

## **ITEM 12 - Action**

March 21, 2007

Approval of Technical Assistance Recipients Under the Transportation/Land Use Connection (TLC) Pilot Program, and Approval of TPB Application for a Local and Regional Corridor Planning Grant from VDOT

### **Staff**

#### **Recommendation:**

- Receive briefing on the TLC applications received, and approve the technical assistance projects that have been recommended for approval by a TPB selection committee for completion by June 30, 2007
- Receive briefing on a TPB application to VDOT for a grant under its Local and Regional Corridor Planning program to fund TLC technical assistance projects in Northern Virginia beginning in July 2007, and approve the submission of the application to VDOT.

#### **Issues:**

None

#### **Background:**

At the December 20 meeting, the Board approved the TLC brochure and application form for distribution to TPB member jurisdictions wishing to seek short-term technical assistance to advance their transportation and land use coordination activities. The applications were due on February 28.

At the February 21 meeting, the Board was

briefed on VDOT's new Local and Regional Corridor Planning program and approved the submission of a letter of interest to receive a grant to fund TLC technical assistance projects in Northern Virginia beginning in July 2007.

A TPB grant application will be prepared for the March 21 meeting based upon the attached letter of interest, which was submitted on February 28, and the response from VDOT expected to be received on March 19.

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **MEMORANDUM**

**TO:** Transportation Planning Board

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

**SUBJECT:** Technical Assistance Recommendations, and TPB Involvement in Virginia Multimodal Grant Program

**DATE:** March 15, 2007

### **Recommended Technical Assistance Projects for TPB Approval**

Attachment A is a memorandum providing TPB staff recommendations for the initial round of technical assistance under the TPB's new Transportation/Land Use Connections (TLC) program. We were very pleased that we received 22 excellent applications, and it was difficult to narrow the list down to a group that we could support this fiscal year. The memorandum describes the process we used to review the applications, and provides a recommended "short list" for support with currently available funding. We hope to be able to revisit the other applications as we continue the program in our new fiscal year beginning July 1, 2007. I have also attached to this memorandum a table listing all 22 applications with brief descriptions; the complete applications can be viewed at: <http://www.mwcog.org/transportation/activities/tlc/applications.asp>.

With the concurrence of the TPB officers, staff has narrowed the 22 applications to 5 they believe should be funded as part of the pilot program, as well as an additional public presentation project intended to have region-wide application. TPB staff recommends the following projects be provided with technical assistance during the pilot round of the TLC Program:

- Montgomery / Prince George's Counties, Langley / Takoma Parks Pedestrian Study
- St. Charles Urbanized Area, Urban Roads Standards
- Fairfax County, Levels of Service around Transit Oriented Development
- Prince William County, Scoping Assistance for BRAC Impacts
- District of Columbia, Potomac Avenue Metro Station Area Scoping
- Public Presentation on Density Issues for use in response to applications by College Park, Greenbelt, Manassas Park, and Takoma Park, and/or other jurisdictions as requested

The remaining applications showed strong potential for inclusion in future rounds of funding. These applications include projects that address streetscape design along primarily vehicular-oriented corridors, studies to examine the effectiveness of bus rapid transit, more studies on the impact of the BRAC decision, and other related topics.

**TPB Application to Virginia Multimodal Grant Program**

Attachment B provides information on the 2007 Virginia Multimodal Grant Program. This program was announced January 18<sup>th</sup>, and Transportation Secretary Pierce Homer encouraged the TPB to apply to the program for funds to support TLC Program activities in Virginia. TPB staff sent a letter of intent (see attached) as required by March 1, and the attached program schedule indicates that the TPB should be notified of a decision about its inclusion in the program by March 19. Assuming receipt of positive notification from the state by the 19<sup>th</sup> along with guidance on formulating a full application for program funds, TPB staff plan to present at the March 21 TPB meeting further details about what our application will include and how funds would be used.

