

TPB TIGER Grant Final Project List

8/5/2009

| ID | Project Name | Jurisdiction | Implementing Agency | Project Cost (Millions) | Grant Request | % TIGER | Description |
|------------------------------|---|---|--|-------------------------|----------------------|------------|---|
| 1 | K Street Transitway | Washington DC | DDOT | \$ 95,000,000 | \$ 95,000,000 | 100% | The K Street Transitway is a high-performance median-running, exclusive transitway designed for the operation of high capacity Bus Rapid Transit (BRT) and other transit services Washington Circle (21st Street, NW) and Mt. Vernon Square (9th Street, NW) in downtown Washington, D.C. |
| Priority Corridors | | | | | | | |
| 2 | 16th Street Bus Priority Improvements | Washington DC | WMATA/DDOT | \$ 1,295,000 | \$ 1,295,000 | 100% | Capital improvements include a queue jump lane (candidate intersection is U Street/16th Street), 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. |
| 3 | Georgia Avenue Bus Priority Improvements | Washington DC | WMATA/DDOT | \$ 4,111,000 | \$ 4,111,000 | 100% | This project would complete TSP implementation for the corridor at 4 intersections. Bulb-outs would be constructed (candidate intersections include 7th Street/H Street, 7th Street/L Street, Georgia Avenue/Howard Place, Georgia Avenue/Irving Street, Georgia Avenue/Columbia Road, Georgia Avenue/Kennedy Street) to allow for faster boarding and alighting of passengers and 28 stop locations would be enhanced with NextBus real time arrival technology. Additionally, a bus only lane would be constructed on Georgia Avenue between W Street and Florida Avenue. |
| 4 | H Street/Benning Road Bus Priority Improvements | Washington DC | WMATA/DDOT | \$ 415,000 | \$ 415,000 | 100% | This project would implement running way improvements along the existing X2 service corridor including a left turn phase for bus at Minnesota avenue/Benning Road, a queue jump lane (candidate intersection is 14th Street/H Street/Benning road), and NextBus real time arrival technology displays at 22 bus stop locations. |
| 5 | University Boulevard Bus Priority Improvements | Montgomery County/Prince George's County | WMATA/Maryland SHA/Montgomery County/Prince George's County | \$ 1,262,000 | \$ 1,262,000 | 100% | Capital improvements include four queue jump lanes (candidate locations include Wayne Avenue/Fenton Street, University Boulevard/West Park Drive, University Boulevard/Riggs Road and Campus Drive/Adelphi Road), transit signal priority at 20 intersections, and a number of bus stop enhancements including the deployment of NextBus technology. |
| 6 | Leesburg Pike Bus Priority Improvements | Virginia | WMATA/VDOT | \$ 1,340,000 | \$ 1,340,000 | 100% | Deployment of NextBus displays at the 17 express service bus stops and transit signal priority at a number of intersections along the corridor. |
| 7 | Route 1 (MD) Bus Priority Improvements | Prince George's County, Maryland | WMATA/Maryland SHA/Prince George's County | \$ 805,000 | \$ 805,000 | 100% | Capital improvements along this corridor as part of the Priority Corridor Network to mitigate running way impediments include queue jump lanes (candidate intersections are composed of Route 1/Contee Road, Route 1/Muirkirk Meadows Road, Route 1/Greenbelt Road, Route 1/Ritz Way, Route 1/Sellman Road, Route 1/41st Place, Route 1/Eastern Avenue), and transit signal priority at seven intersections. |
| 8 | Veirs Mill Bus Priority Improvements | Montgomery County | WMATA/Maryland SHA/Montgomery County | \$ 265,000 | \$ 265,000 | 100% | Capital improvements include a queue jump lane (candidate intersection is Atlantic Avenue) and NextBus real time bus arrival displays at several stations along the route. |
| 9 | Wisconsin Avenue Bus Priority Improvements | Washington DC | WMATA/DDOT | \$ 745,000 | \$ 745,000 | 100% | Capital improvements include transit signal priority and/or traffic signal management (ie left turn phase for bus) at a number of intersections and NextBus real time arrival technology deployed to a number of express service stop locations. |
| 10 | Kingstowne-Pentagon BRT | Alexandria, Arlington County | Alexandria | \$ 44,000,000 | \$ 670,000 | 2% | Service will be a new BRT service from Kingstowne in Fairfax County to the Pentagon, using Van Dorn Street, Sanger Ave., Beaugard Street, Walter Reed Dr., Four Mile Run Drive, and I-395. It will be hopefully funded by funds coming from the I-95-I-395 HOT lanes project and will incorporate limited stop service, signal prioritization, super stops, and possible queue jumpers. Alexandria eventually wants to build exclusive bus lanes on Van Dorn Avenue. This project will hopefully be started in time for the BRAC facility opening at Seminary Road and I-395 in September 2011. |
| 11 | US I Transitway (VA) | Alexandria, Arlington County | Alexandria | \$ 12,000,000 | \$ 8,500,000 | 71% | Develop BRT transitway in the median of Route 1 in Alexandria |
| 12 | T.R. Bridge to K Street | Washington DC | DDOT | \$ 1,800,000 | \$ 1,800,000 | 100% | TSP to connect K street to Arlington via the TR Bridge |
| 13 | 14th Street to K Street | Washington DC | DDOT | \$ 5,200,000 | \$ 5,200,000 | 100% | TSP and possible dedicated bus lane up to Constitution Ave to connect Virginia with K Street via the 14th Street Bridge and corridor. |
| Subtotal | | | | \$ 67,832,000 | \$ 26,408,000 | 39% | |
| Regional Bike-sharing | | | | | | | |
| 12 | Regional Bike-sharing and Intermodal Technology Service | District of Columbia, Arlington County, Alexandria, City of Fairfax, Montgomery County, Cities of Hyattsville, College Park and Greenbelt, Prince George's County | District of Columbia, Arlington County, Alexandria, City of Fairfax, Montgomery County, Cities of Hyattsville, College Park and Greenbelt, National Harbor | \$ 22,200,000 | \$ 16,000,000 | 72% | The project proposed herein would provide \$11,000,000 in capital funding for approximately 3,000 bikes at around 300 stations around the Washington region (1,500 bikes in the District of Columbia, 1,250 in Virginia, 223 in Maryland). Additional phases could expand the program at a later time. Additionally, locations where bike-sharing stations coexist with bus stops will become natural intermodal transportation hubs. Such hubs will be offer excellent opportunities to convey information to the public. For this reason the project request includes \$5,000,000 to display and increase the visibility of integrated mobility information, including a regional transportation options web site, branding and marketing of multi-modal hubs, high-tech smart displays" with information such real-time bus arrivals and expanded wayfinding." |

