

FY 2011 TPB TIGER Grant Application



TPB Technical Committee

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Agenda & Structure of Presentation

1. FY 2011 TIGER Grant Program
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

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
 - “the result of a planning process which coordinated transportation and land use planning decisions and encouraged community participation.”
 - “demonstrate strong collaboration among a broad range of participants.”

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

- Small-scale, innovative transportation capital projects
 - Pedestrian, bicycle, streetscape or other circulation improvements to improve access to rail stations (within ½ mile).
 - Located in an existing, underutilized, or emerging employment or housing center
 - Demonstrate support and coordination with development in the center (e.g., including private matching funds).
 - Balanced regional growth.
 - Replicable examples that are innovative in design, concept, or implementation.
- Multimodal, multijurisdictional, multi-partnered and difficult to implement under other “modal” funding sources.

Keys to Competitive Applications

- Leveraging Investment / Highly Competitive Projects
- Application Pitfalls



Leveraging Investment / Highly Competitive Projects

- 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
- Projects that are ready to move to construction quickly are given priority
- Multimodal projects, coordinated investment from other sources and programs
 - New partnerships, multi-jurisdictional cooperation
 - Public-private partnerships
 - Support key national priorities
 - Non-traditional or hard to fund projects



Application Pitfalls

- Public-private projects must demonstrate significant public benefits
- Priorities/outcomes not aligned with selection criteria
- Project readiness / where is project in the NEPA process
- Insufficient matching funds, lack of demonstration
- Non-construction requests: O/M assistance, ROW
- Grouping unrelated projects



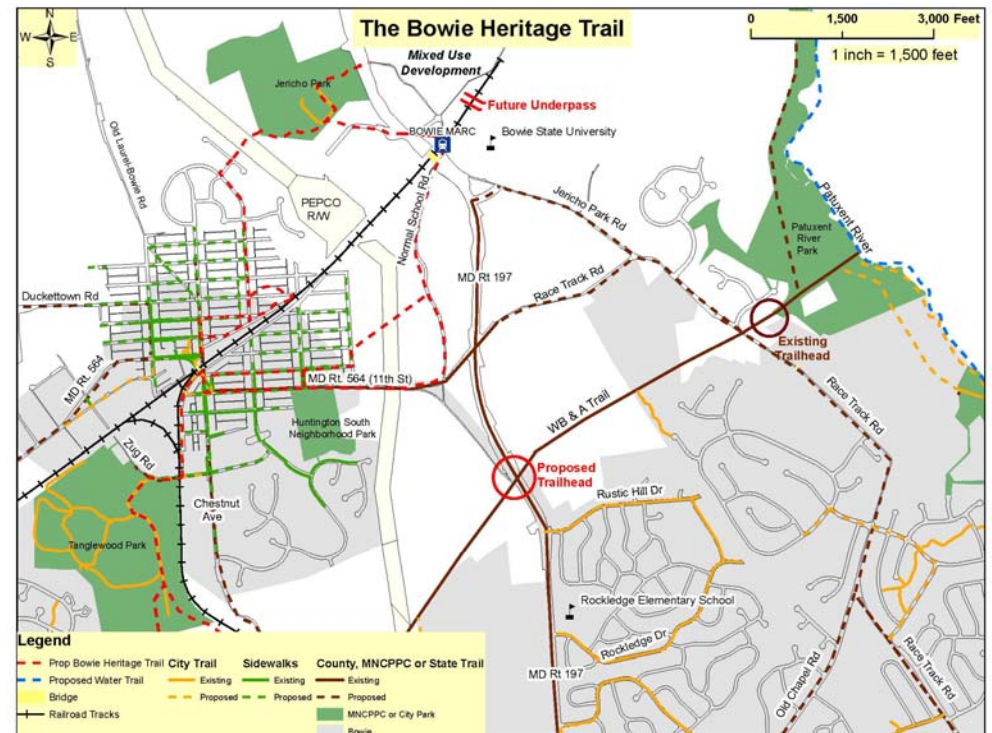
Proposed Projects



City of Bowie (Placeholder)

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 train station.
- Funding:
 - Federal: ?
 - Match: ?
 - Total: ~\$3 million



