

ITEM 9 - Action
February 20, 2008

Approval of Technical Assistance Recipients Under the FY 2008
Transportation/Land Use Connection (TLC) Program

Staff

Recommendation:

- Receive briefing on the applications received by the due date of January 15, and on the TLC technical assistance projects that have been recommended for approval by the TPB Steering Committee for completion by June 30, 2008.
- Approve the TLC technical assistance projects recommended for completion by June 30, 2008, and
- adopt Resolution R16-2008 to amend the Maryland Technical Assistance Work Program in the FY 2008 Unified Planning Work Program to fund five of the Maryland TLC technical assistance projects.

Issues: None

Background: At the October 17, 2007 meeting, the Board approved an amendment to the FY 2008 UPWP to continue the TLC program for a second year. During November, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: John Swanson, Senior Transportation Planner

SUBJECT: Recommendations regarding applications for technical assistance in FY 2008 under the Transportation/Land-Use Connections (TLC) program

DATE: February 14, 2008

OVERVIEW

The TPB will be asked on February 20 to approve eleven technical assistance projects for FY 2008 under the Transportation/Land-Use Connections (TLC) program. In addition, the Board will be asked to adopt Resolution R16-2008 (attached) to amend the Maryland Technical Assistance Work Program in the FY2008 Unified Planning Work Program (UPWP) to fund five of the FY2008 TLC projects in Maryland.

The eleven projects recommended for TPB approval were endorsed by the Steering Committee on February 1. The projects are described on pages 3-5 of this memorandum.

BACKGROUND ON THE TLC PROGRAM

Pilot Phase: Since its inception in the final months of 2006, the TLC program has grown in an incremental fashion. The TPB initially funded five location-specific technical assistance projects at \$20,000 during the TLC's pilot phase in FY2007. Those projects, which were implemented between March and June 2007, addressed a number of key issues including pedestrian safety, urban roadway design standards, traffic flow near transit stations and forthcoming changes under BRAC. In addition, during the pilot phase, the TLC program began the development of a public presentation called "Understanding Density," which is nearing finalization. Information about these projects can be found at www.mwcog.org/tlc.

VDOT Grant Program: In the summer of 2007, the Virginia Department of Transportation (VDOT) funded five more projects, also for \$20,000 each, in Northern Virginia as part of the VDOT Multimodal Planning Grants Program. These additional

projects were selected from the applications that the TPB had received, but could not fund, during the program's pilot round. These five Virginia projects are currently underway and are expected to be completed this spring.

On January 25, 2008, the TPB submitted an application for \$100,000 for a 2008 VDOT Multimodal Planning Grant. If this new application is approved, we anticipate the grant will be used to fund technical assistance projects in the next cycle of TLC funding.

FY2008 Projects: On November 20, 2007, the TPB issued a call for projects for FY2008. At the time of that solicitation, we anticipated that the TPB would fund six projects – two each in D.C, Virginia and Maryland – during this fiscal year. Again the project funding level was set at \$20,000 for each project.

The TPB received a total of 21 applications by the deadline of January 15, 2008. Fourteen of these applications were from Maryland, four were from Virginia and three were from the District of Columbia. A table listing these applications is attached to this memo.

Because of the large number of applications from Maryland, staff from MDOT has agreed to make available \$100,000 in funds from Maryland's Technical Assistance account in the TPB's Unified Planning Work Program (UPWP) to fund an additional five projects.

Combining five additional Maryland projects with the six projects that we had already expected to fund, staff anticipates that a total of eleven technical assistance projects will be funded and implemented before June 30, 2008, which is the end of FY2008. Seven of these projects would be from Maryland, two from Virginia and two from the District of Columbia.

Preparing for FY2009: It has been noted that the effectiveness of the TLC projects could be optimized by offering some funding flexibility to applicants. Therefore, for the next cycle we are proposing to offer a range of funding between \$10,000 and \$60,000. This funding range has been included in the draft UPWP for FY2009. We are also proposing to apply this funding range to potential Northern Virginia projects that would be funded through the next round of the VDOT Multimodal Planning Grant Program.

