

TPB R5-2010  
July 15, 2009

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION APPROVING THE SUBMISSION OF A NATIONAL CAPITAL  
REGION PRIORITY BUS APPLICATION FOR FUNDING UNDER THE  
TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY  
(TIGER) COMPETITIVE GRANT PROGRAM OF THE  
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

**WHEREAS**, on February 17, 2009, the President signed the American Recovery and Reinvestment Act of 2009 (ARRA), which includes a new Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program with \$1.5 billion to be awarded by the US Department of Transportation for capital investments in surface transportation infrastructure with national or regional significance for a variety of multimodal transportation uses, including roads, bridges, transit, and freight; and

**WHEREAS**, TIGER grants must have projects completed by February 17, 2012, have an overall financing package with federal funds not to exceed \$300 million, and maximize job creation and economic benefit; and

**WHEREAS**, on June 17, 2009, the US DOT issued a final notice of funding availability, project selection criteria, and application requirements for submitting TIGER grant applications, which are due September 15, 2009; and

**WHEREAS**, the primary TIGER grant selection criteria are (a) Long-term Outcomes (State of Good Repair, Economic Competitiveness, Livability, Sustainability, and Safety) and (b) Job Creation and Stimulus; and the secondary grant selection criteria are (a) Innovation and (b) Partnership; and

**WHEREAS**, all TIGER grant applications in excess of \$100 million must provide a well-developed and documented analysis of expected benefits and costs, including a calculation of net benefits; and

**WHEREAS**, 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; and

**WHEREAS**, 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; and

**WHEREAS**, as directed by the TPB, the TPB Scenario Task Force has met on February 18, March 18, April 15, May 20, June 3, June 17, July 1 and July 15 to develop and refine a regional priority bus project that meets the project selection criteria and application requirements for submitting a TIGER grant application; and

**WHEREAS**, a well-attended, one-day regional conference sponsored by the TPB with the support of the Federal Transit Administration (FTA) on June 24 brought together key stakeholders to learn about options for prioritizing bus transit and build consensus for a regional priority bus network; and

**WHEREAS**, on July 15 the TPB Scenario Task Force reviewed the proposed project components described in the attached memorandum of July 9, 2009 submitted by TPB member agencies for a regional priority bus application and recommended revisions to the project component descriptions and funding levels as shown in the attached Power Point briefing presented to the TPB on July 15; and

**WHEREAS**, staff of the participating TPB member agencies have indicated that they can provide for each of their project components to be included in the application the required cost and funding data and implementation schedule by August 1 in order for TPB staff to have adequate time to perform and document an analysis of the expected benefits and costs, including a calculation of net benefits, for the regional priority bus application due September 15, 2009; and

**WHEREAS**, because the submission of a regional priority bus application under the TIGER program is due September 15 before the September 16 TPB meeting, the Board will be asked at the July 15 TPB meeting to approve the submission of the grant application with final project components selected from the enclosed set of project components based upon the required project information provided by TPB member agencies by August 1, 2009; and

**WHEREAS**, the Board was briefed on the revised project components descriptions and funding levels as shown in the attached Power Point briefing presented to the TPB on July 15,

**WHEREAS**, the TPB Steering Committee will review and approve the final application at its September 4, 2009 meeting;

**NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the submission of a priority bus transit grant application under the federal TIGER program by the due date of September 15, 2009, with the final project components selected from the proposed project components described in the attached Power Point briefing presented to the TPB on July 15 based upon final application information to be received from TPB member agencies by August 1, 2009, and with review and approval of the final grant application by the TPB Steering Committee at its September 4<sup>th</sup> meeting.

**Adopted by the Transportation Planning Board at its regular meeting on July 15, 2009.**



# Priority Bus Transit in the National Capital Region

TPB's TIGER Grant Opportunity

July 15, 2009

Presentation to the TPB

Ron Kirby

Director, Department of Transportation

National Capital Region Transportation Planning Board <sub>1</sub>

# Why Should Priority Buses be a Priority for this Region?



We have a successful, integrated transit system:

- Metrorail
- Commuter Rail
- Numerous regional and local bus systems which are critical for expanding the reach of fixed guideway services

Yet quality bus service faces many obstacles:

- Traffic congestion
- Overcrowding
- Schedule adherence
- Service reliability



# Seizing the TIGER Opportunity



The American Recovery and Reinvestment Act provides a **real regional opportunity**.

