

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 MWCOG.

Contact Information:

1. Contact Name:	Emad Elshafei
2. Implementing Jurisdiction:	Rockville, Maryland
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4. Email Address:	eelshafei@rockvillemd.gov

Short project description (25 words or less):

Implementation of recommendations included in the FY 2011 Transportation/ Land-Use Connections (TLC) Technical Assistance grant study: Safer Walkways to Transit.

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.

This project is located entirely within the ½ mile radius around the Twinbrook Metrorail station. Implementation of this project will improve pedestrian safety in the immediate vicinity of the station

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

This project is located in a State-designated Transit Oriented Development area with existing residential, commercial, and employment uses. There are several other mixed-use developments expected to be constructed in this vicinity within the next few years.

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.

The area immediately surrounding Twinbrook Metrorail station is currently under development as a high density residential community. Accessibility improvements recommended through the FY2011 TLC Grant Study could be partially funded through developer contributions at this location.

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.

Successful implementation of the innovative concepts recommended through the TLC grant study will serve as a replicable model for suburban stations throughout the Metrorail system. This project will improve pedestrian and bicyclist accessibility to rapid transit without inhibiting automobile or bus operations. This project will also require the City to coordinate and partner with Montgomery County Dept. of Transportation (MCDOT), Maryland State Highway Administration (SHA), and Washington Metropolitan Area Transit Authority (WMATA).

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

Planning, completed by the FY2011 TLC Grant study, is largely complete. This study identified concept-level recommendations for consideration. No steps have been taken in the NEPA application/ approval process, however, City staff has experience meeting NEPA requirements and expects to meet them in a timely manner.

Project Details:

1. Total project cost:

Estimated cost of \$750,000.00

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):

\$600,000

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

\$150,000 from the City's Transportation Demand Management (TDM) account. TDM funds are collected from developer contributions for pedestrian and bicycle improvement projects.

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):

Not Applicable.

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

Long-term operations and maintenance will be the responsibility of routine street and sidewalk maintenance completed by City of Rockville, MCDOT, Maryland SHA and WMATA facilities.

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?

Since TIGER grants are federally funded, staff expects that NEPA will be required for this project. Based on the proposed scope of work, however, staff anticipates that the project will be eligible for a categorical exclusion (CE). If eligible for a CE, staff expects the NEPA process to take approximately three months for application preparation and agency review time.

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

No environmental studies have been completed in conjunction with the TLC Grant study, however, all improvements are proposed to be completed within existing roadways and intersections. No bodies of water, trees, or other natural features are expected to be impacted by this project.

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:

City staff has completed NEPA coordination on other federally funded projects and is therefore familiar with the process required for approval. No historic properties are expected in this project area.

Additional Criteria / Information

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

The consultant identified residential areas surrounding the Twinbrook Metrorail station and used Journey to Work data to identify probable pedestrian corridors to/ from the station. This data was verified through field observation.

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

Nearly every recommendation included in the TLC grant study correlates directly to a safety improvement. Recommendations include, but are not limited to, providing pedestrian refuge islands, curb extensions, additional pedestrian-scale lighting, etc.

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

The TLC grant study was the result of a joint partnership between the City of Rockville and National Capital Transportation Planning Board. The community participated during the evaluation phase of this project, as Rockville hosted resident representatives from the City's Traffic and Transportation Commission as well as agency representatives for each of the jurisdictions described in this report.

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

The grant study recommends consideration of rectangular rapid flashing beacons (RRFBs) to improve driver awareness of pedestrian activity at mid-block crosswalks. The grant study also recommended the use of innovative public safety campaigns, such as thermoplastic safety messages on the sidewalk, to reach pedestrians.