



# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

**TO:** TPB Technical Committee

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

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

**DATE:** August 28, 2015

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This memorandum provides an update on the status of the projects funded by the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*. The \$58 million grant has sixteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia.

The TPB was briefed at their March and July 2015 meetings on the progress of the projects funded by the grant, in response to a request for periodic updates. A memorandum update was provided in May and is also being provided for September, with the next TPB briefing anticipated in November.

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. As of July 31, 2015 approximately \$28.6 million of the grant, or 49%, has been invoiced and reimbursed.

#### **TIGER Grant Project Progress Report**

The following progress has been reported by the five Project Owners: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA).

City of Alexandria – Two projects (\$8.85 million: 93% reimbursed as of July 31, 2015)

#### 1. **US 1 Transitway**

- The Transitway opened for service in August 2014. Final invoices are being processed, following agreement on warranty items with the bus shelter manufacturer. This project is considered complete.

#### 2. **Van Dorn-Pentagon Rapid Bus**

- The *Transit Signal Priority (TSP) Project/Queue Jumps* construction contract was executed with the successful bidder in June and a kick-off meeting was held at the end of the month. City staff is nearly complete with final design, while the technology for the project will be

procured through an option in the DDOT TSP procurement. The City is working with WMATA to include *Real Time Passenger Information (RTPI)* displays as part of the *SuperStop* project that will be installed at two locations along the corridor.

District DOT – Six projects: (\$13.09 million: 22% reimbursed as of July 31, 2015)

1. **16th Street**
  - The *Bus Stop Improvements* component is complete.
  - *RTPI display* installation in the District is complete (total: 120 displays in DC), with final testing and acceptance nearing completion.
  - *Transit Signal Priority (TSP) Project/Queue Jumps*: The first phase of the TSP and Queue Jumps procurement for 94 signals has begun, and a prototype test took place on August 18 in the 16<sup>th</sup> Street NW corridor. Development of the second phase contract for another 94 signals is still in progress, with DC Council review planned for October or November. Construction of the queue jumps will start this fall.
2. **Georgia Avenue**
  - *Bus Stop Improvements, RTPI, and Transit Signal Priority/Queue Jumps* as above.
  - *Exclusive Bus Lane* on-site construction mobilization took place in July and initial construction work has begun. This projects expected to be completed in mid-2016.
3. **H Street / Benning Road**
  - The *Security Cameras* installation is complete, awaiting final invoices.
  - *RTPI* as above.
4. **Wisconsin Avenue**
  - *RTPI and TSP* as above.
5. **14th Street Bridge to K Street**
  - *Traffic Signal Optimization*: DDOT implemented the new traffic signal timing plans for nearly 650 intersections in the downtown Washington DC core on Friday evening, April 24, 2015. Traffic conditions will continue to be monitored for several months to further improve traffic signal timing.
  - *Uninterruptable Power Supplies (UPS) for Signals* installation is complete, awaiting final invoices.
  - *TSP* as above.
6. **Theodore Roosevelt Bridge to K Street**
  - *Traffic Signal Optimization, UPS for Signals and TSP* as above.

Maryland DOT – Four projects: (\$14.12 million: 52% reimbursed as of July 31, 2015)

1. **Takoma/Langley Transit Center**
  - Construction of the steel structure of the transit center is complete, with the glass canopy installation the next step. Work to relocate a gas main is expected to be completed in September. Construction work is on track to be largely completed in October 2015.
2. **University Boulevard Corridor Enhancements**
  - The *Bus stop improvements* component is complete.
  - *Real Time Passenger Information (RTPI) display* installation is complete (total: 18 displays in MD), with final testing and acceptance is nearing completion.
3. **US-1 Corridor Enhancements**
  - *Queue Jumps* final design is being completed by WMATA, which will then lead to procurement.
  - *TSP* design is also being completed by WMATA, while the technology for the project will be procured through an option in the DDOT procurement.
4. **Veirs Mill Corridor Enhancements**

- *RTPI* as above.

PRTC – One project: (\$9.65 million: 88% reimbursed as of July 31, 2015)

1. **Buses and ITS Technology:**

- *Bus* procurement was completed in 2013 and *Security Camera* installation in 2011.
- The *Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL)* system has been successfully installed on all vehicles with over 90% in full operation. Three milestones remain for payment, including fixing a farebox issue, receipt of final documentation, and final acceptance testing. A one year maintenance contract payment in early 2016 will complete the project.

WMATA – Three projects: (\$11.07 million: 3% reimbursed as of July 31, 2015)

1. **Addison Road**

- *Real Time Passenger Information (RTPI) display* installation is complete (total: 4 displays at WMATA stations in MD), with final testing and acceptance nearing completion.
- *Busbay* improvement work is complete.

2. **VA-7 (Leesburg Pike)**

- A *Transit Signal Priority (TSP)* prototype intersection test took place in the City of Alexandria on August 12. Another test will take place along VA-7 in Fairfax County (at a VDOT signal) in the next few weeks. WMATA will start TSP installation after the technical documentation has been reviewed, revised and finalized. All physical work is scheduled to be completed by September 30, 2015. The City of Falls Church requires a signal upgrade prior to finalizing their MOU and agreeing on installation dates.

3. **Pentagon and Franconia-Springfield Station Improvements**

- The *Franconia-Springfield Station* construction was awarded in June. The intention is for construction to start in September with concrete work completed by November. Installation of the bike cage and bus canopies will take place through the winter, with work completed by March 2016.
- The *Pentagon Station* construction of pedestrian access, safety, and security improvements began in May with the installation of guardrails. Concrete work on bus pads had some impacts on bus circulation and traffic at the center, but this work should be completed by Labor Day. The safety technology projects, CCTV Cameras and PA system, have had vendors selected and work should be initiated shortly.
- *Alternative Bus Bays at Army Navy Drive* – WMATA is developing a revision request to the FTA to remove this project from the TIGER Grant (though it could still be completed through other funding). Instead, the funds would be used to provide additional improvements at the Franconia-Springfield station and also information signs, security cameras, and a public address system at the Takoma-Langley Transit Center. FTA review and approval is necessary before this can occur.

Staff will again brief the Board on the status of the above projects and highlight any potential issues associated with the timely completion and utilization of the grant funds at the November 2015 meeting.