STATE OF PUBLIC TRANSPORTATION

2018 Report - 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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STATE OF PUBLIC TRANSPORTATION | 2018 REPORT

Purpose

The purpose of this report is to provide a concise overview of the state of regional public transportation in the National Capital Region. Public transportation is a vital component with economic, environmental, and improved livability. Effects include, providing access to job opportunities for millions, serving as an alternative to single-occupancy vehicles, reducing congestion on already-crowded roadways, and allowing more vibrant and meaningful social interaction.

Summary

Public transportation services are an important component of the region's transportation system. In fiscal year 2017, 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 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 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 Washington region. The relationship public transportation has with the region was examined with a travel trends study detailed information can be found on the below link.

http://www.tpbne.ws/featured/here-are-7-takeaways-from-tpbs-regional-travel-trends-study/.

Source: TPB News

The source for the below charts comes from the National Transit Database (NTD). Congress established the NTD to be the Nation's primary source for information and statistics on the transit systems of the United States. Statute requires that recipients or beneficiaries of grants from the Federal Transit Administration (FTA) under the Urbanized Area Formula Program (§5307) or Other than Urbanized Area (Rural) Formula Program (§5311) submit data to the NTD. The data used in this report is from reporting year 2017, which was made available in October 2018.

Figure 1 providers a breakdown of the annual transit ridership by mode in the National Capital Region. Eighty-five percent of all public transportation rides are delivered by WMATA, with a majority of those on Metrorail followed by Metrobus. Local bus operators make up ten percent of the annual public transportation trips in the region. Commuter rail and commuter bus account for five percent of the annual public transit trips.

Figure 1: National Capital Region Annual Trips by Mode (Percentage)

NTD Data 2017
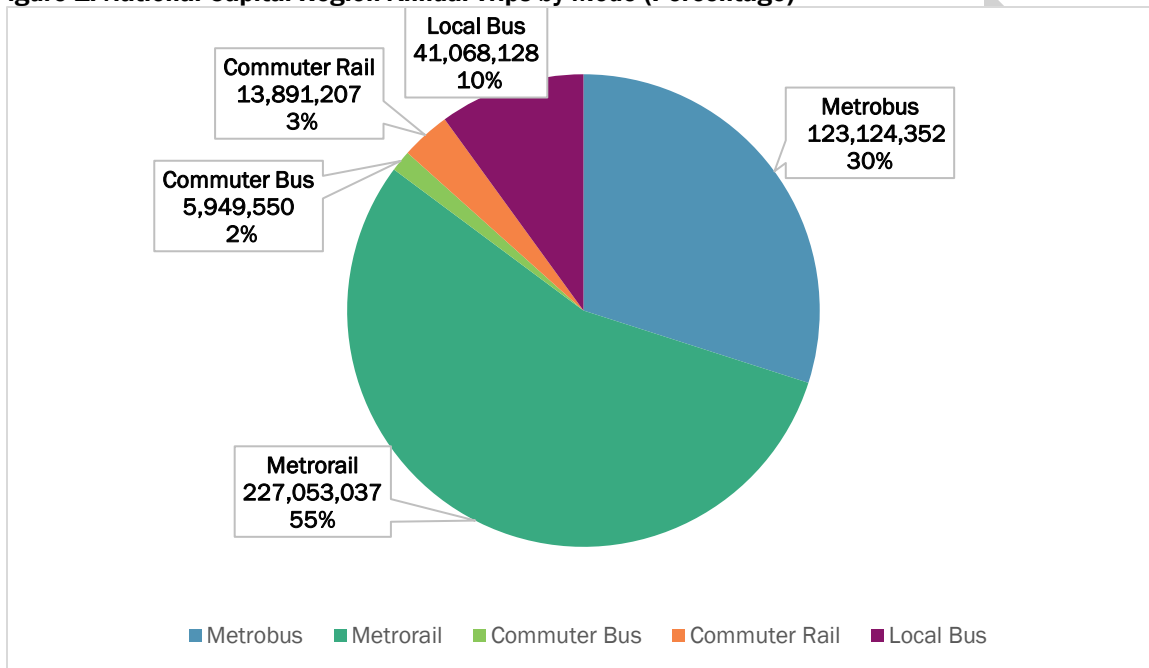
The National Capital Transportation Planning Region contains a few local public transportation operators who provide over 47 million passenger trips annually. Figure 2 illustrates the percentage of overall ridership for 2018 divided by local operator. Montgomery County's Ride On accounts for forty-four percent, or nearly 22 million passenger trips, of the local operator trips in 2018. Another significant local operator is the Fairfax Connector, accounting for seventeen percent of the local operator trips. It should be noted that commuter bus and local bus services provided by Loudoun County Transit and OmniRide are also included in this chart.

Figure 2: National Capital Region Local Bus Trips by Agency (Percentage)
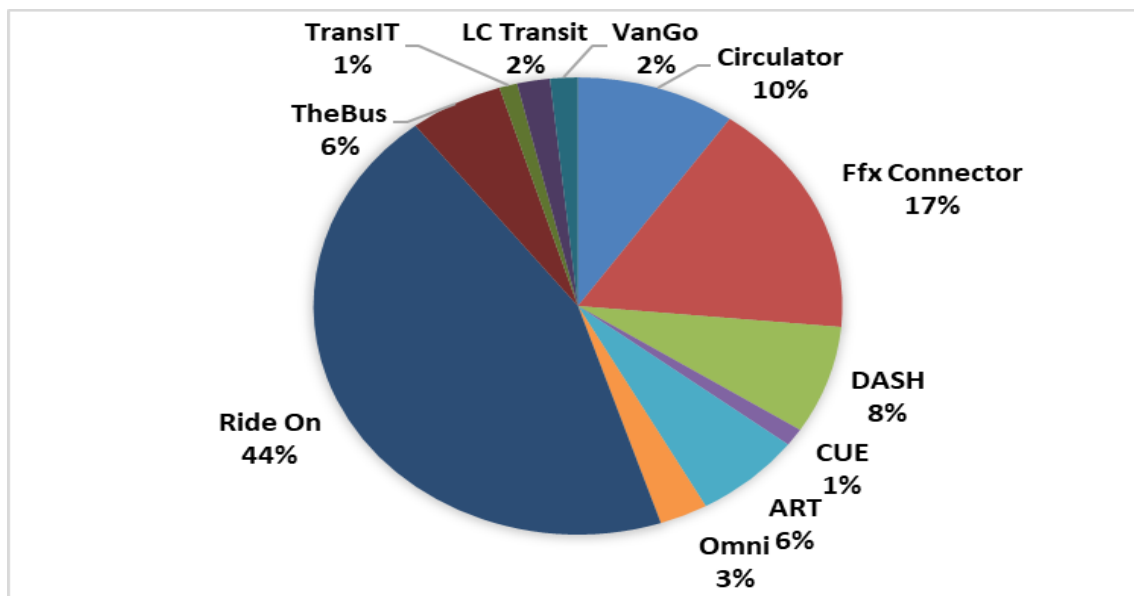
NTD Data 2017

