well as attendance at those meetings. Attendance at staff meetings and timekeeping are included in this task as well.

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

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

Estimated Budget: $87,051 ($71,033 PL and $16,018 FTA/5303) (included for planning purposes only; not intended to be restrictive).

1.02 Training and Staff Development

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

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

Estimated Budget: $3,466 (included for planning purposes only; not intended to be restrictive).

1.03 Work Program Management

Objective and Description: To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the RVAMPO, in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Greater Roanoke Transit Company, is responsible for the development of a Unified Planning Work Program (UPWP). This UPWP describes all regional transportation planning activities anticipated in the Roanoke Valley area between July 2013 and June 2014, that will utilize federal funding, including Title I Section 134 metropolitan planning funds, and Title III Section 8 metropolitan planning funds. The UPWP also identifies state and local matching dollars for these federal planning programs.

This task provides for management of the FY 2014 UPWP. If during FY 2014, an amendment to the UPWP is deemed necessary, due to changes in planning priorities and/or the inclusion of new planning projects, staff will identify and detail such amendments for consideration by the MPO Policy Board.

This task also provides for the development of a UPWP for FY 2015. The document will incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in RVAMPO. The new UPWP will be presented in draft to the RVAMPO Technical Committee and Policy Board in March 2014, and as a final document for adoption in April 2014. The approved UPWP will be distributed to the Policy Board, and made available to the public on the RVARC website.

Products: UPWP for FY 2015 and amendments to the FY 2014 UPWP as needed.

Estimated Budget: $16,133 ($12,128 PL and $4,005 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2. PROGRAM ACTIVITIES

2.01 Long Range Transportation Planning

Objective and Description: The next constrained long-range transportation plan (CLRTP 2040) must be completed and adopted by the summer of 2015. FY 2014 CLRTP activities will focus on technical aspects of the planning process and FY 2015 activities will focus on writing the CLRTP 2040 narrative and the public involvement process. Individual areas of focus for item 2.01 follow:

1) **CLRTP 2035 – Amendments –** Any additional activities required for any potential amendments or adjustments to CLRTP 2035, in order to reflect additional funds than could be added to the original financial constraint.
2) **Transportation Performance Measures Tracking**: integration and tracking of appropriate long-range transportation planning performance measures into the CLRTP 2040 process.
3) **Air Quality and Environmental Analysis:** All applicable air-quality or environmental analyses that may be required by the federal EPA. Currently RVAMPO is in an Ozone Early Action Compact – Early Action Plan area and is not subject to conformity analysis. However, this situation could change with the introduction of new federal standards.
4) **Official Public Meeting Concerning Long-Range Planning Assumptions:** This will continue the series of yearly public meetings concerning the long-range planning process and its assumptions.
5) **Scenario Planning** – The Partnership for a Livable Roanoke Valley (http://livableroanoke.org/) is developing a planning process resulting from a joint USDOT, EPA and HUD Sustainability Grant. The Livable Roanoke process will be completing its 3-year planning process in FY 2014. It is anticipated that the Livable Roanoke Valley process will develop and publish a set of 4 in-depth future scenarios that can be used for a variety of planning processes including long-range transportation planning. RVAMPO staff may develop additional theme based scenarios focused on specific demographic trends, economic trends or technologies likely to impact transportation demand in the future to supplement the Livable Roanoke Valley scenarios.

6) **Transportation and Land Use Archival System Maintenance –** This item involves a yearly update of the transportation and land use data archival system for updating transportation and land use data on a regular basis so that "time series" or "snapshot" data analysis can be performed in future long-range transportation planning processes. Long range transportation planning is the major staff activity in the FY2013 UPWP.
7) **TAZs, Socioeconomic Data and Model Network –** In partnership with the local governments and VDOT, RVAMPO staff will finalize the CLRTP 2040 Transportation Analysis Zones (TAZs), the socioeconomic data within the TAZs and the CLRTP 2040 transportation network.
8) **Feasibility of formal "Mode Choice" step in regional Travel Demand Model –** In partnership with VDOT and VDRPT, RVAMPO staff will evaluate the feasibility of recommending that a formal "mode choice" step be added to the Travel Demand Model.
9) **Public Private Partnerships (PPP) Integration –** Any staff actions necessary to integrate potential PPP projects into the CLRTP 2040 fiscal constraint if applicable.

