

## ITEM 12 – Information

January 20, 2016

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

### Staff

**Recommendation:** Receive briefing

**Issues:** None

**Background:** The Board will be briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.



# UPDATE ON THE IMPLEMENTATION OF THE TPB'S TIGER GRANT

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Eric Randall  
TPB Transportation Engineer

Transportation Planning Board  
January 20, 2016



National Capital Region  
Transportation Planning Board

Agenda Item 12

# Overview of the TIGER Grant

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- The TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant Agreement with USDOT was signed on December 14, 2010.
- \$58.8 million in capital funding (100% Federal) for priority bus transit improvements
- Sixteen component projects with five implementing organizations: City of Alexandria, DDOT, MDOT, PRTC, and WMATA.



# TIGER Grant Progress and Funds Expiration

- Progress to Date / Remaining

	<u>To Date:</u>	<u>Remaining:</u>
Period of Performance:	Five years (88%)	8 months to go (12%)
Actual/Anticipated Expenditures:	\$37.7 million (64%)	\$21.1 million (36%)

- Grant – Work must be completed by the end of June 2016 to ensure timely invoicing before funds expire in September 2016.



# Coordination with FTA

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- Revision request to re-program \$1 million among projects submitted to FTA in December 2015. Anticipate approval in near future.
- FTA reviewing all open TIGER grants nationwide to determine funds available for re-programming among grantees.
- Grantee response required by end of January to FTA review
  - FTA, TPB and implementing agency staffs meeting on January 25 to determine response.
  - No funds identified for return at this time.



# TIGER Projects Nearing Completion

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- Takoma/Langley Transit Center (MDOT) – Anticipate construction completion in February 2016 and opening in May 2016. *Funds remaining: \$4.2 M*
- Pentagon Transit Center (WMATA) – Accessibility and safety & security treatments such as sidewalks, guardrails and bomb-resistant trash receptacles have been completed, with completion of security technology projects anticipated in April 2016. *Funds remaining: \$2.1 M*
- Georgia Avenue Bus-Only Lane (DDOT) – Anticipate completion in May 2016 *Funds remaining: \$1.8 M*



# TIGER Project In Progress and At-Risk

- Franconia-Springfield Station (WMATA)
  - Construction began August 2015 on bus stop canopies and safety improvements.
  - Construction on the project will continue into mid-2016. Delays could lead to the project not being completed by the end of the grant.

***Funds remaining: \$4.4 M***



# TIGER Project In Progress and At-Risk (2)

- Transit Signal Priority (Alexandria, DDOT, WMATA)
- Test operation begin November 2015 at 20 locations along VA-7 (Leesburg Pike). Five more locations in the City of Falls Church should be included by February 2016.
- Location installation is taking place on 16th Street, Georgia Avenue, Wisconsin Avenue, and in the DC Downtown Core.



- Project schedule currently runs to July 2016. Any delays would impact timely completion.

***Funds remaining: \$5.9 M***





## **Eric Randall**

TPB Transportation Engineer

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National Capital Region  
**Transportation Planning Board**



January 5, 2016

Ms. Terry Garcia-Crews  
Federal Transit Administration  
Regional Administrator for Region 3  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124

Re: Progress of MWCOG TIGER Grant

Dear Ms. Garcia-Crews:

In response to our meeting of December 10, 2015, regarding the progress and remaining funds of the Metropolitan Washington Council of Governments' (COG's) Transportation Investments Generating Economic Recovery (TIGER) Grant (DC-78-0001-00), I have advised the five implementing agencies under the grant of our discussions: City of Alexandria, District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), Potomac and Rappahannock Transportation Commission (PRTC) and Washington Metropolitan Area Transit Authority (WMATA). MWCOG is working closely with the implementing agencies to complete these projects on time and make best use of the 100% Federal funds of the TIGER Grant.

On November 17, 2014, COG responded to a previous FTA request for a detailed plan for completing the project activities of the TIGER Grant and for drawing down all grant funds by the September 30, 2016 deadline for the grant (attached). The implementing agencies re-committed to completing the projects under the grant within the time remaining. In addition, COG set a deadline of June 30, 2016 for project completion, to ensure adequate time for invoices from the contractors to be paid by the agencies and submitted to COG for further approval and reimbursement with the grant funds.

In general, the agencies have made significant strides in carrying out the planned projects over the past year-plus; however, some further changes in scope are needed for which a revision request has recently been submitted. Even with these revisions, several projects face technological and construction uncertainty which could lead to an inability to complete them and expend all funds by the expiration of the grant.

As of December 14, 2015, just under 60% (\$34.7 million out of \$58.8 million) of the grant funds have been drawn-down for reimbursement, and an additional approximately \$4 million worth of work has been completed with invoices pending. COG anticipates rapid expenditures of the remaining funds (\$20.1M) of the grant as several of the major construction projects advance, including the Georgia Avenue Bus Lane, the Takoma Langley Transit Center, and improvements at the Pentagon Transit Center. Barring unforeseen construction issues, completion of these projects is anticipated well before the June 30 deadline.

