

ITEM 9 – Action
July 21, 2010

Approval of Technical Assistance Recipients Under the FY 2011
Transportation/Land-Use Connections (TLC) Program

Staff Recommendation: Receive briefing on the recommended TLC technical assistance recipients and approve them under the FY 2011 TLC program.

Issues: None

Background: On March 12, 2010 the Call for Project Applications for the FY 2011 TLC program was released, inviting applications for short-term technical assistance to advance TPB member jurisdictions transportation and land-use coordination activities. On April 1 an application workshop was held. On June 15, the TLC Selection Panel met to review the applications received by the due date of May 12, and to develop a list of TLC technical assistance recipients recommended for funding. The review committee is chaired by Julia Koster, TPB member representing the National Capital Planning Commission.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Sarah Crawford
Department of Transportation Planning

SUBJECT: Proposed Projects for the FY 2011 Transportation/Land-Use Connections (TLC) Technical Assistance Program and Proposed Timeline for FY 2011 Project Completion

DATE: July 13, 2010

This memorandum presents a brief summary of the FY 2011 Transportation/Land-Use Connections (TLC) Program application and project selection processes. The TLC Project Selection Panel met on June 15, 2010 to review the applications and develop a list of recommended projects for the FY 2011 round of TLC technical assistance. At that meeting, the panel selected eight projects to recommend for TPB approval. The Board is being asked to approve these eight projects for funding under the FY 2011 TLC Technical Assistance Program.

BACKGROUND

The TPB initiated the 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. There are two major components to the TLC Program: the Regional Clearinghouse and the Technical Assistance Program. The Regional Clearinghouse and related web components have been systematically updated as technical assistance projects are completed.

At the close of the FY 2010 round of the TLC technical assistance program, the TPB completed 39 technical assistance projects in 19 jurisdictions for a total of \$1,030,000. Six projects were completed in the District of Columbia, 19 projects were completed in Maryland, and 14 were completed in Virginia. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on “Completed Projects” under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and continued with fiscal-year phases in FY 2008, FY 2009 and FY 2010. Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) 2007 Multimodal Planning Grants Program. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008, FY 2009, and FY 2010 through Maryland’s

Technical Assistance account in the TPB's Unified Planning Work Program (UPWP), which was made available through the Maryland Department of Transportation (MDOT).

Prior to the FY 2009 round, all technical assistance projects were funded at \$20,000. For the FY 2009 and subsequent rounds of technical assistance, the TPB approved an amendment to the FY 2009 UPWP to restructure the program to provide a range of funding for each project between \$10,000 and \$60,000. This funding range offers the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee, including a longer period of time for the project solicitation and more detail required for applications requesting greater than \$30,000. The TPB also approved the use of a selection panel to oversee the FY 2009 project selection process. TPB staff has continued to apply these improvements to each round of the TLC technical assistance program.

Projects completed through the TLC technical assistance program are summarized in Attachment A.

SUMMARY OF PROPOSED FY 2011 TECHNICAL ASSISTANCE PROJECTS

APPLICATION PROCESS

On March 12, 2010, the TPB issued a call for projects for the FY 2011 round of TLC technical assistance. The deadline for application submissions was May 12, 2010. TPB staff conducted an application workshop for the TLC Program on April 1, 2010. The application workshop provided an overview of the purpose of the TLC Technical Assistance Program, reviewed lessons learned from past projects, detailed the TLC application process, and highlighted the evaluation criteria used by the selection panel to review the applications. The workshop was accessible through webinar software.

For this application cycle, \$220,000 from the TPB's FY 2011 UPWP is available for technical assistance projects. Additionally, MDOT committed \$100,000 from their technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD). In the FY 2011 program, technical assistance again will be offered in amounts from \$10,000 to \$60,000, with the potential for scaling applications to provide the greatest benefit for all applicants.

The TPB received 13 applications from a diverse array of TPB member jurisdictions: the District of Columbia submitted two applications; Maryland jurisdictions submitted nine applications; and Virginia jurisdictions submitted two applications. The applications represented a variety of topics ranging from technical analyses to visioning studies. Requested funding ranged from \$28,800 to \$60,000. A brief description of all FY 2011 applications may be found in Attachment B.

