



**Planning, Development and Real Estate Committee**

**Board Action Item IV-B**

**May 14, 2009**

**Priority Corridor Network  
Policies and Standards**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100247	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Priority Corridor Network Policies and Standards

**PURPOSE:**

To follow-up on the Metrobus Priority Corridor Network Plan list of corridors and near-term planning schedule (accepted by Metro Board on October 16, 2008), by describing component features and reviewing service and performance standards, all submitted as support for adoption of the proposed Metrobus Priority Corridor Network Plan Design Factors, Service Thresholds, and Service Elements to guide near-term project planning and implementation.

**DESCRIPTION:**

The Metrobus Priority Corridor Network Plan reflects a strategy for improving bus service travel times, reliability, capacity, productivity, and system access; and it is consistent with the Regional Transportation Vision, Regional Bus Study, Core Capacity Study, and APTA Peer Review. The Plan's service improvements and capital projects would be implemented over six years and benefit 24 corridors across the region and half of all bus riders in the Metrobus system.

The comprehensive Corridor Plans provide for integrated service and capital investments, including new Metrobus Express routes and improved performance for all routes in the corridors. Implementation will include investments in bus stops, runningway enhancements, street operations management, and safety and security strategies to reduce travel times and provide more reliable and safe service.

A focus on Priority Corridors will benefit the most riders in the shortest timeframe; improve Metrobus customer service, reliability, quality, and performance; build transit markets; and influence development patterns. A defined plan will also facilitate fleet acquisition and address garage capacity issues by establishing a timeframe for performance of necessary coordination.

The area served by the 24 corridors encompasses nearly 750,000 households with 1.8 million residents and 1.6 million jobs. By 2015, this market is anticipated to grow by 14%. The proposal includes 246 line miles of service and would provide capacity to serve an additional 10 million riders per year.

The Regional Bus Study evaluated corridors throughout the region and identified those with sufficient current or future potential to warrant runningway improvements to support faster and more reliable transit services. Corridors with daily transit ridership over 5,000 per day were considered as candidates. Out of 31 corridors studied, a sub-group of 16 were recommended for Rapid Bus (Metrobus Express) treatment. Since the Regional Bus Study was completed,

some of the corridors on the final list have been consolidated while others have been separated to facilitate implementation. Changes in jurisdictional priorities and development patterns have also necessitated a revision of the list to the current recommended 24.

**FUNDING IMPACT:**

No impact on funding.

**RECOMMENDATION:**

Adopt the proposed Metrobus Priority Corridor Network Plan Design Factors, Service Thresholds, and Service Elements to guide near-term project planning and implementation.



# **Metrobus Priority Corridor Network Policies and Standards**

*Presented to the Board of Directors:*

**Planning, Development and Real Estate Committee**

May 14, 2009





# Purpose

Follow-up on Metrobus Priority Corridor Network Plan list of corridors and near-term planning schedule accepted by Board on October 16, 2008:

- Describe the component features of Priority Corridors
- Review service and performance standards for Priority Corridors
- Adopt the proposed Metrobus Priority Corridor Network Plan Service Thresholds, Design Factors, and Service Elements to guide near-term project planning and implementation