**Attachment A**

**Recommended Technical Assistance Projects for  
TPB Approval**

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **MEMORANDUM**

**TO:** Transportation Planning Board

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

**SUBJECT:** Technical Assistance Application Recommendations for the Pilot Round of the Transportation / Land-Use Connections (TLC) Program

**DATE:** March 15, 2007

## **Background**

The TPB established the Transportation/Land-Use Connections (TLC) program in October 2006 as a 6-month pilot program that will be conducted through June 30, 2007. The TLC Program is designed to provide support to local jurisdictions as they deal with the challenges of integrating land use and transportation planning at the community level, and to share success stories and proven tools with local governments and agencies across the National Capital Region. There are two major components of the TLC Program: the Regional Clearinghouse and the Technical Assistance Program. The Technical Assistance Program will provide focused consultant assistance to local jurisdictions working on creative, forward-thinking and sustainable plans and projects.

## **TLC Technical Assistance Program**

The deadline for applications for the TLC Technical Assistance Program was February 28, 2007. Staff received 22 applications for assistance; 1 application was from the District of Columbia, 10 were from Virginia, and 11 were from Maryland. Please refer to the attached spreadsheet for information about the scopes of each project.

The TPB has allocated \$250,000 for the TLC Program, including funding for the Regional Clearinghouse, the Technical Assistance Program, and program administration. The TPB anticipates funding the Technical Assistance Program at a level of \$100,000 for fiscal year 2007. Recipients are eligible to receive technical assistance up to a value of \$20,000 for a project.

Technical assistance will be provided by consultants who will be contracted on an individual project basis. On March 7, 2007, COG/TPB issued a Request for Qualifications (RFQ) to seek consultant support for these technical assistance activities. The deadline for responding to the RFQ is March 23, 2007. Following this deadline, COG/TPB will develop a list of pre-qualified consultants to provide technical assistance. Using this list, COG/TPB will work with jurisdictions to identify potentially appropriate firms, organizations and individuals to provide the approved technical assistance, and will seek quotes and availability from consultants to determine who should be contracted to conduct the service or task in accordance with the required schedule.

## **Application Evaluation Methodology**

The TPB anticipated funding five applications in the pilot phase of this program, with broad representation from member jurisdictions and a diversity of project type. Because this is the first round of applications, the TPB views this current selection effort as a pilot for an anticipated permanent program. The TPB believes it is important to fund applications in this pilot round that address a variety of transportation and land use issues that have the potential for a region-wide impact.

TPB staff developed a qualitative evaluation process for reviewing the applications with the help of a consultant team from Reconnecting America, which has been contracted to assist with the establishment of the TLC program. Staff first reviewed the internal deadlines of each project and the feasibility for project completion by the end of the current fiscal year (FY2007), which ends on June 30, 2007. After staff reviewed projects exhibiting a readiness to proceed, they examined the projects based on other important factors, including timing and cohesion with other local and regional efforts, the likelihood a project could be completed under \$20,000, the impact a project could have on a locality and the region, and potential lessons to be learned from a project and applied around the region.

The TPB is planning to fund this program into the future and plans to initiate a second phase of the program after the end of the fiscal year. For this reason, staff felt it was important to select projects that address a variety of transportation and land use challenges for implementation in the pilot program in order to test the effectiveness of the program. Staff reviewed applications to ensure balanced representation from the District of Columbia, Maryland and Virginia. Project selection was also driven by the distinctiveness of the jurisdictions themselves – representation from outer suburbs was important, as was addressing the needs of inner suburbs and the regional core areas.

## **Summary of projects recommended for funding in the Pilot Program**

With the concurrence of the TPB officers, staff has narrowed the 22 applications to 5 they believe should be funded as part of the pilot program, as well as an additional public presentation project intended to have region-wide application. TPB staff recommends the following projects be provided with technical assistance during the pilot round of the TLC Program:

- Montgomery / Prince George's Counties, Langley / Takoma Parks Pedestrian Study
- St. Charles Urbanized Area, Urban Roads Standards
- Fairfax County, Levels of Service around Transit Oriented Development
- Prince William County, Scoping Assistance for BRAC Impacts
- District of Columbia, Potomac Avenue Metro Station Area Scoping
- Public Presentation on Density Issues for use in response to applications by College Park, Greenbelt, Manassas Park, and Takoma Park, and/or other jurisdictions as requested

The remaining applications showed strong potential for inclusion in future rounds of funding. These applications include projects that address streetscape design along primarily vehicular-oriented corridors, studies to examine the effectiveness of bus rapid transit, more studies on the impact of the BRAC decision, and other related topics. Brief summaries of the recommended projects are

provided in the following sections. Please refer to the TLC link on the MWCOG website for the complete applications.

