

ITEM 8 – Action
April 17, 2024

Approval of FY 2025 TLC Technical Assistance Recipients

Action: Approve TLC technical assistance recipients under the FY 2025 TLC Program.

Background: The TPB’s Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2025 TLC round of technical assistance between January 5 and March 8, 2024. The board will be briefed and asked to approve the applications that are being recommended for FY 2025.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: John Swanson, Transportation Planner
Kenneth Derryberry, Transportation Planning Intern
SUBJECT: Funding Recommendations for the FY 2025 Transportation Land-Use Connections (TLC) Program
DATE: April 11, 2024

This memo provides information on the recommendations of the Selection Panel for the FY 2025 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. At the panel's meetings on March 28 and April 2, the group identified nine projects to recommend for funding in FY 2025. The TPB is scheduled to vote on the panel's recommendations on April 17.

FUNDING RECOMMENDATIONS FOR FY 2025

A total of \$685,000 will be provided for the TLC Program in FY 2025 through funding in the Unified Planning Work Program (UPWP). The recommended slate of nine projects is highly consistent with key TPB objectives: All nine projects are in/near Activity Centers or positively affect Activity Centers; eight projects are in/near Equity Emphasis Areas or positively affect EEAs; all nine projects are in or near high-capacity transit (HCT) station areas or positively affect HCTs, and 5 of these are in/near Transit Access Focus Areas (TAFAs); eight projects support the National Capital Trail Network (NCTN)—directly or indirectly.

The nine projects recommended for funding are described below:

Edsall Road Corridor Improvements

Alexandria, \$80,000

Three conceptual alternatives will be studied to enhance mobility, access, safety, and comfort for all roadway users on Edsall Road between South Pickett Street and the City line. Walking and biking infrastructure improvements are a particular focus of the study, as it is within a high-capacity transit area with the future West End Transitway intersecting this corridor. The study will identify improved connections between the corridor's high-density residential communities, commercial areas and transit stations.

River Road Protected Bike Lanes Project - 30% Design Phase

College Park, \$60,000

This project will develop 30% design plans for protected bike lanes between the College Park-UMD Metro station and the Anacostia Tributary Trail System. Further, it will link Riverdale Park and College Park with dedicated bike lane facilities and follow the path of the Purple Line light rail, including a connection to Riverdale Park North-UMD Station. This will create a low-stress bike network that builds on existing facilities to provide direct access to multiple transit stations. This project was recommended in the FY2022 TLC Project Discovery District Multi-Use Trail Transit Access Plan.

Capital Bikeshare Fare Study

DC, \$55,000

Capital Bikeshare updates its fare schedule infrequently and without in-house expertise on transit fare best practices. This study will examine the fare schedules of peer bikeshare systems, develop a fare model for Capital Bikeshare, and apply scenarios to that model, analyzing impacts on ridership, membership, and revenue. The study will ultimately result in a list of recommendations to the Capital Bikeshare fare structure, which will aim to maximize participation and revenue to ensure a financially sustainable and successful shared micromobility program for the entire Capital Bikeshare service area.

Public Space Strategies to Advance Racial Equity

DC, \$50,000

This study will produce strategies for two commercial corridors to become more accessible and welcoming to pedestrians and transit riders: Okie Street NE in Ivy City and Martin Luther King Jr. Avenue SE in Anacostia, two predominantly Black communities lacking equitable historic investment. The study aims to enhance public space access and use, via wayfinding, gathering spaces, and public art.

Wiehle Avenue Safety Project

Fairfax County, \$100,000

This project will result in 30% design plans for a two-way protected cycletrack on Wiehle Ave in Reston running between the W&OD Trail and Sunrise Valley Dr. This cycletrack will provide a protected bikeway between existing and incoming developments in the Wiehle-Reston East Activity Center north and south of Dulles Access Road, which is currently a major barrier to biking connectivity in the region. It will also provide a connection to and from the W&OD Trail and directly to the Wiehle-Reston East Metrorail station, while linking up with existing bike networks in the Reston area.

