National Capital Region
Transportation Planning Board

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

Tuesday, February 27, 2024
12:00 – 2:00 P.M.
Chair: Melissa Kim, WMATA

VIRTUAL MEETING

AGENDA

12:00 P.M. **1. WELCOME**

12:10 P.M. **2. PRINCE GEORGE'S COUNTY TRANSIT TRANSFORMATION PROJECT**
Efon Epanty, Prince George's County Chief of Innovation and Transit Planning

12:25 P.M. **3. MARC'S GROWTH AND TRANSFORMATION PLAN UPDATE**
Alicia Rowe, MDOT MTA Program Manager
Darrell Smith, MDOT MTA Director of Statewide Planning

12:40 P.M. **4. NATIONAL CAPITAL TRAIL NETWORK UPDATE**
Michael Farrell, TPB Transportation Planner

* * * SPECIAL SESSION * * *

12:55 P.M. **5. REGIONAL HIGH-CAPACITY TRANSIT ANALYSIS WEBMAP – DEMONSTRATION (FINAL UPDATE)**
Kyle Hearing, Foursquare ITP Senior Transportation Planner
Walker Freer, ICF Senior Transportation Planner
Eric Randall, TPB Transportation Engineer

* * *

1:55 P.M. **6. OTHER BUSINESS**

2:00 P.M. **7. ADJOURN**

The next regular meeting of the RPTS is March 26, 2024 and is virtual.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. Go to www.mwcog.org/accommodations or call (202) 962-3300 | (202) 962-3213 (TDD) for more info.

Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

PGC Transit Transformation

Department of Public Works and Transportation

Prince George's County

TRANSIT

TRANSFORMATION

Prince George's County
Transit Transformation

Four initiatives, one clear vision

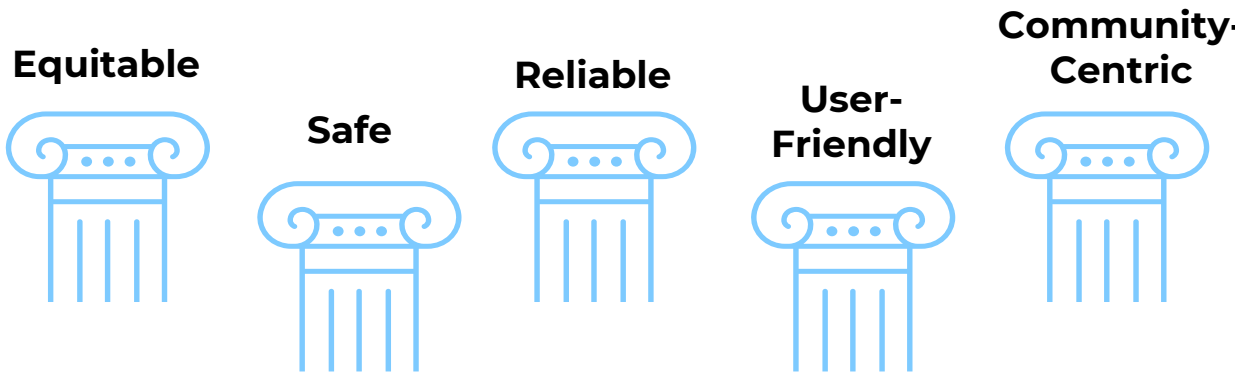
Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

Transit Transformation

Transit Transformation is our commitment to revamp our framework for providing **safe, efficient, and reliable transit service.**

This new transformative approach is based on **five key pillars** and **three core values** for becoming the best transit operator in the region. The five key pillars represent the services we deliver and the three core values represent who we are.



Core Values

Equity
Innovation
Sustainability

Prince George's County TRANSIT TRANSFORMATION

Transit Transformation

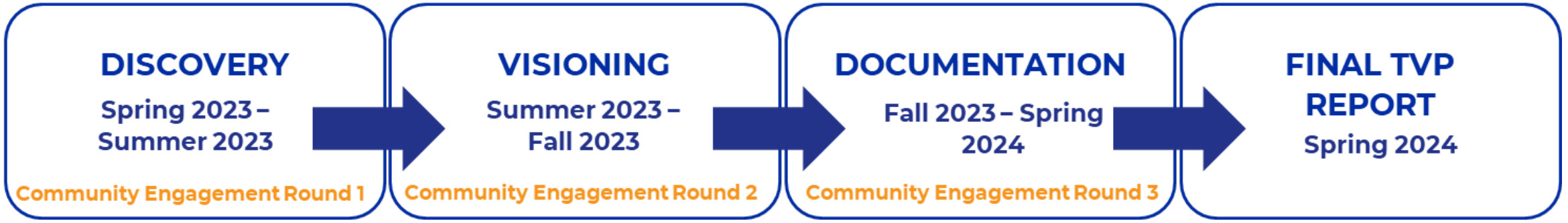
In alignment with the foundational pillars and values of PGC Transit Transformation (PGC TT), we launched the **four initiatives**:

1. **Transit Vision Plan**
2. **Transit Forward**
3. **Zero – Emission Bus (ZEB) Transition**
4. **Service Changes**

Prince George's County TRANSIT TRANSFORMATION

Transit Vision Plan (TVP)

Project Timeline



Prince George's County
TRANSIT
TRANSFORMATION
Transit Vision Plan

Transit Forward

Transit Forward analyzes the quality, effectiveness, and delivery of *TheBus and Call-A-Bus s*ervices, using a data-centric approach.

Goals Include:

- Improved on-time performance (OTP)
- Improved amenities
- Enhanced customer experience
- Coordinated transit tracking applications

Prince George's County TRANSIT TRANSFORMATION Transit Forward

Angela D. Alsobrooks
County Executive

Zero Emission Transition

Michael D. Johnson, P.E.
Director

TheBus is developing a **Transition Plan** to help determine *how* and *when* the transition to ZEB will occur. The plan will include:

Prince George's County TRANSIT TRANSFORMATION Zero-Emission Bus

- **INFRASTRUCTURE NEEDS**
- **FLEET SIZE & REPLACEMENT PLAN**
- **WORKFORCE & TRAINING NEEDS**
- **PHASING OF TRANSITION**
- **COSTS & FUNDING OPPORTUNITIES**

Service Changes

Spring 2024 Service Change.

Recent Updates:

- The county actively engaged in two workshops to formulate suggested service changes, drawing insights from the outcomes of the Fall 2023 Service Changes, Operator Feedback, and Route Performance.

Next Steps:

- Initiating the preparation of service change recommendations for public outreach.

Prince George's County TRANSIT TRANSFORMATION

Angela D. Alsobrooks
County Executive

We Value Your Feedback

Michael D. Johnson, P.E.
Director

- **Survey:** Visit bit.ly/PGCTVPSurvey or scan the QR code to provide additional thoughts on transit in Prince George's County.
- **Share:** Please share the survey with your stakeholders.
- **Visit:** DPW&T will host Transit Vision Plan pop-ups across the County early 2024.

Department of Public Works & Transportation
Office of Transportation
(301) 883-5656
TransitVisionPlan@co.pg.md.us

Prince George's County TRANSIT TRANSFORMATION

MARC Growth and Transformation Plan

TPB Regional Public Transportation Subcommittee (RPTS)
February 27, 2024

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

Presentation Overview

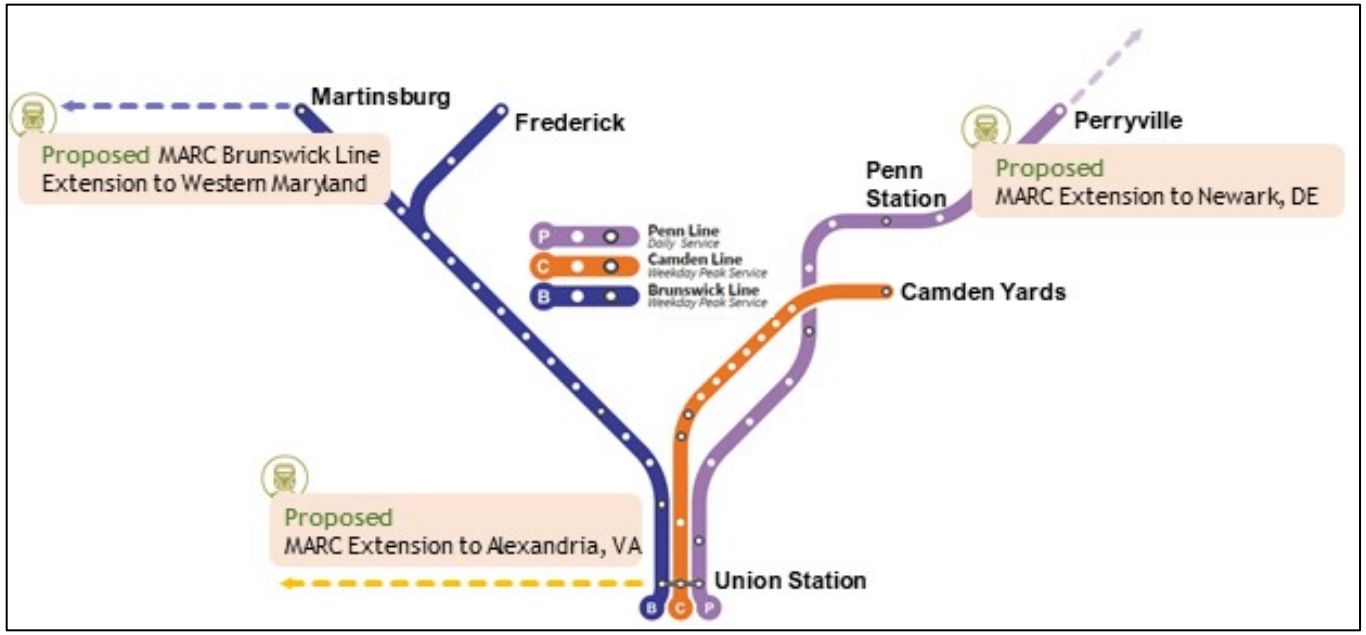
- Project Overview
- Previous Work
- Public Survey Results
- Next Steps
- Discussion

Project Overview

Plan Approach includes:

- Establishing service goals and objectives
- Developing and evaluating service plan scenarios
- Evaluating major investments needed to achieve service and performance levels
- Establishing six individual investment programs outlined in SB514/HB778

1. The Brunswick Line
2. The Camden Line
3. The Penn Line
4. New regional service between Perryville, MD, and Newark, DE
5. New regional run-through rail service to Alexandria, Virginia
6. Extending the Brunswick Line to better serve Western Maryland



Project Overview

PHASE 1:
Vision and Goals

Fall 2023

- Project Webpage
- Public Survey
- Setting Context
- Vision and Goals

PHASE 2:
Market Analysis/ Service Objectives

Winter 2023/2024

- Stakeholder Engagement
- Market Assessment
- Equity Analysis
- Service and Operations Analysis
- Capacity Analysis

