



NATIONAL CAPITAL REGION


TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

May 21, 2014

TO: Transportation Planning Board

FROM: 
Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item 5 of today's TPB agenda.

Attachment

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

May 21, 2014

TO: Transportation Planning Board

FROM: Michael Farrell
Senior Transportation Planner
Department of Transportation Planning

SUBJECT: Update on Proposed “Bicycle Beltline” Work Group of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee

This memo provides an update on actions following from the TPB’s January 15 discussion of exploring a bicycle and pedestrian loop connecting trails in and around the Washington area. Mr. Fisette suggested the idea of a loop route during the briefing on “Priority Bicycle and Pedestrian Projects Recommended for the FY 2015-2020 TIP.”

The Bicycle and Pedestrian Subcommittee discussed this idea at its March and May meetings, and has formed a working group to explore the concept and how it might be implemented. This group will develop a vision for a loop route, identify possible routes, develop feasibility and implementation criteria, and identify next steps and potential resources to advance such a project. It is anticipated that the work group recommendations will be reported to the TPB Technical Committee and TPB in the Fall.

Metropolitan Washington Council of Governments

One Region Moving Forward

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College Park

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Frederick County

Gaithersburg

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Prince George's

County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

*Adjunct Member

May 7, 2014

Mr. Tom Downs

Chair of the Board

Washington Metropolitan Area Transit Authority

600 5th Street, NW

Washington, DC 20001

Dear Tom:

In response to your letter of April 3, I appreciate the opportunity to update you on the progress of the TIGER grant for *Priority Bus in the National Capital Region*, awarded to the Transportation Planning Board (TPB) and administered by the Council of Governments (COG).

Following notification of the TIGER grant award to the TPB in February 2010, the final scope of the grant was determined with the United States Department of Transportation (USDOT) and the Federal Transit Administration (FTA). This led to the signing of the grant agreement between the FTA and COG in December 2010, along with sub-recipient agreements between COG and the five implementing agencies.

The three years and four months since the signing of the grant agreement have been primarily taken up with completion of detailed design for both construction projects and several key technology procurements. The TIGER grant is a reimbursable project and the funds expire on September 30, 2016, which given invoice processing time means all of the grant's work should be completed by the end of June 2016 to ensure timely disbursement. As of April 2014 approximately \$17.5 million (30%) of the grant funds have been expended. With just over two years left for grant work to take place there has been considerable scrutiny of the progress of the TIGER grant by the FTA.

The TIGER grant has sixteen component projects each with various sub-projects and activities. I have attached an overview memo providing more detail, but broadly these projects can be categorized into five groups:

- A. Buses and Intelligent Transportation Systems (PRTC)
- B. Potomac Yard Transitway (Alexandria)
- C. Takoma/Langley Transit Center (MDOT)
- D. Franconia-Springfield and Pentagon Station Improvements (WMATA)
- E. Transit Signal Priority and Bus Corridor Improvements (WMATA, DDOT, MDOT, Alexandria)

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213
(TDD)

www.mwcog.org

A. Buses and Intelligent Transportation Systems (PRTC)

As part of the TIGER Grant, PRTC received 13 replacement buses for the OmniRide commuter bus service, which were delivered in 2012. PRTC continues with the acquisition of a Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, which is currently in pilot testing on select vehicles. Completion is anticipated in August of this year.

B. US-1 (VA) / Potomac Yard Transitway (Alexandria)

Construction of the US 1 (VA) Transitway began last year and is nearly complete, with completion of the TIGER funded portion expected at the end of June 2014. The dedicated travel lanes for bus in the median of US-1 funded by the grant are only one link in the greater Crystal City - Potomac Yard Transitway project in Alexandria and Arlington. The new "Metroway" BRT service, the first in the Washington metropolitan region, has a planned opening date of August 25, 2014.

C. Takoma/Langley Transit Center (MDOT)

This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the multiple bus stops at this intersection, providing a safe, attractive, comfortable and efficient facility for passengers at this busy transfer location and improving pedestrian safety and accessibility. The center will also be converted to accommodate the planned Purple Line. Following property acquisition, work began on the transit center in 2013, and the center is on track for completion in late 2015.

D. Franconia-Springfield and Pentagon station improvements (WMATA)

The Franconia-Springfield and Pentagon station improvements are being carried out by WMATA. As I believe WMATA staff has informed you, these planned improvements are nearing completion of design but have some scope revisions that will have to be submitted to USDOT and FTA for review and approval. With construction of some of the major activities more than a year from commencing, any delays in approval of these scope revision requests, in completing design, or in contracting for construction of these projects could lead to running up against the TIGER grant end date.

