



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, Transportation Planner
SUBJECT: FY 2021 Transportation Land-Use Connections Technical Assistance Funding Recommendations
DATE: April 3, 2020

This memo provides information on the recommendations of the Selection Panel for the FY 2021 round of technical assistance under Transportation Land-Use Connections (TLC) Program. The panel met earlier this week and recommended 15 projects for funding in FY 2021. The TPB is scheduled to vote on the panel's recommendations on April 15.

FUNDING RECOMMENDATIONS FOR FY 2021

A total of \$857,266 will be provided for the TLC Program in FY 2021 through funding in the Unified Planning Work Program (UPWP). The TLC Selection Panel recommends the 15 projects below for funding:

City of Alexandria – Low-Income Fare Pass Assessment (\$40,000)

The study will assess the feasibility and impact of a low-income fare pass program. The analysis will consider what a program in Alexandria could look like (i.e., who would receive a discounted fare, the actual discount, any restrictions on hours of service, applicable on DASH and WMATA or just DASH, etc.), the impact on ridership, how the program could be implemented, the costs to the city and how that impacts the city.

Arlington County – Micro-Mobility Transit Hub Prototype (\$40,000)

This design project will develop plans for a prototype installation of a micro-mobility hub that can be added to high ridership transit stops and stations. The prototype should include parking/docking and battery charging facilities for bikeshare, e-scooters and other shared micro-mobility devices, components for parklets, public art, informational displays, ADA accommodations, and seating/waiting areas for transit passengers.

Arlington County – Curb Space Allocation Spreadsheet Tool (\$50,000)

The project will develop a sketch-planning spreadsheet tool that will compute the monetized societal benefits of various curb allocation scenarios. The user will enter the current curb space allocation, as well as inputs to include observed traffic volumes, transit passenger volumes, and fronting land uses. Outputs will help planners make decisions on curb space allocation at a block level.

Fairfax County – Fairfax County Parkway Trail and Cross County Trail Connection (\$67,266)

The Fairfax County Parkway Trail runs for 28 miles through communities from Reston to Lorton, while the Cross County Trail runs for over 40 miles through Regional Activity Centers including Annandale and Fairfax. The county seeks assistance to design a shared use path connection between these two trails, to improve a gap where pedestrians currently travel in a narrow roadway.

City of Fairfax – Fairfax Circle Visioning and Multimodal Intersection Alternatives Development (\$60,000)

This project will develop a vision and feasible design alternatives for Fairfax Circle (the intersection of Route 50 and Route 29). This non-traditional "hamburger roundabout" is at the center of the Fairfax Circle Activity Center and is approximately one mile from Metro's Orange Line. This intersection is also the city's northern gateway and is a critical transportation hub. Developing a vision and design alternatives for this intersection are important steps in supporting the ongoing redevelopment of this area into a transit-friendly and walkable mixed-use activity center.

Town of Herndon (Fairfax County) – Shared Micromobility Feasibility Study (\$50,000)

The study will analyze current trends and future needs in shared micromobility, specific to the Town of Herndon, and provide implementation recommendations for a shared micromobility system that best connects those working, living, and visiting Herndon to transit, trails, and activity centers.

Prince William County – Peak Hour Express Bus and HOV Lanes Feasibility Study (\$40,000)

The project will determine the feasibility of dedicated express bus/High Occupancy Vehicle (HOV) lanes during peak hours on secondary roads in Eastern Prince William that connect Prince William Small Area Plans to transit hubs and Regional Activity Centers along the I-95 corridor.

City of Bowie – Feasibility Study for Pedestrian Overpass over Maryland Route 214 (\$30,000)

The proposed crossing would be a crucial segment of The Bowie Byway recommended in the city's Trails Master Plan and the Countywide Master Plan trail shown the 2006 Bowie and Vicinity Master Plan (Collington Branch Stream Valley Trail). It will link the neighborhoods of Ternberry and Collington Ridge and South Lake to the Pointer Ridge neighborhood and the Hall Road transit hub and public library.

City of Frederick – Rails with Trails Phase 3 Bypass Design (\$80,000)

The Bypass will connect an existing shared-use path through the Clemson Corner neighborhood with the northern end of the shared-use path now undergoing final design and construction ("Phase 2"). East Street Rails with Trails will create a north-south bicycling spine for the City of Frederick connecting its downtown MARC station with neighborhoods and regional shopping destinations to its north before continuing beyond to the town of Walkersville.

Montgomery County – Visually Impaired Urban Navigation Study and Pilot Design (\$80,000)

The Visually Impaired Urban Navigation Study and Pilot Design will make recommendations on which technologies and design standards should be applied to support safe navigation by blind and low vision pedestrians to and from transit in dense urban areas of Montgomery County.

