



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



Angela D. Alsobrooks
County Executive

Transit Transformation

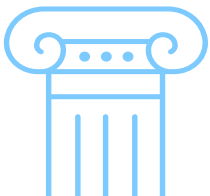


Michael D. Johnson, P.E.
Director

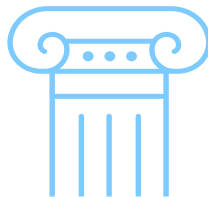
Transit Transformation is our commitment to revamp our framework for providing **safe, efficient, and reliable transit service.**

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.

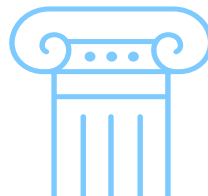
Equitable



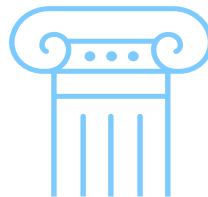
Safe



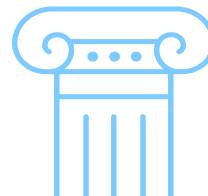
Reliable



User-Friendly



Community-Centric



Core Values

Equity
Innovation
Sustainability





Angela D. Alsobrooks
County Executive

Transit Transformation



Michael D. Johnson, P.E.
Director

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**





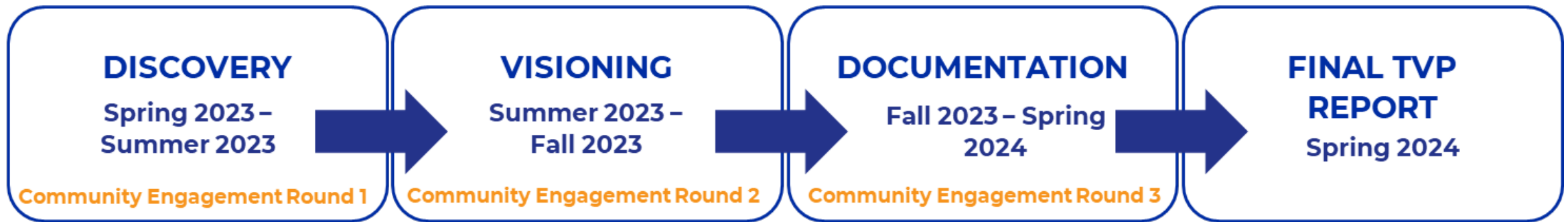
Angela D. Alsobrooks
County Executive

Transit Vision Plan (TVP)



Michael D. Johnson, P.E.
Director

Project Timeline





Angela D. Alsobrooks
County Executive

Transit Forward



Michael D. Johnson, P.E.
Director

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

Goals Include:

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





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:



**INFRASTRUCTURE
NEEDS**



**FLEET SIZE &
REPLACEMENT
PLAN**



**WORKFORCE &
TRAINING NEEDS**



**PHASING OF
TRANSITION**



**COSTS & FUNDING
OPPORTUNITIES**



Angela D. Alsobrooks
County Executive

Service Changes



Michael D. Johnson, P.E.
Director

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.