COG has identified two projects which have some uncertainty related to completing all work within the remaining time which could lead to inability to expend all funds by September 30, 2016: WMATA's Franconia Springfield transit station and Transit Signal Priority by the City of Alexandria,

Ms. Terry Garcia-Crews  
December 28, 2015

DDOT and WMATA. The cost of these two projects is \$5.4M and about \$8.0M respectively. While work on both projects are underway the uncertainty is associated with unforeseen developments.

With WMATA's Franconia Springfield Transit Center project potential delays are associated with bad weather hindering construction, issues with the utility, groundwater, permitting, or delay with completing the fabrication of bus canopies and shelters. With the Traffic Signal Prioritization project potential delays are associated with several contractors working to install the hardware and successfully program the devices at about 200 traffic signals.

COG is working with the implementing agencies to secure a firmer understanding of the prospects for completing all of the work and drawing down the budgeted amounts by September 30, 2016. A meeting of all five implementing agencies has been scheduled for mid-January. As requested by your office COG intends to provide a status report on the project implementation and funding drawdown status by the end of January including a notification of any grant funding that is anticipated to be drawn down by the end of the grant period.

Thank you for your assistance and cooperation in implementing this important set of projects in the National Capital Region. I am directing Mr. Eric Randall of my staff, at 202-962-3254 or [erandall@mwcog.org](mailto:erandall@mwcog.org), serving as the TIGER Grant Coordinator to assist your office with any further information needed. Please do feel free to contact me if I can be of further assistance in the matter.

Sincerely,



Chuck Bean  
COG Executive Director

Attachment: COG November 17, 2014 Status Report to FTA

cc: Yon Lambert, Director, City of Alexandria, Department of Transportation and Environmental Services  
Leif Dormsjo, Director, District Department of Transportation  
Pete Rahn, Secretary, Maryland Department of Transportation  
Eric Marx, Executive Director, Potomac and Rappahannock Transportation Commission  
Paul Wiedefeld, General Manager and Chief Executive Officer, Washington Metropolitan Area Transit Authority  
Kanti Srikanth, Director, Department of Transportation Planning, MWCOCG



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**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:** January 14, 2016

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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 has sixteen 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 estimated cost and the lead agency responsible for project implementation and Figure 1 displays the Regional Priority Bus Network created by the TIGER component projects.





### **IMPLEMENTATION AND FUNDING DRAWDOWN**

As of January 1, 2016, four of the 16 projects are essentially complete. Approximately \$37.6 million of the grant, or 64%, has been invoiced and has been or is in the process of being reimbursed. Approximately \$2 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. As of January 1, 2016, the 12 remaining projects have remaining a combined amount of about \$19.2 million in unexpended funds.

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 completed by June 30, 2016.

### **MAJOR PROJECTS AT RISK CHART**

Of the twelve projects currently underway, the following four major projects are scheduled to be completed close to the desired deadline of June 30, 2016 or have construction work to be completed during the winter months. While design, procurement and permitting work for all four projects has been completed unforeseen implementation or construction issues could pose the risk of delayed completion and impact the ability to fully drawdown the funds by September 2016.

<i>Project (Agency)</i>	<i>Total Budget</i>	<i>Remaining Funds</i>	<i>Est. Completion Date</i>
Georgia Avenue Bus Lane (DDOT)	\$3.5 million	\$1.8 million	May 2016 
Takoma Langley Transit Center (MDOT/MTA)	\$13.3 million	\$4.2 million	February 2016 
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$5.9 million	July 2016 
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$6.7 million	June 2016 

**PROPOSED REVISIONS**

As projects have reached final design and procurement processes have moved forward, some elements of several projects are no longer feasible to complete due to lack of cost-effectiveness or the time remaining in the grant. In order to accelerate expenditure and more effectively use the grant funds, the following project revision requests have been submitted to the FTA. Of the 12 projects currently underway, revisions to the planned work for the following three projects are being requested. The proposed revision totals around \$1 million and the funds would be used to fund other elements of the same project OR other TIGER projects. FTA review and approval of the revisions is necessary before this can occur.

**US-1 Corridor Enhancements (MDOT/SHA)**

MDOT/SHA have requested the Queue Jumps and the TSP components planned for this project be cancelled and the funds used for the Takoma Langley transit center. The funds are proposed to be used for real-time information signs, security cameras, and a public address system at the Takoma-Langley Transit Center.

**Alternative Bus Bays at Army Navy Drive (WMATA)**

WMATA is developing a revision request to remove this project for a bus bay facility at the Hayes Parking Lot adjacent to Army Navy Drive, near the Pentagon. The TIGER grant funds would be used to provide additional improvements at the Franconia-Springfield station.

**Van Dorn-Pentagon Rapid Bus (Alexandria)**

The City of Alexandria is developing a revision request to eliminate the SuperStop component of this project, due to increased costs and right-of-way issues. The City plans to use the funds to install TSP components at traffic signals in preparation for future use.

**STATUS REPORT UPDATE**

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, September, and December 2015. The following is an update to the December 2015 Status Report of the ongoing activities of projects underway and scheduled to be complete in the next six months.

