

## **ITEM 7 – Action**

May 16, 2018

### Approval of Technical Assistance Recipients Under the FY 2019 Transportation Land-Use Connections (TLC) Program

#### **Staff**

**Recommendation:** Approve TLC technical assistance recipients under the FY 2019 TLC Program

**Issues:** None

**Background:** The TPB initiated the Transportation Land-Use Connections (TLC) Program in 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. To date, 108 technical assistance projects have been funded through the program. The solicitation for the FY 2019 TLC round of technical assistance was conducted between February 1 and April 2. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2019.





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** FY 2019 Transportation/Land Use Connections Technical Assistance Funding Recommendations  
**DATE:** May 10, 2018

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This memo provides information on the recommendations of the Selection Panel for the FY 2019 round of technical assistance under Transportation Land-Use Connections (TLC) Program.

The panel met on April 30 and recommended nine projects for funding in FY 2019. The TPB is scheduled to vote on the panel's recommendations on May 16.

### FUNDING RECOMMENDATIONS FOR FY 2019

The TPB received 20 applications for FY 2019 TLC technical assistance, including three from the District of Columbia, nine from Maryland, and eight from Virginia. The total application package requested amount was \$1,260,000. Requested funding for individual projects ranged from \$30,000 to \$80,000. Last year, for FY 2018, the TPB received 11 applications for a total request of \$615,000.

A total of \$500,000 will be provided for the program in FY 2019 through funding in the Unified Planning Work Program (UPWP). This includes \$260,000 in regional UPWP planning funds, as well as \$160,000 for Maryland projects and \$80,000 for Virginia projects from their UPWP technical assistance accounts.

The TLC selection panel recommended that the following projects be funded under the FY 2019 TLC Technical Assistance Program. A map showing the projects across the region is attached.

#### ***District of Columbia – Barry Farm-Metro Access Feasibility Analysis (\$60,000)***

This project will examine past planning studies and evaluate the feasibility of a new transportation connection across Suitland Parkway between the Barry Farm public housing complex redevelopment and the Anacostia Metro Station. This feasibility analysis is intended to promote the implementation of a new last-mile connection in a community where nearly 40% of residents commute to work without a car, helping to create a walkable community that is integrated into existing bike and pedestrian networks. The project complements the District's 30-year initiative to create a world-class waterfront along the Anacostia River. The new connection will link the project area to nearby investments, including the \$600 million reconstruction of the Frederick Douglass (South Capitol Street) bridge, the 11th Street Bridge Park and Anacostia Park, multi-use trails on Suitland Parkway, and future development in Historic Anacostia and Poplar Point. The final deliverable will identify suitable short- and long-term investment options with planning-level cost estimates, collaboration

models for inter-agency partners, equity analysis metrics, entitlements processes, and possible funding sources.

***Montgomery County – Montgomery County Site-level Person Trip Generation Data Collection Survey (\$40,000)***

There is a widespread belief that the available tools for estimating travel demand from urban development are not as accurate as they could be. To address this concern, Montgomery County is seeking to improve its understanding of urban, multimodal trip generation. This project will focus on the question of how trip generation is shaped by the relationship between land use and transportation infrastructure – particularly in more urbanized, mixed-use areas. This TLC project will fund the significant step of collecting data that captures multimodal trip-making behavior at the building level. Better data will be foundational to creating a better process. The ultimate objective is to develop a better suite of tools to understand development impacts so that appropriate mitigations can be made.

***Montgomery County – Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan (\$60,000)***

The corridor from Shady Grove Metrorail station to Metropolitan Grove MARC station is not currently served by bus routes. The Corridor Cities Transitway (CCT) is an integral element of the Great Seneca Science Master Plan, but funding to move the CCT forward has not been identified. A plan needs to be developed to serve this corridor during the interim period until the CCT is operational, and to connect the Watkins Mill interchange of I-270 that is under construction that will bring commuters to the MARC Metropolitan Grove station and park and ride lot directly from the interchange. This TLC project will establish a preferred transit routing and service plan that can be considered for implementation when the Watkins Mill interchange is complete in 2020.