SELECTION PROCESS

The selection process for the FY 2011 projects mirrors the process established in FY 2009. The following industry experts participated on the selection panel:

Julia Koster, AICP, Chair

Non-voting TPB Member
Director, Planning, Research, and Policy Division
National Capital Planning Commission

Jina Mahmoudi

Planning and Engineering Projects Director
Institute of Transportation Engineers

Rob Mandle

Operations Director, Crystal City Business Improvement District
Outgoing Board Member, National Capital Area Chapter of the American Planning Association

Joel Mills

Director, Communities by Design
The American Institute of Architects

The selection panel met on June 15, 2010, to review the project applications and develop a list of recommended projects for the FY 2011 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to provide insight on the 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 TLC Program. The selection panel reviewed each application and divided the projects into low-, medium-, and high-priorities for the TLC Program.

After additional analysis and review of the regional and local merits of each project, the selection panel developed a list of eight projects to recommend to the TPB for approval. The end result of deliberations is a list of project recommendations that the selection panel endorses as the most locally and regionally beneficial, cost-effective combination of projects.

The five projects that the selection panel recommended for funding in Maryland were forwarded to MDOT on June 16, 2010 for staff review. MDOT staff provided feedback on the five project applications and supports the approval of these projects for funding under the FY 2011 round of TLC technical assistance.

PROJECT FUNDING RECOMMENDATIONS

The TLC selection panel recommends that the following projects be funded under the FY 2011 TLC Technical Assistance Program:

District of Columbia

- **Van Ness / UDC Metro and Commercial Corridor Enhancement Study (\$30,000)**
This project will develop a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station. The result will be a long-term plan that will make Metro and local retail more accessible and attractive to area residents, thus reducing vehicle use related to working, recreation, and shopping. This project was submitted by the District of Columbia Office of Planning.

Maryland

- **Frederick County: Freight Transportation and Land Use Connections (\$60,000)**
This study will review freight-dependent land-use designations for opportunities to maximize the utility of freight rail and truck corridors. The project will develop best practices for accommodating freight movement while maximizing safety, air quality, and quality of life. The final product would also include recommendations for implementation and incorporation of study findings into upcoming small area and corridor plans, and local and regional transportation plans.
- **Montgomery County: US 29 / Cherry Hill Area TOD Scenarios (\$50,000)**
This project will develop a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services. The final product will include an opportunities/ constraints report on the alternative TOD scenarios with recommendations for Planning Department application in subsequent Cherry Hill Area master plan analysis. The US Food and Drug Administration's (FDA) White Oak Campus is within the study area.
- **Prince George's County: Central Avenue TOD Corridor Pedestrian and Mobility Study (\$30,000)**
The project will focus on a pedestrian safety and mobility study of the Central Avenue Corridor to recommend how to spend limited resources to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists. The study will identify implementation funding that will enhance pedestrian safety and mobility patterns in the context of the Addison Road Regulating Plan, and its future Metro Center. The pedestrian element of the study will present the pedestrian environment as a community system of interwoven pathways, sidewalks, and open spaces with an emphasis on improving mobility and safety.
- **Prince George's County: Naylor Road Metro Station Area Accessibility Improvement Study (\$30,000)**
The study will identify barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area. The consultant will prioritize and identify appropriate options to address missing links, intersection shortcomings, such as a lack of crosswalks and bike lanes, and safety concerns such as intersections without signage, lighting, or pedestrian countdown signals. This project was scaled from looking at short- and long-term recommendations (\$60,000) to providing short-term recommendations.

- **City of Rockville: Accessibility and Rockville's TODs: Safer Walkways to Transit (\$30,000)**

This project will provide design concepts for safer pedestrian walkways that improve accessibility to the Twinbrook Metro Station from the city's TODs. Improvements around the Twinbrook Metro station will have the long-term impact of better access and safety, greater transit use, increase in walking/biking to transit, and reduced vehicle emissions. This project was scaled from looking at all three Metro stations in Rockville (\$60,000) to the current recommendation to look only at Twinbrook.

Virginia

- **Arlington County: Best Practices in Providing Bicycle Facilities in Streetcar Corridors (\$30,000)**

The consultant will identify best practices for the design and operation of corridors that include both streetcars and bicyclists, and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor. Without proper design and operation of streetcar and bicycle facilities in the Columbia Pike corridor, the streetcar could become a barrier to safe bicycling.

