

ITEM 12 - Action
September 16, 2009

Briefing on the TPB Regional Priority Bus Project Grant Application Submitted under the Transportation Investments Generating Economic Recovery (TIGER) Program of the American Recovery and Reinvestment Act (ARRA)

Staff

Recommendation: Receive brief on the final Regional Priority Bus Project application submitted under the TIGER program.

Issues: None

Background: On July 15 the TPB was briefed on the components of the Regional Priority Bus project submitted by TPB member agencies, and approved the submission of a regional priority bus application under the TIGER program by the due date of September 15. The TPB Scenario Task Force met on August 5 to review to review the development of the grant application. On September 4 the TPB Steering Committee approved the final application to be submitted by the September 15 due date.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

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

SUBJECT: TPB Final TIGER Grant Submission

DATE: September 10, 2009

On July 15, the TPB approved Resolution R5-2010, which included approval of a regional TIGER grant submission, a deadline of August 1st for final determination of project details, and delegation of final approval of the proposed projects to the TPB Steering Committee. The TPB Scenario Study Task Force met on August 5th to finalize the project components and details, enabling TPB staff to complete a draft of the final grant application, including a comprehensive cost-benefit analysis. On September 4, TPB staff presented this draft application to the TPB Steering Committee and the final grant components were approved. The draft application will be refined and completed for submission on September 15.

The following is a summary of the TIGER project and grant application process.

Why Enhanced Transit for the Washington Region?

The Washington region has a very successful public transit network, consisting of the world-class Metrorail system complemented by commuter rail systems and by regional and local bus systems which combine to support the regional core and dense activity centers.

To ensure continued success and provide greater levels of transit service, challenges to existing service must be addressed, include traffic and transit congestion, overcrowding, schedule adherence, reliability, access bottlenecks, lack of access, safety, transit capacity constraints and overall transportation affordability. These wide-ranging transportation challenges can be addressed by improving system efficiencies, such as removing obstacles for reliable bus transit via priority bus treatments, extending the reach of transit via low-cost, innovative new systems like bike-sharing, and by eliminating current transit access issues, such as limited access capacity and unsafe or inconvenient conditions for pedestrians.

This project seeks to address these issues, while building on past and current regional efforts, such as WMATA's proposed Priority Corridor Network, the District of Columbia's K Street Busway, express bus enhancements as part of the Shirley Highway High-Occupancy/Toll (HOT) Lanes project, the Intercounty Connector Enhanced Transit Plan and a series of existing and planned intermodal transit centers. Funding for many of these projects is uncertain, as state and county budgets have been tightened due to the current economic situation.

Federal Funding Opportunities

The *American Recovery and Reinvestment Act* (ARRA) provides the region with hundreds of millions of dollars in formula funding, as well as the opportunity to seek discretionary funding under a new \$1.5 billion multimodal program. The members and staff of the TPB Scenario Study Task Force have developed a regional multimodal plan intended to meet the aforementioned regional challenges with the intention of seeking funding through the new *Transportation Investment Generating Economic Recovery* (TIGER) discretionary multimodal grant program.

This TIGER program, as administered by the U.S. DOT Office of the Secretary, calls for projects that produce a variety of long-term benefits, as well as short-term stimulus benefits, reflected in the following set of general criteria.

Projects are expected to:

1. Have significant impact on the Nation, a metropolitan area, or a region
2. Be completed by February 17th, 2012
3. Have an overall funding component between \$20 million and \$300 million
4. Maximize job creation and economic benefit

History

Development of this grant proposal began well before ARRA was passed. A small group of transit planners and advocates, including representatives from WMATA and local jurisdictions, met in early January of this year to discuss the development of a pilot project of enhanced bus corridors. It was hoped that this project would be eligible for federal funding under the yet-to-be-finalized “stimulus package” that was under development at the time. The group met again in late January and was then folded into the Scenario Study Task Force. At the February meeting of the Task Force, members charged TPB staff with the development of a small but regionally significant package of priority bus transit projects for consideration. Staff subsequently developed a financially unconstrained, regional priority bus list, based upon on-line submissions from local and state agencies. The TIGER grant selection criteria described above were applied to develop the draft list of eligible projects described below.

