

2006 Update to the Financially Constrained Long Range Plan (CLRP)

What's Included, What's Still Under Consideration

**Presentation to the
National Capital Region Transportation Planning
Board**

March 15, 2006

What is the Financial Constraint?

- (1) The Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) can include only projects for which funding “can reasonably be expected to be available”

- (2) For air quality nonattainment and maintenance areas, projects can be included in the first two years of the TIP only if funds are “available or committed”

US Department of Transportation, Metropolitan Planning Rule, Sections 450.322 (Plan)
450.324 (TIP)

How is the Financial Constraint Applied to the CLRP?

- * Every three years, the CLRP Financial Plan is updated by an Interagency Working Group:
 - (1) Update revenue forecasts through CLRP outyear (currently 2030)
 - (2) Update expenditure estimates for system expansion preservation, and operation through CLRP outyear
 - (3) Ensure consistency between proposed transportation investments and already available and projected sources of revenue through CLRP outyear

- * In intermediate years, amendments are made to the CLRP Financial Plan to reflect new revenue sources, cost estimates, and projects (e.g., ICC in 2004, Beltway HOT lanes in 2005)

What is the Status of the CLRP Financial Plan for 2006?

- * Previous updates completed in 1994, 1997, 2000, and 2003

- * Update for 2006 still underway
 - Draft revenue and expenditure projections reviewed February 28, next meeting April 4

 - Based on the analysis currently available, only five significant new projects are being advanced relative to the CLRP adopted in October 2005

WHAT ARE THE SIGNIFICANT CHANGES FOR THE 2006 CLRP?

District of Columbia

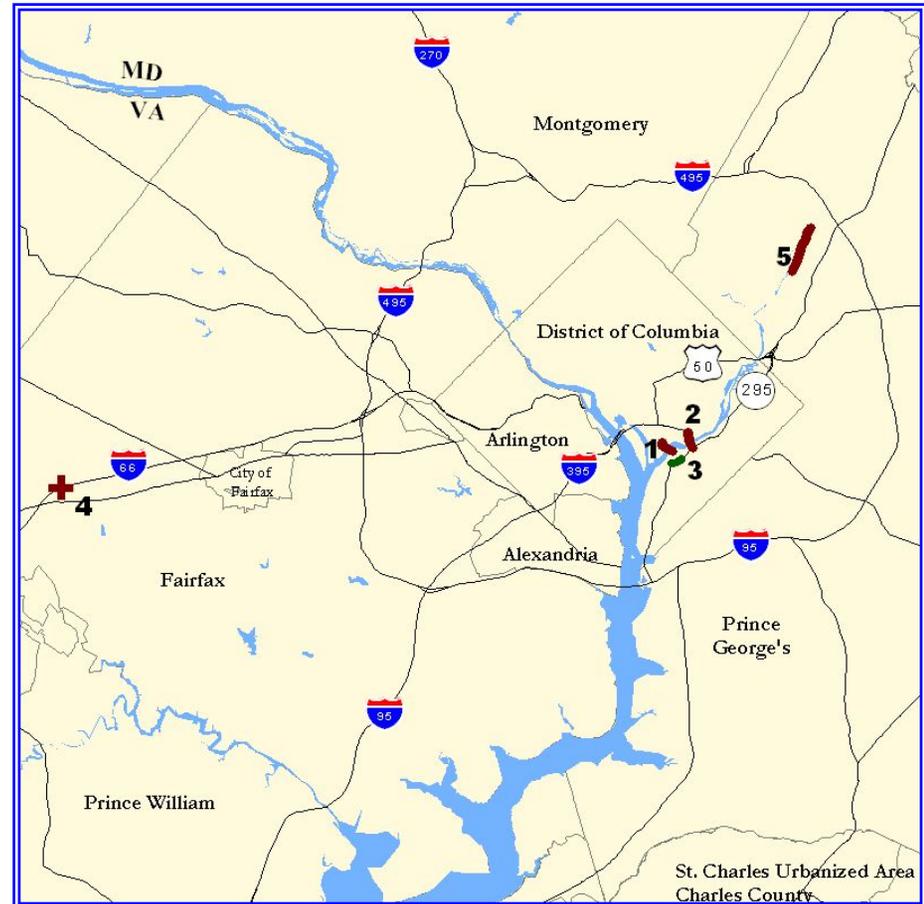
1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements
2. 11th Street Bridges and Interchange Reconstruction
3. Anacostia Streetcar Project

Virginia

4. Upgrade VA 28 at I-66 Interchange

Maryland

5. Widen MD 201, Kenilworth Avenue



What is not yet addressed in the 2006 CLRP?

- * Base Realignment and Closure Commission (BRAC) changes still uncertain
 - * No changes proposed to Round 7 land activity forecasts (approved in October 2005)
 - * No proposed new transportation improvements associated with BRAC
- * Prospects for dedicated Metro funding and for additional transportation funding in Virginia still uncertain – no new projects at this time
- * Transit capacity still insufficient to meet demand in the outyears – ridership into and through the core area for 2020 and 2030 still constrained to 2010 levels

How is the 2006 CLRP Addressing Congested Locations?

- * On February 15, 2006 the TPB was briefed on current freeway congestion in the Washington Region
- * The “Top Ten” most congested locations were identified based on traffic density and speed
- * Both short run and longer run strategies for tackling freeway congestion were proposed

What Short-run Strategies Does the 2006 CLRP Offer?