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



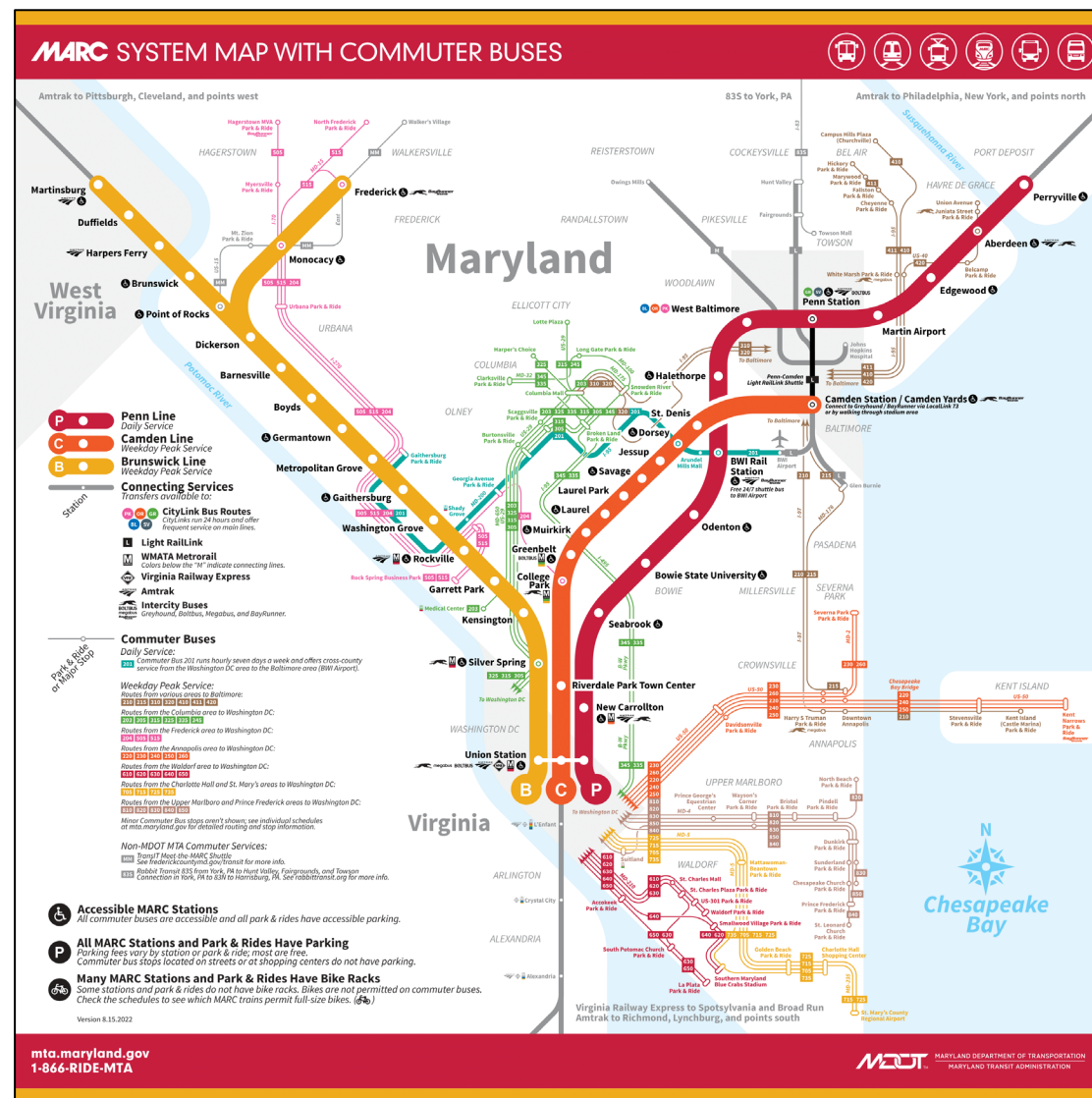
MARC Growth and Transformation Plan

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



Presentation Overview

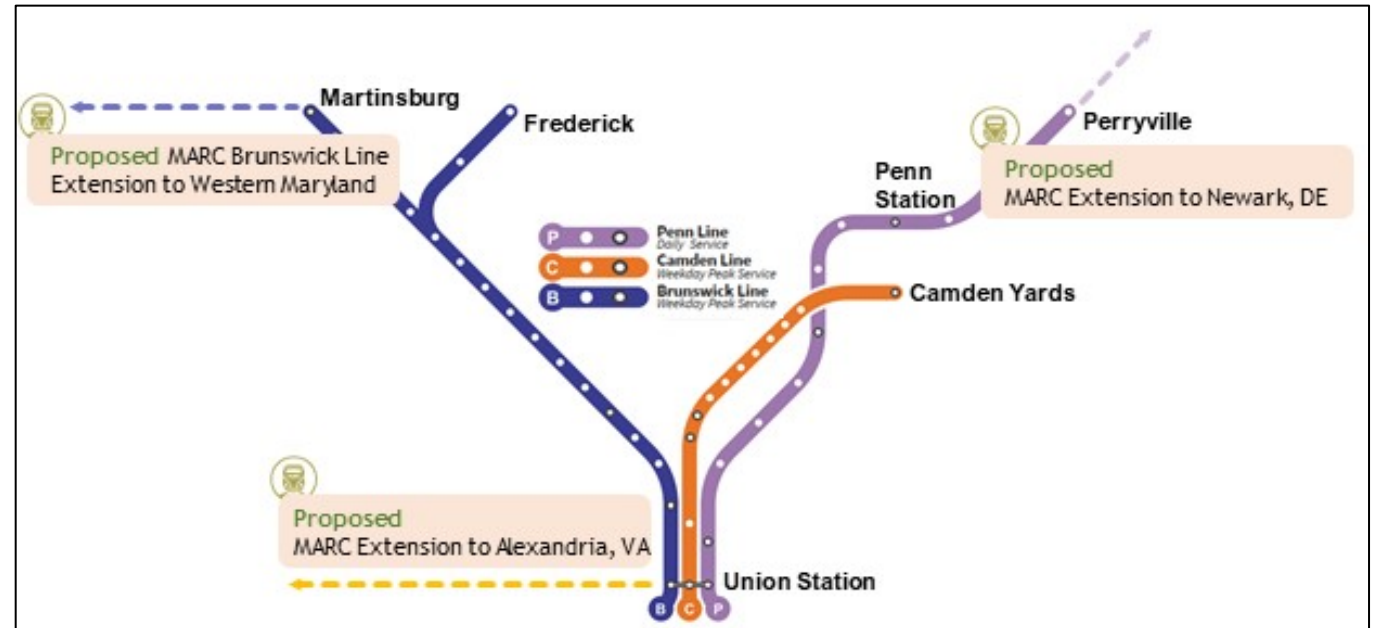
- Project Overview
- Previous Work
- Public Survey Results
- Next Steps
- Discussion



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



Fall 2023

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

Winter 2023/2024

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

Summer 2024

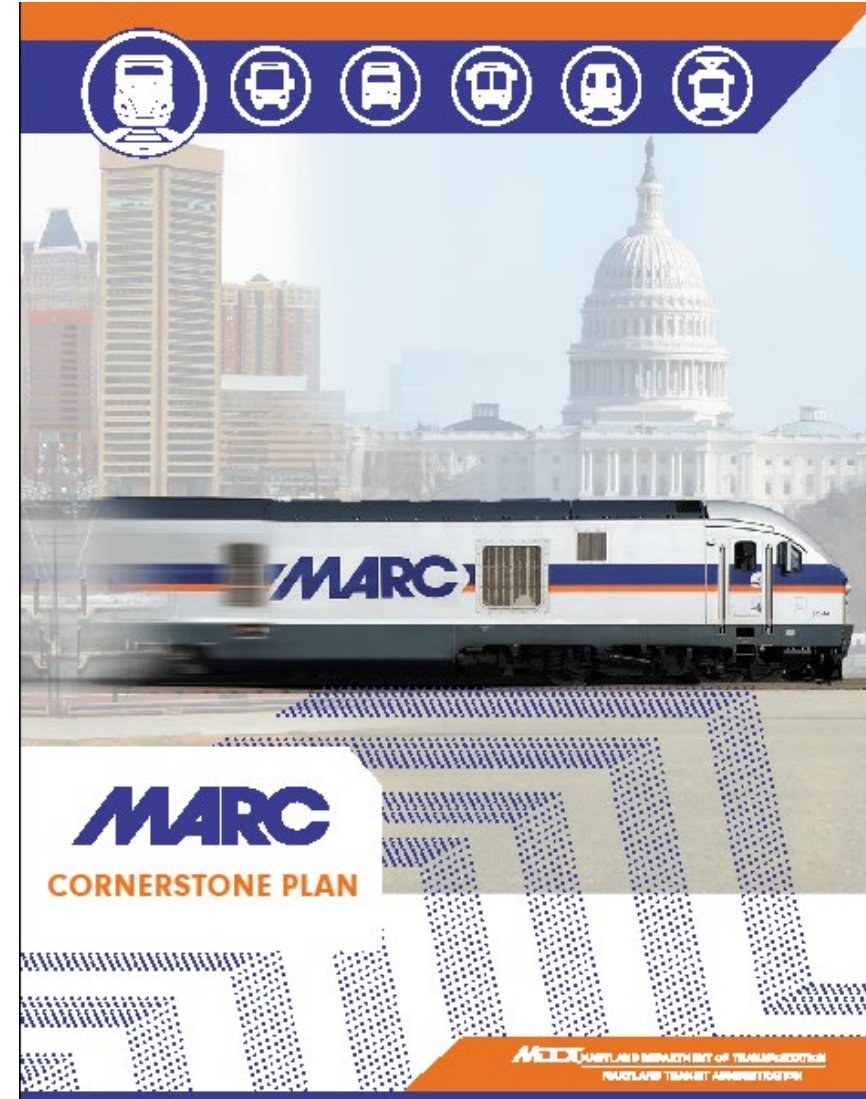
- Capital Programming
- Stakeholder Engagement

