

# Special Session

<b>Agenda Item #</b>	2
<b>Meeting Date</b>	May 6, 2013
<b>Prepared By</b>	Erkin Ozberk Planner
<b>Approved By</b>	Suzanne R. Ludlow Acting City Manager

<b>Discussion Item</b>	Resolution Authorizing Submission of MAP-21 Transportation Alternatives (TAP) Program Application
<b>Background</b>	<p>Transportation Alternatives Program (TAP) is a new funding source under MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (P.L. 112-141). The federal program provides funding for a variety of alternative transportation projects and replaces the funding from pre-MAP-21 programs. The deadline for submissions is May 15, 2013.</p> <p>City staff proposes submitting an application for TAP funding with two City-led projects, the Ethan Allen Gateway Streetscape Project and the Flower Avenue Green Street Project. Jurisdictions submitting multiple projects are required to rank them in order of priority. Staff recommends prioritizing the Ethan Allen Gateway Streetscape project first, as it is considered a more competitive project in terms of its multi-jurisdictional nature and multi-modal design, while in greater need of the funding as no other sources have been identified to cover the full construction costs. Ethan Allen Gateway Streetscape cannot be built in phases without significant cost increases, unlike the Flower Avenue Green Street.</p> <p>The TAP application requires a letter of support from the Chief Elected Official (mayor) of the lead jurisdiction, as well as letters of support from local state and federal elected officials. The program also requires a minimum 20% cash match of the project construction costs. Other sources of funding are being pursued by City staff to alleviate the financial burden of the required match. If awarded funding, the City’s financial commitment for both projects would extend into FY14, FY15, and possibly FY16.</p> <p>Additional information on the application and the proposed projects will be presented by staff. Council will be asked for input on the proposed application and to identify funding priorities.</p>
<b>Policy</b>	<p>Develop a long-term plan for the sustainable financing of capital projects and ongoing operational costs; identify, evaluate, and implement strategic and creative financing options.</p> <p style="text-align: right;"><i>- City of Takoma Park Strategic Plan FY 2010 – FY 2015</i></p>
<b>Fiscal Impact</b>	The TAP Application requires a minimum 20% cash match of the project’s anticipated construction costs.

<b>Attachments</b>	<ul style="list-style-type: none"><li>• Resolution Authorizing Submission of MAP-21 Transportation Alternatives</li><li>• Information Regarding the Two Proposed Projects</li></ul>
<b>Recommendation</b>	Approve the accompanying resolution.
<b>Special Consideration</b>	TAP Application Deadline is May 15, 2013.

Introduced by: Councilmember

**CITY OF TAKOMA PARK, MARYLAND**

**RESOLUTION 2013-**

**AUTHORIZING THE APPLICATION FOR CONSTRUCTION PROJECT FUNDING THROUGH THE TRANSPORTATION ALTERNATIVES PROGRAM**

WHEREAS, the Transportation Alternatives Program is a new funding source under MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, and provides for a variety of alternative transportation projects; and

WHEREAS, the City of Takoma Park is submitting an application including the Ethan Allen Gateway Streetscape Project and the Flower Avenue Green Street Project for construction funding; and

WHEREAS, applicants submitting multiple projects under one Transportation Alternatives Program application are required to rank the projects in order of priority; and

WHEREAS, the Transportation Alternatives Program requires applicants provide a minimum 20% cash match for eligible construction activities for all projects submitted for funding consideration; and

WHEREAS, the Transportation Alternatives Program deadline for applications is May 15, 2013, and project awards are anticipated to be announced in September, 2013.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Takoma Park authorizes the Transportation Alternatives Program application, including both the Ethan Allen Gateway Streetscape Project and the Flower Avenue Green Street Project.

AND BE IT FURTHER RESOLVED that the City Council of the City of Takoma Park strongly supports providing the 20% cash match requirement for eligible construction activities for both projects submitted for Transportation Alternatives funding consideration.

Adopted this \_\_\_\_ day of May, 2013.

ATTEST:

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Jessie Carpenter, CMC  
City Clerk