Prince George's County – Cool Spring, Adelphi Pedestrian and Bicycle Access Improvement Project (\$80,000)

There is a lack of infrastructure to facilitate bicycle and pedestrian connection between the Cool Spring Neighborhood and the Purple Line station at the University of Maryland Campus. The project aims to fill in the sidewalk and bicycle infrastructure gap by designing safe, convenient, and adequate facilities to encourage walking or bicycle riding.

Prince George’s County – Riggs Road Neighborhood Bicycle Boulevards Project - \$80,000

This project will develop 30% engineering plans for bicycle lanes and shared use roads on several local streets in the Langley Park area. The project will greatly improve pedestrian and bicycle access to the future Purple Line station.

City of Takoma Park – Maple Avenue Complete Street Design (60,000)

In order to strengthen these transportation connections, the city will redesign Maple Avenue as a complete street which prioritizes pedestrians, bicyclists, and transit users in order to provide safer, more convenient, and more comfortable travel for all users.

District of Columbia – North Capitol Cloverleaf Urbanization Study: Replacing Highways with Human Scale Infrastructure (\$60,000)

The project will provide intersection analysis for retrofitting the North Capitol and Irving Street Cloverleaf interchange (Cloverleaf) into a pair of two connections between the grade separated roadways with four new signalized intersections.

District of Columbia – Independence Avenue SW Transportation Assessment (\$40,000)

Local and federal agencies are collaborating to improve connectivity, multi-modal use (walking, biking, transit, and curbside uses), safety, and the quality of the pedestrian experience traversing north-south between the National Mall and the SW waterfront and neighborhoods, and east-west along Independence Avenue SW.

APPLICATION PROCESS

On January 13, 2020, the TPB issued a call for projects for the FY 2021 round of TLC technical assistance. The deadline for application submissions was March 9, 2020. 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.

As in past years, technical assistance was again offered in amounts between \$30,000 and \$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 aspirational initiatives included in Visualize 2045.

The TPB received 21 applications for FY 2021. Total requested funding for the entire application package was \$1,280,000.

For this application cycle, \$857,266 is available. This includes four funding sources:

- \$260,000 from the TPB’s FY 2019 UPWP core regional planning funds, where all projects are eligible;
- \$260,000 from the Maryland UPWP Technical Assistance account for projects from Maryland;
- \$160,000 from the Virginia UPWP Technical Assistance account for projects from Virginia; and
- \$177,266 from the Regional Transit Technical Assistance account in the UPWP for projects that meet certain specific criteria.

SELECTION PROCESS

The selection panel included the following members:

- 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
- Claire Randall, Transportation Research Board
- Jaleel Reed, COG
- Lee Schoenecker, APA Regional and Intergovernmental Committee
- John Swanson, COG/TPB

The selection panel met on March 31 and on April 2 to review the project applications and develop a list of recommended projects for the FY 2021 round of TLC technical assistance. The selection panel used established regional evaluation criteria and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance based on their assessments of the projects 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 the panel's collective discussion.

After discussion of the regional and local merits of each project, the selection panel developed a list of 15 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.

In some cases, the panel chose to award funding at lower levels than the applications requested. These changes were made in accordance with information on scalability provided in the applications. In other cases, the panel provided guidance regarding the scopes for specific projects.

As described above, TLC funding is derived from four separate sources and each source has different conditions attached to it. The Core UPWP funding is intended for all the jurisdictions to share. Technical assistance funding for Maryland and Virginia can only be used for projects in their respective states.

The Regional Transit Technical Assistance account from the UPWP was a new source of TLC funding for this year. Working with WMATA, staff established criteria for how these funds might be used in the TLC context. These criteria included the following conditions for eligibility: 1) projects must enhance ped/bike access to high-capacity transit and 2) projects must fund design work (up to 30%) for projects that are ready to move toward construction or implementation.

Based on these criteria, TPB staff determined that six applications were eligible to receive funding from the Regional Transit Technical Assistance account. The TLC Selection Panel is recommending that the following three projects receive funding from this account::

- Prince George's County – Cool Spring, Adelphi Pedestrian and Bicycle Access Improvement Project
- Prince George's County – Riggs Road Neighborhood Bicycle Boulevards Project

- Arlington County -- Micro-Mobility Transit Hub Prototype

PROPOSED PROJECT COMPLETION TIMELINE

On April 15, 2020, the TPB will be asked to approve the proposed slate of 15 projects for completion under the FY 2021 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 June 30, 2021.

For further questions regarding the TLC program, contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Jaleel Reed (jreed@mwkog.org; 202-962-3321).