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| Transit Centers | | | | | | | |
|-------------------------------|---|----------------------------------|-------------------------------|-----------------------|-----------------------|------------|---|
| 13 | Medical Center Station Access Improvement | Montgomery County | Montgomery County/MDOT/WM ATA | \$ 31,500,000 | \$ 31,500,000 | 100% | Construction of a grade separated pedestrian tunnel to connect the existing Medical Center Metrorail Station and Transit Center to the National Navy Medical Center complex (BRAC). |
| 14 | Rosslyn Metrorail Station Access Improvements | Arlington County | Arlington DOT | \$ 42,000,000 | \$ 15,000,000 | 36% | Improve access to the Rosslyn Metrorail Station via new entrance consisting of three (3) new high speed, high capacity elevators, a mezzanine at train platform level, emergency stairs from the train platform to street level, and related systems and infrastructure. In conjunction with the JBG Central Place site plan development. Also includes improved lighting and signage, widened sidewalks, bus bays, and a reconstructed roadway. |
| 15 | Takoma/Langley Transit Center | Prince George's County, Maryland | MTA | \$ 24,600,000 | \$ 12,300,000 | 50% | The Maryland Transit Administration is planning a transit center at the intersection of University Boulevard and New Hampshire Avenue (Maryland State Highways 193 and 650, respectively). Eleven bus routes currently serve the area, making it one of the busiest transit locations in the DC area. Currently the bus stops are scattered far from each other at different locations around the intersection. The new transit center to bring all the buses in the area to one facility, making transfers safe and easy. The site of the transit center will be the northeast corner of University Boulevard and New Hampshire Avenue. The transit center will include stops for all bus routes and a weather-protected waiting area for passengers. The facility would include the following: 12 active bus bays; 1 bus bay for layover; Full canopy over the site for weather protection and passenger comfort ; Bus informational materials (such as next bus, maps, etc.); Transit Operations building ; Public restrooms; Lighting; Landscaping; Improved pedestrian walkways |
| Subtotal | | | | \$ 98,100,000 | \$ 58,800,000 | 60% | |
| Bus Priority on Managed Lanes | | | | | | | |
| 16 | I-66 Multimodal Improvements | Virginia | | \$ 44,500,000 | \$ 18,500,000 | 42% | This project will provide direct access to and from the Vienna/Fairfax-GMU Metrorail station from the HOV lanes of I-66 via a two way fly-over ramp from the I-66 HOV lanes to Sainsbury Drive, directly west of the station's south side multi-modal transfer facilities. VDOT estimates that it can execute a design-build contract and have the ramp in place by the fall of 2013. -HOV ramps at Stringfellow Road and Monument Drive provide access to I-66 to and from the east. There are currently about 12,000 park-and-ride spaces in the I-66 corridor. Based on the projected growth in transit and HOV volumes from MWCOC's travel demand model, the study may ultimately recommend 1,600 additional spaces in these lots. Cushing Road Park and Ride lot- to be located at 234 Bypass and I-66 in Prince William County. This lot is planned to support the ongoing HOV lanes extension, PRTC Transit Service in the corridor and the commuters in the Gainesville and Manassas area as well as future BRT. The lot will provide about 600 spaces with direct access to I-66. All three lots will be operational when the new ramp is completed. -Transit ITS Technology |
| 17 | I-95/395 Multimodal Improvements | Virginia | | \$ 16,000,000 | \$ 16,000,000 | 100% | ITS and Station Improvements: -Alexandria: Mobile web application for real-time bus information; Major transit center real-time bus information display signs at 8 locations; Regular bus stop real-time bus information display sign at 15 locations -PRTC: Cameras outfitted on 40 buses; CAD/AVL; Automated Stop Announcements; Automated Passenger Counters; Real-Time Passenger Information -Pentagon Station Improvements: 3 additional bus bays, real time information (nextbus), signs and wayfinding, traffic circulation/access/security improvements. Pentagon would cost more on wayfinding and circulation related improvements. In addition the money would be used for signal improvements, and signing / branding for the BRT system. -Springfield Station Improvements: 3 additional bus bays, real time information (nextbus), signs and wayfinding, traffic circulation/access/security improvements. In addition this money would be allocated to signal pre-emption from the HOT lanes to the station, re-design and improvements of bus access patterns within the station to provide additional capacity for bus movements. In addition, signage and branding for the BRT system w -TSP, possibly including signal equipment, vehicle equipment, and integration and support costs. |
| Subtotal | | | | \$ 60,500,000 | \$ 34,500,000 | 57% | |
| TOTAL | | | | \$ 343,632,000 | \$ 230,708,000 | 67% | |