PART I - FIXED ROUTE PUBLIC TRANSIT SERVICES – PROFILE SHEETS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METRORAIL

https://www.wmata.com

OVERVIEW

Metrorail provides safe, clean, reliable transit service for more than 600,000 customers a day throughout the Washington, DC area. The system is one of the 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 receiving the remaining 36 railcars by the end of calendar year 2019.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 1290 Passenger Cars. 91 Stations
Service Type: Heavy Rail

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
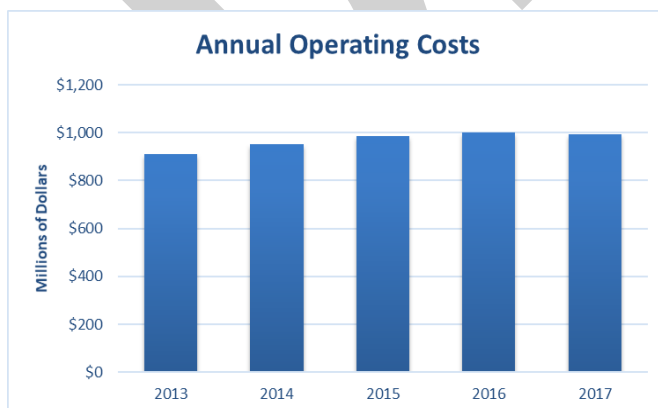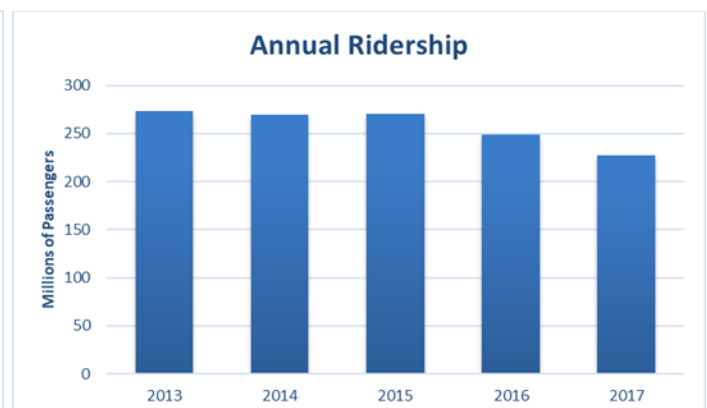
NTD FY 2017

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROBUS

https://www.wmata.com

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, 319 Routes, 14 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA
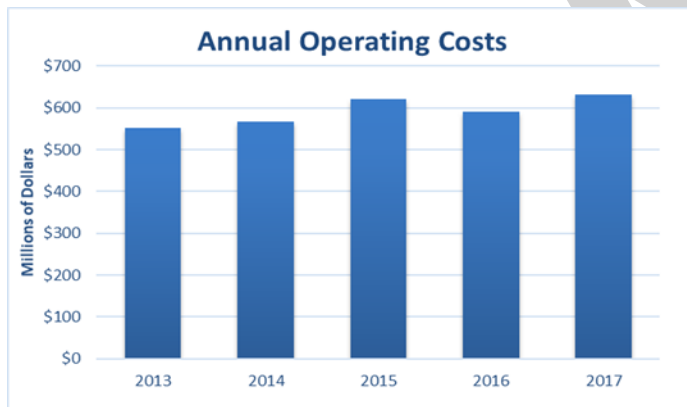
NTD FY 2017

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)
https://www.dashbus.com

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 the Alexandria Metrorail Stations and the Pentagon Metrorail station during morning and evening peak periods. DASH's name symbolizes a 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 continued 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 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: 86 Buses, 11 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
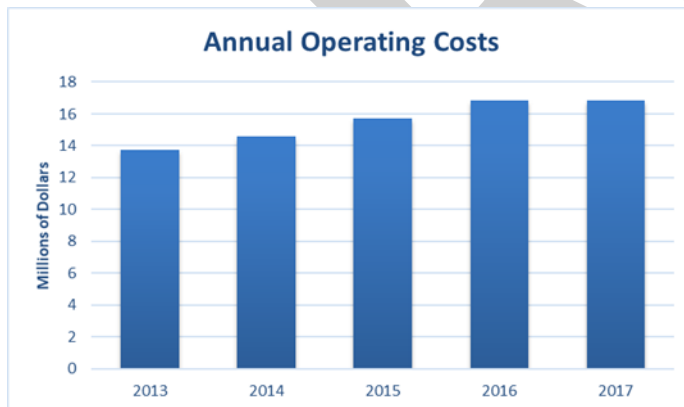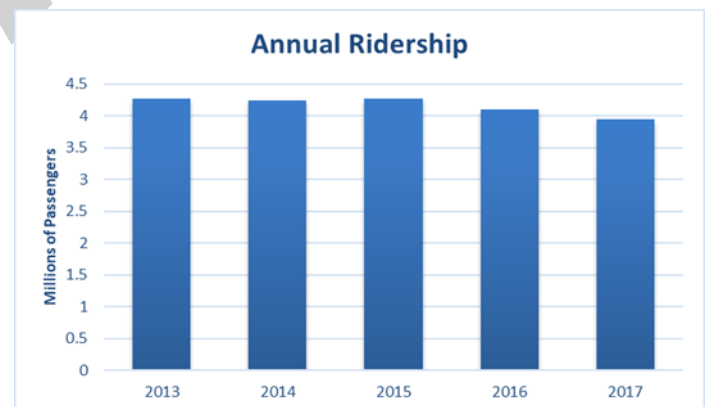
NTD FY 2017

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
https://www.arlingtontransit.com

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
- Washington Boulevard bus stop improvements.
- Addition of ART route 72 providing service from North Arlington to Ballston and Shirlington.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 51 Buses, 17 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
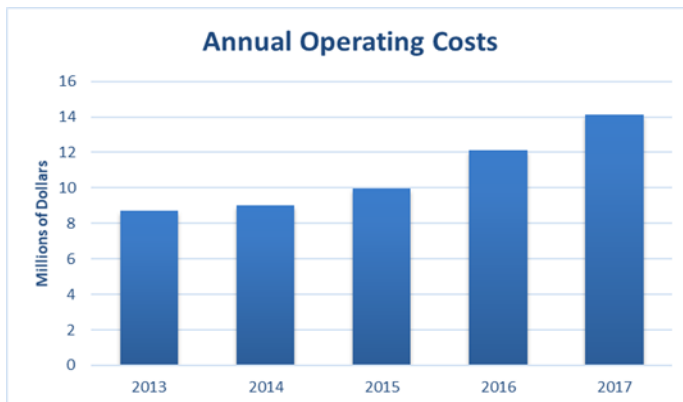
NTD FY 2017

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
https://www.dccirculator.com

