



# Priority Bus Transit in the National Capital Region

TPB's TIGER Grant Opportunity

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Presentation to the TPB

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# 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



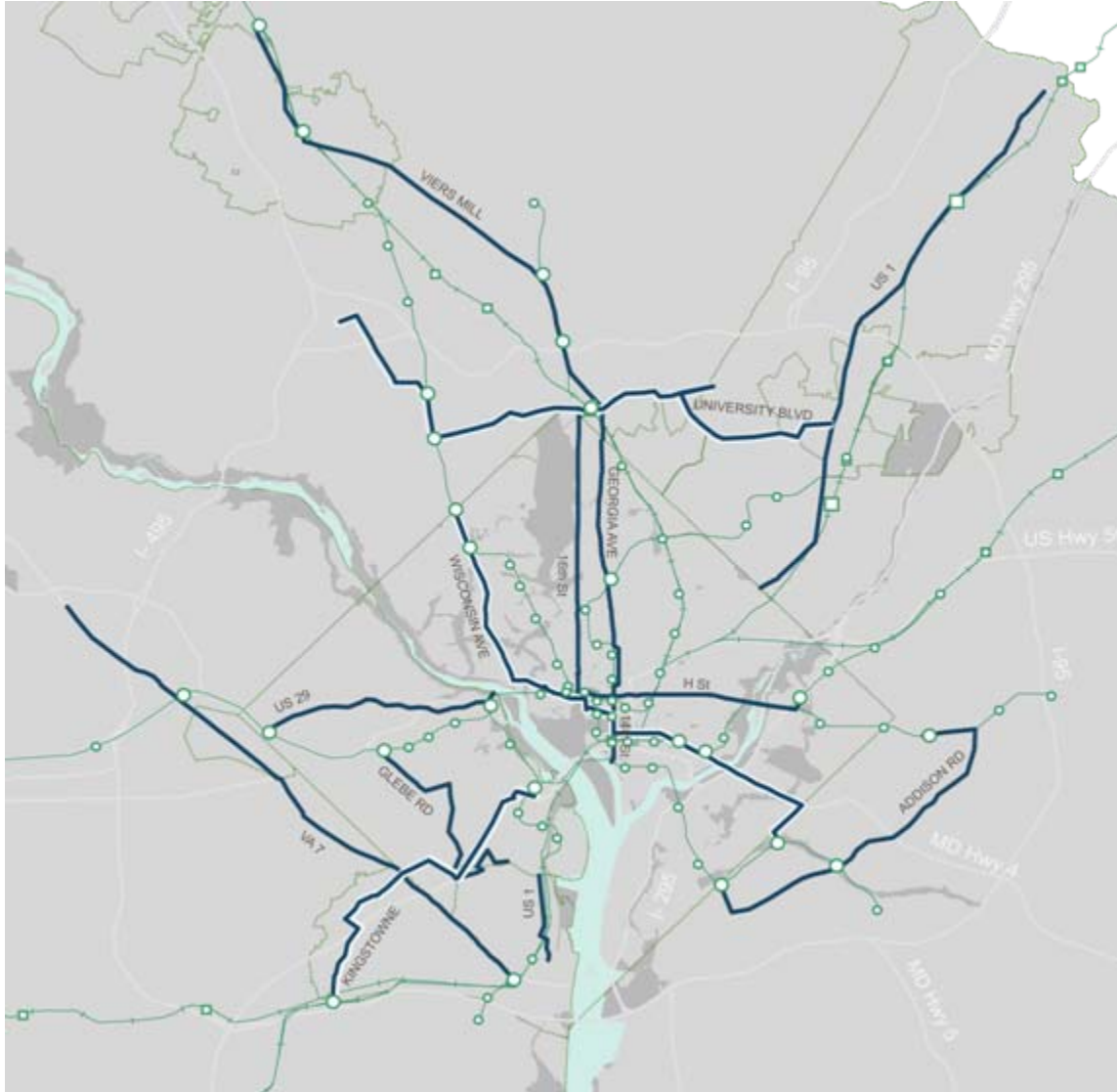
**What** 2 lanes with passing option, 1.3-mile transitway, from 9<sup>th</sup>-23<sup>rd</sup> St NW

