



Basic Project Information

1. Submitting Agency:

Washington Metropolitan Area Transit Authority (Metro)

2. Project Title:

Ten new buses on Virginia routes

3. Project Type:

Roadway Multimodal Transit

4. Project Description/Scope:

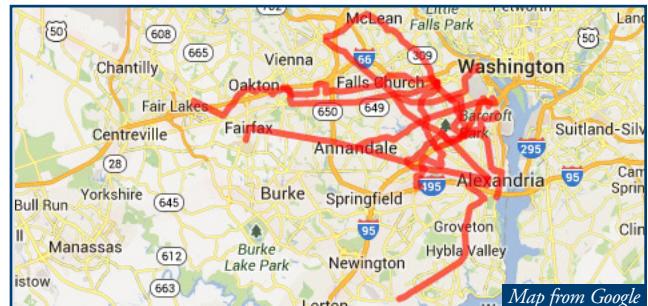
This project will allow for the purchase of 10 new buses to serve Virginia routes, focusing on Virginia's several corridors that are included in Metro's 24-corridor Priority Corridor Network (PCN) and on Metro's periodic Service Evaluation Studies. The PCN encompasses the region's best bus corridors, for which frequency improvements and bus priority yield great benefits. Metro's Service Evaluation Studies examine individual corridors to identify deficiencies and opportunities for improvements.

5. Route (if applicable)/Corridor:

Other Corridor 9 (multiple corridors) Candidate corridors as part of the PCN include:

- Richmond Highway Line (REX)
- Columbia Pike Lines (16A,B,D,J & 16G,H & MetroExtra 16X,Y)
- Leesburg Pike Lines (28A & MetroExtra 28X)
- Little River Turnpike Line (29K,N)

Also for consideration are recommended adjustments from Service Evaluation Studies:



- Wilson Blvd Line (1A,B,E,F,Z)
- Washington Blvd Line (2A,B,C,G)
- Pershing Drive-Arlington Blvd Line (4A,B,E,H)
- Lincolnia North-Fairlington Line (7A,E,F,Y)
- Hunting Point-Ballston Line (10B)
- McLean-Crystal City Line (23A,C)
- Ballston-Bradlee-Pentagon Line (25A,C,D,E)
- Landmark-Ballston Line (25B)

6. Total Project Cost:

The TransAction 2040's estimate of capital cost for expanding the Metrorail fleet in VA to serve the region in 2040 is \$66,400,000.

7. Total Funds Required:

\$7,000,000

8. Phase/s of Project Covered by Funding:

Complete the purchase of 10 buses.

9. Project Milestones (by phase, include all phases):

- Purchase: FY 2014
- Revenue Service: FY 2015

10. In TransAction 2040 plan?

Yes No

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PROJECT ANALYSIS

Tier I Pass Fail

Tier II 4 out of 8 points

Tier III Congestion Reduction Relative to Cost:

Plan CLRP TA2040 only **Rating** High Med Low

11. In CLRP, TIP or Air Quality Neutral?

Not in CLRP and is beneficial to air quality.

12. Leverages Sources:

Local State Federal
 Other (*please explain*)

Stated Benefits

- 1. What regional benefit/s does this project offer?** Implementation of the PCN is estimated to reduce traffic congestion in the four designated Virginia corridors by about one percent. (See page 16 of PCN Evaluation final report, for which a link is specified under item 5 below.) Additional benefits include reduced auto emissions as result of reduced Vehicle Miles Traveled (VMT) and lower auto-infrastructure costs in terms of fewer autos and parking spaces.
- 2. How does the project reduce congestion?** Implementation of the PCN in Virginia will provide improved frequency and travel speeds via transit, so that fewer commuters will travel by auto, especially during peak periods, such that lower traffic volumes will result in reduced congestion.
- 3. How does the project increase capacity? (Mass transit projects only)** Operating a greater number of buses and the increased travel speed of buses will result in greater throughput.
- 4. How does the project improve auto and pedestrian safety?** Increased transit mode share because of the improved frequency and speeds will reduce auto travel and VMT. As a general rule, reduced VMT results in fewer crashes so as to provide improved safety.
- 5. List internet address/link to any additional information or documentation in support of project benefits. (Optional)**
 - Metro's strategic plan can be found at:
<http://www.wmata.com/momentum/index.cfm>
 - Metro's website on the restructuring of priority bus corridors can be found at:
<http://www.metrobus-studies.com/>
 - The evaluation of Metro's Priority Corridor Network, by VHB for TPB and Metro, can be found at:
http://www.wmata.com/pdfs/planning/PCN_Eval_final_report.pdf
- 6. Project Picture/Illustratives**