Additionally, the TPB sponsored a Regional Priority Bus Conference which was held on July 24, 2009. With 200 people in attendance, this conference galvanized support for the region’s transportation planning efforts by bringing together key stakeholders to learn about options for prioritizing bus transit and building consensus for a regional priority bus network. The keynote speaker Roy Kienitz, Under Secretary of Transportation for Policy, US Department of Transportation, encouraged decision makers in the Washington region to employ creativity when crafting an application for the discretionary grant program. He also expressed hope that this first TIGER grant program would be the first of many, suggesting a possible new, multimodal approach to funding transportation projects of regional or national significance.

Finally, during 2008 the TPB the Scenario Task Force developed the “CLRP Aspirations” transportation and land use scenario for 2030 which links the shifting of households and jobs into activity centers with a regional bus priority transit network operating on tolled lanes and major arterials. Implementing a pilot regional priority bus initiative under a TIGER grant by 2012

would demonstrate how increased transit speeds and reliability enhance regional mobility, and would provide a first step toward the regional priority bus transit network envisioned for 2030.

As the TIGER grant application was developed, a multimodal approach was adopted, aimed at improving transit as a whole in the region. Bike-sharing was included as a low-cost method of complementing the priority corridors included in the grant application and transit center improvements provided a means of reducing transfer-related rail and bus delays.

Application Timeline

- July 15: TPB approved the submission of the TIGER project application
- August 1: Deadline for finalization of project components and details
- September 4: TPB Steering Committee approved TIGER grant final components
- September 15: Grant submission deadline

Overview of Project Components

This set of projects will create a regional network of interconnected, multimodal, and efficient transit service that will increase regional mobility and access.

- The centerpiece is the **K Street Transitway**, which has been in the CLRP for nearly a decade: \$139 million.
- A **collection of priority bus corridors and services** that extend the reach and benefit of the K Street Transitway, including bus priority treatments across two Potomac River crossings and along three arterials that will connect the managed lanes projects below to K Street: \$26.6 million.
- **Existing and planned managed (HOV/HOT) lanes** in Northern Virginia can provide virtual dedicated right-of-way to bus transit: \$170 million.
- A **bike-sharing system and technology component**, which will expand the reach of transit and connect the core of the region with areas of the region's inner suburbs, and the creation of intermodal "smart" hubs that will use IT to make existing transportation choices more legible to the public: \$13.4 million.
- Improvements to **two Metrorail stations** and the creation of **one new transit center** will increase transit capacity and reduce accidents in three significant, high-ridership areas: \$47.3 million.

Financial Summary

These components would combine to create a regional system of priority bus transit which would be funded by the TIGER grant program as well as other sources:

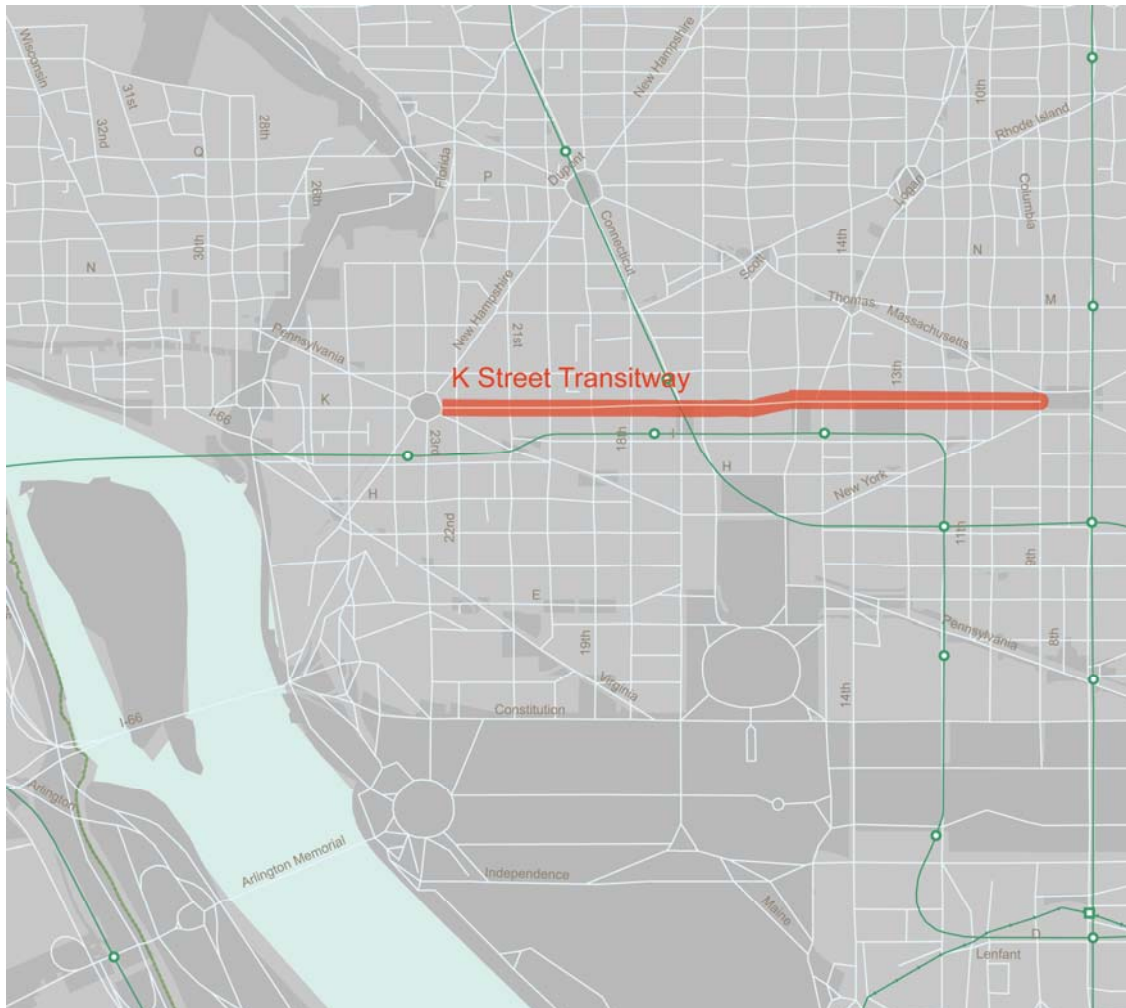
- Total TIGER grant request: \$270 million
- Additional funds being leveraged: \$80 million, from local, state and federal sources
- Percentage of TIGER funding for projects: 76%

The following sections describe these project components in greater detail.

K Street Transitway

- 3-lane, 1.3-mile transitway, running from 9th Street to 23rd street in NW DC
- \$139 million (100% TIGER grant)