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: 72 Buses, 6 Routes, 2 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
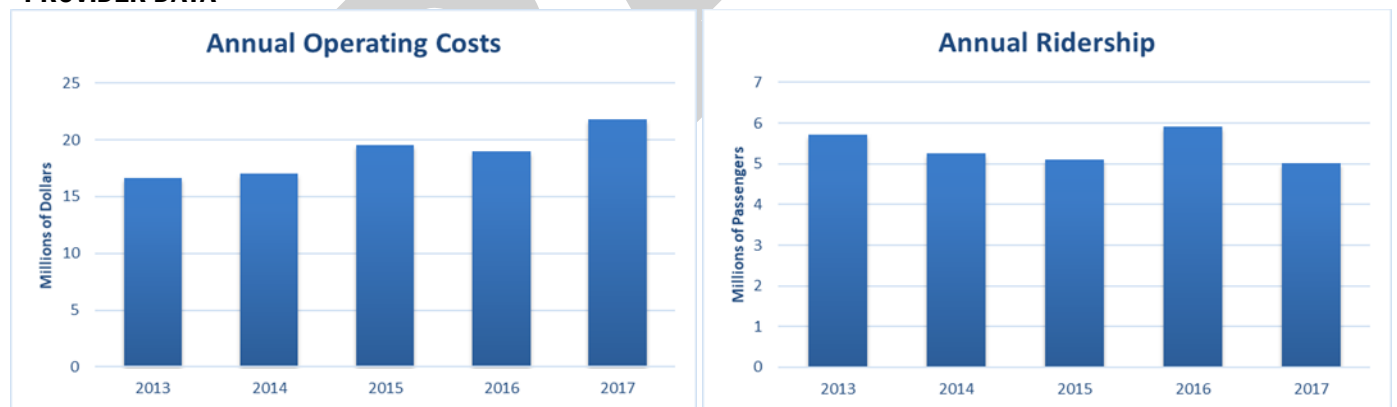
NTD FY 2017

DC STREETCAR
https://www.dcstreetcar.com

PROVIDER OVERVIEW
The DC Streetcar is a surface streetcar network in Washington, D.C. As of 2018, it consists of only one line: a 2.2-mile segment running in mixed traffic along H Street and Benning Road in the city's Northeast quadrant. The DC Streetcar is a free service with the goals of linking neighborhoods with a modern, convenient and attractive transportation alternative; Providing quality service to attract and reach new transit ridership; Offer a broader range of transit options for District residents; Reduction of short inner-city auto trips, parking demand, traffic congestion and air pollution; and, encouraging economic development and affordable housing options along streetcar corridors.

RECENT ACCOMPLISHMENTS
- Streetcar's Car Barn Training Center (CBTC) at 2550 Benning Road NE won two architectural awards in 2018: an Engineering News-Record (ENR) Award of Merit and an Urban Land Institute (ULI) Washington's Excellence in Institutional Development Award.
- In December 2018, DC Streetcar served its three-millionth passenger since opening on February 27, 2016.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 6 Streetcars, 1 Route, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

Millions of Dollars

NTD FY 2017

Annual Ridership

Millions of Passengers
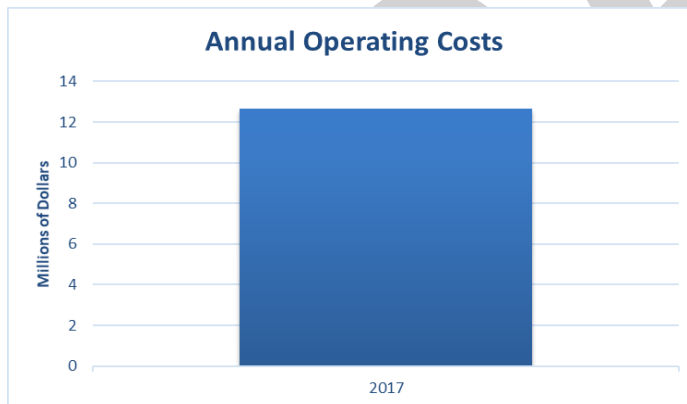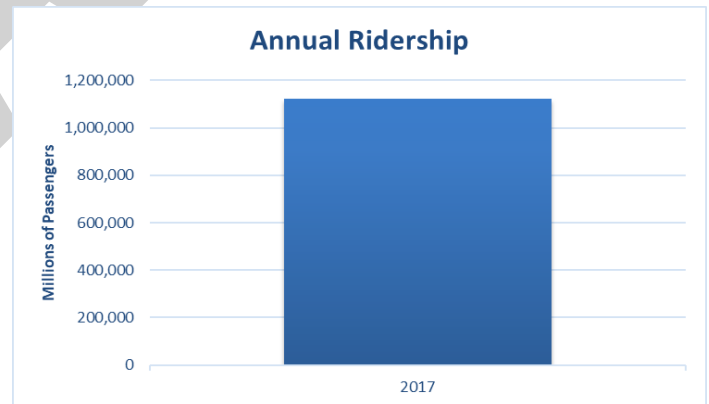
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, DC Circulator and DC Streetcar operating revenues came from the following sources:
Fares 6.4%, State Funding 93.6% *
*DC Circulator and DC Streetcar report for the Federal Fiscal Year

CITY OF FAIRFAX CUE
https://www.Cuebus.org

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. All CUE buses are fully accessible to persons with disabilities.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 12 Buses, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs
NTD FY 2017

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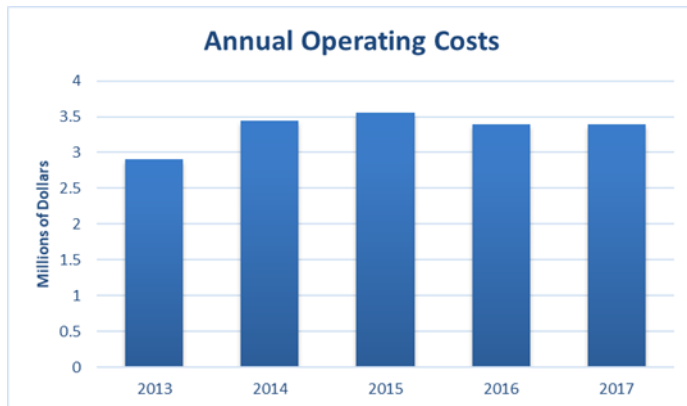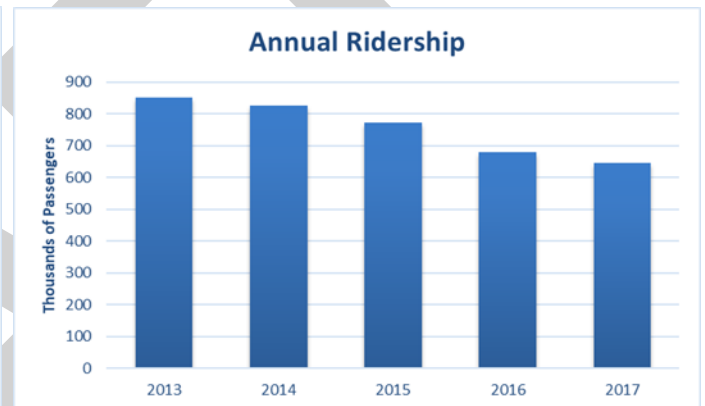
SOURCES OF FUNDING
In FY 2017, CUE operating revenues came from the following sources:
Fares 36.0%, Local Funding 51.0%, State Funding 12.9%, Other .1%

