STATE OF PUBLIC TRANSPORTATION

2018 Report DRAFT

DRAFT

National Capital Region
Transportation Planning Board

STATE OF PUBLIC TRANSPORTATION | 2018 REPORT
Prepared by the TPB Regional Public Transportation Subcommittee

ABOUT THE TPB
The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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Summary

Public transportation services are an important component of the region's transportation system. In fiscal year 2016, about 1.1 million trips by public transportation were taken every weekday in the National Capital Region.

Three primary modes of public transportation operate in the region:

Rail – Rail services offer high-capacity, high quality transit along major corridors. Metrorail is the backbone of the region's rail system, carrying half of all daily public transportation trips. Commuter rail services from the outer region are operated by MARC and VRE for Maryland and Virginia respectively, bringing travelers from the more distant communities to the employment centers in the downtown core. The region also welcomed streetcar services in DC in 2017 and in a few years the Purple Line light rail will open in Maryland.

Bus – Bus services provide access across the region to schedule public transportation and carry about 45% of all transit trips in the region.   Thirteen bus transit operators form a network for the region, serving as the primary means of public transportation for most travelers as well as carrying many passengers to rail stations to continue their trips by rail. Metrobus is the region's largest operator, with services across the region, complemented by local bus service operators in many local jurisdictions and also longer-distance commuter buses.

Paratransit – Paratransit services provide specialized public transportation to special needs customers, complementing rail and bus fixed route systems. MetroAccess is the largest operator and provides most service in DC and Maryland, while several Virginia jurisdictions operate local services. Paratransit services must meet certain operating requirements under the Americans with Disabilities Act (ADA).

Other modes and providers of public transportation – Beyond the services operated by government, there are private coach operators, taxicabs, private shuttle services, Transportation Networking Companies (TNCs) and other public transportation services in the metropolitan region.

Source: COG or Other Source

Figure 1: National Capital Region Transit Ridership by Mode (Percentage)

- Metrorail — 57.8%
- Metrobus — 26.1%
- Local Bus — 11.5%
- Commuter Bus — 1.7%
- Commuter Rail — 2.8%
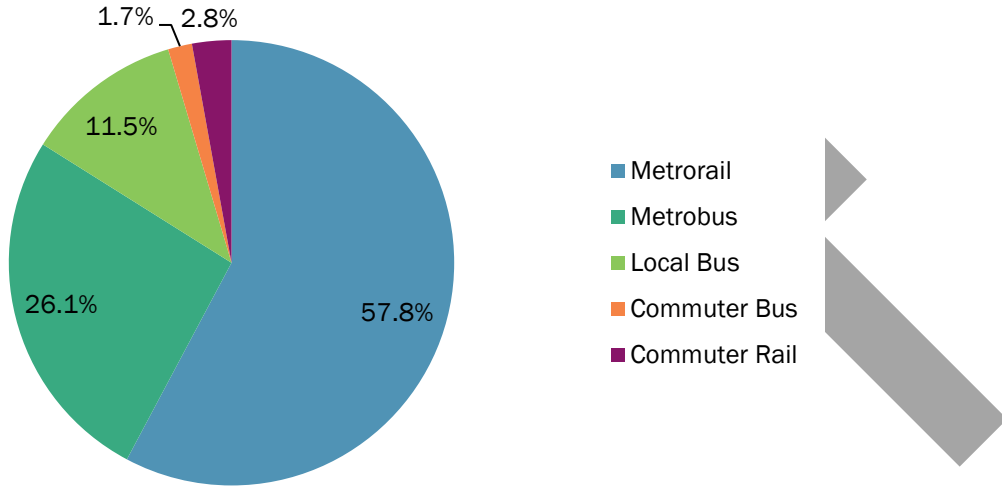
NTD Data

Figure 2: National Capital Region Local Bus Ridership by Agency (Percentage)

- Circulator — 8.2%
- Ffx Connector (3) — 16.8%
- DASH — 6.0%
- CUE (4) — 1.4%
- ART — 4.1%
- Omni Link — 1.8%
- Ride On — 40.1%
- TheBus — 7.2%
- TransIT — 1.3%
- LC Transit — 2.4%

(additional values: 4.2%, 6.6%)
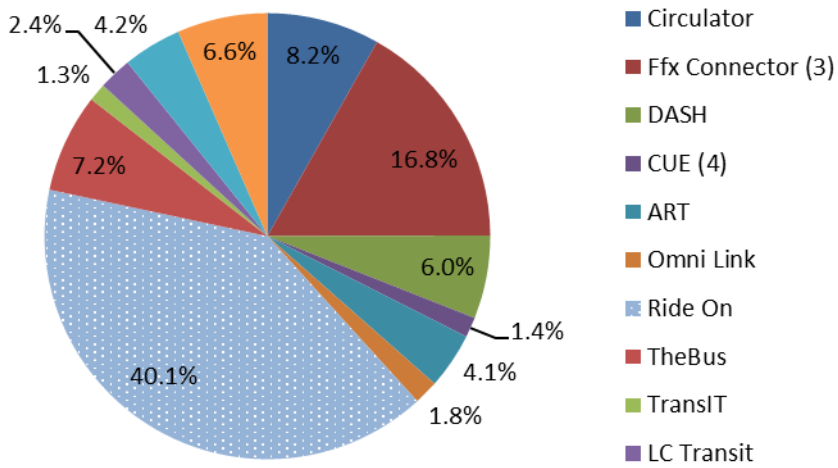
NTD Data

Transit Providers in the National Capital Region
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- o Data: Ridership and operating expenditures
- o Focus on fixed route – additional paragraphs for jurisdiction and paratransit

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- C. MARC (Maryland Commuter Rail)
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- F. Private providers of public transportation services.
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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METRORAIL

OVERVIEW

Metrorail provides safe, clean, reliable transit service for more than 600,000 customers a day throughout the Washington, DC area. The system is the second busiest in the United States, serving 91 stations in Virginia, Maryland, and the District of Columbia.

The Metrorail urban rail system is the second largest urban rail system in the country, serving a 1,500 square-mile area. Metrorail includes 118 miles of network and 91 stations.

RECENT ACCOMPLISHMENTS

•Installation of New Rail Station Lighting= Metro installed new track bed LED lighting systems at 15 underground stations, making them an average of six-times brighter.

•Construction of Silver Line Phase II= This project supports construction, integration and infrastructure improvements for the Silver line expansion to Dulles. Construction includes the installation of six new passenger stations and a Railcar Maintenance facility at a new Rail Yard near Dulles. The 11.5-mile transit extension will provide service to Ashburn, VA. This reimbursable project is planned to be substantially completed in FY2020.