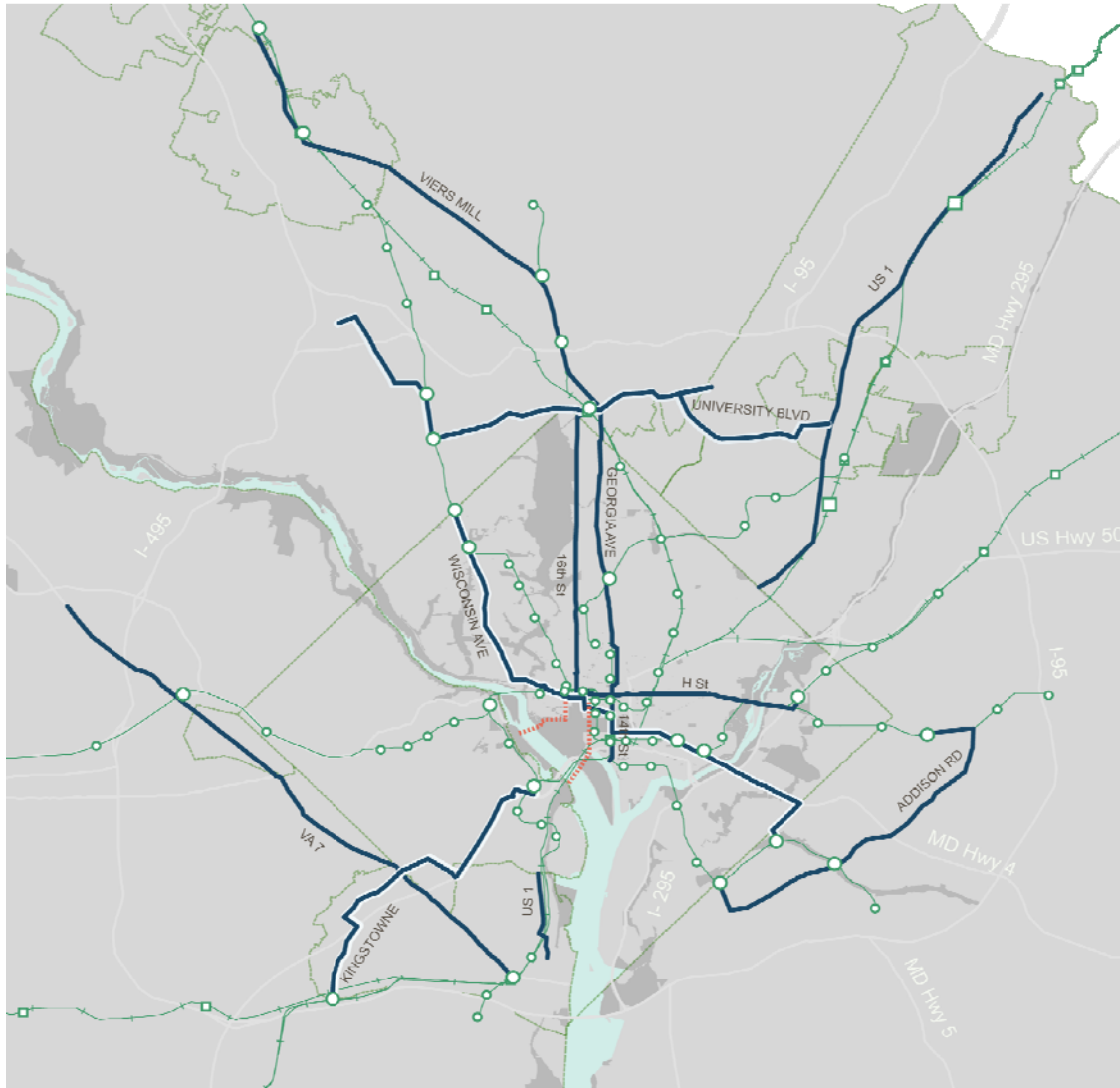
The K Street Transitway will enhance the performance for all modes of movement: pedestrian, bicycle, transit, vehicles (resident, commuter, and visitor), taxi, and delivery services. The goals of the project are to create a Great Street experience that is high-performing and safe for all modes, including pedestrians, bicyclists, transit, and automobiles; ensure efficient management of loading and unloading areas and access to parking; reinforce K Street NW as a defining and organizing corridor for the city with connections to other great destinations north and south; and develop K Street as a signature green street, featuring highly innovative ways of achieving sustainability. Specialized transit service to operate on the transitway, the DC Circulator's Georgetown to Union Station route, is already in place.



Priority Corridor Enhancements

- Enhanced bus transit service along 11 existing bus corridors in the District, the City of Alexandria, and in Arlington, Prince George's, Montgomery and Fairfax counties, including dedicated bus lanes, transit signal priority, queue jump lanes and enhanced bus stops.
- Create one new high-quality bus corridor, from Van Dorn Street Metrorail station to the Pentagon.
- Adding bus priority treatments across the Theodore Roosevelt and 14th Street bridges connecting on to K Street.
- \$26.6 million (89% of \$30.1 million total cost)

