COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

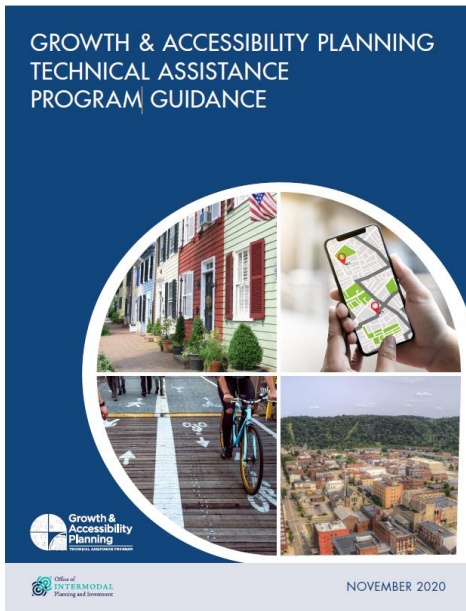OVERVIEW WEBINAR 2

GROWTH AND ACCESSIBILITY PLANNING (GAP)
TECHNICAL ASSISTANCE PROGRAM

Jitender Ramchandani, PMP, AICP
December 9, 2020

- **Resources**
- **Context and Overview**
- **Goals of the GAP-TA Program**
- **Program Components**
- **Application**
- **Next Steps**

- **Q&As**

RESOURCES

RESOURCES

- **Webpage:** Growth and Accessibility Planning (GAP) Technical Assistance

- Slide deck and other relevant webinar details are available on "Events" page

RESOURCES

- Webpage: Growth and Accessibility Planning (GAP) Technical Assistance

    - Goals of the Program
    - Program Components
        - ○ Program Guidance Document
    - Application for Technical Assistance
    - Timeline

- GAP Program Guidance Document

    - Goals of the Program
    - Program Components
        - Program Guidance Document
    - Program Application
    - Program Details
    - Timeline

PLANNING

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Growth & Accessibility Planning

Growth & Accessibility Planning
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RESOURCES

- [GAP Program FY 2021 Application](#)

  - Total 12 – 16 questions
    - o Information
    - o Type of Agency/Jurisdiction
    - o Contact Info
    - o Focus of the technical assistance request
    - o The desired end output or outcomes
    - o Preliminary outline
  - Letter of support
  - Map or shapefile of area where the proposed work will be performed

CONTEXT AND OVERVIEW

Secretary of Transportation

Office of INTERMODAL Planning and Investment

Transportation Planning	Project Prioritization	Performance Management
Jitender Ramchandani	Chad Tucker	Margie Ray
Growth & Accessibility Planning / VTRANS Virginia's Transportation Plan	SMART SCALE	Performance Management Performance Evaluation
Statewide Planning	Corridor Planning	

- OIPI has offered technical assistance for nearly 10 years. GAP-TA is a continuation of that.

  – **2010:** OIPI/VDOT initiates a technical assistance program focused on Urban Development Areas (UDA)

  – **2020:** OIPI's technical assistance program re-branded and expanded to include technical assistance for UDA and other planning activities

- **Stronger, more visible and meaningful connection between statewide planning and the technical assistance program**
  - Three of the four program components are expected to inform the statewide planning process, especially VTrans
  - One GAP-TA component is meant to transfer lessons learned during statewide planning for use at local and regional levels

- **Greater focus on performance-based planning which could be land use or transportation focused**
  - Documentation of existing conditions, while important, is envisioned to be means to an end which is to develop strong evidence-based planning recommendations that are informed by public feedback.

- **Greater adherence to the intended goals and purpose**
  - Deviation from the expected goals or outcomes, unless necessitated by data, are highly discouraged.
  - The program goal is area-wide planning which may form the basis for a specific funding application for state (e.g. SMART SCALE or Revenue Sharing), regional (e.g. RSTP, CMAQ, etc.), or federal funds.
    - It is not meant to develop applications per se or to perform roadway design work.
  - There will be periodic check-ins with the recipients.

