

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board Technical Committee

FROM: Sarah Crawford
Department of Transportation Planning

SUBJECT: Proposed Projects for the FY 2009 Transportation/Land-Use Connections (TLC) Technical Assistance Program and Proposed Timeline for FY 2009 Project Completion and FY 2010 Project Solicitation

DATE: February 5, 2009

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in 2007 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. There are two major components to the TLC Program: The Regional Clearinghouse and the Technical Assistance Program. The Regional Clearinghouse and related web components have been systematically updated as technical assistance projects are completed. The regional toolkits approved by the TPB in October are underway.

At the close of the FY 2008 round of the TLC technical assistance program, the TPB has completed 21 technical assistance projects in 15 jurisdictions; three projects were completed in the District of Columbia and nine projects were completed in both Maryland and Virginia. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on “Completed Projects” under Technical Assistance Program.

This memorandum presents a brief summary of the FY 2009 application and project selection processes. It also presents a tentative schedule for the remainder of the FY 2009 technical assistance program and a timeline for the FY 2010 project solicitation.

The Technical Committee received a memorandum that briefly detailed the applications received as of the December 19, 2008, deadline for the FY 2009 call for projects. The TPB will be asked to approve the projects put forth by the TLC Selection Panel for the FY 2009 technical assistance round at the February 18 TPB meeting.

TECHNICAL ASSISTANCE PROGRAM IMPLEMENTATION

FY 2007 PILOT PHASE

Since its inception, the TLC Technical Assistance Program has grown in an incremental fashion. The TPB initially funded five location-specific technical assistance projects at \$20,000 each 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, the TLC Program commissioned the development of a public presentation called "Understanding Density." This briefing was presented to the College Park City Council on April 15, 2008, and to a community audience in Takoma Park on May 7, 2008.

VDOT GRANT FUNDING

In the summer of 2007, the Virginia Department of Transportation (VDOT) funded five additional projects in Northern Virginia as part of the VDOT 2007 Multimodal Planning Grants Program. These projects were selected from the applications that the TPB had received, but could not fund, during the program's pilot round. TPB staff submitted an application to VDOT for continued funding of TLC technical assistance projects through the 2008 Multimodal Planning Grants Program. This application was not chosen for funding.

FY 2008 PROJECTS

On November 20, 2007, the TPB issued a call for projects for FY 2008. Minor refinements were made to the technical assistance program in response to a staff-conducted evaluation of the FY 2007 pilot round, including an earlier call for projects to allow more time for completion. At the time of that solicitation, DTP staff 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. Because a large number of applications were received from Maryland jurisdictions, the Maryland Department of Transportation (MDOT) 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 the TPB had already expected to fund, the TPB approved 11 new TLC projects on February 20, 2008.

Projects completed under the TLC Technical Assistance Program are summarized in Attachment A.

SUMMARY OF PROPOSED FY 2009 TECHNICAL ASSISTANCE PROJECTS

APPLICATION PROCESS

On October 15, 2008, the TPB issued a call for projects for the FY 2009 round of TLC technical assistance. The deadline for application submission was December 19, 2008. For the FY 2009 program, the TPB approved an amendment to the FY 2009 Unified Planning Work Program (UPWP) to restructure technical assistance project funding to be provided in amounts from \$10,000 to \$60,000, with the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee, including a longer period of time for the project solicitation and more detail required for applications requesting greater than \$30,000. The application form also strongly suggested that jurisdictions applying for greater than \$30,000 submit a scaled project scope that would allow for greater flexibility for their projects.

At the time of the solicitation, a minimum of \$180,000 from the FY 2009 UPWP funding for the TLC Program was to be made available for technical assistance projects for the FY 2009 application cycle. In addition, the State of Maryland committed \$80,000 from its Technical Assistance fund in the FY 2009 UPWP to be used for additional TLC projects in Maryland during this cycle.

