

**FIRM**

**Fayette Raleigh Metropolitan  
Planning Organization**

**FAYETTE/RALEIGH METROPOLITAN**

**PLANNING ORGANIZATION**

**UNIFIED PLANNING WORK PROGRAM**

**July 1, 2024 to June 30, 2025**

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## Introduction

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The Fayette/Raleigh Metropolitan Planning Organization (FRM) is the primary agency responsible for transportation planning in the urbanized areas of Fayette and Raleigh counties in West Virginia. FRM was organized in 2012 upon the release of 2010 U.S. Census data designating parts of Fayette and Raleigh counties combined as an urbanized area.

The Unified Planning Work Program (UPWP) details the transportation planning work activities to be performed by the FRM transportation planning staff for the FRM Planning Area of Fayette and Raleigh counties in West Virginia during Fiscal Year 2024 (FY 2025), which begins July 1, 2024, and ends June 30, 2025.

### **PLANNING AREA**

The planning area of the FRM, shown in Map 1, extends to the county boundaries of both Fayette and Raleigh counties. The 2010 U.S. Census designated Urbanized Area is comprised of the Cities of Oak Hill and Mt. Hope and the Town of Fayetteville in Fayette County and the City of Beckley and the Towns of Mabscott and Sophia in Raleigh County. Along with representatives from the two respective County Commissions, representatives of the municipalities named to be within the Urbanized Area comprise the voting members of the FRMPO and their municipalities are assessed accordingly. Municipalities within the county lines but outside of the Urbanized Area are still within the planning area of the FRMPO, but their representatives do not have voting rights and their municipalities are not asked to pay assessments.

The Metropolitan Planning Organization's (MPO) planning area is located within the jurisdiction of Regional Planning and Development Councils 1 and 4 which oversee the overall administration of the MPO.

### **ORGANIZATIONAL STRUCTURE**

- **Policy Board**

The Policy Board of the MPO consists of representatives from each of the municipalities located within the planning area, representatives from each county commission, the Executive Directors of each Planning and Development Council, and the West Virginia Department of Transportation.

- **Technical Advisory Committee**

The MPO Technical Advisory Committee (TAC) is comprised of technical representatives (such as county engineers, city engineers/planners, etc.) from each of the counties, municipalities, and transit organizations within the MPO region.

## **ENVIRONMENTAL JUSTICE**

The Fayette Raleigh Metropolitan Planning Organization is fully committed to implementing and complying with the current and most up to date federal requirements and recommendations for inclusion and diversity in an effort to bring social and economic equity to the citizenry. Environmental Justice (EJ) at the Federal Highway Administration (FHWA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

[https://www.fhwa.dot.gov/environment/environmental\\_justice/](https://www.fhwa.dot.gov/environment/environmental_justice/)

## **CLIMATE CHANGE**

**FRM is fully committed to as best as possible and feasibly prudent to the inclusion of FHWA Climate Change recommendations and procedural considerations. All transportation planning and study development will include consideration of climate change methodologies and design attributes.**

[https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/cape\\_cod/page10.cfm](https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/cape_cod/page10.cfm)

