



MEMORANDUM

TO: TPB Technical Committee
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program
DATE: June 30, 2016

This memorandum provides a report on the implementation status and grant funding drawdown on the group of projects funded with federal Transportation Investments Generating Economic Recovery (TIGER) funds awarded to the TPB in February 2010. Also included in the memorandum is a summary status report of the ongoing activities of projects underway and scheduled to be completed in the next months.

The \$58.8 million TIGER grant program, as revised, has fifteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia. There are five implementing agencies: 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). Table 1 lists the individual projects along with the budget and the lead agency responsible for project implementation.

IMPLEMENTATION AND FUNDING DRAWDOWN

As of June 30, 2016, eleven of the 15 projects are essentially complete. Approximately \$47.8 million of the grant, or 81%, has been invoiced and has been or is in the process of being reimbursed. As of June 30, 2016, the 11 remaining projects have remaining a combined amount of about \$11.1 million (18%) in unexpended funds. Approximately \$1.5 million of additional work has been completed by contractors and manufacturers for the implementing agencies, but invoices have not yet been submitted to COG for federal reimbursement.

The grant expires in September 30, 2016, and unused funds will be returned to the US Treasury. With the time needed for final invoicing and processing of the reimbursement from the Federal Transit Administration (FTA), all construction and implementation work must essentially be complete.

REMAINING FUNDING

<i>Major Projects (Agency)</i>	<i>Total Budget</i>	<i>Remaining Funds</i>
Georgia Avenue Bus Lane (DDOT)	\$3.5 million	\$1.0 million
Takoma Langley Transit Center (MDOT/MTA)	\$13.8 million	\$2.6 million
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$2.2 million
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$3.5 million

While the implementing agencies are nearing completion of the construction and technology projects, delayed invoicing could impact the ability to fully drawdown the funds by September 2016.

STATUS REPORT UPDATE

The TPB was briefed in January and in May 2016 on the progress of the projects funded by the grant, in response to a request for periodic updates. Memorandum updates were provided at intervening meetings.

MAJOR PROJECT PROGRESS REPORT

Georgia Avenue Bus Lane (DDOT)

The Bus Lane opened for pilot operation on April 11, 2016 and was then paved with its final red high-friction treatment the second week of June. Final invoices are pending.

Takoma/Langley Transit Center (MDOT/MTA)

The construction of the transit center is largely complete, with the contractor now completing the final set of punch list activities, including minor repairs to site work. MTA has stated its portion of the project is ready for handover to WMATA, however the Board of Public Works will not take action until July or September to authorize. WMATA will then begin a pre-operation period of 60-90 days, including additional work to install items CCTV cameras, PA system, and information displays. These technology projects may not be completed within the lifetime of the TIGER grant, and might have to be paid out of other available funds. In addition, State Highway Administration will need to activate the traffic signals for bus access.

Transit Signal Priority (TSP) Project (WMATA, City of Alexandria and DDOT)

Transit Signal Priority (TSP) installation is complete along the various corridors/areas, and onboard bus equipment has been installed by WMATA on Metrobuses for each corridor.

- VA 7 (Leesburg Pike) with 25 signals in Fairfax County, the City of Alexandria, and the City of Falls Church.
- DDOT TSP Project is up and running at 195 locations throughout the District, in final operation testing. Work also continues on implementation of the queue jumps, which has required the development of new traffic signal protocols by DDOT.
- City of Alexandria completed installation at the nine locations along the Van Dorn-Pentagon corridor.
- WMATA has upgraded 141 buses with TSP enabled technology that allows for an active priority signal to be sent to wayside equipment installed throughout the region.

The grant-funded part of the project should be completed this month, though operational testing will continue and implementation and further refinement will become part of ongoing operations.

Pentagon and Franconia-Springfield Station Improvements (WMATA)

At the Pentagon transit station, major work is complete, including construction of pedestrian access, safety, and security improvements, station bus pads, lighting and security bollards. Final construction work on security fencing and bollards along the perimeter and additional concrete work at the upper bus bay areas is almost complete. Two security technology projects, CCTV cameras and a PA system have been installed and tested.

At the Franconia-Springfield transit station, construction work is about 90 percent complete, with installation of the new canopy and bus shelter structures almost done. Additional work including the installation of real time passenger information (RTPI) signs will continue in July 2016.

Table 1: NCR TIGER Priority Bus Transit Grant Project Component Descriptions
 Following approved project revisions of January 28, 2016

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
1	16th Street Bus Priority Improvements: Capital improvements include a queue jump lane, bus stop improvements, 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 31 intersections.	DDOT	\$1,321,770
2	Georgia Avenue Bus Priority Improvements: Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include transit signal priority, bus stop improvements, queue jumps, and real time passenger information (RTPI) displays will be installed.	DDOT	\$5,401,604
3	H Street/Benning Road Bus Priority Improvements: This project will implement RTPI displays and install security cameras at select locations.	DDOT	\$447,109
4	Wisconsin Avenue Bus Priority Improvements : Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.	DDOT	\$1,487,934
5	Addison Road Improvements : This is a WMATA priority bus corridor that connects the Addison Road and Southern Avenue Metrorail stations. The project includes the replacement of bus shelters along with installation of real-time passenger information displays at select locations.	WMATA	\$214,000
6	University Boulevard Bus Priority Improvements: Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.	MDOT	\$235,864
8	Veirs Mill Bus Priority Improvements: Improvements include deployment of RTPI displays.	MDOT	\$98,479
9	US 1 Transitway: A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.	City of Alexandria	\$8,202,500
10	VA 7 (Leesburg Pike) Bus Priority Improvements: A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include transit signal priority at up to 25 intersections along the corridor.	WMATA	\$1,122,597
11	Van Dorn-Pentagon Rapid Bus: The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.	City of Alexandria	\$688,765

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
12	<p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements: 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 will take place at select traffic lights will prevent traffic signals outages following power interruptions.</p>	DDOT	\$1,703,683
13	<p>14th Street to K Street Bus Priority Improvements: Implementation of an integrated transit signal priority and traffic signal optimization system along 14th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>	DDOT	\$2,686,975
14a	<p>Pentagon and Franconia-Springfield Station Improvements: 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 real-time bus information displays.</p>	WMATA	\$9,731,953
14b	<p>PRTC Buses and ITS Technology: This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes security cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>	PRTC	\$9,650,000
TC	<p>Takoma/Langley Transit Center: 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). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility.</p>	MDOT	\$13,785,537
TOTAL CONSTRUCTION COSTS FOR 15 COMPONENT PROJECTS			\$56,778,670

FIGURE 1: MAP OF THE 15 COMPONENT PROJECTS OF THE NCR TIGER GRANT

