

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: TPB Technical Committee

FROM: Rex Hodgson
Department of Transportation Planning

SUBJECT: Response to TPB Request for Information on Local and Regional Transit Services in the National Capital Region

DATE: July 9, 2010

Background

At the March 17, 2010 Transportation Planning Board (TPB) meeting, the TPB asked for a report on transit data, focusing on ridership and costs, for all transit services operating within the metropolitan area. The TPB asked that this information be compiled to provide a better understanding of the role that local transit service provided in each of the jurisdictions plays in supporting the region's overall transit network.

TPB Regional Bus Subcommittee

The Regional Bus Subcommittee (RBS) was formed by resolution of the TPB in January 2007 and it represents one of the ways that the TPB engages transit providers in the regional transportation planning process. Its mission is to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the long-range transportation plan. Participation is encouraged by all members of TPB to support the planning processes and activities related to public transportation in the National Capital Region. Participating subcommittee members are ideally principal transit planners for local, state, and regional agencies.

A Regional Perspective

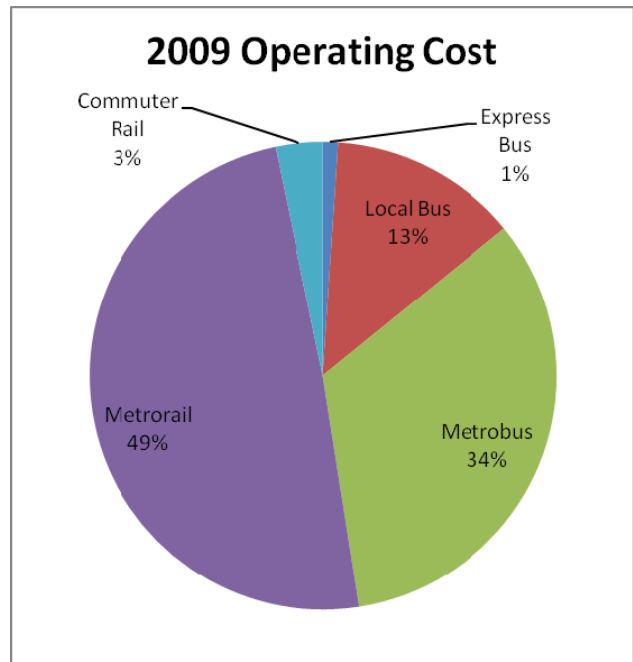
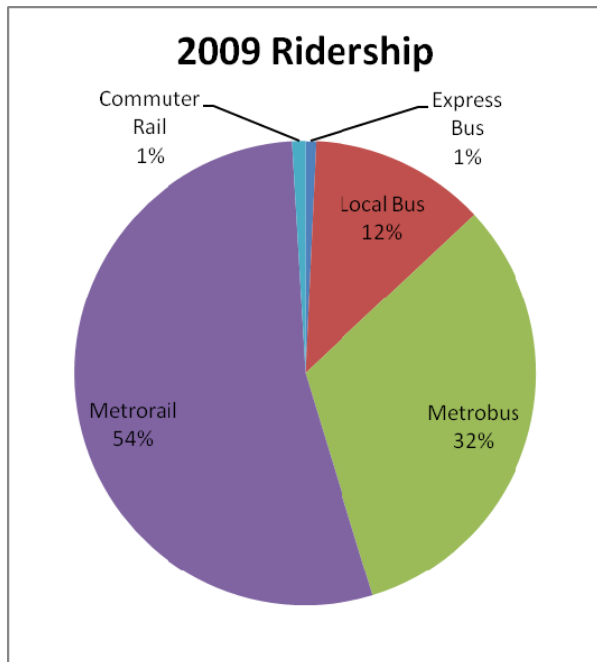
The functions served by transit in the region have changed over the past 40 years. First, private operators provided local bus service to and around the regional core. Those services were then folded into Metrobus in 1973, which provided distributor services within the District and ran radial routes into the core from the suburban jurisdictions. The opening and gradual expansion of the Metrorail system between 1976 and 2001 resulted in the restructuring of many Metrobus lines to feed into the rail system. Over the past 20 years, local jurisdictions established their own transit agencies, providing local/circulator service to suburban downtowns as well as feeder service to Metrorail stations. Commuter/express bus services are now operated from fast growing outer suburban areas, which provide direct access between park-and-ride lots and the regional core or Metrorail stations. Commuter rail service connects outer-suburban jurisdictions with the inner-suburbs and core of the region. In addition to fixed route transit, the Washington Metropolitan Region has many paratransit operators.

