

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2012

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE
WASHINGTON METROPOLITAN REGION**

March 16, 2011

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2012 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

Technical assistance projects anticipated in FY 2012 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance are shown in Table 2. Work on each project is directed by staff from the respective state DOT or WMATA and is conducted by TPB staff or consultants as noted.

A. DISTRICT OF COLUMBIA

5. Multimodal Coordination for Bus Priority Hot Spots

In the spring of 2010, WMATA, MDOT, DDOT and VDOT completed a long range planning study that identifies a 20 year vision for surface transit enhancements entitled the Priority Corridor Network (PCN) Running-way Evaluation Study. A follow-up study will be jointly funded by MDOT, DDOT, VDOT and WMATA and it will build on WMATA's previous study by examining both WMATA and local bus (e.g., ART, DASH, Ride On etc.) service frequencies and speeds, to identify a truly "regional" hot spot prioritized top 10 list for each of the three states.

Cost Estimate: \$30,000

Product: Prepare detailed cost-benefit analysis reports on potential for bus priority improvements at select bus operations "hot-spots"

B. MARYLAND

8. Multimodal Coordination for Bus Priority Hot Spots

In the spring of 2010, WMATA, MDOT, DDOT and VDOT completed a long range planning study that identifies a 20 year vision for surface transit

enhancements entitled the *Priority Corridor Network (PCN) Running-way Evaluation Study*.

A follow-up study will be jointly funded by MDOT, DDOT, VDOT and WMATA and it will build on WMATA's previous study by examining both WMATA and local bus (e.g., ART, DASH, Ride On etc.) service frequencies and speeds, to identify a truly "regional" hot spot prioritized top 10 list for each of the three states.

Cost Estimate: \$30,000 carryover from FY2011

Product: Prepare detailed cost-benefit analysis reports on potential for bus priority improvements at select bus operations "hot-spots"

C. VIRGINIA

6. Regional and Sub-regional Studies

Technical work /analyses associated with planning studies undertaken by VDOT/VDRPT/NoVA localities, such as: (1) the NVTA's TransAction 2040 Plan; (2) WMATA's PCN-Hot Spots study, (3) VDOT's two HOV/HOT lanes projects in NoVA. The Northern Virginia Transportation Authority (NVTA) is updating its regional long range transportation plan (TransAction 2030). While consultant support to local jurisdiction technical staff will be available, there may be specific tasks on which COG staff support may be sought. Examples of such tasks are attending product output meetings with the consultant team and the TransAction 2040 Subcommittee, attending public workshops, providing input on draft documents, and providing modeling support (primarily regarding the TPB regional conformity model). These tasks will be coordinated with COG staff as they are identified.

Cost Estimate: \$14,200
\$144,000 carryover from FY2011
\$158,200 total

D. WMATA

3. Multi-Modal Coordination for Bus Priority Hot Spots

In the spring of 2010, WMATA, MDOT, DDOT and VDOT completed a long range planning study that identifies a 20 year vision for surface transit enhancements entitled the *Priority Corridor Network (PCN) Running-way Evaluation Study*. Near term implementation of this vision is aimed at identifying opportunities for running-way improvements that could increase average bus

speed and on-time performance at selected segments of the network. These “hot spots” are areas in which modest investments in bus priority improvements could significantly improve bus operations and reduce jurisdictional operating subsidies. Through this study, WMATA conducted an initial identification and prioritization of hot spots on the Metrobus network, utilizing an analytical method developed to correlate existing Metrobus frequencies and slow bus speeds to help inform the near term PCN implementation phase.

This follow-up study will build on the methodology from WMATA’s previous study by examining both WMATA and local bus (e.g., ART, DASH, Ride On, etc.) service frequencies and speeds, to identify a truly “regional” hot spot prioritized top 10 list for each of the three states.

TPB staff, consultants, or a combination thereof, will work with WMATA and State DOT staff to 1) identify the causes of slow bus speeds at each hot spot, 2) recommend and scope bus priority measures that will improve average bus speeds on the identified segments, and 3) quantify the anticipated capital costs and operating cost savings the recommended bus priority measures would provide. For hot spots on the Metrobus network, the quantification of operating cost savings will include quantification of the WMATA subsidy reduction a local jurisdiction implementing the specific improvements could expect for each improved hot spot.

In addition to the involvement of WMATA and local bus staffs, involvement and assistance will be needed from state and local roadway agency staffs for identifying hot spots, providing input on opportunities for implementation of bus priority improvements, and scoping possible costs, savings, and impacts from the roadway management and traffic engineering perspective.

This \$126,000 project will be undertaken in conjunction with concomitant efforts in the Technical Assistance tasks of DDOT, MDOT, and/or VDOT; WMATA has requested DDOT, MDOT, and VDOT provide a match of at least \$30,000 in each of their Technical Assistance programs as part of this overall effort.

Hot spot identification, prioritization, mitigation and operating subsidy savings calculations will be coordinated through the TPB’s Management, Operations and Intelligent Transportation Systems (MOITS) Technical Subcommittee with assistance from the Regional Bus Subcommittee. While the budget proposed above will not be sufficient for identifying and analyzing bus priority measures for each of the Top 10 segments in all three states, the budget will address as many of the hot spot locations as possible, in order of priority established under the guidance of the involved agencies through the MOITS Technical Subcommittee and the Regional Bus Subcommittee. In the event of a state providing additional funds beyond the recommended \$30,000, the additional contribution will be utilized in the state that provides it.

Cost Estimate: \$126,000 (in conjunction with concomitant tasks in the DDOT, MDOT, and/or VDOT Technical Assistance programs)

Product: Prepare detailed cost-benefit analysis reports on potential for bus priority improvements at selected bus operations “hot spots”

Schedule: Complete work by June 2012