E. Transit Signal Priority and Bus Corridor Improvements (WMATA, DDOT, MDOT, Alexandria)

Nine of the component projects involve the implementation of Transit Signal Priority (TSP) and construction of other improvements for bus service along key corridors across the region, all of which are part of the Metrobus Priority Corridor Network. The TSP technology procurement for these corridors is the most innovative portion of the TIGER grant; however it is proving to be the most challenging in achieving coordination among the multiple agencies and departments. Along with traffic signal optimization in the downtown core, timing traffic lights to detect and provide priority to buses is fundamental to improving the reliability of bus travel in the region. The goal of the TIGER grant is to enable multiple TSP demonstration projects across the region setting us all on a course to widespread deployment of this technology.

WMATA is leading the procurement of the TSP technology, and has leveraged other bus technologies to provide for equipping the entire Metrobus fleet to use TSP. The technical challenge is in making the wayside component attached to the traffic signals work, which is complicated by the multiple makes of traffic signals in use among the various roadway agencies in the region.

The TSP system will initially be installed and tested on the VA-7 (Leesburg Pike), for which corridor the implementing agency is WMATA, working in close coordination with Virginia DOT and the local jurisdictions. WMATA has only recently signed a contract with the provider of the TSP technology, and the initial prototype project will have to move forward quickly if TSP is to be ready for testing on VA-7 by the end of 2014 as currently planned.

The TSP system will subsequently be tested in the District, Alexandria, and Maryland with their respective, different wayside traffic signal technologies. The roadway implementing agencies are working to verify technical specifications and procurement options in order to determine their respective options for procuring the TSP technology for their wayside traffic signals. Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging. Any delays to the planned TSP projects would be critical to resolve quickly as the current schedules show completion just before the end date of the TIGER grant.

In addition, the bus corridor projects include the installation of real-time passenger information displays and construction of accessibility improvements for bus stops, as well as a short segment of a bus-only lane on Georgia Avenue in the District and queue jumps at several locations in Maryland, the District, and Alexandria. Thank you for your interest in the progress of the TIGER grant on which the TPB will be briefed in June. Implementation of the TIGER grant projects will provide a wealth of practical experience across the region for bus technologies and improvements, catalyzing further investments to make bus transit more effective and efficient to meet the aspirations of thousands of bus riders.

If you have further questions on the progress of the grant, we would be happy to provide additional information or brief the Board in person. Please feel free to contact me or my TIGER Coordinator, Eric Randall, at 202-962-3254 or erandall@mwcog.org.

Sincerely,



Chuck Bean
Executive Director

cc: Patrick Wojahn, Chair, Transportation Planning Board
Robert Griffiths, Acting Co-Director, Department of Transportation Planning
Gerald Miller, Acting Co-Director, Department of Transportation Planning

Attachment: OVERVIEW: The Transportation Planning Board's TIGER Grant for *Priority Bus Transit in the National Capital Region*

OVERVIEW

The Transportation Planning Board's TIGER Grant for *Priority Bus Transit in the National Capital Region*

Background

In September 2009, the U.S. Department of Transportation announced the competitive Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for \$1.5 billion as part of the American Recovery and Reinvestment Act (ARRA). USDOT received 1,400 applications totaling nearly \$60 billion from which 51 awards were made, including an award to the National Capital Region Transportation Planning Board (TPB) for \$58.8 million for capital improvements in priority bus transit. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at <http://www.dot.gov/tiger/>

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, came to COG to meet the implementing agencies and sign the TIGER grant agreement. The grant is being administered by COG as the administrative agent for the TPB and implemented by five implementing agencies or "Project Owners": the City of Alexandria, Virginia; District of Columbia Department of Transportation (DDOT); Maryland Department of Transportation (MDOT); Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). This complex and multimodal project involves roadway managers, technology personnel and transit operations staff from multiple agencies in implementing 16 component projects through 2016. The implementing agencies also coordinate with other stakeholders as necessary for specific projects, including Arlington County, Fairfax County, Prince George's County, Montgomery County, City of Falls Church, the Virginia Department of Transportation, and the Department of Defense.

