

ITEM 7 – Action

April 20, 2022

Approval of FY 2023 TLC Technical Assistance Recipients

Action: Approve TLC technical assistance recipients under the FY 2023 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 2023 TLC round of technical assistance between December 17, 2021 and February 22, 2022. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2023.



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, Transportation Planner
SUBJECT: FY 2023 Transportation Land-Use Connections Technical Assistance Funding Recommendations
DATE: April 14, 2022

This memo provides information on the recommendations of the Selection Panel for the FY 2023 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. At the panel's meetings on March 25 and March 29, the group identified 11 projects to recommend for funding in FY 2023. The TPB is scheduled to vote on the panel's recommendations on April 20.

FUNDING RECOMMENDATIONS FOR FY 2023

A total of \$630,000 will be provided for the TLC Program in FY 2023 through funding in the Unified Planning Work Program (UPWP). The TLC Selection Panel recommends 11 projects for funding.

As noted below, the recommended slate of projects is highly consistent with key TPB objectives:

- All 11 projects are in or near Activity Centers
- 8 projects are in or near Equity Emphasis Areas
- 7 projects are in or near high-capacity transit station areas, and 4 of these are in or near Transit Access Focus Areas (TAFAs)
- 8 projects support the National Capital Trail Network (NCTN). 3 projects are directly part of the NCTN while the other five will support connections to the NCTN.

Projects recommended for funding:

Safe Routes to School Walk Audits Phase 2

Alexandria, \$60,000

This project will fund walk audits for five Alexandria schools, which will result in Safe Routes to School (SRTS) recommendations. Walk audits are a planning exercise in which stakeholders convene to identify existing conditions, observe travel patterns, and assess mobility, access, or safety issues in a given area. Walk audits culminate in a report which includes site observations and detailed recommendations for future infrastructure and programmatic improvements. In this specific case, walk audits would be used to ultimately identify recommendations for safety enhancements that make it easier and safer for kids to walk and bike to school. This TLC project includes an elementary school, two middle schools, and two high schools.

Independence Avenue Corridor Study

District of Columbia, \$60,000

Local and federal agencies are collaborating to implement improvements in the Independence Avenue corridor south of the National Mall. This study will examine connectivity, multi-modal use

(walking, biking, transit, and curbside uses), safety, and the quality of the pedestrian experience traversing north-south between the Mall and the SW waterfront and neighborhoods, and east-west along Independence Avenue. This analysis will assess pre-pandemic pedestrian and traffic data, collect current multi-modal traffic counts, and prepare diagrams and analysis to document the level-of-service, primary flow, and demand for all transportation modes. This information will inform the potential to reallocate the uses among travel lanes to improve multi-modal mobility of both the street and sidewalks and improve streetscape quality and pedestrian experience.

Delivery Microhub Feasibility Study

District of Columbia, \$55,000

This feasibility study will strategically locate staging areas or microhubs to facilitate sustainable delivery modes, including bicycle, cargo bicycle, and foot deliveries. The study will identify best practices and up to three use cases, and identify criteria needed in delivery microhubs to support sustainable delivery. The project will also identify the characteristics needed within delivery zones or neighborhoods to support those sustainable delivery use cases and finish with a conceptual implementation plan pairing use cases with specific District neighborhoods, while identifying stakeholders, magnitude of cost estimates, and next steps.

New Design Road Bikeway Study

Frederick County, \$35,000

This bikeway selection study will focus on a segment of New Design Road that is an essential link in Frederick County's ambitious plans to build a bikeway connecting the City of Frederick to the C&O Canal National Park. The study area, which is less than one mile, is currently very intimidating for cyclists. It includes the county right-of-way along New Design Road, and three Maryland State Highway bridges over and under Interstate 70 and 270. The project will identify preliminary cost estimates as well as preliminary or schematic drawings. The New Design Road bike path is a segment of the National Capital Trail Network. The project will build upon past support from the TLC Program, as well as Transportation Alternatives Set-Aside funding.

Olde Towne to Washington Grove Bicycle Connection

Gaithersburg, \$60,000

Currently there is no safe, low-stress bicycle link between the City of Gaithersburg MARC Station and the Shady Grove Metro Station. Montgomery County has planned for a bicycle route along Crabbs Branch Way, linking Shady Grove Metro Station to the Town of Washington Grove at Brown Street. This TLC project will study extending the bicycle infrastructure route to Olde Towne Gaithersburg. The project will complete a conditions and feasibility study to increase bike access to residents in adjacent neighborhoods, as well as to the transit stations.

Active Transportation Plan

Manassas Park, \$60,000

The City of Manassas Park will undergo an active transportation study to establish a plan for establishing the bicycle and pedestrian infrastructure within its municipal boundary. The study will assess existing conditions in the realm of bicycle and pedestrian infrastructure and identify areas of opportunity for strengthening the network. The study will establish a series of recommendations and provide implementation strategies for the short, mid, and long-term.

Montgomery County Streetlight Standards

Montgomery County, \$50,000

This project will upgrade Montgomery County's existing Streetlight Standards to advance the County's Vision Zero initiative and Complete Streets Design Guidelines principles. The County needs these upgrades to effectively convert existing lighting infrastructure to create safer, properly illuminated walking and cycling areas in line with a Safe Streets context. The project will provide updated streetlight standards for both corridor and intersection illumination, helping increase reaction time and reduce crash probability and severity. These standards will be tailored to different land use patterns, recognizing that the needs are different in urban settings compared to suburban or exurban areas of the County.

