

# Roanoke Valley Area Metropolitan Planning Organization

## UNIFIED PLANNING WORK PROGRAM Fiscal Year 2015

(July 1, 2014– June 30, 2015)

**WORKING DRAFT – 04-07-2014**

## Roanoke Valley Area METROPOLITAN PLANNING ORGANIZATION



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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.

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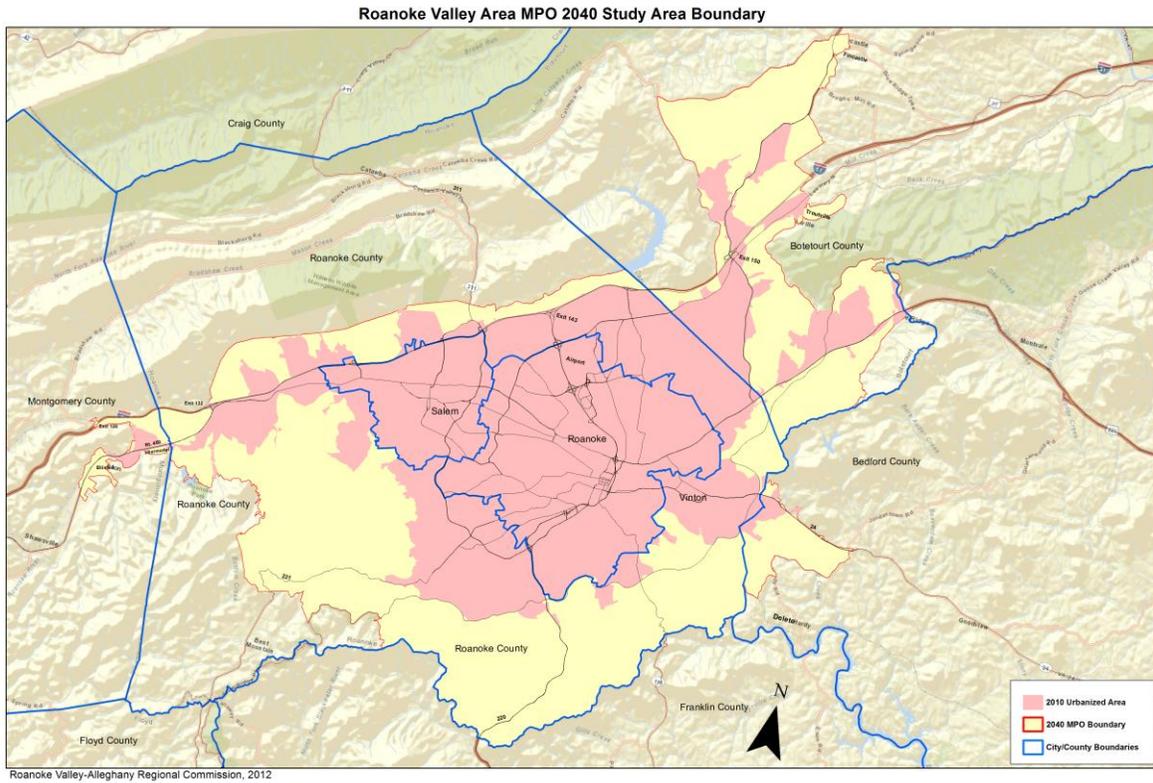


Figure 1.0

Original Resolution –

## 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 2015. 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 21<sup>st</sup> 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 21<sup>st</sup> Century (MAP-21) which became law on July 6, 2012 further reaffirm and extend the structure of the metropolitan planning process.

On February 14<sup>th</sup>, 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 <i>Federal Register</i>
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 <i>Federal Register</i> .
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 <i>Federal Register</i>
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/](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule/)