SELECTION PROCESS

The project selection process began with an extensive staff review of applications based upon a qualitative evaluation process similar to the one used last year. Staff members independently read and evaluated each application. The applications were also reviewed by staff members from Reconnecting America, an organization contracted in 2007 to provide overall assistance to the TLC program.

On January 24, staff from the TPB and Reconnecting America conducted an evaluation meeting to make preliminary recommendations for FY2008 TLC technical assistance projects. Discussion at this meeting focused on a number of factors, including a project's readiness to proceed, timing and cohesion with other local and regional efforts, the likelihood that a project could be completed with \$20,000, the impact a project could have on a locality and on the region, and potential lessons to be learned from a project that might be applied around the region.

TPB staff briefed the state DOTs and WMATA on the staff's preliminary recommendations on January 28. Staff briefed the TPB Technical Committee and Steering Committee on February 1. The Steering Committee endorsed the project recommendations on February 1.

PROJECTS RECOMMENDED FOR TPB APPROVAL

The TPB is being asked to approve the following eleven projects endorsed by the Steering Committee on February 1 for the FY2008 round of TLC technical assistance:

District of Columbia

- DC Office of Planning: "Multimodal Takoma!" would evaluate multimodal access and potential improvements for the area surrounding Takoma Metrorail Station.
Comments: The project would develop a potentially innovative tool, a "multi-modal scorecard," that could be useful elsewhere in the region.
- District Department of Transportation: Analyze data on parking management for the new ballpark area and provide recommendations for performance-based parking regulations.
Comments: The project responds to a pressing and high-profile concern – parking near the new baseball stadium. TPB staff and DDOT will need to determine how the scheduling of the project can be accommodated within the TLC project timeframe.

Maryland

- City of Bowie: Conduct a charrette 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.
Comments: The project is focused and clearly tied to past and current planning activities, including efforts to promote transit-oriented development near the rail station. As the application states, MDOT "has emphasized maximizing the potential of the MARC system and has challenged local jurisdictions to make land use decisions that complement the State's investment in the Baltimore-

Washington Corridor.” The project’s application of public involvement would provide a useful case study for the TLC program.

- Frederick County/City of Frederick: Determine needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to BRAC expansion.
Comments: This project will use the opportunity presented by upcoming BRAC changes to address pedestrian and other safety issues. The project identifies a need for cross-jurisdictional collaboration and is very timely. The TLC program will benefit from an additional BRAC case study that could be useful throughout the region.
- City of Frederick: Develop alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, which will become the new gateway to the City in fall 2009.
Comments: As the City of Frederick experiences new, mixed-use development opportunities and pressures, this project will provide a useful case study for activity centers in the outer suburbs. A pedestrian safety project at this location could conceivably be useful because traffic volumes are expected to increase significantly on this road in the near future. Staff recommends the project’s scope should be expanded to include other potential solutions to this pedestrian challenge in addition to the options identified in the application.
- City of Greenbelt: Through public meeting(s), assess existing transit options and future transit opportunities in Greenbelt and make recommendations to ensure maximum use and efficiency of transit.
Comments: This project could pull together a number of transportation issues of concern to Greenbelt, a municipality with limited resources to perform this kind of planning. The applicants note that in the next decade major transit-oriented development activities are anticipated near the Greenbelt Metro Station and planning activities are needed to ensure that transit efficiently serves current and expected needs. This application was originally submitted last year, but has been enhanced for this year’s submission. The scope of the project could benefit from a refinement in focus.
- Montgomery County/Bethesda Urban Partnership: Study current service and route of the Bethesda Circulator to identify possible improvements and future expansion.
Comments: The project stands to provide very clear, short-term benefits by showing how to enhance circulation within a well-establishment area of transit-oriented development. This application was originally submitted last year, but has been enhanced for this year’s submission to incorporate land-use concerns and forthcoming BRAC changes.
- Prince George’s County MNCPPC: Recommend strategies for future development around the Landover Metro Station.

