

## Memorandum

**To:** MPO Committee Members  
**From:** Sandy Shackelford, Director of Planning & Transportation  
**Date:** March 5, 2021  
**Reference:** Draft FY22 Unified Planning Work Program

### Purpose:

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2022. The UPWP provides a mechanism for 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).

### Background:

MPO staff completed an initial outline of FY22 UPWP tasks and projects and facilitated a discussion amongst the MPO committees for initial feedback and to determine projects of interest to the MPO stakeholders. Based on the feedback that was received, staff has prepared the draft UPWP (attached) for initial review.

As discussed with the MPO committees in January, there is capacity for MPO staff to complete one to two additional projects within the FY22 UPWP. After holding discussions with all of the committees to determine areas of largest interest, staff has prepared two project options, as described below. The first option would be a single in-depth analysis of crashes involving bicycles and pedestrians. The second option would be two research studies focused on identifying best practices on issues that have been expressed as being either priorities of the MPO in the 2017-2019 Strategic Plan or have been identified as local priorities by both Charlottesville and Albemarle.

### Option 1:

Focus on Equity, Safety, Bike/Ped

This study would involve researching and assessing historic bicycle and pedestrian crash data over the past five to ten years to map locations and assess risk factors. This would involve documenting the road classification, whether or not there were bike and pedestrian facilities at the site, cyclist or pedestrian physical location compared to drivers, time of day the crash occurred, demographic information of pedestrians or cyclists that were involved if known,

proximity to major attraction centers, and other information that may be determined pertinent to understanding how safety is impacted.

This information would inform the MPO regional transportation priorities related to bicycle and pedestrian priority transportation system improvements, as well as provide guidance on any outreach efforts that may be beneficial to users to improve safety.

**Budget: \$50,684**

*Staff time: \$42,684*

*Technical Consultant: \$8,000*

Example: <https://www.martinmpo.com/wp-content/uploads/2016/05/TM-1-Bicycle-and-Pedestrian-Crash-Analysis-Final.pdf>

## **Option 2:**

Focus on Environment, Transportation Funding

- A. The Charlottesville-Albemarle MPO region is not in a non-attainment area for air quality. However, Albemarle County and the City of Charlottesville have each prioritized addressing climate change as local priorities. This project would involve researching best practices for how transportation planning can be used to support local climate action plans.

**Budget: \$30,000**

*Staffing: \$30,000*

- B. The shortfall in funding for transportation infrastructure maintenance and construction is well-documented. This study would involve identifying between three and six different examples of successful projects where additional funding was leveraged to support transportation infrastructure, and conduct thorough case studies to determine what made them successful. Examples of projects that could be studied in further detail:
- a. A partnership with the City of Lynchburg, Liberty University and VDOT to construct a pedestrian bridge across Route 29 business to provide a safe crossing for Liberty University students and staff from the main campus to major shopping centers. The bridge itself was mostly, if not exclusively, funded by the University, which was then able to serve as a catalyst for the City of Lynchburg to invest in additional pedestrian improvements in the immediate area.
  - b. A Tax Increment Financing (TIF) District was established by the City of Chesapeake to fund street light installations, provide vehicle and pedestrian safety improvements, and

- acquire easements for additional construction of transportation infrastructure in a central district.
- c. The Richmond area established the Central Virginia Transportation Authority in 2020 to direct new funding sources towards high priority regional transportation projects. Funding for the CVTA is generated through new regional sales and use taxes, as well as the wholesale gas tax that was enacted statewide beginning July 2020.
  - d. Amtrak launched their Revenue Growth Initiative in 2013 to pursue public-private partnerships that could be invested into the redevelopment of major stations. In addition to private investment working to decrease operational costs for Amtrak, the goals of this initiative are to support the establishment of transit-oriented, mixed use neighborhoods in the nearby vicinity, create new amenities and transit connections, and use new revenue to reinvest in other infrastructure.

***Budget: \$20,684***

***Staffing: \$20,684***

**Recommendation:**

Staff will need to prepare a final draft of the UPWP to be reviewed by the MPO Committees at their meetings in May. Staff is requesting that the committees vote on the projects they would like to include in the UPWP so they can prepare the final draft and post for public review.

A public hearing on the UPWP will be scheduled for the May 26, 2021 Policy Board meeting.

If there are any questions or comments, please contact Sandy Shackelford at [sshackelford@tjpd.org](mailto:sshackelford@tjpd.org).