Commuter Garage Active Transportation and Micromobility First/Last Mile Connections

Prince William County, \$60,000

Stonebridge is one of the fastest growing commercial centers in Woodbridge Virginia. In 2023, the development will gain a 1,400-space commuter garage and lot intended to support an OmniRide bus and ridesharing to Washington. In anticipation of that new facility, Prince William County is requesting assistance to create a planning study that will find gaps in walkability around the commuter lot and propose solutions with cost estimates. The effect will be broader than just the lot as the study area includes many points of interest that are geographically close but separated from pedestrians by major arterial roads. These include Potomac Mills, a Community College campus, a high school, and a library.

Fleet & Monroe Streets Complete Streets Feasibility Study

Rockville City, \$60,000

This study will assess the feasibility of constructing Complete Streets facilities along Fleet and Monroe Streets, approximately one half-mile of roadway in the City of Rockville's Town Center neighborhood. The project will weigh the values of three alternatives to improve these streets, which currently do not have bike facilities and have limited sidewalks. The alternatives to be examined include bike lanes, bus lanes, wider buffered sidewalks, and traffic calming infrastructure. Recommended improvements would increase access to Metro, MARC, and Amtrak stations, as well as a high school.

Takoma Park Metropolitan Branch Trail Upgrade

Takoma Park, \$60,00

The City of Takoma Park is responsible for the care and maintenance of a 0.45 mile stretch of the Metropolitan Branch Trail that runs between the Washington, DC, border and Silver Spring. The existing path is in disrepair; it lacks pedestrian-scale lighting to allow for safe passage in the dark; and it lacks safe pedestrian crossings to the municipal park and Montgomery College facilities across the street. This stretch of the MBT serves as the only major link between the growing networks of bikeways in both the District and Southern Montgomery County, and a full upgrade of the trail is essential to make it comfortable, safe, accessible, and ADA-compliant.

New Ave Bikeway – District Connector Section D

Takoma Park, \$70,000

Building on past support from the TLC Program, this project is part of a larger effort to transform New Hampshire Avenue into a multi-modal corridor. The project will complete the design work for a bikeway that will extend from the Langley Park Transit Center to existing bike lanes on Kansas Avenue in the District of Columbia. TLC will fund 30% design for one of two possible alignments for bike infrastructure that will run through low-traffic neighborhood roads to create a continuous bikeway facility.

APPLICATION PROCESS

On December 17, 2021, the TPB issued a call for projects for the FY 2023 round of TLC technical assistance. The deadline for application submissions was February 22, 2022. 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.

As in past years, technical assistance was again offered in amounts between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and the application placed a focus on TPB priorities, including the aspirational initiatives included in Visualize 2045.

The TPB received 20 applications for FY 2023. Total requested funding for the entire application package was \$1,645,000.

For this application cycle, \$630,000 is available, which is drawn from four funding sources:

- \$260,000 from the TPB's FY 2023 UPWP core regional planning funds. Applications from all TPB jurisdictions are eligible for these funds;
- \$260,000 from the Maryland UPWP Technical Assistance account for projects in Maryland;
- \$80,000 from the Virginia UPWP Technical Assistance account for projects in Virginia;
- \$30,000 from the D.C. UPWP Technical Assistance account for projects in the District of Columbia.

SELECTION PROCESS

The selection panel included the following members:

- Julia Koster, Panel Chair, National Capital Planning Commission
- Doug Noble, Institute of Transportation Engineers (ITE)
- Deborah Bilek, Urban Land Institute Washington Chapter
- Claire Randall, Transportation Research Board
- Nicole McCall, COG/TPB staff
- Janie Nham, COG/TPB staff
- John Swanson, COG/TPB staff

The selection panel met twice – on March 25 and March 29 – to review the project applications and develop a list of recommended projects for the FY 2023 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 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 11 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 District of Columbia, Maryland, and

Virginia, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

In some cases, the panel chose to award funding at lower levels than the applications requested. These changes were made in accordance with information on scalability provided in the applications. In other cases, the panel provided guidance regarding the scopes for specific projects.

PROPOSED PROJECT COMPLETION TIMELINE

On April 20, 2022, the TPB will be asked to approve the proposed slate of 11 projects for funding under the FY 2023 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, 2023.

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

TLC Program
 FY 2023 Applications and Recommendations

State	Jurisdiction	Project Title	Requested Funding	Recommended for Funding
VA	Alexandria	Safe routes to School Crossing Improvements	80,000	
VA	Alexandria	Safe Routes to School Walk Audits Phase 2	60,000	60,000
MD	Charles Co	An "Aging in Place" Housing Strategy for Bryans Road	35,000	
DC	District of Columbia	Independence Avenue Corridor Study (3rd to 15th St, SW)	60,000	60,000
DC	District of Columbia	Delivery Microhub Feasibility Study	60,000	55,000
VA	Fairfax	Main Street Multimodal Improvement Concept Plan	60,000	
MD	Frederick Co	New Design Road Bikeway Study	35,000	35,000
MD	Gaithersburg	Olde Towne to Washington Grove Bicycles Connection	60,000	60,000
VA	Loudoun Co	Improvements - Ashburn Metro Station	60,000	
VA	Manassas Park	Active Transportation Study	60,000	60,000
VA	Manassas Park	Manassas Park Transportation Master Plan	60,000	
MD	Montgomery Co	Montgomery Co Streetlight Standards	60,000	50,000
VA	Prince William Co	North Woodbridge Town Center-Transit Pedestrian Bridge	60,000	
VA	Prince William Co	Potomac Heritage National Scenic Trail Waterfront Connection In North Woodbridge	60,000	
VA	Prince William Co	High School Pedestrian Safety Improvements Planning Study	60,000	
VA	Prince William Co	Commuter Garage Active Transportation and Micromobility First/Last	60,000	60,000
MD	Rockville	Fleet & Monroe Streets Complete Streets Feasibility Study	60,000	60,000
MD	Takoma Park	Takoma Park Metropolitan Branch Trail Upgrade	80,000	60,000
MD	Takoma Park	Takoma Park Bicycle Action Plan	60,000	
MD	Takoma Park	New Ave Bikeway - District Connector (Section D)	80,000	70,000
			1,210,000	630,000