"2.01 Long Range Transportation Planning" is the element responsible for demonstrating MAP-21 compliance for the long-rang transportation planning process.

Products: CLRTP 2035 Amendments, Performance Measures Tracking, Scenario Planning, Annual Public Open House and Coordination with VDOTS Rural Long-Range Transportation Planning Process, TAZ, Socioeconomic Data and Model Network update. ***Item 2.01 supports all planning factors (#1 - #8) to the extent possible given time, financial and other constraints.***

Estimated Budget: $133,342 ($126,550 PL and $6,792 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.02 <u>Transportation Improvement Program (TIP), Regional Surface Transportation Program (RSTP), Transportation Alternatives (TA), and Performance Measures reporting.</u>

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

The Regional Surface Transportation Program (RSTP) is a category of funding that is determined by the RVAMPO Policy Board through a process described in a separate document titled the RSTP Project Selection Procedures. The Transportation Alternatives (TA) combines programs that used to be named Transportation Enhancement (TE) and Safe Routes to School (SRTS). The RVAMPO Policy Board will determine a portion of the TA funding within the RVAMPO Study Area Boundary.

The Performance Measures tracking and reporting process will conform to all applicable state and federal regulations.

The general public and all other interested parties will be given an opportunity to review and

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

- Preparation of TIP process for anticipated RSTP and potential CMAQ requirements.
- Data collection and analysis for yearly Performance Measures update.
- Coordination with VDOT on TIP, STIP and Six Year Improvement Program (SYIP) details, procedures and updates.
- Coordination with FTA, VDRPT, Valley Metro (GRTC) and RADAR (UHSTS) on public transportation related programming with regards to SYIP and TIP issues.
- Development of GIS layers to display TIP projects
- Staff evaluation and testing of web technology to display TIP projects
- Staff evaluation and/or development of an in house TIP database/project tracking system.
- Publication of the Annual Obligations Report.

Products: Development of a new or updated TIP, annual listing of projects with federal obligations (federal funds), Data collection and analysis for annual listing of performance measures, staffing of the RSTP project selection process, staffing of the TA project selection process. Additional products may include TIP GIS development, website development related to the TIP and/or TIP database/tracking system development. ***Item 2.02 is a programming document it supports all planning factors (#1 - #8) to the extent that programming funds are available in a given 4-year time horizon.***

Estimated Budget: $43,458 ($38,070 PL and $5,388 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.03 <u>Sustainable Communities Regional Planning Grant Program (Partnership for a Livable Roanoke Valley), Public Participation, Environmental Justice, Stakeholder Training and Seminars</u>

Objective and Description: The Roanoke Valley-Alleghany Regional Commission (RVARC) was recently successful in obtaining a Sustainable Communities Regional Planning Grant that covers the majority of the RVAMPO study area and is now known as Partnership for a Livable Roanoke Valley (http://livableroanoke.org/). The Partnership for a Livable Roanoke will employ a large

public and stakeholder engagement effort that potentially incorporates a variety of public involvement opportunities within the RVAMPO study area as a form of in-kind effort between the Partnership for a Livable Roanoke Valley and the RVAMPO planning process. The intention is that the Partnership for a Livable Roanoke Valley outreach will also serve as a forum where public and stakeholder input concerning regional transportation issues will also be obtained, thereby, extending the reach and effectiveness of the traditional RVAMPO public involvement process.

In addition to the Partnership for a Livable Roanoke Valley outreach activities, traditional RVAMPO public and stakeholder involvement activities will include but are not limited to the following:

1) ***Focus Groups or Neighborhood Group Discussions:*** Staff will continue to schedule a series of focus groups with neighborhood groups, civic leagues and/or other defined groups. This will be a foundational series of focus groups for the next CLRTP update.
2) ***MPO Website Strategy:*** – The RVAMPO website should be periodically revaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement. In addition, staff will research and begin to implement "Web 2.0" public participation strategies. "Web 2.0" commonly refers to social media that is enabled by interned and web technologies.
3) ***MPO Demographic Profiles –*** RVAMPO Demographic Profiles will be updated depending on suitability of US Census Bureau, American Community Survey data.
4) ***Webinars, Teleconferences and Seminars*** - The American Planning Association (APA) produces a series of teleconferences on planning issues. RVAMPO staff will select relevant MPO related teleconferences and make arrangements to host a teleconference download site for local planners, citizens and other interested parties. A discussion will follow each teleconference concerning how RVAMPO staff may apply concepts from the teleconference in the long-range planning process.
5) ***RVAMPO Public Involvement Policy and Title VI Plan Updates –*** Any applicable updates to either the RVAMPO Public Involvement Policy or RVAMPO Title VI Plan.
6) ***Citizens (Community) Advisory Committee (CAC) Restoration*** – The citizens advisory group to the RVAMPO has alternatively been called the Community Advisory Committee or the Citizens Advisory Committee in the past. The CAC will be restored and begin to function anew in FY 2014.