***Prince George's County – Cheverly Metro Non-Motorized Access Study (\$60,000)***

This project will provide planning and design assistance for improving bicycle and pedestrian access to the Cheverly Metro station. Currently, non-motorized access to the station is extremely limited because of missing or fragmented pedestrian and bicycle facilities. The master plan recommends trails and bikeways designed to enhance pedestrian safety and provide better access to the station. Improvements may include sidewalk retrofits, trail connections, and on-road bicycle improvements. This project will provide planning assistance to refine these alternatives. Such improvements will increase the comfort and convenience of walking and biking, and establish a foundation for multimodal transportation to the Cheverly Metro and surrounding communities.

***Prince George's County – Eastover and Forest Heights Trail Improvements (\$60,000)***

This project will provide planning assistance for several trails and sidewalks in the Eastover and Forest Heights area. These communities have fragmented sidewalk networks and few on-road bicycle facilities. In addition, MD 210 is a barrier to east-west pedestrian movement and trail connections are lacking to Oxon Run Trail in Oxon Cove Park. The Prince George's Master Plan of Transportation recommends a series of improvements to enhance pedestrian safety and provide better access to the region's trails and bicycle network. This project will help to implement the vision outlined in that master plan as well as in the Eastover/Forest Heights/Glassmanor Sector Plan. It will also assist with trail improvements to Oxon Cove, and provide regional connectivity per the National Park Service Paved Trails Plan.

***Prince George's County – Purple Line Parking Study (\$50,000)***

To maximize the potential for safety, development, and activity in communities along the Purple Line, Prince George's County must assess existing parking and management policies that are often detrimental to multi-modalism and transit-oriented development. This study will inventory the existing supply and peak demands of parking near the Purple Line, as well as recommend improvements to the County's policies for managing and establishing parking districts. The project will include three study areas: Takoma-Langley, Riverdale Park, and New Carrollton, which each have developed under a traditional automobile-oriented paradigm requiring large parking lots.

***Arlington County – Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters (\$60,000)***

The adopted Arlington County Transit Development Plan calls for the establishment of four “Flex” transit zones in which non-fixed route transit services would provide last-mile connections between lower density neighborhoods and two or three predetermined destinations, such as fixed-route transit hubs. Flex services could be provided by a taxi company or by an app-based ride-hailing company such as Uber or Lyft, although a paratransit provider could provide service for individuals with disabilities. This TLC project will develop standards for when and where such Flex services might be appropriate, considering population and job densities, appropriate boundaries for geofenced zones, fare structures, and standards for success.

***Fairfax County - Laurel Hill-Lorton VRE Connector Trail Feasibility Study (\$60,000)***

The Laurel Hill-Lorton VRE Connector Trail would provide a link to the Gerry Connolly Cross County Trail and adjacent communities on the west side of I-95 with the Lorton VRE Station and neighboring communities on the east side of I-95. The trail would enhance connectivity within Fairfax County for pedestrians and bicyclists, specifically connecting new developments in Laurel Hill with direct access to the Lorton VRE Station. This feasibility study would examine the engineering challenges related to this trail project, such as crossing Pohick Creek, and crossing the current/future CSX Railroad bridges and VDOT I-95 bridges. The TLC feasibility study would also develop preliminary cost estimates and provide guidance for prioritizing future funding for engineering design, right-of-way acquisition, and project construction.

***Prince William County - Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans (\$50,000)***

Current zoning regulations within the County, including mixed-use districts, focus on lists of uses and development standards with an emphasis on separating buildings with yards and buffers, and accommodating the needs of automobiles. To implement the vision of Small Area Plans within the County, as vibrant mixed-use multi modal centers, a paradigm shift to the Zoning framework is necessary. There is currently a disconnect between existing regulations and the long-range vision of the Small Area Plans, leaving the County with a lack of implementation tools. This TLC project will result in the development of draft regulations for new mixed-use zoning districts. The project will include a review of best-practices, public outreach, and development of draft zoning ordinance text.

**APPLICATION PROCESS**

On February 1, 2018, the TPB issued a call for projects for the FY 2019 round of TLC technical assistance. The deadline for application submissions was April 2, 2018. Applicants were invited to

submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger TLC applications.