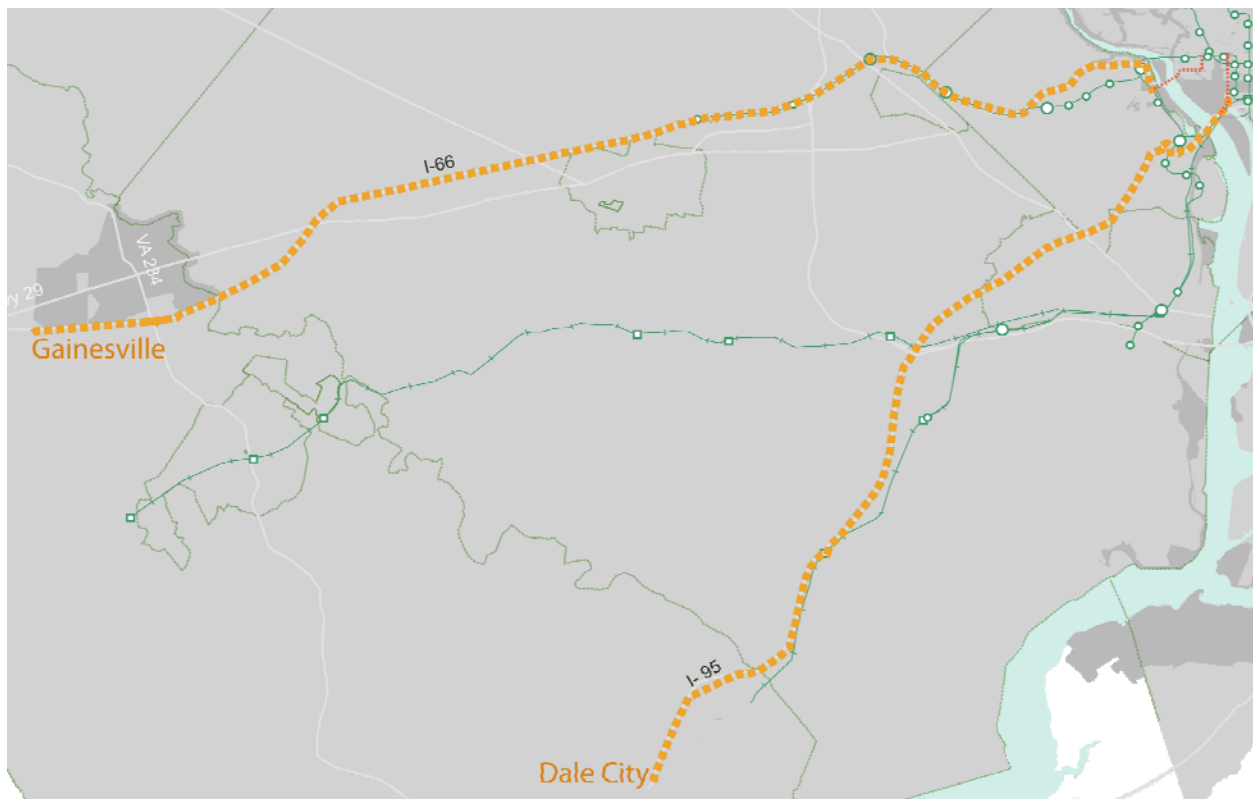
This component includes 9 corridors from the WMATA Priority Corridor Network (PCN) plan, and is complemented by additional arterial corridors in the City of Alexandria and Arlington County. The cost includes expanded maintenance facilities. The 9 WMATA corridors alone currently serve 80,000 riders per day, and would provide an additional 20,000 daily trips once these priority corridors are in place.



Express Bus Service on Managed Freeway Lanes

- A variety of facilities to help enable priority bus transit along I-95/395 and I-66 managed lanes.
- \$38.4 million (60% of \$64.4 million project total)