The TPB received 15 applications from a diverse array of TPB member jurisdictions: the District of Columbia submitted one application; Maryland jurisdictions submitted nine applications; and Virginia jurisdictions submitted five applications. The applications represented a variety of topics from technical analyses to visioning studies and ranged from requests for \$20,000 to \$60,000. A brief description of all applications may be found in Attachment B.

SELECTION PANEL

At its October 15, 2008, meeting, the TPB approved the use of a selection panel to oversee the FY 2009 project selection process. At the same meeting, the TPB approved a set of evaluation criteria (Attachment C) to be used by the selection panel to evaluate projects and provide recommendations to the TPB for project funding.

The following industry experts participated on the selection panel:

Julia Koster, AICP, Chair

Non-voting TPB Member
Director, Planning, Research, and Policy Division
National Capital Planning Commission

Kim Fisher

Associate Director, Technical Activities Division
Transportation Research Board

Lisa M. Fontana Tierney, P.E.
Traffic Engineering Senior Director
Institute of Transportation Engineers

Rob Mandle
Operations Director, Crystal City Business Improvement District
Board Member, National Capital Area Chapter of the American Planning Association

Joel Mills
Director, Communities by Design
The American Institute of Architects

The selection panel met on January 27, 2009, to review the projects and develop a list of recommended projects for the FY 2009 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to provide insight on the projects. TPB staff provided an overview of previous rounds of the TLC Technical Assistance Program and was available to answer any questions related to the TLC Program. The selection panel reviewed each application and, using the scoring mechanism, divided the projects into low-, medium-, and high-priorities for the TLC Program. After additional analysis and review of the regional and local merits of each project, the selection panel developed a final list of projects and funding levels for scalable projects to recommend to the TPB for approval. The end result of deliberations is a list of project recommendations that the selection panel endorses as the most locally and regionally beneficial, cost-effective combination of projects.

This slate of projects put forth by the selection panel assumes a funding level of \$270,000: \$190,000 in TPB funding and \$80,000 in funding from MDOT's Technical Assistance Fund. The TPB portion of funding is \$10,000 greater than anticipated. This additional \$10,000 will be accommodated through funding that was previously expected to be used for the TLC Toolkits. Due to work completed on the toolkits by TPB staff and budget expectations provided by the TLC lead consultant, Reconnecting American, which will be assembling the toolkits, the tasks outlined for the FY 2009 toolkits will not require the amount of funding allocated for them at the beginning of FY 2009.

TPB staff collaborated with MDOT staff to ensure the recommended slate of projects met MDOT's goals and objectives. MDOT approved the use of its technical assistance funding for completion of the recommended Maryland projects. Rather than selecting specific TLC technical assistance proposals to fund, MDOT decided to utilize their \$80,000 contribution to provide partial funding for all recommended projects in Maryland.

PROJECT FUNDING RECOMMENDATIONS

The TLC selection panel recommends that the following projects be funded under the FY 2009 TLC Technical Assistance Program:

District of Columbia

- **NoMa Business Improvement District Gateway Transportation Enhancement Project (\$50,000)**
This application is for technical design services that will complement the District Department of Transportation's (DDOT) plans for the reconstruction of the New York and Florida Avenue, NE, intersection as a virtual traffic circle. The objective of this project is to employ complete streets and sustainable design principles to enhance pedestrian and bicycle connectivity, wayfinding, and safety around the intersection, while greening the public realm. The NoMa BID has support from DDOT and the DC Office of Planning (DCOP).