### Air Quality Considerations

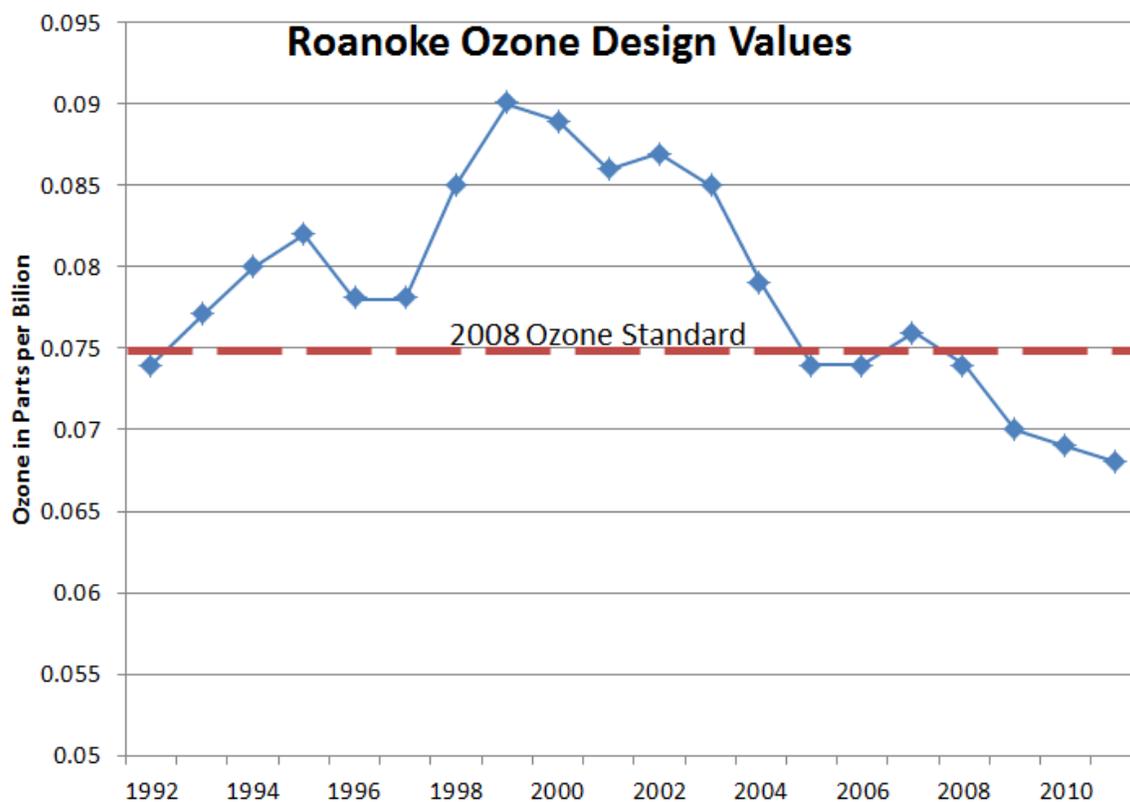
In 1997, the Environmental Protection Agency (EPA) made an amendment to the Clear Air Act's National Ambient Air Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. In the late 1990s the ozone levels taken at an air quality monitor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

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 2014. 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 2014. As of the writing of this document in the Spring of 2014 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<sup>1</sup> (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.

**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

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

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 2015**

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 2013. This funding will allow the RVAMPO to undertake additional activities that would not be included in a “typical” years’ work program.

**Figure 3**  
**FY 2015 RVAMPO PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES**  
 (July 1, 2014 to June 30, 2015)

	<b>FHWA - Section 112 (PL)</b> 80% Fed & 20 % State/Local	<b>FTA - Section 5303</b> 80% Fed & 20 % State/Local	<b>Virginia Office of Intermodal Planning and Investment - OIPI</b>	<b>GRAND TOTAL</b>
New FY 2015	\$334,672	\$157,742	\$0	\$492,414
Deprogrammed FY 2014	\$0	\$0	\$0	\$0
Unobligated FY 2013	\$28,929	\$0	\$0	\$28,929
OIPI	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$363,601</b>	<b>\$157,742</b>	<b>\$0</b>	<b>\$521,343</b>

**PROPOSED FY 2015 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 2015 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, stakeholder coordination 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 and or DRPT as applicable. 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:** \$79,053 (\$59,371 PL and \$19,682 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:** \$5,357 (\$2,897 PL and \$2,460 FTA/5303) (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 2014 and June 2015, 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 2015 UPWP. If during FY 2015, 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 2016. 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 2015, and as a final document for adoption in April 2015. The approved UPWP will be distributed to the Policy Board, and made available to the public on the RVARC website.

**Products:** UPWP for FY 2016 and amendments to the FY 2015 UPWP as needed.

**Estimated Budget:** \$12,595 (\$10,135 PL and \$2,460 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 (CL RTP 2040) must be completed and adopted by the summer of 2015. FY 2015 CL RTP activities will focus on writing the CL RTP 2040 narrative and the public involvement process. Individual areas of focus for item 2.01 follow:

- 1) **CL RTP 2035 – Amendments** – Any additional activities required for any potential amendments or adjustments to CL RTP 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 CL RTP 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 (Annual “Open House”):** 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 completed its 3-year planning process in FY 2014. The effort developed a set of 4 in-depth future scenario narratives 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 FY2014 UPWP.