FAIRFAX CONNECTOR
https://www.fairfaxcounty.gov/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
• Service improvements on routes 699 and 171.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 308 Buses, 89 Routes, 3 Maintenance Facilities

Service Type: Fixed Route and Commuter Service

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
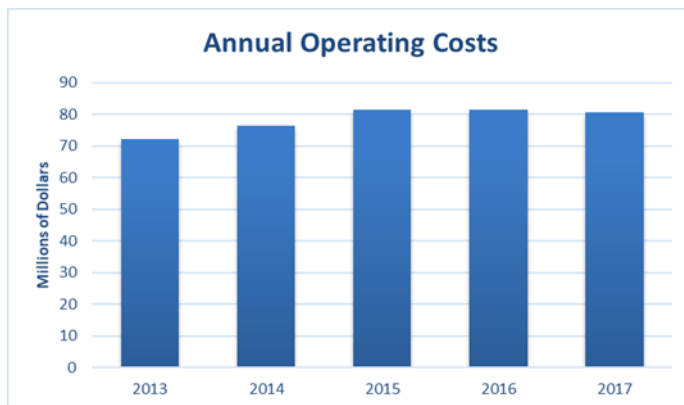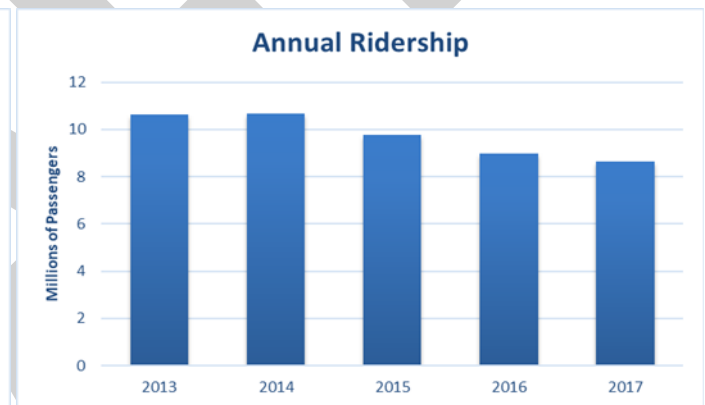
NTD FY 2017

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%

LOUDOUN COUNTY TRANSIT
https://www.loudoun.gov/bus

PROVIDER OVERVIEW
Loudoun County has four distinct transit
services, Local Fixed Route, Paratransit, Metro Connection and Commuter Bus. The Local Fixed Routes provides all day transit service through neighborhoods and commercial developments in Loudoun County. The Paratransit services are complementary to the Local Fixed Route services in that they provide transportation within ¾ of a mile of the local fixed routes to eligible riders. The Metro Connection transit services operate during the AM and PM peak periods providing transportation from fifteen park and ride lots throughout the county to the Wiehle-Reston East and West Falls Church Metrorail stations. When the new Metrorail stations open in Loudoun County, these routes will shift to the Loudoun Gateway and Ashburn stations as well the Herndon-Monroe station in Fairfax County. The commuter bus services operate during the AM and PM peak periods providing transportation from eighteen park and ride lots throughout Loudoun County to Rosslyn, the Pentagon, Crystal City and Washington DC.

RECENT ACCOMPLISHMENTS
- Initiated and completed an ADA transition plan for all of the bus stops in Loudoun County.
- Awarded two I66 Commuter Choice grants
- Obtained a State Capital Assistance grant through DRPT to purchase 37 Body on Chassis buses for the Local Fixed Route Services

SYSTEM CHARACTERISTICS
Vehicle Fleet: 101 Buses, 1 Maintenance Facility

Service Type: Fixed Route, Commuter, and Paratransit Service

PROVIDER DATA
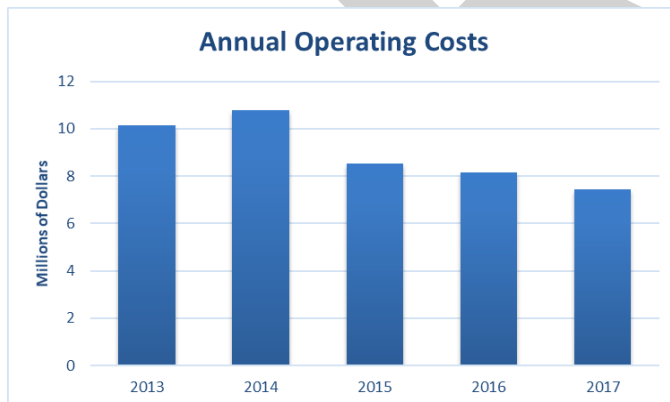
NTD FY 2017
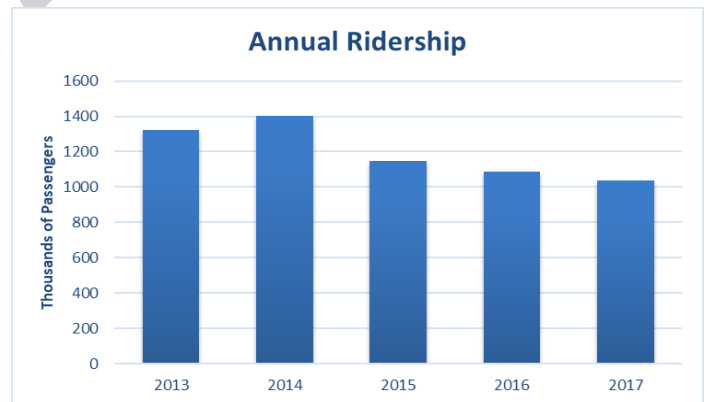
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, Loudoun County Transit operating revenues came from the following sources:
Fares 47.3%, Local Funding 3.5%, State Funding 48.5%, Other 0.7%

FREDERICK TRANSIT
https://frederickcountymd.gov/105/TransIT

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. Ten Connector Routes operate in Frederick City and urbanized areas of Frederick County. Five commuter shuttles and two Meet-the-MARC shuttles operate each weekday.