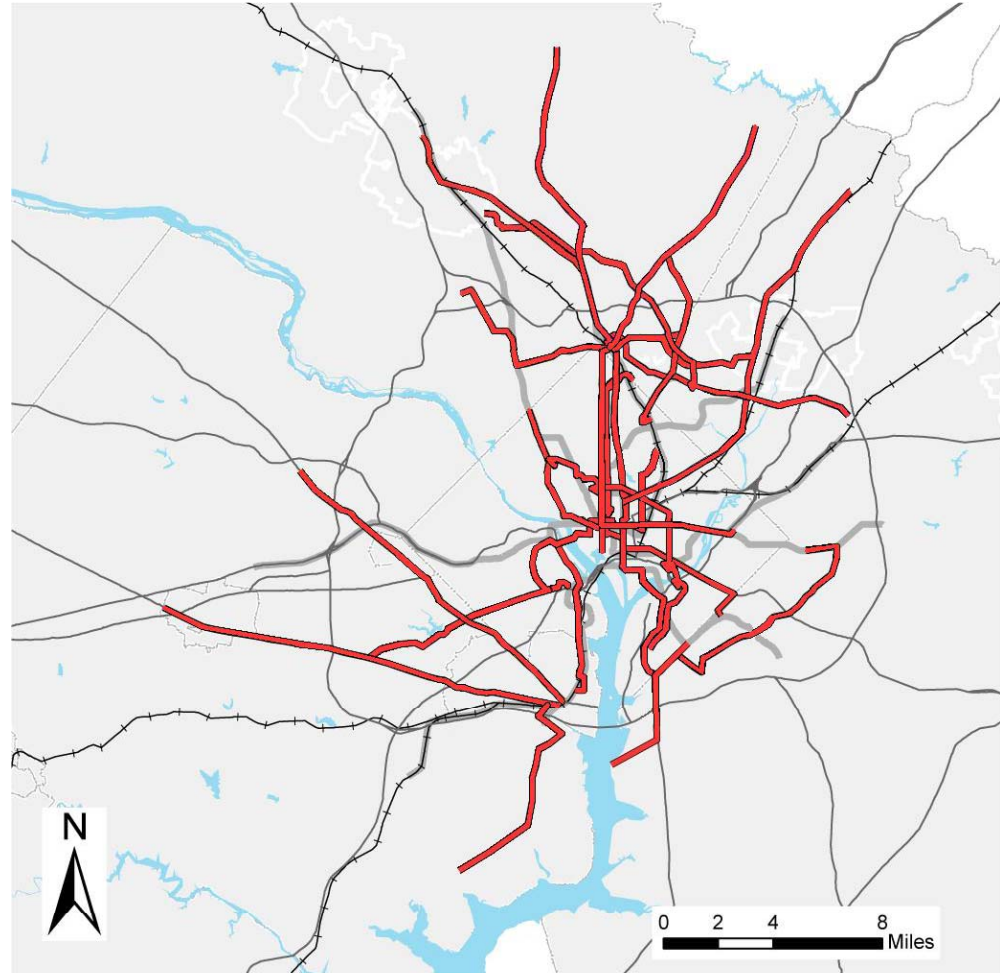




# Metrobus Priority Corridor Network Plan

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1. Columbia Pike (Pike Ride)
2. Richmond Highway Express (REX)
3. Georgia Ave./7<sup>th</sup> St.
4. Crystal City–Potomac Yard
5. Southern Ave. Metro – National Harbor
6. Wisconsin Ave./Pennsylvania Ave.
7. University Blvd./East-West Highway
8. Sixteenth St. (DC)
9. Leesburg Pike
10. Veirs Mill Rd.
11. New Hampshire Ave.
12. H St./Benning Rd.
13. Georgia Ave. (MD)
14. Greenbelt-Twinbrook
15. East-West Highway (Prince George's)
16. Anacostia-Congress Heights
17. Little River Tpke./Duke St.
18. Rhode Island Ave. Metro to Laurel
19. Mass Ave./U St./Florida Ave./8<sup>th</sup> St./MLK Ave.
20. Rhode Island Ave.
21. Eastover-Addison Road Metro
22. Colesville Rd./Columbia Pike - MD US 29
23. Fourteenth St. (DC)
24. North Capitol St.





# Developing an Enhanced Regional Bus Network

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The Metrobus Priority Corridor Network is a key component of a future enhanced regional bus network consisting of a true family of bus services, including:

- Bus Rapid Transit lines on dedicated right-of-way
- Express bus routes on HOV Lanes and Freeways
- Limited-Stop Express routes on Priority Corridors
- Community/neighborhood shuttles
- Local bus routes
- Commuter bus routes

Staff has been working with regional partners to enhance the speed and reliability of all regional bus services through roadway improvements such as:

- K Street Transitway
- Dedicated bus lanes across the Potomac River
- Traffic system management and signal priority



# Summary of Guidelines for Priority Corridors

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Together, the proposed Policies and Standards define the parameters and content of Priority Corridor projects and what benefits can be expected. Specific tables are provided in the Appendix.