•New 7000 Series Railcars Arriving= The 7000 Series Rail Car Procurement project provides the purchase of new railcars to replace the oldest and poorest performing vehicles in Metro's fleet and expand the fleet to support the Silver Line extensions. Thus far, Metro has received 712 of the 748 new railcars purchased to replace the oldest and poorest performing vehicles in Metro's fleet and expand the fleet to support the Silver Line extensions. Metro currently forecasts to receive the remaining 36 of the 748 railcars by the end of calendar year 2019.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 1290 Passenger Cars
Service Type: Heavy Rail

PROVIDER DATA
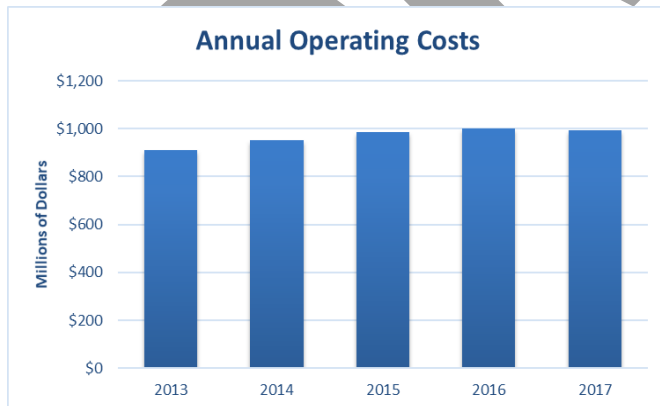
NTD FY 2017
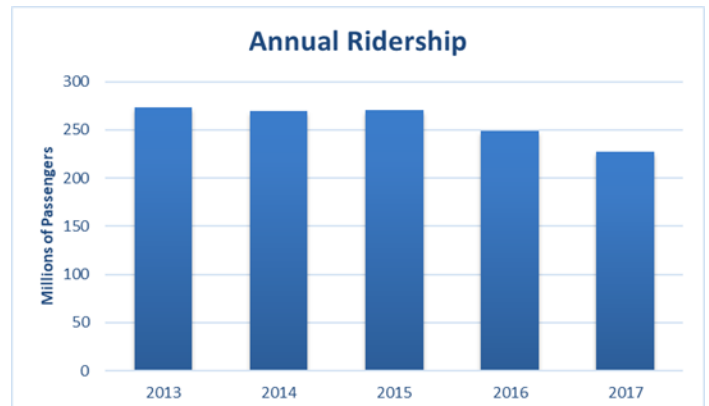
NTD FY 2017

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROBUS

OVERVIEW
Metrobus provides more than 400,000 trips each weekday serving 11,500 bus stops in the District of Columbia, Maryland, and Virginia. Metrobus is the sixth busiest bus agency in the United States, with a fleet of more than 1,500 buses operating on 325 routes.

RECENT ACCOMPLISHMENTS
• Construction of Andrews Bus Facility= Metro is constructing a new facility at Andrews Federal Center in Prince George's County, along with a heavy overhaul and maintenance facility. This facility will replace the Southern Avenue Bus Garage with a fully modern Leadership in Energy and Environmental Design (LEED) Silver facility that can hold 175 buses.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 1598 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership

NTD FY 2017

SOURCES OF FUNDING
In FY 2017, total WMATA Metro operating revenues came from the following sources:
Fares 37.3%, Local Funding 26.8%, State Funding 17.1%, Fed. Assistance 11.9%, Other 6.9%

ALEXANDRIA TRANSIT COMPANY (DASH)

OVERVIEW
The Alexandria Transit Company's DASH system provides safe, reliable, and courteous bus service within the City of Alexandria, and connects with Metrobus, Metrorail, Virginia Railway Express, and all local bus systems. DASH serves all of the Alexandria Metrorail Stations and the Pentagon Metrorail station during morning and evening peak periods. DASH's name symbolizes our commitment to the citizens of Alexandria, Driving Alexandria Safely Home.

RECENT ACCOMPLISHMENTS
- The Alexandria Transit Vision Plan, is a bus network redesign project to improve relevance and usefulness of bus service in the Alexandria community, began in the spring and will continue through Summer 2019.
- DASH is also continuing its exploration of zero-emission bus technology and has initiated a Feasibility Review that will help DASH identify its specific fleet needs in preparation for an Implementation Plan.
- DASH has also played an integral role in the planning and final start of the King Street Metro Access Improvements Project, which broke ground in November and will be completed in early 2020.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 64 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership

NTD FY 2017
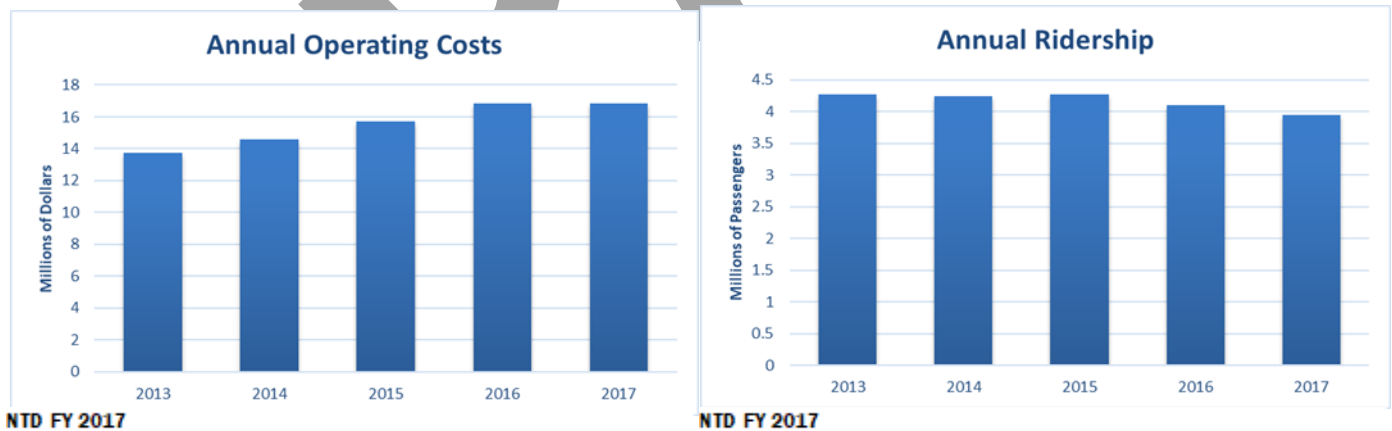
SOURCES OF FUNDING
In FY 2017, DASH operating revenues came from the following sources:
Fares 19.6%, Local Funding 73.1%, State Funding 2.8%, Other 4.5%