- 7) **LRTP Technical Work** – Any remaining Transportation Analysis Zones (TAZ), model network or model application work need to be accomplished in FY2015.
- 8) **Develop the 2040 Constrained Long-Range Transportation Plan, which will include among other topics the following:**
  - a. **Livable Roanoke Chapter in RVAMPO CLRTP 2040** – The Partnership for a Livable Roanoke Valley completed its Livable Roanoke Plan in the spring of 2014. This sub-task will distill the strategies and recommendations of the plan as a chapter of the CLRTP 2040. The Livable Roanoke plan discusses the interactions and interrelationships between transportation, public health, energy, housing, education, environment and economic development. This chapter will relate those themes and strategies to the CLRTP 2040.
  - b. **Livable Roanoke Valley stakeholder input for CLRTP 2040** – The Partnership for a Livable Roanoke Valley will continue meeting after the completion of the Livable Roanoke Plan in spring 2014. The Partnership built up 3 years of stakeholder involvement experience through their planning process, and will advise CLRTP 2040 development based on that experience and lessons learned.
  - c. **Long-Range Transportation Demand Management Plan (LRTDMP) Chapter in RVAMPO CLRTP 2040 and LRTDMP Update** – The regional LRTDMP needs to be updated. This is an opportunity to take advantage of the joint timing and to incorporate the TDM plan analysis and TDM plan stakeholder involvement into the RVAMPO CLRTP 2040. This subtask aims to incorporate the LRTDMP plan activities directly into the CLRTP update in the form of a chapter of the CLRTP 2040.
  - d. **Development of the entire CLRTP 2040 plan in addition to the specific aforementioned chapters:** The aforementioned chapters were highlighted specifically to illustrate when the results of other planning processes outside of the UPWP (i.e. the Livable Roanoke process resulting from a HUD/EPA/USDOT grant) can specifically benefit CLRTP development in the form of a specific chapter in the plan or other benefit. The entire CLRTP 2040 plan will be produced and finalized by the end of Summer 2015.

“2.01 Long Range Transportation Planning” is the element responsible for demonstrating MAP-21 compliance for the long-range 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:** \$122,838 (\$105,297 PL and \$17,541 FTA/5303) (included for planning purposes only; not intended to be restrictive).

**2.02 Transportation Improvement Program (TIP), Regional Surface Transportation Program (RSTP), Transportation Alternatives (TA), and Performance Measures reporting.**

**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, and pedestrian, projects receiving federal funds. State and locally funded projects may also be 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 comment.

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

- Preparation of TIP process for anticipated RSTP, TA, and potential CMAQ requirements.
- Data collection and analysis for Annual Performance Measures Report 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 funding and programming with regards to the SYIP and TIP.
- 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:** \$33,792 (\$27,260 PL and \$6,532 FTA/5303) (included for planning purposes only; not intended to be restrictive).

## **2.03 Public Participation, Environmental Justice, Stakeholder Training and Seminars**

**Objective and Description:** RVAMPO public and stakeholder involvement activities will include but are not limited to the following:

- 1) **Fieldwork (observation of unarticulated customer needs):** There is value to planners going out into the field from time to time to observe customers (i.e. citizens) of transportation facilities and services. Fieldwork may include planners periodically riding the bus, observing heavily congested interchanges or corridors from a safe vantage point and other direct observation approaches. The goal is to gain customer insights by observation, which are unlikely to be reported on surveys or other common feedback tools. This direct observation – ethnographic – approach is used by the marketing profession in the private sector and its goal is to discover “**unarticulated customer needs.**” Any fieldwork will be done with utmost caution and a safety mindset.
- 2) **Learning Launches** – The concept of a learning launch is that it is a fast, low-cost experiment designed to gather data that will help planners make informed decisions on which public involvement tools are likely to be successful in garnering feedback from the public. A recent example includes producing a limited number of business card sized marketing pieces with a link to an electronic survey or other feedback tool. The idea is to experiment with this and other low cost approaches and then scale up the most successful.
- 3) **MPO Website Strategy:** – The RVAMPO website should be periodically reevaluated and updated to ensure a smooth user interface. This subtask allocates resources specifically for website improvement. In addition, staff will research and begin to implement “Web 2.0” public participation strategies. “Web 2.0” commonly refers to social media that is enabled by internet and web technologies.
- 4) **MPO Demographic Profiles Maintenance and Updates** – RVAMPO Demographic Profiles will be updated depending on suitability of US Census Bureau, American Community Survey data.
- 5) **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.
- 6) **RVAMPO Public Involvement Policy and Title VI Plan Updates** – Any applicable updates to either the RVAMPO Public Involvement Policy or RVAMPO Title VI Plan.
- 7) **Citizens Advisory Committee (CAC) meetings** – RVAMPO planners will serve as the lead staff to CAC meetings.