PHASE 3:
Capital Planning

Summer 2024

- Capital Programming
- Stakeholder Engagement

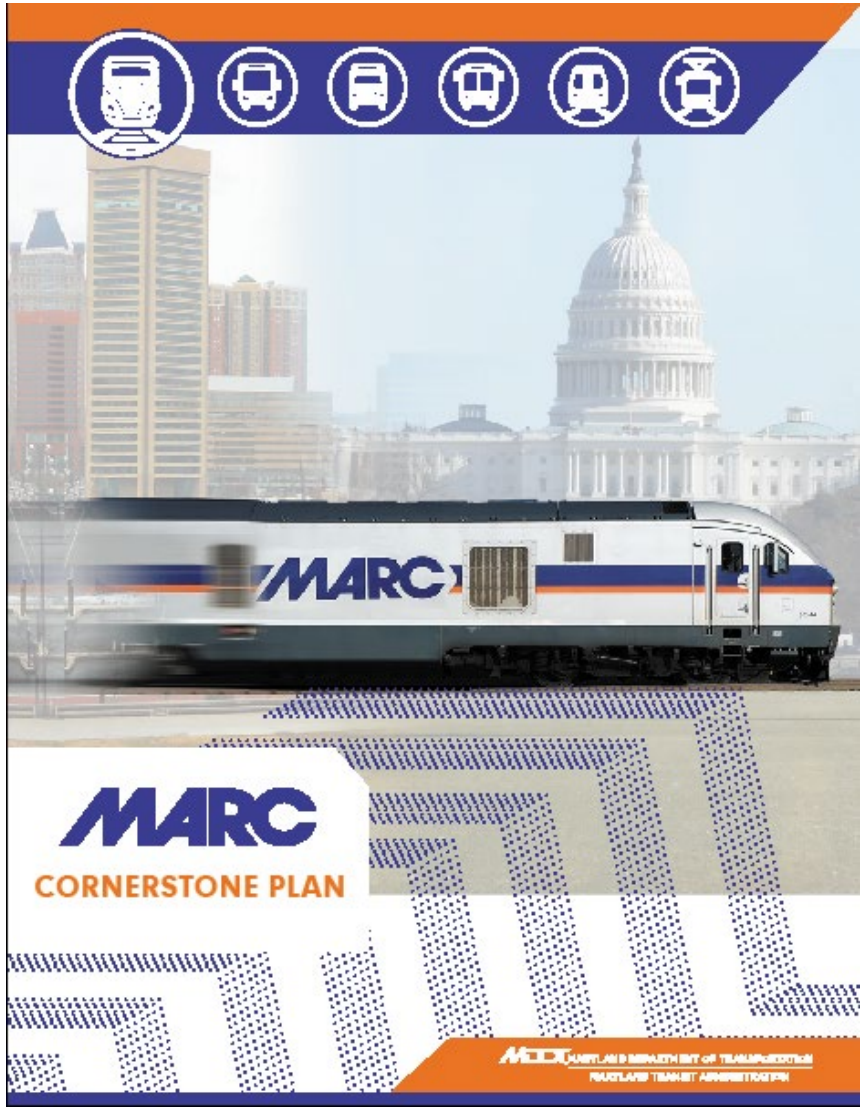
PHASE 4:
Implementation Strategies

Fall 2024

- Virtual Public Meeting
- Plan Development
- Implementation Strategies

Previous Work: *MARC Cornerstone Plan*

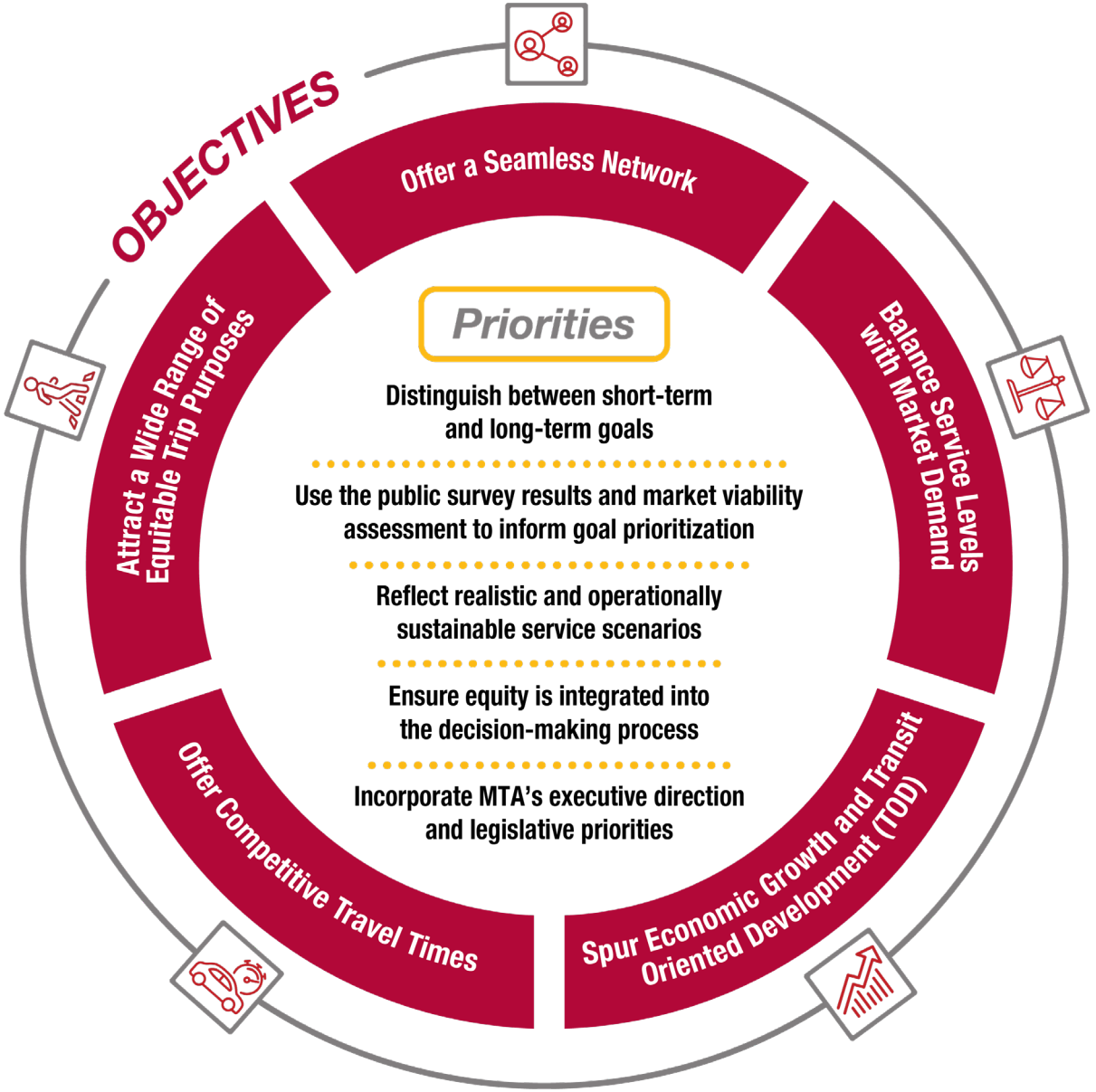
- MARC Cornerstone Plan released prior to the pandemic in 2019
- Capital projects included:
  - State of Good Repair
  - Station Improvements
  - Broad Capacity Improvements (all three lines)
- The Growth and Transformation Plan is a major update of the MARC Cornerstone Plan and will provide a prioritized path for service growth.



Draft Objectives and Priorities

Draft Objectives

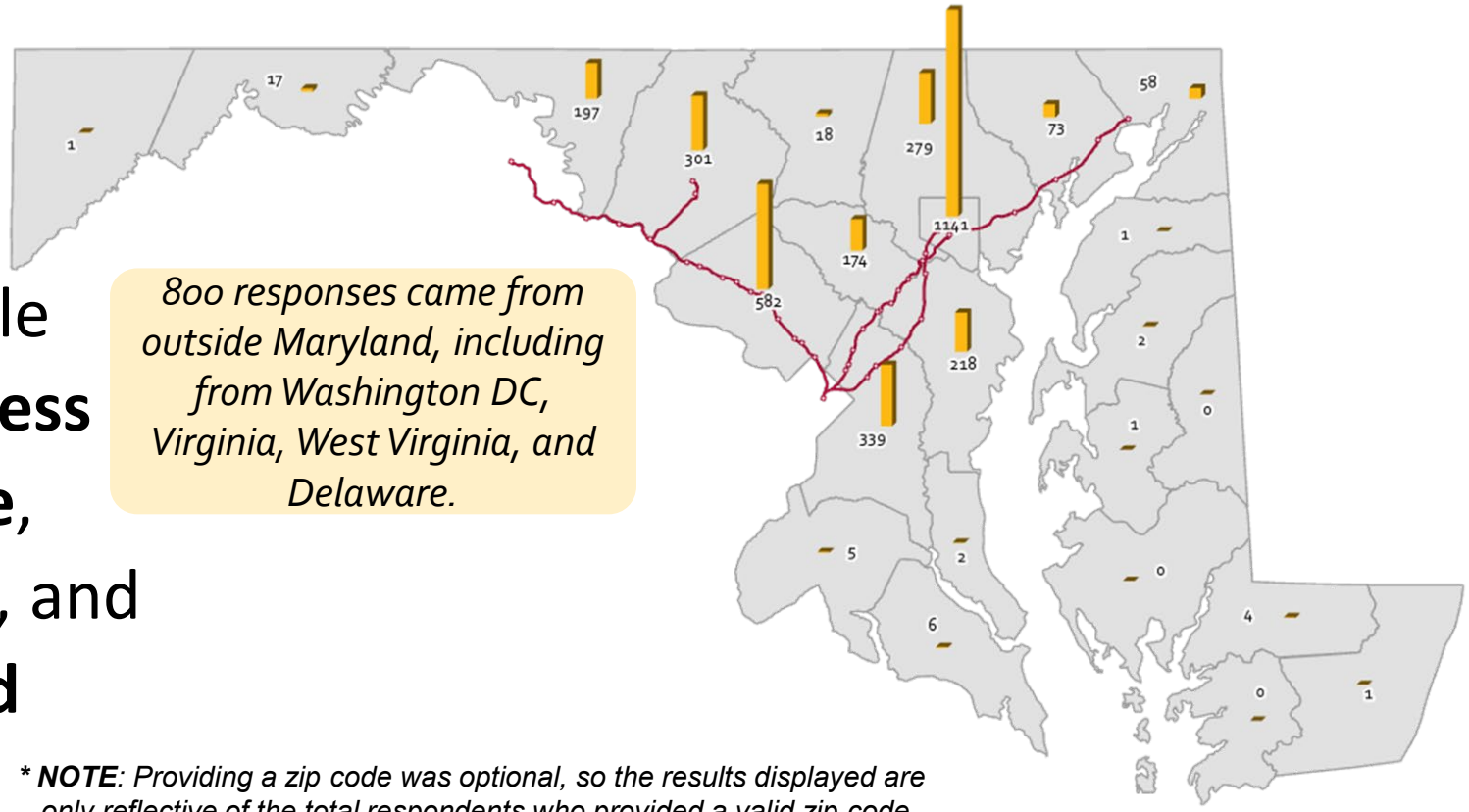
- **Offer a Seamless Network**
- **Attract a Wide Range of Equitable Trip Purposes**
- **Balance Service Levels with Market Demand**
- **Offer Competitive Travel Times**
- **Spur Economic Growth and Transit Oriented Development (TOD)**



Public Survey

- Collected input on **a vision for future MARC service**
- Open **October 19 to December 18, 2023** (60 days)
- **4,691 survey responses**
- The survey was made available online and promoted via a **press release**, **the project webpage**, **MTA's social media channels**, and via **emails to stakeholder and community partners**

The 3 jurisdictions with the most survey responses are **Baltimore City**, **Montgomery County**, and **Prince George's County**.



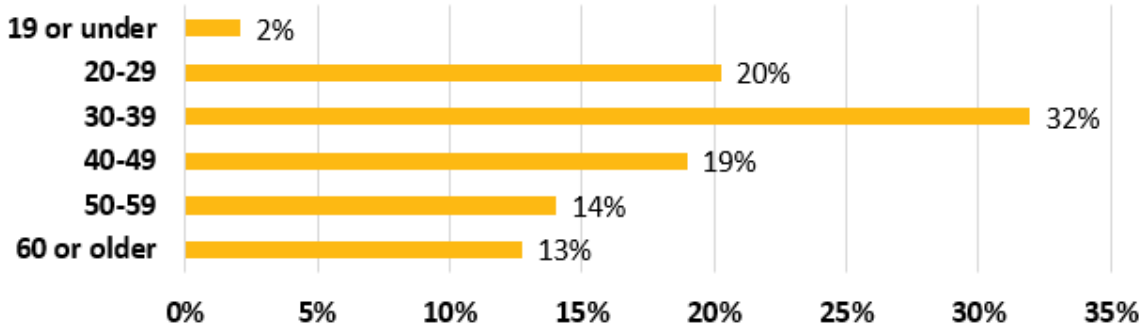
800 responses came from outside Maryland, including from Washington DC, Virginia, West Virginia, and Delaware.

** **NOTE**: Providing a zip code was optional, so the results displayed are only reflective of the total respondents who provided a valid zip code (n=3,420)*