- **Greater consistency across technical assistance for different agencies and jurisdictions**
  - Intent to avoid varying or contradictory approaches taken by different OIPI consultants by ensuring reliance on same or similar datasets

- **Nature of Technical Assistance:** Planning Assistance provided by OIPI consultants

Task	Roles of Involved Entities		
	OIPI	OIPI's Consultant	Recipient
• Ensure there is local/regional support for the requested work			x
• Evaluate requests for technical assistance	x		
• Once selection of technical assistance has been made:			
o Select a suitable consulting team	x		x
o Provide data and respond to requests			x
o Perform analysis and conduct work per the agreed upon scope		x	
o Ensure adherence to performance-based planning	x*	x	x
o Ensure timely and consistent progress		x	x
o Manage consulting team on day-to-day basis			x
o Ensure adherence to budget, schedule, and requirements		x	x
o Ensure continued local/regional support for the requested work			x
o Advise on consultant invoices (provide concurrence)			x
o Approve invoices, make payments	x		
o Technical Assistance closeout	x	x	x

*OIPI's role will be limited to discussions during quarterly coordination meetings.

GOALS OF THE GAP-TA PROGRAM

PROGRAM GOALS

1. Advance the CTB's Vision, which was established as part of the 2019 Update of VTrans, Virginia's Transportation Plan:
   - "Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive."

PROGRAM GOALS

2. Continue efforts toward achieving the following, pursuant to Virginia Code § 2.2-229:

   - Encourage the use of **innovation and best practices to improve the efficiency** of the Commonwealth's surface transportation network and to enhance the efficacy of strategies to improve such efficiency

   - Promote the **coordination between transportation investments and land use** planning.

PROGRAM GOALS

3. Advance the following CTB's high-priority actions established in the VTrans2040 Implementation Plan:

   – Develop a grant program to **prepare local jurisdictions and regions for emerging planning trends** and to inform the execution of the VTrans Policy for the Identification and Prioritization of Mid-term Needs.

   – Create a training and technical assistance program to **promote performance-based planning practices** and build capacity at local and regional agencies, system operators, and mobility service providers.
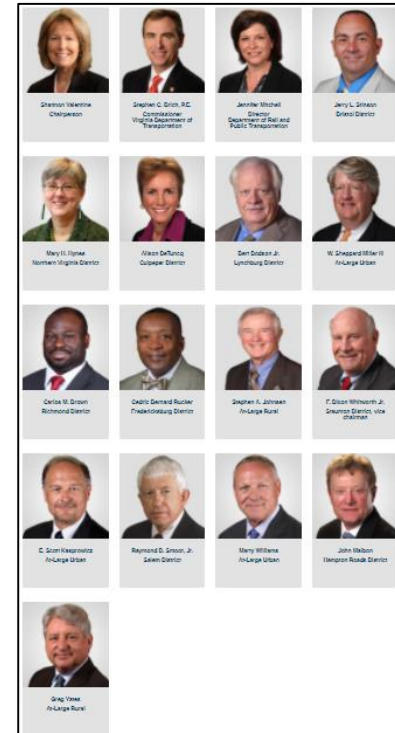
Know more about the Commonwealth Transportation Board (CTB)