RECENT ACCOMPLISHMENTS
- Addition of the North Frederick Shuttle service to supplement the #65 Connector Route, reducing headway by half.
- Doubling number of round trips on the Rt. 85 Shuttle service from two to four each weekday.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 24 Connector Buses, 10 Shuttle Buses, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
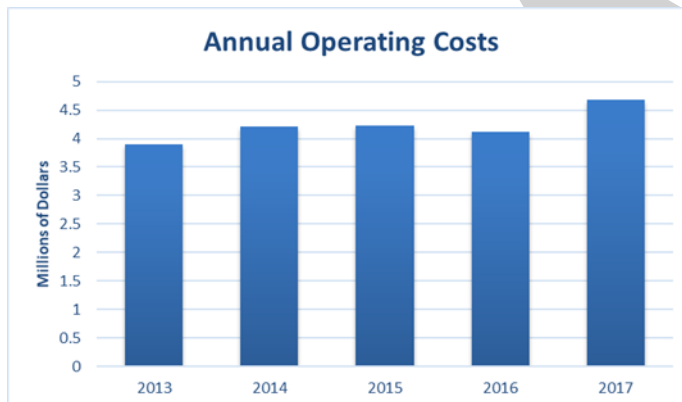
NTD FY 2017

SOURCES OF FUNDING
In FY 2017, 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
https://www.montgomerycountymd.gov/dot-transit/index.html

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
- Extended 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, 85 Routes, 3 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA

Annual Operating Costs
NTD FY 2017

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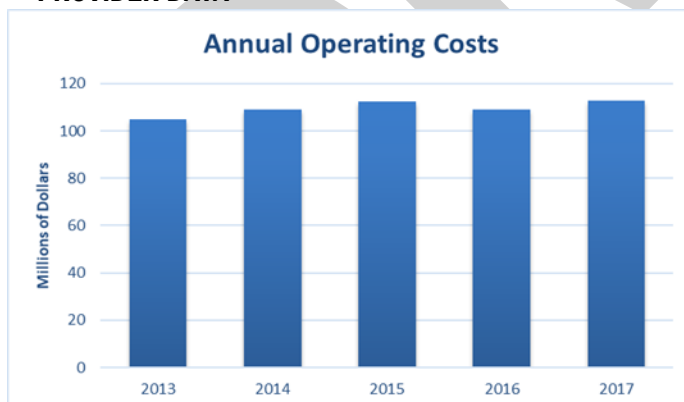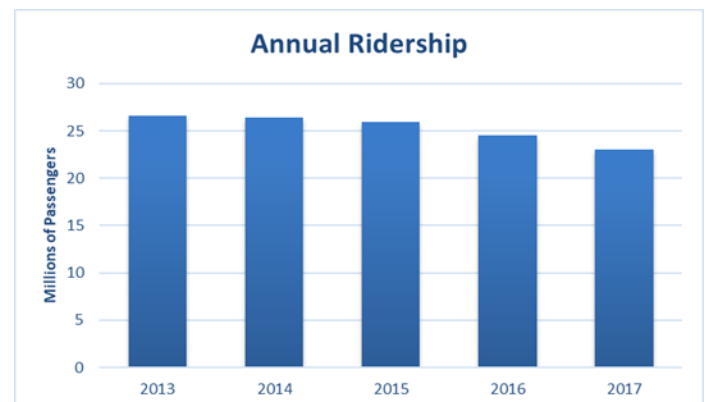
SOURCES OF FUNDING
In FY 2017, Ride On operating revenues came from the following sources:
Fares 18.5%, Local Funding 42.9%, State Funding 26.5%, Fed. Assistance 11.2%, Other 1%

PRINCE GEORGE'S COUNTY THE BUS
https://www.princegeorgescountymd.gov/1120/Countys-TheBus

OVERVIEW
"The Bus" services Prince George's County transit system network. These services are overseen by the Department of Public Works and Transportation (DPW&T) leadership team in the Office of Transportation. "The Bus" is a fixed route system which provides local and neighborhood service through 28 bus lines, covering over 10,000 miles throughout Prince George's County. In addition, "Call-A-Bus" provides transportation for seniors and persons with disabilities through a small network of scheduled routes.

RECENT ACCOMPLISHMENTS
- In 2018, DPW&T completed its 5-year vision plan study which provides community and economic development-based recommendations for improved service opportunities throughout the County.
- The improvement of multiple bus stops throughout the service area.

SYSTEM CHARACTERISTICS
Vehicle Fleet: 118 Buses, 28 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA
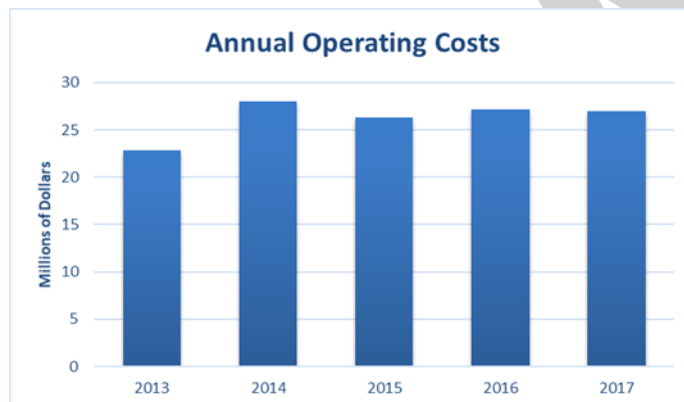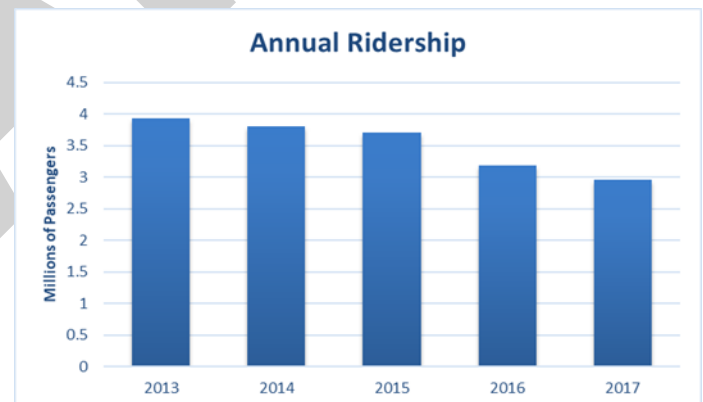
NTD FY 2017

NTD FY 2017

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%

POTOMAC & RAPPAHANNOCK TRANSPORTATION COMMISSION

http://omniride.com

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, 26 Routes, 1 Maintenance Facility

Service Type: Commuter Service, Local Service in Prince William County

PROVIDER DATA

Annual Operating Costs

NTD FY 2017

Annual Ridership
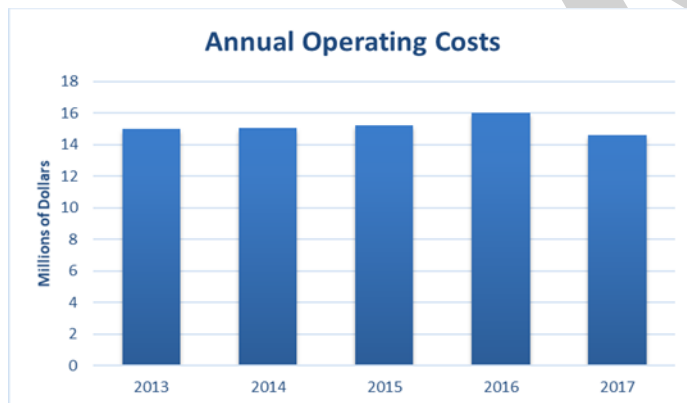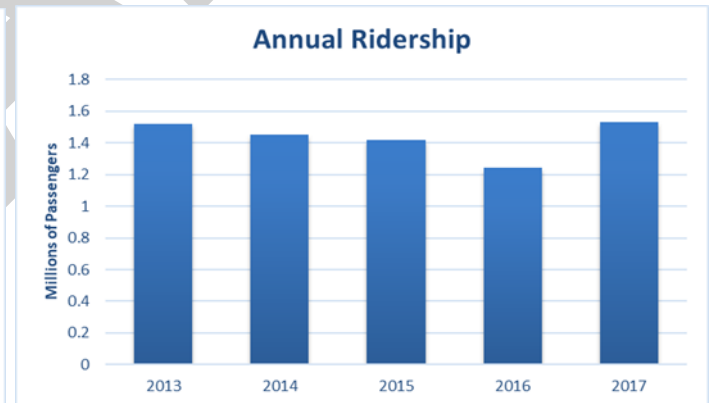
NTD FY 2017