**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

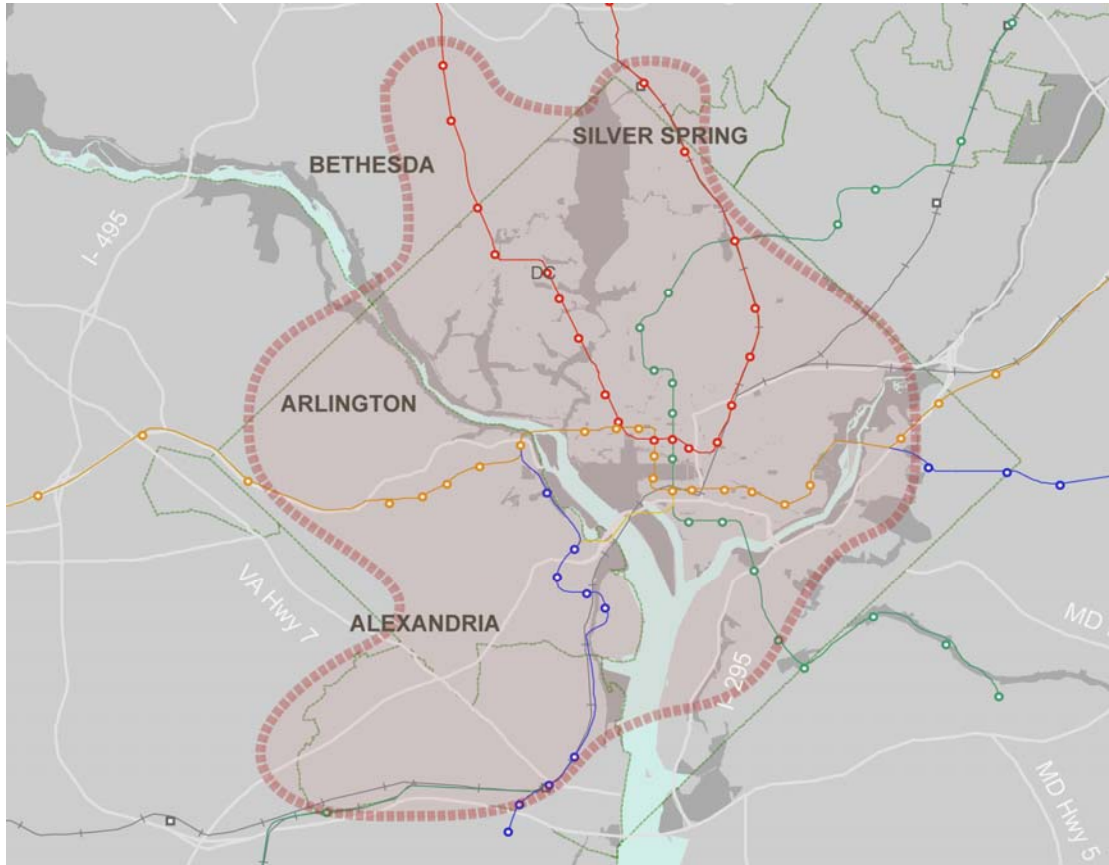


**What** Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

**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.

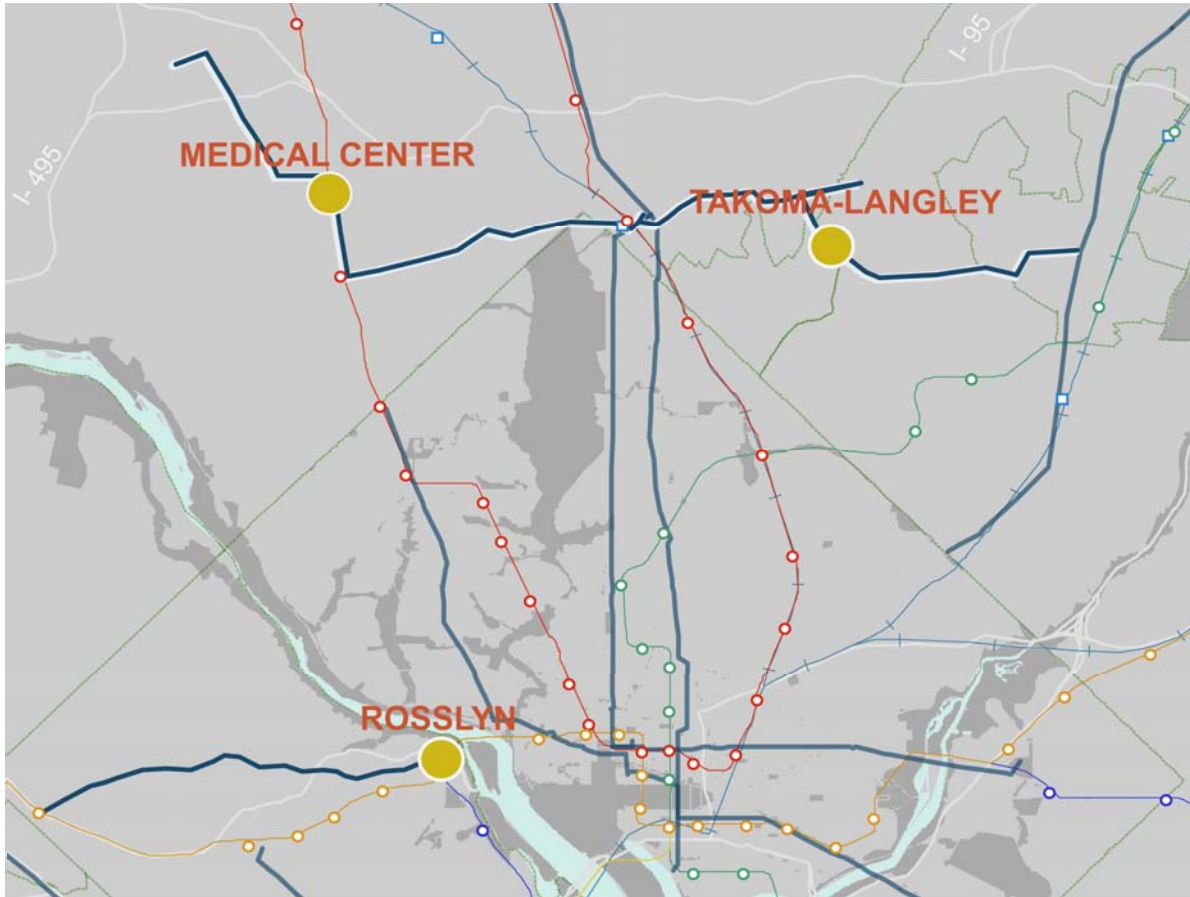
**Why** To extend the reach of public transit by providing a low-cost, convenient, door-to-door travel option