PROGRAM GOALS

4. Continue pursuance of the intent of Virginia Code § 15.2-2223.1, which seeks to **focus**, to the extent possible, federal, state, and local transportation, housing, water and sewer facility, economic development, and other **public infrastructure funding for new and expanded facilities on designated UDAs or to similar areas that accommodate growth.**
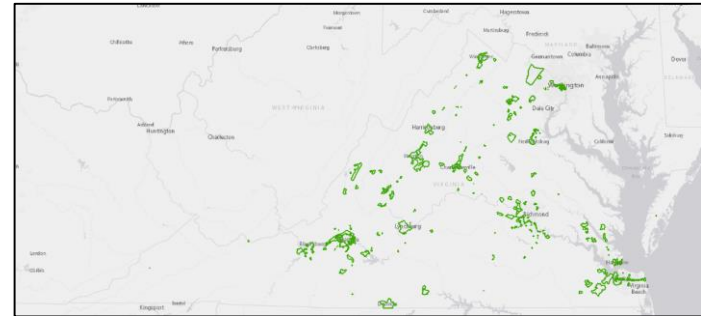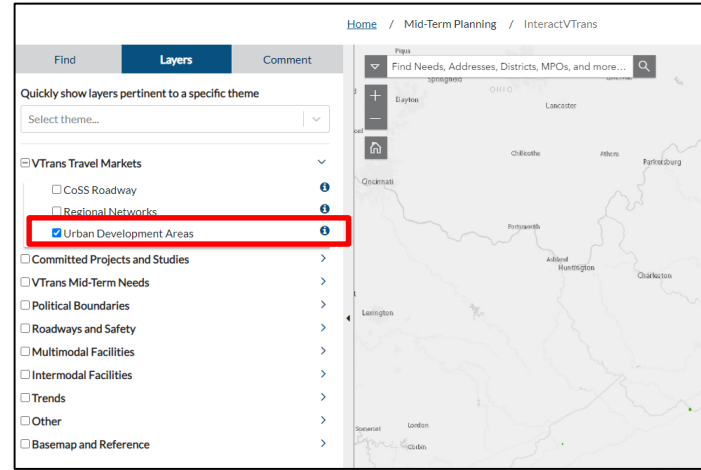
More info at:
vtrans.org/mid-term-planning/InteractVTrans

5. Meaningfully inform infrastructure and policy considerations for the execution of the [VTrans Policy for the Identification and Prioritization of Mid-term Needs.](#)

POLICY GUIDE FOR THE IDENTIFICATION AND PRIORITIZATION OF THE VTRANS MID-TERM NEEDS

VTRANS | VIRGINIA'S TRANSPORTATION PLAN

PREPARED BY THE OFFICE OF INTERMODAL PLANNING AND INVESTMENT FOR THE COMMONWEALTH TRANSPORTATION BOARD

DRAFT OCTOBER 2020
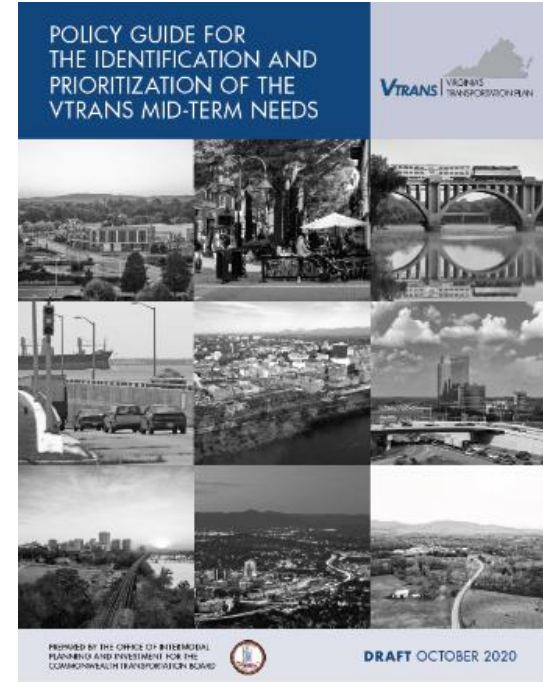
More info at:
[vtrans.org/mid-term-planning/mid-term-needs-prioritization](#)

GAP-TA Program Components

- The program is now called *Growth and Accessibility Planning (GAP) Technical Assistance Program*