Although \$50 billion in transportation funding is mostly formula funding, **\$1.5 billion is in competitive grants for capital projects that:**

- Provide long-term economic benefit, livability, sustainability, safety, and state of good repair
- Can to be completed by 2012
- Request between \$20m-\$300m in total grant size
- Have significant impact on the Nation, metropolitan area, or region
- Maximize job creation and short-term economic benefit

***A 1<sup>st</sup> step toward a full regional priority bus network***

# Timeline for Grant Application



July 15

TPB approval of TIGER Grant package components

August 1

Deadline for project data submission and determination final package

September 4

Review and approval of TIGER grant application by TPB Steering Committee

September 15

Grant submission deadline

# Regional Package of Projects



Multimodal menu of services and infrastructure improvements that allow for a more convenient **door-to-door trip**, by increasing mobility through priority bus transit and improving intermodal and non-motorized access to transit

1. K Street Transitway
2. A collection of priority bus corridors and services
3. A bike-sharing system
4. Improvements to two Metrorail stations and the creation of one new transit center
5. Existing and planned managed (HOV/HOT) lanes
6. Additional bus priority treatments across two Potomac River crossings and along three arterials



# K Street Transitway



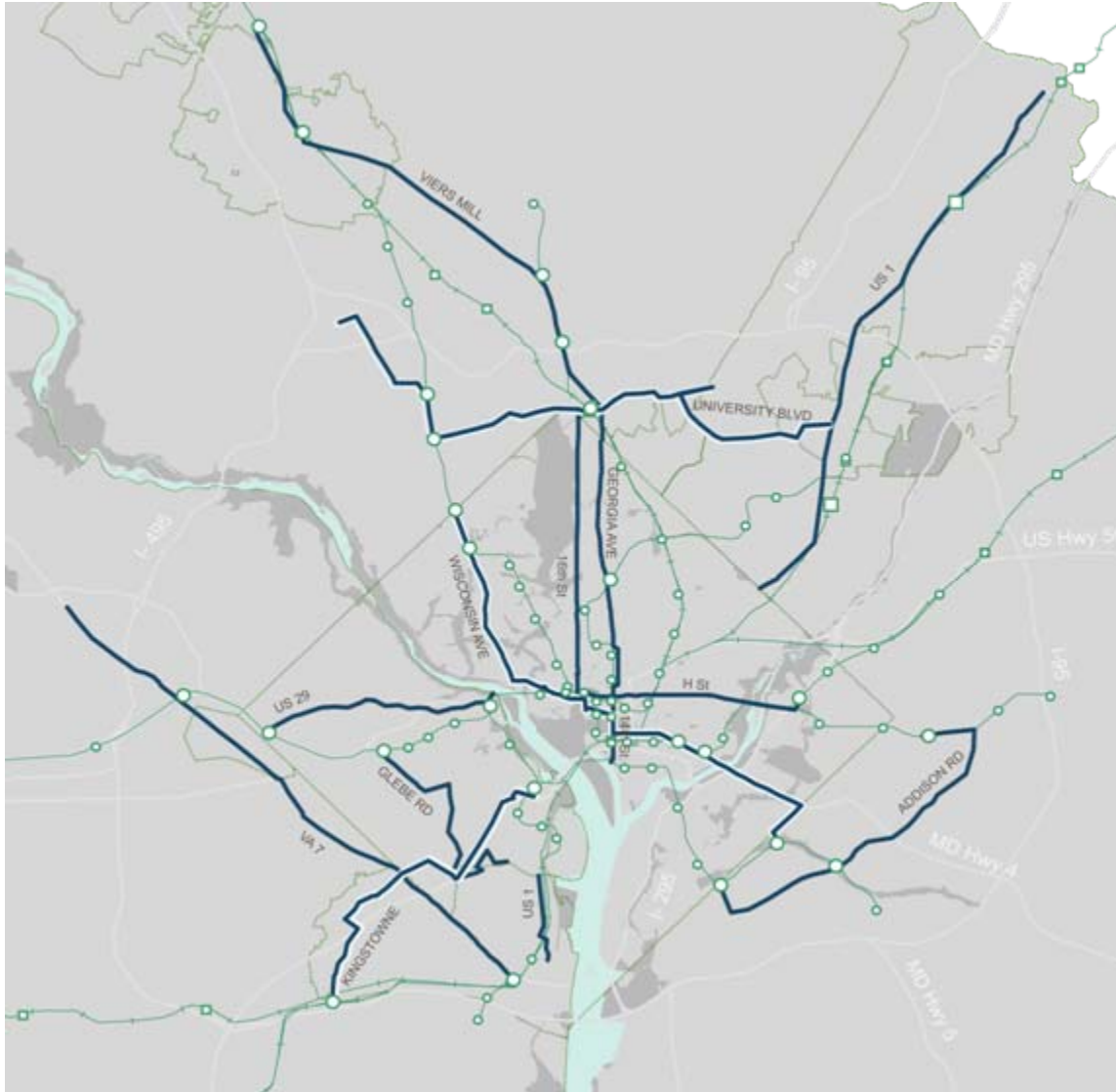
**What** 2 lanes with passing option, 1.3-mile transitway, from 9<sup>th</sup>-23<sup>rd</sup> St NW