- The “Corridor Service Thresholds” table presents targets for service types, spans of service, service frequency and route lengths
- The “Design Factors” table presents performance characteristics by service type
  - Productivity objectives are consistent with the Regional Bus Study and Metro practice.
  - Continual progress towards achieving the targets would need to be shown for projects to receive ongoing support as regional service.
- The “Service Elements” table describes what service features need to be in place to initiate priority corridor service and what features are expected to be established in the near- and long-term time-frames.





## Recommended Use of Guidelines

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These Metrobus Priority Corridor Network policies and standards provide guidance to staff in preparing recommended action plans, but reserve Board discretion to maintain or implement bus service improvements in each priority corridor for policy reasons beyond those specified in these standards.





## Next Steps

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A program of coordinated activities will sustain progress on behalf of Metrobus and the Priority Corridor Network, including:

- Continue priority corridor implementation planning
- Deploy new Metrobus local and express buses
- Collaborate to promote regionally-significant bus prioritization improvements benefitting Metro and other transit service providers.
- Return to Board for endorsement of a Regional Bus Enhancement proposal for funding with Federal American Recovery and Reinvestment Act (ARRA) stimulus funds.
- Return to the Board later this year with options for incentivizing local and state transportation departments to implement bus priority improvements.



# Recommendation

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Adopt the proposed guidelines for Metrobus priority corridor services to direct near-term project planning and implementation:

1. Priority Corridor Service Thresholds
2. Priority Corridor Design Factors
3. Priority Corridor Service Elements

*Note: Adoption of Metrobus Priority Corridor Network guidelines is for planning purposes only and does not obligate the Authority or Board to satisfy the plan's projected requirements; therefore, this action will have no funding impact. It is intended to guide future expenditures related to service implementation.*



# Appendix

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- Priority Corridor Service Thresholds
- Priority Corridor Design Factors
- Priority Corridor Service Elements
- Priority Corridor Network Plan
- Requested Emerging Corridors
- Near-Term Sequence of Corridors



# Priority Corridor Service Thresholds

Service	Weekday	Saturday	Sunday
<b>Service Type/Days (minimum)</b>			
Local (arterial, all-stops)	X	X	X
Express (premium, arterial, limited-stop)	X	--	--
Community circulator (neighborhood, all-stops)	X	--	--
<b>Span of Service (minimum)</b>			
Local-First AM arrival not later than	6:00	6:00	7:00
Local-Last PM departure not earlier than	24:00	24:00	24:00
Express	Rush Period	--	--
Community circulator	Rush Period	--	--
<b>Combined Frequency of Service</b>			
Peak (maximum minutes between buses)	10	15	20
Off-peak (maximum minutes between buses)	15	20	30
<b>Productivity Target (combined local &amp; express) #</b>			
Boardings per vehicle revenue hour - Peak	30		
Boardings per vehicle revenue hour - Off-Peak	18		
Boardings per vehicle revenue hour - All Day	24	24	20
<b>Service Design</b>			
Route patterns	Consistent and understandable		
One-way travel times	60 minutes each direction; 15-minute lay-by		
Schedules and transfers	Coordinate with major bus and rail lines		
Transit centers	Utilize for transfers, layovers, supervision		

# Target based on Regional Bus Study COA evaluation standard

- Revised from 4/09



# Priority Corridor Design Factors

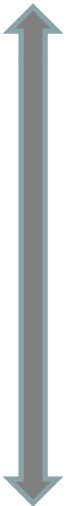
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Corridor Features	Priority Corridor Network	
	Local	Express
<i>Stops</i>	<ul style="list-style-type: none"> <li>• All Stops</li> <li>• Basic features</li> </ul>	<ul style="list-style-type: none"> <li>• Limited-stop</li> <li>• Full featured</li> </ul>
<i>Spacing</i>	5 or less per mile	3 or less per mile
<i>Paint Scheme</i>	Red bus	Blue bus
<i>ROW</i>	Shared	Shared/ Prioritized
<i>Fare</i>	Base (\$1.25)	Base (\$1.25)
<i>Frequency</i>	Load-based	Policy-based
<i>Time between buses - Range</i>	3 to 20 minutes	6 to 20 minutes
<i>Load Factor (Peak/Base)</i>	1.2/1.0	1.0/1.0
<i>On-Time Performance</i>	15% better than pre-existing	10% better than local service
<i>Travel Time</i>	5% faster than pre-existing	25% faster than local service