Capacity Increases to Address Bottlenecks

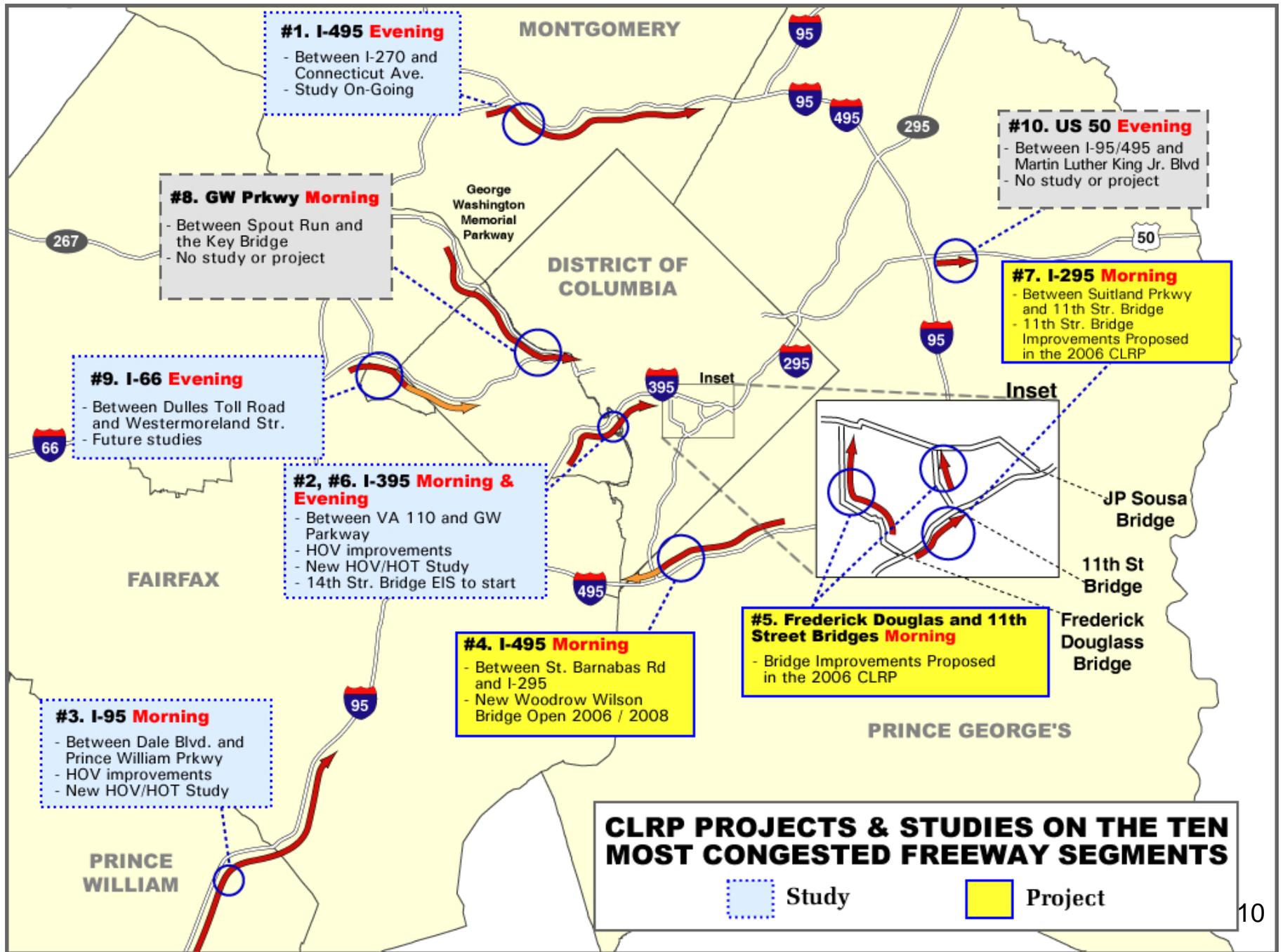
- Several projects and studies to address bottlenecks
- Some toll lane projects included, more under study
- “CapCom” for enhanced management of regional incidents

Transit and Demand Management

- Some transit extensions/expansions, more under study
- Continuing effort since the 2000 CLRP to secure adequate transit funding for outyear capacity
- Ongoing ridesharing and telecommuting programs (Commuter Connections)

2006 CLRP Projects and Studies on the Ten Most Congested Segments on the Freeway System (2005)

	Route		From	To	Current Status
1	I-495 IL	PM	I-270	Connecticut Ave	Beltway Study on-going
2	I-395 NB	PM	VA 110	GW Pkwy	HOV improvements New HOV/HOT lane study 14 Street Bridge EIS to start
3	I-95 NB	AM	Dale Blvd	Prince William Pkwy	HOV improvements New HOV/HOT lane study
4	I-495 IL	AM	St Barnabas Rd	I-295	New Woodrow Wilson Bridge open 2006/08
5	Frederick Douglass WB & 11 th Street Bridges	AM	Anacostia Bridges		Bridge improvements submitted for 2006 CLRP
6	I-395 NB	AM	VA 110	GW Pkwy	HOV improvements New HOV/HOT lane study 14 Street Bridge EIS to start
7	I-295 NB	AM	Suitland Pkwy	11 th Street Bridge	11 th Street improvements submitted for 2006 CLRP
8	GW Pkwy	AM	Spout Run	Key Bridge	No study or project
9	I-66 EB	PM	Dulles Toll Rd	Westmoreland St	Idea 66 Study (WB only) suggested future studies
10	US 50 EB	PM	I-95/I-495	ML King Jr. Blvd.	No study or project



#1. I-495 Evening
 - Between I-270 and Connecticut Ave.
 - Study On-Going

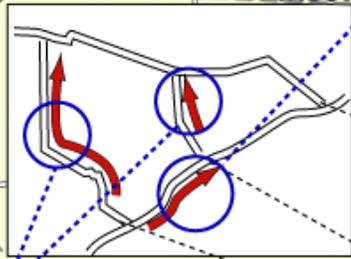
#8. GW Prkwy Morning
 - Between Spout Run and the Key Bridge
 - No study or project

#10. US 50 Evening
 - Between I-95/495 and Martin Luther King Jr. Blvd
 - No study or project

#9. I-66 Evening
 - Between Dulles Toll Road and Westermoreland Str.
 - Future studies

#7. I-295 Morning
 - Between Suitland Prkwy and 11th Str. Bridge
 - 11th Str. Bridge Improvements Proposed in the 2006 CLRP

#2, #6. I-395 Morning & Evening
 - Between VA 110 and GW Parkway
 - HOV improvements
 - New HOV/HOT Study
 - 14th Str. Bridge EIS to start



#4. I-495 Morning
 - Between St. Barnabas Rd and I-295
 - New Woodrow Wilson Bridge Open 2006 / 2008

#5. Frederick Douglas and 11th Street Bridges Morning
 - Bridge Improvements Proposed in the 2006 CLRP

#3. I-95 Morning
 - Between Dale Blvd. and Prince William Prkwy
 - HOV improvements
 - New HOV/HOT Study

CLRP PROJECTS & STUDIES ON THE TEN MOST CONGESTED FREEWAY SEGMENTS

Study Project

What Longer-run Strategies Does the 2006 CLRP Offer?