TRANSPORTATION/LAND USE CONNECTIONS

FY 2023 TECHNICAL ASSISTANCE

John Swanson, Transportation Planner

Transportation Planning Board
April 20, 2022



National Capital Region
Transportation Planning Board

Agenda Item #7

Background on the TLC Program

- Began in 2007
 - 156 projects funded for more than \$6.5 million between 2007-2022
- Promotes TPB goals and priorities
 - Multimodal transportation options
 - Land-use enhancements in activity centers and around high-capacity transit stations
 - Access for low-income and minority communities
 - Access to transit
 - Key regional trails



Program Components

- Planning and design projects
- Small (\$30,000-\$80,000)
- Short-term (8-9 months)
- Cover a range of activities, including ped/bike planning, corridor and small area planning, and development of analytical tools



Funding for Technical Assistance in FY23

- Total funding for FY 2023: \$630,000
 - *Core Regional Funds*: \$260,000 – All projects are eligible
 - *Maryland Technical Assistance*: \$260,000 – Maryland projects are eligible
 - *Virginia Technical Assistance*: \$80,000 – Virginia projects are eligible
 - *District of Columbia Technical Assistance*: \$30,000 – D.C. projects are eligible



Solicitation

- Application solicitation between December 17, 2021 – February 22, 2022
 - Optional Abstracts were due January 10, 2022
- 20 applications were received for \$1,210,000 in funding requests
 - 2 applications from the District of Columbia, 8 from Maryland, and 10 from Virginia

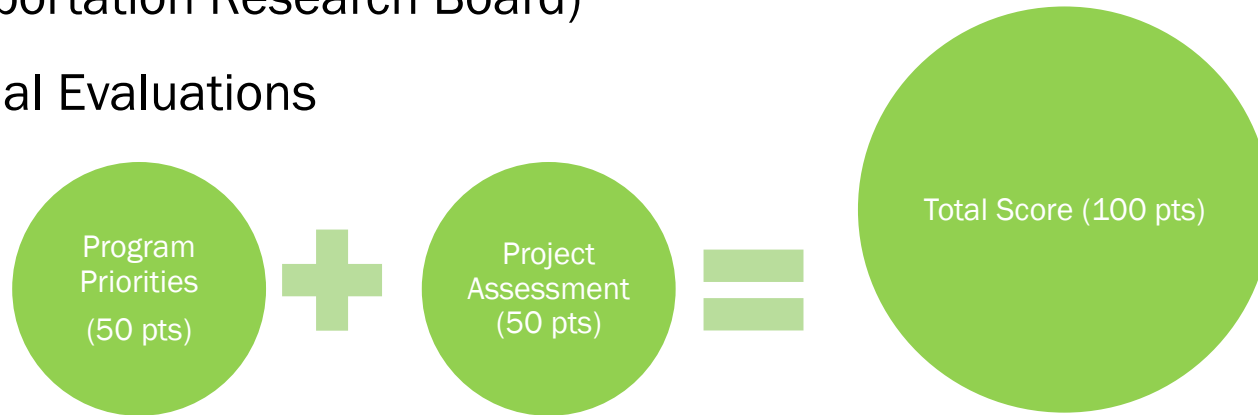


Selection

- Selection Panel

Internal and External (National Capital Planning Commission, Institute for Transportation Engineers, Urban Land Institute, Transportation Research Board)

- Individual Evaluations



- Discussion – Consensus recommendations, seeking balance among projects (geographic, equity, past funding history, etc.)



Overview of Recommendations

- Total funding: \$630,000
- 11 applications recommended for funding
 - 11 in Activity Centers
 - 8 in/near Equity Emphasis Areas
 - 7 in/near high-capacity transit stations
 - 4 in/near Transit Access Focus Areas
 - 8 support the National Capital Trail Network
 - 3 projects are directly part of the NCTN;
 - 5 projects would support connections to the NCTN



