

## **6. TECHNICAL ASSISTANCE**

### **D. WMATA**

#### **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.

WMATA has 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 proposed study will build on WMATA’s method by including local bus (e.g., ART, DASH, Ride On, etc.) service frequencies and speeds in the calculation to identify a truly “regional” hot spot prioritized top 10 list for each of the three states. Technical assistance will then be contracted and used to identify 1) the causes of slow bus speeds at each hot spot, 2) recommend and scope bus priority measures that will improve average bus speeds at the hot spots, and 3) quantify the anticipated capital costs and operating cost savings the recommended bus priority measures would provide, including, for hot spots on the Metrobus network, the quantification of the WMATA subsidy reduction a local jurisdiction implementing the specific improvements noted in task 2 could expect (i.e., identify the WMATA subsidy reduction for each improved hot spot).

WMATA will contribute \$90,000 in FY 2012 technical assistance funds (\$30K for each state) to procure consultant services for the above identified tasks with additional efforts specified in the technical assistance tasks of DDOT, MDOT, and VDOT (i.e., matching funds of \$30,000 from each of the three states). WMATA, local jurisdictions, and State DOT staff assistance will be provide local input and project oversight through participation in 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, it is assumed that the budget will be exhausted addressing as many of the hot spot locations as possible, in order of priority as established by a technical committee of WMATA and jurisdictional staff. In the event of a state providing additional funds (i.e., beyond \$30,000), the overmatch will be utilized in the state that provides it.

Cost Estimate:	\$90,000 (with an additional \$30,000 in match requested from each DOT for \$180,000 total.)
Product:	Technical assistance will be used to prepare detailed cost-benefit analysis reports on selected bus operations “hot spots”
Schedule:	Complete work by June 30, 2012