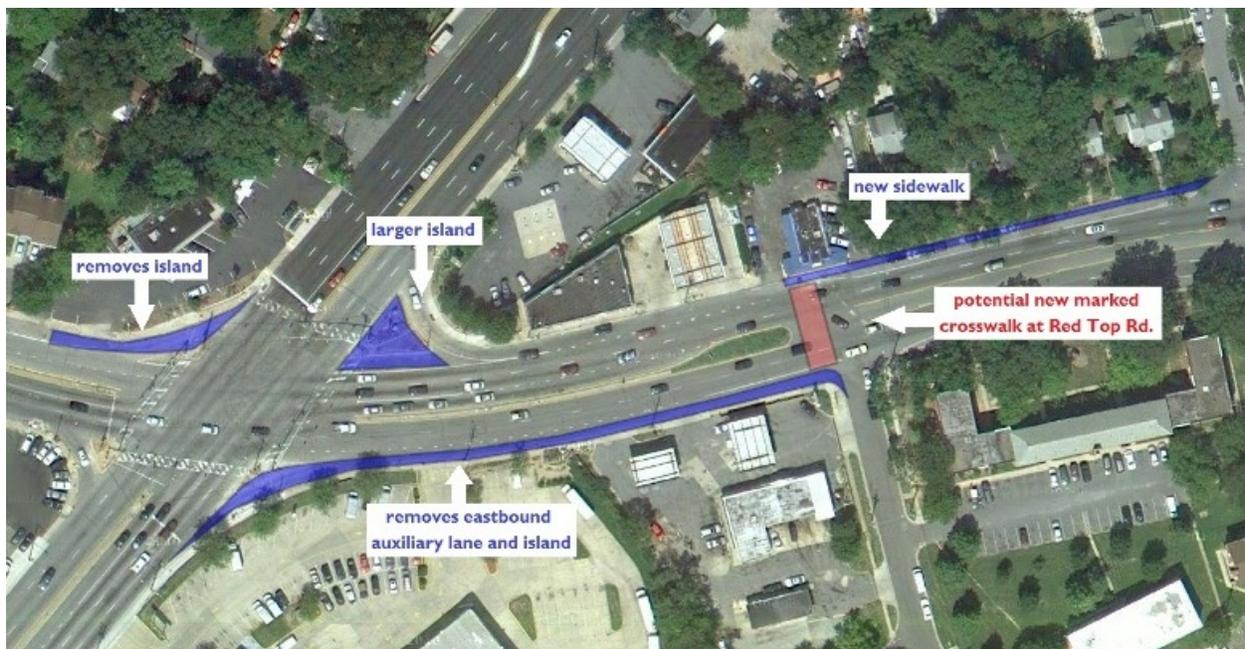
## Transportation Alternatives Program (TAP) Application Cost Estimates and City's Financial Commitment

Current forecast for the City's anticipated match for both projects of the TAP application. All construction costs include 20% contingency. These are both very rudimentary estimates on information that is likely to change. The goal is to provide an idea of the construction costs for both projects, and the commitment required to do the 20% match if funding is awarded through TAP. It is also the case that a TAP award for one or both projects would not be offered for the full amount requested, and some project items may be discounted as ineligible.

### Ethan Allen Gateway Streetscape:

The consultants are making some design modifications, such that construction costs come in between **\$1.5 - \$2 million**. The modifications remove from the approved concept the consolidation of channelization islands on the NW and SE corners, as the cost savings of not having to relocate traffic signals from their existing locations in these islands is substantial. We expect to receive new plans with associated construction costs by May 10th. At this time, the anticipated City-funded 20% match would account for **\$300,000 - \$400,000**, which can be spread over FY14 and FY15. There may be some requirement remaining for FY16, depending on schedule. We are also applying for other funding to pay for some sidewalk retrofits and bike improvements from SHA and MDOT, which could contribute to our match, reducing the financial burden on the City. The amount of funding we receive from these sources will not be known until well after the application is submitted on May 15.

Improvements detailed below associated with removing channelization islands in NW and SE corners of intersection will not be included in proposed design submitted for TAP funding:



Flower Avenue Green Street:

The proposed project should achieve these six primary objectives: (1) design of ADA compliant sidewalk on the east side of the street and identification of repairs needed to the existing sidewalk on the west side, (2) identification of locations for, and design, of low-impact stormwater retention facilities to capture and filter run-off from the street, (3) design improvements to pedestrian crossings and bus stops, (4) recommend energy efficient street lighting fixtures for the area, (5) identify the amount of on-street parking needed for the current residents and (6) assess the optimum road configuration to enable objectives 1 – 3 above. The City will repave the street, once the project improvements are implemented.



Figure 1: Proposed improvement on the Flower Avenue at Houston Avenue Intersection

County and State money was allocated to the City for this project. Funds break down as follows:

<b>\$696,000</b>	from SHA, to be spent by City on Flower Ave project (includes resurfacing)
<b>\$276,000</b>	estimated design costs
<b>- \$405,000</b>	estimated for activities related to repaving, not eligible for TAP
<b>= \$15,000</b>	remaining from SHA

Total project cost of eligible activities amounts to **\$1,249,000**. City's 20% match would equal **\$250,000**.

<b>\$15,000</b>	remaining from SHA money
<b>\$20,000</b>	from The Chesapeake Bay Trust to be spent on stormwater runoff
<b>+ \$200,000</b>	from Montgomery County, to be spent by City on Flower Ave project, to include sidewalks
<b>= \$235,000</b>	remaining for City match from other sources

<b>\$250,000</b>
<b>- \$235,000</b>
<b>= \$15,000</b>

Therefore **\$15,000** is left to be covered by the City, in FY14 and/or FY15.