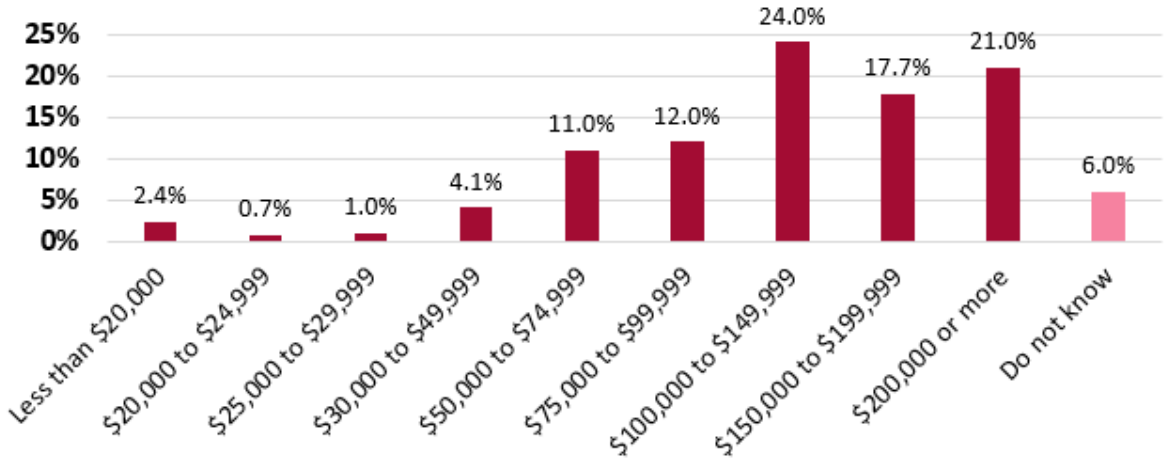
Public Survey

Demographics of Survey Respondents

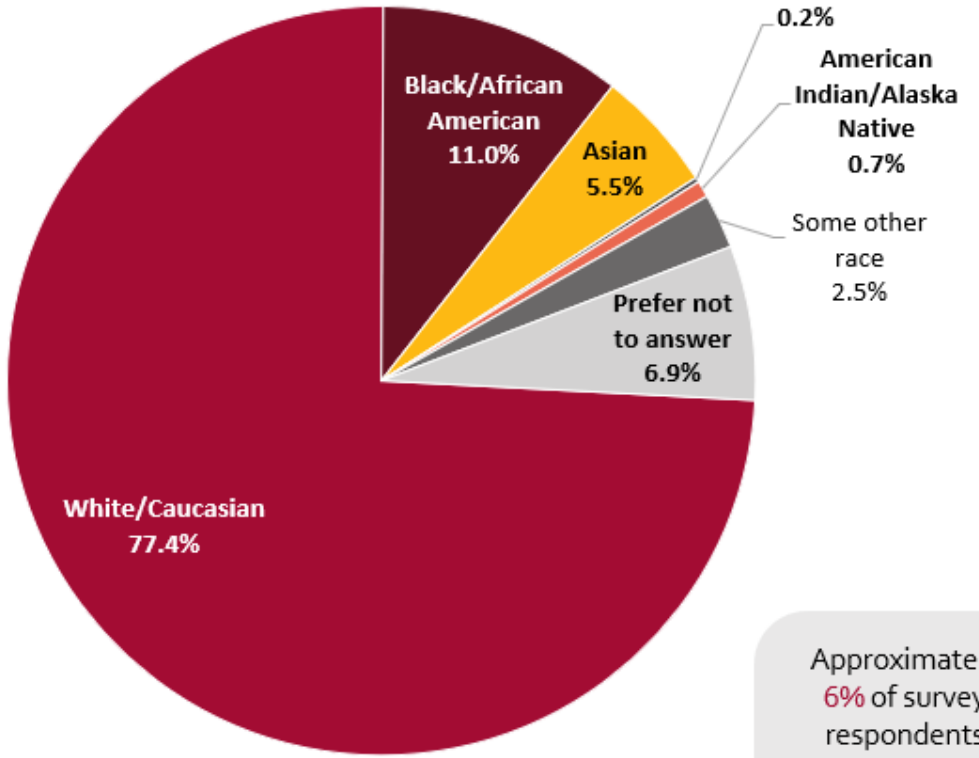
Age



Household Income



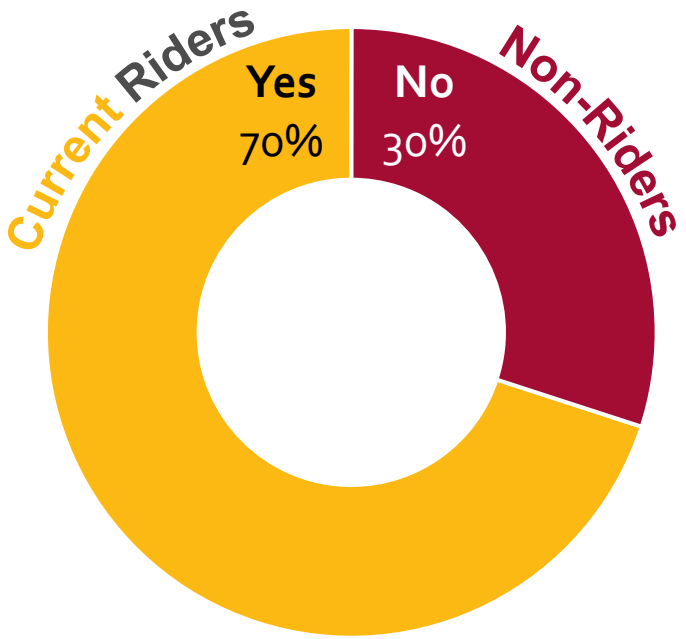
Race



Approximately 6% of survey respondents were of Hispanic or Latino origin

Public Survey

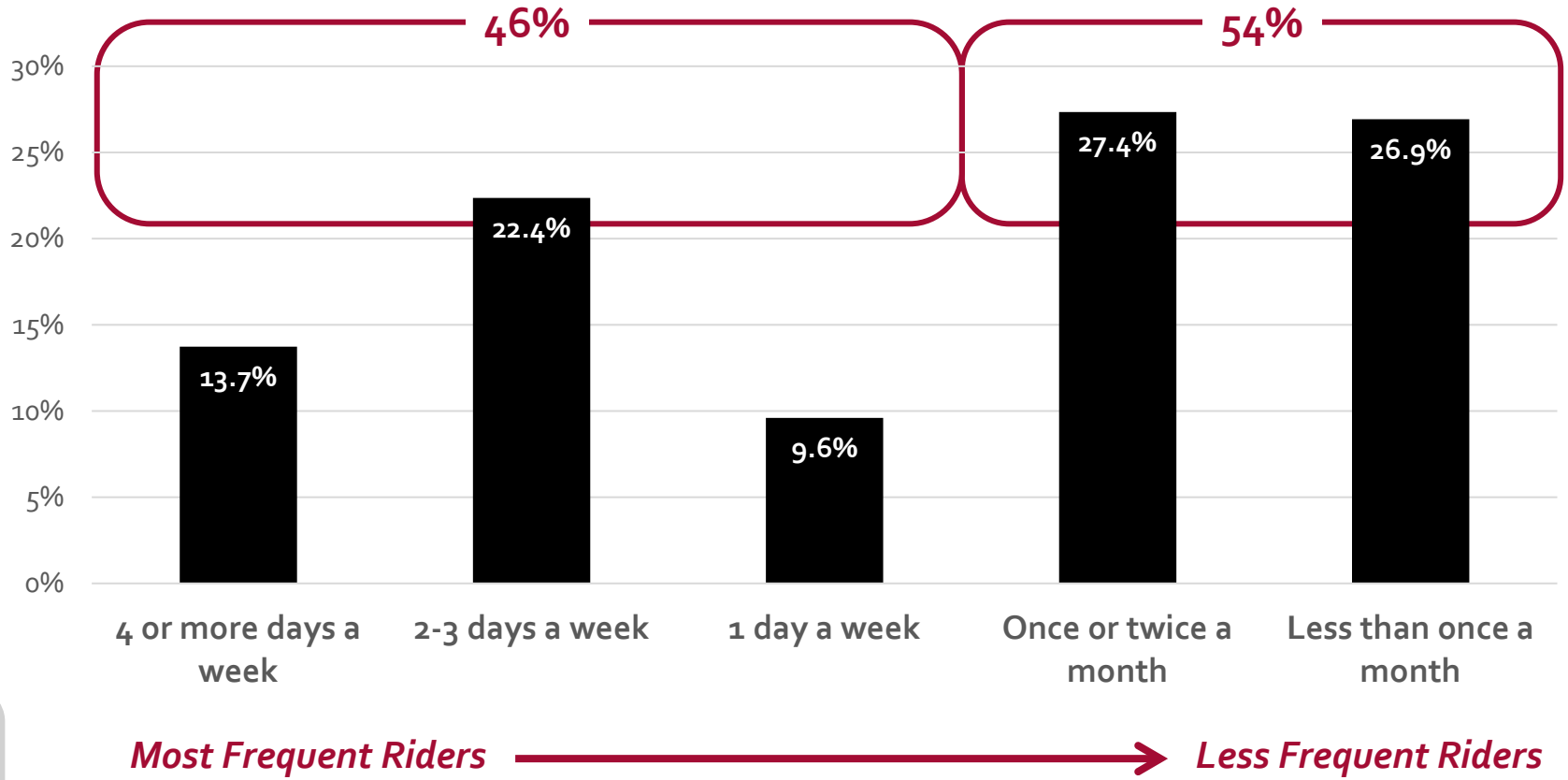
Have you used MARC train service in the last 6 months?



There is a roughly **even split** between current rider respondents that ride **1x/week or more** and those that ride **1x/month or less**

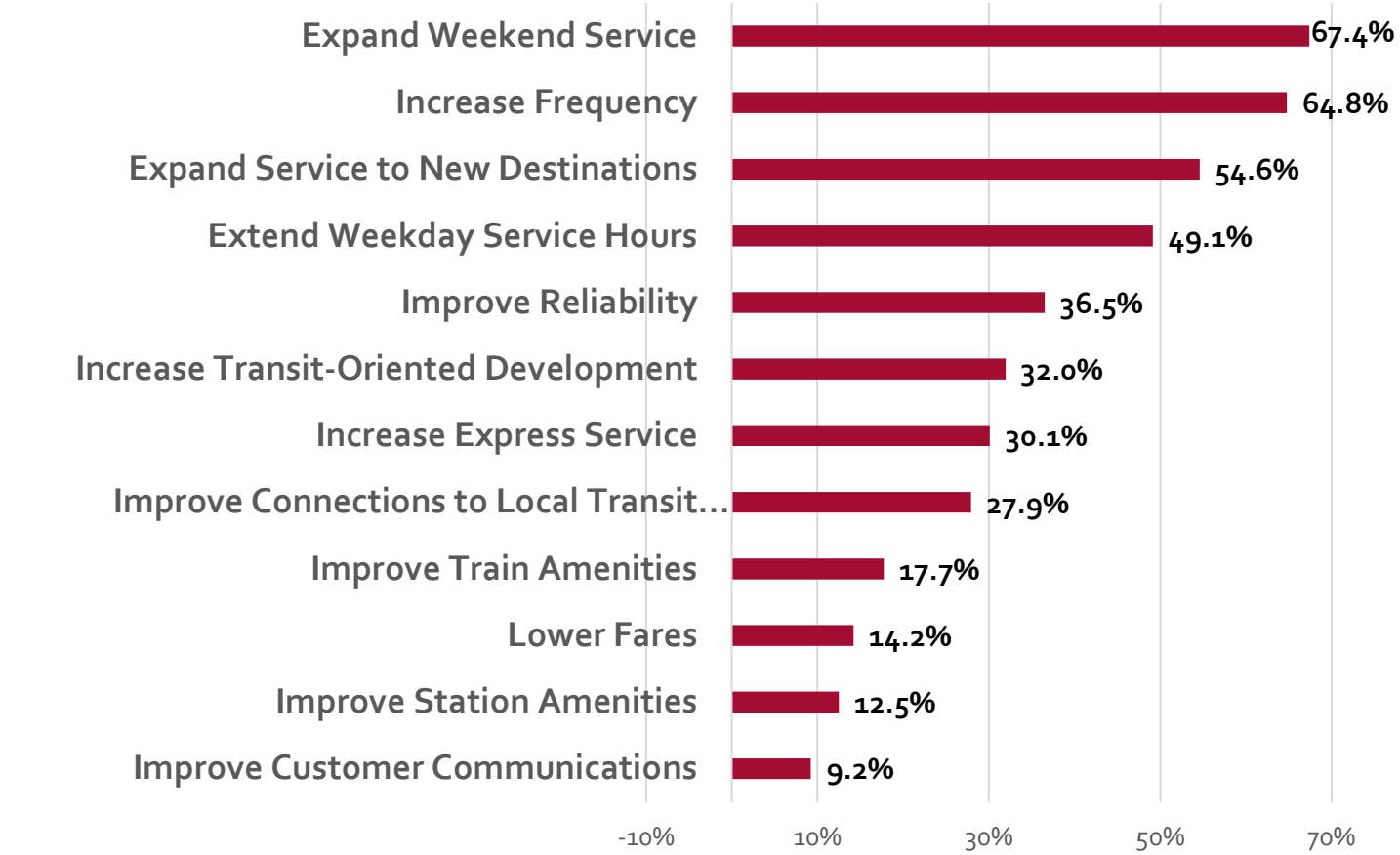
How frequently do you use MARC Train service?

*(Asked of **Current Riders** only)*



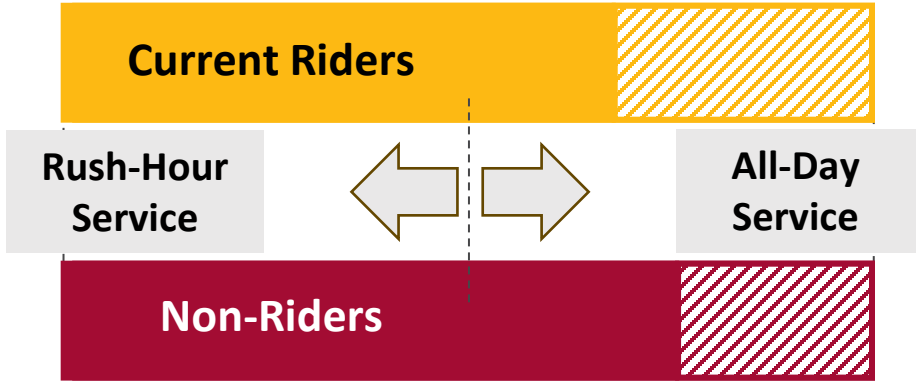
Public Survey

Expanding weekend service and **increasing frequency** are the most desired improvements, with both current riders and non-riders preferring **all-day service**

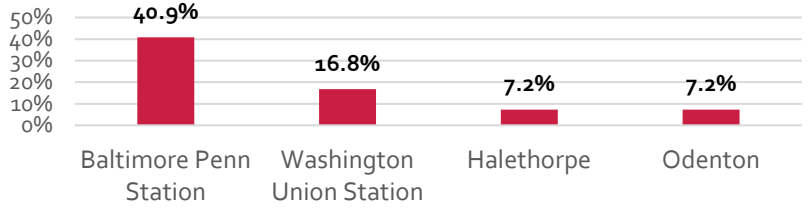


What are your top priorities for improvements to MARC Train service? (You may select up to 5).