Montgomery County

Forest Glen Underpass Project

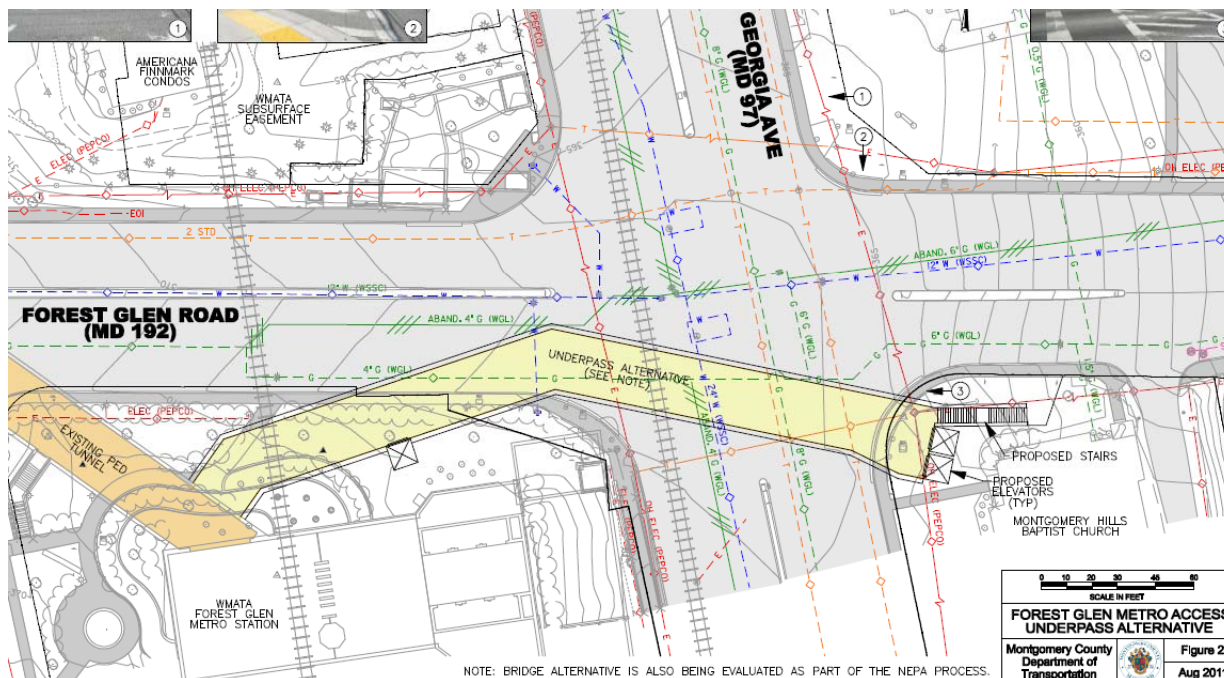
- Construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97) linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital; construct one elevator to connect the street level directly to the Forest Glen Metrorail Station mezzanine; and establish bikeshare stations.

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 planned transit oriented development, the top priority station for TOD in the County.