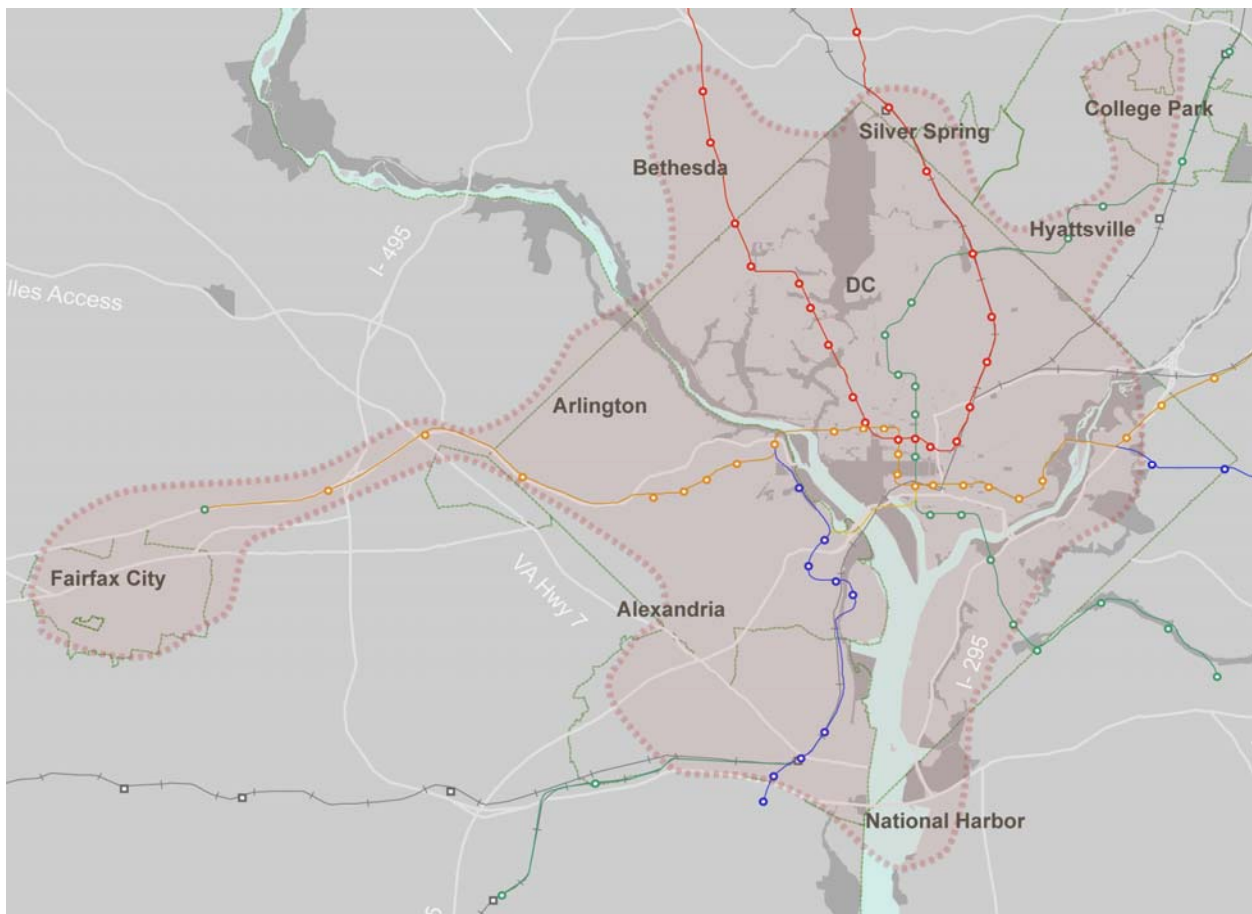
While managed lanes (HOT/HOV) can provide virtual right-of-way for transit vehicles, access to and from stops and station areas is required to provide high-quality service along managed lanes corridors. This component includes trunk line facilities, including new inline stations, and direct or indirect access to major destinations, including the Pentagon, Tysons Corner, and Franconia Springfield.



Regional Bike Sharing

- 3250 bicycles at 325 bike stations in core urban areas of DC, Alexandria, Arlington, Silver Spring, Bethesda, College Park, Hyattsville, National Harbor, and Fairfax City.
- \$13.4 million (70% of \$19.2 million total cost)

