

FY18 UPWP TECHNICAL ASSISTANCE PROJECT: ANALYSIS OF REGIONAL BUS SERVICE PROVISION

Study Introduction

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Presentation Outline

- UPWP Technical Assistance Program Overview
- Study background
- Statement of work and budget
- Current status and timeline
- Participation by RPTS members
 - Questions received to date
- Next steps and next report to RPTS



UPWP Technical Assistance Program (1)

- From the FY18 UPWP: “This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies...TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, VDRPT, and WMATA sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities.”
- “The funding level...is an agreed upon percentage of the total new FY 2018 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.”
- For FY18, Technical Assistance for the District, Maryland, and Virginia is 10% of total new FHWA / FTA planning funds for their respective states
- For FY18, Technical Assistance for WMATA is 6% of total new FTA planning funds combined for all three states



UPWP Technical Assistance Program (2)

- Technical Assistance Program funding levels subject to change based on other programmatic needs – Core UPWP funding takes priority
- Technical Assistance Program funds may be pooled from multiple State DOTs and WMATA
- Technical Assistance Program has funded past studies of interest to RPTS and with active participation from RPTS members
 - Evaluation of Regional Priority Corridor Bus Network (PCN)
 - Implementation Guidelines for Priority Bus Transit in the National Capital Region (NCR)
 - Regional Bus Staging, Parking, and Layover Location Study
 - Long-Distance Commuter Bus Study (ongoing)



Study Background

- Bus service in the NCR is provided by multiple operators
- Metrobus (WMATA) carries approximately two-thirds of annual bus trips in the region
 - Combination of regional and non-regional routes
- Many jurisdictions and agencies operate both local and/or commuter bus services
- Interest in consistent cost accounting for bus service provision / operations across the region
- Interest in potential cost savings through regional efficiencies for bus service provision
- Statement of work refined by WMATA and TPB staff and reviewed by State Technical Working Group on May 30



Statement of Work: Phase 1

- Assessment of how local and regional bus services are provided and an accounting of the costs of operation
 - Classifying the types of service, including operational characteristics
 - Contractor or agency-operated
 - How management and overhead services are provided
 - Staffing, back-end office, information technology, policing, etc.
 - Other factors that affect service provision
 - Local transit needs, regional vs. non-regional service, funding sources, others
 - **Deliverable:** analysis of costs of provision by type of service and functional classification enabling comparison of the different costs of operation



Statement of Work: Phase 2

- Phase 1 deliverable will further understanding of the factors that drive the provision of bus service and that decision-makers and transit providers should clearly understand when making choices about bus service provision
 - Key input to Phase 2
- Seek opportunities for regional efficiencies in bus provision
 - Examine current regional arrangements as well as applicable national examples to align limited resources
- Assess factors that offer scope for improvement
 - Service area rationalization; de-duplication of services; garage co-location
- **Deliverable:** assessment of options, including shared / partnered service provision capital assets or operation of services
 - Any other options for efficiency and optimization



Study Budget (FY18 UPWP Technical Assistance Funds)

- WMATA: \$152,620
 - DDOT: \$5,000
 - MDOT: \$15,000
 - VDOT / VDRPT: \$15,000
 - Total: \$187,620
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- Anticipated consultant budget: \$170,000
 - Balance of funds for TPB staff support (procurement, contract management and oversight, ~9.5% of total)

Study Status and Timeline

- Scope and Budget reviewed by STWG – no comments
- RPTS Briefing Today
 - Feedback from members
- Staff and WMATA develop RFP – issue for COG procurement process (release soon after July 1, start of FY18)
- RFP responses due roughly one month from issue
- Review of proposals and award recommendation
- Anticipate contractor on-board and NTP by September 1
 - Form Technical Advisory Committee (TAC) of State DOTs and interested transit operators and agencies to guide contractor work
- Contract period of performance: inception through June 30, 2018



Study Participation by RPTS members

- Periodic briefings on study status to RPTS based on milestone progress
- RPTS members welcome to join study TAC
 - TAC members expected to actively participate in guiding the study, reviewing deliverables, and assisting study team in accessing information in their respective jurisdictions, especially for Phase 1
- Questions from members received to date:
 - Q: What costs are included? (e.g., Operating, Administration – Service Provision, Administration – Jurisdictional Oversight, Capital amortization [buses and support vehicles], Capital amortization [buildings], Land)
 - A: TBD – study parameters broad at this time, to be refined with selected contractor and TAC



Next Steps and Next Report to RPTS

- Complete consultant procurement
- Study kick-off, TAC formation, and work plan
- Execute work plan
- Report to RPTS near completion of Phase 1, likely sometime this fall

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