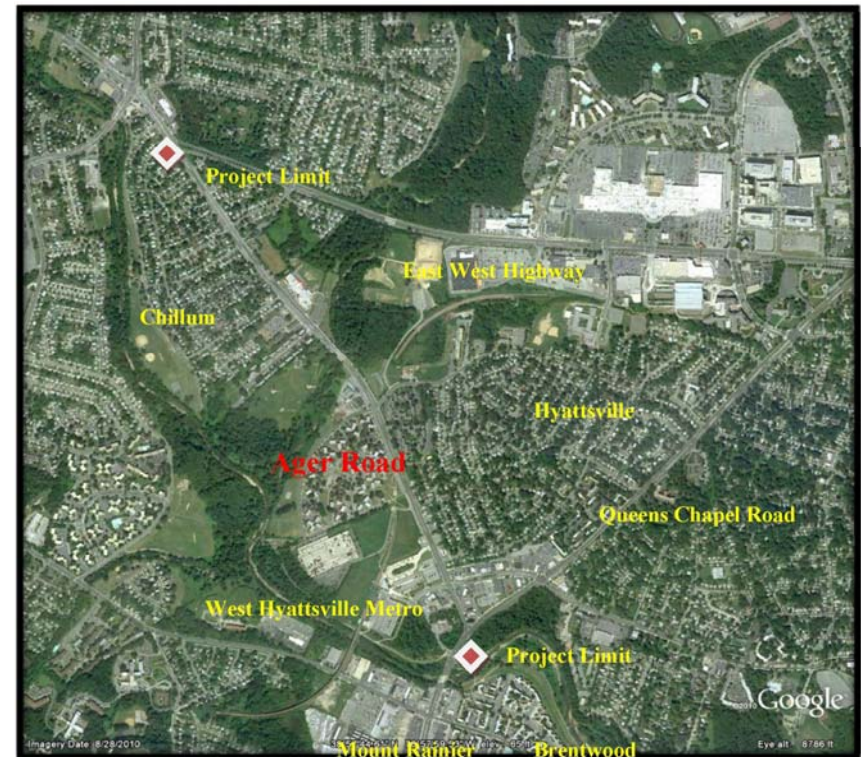


- Funding:
 - Federal: \$653,600
 - Match: \$263,400 (20 %)
 - Total: \$917,000

Prince George's County

West Hyattsville Metro Station/Ager Road Improvements

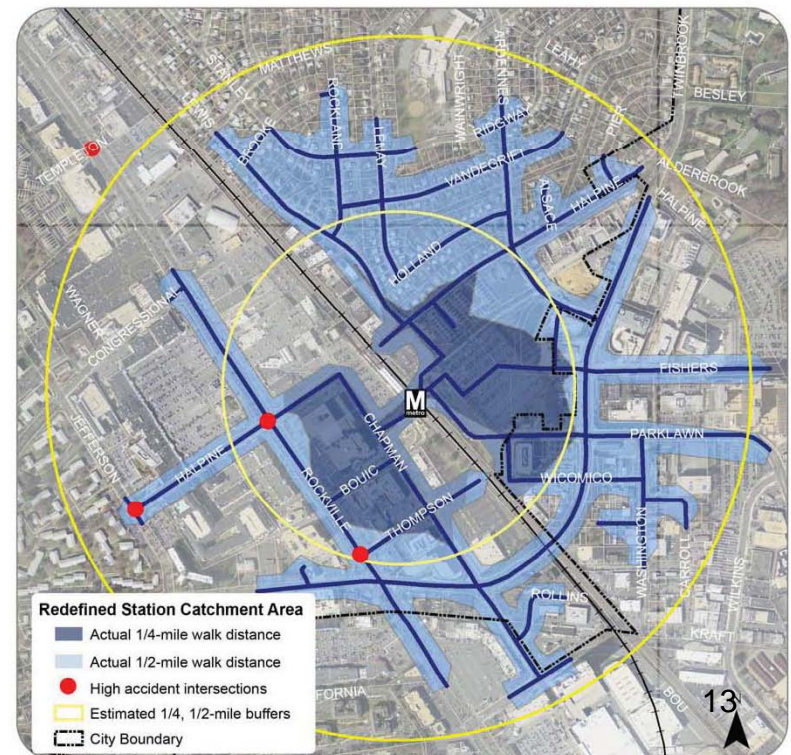
- This project will implement bicycle and pedestrian improvements. The Ager Road portion will provide a complete green street, provide for pedestrian and bicycle facility upgrades, transit improvements, improved low maintenance landscaping, and community and traffic signing.
- Funding:
 - Federal: \$5,320,000
 - Match: \$1,867,500 (26 %)
 - Total: \$7,187,500



City of Rockville

Safer Walkways to Transit: Twinbrook Metro Station

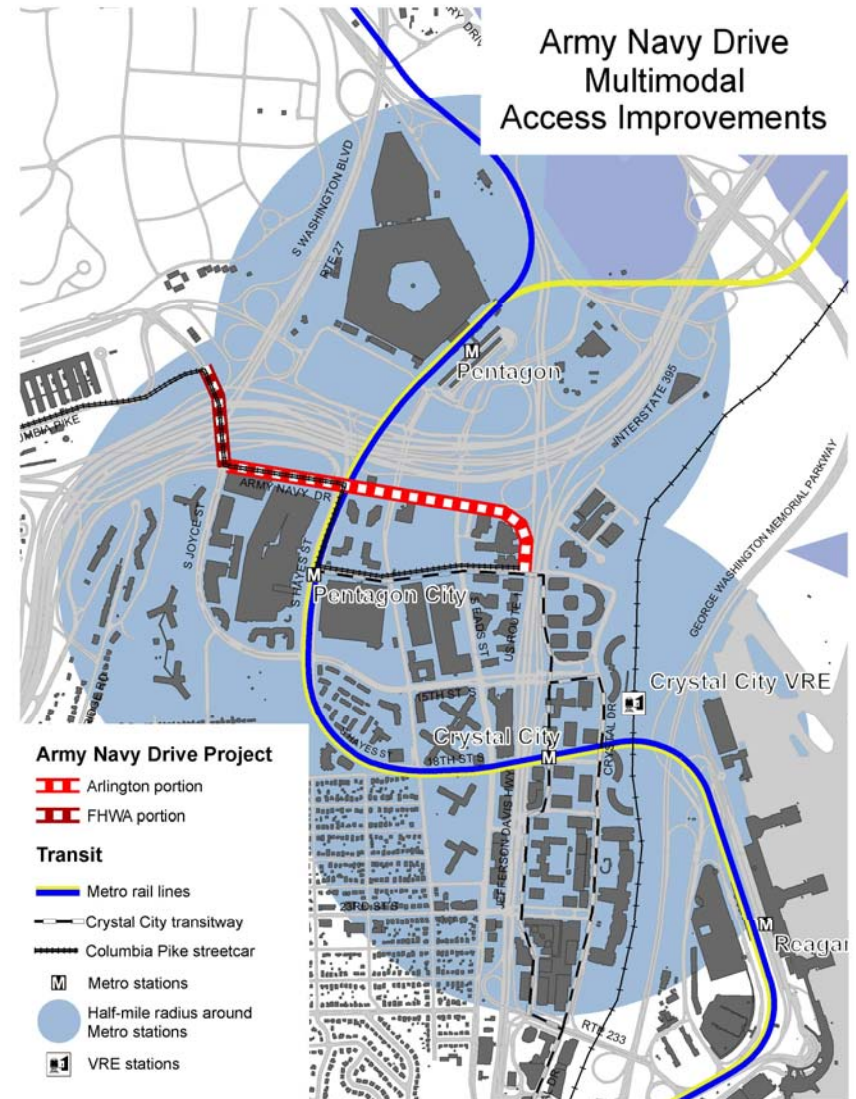
- This project is located entirely within the ½ mile radius around the Twinbrook Metrorail station. The project will include improvements such as providing pedestrian refuge islands, curb extensions, additional pedestrian-scale lighting, etc.
- Funding:
 - Federal: \$855,360
 - Match: \$213,840 (20 %)
 - Total: \$1,069,200