- **Prince William County: Pedestrian Facility Standards for Mixed-Use Development Centers (\$60,000)**

The project will update the current inventory of pedestrian facilities, develop a pedestrian facility gap analysis, and create a set of new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers. This project will allow the County to implement the strategies within the newly adopted Transportation Plan by examining where pedestrian facilities are needed to connect the transit system, activity center, and other significant destinations.

PROPOSED PROJECT COMPLETION TIMELINE

On July 21, 2010, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2011 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately 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 immediately after consultant contracts are signed. It is anticipated that the projects will be completed by June 30, 2011.

TECHNICAL ASSISTANCE ASSESSMENT

Staff is reviewing an assessment completed on the FY 2009 and FY 2010 rounds of technical assistance that was undertaken in spring 2010. The purpose of this review process will be to assess the structural changes made prior to FY 2009, most notably increasing potential project funding levels to \$60,000 and altering the schedule so projects begin during the late summer/early fall. Suggestions and enhancements for the program will be considered for future Technical Assistance cycles.

TLC TECHNICAL ASSISTANCE PROJECTS
Fiscal Years 2007-2010

PILOT PHASE – FY 2007 (March – June 2007)

Langley/Takoma Crossroads Pedestrian Safety Study
Montgomery/Prince George’s Counties

This pedestrian safety study supports planning efforts for the Takoma/Langley Park Crossroads Sector Plan, which among other things is expected to be a location for the planned Purple Line light rail project. This study won an award in February 2008 from the National Capital Region Chapter of the American Planning Association.

Recommendations on Urban Roads Standards
Charles County (St. Charles Urbanized Area)

These recommendations will be used to revise the county’s Urban Road Design Standards to accommodate the county’s vision for denser, walkable communities with a mix of residential, commercial, and community amenities.

Review of Automobile “Levels of Service” in Transit Station Areas
Fairfax County

This report provides a summary of best practices from jurisdictions around the country that have taken steps to balance multi-modal options in transit oriented developments.

Scoping Assistance for BRAC Impacts
Prince William County

A scope of work was developed for use in the county’s application for Department of Defense funding and to incorporate potential Base Realignment and Closure (BRAC) transportation and land use impacts into the Potomac Communities Revitalization Plan.

Scoping Assistance for the Potomac Avenue Metro Station Area
District of Columbia

The “Potomac Avenue Revitalization Strategy” prioritizes planning elements which will be analyzed during the full planning effort for this neighborhood.

“Understanding Density” – Public Presentation on Density Issues
For Use in Multiple Jurisdictions As Requested

A presentation has been developed on key issues related to density. The first presentation is currently scheduled for the College Park City Council on April 15, 2008.

VDOT MULTIMODAL GRANT PROGRAM FUNDING (initiated fall 2007)

Bus Rapid Transit (BRT) Feasibility Study
Leesburg (Loudoun County)

This analysis looked at the potential for Bus Rapid Transit (BRT) from Leesburg to the terminus station of the Dulles Metrorail extension.

Look Back at Rezoning Cases to Compare Projected and Actual Transportation Impacts

Fairfax County

An analysis of several rezoning cases in Fairfax County compared the current built environment with past estimates of land use and transportation conditions.

Examination of Potential for Development Near the VRE Rail Station

Manassas Park

This study supported the city's goal of "creating a livable, walkable, mixed-use city center focused on the Virginia Railway Express (VRE) and Potomac and Rappahannock Transportation Commission (PRTC) mass transit systems."

Corridor Planning on Washington Street

Falls Church

This project identified the transportation strategies and investments needed to facilitate the desired land-use vision for this corridor, and addressed issues such as site access, on-street parking locations, and pedestrian and transit improvements.

Transportation Management Plan (TMP) Review

Alexandria

This study provided recommendations for improving the Alexandria Transportation Management Plan (TMP) Program, which was designed to increase multimodal transportation use around dense development.

FY2008 ROUND

"Multimodal Takoma!"— Development of a Multimodal Scorecard

District of Columbia

At the request of the District Office of Planning, a "scorecard" was developed to evaluate current multimodal access and potential improvements for the area surrounding the Takoma Metrorail Station.