For this application cycle, \$500,000 is available. This includes three funding sources:

- \$260,000 from the TPB's FY 2019 UPWP regional planning funds;
- \$160,000 from the Maryland UPWP technical assistance account for projects in Maryland; and
- \$80,000 from the Virginia UPWP technical assistance account for projects in Virginia.

As in past years, technical assistance was again offered in amounts from \$30,000 to \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and application placed a focus on TPB priorities, including the seven initiatives recently endorsed by the TPB.

## **SELECTION PANEL**

The selection panel included the following participants:

- Chair: Julia Koster, TPB Member; National Capital Planning Commission
- Deborah Bilek, Urban Land Institute
- Jonathan Esslinger, American Society of Civil Engineers
- Michael Farrell, COG/TPB
- Nicole McCall, COG/TPB
- Claire Randall, Transportation Research Board
- John Swanson, COG/TPB

The selection panel met on April 30, 2018, to review the project applications and develop a list of recommended projects for the FY 2019 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of the TLC technical assistance program and was available to answer any questions related to the program. The selection panel members individually reviewed and scored each application based on their assessment of the project as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for their collective discussion.

After additional review of the regional and local merits of each project, the selection panel developed a list of projects to recommend to the TPB for approval. The panel endorses these projects as the most locally and regionally beneficial. The panel strives to balance the TPB's portion of funding between the District of Columbia, Maryland, and Virginia, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

## **PROPOSED PROJECT COMPLETION TIMELINE**

On May 16, 2018, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2019 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin

soon after consultant contracts are signed. The projects will be scheduled for completion by May 31, 2019.

## **REVIEW OF THE TLC PROGRAM TO DATE: 2006-2017**

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Program (TAP).

Since its inception, the TPB has funded 108 technical assistance projects in all of the TPB's member jurisdictions for more than \$4 million in funding. For more information about completed projects, please visit the TLC website at [www.mwcog.org/tlc](http://www.mwcog.org/tlc).

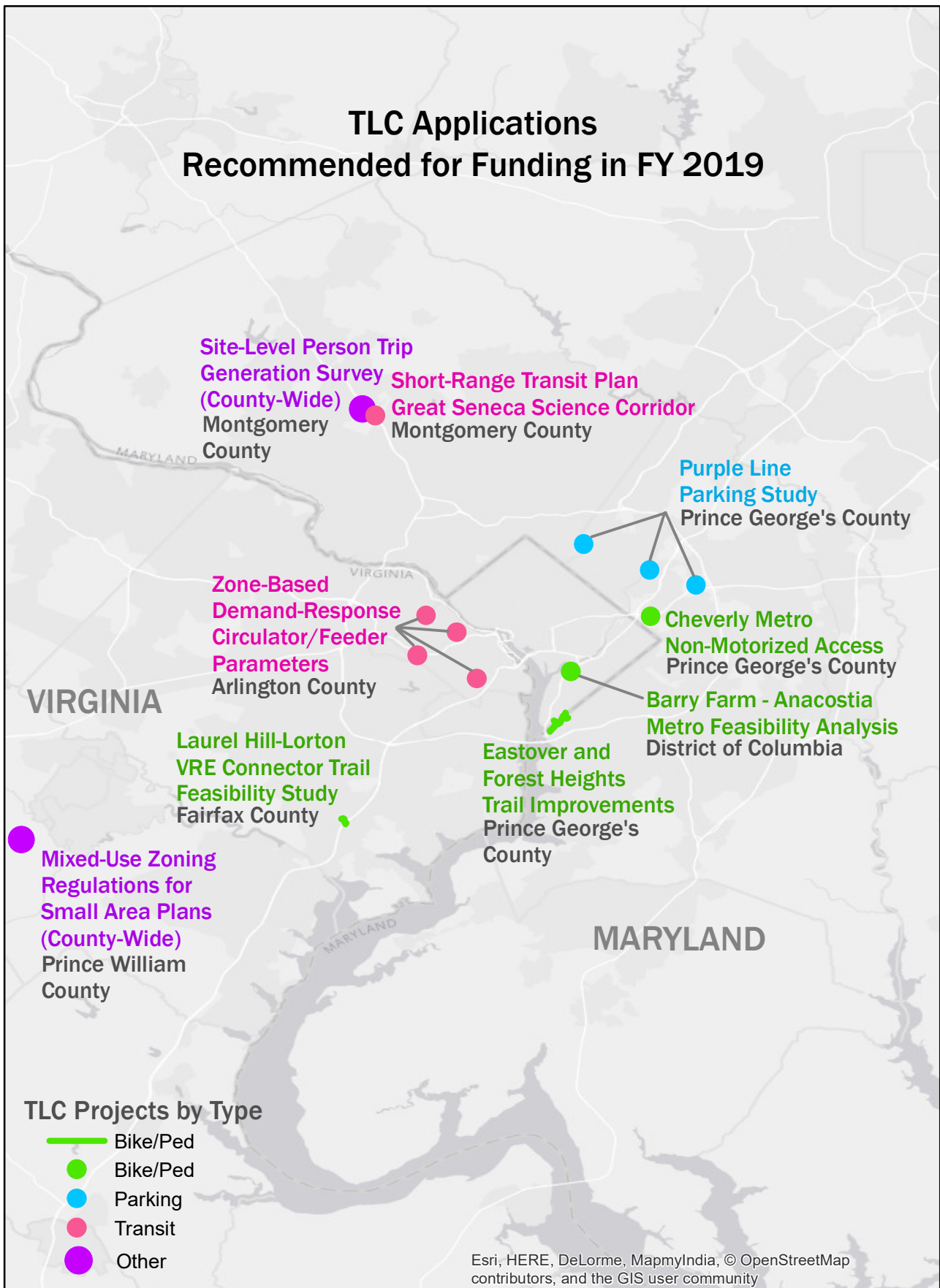
The program currently provides a range of funding between \$30,000 and \$60,000 for planning projects. This funding range offers the potential for scaling applications so that technical assistance can be awarded at amounts less than what was requested. Beginning in FY 2013, the program began funding 30% design projects up to \$80,000.

