

ITEM 13 - Information

July 18, 2007

Status Report on the Transportation/Land Use Connection (TLC) Pilot Program

Staff

Recommendation: Receive the status report briefing.

Issues: None

Background: The Board will be given a status report on the six TLC technical assistance projects completed under the pilot program in FY2007. The Board will also be briefed on the Web-based TLC Clearinghouse that documents local and state experiences with land use and transportation coordination.

The TLC Program was designed to support key strategies for transportation /land use coordination identified in TPB's Regional Mobility and Accessibility Study. The TLC Program began in January 2007 as a six-month pilot with two components, a Web-based Regional Clearinghouse and a technical assistance program providing focused consultant assistance to local jurisdictions working on creative, sustainable and coordinated transportation/land use plans and projects.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Status of Transportation/Land-Use Connections (TLC) Program Pilot Round of
Technical Assistance Projects and Clearinghouse Web Site

DATE: July 18, 2007

This memorandum provides information on the pilot round of the TPB's Transportation/Land-Use Connections (TLC) Program. There are two major components of the TLC Program: the Technical Assistance Program and the Regional Clearinghouse. The Technical Assistance Program provides consultant assistance to local jurisdictions, while the Regional Clearinghouse presents national and regional techniques that successfully integrate land use and transportation to create vibrant communities.

Technical Assistance Program

At its March 2007 meeting, the TPB approved the selection of six technical assistance projects for completion in the pilot phase of the TLC Program: five location-specific projects and one presentation that would be available for all jurisdictions. The pilot round was funded at a level of \$100,000 for fiscal year 2007. Recipients were eligible to receive technical assistance up to a value of \$20,000 for each project. Work for most of the five location-specific projects was completed by June 30, 2007. The following narratives for each project describe the progress and outcomes of the projects, as well as descriptions of key milestones within each project.

Montgomery/Prince George's Counties, MD: Takoma Park / Langley Park Pedestrian Study

The final report for this project, completed by Toole Design Group, Inc., contains an examination of existing pedestrian facilities, gaps in service for pedestrians, proposed short- and long-term pedestrian improvements that take into consideration the proposed Purple Line transit station, and general recommendations that will serve to inform the Takoma/Langley Crossroads Sector Plan. An important outcome of this planning effort was to convene stakeholders from agencies involved with operations and planning around this intersection. The dialogue that contributed to the final report will inform planning efforts as the Sector Plan moves forward.

St. Charles Urbanized Area, MD: Urban Roads Standards

The technical assistance for the Charles County project produced urban roadway classifications that will be applied to future growth in the sub-areas of the St. Charles Urbanized Area, which has been rezoned to promote higher density, mixed-use development.

The standards provided by Vanasse Hangen Brustline, Inc., were developed based on successful roadway classifications in neighboring jurisdictions.

Fairfax County, VA: Levels of Service around Transit Oriented Development

Fairfax County recently amended its Comprehensive Plan to incorporate a locally recognized definition of transit-oriented development, which is to be a key component of the County's growth management strategy. The existing County policy describes qualitatively how different modes of transportation should perform in a transit station area, but the challenge is to develop a mechanism to implement this policy guidance. The University of Maryland National Center for Smart Growth is developing recommendations for an approach for Fairfax County in the form of a technical report, including proposed level of service standards for vehicular traffic on various facilities within transit station environments in the County.

Prince William County, VA: Scoping Assistance for BRAC Impacts

The scope of work developed by ATCS, Inc., for Prince William County will assist the County in applying for federal funding and soliciting proposals from consultants to conduct an inclusive, thorough study of potential transportation and land-use impacts from the Base Realignment and Closure (BRAC) decision. The main issues highlighted in the scope of work demonstrate the need to balance future growth with transportation improvements that build upon existing infrastructure and services. The collaborative efforts of the consultants and Prince William County staff provide a comprehensive outline of issues jurisdictions should include in applications for federal assistance to study the impacts of the BRAC decision.

District of Columbia: Potomac Avenue Metro Station Area Scoping Study

The District of Columbia applied through the Office of Planning for technical assistance in developing a scope of work for a Neighborhood Plan that will build on previous planning efforts around the Potomac Avenue Metro Station. The scope of work developed by ICF International, Inc., combines agency stakeholder and public input in setting realistic goals and objectives for future planning efforts in this neighborhood. As with the Takoma/Langley Pedestrian Study, one of the major benefits of the DC scoping process was to convene community and agency stakeholders to discuss challenges around the study area and current and planned initiatives.

Public Presentation on Density Issues for Use in Multiple Jurisdictions

Several of the Technical Assistance grant applications requested presentations or workshops to help engage the community and build capacity for citizens to participate in decision-making on transportation and land use issues. The basic requests were all focused on explaining the benefits of the land use and transportation coordination that forms the foundation of the TLC program. In particular, the requests by the cities of Takoma Park and College Park focused on the challenge of discussing redevelopment and density issues with the public. The primary content of the presentation has been developed by Reconnecting America, Inc., and workshops in the two jurisdictions will be scheduled for this summer. The presentation is replicable and can be used in the context of future TLC program technical assistance projects.

Technical Assistance Program Evaluation

TPB staff intends to conduct an evaluation of the pilot phase of the Technical Assistance program before the end of the summer. This evaluation will include conversations with the pilot phase consultants and representatives from jurisdictions that received technical assistance. In addition, TPB staff will develop a evaluation questionnaire that will ask both consultants and jurisdictional staff to assess their experience with the program on several levels: the utility of a the product: the amount of funding available for each project; the time available for completion of the projects; their interactions with TPB staff and one another; and the impact they feel this project will have in their communities and for the region.

Staff has identified several initial lessons-learned from this first round of projects:

- Quick turnaround helps make these small projects successful in responding to local and regional needs for small “start-up” efforts.
- It was helpful to have the national expertise of the TLC lead consultant, Reconnecting America, Inc., during project selection and review.
- TLC consultants were able to bring regional knowledge and best practices to local projects.
- The TLC Technical Assistance projects helped bring key stakeholders together to address local issues in a comprehensive manner.

Regional Clearinghouse

The second component of the TLC Program is the Regional Clearinghouse database. The database provides information about innovative projects and programs that link transportation planning to land development and growth from around the country and within the region. The website went live in June and may be accessed at www.mwcog.org/tlc.

Future Rounds of the TLC Program

The TPB’s FY2008 Unified Planning Work Program (UPWP) provides a funding level of \$255,000 for the TLC Program, which is approximately the same as in FY2007. Based upon the forthcoming evaluation of the pilot program, the TPB may choose in the fall of 2007 to amend the current funding level or otherwise alter the program.

In June of 2007, the TPB received a letter stating that VDOT had selected five of the Virginia projects submitted but not funded under the FY2007 pilot program for inclusion in their Multimodal Grant Program, each funded at a level of \$20,000. The following five projects will be completed as part of the TLC program using the VDOT funding:

- City of Alexandria: Review of the Transportation Management Plan Special Use Permit Program
- Fairfax County: Review land use and transportation decisions made in the past to inform future decisions
- City of Falls Church: Provide streetscape designs for the Washington Street Corridor
- Loudoun County: Analyze potential land use opportunities related to Bus Rapid Transit connections between Leesburg and the Dulles Metro extension
- City of Manassas Park: Provide site planning and development guidance for the City Core