- * Policy Goals from the TPB Vision adopted in 1998
- * TPB Vision one element of ongoing COG/TPB visioning efforts
 - Legacy of Excellence (1991)
 - Partnership for Regional Excellence (1993)
 - TPB Vision (1998)
 - COG Regional Activity Centers (2002)
 - Regional Mobility and Accessibility “Scenario” Study (ongoing)
 - Update to COG Regional Activity Centers (Spring 2006)
 - Reality Check/Potomac Conference proposing new “multiyear regional envisioning process” (Spring 2006)

The Regional Mobility and Accessibility “Scenario” Study

- * On January 18, 2006 TPB was briefed on results to date of this study

- * Study identified two key longer-run strategies that would significantly increase transit use, walking and biking and decrease driving and congestion for 2030:
 - increase household growth in the region, and concentrate that growth in regional activity centers, with supporting transit improvements

 - encourage more development on the eastern side of the region, with supporting transit improvements

Next Steps for Regional Mobility and Accessibility Study

- * Test a network of variably priced lanes, including bus transit improvements

- * Develop one or two combined scenarios that would
 - incorporate promising elements of scenarios tested to date
 - focus on what changes realistically could be made to the CLRP and to local land use plans and forecasts

- * More public outreach forums in conjunction with the TPB Citizens Advisory Committee

How Can the CLRP Support Promising Land Use/Transportation Strategies?

- * Ensure new highway, toll lane and transit facilities are integrated with plans for concentrated, mixed use development
- * Support planning studies for promising land use initiatives as well as for transportation facilities, perhaps adapting “Transportation for Livable Communities” Programs from other Metropolitan Planning Organizations (e.g. San Francisco, Atlanta, Burlington)



Transportation for
Livable Communities

WORKS IN PROGRESS
...building a better Bay Area

July 2004

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METROPOLITAN
TRANSPORTATION
COMMISSION

Introduction

This report provides an overview of TLC’s accomplishments and the lessons the Metropolitan Transportation Commission (MTC) — the nine-county San Francisco Bay Area’s transportation planning and financing agency — has learned from implementing the program over the past six years. Sixty TLC success stories are profiled here to illustrate how these projects represent the key principles on which the program is founded. The principles stress the importance of community involvement, land-use connections, transportation choices and linkages, and compact communities and community design. MTC believes these principles, when implemented in concert, will stand the test of time as TLC evolves and Bay Area communities mature.

TLC Goals

TLC is about making transportation investments in a way that creates more vital and livable neighborhoods. The goal of TLC is to support community-based transportation projects that:

- are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders;
- improve the range of transportation choices by adding or enhancing pedestrian, transit and/or bicycle facilities, and by strengthening the links between these facilities and between these facilities and major activity nodes;
- support well-designed, high-density housing and mixed-use development that is well served by transit, or will help build the capacity for future transit investment and use;
- support a community’s infill or transit-oriented development and neighborhood revitalization activities;
- enhance a community’s sense of place and quality of life.

Then and Now

The Commission’s adoption of the Transportation/Land-Use Connection Policy in 1996 set into motion an internal process to find a way for MTC — a regional agency designated by the California Legislature to plan the transportation network for the Bay Area — to better coordinate regional transportation planning with local land-use planning and decision-making. The creation of TLC marked the culmination of a multiyear effort involving extensive research, countless interviews with federal, state and local agencies and community-based organizations, and close collaboration with MTC’s Advisory Council. MTC officially launched TLC in 1998 to identify and nurture the kinds of community projects necessary to create truly livable places.

MTC administers TLC as a grant program, with funding awarded based on project merit and adherence to TLC criteria. Project sponsors may apply for grants to fund either the planning or the capital construction (in some cases, both) of a TLC-type project. In addition, cities striving to develop housing that is or can be well served by transit may apply for TLC funding under MTC’s Housing Incentive Program. These categories are further described below:

- ***Community Design Planning Program***: funds “bottom-up” community design and planning processes to revitalize existing neighborhoods, downtowns, commercial cores and transit stops and create more pedestrian-, bicycle- and transit-friendly environments;
- ***Capital Program***: funds transportation infrastructure improvements that encourage pedestrian, bicycle and transit trips and improve pedestrian and bicycle access to transit facilities;
- ***Housing Incentive Program (HIP)***: rewards communities with capital funds when they successfully promote high-density housing and mixed-use developments at transit stops to support transit use. A bonus is awarded for affordable units. HIP funds do not subsidize housing construction, but

