

Regional Bus Subcommittee TPB Bus Planning Activities Update

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TPB Staff

September 24, 2013

Bus-Supportive Work Activities

- MAP-21 Performance Measures for Transit
- Bus On Shoulder (BOS) Task Force
- Update *Moving Forward* Brochure (RBS)

**USDOT Implementation of MAP-21 Performance Provisions:
Nine Interrelated Rules**

2013

2014

2015

Planning

Metropolitan and Statewide Planning Rule

- Establish a performance-based planning process at metropolitan and state level.
- Define coordination in the selection of targets, linking planning and programming to performance targets.

Q4

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4



Highway Safety

Safety Performance Measure Rule

- Propose and define fatalities and serious injuries measures, along with target establishment, progress assessment and reporting requirements.
- Discuss the implementation of MAP-21 performance requirements.



Highway Safety Improvement Program (HSIP) Rule

- Integration of performance measures, targets, and reporting requirements into the HSIP.
- Strategic Highway Safety Plan updates.

Highway Safety Program Grants Rule *

- State target establishment and reporting requirements.
 - Highway safety plan content, reporting requirements, and approval.
- * Interim Final Rule issued by NHTSA in January 2013.

Highway Conditions

Pavement and Bridge Performance Measure Rule

- Propose and define pavement and bridge condition measures, along with minimum condition standards target establishment, progress assessment and reporting requirements.



Asset Management Plan Rule

- Contents and development process for asset management plan.
- Minimum standards for pavement and bridge management systems.

Congestion/System Performance

System Performance Measure Rule

- Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.
- Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.
- Summarize MAP-21 highway performance measure rules



Transit Performance

Transit State of Good Repair Rule

- Define state of good repair and establish measures.
- Transit asset management plan content, target establishment and reporting requirements.



Transit Safety Plan Rule

- Define transit safety standards.
- Transit safety plan content and reporting requirements.

Indicates the comment period

Anticipated Coordinated
Performance Measure
Effective Date

The Federal Transit Administration plans to issue an Advance Notice of Proposed Rulemaking (ANPRM) for each of these two proposed rules in the summer of 2013, providing an additional comment period.

MAP-21 Performance Measures for Transit

Transit Performance	
Transit State of Good Repair Rule	<ul style="list-style-type: none">• Define state of good repair and establish measures.• Transit asset management plan content, target establishment and reporting requirements.
Transit Safety Plan Rule <small>The Federal Transit Administration plans to issue an Advance Notice of Proposed Rulemaking (ANPRM) for each of these two proposed rules in the summer of 2013, providing an additional comment period.</small>	<ul style="list-style-type: none">• Define transit safety standards.• Transit safety plan content and reporting requirements.

- There apparently will be one combined ANRPM for the two rules.
- FTA Goal is to get through OMB review in September, followed by publication in Federal Register.



Transit Performance Plans

- **Transit Asset Management Plan**
 - Transit asset management plan required for recipients and sub-recipients of Federal financial assistance
 - Content and update frequency to be established by DOT
- **Public Transportation Agency Safety Plan**
 - Comprehensive agency safety plan required to be established by each designated recipient of Federal transit funds or States
 - Plan required within 1 year after effective date of a final rule issued by DOT to carry out the Public Transportation Safety Program



National Capital Region Transportation Planning Board

Bus On Shoulders (BOS) Task Force

Overview of Final Report September 18, 2013

Eric Randall
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Development of Final Report – “*An Assessment of the Feasibility of Bus On Shoulders (BOS) at Select Locations in the National Capital Region*”

- A. Introduction
- B. Local and National Experience with BOS
- C. Lessons and Challenges
- D. Assessment of Specific Locations
- E. Findings
- F. References
- Appendices:
 - A. Task Force History
 - B. Additional Maps and Figures
 - C. Benefit Cost Analysis Model

Section C: Lessons and Challenges

- Operational Speeds and Hours
- Roadway Shoulder Width, Structural Strength, Geometry and Sight Distances
- Clearance at Barriers and Overpasses
- Posted Signage and Markings
- Enforcement and Public Outreach and Education
- Emergency Incidents and Responder Access
- Federal and State Exceptions to Design Code
- Eligible Vehicles and Bus Driver Training Requirements



Section D: Assessment of Feasibility at Select Locations

Maryland

- ❖ MD 5/US 301 Corridor in Prince George's and Charles Counties.
- ❖ I-270 Corridor from City of Frederick to the Capital Beltway.

Virginia

- ❖ I-66 Inside the Beltway (making use of the work for VDOT's Pilot Program).

Reviewed information and data for three key criteria:

- **Bus Service** (number of buses and of bus riders)
- **Traffic Congestion** (average speed and unreliability in peak hour)
- **Shoulder Conditions** (known data on shoulder conditions)



Section E: Findings

Shoulder Conditions

- Detailed information is generally unavailable on shoulder width and strength and overall suitability for routine use by buses.
- Pinch points and conflict points on the corridors require additional evaluation.
- Initial capital cost estimates to upgrade the shoulders of some corridors are high, but could be refined with further study.

Targeted Implementation

- BOS implementation is likely to be more feasible if initially targeted to short segments that have high transit usage and high congestion.
- Shoulder upgrade costs could be reduced or minimized if integrated with other road work

Section E: Findings, continued.

Possible Options for Future Study of BOS by Member Agencies

- Update TPB in 2015 on VDOT I-66 Inside the Beltway Pilot Implementation and further BOS developments.
- Contingent upon funding, State DOTs, Jurisdictions, and Transit Operators should continue evaluating corridors for BOS feasibility:
 1. Further refine shoulder condition data through engineering evaluations.
 2. Identify and fund necessary capital improvements for specific segments.
 3. Define necessary procedural and operational steps to conduct BOS projects or pilot programs.
 4. Review long-range roadwork schedule for opportunities to upgrade shoulders for BOS operations in conjunction with rehab / re-surfacing.

Final Presentation will be made to the October 16 meeting of the TPB.

Questions?

Chicago I-55 Bus On Shoulders Project – Livery Wrap for PACE Buses



Update *Moving Forward* Brochure

- Tie into Regional Transportation Priorities Plan (RTPP)
- Update Ridership and Fleet Data
- Include Current Projects / Events
 - Potomac Yard Transitway and Metroway BRT
- Priority Projects List
 - Update from May 2011 presentation to TPB