ART ARLINGTON TRANSIT

ART
arlington transit

OVERVIEW
ART - Arlington Transit operates within Arlington County, Virginia, supplementing Metrobus with cross-County routes as well as neighborhood connections to Metrorail. Most of ART's state-of-the ART buses operate on clean-burning natural gas; all have climate control to keep riders comfortable and dependable schedules.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS
Vehicle Fleet: 51 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
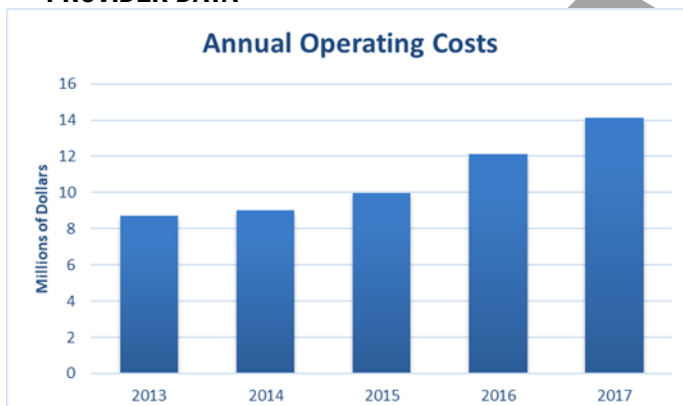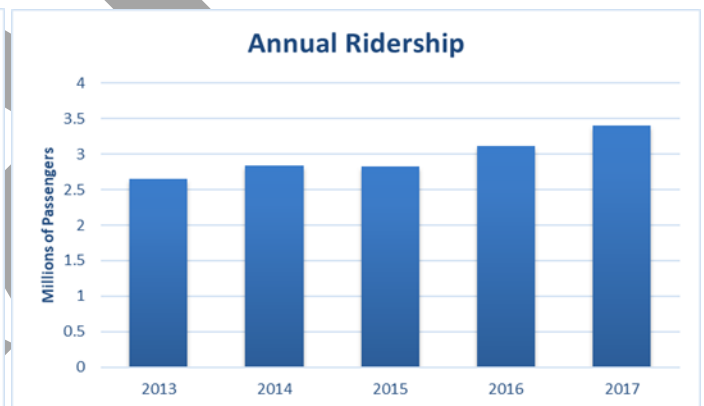
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, ART operating revenues came from the following sources:
Fares 26.2%, Local Funding 49.9%, State Funding 23.9%

DC CIRCULATOR

CIRCULATOR

PROVIDER OVERVIEW

The DC Circulator provides public transportation to the District's main attractions and most lively neighborhoods for business, culture, and entertainment. The system consists of six distinct routes across Washington, DC, and even into Rosslyn, VA, and provides close to five million trips a year. The Circulator is the product of a unique partnership between the District Department of Transportation (DDOT), Washington Metropolitan Area Transit Authority (WMATA) and DC Surface Transit, Inc. (DCST). The DC Circulator delivers affordable, comfortable and efficient bus service that connects people to business, culture and entertainment throughout the District.

RECENT ACCOMPLISHMENTS

- Circulator saw the delivery of 14 new electric buses in April 2018. The vehicles were integrated into the fleet and now operate on all 6 Circulator routes. DDOT modified an existing transit facility to provide parking and charging facilities for the new vehicles.
- In June 2018, DDOT announced its intent to award a new Circulator operations and maintenance contract to RATP Dev. The multi-year contract represents the first time DDOT has had direct oversight of the Circulator service since the service launched in 2005. Oversight of operations transitioned fully from WMATA to DDOT on October 1, 2018.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 64 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs — NTD FY 2017

Annual Ridership — NTD FY 2017
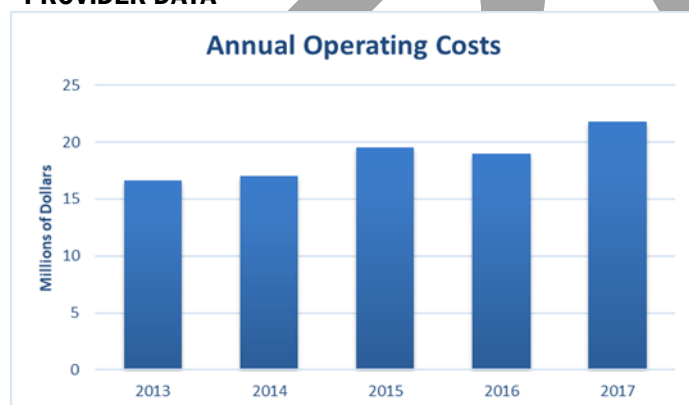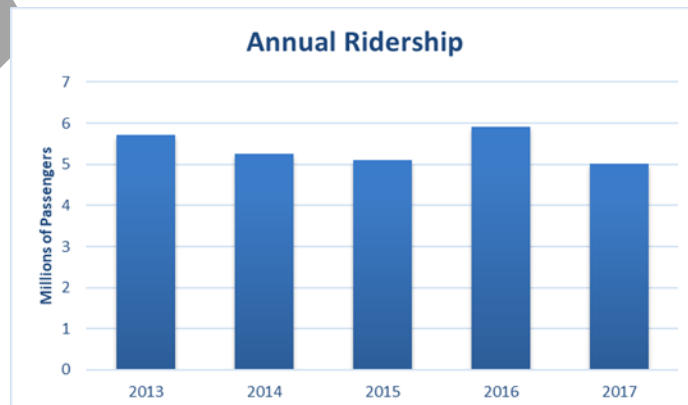
SOURCES OF FUNDING

In FY 2017, DC Circulator operating revenues came from the following sources:
Fares 6.4%, State Funding 93.6%

CITY OF FAIRFAX CUE

PROVIDER OVERVIEW
The City of Fairfax City-University Energysaver (CUE) bus system provides regularly scheduled, low-cost transportation services to George Mason University (Mason), to shopping centers and other locations within the City of Fairfax, as well as the Vienna/Fairfax-GMU Metrorail Station.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS
Vehicle Fleet: 12 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
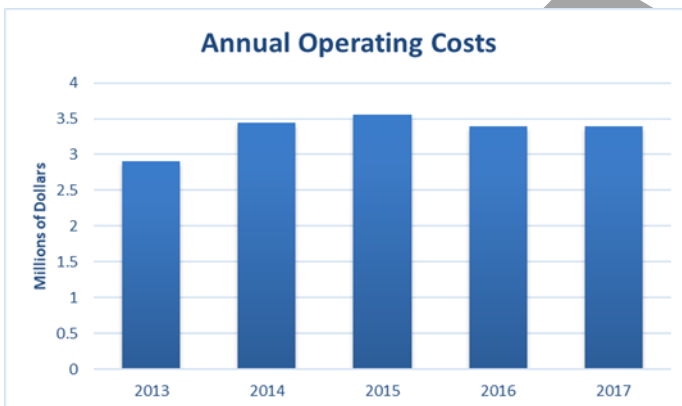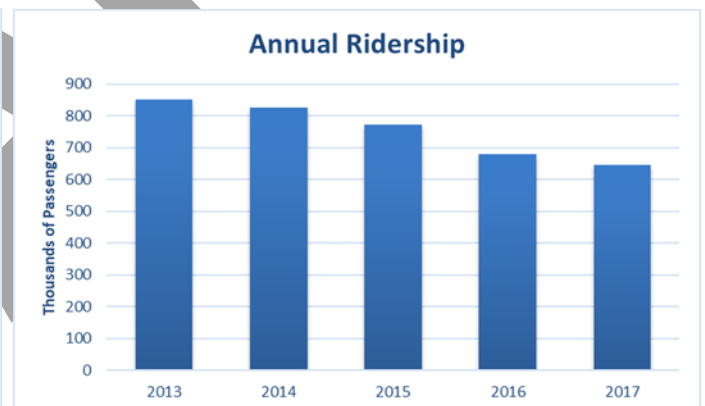
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, CUE operating revenues came from the following sources:
Fares 36.0%, Local Funding 51.0%, State Funding 12.9%, Other .1%

