

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

August 27, 2009

TO: TPB Technical Committee

FROM: Timothy Canan, AICP 
Principal Planner

SUBJECT: TIGER Grant Application

At its July 15, 2009 meeting, the TPB approved Resolution R5-2010 approving the submission of a regional priority bus transit grant application for funding under the Transportation Investments Generating Economic Recover (TIGER) competitive grant program authorized as part of the American Recovery and Reinvestment Act (ARRA). The TPB directed that the grant application consist of the project components received from TPB member agencies by August 1, 2009, with review and approval of the application by the TPB Steering Committee at its September 4, 2009 meeting.

Overview of Project Components

This set of projects will create a regional network of priority bus transit service that will increase regional mobility and access.

- The centerpiece is the **K Street Transitway**, which has been in the CLRP for nearly a decade.
- A **collection of priority bus corridors and services** that extend the reach and benefit of the K Street Transitway.
- A **bike-sharing system** in the core of the region that will expand the areas accessible by transit and other alternative modes.
- Improvements to **two Metrorail stations** and the creation of **one new transit center** will reduce congestion and increase safety in three significant, high-ridership areas.
- **Existing and planned managed (HOV/HOT) lanes** in Northern Virginia can provide quasi-dedicated right-of-way to bus transit.
- Additional bus priority treatments across two Potomac River crossings and along three arterials can support the Northern Virginia managed lanes.

The attached PowerPoint presentation was provided to TPB at its July meeting. During the September Technical Committee meeting, staff will review the background and highlights of the application process and distribute the draft final grant application. Following the Technical Committee meeting, the TPB Steering Committee will be asked to approve the draft final grant application for submittal.

ATTACHMENT



Priority Bus Transit in the National Capital Region TPB's TIGER Grant Opportunity

July 15, 2009
Presentation to the TPB

Ron Kirby
Director, Department of Transportation
National Capital Region Transportation Planning Board

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

2

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 1st step toward a full regional priority bus network

3

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

4

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

5

K Street Transitway



What 2 lanes with passing option, 1.3-mile transitway, from 9th-23rd St NW

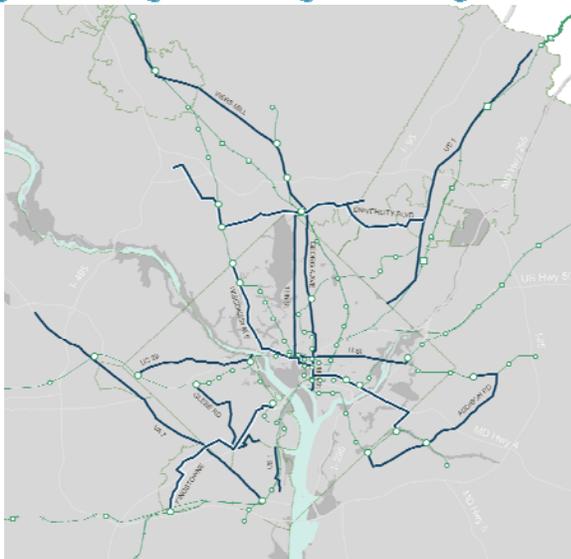
Why Increase multi-modal efficiency of a regionally significant corridor

Grant Request
\$95m

K St has been in the CLRP for nearly a decade

6

WMATA Priority Corridors and other Arterials

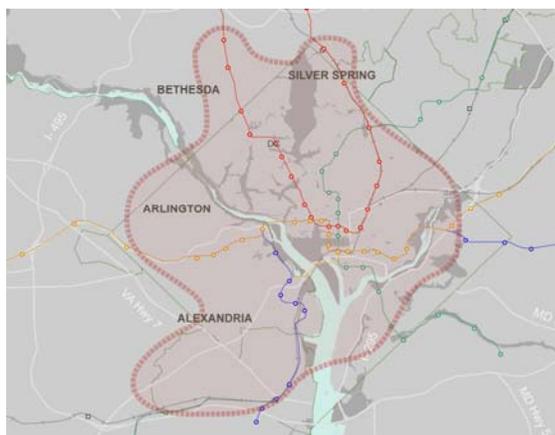


What Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

Why Improve routes with highest regional ridership, and increase ridership and reliability

Grant Request ~~\$95m~~ \$36m (less \$50m in garages)

Regional Bike-Sharing



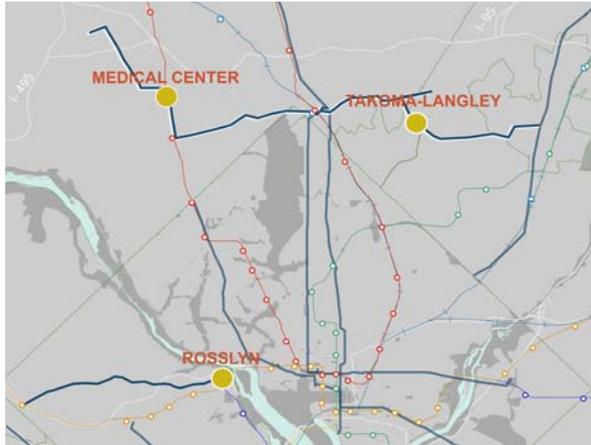
What Initial expansion of 1,600 bicycles at 160 bike stations in areas of DC, Alexandria, Arlington, Silver Spring and Bethesda, and potential other locations.

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



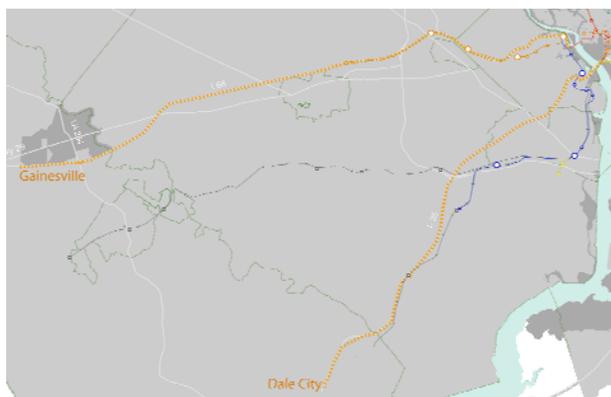
Transit centers provide regional, intermodal connectivity

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

Rapid Buses on Managed Lanes



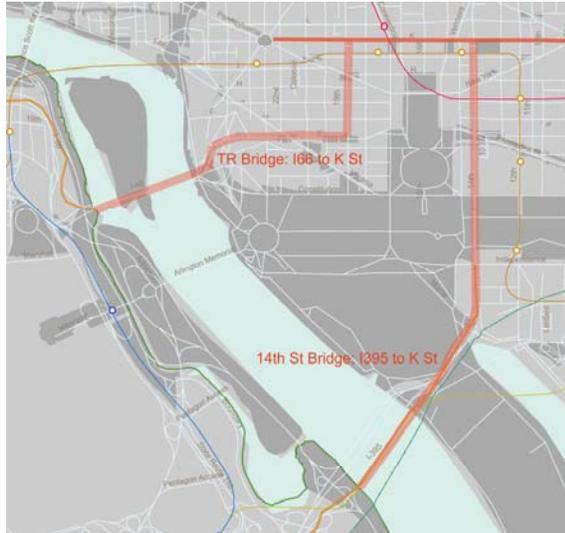
Managed lanes can provide virtual right-of-way for transit vehicles

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

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

11

A Regional Multimodal System A Pilot System for 2012



12

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**

13

Regional Partners



14