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



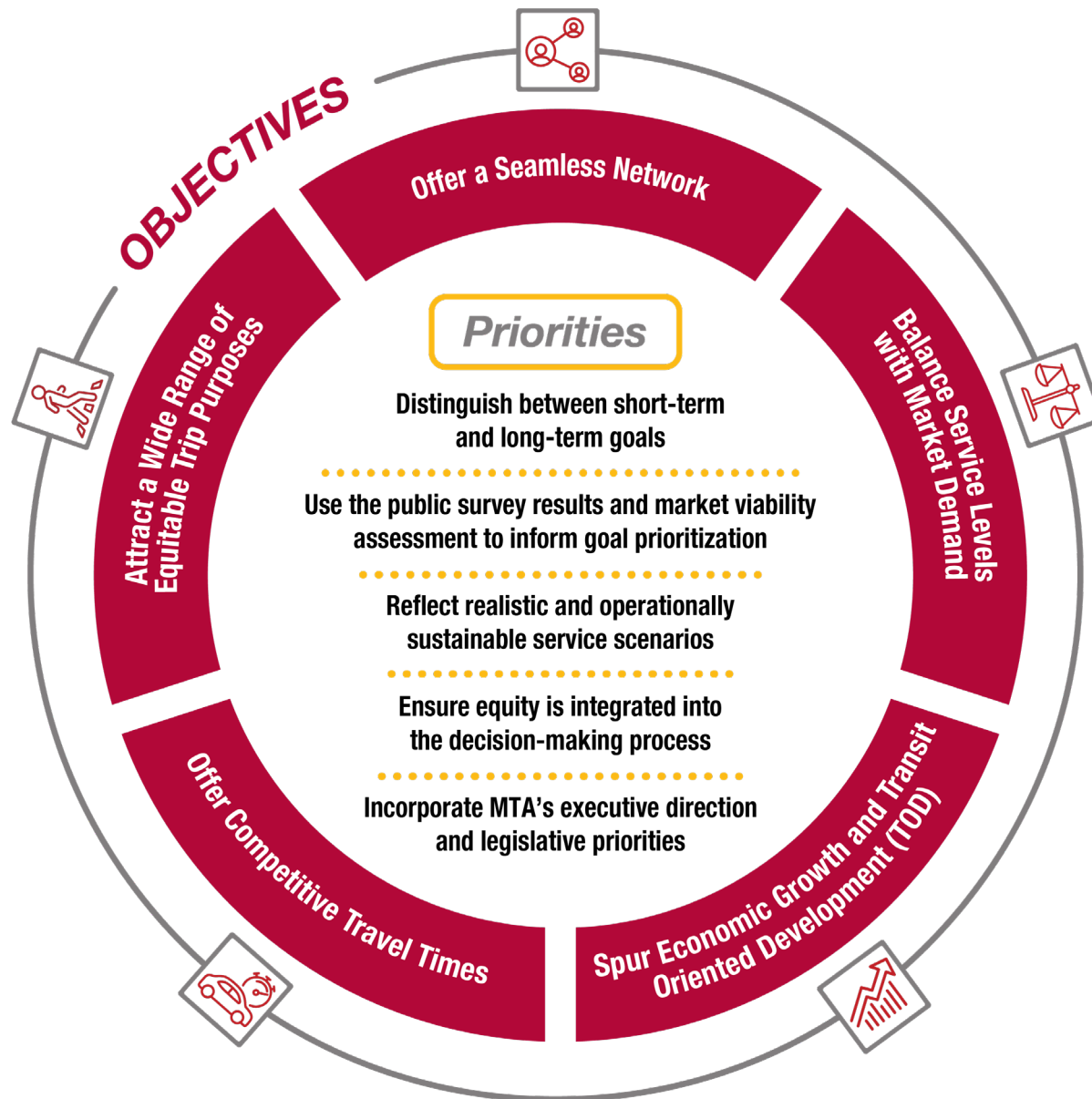
Balance Service Levels with Market Demand



Offer Competitive Travel Times



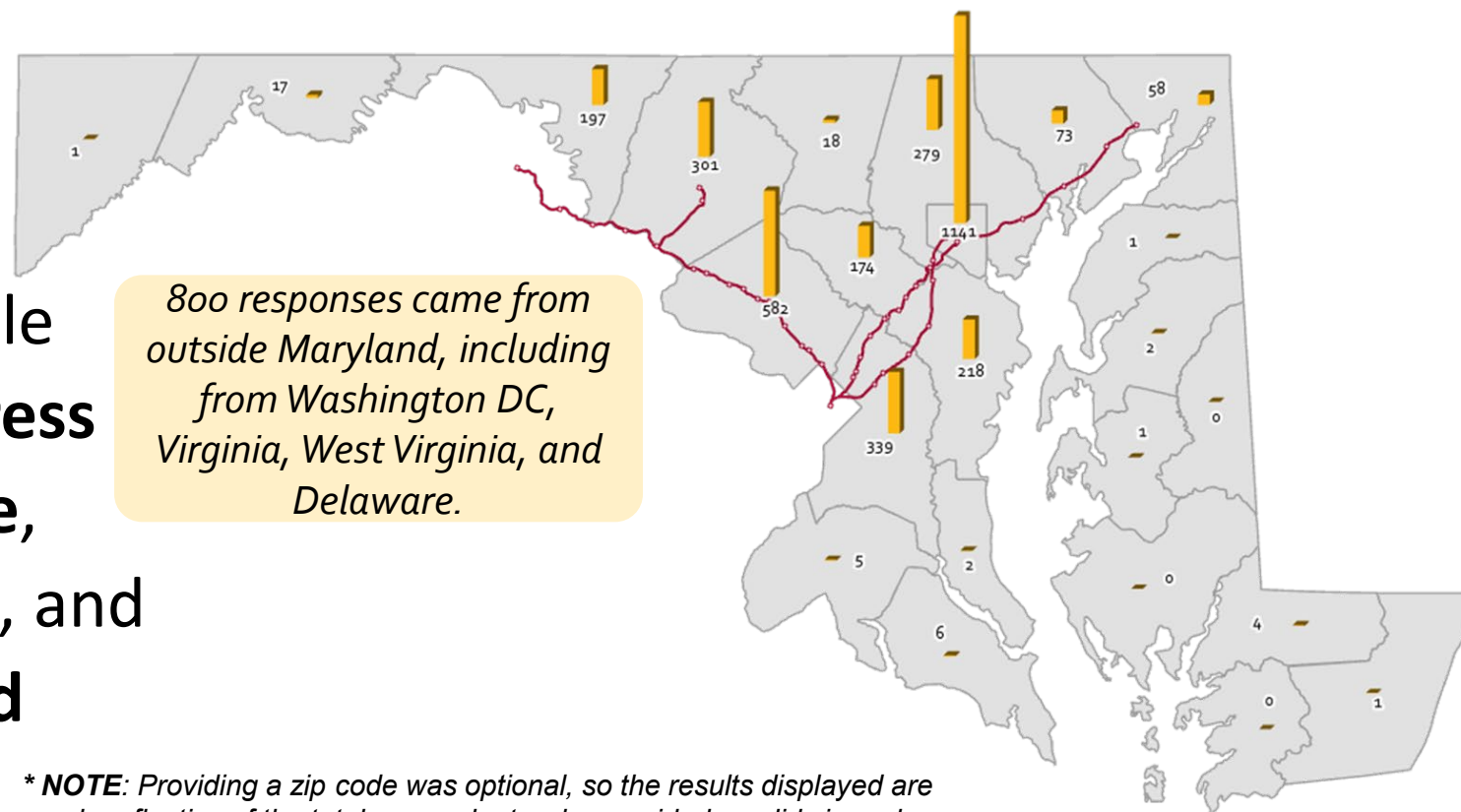
Spur Economic Growth and Transit Oriented Development (TOD)



