

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:	Joseph M. Meinert, AICP
2. Implementing Jurisdiction:	City of Bowie
3. Phone Number:	301-809-3047
4. Email Address:	jmeinert@cityofbowie.org

Short project description (25 words or less):

The Bowie Heritage Trail - Completion of the remaining 50% 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 train station.

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.

The Bowie Heritage Trail system includes a series of trail linkages that will provide safe pedestrian/biker/bus and rail commuter access facilities between the Old Town Bowie neighborhood, the City's Tanglewood Park, the WB&A Trail, and eventually to Bowie State University and the MARC train station located adjacent to the campus. Phase 1 is centered around the City's Railroad Museum and Welcome Center, at the site of the former MARC train station in Old Town Bowie. The planned trail underpass of MD 197 will provide a vital link to the MARC train station at Bowie State University from Normal School Road, which is an integral part of The Bowie Heritage Trail system.

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

Old Town Bowie is the City's oldest neighborhood and is designated as a mixed-use activity center in the *Bowie and Vicinity Area Master Plan* (2006). Old Town is the focus of the City's revitalization efforts. The MD 197 trail underpass is adjacent to the MARC train station at Bowie State University, where a large-scale mixed used development has been approved via the *Bowie State MARC Station Sector Plan* (2010). That Plan includes a policy and strategies which are intended to encourage trail facilities that connect the new development to Old Town Bowie. Prince George's County intends to issue a solicitation of developer interest for transit-oriented development within the next year.

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.

Construction of Phase 1 of the Bowie Heritage Trail will help attract retail customers and visitors to Old Town Bowie and will undoubtedly spur interest in development of nearby vacant properties, which were purchased several years ago by an investor. An underutilized parking lot, adjacent to the MD 564 bridge crossing of the railroad tracks, which is owned by the State of Maryland, may also have development potential. Mixed-use redevelopment with a defined village character is encouraged by the Development District Overlay Zone. The Bowie State MARC Station development, already zoned Mixed-Use Transportation Oriented, will benefit by the planned trail connection under MD 197 because the underpass will provide access to and from residences, businesses and other attractions located in Old Town Bowie (located less than a mile away). A preliminary application for the State Department of Transportation's "Transportation Enhancement Program" (or TEP) was favorably received and further project development of this multi-modal, comprehensive approach was encouraged at a meeting held with State staff in early 2011. The City funded 50% of design and engineering plan total cost (\$40,500 of \$82,500) for Phase 1 in its FY 2011 budget.

-
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.

The Bowie Heritage Trail concept includes innovative stormwater design and amenities (train watching platform, integration with the existing railroad museum and welcome center), heritage displays featuring contributions of African-Americans in the railroad and horse racing industries, as well as contributions to establishment of higher education institutions (historically black college or universities). The project, with parts located within and outside of the City limits, involves multi-agency coordination with Amtrak, CSX, SHA, PEPCO, BGE, Prince George’s County, M-NCPPC, MDOT and Bowie State University. Additionally, partnerships with private foundations, such as The Kresge Foundation, are being pursued to assist with construction funding. Prince George’s County has dually listed The Bowie Heritage Trail as both an On Road Trail Priority and Park Trail Priority in the 2011 Transportation Priority List. Emphasis will be placed on effective place-making, with a corresponding level of attendant public facilities (e.g. public restroom, water fountain, kiosks, bike racks, thermoplastic crosswalks, common identification signage, sitting areas, etc.). Modal funding sources do not typically fund design and engineering projects.

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

Project planning for The Bowie Heritage Trail system was a multi-year process that culminated in a study by Toole Design Group (TDG), conducted between April and August 2009 to document community input into the trail concept, design and planning for Phase 1 of the project. The 2009 TDG Study involved five (5) public meetings. The City commissioned 30% design and engineering drawings for Phase 1 early in 2011 and submitted a preliminary application for State Transportation Enhancement Program (TEP) funding. The 30% drawings, prepared by AB Consultants, were prepared in accordance with NEPA requirements, as applicable. Final drawings will be subjected to a NEPA review during the permitting phase. No preliminary engineering work has been conducted for the MD 197 underpass connecting Normal School Road to the MARC train station. However, all of the land needed for the project is in public ownership or existing rights-of-way.