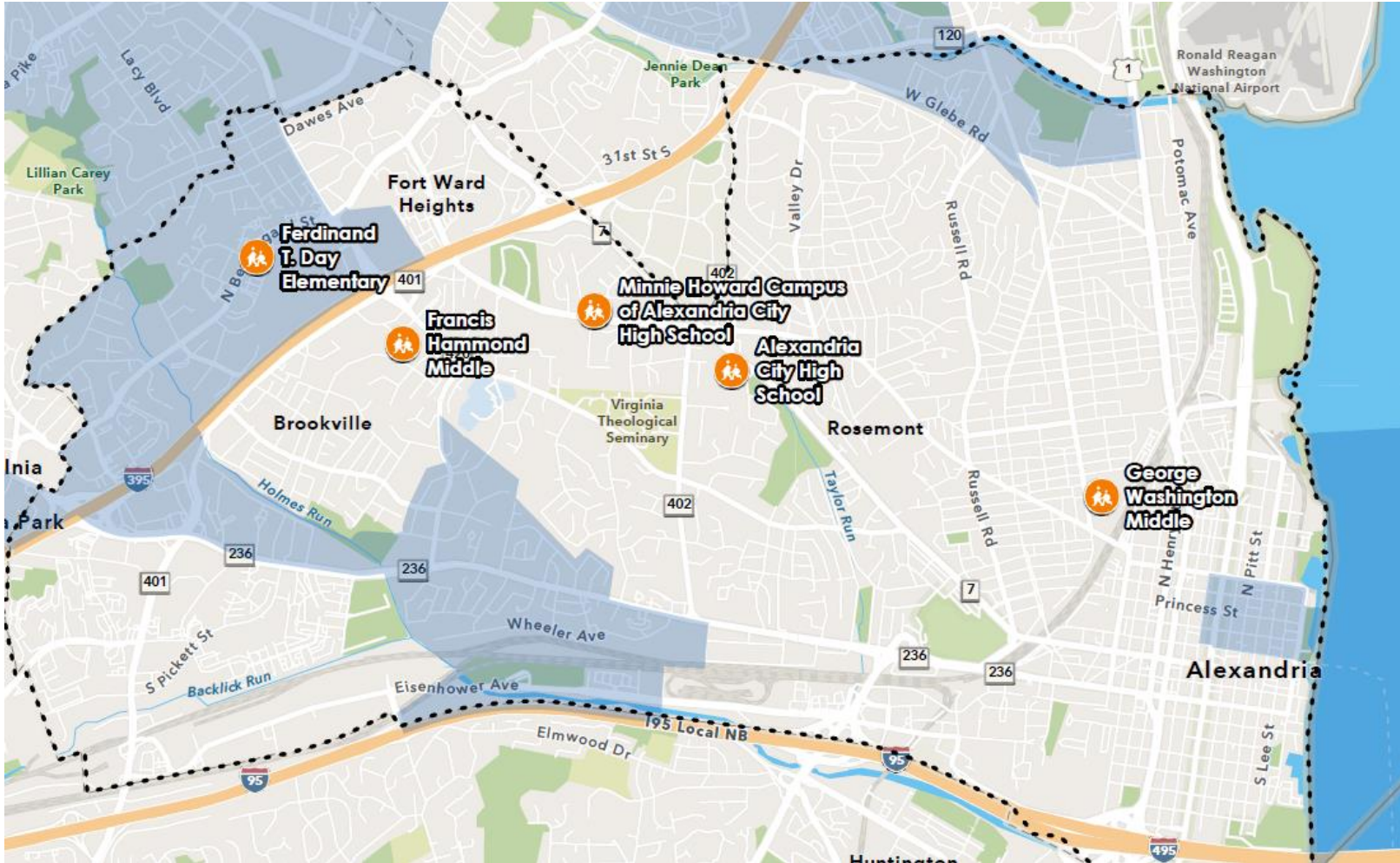
Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
Alexandria	Safe Routes to School Walk Audits Phase 2	60,000
Prince William County	Commuter Garage Active Transportation First/Last Mile	60,000
Manassas Park	Active Transportation Plan	60,000
Frederick County	New Design Road Bikeway Study	35,000
Rockville	Fleet & Monroe Streets Complete Streets Feasibility Study	60,000
Takoma Park	Takoma Park Metropolitan Branch Trail Upgrade	60,000
Takoma Park	New Ave Bikeway – District Connector	70,000
Gaithersburg	Olde Towne to Washington Grove Bicycles Connection	60,000
Montgomery County	Montgomery County Streetlight Standards	50,000
District of Columbia	Independence Avenue Corridor Study	60,000
District of Columbia	Delivery Microhub Feasibility Study	55,000

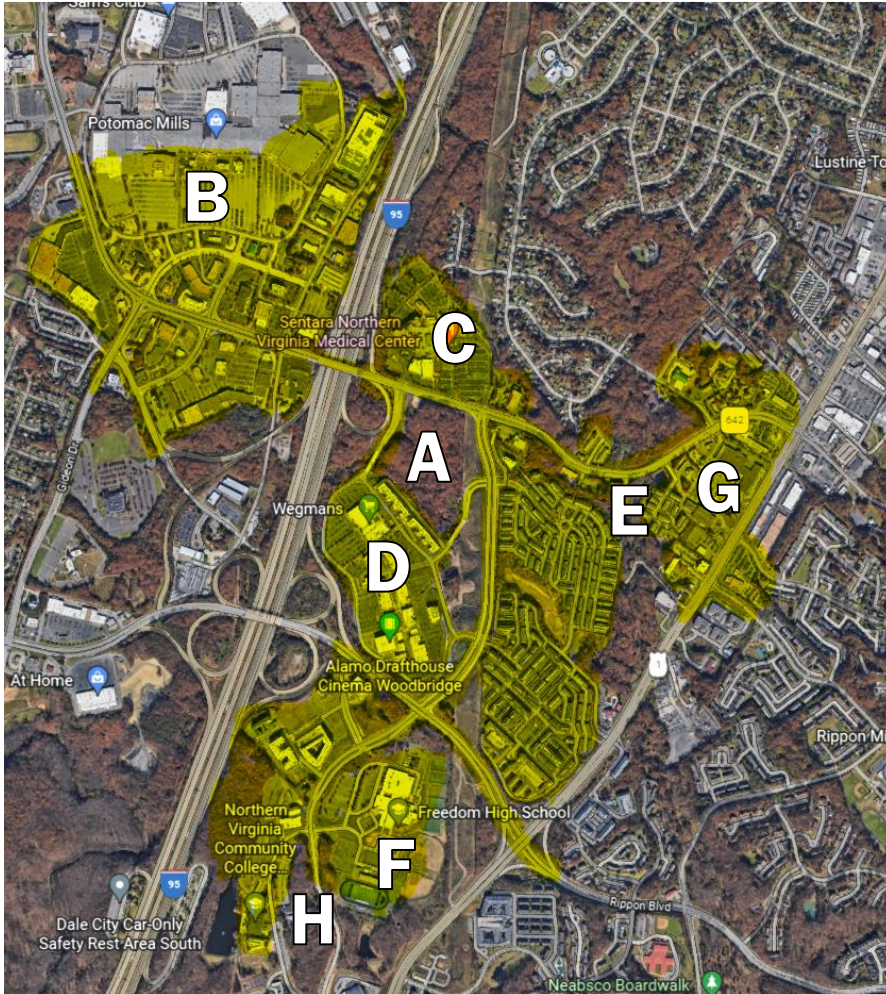


Safe Routes to School Walk Audits Phase 2

City of Alexandria \$60,000



Commuter Garage Active Transportation and Micromobility First/Last Mile Prince William County \$60,000