Recommendations for Performance-Based Parking Regulations Near the Ballpark

District of Columbia

This study for the District Department of Transportation analyzed data on parking management for the new ballpark area and provide recommendations for performance-based parking regulations.

Charrette on a Potential Pedestrian Link to the Bowie MARC Station

Bowie

A classic public involvement tool, a "charrette," was used to gather feedback on a pedestrian link between a city revitalization area, Old Town Bowie, and the MARC commuter rail station, where a mixed-use center is planned near Bowie State University.

Assessment of Pedestrian Crossing Options on East Street

City of Frederick

This study examined alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, which will become the new gateway to the city in the fall of 2009.

**Assessment of BRAC Impacts at Fort Detrick
Frederick County/City of Frederick**

This analysis identified the needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to the forthcoming Base Realignment and Closure (BRAC) changes.

**Assessment of Potential and Current Transit Options
Greenbelt**

This project assessed existing transit options and future transit opportunities in Greenbelt, and make recommendations to ensure maximum use and efficiency of transit. The project will include a public meeting.

**Recommendations for the Bethesda Circulator
Bethesda Urban Partnership (Montgomery County)**

This study examined the current service and route of the Bethesda Circulator to identify possible improvements and future expansions to enhance circulation in central Bethesda, a well-establishment area of transit-oriented development.

**Identification of Appropriate TOD Strategies for the Landover Metro Station
Prince George's County MNCPPC**

This report recommended strategies for transit-oriented development (TOD) around the Landover Metro Station. An analysis of an area like Landover that is semi-industrial and potentially environmentally degraded provided new perspectives to the TLC program.

**Recommendations for "Complete Streets" in the Prince George's Plaza Transit District
Prince George's County MNCPPC**

This study identified pedestrian and bicycle needs, and provide recommendations to develop "complete streets" near this Metro station. A complete streets approach recognizes that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. This TLC project recognizes that complete streets are an essential part of transit-oriented development.

**Development of Transportation and Land-Use Strategies for the Yorkshire Corridor
Prince William County**

Strategies were developed for transportation and land use that would help realize the county's vision for a vibrant community along Route 28, which is typical of the post-war strip retail corridors that have arisen in suburban areas across the country, and is an area long identified by the county for redevelopment.

**Recommendations for Process Improvements for Approving Parking for New Development
Arlington County**

This project reviewed the current approval processes for site plans and parking management plans. The study also recommended measures to incorporate parking management earlier in the development process.

FY2009 ROUND

District Gateway Transportation Enhancement Project NoMa Business Improvement (District of Columbia)

The reconstruction of the New York and Florida Avenue, NE, intersection as a virtual traffic circle will be complemented by this TLC project, which employed complete-streets and sustainable design principles to enhance pedestrian and bicycle connectivity, wayfinding, and safety around the intersection, while greening the public realm.

City of Bowie, Pedestrian Trail System, Phase I Concept Development Bowie

The Bowie City Council approved an amendment to the City Trails Master Plan to include recommendations from an earlier TLC project. This project refined plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.

MD-355 / MD-85 TOD Study Frederick County

This project identified ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations. The final product included recommendations for incorporating study findings into an upcoming small area plan. This project was a joint effort between the Frederick County Division of Planning, Frederick TransIT, and the Frederick County Office of Economic Development.

Pedestrian and Bicycle Master Plan City of Greenbelt

This plan was designed to help Greenbelt improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations. The consultant worked with the Advisory Planning Board to coordinate citizen input, assess gaps in existing infrastructure, and design solutions to improve connectivity.

Non-Motorized Transportation Study Town of Cheverly (Prince George's County)

The project provided recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly, including the Cheverly Metrorail Station, the Prince George's Hospital Center, the community retail and shopping area, and the largely industrial area between Cheverly and the Anacostia River.

Complete Streets Policy City of Rockville

Assistance from the TLC Program provided Rockville with resources towards the development of a Complete Streets Policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users. The final product included recommended revisions to the City's "Standards and Details for Construction" to incorporate design standards for new and retrofit projects that contain the most current multimodal design standards.

