

ITEM 14 - Action

October 18, 2006

Approval of Pilot Program for Strengthening the Linkages Between Transportation and Land Use Planning

Staff

Recommendation:

- Receive briefing on the attached proposal to establish a pilot program which will
 - implement a clearinghouse to document local and state experiences with land use and transportation coordination and
 - offer short-term technical assistance through a consultant team to local jurisdictions to advance their coordination activities.

- Adopt Resolution R11-2007 to amend the FY 2007 UPWP to reprogram funding from the Regional Mobility and Accessibility Scenario Study to implement the Transportation /Land Use Connection (TLC) pilot program from January 1 through June 30, 2007.

Issues: None

Background: At the September 20 meeting, the TPB was briefed on a staff review of current transportation/land use linkage activities in the region, and on the potential benefits of a new regional initiative to support and strengthen these activities.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

October 12, 2006

TO: Transportation Planning Board

FROM: Ronald F. Kirby,
Director, Department of Transportation Planning

SUBJECT: Proposal to establish the Transportation/Land Use Connection (TLC) Pilot Program for the National Capital Region

Overview

This proposal recommends that the National Capital Region Transportation Planning Board establish a six-month pilot program to be conducted from January 1 through June 30, 2007 to promote coordination between land use and transportation planning. This new initiative, to be named the Transportation/Land Use Connection (TLC) Pilot Program, will provide a regional clearinghouse to document local and state experiences throughout the region, and will offer technical assistance to localities through a consultant team. If sufficient value is demonstrated as a result of the pilot program, the TPB may decide to pursue additional funding and activities for the program for FY2008 and beyond.

Background

The TPB's Regional Mobility and Accessibility Study (RMAS) has shown that key land use and transportation strategies can have a positive impact on future travel conditions. These strategies include getting housing and jobs in closer proximity, focusing mixed-use development around transit stations and implementing supportive transit investments. In recent months, TPB members and other regional leaders have expressed a desire to focus regional attention on activities to promote implementation of these strategies.

TPB staff has researched options for establishing a regional program that would encourage stronger transportation/land use linkages. This research has found that all the local jurisdictions in the region, as well as WMATA, are currently pursuing strategies to strengthen these linkages. In fact, the Washington Region is already nationally renowned for success in concentrating development in activity centers, especially those served by transit.

To further promote the initiatives already underway at the local and state levels, regional leaders have expressed interest in creating a new regional transportation/land use coordination program. Such a regional program could "add value" by:

- Raising the profile of local efforts by emphasizing the regional context of the work that is already being done, and building on current momentum;
- Facilitating the sharing of experiences and strategies regionwide; and
- Providing additional assistance and funding for local efforts.

Program Options

Staff has investigated a number of similar land use/transportation coordination programs established by Metropolitan Planning Organizations (MPOs) across the country. Based on these examples, staff considered three potential options for a program in the Washington region:

- Option 1: Administer a grant program for both planning and capital activities, with funding awarded to projects based on merit and adherence to set criteria.
- Option 2: Administer a grant program for planning activities only, with funding awarded to projects based on merit and adherence to set criteria.
- Option 3: Using resources from the TPB Unified Planning Work Program (UPWP), identify priority transportation needs (large- and small-scale) crucial to strengthening regional land use/transportation linkages.

On August 17, 2006, TPB Chairman Michael Knapp wrote to Mayor Williams, Governor Ehrlich, and Governor Kaine seeking their assistance in exploring these options for improving the transportation system in the Washington area. Chairman Knapp's letter and the responses received to date are attached to this memorandum.

The Proposal

Staff recommends that the TPB proceed immediately with establishing a program called the Transportation/Land Use Connection (TLC) Pilot Program, which will provide a clearinghouse function and focused technical assistance in response to requests from localities.

The TLC Pilot Program would utilize funding in the FY2007 UPWP to continue researching regional activities and national ideas (e.g. new visualization and public involvement techniques) to provide jurisdictions the benefit of a regional "clearinghouse" of experience and ideas. In addition, the program would support consultant-led technical assistance activities focused on specific, locally identified issues.