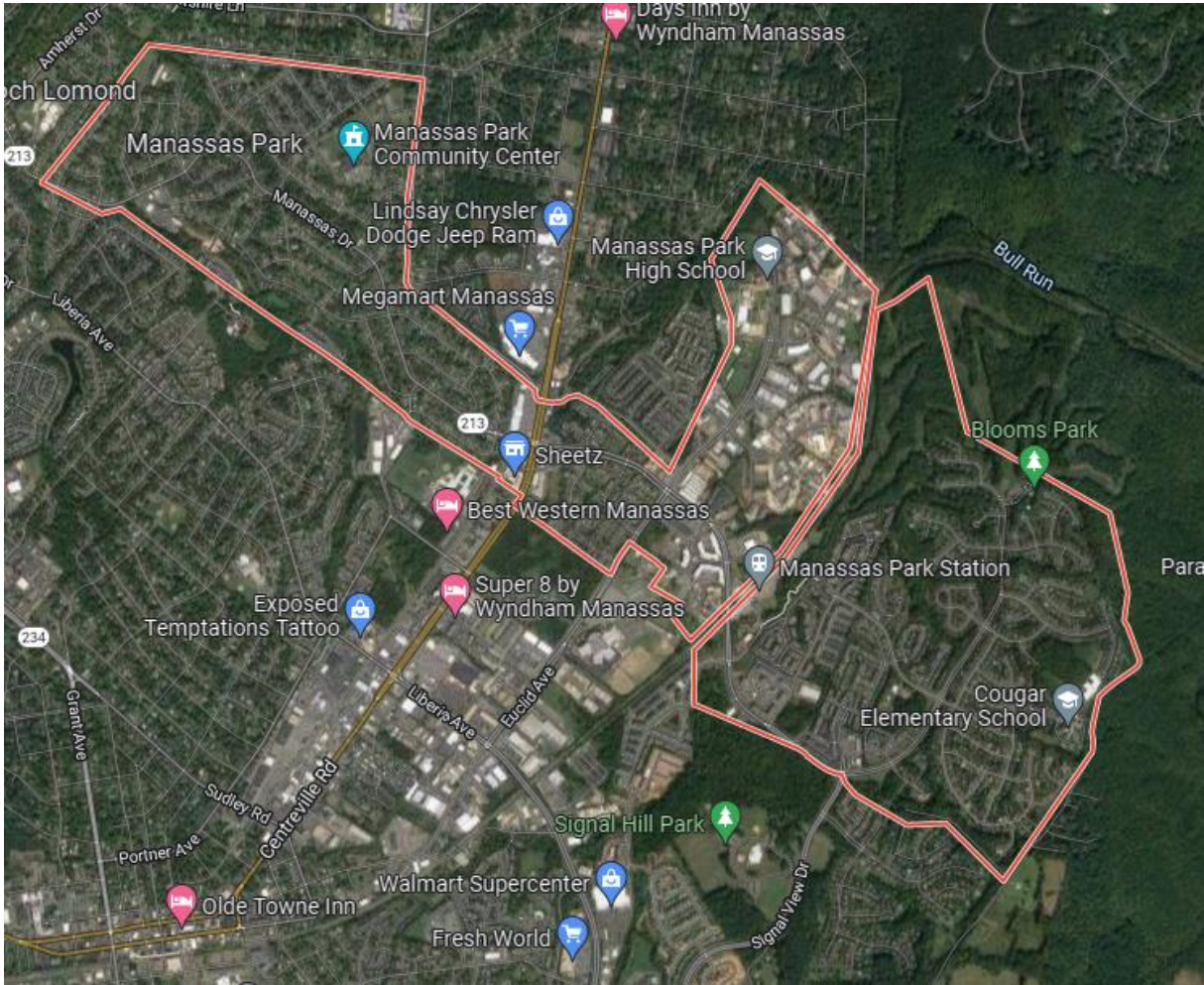


- A: Commuter Garage
- B: Potomac Mills
- C: Hospital
- D: Potomac Town Center
- E: Library
- F: Freedom High School
- G: Market at Optiz Crossing
- H: Northern Virginia Community College



