

Update on the TIGER Grant for the TPB Regional Priority Bus Project

Regional Bus Subcommittee
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Timothy Canan, AICP
Principal Planner
Department of Transportation



On February 17, 2010, Secretary of Transportation, Ray LaHood, announced recipients of \$1.5 billion in TIGER Grant funds available through ARRA.

- 1400 total applications requesting \$60 billion received from all 50 states
- 51 grants awarded amounting to \$1.5 billion
(Average award ~ \$30 million)
- Washington region awarded \$58.8 million for portions of a regional bus priority project located in DC, MD and VA
 - DC awarded \$13.6 million
 - MD awarded \$14.8 million
 - VA awarded \$30.4 million



Funded Components for TPB TIGER Project

| ID | Project Name | Location | Project Owners | Project Cost (\$1,000s) | Grant Award (\$1,000s) |
|--|----------------------------------|--|---------------------------|-------------------------|------------------------|
| Package 1: Priority Corridors Network | | | | | |
| 1 | 16th Street | District of Columbia | DDOT | 1,295 | 1,295 |
| 2 | Georgia Avenue | District of Columbia | DDOT | 4,111 | 4,111 |
| 3 | H Street/Benning Road | District of Columbia | DDOT | 415 | 415 |
| 4 | Wisconsin Avenue | District of Columbia | DDOT | 745 | 745 |
| 5 | Addison Road | Prince George's Co. (MD) | WMATA | 200 | 200 |
| 6 | University Boulevard | Montgomery and Prince George's Co's. (MD) | SHA | 1,262 | 1,262 |
| 7 | US 1 (MD) | Prince George's Co. (MD) | SHA | 805 | 805 |
| 8 | Veirs Mill Road | Montgomery Co. (MD) | SHA | 265 | 265 |
| 9 | US I Transitway (VA) | City of Alexandria (VA) | Alexandria | 20,500 | 8,500 |
| 10 | VA 7 Leesburg Pike | Cities of Alexandria Falls Church and Fairfax Co. (VA) | WMATA | 1,340 | 1,340 |
| 11 | Van Dorn-Pentagon BRT | City of Alexandria and Arlington Co. (VA) | Alexandria | 670 | 670 |
| 12 | T.R. Bridge to K Street | Washington DC | DDOT | 1,800 | 1,800 |
| 13 | 14th Street to K Street | Washington DC | DDOT | 5,200 | 5,200 |
| 14 | I-95/395 Multimodal Improvements | Alexandria and Fairfax & Pr. William Counties (VA) | WMATA / PRTC / Alexandria | 19,930 | 19,930 |
| Priority Corridors Subtotal | | | | \$58,538 | \$46,538 |
| Package 2: Transit Centers | | | | | |
| 15 | Takoma/Langley Transit Center | Prince George's Co. (MD) | MTA | 24,600 | 12,300 |
| Transit Centers Subtotal | | | | \$24,600 | \$12,300 |
| PROJECT TOTAL | | | | \$83,138 | \$58,838 |