# Priority Corridor Service Elements

Metro Roles



Local Roles

Element	Required	Near-Term (1 - 2 Years)	Long-Term (2+ Years)
<b>Service Type, Frequency, Span and Coverage</b>	Metrobus local	<a href="#">Neighborhood circulator service</a>	<a href="#">Phased service improvements</a>
	Metrobus express	Service change evaluation	<a href="#">Funding to maintain service thresholds</a>
	Apply corridor design factors		
	Service threshold compliance		
<b>Service Personnel and Operational Strategies</b>	Dedicated service operations managers	Scout cars	Service notification system
	Service management playbook	Lap-top computers for monitoring	
	Driver training module	Line specialist at Bus Operations Control	
	Sustained driver familiarity training	Standardized detours and notification	
	Monthly report		
	Seats and aisles policed at end of each trip		
<b>Customer Information Systems/Strategies</b>	Sustained promotion plan/materials	<a href="#">Cooperative advertising</a>	Dynamic service information
	Service time-table brochures	Bus stop notices	On-board video displays
	Metro website information	On-board audio announcements	
	Customer service agent information		
	Customer comment monitoring		
	Programmed telephone information		
	Bus service disruption notices		
<b>Vehicle Design, Features and Amenities</b>	Metrobus express branded buses	New Metrobus local branded buses phase-in	
	Multi-colored destination signs (4 sides)		
	Next-stop annunciators/displays		
	Low-floor bus with ramp access		
	High standard for bus condition		
	Consistent dispatch of correct buses		
<b>Fare Payment Strategies</b>	Promote use of SmarTrip® and Passes	<a href="#">Provide off-board SmarTrip® stations</a>	
	Promote passenger quick-boarding behaviors		
<b>Safety, Security and Incident Response</b>	Conduct a service safety audit	Develop a Service Safety Program Plan	Monitor safety compliance
	<a href="#">Enforce no-parking at bus stops</a>	Prepare incident response plans	
	Plan for routine MTPD patrols	<a href="#">Engage local police in service dialogue</a>	
	Implement "nuisance" passenger strategies	<a href="#">Prepare EMA strategies</a>	
	Facilitate routine MTPD-Operator dialogue	Include rider safety messages in promotions	
<b>Bus Stops and Customer Facilities</b>	<a href="#">New posts, flags, info cases</a>	<a href="#">Key-stop accessible pathways</a>	<a href="#">Next-arrival display signs at express stops</a>
	<a href="#">Shelters at all express stops</a>	<a href="#">Standard lighting</a>	<a href="#">Rear door landing pads at all stops</a>
	System maps at all shelters	<a href="#">Service notice cases</a>	<a href="#">Development of transit centers</a>
	Legible schedule, fare & rider info	<a href="#">Trash cans at key stops</a>	<a href="#">Bus stop access safety enhancement</a>
	<a href="#">Front door landing pad-all stops</a>	<a href="#">Vendor box controls</a>	<a href="#">Lay-by construction (as needed)</a>
	<a href="#">Trash cans at all express stops</a>	<a href="#">Low-use stop consolidation</a>	<a href="#">Bus bulb construction</a>
	<a href="#">Daily stop monitoring and servicing</a>	<a href="#">Trail blazer signs</a>	<a href="#">Development-related enhancements</a>
<b>Traffic Operations and Management Strategies</b>	<a href="#">Parking enforcement</a>	<a href="#">HOV/signal warrant studies</a>	<a href="#">Dedicated ROW</a>
	<a href="#">Traffic hazard mitigation</a>	<a href="#">Traffic signal adjustments</a>	<a href="#">Transit signal priority</a>
	<a href="#">Terminal stands and stop relocations</a>	<a href="#">Traffic control officers</a>	
	<a href="#">Problem resolution contacts</a>	<a href="#">Standardized detours</a>	
	<a href="#">Bus stop siting/safety</a>	<a href="#">Pavement maintenance/repair</a>	
<b>Local Commitment</b>	Letter of commitment from jurisdiction(s) regarding local obligations for near-term improvements	<a href="#">Inclusion of improvements in jurisdictional and Metro budget requests</a>	<a href="#">Inclusion of capital improvements in jurisdictional and Metro CIPs</a>