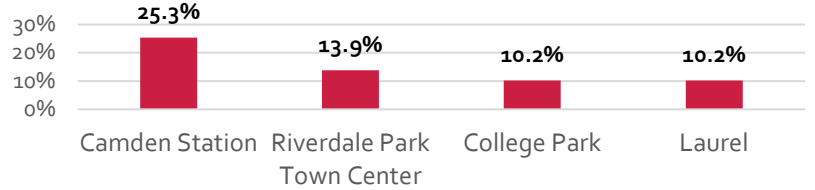
Tradeoff: Rush-Hour vs. All-Day Service



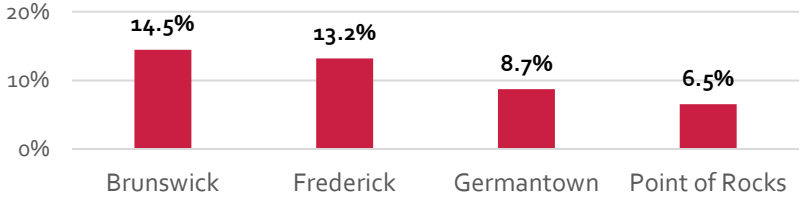
Home Station - Penn Line Riders



Home Station - Camden Line Riders



Home Station - Brunswick Line Riders



Next Steps

- Finalize Objectives & Priorities
- Market Viability Assessment
- Develop and Refine Service Scenarios

Project Website:

https://www.mta.maryland.gov/marc-growth-plan

Project Email: marcplanning@mdot.maryland.gov

Contacts:

Darrell Smith, Director of Statewide Planning - dsmith18@mdot.maryland.gov

Alicia Rowe, Project Manager - arowe1@mdot.maryland.gov

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

NATIONAL CAPITAL TRAIL NETWORK

2023 Update

Michael Farrell
Senior Transportation Planner

Transportation Planning Board
February 27, 2024

National Capital Region
Transportation Planning Board

Agenda Item #4

Overview of Today's Presentation

- History of the National Capital Trail Network (NCTN)
- 2023 Update
  - Benefits
  - The Revised Map and New Web Page
- Next Steps

Mount Vernon Trail (BeyondDC, flickr.com)

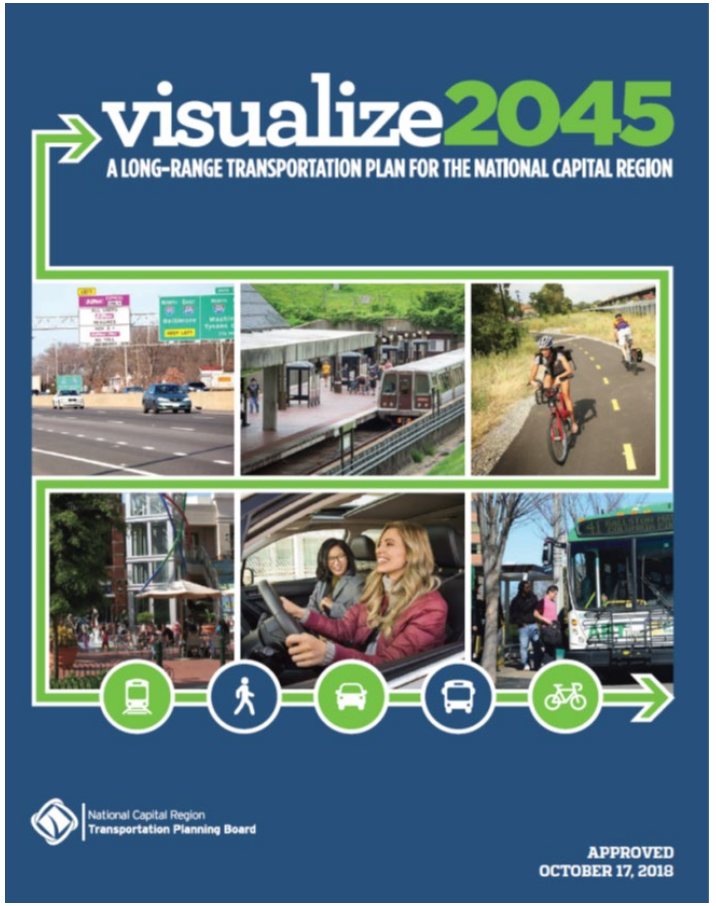
What is the NCTN?

- Long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian facilities
- Accessible for all ages and abilities
- Healthy, low-stress access to open space
- Clean, inexpensive, reliable transportation
- Serves nearly all TPB Priority Areas, and most People and Jobs

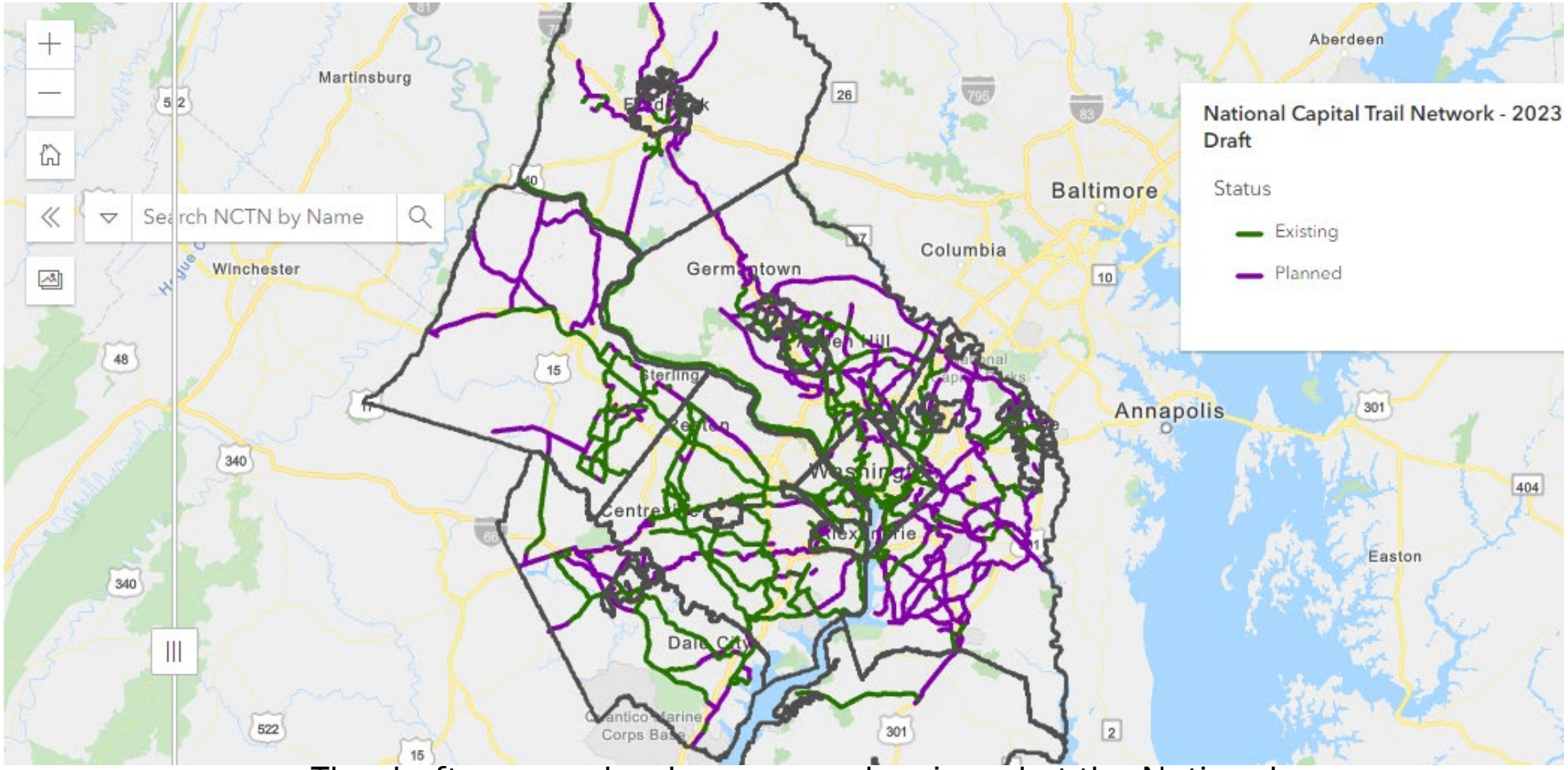
Virginia Avenue S.E.

Background and Recent Changes

- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the National Capital Trail to create a regional trail network that would extend into all TPB jurisdictions
- July 2020 - TPB approved Resolution R5-2021, adopting the National Capital Trail Network
  - Directed TPB staff to give priority to NCTN projects for TLC and TA funds
  - Report progress towards implementation
- 2023 – NCTN Map updated
  - Bike/Ped Subcommittee members, COG GIS staff



Updated National Capital Trail Network Map



The draft map and web page may be viewed at the National Capital Trail Network web page.

Progress Towards Completion

NCTN	Miles 2023	Miles 2020	Difference
Existing	752	644	+108
Planned	797	778	+19
Total	1549	1422	+127
Completed Since 2020	83*		

83 Miles Completed Since 2020

- 83 miles of the National Capital Trail Network have been completed since July 2020, a rate of approximately 27 miles per year*
  *Based on projects that transitioned from planned to existing from 2020 to 2023

- 2020 – 45% existing, 55% planned (by mileage)
- 2023 – 49% existing, 51% planned
  - At the current rate, it would take about 30 years to complete the NCTN

Priority Areas Served by 2023 Network

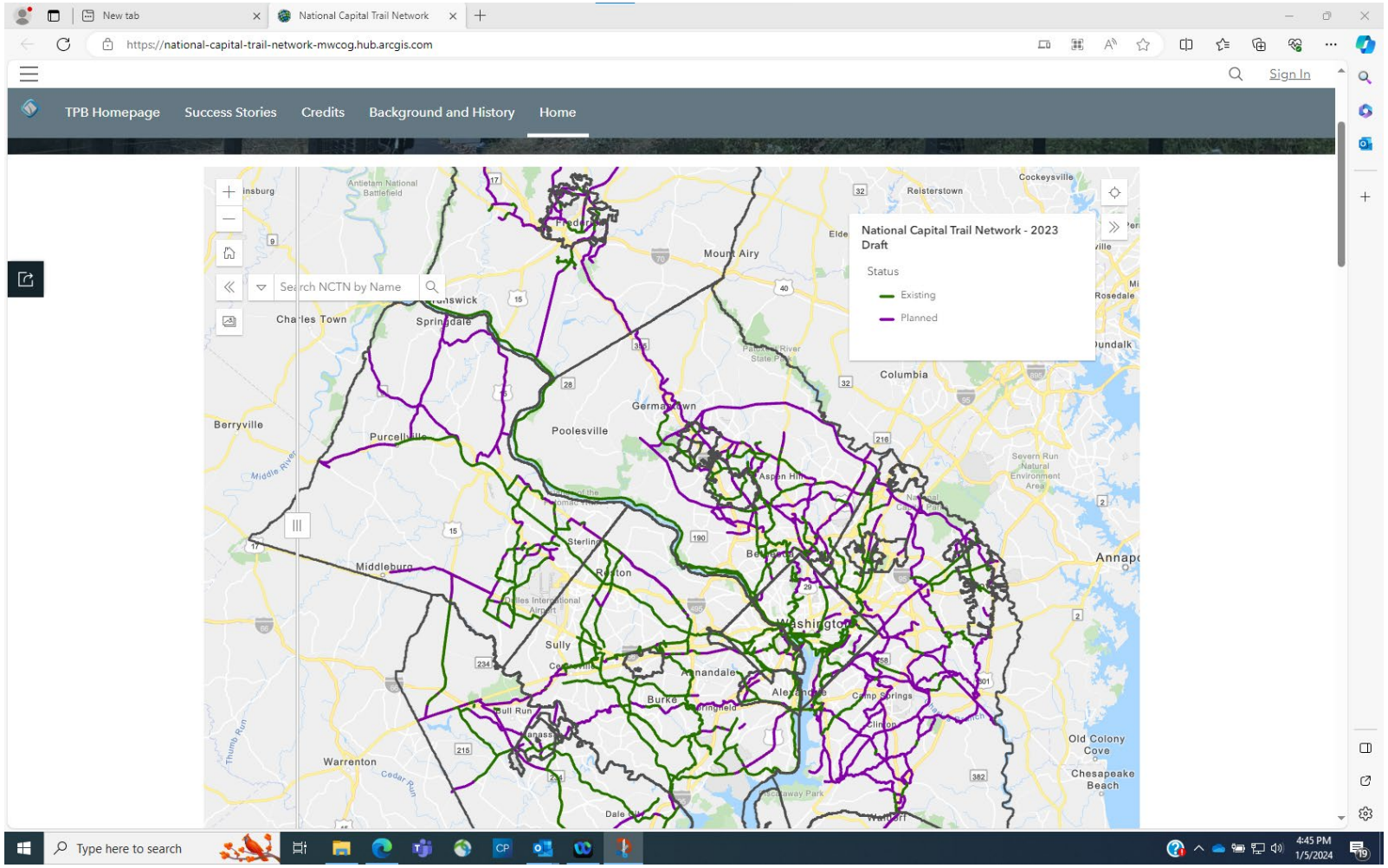
Buffer Analysis 1/2 mile from NCTN Features	Within NCTN Buffer	Total Number of Features	% Served
Equity Emphasis Areas	334	364	92%
Regional Activity Centers	136	140	97%
High-Capacity Transit Areas	210	225	93%
Transit Access Focus Areas	48	49	98%