In addition to providing technical assistance for planning, the TLC Program includes the Regional Peer Exchange Network, which provides a variety of opportunities and media to communicate information and best practices on TLC topics.

Since 2012, the program has also provided supported for the TPB's role in the project selection process for small capital improvements using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).

For further questions regarding the TLC program, contact TPB staff at (202) 962-3295 or at [TLC@mwcog.org](mailto:TLC@mwcog.org).

# TLC Applications Recommended for Funding in FY 2019







**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**  
**Total Funds Available: \$500,000**

<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
1 District of Columbia	DC	DDOT	Design	Van Ness Main Street	This proposal seeks a design for a key intersection that is underperforming: Connecticut Avenue at Windom, leading west to UDC's Performing Arts Theater, and east to Soapstone Valley Trail/Rock Creek Park. Our goal is to increase use of and access to these cultural and recreational assets by local pedestrians and commuters using the Van Ness transit hub. In addition, the design will improve stormwater management to mitigate flooding and erosion, using environmentally-thoughtful techniques.	\$80,000
2 District of Columbia	DC		Design	Streetscape Improvements along North Capitol Street	The proposed streetscape improvements seek to re-establish North Capitol Street as an inviting destination and a place to bring people together. Specifically, this application requests 30% design development of streetscape improvements along the 1400 and 1500 blocks of North Capitol Street.	\$80,000
3 District of Columbia	DC		Planning	Barry Farm - Anacostia Metro Feasibility Analysis	This project will examine past planning studies evaluate the feasibility of a new connection between the redevelopment Barry Farm public housing complex and the Anacostia Metro Station.	\$60,000
4 City of Gaithersburg	MD		Planning	Improving access to transit scenario study: An examination of the demand and feasibility in connecting existing regional transit nodes via alternative routes.	The City will utilize the technical assistance provided by one of TLC's pre-qualified consultants to complete a scenario study to examine the feasibility and effectiveness of a new express transit route, compared to existing and proposed transit systems, on increasing current ridership to and from Metro and being a catalyst for future redevelopment opportunities in the Lakeforest area, including the Mall itself. The Study will examine connecting the Lakeforest Mall and Transit Center Area with Shady Grove Metro via Midcounty Highway. This study should examine the feasibility of altering existing Ride On transit routes and alternative transit models such as micro transit.	\$60,000
5 City of Rockville	MD		Design	Scott & Veirs Drive Shared Use Path Design	This project will develop the optimal alignment and preliminary engineering (30% design) plans for 1.2-mile shared use path along Scott Drive and Veirs Drive, between Wootton Pkwy and Glen Mill Rd.	\$80,000