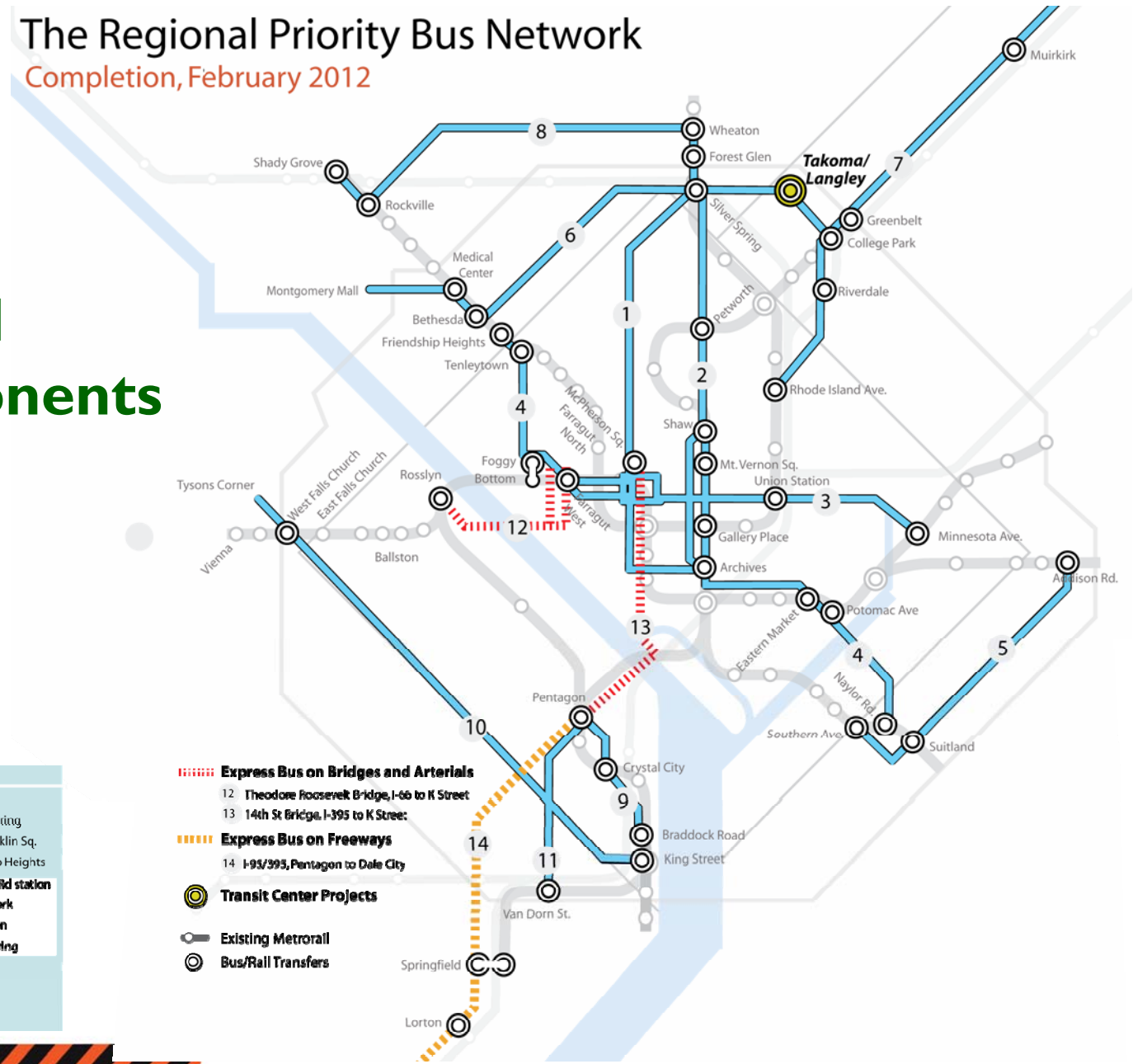
The Regional Priority Bus Network

Completion, February 2012

Funded Components

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

- Express Bus on Bridges and Arterials**
- 12 Theodore Roosevelt Bridge, I-66 to K Street
- 13 14th St Bridge, I-395 to K Street
- Express Bus on Freeways**
- 14 I-95/395, Pentagon to Dale City
- Transit Center Projects**
- Existing Metrorail**
- Bus/Rail Transfers**



Since Feb. 17 announcement . . .

- **17 Feb:** TIGER award announced at Feb. 17 TPB meeting.
- **19 Feb:** FTA contacted TPB to verbally notify us of the Grant Award and state it will be the modal agency responsible for grant administration.
 - FTA project manager to follow-up with TPB within several weeks.
- **23 Feb:** TPB Staff e-mail to Scenario Task Force members to announce Award and inform them that further information will be forthcoming upon receiving more direction from FTA.
- **5 Mar:** TPB Staff suggested to FTA representative at Technical Committee meeting that hiring a consultant for program management support could promote efficiencies and economies of scale in grant administration for TPB and project owners.

Continued . . .



Since Feb. 17 announcement . . . (cont'd)

- **8 Mar:** TPB Staff e-mail to project owners requesting points of contact and encouraging initiation of project scoping in advance of FTA's formal involvement.
- **15 Mar:** FTA informed TPB staff that development of terms and conditions of grant is still underway, but advised project owners to identify scopes, schedules and budgets for FTA approval by mid-May.
- **17 Mar:** TPB Staff e-mailed project owners to advise them of mid-May FTA deadline for project scopes, schedules and budgets and propose a scoping meeting among project owners, TPB staff and FTA staff on April 15.



What will happen next?

- FTA project manager will be named and will follow-up with TPB to define terms and conditions of grant and requirements for project owners.
- Project owners will develop scopes, schedules and budgets for all project components for FTA as a prerequisite for grant execution.
- Grant execution anticipated mid-May.