Southern East Street Redesign 30% Design

Frederick, City of, \$100,000

Building upon the FY2022 East Street Redesign TLC feasibility study, this project will develop 30% design plans for sidewalks and bikeways recommended in that report. Implementing these facilities will improve the attractiveness of this street for business patrons and potential redevelopment, address frequent crashes between drivers and bicyclists, and provide better active transportation links between downtown Frederick and the Frederick Transit Center. The results of this design work will directly inform the work of the East Frederick Form-Based Code and will significantly improve north-south connectivity in the city.

Montgomery County VMT Tool

Montgomery County, \$80,000

This study will evaluate how Montgomery County can best transition its transportation impact analysis process for new development projects towards using vehicle miles traveled (VMT) as a key metric. The project will include the creation of a public-facing VMT tool that will estimate average daily VMT based on location and land-use type. County staff believe that VMT is better correlated to impacts on the environment, public health, fiscal health, and infrastructure resiliency than the current system. A switch to VMT will encourage development in transit-rich areas because places with existing multimodal infrastructure will have fewer mitigation requirements.

Congressional Lane Complete Street Feasibility Study

Rockville, \$80,000

This study will assess the possible pedestrian, bicycle, transit, and traffic calming improvements that could be added, as well as determine the impact of these new facilities on existing transportation patterns. Ultimately, it will identify three preliminary alternatives for redesigning Congressional Lane with multimodal infrastructure. Congressional Lane provides access to the Rollins Park Community, the Congressional Plaza shopping center, Montrose Park and Community Center, includes a bus stop and a Capital Bike Share station, intersects with Rockville Pike, which has a planned Capital Trails Network Trail and the MD 355 Bus Rapid Transit line, and is less than half a mile from the Twinbrook Metrorail Station.

New Ave Bikeway Purple Line Connection Study

Takoma Park, \$80,000

The Takoma-Langley Crossroads Transit Center is already a major transit hub and the site of a future Purple Line light rail station, but it is hard to reach by bicycle. This project will examine bikeway connectivity between the transit center and the planned New Ave Bikeway along the New Hampshire Avenue corridor. The New Ave Bikeway has been partially developed through two prior TLC projects and is nearing 100% design. This new study will determine routing and infrastructure recommendations for a safe and comfortable bike and pedestrian connection that will support transit access in an area that currently has somewhat dangerous conditions for walking and biking. It will also invite the creation of new community open space in an area that currently has none.

APPLICATION PROCESS

On January 5, 2024, the TPB issued a call for projects for the FY 2025 round of TLC technical assistance. The deadline for application submissions was March 8. 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.

This year, the funding ceiling for preliminary engineering/design was increased from \$80,000 to \$100,000. The maximum request for planning projects remained \$80,000.

For the second year, the TLC application process was combined with the Regional Roadway Safety Program, which is a TPB program that operates on the same model as TLC. The application timelines for both programs were synchronized to simplify the application process for interested member jurisdictions. Applicants had the opportunity to submit one joint application for both programs – or they could choose to apply just for one program. Ten applications were submitted for both programs.

The TPB received 29 TLC applications for FY 2025 – 15 from Virginia, 12 from Maryland, and two from the District of Columbia. The total funding request for the entire application package was \$2,255,000.

The number of applications this year was nearly twice as many as last year. For FY 2024, the TPB received 16 applications for a total funding request of \$1.200,000.

For this application cycle, \$685,000 is available. This includes four funding sources:

- \$300,000 from the TPB's FY 2025 UPWP core regional planning funds. Applications from all TPB jurisdictions are eligible for these funds
- \$300,000 from the Maryland UPWP Technical Assistance account for projects in Maryland
- \$80,000 from the Virginia UPWP Technical Assistance account for projects in Virginia
- \$5,000 from the DC UPWP Technical Assistance account for projects in the District of Columbia

SELECTION PROCESS

The selection panel included the following members:

- Deborah Bilek, Panel Chair, Urban Land Institute Washington Chapter
- Ralph Buehler, Virginia Tech
- Mike Farrell, COG/TPB staff
- Douglas Noble, Institute of Transportation Engineers (ITE)
- Claire Randall, Transportation Research Board
- John Swanson, COG/TPB staff

Janie Nham of the COG staff participated in the panel meetings as a technical resource for safety and freight-related questions.