If sufficient value is demonstrated in the research and technical assistance activities funded by the TPB under the TLC Pilot Program, the TPB may decide to pursue additional funding and activities for the program along the lines of Options 1 and 2 described above.

The Program in Brief

The TLC program will be designed to 1) maintain a TPB clearinghouse that will document effective experiences throughout the region in promoting transportation/land use coordination, and 2) offer focused technical assistance through a consultant team to localities on an individual project basis.

In brief, here are some questions and answers regarding the program's startup and operation:

- *How will the regional clearinghouse function be performed?*
The clearinghouse will be a web-based source of information on experiences throughout the region on transit-oriented development and other key strategies to improve transportation and land use coordination. 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.
- *Who will provide the technical assistance for local projects?*
A consultant team will be selected through a competitive bid process. A Request for Proposals (RFP) will be issued following the TPB's approval of the program.
- *Who will be eligible for technical assistance?*
Local jurisdictions.
- *What are some examples of technical assistance that might be provided?*
Consultant technical assistance could include a range of services, such as providing guidance on public involvement techniques, developing and utilizing visualization techniques, and identifying design options for streetscaping, infill development, or other challenges related to promoting mixed-use development in regional activity centers.
- *What will be the process for selecting recipients of technical assistance?*
For the pilot program, the following framework will form the basis for the selection:
 - The program will be designed to provide rapid response, short-term services. Therefore recipients will be selected by TPB staff on a first-come/first-served basis, assuming that proposals meet basic criteria and conditions.
 - Applicants will be asked to show that their requests are consistent with regional criteria that will be established based on the TPB Vision and the Regional Mobility and Accessibility Study.
 - Proposed scopes of work and budget allocations will be circulated to all TPB members for review, and any concerns that may be raised by TPB members will be resolved before technical assistance resources are authorized.
 - Efforts will be made to ensure assistance is provided to a broad cross-section of jurisdictions throughout the region.
- *What will be the maximum amount of funding available to a single project for technical assistance?*
Technical assistance will be provided in amounts up to \$20,000 per project on a task order basis.

- *What role will TPB staff play in this program?*
TPB staff will administer the consultant contract, write the technical assistance task orders and work with the jurisdictions to ensure their needs are met. TPB staff will also develop and maintain the regionwide clearinghouse of local/state practices in linking transportation and land use.

Start-up Budget

For FY 2007, it is proposed that a total of \$250,000 be reprogrammed from the Regional Mobility and Accessibility Study (RMAS) work activity (see attached page for FY2007 UPWP excerpt). These funds were previously designated for the coding and analysis of composite scenarios. It is important to emphasize that this reprogramming will not delay the RMAS study because the formulation of the composite scenarios has not yet been accomplished. Throughout the remainder of this fiscal year, staff will conduct outreach to determine the elements of potential composite scenarios, which is a necessary step before any technical analysis can proceed.

It is anticipated that this initial startup funding for the TLC program will be allocated approximately as follows:

- \$150,000 for TPB staffing. This will include:
 - Clearinghouse activities;
 - Administration of the application process;
 - Scope of work development;
 - Project management and oversight; and
- \$100,000 available for specific technical assistance to be carried out by the consultant team, in amounts not to exceed \$20,000 per task order.

Timeline

October

- TPB staff briefs the TPB Technical Committee at its October 6 meeting and the Planning Directors Technical Advisory Committee at its October 13 meeting.
- TPB will be asked to amend the FY2007 UPWP to provide funding for the TLC Pilot Program from January 1 through June 30, 2007.

November

- Competitive bid process will be conducted to select a consultant team to provide technical support.
- TPB will issue a call to jurisdictions to submit requests for technical assistance.

January – June

- TLC program will provide clearinghouse and technical assistance activities.