### *Maryland*

#### Montgomery / Prince George's Counties, Langley Park / Takoma Park Pedestrian Safety and Mobility Study

This project is a joint effort between Montgomery and Prince George's Counties, implemented through the Maryland-National Capital Park and Planning Commission (M-NCPPC). The application is for assistance in preparing a pedestrian safety and mobility study to support planning efforts for the Takoma/Langley Park Crossroads Sector Plan. The goal of the Crossroads Plan is to produce a joint bi-county plan that will enhance the unique character of this diverse, multi-cultural community and implement both counties' existing General Plan recommendations for mixed-use, pedestrian- and transit-oriented development opportunities in support of a proposed Purple Line transit station.

The requested study will present findings and recommendations that enhance pedestrian safety and mobility patterns in the context of the future Purple Line transit station at the intersection of New Hampshire Avenue (MD 650) and University Boulevard (MD 193). The pedestrian safety element should develop the pedestrian environment as a community system of interwoven pathways, sidewalks, and open spaces with an emphasis on improving mobility and safety at this intersection.

This project is novel in that it is a joint effort between multiple jurisdictions and provides a connection between the two communities. The resulting study will contribute to the development of the Crossroads Sector Plan (scheduled to begin September 2007). This project is representative of inner suburban challenges in a diverse area and will propose ways to fix a dangerous pedestrian area.

#### St. Charles Urbanized Area, Development of Urban Roads Standards

St. Charles Urbanized Area is requesting assistance for the development of urban roads standards for two sub-areas. Sub-Area Plans for both focus areas, Bryans Road Town Center and Waldorf Sub-Area, have been adopted and are now part of the County's Comprehensive Plan. Part of the vision for these communities is the creation of a complete road network that increases connectivity for motorists, integrates transit, and is accessible to pedestrians and bicyclists. The County's current road standards do not allow the flexibility to implement the type of road and streetscape design needed to transform these areas into compact, mixed use, pedestrian-friendly areas. County staff have received training on context-sensitive design in order to promote greater understanding of this effort.

Technical assistance is requested to assist County staff with functional and thoroughfare type classifications for both existing and proposed roads in the St. Charles Urbanized Area according to context-sensitive design principles. Elements of the urban design for these sub-areas would include roadways with on-street parking, several examples of bicycle and pedestrian accommodations, and alley designs. These classifications would be incorporated into the County Road Ordinance and Design Specifications for this area.

The project is the next logical step following the recent completion of the sub-area plans for this part of the County and building upon context-sensitive design training received by staff in December 2006. The project would assist these communities in creating dense suburban communities with the intent of alleviating traffic congestion and providing alternate means of transportation for residents and visitors. This project could be an example for other outer jurisdictions facing congestion and growth, providing them with useful information.

## *Virginia*

### Fairfax County, Levels of Service around Transit Oriented Development

Fairfax County is amending its Comprehensive Plan to incorporate a locally recognized definition of Transit Oriented Development (TOD), which they believe to be a key component of a growth management strategy. In concert with this effort, the County requests assistance in addressing the acceptable level of congestion within a TOD and on roads adjacent to a TOD, in hopes of balancing the experiences of pedestrians, transit and vehicular traffic.

The County requests assistance to investigate how this particular issue has been addressed by other jurisdictions around the country and around the region. While a review of literature and best practices will be valuable, the central task is to define how vehicular congestion should be addressed within and adjacent to TODs.

This project complements the County's recently adopted TOD policy by analyzing the impacts of this type of development on all modes of transit in and around a TOD. It will address the need for more dense development, while understanding potential limitations on transportation. TPB staff believes the information produced through this project could be transferable to jurisdictions across the region.

### Prince William County, Scoping assistance to address BRAC Impacts

Prince William County is preparing a request for funding from the Department of Defense (DOD), Office of Economic Assistance, to evaluate and address the wider-ranging community impacts from the Base Realignment and Closure (BRAC) decision. Prince William requests scoping assistance to address land use and transportation impacts in the county's Potomac Communities area, which is located between the Marine Corps Base at Quantico and Fort Belvoir. Both installations will experience a significant increase in staff as a result of the BRAC.

