



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: FY 2020 Transportation Land-Use Connections Technical Assistance Funding Recommendations
DATE: May 9, 2019

This memo provides information on the recommendations of the Selection Panel for the FY 2020 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. The panel met on April 29 and recommended 13 projects for funding in FY 2020. The TPB is scheduled to vote on the panel's recommendations on May 15.

FUNDING RECOMMENDATIONS FOR FY 2020

A total of \$680,000 will be provided for the program in FY 2020 through funding in the Unified Planning Work Program (UPWP). This includes \$260,000 in regional UPWP planning funds, as well as \$260,000 for Maryland projects and \$160,000 for Virginia projects from their UPWP technical assistance accounts.

The 13 projects recommended by the TLC selection panel are highly supportive of TPB regional priorities. Twelve of them are in Activity Centers, 13 are in proximity to high-capacity transit, and nine are in Equity Emphasis Areas.

The recommended projects are described below:

District of Columbia - Public Life Study at Florida and New York Avenues (\$60,000)

The District is committed to addressing the chronic mobility and safety issues at the New York and Florida intersection (Virtual Circle) but lacks existing conditions data for how pedestrians and cyclists use the space, including their use patterns and preferences. Through this project, the D.C. Office of Planning will lead a public life study of the Virtual Circle to gather observational data to better understand how people currently use and would like to use the study area both for mobility purposes and as a public space.

City of Frederick – Streamlining Freight in Downtown Frederick (\$30,000)

This project will provide baseline data on areas of curbside occupancy, current and forecast deliver truck volumes, and policy suggestions on best practices. These data will assist in forecasting future freight location needs, as well as identifying potential enforcement considerations and a list of recommendations for the future. Understanding the current and future of freight delivery in a vibrant historic downtown is needed to strengthen the City of Frederick's planned update of their comprehensive plan.

College Park – Upper Midtown Land Use and Access Study (\$30,000)

Redevelopment along College Park’s three-mile Route 1 corridor has brought new density and improved multi-modal connectivity, but areas to the north of Greenbelt Road/MD 193 have significant land-use and transportation challenges that have dissuaded more widespread private investment. The area has been identified as a recommended walkable node, but the limited land area, steep topography, high traffic volumes, and proximity of single-family homes present obstacles. This project will result in specific recommendations for new development and access improvements in the study area in order to address future planning needs.

Frederick County - New Design Road Side Path Phase 1 (\$80,000)

This project is the first of three phases for a side path along New Design Road. Phase 1 seeks design work in order to achieve thirty percent design. This side path will eventually tie the City of Frederick with the C & O Canal National Park which in turns connects to the National Capitol Trails Network on a protected path. The project is part of Frederick County’s larger goal to develop a coordinated multi-modal transportation system by integrating transit, pedestrian, bicycling and ADA accessible facilities into the county’s existing roadways and communities.

City of Gaithersburg - Concept and Feasibility Study: Industrial Drive to West Deer Park Road – Filling in a Bicycle Gap (\$45,000)

Bicycle connections in the City of Gaithersburg’s bicycle network are needed to address bicycling on heavily travelled MD 355 Frederick Road. This project will conduct a concept and feasibility study to connect Industrial Drive to West Deer Park Road. This connection would provide a low-stress alternative route for many bicyclists.

Greenbelt - Cherrywood Lane Complete and Green Street Retrofit Project (\$80,000)

The project will provide technical assistance to develop 30% design for a complete and green street retrofit project to reconstruct a 3,500 ft segment of Cherrywood Lane. This 1.5-mile-long collector street provides direct access to the Greenbelt Metro and MARC Stations. This project will serve to provide safe and convenient access for multiple modes of transportation for pedestrians, bicycles, buses and motorists.