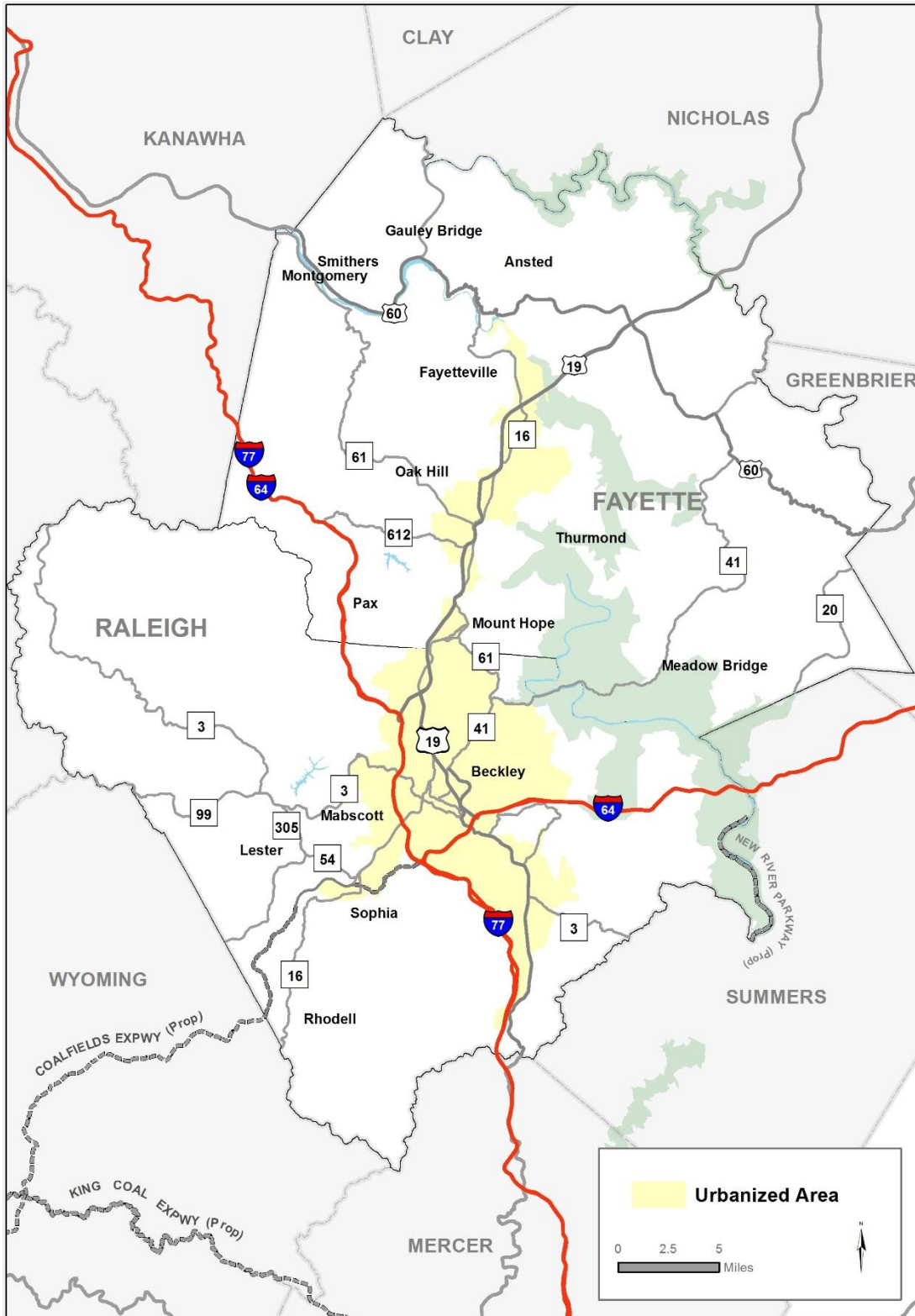
## **AMERICANS WITH DISABILITY ACT (ADA)**

The Americans with Disabilities Act (ADA) stipulates that each community is required to ensure public facilities and services are accessible by all persons. During FY 2024, FRM staff will continue to work with municipalities to educate, train, and/or evaluate their existing infrastructure deficiencies to prioritize upgrades, assess ADA compliance, develop, or update their ADA Transition Plans, and promote progress toward attaining and maintaining ADA compliance.

The Fixing America's Surface Transportation Act (FAST) of 2015 established the requirement for a performance-based transportation planning process. This requirement was reaffirmed in the Infrastructure Investment and Jobs Act (IIJA). This data-driven process continues to focus on target setting, monitoring, and attaining performance targets in seven key performance areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. FRM continues to incorporate transportation performance management (TPM) initiatives and performance-based planning into its planning programs and plans.

To date, the FRM has adopted all performance targets set forth by WVDOT and New River Transit Authority (NRT) which were established in cooperation with MPOs, public transportation providers, and other stakeholders. FRM will continue to coordinate with WVDOT and public transportation providers to develop and adopt performance targets and update performance reports as required.

**MAP 1: FAYETTE/RALEIGH MPO REGION**





## **OPERATIONAL PROCEDURES AND BYLAWS**

The MPO operates under its own set of bylaws. In addition to the bylaws, the MPO has executed Memoranda of Understanding with the West Virginia Department of Transportation as well as Intergovernmental Agreements with Region 1 and 4 Planning and Development Councils outlining the roles and responsibilities of the various agencies. Included within these agreements are sections referring to purpose, responsibilities, administration, compensation, finances, accounting, termination and debarment and suspension.

Organizational documents, financial records, and other official records of the FRM are located at the FRM headquarters at:

885 Broad Street, Suite 100  
Summersville, WV 26651

All FRM records are available for public inspection by appointment during regular business hours (Monday through Friday 8:30 a.m. to 4:30 a.m., except holidays).