Marketing the Redevelopment Potential of TOD

City of Manassas Park

Building off a previous TLC project, this marketing plan provided a TOD vision for the land around the Manassas Park Virginia Railway Express (VRE) Station. Several parcels are already under development to create “City Center,” a dense, mixed-use community adjacent to the VRE station. This project provided a marketing scheme for Manassas Park to use in identifying and reaching potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision.

Sustainability of Mixed-Use Development at Commuter Rail Stations

Prince William County

Focusing on the Woodbridge VRE Station, this project provided strategy and policy recommendations for reviewing development adjacent to commuter rail stations and making long-range land-use and transportation planning decisions for these facilities. This project was completed in collaboration with the Prince William County Office of Planning and Department of Transportation, as well as the Potomac Rappahannock Transportation Commission (PRTC), VRE, and VDOT.

FY2010 ROUND

District of Columbia, Independent Shuttle Bus Consolidation Strategy (ISBC) for the Greater Brookland Community

Streamlining various existing shuttle services in the Brookland area will reduce operations costs, decrease vehicular traffic, and encourage Metro transit use by improving shuttle service. This project developed a consolidation strategy that will both address the operational issues posed by the current arrangement and improve mobility and access to Metro. This project was supported by the District of Columbia Office of Planning.

District of Columbia, Golden Triangle Business Improvement District Design Standards

This project evaluated and refined previously-developed draft streetscape guidelines developed by the BID. The consultant recommended implementation strategies and developed enhanced design standards that will serve to create a cohesive feel for the neighborhood. Low Impact Development (LID) techniques were an integral part of this project. The project was supported by the District Department of Transportation.

Charles County, Waldorf Urban Transportation Improvement Plan

By reviewing the layout, functionality, and interconnectivity of all transportation modes, the county hopes to create a completely integrated transportation network capable of sustaining a walkable community in Waldorf. This project assessed a proposed conceptual transportation network and developed an implementation plan for public and private investment for construction.

Prince George’s County, Purple Line Bicycle Access and Bicycle Hub Location Study

This study identified locations for bikeway and sidewalk locations along the entire segment of the Purple Line in Prince George's County. The project identified complete streets components for the areas surrounding future transit stations. The study resulted in better and safer bicycle and pedestrian access to future transit-oriented development locations adjacent to the Purple Line.

Arlington County, Multi-Use Trail Traffic Control Study

This project analyzed traffic control signage, markings and signals on two of Arlington's busiest shared-use trails and proposed modifications to create a more consistent, rational, predictable and ultimately safer traffic control environment for all trail users and those crossing the trails. This project will be utilized by transportation engineers to better design Arlington's non-motorized facilities. The project involved close coordination between Arlington's BIKEArlington and WALKArlington programs.

Fairfax County

This TLC project used a multi-modal evaluation tool, previously developed for a TLC project for the Takoma neighborhood of Washington DC, to evaluate an array of potential projects to accommodate the mobility the needs of pedestrians, bicyclists, local bus, and auto users at the new Metrorail Station at Wiehle Avenue in Reston.

Prince William County, Harbor Station Multimodal Commuter Station

The study examined the possibilities of creating a multimodal commuter center served by commuter rail, bus and ferry services around a planned mixed-use development. This project involved close coordination with PRTC, VDOT and VRE. The study was a follow up to the Commuter Ferry Feasibility Study, conducted by Prince William County through a Virginia Department of Transportation (VDOT) Multimodal Grant.

Prince George's County (MNCPPC), Developing a Package of Interim Pedestrian Safety Measures for the New Carrollton Metro Station

The high cost of retrofitting roads for pedestrian safety means that local jurisdictions must increasingly find appropriate short-term measures for making communities walkable and transit-oriented. This project used New Carrollton as a case study to show how a package of interim measures can be identified in a thoughtful and cohesive manner. The consultant identified a set of treatments and other approaches that can deliver quick safety improvements at minimal cost.

Prince George's County (DPWT), Pedestrian-to-Transit Accessibility Prioritization Project

Drawing upon a wealth of existing data, this project identified priorities for pedestrian access improvements at Prince George's 15 Metrorail stations and at the future Langley Park Transit Center. The consultant developed a methodology with criteria for prioritization and created an accessibility matrix that identified and prioritize the locations of highest need.