**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:** \$27,616 (included for planning purposes only; not intended to be restrictive).

## **2.04 Air Quality Planning**

**Objective and Description:** The local governments (Counties of Botetourt and Roanoke, Cities of Roanoke and Salem and Town of Vinton) entered into an Ozone Early Action Compact (EAC) with the Virginia Department of Environmental Quality (DEQ) and the Federal Environmental Protection Agency (EPA) in late December 2002. This agreement led to the

development of an Ozone Early Action Plan (EAP) in March 2004. The Ozone EAP was successful and the Federal Environmental Protection Agency (EPA) declared the Roanoke Area to be back in attainment for the 8-hour Ozone standard that was in effect during the EAC/EAP process, on April 15, 2008. The Federal EPA revised the nationwide 8-hour Ozone Standard, in early March 2008, to 75 parts per billion (ppb) based on a 3-year average. Subsequently the Roanoke Region's 3-year average for the 2006, 2007 and 2008 Ozone seasons stood at 74 ppb, within the new nationwide standard. In addition, the Federal EPA has announced its intention to further revise the 8-hour Ozone standard to a value within the 60 ppb to 70 ppb range, was to be announced in Summer 2013. Similarly in RVAMPO staff had begun the groundwork to monitor 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:** \$5,848 (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 CL RTP. Likewise, the CL RTP can suggest corridors that warrant pre-NEPA corridor studies to help move the project to next stage. The following corridors and areas were suggested by local governments and other stakeholders in the FY2015 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.

- **Elliston Intermodal Facility - Phase II** - Use the data and analysis from the AECOM FY2014 Elliston Intermodal Facility Study to inform the ongoing work of the RVAMPO, partnering organizations and to support general stakeholder involvement. Conduct additional analysis as needed, such as a review of potential operating models for the facility.
- **Comprehensive profile of the City of Roanoke** to include data on demographics, transportation, environment, and economy as they relate to transportation planning and comprehensive planning. Provide interpretation and analysis of data, and further inquiry as necessary to guide policy formulation. The document should suggest potential policy responses as appropriate. All data, to the extent possible, should be presented visually with maps, charts, graphs, etc.
- **Town of Vinton – Wayfinding Study Update** – Update the wayfinding study that was completed in 2009 to include changes in destinations and attractions and updated wording/media recommendations. Recommend approximate placement locations of a series of signs ranging from gateway signs to supplementary wayfinding signs. Research the possibility of including signs in neighboring jurisdictions (i.e. on US 460 – City of Roanoke) that would direct people to Vinton. The goal of this updated study is the serve as a background study and overview for a potential grant application by the Town of Vinton.

- **Town of Vinton Pedestrian Study Hardy Road near WE Cundiff Elementary and Wolf Creek Greenway** – Study the area near W.E. Cundiff Elementary School and Wolf Creek greenway from the perspective of pedestrian crossing, pedestrian accessibility and pedestrian safety. Recommend approximate locations for potential crosswalks. Review several crosswalk and signage options for consideration. The goal of this study is to serve as a background study and overview for a potential grant application by the Town of Vinton.
- **Botetourt County Transportation Section of Comprehensive Plan** – Assistance to Botetourt County staff in the preparation of a transportation section of their comprehensive plan update. This UPWP portion will focus on the portion of the county that is within the RVAMPO Study Area. A companion element for the rural portion of Botetourt County is in the FY2015 RVARC Rural Transportation Program Scope of Work.
- **Exit 150 Phase II** - Any additional activities to close out the Exit 150 project that debuted in the FY2014 UPWP.
- 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 FY2015.

**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:** \$40,659 (included for planning purposes only; not intended to be restrictive).