  1. Conduct multimodal planning within existing or planned UDAs or Growth Areas

  2. Develop or evaluate strategies to address emerging planning issues

  3. Develop an accessibility planning process

  4. Conduct multimodal planning outside urbanized areas

Growth & Accessibility Planning
TECHNICAL ASSISTANCE PROGRAM

GROWTH & ACCESSIBILITY PLANNING
TECHNICAL ASSISTANCE
PROGRAM GUIDANCE

Growth & Accessibility Planning

Office of INTERMODAL Planning and Investment

NOVEMBER 2020
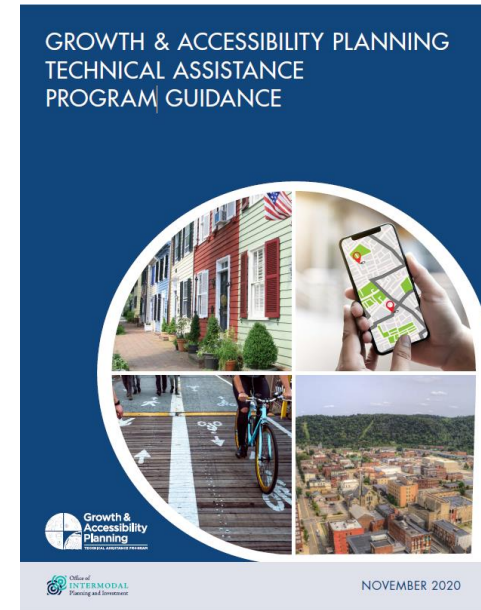
	Conduct multimodal planning within existing or planned UDAs or Growth Area	Develop or evaluate strategies to address emerging planning issues	Develop an accessibility planning process	Conduct multimodal planning outside urbanized areas
Entity	**Component 1**	**Component 2**	**Component 3**	**Component 4**
• Planning District Commission (PDC)		X	X	X
• Metropolitan Planning Organization (MPO)		X	X	
• County	X	X	X	X
• City	X	X	X	X
• Towns, pursuant to Virginia Code § 15.2-2223 and § 33.2-319	X	X	X	X
• Transit Operator, pursuant to Virginia Code § 58.1-638(A)(4)(b)(2)		X		X
• Maximum duration (from the date of consultant notice to proceed)	12 months	9-30 months	15 months	9 months

- **Purpose:** Conduct multimodal planning within existing or planned UDAs or Growth Areas.

- **Eligible Entities**
  - Cities
  - Counties
  - Towns responsible for development and amendments of comprehensive plans per Virginia Code § 15.2-2223 and maintain their own infrastructure and qualify to receive payments pursuant to Virginia Code §33.2-319

- **Duration** (from the date of Contractor Notice to Proceed)
  - Up to 12 months

Intent:
Support and promote the intent of
Virginia Code § 15.2-2223

- **Eligible Activities:** Support the intent of the Virginia Code § 15.2-2223.1, namely support "traditional neighborhood design" by planning for:
  - Pedestrian-friendly road design
  - Connectivity of road and pedestrian networks
  - Preservation of natural areas
  - Mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth
  - Reduction of front and side yard building setbacks
  - Reduction of subdivision street widths and turning radii at subdivision street intersections
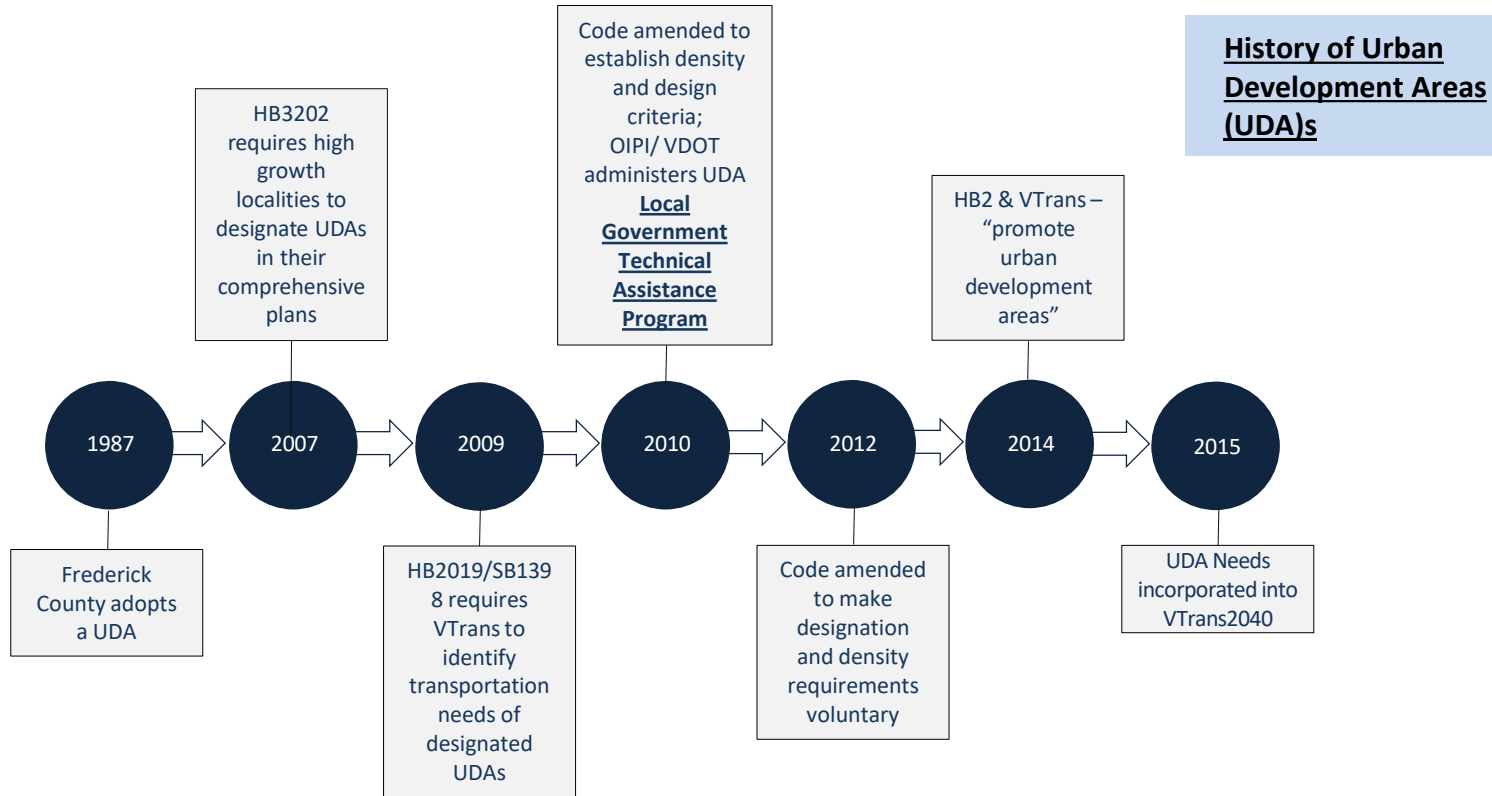 - Planning for food access and addressing food deserts

