

#2: 16th Street Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>Bus Stop Improvements / Queue Jumps:</p> <ul style="list-style-type: none"> • Various DDOT administrations and WMATA internal departments have reviewed the 90% design plan for the bus stop improvement project. • DDOT has identified the Pavement Restoration contractor for the project. The contractor is currently preparing to incorporate last set of comments made by the DDOT contractor to the final design. • DDOT began developing summary sheet of queue jump sites. <p>RTPI Project:</p> <ul style="list-style-type: none"> • On December 16, 2013, DDOT received a follow up email for comments on the final display design from WMATA/Luminator. DDOT replied and provided comment on the document on December 20, 2013. • Clear Channel, DDOT's bus shelter contractor, continues to make progress with the installation and electrification of bus shelters in bus stop locations identified to receive real-time passenger information (RTPI) displays. <p>TSP Project:</p> <ul style="list-style-type: none"> • DDOT continued to work with Kittelson and Associates to develop the traffic signal (TS) diagrams and controller firmware upgrade to accommodate TSP. In the 16th Street corridor, 43 percent of the design phase has been completed to-date. 	<p>Bus Stop Improvements/Queue Jumps:</p> <ul style="list-style-type: none"> • DDOT will continue to move forward with the final design for the bus stop improvement component of the project. DDOT will provide the 100 percent design plan to MWCOG/FTA prior to finalizing the design. <p>RTPI Project:</p> <ul style="list-style-type: none"> • DDOT will continue to work with Pepco on electrifying all shelters receiving RTPI displays. <p>TSP Project:</p> <ul style="list-style-type: none"> • DDOT will continue to work with Kittelson and Associates on the development of the design phase for TSP. • WMATA's Bus Engineering and Procurement departments will complete their technical evaluation and will issue a NTP to Clever Devices under WMATA CoABE/FeS (on-board) project by the end of December 2013 / early January 2014. • WMATA will hold a kick off meeting with the vendor in January 2014.
Project Issues & Concerns	Action Plan
<p>Scope: No scope issues or concerns were reported this period.</p> <p>Schedule: The delay in the approval of the TSP contract will delay the project schedule. DDOT will be unable to complete the queue jump aspect of the bus stop / queue jump design until they receive the detailed TSP design from WMATA.</p> <p>Budget: DDOT is awaiting a contract award by WMATA to determine cost of the TSP project.</p> <p>Other: DDOT is unable to report shelter location information on behalf of the TIGER project until PEPCO provides a detailed report.</p>	<ul style="list-style-type: none"> • DDOT awaits the finalization of the TSP contract to proceed with the TSP and queue jump design. • DDOT will continue to work with PEPCO to obtain shelter location information.

#2: 16th Street Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$1,295,000	\$932,317
Total Expenditures to Date		\$59,342
Total Grant Funds Expended to Date		\$59,342
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		6.4%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
Bus RTPI Prototype			
RFP/IFB Issue	12/1/11	-	10/6/10
Contract Award	3/31/12	-	11/22/10
Project Complete	3/31/14	-	12/23/10
Bus Stop Improvements			
RFP/IFB Issue	3/1/11	-	7/29/11
Contract Award	4/30/13	-	3/26/13
Project Complete	12/30/14	-	-
Real Time Passenger Information			
RFP/IFB Issue	1/1/11	-	3/2/12
Contract Award	4/30/11	-	5/8/13
Project Complete	9/30/11	10/23/15	-
Transit Signal Priority			
RFP/IFB Issue	3/1/11	-	7/29/11
Contract Award	3/30/11	-	1/3/12
Project Complete	6/30/13	6/26/15	-
Queue Jumps			
RFP/IFB Issue	3/1/11	-	7/29/11
Contract Award	4/30/13	-	3/26/13
Project Complete	6/25/15	-	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			