# Priority Corridor Network Plan

## October 16, 2008

Line/Route Description	Status	Juris.	Study	Impl.	Ridership	Current	Future (2015)	Annual
			Year	Year	Prior to	Avg. Weekday	Avg. Weekday	Platform
			(FY)	(FY)	Implementation	Ridership	Ridership	Hours
16ABDEFJ 16GHKW 16L 16Y	I	VA	2002	2003	8,600	12,500	14,000	99,500
REX	I	VA	2003	2004	2,400	3,300	3,800	33,800
9A 9E 9S	I	VA	2005	2006	800	2,700	3,200	33,400
70 71 79	I	DC	2006	2007	14,200	15,400	17,500	99,500
NH-1	I	MD	2007	2008	<i>New service</i>	1,000	5,000	New
J1 J2 J3 J4	P	MD	2007	2009		7,700	8,900	68,000
31 32 34 36 37 39	I	DC	2008	2009	18,700	18,700	21,800	162,000
S1 S2 S4 S9	P/I	DC	2008	2009		14,600	16,600	111,900
28AB 28FG 28T	P/I	VA	2009	2009		6,200	7,400	52,500
Q2	P	MD	2009	2010		10,900	12,600	75,400
K6	P	MD	2010	2011		6,600	7,700	40,500
X2	P	DC	2010	2011		15,000	17,000	65,300
Y5 Y7 Y8 Y9	P	MD	2010	2011		7,600	9,100	57,600
C2 C4	P	MD	2011	2012		13,600	15,900	99,700
F4 F6	P	MD	2011	2012		7,800	9,200	52,000
A2 6 7 8 42 46 48	P	DC	2011	2012		11,200	12,700	77,500
29KN 29CEGHX	P	VA	2011	2012		3,200	3,900	40,800
81 82 83 86 87 88 89 89M	P	MD	2012	2013		5,400	6,300	57,500
90 92 93	P	DC	2012	2013		15,600	17,800	106,400
G8	P	DC	2012	2013		3,900	5,000	34,200
P12	P	MD	2013	2014		5,600	6,600	44,600
Z2 Z6 Z8 Z9 Z11 13	P	MD	2013	2014		9,800	11,700	97,100
52 53 54	P	DC	2013	2014		14,100	15,900	98,200
80	P	DC	2014	2015		8,500	9,800	60,800
<b>PCN TOTALS</b>						<b>220,900</b>	<b>259,400</b>	<b>1,668,200</b>