Population and Employment Served

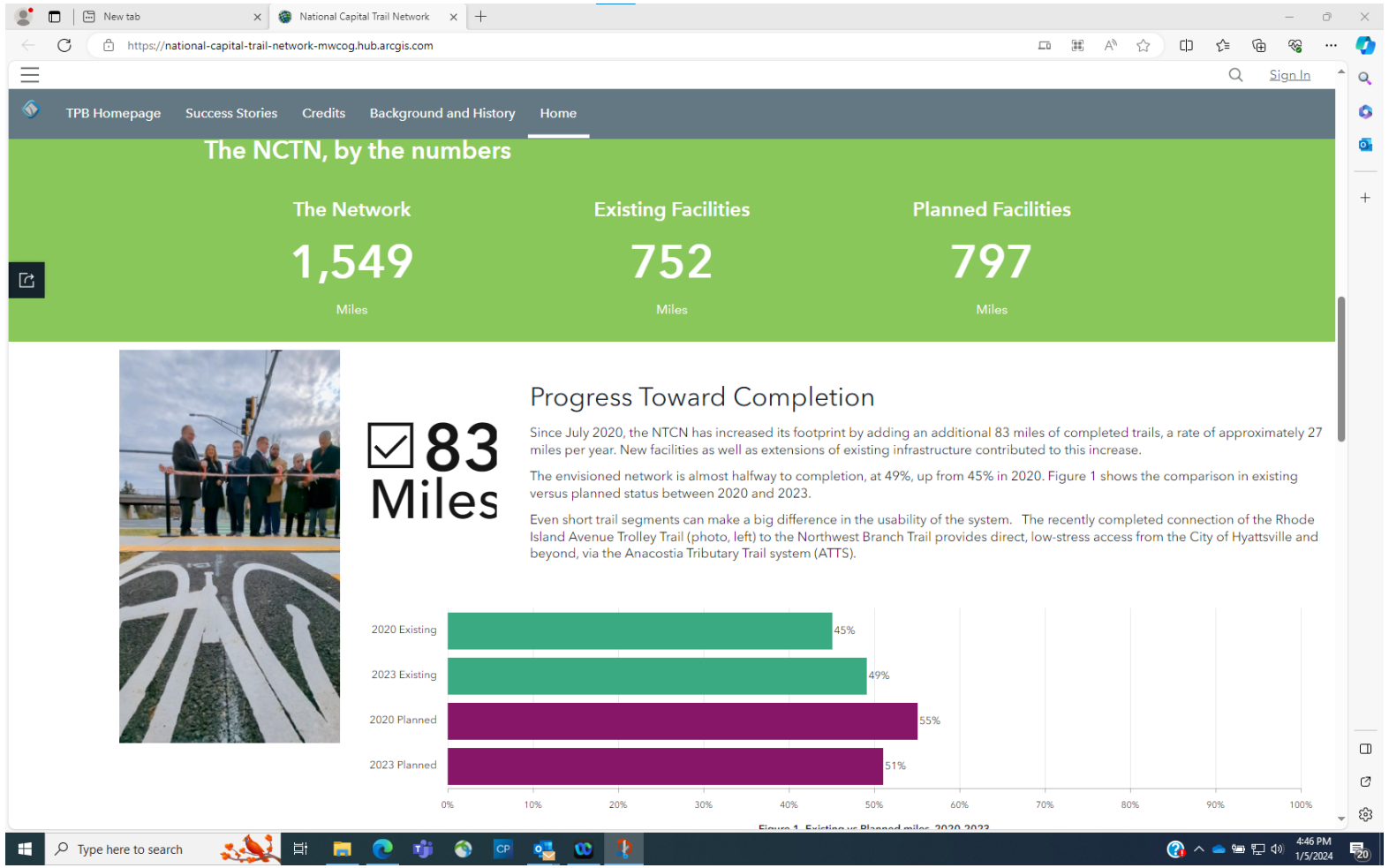
Half Mile NCTN Buffer w/ TAZ, Cooperative Forecast 10	Within NCTN Buffer	TPB Area Total*	% Served
2020 Population	3,574,579	5,630,518	63%
2020 Employment	2,282,729	3,169,247	72%
2030 Population	3,913,552	6,139,420	64%
2030 Employment	2,569,958	3,549,888	72%