- The level of funding and activity for the TLC program will be determined for inclusion in the FY2008 UPWP, and the potential for pursuing additional TLC funding and activities for FY2008 and beyond will be assessed.



August 17, 2006

District of Columbia

Bowie

College Park

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

Mayor Anthony A. Williams
 District of Columbia
 John A. Wilson Building
 1350 Pennsylvania Avenue, NW
 Washington, DC 20004

Governor Robert L. Ehrlich, Jr.
 State of Maryland
 State House
 100 State Circle
 Annapolis, MD 21401-1925

Governor Tim Kaine
 Commonwealth of Virginia
 P.O. Box 1475
 Richmond, VA 23218

Dear Mayor Williams, Governor Ehrlich and Governor Kaine:

I write on behalf of the Transportation Planning Board (TPB), the federally designated Metropolitan Planning Organization for the National Capital Region, seeking your assistance in exploring options to improve the transportation system in the Washington area.

In recent months, the TPB has received presentations (the most recent of which is attached to this message) about strategies used in other regions of the country to more effectively link transportation and land use planning, including ways of promoting projects that further regional transportation and land use goals. In the Washington area, an extensive visioning process in the late 1990s arrived at a set of comprehensive, regional land use and transportation objectives and strategies. These objectives, which continue to guide the TPB, include concentrating development around existing and planned highway and transit infrastructure, and improving mobility through access to multiple transportation modes and options. The vision recognizes that transportation goals cannot be reached without addressing land use, and vice versa.

The 2005 federal transportation authorization (SAFETEA-LU) also calls for improved coordination of transportation and land use at the regional level, and provides metropolitan planning entities like the TPB with additional funds to help identify regional needs and develop regional strategies. However, funding remains scarce for localized efforts to identify specific transportation needs, and the capital projects that address those needs.

Regional planning organizations in other major metropolitan areas (including San Francisco, Atlanta, and Philadelphia) have sought to implement their own vision objectives through grant programs that fund specially selected transportation projects and activities that help facilitate desired land use patterns. These programs are administered regionally with selection criteria based on regional goals. Projects typically funded by these programs include pedestrian circulation plans for town center areas or business parks, access improvements to transit stations, and other projects that can lower congestion and improve safety in urban, suburban, and exurban areas alike.

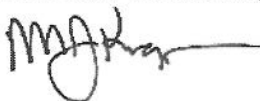
Hearing about these programs has engendered discussion among TPB members about the potential benefits of conducting such a program on a regional scale, including the ability to more easily share successful strategies and maintain consistent focus on how small-scale projects fit in to the context of larger regional challenges. It also has spurred dialogue about the barriers to implementing a similar program in the Washington area, most notably the dearth of funds not already committed to various crucial transportation needs.

In discussing prospective options, TPB members generally have concluded that while there are significant benefits to be derived from conducting such a program on the regional level, taking funds away from other needed activities and projects would be a major concern and obstacle. We are hopeful that, given the support shown by the three state-level administrations for linking transportation and land use objectives that some level of funding might be contributed by each to this initiative for the Washington region without detracting from existing transportation resources.

In the other major metropolitan areas that have undertaken similar efforts, a total sum of \$30 million has been used to get the program started. The TPB is willing to commit a substantial portion of its own available planning funds to develop a framework for administering such a program, including selection criteria based on the TPB's study of alternative land use and transportation scenarios.

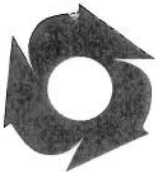
No definite commitments are being sought at this time; rather, it will simply aid the TPB in further discussion of this issue at its September meeting to know if the potential exists to obtain additional funding in support of such a program. I will follow up with each of the Department of Transportation secretaries in advance of the next TPB meeting on September 20, and work with your respective administrations in further development of these ideas. Thank you for your consideration.