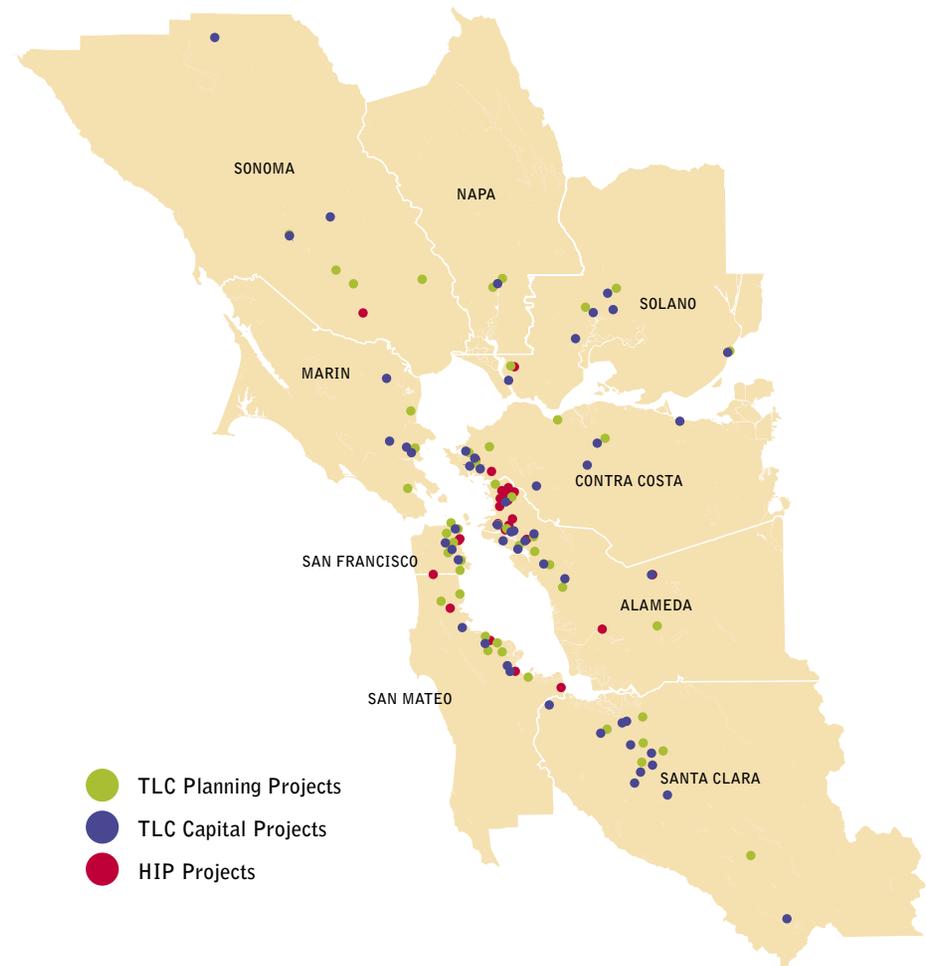
can be used by cities to finance TLC-type transportation improvements anywhere within the community's jurisdiction.

Over the past six years, MTC has programmed close to \$57 million through TLC to 129 community-oriented transportation projects that tighten transportation/land-use connections, and address the needs of pedestrians, bicyclists and transit users. In addition, TLC has proven to be an effective tool in supporting community revitalization activities. As the Bay Area strives to find innovative ways to influence regional growth and development, TLC is a valuable model of how incentives can influence local governments to plan for more sustainable land-use patterns.

How TLC Works

MTC took advantage of the programming flexibility afforded by the Transportation Equity Act for the 21st Century (TEA 21) to distribute federal funds to community-oriented transportation projects. In 1998, the Commission committed \$9 million annually over six years, or \$54 million in Transportation Enhancement Activities (TEA), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds, for the construction of transportation projects identified through TLC. Mindful that many communities do not have adequate resources for community planning, MTC developed both planning and capital components for TLC. Funding for planning grants comes from a combination of state Transportation Development Act (TDA) funds allocated to MTC and federal STP funds (up to \$500,000 annually). To address regional housing needs and maximize transit use, MTC launched a pilot cycle of HIP in 2001 using \$9 million in STP funds from the funding commitment to TLC.

Through FY 2002–03, MTC has spent \$2.2 million in TDA funds on planning projects (including the original four demonstration projects), \$48.6 million in federal funds on capital projects, and \$6.1 million in federal funds on HIP projects.



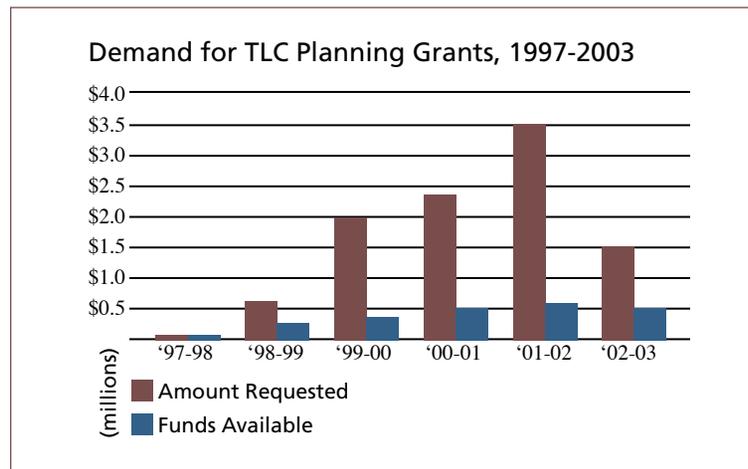
TLC projects are located within downtowns, commercial centers, neighborhoods, and transit corridors, particularly around the urban core. Some projects benefit suburban and rural communities where redevelopment activities are taking place. Most TLC projects are sited in disadvantaged communities around the region. Some \$40 million in TLC funds have been allocated to TLC projects that support improvements to pedestrian facilities — sidewalks, crosswalks, bulb-outs, medians —

while the balance of TLC funds are spent on enhancing or creating new bicycle routes or transit access.

Since its inception, TLC has spurred considerable interest from around the Bay Area, and because of its growing popularity, competition for transportation funds has been keen. Simply stated, the demand for TLC funding far exceeds the supply. A summary of the programming activity for each component of TLC is described below.

