

# FY 2011 TPB TIGER Grant Application



## Project Proposal Discussion Meeting

August 17, 2011

# Agenda & Structure of Presentation

1. FY 2011 TIGER Grant Application NOFA
2. Review of TPB's Concept for the FY 2011 TIGER Grant
3. USDOT Guidance on Grant Proposals
4. Review of Proposed Projects
5. Timeline / Next Steps
6. Benefit Cost Analysis

# FY 2011 TIGER Discretionary Grant Program

- Notice of Funding Availability (NOFA) published July 1.
  - Pre-application due: October 3
  - Application: October 31
- Eligible Projects
  - Capital improvements that are ready for implementation, and are “the result of a planning process which coordinated transportation and land use planning decisions and encouraged community participation.”
  - “DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants.”

# TPB Proposal for FY 2011 TIGER Funding

- Fund small-scale, innovative transportation capital projects, including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations (existing or under construction).
- Include up to six rail station areas around the region (two from each state-level jurisdiction), totaling up to a request for approximately \$20 million.
- Ensure that the project package includes innovative models that may be replicable around the region. Projects would be multimodal, multijurisdictional, multi-partnered and difficult to implement under other “modal” funding sources

# Criteria for the Selection of Projects to Include in the TPB's FY 2011 TIGER Application

- Projects should:
  1. Be located within ½ mile of a rail transit station.
  2. Be located in an existing, underutilized, or emerging employment or housing center.
  3. Demonstrate support and coordination with development in the center (e.g., including private matching funds).
  4. Have fairly well completed project planning.
  5. Be part of larger developments/projects that exemplify the regional goal of balanced growth.
  6. Provide replicable regional examples that are innovative in design, concept, or implementation.

# Keys to Competitive Applications

- Leveraging Investment
- Project Readiness/NEPA
- Highly Competitive Projects
- Application Pitfalls



# Leveraging Investment

- Matching state and local funds with private funds helps demonstrate commitment = more competitive
- First round: TIGER grantees delivered \$4.5 billion in matching funding for TIGER's \$1.5 billion
- Public-private projects must demonstrate significant public benefits
- Up to \$150 million in TIFIA payments available



# Project Readiness/NEPA

- Projects that are ready to move to construction quickly are given priority
- Document where the project is in the NEPA process
- Initiate NEPA in advance of the application process, if possible
- If the project expects a CE determination, demonstrate why this is justified



# Highly Competitive Projects

- Multimodal projects, coordinated investment from other sources and programs
- Demonstrate project benefits across selection criteria
- New partnerships, multi-jurisdictional cooperation
- Public-private partnerships
- Support key national priorities
- Non-traditional or hard to fund projects



# Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned with selection criteria
- Project readiness
- Insufficient matching funds, lack of demonstration
- Non-construction requests: O/M assistance, ROW
- Grouping unrelated projects