Warmest Personal Regards,



Michael J. Knapp
Chairman
National Capital Region Transportation Planning Board

cc: Michelle Pourciau, Director of Transportation, District of Columbia
Rick Rybeck, District of Columbia Department of Transportation
Sharon Anderson, Office of the Mayor, District of Columbia
Robert Flanagan, Secretary of Transportation, State of Maryland
Samuel Minnittee, Maryland Department of Transportation
Lyn Erickson, Maryland Department of Transportation
Key Worcester, Office of the Governor, State of Maryland
Pierce Homer, Secretary of Transportation, Commonwealth of Virginia
Jo Anne Sorenson, Virginia Department of Transportation
Kanathur Srikanth, Virginia Department of Transportation



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

September 14, 2006

Mr. Michael J. Knapp, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington DC 20002-4290

Dear Chairman Knapp:

Thank you for your letter to Governor Robert L. Ehrlich, Jr. regarding the exploration of options to improve the transportation system in the Washington Region. The Governor has received your letter and asked me, as Director of the Office of Planning for the Maryland Department of Transportation, to respond on his behalf.

As you are aware, the Maryland Department of Transportation (MDOT) Office of Planning staff has been working closely with the Transportation Planning Board staff on this matter, and you and I have met to discuss this issue. MDOT fully supports the "Gap Analysis" which the National Capital Region Transportation Planning Board (TPB) plans to undertake. We believe this analysis should provide a full assessment of what the current need and demands are for such a program, it should provide what is currently being done to meet this demand, and should provide what funding levels and support may be required to implement such a program. I believe MDOT is currently a leader in such efforts. To that end we will be happy to provide you with details concerning the many on-going activities we are currently funding with state dollars. We would also like to play a role in the scoping of this analysis. Upon completion of your assessment, MDOT and the other TPB members will be in a better position to understand the impacts of such a program and determine how best to proceed.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I thank you for your interest/concern into this very important matter. If you have any further questions or comments, please do not hesitate to contact Ms. Lyn Erickson, Assistant Director of the Office of Planning, Maryland Department of Transportation at 410-865-1279, toll-free at 1-888-713-1414 or via email at lerickson@mdot.state.md.us.

Sincerely,

Samuel F. Minnitte, Jr., Director
Office of Planning

My telephone number is _____.

Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076



Mr. Michael J. Knapp, Chairman

Page Two

- cc: Ms. Lyn Erickson, Assistant Director, Office of Planning, Maryland Department of Transportation
Ms. Kellie Gaver, Assistant Director, Office of Planning, Maryland Department of Transportation
Mr. Michael J. Haley, Chief of Regional & Intermodal Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. Leonard Howard, Manager, Office of Planning, Statewide Planning Division, Maryland Transit Administration



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

Pierce R. Homer
Secretary of Transportation

October 3, 2006

Mr. Michael J. Knapp, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002-4290

Dear Mr. Knapp:

Governor Kaine has asked me to thank you for and respond to your letter regarding exploring options to improve the transportation system in the northern Virginia and Washington DC area. I commend the Transportation Planning Board (TPB) for its on-going strategic discussions to effectively link transportation and land use planning on a regional level.

In Virginia, there are several on-going initiatives that parallel TPBs efforts to provide a stronger link between transportation planning and land use. We are in the process of finalizing regulations to implement the Governor's legislative proposal to require traffic impact analyses of major land use decisions. In addition, we have initiated development of regional land use and transportation performance measures for metropolitan areas pursuant to the Governor's amendments to the budget.

I understand the TPB recently decided to focus on using TPB funds to support new opportunities in linking land use and transportation in the region and later will evaluate if a larger program will be pursued. VDOT's Northern Virginia District Planning staff will continue to work closely with TPB to identify opportunities, and provide a significant role in the development of a framework for next steps. We look forward to working with TPB as progress is made on this important initiative.

Thank you again for writing.

Sincerely,

A handwritten signature in black ink, appearing to read "Pierce R. Homer".