Maryland

- **City of Bowie, Pedestrian Trail System, Phase I Concept Development (\$20,000)**
This project involves further refinement of a pedestrian trail system developed in 2008 through previous participation in the TLC Program. The Bowie City Council approved an amendment to the City Trails Master Plan to include the previous study's recommendations. This project will help the City refine plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.
- **Frederick County, MD-355 / MD-85 TOD Study (\$60,000)**
This project will identify ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations. The final product will include recommendations for implementation and incorporation of study findings into an upcoming small area plan. This project is a joint effort between the Frederick County Division of Planning, Frederick TRANSIT, and the Frederick County Office of Economic Development.
- **City of Greenbelt, Pedestrian and Bicycle Master Plan (\$30,000)**
The City of Greenbelt is requesting technical assistance in the preparation of a pedestrian and bicycle master plan. This plan will help the City improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations. The citizen-led Advisory Planning Board (APB) has assumed responsibility for preparing the master plan. The consultant will work with the APB to coordinate citizen input, assess gaps in existing infrastructure, and design solutions to improve connectivity.
- **Prince George's County, Town of Cheverly Non-motorized Transportation Study (\$30,000)**
The goal of this project is to formulate strategies to improve non-motorized transportation in the Cheverly area. The project will provide recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly: the Cheverly Metrorail Station, the Prince George's Hospital Center, the

community retail and shopping area, and the largely industrial area between Cheverly and the Anacostia River. The final product will yield a vision for non-motorized transport in and around Cheverly, recommendations for achieving this vision, and preliminary concept designs.

The selection panel recommends funding the scaled version of this project.

- **City of Rockville, Complete Streets Policy (\$30,000)**
Assistance from the TLC Program will provide the City with resources towards the development of a Complete Streets Policy. This project includes the development of a policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users. The final product will include recommended revisions to the City's "Standards and Details for Construction" to incorporate design standards for new and retrofit projects that contain the most current multimodal design standards.

Virginia

- **City of Manassas Park, Marketing the Redevelopment Potential of TOD (\$20,000)**
This project builds off previous technical assistance received by the City to formalize a vision for the developable land around the Manassas Park Virginia Railway Express (VRE) Station. Several parcels are already under development to create "City Center," a dense, mixed-use community adjacent to the VRE station. This project will provide a marketing scheme for the City to identify and reach potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision.
- **Prince William County, Sustainability of Mixed-Use Development at Commuter Rail Stations (\$30,000)**
This project will examine the possibilities of creating a successful mixed-use development and mass transit node adjacent to the Woodbridge VRE Station. Strategy and policy recommendations developed through the project would provide the County with a template for reviewing development adjacent to commuter rail stations and making long-range land-use and transportation planning decisions for these facilities. This project will be completed in collaboration with the Prince William County Office of Planning and Department of Transportation, as well as the Potomac Rappahannock Transportation Commission (PRTC), VRE, and VDOT.

The selection panel recommends funding the scaled version of this project.

PROPOSED PROJECT COMPLETION TIMELINE

On February 18, 2009, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2009 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately begin to coordinate with the jurisdictions that have been awarded technical assistance to begin the consultant selection process from the

pre-qualified list of TLC consultants. Projects will commence immediately after the consultant is selected. It is anticipated that many projects may be completed by the end of FY 2009 (June 30, 2009), though some projects may require carryover into FY 2010 to allow for a satisfactory product.

PROPOSAL FOR THE FY 2010 TECHNICAL ASSISTANCE PROGRAM

Based on experience with the program to date, along with the results of the previous evaluation, TPB staff proposes beginning the project solicitation process for FY 2010 projects in FY 2009. Beginning the technical assistance program earlier carries several benefits for the TLC program and its stakeholders. Completing project solicitation and beginning project review and selection prior to the start of the fiscal year will allow for a timeframe that accommodates larger-scale projects made possible by increased project funding levels. This increase in work time will allow jurisdiction, consultants, and TPB staff to more diligently and comprehensively address projects by eliminating fiscal-year-related time constraints that are present in the current TLC technical assistance program calendar. Additionally, this timeline will allow for more time for evaluation of the larger funding opportunities provided through the TLC Program. After the completion of the FY 2009 and FY 2010 rounds of technical assistance, TPB staff will evaluate how the scalable funding structure worked for the jurisdictions and consultants. The TPB will have the opportunity to determine if improvements or additions are necessary to make the TLC Program more effective for the region.