Community Design Planning Program

Prior to the full implementation of the TLC program, MTC funded four demonstration community-based planning projects in the 1997–98 funding cycle, totaling \$65,000 in TDA funds. These projects included Oakland’s Acorn-Prescott Neighborhood Transportation Plan, San Francisco’s 16th Street BART Community Plan, Solano County’s Jepson

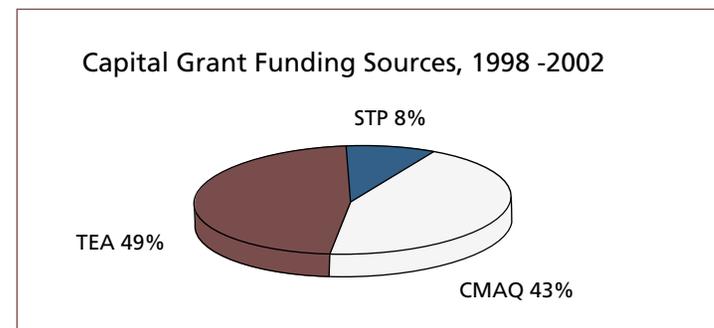
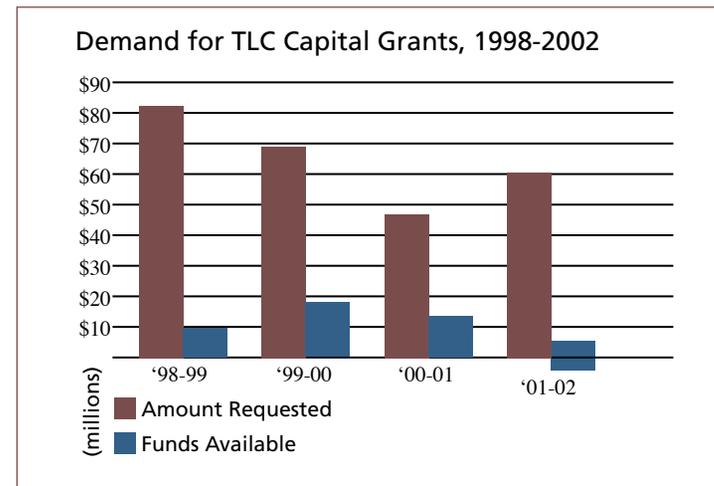


Parkway Concept Plan and Concord’s BART Station/JFK University Design Plan. With the successes of these demonstration projects, MTC launched the planning grants program in 1998, and in the years since then has approved 55 planning grants totaling \$2.1 million in TDA funds to support community-based planning efforts. These projects were selected from among a pool of 220 applications totaling over \$10 million in

requests — a testament to the competitive nature of the planning grants program.

Capital Program

From 1998 to 2002, MTC programmed \$48.6 million in federal TEA, STP and CMAQ funds toward 59 capital projects around the Bay Area. Similar to the TLC planning grants program, TLC capital grants have proven extremely popular and consistently have been oversubscribed, with project sponsors submitting nearly 250 applications totaling \$255 million in requests.



Housing Incentive Program

MTC established HIP in 2001 to support the construction of higher density housing near transit. In the first cycle, 16 jurisdictions submitted 40 project applications to MTC, totaling \$22 million in requests. MTC programmed close to \$9 million in federal STP funds during this pilot cycle.

Local Match

TLC funding is intended to act as seed money to get projects off the ground. In this spirit, MTC has encouraged sponsors to pool their existing funding and leverage TLC dollars with other funding opportunities as they arise. TLC planning sponsors typically provide a 20 percent local match for their community-based planning projects, while TLC capital and HIP sponsors contribute the federally required 11.5 percent local match plus more, depending on the scope and scale of their capital projects. Sources for the local match have been fairly diverse, with sponsors leveraging TLC funds with a mix of State Transportation Improvement Program (STIP) funds, federal community development block grants (CDBG), Housing and Urban Development (HUD) housing grants, transportation/air quality funds, redevelopment tax increment dollars, municipal general funds, transportation sales tax dollars, traffic impact fees and other local funds.

Future Funding Commitments

In the *2001 Regional Transportation Plan (RTP)*, MTC declared its commitment to TLC by tripling the size of the program from \$9 million to \$27 million per year. MTC will devote \$18 million for regional-level TLC capital, planning and HIP programs. The remaining \$9 million will be allocated to the nine local congestion management agencies (CMAs) for county-level TLC capital and/or HIP programs based on population share. As part of the *Transportation 2030 Plan* effort (the 2005 update to the RTP), the Commission reaffirmed these funding commitments.

TLC Project Delivery

Community involvement in the local planning and design process takes a lot of time and resources. Due to the multi-source funding arrangements and the need to forge effective partnerships, it typically takes 12 to 24 months to complete a TLC planning project. TLC capital projects routinely take two years for preliminary engineering and one to three years for construction (even longer if the TLC capital project is part of a utility undergrounding project or larger public works initiative). On a HIP project, it may take two years or longer for a housing project to break ground, with a full one to three years for the transportation project funded by HIP to go through preliminary engineering and construction.

Despite the complicated process, the delivery of the TLC planning program has been very successful. To date, 46 TLC planning projects have been completed, and 13 projects are under way. Many have been completed within one year, while a few others have taken longer. Amendments to the project scope to include additional community meetings, perform technical analysis and secure approval by the local governing board have been factors that affected timely project completion.

The delivery of capital projects funded through TLC has been similarly successful. Forty-seven projects funded through the first three cycles of the capital program have met the regional obligation deadline for securing federal funds. The last dozen projects funded through the fourth capital cycle are in the preliminary engineering phase, and are working their way through the federal-aid process. Almost 20 TLC capital projects are now complete, with the remainder to be built over the next two to three years.

Although these projects are being delivered on time and on budget, the sponsors have encountered a number of challenges during the development process, including increased project costs, funding shortfalls, lengthy environmental review, challenges with the federal-aid process, and flexible engineering approaches for pedestrian- and transit-friendly designs.

Progress on delivering HIP projects has been somewhat slower due to market conditions and complex planning processes. To date, 11 cities have advanced their housing projects through the local planning and entitlement process and on to construction. In fact, six housing projects celebrated grand openings, and 12 are slated for or are currently under construction this year. MTC expects to support a total of 2,013 housing units through HIP.

Lessons Learned

MTC and our TLC project sponsors have learned a great deal over the past six years about how to deliver TLC community plans and transportation infrastructure projects. It is clear that:

- Local champions are needed to foster enthusiasm at the local level about promising project ideas that boost community livability, and to guide a project to its completion.
- Partnerships between local governments, transportation service providers and a broad range of community stakeholders are critical throughout the planning, design and delivery of quality community plans and transportation infrastructure improvements.
- Time and commitment from project sponsors and their partners are required to ensure a meaningful community involvement effort, and to work through complex planning activities, finance plans and institutional relationships.
- Innovation and flexibility are needed to challenge conventional planning, design standards and funding arrangements in order to deliver transportation improvements that create inviting pedestrian environments, safe bicycle travel and transit accessibility within our communities.

