

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

## **Item #5**

### **MEMORANDUM**

**November 10, 2011**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the October 19<sup>th</sup> TPB Meeting

The attached letters were sent/received since the October 19<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the November 16<sup>th</sup> TPB agenda.

Attachments

## National Capital Region Transportation Planning Board

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### M E M O R A N D U M

**TO:** Transportation Planning Board

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

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

**DATE:** November 16, 2011

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In response to a request at the October TPB meeting, this memorandum provides an update on the status of the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*.

#### **Background**

In September 2009, the U.S. Department of Transportation received 1,400 applications totaling nearly \$60 billion for the competitive TIGER Discretionary Grant Program, from which 51 awards were made, including an award to the TPB for \$58.8 million for capital improvements in priority bus transit. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at <http://www.dot.gov/tiger/>

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, and regional partners signed the TIGER grant agreement. The grant is being administered by the TPB and implemented by five recipient "Project Owners": the City of Alexandria, Virginia; District of Columbia Department of Transportation (DDOT); Maryland Department of Transportation (MDOT); Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). This complex, multi-agency and multimodal project involves roadway managers, technology personnel and transit operations staff to plan and implement 16 coordinated and complementary projects through 2016.

The Priority Bus Transit in the National Capital Region project will provide the infrastructure for more efficient bus service along 13 transit corridors in Maryland, Virginia, and Washington, DC. The project will improve the efficiency of the corridors by investing in a bus transitway, replacement buses, bus-only lanes, queue jump lanes, transit signal priority technology, traffic signal management technology, bulb outs, real-time arrival technology, and other enhancements. The project also includes construction of a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland. The new transit center will consolidate currently scattered bus stops at a heavily used bus transfer location into one facility.

### **Project Management and Performance Monitoring**

The federal grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible to the FTA for the project management and the performance monitoring required for the TIGER grant. To assist TPB staff with the grant administration and reporting, a contractor has been hired. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are being submitted on grant management and financial administration (via the FTA's TEAM system and per ARRA Section 1512 requirements), in addition to internal reports that provide TPB staff and project owners with consolidated progress information. Finally, TPB staff is submitting detailed performance monitoring reports to USDOT on each of the 16 projects, for assessment of the results and benefits of the projects following implementation.

### **Grant Update Summary**

Since the grant was signed in December 2010, the TPB and Project Owners have worked to prepare for project implementation, including required final design work (using local funds), development of technological and construction specifications, issuance of procurement documents as part of competitive bidding, and the contracting of manufacturing and construction firms.

The upcoming year, 2012, will see procurement and construction begin on most projects, with close to \$25 million in expenditures forecast. Approximately one-quarter of the 2012 total projected expenditures are associated with the purchase of PRTC's 13 replacement buses. Additional multi-million dollar expenditures include the completion of over \$3 million in enhancements in the Georgia Avenue corridor and over \$3 million to be spent on improvements at the Pentagon and Franconia-Springfield rail stations.

**Table: Forecast Expenditures for the TIGER Priority Bus Transit Grant**

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Anticipated Expenditure (\$ 000s)	\$ 1,047	\$ 24,535	\$ 22,035	\$ 9,750	\$ 1,103	\$ 365
Annual Percentage of Expenditures	2%	42%	37%	17%	2%	1%
Cumulative Percentage of Expenditures	2%	44%	81%	98%	99%	100%

The final expenditures on the project will take place by September 30, 2016. The overall TIGER grant will conclude in 2017, with the submission of the performance monitoring reports due two years following the completion of each project.

### **Status Reports on Implementation of the Project Components**

Attached is a status report on implementation of the respective project components for each of the Project Owners.

