

ITEM 8 – Information
May 18, 2016

**Briefing on the Implementation of the TPB Regional Priority
Bus Project under the Federal TIGER Grant 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 15 project components being implemented by five project owners under a \$58.8-million Transportation Investments Generating Economic Recovery (TIGER) grant administered by FTA.



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: May 12, 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 budgeted cost and the lead agency responsible for project implementation.

IMPLEMENTATION AND FUNDING DRAWDOWN

As of May 1, 2016, four of the 15 projects are essentially complete. Approximately \$45.2 million of the grant, or 77%, has been invoiced and has been or is in the process of being reimbursed. As of May 1, 2016, the 11 remaining projects have remaining a combined amount of about \$13.6 million (23%) in unexpended funds. Approximately \$4 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 be essentially completed by June 30, 2016.

PROJECT REVISIONS

On January 26, 2016, FTA approved revisions requested by the implementing agencies, for the US-1 (MD) Corridor, Army Navy Drive Bus Bays, and Van Dorn Rapid Bus projects. This revision eliminated the US-1 (MD) project in its entirety and removed elements of the other projects, re-allocating about \$1 million in funding to additional work at the Takoma Langley Transit Center and for components for other projects.

MAJOR PROJECTS AT RISK CHART

Of the eleven projects currently underway, the following four major projects are scheduled to be completed close to the desired deadline of June 30, 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	\$1.6 million	May 2016 
Takoma Langley Transit Center (MDOT/MTA)	\$13.8 million	\$3.3 million	June 2016 
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$4.6 million	July 2016 
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$5.3 million	June 2016 

While construction or technology implementation is now underway, unforeseen issues could pose the risk of delayed completion and impact the ability to fully drawdown the funds by September 2016. A coordinated review of the project status was conducted by COG staff with all of the implementing agencies in a project management meeting on January 28, 2016. The implementing agencies all committed to completing the projects in progress in time to allow expending the project grant amounts prior to the grant expiration date of September 30, 2016. A letter informing the FTA about the status of projects and the commitments of COG and the implementing agencies was transmitted to the FTA on February 5, 2016.

STATUS REPORT UPDATE

The TPB was briefed twice in 2015 and also in January 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. The following is an update to the January 2016 Status Report of the ongoing activities of projects underway and scheduled to be complete in the next few months.

MAJOR PROJECT PROGRESS REPORT

Georgia Avenue Bus Lane (DDOT)

The Bus Lane opened for pilot operation on April 11, 2016. This began a required six-week data collection period prior to the final red high-friction paving treatment being put down. The contractor is currently working on final bus stop relocations and sidewalk flexible porous pavement installation. This project is expected to be completed by the end of May.

Takoma/Langley Transit Center (Maryland Transit Administration/MTA)

The construction of the transit center canopy structure and the bus platforms is largely complete, with final punch list items being completed. The MTA anticipates its portion of the project will be completed at the end of May. State Highway Administration will then need to activate the new traffic signals for bus access. Following action by the Maryland Board of Public Works in early June, the transit center will be handed over to WMATA to begin a pre-operation period of 60-90 days, including additional work to install CCTV cameras, a PA system, and customer information displays.

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

Transit Signal Priority (TSP) installation on VA 7 (Leesburg Pike) is complete at 25 signals in Fairfax County, the City of Alexandria, and the City of Falls Church. A WMATA bus fleet of 8 buses has been equipped with the onboard equipment and testing has been ongoing since November. WMATA is evaluating the results of the initial operating period. Additional changes have been submitted to the contractors for implementation. Project completion is anticipated in June.

Phase One of the DDOT TSP Project is up and running at 94 locations throughout the District. On March 24, DDOT conducted the first prototype test, and testing will continue through May. Installation of Phase Two with an additional 101 locations is nearing completion. Onboard bus equipment is being installed by WMATA on 116 Metrobuses; however technology compatibility issues have delayed activation on some of the fleet, which WMATA is working to resolve. Work also continues on implementation of the queue jumps, which has required the development of new traffic signal protocols by DDOT. The grant-funded installation of the project should be completed in June.

The City of Alexandria completed installation at the nine locations along the Van Dorn-Pentagon corridor in February. WMATA is working to get onboard equipment installed on Metrobuses to begin testing. The City and WMATA are also coordinating on central system access and IT management issues before the system can begin operational testing. The grant-funded installation of the project should be completed in July.

The TIGER Grant is paying for the capital cost of the TSP installation and initial implementation, however operational testing of the TSP system will continue and develop into an ongoing operating and maintenance function for the road agencies and WMATA.

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 are being installed and tested, which will continue through May.

At the Franconia-Springfield transit station, construction work is about 75% complete, with foundation and electrical work complete and the installation of the new canopy and bus shelter structures largely done. Additional work including re-paving and 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
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

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
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
12	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.	DDOT	\$1,703,683
13	14th Street to K Street Bus Priority Improvements: Implementation of an integrated transit signal priority and traffic signal optimization system along 14 th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.	DDOT	\$2,686,975
14a	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.	WMATA	\$9,731,953
14b	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.	PRTC	\$9,650,000
TC	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.	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