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, and a physically separated two-way cycle track. The project includes 10 new bikeshare stations.
- Funding:
 - Federal: \$4,887,564
 - Match: \$2,011,400 (29 %)
 - Total: \$6,898,964



Virginia Railway Express

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: \$209,600
 - Match: \$52,400 (20 %)
 - Total: \$262,000

District of Columbia

Fort Totten Access Improvement Project



- The project will improve accessibility and safety for pedestrians by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.
- Funding:
 - Federal: \$2,824,000
 - Match: \$706,000 (20 %)
 - Total: \$3,530,000

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Funding Summary for Proposed Projects

District of Columbia

- Federal: \$2,824,000
- Match: \$706,000 (20 %)
- Total: \$3,530,000 (9 %)

Maryland:

- Federal: \$21,296,460
- Match: \$5,985,240 (22 %)
- Total: \$27,281,700 (72 %)

Virginia

- Federal: \$5,097,164
- Match: \$2,063,800 (29 %)
- Total: \$7,160,964 (19 %)

TOTAL:

- Federal: \$29,217,624
- Match: \$8,755,040
(23.1 %)
- **Total: \$37,972,664**

Finalizing the FY 2011 TPB TIGER Application

Still working to refine scope and cost information among project proposers and supporting agencies. (Required for TPB mail-out on September 14).

Staff Observations:

1. Cost of Projects

- USDOT announced “sweet spot” of \$10 - \$25 million. Average grant in TIGER II was \$13.25 million, median grant \$10.5 million.
- TPB goal for application was \$18-\$20 million (TIGER \$14-\$16M)
 - *now at 200% of goal!*

2. Application “Story”

- Need project information to prepare complete, compelling, and competitive grant application: leveraging private development, serving special populations, improving safety, etc.

Proposed Projects – Issues / Concerns

Applicant	Project	Issues / Concerns
City of Bowie	Bowie Heritage Trail	Not currently viable. Only design/engineering proposed (City can only match this). Additional funds needed for construction.
Montgomery County	Forest Glen	Very large project cost of \$18M, just under 50% of proposal. Includes \$1.5M ROW acquisition.
Prince George's County	New Carrollton	Area in transition. Concern that prospective development plans are in progress, final street plans not known.
Prince George's County	West Hyattsville / Ager Road	Reconstructing Ager Road as a green street has significant costs of \$6M, may extend beyond TPB application concept.
City of Rockville	Twinbrook	Finalizing project with partner agencies.
Arlington County	Army Navy Drive	Highly-developed area, but with stronger local match (29%).
VRE	Bicycle Lockers	Very small project.
District of Columbia	Fort Totten	Added at last minute. Need more narrative information.

Timeline for TPB Proposal for FY 2011 TIGER Funding

Next Steps:

- September 14: Finalize project costs and construction schedule.
- September 17: Collect Benefit-Cost Analysis data and perform analysis.
- October 7: Draft application narrative and BCA review.
- October 14: Assemble application.

Milestones:

- September 21: TPB approval of recommended projects and pre-application package.
- October 3: Pre-application due.
- October 19: TPB approval of final application package.
- October 31: Final application due.