**Why** Increase multi-modal efficiency of a regionally significant corridor

**Grant Request**  
\$95m

*K St has been in the CLRP for nearly a decade*

# WMATA Priority Corridors and other Arterials

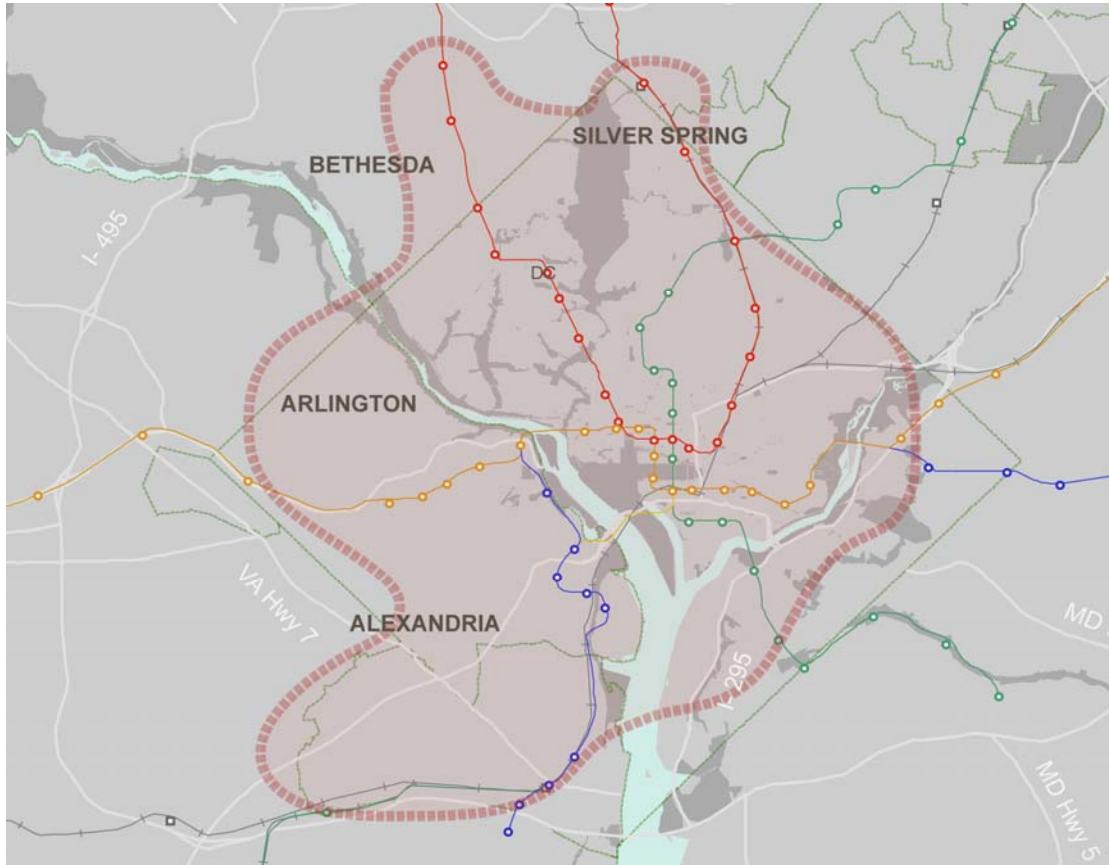


**What** Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

**Why** Improve routes with highest regional ridership, and increase ridership and reliability

**Grant Request** \$93m \$36m  
(less \$50m in garages)

# Regional Bike-Sharing



**What** Initial expansion of 1,600 bicycles at 160 bike stations in areas of DC, Alexandria, Arlington, Silver Spring and Bethesda, and potential other locations.