Assistance from the TLC Program would be used to define and refine the county's proposal to DOD for a study. This TLC-sponsored scoping effort will examine issues such as which commuter corridors should be studied, where land use changes might be most effective, and how additional transportation alternatives should be incorporated into the Potomac Communities. Subsequently, the DOD-funded study would provide recommendations for the update of the Potomac Communities Revitalization Plan and changes in land use and transportation in this area.

This project contributes to a proactive effort on the part of Prince William County to address impacts on land use and transportation resulting from the BRAC proposal. The deadline for the application to the DOD is May 15, 2007, which emphasizes the urgency of this application. Results from the

scoping project and the larger DOD study could be transferable to other jurisdictions dealing with this issue.

### ***District of Columbia***

#### **Potomac Avenue Metro Station Area Scoping**

The Office of Planning is seeking technical assistance in developing a scope of work that will build on previous planning efforts around the Potomac Avenue Metro Station, set realistic goals and objectives for future planning efforts, and allow the Office of Planning to garner legitimacy for future plans from the public. The Office of Planning will develop a neighborhood plan for the area surrounding the Potomac Avenue Metro Station, hoping to improve and increase the utilization of this transit station. In addition, the Office of Planning intends to address housing and commercial development around the station, as well as improvements to adjacent public spaces.

Previous efforts include a Community Charrette that was part of the 2004 American Planning Association's Convention in Washington, DC. Planners from this organization met with community members during a day-long workshop to establish a focused framework for revitalization. They addressed pedestrian and transit enhancements, as well as improvements to the public space surrounding the station and along Pennsylvania Avenue, SE, and Potomac Avenue, SE.

As written, the proposal would likely extend beyond the \$20,000 limit for the TLC program. Staff will assist the Office of Planning to focus the project on key aspects of the scoping assistance they require. This project will address infill development in an urban environment, particularly with respect to the revitalization of public space surrounding the station. It is believed that the pedestrian experience will be enhanced, which will in turn attract commercial development to the area.

### ***Public Presentation***

Several jurisdictions proposed public education presentations as part or all of their proposals. Coincidentally, many were focused on how to plan for creative development solutions around some type of transportation facility, whether it is at a major intersection, a transit station, or along a corridor. These applications represent a regional need for information and communication resources about in-fill development and other activity center core development options. Therefore, a sixth project is proposed for inclusion in the TLC Pilot Program. A consultant will be hired to develop a basic presentation on how to incorporate density into a variety of places, as well as preparing a briefing on issues each municipality has addressed. The consultant will offer the presentation once in each of the following jurisdictions:

- College Park specifically requested a public presentation in its application. The city seeks to better understand the role of density in the city's revitalization process and to determine appropriate density levels for various segments of the Route 1 corridor.
- Greenbelt also requested public involvement that focuses on modes of transit in the Greenbelt community, with future development around the Greenbelt Metro Station highlighted as a community concern.

- Manassas Park submitted an application for planning assistance with a public involvement component with the goal to better integrate mixed-use and transit-oriented development in a small jurisdiction with limited resources. While this is an important project that could be appropriately funded in future phases of the TLC Program, Manassas Park could currently benefit from a presentation of options for development around a transit station.
- Takoma Park requested technical assistance for the development of a series of workshops designed to provide the community with the expertise needed to evaluate future development and in-fill projects.

**Transportation / Land-Use Connections Technical Assistance Program**  
**Applications for Assistance - February 28, 2007**