The TPB's TIGER grant is for \$58,838,000 of federal money, with no matching funds required. However, several of the projects funded by the grant are also making use of other funding sources: federal state, and local, to complete the grant projects. In addition, project sponsors have responsibility for covering any additional costs needed to complete the approved projects. The TIGER grant funds expire on September 30, 2016, by which time all projects should be complete. To ensure adequate time for invoices to be prepared and submitted for reimbursement, the implementing agencies are expected to complete work that will be funded by the grant by the end of June 2016.

Overview of Grant Projects

The TIGER grant is providing funds for capital projects for more efficient bus service along three transit corridors in Maryland, four in Virginia, and six in Washington, DC. The efficiency of the corridors will be improved by the investments in a bus transitway, replacement buses, bus-

only lanes, queue jump lanes, transit signal priority (TSP) technology, traffic signal management technology, bus stop and station improvements, real-time passenger information (RTPI) technology, and other enhancements. The bus priority corridor improvements will decrease travel time and improve quality of bus service on approximately 75 bus lines throughout the region. It is anticipated the improvements will provide benefits to more than 260,000 daily riders.

The TIGER grant is also funding construction of a new transit center at Takoma-Langley (which will be a future Purple Line station) and bus circulation and pedestrian safety and accessibility improvements at the Pentagon and Franconia-Springfield stations. The final TIGER grant expenditures on the must be completed by September 30, 2016.

Project Management

The TIGER grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible for administration of the grant in accordance with FTA grant requirements, as well as special requirements of the American Recovery and Reinvestment Act (ARRA) and the TIGER Grant Program. Contractors assist TPB staff with the grant administration requirements and reporting. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are submitted to the FTA on grant management and financial administration, in addition to internal reports that provide TPB staff and project owners with consolidated progress information.

Performance Monitoring

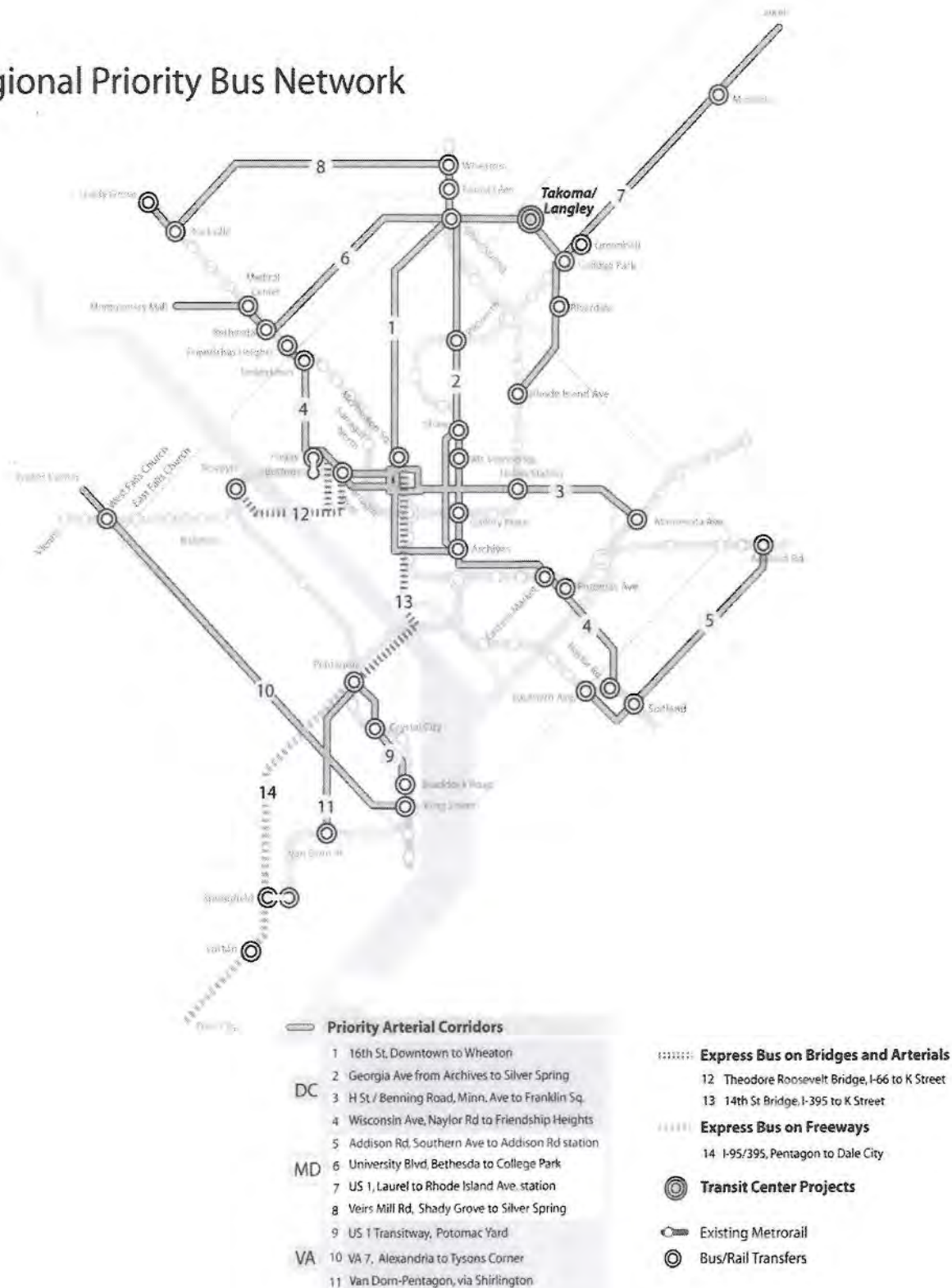
As part of the TIGER Grant Program requirements, a set of comprehensive “before” and “after” performance monitoring reports is required to assess the results of the projects. In 2012, TPB staff and consultants completed a set of detailed before reports on each of the 16 component projects, which will be followed by after reports to be completed both one year and two years following implementation, the last of which will be due in 2018. These reports require detailed data collection on ridership, travel time, and safety to quantify the results of the TIGER projects.