FAIRFAX CONNECTOR

PROVIDER OVERVIEW

Fairfax Connector is the largest local bus system in the Northern Virginia region transporting 35,000 passengers on 89 routes daily. The Fairfax Connector's goal is to provide world class transportation service that promotes greater mobility, improves the safety of our community, and enhances the quality of life for riders.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS

Vehicle Fleet: 308 Buses

Service Type: Commuter Service

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
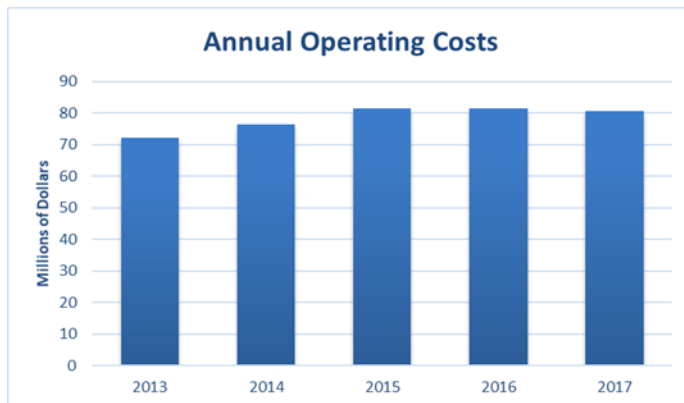
NTD FY 2017

SOURCES OF FUNDING

In FY 2017, Fairfax Connector operating revenues came from the following sources:
Fares 13.0%, Local Funding 74.2%, State Funding 12.3%, Other .6%

FREDERICK TRANSIT

PROVIDER OVERVIEW
TransIT Services of Frederick County is Frederick County's public
transportation system providing local and commuter bus service and demand response paratransit
services as well as offering commuter assistance and employer outreach information. Nine
Connector Routes operate in Frederick City and urbanized areas of Frederick County. Commuter
Shuttles and two Meet-the-MARC shuttles operate each weekday.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS
Vehicle Fleet: 24 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
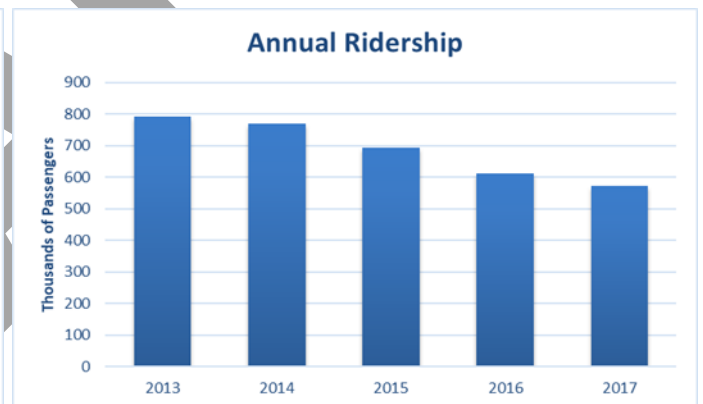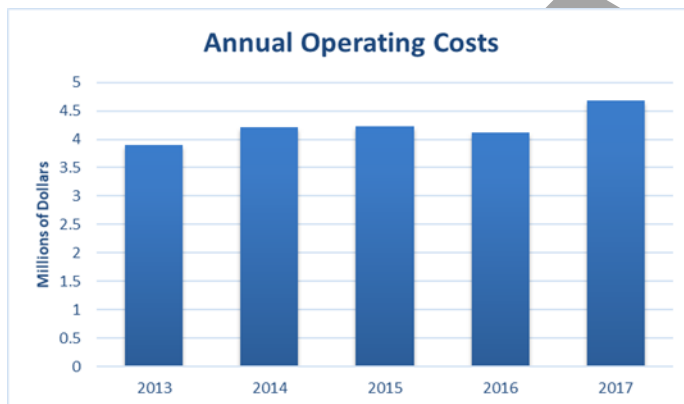
NTD FY 2017

SOURCES OF FUNDING
In FY 2014, TransIT operating revenues came from the following sources:
Fares 15.5%, Local Funding 23.1%, State Funding 19.9%, Fed. Assistance 41.5%

MONTGOMERY COUNTY RIDE ON

OVERVIEW
Montgomery County buses provide over 1 million annual vehicle revenue hours, travel 13 million annual vehicle revenue miles and 21.59 million unlinked trips annually. Level of frequency ranges between 10 to 30 minutes. Generally, no Ride On service exceeds 30 minutes in frequency. The Montgomery County Division of Transit Services maintains the transit infrastructure to the system's network to include bus shelters, bus stops, benches/knee walls, trash receptacles, operator restrooms, Park & Ride lots, and security cameras on 100% of all buses. Ride On currently maintains approximately 5,357 bus stops and 4,527 (82%) of all bus stops are ADA accessible. Amenities includes 507 bus shelters and 700 benches/knee wall. These resources are maintained in a uniquely designed automated bus stop inventory system with GIS mapping capabilities and pictures.

RECENT ACCOMPLISHMENTS
- Extend service on Route 75 Germantown MARC station during weekday peak periods
- Obtained federal bus grant to support infrastructure and purchase costs for new electric buses
- Implemented new Ride On Route 129 Limited Stop bus service connecting to Silver Spring Transit Center
- Forty-two Ride On bus shelters are now solar powered. These shelters are in areas where electric utilities do not have nearby power connections
- Real Time signs are in over 80 locations displaying bus arrival and departure information. These locations include shared locations with Metrobus.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 342 Buses

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
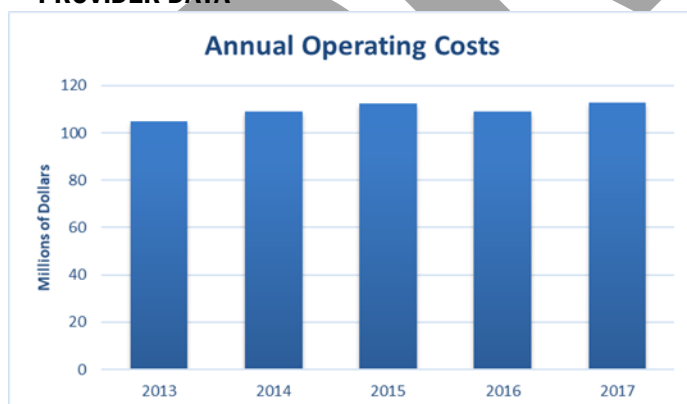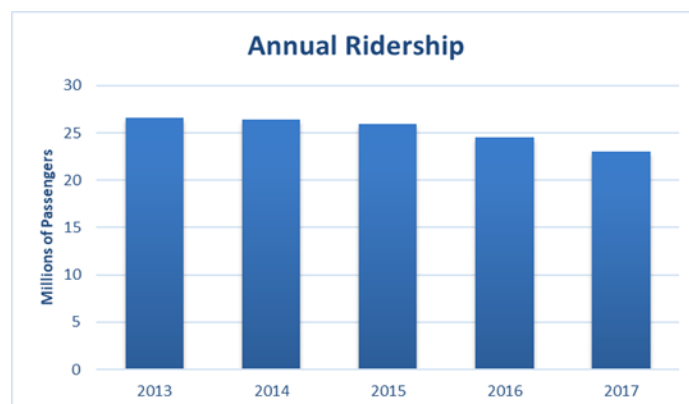
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, Ride On operating revenues came from the following sources:
Fares 18.5%, Local Funding 42.9%, State Funding 26.5%, Fed. Assistance 11.2%, Other 1%

