

Subject: FY 2011 TIGER TPB Application – Next Steps

Dear TPB Members and Technical Staff:

As approved at the July 20 TPB meeting (*attached TPB item*), an application for a grant under the United State Department of Transportation (USDOT) FY 2011 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant is being developed to fund small-scale, innovative transit access projects, including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations and encourage mixed-use development around the stations. This e-mail provides further information on the development and preparation of the TPB's application.

Goals of the TPB TIGER Application

The goals of the TPB's FY 2011 TIGER application are to:

- Encourage development of locations well-served by transit, but currently underutilized for housing and employment.
- Alleviate pressures on the transportation system by using seats on trains in reverse-commute directions or by selling the same seat twice in peak commute directions.
- Promote mixed-use development near rail station areas to reduce distances between housing and employment, thereby reducing VMT and congestion.

The attached TPB item described the basis for the TPB's proposal and has a "strawman" list of six projects, with a back-up list of seven other projects. The TPB wants to select the "best six" projects in the region for development into an application for this exceptionally competitive TIGER grant program.

US DOT Criteria for Project Selection (*see attached Federal Register Notice of Funding Availability*)

- Applications will be competitively rated on primary and secondary selection criteria. Primary Selection Criteria include long-term outcomes (state of good repair, economic competitiveness, livability, environmental sustainability, and safety), and job creation and near-term economic activity. Secondary selection criteria include demonstration of project innovation and partnership.
- The proposal will fund capital improvements. There is no funding available for planning, but funding can be used for engineering, design, and right of way acquisition for specific capital projects. Ideally, capital improvements will be "the result of a planning process which coordinated transportation and land use planning decisions and encouraged community participation in the process".
- DOT "will give priority to projects that align well with the Primary Selection Criteria but are unlikely to receive funding under traditional programs".
- Awarded funds must be obligated by September 30, 2013, and applicants must provide a schedule for meeting NEPA and planning requirements if not already completed.

- Each project must demonstrate a commitment for at least a 20 percent local match; “all projects can increase their competitiveness by demonstrating significant non-Federal contributions in excess of the required local match”.
- The grant application requires a detailed Benefit-Cost Analysis (BCA) quantifying the impacts of the proposed project.

TPB Core Criteria for the Selection of Projects to Include in the TPB TIGER Application

The TPB grant application will include projects in a limited number of rail station areas throughout the region, numbering at least three but no more than six, totaling up to a request for approximately \$20 million in federal funds. Criteria for the projects include:

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 under construction. (An ideal transit station project would significantly enhance the regional transportation network by “filling a gap” between existing rail transit infrastructure and nearby development.)
2. Projects should be located in existing, under-utilized, or emerging employment or housing centers.
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.
4. Projects should provide replicable regional examples that are innovative in design, concept, or implementation. Projects should be multimodal, multi-jurisdictional, multi-partnered and difficult to implement under other “modal” funding sources.
5. Project planning should be largely complete, including NEPA requirements.

Next Steps / Milestones

TPB staff has prepared the attached project solicitation template, which asks for basic project information and associated additional data. This information will be used initially for discussion and selection of the regional “slate” of projects to include in the application, and eventually for preparing the detailed application for the selected slate of projects. The preparation schedule is as follows:

August 10:	Deadline for project submissions
August 17:	Meeting to discuss project proposals (10:00 a.m. – Noon)
August 31:	Final meeting to finalize projects (10:00 a.m. – Noon)
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

Each jurisdiction is requested to designate a staff member to serve as a single “point of contact” to liaise with TPB staff on this application. Jurisdictions are encouraged to circulate

the proposal concept among their planning, housing, and development offices, but it is requested that a transportation staff person be the lead for this USDOT grant.

Please contact Eric Randall (erandall@mwkog.org), 202-962-3254 or Sarah Crawford (scrawford@mwkog.org), 202-962-3237 of my staff should you have any questions about the TPB's TIGER Application or project submission process.