An appendix with a map of the TIGER projects and a detailed description of each of the sixteen project components follows.

Appendix - Map and Details of Component Projects

The map shows the geographic scope of the sixteen component projects of the TIGER grant, and is followed by a detailed description of each project component.

The Regional Priority Bus Network



PROJECT COMPONENT DESCRIPTION

The sixteen approved components of the TIGER Priority Bus Transit project are as follows:

Table 1: Project Component Descriptions

#	Project Components
1	<p>16th Street Bus Priority Improvements (DDOT): \$932,317 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 five intersections.</p>
2	<p>Georgia Avenue Bus Priority Improvements (DDOT): \$4,092,000 Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include bus stop improvements, queue jumps, and real time passenger information (RTPI) displays at up to 30 stop locations.</p>
3	<p>H Street/Benning Road Bus Priority Improvements (DDOT): \$434,000 This project will implement RTPI displays at up to 22 bus stop locations and install security cameras at select locations.</p>
4	<p>Wisconsin Avenue Bus Priority Improvements (DDOT): \$745,000 Capital improvements include transit signal priority and/or traffic signal management at six intersections and RTPI displays deployed to a number of express service stop locations.</p>
5	<p>Addison Road Improvements (WMATA): \$190,000 This is a WMATA priority bus corridor that connects the eastern ends of the Blue and Green Metrorail lines. The project includes the replacement of 10 bus shelters along the existing P12 bus route that will be upgraded with real-time passenger information displays at select locations.</p>
6	<p>University Boulevard Bus Priority Improvements (MDOT): \$1,300,805 Planned improvements include four queue jump lanes, transit signal priority at up to 20 intersections, installation of RTPI displays and a series of bus stop enhancements along the corridor.</p>
7	<p>U.S. Route 1 Bus Priority Improvements (MDOT): \$737,340 Improvements include queue jump lanes and transit signal priority at several intersections.</p>
8	<p>Veirs Mill Bus Priority Improvements (MDOT): \$239,945 Improvements include a queue jump lane and deployment of RTPI displays.</p>
9	<p>US 1 Transitway (City of Alexandria): \$8,202,500 A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.</p>
10	<p>VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): \$1,273,000 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 RTPI displays at up to 31 express service bus stops and transit signal priority at up to 40 intersections along the corridor.</p>
11	<p>Van Dorn-Pentagon Rapid Bus (City of Alexandria): \$646,550 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>

#	Project Components
12	<p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): \$3,638,683 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>
13	<p>14th Street to K Street Bus Priority Improvements (DDOT): \$3,249,190 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>
14a	<p>Pentagon -- Franconia Springfield Station Improvements (WMATA): \$9,430,000 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>
14b	<p>PRTC Buses and ITS Technology (PRTC): \$9,650,000 This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>
TC	<p>Takoma/Langlely Transit Center (MDOT): \$11,841,790 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 and will be converted to accommodate the planned Purple Line.</p>