#3: Georgia Avenue Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>Bus Stop Improvements / Queue Jumps:</p> <ul style="list-style-type: none"> • Various DDOT administrations and WMATA internal departments have reviewed the 90% design plan for the bus stop improvement project. • DDOT has identified the Pavement Restoration contractor for the project. The contractor is currently preparing to incorporate last set of comments made by the DDOT contractor to the final design. • DDOT has resolved its outstanding issue with the Walmart located on Georgia Avenue. • DDOT began developing summary sheet of queue jump sites. <p>RTPI Project:</p> <ul style="list-style-type: none"> • DDOT replied and provided comment on the RTPI final design document on December 20, 2013. • Clear Channel, DDOT's bus shelter contractor, continues to make progress with the installation and electrification of bus shelters in bus stop locations identified to receive real-time passenger information (RTPI) displays. <p>Bus Exclusive Lane:</p> <ul style="list-style-type: none"> • DDOT is continuing to work through delays to issuing the PS&E package related to the required traffic and air quality hot spot analysis and a curb cut appraisal for the corridor. 	<p>Bus Stop Improvements:</p> <ul style="list-style-type: none"> • DDOT will continue to move forward with the final design for the bus stop improvement component of the project. DDOT will provide the 100 percent design plan to MWCOCG/FTA prior to finalizing the design. • WMATA will relocate its bus stop to a location near the Walmart on Georgia Avenue by December 13, 2013. <p>RTPI Project:</p> <ul style="list-style-type: none"> • DDOT will continue to work with Pepco on electrifying all shelters receiving RTPI displays. <p>Bus Exclusive Lane:</p> <ul style="list-style-type: none"> • DDOT will work to secure Federal Highway Administration funding for the two planning studies required to complete the design process.
Project Issues & Concerns	Action Plan
<p>Scope: No scope changes reported this period.</p> <p>Schedule: The delay in RTPI contract award may also impact the project schedule. DDOT will be unable to complete the queue jump aspect of the bus stop/queue jump design until they receive the detailed TSP design from WMATA. DDOT's two required planning studies for the corridor will have a schedule impact. It is not yet determined if it will have an overall project schedule delay.</p> <p>Budget: Task orders associated with the hot spot study and the additional curb cuts to the corridor will have a cost impact, but it will be funded outside of TIGER.</p> <p>Other: DDOT is unable to report shelter location information on behalf of the TIGER project until PEPCO provides a detailed report.</p>	<ul style="list-style-type: none"> • DDOT will work with COG to resolve any associated challenges with the hot spot analysis and curb cut appraisal required to finalize the PS&E package. • DDOT will continue to work with PEPCO to obtain shelter location information.

#3: Georgia Avenue Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$4,111,000	\$4,092,000
Total Expenditures to Date		\$352,065
Total Grant Funds Expended to Date		\$352,065
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		8.6%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
Exclusive Bus Lane			
RFP/IFB Issue	1/1/11	-	5/12/11
Contract Award	3/31/11	-	6/21/12
Project Complete	8/31/12	05/30/15	-
Bus Stop Improvements			
RFP/IFB Issue	3/1/11	-	7/29/11
Contract Award	4/30/13	-	3/26/13
Project Complete	12/30/14	-	-
Real Time Passenger Information			
RFP/IFB Issue	12/1/11	-	3/2/12
Contract Award	4/30/11	-	5/8/13
Project Complete	3/31/14	10/23/15	-
Transit Signal Priority			
RFP/IFB Issue	3/1/11	-	7/21/11
Contract Award	6/30/11	-	7/29/11
Project Complete	12/31/11	-	12/30/11
Queue Jumps			
RFP/IFB Issue	3/1/11	-	7/29/11
Contract Award	4/30/13	-	3/26/13
Project Complete	6/25/15	-	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			

#4: H Street / Benning Road Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>RTPI Project:</p> <ul style="list-style-type: none"> On December 16, 2013, DDOT received a follow up email for comments on the final display design from WMATA/Luminator. DDOT replied and provided comment on the document on December 20, 2013. Clear Channel, DDOT's bus shelter contractor, continues to make progress with the installation and electrification of bus shelters in bus stop locations identified to receive real-time passenger information (RTPI) displays. <p>Security Cameras:</p> <ul style="list-style-type: none"> DDOT released the camera bid package as three components and received a number of quotes. 	<p>RTPI Project:</p> <ul style="list-style-type: none"> DDOT will continue to work with Pepco on electrifying all shelters receiving RTPI displays. <p>Security Cameras:</p> <ul style="list-style-type: none"> DDOT expects to close the bidding process by January 7, 2014.
Project Issues & Concerns	Action Plan
<p>Scope: No scope issues or concerns were reported this period.</p> <p>Schedule: The delay in RTPI contract award may also impact the project schedule.</p> <p>The delays in the security cameras project will impact the project schedule as a new vendor and process is determined.</p> <p>Budget: Although the camera project has been split into three components, each defined as small purchases, the total cost of the project will be higher than the original estimate. DDOT plans to fund the installation through FHWA funds.</p> <p>Other: DDOT is unable to report shelter location information on behalf of the TIGER project until PEPCO provides a detailed report.</p>	<ul style="list-style-type: none"> DDOT will work with any potential bidders for the security camera project to work within the project timeline. DDOT will utilize FHWA funding to supplement additional funds required for the security camera project. DDOT will continue to work with PEPCO to obtain shelter location information.