**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

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6	Montgomery County	MD		Planning	Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan	MCDOT and MTA have been working on the CCT for decades and funding to complete the final design, right of way and construction is not in the state's six year CTP. The CCT is an integral element of the Great Seneca Science Master Plan. The corridor from Shady Grove Metrorail station to Metropolitan Grove MARC station is not served by bus routes. There is a need to begin service planning to serve this corridor during the interim period until the CCT is operational and to connect the Watkins Mill interchange of I-270 that is under construction that will bring commuters to the MARC Metropolitan Grove station and park and ride lot directly from the interchange.	\$60,000
7	Montgomery County	MD		Planning	Montgomery County Site-level Person Trip Generation Data Collection Survey	There is a limited amount of observed multi-modal trip generation data available - particularly in suburban areas. This lack of data limits the ability of the Montgomery County Planning Department to accurately assess development impacts on the transportation system in urban and multi-modal contexts. This project is a significant step to address this gap using a survey designed to collect observed trip generation data by travel mode at selected mixed-use development sites in Montgomery County.	\$40,000
8	Prince George's County	MD	M-NCPPC	Design	Eastover and Forest Hights Trail Improvements	This project will provide design assistance for several trails and sidewalks in the Eastover and Forest Heights area. The master plan recommends a series of improvements to enhance pedestrian safety and provide better access to the region's trails and bicycle network. This project will help to implement the vision outlined in the Eastover / Forest Heights / Glassmanor Sector Plan, assist with trail improvements to Oxon Cover, and provide regional connectivity per the National Park Service Paved Trails Plan.	\$80,000
9	Prince George's County	MD	M-NCPPC	Design	Cheverly Metro Non-Motorized Access Study	This project will provide planning and design assistance for improving bicycle and pedestrian access to the Cheverly Metro. The master plan recommends trails and bikeways designed to enhance pedestrian safety and provide better access to the station. This project will provide planning assistance to refine these alternatives and the 30% designs for one viable pedestrian connection.	\$80,000



**Transportation / Land Use Connections Program**

FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**

**Total Funds Available: \$500,000**

	<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
10	Prince George's County	MD	MNCPPC, Prince George's County Planning Department	Planning	Purple Line Parking Study	In order to maximize the safety, development, and activity potential in communities along the Purple Line, the County must assess the existing parking and management policies that are often detrimental to multimodalism and transit-oriented development. This project will inventory the existing supply and peak demands of parking near the Purple Line, as well as recommend improvements to the County's policies for managing and establishing parking districts.	\$50,000
11	Prince George's County / City of Hyattsville	MD	DPW&T	Planning	Hyattsville Transit Triangle Feasibility Study	The project will evaluate existing transit programs, market demand, financial and operating feasibility of implementing a transit program with direct service to the City's thriving commercial centers and two (2) WMATA Metro Stations.	\$60,000
12	Arlington County	VA		Planning	Capital Bikeshare Equity User Survey	We seek technical assistance to design and execute a survey of current and potential future Capital Bikeshare users, for a better picture of the barriers and opportunities to better serve low-income and minority communities, non-English speakers, and casual (non-member) users in particular.	\$60,000
13	Arlington County	VA		Planning	Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters	Flex would be a sustainable model for providing Many-to-Few connections from/to lower density neighborhoods. Flex would connect residents of geo-fenced neighborhoods to the closest transit hub with frequent fixed-route services, a nearby shopping center with a grocery store and optionally medical offices for those residents who aren't commuting.	\$60,000
14	Arlington County	VA	DES/DOT	Planning	Long Bridge Trail Action Analysis	Arlington County seeks help advocating for improved bicycle and pedestrian connectivity in the vicinity of Long Bridge. Specifically, Arlington proposes building a direct link between Long Bridge Park, a future new Long Bridge, and the Mt. Vernon Trail. This link can best be realized in the context of the once-per-century opportunity presented by a new Potomac River crossing.	\$60,000
15	City of Fairfax	VA		Planning	City of Fairfax Transportation Demand Management Program	The City of Fairfax seeks assistance to develop a Transportation Demand Management (TDM) program. A TDM program will help the City optimize recent and ongoing transportation investments and address traffic congestion by encouraging residents, employees and visitors to choose alternatives to driving alone, such as riding transit, walking, biking, carpooling, and telecommuting. This will help maximize use of existing transportation capacity, alleviate congestion and related transportation impacts, and provide cost savings and other benefits to individual travelers.	\$60,000