PRINCE GEORGE'S COUNTY THE BUS

OVERVIEW

Prince George's County operates TheBus, a County bus service, to meet local transportation needs of its residents and visitors. TheBus fixed route system consists of 28 routes, covering over 10,000 miles throughout Prince George's County.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS

Vehicle Fleet: 118 Buses

Service Type: Fixed Route

PROVIDER DATA
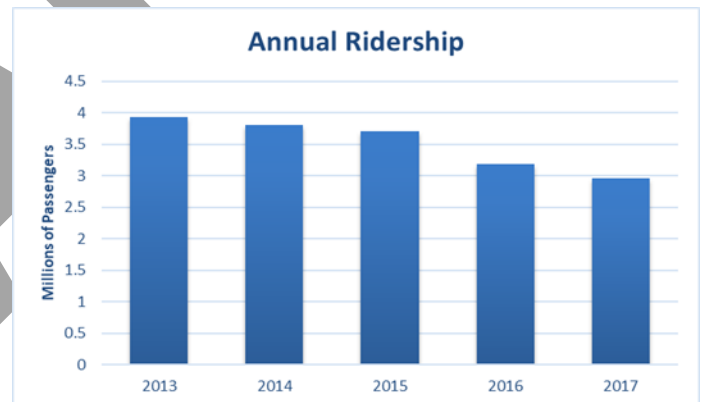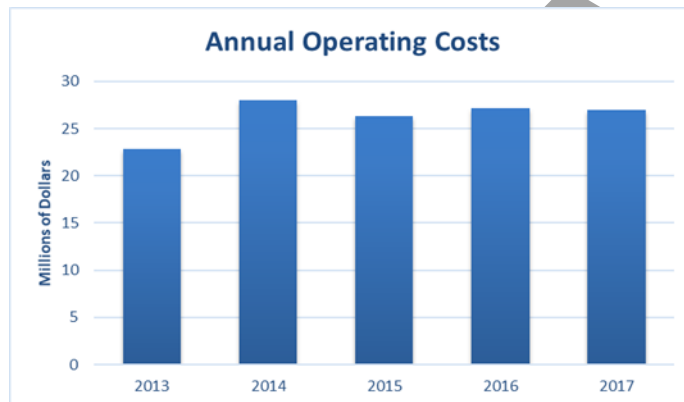
SOURCES OF FUNDING

In FY 2017, The Bus operating revenues came from the following sources:
Fares 5.4%, Local Funding 48.7%, State Funding 37.6%, Fed. Assistance 8.3%

PRTC OMNIRIDE

OVERVIEW

OmniRide is PRTC's commuter bus service. OmniRide offers convenient weekday service from locations throughout Prince William County along the I-95 corridor and Manassas and Gainesville areas along the I-66 corridor to destinations that include the Mark Center, Pentagon, Crystal City, Rosslyn/Ballston, Tysons Corner, downtown Washington, D.C., and the Washington Navy Yard. In addition to morning and evening commuter service, midday service is available on most routes.

RECENT ACCOMPLISHMENTS
- 37 new MCI motor coaches received to replace 2002 and 2003 vehicles
- Rebranding of system with updated logo and colors
- Half-Price fares offered beginning May 2018 along I-66 corridor during express lane project
- New VDOT commuter lot in Haymarket opened December 2018

SYSTEM CHARACTERISTICS
Vehicle Fleet: 145 Buses

Service Type: Commuter Service

PROVIDER DATA
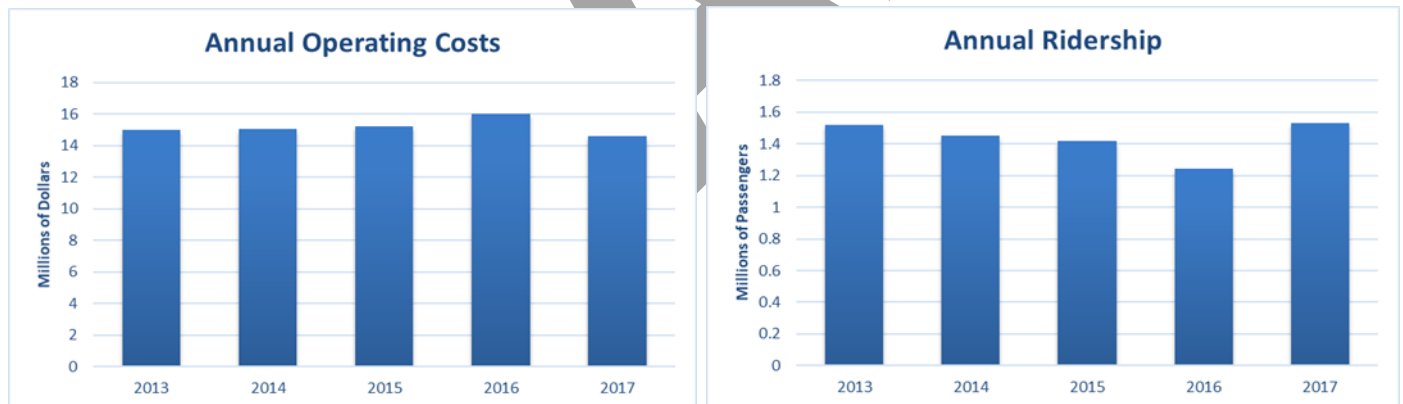
SOURCES OF FUNDING
In FY 2017, PRTC operating revenues came from the following sources:
Fares 51.1%, Local Funding 19.4%, State Funding 19.3%, Fed. Assistance 9.7%, Other .5%

VIRGINIA RAILWAY EXPRESS

OVERVIEW
The Virginia Railway Express (VRE) is a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission to provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., along the I-66 and I-95 corridors. Services began in 1992, operating 16 trains from 16 stations and carried, on average, 5,800 passengers daily. Now, VRE operates 30 trains from 18 stations and carries, on average, 20,000 passengers daily, having doubled since 2000.

VRE is a critical link in the regional rail travel network centered on Washington DC and VRE contributes to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

RECENT ACCOMPLISHMENTS

SYSTEM CHARACTERISTICS

PROVIDER DATA
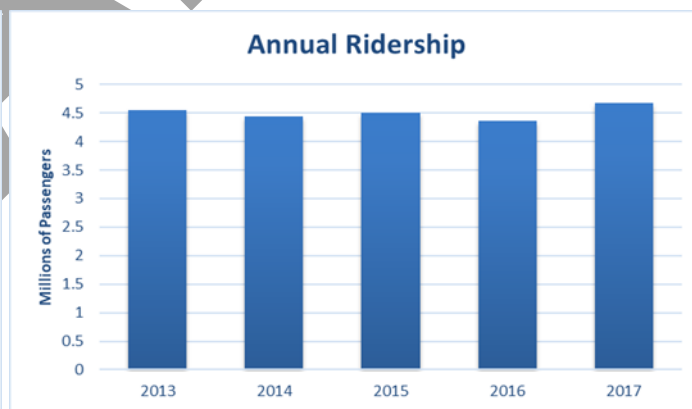
SOURCES OF FUNDING
In FY 2017, VRE operating revenues came from the following sources:
Fares 54.8%, Local Funding 11.5%, State Funding 19.2%, Fed. Assistance 13.6%, Other .9%

Part II - Other Public Transit Services - Overview

Washington Metropolitan Area Transit Authority (WMATA) MetroAccess

OVERVIEW

MetroAccess is the fifth largest paratransit service in the country. MetroAccess is a shared ride, door-to-door transportation service for people who are unable to use fixed-route public transit due to disability. MetroAccess transports approximately 2.1 million passengers annually.