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
https://www.vre.org

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
- Station improvements: Rolling Road, Brooke, Quantico, Rippon, Lorton, Franconia-Springfield, Alexandria. Crystal City, L'Enfant
- New York Avenue Midday Storage Facility, Crossroads Maintenance and Storage Facility. L'Enfant Train Storage Track

SYSTEM CHARACTERISTICS
Vehicle Fleet: 18 Stations, 20 Locomotives, 100 Passenger Cars, 2 Maintenance Facilities

Service Type: Commuter Rail

PROVIDER DATA
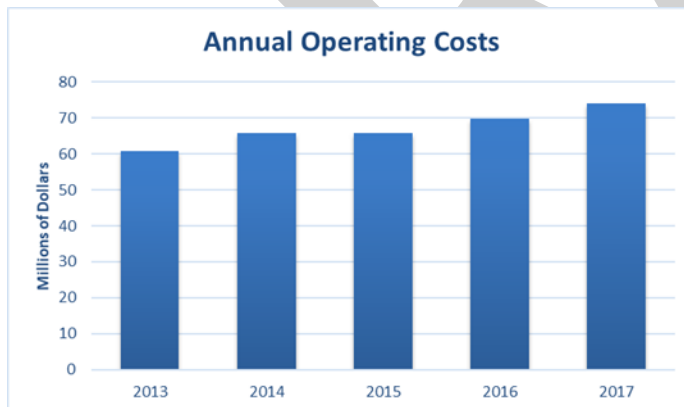
NTD FY 2017
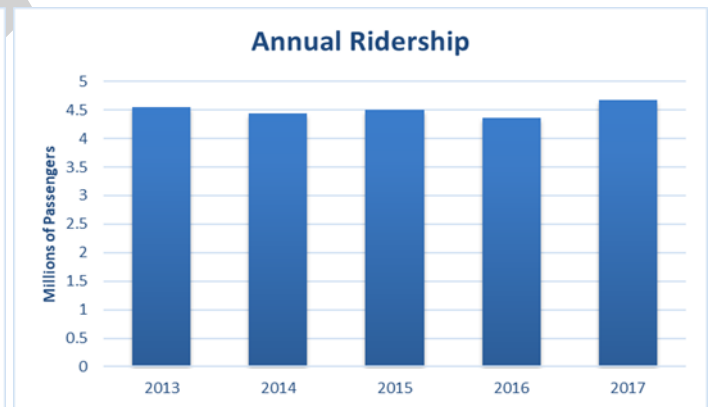
NTD FY 2017

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 with disabilities who are unable to use fixed-route public transit. MetroAccess transports approximately 2.1 million passengers annually. Service is provided to locations in Fairfax, Arlington, Prince George's, and Montgomery counties; the District; and the cities of Fairfax, Falls Church, and Alexandria that are located within ¾ mile of a Metrobus or Metrorail line.

The Abilities-Ride program offers MetroAccess customers a new, more flexible option for travel within Maryland. Metro has partnered with Regency Taxi and Silver Cab to provide on-demand taxi services without sharing a ride - at a discounted rate.

Recent Accomplishments
- 120 new MetroAccess vehicles placed into service

MTA (MARYLAND TRANSIT ADMINISTRATION) COMMUTER BUS

Overview

MTA Commuter Bus Service is a vital link that connects thousands of Maryland's suburban residents with jobs in Baltimore and Washington D.C. Commuter Bus operates weekdays during morning and evening rush hours and is managed by private contractors with oversight from the MTA. MTA Commuter bus provides service on 36 routes with a fleet of 260 buses, accounting for over 3.8 million passenger trips in 2018.

MARC (MARYLAND COMMUTER RAIL)

Overview

The MARC rail system, whose service areas include Baltimore, Washington, D.C., and surrounding areas, as well as Martinsburg, W. Va., operates on the Penn, Camden and Brunswick lines, with an average of 36,000 weekday trips. MARC has three lines, all of which originate and terminate at Washington Union Station. It operates 94 trains on a typical weekday: the Brunswick Line, the Camden Line and the Penn Line. It is run by MTA, a division of the Maryland Department of Transportation and one of the largest multimodal transit systems in the U.S. In 2017 MARC provided over 9 million passenger trips.

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.

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.

MARC has ordered eight Siemen SC-44 Charger locomotives for service use on all three MARC lines MARC SC-44 Charger Locomotives are capable of sustained speeds up to 125 miles per hour, SC-44 Chargers are powered by a 4,400-horsepower, Cummins QSK95 diesel-electric engine. It is the first locomotive engine to comply with the U.S. EPA's highest emissions standard and features electronically controlled regenerative braking systems – energy used from the traction motors during braking is converted into electricity, thus decreasing the train's dependence on fossil fuel.

Major Studies
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.

VIRGINIA REGIONAL TRANSIT (VRT)

Overview
Virginia Regional Transit operates, manages, and plans fixed-route, demand-response, and commuter transportation services in locations such as Loudoun County, Suffolk, and Purcellville The organization delivers efficient, cost effective and quality services for riders so they can move about their communities and live their lives fully.

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. There are 15 routes, 44 buses, and 24 paratransit vans all providing service to 1.8 million riders annually.

PROVIDERS OF OTHER PUBLIC TRANSPORTATION SERVICES

Fastran

Fastran offers specialized transportation services for residents of Fairfax County and the Cities of Fairfax and Falls Church participating in human services agency programs. Services may have associated fees based on a sliding scale, please speak with a representative of one of the certifying programs/agencies for details. All riders must be certified by one of the following programs/agencies before utilizing the service:

- Critical Medical Care: Transportation for Fairfax County residents who must undergo life sustaining treatments including dialysis, radiology, chemotherapy, brain injury therapy, physical therapy and water therapy. Transportation service under this program is not guaranteed but is provided on a space available basis.
- Adult Day Health Care - Transportation to and from adult day health care centers.
- Community Services Board - Transportation to and from support services and worksites related to intellectual disability, mental health and the Recovery Women's Center.
- Senior Centers - Transportation to and from Fairfax County Senior Centers. Service is arranged through centers only.
- Senior Residences - Transportation for twice-a-month grocery shopping trips and a trip to the mall every other month for residents of 18 senior residence developments. Trips scheduled by sites.
- Therapeutic Recreation Services - Transportation to and from outings and structured recreational activities for individuals with intellectual or physical disabilities.

