

TAC AGENDA 2/8/22 – Item 7

FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) PRIORITIES

Richmond Regional Transportation Planning Organization

ACTION REQUESTED: Request the Richmond Regional Transportation Planning Organization (RRTPO) Technical Advisory Committee (TAC) to review, consider, make suggestions for and provide concurrence on priorities for work tasks to be incorporated in the FY23 Unified Planning Work Program (UPWP), and to provide a recommendation for RRTPO policy board consideration and approval at the March 3, 2022 meeting.

BACKGROUND: 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. Activities programmed in the UPWP address federal and state planning and programming requirements and address regional transportation planning issues and needs. Additionally, 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. The funding sources supporting the RRTPO program activities come from federal, state, and local funds.

The FY23 UPWP will continue to be organized with focus on four core program areas: Program Support and Administration, General Development and Comprehensive Planning, Long-Range Transportation Planning, and Short-Range Transportation Planning. Program Support and Administration is the policy, management and operations platform that supports the remaining three program areas. The program objectives, work elements, responsibilities, budgets, products and schedules are included within each core program area. In addition to grouping work tasks into four core areas, the UPWP also shows connections to recommended FTA/FHWA Planning Emphasis Areas.

Funding Sources: The two primary funding sources supporting the work program are FHWA/PL funds and FTA Section 5303 funds. These funds are matched by state and local sources on an 80% federal (FHWA and FTA) 10% state (VDOT and DRPT), and 10% local (RRPDC member dues and RRTPO special assessment) basis. Additional funding has been available in prior years through FHWA/RSTP which fund consultant planning to address work program priority projects. These funds are matched by state sources with 80% federal funding (FHWA) and 20% state funding (VDOT). These combined fund sources will be used to develop a preliminary budget that will be presented to the RRTPO for approval.

To stimulate discussion and set a general discussion to keep the development of the FY23 UPWP on target, the following priorities were collected based on prior year priorities, current year discussions at RRTPO meetings, and informed staff opinions.

Priority 1

Review with intention all recommendations of the Richmond, VA TMA Certification Review, Advance where appropriate activities that received commendation and Continue compliance with and implementation of Federal Priorities

- Review and address recommendations following the August 2022 federal certification review.
- Identify commendations which should be incorporated as ongoing activities and priorities.

Priority 2

Continuation of Existing Work Efforts

- Continue to strengthen the Regional Travel Demand Model to support transportation planning, research and analysis, including small area, sub-area, corridor and scenario planning tasks
- Advance the recommendations from prior year studies (BikePedRVA 2045, Regional Park and Ride Study, Transit Vision Plan Short-Range Priorities, etc.) into project applications, policies or other planning efforts
- Continue advancing the Fall Line with local, regional, state and national partners and evaluate opportunities for funding and amenities.
- Continue to build public engagement and outreach strategies for the RRTPO and ensure compliance with Title VI, Environmental Justice and Low Literacy/Limited English Proficiency requirements.

Priority 3

FY23 Focal Areas

- ***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.

- **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.
- **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. Work will consider the following:
 - Improving infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
 - Planning for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
 - Reducing single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
 - Working with transit providers to target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
 - Be a resource to providers as they consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.
- **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.

- **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.
- **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.

TAC ACTION REQUESTED: The following resolution is presented for TAC review and recommendation for RRTPO approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the work priorities for the FY23 Unified Planning Work Program (UPWP) as presented.