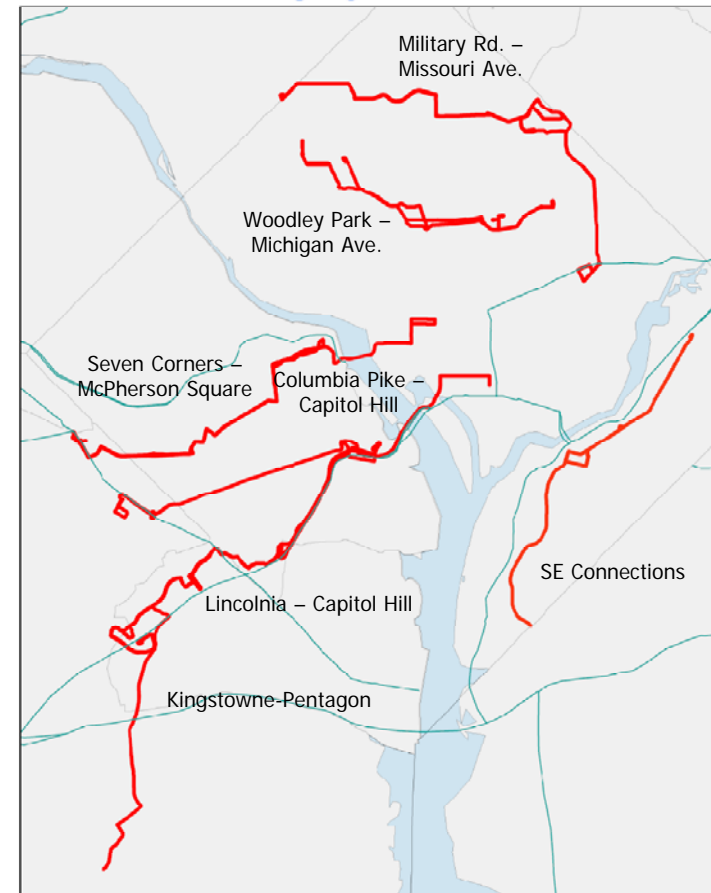


# Requested Emerging Corridors

- Corridors for future consideration as Priority Corridor Network candidates.
- Local concept development studies to be conducted to refine proposals for future consideration before implementation as part of plan.

Emerging Corridors	Juris.	Study Year (FY)
Mn. Ave./Congress Heights/MLK Ave./Southern Ave.	DC	2009
Woodley Park/Irving St./Michigan Ave.	DC	2010
Military Rd./Missouri Ave.	DC	2012
Kingstowne-Pentagon	VA	2009
Lincolnia/Shirlington/Capitol Hill	VA	2010
Seven Corners - McPherson Square	VA	2011
Columbia Pike/Capitol Hill	VA	2012

Emerging Corridors





# Near-Term Sequence of Corridors

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Corridor	Schedule		
	2009	2010	2011
Sixteenth St. (DC)	Plan/ Implement		
Veirs Mill Rd.	Plan	Implement	
Leesburg Pike	Plan	Implement	
New Hampshire Ave.		Plan	Implement
H St./Benning Rd.		Plan	Implement
Georgia Ave. (MD)		Plan	Implement
Little River Tpke./Duke St.			Plan
East-West Highway (Prince George's)			Plan
Greenbelt-Twinbrook			Plan
Anacostia-Congress Heights			Plan

SUBJECT: METROBUS PRIORITY CORRIDOR NETWORK POLICIES AND STANDARDS

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Metrobus Priority Corridor Network Plan represents a comprehensive strategy for improving customer experiences, bus service quality, safety, travel times, reliability, capacity, productivity and system access throughout the region, structured around high-ridership corridors throughout the region; and

WHEREAS, The Board of Directors accepted the Metrobus Priority Corridor Network Plan list of corridors and schedule for near-term planning and implementation dated October 16, 2008, for planning purposes only; and

WHEREAS, The Board of Directors directed staff to further specify the associated infrastructure improvements (*e.g.*, distinct color scheme for rolling stock, improvements to surface rights of way and common bus stop elements) to be implemented by both Metro and the jurisdictions in connection with each Priority Corridor; and

WHEREAS, The Metrobus Priority Corridor Network Policies and Standards, dated May 14, 2009, specify guidelines for project performance, design and implementation; now, therefore be it

*RESOLVED*, That the Board of Directors adopts the proposed guidelines for Metrobus Priority Corridor Network Policies and Standards, dated May 14, 2009, including guidelines for Service Thresholds, Design Factors, and Service Elements, as reflected in Attachment A hereto, to guide near-term project planning and implementation; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel



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# Priority Corridor Network Policies and Standards

May 14, 2009

Service Thresholds

Design Factors

Service Elements



# Priority Corridor Service Thresholds

Service	Weekday	Saturday	Sunday
<b>Service Type/Days (minimum)</b>			
Local (arterial, all-stops)	X	X	X
Express (premium, arterial, limited-stop)	X	--	--
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Express	Rush Period	--	--
Community circulator	Rush Period	--	--
<b>Combined Frequency of Service</b>			
Peak (maximum minutes between buses)	10	15	20
Off-peak (maximum minutes between buses)	15	20	30
<b>Productivity Target (combined local &amp; express) #</b>			
Boardings per vehicle revenue hour - Peak	30		
Boardings per vehicle revenue hour - Off-Peak	18		
Boardings per vehicle revenue hour - All Day	24	24	20
<b>Service Design</b>			
Route patterns	Consistent and understandable		
One-way travel times	60 minutes each direction; 15-minute lay-by		
Schedules and transfers	Coordinate with major bus and rail lines		
Transit centers	Utilize for transfers, layovers, supervision		