- **Expected Outcomes**
  - Designation of growth areas per Virginia Code § 15.2-2223.1 (required, if not a UDA)
  - Need identification and planning for multi-modal transportation infrastructure
  - Reconfirmation of existing sidewalk and bicycle lanes by direction or a complete inventory of existing sidewalks and bicycle lanes by direction
  - A comparative assessment of existing square footage, permissible square footage, and revised permissible square footage
  - A set of location-specific multimodal improvements identified based on performance-based planning to potentially inform the execution of the VTrans Policy for the Identification and Prioritization of Mid-term Needs

History of Urban Development Areas (UDA)s

HB3202 requires high growth localities to designate UDAs in their comprehensive plans

Code amended to establish density and design criteria; OIPI/ VDOT administers UDA **Local Government Technical Assistance Program**

HB2 & VTrans – "promote urban development areas"

1987 → **2007** → **2009** → **2010** → **2012** → **2014** → **2015**

Frederick County adopts a UDA

HB2019/SB1398 requires VTrans to identify transportation needs of designated UDAs

Code amended to make designation and density requirements voluntary

UDA Needs incorporated into VTrans2040

- Characteristics of UDAs or Growth Areas
  - Are designated by a locality with a comprehensive plan/ zoning authority
  - <u>May</u> be sufficient to support 10-20 years of projected growth
  - <u>May</u> be appropriate for higher residential densities and commercial floor area ratios (FAR)
  - <u>Shall</u> incorporate principles of traditional neighborhood design (TND)
    - Pedestrian friendly road design
    - Mixed use neighborhoods, mixed + affordable housing
    - Connected local street / pedestrian networks
    - Reduced front/ side yard building setbacks
    - Preserved natural areas
    - Reduced street widths and intersection turning radii

