

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:	Edgar Gonzalez, Deputy Director, Montgomery County DOT
2. Implementing Jurisdiction:	Montgomery County
3. Phone Number:	240-777-7185
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Short project description (25 words or less):

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 at the Forest Glen Metrorail Station, Holy Cross Hospital and the surrounding area.

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 underpass is located at and directly serves, the Forest Glen Metrorail Station and will include an elevator to enhance handicapped access from Georgia Avenue. The bikeshare stations will directly serve the Forest Glen Metrorail Station and Holy Cross Hospital which is located less than ½ mile from the Metrorail Station

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

The project is located in an existing mixed use office/hospital/residential area. Residential uses include both single family and multi-family dwellings. The project will connect to sidewalks along both Georgia Avenue and Forest Glen Avenue, linking Holy Cross Hospital, one of the largest employers in Montgomery County and the second largest hospital in Maryland, to the Forest Glen Metrorail Station. The Forest Glen Metrorail Station is predominately a commuter station with approximately 2/3 of boardings occurring in the A.M. peak period. Linking the station to the east side of Georgia Avenue will support the hospital's non-auto driver mode share goals and provide a direct and safe pedestrian/bicycling connection to a major employment center (Holy Cross Hospital). The hospital is in the midst of an expansion and will take advantage of available capacity at the station.

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 project is coordinated with local development and is partially (at least 20%) funded by Montgomery County (local jurisdiction). It is also coordinated with a State project (MSHA's MD 97/Montgomery Hills study) and would support further reverse commuting via Metrorail. Holy Cross Hospital is the local development. The Hospital has been challenged to offer quality programs and services as the communities it serves urbanize and grow at a rapid pace and age in place. The Hospital has limited space to expand its programs and has moved some non-clinical areas off campus and provided for off-site parking. The Hospital encourages transportation alternatives to the automobile by subsidizing transit fares and

operating a shuttle bus to the Forest Glen Metrorail Station. The Hospital has approval to build a new patient tower on its campus, and is committed to develop a transportation management plan to further mitigate campus parking. The Hospital is recommending renaming the Forest Glen Metrorail Station to include the Hospital's name to bring more visibility to the underutilized Metrorail station. The Hospital agrees to participate in a bikesharing program and to provide an on-site bikesharing station.

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 project is innovative in coupling a capital improvement (the underpass/elevator) with operational elements (the bicycles and bikeshare stations) to improve access to a Metrorail Station and a major employment center and visitor destination. The project should be replicable regionwide at rail transit stations in mixed use areas. It is multi-modal by separating pedestrian/bicycle travel from motor vehicular travel and is multi-partnered with public entities (Montgomery County, WMATA and MSHA) and a private entity (Holy Cross Hospital). The initial underpass concept was developed by WMATA and funded by MDOT; it has received significant public support and is currently funded for design by Montgomery County.

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

Project planning is underway. It is funded by Montgomery County and is in its initial stages. The project planning will follow NEPA guidelines and should have NEPA requirements completed by the Summer of 2012. Montgomery County is familiar with the NEPA process, having recently completed the Route 355 Crossing NEPA process.

Project Details:

1. Total project cost:

Construction Cost Estimate:	\$13.3 million
Bikeshare Stations (10)	\$0.5

Planning and Design Cost Estimate: \$2.7M (20% of construction cost)	
Land Acquisition Cost Estimate:	\$1.5M
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TOTAL	\$18.0 million

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):

TIGER Grant @80% is \$14.4 million

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

Local match @ 20% is \$3.6 million

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):

Easements from Holy Cross Hospital and WMATA and other property owners for bikesharing stations

