



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:

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You can also visit our website at www.mwkog.org/transportation for an application form.

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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 Member Jurisdictions

Alexandria
Arlington County
Bowie
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

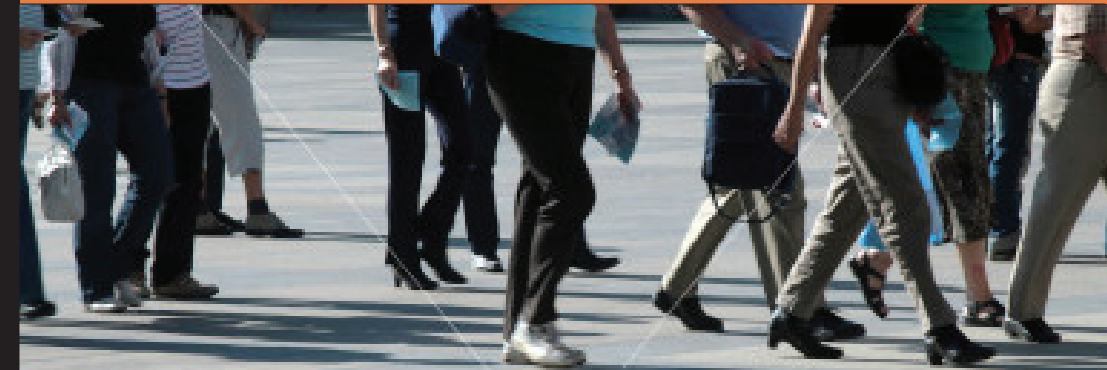
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The National Capital Region
Transportation Planning Board's



Transportation/Land-Use Connections Program



*Helping
local governments
plan vibrant
communities*





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Why TLC?

What is TLC?

Applying for Technical Assistance

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.



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.



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.
- **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.