	<b>Applicant Jurisdiction</b>	<b>Contact Agency</b>	<b>Project Description</b>
1	City of Alexandria, VA	Transportation and Environmental Services Department	Review the Transportation Management Plan Special Use Permit Program and make recommendations on procedures and requirements
2	Arlington County, VA	Department of Environmental Service, Transportation Division	Create a web-based version of the Master Transportation Plan, the first step in a pilot program to unify all elements of the Comprehensive Plan
3	Arlington County, VA	Department of Environmental Service, Transportation Division	Develop a comprehensive survey of parking occupancy along two corridors, with recommendations for implementation and program continuity for staff
4	St. Charles Urbanized Area, MD	Charles County Department of Planning and Growth Management	Provide assistance in the development of Urban Road Design Standards to better serve pedestrians and relieve congestion
5	City of College Park, MD	Department of Economic Development	Develop and execute a public presentation on density related to the implementation of the College Park US-1 Corridor Sector Plan
6	District of Columbia	Office of Planning	Develop a Scope of Work for revitalization and place-making around the Potomac Avenue Metro Station
7	Fairfax County, VA	Department of Transportation	Priority 1: Develop a report on the relationship between land use and trip reduction at locations with high and medium quality bus service
8	Fairfax County, VA	Department of Transportation	Priority 2: Review best practices and report on how vehicular congestion should be addressed within and adjacent to a Transit Oriented Development
9	Fairfax County, VA	Department of Transportation	Priority 3: Review land use and transportation projects approved in the past and determine improvements for future developments
10	City of Falls Church, VA	Planning Department	Provide visioning and streetscape design for the Washington Street Corridor
11	City of Gaithersburg, MD	Planning and Code Department	Update the Frederick Avenue Corridor Master Plan, pedestrian safety and accessibility section
12	City of Greenbelt, MD	City Manager's Office	Plan and conduct a charrette on modes of transit in the City of Greenbelt and provide recommendations for improvement
13	Loudoun County, VA	Town of Leesburg, Planning, Zoning, and Development Department	Review and analyze potential land use opportunities related to potential Bus Rapid Transit (BRT) connections between Leesburg and the Dulles Metro extension
14	City of Manassas Park, VA	City Hall	Provide site planning and development guidance for the City Core, including visualization, streetscape design, and public involvement

**Transportation / Land-Use Connections Technical Assistance Program**  
**Applications for Assistance - February 28, 2007**

	<b>Applicant Jurisdiction</b>	<b>Contact Agency</b>	<b>Project Description</b>
15	Montgomery County, MD	Bethesda Urban Partnership, Inc.	Study possible improvements to and future expansion of the Bethesda Circulator
16	Montgomery County, MD	Offices of the County Executive	Evaluate potential streetscape improvements in response to BRAC changes in the vicinity of the National Naval Medical Center
17	Montgomery County, MD Prince George's County, MD	M-NCPPC	Develop a pedestrian safety and mobility study to support planning efforts for the Takoma/Langley Park Crossroads Sector Plan
18	Prince George's County, MD	District Heights	Develop a Streetscape Design Plan for Marlboro Pike, including a land use scheme and public involvement strategy
19	Prince George's County, MD	M-NCPPC	Develop a study to address the feasibility of transportation recommendations for the Port Towns, emphasizing transit options and pedestrian accessibility
20	Prince William County, VA	Department of Transportation / Planning Department	Assist in project scoping to incorporate potential BRAC transportation and land use impacts into the Potomac Communities Revitalization Plan
21	City of Takoma Park, MD	Department of Housing and Community Development	Develop a series of workshops designed to educate the community about potential redevelopment and infill projects
22	City of Takoma Park, MD	Department of Housing and Community Development	Provide traffic engineering services to evaluate an existing intersection, propose a redesign that incorporates multi-modal access with community input

**Attachment B**

**TPB Application to Virginia Multimodal Grant Program**

# Summary of 2007 Grant Programs

The Multimodal Planning Office has two programs aimed at providing assistance and support for multimodal transportation planning. With the *Local and Regional Corridor Planning Grant Program*, grants are awarded to applicants to use their own staff or consultants. With the *Multimodal and Land Use Plan Development Assistance Program*, grants will be awarded for use of consultants hired by the Multimodal Office. A 10% in-kind services match is required for both programs. The application and selection criteria are the same for both programs. No maximum award amount is identified. The Programs provide support for planning and funds cannot be used for operations or preliminary engineering. Grant recipients are requested to present results and lessons learned at a multimodal transportation forum.

## **Local and Regional Corridor Planning Grant Program**

This program will provide grants to help local and regional governments perform multimodal planning and integrated studies of transportation and land use. For this grant program, local, regional, and state agencies will perform the work or use their own consultants.

## **Multimodal and Land Use Plan Development Assistance Program**

This program will provide training and support for development of implementable plans that advance multimodal planning and better land use. The goals of the program are twofold: (1) education and training in multimodal and land use planning and (2) development of implementable plans. Local, regional, and state agencies may apply to participate in the program and the Multimodal Office will provide consultants to perform the work.