#4: H Street/Benning Road Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$415,000	\$434,000
Total Expenditures to Date		\$0
Total Grant Funds Expended to Date		\$0
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		0%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
Security Cameras			
RFP/IFB Issue	1/31/13	-	1/31/13
Contract Award	2/28/13	1/15/13	-
Project Complete	12/30/13	10/30/14	-
Real Time Passenger Information			
RFP/IFB Issue	12/31/11	-	3/2/12
Contract Award	4/30/11	-	5/8/13
Project Complete	3/31/14	10/23/15	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			

#5: Wisconsin Avenue Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>RTPI Project:</p> <ul style="list-style-type: none"> On December 16, 2013, DDOT received a follow up email for comments on the final display design from WMATA/Luminator. DDOT replied and provided comment on the document on December 20, 2013. Clear Channel, DDOT's bus shelter contractor, continues to make progress with the installation and electrification of bus shelters in bus stop locations identified to receive real-time passenger information (RTPI) displays. DDOT made contact with PEPCO and was advised to forward the TIGER shelter location information to several PEPCO staff. DDOT is updating their pending list because PEPCO is requesting more detailed location information for each shelter. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT continued to work with Kittelson and Associates to develop the traffic signal (TS) diagrams and controller firmware upgrade to accommodate TSP. 79 percent of the design phase has been completed to-date for the Wisconsin Avenue Corridor. 	<p>RTPI Project:</p> <ul style="list-style-type: none"> DDOT will continue to work with Pepco on electrifying all shelters receiving RTPI displays. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT will continue to work with Kittelson and Associates on the development of the design phase for TSP. WMATA's Bus Engineering and Procurement departments will complete their technical evaluation and will issue a NTP to Clever Devices under WMATA CoABE/FeS (on-board) project by the end of December 2013 / early January 2014. WMATA will hold a kick off meeting with the vendor in January 2014.
Project Issues & Concerns	Action Plan
<p>Scope: No scope issues or concerns were reported this period.</p> <p>Schedule: The delay in the approval of the TSP contract will delay the project schedule.</p> <p>Budget: DDOT is awaiting a contract award by WMATA to determine the cost of the TSP project.</p> <p>Other: DDOT is unable to report shelter location information on behalf of the TIGER project until PEPCO provides a detailed report.</p>	<ul style="list-style-type: none"> DDOT awaits the finalization of the TSP contract to proceed with the TSP design. DDOT will continue to work with PEPCO to obtain shelter location information.

#5: Wisconsin Avenue Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$745,000	\$745,000
Total Expenditures to Date		\$56,096
Total Grant Funds Expended to Date		\$56,096
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		7.5%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
Transit Signal Priority			
RFP/IFB Issue	3/31/11	-	7/29/11
Contract Award	6/30/11	-	1/3/12
Project Complete	6/30/13	6/26/15	-
Real Time Passenger Information			
RFP/IFB Issue	12/31/11	-	3/2/12
Contract Award	4/30/11	-	5/8/13
Project Complete	3/31/14	10/23/15	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			

#13: Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>Signal Optimization:</p> <ul style="list-style-type: none"> DDOT continues to work with contractor Sabra Wang on the development of the controller firmware upgrades necessary for signal optimization and to accommodate TSP technology. DDOT has completed Phase 1 field implementation at 154 of the 198 intersections in the downtown core. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT continues to work with Kittelson and Associates to develop the traffic signal (TS) diagrams for TSP activation. 58 percent of the design phase has been completed to-date for the TR Bridge/K Street Corridor. <p>UPS Equipment:</p> <ul style="list-style-type: none"> DDOT reissued the request for proposal on December 19, 2013. The lowest bid received was \$47,405.00 higher than the total amount of the UPS grant. DDOT will seek supplement funds from FHWA. 	<p>Signal Optimization:</p> <ul style="list-style-type: none"> DDOT will continue to work with Sabra Wang to finalize the dial sheets for signal optimization. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT will continue to work with Kittelson and Associates on the design phase documentation for TSP. <p>UPS Equipment:</p> <ul style="list-style-type: none"> DDOT will work to finalize the UPS contract with the selected UPS Contractor.
Project Issues & Concerns	Action Plan
<p>Scope: No scope issues or concerns were reported this period.</p> <p>Schedule: The signal optimization schedule has been delayed due to a larger downtown network optimization effort by DDOT. This project is in addition to the existing TIGER intersections. The delay in the approval of the TSP contract will also delay the project schedule.</p> <p>The revisions made to the UPS specifications will delay the overall project schedule.</p> <p>Budget: DDOT is awaiting a contract award by WMATA to determine the cost of the TSP project. The rates provided by the two potential vendors for the UPS devices will be higher in cost than originally budgeted.</p> <p>Other: No other issues or concerns were reported this period.</p>	<ul style="list-style-type: none"> DDOT will be using FHWA funding to cover the additional signals to be optimized downtown and has issued an extension to the task order with their contractor. DDOT awaits the finalization of the TSP contract to proceed with the TSP design. DDOT will work with any potential UPS vendors to complete the work within a revised project timeline.