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.**

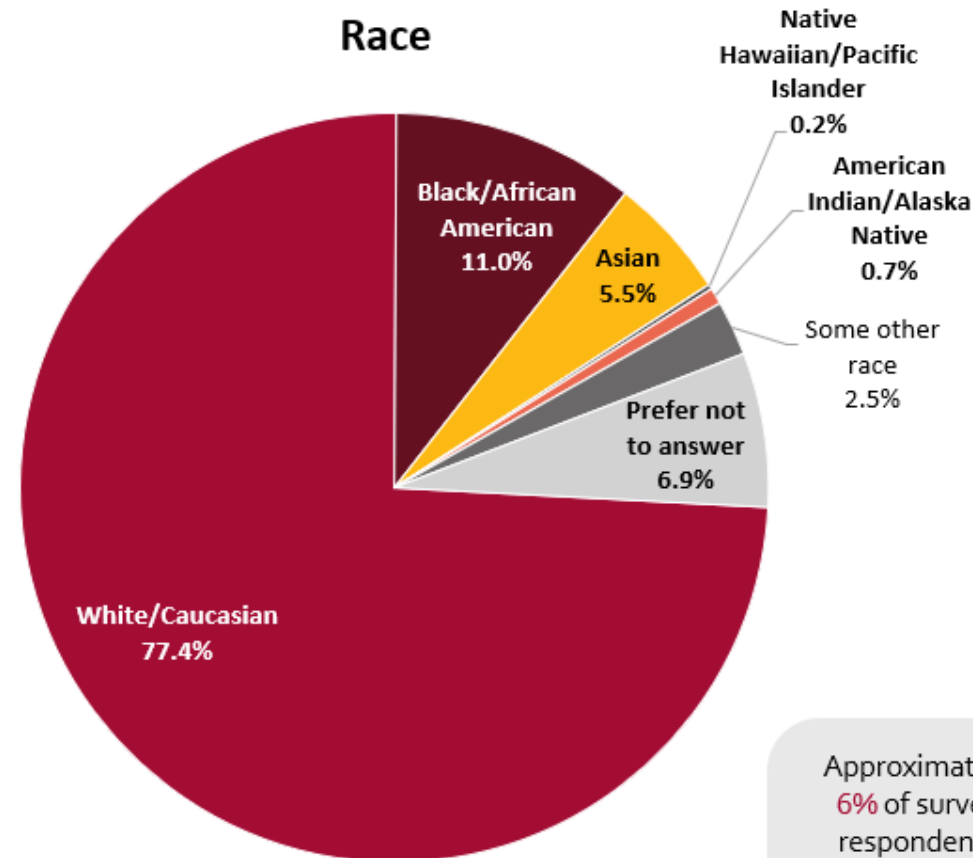
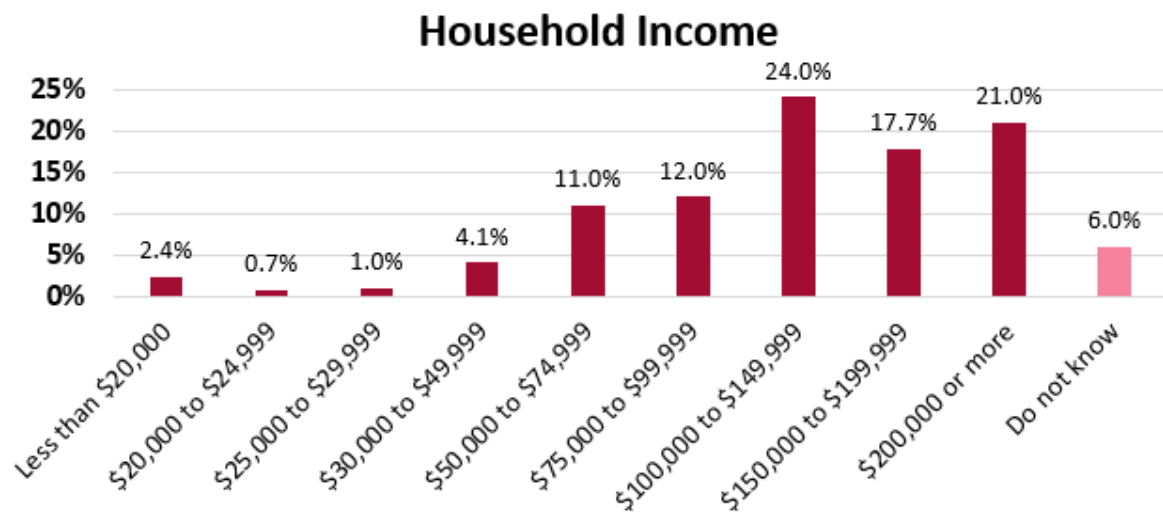
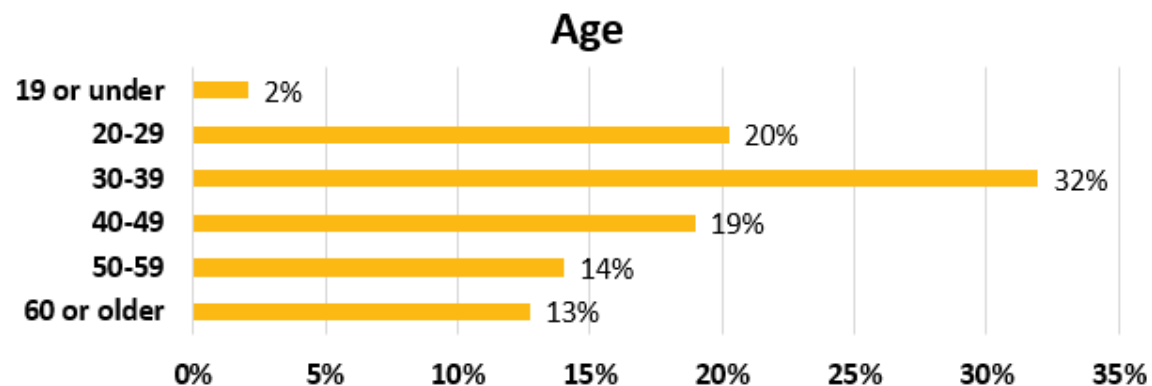


800 responses came from outside Maryland, including from Washington DC, Virginia, West Virginia, and Delaware.