*Excludes Fauquier County

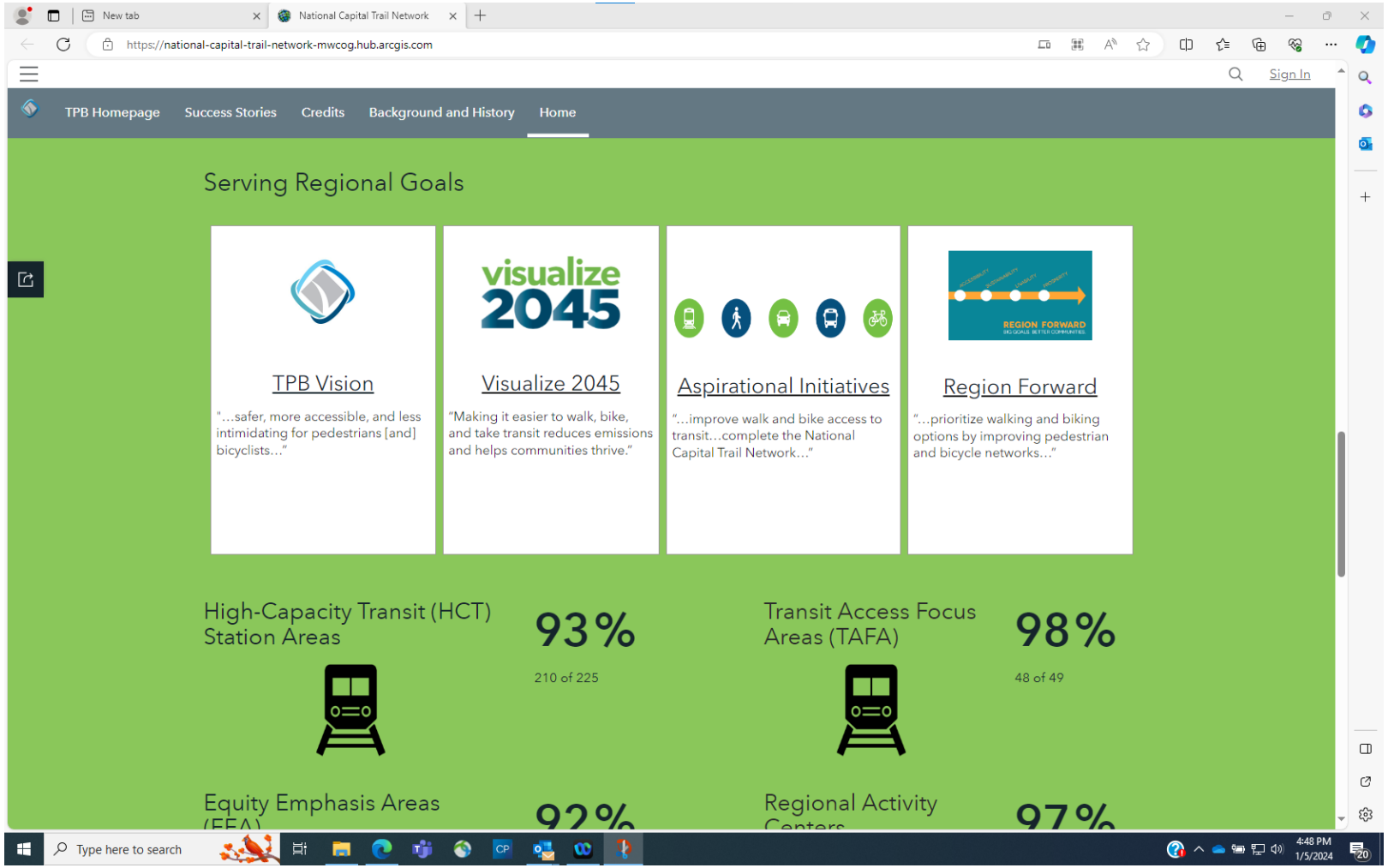
National Capital Trail Network Web Page



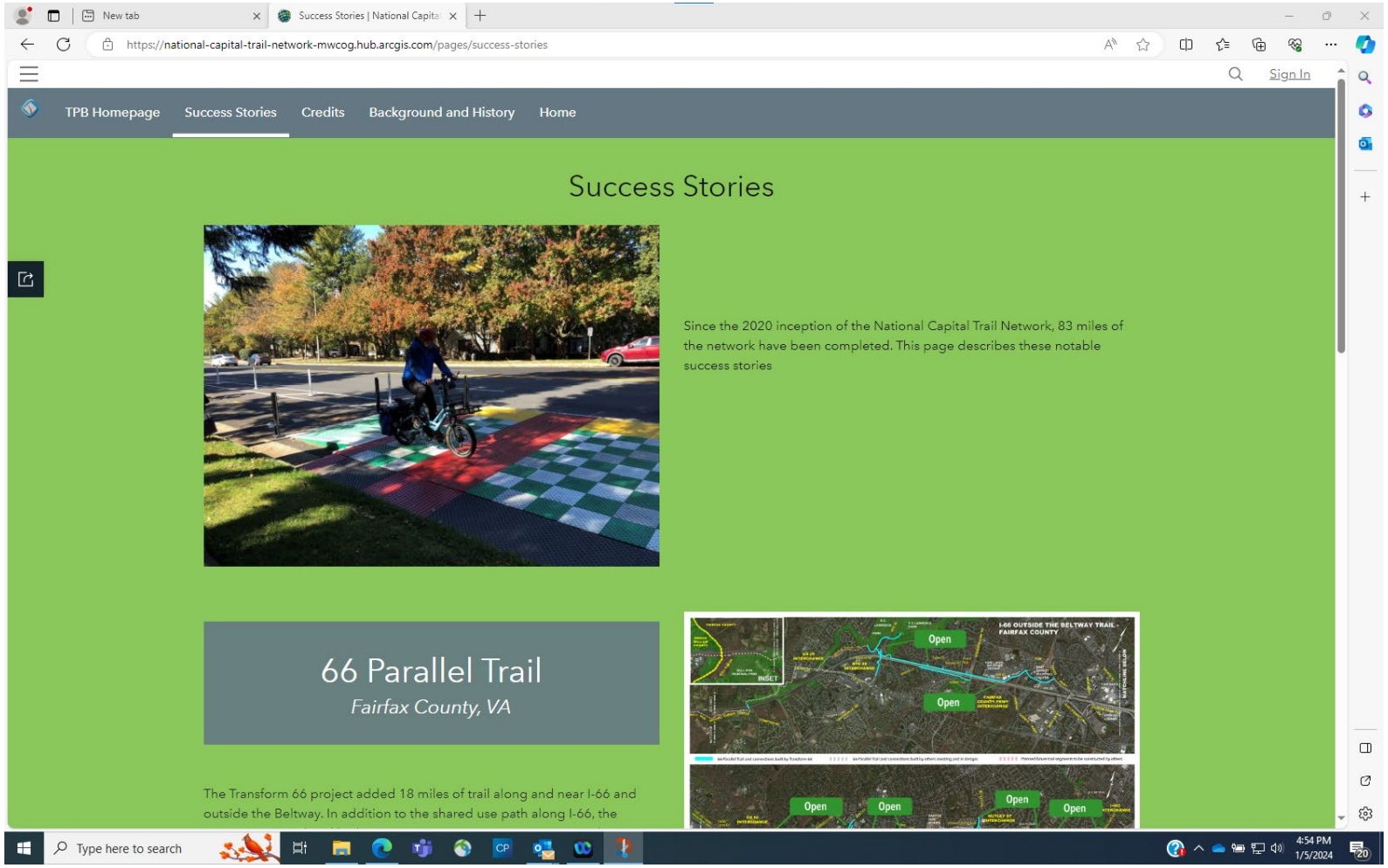
National Capital Trail Network Web Page



National Capital Trail Network Web Page

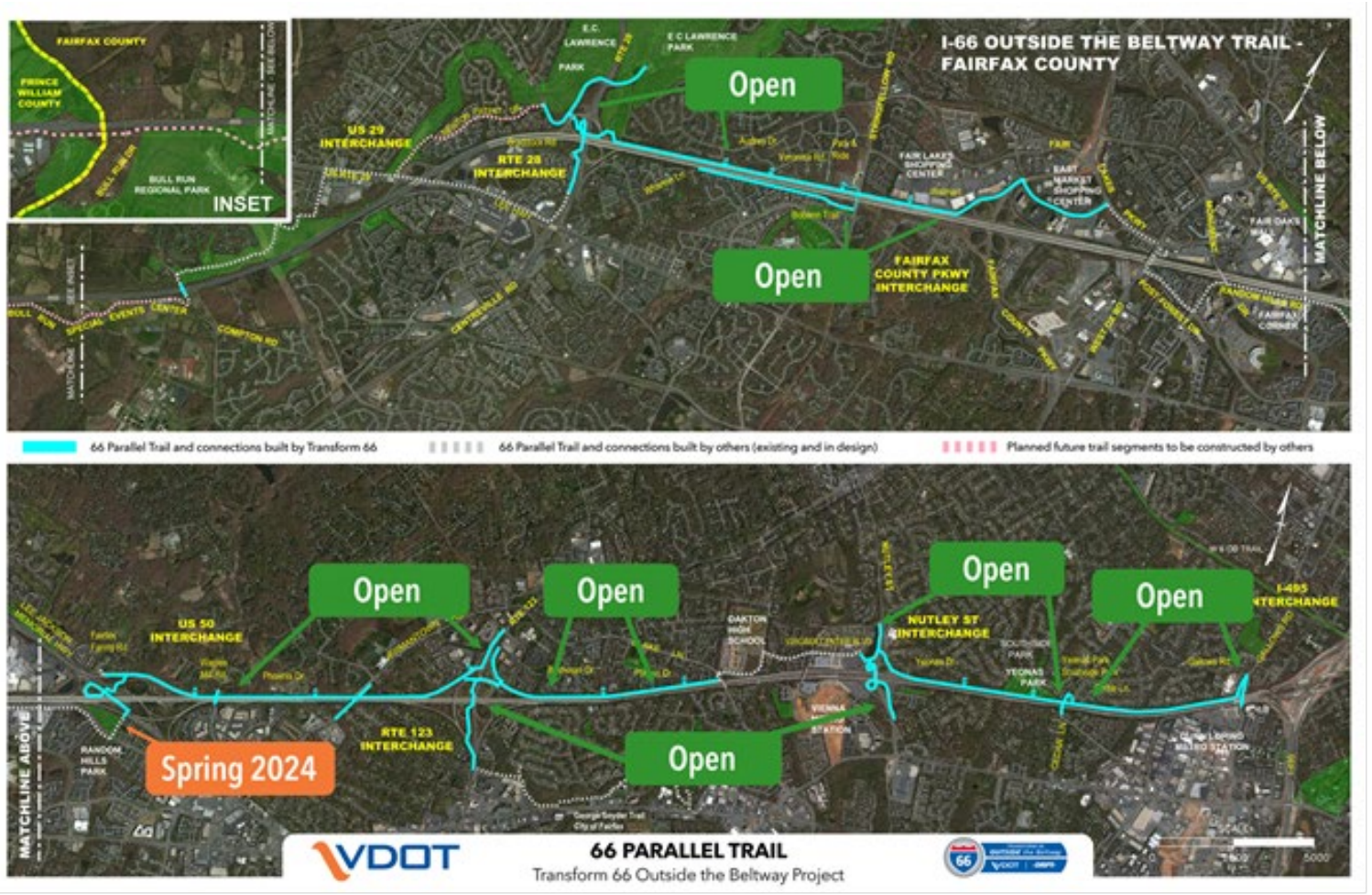


National Capital Trail Network Web Page



Notable Completed Projects - 66 Parallel Trail

- The Transform 66 project added 18 miles of trail along and near I-66 outside the Beltway
- Improved connections across and near I-66
- Connects to the existing W&OD and Custis Trails, providing a continuous off-road route from Rosslyn to Centreville



College Park Woods Connector Trail

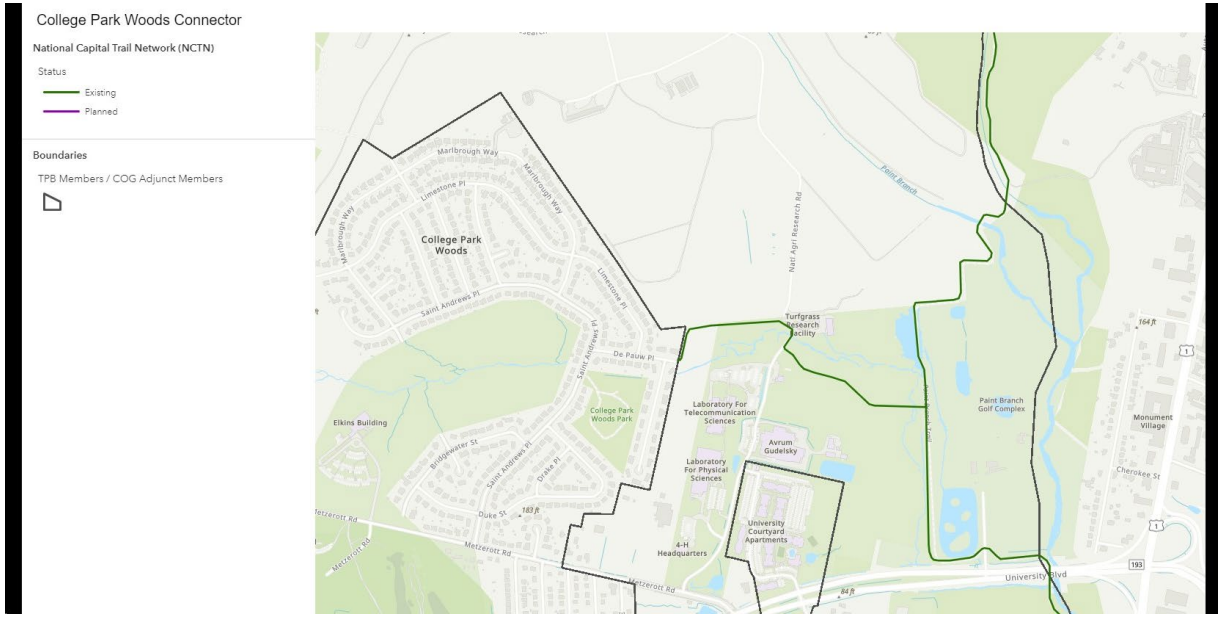


Photo credit: Jim Della-Giacoma

- Provides a safe connection between the College Park Woods neighborhood and the Paint Branch Trail, which connects to the University of Maryland campus and the rest of the Anacostia Tributary Trail System
- Before the trail opened, residents had to traverse a busy two-lane road and cross a major arterial

Frederick Douglass Bridge

- Completed in 2022, the new Frederick Douglass bridge includes wide separated paths for pedestrians and cyclists in both directions, as well as four pedestrian overlooks
- Connects existing trails on both sides of the Anacostia River, enhancing mobility and travel options that support revitalization of the area

Outlook

- TPB adopted Resolution R7-2024, approving the National Capital Trail Network, at the February 21 meeting
- Resolution R7-2024 directs TPB staff to:
    - Give *additional consideration* to projects that will implement portions of the network for technical assistance program funding.
    - *Report on progress* towards implementation of the network as feasible but *at least every two years*.
    - Work with the TPB member jurisdictions to *update the network* as feasible but *at least every two years*.
- The Resolution also calls upon the TPB members to *increase the rate of progress* in completing the National Capital Trail Network.

CONTACTS:

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Charlene Howard

TPB Manager, Planning Data Resources
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TPB REGION HIGH-CAPACITY TRANSIT NETWORK ACCESSIBILITY

Website Introduction

Kyle Hearing
Project Manager & Senior Transportation Planner; Foursquare ITP

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE
February 27, 2024

Agenda Item 5

National Capital Region
Transportation Planning Board

Agenda

- Project Goals
- Methodology
  - Accessibility Analysis
  - Station Classification
  - Prioritization
- Case Studies
- Planning Dashboard
- Toolkit

Website:

bit.ly/49rLSXH

PROJECT GOALS

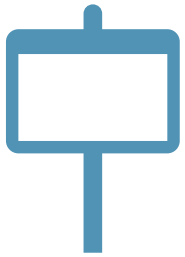
Understanding HCT Service

National Capital Region
Transportation Planning Board

Understanding HCT

- Contextualize HCT with analyses of:
  - Accessibility
  - Connectivity
  - Transit service
  - Population/employment density
- Prioritize station-level improvements

Analysis Overview

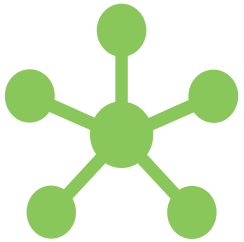


Station Classification

- Define level of service and people and destinations served by each HCT station

Accessibility Analysis

- Understand the regional travel landscape; in other words, what geographies have access to a HCT station



Connectivity Analysis

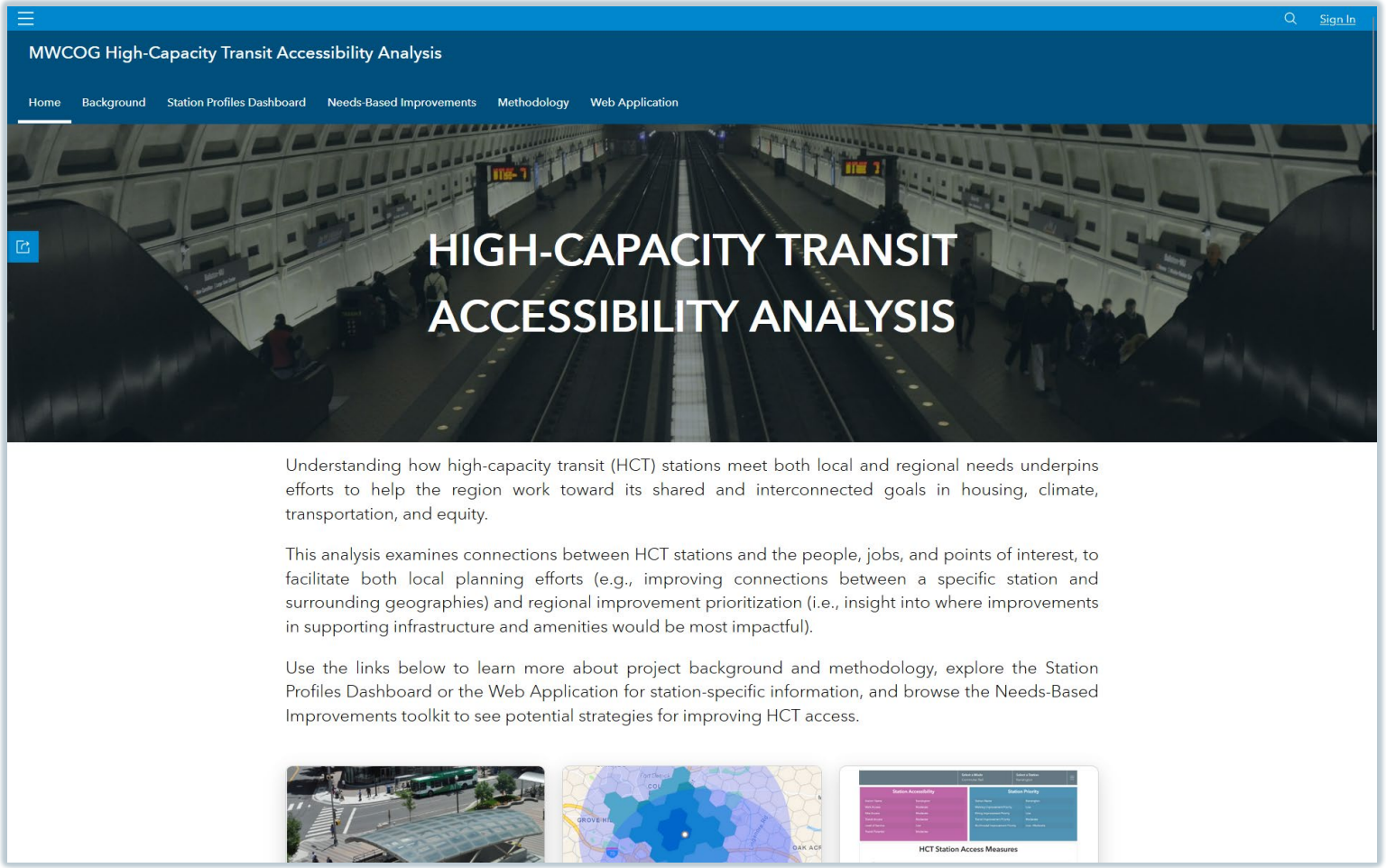
- Explore connections between HCT stations and residents, jobs, and points of interest

Improvement Prioritization

- Combine accessibility and connectivity analyses to understand HCT stations with the greatest number of missed connections to people, jobs, and points of interest

Since the Phase II Update:

- Developed the Station Profiles Dashboard
- Enhanced improvements toolkit
- Finalized analyses and web application*