## **Potential Projects**

The two Multimodal Planning Grant Programs will be provided to train state, regional, and local staff, collect data, and develop implementable plans that advance context sensitive solutions; bicycle, pedestrian, and transit alternatives; compact urban design; access management; coordination of land use and transportation efforts; congestion reduction; and community visions of a balanced, multimodal transportation system. The programs encourage intergovernmental cooperation, regional planning, public-private partnerships, and coalitions. Potential studies include, but are not limited to, the following:

- Development of land use and transportation plans that promote the efficient use of transportation facilities and enhance the quality of life.

- Development of critical land use inventories and other data to support transportation planning.
- Development and implementation of model local ordinances that encourage access management, corridor preservation, and mixed use development.
- Development of intergovernmental agreements that provide for multi-jurisdictional planning of land use, zoning, development, and transportation decisions.
- Development of public-private plans and agreements that address transportation, affordable housing for workers, and employment centers
- Creation of multi-community corridor plans to develop efficient transportation facilities and land uses.
- Analysis of freight movement.
- Planning for populations with limited mobility
- Training for state, regional, and local staff in multimodal planning and land use. (Multimodal and Land Use Plan Development Assistance Program only)

### **Eligible Applicants**

- Metropolitan Planning Organizations
- Planning District Commissions
- Local governments
- Local or regional transit agencies
- Transportation authorities or commissions
- State agencies (in partnership with one of the above)

## Schedule

Task	Timeframe
Obligate funds	January
Amend SPR Work Program	January
Receive comments on criteria and process (VACO, VML, transit operators, MPOs, PDCs, etc.)	December 28 – January 12
Revise criteria and process as necessary	January 16
Announce grants and solicit GLOIs	January 18
GLOIs due	March 1
Selection committee evaluates GLOIs	March 2 – March 16
Contact selected applicants	March 19
Second submittals due	April 13
Selection committee reviews second submittals	April 16 – April 27
Announce grant recipients	May 1
Process task orders (on-call) Prepare grant agreements (grants) Amend UPWPs (urban and rural)	May 1 – June 1
Conduct third-party procurement (for grantees using their own consultants)	June 1 – October 1



*A legacy of regional cooperation, a commitment to a vibrant future*

February 28, 2007

District of Columbia  
Bladensburg\*  
Bowie  
College Park  
Frederick  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County  
\*Adjunct member

**Mr. Herbert Pegram  
Grant Coordinator  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219**

**Dear Mr. Pegram:**

**I am pleased to submit this Grant Letter of Intent for the 2007 Multimodal Planning Grants Program on behalf of the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB). The TPB serves as the federally-designated Metropolitan Planning Organization (MPO) for the Washington multi-state region.**

**If you have any questions regarding this Letter of Intent, please contact Ronald Kirby, Director of Transportation Planning for COG, at (202)962-3310 or [rkirby@mwkog.org](mailto:rkirby@mwkog.org).**

**Thank you in advance for your consideration of this application.**

**Sincerely,**

**David J. Robertson  
Executive Director**

## Applicant Grant Letter of Intent - 2007

**This application is for assistance through the:** (check all that apply but indicate preference)

- Local and Regional Corridor Planning Grant Program*  
 *Multimodal and Land Use Plan Development Assistance Program*

**Preference:** \_\_\_\_\_

**Applicant:** National Capital Region Transportation Planning Board (TPB)

- MPO/PDC  
 Local government  
 Transit agency  
 Transportation authority or commission  
 State agency (in partnership with one of the above)

**Project:** Transportation/Land-Use Connections (TLC) Program

**Total Estimated Cost:** \$800,000 for Virginia activities

### Contact Information:

Name: Ronald Kirby

Title: Director, Transportation Planning

Agency: Metropolitan Washington Council of Governments (COG/TPB)

Phone #: 202-962-3310

Fax #: 202-962-3202

E-mail Address: rkirby@mwkog.org

Mailing Address: 777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

**Briefly describe the transportation issues to be addressed by the proposed grant project:** (Limit description to 7 lines)

The TPB's TLC Program addresses regional challenges related to linking transportation and land use in an effort to reduce congestion and improve quality of life. TPB studies have indicated that locating jobs and housing closer together, promoting development closer to transit stations, and improving multimodal transportation options can have a positive impact on future transportation conditions in the Washington Region. By providing technical assistance to neighborhood-level planning efforts by TPB member jurisdictions within the region, the TLC Program facilitates proactive, innovative solutions.