Project Details:

1. Total project cost:

Total Project Cost: \$108,000
(1) Phase 1 Total Engineering Cost: \$82,000
(2) MD 197 Underpass Preliminary Engineering Cost: \$26,000

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):

\$67,500 (62.5% of total project cost)

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

37.5% match (\$40,500 from City Capital Improvements Program)

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):

City Capital Improvements Program
State Transportation Enhancement Program
Maryland Historic Trust grants
M-NCPPC Capital Improvements Program
Private foundations

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

City Capital Improvements Program—Hiker-Biker Trails
M-NCPPC Capital Improvements Program
State Consolidated Transportation Program

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?

NEPA is required. Preparation of 30% design plans will follow NEPA guidelines per the TEP checklist. NEPA documentation will take place during the permitting process subsequent to issuance of TEP funding award letter. Estimated time to complete NEPA documentation is four (4) months.

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

http://www.cityofbowie.org/Government/Planning/docs/Bowie_Heritage_Trail_Report0909.pdf

http://www.cityofbowie.org/Government/Planning/docs/Railroad_Ave_Hiker_BikerTrail.pdf

http://www.cityofbowie.org/Government/Planning/docs/OTB_Trail_Recom.pdf
http://www.cityofbowie.org/Government/Planning/docs/OTB_Master_Plan.pdf

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:

A formal application for TEP reimbursement is planned. TEP review includes NEPA review, and all plans and documents prepared for the project will meet applicable NEPA requirements. The TEP staff will serve as the clearinghouse for State and Federal agency review of the proposed plans. A preliminary application was favorably received and further project development of this multi-modal, comprehensive approach was encouraged at a meeting held with State staff in early 2011.

Additional Criteria / Information

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

Five (5) stakeholder meetings were held in 2009, achieving notification and coordination objectives with adjacent property owners in the Phase 1 project corridor. As a result of one meeting, the components of the 10th Street park were specifically revised to address input from an adjacent lot owner. Two (2) meetings were held in 2010 with Amtrak representatives, with a focus on the MD 564 underpass and proximity of the proposed trail to the railroad tracks. Fencing will be installed or upgraded adjacent to the active tracks. The Museums Division of the City's Department of Community Services completed a review of 30% design plan and illustrative concept plans for the train watching platform and provided comments regarding the potential impact on historic buildings. A permit level review by the County's Historic Preservation Commission will be required. The MD 197 underpass connecting Normal School Road to the MARC train station involves only public property and rights-of-way and will not impact any land uses.

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

Both trail underpasses will address the need for safe crossing of a State highway (MD 564 and MD 197), where at-grade crossing is hazardous, due to the high speed and volume of vehicular traffic. Fencing will be installed or upgraded adjacent to active railroad tracks, and the underpass designs will utilize vertical elevation changes for an additional safety measure. In the Phase 1 area, special treatment will be provided at the south end at Zug Road where crossing of the CSX railroad tracks is planned and at the 11th Street intersection with the Phase 1 trail, where there is potential for conflict between trail users and vehicles using 11th Street where it crosses the trail.

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

The Bowie Heritage Trail has undergone many public meetings involving community participation, beginning with a field walk with residents and County and State elected officials in 2005 and a Walkable Communities Workshop held in Old Town Bowie in 2006. The Bowie Heritage Trail was approved and supported by the Bowie City Council through a formal amendment to the City's *Trails Master Plan* in 2008 (R-78-08). Multiple public input sessions were also held by the City and Toole Design Group during 2008-2009 when the trail concept was being formulated. The Bowie State MARC Station Sector Plan involved several charrettes held at Bowie State University, as well as a public input process before the Sector Plan was adopted and approved by Prince George's County. The need for trail accessibility and connections between the mixed-use center proposed in the Sector Plan and Old Town Bowie were major recommendations of the City.

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

The Phase 1 trail construction will use environmental site design in stormwater management, such as extensive use of boardwalk to minimize land disturbance and impervious cover. Native landscaping and low impact development (LID), such as rain gardens at the 10th Street Park, will be used. Additional interpretive work will be done at the Railroad Museum and train watching platform, and displays which reflect the African-American heritage of the area will be featured. A design theme will be established in Phase 1 that will be replicated throughout the system.