Products: Public and stakeholder outreach at various scales, webinars, seminars, neighborhood focus groups and MPO website maintenance, and update of MPO Demographic Profiles, staffing of CAC meetings. ***Item 2.03 supports planning factor #4 – "Accessibility" by increasing accessibility to public input and participation in the transportation planning process.***

Estimated Budget: $47,526 (included for planning purposes only; not intended to be restrictive).

2.04 <u>Air Quality Planning</u>

Objective and Description: The local governments (Counties of Botetourt and Roanoke, Cities of Roanoke and Salem and Town of Vinton) entered into an Ozone Early Action Compact (EAC) with the Virginia Department of Environmental Quality (DEQ) and the Federal Environmental Protection Agency (EPA) in late December 2002. This agreement led to the development of an Ozone Early Action Plan (EAP) in March 2004. The Ozone EAP was successful and the Federal Environmental Protection Agency (EPA) declared the Roanoke Area to be back in attainment for the 8-hour Ozone standard, that was in effect during the EAC/EAP process, on April 15, 2008. The Federal EPA revised the nationwide 8-hour Ozone Standard, in early March 2008, to 75 parts per billion (ppb) based on a 3-year average. Subsequently the Roanoke Region's 3-year average for the 2006, 2007 and 2008 Ozone seasons stood at 74 ppb, within the new nationwide standard. In addition, the Federal EPA has announced its intention to further revise the 8-hour Ozone standard to a value within the 60 ppb to 70 ppb range, to be announced in Summer 2013. Similarly in RVAMPO staff had begun the groundwork to monitoring both fine particulate PM2.5 and initial research into Greenhouse Gasses (GHGs) should action or compliance be required for those two classes of pollutants in addition to ground level Ozone.

Products: 1) Monitoring of Ozone and PM 2.5 trends with regards to continued air quality compliance; 2) Monitoring of federal and state policies concerning Greenhouse Gas (GHG) and their possible impact on the RVAMPO planning process; and 3) Initiation of a non-attainment stakeholder and planning process pending designation.

Estimated Budget: $15,601 (included for planning purposes only; not intended to be restrictive).

2.05 Corridor Studies, Area Studies and Safety Planning

Objective and Description: Corridor and area studies can uncover projected ideas that feed the CLRTP. Likewise, the CLRTP can suggest corridors that warrant pre-NEPA corridor studies to help move the project to next stage. The following corridors and areas were suggested by local governments and other stakeholders in the FY2014 work program development process. Analysis of each corridor or area may include but is not limited to: access management, corridor simulation (software), intersection evaluation, operations evaluation, transit/bicycle/pedestrian connections and parking availability/accessibility/issues.

- Exit 150 small area transportation and land-use analysis/master plan
- US 11 / 460 west of Salem to study area boundary Phase II – RVAMPO would play an assistance and stakeholder role to VDOT process on US 11 / 460
- City of Roanoke Downtown Parking Study Phase III – Area Study
- Intersection or corridor analysis as requested.

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

Item 2.05 also includes staff time for "Safe Routes to School" planning assistance in the event that a member local government requires such assistance during FY2013.

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

Estimated Budget: $40,439 (included for planning purposes only; not intended to be restrictive).