Montgomery County – Microtransit Pilot Program Performance Assessment (\$40,000)

To support improved multimodal transportation options, Montgomery County Department of Transportation (MCDOT) will implement its first pilot micro transit service, called Ride On Flex, in the summer of 2019. This service will provide a new and non-traditional transportation option that connect households, transit hubs, commercial centers, and jobs. Ride On Flex will offer on-demand bus trips in response to requests made on a mobile application (“app”) for travel within defined areas of Wheaton, Glenmont, and Rockville. This project will provide performance assessment to use information collected from the pilot program to inform future planning efforts to develop optimal on-demand transit services.

City of Takoma Park - Bus Stop Accessibility Inventory (\$50,000)

This project aims to inventory all bus stops in the City of Takoma Park with a focus on ADA compliance, accessibility, and bike and pedestrian improvements to facilitate region-wide multi-modal transportation connectivity. It will include a robust inventory of amenities to determine actionable priorities for bus stop improvement. The project will include a set of recommendations to support increased transit usage and accessibility.

Arlington County - W&OD Trail East Falls Church Connection (\$55,000)

The W&OD Trail is a regional pedestrian and bicycle trail with 3,000 plus daily users that is used for walking and bicycling to the East Falls Church Metrorail Station and for longer-distance bicycle commuting across the area. The only gap in the 45-mile long W&OD Trail is in East Falls Church. The trail gap leads to on-street conflicts involving trail users and area motorized traffic. This project will use technical assistance to identify conceptual alternatives for constructing an off-street connection of the trail sections in the East Falls Church area. The results of the study would contribute to the work needed to initiate the design and construction of a trail construction project.

Fairfax County – Bike/Ped Spot Improvement Projects - Trail to the Van Dorn Metrorail Station (\$70,000)

The Fairfax County will receive technical assistance to complete 30% designs and create cost estimates for a series of projects to improve the trail connections to the Van Dorn Metrorail Station. The work will include several spot projects (i.e. path widening and neighborhood connections), as identified in the County Wide Bicycle Master Plan. These improvements will ease access to high capacity transit, creating a more continuous and viable network of bicycle and pedestrian facilities, and support multimodal travel

City of Falls Church - Residential Parking Standards Update (\$40,000)

This project will update multifamily residential parking requirements for new development in the City of Falls Church. Work will include revisions to the city's Traffic Impact Analyses (TIAs) tables, which are used to estimate potential traffic impacts of proposed land uses and assign parking requirements. The project will also support a potential revision to the city's zoning ordinance. The updated standards would be intended for use in all future multifamily residential projects, including the West Falls Church 10-acre development project, currently in a conceptual phase. The study is part of a larger effort in the City of Fall Church to address overbuilding of parking and underinvestment in multimodal transportation options. Reducing residential parking requirements will allow for additional housing to be built or additional investments to be made in city infrastructure and services, including transportation infrastructure.

City of Manassas - Wellington Road Shared-Use Path Gap Conceptual Plan Development (\$60,000)

The Wellington Shared Use Path is a major connection to regional and national bike connections within Prince William County. This project will address safety, connectivity and access by providing a safe connection over the railroad tracks, improving connectivity of the overall bike network, and providing greater access throughout the City of Manassas. The project will develop a conceptual design for a 0.35-mile section of the Wellington shared-used path between Nokesville Road and Prince William Street. The City of Manassas has identified safe pedestrian and bicycle connections as a priority.

Prince William County - Safe Routes to School Planning for Regional Activity Centers (\$40,000)

This project will address the pedestrian and bicycle facility gaps in three Regional Activity Centers, and identify priority routes, and potential infrastructure improvements within a one-mile radius of the schools. The project will be coordinated with Prince William's ongoing development of Small Area Plans. As new housing and jobs are focused into Regional Activity Centers, Prince William County must plan for safe and convenient walking and biking routes to schools. Local and regional congestion, exacerbated by commuter trip-chaining that includes a school pick-up or drop-off, can be improved by shifting school trips to walking and biking on safe and protected facilities.

APPLICATION PROCESS

On February 1, 2019, the TPB issued a call for projects for the FY 2020 round of TLC technical assistance. The deadline for application submissions was April 2, 2019. 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.