FY 2010 PROJECT SOLICITATION

Staff proposes that largely the same application requirements for technical assistance (Attachment D) be used for the FY 2010 program as was used in FY 2009 program. The selection panel suggested some minor layout changes to the application that would provide future selection panels with better information as they review the applications.

It is anticipated that a minimum of \$180,000 from the FY 2010 UPWP funding for the TLC Program will be made available for technical assistance projects in this application cycle. In the FY 2010 program, technical assistance again will be provided in amounts from \$10,000 to \$60,000, with the potential for scaling applications to provide the greatest benefit for all applicants. Despite the relatively short timeframe between project solicitation for FY 2009 and FY 2010, it is anticipated that there will be no shortage of potential applications for the FY 2010 cycle.

FY 2010 PROJECT SELECTION PROCESS

The selection process for the FY 2010 projects will mirror the process used in FY 2009. A newly convened selection panel will use the same evaluation criteria (Attachment C). The knowledge and insight provided by the FY 2009 selection panel proved to be invaluable and it would be desirable to convene a panel comprised of similar participants for FY 2010. Below is a list of target organizations from which representatives would be sought for service on the selection panel:

- American Institute of Architects
- American Planning Association
- Brookings Institution
- Institute of Transportation Engineers
- Transportation Research Board
- Urban Land Institute

It is anticipated that consultant selection would be ready to commence shortly after the start of the fiscal year (July 1, 2009) and that projects would be well underway in the Fall of 2009.

TLC TECHNICAL ASSISTANCE PROJECTS Fiscal Years 2007 and 2008

PILOT PHASE – FY 2007

- **Langley/Takoma Crossroads Pedestrian Safety Study
Montgomery/Prince George's Counties**
This pedestrian safety study supports planning efforts for the Takoma/Langley Crossroads Sector Plan, which among other things is expected to be a location for the planned Purple Line light rail project. This study won an award in February 2008 from the National Capital Region Chapter of the American Planning Association.
- **Recommendations on Urban Roads Standards
Charles County (St. Charles Urbanized Area)**
These recommendations will be used to revise the county's Urban Road Design Standards to accommodate the county's vision for denser, walkable communities with a mix of residential, commercial, and community amenities.
- **Review of Automobile "Levels of Service" in Transit Station Areas
Fairfax County**
This report provides a summary of best practices from jurisdictions around the country that have taken steps to balance multi-modal options in transit oriented developments.
- **Scoping Assistance for BRAC Impacts
Prince William County**
A scope of work was developed for use in the county's application for Department of Defense funding and to incorporate potential Base Realignment and Closure (BRAC) transportation and land use impacts into the Potomac Communities Revitalization Plan.
- **Scoping Assistance for the Potomac Avenue Metro Station Area
District of Columbia**
The "Potomac Avenue Revitalization Strategy" prioritizes planning elements which will be analyzed during the full planning effort for this neighborhood.
- **"Understanding Density" – Public Presentation on Density Issues
For Use in Multiple Jurisdictions As Requested**
A presentation has been developed on key issues related to density. The presentation was conducted for the College Park City Council on April 15, 2008, and for residents of Takoma Park on May 7, 2008.

VDOT MULTIMODAL GRANT PROGRAM FUNDING

- **Bus Rapid Transit (BRT) Feasibility Study
Leesburg (Loudoun County)**
This analysis reviews the potential for Bus Rapid Transit (BRT) from Leesburg to the terminus station of the Dulles Metrorail extension.