Pierce R. Homer

PRH:es

Copy: Mr. David S. Ekern
Mr. Matthew O. Tucker

TPB R11-2007
October 18, 2006

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO AMEND THE FY 2007 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO REPROGRAM FUNDING FROM THE REGIONAL MOBILITY AND
ACCESSIBILITY SCENARIO STUDY TO IMPLEMENT A NEW PROGRAM CALLED
THE TRANSPORTATION/LAND USE CONNECTION (TLC) PILOT PROGRAM**

WHEREAS, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2007 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 15, 2006; and

WHEREAS, on October 6, 2006, the TPB Technical Committee was briefed on a proposal to remove the development of a composite scenario from the Regional Mobility and Accessibility Scenario Study in the FY 2007 UPWP and reprogram its associated budget of \$250,000 to implement a pilot program that will provide a regional clearinghouse to document local and state experience and offer technical assistance to localities through a consultant team; and

WHEREAS, the TPB Technical Committee recommended that the TPB amend the FY 2007 UPWP to remove the development of a composite scenario from the Regional Mobility and Accessibility Scenario Study and reprogram its associated budget of \$250,000 to implement a new work activity called the Transportation/Land Use Connection (TLC) Pilot Program;

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board amends the FY 2007 UPWP to remove the development of a composite scenario from work activity II.C Regional Mobility and Accessibility Scenario Study and reprogram its associated budget of \$250,000 to implement new work activity I.N The Transportation/Land Use Connection (TLC) Pilot Program, as described in the attached narratives for the FY 2007 UPWP.

II.C. REGIONAL STUDIES

Regional Mobility and Accessibility Scenario Study

In FY2007, under the direction of the TPB, and with technical insight and guidance from a Joint Technical Working Group composed of members from the TPB Technical Committee, the Planning Directors' Technical Advisory Committee and the MWAQC Technical Advisory Committee, staff will analyze alternative transportation and land use scenarios specified for the Regional Mobility and Accessibility Study.

Staff will complete the travel demand and air quality modeling of a regional HOV/HOT/Express Toll Lanes transportation scenario. The modeling results and analysis of this HOV/HOT/Express Toll Lanes scenario will be reviewed by the Joint Technical Working Group and presented to the TPB.

~~Based the evaluation of all alternative land use and transportation scenarios previously analyzed, the Joint Technical Working Group will continue to develop and refine a composite scenario incorporating the "lessons learned" from all previous work. In this refinement effort the Joint Technical Working Group also will be asked to address the "how to questions" that would be faced in seeking to implement such a composite scenario. These questions will include the approximate costs of "high payoff" transportation improvements identified in the various scenarios and how they might be funded, what changes would need to be made to existing land use policies, and how market forces might influence the successful implementation of such a composite scenario. Staff will model the travel demand and other impacts of this composite scenario and prepare a draft report. Staff will coordinate the review of this draft report by all citizens advisory, technical, and policy committees participating in this study and present a draft final report and all comments received to the TPB.~~

Oversight:	Technical Committee, Joint Technical Working Group
Estimated Cost:	\$657,600 \$407,600
Products:	Improving Mobility and Accessibility Study Report
Schedule:	June 2007

New work activity for FY 2007 UPWP:

I. N. TRANSPORTATION/LAND USE CONNECTION (TLC) PILOT PROGRAM

SAFETEA-LU stresses the importance of coordination between land use and transportation planning. This work activity will implement a clearinghouse to document local and state experiences with land use and transportation coordination, and offer short-term technical assistance through a consultant team to local jurisdictions to advance their coordination activities. The technical assistance provided to a locality will be specified on a task order basis for the consultant team and will be limited to \$20,000 per project. The work activity will be called the Transportation /Land Use Connection (TLC) Pilot Program.

Oversight:	TPB Technical Committee
Cost Estimate:	\$250,000
Products:	A web-based clearinghouse of information on experiences throughout the region, and technical assistance provided by a consultant team to localities that request services to advance their land use and transportation planning activities.
Schedule:	Clearinghouse on-line December 2006 Technical assistance January -June 2007