Dispersed Development Pattern	Compact, TND Development Pattern
Separate, dispersed land uses = long trips	Mixed, proximate land uses = shorter trips
Automobiles are the only viable option for most trips	Transit, biking, walking, rideshare are viable choices
All travelers have to use arterial "spines" of 6+ lanes	Distributed street grid provides many paths
Bottlenecks generate crashes, delays, GHG emissions	Alternate paths and modes prevent / alleviate bottlenecks
Dependence on automobile = high personal travel costs	Options to owning a car = lower personal travel cost
Expanding / maintaining major roads = high public costs	Efficient, multipurpose infrastructure is cost-effective

- **Noteworthy Items**
  - The choice to designate a UDA is completely voluntary and at the discretion of each locality. It is, however, **expected if a locality receives GAP-TA assistance from Component 1: Conduct multimodal planning within existing or planned UDAs or Growth Areas.**

  - The term *UDA* is not required
    - Many designated areas consistent with <u>Virginia Code 15.2-2223.1</u> have used different terms: Strategic Growth Area, Designated Growth Area, Development District, Transit Supportive Area, Mixed Use/Residential Area, etc.

  - UDAs encompass a wide variety of land uses and densities

  - The key is to reduce the impacts of growth on transportation networks by promoting efficient development patterns featuring TND

- **Purpose: <u>Develop</u> or <u>evaluate</u> strategies to address emerging planning issues**

- **Eligible Entities**
  - MPOs
  - PDCs
  - Transit operators, pursuant to [Virginia Code § 58.1-638(A)(4)(b)(2)](#)
  - Cities
  - Counties
  - Towns responsible for development and amendments of comprehensive plans per [Virginia Code § 15.2-2223](#) and maintain their own infrastructure and qualify to receive payments pursuant to [Virginia Code §33.2-319](#)

- **Duration** (from the date of Contractor Notice to Proceed)
  - Develop strategies: Up to 9 months
  - Evaluate strategies: Up to 30 months

Intent:
Develop strategies, identify best practices to replicate statewide

- **Eligible Activities:** Including, but not limited to, the following:

  - Land use and transportation impacts of proliferation of shared mobility[1]

  - Utilization of newly available public or private datasets to **modify existing processes or to develop new processes** to address one or more well-defined land use or transportation planning need or challenge

  - Utilization of mobile computing, including, but not limited to cell phone **apps or applications to address one or more well-defined land use or transportation planning need** or challenge

  - **Planning for the projected proliferation of electric vehicles** including, but not limited to modifying building codes, on- and off-street parking considerations, etc.

[1] As defined per the Taxonomy and Definitions for Terms Related to Shared Mobility and Enabling Technologies, SAE International Publication J3163, issued September 2019

- **Expected Outcomes**
  - A product that could be a mobile application, building code, a contract, or a process that is **scalable, replicable, and developed using sound data-driven planning** to ensure it can be utilized or deployed by other jurisdictions.

- **Purpose:** Develop an accessibility planning process

- **Eligible Entities**
    - MPOs
    - PDCs
    - Cities
    - Counties
    - Towns responsible for development and amendments of comprehensive plans per Virginia Code § 15.2-2223 and maintain their own infrastructure and qualify to receive payments pursuant to Virginia Code §33.2-319

- **Duration** (from the date of Contractor Notice to Proceed)
    - Up to 15 months

Intent:

Allow MPO, PDCs, and others to develop performance-based planning processes that these entities can utilize to develop products (e.g. list of priority projects, etc.) on recurring basis.

It is NOT to develop LRTPs or RLRTPs.

- **Eligible Activities:** Including, but not limited to, the following:
  - Identification, validation, calibration, and **selection of performance measures and associated thresholds** for a performance-based planning process

  - Development of a detailed **performance-based planning process template**

  - Identification and assignment of roles and responsibilities of all stakeholders in the performance-based planning process

  - Development of data structure and document templates for the performance-based planning process

Example: Stakeholder and public input are integral to performance-based planning process, not substitutes or replacements


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- **Expected Outcomes**
  - A planning process that the recipient of the GAP Technical Assistance Program can utilize for future updates of, for example, Long-Range Transportation Plans (LRTPs), Comprehensive Plans, Rural Long-Range Transportation Plans, Bicycle-Pedestrian Plans, etc.