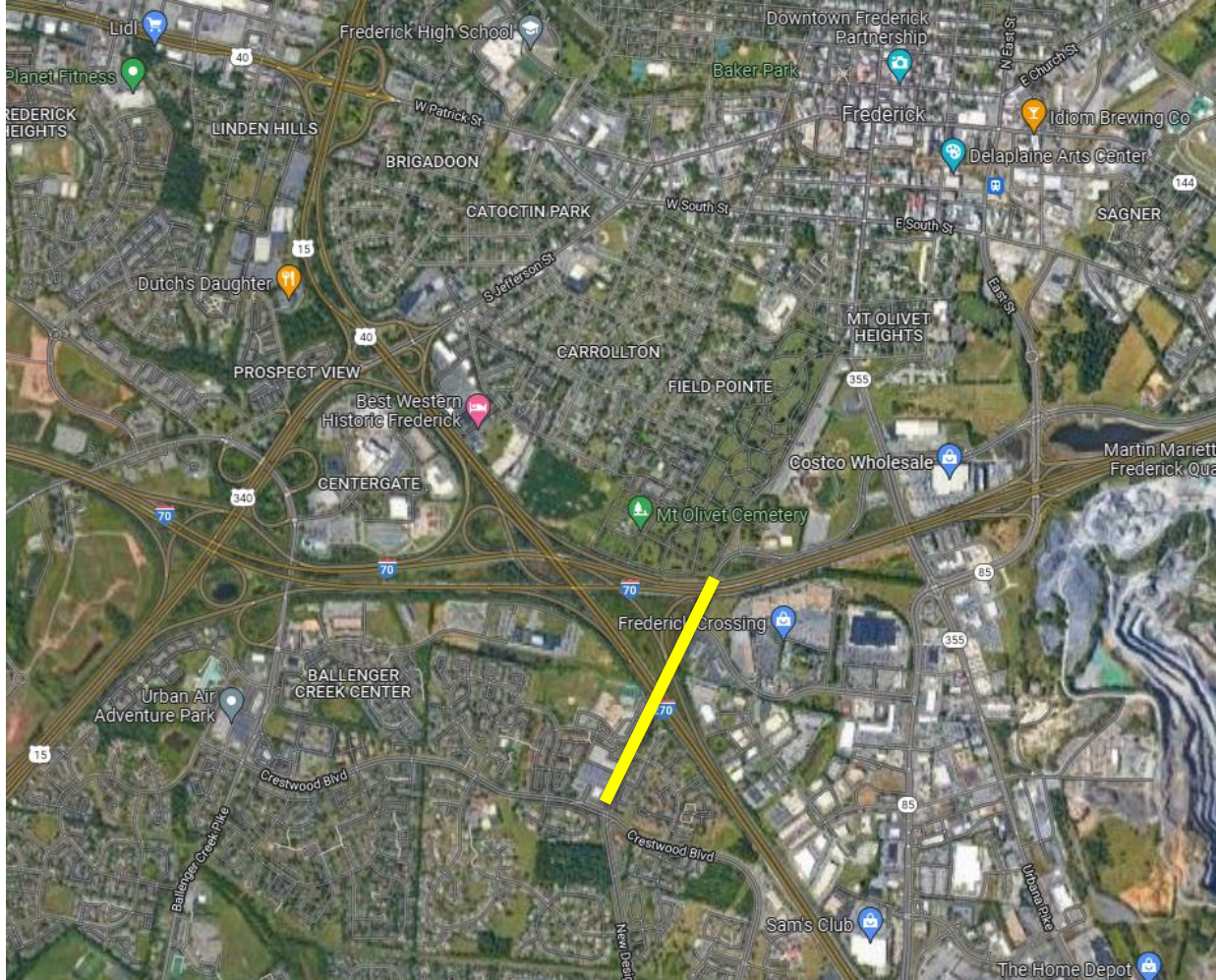
Active Transportation Plan

Manassas Park \$60,000



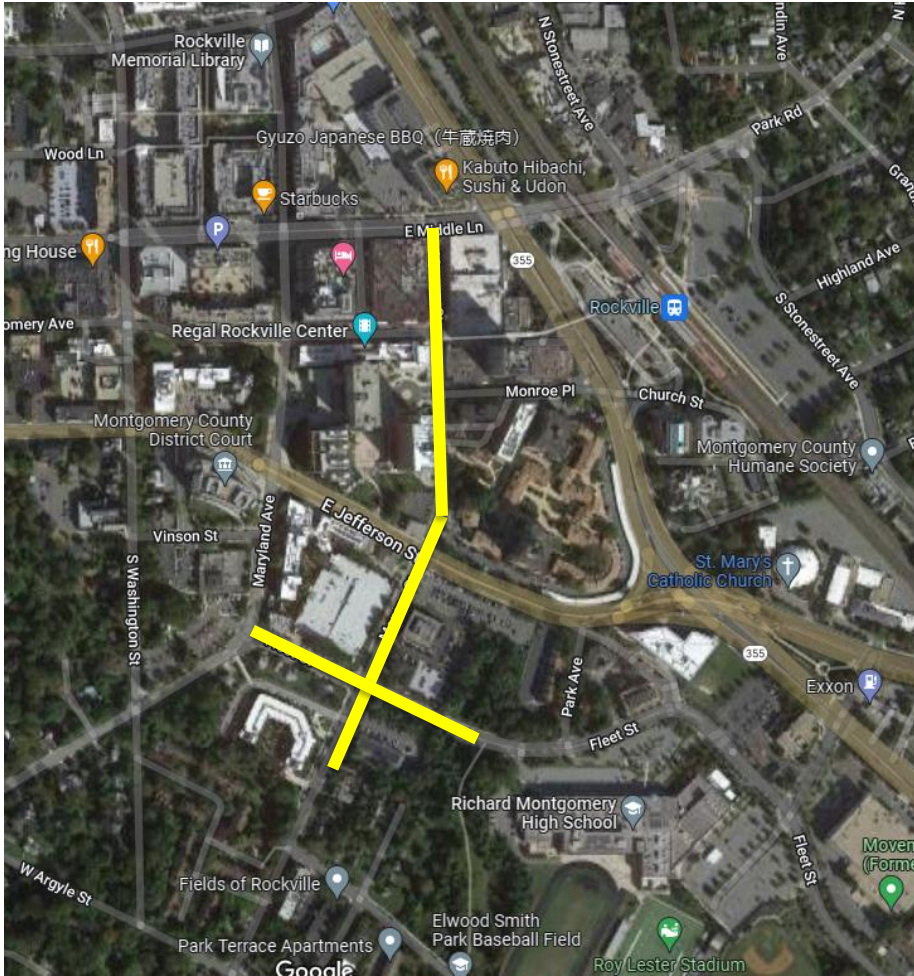