For this application cycle, \$680,000 is available. This includes three funding sources:

- \$260,000 from the TPB's FY 2019 UPWP regional planning funds;
- \$260,000 from the Maryland UPWP technical assistance account for projects in Maryland; and
- \$160,000 from the Virginia UPWP technical assistance account for projects in Virginia.

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

The TPB received 25 applications for FY 2020. Total requested funding for the entire application package was \$1,325,000. Requested funding for individual projects ranged from \$30,000 to \$80,000. Last year, for FY 2019, the TPB received 20 applications for a total request of \$1,260,000.

SELECTION PROCESS

The selection panel included the following participants:

- Chair: Julia Koster, TPB Member; National Capital Planning Commission
- Deborah Bilek, Urban Land Institute
- Jonathan Esslinger, American Society of Civil Engineers
- Michael Farrell, COG/TPB
- Nicole McCall, COG/TPB
- Claire Randall, Transportation Research Board
- Lee Schoenecker, APA Regional and Intergovernmental Committee
- John Swanson, COG/TPB

The selection panel met on April 29, 2019, to review the project applications and develop a list of recommended projects for the FY 2020 round of TLC technical assistance. The selection panel used established evaluation regional criteria and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application based on their assessment of the project 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.

After additional review of the regional and local merits of each project, the selection panel developed a list of 13 projects to recommend to the TPB for approval. The panel endorses these projects as the most locally and regionally beneficial. The panel strives to balance the TPB's portion of funding between 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. These changes have been agreed upon by the recipients of the recommended projects.

The panel initially recommended one project that was later withdrawn by the applicant. The application, submitted by the D.C. Office of Planning, involved the development of a tool and analysis to identify transit travel sheds in three underserved communities in the District of Columbia. However, subsequent discussions with the project applicant revealed the project scope to be too uncertain at this time to be included in this round of TLC funding. Instead, TPB staff and the D.C. Office of Planning will explore opportunities to pursue this concept through other means in a manner that will be more explicitly regional in scope.

PROPOSED PROJECT COMPLETION TIMELINE

On May 15, 2019, the TPB will be asked to approve the proposed slate of 13 projects recommended under the FY 2020 TLC technical assistance program. Following the board action, TPB staff will be available to debrief unsuccessful applicants.

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 the consultant contracts are signed. The projects will be scheduled for completion by May 31, 2020.