## **PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM**

The Unified Planning Work Program (UPWP) of the FRMPO is designed to set forth the details of transportation work tasks to be performed within the Fiscal Year running July 1 to June 30. The objective of this work program is to ensure that a continuing, cooperative, and comprehensive approach for short- and long-range transportation planning is established and maintained for the metropolitan area, with proper coordination with neighboring jurisdictions and the Department of Transportation for the State of West Virginia and in alignment with FHWA's planning factors <https://search.usa.gov/search?query=Planning+Factors&affiliate=usdot>.

## **PLANNING FACTOR AREAS**

As an MPO, the FRM is required to address ten planning factors in the development of its programs and plans through a continuous, cooperative, and comprehensive (3-C) planning process. The ten planning factors were established in the Fixing America's Surface Transportation Act (FAST) of 2015 and were reaffirmed in the Infrastructure Investment and Jobs Act (IIJA). Listed below is a summary of how the FRM FY 2025

**Unified Planning Work Program (UPWP) plans to address and incorporate these planning factors.**

**1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

Provide for development and coordination of sustainable multimodal practices to promote efficient and safe transportation of people, goods, and services in the region, thus promoting economic opportunities, particularly to disadvantaged communities.

**2. Increase the safety of the transportation system for motorized and non-motorized users.**

Incorporate transportation performance management (TPM) in the metropolitan transportation planning programs. Prioritizes the safety of all road users through Complete Streets initiatives, with the goal of providing an equitable and safe transportation network for users of all ages and abilities, including those from marginalized communities facing historic disinvestment. Promote data driven investment decisions using crash analyses, equity analyses, monitorization of TPM/performance targets, demographic data. Identify and support projects that will equitably support underserved communities, increase the safety of the transportation system for all road users, and encourage projects that lessen automobile pollution.

**3. Increase the security of the transportation system for motorized and non-motorized users.**

Coordinate with and provide assistance to NRT, the WV Department of Military Affairs and other local law enforcement agencies on homeland security issues as requested.

**4. Increase the accessibility and mobility of people and freight.**

Promote coordination with local freight transportation providers and alternative uses of facilities to move people and goods. Includes work activities intended to assess and enhance equitable access to public transit services. Includes work activities to increase the accessibility and mobility for all road users.

**5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

UPWP Tasks provide, promote and/or recommend projects which are air quality neutral, improve air quality by reducing motor vehicle use, reduce congestion,

promote increased traffic flow efficiency, and promote alternate transportation modes. Also advance and/or recommend projects consistent with locally planned economic and growth areas to provide efficient transportation services to encourage economic development, particularly to disadvantaged communities.

**6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

Promote plans and projects involving all modes of transportation and connections among facilities. Also includes work activities to increase equitable accessibility and mobility to public transit services and for bicycle and pedestrian travel.

**7. Promote efficient system management and operation.**

Promote projects to enhance mobility, reduce automobile pollution, and improve intersection and corridor operations. – Also identify safety deficiencies throughout the transportation network.

**8. Emphasize the preservation of the existing transportation system.**

Work closely with WVDOT to promote improvements to and maintenance of the existing transportation system.

**9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**

Support projects and plans to improve resiliency and reliability of the existing transportation system. Also provide needed data and analysis to support future projects and plans.

**10. Enhance travel and tourism.**

Promote improvements to and maintenance of the existing transportation system to support the economic conditions of the metropolitan planning area especially outdoor recreation tourism to support the newly designated New River Gorge National Park and Preserve.

With the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, the following Planning Emphasis Areas (PEAs) were identified for State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation. These PEAs include, but are not limited to: Climate Change, Equity and Justice<sup>40</sup> in Transportation Planning, Complete Streets, Public Involvement, Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination, Federal Land Management Agency (FLMA) Coordination, Planning and Environment Linkages (PEL), and Data in Transportation Planning.

As implementation guidance and directives from the Federal Highway Administration (FHWA) on the Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law (BIL), FRM will integrate the requirements of the legislation into its work activities.

Recently enacted Bipartisan Infrastructure Law requires 2.5% of MPO planning allocations (PL funds) be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The requirements of Section 11201 of this Law are to be incorporated in the MPO planning process. The requirements applicable to the local area include: consultation with local housing officials, using web based tools for public participation and clarifying the requirements for the designation of MPO officials and representatives. While generally, all work





tasks in this program address the statutory requirements of recent infrastructure law and the FAST Act. The work to be performed under Task III Multimodal Planning and under the SS4A Project activities addresses the 2.5% PL set aside and associated specific requirements. The work included and budgeted for this work task far exceeds the minimum requirements.

