



MEMORANDUM

August 24, 2011

TO: Eric Randall, MWCOG TPB Staff
Sarah Crawford, MWCOG TPB Staff

FROM: Emad Elshafei, PhD, PE, PTOE, Chief, Traffic and Transportation Division

SUBJECT: TIGER III Grant Cost Benefit Analysis

Introduction

Twinbrook Metrorail station is located on the southeastern edge of the City of Rockville. While this facility located within City limits, it is owned and operated by the Washington Metropolitan Area Transit Authority (WMATA), and surrounded by roads owned and maintained by the City of Rockville, Montgomery County Department of Transportation (MCDOT), and The Maryland State Highway Administration (SHA). Successful pedestrian safety and accessibility enhancements require a holistic approach without jurisdictional constraints. For this reason, the City of Rockville is seeking TIGER funds to assist in the cross-jurisdictional implementation of these improvements. Completion of this project will serve as a model for implementation at suburban transit stations around the region.

All improvements associated with this project are located within ½ mile of the Twinbrook Metrorail station. Implementation of this project will improve pedestrian safety and accessibility to WMATA Metrorail. This project will require City staff to collaborate with Montgomery County Department of Transportation (MCDOT), Maryland State Highway Administration (SHA), and WMATA. Representatives from these agencies participated in a workshop during the concept design phase to discuss the proposed study recommendations. Each of these representatives has received a copy of the final report and recommendations.

Private-sector redevelopment around the Twinbrook Metrorail station, a State-designated Transit Oriented Design (TOD) area, is adding more residential, retail, and office units. One such development, Twinbrook Station, is an award-winning, project that will include 1,595 residential units, 220,000 square feet of ground-floor retail, and 325,000 square feet of Class-A commercial space. Twinbrook Station has been designated a Smart Growth project by the Washington Smart Growth Alliance, received the International Charter Award for Excellence from the Congress for the New Urbanism, and was the first project in the Washington, DC, area to be awarded Stage 2

LEED for Neighborhood Development Gold-level certification for its plan. The City is able to match federal TIGER funds via Development Impact taxes collected as part of the Twinbrook Station development.

Project Improvements

Improvements associated with this project are in five specific corridors within the ½ mile radius of the Twinbrook Metrorail station. These five corridors were identified based on their importance to pedestrian accessibility and potential for improvement to support enhanced accessibility. These corridors are: Halpine Road, Lewis Avenue, Parklawn Dr/ Fishers Ln, Chapman Avenue, and Rockville Pike. The spot improvements identified in this area include refurbished high-visibility crosswalks, median extensions, curb extensions, and other related enhancements at approximately 26 intersections within the project area.

City staff estimates that approximately 43% of the projects identified for completion through this project are located within City limits while 22% are in Montgomery County, 30% on State highways, and 5% on WMATA property. TIGER Funding secured through this proposal would be used to implement specific improvements (approved by the governing agency) within the project area regardless of agency jurisdiction. Given the specific projects within each of these jurisdictions, staff estimates that \$457,700 of TIGER funds will be allocated to City projects while \$142,800 will be allocated to Montgomery County projects, \$276,300 to SHA, and \$14,200 to WMATA. The total estimate for this project is **\$891,000**. For more detailed information on the proposed projects, please see the attached document.

Collaboration with External Agencies

To ensure successful completion of this project, City staff plan to coordinate with staff at each appropriate agency to identify, design, and review specific transportation recommendations for implementation. City staff will lead the design phase of the project as well as implementation for City owned streets. City staff will defer management of implementation on other jurisdiction's facilities to representatives at the appropriate partner agencies. Compliance with the grant provisions and implementation of the agreed-upon improvements will be guaranteed through a memorandum of understanding with those agencies.