**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**  
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16	City of Falls Church	VA		Planning	City of Falls Church Residential Parking Standards Update	The City of Falls Church is a designated MWCOG Regional Activity Center. To support a shift in mode share, the City needs to right size its multifamily parking ratios and Traffic Impact Analysis (TIA) inputs. Reducing residential parking requirements allows for additional housing to be built or additional investments to be made in City infrastructure and services, including transportation infrastructure. The City of Falls Church Residential Parking Standards Update would support the City's adopted goals from the Land Use and Transportation Chapters of the City's Comprehensive Plan.	\$60,000
17	City of Manassas	VA		Design	Mathis Avenue Streetscape Project (30% Design Pilot)	The City of Manassas seeks consultant services to implement the Mathis Avenue Sector Plan's vision for an improved transportation network within the Mathis/Route 28 commercial corridor. Specifically, the City seeks funding to support the development of 30% design plans for a 1,200 linear foot section of Mathis Avenue from from Reb Yank Drive to Liberia Avenue. This "pilot" or phase 1 project would serve as a tangible, highly-visible example of what is possible throughout the entire corridor.	\$80,000
18	Fairfax County	VA	Fairfax County Dept. of Transportation	Planning	Laurel Hill-Lorton VRE Connector Trail Feasibility Study	The Laurel Hill-Lorton VRE Connector Trail would provide a link to the Gerry Connolly Cross County Trail and adjacent communities on the west side of I-95 with the Lorton VRE Station and neighboring communities on the east side of I-95. The Trail would enhance connectivity within the County for pedestrians and bicyclists, specifically connecting new developments in Laurel Hill with direct access to the Lorton VRE Station.	\$60,000
19	Prince William County	VA	Planning Office	Planning	Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans.	Current zoning regulations within the County, including mixed-use districts, focus on lists of uses and development standards with an emphasis on separating buildings with yards and buffers, and accommodating the needs of automobiles. In order to implement the vision of Small Area Plans within the County, as vibrant mixed-use multi modal centers, a paradigm shift to the Zoning framework is necessary. There is currently a disconnect between existing regulations and the long-range vision of the Small Area Plans, leaving the County with a lack of implementation tools.	\$60,000
20	City of College Park	MD	Community Development	Planning	Complete Streets Network Connectivity Plan	This project will develop a complete streets master plan focused on the implementation of bicycle and pedestrian network connectivity. It will identify gaps in our bicycle and pedestrian network and prioritize projects to address them.	\$30,000



# TRANSPORTATION/LAND USE CONNECTIONS

## FY 2019 TECHNICAL ASSISTANCE

John Swanson  
Transportation Planner

Transportation Planning Board  
May 16, 2018



National Capital Region  
Transportation Planning Board

Agenda Item #7

## Background on TLC

- Began in 2007
- Promotes TPB goals and priorities
- Program Components
  - TAP/STP Set-Aside: Collaboration with state DOTs
  - Technical Assistance: Regional Funds (\$260,000), Maryland Technical Assistance (\$160,000), Virginia Technical Assistance (\$80,000)
    - 108 Technical Assistance projects funded for \$4.1 million between 2007-2018
    - Projects cover a range of planning issues, including trail planning, corridor studies, and TOD analysis



National Capital Region  
Transportation Planning Board



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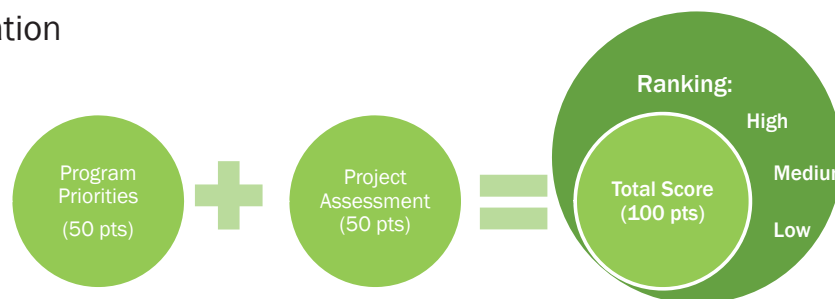
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# Solicitation