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<b>Task I</b>	<b>Program Administration</b>
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<b>Task 1 – Project Administration</b>	
<b>Federal Share</b>	<b>\$38,400</b>
<b>State Share</b>	<b>\$4,800</b>
<b>Local Share</b>	<b>\$4,800</b>

**A. Objective**

The purpose of this task is to administer the MPO in a manner that provides a continuous, cooperative, and comprehensive transportation planning and programming process for the region and maintains its eligibility to receive federal transportation funds.

**B. Previous Work**

This is a continuing work activity.

**C. FY24/25 Activities**

- Develop and oversee the implementation of tasks in the Unified Planning Work Program (UPWP). The UPWP will be developed in cooperation with the West Virginia Division of Highways and the New River Transit Authority,
- Maintain current membership list; prepare and distribute agenda and supporting materials for meetings of the Technical Advisory Committee, Policy Board, and other special meetings; and record meeting minutes.
- Respond to periodic requests from WVDOT and other agencies for transportation information relating to the MPO planning area.
- Participate in transportation conferences, workshops, and training to remain informed of MPO requirements, emerging trends, and technical methods.
- Prepare regular progress reports and reimbursement requests for submittal to WVDOT.
- Ensure the agency’s compliance with all federal and state requirements, including Title VI, and maintain appropriate documentation.
- Identify transportation training and other resources from the WV Local Technical Assistance Program (LTAP) that would be of benefit to MPO members.

- Monitor Federal and State publications for training and guidance on issues pertaining to MPO operations and planning activities such as Transportation Performance Management and Resiliency measures.
- Maintain a Public Participation Plan to ensure the involvement of citizen special interest groups, freight haulers, commerce associations, major economic developments, education institutions, public transit providers of transportation and other interested persons or groups. The Fayette Raleigh Metropolitan Planning Organization is fully committed to implementing and complying with the current and most up to date federal requirements and recommendations for inclusion and diversity in an effort to bring social and economic equity to the citizenry.
- Continued opportunities for stakeholder input on plans and projects will be provided through various state and local media outlets as well as public notifications and electronic media. Input will be compiled and made part of the decision-making process of the FRMPO.
- FRM will strive to achieve the federal government's intentions with respect to Environmental Justice. Environmental Justice (EJ) at the Federal Highway Administration (FHWA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.  
[https://www.fhwa.dot.gov/environment/environmental\\_justice/](https://www.fhwa.dot.gov/environment/environmental_justice/)

#### **D. Products**

1. A transportation planning program that identifies the area's needs and recommends ways to address them, consistent with federal requirements. (Ongoing)
2. Regular meetings of the TAC and Policy Board (Quarterly)
3. Current membership list (Ongoing)
4. Regular progress reports and invoices (Quarterly)
5. UPWP (adoption in June of current fiscal year)
6. Maintain a Title VI Plan (Ongoing)
7. Participation in conferences, workshops, and professional training (Ongoing)
8. Maintain Performance Measure Documentation in accordance with State and Federal guidance and requirements (Ongoing)

9. A proactive public participation process that provides complete and user-friendly information, timely public notices, and full public access to key decisions. (Ongoing)
10. Maintenance of a website where the public can learn about the MPO's functions and responsibilities, view plans and other documents, learn about upcoming meetings, and provide input to the transportation planning and programming process. (Ongoing)

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<b>Task II</b>	<b>Short Range Planning</b>
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Task 2 – Short Range Transportation	
<b>Federal Share</b>	<b>\$163,200</b>
<b>State Share</b>	<b>\$20,400</b>
<b>Local Share</b>	<b>\$20,400</b>

**A. Objective**

The objective of the Short-Range Planning task is to analyze and identify potential solutions to address transportation problems in particular areas, and/or further refine the scope of projects and programs recommended in the Long-Range Transportation Plan. Recommendations may lead to the adoption of local and/or regional policies, as well as specific projects that can be considered for funding in the MPO’s Transportation Improvement Program.

**B. Previous Work**

- Work with National Park Service to improve accessibility aspects of newly designated New River Gorge National Park and Preserve
- Begin efforts in developing plans to implement Electric Vehicle technology
- Implement the recently received SS4A Safety Study Grant
- Clear Fork Rail Trail Study
- Rt. 19 Phase I Study
- Laurel Street Intersection Study

Review previous 5 years of short-range planning studies and objectives

Update past short-range planning studies as needed

Review performance measures and update as needed

**C. Work Ongoing**

- Recommended changes to signal timing, safety improvements, and other modifications on selected congested corridors and intersections.
- Continue scoping/prioritization process for intersection improvement analyses for selected corridors and intersections within the planning area.