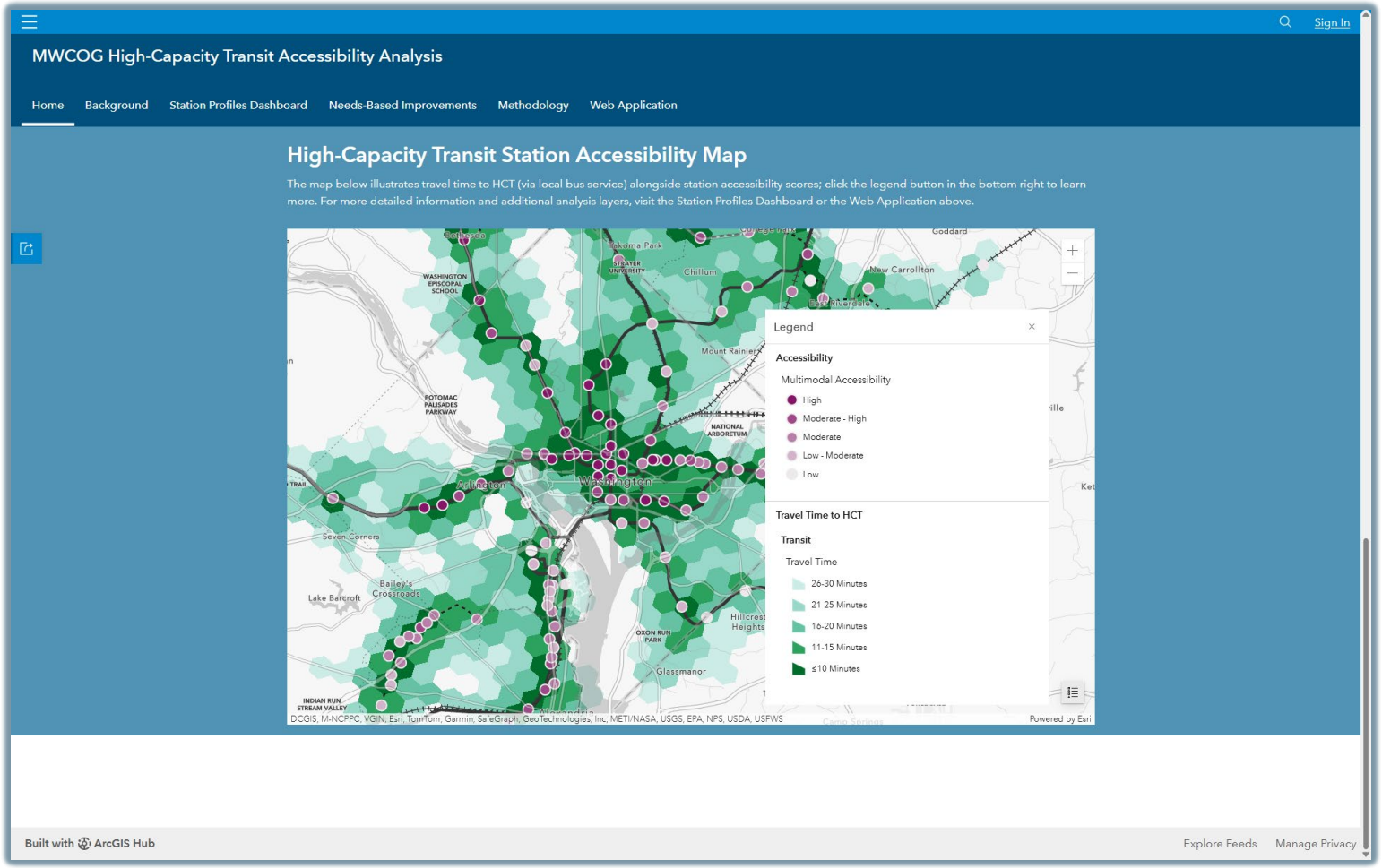


WEBSITE ORIENTATION

https://mwcog-high-capacity-transit-accessibility-analysis-fitp.hub.arcgis.com/

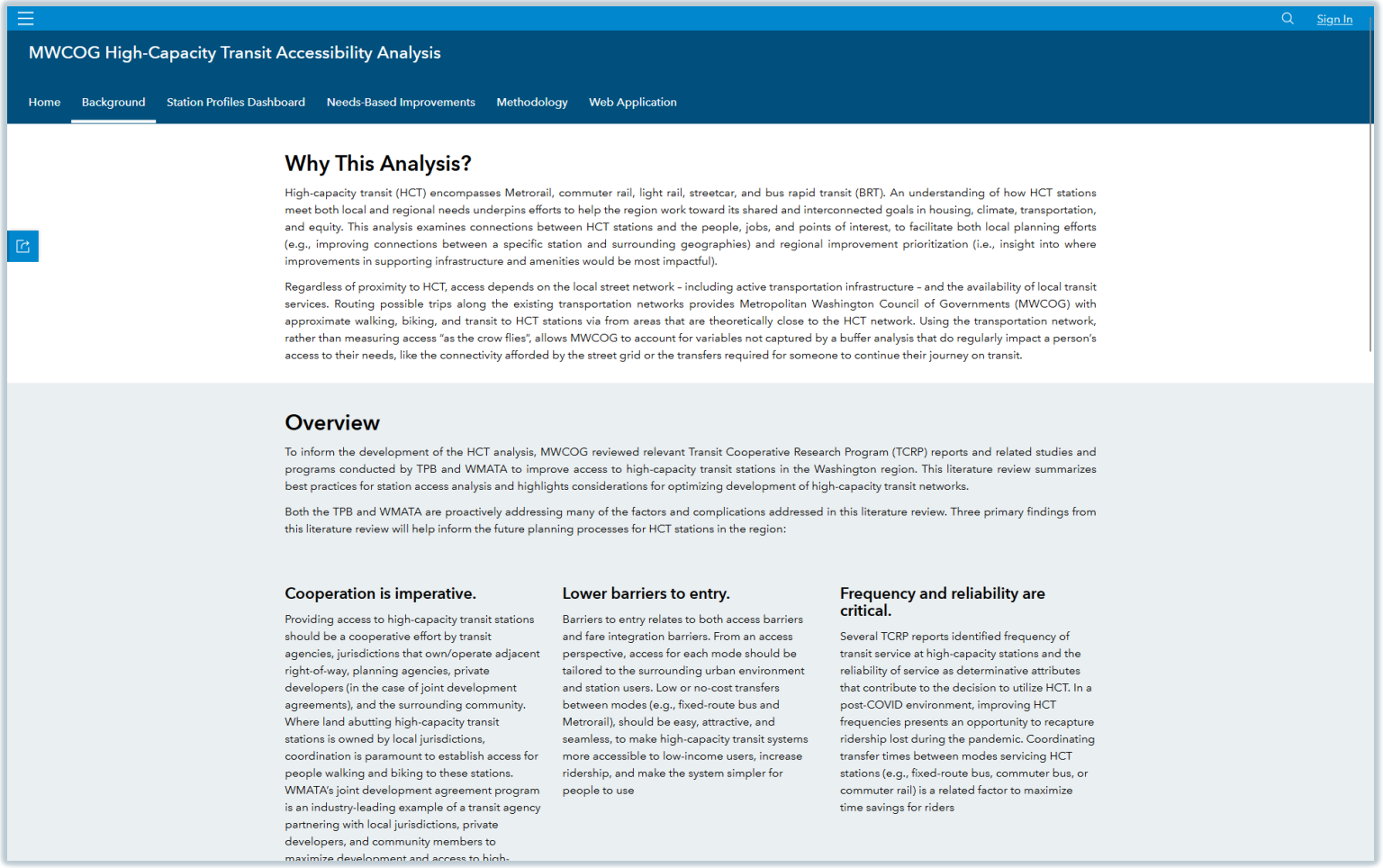
Home

- Project overview
- Introduction to elements
- Dashboard/application preview



Background

- HCT definition
- Accessibility findings (literature review)
- Regional planning efforts



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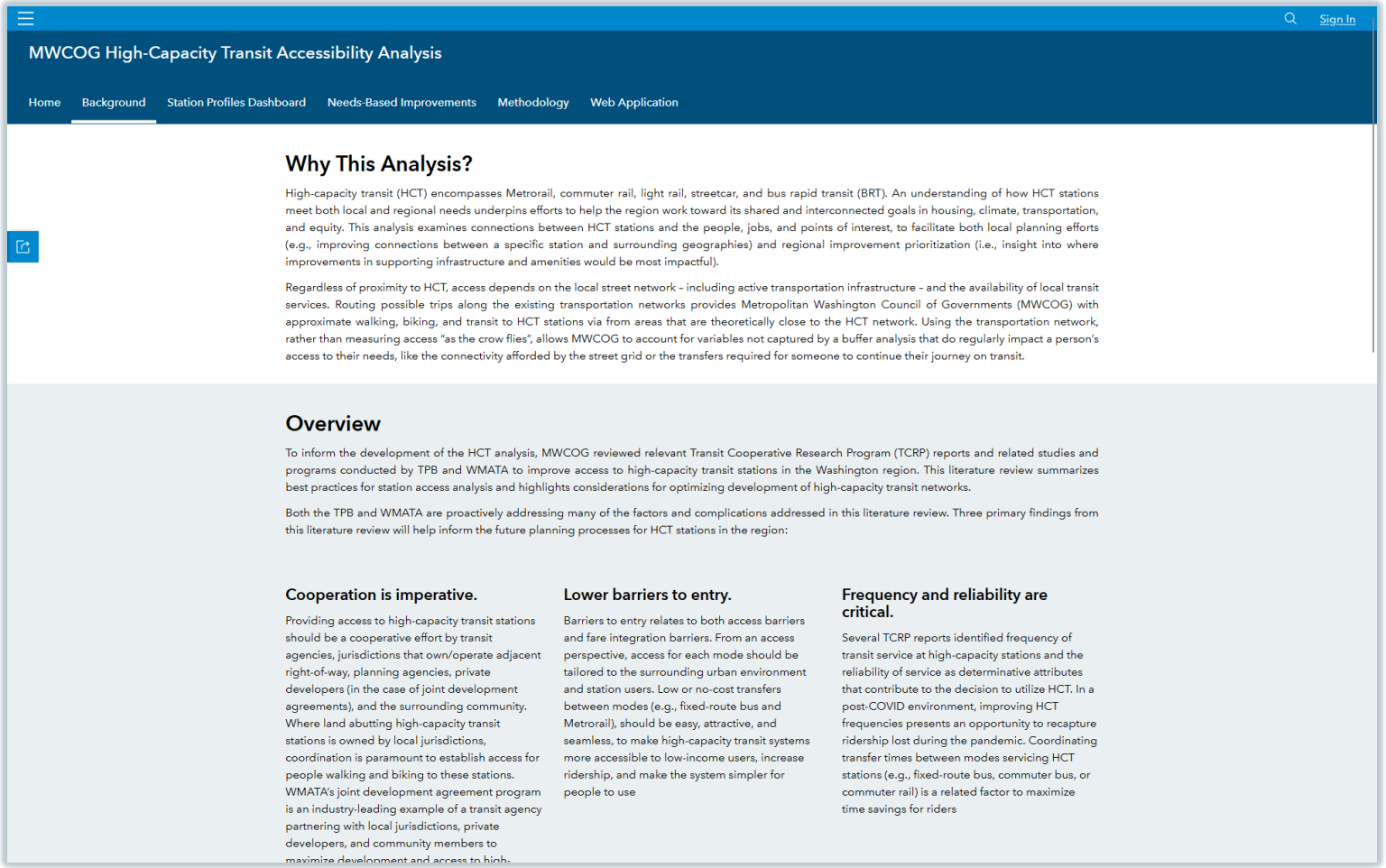
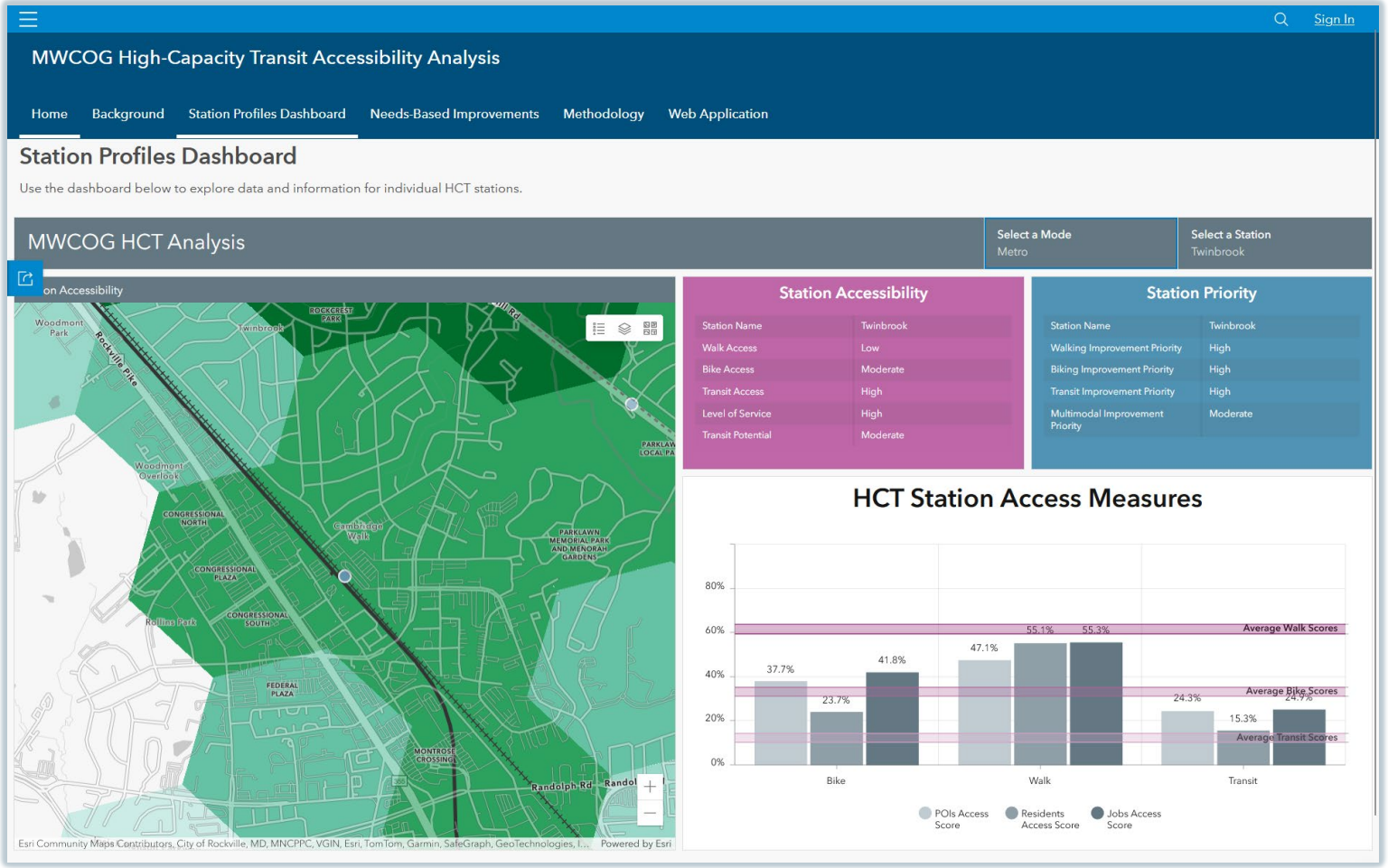


