

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:	Victor Weissberg
2. Implementing Jurisdiction:	Prince George's County
3. Phone Number:	301.883.5600
4. Email Address:	vweissberg@co.pg.md.us

Short project description (25 words or less):

Prince George's County Pedestrian Safety Measures for the New Carrollton Metro Station: A 2010 Transportation Land Connection (TLC) study provided a tool box of 29 recommended capital improvements for WMATA, SHA and County maintained entities. 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 New Carrollton Metro Station and make it more suitable for transit oriented development, the Number 1 TOD in the County Priority letter.

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 New Carrollton Metro Station including some at the station site itself.

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

New Carrollton meets the criteria of number 2, particularly as an emerging employment center.

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.

New Carrollton is the County's Number 1 Transit Oriented Development priority. WMATA and the State have been moving forward with developers on a selected bid from the request for qualifications for developing the north and south parcels of the WMATA site. The improvements recommended by the TLC Study together with the necessary adjustments from 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 New Carrollton and WMATA as entities that all have recommendations in the TLC that are in their jurisdiction. 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 be obtained within the timeframe specified by the NOFA.

Project Details:

1. Total project cost:

The TLC estimated project cost at \$1.9 million; this cost will need further verification.

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):

From TLC Study

3 Stripe Bike Lanes in existing shoulder along 85th Avenue. There are existing lanes, these can be supplemented. \$6,500

14 Improve access to pedestrian push-buttons at the intersection. Implement short-term solution as recommended in report to construct concrete paths to push buttons to accommodate pedestrians and handicapped individuals. \$4,500

Several Bus stop and shelter benches recommended in the study and additional recommendations to be provided by DPW&T

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.

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?

NEPA should not be required for the type of improvements being sought.

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:

Will seek CE

Additional Criteria / Information

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

The TLC study identifies various improvements that can help serve better multi-modal movement in and around one of the region's largest infrastructure hubs, and the site of a major 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 push buttons, crosswalks (pending approval from SHA), sidewalks (pending approval from SHA)

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

There were community meetings specifically for this project and similar efforts (recent TDOZ/purple line) have been the source of numerous community meetings and received significant input.

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

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