<b>Project Owner: City of Alexandria</b>		<b>Total: \$ 9,170,000</b>
<b>Project Components (2)</b>		
<ul style="list-style-type: none"> <li>• <b>US 1 Transitway: \$8,500,000</b> A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses, in the vicinity of the Potomac Yard development.</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>Van Dorn-Pentagon Rapid Bus: \$670,000</b> The project will install improvements to enable a new rapid bus service from the Van Dorn Metrorail Station to the Pentagon. It will incorporate limited stop service, signal prioritization, super stops, and queue jump lanes.</li> </ul>		
<b>Project Accomplishments</b>		
<b>2011</b>	<ul style="list-style-type: none"> <li>• The city has been working with WMATA and DDOT to develop specifications for the procurement of Transit Signal Priority (TSP). WMATA issued an RFP for TSP in October 2011 that will also be used by the City of Alexandria to procure TSP.</li> <li>• The city is scheduled to award a design-build contract for the US-1 transitway in November 2011.</li> </ul>	
<b>Future Schedule</b>		
<b>2012</b>	<ul style="list-style-type: none"> <li>• The design-build contractor will conduct design, site preparation, and initial construction work on the Transitway during 2012.</li> <li>• Begin work on the queue jumps, super stops, and transit signal priority in the Van Dorn – Pentagon corridor in Spring 2012.</li> </ul>	
<b>2013</b>	<ul style="list-style-type: none"> <li>• Construction of US-1 Transitway.</li> <li>• Complete construction of rapid bus improvements on Van Dorn-Pentagon corridor</li> </ul>	
<b>2014</b>	<ul style="list-style-type: none"> <li>• Opening of Transitway</li> </ul>	

<b>Project Owner: District Department of Transportation (DDOT)</b>		<b>Total: \$ 13,566,000</b>
<b>Project Components (6)</b>		
	<ul style="list-style-type: none"> <li>• <b>16th Street Bus Priority Improvements: \$1,295,000</b> Capital improvements include a queue jump lane, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at a number of intersections.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Georgia Avenue Bus Priority Improvements: \$4,111,000</b> Improvements include a short bus only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include installing bulb-outs and enhancing nearly 30 stop locations with real time arrival technology.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>H Street/Benning Road Bus Priority Improvements: \$415,000</b> This project will implement real time arrival technology displays at 22 bus stop locations and provide for the installation of emergency call boxes at select locations for passenger security.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Wisconsin Avenue Bus Priority Improvements: \$745,000</b> A WMATA Priority Corridor with the highest ridership in the region, capital improvements include transit signal priority and/or traffic signal management at a number of intersections and real time arrival technology deployed to a number of express service stop locations.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Theodore Roosevelt Bridge to K Street Bus Priority Improvements: \$1,800,000</b> This major regional corridor project includes the implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation at select traffic lights will prevent traffic signals outages following power interruptions.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>14th Street Bus Priority Improvements: \$5,200,000</b> This project includes the implementation of an integrated transit signal priority and traffic signal optimization system along 14<sup>th</sup> Street from the bridge to K Street. Additionally, uninterruptable power supply installation at select traffic lights will prevent traffic signals outages following power interruptions.</li> </ul>	
<b>Project Accomplishments</b>		
<b>2011</b>	<ul style="list-style-type: none"> <li>• DDOT has been working with WMATA and the City of Alexandria to develop specifications for the procurement of Transit Signal Priority. WMATA issued Request for Information for TSP in March 2011 that was used to obtain industry information for development of a Request for Proposals (RFP). The RFP will also be used by DDOT and the City of Alexandria to procure TSP.</li> <li>• Contract issued for the pre-installation of traffic signal technology upgrades for TSP on Georgia Avenue.</li> </ul>	
<b>Future Schedule</b>		
<b>2012</b>	<ul style="list-style-type: none"> <li>• DDOT will use WMATA's real-time passenger information (RTPI) contract to procure the individual RTPI projects. DDOT RTPI projects along 16th Street, Georgia Avenue, Wisconsin Avenue, and H Street-Benning Road, are scheduled for completion in 2012.</li> <li>• DDOT is scheduled to complete other various improvements -within the individual corridors in 2012, including curb extensions in the 16th Street corridor and all of the physical improvements in the Georgia Avenue corridor (an exclusive bus lane and curb extensions).</li> <li>• The uninterruptable power supply for traffic signals in the Theodore Roosevelt Bridge to K Street corridor and the 14th Street Bridge to K Street corridor will also be installed.</li> </ul>	
<b>2013</b>	<ul style="list-style-type: none"> <li>• Complete bus corridor improvements on 16th Street, H Street-Benning Road, and Wisconsin Avenue.</li> </ul>	
<b>2014</b>	<ul style="list-style-type: none"> <li>• Begin Signal Optimization and TSP installation in the Downtown Core (between K Street NW and the Theodore Roosevelt and 14th Street Bridges).</li> </ul>	
<b>2015</b>	<ul style="list-style-type: none"> <li>• Complete Signal Optimization and TSP installation in the Downtown Core.</li> </ul>	