MTC will apply the many lessons learned as we commence our second wave of TLC programming and project delivery activities. As we move

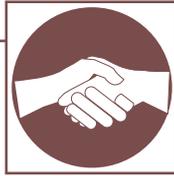
forward, it is our hope that TLC will continue to be responsive to the diverse needs of Bay Area communities.

TLC Principles

In 1996, the Commission adopted a Transportation/Land-Use Connection Policy that articulated the Commission's desire to support the development of community plans and infrastructure projects that fostered community livability. Key priorities called out in the policy statement include: providing for a range of travel modes; creating an integrated system of streets, transit, and pedestrian and bicycle ways; and ensuring a diversity of land uses accessible to the regional transit network.

The five TLC principles featured in this report are drawn from this policy statement, and thus serve as the foundation for the overall TLC goals and the program's framework. Accordingly, this report is organized around these principles and features TLC projects that exemplify them in practice. It is important to note that the TLC principles are not mutually exclusive, and are often carried out in combination to reap multiple community benefits.

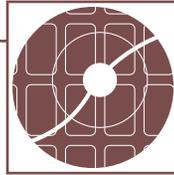
Principle 1



Maximize Community and Stakeholder Involvement

Empowering community stakeholders to become involved in the local planning and decision-making process from start to finish is essential for developing plans and capital projects that reflect community goals and meet community needs.

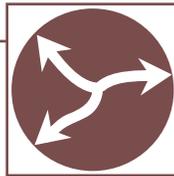
Principle 2



Integrate Transportation and Land Use

The integration of transportation investments with land-use planning is critical to achieving an efficient transportation system and developing more sustainable land-use patterns.

Principle 3



Provide Transportation Choices and Linkages

Providing a range of viable transportation choices enables people to access jobs, schools, neighborhood services and other daily needs using different travel modes, including walking, biking or taking transit, rather than depending solely on a car.

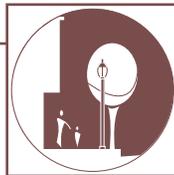
Principle 4



Encourage Compact Development

Compact development brings people and their activities — such as jobs, shopping and recreation — closer together, allowing more non-automotive travel and establishing the population density necessary to support high-quality transit service.

Principle 5



Support Neighborhood Revitalization and “Placemaking”

Upgrades to physical environments improve the look and feel of a community, and over time, create a stronger sense of place, boost civic pride and promote neighborhood vitality through revitalization efforts.

Livable Centers Initiative



www.atlantaregional.com/qualitygrowth

LCI: A Catalyst For Positive Change



Duluth

Quality places don't just happen. They require vision, leadership and determination by regional citizens working together. Whether it's called quality growth, new urbanism or sustainability, the Atlanta region is breaking the mold with the help of ARC's **Livable Centers Initiative (LCI)**. LCI provides seed money to communities to pursue bold plans and enough implementation money to see them turn to reality.

To help promote greater livability in town and employment centers, ARC launched the LCI program in 1999. Some 51 planning grants totaling \$5 million have been awarded in the five years since the inception of the LCI program. In addition, seven communities – Decatur, Suwanee, Mableton, Midtown, Emory Village, Roswell and the Memorial Drive corridor – have been granted a “grandfathered” LCI status for work they did independently of the program, qualifying them for implementation funding. To date, the 58 LCI communities have leveraged \$5 million in seed money into more than \$108 million to implement their plans.

ARC renewed its commitment to the LCI program by adding \$150 million to the program in the draft Mobility 2030 transportation plan, which is slated for adoption in December 2004. This brings the total investment in the LCI program to more than \$500 million. The LCI program will continue to focus on town and activity centers, but will be expanded to include corridors and emerging centers in the future.

Although the completed LCI studies show an impressive range of ideas and ways to achieve livability, all demonstrate the fundamental concepts of:

- Connecting homes, shops and offices
- Enhanced streetscaping and sidewalks
- Emphasizing the pedestrian
- Improving access to transit and other transportation options
- Expanding housing options

Taken together, these elements not only build upon the aesthetic beauty of communities, they also use the land more efficiently and provide greater convenience to amenities and services.



Perimeter Town Center

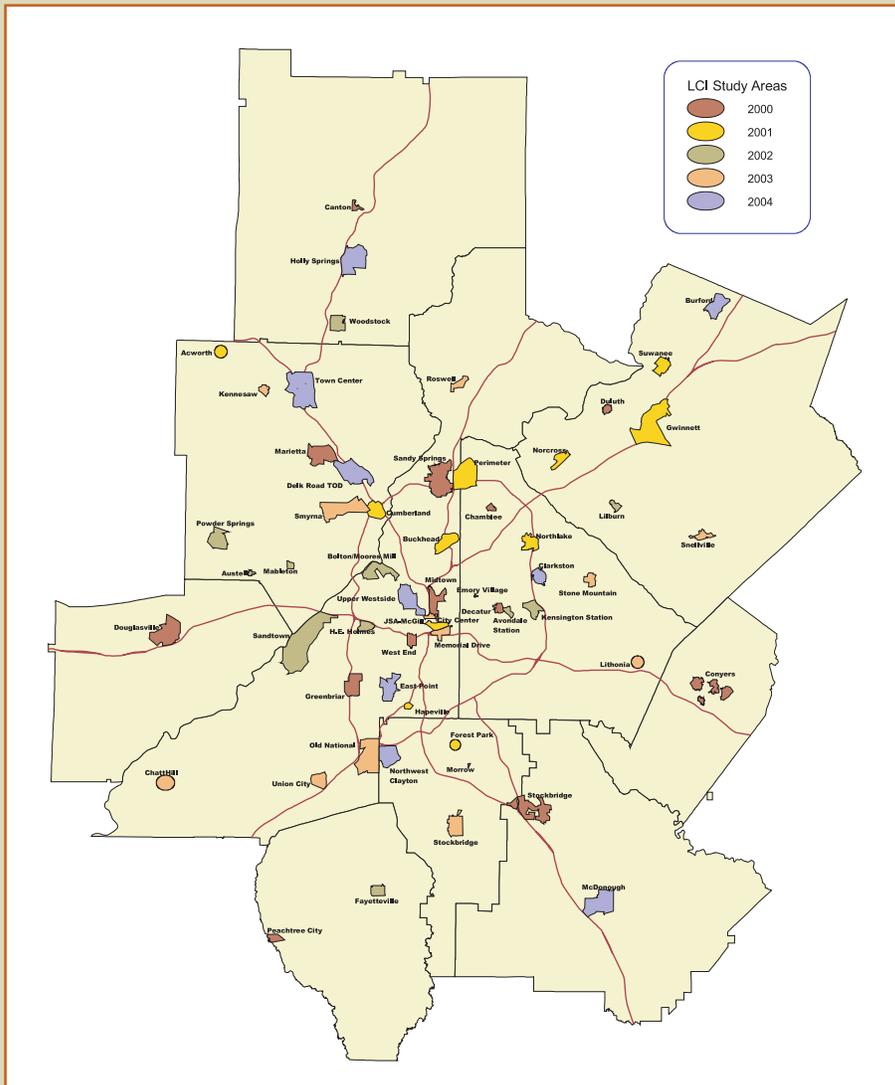
Five Years of Community Investment Yields Results