RECENT ACCOMPLISHMENTS

• 120 new MetroAccess vehicles placed into service

MTA Commuter Bus

OVERVIEW

RECENT ACCOMPLISHMENTS

MARC (Maryland Commuter Rail)

OVERVIEW

The MARC Cornerstones Plan is part of MDOT MTA's continuing commitment to achieve its goals and effectively manage its assets in a manner than supports our operational demands while seeking ways to enhance our customers' experience. The plan translates MDOT MTA's vision statement into strategic priorities and initiatives that support the four cornerstones of the vision: safe, efficient, reliable transportation and world-class customer service.

MDOT MTA is working with VRE and the Metropolitan Washington Council of Governments (MWCOG) to conduct a latent demand analysis for MARC and VRE service operating through Washington D.C. into Northern Virginia and Maryland Respectively. The purpose of the study is to identify the potential market for such service enhancements and the potential effect on travel patterns within the district via Metro Rail, and pedestrian flows within Washington Union Station.

The CCT is a planned 15-mile project in Montgomery County, Maryland between the COMSAT facility near Clarksburg, Maryland and the Shady Grove Metro Station. The project has two phases. Phase I is 9 miles from Metropolitan Grove to Shady Grove. The project study has recently completed 30% design and has laid the ground work for a project sponsor to conduct an environmental assessment on the engineering developed for the project.

RECENT ACCOMPLISHMENTS

In July 2018, new MARC ticket vending machines (TVM) were installed, offering additional payment options, convenient access to subsidy and benefit programs, and state-of-the-art security features. Discount fare options and Commuter Bus tickets are available for purchase at these MARC TVMs as well. As part of the rollout, MDOT MTA also increased the number of stations where ticket vending machines are available.

CharmPass, a mobile transit fare application, launched in September 2018 allowing customers to purchase MARC passes on their smartphones, and reducing onboard cash transactions. The program was recently expanded to accept Smart Benefits for those who receive pre-tax commuter benefits through their places of employment.

MAJOR STUDIES
-MARC SC-44 "Charger" Locomotive Procurement (Completed)
-Purple Line (in progress)
-MARC III Rail Car Overhaul (in progress)
-GP-39PH Overhaul (in progress)
-Hanson Interlocking (in progress)
-New Carrolton Side Platform (started)

Regional Transportation Agency of Central Maryland (RTA)

OVERVIEW
Organization made up multiple jurisdictions to establish a more effective and efficient public transportation system across Central Maryland.
RTA partners include; Anne Arundel County, Howard County, Northern Prince George's County and the City of Laurel. The RTA has combined the management and administrative functions of all jurisdictions to reduce operating expenses and provide a better customer service experience for riders.

RECENT ACCOMPLISHMENTS

Providers of other public transportation services

Prince George's County Call-A-Bus

Call-A-Bus is the paratransit service provided by Prince George's County, providing demand response, curb-to-curb bus service throughout the County. Paratransit has 52 vehicles that serve Call-a-Bus and Senior Transportation Service.

Alexandria DOT

OVERVIEW

RECENT ACCOMPLISHMENTS

Neighborhood and Community Services of Fairfax County (formerly FasTran)

OVERVIEW

Private Providers of Public Transportation Services

OVERVIEW

RECENT ACCOMPLISHMENTS

Regional Public Transportation Organizations

Northern Virginia Transportation Commission (NVTC)

OVERVIEW

As the voice of transit in Northern Virginia, NVTC brings the region together to plan, coordinate, and secure funding for transit systems that are financially sustainable and high performing. The agency serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia's economy and quality of life. NVTC's efforts include:

• Funding and stewardship of Metro and Virginia Railway Express
• Managing state and regional funding for six bus systems
• Working across jurisdictional boundaries to coordinate transit service
• Administering the Commuter Choice program
• Directing efforts for new transit fare technologies
• Analyzing regional transit ridership to identify trends and opportunities
• Providing Northern Virginia focused transit research and technical expertise

MAJOR STUDIES

The Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia Technical Memorandum is a technical memorandum which supplements NVTC's groundbreaking study, released in September 2017, that demonstrates how the additional 85,000 households and 130,500 jobs that Metrorail and VRE make possible in Northern Virginia generate over $600 million each year in sales and income tax revenues that flow to the treasury of the Commonwealth of Virginia. The report provides background and detailed information on methodology and calculations. Appendices include sections on how the rail systems are funded, how the model was validated, and references and resources.

Northern Virginia Regional Fare Collection Strategic Plan recognizes that the region's current transit fare collection system is nearly obsolete and transit providers must replace or upgrade their fare collection capabilities, NVTC created a strategic plan that establishes the need for improvements and identifies next steps. The plan was developed with input from local transit systems.

Envision Route 7 Phase III Conceptual Engineering Study ramped up in fall 2018. The study will help refine the project cost and identify potential areas of concern for a proposed bus rapid transit (BRT) system along Route 7 between Tysons and Alexandria. It will identify rights-of-way that may be needed for the BRT route and guide jurisdictions' planning efforts. Data collection and compilation as well as mapping are underway. The study will continue through fall 2019.

Transit Performance in the I-66 Inside the Beltway Corridor Report provides preliminary data pertaining to transit performance in the I-66 corridor inside the Beltway since tolling began in December 2017. The NVTC report, which will be updated regularly, highlights the need for more information to effectively evaluate the impact of tolling on the I-66 Commuter Choice program and, more broadly, public transportation services along the corridor.

I-66 Commuter Choice Annual Report is a second annual report detailing transit and related projects funded through I-66 Commuter Choice, an innovative program that uses toll revenues to move more people more efficiently through the interstate corridor. The publication focuses on the first 10 projects, which were awarded $9.8 million, and lists 15 others funded through a second call for projects totaling $12 million.

Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority is a response to a 2018 state legislative mandate, the publication presents data vital to understanding the performance and conditions of Metrorail and Metrobus. This initial report will serve as a baseline for future years. Strategies to reduce the growth in WMATA's costs and to improve the efficiency of its operations are also included in the report. NVTC developed the strategies in coordination with its local jurisdictions, which are responsible for funding WMATA.

Building Momentum: 2018 Year in Review is a second annual report details the organization's financial and grants management, programs, projects and outreach. It explains how legislation, enacted earlier in the year, impacted NVTC's oversight and stewardship of Metrorail and Virginia Railway Express.