TIGER Grant Project Components – Preliminary Awards

| # | Project Component | Grant Amount (\$) |
|----|--|-------------------|
| 2 | <p>16th Street Bus Priority Improvements (DC): This corridor provides a major regional connection between points of high activity in Maryland, such as the Silver Spring Metrorail station, to the DC central core and K Street. As such, 16th Street has been identified as a primary priority of WMATA in its Priority Corridor Network, which seeks to focus resources along specific, high ridership corridors. Proposed capital improvements include a queue jump lane, NextBus real time passenger information displays at 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at a number of intersections.</p> | 1,295,000 |
| 3 | <p>Georgia Avenue Bus Priority Improvements (DC): Also a WMATA Priority Corridor, improvements include completing TSP implementation at several intersections, bulb-outs, and nearly 30 stop locations enhanced with NextBus real time arrival technology. Additionally, a bus only lane would be constructed on Georgia Avenue for short span to alleviate current exorbitant bus delays.</p> | 4,111,000 |
| 4 | <p>H Street/Benning Road Bus Priority Improvements (DC): This project would implement running way improvements along the existing corridor of a major local bus route, including a left turn phase for buses at a busy intersection, a queue jump lane, and NextBus real time arrival technology displays at 22 bus stop locations. These improvements support future streetcar plans.</p> | 415,000 |
| 5 | <p>Wisconsin Avenue Bus Priority Improvements (DC): 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 NextBus real time arrival technology deployed to a number of express service stop locations.</p> | 745,000 |
| 6 | <p>Addison Road Improvements (MD): 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 NextBus real-time arrival prediction displays.</p> | 200,000 |
| 7 | <p>University Boulevard Bus Priority Improvements (MD): Also a WMATA Priority Corridor that connects multiple jurisdictions, improvements include four queue jump lanes, transit signal priority at around 20 intersections, and a number of bus stop enhancements, such as the deployment of NextBus technology. This project will support planned light rail transit, such as the Purple Line, and will utilize the Takoma Langley Transit Center also included in this proposal.</p> | 1,262,000 |
| 8 | <p>U.S. Route 1 Bus Priority Improvements (MD): The Maryland portion of US 1 is also a WMATA Priority Corridor. Capital improvements proposed include queue jump lanes and transit signal priority at several intersections, enabling parallel transit service to the auto-serving I-95 corridor.</p> | 805,000 |
| 9 | <p>Veirs Mill Bus Priority Improvements (MD): Also a WMATA Priority Corridor that connects the commercial centers of Silver Spring and Rockville, capital improvements include a queue jump lane and NextBus real time bus arrival displays at several stations along the route.</p> | 265,000 |
| 10 | <p>US 1 Transitway (VA): Similar in concept to the K Street Transitway, the City of Alexandria will develop a bus transitway in the median of US 1 within its city limits. The TIGER-funded transitway would provide exclusive right of way for buses. Other funding sources have been identified to provide passenger amenities, such as transitway stations and new buses.</p> | 8,500,000 |
| 11 | <p>VA 7 (Leesburg Pike) Bus Priority Improvements (VA): A WMATA Priority Corridor that provides connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, improvements include NextBus displays at several express service bus stops and transit signal priority at a number of intersections along the corridor. This project supports future street car corridors by creating linkages other transit lines, such as the I-66 and I-395 Express Bus corridors.</p> | 1,340,000 |

| # | Project Component | Grant Amount (\$) |
|----|--|-------------------|
| 12 | <p>Van Dorn-Pentagon Rapid Bus(VA): The project will provide a new rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon. It will incorporate limited stop service, signal prioritization, super stops, and possibly queue jump lanes; however, the City of Alexandria eventually seeks to build exclusive bus lanes on Van Dorn Street. This project is being developed partly to support a the Mark Center BRAC facility opening at Seminary Road and I-395 by September 2011.</p> | 670,000 |
| 13 | <p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DC): This major regional connection will be improved to link the K Street Transitway to bus priority/HOV lanes along I-66 in Virginia. This corridor is a major access point for commuters into the Washington D.C. central business district, and would receive complimentary transit signal priority and bus mounted enforcement cameras along E Street, northbound 18th Street, and southbound 19th Street. Local money may be provided for dedicated curbside bus lanes, if deemed feasible.</p> | 1,800,000 |
| 14 | <p>14th Street Bus Priority Improvements (DC): This major regional connection will be improved to link the K Street Transitway to bus priority/HOV lanes along I-395 in Virginia. This is a major access point for commuters into the Washington D.C. central business district, and includes complimentary transit signal priority and bus mounted enforcement cameras along 14th Street from the bridge to K Street. Bus only lanes may be included along 14th Street to south of Constitution Ave, which is consistent with a current federal EIS process to reconfigure the bridge in concert with HOT lane development on I-395 south of the bridge. Local money may be provided to extend the bus only lanes to K Street.</p> | 5,200,000 |
| 16 | <p>I-95/395 Multimodal Improvements (VA): The corridor, like I-66, is an often congested connector of Virginia with the DC core. The barrier-separated HOV right-of-way was originally built as a busway and this proposal seeks to begin to restore some of its transit functionality through station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include a mobile web application for real-time bus information, bus information display, cameras outfitted on 40 buses, computer-aided dispatch and automatic vehicle location technology. Finally, this component includes the retirement of 13 buses, replacing them with state-of-the-art clean-fuel technology.</p> | 19,930,000 |
| 18 | <p>Takoma/Langley Transit Center (MD): This transit center will be located at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Suburban Maryland. This bustling intersection is one of the busiest transit locations in the DC area, however bus stops are currently scattered far from each other at different locations around the intersection. The new transit center will consolidate all the bus stops at the intersection into one facility. This will eliminate the need for transferring passengers to cross wide and busy roads where there is an unfortunate history of vehicles colliding with pedestrians. This will also provide a permanent and visible transit amenity. Through new bus bays, pedestrian walkways, a full canopy, restrooms, lighting, and bus information, the transit center will ultimately 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 in an area that is largely low income and transit dependent.</p> | 12,300,000 |
| | Total | 58,838,000 |

| | |
|-----------------------|-------------------|
| District of Columbia: | 13,566,000 |
| Maryland | 14,832,000 |
| Virginia | 30,440,000 |
| TOTAL | 58,838,000 |