2.06 RVAMPO Bicycle, Pedestrian, Greenway and Trails Planning

Objective and Description: Item 2.06 is designed to focus on non-motorized transportation planning and infrastructure related to non-motorized modes of transportation. The following activities will be included in item 2.06 at a minimum:

1) Regional Pedestrian Plan – Staff will develop a regional pedestrian plan that combines elements from the regional greenway master plan and regional corridor and area studies into one overall pedestrian plan. The regional pedestrian plan will include sidewalk, greenway, trails, paths and other pedestrian related infrastructure.
2) Regional Pedestrian/Bicycle Advisory Board - RVAMPO staff will continue to staff the recently created Regional Pedestrian/Bicycle Advisory Committee. In addition, staff will attend meetings and/or serve on the following committees: City of Roanoke BAC, Regional Greenway Commission, Regional Greenway Commission Standards and Design Subcommittee, Joint Greenway Commission-Pathfinders Marketing, PR and Education Subcommittee and other committees as appointed.
3) General Assistance to Local Governments and Greenway Commission – MPO Staff assistance, public information materials design, and other areas as necessary.
4) Mapping Assistance to Local Governments and Greenway Commission – MPO staff will assist with the following subtasks and additional greenway mapping needs:
5) Website Assistance to Greenway Commission - MPO Staff will assist Greenway Commission in updating maps, graphics, illustrations and other aspects of Greenway Commission website.
6) Grant Assistance for Greenway Development – Assist Regional Greenway Commission in identifying and pursuing state, local, federal and private grants for greenway implementation.
7) Continued Greenway Monitoring and Trail User Counts – continue to expand the greenway usage monitoring/estimation system for using during all seasons. Monitoring system will include deployment of additional trail counters and other monitors as available.
8) City of Roanoke Bike Lanes and Bicycle Usage Counts – RVAMPO will partner with the City of Roanoke to develop base line bicycle usage counts for recently installed bike lanes and other facilities.
9) Botetourt County Strategic Trail Plan and Mapping Assistance – Botetourt County had requested trail planning and mapping assistance, portions of which will be within the RVAMPO. Non-MPO portions will be addressed using other non-PL or FTA funding

10) Walkability Audits – As requested by stakeholders.

Products: Regional pedestrian plan, trail user counts, bike facility user counts, mapping and website assistance. ***Item 2.07 supports planning factors #1 – Economic Vitality,#4 –Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation #6 Connectivity and #8 – Preservation of Existing System.***

Estimated Budget: $59,197 (included for planning purposes only; not intended to be restrictive).

2.07 General Technical Assistance and Technical Support Activities

Objective and Description: Staff will research, develop, maintain, and analyze data for use in a variety of technical support and planning support activities. Work activities will be organized around the following subtasks. Any combination of subtasks may be completed in FY2014 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2014.

Subtasks:

- ***General Technical Assistance*** to local governments, planners and citizens as requested.
- ***Technical Support Activities*** – a variety of planning support activities to support work program projects and/or the general planning process (i.e. turning movement counts).
- ***Support to Statewide Multimodal Planning*** – as needed

Estimated Budget: $59,855 ($53,663 PL and $6,192 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.08 Public Transportation Planning Assistance

Objective and Description: The two major public transportation agencies, Valley Metro (GRTC) – fixed route transit – and RADAR (UHSTS) – demand responsive transit regularly require transportation planning assistance to complete a variety of functions and plan for service enhancements. At a minimum item 2.08 will include:

- ***National Transit Database (NTD) on-board survey support*** – GRTC is scheduled to perform its triennial NTD on-board survey during FY 2014. RVAMPO staff will be responsible for accomplishing approximately half of the on-board surveys, and

for collecting and analyzing the resulting data. This is anticipated to be a significant effort with regards to staff time and resources.

- ***Regional Transit Vision Plan*** – Staff will partner with GRTC, RADAR and local governments to develop a regional transit vision plan that includes a vision for future transit service, transit coverage and transit operations.
- ***Transit Development Plans (TDP) Assistance*** – Transit Development Plans were developed by VDRPT contracted private consultants for the Greater Roanoke Transit Company (Valley Metro) and Unified Human Services Transportation Systems, Inc. (RADAR). Staff will assist with plan review, amendments, analysis or updates needed by either transit property in FY 2013.
- ***Transit Route Analysis and Mapping Assistance*** – for both Valley Metro and RADAR pending updated transit route or schedules.
- ***Human Services-Public Transit Coordinated Transportation Planning*** - SAFETEA-LU required a "Human Services-Public Transit Coordinated Transportation Plan" to be in place before transit operators can access Section 5310 Elderly/Disabled; Job Access Program; and the New Freedoms Program funds. In FY2009 Virginia Department of Rail and Public Transportation (VDRPT) updated the existing Human Services-Public Transit Coordinated Transportation Plan for the Planning District Commission that encompasses the RVAMPO. There will likely be plan adoption procedures, plan review and/or plan amendments needed in FY 2014.
- ***Google Transit Data Maintenance*** – Staff will take over GRTC data related to their presence on Google Transit. Staff will maintain and update data as needed to ensure Google Transit searches yield relevant results for the RVAMPO.
- ***Assistance with Planning Bus Stop Improvements*** – staff assistance concerning the location, accessibility and improvements to fixed route bus stops.
- ***Passenger Rail and Public Transit Coordination*** – any needed analysis or assistance regarding anticipated return of intercity passenger rail to Roanoke by 2016.