In May of 2004, ARC surveyed LCI communities to gauge what kinds of new and exciting projects were on the drawingboard or completed. Of the 49 communities surveyed (those with completed LCI studies), 43 LCI areas responded. Here is a quick look at the development activity either completed, planned or under construction:

- There are 336 new projects – 181 complete, 70 under construction and 85 planned.
- In the 43 LCI areas, there are more than 28,000 residential homes, 5.1 million square feet of commercial retail space and more than 22 million square feet of office space either newly completed, planned or under construction.
- There is an average of just over 9.2 developments per study area, with Midtown (65), Stockbridge (43) and Acworth (43) having the most development activity.

- Of the 28,000 residential homes either built, planned or under construction, almost 60 percent of this activity is found in Downtown Atlanta, Midtown, Cumberland, Buckhead and Perimeter Center.
- Between the year 2000 and today, LCI areas constructed nearly 16,000 residential homes. This accounts for an estimated nine percent of all the region’s housing growth, yet these LCI areas comprise only three percent of the region’s land area.
- Of the 22 million square feet of office space either built, planned or under construction, 98 percent of it is found within Downtown Atlanta, Perimeter Center, Cumberland, Midtown and Buckhead.
- Of the five million square feet of commercial space, only two projects over 100,000 square feet lack a mixed-use component. The largest commercial project is Perimeter Place Retail at 450,000 square feet.

LCI Investment Summary



- The 58 LCI areas are comprised of:
 - 25 activity centers
 - 29 town centers
 - 3 corridors
 - 1 greenfield
- A total of \$108 million has been distributed to 40 LCI communities to construct 80 transportation projects.
- LCI Recipients (includes two “grandfathered”):

Atlanta – 9	Cherokee – 3
Clayton – 4	Cobb – 10
DeKalb – 10	Douglas – 1
Fayette – 2	Fulton – 9
Gwinnett – 7	Henry – 2
Rockdale – 1	

A Closer Look



Smyrna



Fayetteville



Suwanee

The City of Morrow used its \$75,000 LCI grant in 2000 to better connect with Clayton College and State University and to create a more livable, walkable environment near the state and national archives. It has since leveraged the study money with nearly \$3.6 million to help implement this plan. This includes new student housing, a commuter rail station on the Atlanta-to-Lovejoy line and new pedestrian paths that will connect to Gateway Village, a planned 165-acre mixed-use development. Gateway Village will include office space and a high-tech conference center along with housing and ground-level retail, giving Morrow a true live-work-play feel.

The City of Duluth is revitalizing their town center with new mixed-use developments centered around a town green. The City of Duluth was awarded an \$87,500 LCI study grant in 2000. This study grant was later supported with over \$1.5 million of implementation money. Today, due in large part to the LCI program's investments, Duluth's town green, which includes a festival center and amphitheatre, is a popular destination for its citizens. With restaurants and townhomes surrounding the public space, Duluth's town center will remain a major draw for years to come.

The City of Suwanee has recently completed its new town center featuring an amphitheater on a 10-acre park. The plan calls for mixed-use developments and other residential opportunities to ring the new town center, while building a pedestrian tunnel that connects back to the old town center. In fact, during the first week of October 2004, construction began on a 42,000 square foot building that will include residences, a bank, a barber shop and a pastry store along with other retail shops. Soon, more townhomes and single-family houses will be built adjacent to the park.

The City Center (downtown Atlanta) study will help strengthen downtown Atlanta to the civic, cultural and business as the hub of the region. With the LCI study, City Center will enhance its place where a region comes together to work, shop, live and play. Access to and around the city will be provided by a variety of transportation options and revolve around walkable neighborhoods connecting to transit. The City Center plan will guide Downtown's evolution through four "big ideas:"

- Strengthening Neighborhoods
- Park Once or Not at All...Ride MARTA
- Fill in the Gaps
- Support the Downtown Experience.

The success of the LCI plan was based on a unique partnership of four project sponsors — Central Atlanta Progress, Inc, Georgia State University, Historic District Development Corporation and The Housing Authority of the City of Atlanta.

Perimeter Center is the largest corporate office market in the Southeast and functions as a business, shopping and employment center that is thriving and continuing to grow. In fact, according to a study by the Metro Chamber of Commerce, it has the largest jobs-housing imbalance of any employment hub in the region. The LCI plan establishes a framework to not only increase mobility for all transportation modes with a focus on enhancing pedestrian accessibility, but to also explore ways to provide more housing for those who work in the area. Today, there are more than 2,000 new residential units about to be constructed. This will provide housing to 4,000 new residents. As the project sponsor, the Perimeter CIDs have embarked on an aggressive program aimed at sidewalk connectivity, intersection improvements, a shuttle circulator and other key transportation projects. The LCI plan builds on this foundation and marries infrastructure improvements with land use initiatives to establish transit villages around the MARTA stations and create a 24-hour environment designed for long-term livability.