* **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

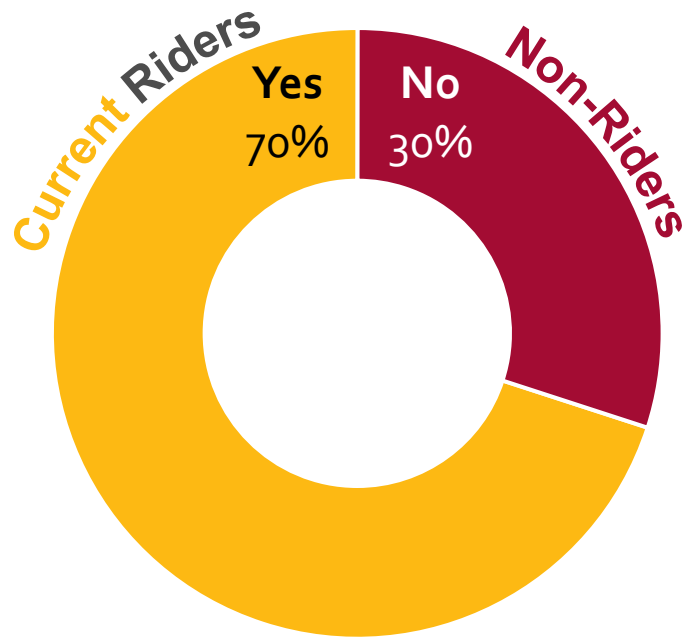
Demographics of Survey Respondents



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

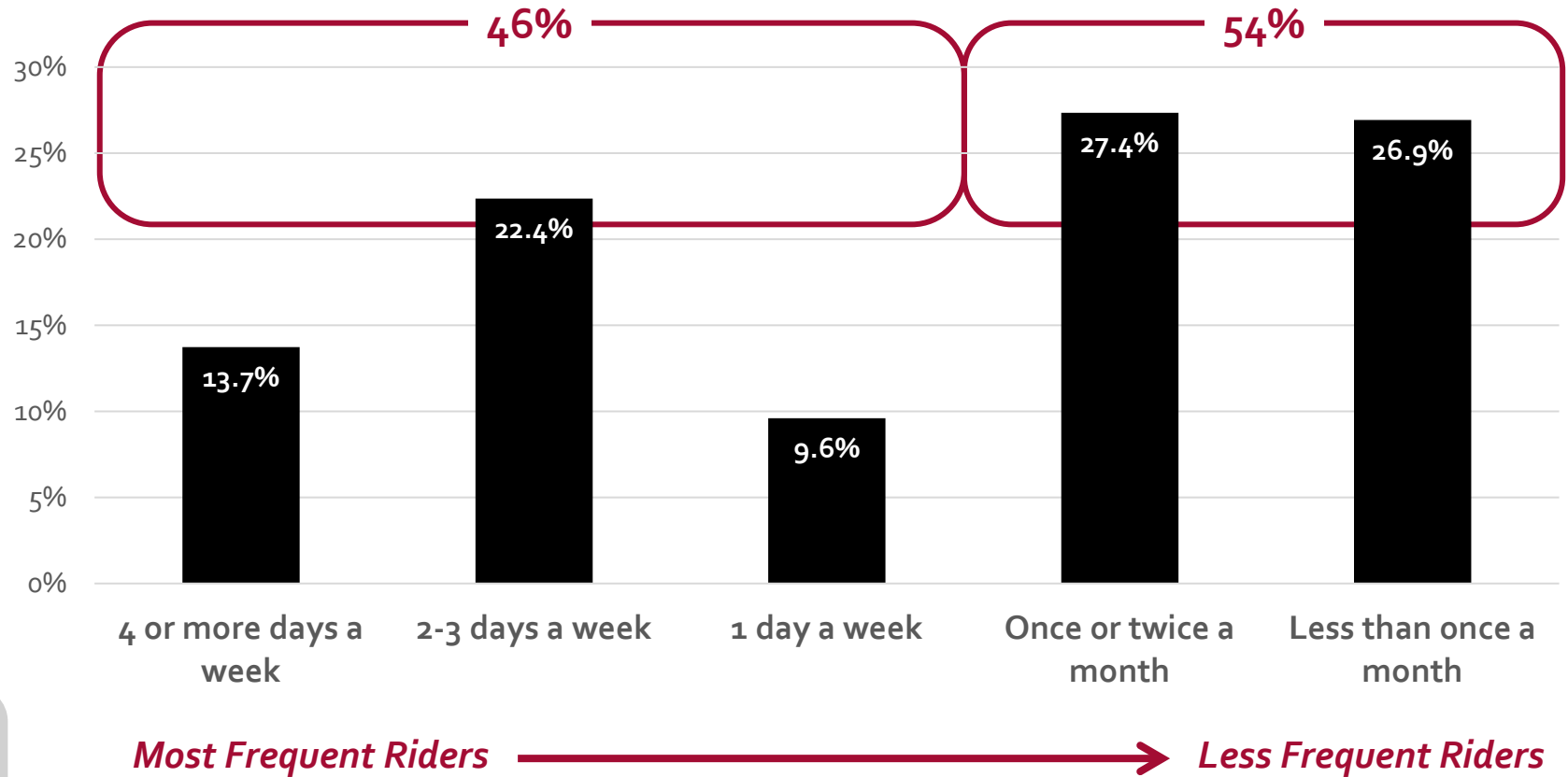
Public Survey

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



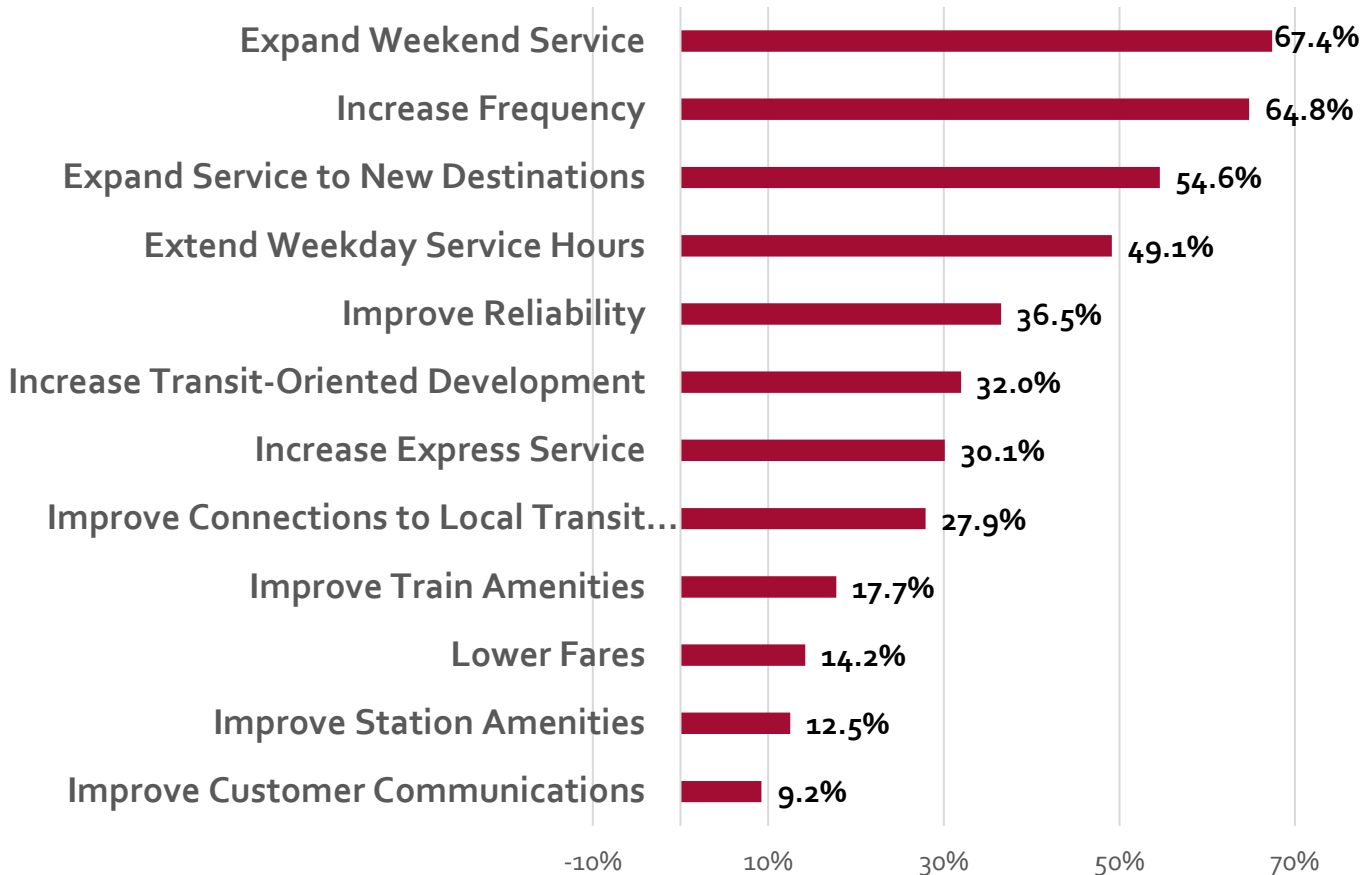
There is a roughly **even split** between current rider respondents that ride **1x/week or more** and those that ride **1x/month or less**

How frequently do you use MARC Train service?
(Asked of *Current Riders* only)



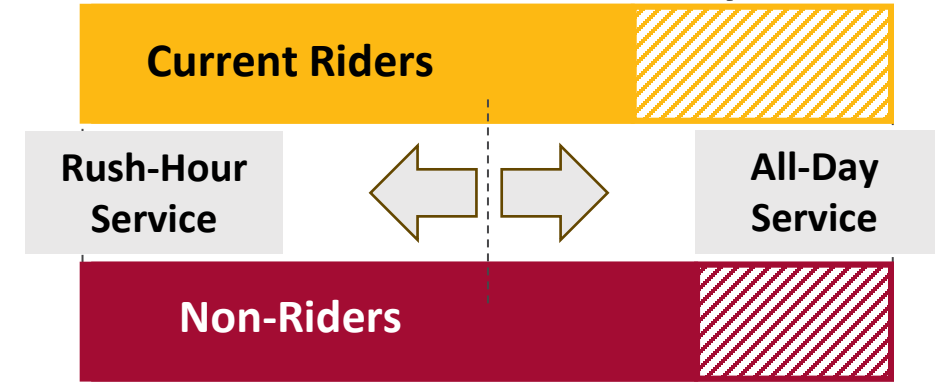
Public Survey

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