Example:

Policy for the Identification and Prioritization of VTrans Mid-term Needs
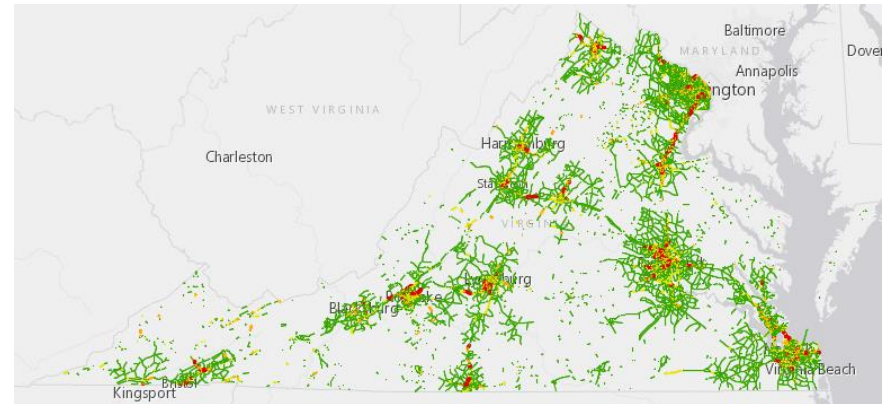
More information:
- VTrans Mid-term Needs
- VTrans Mid-term Needs Prioritization

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- **Purpose:** Conduct multimodal planning outside urbanized areas

- **Eligible Entities**
  - PDCs
  - Transit operators, pursuant to Virginia Code § 58.1-638(A)(4)(b)(2)
  - Cities
  - Counties
  - Towns responsible for development and amendments of comprehensive plans per Virginia Code § 15.2-2223 and maintain their own infrastructure and qualify to receive payments pursuant to Virginia Code §33.2-319

- **Duration** (from the date of Contractor Notice to Proceed)
  - Up to 9 months

- **Eligible Activities:** Support planning for:
    - Pedestrian-friendly road design
    - Connectivity of road and pedestrian networks
    - Preservation of natural areas
    - Mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth
    - Reduction of front and side yard building setbacks
    - Reduction of subdivision street widths and turning radii at subdivision street intersections
    - Planning for food access and addressing food deserts
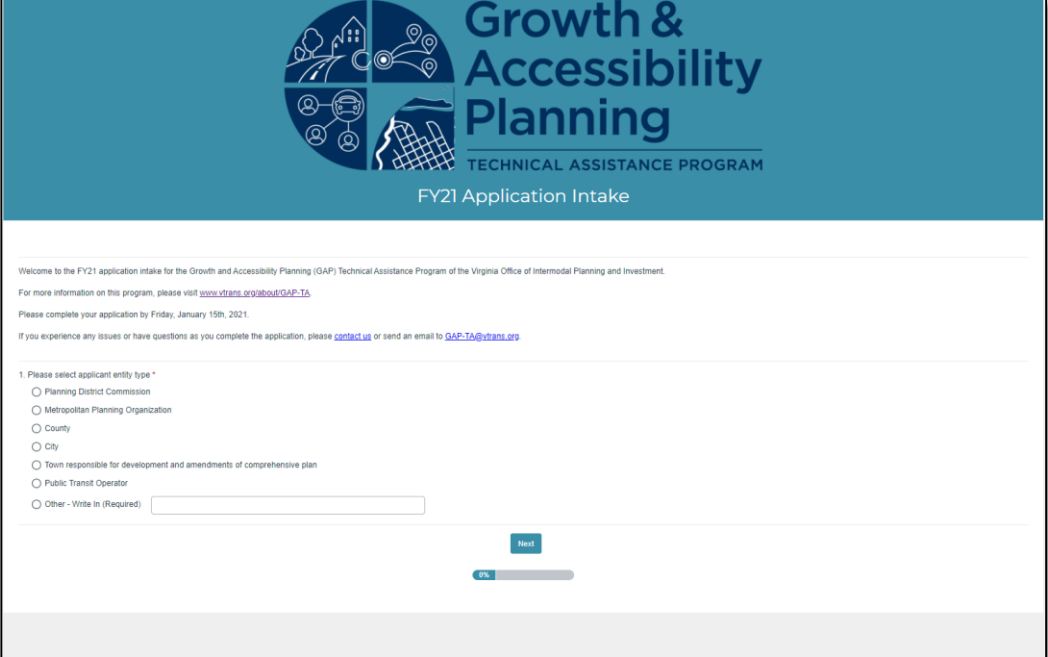
- **Expected Outcomes**
  - Need identification and planning for multi-modal transportation infrastructure
  - Reconfirmation of existing sidewalk and bicycle lanes by direction or a complete inventory of existing sidewalks and bicycle lanes by direction
  - A comparative assessment of existing square footage, permissible square footage, and revised permissible square footage
  - A set of location-specific multimodal improvements identified based on performance-based planning to potentially inform the execution of the VTrans Policy for the Identification and Prioritization of Mid-term Needs