RECENT ACCOMPLISHMENTS
Commuter Choices Program
The program addresses the issue of moving more people efficiently and reliably through Northern Virginia's interstate corridors, Commuter Choice funds transit and roadway enhancement projects that benefit toll payers of two of Northern Virginia's express lanes (I-66 inside the Beltway and, soon, I-395/95 Express Lanes). The innovative program supports projects that move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Tolls provide the revenue necessary to fund new projects well into the future. NVTC has awarded $20 million to 23 projects in the I-66 corridor and issued a third call for projects. The program has funded 11 bus projects, three traffic monitoring/commuter information projects, three bike and bike share projects, three transportation demand management projects, two park-and-ride projects, and one van pool project. At year's end, NVTC was preparing to sign a Memorandum of Agreement to run a similar program under the Commuter Choice umbrella in the I-395/I-95 corridor.

TBEST
As part of its Transit Resource Center, NVTC developed a geodatabase containing all the bus routes in Northern Virginia, including route- and stop-level ridership by time of day. The database is part of a larger analytical program known as the Transit Boardings Estimation and Simulation Tool (TBEST), which integrates socioeconomic, land use, and transit network data into a platform for scenario-based transit ridership estimation and analysis. NVTC used TBEST this year to support WMATA's evaluation of environmental justice concerns related to the extension of Metrobus 3T service in Falls Church. At year's end, planning was underway to assist the City of Alexandria with its Transit Vision Plan by testing proposed bus service improvements.

Northern Virginia Transit Response Coordination

With WMATA's announcement that it would shut down six Metrorail stations south of National Airport during summer 2019 for platform repairs, NVTC began coordinating the region's response. In partnership with WMATA and the Department of Rail and Public Transportation, regular conference calls were held with specific groups, such as transit operators or transportation demand management (TDM) coordinators, to create a draft mitigation plan by year's end.

Public Transportation Accomplishments

DASH
DASH has introduced numerous new technologies to improve efficiency, communications and safety. DASH has dramatically expanded its real-time information display program to include large kiosk screens and solar-mounted tablets at key bus locations throughout the city. DASH is also finalizing its implementation of *Smartyard* vehicle tracking system, Transit Signal Prioritization, and new daily operations software that will replace older manual processes for driver assignments and pay calculations. Lastly, DASH has implemented and/or expanded several popular fare initiatives, including "Free Student Rides" for high school students, free rides for paratransit customers, and reduced off-peak fares for seniors.

DC CIRCULATOR
In May 2018, DC Circulator began providing free on-board Wi-Fi for its passengers. Wi-Fi internet is now provided on the 58 newest buses in the Circulator fleet. In June 2018, DC Circulator initiated service improvements as recommended in the 2017 Transit Development Plan Update. The service improvements reconfigured the Union Station – Navy Yard and Potomac Avenue – Skyland routes into the new Eastern Market – L'Enfant Plaza and Congress Heights – Union Station routes. Additionally, the Circulator began providing special game day service to the newly opened Audi Field. In January 2019, Mayor Bowser announced that all rides on DC Circulator would be free through the month of February.

OMNIRIDE
OmniRide continues to innovate and look for ways to offer more streamlined, customer friendly and adaptable services to better serve the community. In May 2018, half prices fares were implemented on Commuter Express and Metro Express services in Gainesville and Manassas to incentivize commuters to use transit services rather than travel congested, under construction roadways along I-66. Ridership as a result has increased on all routes.

In December 2018, OmniRide introduced a new commuter express route from the Haymarket Commuter Lot at US15 and Heathcote Blvd. to the Rosslyn/Ballston corridor. As an incentive for people to try the new route, free rides were offered through the middle of February 2019. The response to the new route has made it a very successful addition to the OmniRide express network of routes. Also, in December, one new morning and evening trip were added on the Linton Hall Metro Express between Gainesville and Tysons Metro and one new morning trip was added to the Gainesville-DC route. The additional Linton Hall trips were funded by I-66 Commuter Choice and the additional Gainesville-DC route was funded by the I-66 Traffic Management Plan (TMP). OmniRide is also very close to introducing a new Real Time Passenger Information app. The app developer is currently working with staff to gather all of the data and conduct a pilot program prior to doing an official launch. A spring 2019 implementation is expected.

OmniRide staff is taking a fresh look at all of its routes, both commuter and local bus and evaluating restructuring of services. If approved by the PRTC Board of Commissioners, a late fall western area restructuring will take place, which would include the introduction of paratransit services. This would

allow the fixed route buses to operate solely on a fixed route and not deviate off route as they have been for the past 30 years. If successful, the eastern County would be next to be restructured.

OmniRide staff is working with both the County and VDOT in the development and construction of new commuter lot facilities that will enable the express network to continue to grow and expand by offering more frequency, new destinations and overall more transit options for Prince William County residents.

WMATA

Elimination of Grosvenor Turnback= The "Grosvenor Turnback", a rush-hour service pattern where every other Red Line train begins and ends at Grosvenor, rather than Shady Grove, was eliminated on December 17, 2018. Under the new service pattern, all Red Line trains run to/from Shady Grove, doubling rush-hour service (trains every 4 minutes) for customers at White Flint, Twinbrook, Rockville, and Shady Grove.

Cinder Bed Road Opening= In 2018, Metro opened its Cinder Bed Division in Lorton, Virginia. Nine bus lines operate out of the facility - roughly approximately five percent of Metro's bus service - serving approximately 10,500 average weekday customers. Approximately 80 buses operate from, and are maintained at, the facility.

RIDE ON

Completed installation of WiFi on Ride On buses. Routers with free public WiFi capability have been added to the 368 Ride On fleet. A rider with WiFi enabled technology would check available networks to connect to. The user would connect onto the GetOnTheBus for free WiFi while on the bus.

Award-winning group from National Association of Counties (NACo) for new service expansion and public/private partnership through Arts on the Block. Ride On implemented a limited stop service along MD355 corridor during peak rush hours. There were twelve stops identified with new branding and specialized art mosaics at each of the locations through Arts on the Block (AOB). AOB is a local non-profit that works to engage ethnically diverse low-to-middle income high school students in managing art projects.

Major Studies Completed and List of Studies in Progress

DASH

The Alexandria Transit Vision Plan is a major bus network redesign project that began in Spring 2018. The final network recommendations are expected Summer 2019 with short-term changes being implemented in 2020 and long-term changes implemented over the next 5-10 years. DASH also completed its annual Transit Development Plan for FY19 in May, which included minor service and fare changes. Lastly, the City and DASH are working on a Zero Emission Fleet Feasibility Review project to assess potential fleet conversion that began Fall 2018 and will be completed by Spring 2019.

DC CIRCULATOR

In December 2017, Circulator completed its third Transit Development Plan (TDP), the 2017 Transit Development Plan Update. The 2017 TDP recommended reconfiguring two routes, extending the Rosslyn – Dupont Circle route to U Street, and further studying possible stop consolidation on certain routes.