Today, there are 17 transit operators providing service in the region, and they include:

Jurisdiction	Transit Service	Type of Service
WMATA Compact Area	Metrorail	heavy rail
WMATA Compact Area	Metrobus	express, local/feeder
District of Columbia	Circulator	local/feeder
State of Maryland	MTA Commuter Bus	express
Montgomery County	Ride-On	express, local/feeder
Prince George's County	TheBus	express, local/feeder
Frederick County	TransIT	local/feeder
Laurel/Columbia MD	Connect-a-Ride	local/feeder
Arlington County	ART	local/feeder
Fairfax County	Connector	local/feeder
Loudoun County	LC Transit	express
Prince William	PRTC (OmniRide, OmniLink)	express, local/feeder
The City of Alexandria	DASH	local/feeder
The City of Fairfax	CUE	local/feeder
The City of Falls Church	George	local/feeder
Northern Virginia	Virginia Railway Express (VRE)	commuter rail
Suburban Maryland	Maryland Area Rail Commuter (MARC)	commuter rail

Transit Service in the National Capital Region

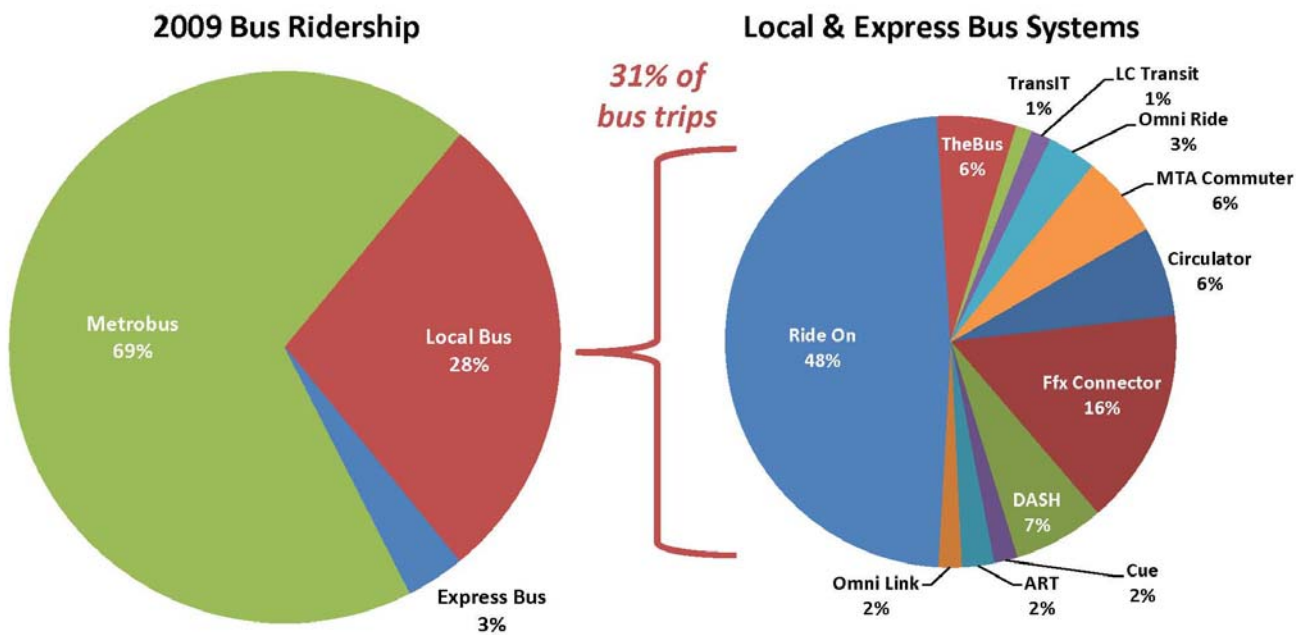
While WMATA Metrorail and Metrobus service provide many of the transit trips occurring in the region, there are clearly a number of other public transit operators providing a substantial amount of service within local jurisdictions and to commuters. In 2009, Metrorail provided over half of all transit trips in the region, with Metrobus serving almost one-third of the total trips¹; however, other local operators provided over 61 million transit trips on local and commuter buses, playing a significant role in meeting the mobility needs of residents and reducing congestion on area roadways.