- **Look Back at Rezoning Cases to Compare Projected and Actual Transportation Impacts Fairfax County**
An analysis of several rezoning cases in Fairfax County compares the current built environment with past estimates of land use and transportation conditions.
- **Examination of Potential for Development Near the VRE Rail Station Manassas Park**
This study supports the city's goal of "creating a livable, walkable, mixed-use city center focused on the Virginia Railway Express (VRE) and Potomac and Rappahannock Transportation Commission (PRTC) mass transit systems."
- **Corridor Planning on Washington Street Falls Church**
This project identifies transportation strategies and investments needed to facilitate the desired land-use vision for this corridor, and addresses issues such as site access, on-street parking locations, and pedestrian and transit improvements.
- **Transportation Management Plan (TMP) Review Alexandria**
This study provides recommendations for improving the Alexandria Transportation Management Plan (TMP) Program, which was designed to increase multimodal transportation use around dense development.

FY2008 ROUND (including additional funding through MDOT Technical Assistance Account)

- **"Multimodal Takoma!" – Development of a Multimodal Scorecard District of Columbia**
At the request of the District Office of Planning, a "scorecard" was developed to evaluate current multimodal access and potential improvements for the area surrounding the Takoma Metrorail Station.
- **Recommendations for Performance-Based Parking Regulations Near the Ballpark District of Columbia**
This study for the District Department of Transportation analyzed data on parking management for several high-activity areas of the District and provided recommendations for performance-based parking regulations.
- **Charrette on a Potential Pedestrian Link to the Bowie MARC Station City of Bowie**
A classic public involvement tool, a "charrette," was used 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.
- **Assessment of Pedestrian Crossing Options on East Street City of Frederick**
The study examined alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, which will become the new gateway to the city in the fall of 2009.

- **Assessment of BRAC Impacts at Fort Detrick
Frederick County/City of Frederick**
This analysis identified the needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to the forthcoming Base Realignment and Closure (BRAC) changes.
- **Assessment of Potential and Current Transit Options
City of Greenbelt**
This project assessed existing transit options and future transit opportunities in Greenbelt, and made recommendations to ensure maximum use and efficiency of transit. The project included a well-attended public meeting.
- **Recommendations for the Bethesda Circulator
Bethesda Urban Partnership (Montgomery County)**
This study examined the current service and route of the Bethesda Circulator to identify possible improvements and future expansions to enhance circulation in central Bethesda, a well-established area of transit-oriented development.
- **Identification of Appropriate TOD Strategies for the Landover Metro Station
Prince George's County MNCPPC**
The report recommended strategies for transit-oriented development (TOD) around the Landover Metro Station. An analysis of an area like Landover that is semi-industrial and potentially environmentally degraded provided new perspectives to the TLC program.
- **Recommendations for "Complete Streets" in the Prince George's Plaza Transit District
Prince George's County MNCPPC**
This study identified pedestrian and bicycle needs, and provided recommendations to develop "complete streets" near this Metro station. A complete streets approach recognizes that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities.
- **Development of Transportation and Land-Use Strategies for the Yorkshire Corridor
Prince William County**
Strategies were developed for transportation and land-use that helped to realize the county's vision for a vibrant community along Route 28, which is typical of the post-war strip retail corridors that have arisen in suburban areas across the country, and is an area long identified by the county for redevelopment.
- **Recommendations for Process Improvements for Approving Parking for New
Development
Arlington County**
This project reviewed the current approval processes for site plans and parking management plans. The study also recommended measures to incorporate parking management earlier in the development process.

**Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2009 - Scoring Worksheet**

| Applicant Jurisdiction | Contact Agency | Project Title | Project Description | Budget Request | SCORE |
|-------------------------------|-----------------------|--|--|---|--------------|
| District of Columbia | | | | | |
| 1 | District of Columbia | NoMa Business Improvement District / DC Office of Planning | NoMa Gateway Transportation Enhancement Project | Technical design services to employ complete streets, greening of the public realm, and sustainable design principles to enhance pedestrian and bicycle connectivity around the New York Avenue / Florida Avenue, NE, intersection. \$ 50,000 * \$ 30,000 | |
| Maryland | | | | | |
| 1 | City of Bowie | Planning and Economic Development | Pedestrian Trail System: Phase 1 Concept Development | Assist stakeholders in focusing on details of the first segment of the trail system, as recommended through a previous TLC program grant. \$ 20,000 | |
| 2 | Charles County | Department of Planning | Waldorf Urban Transportation Implementation Plan | Assess the conceptual transportation network outlined in the Waldorf Urban Design Study and determine an implementation plan for public and private investment. \$ 60,000 | |
| 3 | City of Frederick | City Planning and Engineering | Frederick Municipal Airport Perimeter Road | Conduct a location and design study for a perimeter roadway in the City of Frederick Municipal Airport. \$ 15,000 | |
| 4 | City of Frederick | City Planning and Engineering | College / Hospital Bicycle, Pedestrian, and Transit Plan | Develop a Bicycle, Pedestrian, and Transit Plan for the area including Hood College, the Frederick Community College, and the Frederick Memorial Hospital, building off of the Fort Detrick Study completed through the FY 2008 TLC Program. \$ 60,000 | |
| 5 | City of Frederick | City Planning and Engineering | Monocacy Blvd. / US-15 Interchange Transit-Friendly Design | Development and justification for a new commuter link from a planned park and ride facility at the US-15 / Monocacy Blvd. interchange. \$ 60,000 | |
| 6 | Frederick County | Division of Planning | MD-355 / MD-85 TOD Study | Enhance transit-oriented development through short term bicycle, pedestrian and transit improvements and long term land-use recommendations. \$ 60,000 * | |
| 7 | City of Greenbelt | Department of Planning and Community Development | Pedestrian and Bicycle Master Plan | Work with the citizen-led Advisory Planning Board towards the development of a pedestrian and bicycle master plan for the City of Greenbelt. \$ 30,000 | |

* The NoMa project offered reduced scope options for \$30,000. The Frederick County work item(s) could be adjusted or scaled based on available budget.

**Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2009 - Scoring Worksheet**

| Applicant Jurisdiction | Contact Agency | Project Title | Project Description | Budget Request | SCORE |
|-------------------------------|------------------------|-----------------------------------|---|--|--------------|
| Maryland, continued | | | | | |
| 8 | Prince George's County | M-NCPPC | Town of Cheverly Nonmotorized Transportation Study | Formulate strategies to improve nonmotorized transportation within Cheverly, including connections to and from the Cheverly Metro Station, Prince George's County Hospital, the Anacostia River Trail, and the area schools. \$ 50,000 * \$ 30,000 | |
| 9 | City of Rockville | Public Works Department | Complete Streets Policy | Develop a Complete Streets Policy that requires planner and engineers to design streets that meet the needs of all users: pedestrians, bicyclists, transit users, and motorists or all ages and abilities. \$ 30,000 | |
| Virginia | | | | | |
| 1 | Fairfax County | Department of Transportation | Analysis of TOD Internal Trips and Land Use Mix | Determine the amount of internal trips generated by mixed-use development and the optimum mix of land uses that will maximize non-vehicle trips. \$ 30,000 | |
| 2 | Loudoun County | Office of Transportation Services | Loudoun Model Update | Update the Loudoun Transportation Model with new mode locations and new facilities, and code new demographic inputs into the Transportation Analysis Zone. \$ 21,000 | |
| 3 | City of Manassas Park | Department of Planning and Zoning | Marketing the Redevelopment Potential of TOD | Create a marketing scheme to identify and reach receptive investors and developers to implement the TOD vision produced through a TLC grant in FY 2008. \$ 20,000 | |
| 4 | Prince William County | Office of Planning | Commuter Lots as Transit Nodes | Study two County transit shift locations (commuter lots) to test the impact of various land-use and multimodal transportation scenarios in order to plan efficient TOD around the locations. \$ 50,000 * \$ 30,000 | |
| 5 | Prince William County | Department of Transportation | Sustainability of Mixed-Use Development at Commuter Rail Stations | Examine the possibilities of creating a successful mixed-use development / mass transit node around VRE stations to identify how to plan successful TOD around commuter rail. \$ 50,000 * \$ 30,000 | |

* The M-NCPPC Cheverly Project and both Prince William County projects offer reduced scope options for \$30,000.