Chamblee

For more information about the Livable Centers Initiative, including how to apply for quality growth funding please call Dan Reuter at 404.463.3305. Or, please consult ARC's Web site for more details, including a downloadable application form at:

www.atlantaregional.com/qualitygrowth



Downtown Atlanta (JSA McGill LCI)

Download the complete LCI Annual report, in PDF format, at www.atlantaregional.com/qualitygrowth/LCIRreport.pdf.



Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

TRANSPORTATION FOR LIVABLE COMMUNITIES

Burlington, VT MPO

From: <http://www.ccmpto.org/BikePed/livablecomm.html>

Chittenden County Metropolitan Planning Organization

Overview and Summary

The TLC program's purpose is to fund planning for transportation projects in Chittenden County that:

- * Support a community's development and/or redevelopment activities;
- * Will be conducted through a collaborative and inclusive planning process; and
- * Enhance a community's identity and overall quality of life. Grants range from approximately \$4,000 to \$20,000 and require a 20% non-federal match. A total of \$40,000 is available.

General TLC Program Goals:

- * Develop innovative community-based projects whose transportation elements can compete for capital funding at the regional level through the TIP process.
- * Forge unique partnerships between local jurisdictions, community organizations, transportation service providers, and the development community.
- * Make a significant contribution to the creation of a livable community.
- * Provide "success stories" to encourage integration of transportation and land use throughout the region.

How Does the TLC Program Work?

Through the TLC Program, the CCMPO will help good project ideas become reality by facilitating technical planning assistance and by funding community planning efforts. There is a total of \$40,000 in federal funds available for grants to Chittenden County grantees. A 20% minimum non-federal match is required. Grants may range from \$5,000 to \$20,000.

Eligible Projects

Technical planning assistance projects will focus on defined locations or problems such as improving an existing pedestrian crossing, locating a multi-use path between neighborhoods and schools or enhancing safety and security at existing transit stops. Community planning projects would be broader in scope. Examples include developing a village pedestrian circulation plan, assessing neighborhood traffic calming strategies or measuring the feasibility of a local jitney transit service. A listing of projects funded through the TLC program is included in the application materials.

TLC grants will help fund technical experts, which can help jump-start a specific project by helping to define its general concept, assisting with planning and implementation, or facilitating community input.

In addition, grant applicants may also wish to review and take into consideration the Vermont Agency of Transportation's project development guidelines for Enhancement Program grants, since the statewide Enhancement Program is likely to be at least one possible source of capital funding for projects developed through the TLC program.

The CCMPO strongly encourages TLC applications for planning work on projects focused on transit-oriented development and design, pedestrian and bicycle-friendly development and design, and transportation projects specifically designed to facilitate and encourage non-single occupant vehicle access to designated growth centers and recreational facilities.

Note: Because the TLC program uses federal transportation planning funds, only planning activities are eligible. Examples of tasks that cannot be funded through the current TLC grant program include preliminary engineering, final design, preparation of environmental documentation, right-of-way acquisition, preparation of bid documents, and construction. The TLC program may eventually include grants that fund projects through construction as well as planning. In the meantime, projects identified through the TLC program can compete for funds through the CCMPO's Transportation Improvement Program (TIP) or the Vermont Agency of Transportation's Enhancement Program; and/or may be funded in municipal capital programs. If you have a question about whether or not your project is eligible, please contact Peter Keating at 660-4071 x232 or pkeating@ccmpo.org.

Who May Apply for TLC Grants?

Local governments, community-based organizations, and transportation service providers may receive funding for planning projects or technical assistance. Please note that the required minimum 20 percent match for grants MUST be derived from non-federal sources.

How Are Projects Selected for Grants?

The CCMPO will evaluate each planning project against the program's selection criteria (see below). The CCMPO will use a TLC Project Selection Committee comprised of representatives of cross-disciplinary organizations to review and recommend projects for grants. The committee will make recommendations to the Executive Director, who will, in consultation with the Executive Committee, seek the CCMPO Board's concurrence with project grant awards. (A separate process will eventually be developed for capital projects.)

What Are the TLC Planning Project Selection Criteria?

The overall goal of CCMPO's TLC program is to help local areas develop and plan community-oriented transportation projects (such as streetscapes and pedestrian, transit, and bicycle-oriented developments) that can then compete for capital funding at the regional level through the TIP process or be funded through other state and local programs. (The attached pages describe the TLC program project evaluation criteria and their relative weights in the application scoring process.)

Grant Administration

The CCMPO will make grants on a schedule of a maximum 80 percent federal and minimum 20 percent non-federal funds. A project sponsor is required to provide the minimum 20 percent match from non-federal sources if its proposal is selected for a TLC grant. In-kind services (i.e.,

the value of staff time) may be used for some or all of the non-federal match, but documentation adequate to support the grantee's claim for in-kind service credit must be provided with the grant application. The documentation should indicate the estimated hours and rates by labor class and task.

All grants under this program will be paid out on a reimbursable basis. After a grant agreement is executed between the CCMPO and the grantee, the grantee may bill the CCMPO on a monthly basis for payment. Documentation of work and progress on the TLC project must be provided with each bill. The CCMPO will provide additional detailed billing information to each grantee.

A grantee will also be required to submit a brief final report on the project funded for CCMPO review under the TLC grant prior to receiving final payment on the grant. The CCMPO may use this information to provide future years' grant applicants with work examples and for TLC program publicity.

Procurement Procedures

Because federal funds are being used for the TLC Grant program, the procurement procedures described in the Code of Federal Regulations (CFR 49 § 18.36(d)) must be satisfied. For materials, equipment or services less than \$100,000, price or rate quotations must be obtained and documented from an adequate number of qualified sources. Three sources are generally considered adequate. The grantee must maintain documentation of the selection procedure followed for possible CCMPO inspection.

Questions? Contact Peter Keating, of the CCMPO at 660-4071 x232 or at pkeating@ccmpo.org.

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