**Give a brief scope of work for the proposed grant project and provide an estimated timeline:** (Limit to 15 lines)

The TLC Program already exists in the form of a pilot running between January 1 and June 30, 2007. Initial work in the pilot phase includes the use of TPB planning funds to create a "TLC Clearinghouse" that facilitates regional knowledge-sharing. The pilot will also provide up to \$20,000 in consultant assistance to a handful of local planning initiatives. If awarded funds through the Virginia Local and Regional Corridor Planning Grant Program, the TPB would continue to support the TLC Clearinghouse with its own funds, but would significantly expand the technical assistance portion of the TLC Program in Virginia to fund 20 or more planning projects at a level of up to \$40,000 each (including \$4,000 local match) in TPB member jurisdictions in Virginia. A portion of the grant would be used initially to ensure that all deserving applications from Virginia jurisdictions received during the TLC pilot program could be funded in calendar year 2007. A second cycle of applications would then be solicited and funded in calendar year 2008 using the remaining grant resources, with all activities funded through this Multimodal Planning Grant program to be completed within the specified 18-month time period. The TPB will qualify several consultant teams specializing in neighborhood-level multimodal transportation/land use planning that will be matched to projects as appropriate.

**Briefly describe the appropriateness of the proposed project, including benefits to be derived and how this project will improve and enhance multimodal transportation and/or the relationship between transportation and land use:** (Limit description to 7 lines)

The value of the grant money would be maximized by the fact that the TPB has already initiated a technical assistance program for appropriate local-level projects and can manage the assistance from the regional level. This allows for the sharing of lessons learned and best practices region-wide through the TPB-funded TLC Clearinghouse while ensuring that all Virginia grant money goes directly to technical assistance provision in TPB Virginia jurisdictions. Administration of the technical assistance program will be conducted by the TPB and its staff using TPB funds.

**Briefly describe the deliverable end-product and how it could be implemented**  
(Limit description to 4 lines)

End products will vary among the planning projects expected to be funded, but the TPB will require a project report from the consultant team performing the assistance for each project. TPB staff will maintain contact with the lead local agency for each project to track and encourage implementation and will compile a report on regional lessons learned and best practices.

**Requested amount:** \$720,000

**Total cost of project:** \$800,000; including \$80,000 in local funds/in-kind services as local match.

**Source of local match:** (Minimum 10% in-kind services local match)

Source of match will vary from project to project, but 10% in non-federal funds or in-kind services will be required for each project, from the local agency recipient.

**Provide any additional information that would be useful to the Selection Committee in evaluating your application:** (Limit description to 7 lines)

A brochure detailing the TLC pilot program is attached to the application and can also be viewed online at [www.mwcoq.org/tlc](http://www.mwcoq.org/tlc).

There are already indications of significant interest in the TLC Program on the part of TPB member jurisdictions in Virginia, and the TPB is expecting that it will only be able to fund a small percentage of deserving applications. Virginia grant funding will allow the TPB to fund many more projects at a level of up to twice what is being offered in the pilot program, and will also afford the TPB more flexibility in securing the best consultants available nationally to perform the needed assistance.

**###**

**Please submit eight hard copies and an electronic copy of the completed Grant Letter of Intent (GLOI) to the Grant Coordinator by 5:00 PM on March 1, 2007:**

**Herbert Pegram  
Grant Coordinator  
1401 East Broad Street  
Richmond, VA 23219  
[Herbert.Pegram@vdot.virginia.gov](mailto:Herbert.Pegram@vdot.virginia.gov)**



## TLC and the Region

Congestion is bad, and it's expected to get worse. But regional studies have confirmed that there are real actions we can take to make a positive impact on future transportation conditions. Among other things, these actions include locating housing and jobs closer together, promoting development closer to transit stations, and expanding our network of public transit lines to support regional activity centers.

The TLC program will assist communities in taking steps to improve transportation/land-use coordination, and will share information among regional leaders as they seek to make communities more vibrant and livable.

### Contact Us

To apply for TLC technical assistance or for more information, contact TPB staff:

- Darren Smith, 202-962-3273  
dsmith@mwkog.org
- John Swanson, 202-962-3295  
jswanson@mwkog.org

You can also visit our website at [www.mwkog.org/tlc](http://www.mwkog.org/tlc) for an application form.