- Application solicitation between February 1 – April 2, 2018
  - Joint solicitation with Urban Land Institute Technical Assistance Panels
  - Optional Abstracts due February 23, 2018
- 20 applications were received for \$1,260,000 in funding requests
  - 3 applications from the District of Columbia, 9 from Maryland, and 8 from Virginia

# Selection

- Panel
  - Chaired by TPB member Julia Koster from the National Capital Planning Commission
  - American Society of Civil Engineers,, Urban Land Institute – Washington, Transportation Research Board, COG and TPB staff
- Evaluation



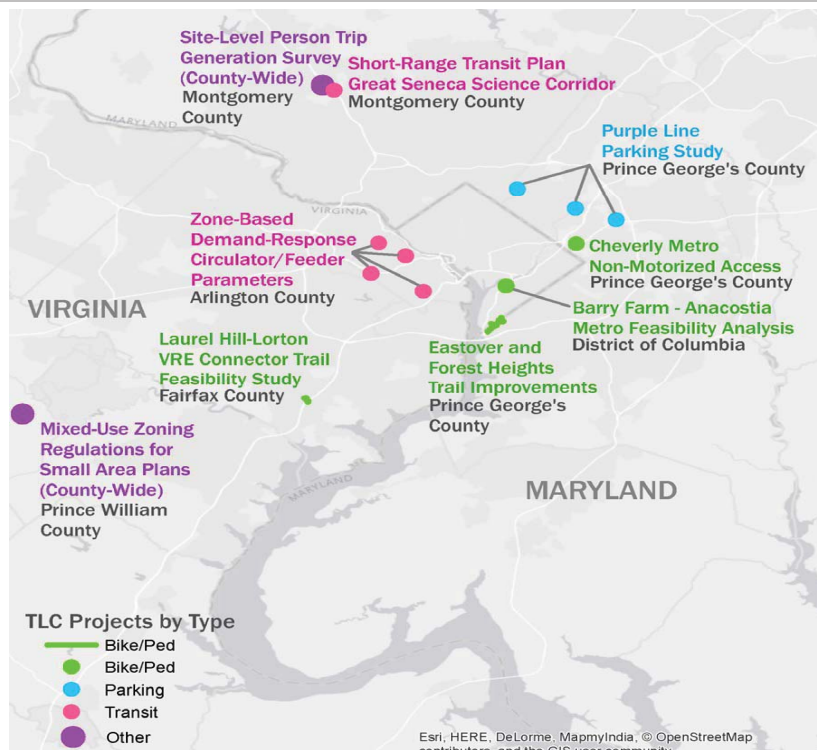
- Panel also looks to reflect geographic balance among projects

# Draft Funding Recommendations

Project	Jurisdiction/ Agency	Funding
Barry Farm - Anacostia Metro Feasibility Analysis	District of Columbia Office of Planning	\$60,000
Site-level Person Trip Generation Data Collection Survey	Montgomery County / M-NCPPC	\$40,000
Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan	Montgomery County Department of Transportation	\$60,000
Cheverly Metro Non-Motorized Access Study	Prince George's County / M-NCPPC	\$60,000
Eastover and Forest Heights Trail Improvements	Prince George's County / M-NCPPC	\$60,000
Purple Line Parking Study	Prince George's County / M-NCPPC	\$50,000
Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters	Arlington County Department of Transportation	\$60,000
Laurel Hill-Lorton VRE Connector Trail Feasibility Study	Fairfax County Department of Transportation	\$60,000
Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans.	Prince William County Planning Office	\$50,000



# Draft Funding Recommendations



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



# Next Steps

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- Present project recommendations to TPB for approval at May 16 meeting
- Begin consultant selection process in late May



National Capital Region  
Transportation Planning Board



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## John Swanson

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