- [Complete GAP Program FY 2021 Application](#)

  - Requested Info
    - Information
    - Type of Agency/Jurisdiction
    - Contact Info
    - Focus of the technical assistance request
    - The desired end output or outcomes
    - Preliminary outline
  - Letter of support
  - Map or shapefile of area where the proposed work will be performed

- **Intake Period: November 18, 20201 – January 15, 2021**

- **About online application for GAP-TA:**
  - Approximately 12-18 questions
  - Takes less than 15 minutes, if the following items are prepared in advance:
    - Letter of support
    - Focus of the technical assistance request (multiple choice question)
    - The desired end output or outcomes (500 words)
    - Preliminary outline (1000 words)
    - Map or a shapefile

- **An entity or jurisdiction can apply for more than one type of technical assistance. At this time, we anticipate limiting one award per entity or jurisdiction.**
  - An entity or jurisdiction can utilize one application for submitting technical assistance requests for multiple GAP-TA Components. For example, a county can apply for Component 1 and Component 4 in the same application.

- Applications do not have to be completed in one session.
  - Utilize *Save and Continue Later* option.

- Before submission, there will be an opportunity to review application, if needed, make edits.

- Once an application is submitted, an email from *noreply@alchemer.com* will be sent to the email addresses listed as the **primary and secondary contact**.
  - It will include a PDF copy of the submitted application
  - OIPI will also receive a copy of that email

NEXT STEPS | TIMELINE

Phase	Date
Application Intake Opens	November 18, 2020
Application Intake Ends	January 15, 2021
Application Evaluation Completed	January 29, 2021
Applications Notified	February 5. 2021
Requests for Proposals from OIPI consultants	February 19, 2021
Proposals Due	March 19. 2021
Task Order Award	April 2, 2021
Kickoff Meeting	April 2021
Quarterly Update Meetings	Dates to be determined with the recipients at a later date

We are here ←
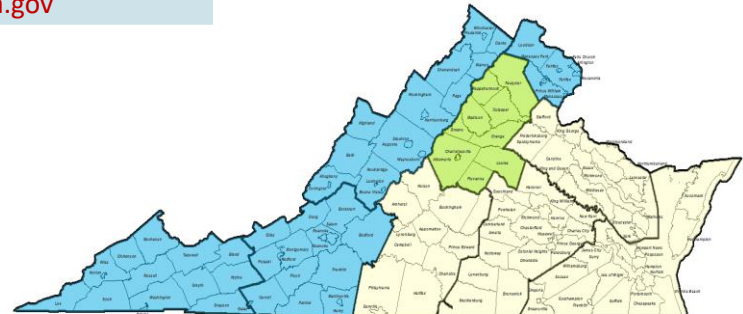
- Please complete application by **January 15, 2021**
    - Email: GAP-TA@vtrans.org

- For questions and clarifications, please contact **Katie Schwing** or **Chris Wichman**

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Jitender Ramchandani	804.489.4295	Jitender.Ramchandani@oipi.Virginia.gov
Katie Schwing	804.786.2362	Kathryn.Schwing@oipi.Virginia.gov
Chris Wichman	804.316.4278	Chris.Wichman@oipi.Virginia.gov

Legend

VTrans Primary Contact:

- Chris Wichman
- Katie Schwing
- Chris Wichman (TJPDC)/Katie Schwing (RRRC)

Questions and Comments