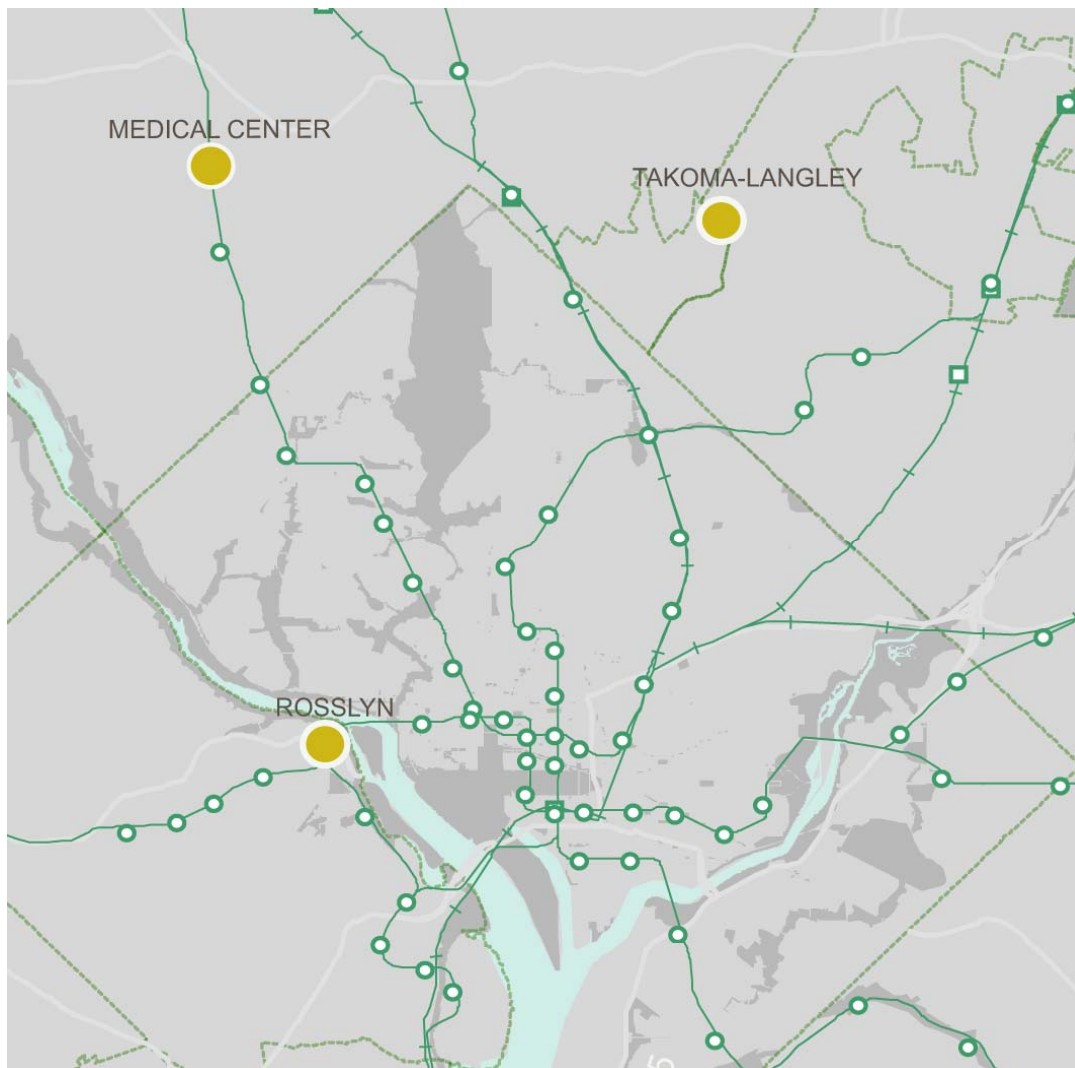
With the success of the District's pilot bike-sharing and other TPB jurisdictions interested in providing a similar service, the time is right for a regional bike-sharing service. This component would provide a single bike sharing system for many parts of the region. This project also includes a technology component of intermodal "smart" hubs that would provide free wi-fi and wayfinding infrastructure, and would be coupled with a regional website of integrated transportation information. The end product will be increased legibility of the entire regional transportation system, allowing the public to travel more conveniently.