Comments: The challenges of dealing with land that is semi-industrial and potentially environmentally degraded could provide new perspectives to the TLC program. Transit-oriented development will be very difficult at the Landover site, but this application is impressive because it could lay significant groundwork for the development of a sector plan that would identify a strategic vision for the area.

- Prince George's County MNCPPC: Identify pedestrian and bicycle needs and provide recommendations to "complete urban streets" in the Prince George's Plaza Transit District.

Comments: This project recognizes that "complete streets" are an essential part of transit-oriented development. Because this project will be part of a number of other improvements at this site, the possibility of having a substantial impact is very strong. The proposal is focused, detail-oriented and clearly reflects the need for cross-jurisdictional coordination.

Virginia

- Prince William County: Develop strategies for transportation and land use that would accomplish the County vision for a vibrant community in Yorkshire, along the Route 28 Corridor.

Comments: Accessible land use on major corridors is a common problem around the region and this project could potentially result in a set of recommendations that could be broadly useful. Staff reviewers thought the application was too ambitious as written, but could be refined and focused.

- Arlington County: Review site plan and parking management plan approval process and recommend measures to incorporate parking management earlier in the development process.

Comments: This project could provide a useful case study in demonstrating the importance of making sure that parking management is included early in the approval process for new development.

NEXT STEPS

Following TPB approval of the FY2008 TLC projects, staff will initiate consultant procurement activities. In FY2007, MWCOG pre-qualified 16 consulting firms for the TLC program. Those firms will again be tapped for this round of technical assistance. The projects are scheduled to be completed by June 30, 2008.

Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2008 - January 15, 2008

| | Applicant Jurisdiction | Contact Agency | Project Description |
|------------------------------------|---|---------------------------------------|--|
| <i>District of Columbia</i> | | | |
| 1 | District of Columbia | District Department of Transportation | Analyze data on parking management for the new ballpark area and provide recommendations for performance-based parking regulations |
| 2 | District of Columbia | Office of Planning | Multimodal Takoma!: Evaluate multimodal access and potential improvements for the area surrounding Takoma Metrorail Station |
| 3 | District of Columbia | Office of Planning | Assess the affordability of neighborhoods in the District using an index that amalgamates both housing and transportation costs |
| <i>Maryland</i> | | | |
| 4 | City of Bowie | City Manager's Office | Conduct a charrette to gather feedback on a pedestrian link between a City revitalization area, Old Town Bowie, and the MARC commuter rail station |
| 5 | City of Frederick | City Planning and Engineering | Develop a pedestrian safety plan for the Route 40 Corridor in the City of Frederick |
| 6 | City of Frederick | City Planning and Engineering | Conduct a feasibility and development study to determine the need for a transit system from the Walkersville area to downtown Frederick / MARC Transit Center |
| 7 | City of Frederick | City Planning and Engineering | Develop a regional travel demand model to determine the purpose and need of the "North / South Parallel Road" to link US 15, I-70 and I-270 |
| 8 | City of Frederick | City Planning and Engineering | Develop alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, which will become the new gateway to the City in Fall 2009 |
| 9 | City of Frederick / Frederick County | City Planning and Engineering | Determine needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to BRAC expansion |
| 10 | City of Frederick / Frederick Municipal Airport | City Planning and Engineering | Develop a parking facilities plan for the City of Frederick Municipal Airport |
| 11 | City of Frederick / Frederick Municipal Airport | City Planning and Engineering | Conduct a location and design study for a perimeter roadway in the City of Frederick Municipal Airport |