<b>Project Owner: Maryland Department of Transportation (MDOT)</b>		<b>Total: \$14,632,000</b>
<b>Project Components (4)</b>		
	<ul style="list-style-type: none"> <li> <b>University Boulevard Bus Priority Improvements: \$1,262,000</b>            Improvements include four queue jump lanes, transit signal priority at up to 20 intersections, and a number of bus stop enhancements, such as the deployment real time arrival technology. The transit signal priority and real-time arrival information project components are being managed by WMATA on behalf of MDOT (SHA).         </li> </ul>	
	<ul style="list-style-type: none"> <li> <b>U.S. Route 1 Bus Priority Improvements: \$805,000</b>            Improvements include queue jump lanes and transit signal priority at several intersections.         </li> </ul>	
	<ul style="list-style-type: none"> <li> <b>Veirs Mill Bus Priority Improvements: \$265,000</b>            Improvements include a queue jump lane and deployment of real time arrival technology         </li> </ul>	
	<ul style="list-style-type: none"> <li> <b>Takoma/Langley Transit Center: \$11,685,000</b>            This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). Through new bus bays, pedestrian walkways, a full canopy, restrooms, lighting, and bus information, the transit center will provide a safe, attractive, comfortable and efficient facility for passengers and for bus transfer activities, and will also improve pedestrian safety, accessibility, and connections to bus services.         </li> </ul>	
<b>Project Accomplishments</b>		
<b>2011</b>	<ul style="list-style-type: none"> <li>Final design work (paid for with state funds) started for the bus corridor improvement projects.</li> </ul>	
<b>Future Schedule</b>		
<b>2012</b>	<ul style="list-style-type: none"> <li>MDOT is planning to use WMATA's real-time passenger information (RTPI) contract (anticipated advertisement date November 2011) to procure the individual RTPI projects. The MDOT RTPI project along Veirs Mill Road (being managed by WMATA) is scheduled for completion in 2012.</li> <li>Complete design of University Boulevard, US-1, and Veirs Mill Road Improvements.</li> <li>MDOT is scheduled to advertise for the construction of the Takoma-Langley transit center in 2012.</li> </ul>	
<b>2013</b>	<ul style="list-style-type: none"> <li>Construction of University Boulevard, US-1, and Veirs Mill Road Improvements.</li> <li>Utility relocation and site preparation of the Takoma-Langley transit center.</li> </ul>	
<b>2014</b>	<ul style="list-style-type: none"> <li>Completion of US-1, and Veirs Mill Road Improvements.</li> <li>Construction of the Takoma-Langley transit center.</li> </ul>	
<b>2015</b>	<ul style="list-style-type: none"> <li>Completion of University Boulevard Improvements.</li> <li>Completion and opening of the Takoma-Langley transit center.</li> </ul>	