Metrorail Station Enhancements and Transit Centers

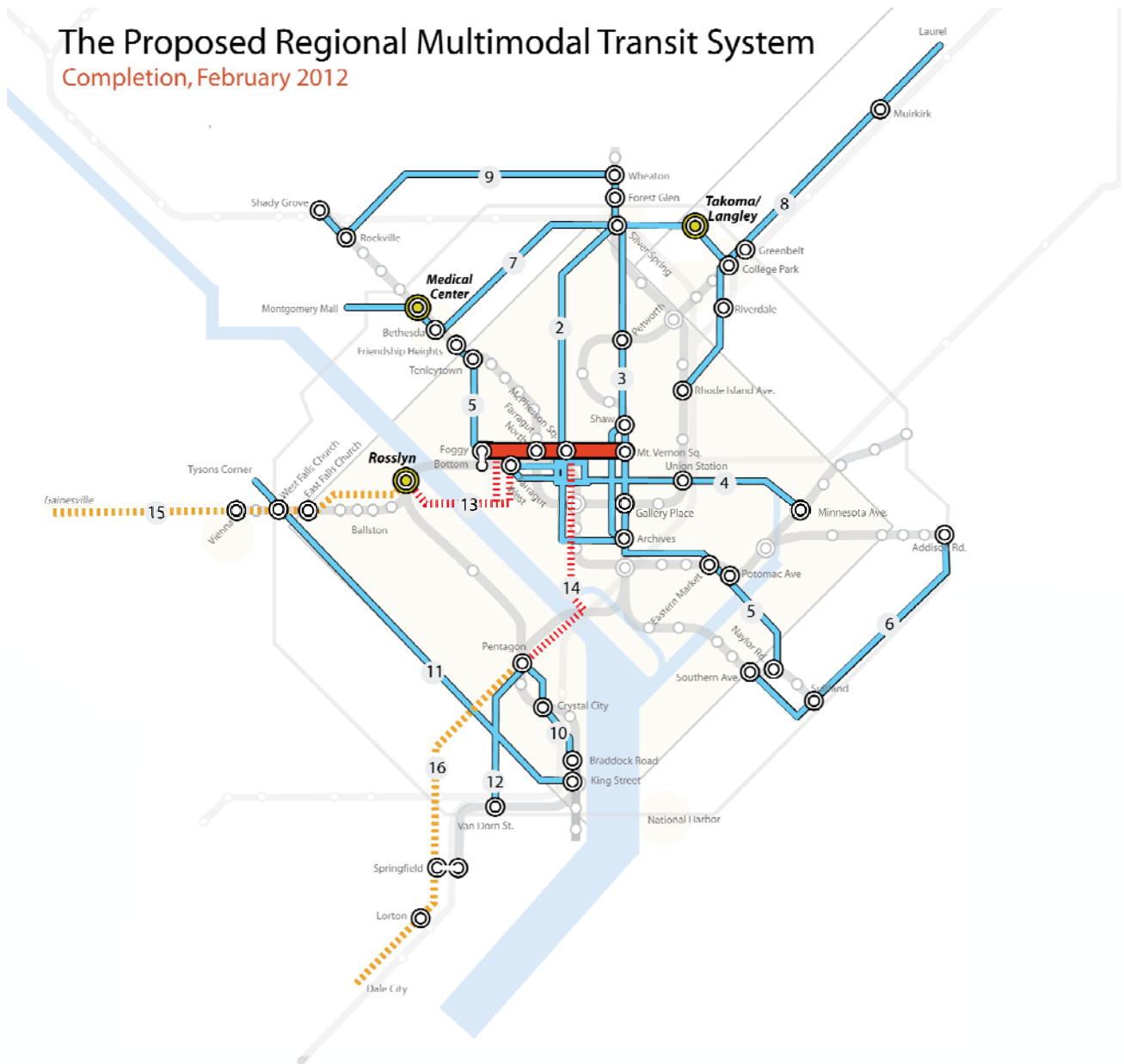
- Creation of a new entrance at the Rosslyn Metrorail station
- Creation of Takoma/Langley Transit Center
- Creation of a multimodal tunnel under MD-355 at Medical Center Metrorail station \$47.3 million (44% of total \$106.6 million cost)

These three components will greatly improve transit access to the nearby priority bus corridors. The Rosslyn improvement will create a new entrance consisting of three (3) new high speed, high capacity elevators, a mezzanine at train platform level, emergency stairs from the train platform to street level, and related systems and infrastructure. The Takoma/Langley Transit Center will consolidate various stops serving 11 bus lines into one weather-protected facility, making transfers safe and easy. The Medical Center multimodal tunnel will provide convenient access to the Metrorail station from a rapidly expanding BRAC development, improve travel times for auto users and increase safety for pedestrians and cyclists.



The Proposed Regional Multimodal Transit System

Completion, February 2012



K Street Transitway

Priority Arterial Corridors

- 2 16th St, Downtown to Wheaton
- 3 Georgia Ave from Archives to Silver Spring
- DC 4 H St / Benning Road, Minn. Ave to Franklin Sq.
- 5 Wisconsin Ave, Naylor Rd to Friendship Heights
- 6 Addison Rd, Southern Ave to Addison Rd station
- MD 7 US 1, Laurel to Rhode Island Ave. station
- 8 Veirs Mill Rd, Shady Grove to Silver Spring
- 9 University Blvd, Bethesda to College Park
- 10 US 1 Transitway, Potomac Yard
- VA 11 VA 7, Alexandria to Tysons Corner
- 12 Van Dorn - Pentagon, via Shirlington

Transit Center Projects

Express Bus on Bridges and Arterials

- 13 Theodore Roosevelt Bridge, I-66 to K Street
- 14 14th St Bridge, I-395 to K Street

Express Bus on Freeways

- 15 I-66, Gainesville to Rosslyn
- 16 I-95/395, Pentagon to Dale City

Existing Metrorail

Bus/Rail Transfers

Bike-sharing locations (generalized)

3250 bicycles at 325 stations located in DC, Arlington, Alexandria, City of Fairfax, Bethesda, Silver Spring, Hyattsville, College Park, & National Harbor