TPB Regional Bus Subcommittee
Regional Priority Projects List
Initial Submission Summary

Funding Situation:

o   In the face of declining national and regional economies, the City's current economy is in a transition that limits revenue growth. A ruling by the State Supreme Court in late February invalidating the levying of taxes and fees by the Northern Virginia Transportation Authority (NVTA), together with reductions in State funding for transit projects created a shortfall of more than $20 million in funding for the City's plan for bus service, maintenance, and expansion and other transit activities in FY 2009, and a far greater shortfall through FY 2014.

o   Arlington County is hopeful that the Commonwealth of Virginia will be able to meet stated commitments to reimburse public transit systems for 60% of non-federal operating costs and bus procurement expenses. The absence of a solution for NVTA regional funding will delay some capital projects.

o   At the moment the budgetary situation at DDOT allows for the sustaining of current programs and studies for future service improvements. However, budgetary constraints do not allow for the implementation of new premium bus transit services or expand regular bus services due to lack of funding to support: adding additional bus maintenance and storage capacity, purchasing additional new buses and creating new urban transit centers in the city core and outskirts.

o   There are insufficient operating funds for the service expansions identified in TransIT's 2007 Transportation Development Plan and the 2008 Frederick County Transportation Priorities Report. Additional capital funding will be required for expansion vehicles. Increasing fuel costs (31% increase over FY 07) will require additional funding to maintain the current level of service. Additionally, capital funding is needed for expansion of TransIT's administrative offices, vehicle storage, and maintenance facilities, which have reached capacity.

o   Although funding level commitments have not been altered, the budgets of other agencies have undergone cutbacks. Operational funding remains stable but to speculate that any funding will go towards new projects would be premature.

o   Ride On bus expansion is limited until new maintenance garage facility is open, year 2012. There is also a limitation on the Maryland transit funding for new bus service in the County.

New/Expanded Service:

o   King Street Metro Station Redesign
o   Landmark Transit Center
o   Crystal City – Potomac Yard Transitway
o   U.S. 50 Rapid Bus; Fairfax City – Rosslyn Metro
o   16th Street Metro Extra Bus Service.
o   38B Increase Frequency & Spans

- o Increased Regional Commuter Options and reverse commute options between Frederick and the Washington D.C. Area
- o Feeder bus service between Frederick Train Stations and the Urbana Park-N-Ride
- o US 1 (Hyattsville) to Laurel Corridor Improvements
- o Veirs Mill BRT/University Boulevard BRT
- o Georgia Avenue Busway

Bottlenecks:

- o Duke Street, East of Telegraph Road
- o Shirley Hwy Express Lane Ramp to the Pentagon Transit Center
- o Rosslyn Transit Staging Facility
- o MD Route 4- Traffic coming into the District between Barney Circle-Southern Avenue
- o K Street (22nd Street-Massachusetts)
- o I-270 through Frederick and Montgomery Counties
- o U.S. 15 through Frederick City
- o MD 210 (Indian Head Hwy) and Old Fort Road
- o Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)
- o Georgia @ Colesville to Wheaton through Silver Spring
- o East West Highway from Silver Spring to Bethesda

Other Constraints:
- o King Street Metro Station
- o Van Dorn Metro Station
- o Shirley Highway Express Lane Ramp to the Shirlington Transit Center
- o SE Bus Garage (Capital Improvements)
- o Additional Bus Maintenance and Storage Facilities
- o Bus Storage (Rocky Springs Road)
- o Bus storage and maintenance facilities
- o Limited parking capacity in Germantown Transit Center

Bus stops:

- o Southern Towers
- o WB Arlington Blvd. at Glebe Rd
- o WB Arlington Blvd. at Henderson Rd
- o WB Arlington Blvd. at Park Dr
- o Union Station Bus Stops (Transit Center)
- o Fort Totten Metro Bus Stops (Transit Center)
- o Frederick Town Mall Bus Stop
- o Francis Scott Key Mall Bus Stop
- o University Blvd/Piney Branch
- o Wisconsin/Willard Avenue