<b>Project Owner: Potomac and Rappahannock Transportation Commission (PRTC)</b>		<b>Total: \$10,000,000</b>
<b>Project Components (1)</b>		
<ul style="list-style-type: none"> <li>• <b>PRTC Buses and ITS Technology:</b> \$10,000,000 Project includes cameras outfitted on 15 buses, computer-aided dispatch and automatic vehicle location (CAD/AVL) technology. Finally, this component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology.</li> </ul>		
<b>Project Accomplishments</b>		
<b>2011</b>	<ul style="list-style-type: none"> <li>• PRTC completed the installation of security cameras on buses</li> <li>• A contract for the procurement of buses was issued.</li> <li>• Specifications were developed and an RFP issued for the computer-aided dispatch and automatic vehicle location system. PRTC expects to award the contract in December.</li> </ul>	
<b>Future Schedule</b>		
<b>2012</b>	<ul style="list-style-type: none"> <li>• PRTC is scheduled to receive delivery of 13 replacement buses in November and December 2012.</li> <li>• CAD/ AVL system contract work will take place.</li> </ul>	
<b>2013</b>	<ul style="list-style-type: none"> <li>• Replacement buses enter service.</li> <li>• The CAD/AVL system will begin operation.</li> </ul>	

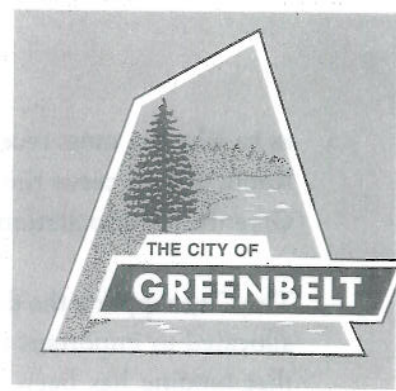
<b>Project Owner: Washington Metropolitan Area Transit Authority (WMATA)</b>		<b>Total: \$11,470,000</b>
<b>Project Components (3)</b>		
<ul style="list-style-type: none"> <li>• <b>Addison Road Improvements: \$200,000</b> A WMATA priority corridor that connects the eastern ends of the Blue and Green Metrorail lines, bus shelters along the existing P12 bus route will be upgraded with real-time arrival technology displays. Additionally, improvements will be made at the Addison Road and Southern Avenue Metrorail station bus bays.</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>VA 7 (Leesburg Pike) Bus Priority Improvements: \$1,340,000</b> A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, improvements include real-time arrival technology displays at several express service bus stops and transit signal priority at a number of intersections along the corridor.</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>Pentagon - Franconia Springfield Station Improvements: \$9,930,000</b> Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real-time arrival technology, and traffic circulation/access/security improvements. Major technology improvements include a mobile web application for real-time bus information and displays.</li> </ul>		
<b>Project Accomplishments</b>		
<b>2011</b>	<ul style="list-style-type: none"> <li>• WMATA issued a Request for Information for TSP in March 2011 that was used to obtain industry information for development of a Request for Proposals (RFP). The RFP was issued in October 2011, and will also be used by DDOT and the City of Alexandria to procure TSP.</li> <li>• WMATA completed development of a real-time passenger information (RTPI) specification, and expects to award a contract shortly to procure the individual RTPI projects.</li> </ul>	
<b>Future Schedule</b>		
<b>2012</b>	<ul style="list-style-type: none"> <li>• WMATA will make awards to vendors for the TSP and RTPI contracts. Installation of TSP on VA-7 (Leesburg Pike) will begin.</li> <li>• Addison Road and Southern Avenue station bus bay improvement contracts are scheduled to be awarded in 2012.</li> <li>• The Pentagon station bus bay and Franconia-Springfield station improvement contracts are scheduled to be awarded and work will begin in 2012, following final agreement with the Department of Defense regarding the Pentagon station work.</li> </ul>	
<b>2013</b>	<ul style="list-style-type: none"> <li>• Construction of University Boulevard, US-1 (MD) and Veirs Mill Road Improvements.</li> <li>• Utility relocation and site preparation of the Takoma-Langley transit center.</li> </ul>	
<b>2014</b>	<ul style="list-style-type: none"> <li>• Completion of Franconia-Springfield Station Improvements</li> </ul>	
<b>2015</b>	<ul style="list-style-type: none"> <li>• Completion of RTPI on VA-7 (Leesburg Pike).</li> <li>• Completion of RTPI on Addison Road corridor.</li> <li>• Completion of Pentagon Station improvements.</li> </ul>	



# CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

October 14, 2011



Ms. Beverly Swaim-Staley, Secretary  
Maryland Department of Transportation  
7201 Corporate Center  
Hanover, MD 21076

RE: 2012-2017 Draft Consolidated Transportation Program (CTP)

Dear Secretary Swaim-Staley:

The Greenbelt City Council has had the opportunity to review the *Draft State's Consolidated Transportation Program for fiscal years 2012-2017*. The City would like to offer the following comments on some of the items included in the program that most affect Greenbelt.