Montgomery County (MNCPPC), Trip-Generation Data for Basic Services in Smart Growth Development

This project examined the accuracy of trip generation rates, currently used by the county, in urbanizing areas where vehicle trips for neighborhood-serving retail services may be overestimated. The consultant developed a report that recommended changes to trip generation rates used by the county for retail/basic services. The recommendations may be considered for incorporation into the county's development review process.

Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2011 - May 12, 2010

	Applicant Jurisdiction	Contact Agency	Project Title	Project Description	Budget Request
District of Columbia					
1	District of Columbia	Office of Planning	Mt. Pleasant St., NW Pedestrian Wayfinding Signage Study	Identify wayfinding signage strategies to increase foot and bicycle traffic to the Mt. Pleasant Street retail corridor and develop a tool for evaluating the economic impact of these strategies.	\$30,000
2	District of Columbia	Office of Planning	Van Ness / UDC Metro and Commercial Corridor Enhancement Study	Develop a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station.	\$30,000

\$60,000

Maryland					
1	City of Bowie	Department of Planning and Economic Development	City of Bowie Traffic Safety Summit	Plan a multi-day charrette to give strategic guidance to the City Council for addressing safety on the streets and improving the land-use and transportation connection within the town center and mixed-used activity centers.	\$28,800
2	Charles County	Resource and Infrastructure Management	Landside Connection Analysis for Commuter Ferry Service	Define the intermodal access, zoning financing, and physical design issues required to support commuter ferry services between Charles County and Fort Belvoir, VA.	\$60,000
3	City of Frederick	City of Frederick Planning and Engineering	Frederick Region Multimodal Center at Monocacy Blvd. and US 15	Identify the practical need for a new regional transit service at this location, join a future shared use path, link and local tourist railway, foster private sector development, and add a new employment center.	\$30,000
4	Frederick County	Frederick County Division of Planning	Freight Transportation and Land Use Connections	Review freight-dependent land use designations for opportunities to maximize the utility of freight rail and truck corridors. Develop best practices for accommodating freight movement while maximizing safety, air quality and quality of life.	\$60,000 *
5	Montgomery County	Montgomery County Planning Department	US 29 / Cherry Hill Area TOD Scenarios	Develop a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services.	\$50,000 **
6	Prince George's County	M-NCPPC	Central Avenue TOD Corridor Pedestrian and Mobility Study	Prepare a pedestrian safety and mobility study of the Central Avenue TOD Corridor to recommend how to spend limited resources to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists.	\$30,000
7	Prince George's County	M-NCPPC	Naylor Road Metro Station Area Accessibility Improvement Study	Identify barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area and prepare a long-term multimodal action plan to support to envisioned TOD intensity within the station area.	\$60,000 **
8	City of Rockville	Department of Public Works: Traffic and Transportation Division	Accessibility and Rockville's TODs: Safer Walkways to Transit	Provide design concepts for safer pedestrian walkways that improve accessibility to the Metrorail stations from the transit-oriented developments (TOD).	\$60,000 **
9	City of Takoma Park	Housing and Community Development	Waiting for a Bus is a Leisure Activity: Shelter Design and Specifications	Provide design and specifications for six typical bus stop shelters located in three character areas to be used to solicit vendors and set City-wide standards for shelters.	\$55,000 **

\$433,800

Virginia					
1	Arlington County	Arlington DES, Transportation Planning	Best Practices in Providing Bicycle Facilities in Streetcar Corridors	Identify best practices for the design and operation of corridors that include both trains and bicyclists and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor.	\$30,000
2	Prince William County	Prince William County Department of Transportation	Pedestrian Facility Standards for Mixed-Use Development Centers	Review inventory of pedestrian facilities and create new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers.	\$60,000 **

\$90,000

* Frederick County project is scalable at a variety of amounts down to \$30,000.

** The project may be scaled to \$30,000.

* Frederick Notes: Each of the starred items probably wouldn't cost the same. The survey item would likely be the most expensive of those three items. If there were exactly a \$30K reduction and I had to assign a rough estimate to each it would probably be -15K+ for survey, -10K+ demand assessment; and -<5K opps/constraints.