New Design Road Bikeway Study

Frederick County \$35,000



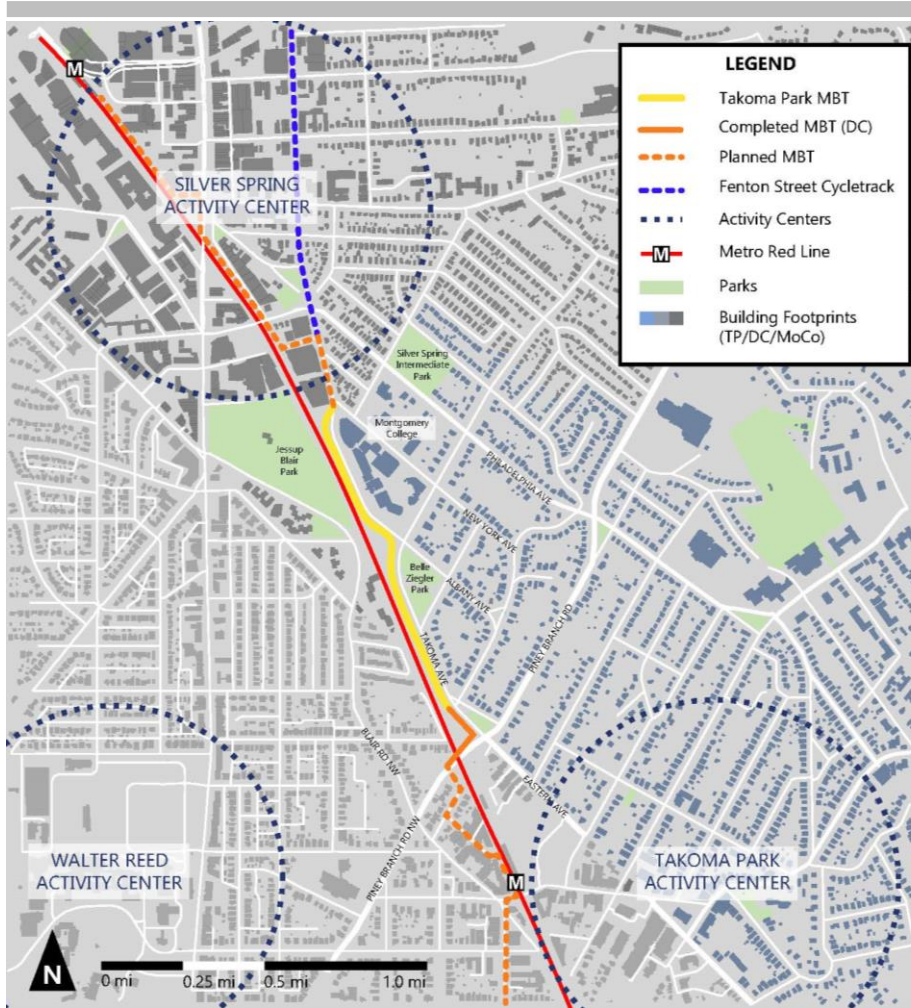
Fleet and Monroe Streets Complete Streets Feasibility Study

