Unified Planning Work Program – FY 2023 Draft Priorities

RRTPO Policy Board Meeting

February 3, 2022

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Overview

1. The FY23 UPWP is the RRTPO budget and work program for the upcoming fiscal year which begins on July 1, 2022 and concludes on June 30, 2023.

2. Activities programmed in the UPWP address federal and state planning and programming requirements and address regional transportation planning issues and needs.

3. The UPWP addresses federal and state RRTPO planning and programming requirements which are required as a condition for the state and region to remain eligible for federal-aid highway and transit funds.

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Four Core Program Areas

1. **Program Support and Administration** - Policy, management and operations platform that supports the function of the RRTPO and CVTA

2. **General Development and Comprehensive Planning** – Public engagement, equity analysis, special planning studies

3. **Long-Range Transportation Planning** – Long range transportation plan, scenario planning, transit, active transportation, resilience

4. **Short-Range Transportation Planning** – Transportation improvement program, RSTP/CMAQ funding, performance-based planning, freight planning

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Updated FHWA/FTA Planning Emphasis Areas

1. **Clean Energy and Resilience**
2. **Equity and Justice in Transportation Planning**
3. **Complete Streets**
4. **Public Involvement**
5. **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**
6. **Federal Land Management Agency (FLMA) Coordination**
7. **Planning and Environment Linkages (PEL)**
8. **Data in Transportation Planning**

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Scenario Planning. This work effort will fully develop an immersive scenario planning process for the region. This builds on intentions from the ConnectRVA 2045 plan and will include comprehensive data development, public engagement, and public-facing reporting and visualization.

Transportation investments to capitalize on regional commerce, workforce mobility and accessibility. This work effort will include planning activities involving freight, transit, multimodal connectivity, and equity.

Expanding access to transit. This work effort will include planning activities focused on further refinement of regional transit priorities and development of shovel-ready transit projects. The passage of the Infrastructure Investment and Jobs Act has opened many funding opportunities to consider. This task will be coordinated between GRTC and RRTPO leadership with guidance from DRPT.

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Identify strategies for further integrating identified performance measures into project scoring and selection processes. Categories of performance measures include Safety and Security, Congestion Mitigation and System Reliability, Freight Mobility, Multimodal Connectivity and Access to Employment. This work effort will include coordination with other regional partners to identify creative projects and solutions for desired transportation outcomes in the Region.

Expand data management and sharing capabilities (FHWA/FTA Planning Emphasis Area). Fully incorporate data sharing and consideration into the transportation planning process, emphasizing data's value across multiple programs. Data sharing principles and data management will be elevated for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

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Improve consideration of equity and justice in public planning processes (FHWA/FTA Planning Emphasis Area). Actively advance racial equity and support for underserved and disadvantaged communities, including tribal governments, to help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future (FHWA/FTA Planning Emphasis Area). Identify measures to help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. This could include evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

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Safe Streets (FHWA/FTA Planning Emphasis Area). Be a resource to assist partner agencies plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Public Engagement (FHWA/FTA Planning Emphasis Area). Continue developing methods and strategies to improve opportunities for the general public to take a more active role in project planning and development. Be a resource to connect impacted communities with decision-makers as plans and projects are considered. Identify a layered engagement approach that considers in-person, hybrid, and virtual tools and strategies for involvement.

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Planning and Environmental Linkages (FHWA/FTA Planning Emphasis Area). Develop project planning workflows that implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information.

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