# Target based on Regional Bus Study COA evaluation standard

- Revised from 4/09



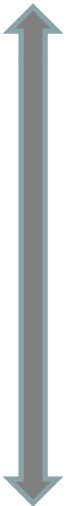
# Priority Corridor Design Factors

Corridor Features	Priority Corridor Network	
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<i>Paint Scheme</i>	Red bus	Blue bus
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<i>Fare</i>	Base (\$1.25)	Base (\$1.25)
<i>Frequency</i>	Load-based	Policy-based
<i>Time between buses - Range</i>	3 to 20 minutes	6 to 20 minutes
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<i>On-Time Performance</i>	15% better than pre-existing	10% better than local service
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# Priority Corridor Service Elements

Metro Roles



Local Roles

Element	Required	Near-Term (1 - 2 Years)	Long-Term (2+ Years)
<b>Service Type, Frequency, Span and Coverage</b>	Metrobus local	<a href="#">Neighborhood circulator service</a>	<a href="#">Phased service improvements</a>
	Metrobus express	Service change evaluation	<a href="#">Funding to maintain service thresholds</a>
	Apply corridor design factors		
	Service threshold compliance		
<b>Service Personnel and Operational Strategies</b>	Dedicated service operations managers	Scout cars	Service notification system
	Service management playbook	Lap-top computers for monitoring	
	Driver training module	Line specialist at Bus Operations Control	
	Sustained driver familiarity training	Standardized detours and notification	
	Monthly report		
	Seats and aisles policed at end of each trip		
<b>Customer Information Systems/Strategies</b>	Sustained promotion plan/materials	<a href="#">Cooperative advertising</a>	Dynamic service information
	Service time-table brochures	Bus stop notices	On-board video displays
	Metro website information	On-board audio announcements	
	Customer service agent information		
	Customer comment monitoring		
	Programmed telephone information		
	Bus service disruption notices		
<b>Vehicle Design, Features and Amenities</b>	Metrobus express branded buses	New Metrobus local branded buses phase-in	
	Multi-colored destination signs (4 sides)		
	Next-stop annunciators/displays		
	Low-floor bus with ramp access		
	High standard for bus condition		
	Consistent dispatch of correct buses		
<b>Fare Payment Strategies</b>	Promote use of SmarTrip® and Passes	<a href="#">Provide off-board SmarTrip® stations</a>	
	Promote passenger quick-boarding behaviors		
<b>Safety, Security and Incident Response</b>	Conduct a service safety audit	Develop a Service Safety Program Plan	Monitor safety compliance
	<a href="#">Enforce no-parking at bus stops</a>	Prepare incident response plans	
	Plan for routine MTPD patrols	<a href="#">Engage local police in service dialogue</a>	
	Implement "nuisance" passenger strategies	<a href="#">Prepare EMA strategies</a>	
	Facilitate routine MTPD-Operator dialogue	Include rider safety messages in promotions	
<b>Bus Stops and Customer Facilities</b>	<a href="#">New posts, flags, info cases</a>	<a href="#">Key-stop accessible pathways</a>	<a href="#">Next-arrival display signs at express stops</a>
	<a href="#">Shelters at all express stops</a>	<a href="#">Standard lighting</a>	<a href="#">Rear door landing pads at all stops</a>
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	<a href="#">Daily stop monitoring and servicing</a>	<a href="#">Trail blazer signs</a>	<a href="#">Development-related enhancements</a>
<b>Traffic Operations and Management Strategies</b>	<a href="#">Parking enforcement</a>	<a href="#">HOV/signal warrant studies</a>	<a href="#">Dedicated ROW</a>
	<a href="#">Traffic hazard mitigation</a>	<a href="#">Traffic signal adjustments</a>	<a href="#">Transit signal priority</a>
	<a href="#">Terminal stands and stop relocations</a>	<a href="#">Traffic control officers</a>	
	<a href="#">Problem resolution contacts</a>	<a href="#">Standardized detours</a>	
	<a href="#">Bus stop siting/safety</a>	<a href="#">Pavement maintenance/repair</a>	
<b>Local Commitment</b>	Letter of commitment from jurisdiction(s) regarding local obligations for near-term improvements	Inclusion of improvements in jurisdictional and Metro budget requests	Inclusion of capital improvements in jurisdictional and Metro CIPs