| | | | |
|----------------------------|------------------------|---|--|
| 12 | City of Greenbelt | City Manager's Office | Assess existing transit options and future transit opportunities in Greenbelt and make recommendations to ensure maximum use and efficiency of transit |
| 13 | Montgomery County | Montgomery County Planning Department, M-NCPPC | Reevaluate trip generation credits for non-auto facilities to encourage and facilitate a shift in travel away from the automobile |
| 14 | Montgomery County | Bethesda Urban Partnership | Study current service and route of the Bethesda Circulator to identify possible improvements and future expansion |
| Maryland, continued | | | |
| 15 | Prince George's County | Prince George's County Planning Department, M-NCPPC (<i>lead</i>) * | Recommend strategies for future development around the Landover Metro Station |
| 16 | Prince George's County | Prince George's County Planning Department, M-NCPPC | Identify pedestrian and bicycle needs and provide recommendations to "complete urban streets" in the Prince George's Plaza Transit District |
| 17 | Prince George's County | Prince George's County Planning Department, M-NCPPC | Prepare a streetcar feasibility and mobility study to support planning and economic efforts in communities along the US 1 Corridor between College Park and Port Towns |
| Virginia | | | |
| 18 | Arlington County | Department of Environmental Services, Transportation Division | Evaluate existing arterial streets and deficiencies to determine which projects would be the best Complete Streets candidates |
| 19 | Arlington County | Department of Environmental Services, Transportation Division | Review site plan and parking management plan approval process and recommend measures to incorporate parking management earlier in the development process. |
| 20 | Fairfax County | Department of Transportation | Conduct a regional and national parking demand analysis for parking in affordable housing developments |
| 21 | Prince William County | Planning Office / Department of Transportation | Develop strategies for transportation and land use that would accomplish the County vision for a vibrant community in Yorkshire, along the Route 28 Corridor |

* Collaborative effort with the Prince George's County Economic Development Corporation and the Washington Metropolitan Area Transit Authority (WMATA)

TPB R16-2008
February 20, 2008

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

**RESOLUTION TO AMEND THE MARYLAND TECHNICAL ASSISTANCE PROGRAM
IN THE FY 2008 UNIFIED PLANNING WORK PROGRAM (UPWP) TO FUND FIVE
TRANSPORTATION/LAND USE CONNECTION
TECHNICAL ASSISTANCE PROJECTS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

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 2008 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 21, 2007; and

WHEREAS, on October 17, 2007, the TPB approved an amendment to the FY 2008 UPWP to continue the Transportation /Land Use Connection (TLC) Program for a second year; and

WHEREAS, during November 2007, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities, and

WHEREAS, on February 20, 2008, the TPB was briefed on the applications received by the due date of January 15, and on the TLC technical assistance projects that were recommended for approval by the TPB Steering Committee for completion by June 30, 2008; and

WHEREAS, on February 20, the TPB approved six TLC technical assistance projects to be funded with FY 2008 UPWP funding and five projects to be funded under the Maryland Technical Assistance Work Program in the FY 2008 UPWP; and

WHEREAS, the Maryland Department of Transportation (MDOT) has requested that a TLC Technical Assistance Program be included in the Maryland Technical Assistance Work Program with a total budget of \$100,000 to fund five technical assistance projects which will support local jurisdictions in advancing their land use and transportation coordination activities, and that the budget for the Managed Lanes- Implementation project be reduced by \$100,000, as shown in the attached materials;

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board amends the FY 2008 UPWP to include a TLC Technical Assistance Program in the Maryland Technical Assistance Work Program with a total budget of \$100,000, and to reduce the budget for the Managed Lanes- Implementation project by \$100,000, as shown in the attached materials.

From FY 2008 UPWP

6. TECHNICAL ASSISTANCE

B. MARYLAND

Transportation/Land Use Connection (TLC) Program

This program will fund five technical assistance projects to support local jurisdictions in advancing their land use and transportation coordination activities. The technical assistance will be provided by consultant teams with a budget limit of \$20,000 per project.

Cost Estimate: \$100,000

Product: Consultant reports

Schedule: June 2008

Managed Lanes - Implementation

This phase of the Managed Lane project is designed to begin more detailed analyses of managed lane operations. The study will test alternative project limits, cross-sections, toll levels, for those corridors in the planning phase which appear as candidates for feasible and effective managed lane operations.

Cost Estimate: ~~\$109,500~~ **\$9,500**

Product: Technical reports

Schedule: June 2008

Addition in **BOLD**
Deletion in ~~strikeout~~