TLC Technical Assistance Application

APPLICATION DEADLINE FOR THE NEXT ROUND OF TECHNICAL ASSISTANCE: December 19, 2008

The Technical Assistance component of the Transportation Planning Board's Transportation/Land-Use Connections (TLC) program provides focused consultant assistance to local jurisdictions working on creative plans and projects that integrate transportation and land use planning.

Application Process:

To apply, simply fill out this form and attach:

- 1) A letter of transmittal and endorsement from the jurisdiction's chief elected official or chief administrative officer.*
- 2) A brief description (1-2 pages) of the following:*
 - The overall scope and location of the project, and the specific service requested;*
 - How the project and requested service will benefit the applicant's community and the National Capital Region;*
 - How the project implements one or more of the TLC Program Strategies (www.mwcog.org/tlc/strategies.asp)*
 - How your jurisdiction will address recommendations that may arise from the project. This includes addressing in the application description strategies for funding and implementation (if applicable); and*
 - If applicable, a short description (including contact information) of how the applicant has collaborated with other agencies in developing the application.*
- 3) Additional information for a project requesting greater than \$30,000 in technical assistance. In addition to the above items, please include the following information on an additional page:*
 - Description as to how the project may be scaled to \$30,000 or less. Please provide specific details as to which aspects of the project will change and how that is reflected in the budget; and*
 - A short description (including contact information) of how the applicant has collaborated with other agencies in developing the application (this information is required for projects over \$30,000).*

Application Considerations:

- Any local jurisdiction in the Metropolitan Washington region that is a member of the TPB is eligible to apply. Each application should be accompanied by a letter of transmittal and endorsement from the jurisdiction's chief elected official or chief administrative officer.
- The deadline for applications for the current round of technical assistance is **December 19, 2008**.
- Recipients will receive short-term consultant services. Recipients will not receive direct financial assistance.
- Recipients are eligible to receive between \$10,000 and \$60,000 in technical assistance.
- Applicants are encouraged to explain how the technical assistance will enhance current efforts.
- Proposed scopes of work and budget allocations will be reviewed by a panel of industry experts based on criteria approved by the TPB. The panel will recommend a package of projects to the TPB before technical assistance resources are authorized.
- The TPB will seek to ensure that assistance is provided to a broad cross-section of jurisdictions throughout the region.
- Applicants are encouraged to work with partner agencies, including transit, land-use, transportation, state, and regional partners.
- This application form and more details about the program can be found at www.mwcog.org/tlc. For questions or more information, please contact Darren Smith (202-962-3273, dsmith@mwcog.org) or Sarah Crawford (202-962-3237, scrawford@mwcog.org).

TLC Technical Assistance Application

APPLICATION DEADLINE FOR THE NEXT ROUND OF TECHNICAL ASSISTANCE: December 19, 2008

The Technical Assistance component of the Transportation Planning Board's Transportation/Land-Use Connections (TLC) program provides focused consultant assistance to local jurisdictions working on creative plans and projects that integrate transportation and land use planning.

Project Name:

Jurisdiction:

Primary Contact:

Title:

Agency:

Address:

City:

State:

Zip:

Phone:

Email:

Secondary Contact:

Agency:

Phone:

Email:

Contact for Collaborating Agency (if applicable):

Agency:

Phone:

E-mail:

This application form, evaluation criteria, Frequently Asked Questions (FAQs), information about past projects, and more details about the program can be found at www.mwcog.org/tlc. For questions or more information, please contact Darren Smith (202-962-3273, dsmith@mwcog.org) or Sarah Crawford (202-962-3237, scrawford@mwcog.org).

Submit Applications To:

Ronald Kirby, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

or

E-mail to TLC@mwcog.org,

or

Fax to (202) 962-3202, Attn.: TLC Program