The Board will be briefed on the status of the above projects and any potential issues associated with the timely completion and utilization of the grant funds at the January 20 meeting.

## **MAJOR PROJECT PROGRESS REPORT**

### **Real Time Passenger Information (RTPI) Display Project (WMATA):**

This project is largely complete, with a total of 169 displays now installed and successfully tested at locations in the District of Columbia, Maryland, and WMATA stations in Virginia. Twelve additional displays will be installed at sites in Virginia once bus shelters have been constructed. Display software was updated this fall to improve the text presentation for bus arrival times.

### **Georgia Avenue Bus Lane (DDOT):**

Construction mobilization began in July. The contractor has begun the installation of storm water drainage structures along the corridor on the east side of Georgia Avenue. Over the course of the fall DDOT's contractor installed curbs and gutters, ADA sidewalk ramps, and electrical infrastructure. The contractor will shortly begin placement of new sidewalks. This project is expected to be completed in May 2016.

### **Takoma/Langley Transit Center (MDOT/MTA):**

The steel structure and concrete paving work for the transit center is essentially complete. The center's final electrical power has been connected. Work to relocate a gas main by Washington Gas is underway, which will allow final construction elements to proceed. Completion of the center for handover to WMATA is anticipated in February 2016. WMATA would then begin a pre-operation period of about 90 days before the center opened for service.

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

Transit Signal Priority (TSP) installation on VA 7 (Leesburg Pike) is complete at 20 locations in Fairfax County and the City of Alexandria. The City of Falls Church requires a signal upgrade at the 5 intersections in the city prior to finalizing an MOU with WMATA and is working to finalize the installation by February. A WMATA bus fleet of 8 buses has been equipped with the onboard equipment and began initial field testing in November. WMATA anticipates completing this initial project in March 2016.

In September, DDOT completed installation of TSP wayside devices at 94 locations throughout the District. Onboard bus equipment is being installed by WMATA on 116 Metrobuses which will continue through February. Operational testing will take place through June 2016. Development of a second phase contract for another 101 TSP devices is in progress, with the goal of completing all work by July 2016.

Also in September, the City of Alexandria received new traffic signal controllers to serve the Van Dorn-Pentagon corridor in preparation for TSP upgrades. The City's TSP contractor completed the basic programming of the controllers, and is testing TSP at the eight locations along the corridor.

### **Pentagon and Franconia-Springfield Station Improvements (WMATA)**

At the Pentagon transit station, work began in June 2015, with construction of pedestrian access, safety, and security improvements, station bus pads, lighting installed in October and security bollards in November. Two security technology projects, CCTV cameras and a PA system, have had vendors selected and pre-installation work is underway. WMATA anticipates completing all work by January 2016.

At the Franconia-Springfield transit station, construction work started in August with site clearance, utilities work, and foundation excavation, followed by concrete work in November. The fabrication of bus shelter canopies is taking place at the factory. The first bus canopy was installed on November 21, and installation will take place through the winter with major work anticipated to be complete by April 2016. Additional work including the installation of bike lockers and of real time passenger information (RTPI) signs will continue through June 2016.

**Table 1: NCR TIGER Priority Bus Transit Grant Project Component Descriptions**

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
1	<b>16th Street Bus Priority Improvements:</b> 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	\$1,292,317
2	<b>Georgia Avenue Bus Priority Improvements:</b> 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	\$5,442,000
3	<b>H Street/Benning Road Bus Priority Improvements:</b> This project will implement RTPI displays and install security cameras at select locations.	DDOT	\$434,000
4	<b>Wisconsin Avenue Bus Priority Improvements :</b> Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.	DDOT	\$1,490,000
5	<b>Addison Road Improvements :</b> 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	<b>University Boulevard Bus Priority Improvements:</b> Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.	MDOT	\$235,864
7	<b>US 1 Bus Priority Improvements:</b> Improvements include queue jump lanes and transit signal priority.	MDOT	\$476,250
8	<b>Veirs Mill Bus Priority Improvements:</b> Improvements include deployment of RTPI displays.	MDOT	\$98,479
9	<b>US 1 Transitway:</b> 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	<b>VA 7 (Leesburg Pike) Bus Priority Improvements:</b> 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	\$1,084,000



#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
11	<p><b>Van Dorn-Pentagon Rapid Bus:</b> 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, two super stops, and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.</p>	City of Alexandria	\$646,550
12	<p><b>Theodore Roosevelt Bridge to K Street Bus Priority Improvements:</b> 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><b>14th Street to K Street Bus Priority Improvements:</b> Implementation of an integrated transit signal priority and traffic signal optimization system along 14<sup>th</sup> Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>	DDOT	\$2,729,190
14a	<p><b>Pentagon and Franconia-Springfield Station Improvements:</b> 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	\$9,770,550
14b	<p><b>PRTC Buses and ITS Technology:</b> 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><b>Takoma/Langley Transit Center:</b> 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	\$13,309,287
<b>TOTAL FROM 16 COMPONENT PROJECTS</b>			<b>\$56,778,670</b>

FIGURE 1: MAP OF THE 16 COMPONENT PROJECTS OF THE NCR TIGER GRANT