The Greenbelt City Council understands the tough fiscal times facing the State of Maryland and urges the State to invest in "smart" transportation projects that have high benefits, but low environmental costs associated with them. Transit related projects such as the Purple Line, improvements at the Branch Avenue Metro Station, and construction of interchange ramps at Greenbelt Metro Station should receive priority funding. In addition, the City supports transit projects that involve the use of electric-based transit modes, hybrid-electric technology, and hybrid and flex fuel vehicles. The City also supports programs targeted at enhancing local transit programs (i.e., TheBus in Prince George's County) and recognizes the need for local, county, state and federal agencies to work together to ensure there are sufficient funds to meet the transit needs of our region.

The City is troubled by the disparity in transit funding between Prince George's County and Montgomery County, and would like an explanation on why Montgomery County receives almost six times the amount in transit funding than Prince George's County. While Montgomery County may have a larger program, it does not justify the funding disparity reflected in the draft CTP. If Prince George's is going to be in a position to capture high quality development and to provide the transit services its residents deserve, they must have greater State and Federal funding support.

To better position the City to address the transit needs of its residents, the City is interested in seeing the establishment of a state funded program targeted at supporting the creation and implementation of municipal transit projects and programs. Such a program could be used to fund local transit service, marketing efforts and local transit enhancements (i.e., handicap accessible bus stops, shelters, etc.).

Projects with large expenditures, lower benefits and higher environmental costs, such as the Inter-County Connector (ICC) and the Maryland Route 201 Extended project, should not be funded. The City continues its long standing and well known opposition to the ICC. The ICC represents a large expenditure of funds for a project that will have significant environmental costs, while doing very little to improve the region's traffic congestion problems. The inclusion of this project in the CTP only serves to drain funds from other worthwhile transit, bicycle and pedestrian related projects. With regard to the ICC project, the City requests an explanation

## CITY COUNCIL

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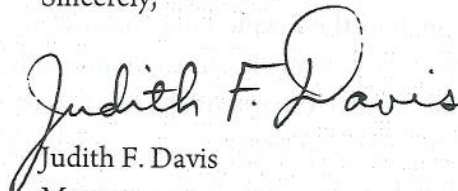
as to why the most recent draft of the "Intercounty Connector Bus Service Plan" no longer proposes the ICC Bus Route 205 to serve the Greenbelt Metro Station. The City requests that the route be extended to serve the Greenbelt Metro Station as proposed in the July 2010 draft plan.

The City supports the decision to place the Route 201 Extended project on hold, allowing additional monies to be allocated to important transit projects such as the Purple Line. The Greenbelt City Council is pleased to learn that funding has been allocated to the US 1 Improvement Project, so that the project can move forward to engineering. The project is critical for the revitalization of the Route 1 Corridor, as well as for improving pedestrian circulation and safety and the City hopes that future monies will be allocated, so that all phases can move forward.

In closing, the City is supportive of the State Highway Administration's (SHA) Sound Barrier Program but believes program changes are needed. The City requests that the State revise the eligibility requirements related to existing highways so that communities like Greenbelt, who constantly struggle with the adverse impacts associated with highway noise in its residential neighborhoods, are eligible for funding under the sound barrier program.

Thank you for the opportunity to review and comment on the CTP. If you have any questions please contact Terri Hruby, Assistant Planning Director at 301-474-0569.

Sincerely,

  
Judith F. Davis  
Mayor

JFD:th

cc: City Council  
Honorable Paul G. Pinsky  
Honorable Tawanna P. Gaines  
Honorable Anne Healey  
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