The selection panel met twice— on March 28 and April 2— to review the applications and develop a list of recommended projects for the FY 2025 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 of the meetings 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.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of nine projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel strove to equitably allocate funding shares of different sizes among the region's jurisdictions, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

PROPOSED PROJECT COMPLETION TIMELINE

On April 17, 2024, the TPB will be asked to approve the proposed slate of nine projects for funding under the FY 2025 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 task orders are signed. The projects will be scheduled for completion by June 30, 2025.

As noted above, 10 applications were submitted for both the TLC Program and the Regional Roadway Safety Program (RRSP). Five of those applications were not recommended for TLC funding

but will remain in contention for RRSP consideration. The RRSP selection process is approximately one month behind TLC. The TLC is expected to vote on the RRSP projects in May.

For further information regarding the TLC program, contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Kenneth Derryberry (kderryberry@mwkog.org) of the TPB staff.

TLC Program
FY 2025 Applications and Recommendations

Jurisdiction Name	State	Project Name	Request	Panel Recommendation
DC	DC	Capital Bikeshare Fare Study	\$55,000	\$55,000
DC	DC	Public Space Strategies to Advance Racial Equity	\$50,000	\$50,000
Bowie	MD	Bowie Tanglewood Trail Connection	\$60,000	
College Park	MD	Knox Road Open Space Traffic Study	\$80,000	
College Park	MD	River Road Protected Bike Lanes Project - 30% Design Phase	\$60,000	\$60,000
Frederick Co	MD	Royal Oak Drive Bicycle and Pedestrian Safety and Access Study	\$40,000	
Frederick, City of	MD	Monocacy Village Trail Feasibility Study	\$50,000	
Frederick, City of	MD	Jefferson Street Engineering	\$100,000	
Frederick, City of	MD	Southern East Street Redesign 30% Design	\$100,000	\$100,000
Gaithersburg	MD	Gaithersburg Elementary School Safe Routes to School Implementation	\$100,000	
Montgomery Co	MD	Montgomery County VMT Tool	\$80,000	\$80,000
Rockville	MD	Congressional Lane Complete Street Feasibility Study	\$80,000	\$80,000
Takoma Park	MD	New Ave Bikeway Northern Extension Study	\$100,000	\$80,000
Takoma Park	MD	Anne Street Public Space Concept Study	\$80,000	
Alexandria	VA	Edsall Road Corridor Improvements	\$100,000	\$80,000
Arlington Co	VA	S George Mason Drive and S Four Mile Run Drive Intersection Alternatives Analysis	\$80,000	
Fairfax Co	VA	Concept Design for NOVA Loop Trail Waypoints/Rest Stops in Fairfax County	\$80,000	
Fairfax Co	VA	Route 29 Active Transportation Study (Hollywood Road to Route 7)	\$60,000	
Fairfax Co	VA	Wiehle Avenue Safety Project	\$100,000	\$100,000
Falls Church	VA	Residential Parking Standards Update	\$80,000	
Falls Church	VA	Wilson Boulevard Safety Improvements	\$100,000	
Loudoun Co (Leesburg)	VA	Dry Mill Road Safety Assessment Study	\$80,000	
Manassas	VA	Nokesville Road Bike Facilities Conceptual Plan Development	\$80,000	
Manassas Park	VA	Mathis Avenue Multimodal Extension Study	\$60,000	
Manassas Park	VA	Manassas Park Route 28 Safe Crossings Feasibility	\$60,000	
Prince William Co	VA	Prince William County Truck Parking Planning Study	\$80,000	
Prince William Co	VA	Southbridge/Dumfries Road Transportation Planning Study	\$80,000	
Prince William Co	VA	Judicial Center Multimodal Connectivity	\$80,000	
Prince William Co (Occoquan)	VA	Riverwalk Preliminary Engineering and Design Project	\$100,000	
TOTAL			\$2,255,000	\$685,000 ⁺