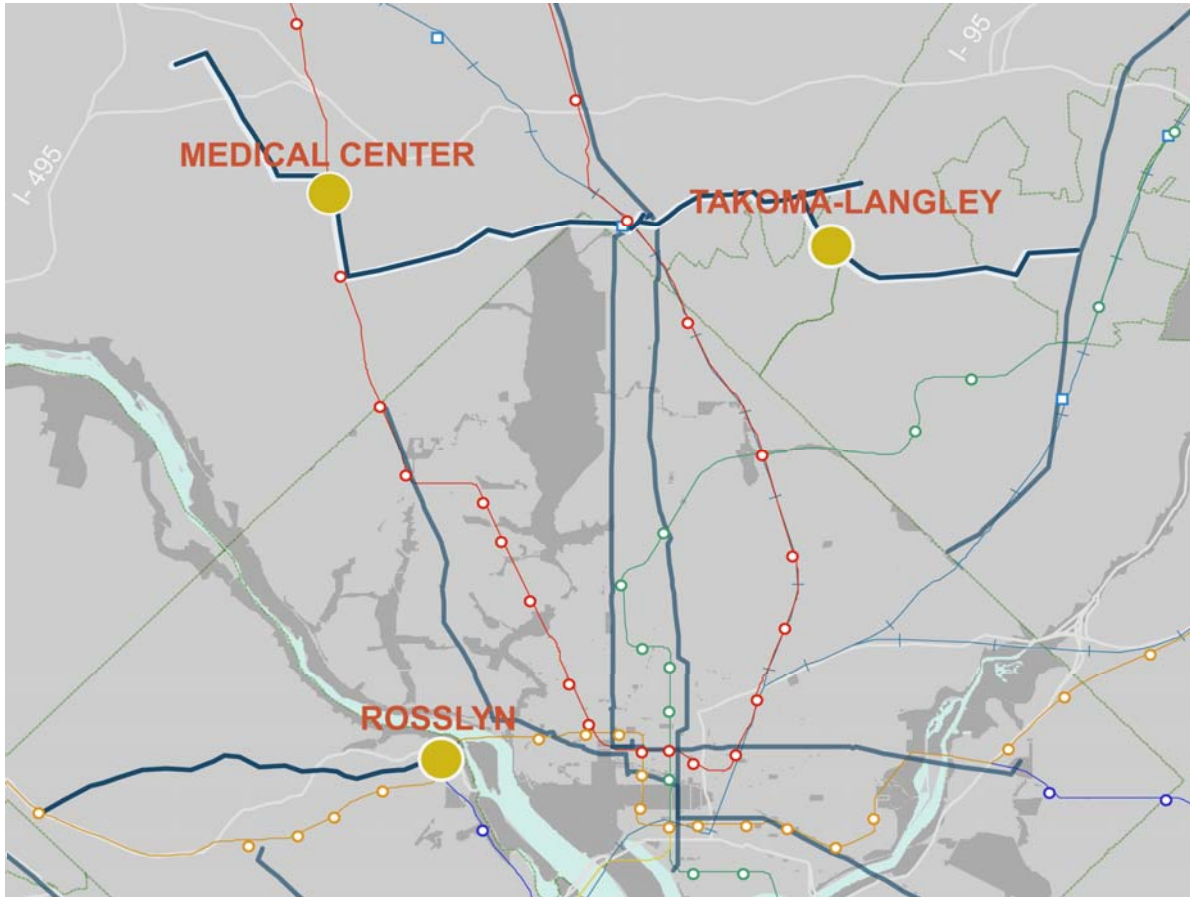
**Why** To extend the reach of public transit by providing a low-cost, convenient, door-to-door travel option

**Grant Request** \$10m

*With DC's bike-sharing success, the time is right to expand regionally*



# Regional Transit Centers



*Transit centers provide regional, intermodal connectivity*

**What** (1) A new pedestrian tunnel at Medical Center station, (2) 3 high-speed elevators, a mezzanine, and emergency stairs at Rosslyn station, (3) Creation of the Takoma/ Langley Transit Center