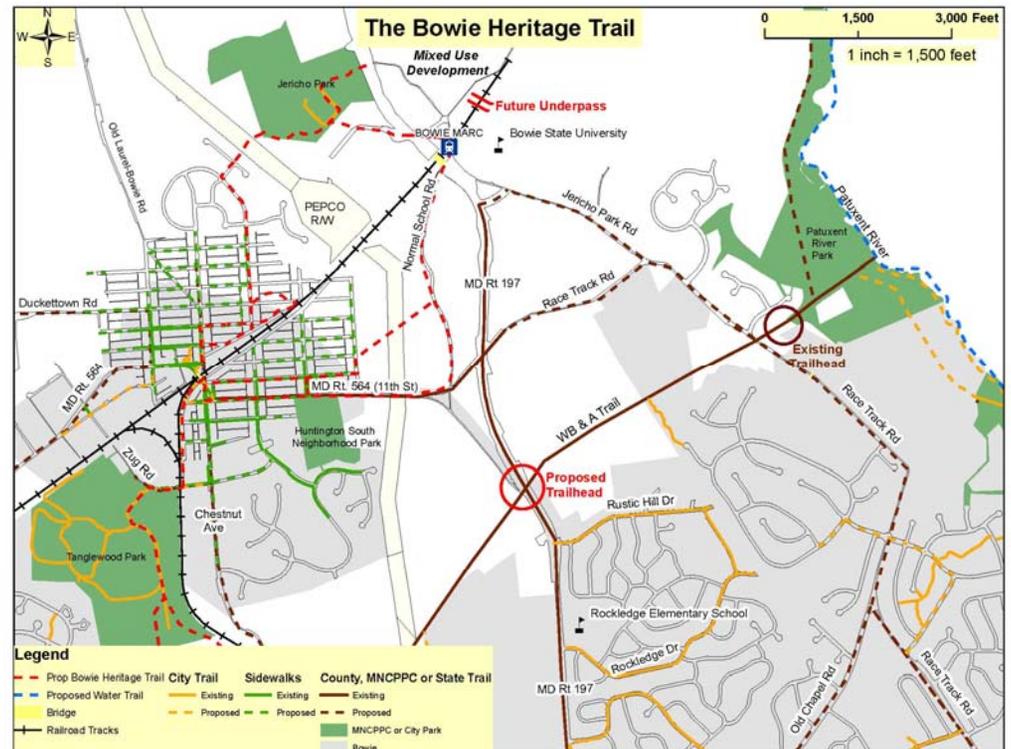
# Proposed Projects



# City of Bowie

## The Bowie Heritage Trail

- The Bowie Heritage Trail - Completion of the remaining 50 percent engineering plans for Phase 1 in Old Town Bowie and preliminary engineering of a trail underpass of Maryland Route 197. connecting Normal School Road to the MARC
- Funding:
  - Federal: \$67,500
  - Match: \$40,500 (38 %)
  - Total: \$108,000



# Montgomery County

## Forest Glen Underpass Project

- Construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97) linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital; construct one elevator to connect the street level directly to the Forest Glen Metrorail Station mezzanine; and establish bikeshare stations.
- Funding:
  - Federal: \$14,400,000
  - Match: \$3,600,000 (20 %)
  - Total: \$18,000,000

# Prince George's County

## Pedestrian Safety Measures for New Carrollton Metro Station

- This project would include sidewalk and crossing improvements and signal timing changes. These improvements will greatly enhance the pedestrian and bicycle access in and around the station and make it more suitable for transit oriented development, the top priority station for TOD in the County.
- Funding:
  - Federal: \$1,520,000
  - Match: \$380,000 (20 %)
  - Total: \$1,900,000



# Prince George's County

## West Hyattsville Metro Station/Ager Road Improvements

- This project will implement bicycle and pedestrian access recommendations from the WMATA Station Access Study. The Ager Road portion will provide a complete green street that will reconstruct the road itself, provide for pedestrian and bicycle facility upgrades, transit improvements, improved low maintenance landscaping, and community and traffic signing.
- Funding:
  - Federal: \$4,960,000
  - Match: \$1,240,000 (20 %)
  - Total: \$6,200,000