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

Estimated Budget: $109,311 ($0 PL and $109,311 FTA/5303) (included for planning purposes only; not intended to be restrictive).

2.09 <u>Congestion Management Process (CMP) – Phase II</u>

Objective and Description: It is anticipated that RVAMPO becomes officially designated as a Transportation Management Area (TMA) in FY 2013. MPOs that are also TMA's are required to develop a Congestion Management Process (CMP) plan for the MPO. A CMP plan will include the following elements:

- Development of congestion management objectives;

- Establishment of measures of multimodal transportation system performance;
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- Identification of congestion management strategies;
- Implementation plan for activities, including identification of an implementation schedule and possible funding sources for each strategy; and,
- Evaluation of the effectiveness of implemented strategies.

This will be RVAMPO's first official CMP it is anticipated to be complete by the end of Summer 2014.

Products: CMP Plan for RVAMPO. ***Item 2.09 supports planning factors***

Estimated Budget: $39,522 (included for planning purposes only; not intended to be restrictive).

Figure 4

FY 2012 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2013 to June 30, 2014)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
Proposed Revenue									
New FY 2014	291,544	36,443	36,443	364,430	118,164	14,771	14,771	147,706	512,136
Unobligated FY 2012	114,212	14,277	14,276	142,765	0	0	0	0	142,765
Direct Carryover FY 2013	0	0	0	0	0	0	0	0	0
Total Revenue	405,756	50,720	50,719	507,195	118,164	14,771	14,771	147,706	**654,901**
Proposed Expenditures									
Program Support & Admin									
1.01 Gen Admin & Operations	56,827	7,103	7,103	71,033	12,814	1,602	1,602	16,018	87,051

1.02 Training & Staff Development	2,772	347	347	3,466	0	0	0	0	3,466
1.03 Work Program Mgt	9,702	1,213	1,213	12,128	3,205	400	400	4,005	16,133
Total Operations	69,301	8,663	8,663	86,627	16,019	2,002	2,002	20,023	**106,650**

Program Activities	**FHWA**	**State**	**Local**	**Total FHWA**	**FTA**	**State**	**Local**	**Total FTA**	**Total Both**
2.01 Long Range Plan	101,241	12,655	12,654	126,550	5,432	680	680	6,792	133,342
2.02 TIP, RSTP, TA and Performance Measures	30,456	3,807	3,807	38,070	4,310	539	539	5,388	43,458
2.03 Sustainability Grant, Public and Stakeholder	38,020	4,753	4,753	47,526	0	0	0	0	47,526
2.04 Air Quality Planning	12,481	1,560	1,560	15,601	0	0	0	0	15,601
2.05 Corridor, Area Studies and Safety Planning	32,351	4,044	4,044	40,439	0	0	0	0	40,439
2.06 Bicycle, Pedestrian, Greenways and Trails	47,357	5,920	5,920	59,197	0	0	0	0	59,197
2.07 General Technical Assistance	42,931	5,366	5,366	53,663	4,954	619	619	6,192	59,855
2.08 Public Transportation Planning	0	0	0	0	87,449	10,931	10,931	109,311	109,311
2.09 Congestion Management Process (CMP)	31,618	3,952	3,952	39,522	0	0	0	0	39,522

	FHWA	**State**	**Local**	**Total FHWA**	**FTA**	**State**	**Local**	**FTA**	**Total Both**
Total Program Expenses	336,455	42,057	42,056	420,568	102,145	12,769	12,769	127,683	**548,251**
Total Expenses	405,756	50,720	50,719	507,195	118,164	14,771	14,771	147,706	**654,901**

Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVAMPO Area during FY 2014

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