¹ Transit trips and ridership numbers represent unlinked passenger trips.

Locally Provided Transit Service

Many of the jurisdictions within the metropolitan area provide their own locally operated transit service to provide additional transportation options to serve the needs of their residents and workers. Montgomery County's Ride On is by far the largest locally operated transit service, providing nearly 30 million trips and accounting for almost half of all locally provided transit trips in the region in 2009. Fairfax County's Connector service provided about 9.6 million trips during 2009, while DC's Circulator, Alexandria's DASH, and Prince George's County's TheBus served 3.5 - 4 million trips each.



Moving Forward with Bus Planning

Bus services are an important part of the region's transit and overall transportation systems. Trends indicate that locally provided bus service will likely continue to grow and play an even greater role in the regional transit mix. Future growth of bus service is being planned for at the regional and local levels across the metropolitan area. From the TPB's award of nearly \$60 million in USDOT TIGER Program funding, to WMATA's Priority Corridor Network Study and implementation of its recommendations, as well as various local studies to identify opportunities for bus rapid transit, the region is moving forward.

In 2008, the RBS issued *Status Report on the Bus Systems in the National Capital Region* to highlight operational issues and long-range planning needs that were identified to support bus transit in the metropolitan area. The subcommittee is currently working to produce an updated version of this document to the current state of bus transit in the region and to highlight existing and emerging issues. The RBS will continue to work to coordinate bus planning throughout the region and support the efforts of the TPB.

	Annual Passenger Trips (millions)					Annual Operating Cost (millions)				
	FY2006	FY2007	FY2008	FY2009	FY06-09 % Chg	FY2006	FY2007	FY2008	FY2009	FY06-09 % Chg
Regional Transit										
MetroRail	274.767	276.441	288.040	* 288.000	5%	597.600	636.400	648.000	764.000	28%
Metrobus	128.416	131.490	132.849	133.770	4%	398.800	437.300	453.500	518.200	30%
Local Bus										
Circulator	2.073	2.405	2.798	4.001	93%	5.318	5.710	6.547	9.713	83%
Ffx Connector	9.529	9.717	9.810	9.577	0%	6.971	7.951	8.743	9.254	33%
DASH	3.556	3.743	3.979	4.007	13%	8.682	9.864	10.645	10.826	25%
Cue	1.094	1.136	1.047	1.032	-6%	2.683	2.721	2.787	2.766	3%
ART	0.927	1.060	1.225	1.429	54%	31.341	36.796	46.870	45.016	44%
Omni Link	0.843	0.945	1.009	1.025	21%	4.546	4.432	4.964	5.259	16%
Ride On	27.294	28.220	29.673	29.627	9%	82.602	88.842	97.579	99.778	21%
TheBus	2.837	2.922	3.389	3.510	24%	13.511	15.412	17.133	18.239	35%
TransIT	0.580	0.635	0.665	0.709	22%	3.057	3.445	3.718	3.944	29%
subtotal	48.733	50.784	53.596	54.917	13%	158.711	175.174	198.987	204.795	29%
Express Bus										
LC Transit	0.602	0.652	0.777	0.890	48%	3.820	3.834	4.875	* 5.000	31%
Omni Ride	1.609	1.739	1.841	2.155	34%	11.201	12.408	14.116	16.328	46%
MTA Commuter	2.842	3.014	3.336	3.592	26%	26.704	29.295	32.777	33.807	27%
subtotal	5.053	5.405	5.954	6.637	31%	41.725	45.538	51.768	55.135	32%
Commuter Rail										
VRE	3.640	3.454	3.629	3.868	6%	41.039	46.192	47.656	50.793	24%
MARC	6.184	6.379	6.713	6.869	11%	28.818	29.509	35.821	41.667	45%
subtotal	9.824	9.833	10.342	10.737	9%	69.857	75.701	83.476	92.460	32%

*This figure is an estimate.