**Grant Request** \$10m

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



# Regional Transit Centers



**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

*Transit centers provide regional, intermodal connectivity*

# Rapid Buses on Managed Lanes



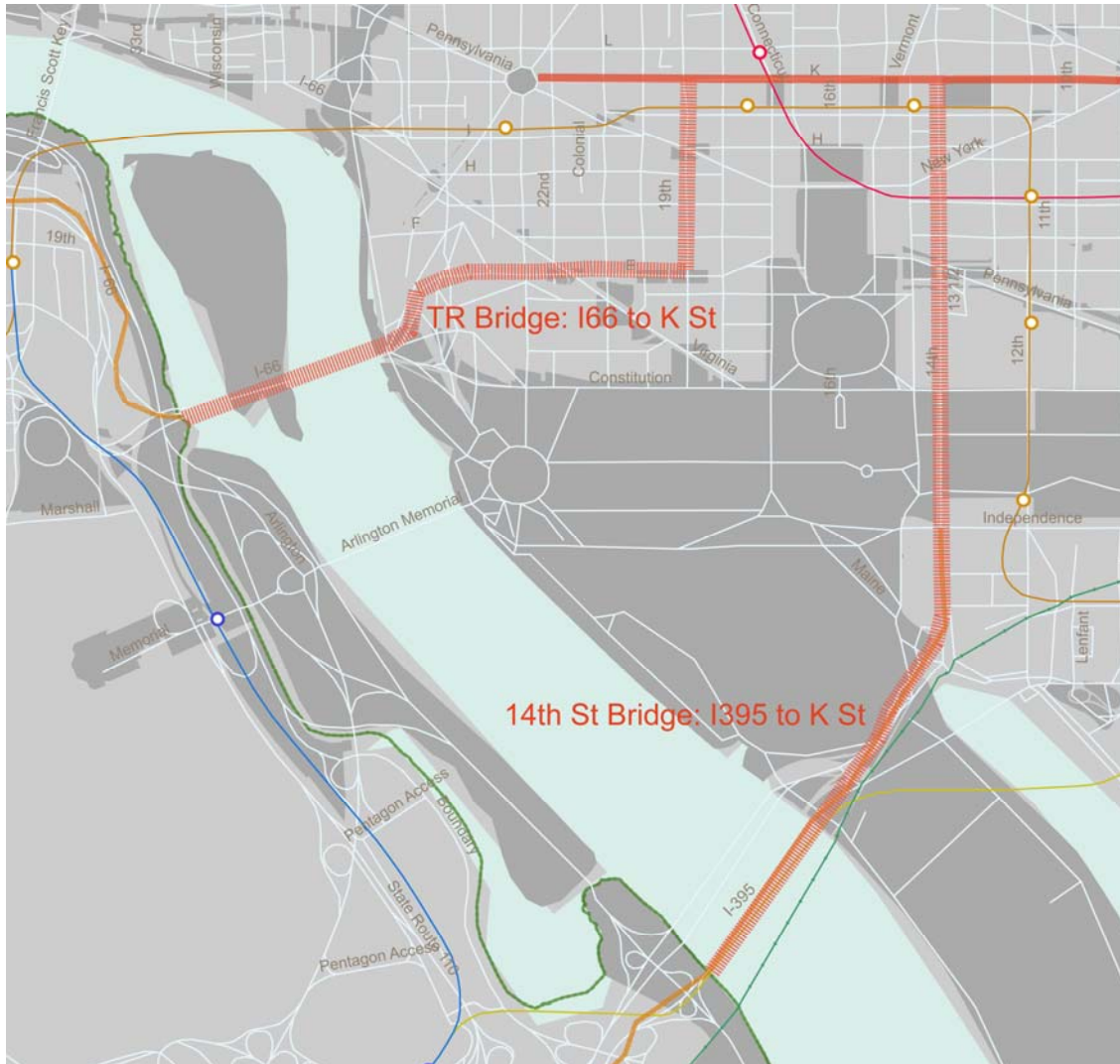
**What** A variety of facilities to enable priority bus transit along I-95/395 and I-66 managed lanes.

**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