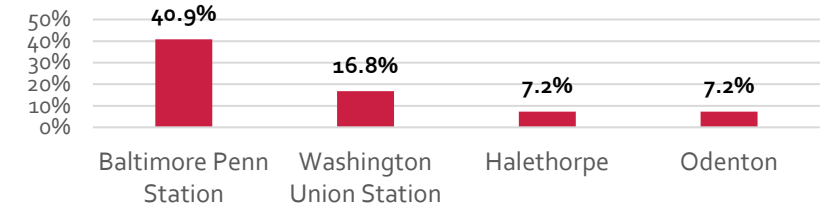


What are your top priorities for improvements to MARC Train service? (You may select up to 5).

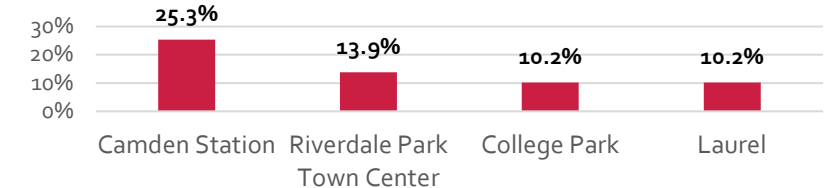
Tradeoff: Rush-Hour vs. All-Day Service



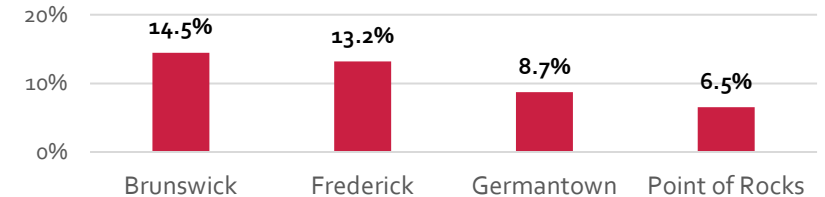
Home Station - Penn Line Riders



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:

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NATIONAL CAPITAL TRAIL NETWORK

2023 Update

Michael Farrell
Senior Transportation Planner

Transportation Planning Board
February 27, 2024



National Capital Region
Transportation Planning Board

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?