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

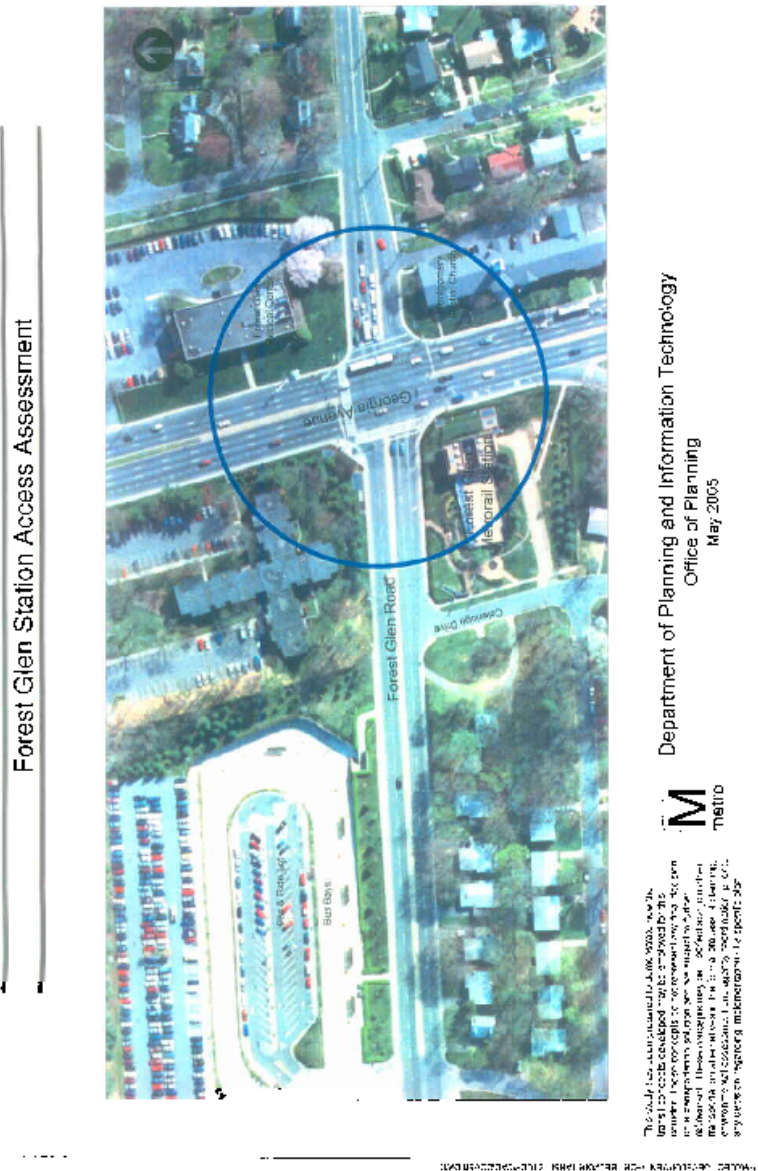
The operation and maintenance of the underpass and the elevator will be the responsibility of WMATA. The bikesharing operating and maintenance costs will be the responsibility of Montgomery County.

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?

A NEPA process is required. Montgomery County recently completed the NEPA process for the Route 355 Crossing Project in Bethesda and is familiar with the NEPA requirements and timetable. Montgomery County will initiate the NEPA process WHEN? with an expected completion date of Summer 2012.
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2. Please provide links to any environmental studies or other documents prepared for the project component(s):



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:

Montgomery County DOT will coordinate with the Maryland State Highway Administration and

the Washington Metropolitan Area Transit Authority and other interested parties as required.

Additional Criteria / Information

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

MCDOT is coordinating with Holy Cross Hospital in conjunction with the construction of its new approved patient tower, and associated implementation of transportation demand management strategies to reduce automobile travel to their campus.

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

The underpass connection was examined in May 2006 by WMATA in response to pedestrian safety concerns raised by the community. WMATA and SHA have documented the pedestrian safety issues in separate analyses. The community supports the need for a grade separated pedestrian crossing at this location.

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

There has been extensive community participation in the project since 2002 and the community has produced a web site ([Crossinggeorgia.org](http://www.crossinggeorgia.org)) that lists critical milestones in the effort to advance the pedestrian underpass. The link is:
http://www.crossinggeorgia.org/component/option,com_frontpage/Itemid,1/

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

Not known at this time.