Station Profiles Dashboard

- Browse station accessibility and improvement prioritization index scores
- Compare modal accessibility measures to regional averages



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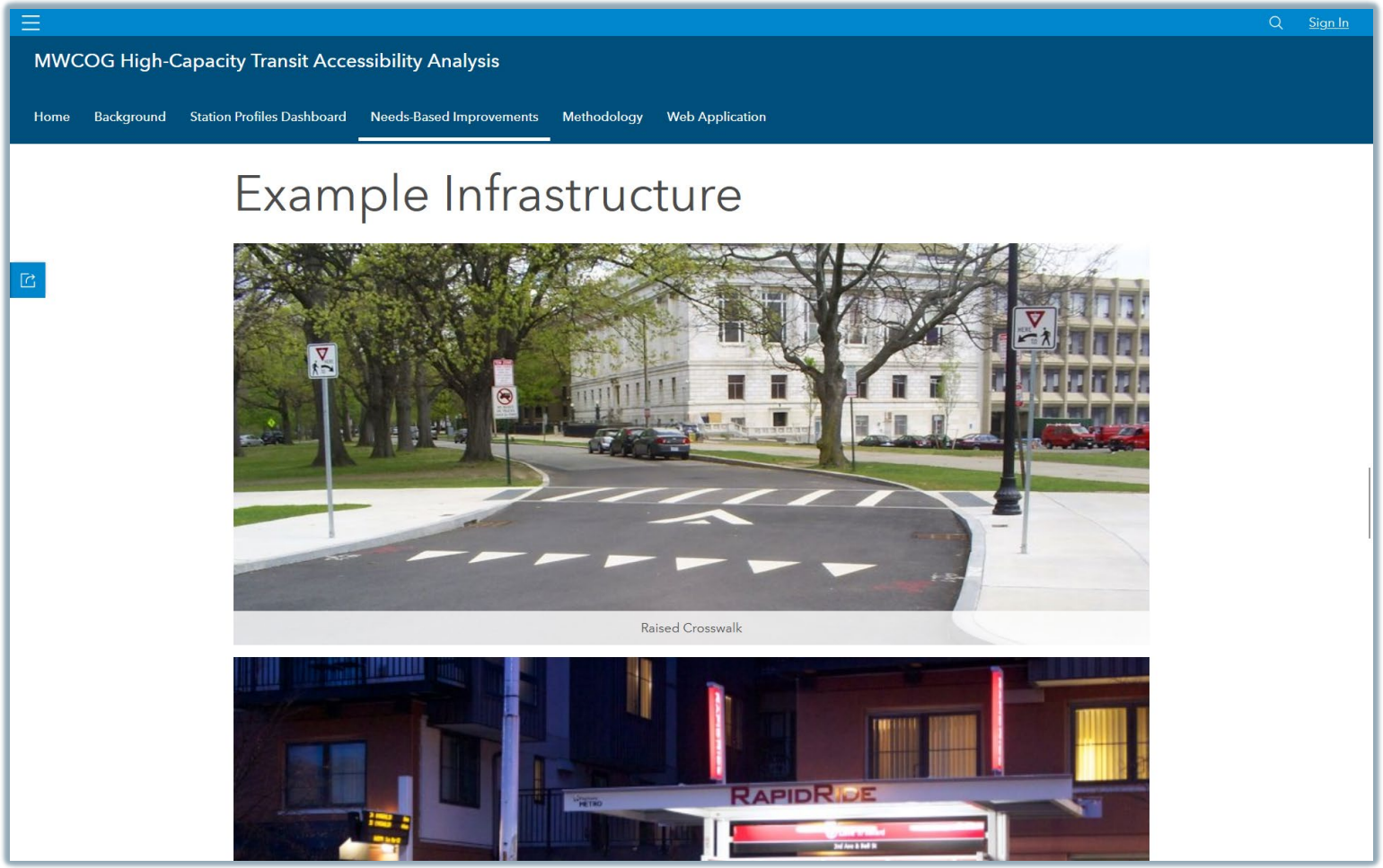
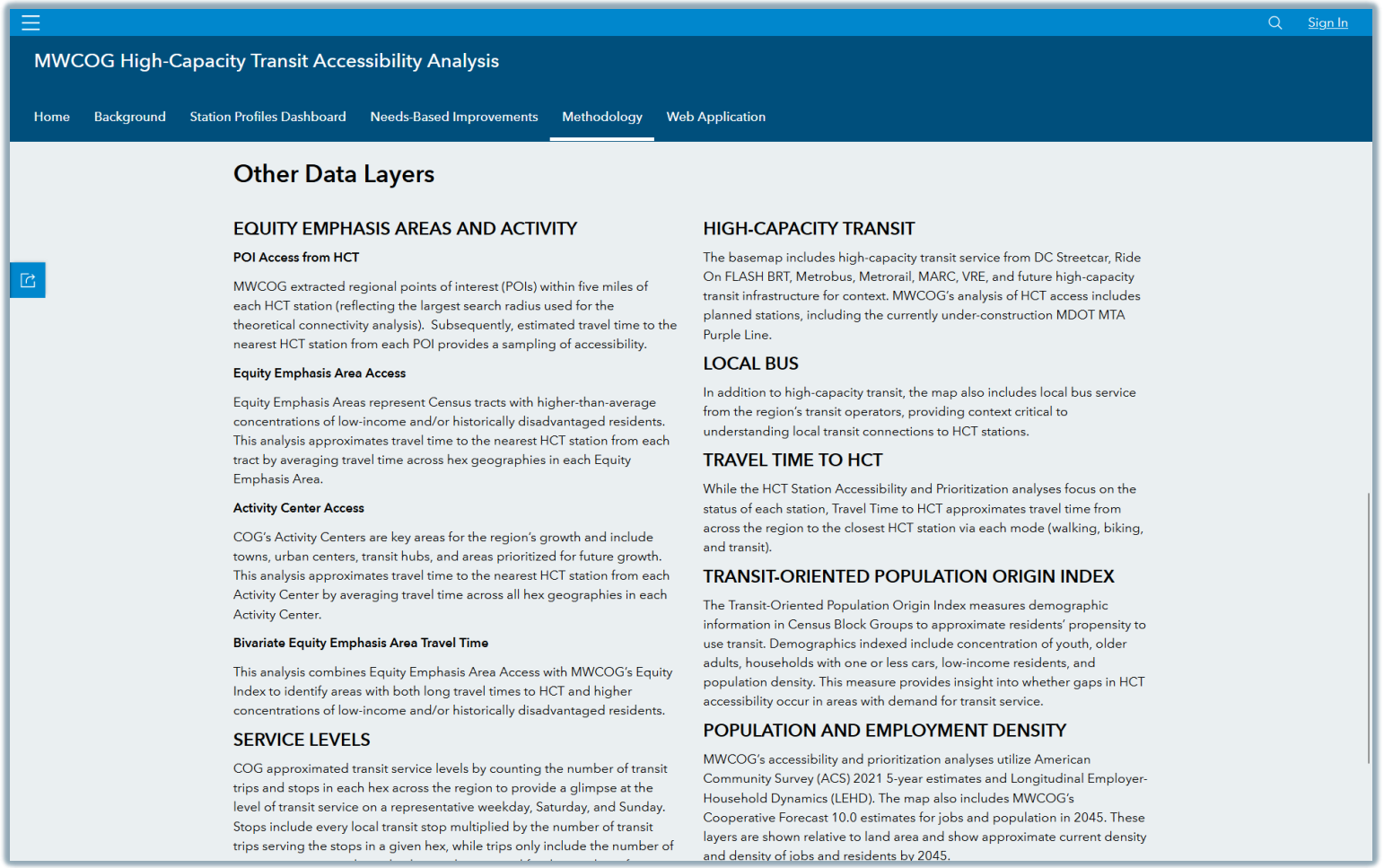
Needs-Based Improvements

- Browse access improvement strategies by station context
- Explore best practices



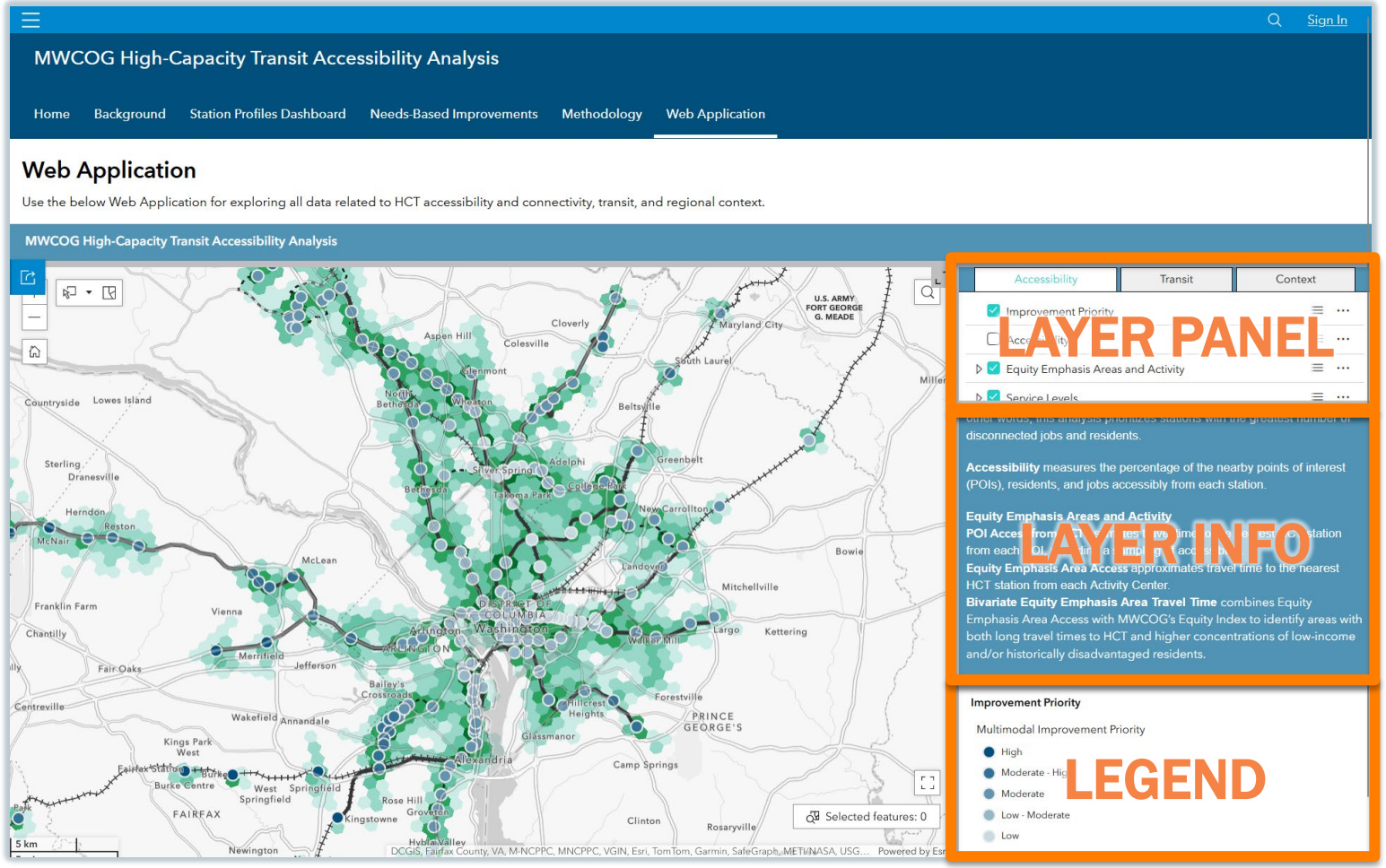
Methodology

- Understand accessibility calculations and the HCT station improvement need prioritization process
- Explore analyses underlying supporting dashboard/application layers



Web Application

- Choose your own adventure interface for browsing regional HCT data



USING THE WEBSITE

Demonstration

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