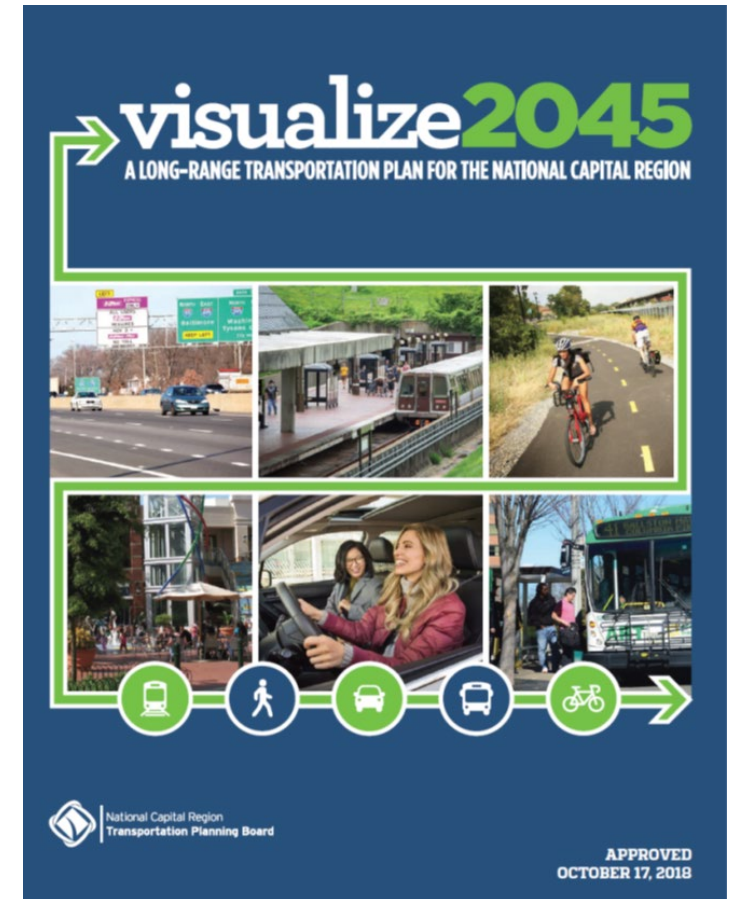
- Long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian facilities
- Accessible for all ages and abilities
- Healthy, low-stress access to open space
- Clean, inexpensive, reliable transportation
- Serves nearly all TPB Priority Areas, and most People and Jobs



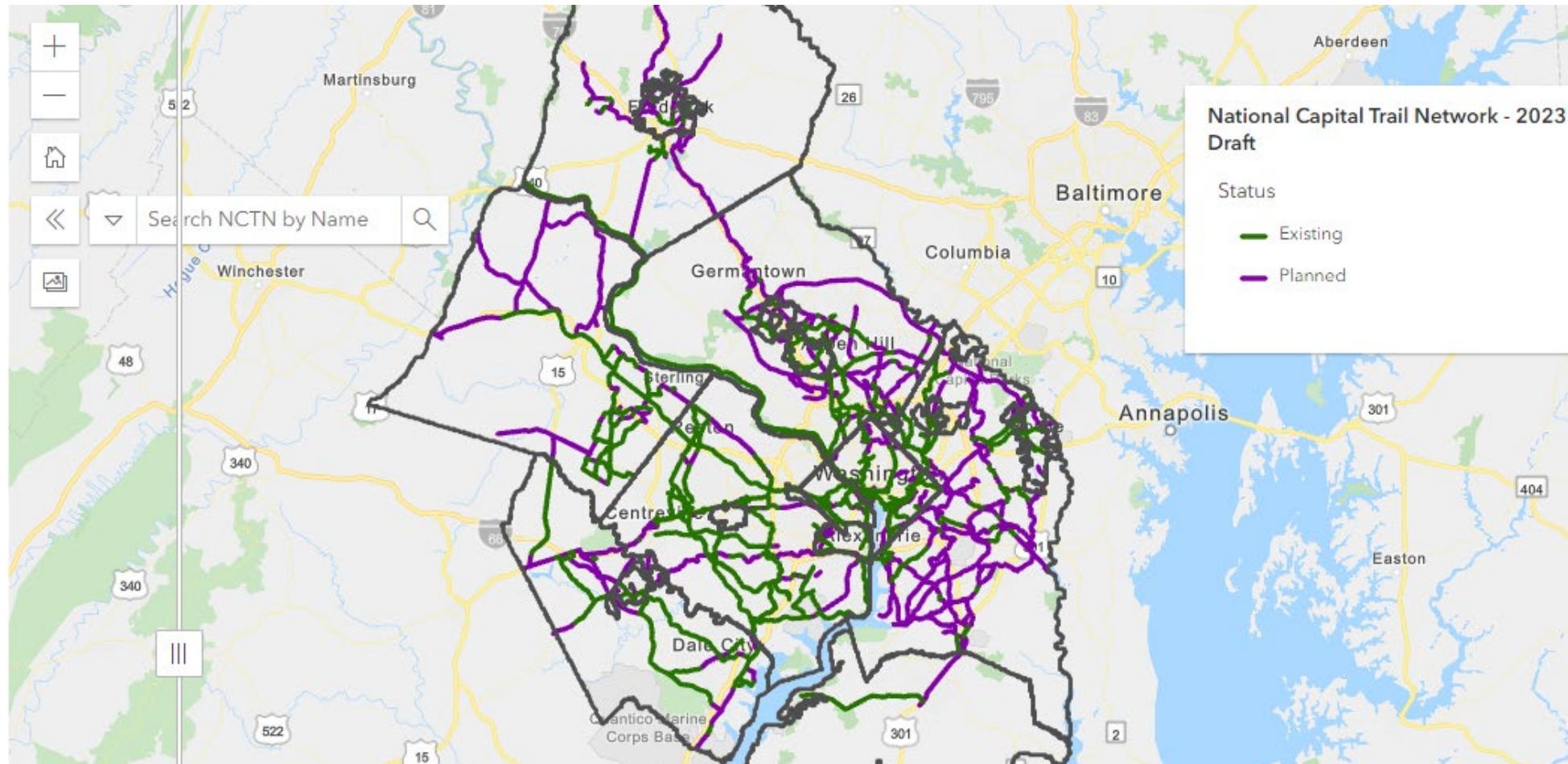
Virginia Avenue S.E.