#13: Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$1,800,000	\$3,638,683
Total Expenditures to Date		\$442,893
Total Grant Funds Expended to Date		\$442,893
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		12.2%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
UPS for Signals			
RFP/IFB Issue	3/31/11	-	2/22/13
Contract Award	6/30/11	1/31/14	-
Project Complete	6/30/12	3/31/14	-
Transit Signal Priority			
RFP/IFB Issue	3/31/11	-	7/29/11
Contract Award	6/30/11	-	1/3/12
Project Complete	6/30/15	10/16/15	-
Signal Optimization			
RFP/IFB Issue	3/31/11	-	1/11/11
Contract Award	6/30/11	-	1/25/12
Project Complete	6/30/14	12/30/14	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			

#14: 14th Street Bus Priority Improvements (DDOT)

Key Accomplishments Last Period	Upcoming Tasks This Period
<p>Signal Optimization:</p> <ul style="list-style-type: none"> DDOT continues to work with Sabra Wang on the development of the controller firmware upgrades necessary for signal optimization and to accommodate TSP technology. DDOT has completed Phase 1 field implementation at 154 of the 198 intersections in the downtown core. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT continues to work with Kittelson and Associates to develop the traffic signal (TS) diagrams for TSP activation. 56 percent of the design phase has been completed to date for the 14th Street Bridge Corridor. <p>UPS Equipment:</p> <ul style="list-style-type: none"> DDOT reissued the request for proposal on December 19, 2013. The lowest bid received was \$47,405.00 higher than the total amount of the UPS grant. DDOT will seek supplement funds from FHWA. 	<p>Signal Optimization:</p> <ul style="list-style-type: none"> DDOT will continue to work with Sabra Wang to finalize the dial sheets for signal optimization. <p>TSP Project:</p> <ul style="list-style-type: none"> DDOT will continue to work with Kittelson and Associates on the design phase documentation for TSP. <p>UPS Equipment:</p> <ul style="list-style-type: none"> DDOT will work to finalize the UPS contract with the selected UPS Contractor.
Project Issues & Concerns	Action Plan
<p>Scope: No scope issues or concerns were reported this period.</p> <p>Schedule: The signal optimization schedule has been delayed due to a larger downtown network optimization effort by DDOT. This project is in addition to the existing TIGER intersections. The delay in the approval of the TSP contract will also delay the project schedule.</p> <p>The revision made to the UPS specifications will delay the overall project schedule.</p> <p>Budget: DDOT is awaiting a contract award by WMATA to determine the cost of the TSP project. The rates provided by the two potential vendors for the UPS devices will be higher in cost (than budgeted) after a new bid is developed.</p> <p>Other: No other issues or concerns were reported this period.</p>	<ul style="list-style-type: none"> DDOT will be using FHWA funding to cover the additional signals to be optimized downtown and has issued an extension to the task order with their contractor. DDOT awaits the finalization of the TSP contract to proceed with the TSP design. DDOT will work with any potential UPS vendors to complete the work within a revised project timeline

#14: 14th Street Bridge to K Street Bus Priority Improvements (DDOT)

Project Core Accountability

	AT GRANT AWARD	CURRENT
COST		
Total Capital Cost	\$3,249,190	\$3,249,190
Total Expenditures to Date		\$630,842
Total Grant Funds Expended to Date		\$630,842
TOTAL PROJECT PERCENT (%) COMPLETE		
Based on Expenditures		19.4%
Based on Earned Value		
CONTINGENCY		
Total Contingency (allocated & unallocated)	\$M	
Unallocated Contingency		

SCHEDULE			
	Baseline Date	Current/ Forecasted Date	Actual Date
FTA Grant Award			12/14/10
UPS for Signals			
RFP/IFB Issue	3/31/11	-	2/22/13
Contract Award	6/30/11	1/31/14	-
Project Complete	6/30/12	3/31/14	-
Transit Signal Priority			
RFP/IFB Issue	3/31/11	-	7/29/11
Contract Award	6/30/11	-	1/3/12
Project Complete	6/30/15	10/16/15	-
Signal Optimization			
RFP/IFB Issue	3/31/11	-	1/11/11
Contract Award	6/30/11	-	1/25/12
Project Complete	6/30/14	12/30/14	-
Percent (%) Construction Complete, at date of this report			0%
Revenue Service/Project Opening Date			