

ITEM 15 - Information

April 21, 2010

Update on the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Staff

Recommendation: Receive update on the status of the grant which will be administered by the Federal Transit Administration (FTA).

Issues: None

Background: On February 17, USDOT announced the that the National Capital Region will receive \$58 million in TIGER funding for portions of the Regional Priority Bus Project that was submitted by the TPB in September 2009.

TIGER Grant for the TPB Regional Priority Bus Project

National Capital Region
Transportation Planning Board
April 21, 2010

Ronald Kirby
Director, Department of Transportation Planning



TIGER funding is a critical first step in developing a Regional Bus Priority System.

- The only TIGER grant to be awarded to a metropolitan area for a large-scale, multi-modal regional project
- \$26 million for improving bus transportation along priority corridors in the District of Columbia, Maryland and Virginia
 - Dedicated bus lanes, transit signal priority, limited stop service, enhanced pedestrian access, real-time passenger information, and enhanced bus stops
- \$19.9 million for multimodal improvements in the I-95/I-395 corridor for priority bus transit connecting portions of Northern VA with the District of Columbia
- \$12.3 million for a new multimodal Takoma/Langley transit center in Prince George's County



Initial Activities

- FTA designated as the USDOT modal administration responsible for administering the region's TIGER Grant
- On 15 March 2010, TPB staff advised project owners of FTA's request to finalize project scopes, budgets and schedules for FTA approval.
- TPB staff, project owners, and FTA met 15 April 2010 to review scoping requirements, clarify FTA requirements, and discuss how the grant will be administered.



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How will the regional project be administered?

- Once scopes, budgets, and schedules are approved (by mid-May), FTA will execute a grant agreement with TPB, the grant applicant.
- TPB will hire a consultant to provide necessary support to administer the grant with project owners and comply with all reporting requirements.
 - Compile compliance documentation from owners into a single progress report for the entire project
 - Remove administrative burden from project owners and TPB staff
- Because not all of the terms and conditions of the overarching TIGER grant are currently defined, it is still unclear how much grant funding will be necessary for administrative costs.
- All administrative costs are eligible grant expenditures, and are expected to be in the range of three to five percent of total grant funds.



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5 Project Owner agencies will implement the components of the TIGER Grant.

1. WMATA (\$11.4 million)
 - Addison Road Station Improvements
 - VA 7 (Leesburg Pike) Bus Priority
 - I-95/395 Multimodal: Pentagon Station Improvements
2. DDOT (\$13.6 million)
 - 16th Street Bus Priority
 - Georgia Avenue Bus Priority
 - H Street/Benning Road Bus Priority
 - Wisconsin Avenue Bus Priority
 - T.R. Bridge to K Street Bus Priority
 - 14th Street Bus Priority
3. MDOT (\$14.6 million)
 - SHA (\$2.3 million)
 - University Blvd. Bus Priority
 - US Route 1 Bus Priority (MD)
 - Veirs Mill Road Bus Priority
 - MTA (\$12.3 million)
 - Takoma/Langley Transit Center
4. City of Alexandria (\$9.2 million)
 - US 1 Transitway (VA)
 - Van Dorn-Pentagon Rapid Bus
5. PRTC (\$10.0 million)
 - I-95/395 Multimodal: Purchase 13 buses, real-time bus info.



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What needs to happen next?

- Scopes, budgets and schedules due to TPB by 22 April for FTA approval by mid-May
- FTA must define terms and conditions of grant and enter into a grant agreement with TPB.
- MOUs between TPB (grant recipient) and 5 project owners (sub recipients) must be developed.
- Procure consultant services.
- Project implementation/monitoring
- Grant compliance/reporting activities



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