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 available to all residents who are not served by, or cannot use, existing bus or rail services. However, priority is given to seniors and persons with disabilities. Persons with disabilities must provide their own escort, if needed. Service animals are allowed for the visually impaired. Reservations can be made up to 7 days in advance. In addition to the County's Call-a-Bus service, a number of municipalities provide their own Call-a-Bus service. Prince George's County Call-A-Bus has 52 vehicles making over 100,000 trips annually.

PART III - 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

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 CHOICE 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.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

Overview

The Northern Virginia Transportation Authority (NVTA) is a relative newcomer to the region, created by the Virginia General Assembly in 2002 with a revenue stream established in 2013. 70 percent of NVTA's revenues are directly allocated to projects by NVTA. The remaining 30 percent is distributed to NVTA's nine-member jurisdiction who allocate these revenues to transportation projects of their own choosing, including public transportation projects.

NVTA has two primary responsibilities:
- Updating TransAction, Northern Virginia's long range, multimodal transportation plan. The current version of TransAction was adopted in October 2017, and it is updated on a five-year cycle. It is a fiscally and geographically unconstrained plan including 352 regional projects with an estimated cost of more than $40 billion.
- Programming its regional (70 percent) revenues through updates to NVTA's Six Year Program, using a project selection process comprised of qualitative and quantitative components, in addition to public comment. NVTA's inaugural Six Year Program was adopted in June 2018, allocating $1.285 billion to multimodal transportation projects. The Six Year Program is updated on a two-year cycle. The next update will allocate at least $400 million and is scheduled to be adopted in June 2020.

Using its 70 percent revenues for FY2014 through FY2023, NVTA has allocated more than $650 million to two new Metrorail stations, multiple VRE station enhancements, five bus rapid transit lines, acquisition of 28 expansion buses, four transit maintenance/storage facilities, two park and ride facilities, transit signal priority projects, and numerous public transportation access improvement projects. In 2018 alone, this equates to more than $325 million.

NVTA is responsible for making recommendations to the Commonwealth Transportation Board (CTB) for allocation of federal CMAQ and RSTP revenues in Northern Virginia. In 2018, NVTA recommended and CTB approved more than $37 million CMAQ and RSTP funds for public transportation, TDM, and access improvement projects.

In 2017, NVTA made recommendations to the CTB for allocation of the $500 million to 15 projects using the Concessionaire payment associated with the I-66 Outside the Beltway project. NVTA's recommendations included $127 million to VRE Manassas Line projects.

Recent Accomplishments

In 2018, NVTA successfully applied for $15 million in Commonwealth funds for a Regional Multimodal Mobility Program (RM3P) project that uses information and communication technologies to address the Northern Virginia's mobility challenges. The project will deliver four distinct, but integrated, solutions that attempt to reduce dependency on driving alone. These deliverables will monitor parking lot utilization in real time, provide mobility as a service gap information to transportation providers, enhance decision support systems including predictive capabilities, and offer incentivizes to change travel behavior in real time

WASHINGTON SUBURBAN TRANSPORTATION COMMISSION (WSTC)

Overview
Created in 1965, the Commission administers the Washington Suburban Transit District and has powers to plan, develop, and oversee, on a bi-county basis, a transportation system, including mass transit facilities, for Montgomery County and Prince George's County, Maryland. It coordinates mass transit programs with the two county governments, the Washington Metropolitan Area Transit Authority, and the Maryland Department of Transportation.

Within Montgomery and Prince George's counties, the Commission acts as the financial conduit for funding of mass transportation projects. It also is authorized to levy a property tax in each county to support mass transit services, and associated debt service and administrative costs.

The Commission consists of seven members appointed to three-year terms. Two are chosen by the Montgomery County Executive, and two by the Prince George's County Executive. With Senate advice and consent, the Governor appoints one member from Montgomery County and one from Prince George's County. One member serves ex officio. Annually, the position of chair alternates between Montgomery and Prince George's counties

MARYLAND TRANSIT ADMINISTRATION (MTA)

Overview
The Maryland Transit Administration (MTA) is a division of the Maryland Department of Transportation, and one of the largest multi-modal transit systems in the United States. MTA operates Local Buses (CityLink and LocalLink), Commuter Buses, Light RailLink, Metro SubwayLink, Maryland Area Regional Commuter (MARC) Train Service, and a comprehensive Paratransit (MobilityLink) system. MTA also manages the Taxi Access system and directs funding and statewide assistance to Locally Operated Transit Systems (LOTS) in each of Maryland's 23 counties, Baltimore City, Annapolis and Ocean City.

Major Studies
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.

Project Milestones
The Purple Line is a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green and Orange Lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line will also connect to MARC, Amtrak, and local bus services. The Purple Line will be powered by overhead wires known as a catenary system. As a transit system separate from Metro, it will operate mainly in dedicated or exclusive lanes, allowing for fast, reliable transit operations. Most of the alignment will be at the road way level, though short segments will be elevated or underground. The Purple Line is owned by the MTA. MTA is the project lead, with the support and close coordination of a team that includes the Washington Metropolitan Area Transit Authority, Montgomery and Prince

George's counties, the Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation State Highway Administration (MDOT SHA), and local municipalities in the project area.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)

Overview
The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. DRPT is a state agency that reports to the Secretary of Transportation. The focus being the movement of people and goods throughout the Commonwealth, and the primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities to provide support for projects and programs by:

- Assessing feasibility and environmental impacts of new and expanding services;
- Conducting statewide rail and public transportation studies;
- Planning and programming new services and capital improvement projects; and
- Providing leadership, advocacy, technical assistance and funding.

Recent Accomplishments
The 2018 Virginia General Assembly enacted numerous reforms to the public transportation grant programs administered by DRPT. In order to successfully ensure timely implementation of these reforms, the Virginia Department of Rail and Public Transportation has created the Making Efficient Responsible Investments in Transit (MERIT) program.

MERIT reforms are bringing greater accountability and transparency to DRPT funding programs. Dedicated funding created for WMATA, VRE and PRTC ensures largest commuter systems can continue to move more people daily, and do not come at the expense of other systems doing the same. Transit services and ridership are growing in small urban and rural communities. Leveraging of new and increased funding sources is yielding the stability for transit systems to serve and grow in their communities. DRPT is piloting new innovations and technologies to enhance the transit industry.

PART IV - 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.

DC STREETCAR

Streetcar's Car Barn Training Center (CBTC) at 2550 Benning Road NE won two architectural awards in 2018: an Engineering News-Record (ENR) Award of Merit and an Urban Land Institute (ULI) Washington's Excellence in Institutional Development Award. In December 2018, DC Streetcar served its three-millionth passenger since opening on February 27, 2016.

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 anticipated to introduce a new Real Time Passenger Information.

OmniRide staff is taking a fresh look at all 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.