January 2007



### What is the TPB?

The Transportation Planning Board or TPB is a federally designated Metropolitan Planning Organization charged with coordinating transportation planning and funding for the Metropolitan Washington Region. Because land use factors are essential to transportation decision-making, the TPB's planning process and regional Vision policies include extensive consideration of current and future land uses.

Members of the TPB include representatives of local governments, state transportation agencies, state and D.C. legislatures, and the Washington Metropolitan Area Transit authority (WMATA).

### TPB Members

Alexandria  
Arlington County  
Bowie  
Charles County  
College Park  
District of Columbia  
City of Fairfax  
Fairfax County  
Falls Church  
City of Frederick  
Frederick County  
Gaithersburg  
Greenbelt  
Loudoun County  
Manassas  
Manassas Park  
Montgomery County  
Prince George's County  
Prince William County

Rockville  
Takoma Park  
Maryland House of Delegates  
Maryland Senate  
Virginia House of Delegates  
Virginia Senate  
Maryland DOT  
Virginia DOT  
District of Columbia DOT  
Washington Metropolitan Area  
Transit Authority

### Ex-Officio Members

Federal Highway Administration  
Federal Transit Administration  
Metropolitan Washington Airports Authority  
National Capital Planning Commission  
National Park Service  
Private Providers Task Force

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002-4290

The National Capital Region  
Transportation Planning Board's



## Transportation/Land-Use Connections Program



*Helping  
local governments  
plan vibrant  
communities*





*The projects vary across the region, but the challenges are often similar.*



## Why TLC?

### Transit-oriented development...

### Mixed-use centers...

### Walkable and livable communities...

Whatever it's called, local governments across the Washington region are recognizing the importance of integrating land use and transportation planning at the community level. Some jurisdictions are working to promote more development closer to mass transit. Others are looking at ways to bring jobs, housing and shopping in closer proximity to reduce the need to drive everywhere. Still other places want to revitalize existing communities to make them more walkable and accessible for people without cars.

The projects vary across the region, but the challenges are often similar. How do planners engage with the public to improve planning decisions and avoid future objections? How can they address public concerns about increased traffic, affordable housing or changes in a community's identity? What small improvements—such as streetscaping, sidewalks or lighting—can make a good project even better?



The Transportation Planning Board's TLC program has been designed to provide support to local jurisdictions as they work through these challenges, and to share success stories and proven tools with local governments and agencies across the region.

## What is TLC?

Beginning as a six-month pilot in January 2007, the TLC program will have two components:

**1. The Regional TLC Clearinghouse** will be a web-based source of information about transportation/land use coordination, including experiences with transit-oriented development and other key strategies. In addition to offering brief information and website links on a broad sampling of projects, the clearinghouse will more thoroughly document the technical assistance provided through the TPB's TLC program.

**2. The TLC Technical Assistance Program** will provide focused consultant assistance to local jurisdictions working on creative, forward-thinking and sustainable plans and projects. Technical assistance may include a range of services, such as:

- Public involvement facilitation
- Development and utilization of visualization techniques
- Streetscape and infill design assistance
- Assistance with scoping longer term planning studies
- Help with other challenges related to strengthening transportation and land use coordination.

## Applying for Technical Assistance

### The process is designed to be easy:

- Any local jurisdiction in the Metropolitan Washington region that is a member of the TPB is eligible to apply.
- Proposals will be made on an application form along with a short description (1-2 pages) including the following information:
  - The overall scope and location;
  - The specific service requested;
  - How the project and requested service will benefit the applicant's community and the National Capital Region.
- The application form and more details on how to apply can be found at [www.mwcog.org/transportation](http://www.mwcog.org/transportation).
- The deadline for applications is **January 31, 2007**.

Recipients will be approved by the TPB in February, with technical assistance activities beginning in March. Technical assistance under the six-month pilot must be completed by June 30, 2007.



### Things you need to know:

- Recipients will receive short-term consultant services. Recipients will *not* receive direct financial assistance.
- Recipients are eligible to receive up to a value of \$20,000 in technical assistance.
- Proposed scopes of work and budget allocations will be reviewed by members of the Transportation Planning Board before technical assistance resources are authorized.
- The TPB will seek to ensure that assistance is provided to a broad cross-section of jurisdictions throughout the region.
- Applicants are encouraged to explain how the additional technical assistance will enhance their current efforts.
- The TPB currently plans to extend the pilot program beyond June 30, 2007.