Other Facilities:

- o East Falls Church Metro
- o Rosslyn Metro
- o Metropolitan Branch Bicycle Trail
- o RFK Operators Lounge and Transit Center
- o Park-N-Ride lot north of Frederick
- o Montgomery Mall
- o Hillandale Transit Center

Customer Information:

- o WMATA's Trip Planner / RideGuide
- o Transit Routes in the City of Alexandria
- o Machines to add value to SmarTrip farecards
- o Upgraded bus stop information at major transfer centers
- o Regional Integrated Transportation Information System (RITIS)
- o Regional Joint Marketing Initiative for Airport Bus Services
- o Frederick Regional Commuting Options Brochure
- o Inclusion in national and regional Trip Planning Applications, such as Google Transit and WMATA's Metro Trip Planner
- o One-stop Information System like 511
- o Google map project

Examples of Success

- o In the City of Alexandria, several private developers have been responsible for erecting new bus shelters and creating ADA complaint bus stop landing areas for customers. In some cases, private developers have incorporated bus shelters into the design of a building such as the building constructed at 500 N. Henry Street. Outside the City, the Shirlington Transit Center and the National Harbor Development are good examples of high quality bus services and infrastructure.
- o The WMATA Compact Jurisdictions can take pride in the many multimodal transit stations located throughout the area, including Metrorail stations at Vienna, West Falls Church, Ballston, Rosslyn, Pentagon, Franconia-Springfield, Glenmont, Shady Grove, Silver Spring (to be improved), and New Carrollton. Each of these centers serves local transit providers as well as WMATA and several serve private-sector shuttle operators as well. Each center is designed to minimize transfer time and provide easy connections throughout the region. The high-occupancy vehicle ramps on I-395 at the Pentagon, Seminary Road and the Fairfax County Parkway, as well as from I-66 at West Falls Church Metro and Monument Drive allow buses to provide quicker service than can be obtained using a single-occupancy vehicle. In New York City, the Port Authority of New York and New Jersey offers a bus staging area at JFK International Airport. A

fine example of an accessible pathways project from outside the area is offered by Suisun City, a suburb of Osaka, Japan. This is a planned city comprised of five clusters surrounding a central railway station. A university-led project involving the disability community led to the creation of an accessible pathway from each cluster to and into the railway station.

o Development of the DC Circulator system is an example of a true public-private partnership involving transit in the region. The DC business community along with DDOT identified the need for better linkages inside the District that WMATA was not currently providing and formed the District of Columbia Surface Transit, Inc. (DCST). DCST is a non profit entity formed by the various Business Improvement Districts (BIDs) in the District and is charged with providing planning advice for affordable surface transit services, raising funds from both private and public sector sources to support such surface transit services, and promoting and marketing such surface transit services. The joint marketing role is particularly noteworthy, as the business community's deep expertise with marketing has paid off in the Circulator's branding as a new, different, user-friendly service. DCST's involvement may also lead, in the future, to creation of streetcar and other surface transit options throughout the District.

o In December 2001, two new MARC train stations opened, the downtown Frederick and Monocacy Stations, allowing commuters to travel via rail between Frederick and Washington D.C. TransIT Services of Frederick County responded to the needs of MARC commuters by implementing three new Meet-the-MARC shuttle routes, providing service from various locations throughout Frederick to the downtown MARC train station. At the same time, TransIT relocated its primary passenger transfer point from the Government Services Building to the new downtown Frederick MARC train station, which is located in an area of intense redevelopment in the city. A few months later TransIT unveiled it's new Connector Route system with 7 bus routes meeting hourly at the downtown Frederick train station (the "Transit Center"), allowing passengers to transfer safely and conveniently between routes. Since then, TransIT's ridership has more than doubled, from 313,238 trips provided in FY 2002 to nearly 738,000 trips provided in FY 2008.

o Ride On Germantown Bus restructuring.