City of Rockville \$60,000



Takoma Park Metropolitan Branch Trail Upgrade

City of Takoma Park \$60,000

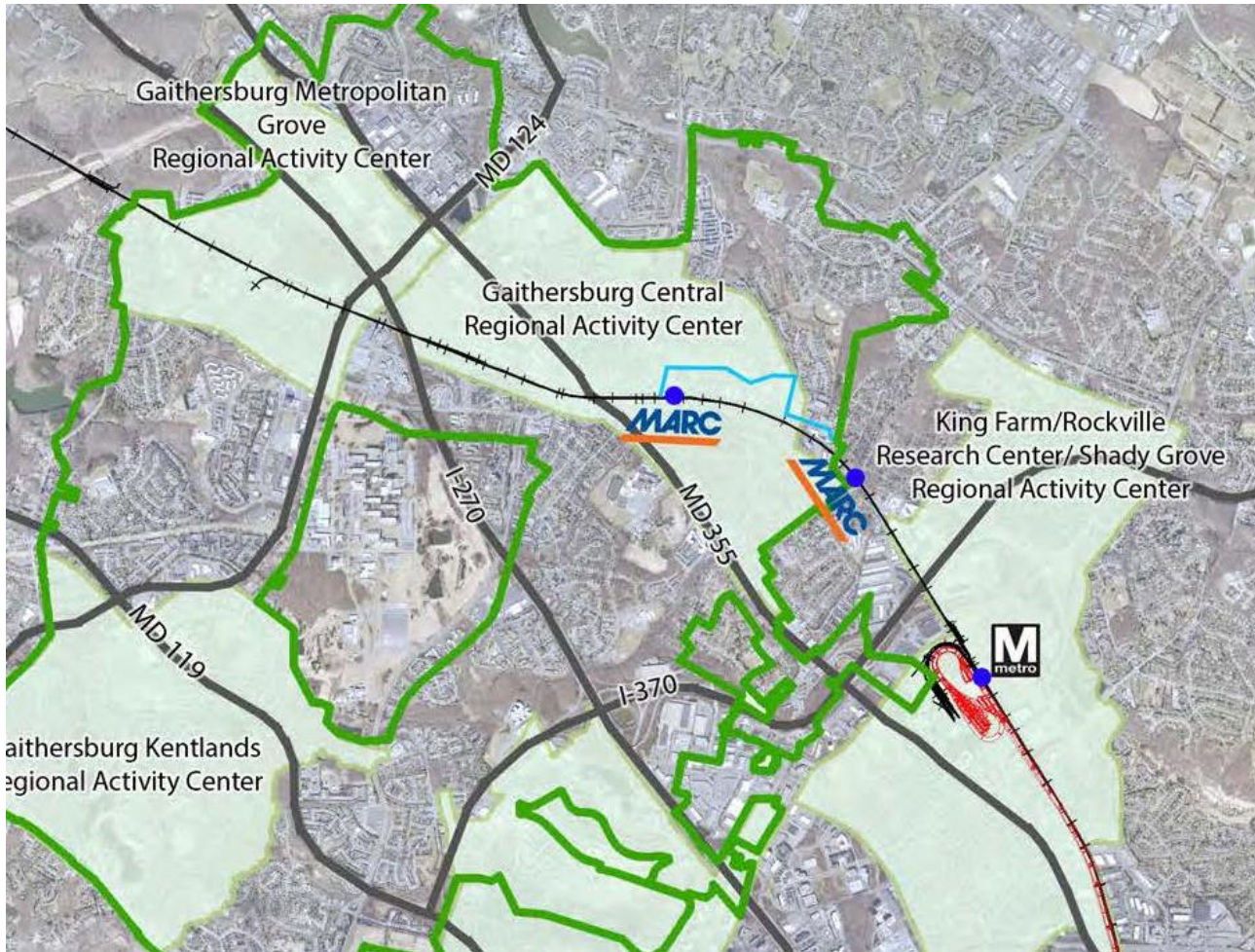


New Ave Bikeway District Connector (Section D) City of Takoma Park \$70,000



Olde Towne to Washington Grove Bicycles Connection

City of Gaithersburg \$60,000

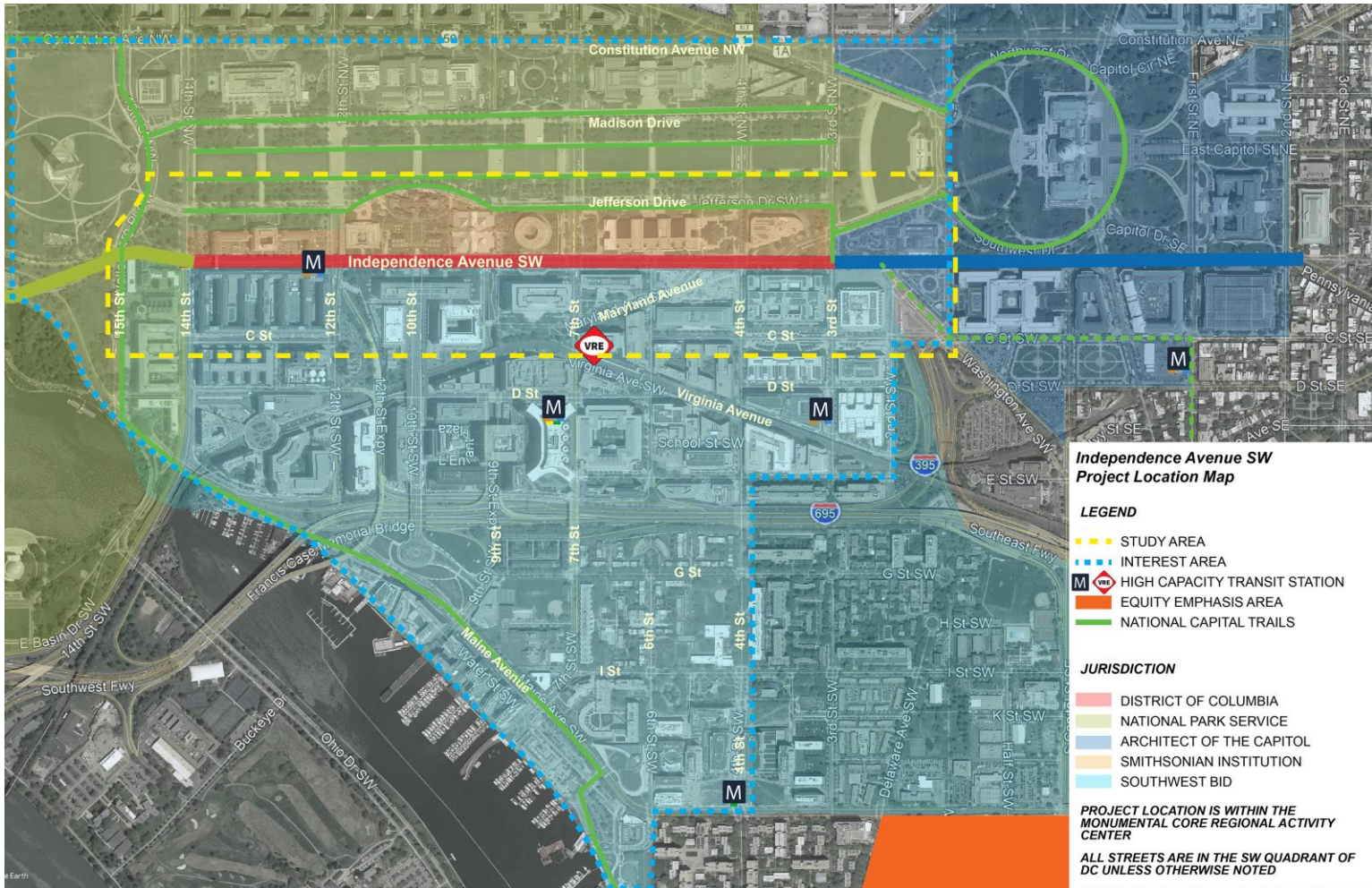


Montgomery County Streetlight Standards

Montgomery Count \$50,000



Independence Avenue Corridor Study (3rd to 15th St, SW) District of Columbia \$60,000



Delivery Microhub Feasibility Study

District of Columbia \$55,000



Next Steps

- Present project recommendations to TPB for approval at April 20th meeting
- Begin consultant selection process in May



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