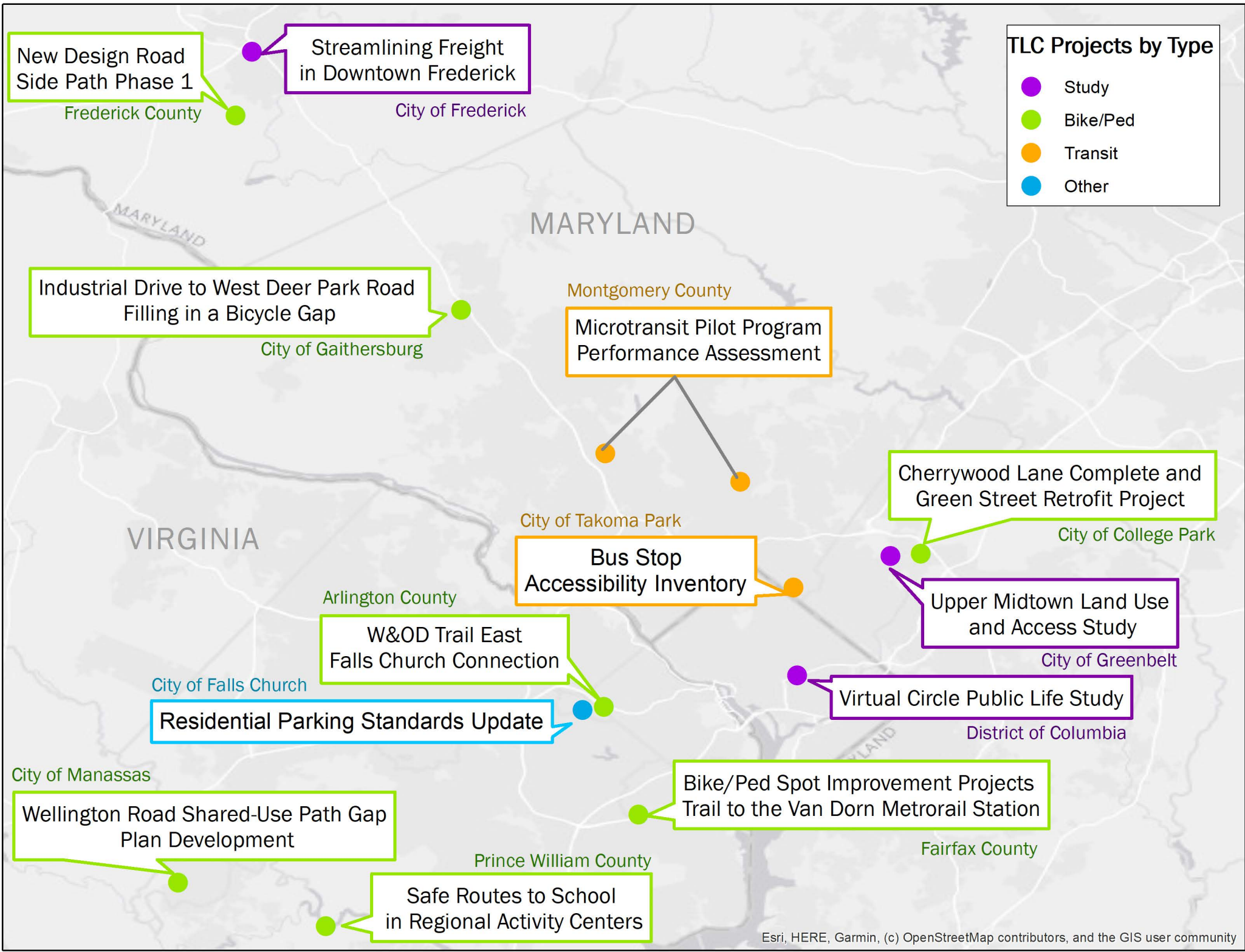
REVIEW OF THE TLC PROGRAM TO DATE: 2006-2019

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. Since its inception, the TPB has funded 117 technical assistance projects for more than \$4.5 million in funding. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc.

The program currently provides a range of funding between \$30,000 and \$60,000 for planning projects. This funding range offers the potential for scaling applications so that technical assistance can be awarded at amounts less than what was requested. Beginning in FY 2013, the program began funding 30% design projects up to \$80,000. In addition to providing technical assistance for planning, the TLC Program includes the Regional Peer Exchange Network, which provides a variety of opportunities and media to communicate information and best practices on TLC topics.

Since 2012, the program has also provided supported for the TPB's role in the project selection process for small capital improvements using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).

For further questions regarding the TLC program, contact TPB staff at (202) 962-3295 or at TLC@mwcog.org.



TLC Projects by Type

- Study
- Bike/Ped
- Transit
- Other

New Design Road Side Path Phase 1

Frederick County

Streamlining Freight in Downtown Frederick

City of Frederick

Industrial Drive to West Deer Park Road Filling in a Bicycle Gap

City of Gaithersburg

Microtransit Pilot Program Performance Assessment

Montgomery County

Bus Stop Accessibility Inventory

City of Takoma Park

Cherrywood Lane Complete and Green Street Retrofit Project

City of College Park

Upper Midtown Land Use and Access Study

City of Greenbelt

Virtual Circle Public Life Study

District of Columbia

W&OD Trail East Falls Church Connection

Arlington County

City of Falls Church

Residential Parking Standards Update

Wellington Road Shared-Use Path Gap Plan Development

City of Manassas

Bike/Ped Spot Improvement Projects Trail to the Van Dorn Metrorail Station

Fairfax County

Safe Routes to School in Regional Activity Centers

Prince William County