

TPB Data Request for Fiscal Year 2011 TIGER Regional Grant Application

TPB staff is assembling an application for regional rail station (Metrorail and commuter rail) access improvements to compete for a United States Department of Transportation (USDOT) Fiscal Year 2011 (FY 2011) Transportation Investment Generating Economic Recovery (TIGER) grant. Please identify potential components of this application package and provide information on your proposed projects according to the questions below.

The questions are derived from USDOT guidance on the FY 2011 TIGER Program as published on July 1, 2011. This is only an initial solicitation to review and verify project criteria for inclusion in the regional application; projects taken forward as part of the application will require the provision of much more detailed information, particularly for the required benefit-cost analyses (BCAs).

Please submit all project information **by close of business on Wednesday, August 10, 2011.**

Please submit this form to both Eric Randall (erandall@mwkog.org), 202-962-3254 and Sarah Crawford (scrawford@mwkog.org), 202-962-3237. Please contact us with any questions. An initial review meeting will take place on Wednesday, August 17, at 10:00 a.m. at MWCOC.

Contact Information:

1. Contact Name:	Victor Weissberg
2. Implementing Jurisdiction:	Prince George's County
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Short project description (25 words or less):

Ager Road Complete/Green Road/West Hyattsville Metro Station Access Improvements: Combines two important projects that tie together, the Ager Road Complete Green Road and improvements recommended from a recent WMATA station access study. The Ager Road project limits are from East-West Highway (MD 410) on the North to Queens Chapel Road (MD 500) on the South. The Ager Road project will provide a complete green street that will reconstruct the road itself, all traffic signals, retrofit all lighting stormwater management facility retrofits, pedestrian and bicycle facility upgrades, transit improvements, improved low maintenance landscaping, and community and traffic signing. The WMATA project limit begins at Queens Chapel Road and Ager and involves a combination of County, State and M-NCPPC maintained facilities with sidewalk gaps, a WMATA secure bike parking facility and related identified improvements that connect into the WMATA West Hyattsville Station, which is an M-NCPPC approved Transit District Overlay Zone (TDOZ).

TPB Core Criteria for the Selection of Projects:

Please describe below how the proposed project meets the criteria developed for the TPB application

1. Projects should be located within ½ mile of a rail transit station. A rail transit station may be commuter rail or Metrorail, and may be existing or currently under construction.

Improvements are clustered around the ½ mile radius surrounding the West Hyattsville Metro Station or initiating from a starting point within a ½ mile of the station.

2. Projects should be located in existing, under-utilized, or emerging employment or housing centers.

West Hyattsville TDOZ and the community served by the project meets the criteria of number 2.

3. Projects should demonstrate support and coordination with local development. An ideal project would be a component of a larger project funded by a developer, a local jurisdiction, or a state DOT that exemplifies the regional goal of balanced growth, including reverse commute or selling the same seat twice on the region's rail transit system. Local and/or private matching funds of at least 20 percent are required.

West Hyattsville Transit District Overlay Zone and has been the source of numerous efforts to attract public-private partnership and transit oriented development, which these projects will help enable. The implementing agencies in this grant request will make for a vital, multi-modal, accessible community connecting to a vibrant transit oriented development that engages all sectors.

4. Projects should provide replicable regional examples that are innovative in design, concept, and/or implementation. Projects should be multimodal, multi-jurisdictional, multi-partnered and difficult to implement under other "modal" funding sources.

This project has elements that impact County, State, the City of Hyattsville, M-NCPPC and WMATA as entities, most of which have recommendations in the WMATA Study in the raised in the report. Multiple funding sources will be sought for the match.

5. Project planning should be largely complete, including National Environmental Policy Act (NEPA) requirements.

NEPA CE will be sought and should be able to be obtained within the timeframe specified by the NOFA.

Project Details:

1. Total project cost:

The estimated cost of the two projects is \$6.2 million.

Please provide a preliminary list of project components and projected costs separately.

2. Total TIGER request (may be up to 80 percent of Total Project Cost in #1):

WMATA Bicycle and Pedestrian Access Study: \$1.2M
- WMATA Secure Bike Parking Facility (\$400k)
- Sidewalk improvements for Jamestown Road
- Trail Gap for M-MNCPPC Trail
Streetscape Improvements for Queens Chapel Road (MD 500)
Ager Road Complete Green Road: \$5million
- Bicycle and Pedestrian facilities
- LED Street lighting
- BMP SWM facilities
- Additional green design and complete street elements

3. Amount of local match being provided (must be at least 20 percent). Please provide the source(s) of the match:

Prince George's County will provide the 20% match for all improvements on County maintained structures in the grant. The Green Road project is in the County CIP and the County will provide the full 20% for the Ager Road portion of the project.

4. If applicable, source(s) of other funds not included in the TIGER request (such as other federal funds used to complete overall financing package):

Will be working with other affected partners to determine specific overall finance package.

5. The "sustainable source of revenue for long-term operations and maintenance":

The sustainable source of revenue for long-term operations and maintenance will be based on historic and cooperative agreements.

Environmental Approvals

1. Is a NEPA process required? If required, when will NEPA be initiated and what is the estimated time required for completion of NEPA?

For the Green Road project, NEPA may be required, but it should to be obtained within the timeframe allowed.

2. Please provide links to any environmental studies or other documents prepared for the project component(s):

N/A

3. Please describe any completed, planned, or anticipated coordination with Federal and State agencies for NEPA or other environmental (e.g., historic preservation, etc.) approvals:

Not to date

Additional Criteria / Information

1. Please describe any land use coordination undertaken to determine specific project components:

The WMATA study identifies various improvements that can help serve better multi-modal access in and around the West Hyattsville Station, together with the Ager Road Green/Complete Road project would tie together state of the art technology and at the site of a TOD project. This will add tremendous synergy to all of those components.

2. For project components, please describe any specific safety improvements:

Bike lanes, pedestrian improvements, LED lighting, added sidewalk, resurfacing, secure bike parking facility.

3. Has the project location been the topic of any local planning efforts which involved community participation? If so, please elaborate.

The 2006 Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone by the M-NCPPC involved community participation in the development and approval of the plan.

4. For project components, please describe any innovative technologies being used:

LED street lighting, BMP SWM facilities, LID facilities