

**ITEM 10 - Action**  
February 15, 2012

Approval of Application for Funding Under the FY 2012  
Transportation Investments Generating Economic Recovery  
(TIGER) Competitive Grant Program

**Staff**

**Recommendation:** Receive briefing on the recommended local projects for the application, which is based upon the TPB's FY 2011 submission to implement multimodal access improvements in rail station areas, and adopt Resolution R10-2012 to approve the FY 2012 TIGER pre-application for submission by February 20, and the final application by March 19, as described in the attached materials.

**Issues:** None

**Background:** On January 31, USDOT released in the Federal Register the Final Notice of Funding Availability (NOFA) for \$500 million in discretionary surface transportation grant funding for the FY 2012 TIGER program, with pre-applications due on February 20 and final applications due on March 19.

## National Capital Region Transportation Planning Board

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### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall  
Department of Transportation Planning

**SUBJECT:** Application for Funding Under the FY 2012 Transportation Investments  
Generating Economic Recovery (TIGER) Competitive Grant Program

**DATE:** February 8, 2012

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#### **Notice of FY 2012 TIGER Discretionary Grant**

On January 31, U.S. DOT issued a Notice of Funding Availability (NOFA) for the FY 2012 round of funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. There is \$500 million available for funding capital projects, of which \$380 million is available for projects in urban areas. TIGER funding is not available “solely for planning, preparation, or design”. Applications will be competitively rated on the 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. Pre-applications are due February 20, and applications are due March 19; a timeline much shorter than the four-month schedule of previous rounds.

#### **FY 2011 TIGER Application Concept**

The TPB’s grant application concept for FY 2011 sought to maximize the efficiency of existing rail infrastructure through innovative rail station access projects, including pedestrian, bicycle, streetscape and other circulation improvements that would improve access to the region’s commuter and Metro rail stations. Each of the projects aimed to support and promote mixed-use development near rail station areas to reduce distances between housing and employment, thereby reducing VMT and congestion. This concept was approved at the July 21, 2011 TPB meeting and the TPB’s application was submitted to U.S. DOT on October 31, 2011. A list of the projects submitted in the application is included at the end of this memo.

#### **FY 2011 TIGER Application Debrief**

U.S. DOT debriefed TPB staff on the FY 2011 TIGER Grant application on February 1, 2012. DOT staff said there was intense competition for the limited funds of the grant opportunity, with only some 5 percent of applications receiving funding. They also spoke to the need to allocate awards

nationally, modally, and according to the urban/rural requirement, which led to number of great projects did not receive funding.

U.S. DOT said the TPB's application was very well-received and they spoke very approvingly of the concept for the grant application, stating the TPB had "hit it out of the park" by focusing on improving non-motorized access to development and employment centers to create linkages and connections to housing and communities. They commended the benefit-cost analysis and the presentation of information on each component of the proposed project, along with how it came together in a compelling whole. They strongly encouraged the TPB to submit the project again for consideration in the FY 2012 TIGER round. In addition, U.S. DOT staff emphasized two specific areas of improvement to make the application more compelling: project readiness and local commitment.

#### Project Readiness

The FY 2012 NOFA stresses project readiness and specifies additional information to be provided on the schedule of construction and supporting documentation. U.S. DOT also emphasized that the enabling legislation for FY 2012 TIGER funding did not extend the time period for obligation of funding from the last round; both FY 2011 TIGER and FY 2012 TIGER projects have to obligate funds by September 30, 2013, and proposals have to describe how funds can be obligated by June 30, 2013 to make this deadline. Applications need to explain convincingly how quickly work can begin and jobs can be created.

#### Local Commitment

The average ratio of funding commitments for successful applications in the FY 2011 TIGER was 65 percent local match to 35 percent federal funding. U.S. DOT staff also spoke to other ways to demonstrate commitment, including a) developer or other private commitment of funds, b) approved and/or submitted development plans for a station area, c) Transit-oriented development (TOD) zoning, especially any recent changes favoring TOD, and d) other regulatory changes or planning efforts that would support the concept. They very much want to see private entities involved when there are private benefits received; this demonstrates a project is a worthwhile investment.

#### **Development of an FY 2012 TIGER Grant Application / Schedule**

Based on the positive U.S. DOT feedback and the tight timeline for application submittal, staff proposes that an FY 2012 application be based on a re-submittal of the previous application, with modest modifications to respond to U.S. DOT's emphasis areas in project readiness and local commitment. TPB staff has held initial discussions with the previous project sponsors on updates to their projects. Many have continued previous planning, design, and engineering efforts, which will improve the readiness of an updated combined project application.

The formal application requires a project narrative (no more than 30 pages) and several certifications and assurances (e.g., federal wage rate certification). A detailed benefit-cost analysis in support of the proposed project is also required, including user and non-user numbers, benefits, and impacts, and other social and economic factors such as safety and livability. Other additional information is also required, either included in the application or made available online, including project design documents, planning studies, letters of support, and NEPA documents. Much of this

information can be re-used from the FY 2011 grant application, with suitable revisions, while the application will also contain additional supporting documentation on project readiness and on technical and financial feasibility that are requested in the new grant opportunity.

The FY2012 TIGER grant application preparation schedule is as follows:

February 15:	TPB approval of a pre-application and application for the grant
February 20:	Pre-application submittal deadline to U.S. DOT
March 5:	Receipt of final materials from project sponsors
March 14	COG Board authorization to apply for grant
March 19:	Final application submittal deadline to U.S. DOT.

### **Appendix:**

#### **Projects Submitted in the TPB's FY 2011 TIGER Grant Application (*Currently being refined for inclusion in the FY 2012 TIGER Grant Application*)**

A total of seven local projects were selected for inclusion in the TPB's FY 2011 TIGER grant application, with a total overall project cost of approximately \$31 million and a request for TIGER grant funds of \$24 million.

#### **District of Columbia**

##### ***Fort Totten / 1st Place-Galloway Road Access Improvement Project***

*Cost: \$4.1 million*

Capital Improvements: The project rebuilds the two streets serving the Fort Totten Metrorail Station: 1st Place (to Riggs Road) and Galloway Street (to South Dakota Ave). The project will improve accessibility and safety for pedestrians at this metro transfer station by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.

#### **Maryland**

##### ***Montgomery County: Forest Glen Underpass***

*Cost: \$17.6 million*

Capital Improvements: 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 ten Capital Bikeshare stations in the local area.

##### ***Prince George's County: Pedestrian Safety Measures for the New Carrollton Metro Station***

*Cost: \$946,000*

Capital Improvements: The project site is the County's number one priority Transit Oriented Development site. The project will construct sidewalks and trails to improve access to the station, and create a full service bicycle station at the rail station.

***Prince George's County: West Hyattsville Metro Station Improvements***

*Cost: \$710,000*

Capital Improvements: The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and other multimodal access improvements to the West Hyattsville Station.

***City of Rockville: Safer Walkways to Transit: Twinbrook Metro Station***

*Cost: \$502,000*

Capital Improvements: The project will implement recommendations from the 2011 TPB Transit Land Use Connections (TLC) study: Safer Walkways to Transit. The study recommended a variety of bicycle and pedestrian safety and access improvements to the Twinbrook Metro Station.

**Virginia**

***Arlington County: Army Navy Drive Multimodal Access Improvement Project***

*Cost: \$6.8 million*

Capital Improvements: The project re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and a safer street cross section that will support a future streetcar. The project will also add ten Capital Bikeshare stations along Columbia Pike.

***Virginia Railway Express (VRE): Bicycle Lockers at VRE Stations***

*Cost: \$284,000*

Capital Improvements: The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.