## **2.06 RVAMPO Bicycle and Pedestrian 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 Vision Plan - Phase II** – Staff will finalize the Regional Pedestrian Vision Plan that began in the FY 2014 UPWP. The Plan will combine elements from previous regional, neighborhood, corridor and area plans with public and stakeholder input to provide regionally-significant pedestrian related infrastructure recommendations and priorities for the Roanoke Valley. Development of this Plan will follow guidance provided in the DRPT Multimodal System Design Guidelines.
- 2) Pedestrian Performance Measures Data Collection** - Update shapefiles and related databases of pedestrian infrastructure and where necessary, in the field, gather pedestrian infrastructure data along public streets and bus routes to include sidewalks, crosswalks, pedestrian signals, and ADA curb ramps. Special effort and attention will be made for mapping the above amenities that lie within ¼ mile of a fixed route bus stop.
- 3) Regional Pedestrian/Bicycle Advisory Board** - RVAMPO staff will continue to staff the 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.

- 4) **General, Mapping and Website Assistance to Local Governments and Greenway Commission** – MPO Staff assistance, public information materials design, and assistance in other areas as necessary.
- 5) **Grant Assistance for Greenway Development** – Assist Regional Greenway Commission in identifying and pursuing state, local, federal and private grants for greenway implementation.
- 6) **Continued Greenway Monitoring and 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.
- 7) **City of Roanoke Bicycle and Pedestrian Usage Counts** – RVAMPO will partner with the City of Roanoke to continue bicycle and pedestrian snapshot counts as part of the National Bicycle and Pedestrian Documentation Project.
- 8) **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 rural funding in the RVARC Rural Transportation Scope of Work.
- 9) **Walkability Audits** – As requested by stakeholders.

**Products:** Regional pedestrian plan, database of pedestrian infrastructure, greenway user counts, bike facility user counts, mapping and website assistance. **Item 2.06 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:** \$44,592 (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 FY2015 as opportunities and needs arise; however, circumstances may not permit all subtasks to be finalized by the end of FY2015.

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:** \$37,001 (\$33,098 PL and \$3,903 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:

- **Regional Transit Vision Plan – Phase II** – Staff will finalize the Regional Transit Vision Plan that began in the FY 2014 UPWP. The Transit Vision Plan will examine the region’s current public transit services, additional needs, funding resources, and provide a framework for developing the region’s transit services in the future. Please see section 2.01 of this document concerning integration of the Regional Transit Vision Plan into the CL RTP 2040.
- **Regional Pedestrian Vision Plan - Phase II** – Staff will finalize the regional pedestrian vision plan that began in the FY 2014 UPWP. The Plan will combine elements from previous regional, neighborhood, corridor and area plans with public and stakeholder input to provide regionally-significant pedestrian related infrastructure recommendations and priorities for the Roanoke Valley. Development of this Plan will follow guidance provided in the DRPT Multimodal System Design Guidelines.
- **Regional Transit Development Plans (TDPs)** – The Transit Development Plans (TDPs) for Greater Roanoke Transit Company (Valley Metro) and Unified Human Services Transportation Systems, Inc. (RADAR) are scheduled to be updated in FY 2015. This sub-task provides for staff participation in the development of new TDPs.
- **Regional Transit Demand Management Plan** – Staff will provide assistance to Ride Solutions to update the regional TDM Plan.
- **Assistance with Transit Route Analysis and Mapping** – As requested by the transit agencies, provide transit route and schedule analysis, associated mapping, and assistance with the implementation of new or modified transit services.
- **Assistance with Improving Bus Stops** – As requested, staff will provide assistance concerning the location, accessibility and implementation of improvements to fixed route bus stops.
- **Human Services-Public Transit Coordinated Transportation Planning** - Staff will provide assistance in coordinating human services transportation and will participate in related regional coordination meetings.
- **Grant Assistance for Transit Development** – Assist Valley Metro and RADAR in identifying and pursuing local, state, federal and private grants and alternative funding sources for transit improvements and services.
- **Passenger Rail and Public Transit Coordination** – Staff will provide any needed analysis or assistance regarding the anticipated return of intercity passenger rail to Roanoke by 2017 and related multimodal connections.
- **Google Transit Data Maintenance** – Staff will maintain and update data as needed to ensure Google Transit searches yield relevant results for the RVAMPO.