- Continue to evaluate subarea traffic impacts resulting from the opening of the East Beckley Bypass Industrial Drive Connector and identify any further operational or roadway modifications needed to ensure safety and discourage neighborhood cut-thru traffic.
- Review and update Transportation Performance Management criteria and Resiliency measures.

#### **D. FY24/25 Activities**

- Rt. 19 Phase II Study - Conduct a US 19 Corridor Access Study to consider needs and potential improvements for the US 19 corridor between WV 16/Beckwith Road and Wood Mountain Road in Fayette County.
- Raleigh Ridge Road Study - Traffic moving from US 19 near Glen Morgan “cuts through” a residential area using Raleigh Ridge Road to US Rt 16 near MacArthur. The purpose of this study is to evaluate the problems created by traffic cutting through the Raleigh Ridge Road area and identify potential solutions.
- New River Drive Study Update – Update the New River Drive area of the Maxwell Hill Area Traffic Study conducted in 2016
- Va Street Widening Study – Analyze the potential for widening Va Street in Oak Hill from Rt 61 intersection to Fayco Ave.
- Grant Application Writing – assist with potential grant applications RAISE, SS4A....
- Review previous 5 years of short-range planning studies and objectives
- Update past short range planning studies as needed
- Review performance measures and update as needed

#### **E. Products**

- Recommended changes to signal timing, safety improvements, and other modifications on selected congested corridors and intersections
- Enhance the Transportation asset data base to share with Stakeholders from various sectors in the Region
- Develop potential safety improvement projects grant application(s) based on SS4A study information Virginia Street Widening Study
- Rt. 19 Phase II Study

- Raleigh Ridge Road Study
- New River Drive Study Update
- Va Street Widening Study
- Grant Applications as needed

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**Task III** **Multimodal Planning**


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<b>Task 3 – Multimodal Planning</b>	
<b>Federal Share</b>	<b>\$57,600</b>
<b>State Share</b>	<b>\$7,200</b>
<b>Local Share</b>	<b>\$7,200</b>

**A. Objective**

The purpose of this task is to analyze the needs of transit users, bicyclists, and pedestrians, develop recommendations to address needs especially resiliency related issues, comply with WV State adopted Performance Measures and maintained and updated in accordance with FRM’s LRTP and TIP. Much of the work involved with this Task shall go towards satisfy the requirements of the recently enacted Bipartisan Infrastructure Law which requires 2.5% of MPO planning allocations (PL funds) be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities. At a minimum 2.5% of the federal shall be dedicated to this effort, however it is anticipated that the percentage will be higher.

**B. Previous Work**

- Transit Reports
- Bike /Ped focused SS4A Grant writing and award documentation.

**C. FY24/25 Activities**
***Active Transportation, Shared, and Micro-mobility Study***

- This study will explore the demand for, potential use of, and implementation options for a micro-mobility program to connect users from the Beckley area to regional parks and other points of interest.

***Transit***

- Analyze ridership data, as provided by NRT, concerning location, route, and service type. Produce reports on ridership to monitor trends and identify any potential needs to modify or expand transit service.
- Analyze boarding and alighting counts, as provided by NRT, to support decisions related to bus stop location and prioritizing specific stops for improvements.



- Analyze passenger surveys, as provided by NRT, to obtain information on customer demographics, trip purpose, and perception of service.
- Coordinate with NRT to maintain current information on the scope, status and funding for transit projects and programs in the TIP.
- Coordinate with WVDOT to provide input and assist with public and stakeholder involvement for the Coordinated Human Services-Public Transit Plan.

### ***Bicycle and Pedestrian***

- Identify and Address Bicycle and Pedestrian deficiencies via GIS technology, in particular where they relate to Transportation Performance Management and Resiliency measures.

## **D. Products**

### ***Active Transportation, Shared, and Micro-mobility Study***

- Document showing the demand for, potential use of, and implementation options for a micro-mobility program to connect users from the Beckley area to regional parks and other points of interest.