OmniRide

Mobility-on-Demand Feasibility Study completed June 2018 with consultant assistance from Kimley-Horn and Associates, performed a study on the feasibility of leveraging TNC's and other new service models to provide healthcare access transportation services in the Prince William area. The study reviewed similar programs around the country, state and federal regulations, and included interviews with other service providers to reach a recommendation on what if any service model might be incorporated. The study recommendation centered on contracting with a third-party service aggregator such as RoundTrip or Uzerve to schedule trips that could be served by multiple service providers. This study was funded through a grant from the Potomac Health Foundation.

OmniRide Transit Development Plan/Transit Strategic Plan is currently in progress. This plan fulfils Virginia Department of Rail and Public Transportation (VDRPT) requirements. Using a ten-year planning horizon, it includes a system review and analysis, the development of performance measures, system improvement plan, implementation plan and financial plan (operating and capital). This effort was part of PRTC's multi-phase Strategic Plan, the first two phases of which had been completed in 2017. During plan development, plan requirements changed, and current work is centered on the additional work needed to meet those new Transit Strategic Plan requirements.

OmniRide Transportation Demand Management Plan is nearing completion. This plan fulfils Virginia Department of Rail and Public Transportation (VDRPT) requirements. Using a six-year planning horizon, it includes a system review and analysis, the development of performance measures, system improvement plan, implementation plan and financial plan. This effort was part of PRTC's multi-phase Strategic Plan, the first two phases of which had been completed in 2017.

WMATA

The Blue/Orange/Silver Line Corridor Reliability and Capacity Study is an Alternatives Analysis of potential options for expanding capacity, improving reliability, and increasing operational flexibility within the rail corridor shared by the Blue, Orange, and Silver Metrorail lines.

The overall framework for this project is to:

- Assess existing transit conditions in the corridor (e.g. crowding, capacity, reliability, etc.);
- Identify a NEPA-compliant, corridor-wide Purpose & Need Statement;
- Assess how well each of the previously-identified alternatives would meet that Purpose & Need, or identify other options for doing so;
- Develop those alternatives to a conceptual level of design; and
- Deliver a thorough analysis of costs, benefits, and other impacts to help Metro leadership and community stakeholders select a preferred option for addressing the corridor's needs.

The Bus Transformation Project involves the partnership with Metro, its partner jurisdictions, and local bus operators Project with the goal to create a bold, new vision and collaborative action plan for the future of bus in the region. The project is exploring all factors that influence the quality of bus service, from technology and transit priority, to funding structures, coordination, and service provision roles.

The project will identify how to:

1. Provide better service and a better customer service experience for all bus riders.
2. Identify the best role for bus service amidst rapidly changing technologies and travel preferences.
3. Increase efficiency to provide better results for customers, despite limited resources.

The project is being led by an Executive Steering Committee and includes stakeholder groups comprised of Metro, jurisdictional staff, transit agencies, community organizations, advocates, and the disability community.

RIDE ON

Ride On is rolling out its new computer aided dispatch/automatic vehicle location (CAD/AVL) system. The CAD/AVL system provides critical real time bus fleet information. The CAD/AVL system provides schedule adherence, route adherence, traveler information output and fleet management. The new CAD/AVL system is fully integrated to transit planning software and real time.

Implement a new microtransit service, Ride On FLEX, in Summer 2019. Riders will have the opportunity to request pick up and drop off locations using a new "app". The app will provide estimated arrival and departure times as well as directions to locate virtual stops. The FLEX will operate within designated zones during varying spans of service with 11- passenger vehicles that are more conducive for small residential neighborhood roads.

Upcoming Public Transportation Events

Begin Construction of Purple Line - 2018
Begin Construction of Potomac Yard Metrorail Station – 2019
Montgomery County US-29 BRT Opens – 2020
Silver Line Phase Two Opens - 2020

TPB's Activities in Support of Public Transportation

TRANSIT IN THE LONG-RANGE TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

The subcommittee was formed by resolution of the National Capital Region Transportation Planning Board (TPB) on January 17, 2007 as the Regional Bus Subcommittee. Its mission was 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. The Regional Bus Subcommittee reported to the TPB Technical Committee of jurisdictional staff on issues and interests of the region's bus operators.

In response to MAP-21 and the requirement for increased representation of public transportation on metropolitan planning organizations (MPOs), the TPB passed a resolution in September 2014 declaring itself in compliance with MAP-21, but also calling for further dialogue and the reconstitution of the TPB's Regional Bus Subcommittee as the Regional Public Transportation Subcommittee (RPTS) to include all regional providers of public transportation. The mission, goals and membership of the reconstituted subcommittee were approved by the TPB Technical Committee, and an annual "State of Public Transportation" report was to be developed to communicate public transportation provider interests to the TPB.

Membership of the Regional Public Transportation Subcommittee includes representatives from all transit operators in the region as well as the departments of transportation and other regional transportation agencies. Private providers are encouraged to use the forum of the Subcommittee to highlight their strategic transportation needs with the TPB. The Subcommittee coordinates with and engages the public transportation services in the region.

Issues Discussed at RPTS Meetings
- RTDC Data Update, NVTC: Benefits of Metrorail, Ride-On Extra Update, Long Distance Commuter Bus Study
- Abilities Ride Program, Connecticut/Mt. Pleasant Service Study, Transit Networks used in the Regional Travel Model
- Vis. 2045, Regional Bus Service Delivery Study, Micro Transit, Tripshot State of Public Transportation, VRE TDP Update, I-66 Commuter Choice, Automated Enforcement of Bus Lanes/Zones
- TPB Regional Bus Service Provision Study Report, DC Streetcar Update, TPB Endorsed Initiatives WMATA Bus Data Presentation, Region Bus Data Presentation, TPB Endorsed Initiatives
- DRPT Integrated Mobility Plan, Review of Transit Safety Final Rule, TPB Endorsed Initiatives Prince Georges Co. Transit Vision Update, DDOT Rhode Island Ave. Temp. Bus Lane and Safetrack Rush Hour Parking Extensions, TPB Endorsed Initiatives

- DDOT DC Circulator Update, NVTC TBEST Software Application, TPB 2017 Regional Air Passenger Survey General Findings, DAS Transit Vision Update, WMATA Hot Spot Intersection Presentation

PERFORMANCE BASED PLANNING AND PROGRAMMING

Transit Asset Management

Transit Asset Management (TAM) targets were developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) for 2019. The setting of annual TAM targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts. Once providers of public transportation have each set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements.

Transit asset management (TAM) is "a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets." In accordance with federal requirements, providers of public transportation must adopt annual targets for the performance of their transit assets. Initial TAM targets were adopted by the region's providers of public transportation in January 2017, following which TPB staff in consultation and coordination with the region's providers proposed a set of TAM targets for the region that summarized those reported by all agencies in table or matrix format. This summary table of TAM targets was adopted by the TPB on June 2017 as the initial set of regional TAM targets.

For 2019, the regional TAM targets were developed in accordance with the FTA guidance, which suggests that the MPOs adopt a single regional target for each asset class. The regional targets were developed by calculating the total number of each asset class and the associated target based on the targets of each the region's providers of public transportation. Figure 5 (Page 13) shows the draft 2019 TAM targets for the region. Adoption of regional TAM targets for 2019 by the TPB occurred in February 2019.

Transit Safety