# City of Rockville

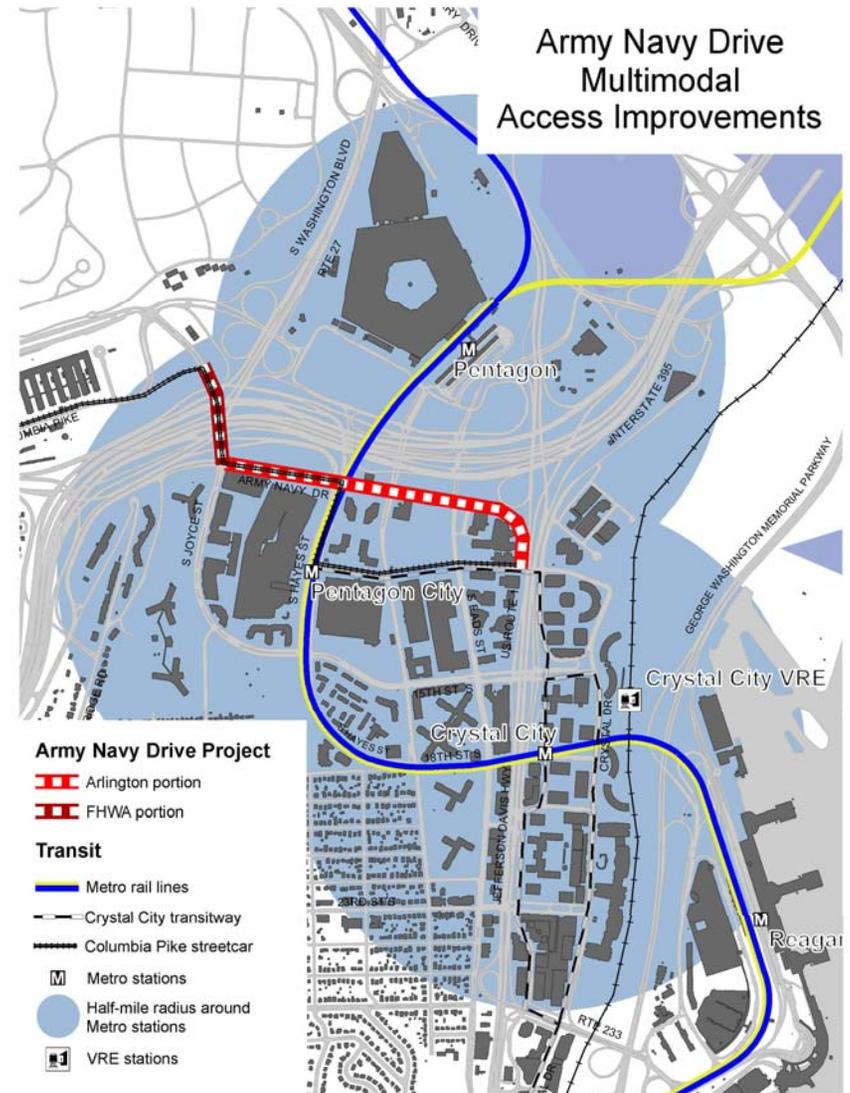
## Safer Walkways to Transit: Twinbrook Metro Station

- This project is located entirely within the ½ mile radius around the Twinbrook Metrorail station. The project will include improvements such as providing pedestrian refuge islands, curb extensions, additional pedestrian-scale lighting, etc.
- Funding:
  - Federal: \$600,000
  - Match: \$150,000 (20 %)
  - Total: \$750,000

# Arlington County

## Army Navy Drive Multimodal Access Improvement Project

- The project re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically separated two-way cycle track, and safer street cross section that will support a future streetcar.
- Funding:
  - Federal: \$3,000,000
  - Match: \$2,500,000 (45 %)
  - Total: \$5,500,000



# Virginia Railway Express (VRE)

## Bicycle Lockers at VRE Stations



- The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.
- Funding:
  - Federal: \$149,600
  - Match: \$37,400 (20 %)
  - Total: \$187,000

# FY 2011 TPB TIGER Application

## Funding Summary for Proposed Projects

### Maryland:

- Federal: \$21,547,500
- Match: \$5,410,500  
(20%)
- Total: \$26,958,000 (83%)

### TOTAL:

- Federal: \$24,697,100
- Match: \$7,947,900  
(24%)

### Virginia

- Federal: \$3,149,600
- Match: \$2,537,400 (45%)
- Total: \$5,687,000 (17%)

– **Total: \$32,645,000**

# Benefit Cost Analysis

- Projects submitted require detailed Benefit-Cost Analysis (BCA), with all benefits and costs quantified.
- Project Selection Criteria:
  - State of Good Repair,
  - Economic Competitiveness,
  - Livability,
  - Environmental Sustainability,
  - Safety, and
  - Job Creation and Near-Term Economic Activity.
  - *Secondary criteria*: Innovation, Partnership.

# Benefit Cost Analysis – Data Needed

- TPB staff, with consultant assistance, will perform the benefit cost analysis.
- Data is needed from project sponsors, including:

<b>Benefits</b>		<b>Costs</b>
<u>Base (No-Build)</u>	<u>Build</u>	<i>by quarter</i>
Users (riders) by mode		Capital Costs
Travel time / Congestion		O & M Costs
Accidents		
Emissions		
Land Use (value, parcels)		

- Qualitative information - including project descriptions, changes in zoning, affected populations (i.e., characteristics), and any special factors

# Timeline for TPB Proposal for FY 2011 TIGER Funding

- Milestones:

*August 17: Meeting to discuss project proposals*

August 31: Final meeting to finalize projects

September 21: TPB approval of recommended projects and pre-application package

October 3: Pre-application deadline

October 19: TPB approval of final application package

October 31: Final application deadline