### ***Transit***

1. Summary and analysis of passenger survey responses as conducted and provided by NRT then provide bus stop location prioritization recommendations and reports on ridership data as needed to NRT.(Annually)

### ***Bicycle/Pedestrian***

1. Recommendations to incorporate bicycle and pedestrian facilities into the projects in the FRM's Transportation Improvement Program (Ongoing)

## Task IV Transportation Improvement Program

Task 4 – Transportation Improvement Program	
<b>Federal Share</b>	<b>\$19,200</b>
<b>State Share</b>	<b>\$2,400</b>
<b>Local Share</b>	<b>\$2,400</b>

### A. Objective

The purpose of this task is to maintain a fiscally constrained program that directs federal, state, and local funds toward the projects and services outlined in adopted transportation plans.

### B. Previous Work

- Provided formal input to WVDOT on proposed amendments to the Statewide Transportation Improvement Program affecting Fayette and Raleigh counties.
- Developed a 5-year recommended project list to be included in the LRTP.

### C. FY24/25 Activities

- Coordinate review and approval of the consolidated multi-year, multi-modal projects proposed in the Transportation Improvement Program (TIP) by the West Virginia Department of Transportation (WVDOT), transit providers and other members of the FRMPO.
- Coordinate public participation in the review and adoption process. This will include providing an opportunity for input prior to formation of the TIP as well as review and comment on the “Consolidated TIP” proposed for adoption.
- Review the projects submitted by the West Virginia Department of Transportation and transit providers for consistency with the Long-Range Transportation Plan, as well as any Short-Range Planning objectives.
- Review the proposed “Consolidated TIP” for consistency with regional and local comprehensive plans and according to the latest WV State adopted Performance Measures. Where inconsistencies are identified, efforts will be made to revise the scope, location, resiliency, or design of the proposed improvements to better fit existing community plans.

#### **D. Products**

1. A fiscally constrained Transportation Improvement Program that contains all federally funded and/or regionally significant projects for roadways, transit, the bicycle and pedestrian network, and other transportation enhancements in the MPO region.
2. Publication of an Annual List of Obligated Projects to report to the public on progress made in implementing the TIP during the previous program year.

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**Task V Long Range Planning and Regional Model**


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<b>Task 5 – Long Range Planning and Region Model</b>	
<b>Federal Share</b>	<b>\$24,000</b>
<b>State Share</b>	<b>\$3,000</b>
<b>Local Share</b>	<b>\$3,000</b>

**A. Objective**

The purpose of this task is to maintain a multimodal Long Range Transportation Plan which addresses regional issues relative to highways, transit (public transportation and human services transportation), bicycle/pedestrian, safety, resiliency, freight and homeland security issues and other transportation enhancements and meets the basic requirements of Federal rules and regulations, and in accordance with WV State Performance Measures. This includes ongoing GIS based data collection needed to monitor and report on the performance of the transportation system, and periodic updates to the regional travel demand model.

**B. Previous Work**

- Analyzed existing conditions and developed a regional travel demand model
- Maintained adherence to the fiscally constrained LRTP
- Explored strategies, policies and organizational structure needed to implement the goals of the LRTP.

**C. FY24/25 Activities**

- Map and analyze data via GIS Technology for injury crashes and fatal crashes reported by law enforcement agencies in the MPO area.
- Track development changes in Fayette and Raleigh counties that significantly affect population or the number of employees in a traffic analysis zone.
- Coordinate with WVDOT and the NRTA to establish targets for the transportation performance measures required by MAP-21.
- Complete the additions and revisions, including consideration of the latest WV State adopted performance measures.

**D. Products**

1. Identification of high crash locations where safety studies will be requested (Annually)
2. Identify potential resiliency improvement measures.

3. Data and information to assist WVDOT in State allocation of resources

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### Safe Streets for All Action Plan (SS4A)

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SS4A Grant	FY 23-25	
Federal Share		199,200.00
Recipient Share		15,000.00
Other Funds		34,800.00
Total Grant		249,000.00

The Safe Streets for All (SS4A) action plan, initiated by the Fayette Raleigh Metropolitan Planning Organization (FRMPO), aims to cultivate a culture of safety by crafting a comprehensive regional safety action plan. Through the utilization of the 2022 Safe Streets and Roads for All grant program, this plan addresses long-standing rural transportation safety concerns, while also aligning with the region's economic development strategy. Furthermore, the SS4A action plan promotes improved public health outcomes and facilitates proactive responses to climate change-induced disasters, fostering a safer and more resilient community. Much of the work involved with this Task shall go towards satisfy the requirements of the recently enacted Bipartisan Infrastructure Law which requires 2.5% of MPO planning allocations (PL funds) be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities. At a minimum 2.5% of the federal shall be dedicated to this effort, however it is anticipated that the percentage will be far greater.