**Products:** Items above. **Item 2.08 supports planning factors #1 – Economic Vitality, #4 – Accessibility and Mobility, #5 – Quality of Life, Environment and Energy Conservation, and #6 Connectivity.**

**Estimated Budget:** \$105,164 (\$0 PL and \$105,164 FTA/5303) (included for planning purposes only; not intended to be restrictive).

## **2.09 Congestion Management Process (CMP) – Plan Maintenance**

**Objective and Description:** RVAMPO's first ever CMP Plan was approved on January 23, 2013. This section provides for routine maintenance of the CMP planning process including any amendments, adjustments of updates of the plan incorporation new data or findings.

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

**Estimated Budget:** \$6,828 (included for planning purposes only; not intended to be restrictive).

**Figure 4**

**FY 2015 RVAMPO PROPOSED REVENUES AND EXPENDITURES BY FEDERAL, STATE AND LOCAL SOURCES**  
 (July 1, 2014 to June 30, 2015)

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
<b>Proposed Revenue</b>									
<i>New FY 2015</i>	267,738	33,467	33,467	334,672	126,194	15,774	15,774	157,742	492,414
<i>OIPI</i>	0	0	0	0	0	0	0	0	0
<i>Unobligated FY 2013</i>	23,143	2,893	2,893	28,929	0	0	0	0	28,929
<i>Direct Carryover FY 2014</i>	0	0	0	0	0	0	0	0	0
<b>Total Revenue</b>	<b>290,881</b>	<b>36,360</b>	<b>36,360</b>	<b>363,601</b>	<b>126,194</b>	<b>15,774</b>	<b>15,774</b>	<b>157,742</b>	<b>521,343</b>

**Proposed Expenditures**

<u>Program Support &amp; Admin</u>									
<i>1.01 Gen Admin &amp; Operations</i>	47,497	5,937	5,937	59,371	15,746	1,968	1,968	19,682	79,053
<i>1.02 Training &amp; Staff Development</i>	2,317	290	290	2,897	1,968	246	246	2,460	5,357
<i>1.03 Work Program Mgt</i>	8,109	1,013	1,013	10,135	1,968	246	246	2,460	12,595
<b>Total Operations</b>	<b>57,923</b>	<b>7,240</b>	<b>7,240</b>	<b>72,403</b>	<b>19,682</b>	<b>2,460</b>	<b>2,460</b>	<b>24,602</b>	<b>97,005</b>

	FHWA	State	Local	Total FHWA	FTA	State	Local	Total FTA	Total Both
<u>Program Activities</u>									
<i>2.01 Long Range Plan</i>	84,237	10,530	10,530	105,297	14,033	1,754	1,754	17,541	122,838
<i>2.02 TIP, RSTP, TA and Performance Measures</i>	21,808	2,725	2,726	27,260	5,226	653	653	6,532	33,792
<i>2.03 Public and Stakeholder Involvement</i>	22,093	2,762	2,761	27,616	0	0	0	0	27,616

<b>2.04 Air Quality Planning</b>	4,678	585	585	5,848	0	0	0	0	5,848
<b>2.05 Corridor, Area Studies and Safety Planning</b>	32,527	4,066	4,066	40,659	0	0	0	0	40,659
<b>2.06 Bicycle and Pedestrian Planning</b>	35,674	4,459	4,459	44,592	0	0	0	0	44,592
<b>2.07 General Technical Assistance</b>	26,478	3,310	3,310	33,098	3,122	391	390	3,903	37,001
<b>2.08 Public Transportation Planning</b>	0	0	0	0	84,131	10,516	10,517	105,164	105,164
<b>2.09 Congestion Management Process (CMP)- Maintenance</b>	5,462	683	683	6,828	0	0	0	0	6,828

	<b>Total</b>			<b>Total</b>				<b>Total</b>	
	<b>FHWA</b>	<b>State</b>	<b>Local</b>	<b>FHWA</b>	<b>FTA</b>	<b>State</b>	<b>Local</b>	<b>FTA</b>	<b>Both</b>
<b>Total Program Expenses</b>	232,958	29,120	29,120	291,198	106,512	13,314	13,314	133,140	<b>424,338</b>
<b>Total Expenses</b>	290,881	36,360	36,360	363,601	126,194	15,774	15,774	157,742	<b>521,343</b>

## Roanoke Valley Area Metropolitan Planning Organization

VDOT Salem District Support (SPR funding) for Planning Activities within the RVAMPO Area during FY 2015

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