



TRANSIT WITHIN REACH PROGRAM

Recommendations for Project Funding in FY 2024-2025

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TPB Technical Committee
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Need & Purpose

- Opportunity: More than half of the region's job growth and over 40 percent of new households over the next decade are expected to be within a half mile of high-capacity transit
- Challenge: But even where transit is physically close, it often is not within reach for people who walk and bike.
- Goal: Fund small, high-impact projects that will make it easier to walk and bike to transit.



How the program is structured

- It's like TLC and the Regional Roadway Safety Program
 - Uses the same model of technical assistance as other TPB programs
 - Provides short-term consultant services, not direct financial assistance to TPB local government members
- ... But different
 - The TWR program is only for preliminary engineering and design (up to 30%), not planning
 - Program purpose is more focused: Improving access to transit
 - Two-year cycles of funding
 - Projects to be completed in 9-10 months, starting this winter and ending in late 2024
 - Program funded by UPWP Technical Assistance Regional Transit Account



Program Priorities

Seeking preliminary design and engineering projects that:

- Improve bike/ped access to High-Capacity Transit
- Increase transit ridership and/or utilize available ridership capacity
- Improve access for low-income and communities of color
- Demonstrate collaboration with other agencies or jurisdictions
- Demonstrate strategies to advance project to construction

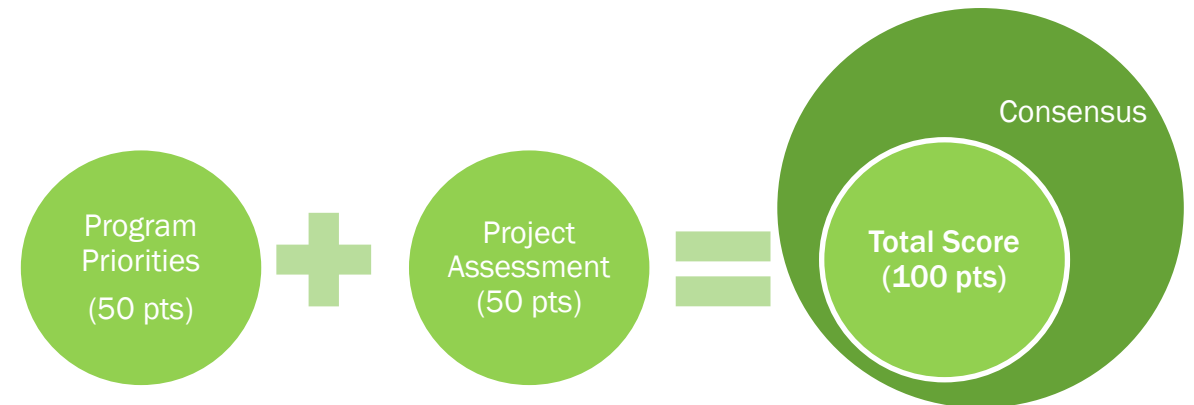


This year's solicitation

- \$250,000 available
- Application solicitation period May 26 to August 4, 2023
- 6 applications were received for \$487,000 in funding requests

Selection

- Selection Panel
 - Chair of Regional Public Transportation Subcommittee
 - Chair of Bicycle and Pedestrian Subcommittee
 - 3 TPB Staff
- Individual Evaluations
- Consensus Building Meeting – Seek balance among projects (regional balance, transit modes, equity)



Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
Fairfax County	Prosperity Avenue Safety Project	\$80,000
Gaithersburg	Olde Towne to Washington Grove Shared-Use Path	\$85,000
District of Columbia	9 th Street NW Sidewalk	\$85,000



Prosperity Avenue Safety Project – Fairfax County

- 30% Design:
 - Road diet – 4 lanes to 2
 - Protected bike lanes
- The community:
 - Access to Dunn Loring Metro station
 - High concentration of housing, jobs, schools, retail
 - In an Equity Emphasis Area and a Transit Access Focus Area
- Project length – 0.8 miles
 - Primary area: US Customs and Immigration Service to Gallows Rd.
 - Also create designs to convert existing buffered bike lanes to protected lanes east of the primary area



Olde Towne to Washington Grove Shared-Use Path

- Gaithersburg - \$80,000
- 30% designs for a shared-use path
- Connecting two MARC stations – Gaithersburg and Washington Grove
- Will also connect to a new path from Washington Grove to Shady Grove Metro station
- Building on a TLC feasibility study completed this past summer



9th Avenue NW Sidewalk

- District of Columbia - \$80,000
- 30% designs
- Widen an unsafe stretch of sidewalk in a dense urban neighborhood
- Access to two Metro stations, as well as other transit
- Safety and streetscape improvements
- Lots of foot traffic from long-time residents, newcomers, students from Howard University, entertainment venues, etc.



Next Steps

- Seek TPB approval of project recommendations on October 18
- Begin consultant selection process



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