**Why** To greatly improve safety and intermodal access to priority bus corridors

**Grant Request** ~~\$37~~ \$49.6m

Rosslyn = \$10m

Takoma/Langley = \$9.6m

Medical Center = \$30m

# Rapid Buses on Managed Lanes



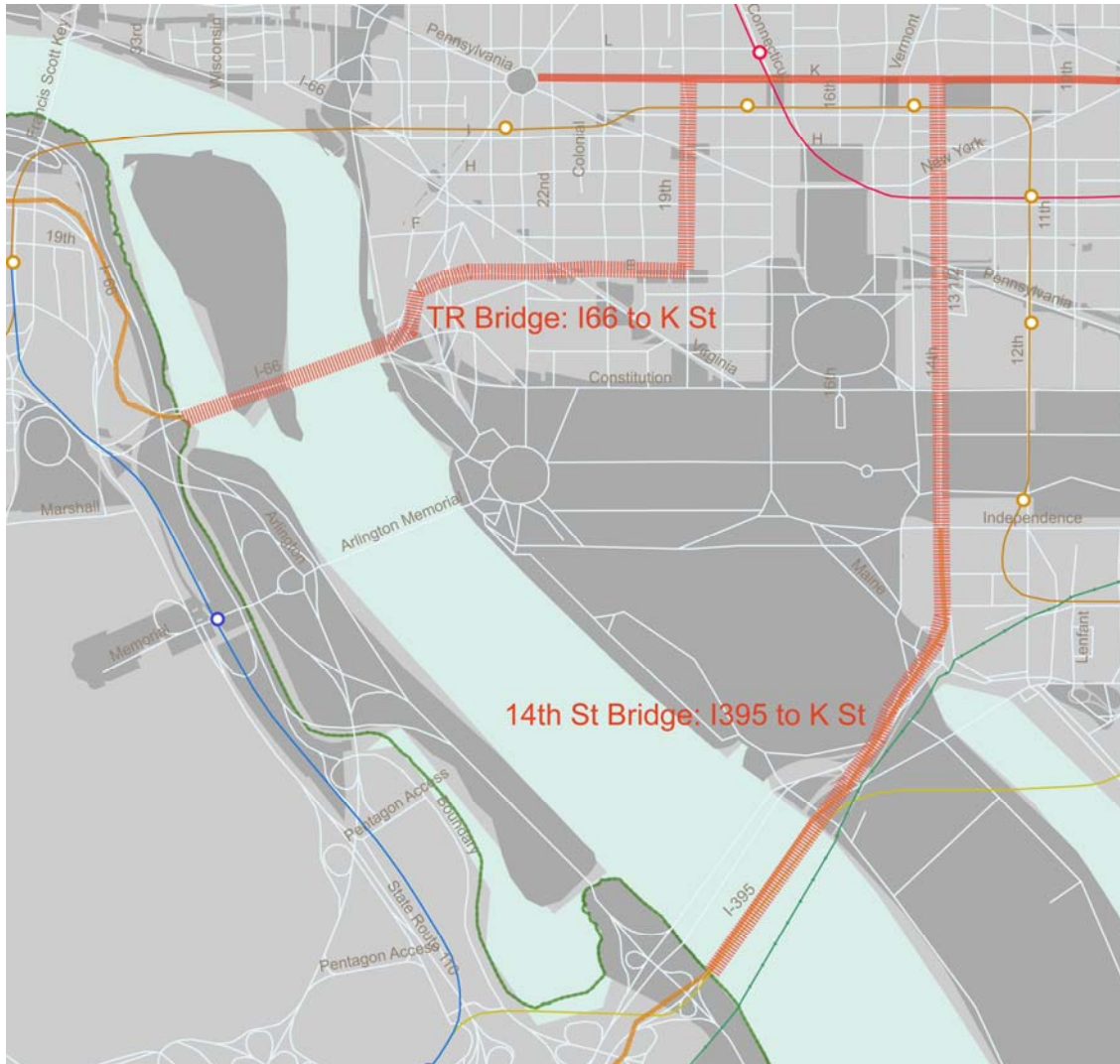
**What** A variety of facilities to enable priority bus transit along I-95/395 and I-66 managed lanes.

**Why** To provide high quality transit options for commuters and relieve pressure on the Metrorail system

**Grant Request** \$170m  
\$78M

*Managed lanes can provide virtual right-of-way for transit vehicles*

# Connections to K Street



**What** Priority bus treatments connecting managed lanes on I-95/395 & I-66 to the K Street Transitway

**Why** To allow seamless transit connections between suburban and downtown employment centers

**Grant Request** \$7m

# A Regional Multimodal System

## A Pilot System for 2012



### Priority Bus Components

- K Street Transitway
- Priority Arterial Corridors
- Metro Station Improvements and Transit Center Projects
- Express Bus on Freeways
- Express Bus on Bridges and Arterials
- Existing Metrorail
- Existing Commuter Rail
- Bus/Rail Transfers





# Summary of Projects



## Financial Summary

Current package total: \$276 million

Additional funds being leveraged: \$401 million, from local, state and federal sources

Percentage of TIGER funding for projects: 41%

(some project components will be further reduced or removed by August 1)

## Facilities Summary

**26** new dedicated transit lane miles in the region

**92** new or improved bus stops/stations

**99** intersections with new transit signal priority

**2,100** new parking spaces at park-and-ride lots

**11** dedicated bus/HOV ramps



# Regional Partners