VRE
Positive Train Control (PTC) is a processor-based/communication-based control system designed to prevent railway accidents. PTC technology is designed to automatically control train speeds and movements should an engineer not take suitable action for a given situation. VRE met the required milestones by December 2018 and is working on ensuring our PTC implementation is seamlessly operational for both host and tenant operators. VRE is confident our trains will be operating under full PTC enforcement well before the December 31, 2020 deadline. To track progress, see: www.vre.org/safety/positive-train-control-ptc/.

VRE has initiated several technology upgrades to provide enhanced real-time multimodal traveler information to help current and potential VRE riders choose the best travel option for their trip. The information will be disseminated through an updated GTFS feed on VRE Mobile and website and could be integrated into VDOT or third-party platforms. The technology upgrades include:

- Automatic Parking Counters track parking space utilization at all VRE stations and disseminates the current occupancy of the selected parking facilities through the VRE website.
- Automatic Passenger Counters are being installed on coaches to count passenger boardings and alightings which can be used to compute real-time distribution of passenger loads on trains.
- Realtime Train Arrival information is currently provided using on-board inputs to show the location of each VRE train and the performance of each train relative to the schedule. Upgrades to the displays and train information portal will greatly enhance the accuracy and effectiveness the system.

VRE is also upgrading all platform Ticket Vending Machines (TVMs) and the vendor location machines which will effectively replace every major component in the system. For more info, see: www.vre.org/development/system-enhancements/tvm-upgrade/

LOUDOUN COUNTY TRANSIT

The ADA Transition plan was fully funded by the Board in December 2018 and design work has begun to start the process of bringing all of the ADA non-compliant bus stops into compliance.

The two I66 Commuter Choice grants allowed the county to extend existing Route 88X from the East Gate park and ride lot to the Stone Ridge park and ride lot and the Stone Springs hospital. The grant also provided the county the opportunity to start much needed new transit service from Purcellville to the Wiehle-Reston East Metrorail station.

Loudoun County took over the operations of the Local Fixed Route services in November 2014 on an emergency contract when the provider at the time lost their federal funding. Due to the short time frame to get a contract in place for another vendor to operate the services, the fleet had to be leased as part of the contract. With the purchase of the 37 new Body on Chassis buses, the county now has much greater control over the fleet, how it is maintained and the technologies that are installed on the buses.

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.

DC STREETCAR

Planning and NEPA activities continue for proposed eastward and westward extensions of the current H Street and Benning Road line. The Benning Road Transportation Improvements Project proposes to extend the line eastward to the Benning Road Metro station. Preliminary design work on the eastern extension commenced in January 2019, and the environmental assessment will be updated concurrently. The Union Station to Georgetown Streetcar Transportation Improvements Environmental Assessment project proposes to extend the line westward to Georgetown.

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. The objectives of this project are 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.

VRE

VRE Transit Development Plan: www.vre.org/about/studies-and-reports/transit-development-plan/
The VRE Transit Development Plan (TDP) provides an overview of all major VRE projects and initiatives. It highlights VRE's short-term priorities as well as aspirations and constraints for the longer term. This TDP encompasses two timeframes:

- A six-year (FY2020 - FY2025) fiscally-constrained plan that documents the funded projects and programmed initiatives; and
- A fiscally-unconstrained plan (FY2026 - FY2029) identifying proposed projects as well as current and longer-term unmet capital and operating needs. The fiscally-unconstrained plan affords an opportunity to connect ongoing and planned improvements to the aspirations outlined in the System Plan 2040.

VRE TDP Update was initiated in December 2017 and adopted by the VRE Operations Board in February 2019.
VRE Transit Asset Management Plan: www.vre.org/about/studies-and-reports/transit-asset-management-plan/

Recent federal legislation established requirements for transit agencies to develop an asset management plan, track, and report on the condition of their assets. VRE's transit asset management program will not only meet Federal requirements, but will also allow VRE to improve operational efficiency, maintain assets in a State of Good Repair, and make data-driven decisions regarding improvements and capital expenditures.

LOUDOUN COUNTY TRANSIT

ADA Transition Plan – this study surveyed every bus stop in Loudoun County and quantified everything that needed to be done to bring all of the bus stops into ADA compliance.

Paratransit Bus Service Assessment study – The impending opening of two new Metrorail stations has an impact on paratransit bus services in Loudoun County. When the stations open, paratransit services are required within ¾ of a mile of each Loudoun station. This study estimated the number of paratransit trips that would need to be provided around the station based on existing and future residential developments. The study also compared the estimated costs to provide the services if Loudoun County provided them or if WMATA provided them.

Loudoun County is gearing up for the opening of two new Metrorail stations in Loudoun County. There are numerous transit service changes that will be taking place with these openings. These changes include but are not limited to adjusting routes that currently service Metrorail stations in Fairfax, adding new routes to the new stations, purchasing additional buses for new routes and coordinating technology between the buses and the new Metrorail stations, such as real time information signs.

UPCOMING PUBLIC TRANSPORTATION EVENTS

Begin Construction of Potomac Yard Metrorail Station. Many years of community planning have produced a vision for Potomac Yard, and a new Metrorail station along the Yellow and Blue lines is central to that vision. The FTA and the NPS issued their Records of Decision for the Potomac Yard Metrorail Station in Fall 2016; this being the last step in the review process under the National Environmental Policy Act. On September 10th, 2018, WMATA awarded a contract to the Potomac Yard Constructors JV for design and construction of the project.

Montgomery County US-29 BRT. The Montgomery County Department of Transportation (MCDOT) is constructing a new transit line, called FLASH, along US 29 (Colesville Rd). FLASH is a bus-based rapid transit system with features that improve reliability, so you can get where you need to go quickly. US 29 FLASH will operate between Burtonsville and Silver Spring and open in 2020.

Silver Line Phase Two. The six stations in Phase Two of the Silver Line will run westward through Reston and Herndon to the Dulles Airport and ends at Route 772 in eastern Loudoun County. All stations in this phase will have commuter parking besides the Reston Town Center Station and the Dulles Airport Station.

Part V: Transportation Planning Board

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

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. RPTS reports to the TPB Technical Committee of jurisdictional staff on issues and interests of the region's public transportation providers.

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 in 2018 include:
- 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
- Visualize 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) 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.

TAM targets were developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) initially in 2017, and the next adoption in 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.

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 will be 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

VISUALIZE 2045

Visualize 2045 is the federally mandated, long-range transportation plan for the National Capital Region. It represents a new kind of long-range planning effort in this region. For the first time, in addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints.

For the first time, the TPB's long-range plan also includes a set of aspirational initiatives that the board identified for their potential to address some of the region's biggest transportation challenges in the future. Transportation agencies in the region are urged to develop projects, programs, and policies to advance these initiatives. The seven initiatives are to:

- Bring jobs and housing closer together
- Expand bus rapid transit and transitways
- Move more people on Metrorail
- Increase telecommuting and other options for commuting
- Expand the express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail

Several of these initiatives aim to improve the region's network, efficiency, and coordination in terms of public transportation. More details on Visualize 2045 and the seven initiatives can be found on this link.
https://www.mwcog.org/documents/2018/10/17/visualize-2045-tpb-visualize-2045/