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%



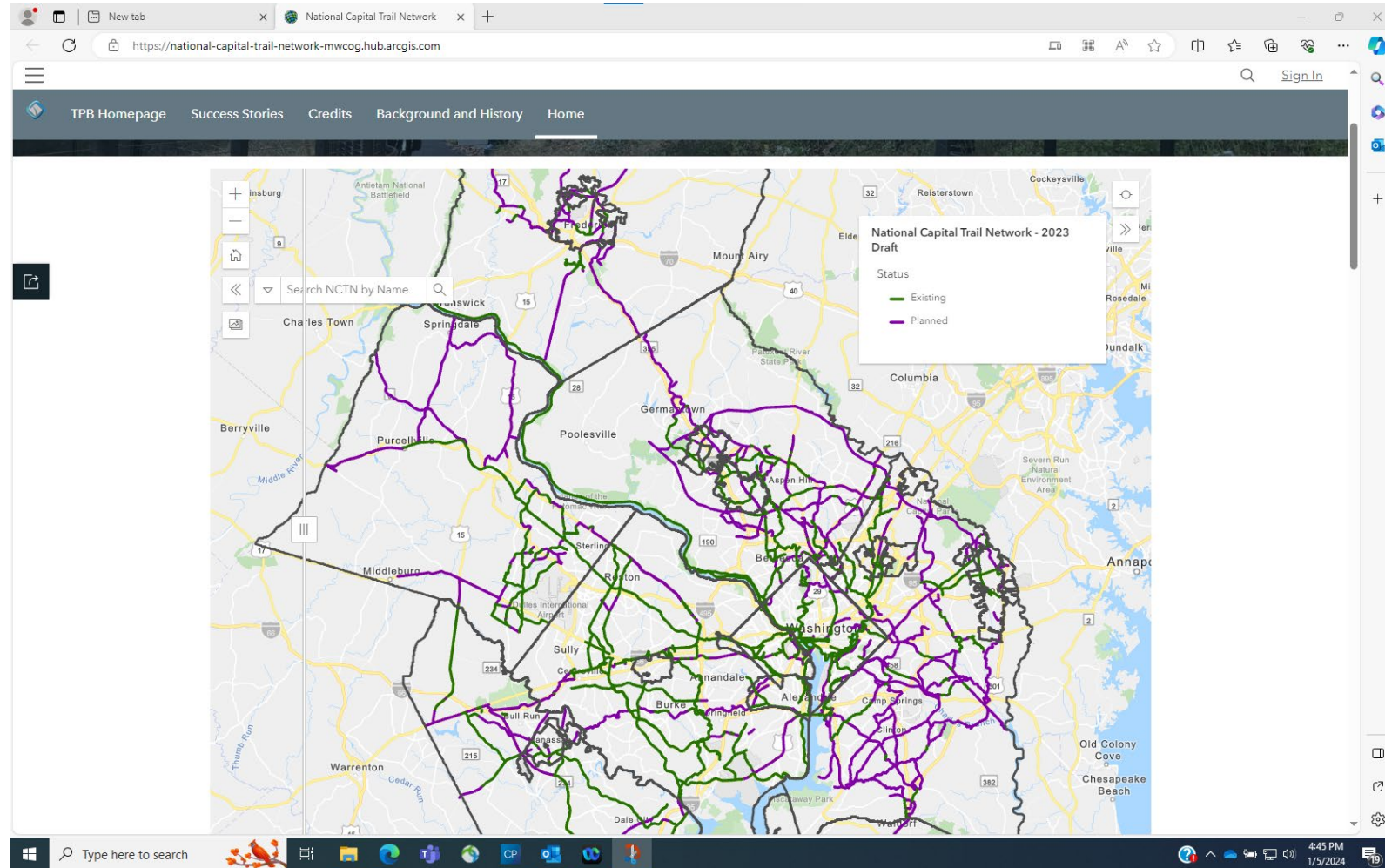
Population and Employment Served

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%

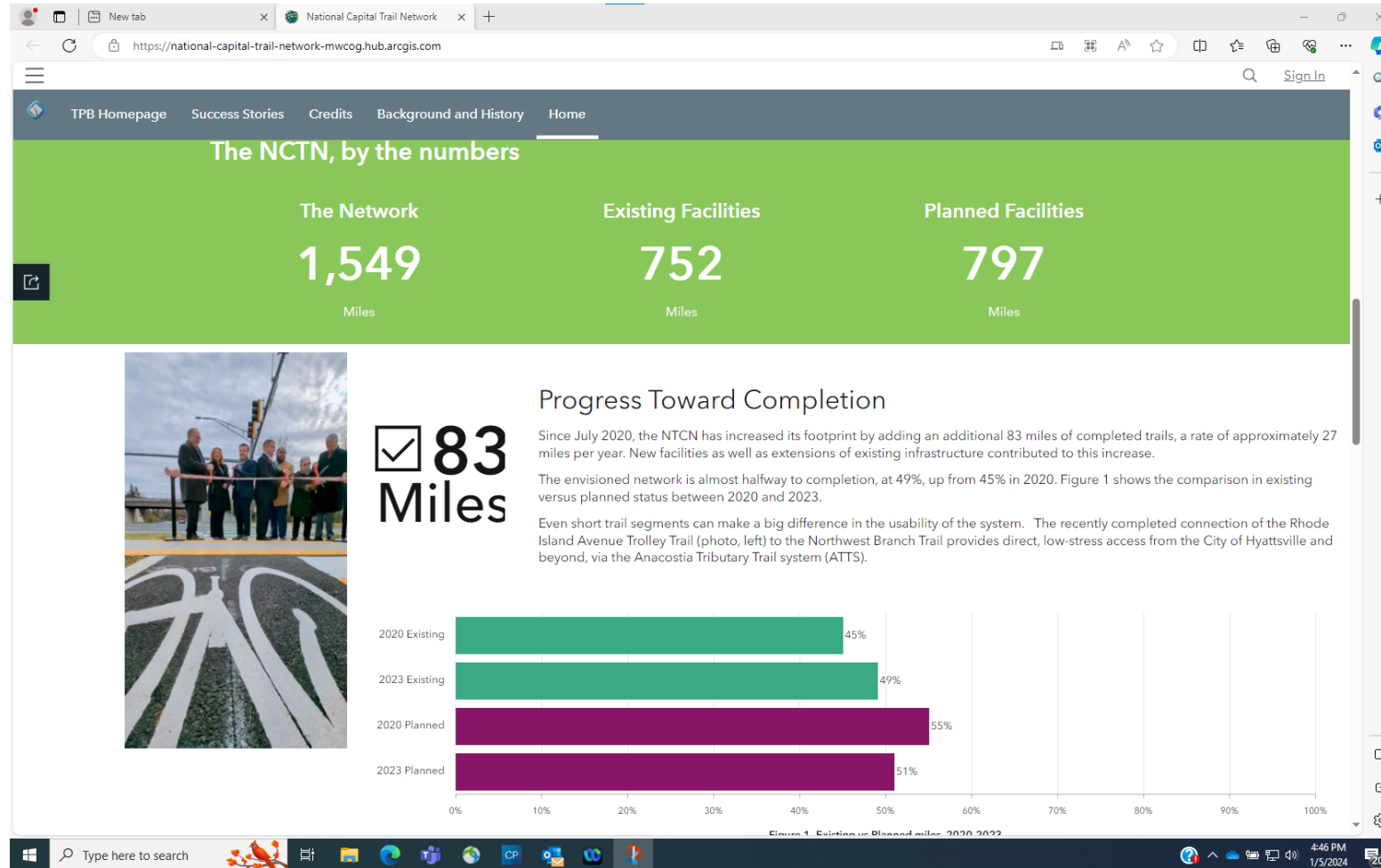
*Excludes Fauquier County



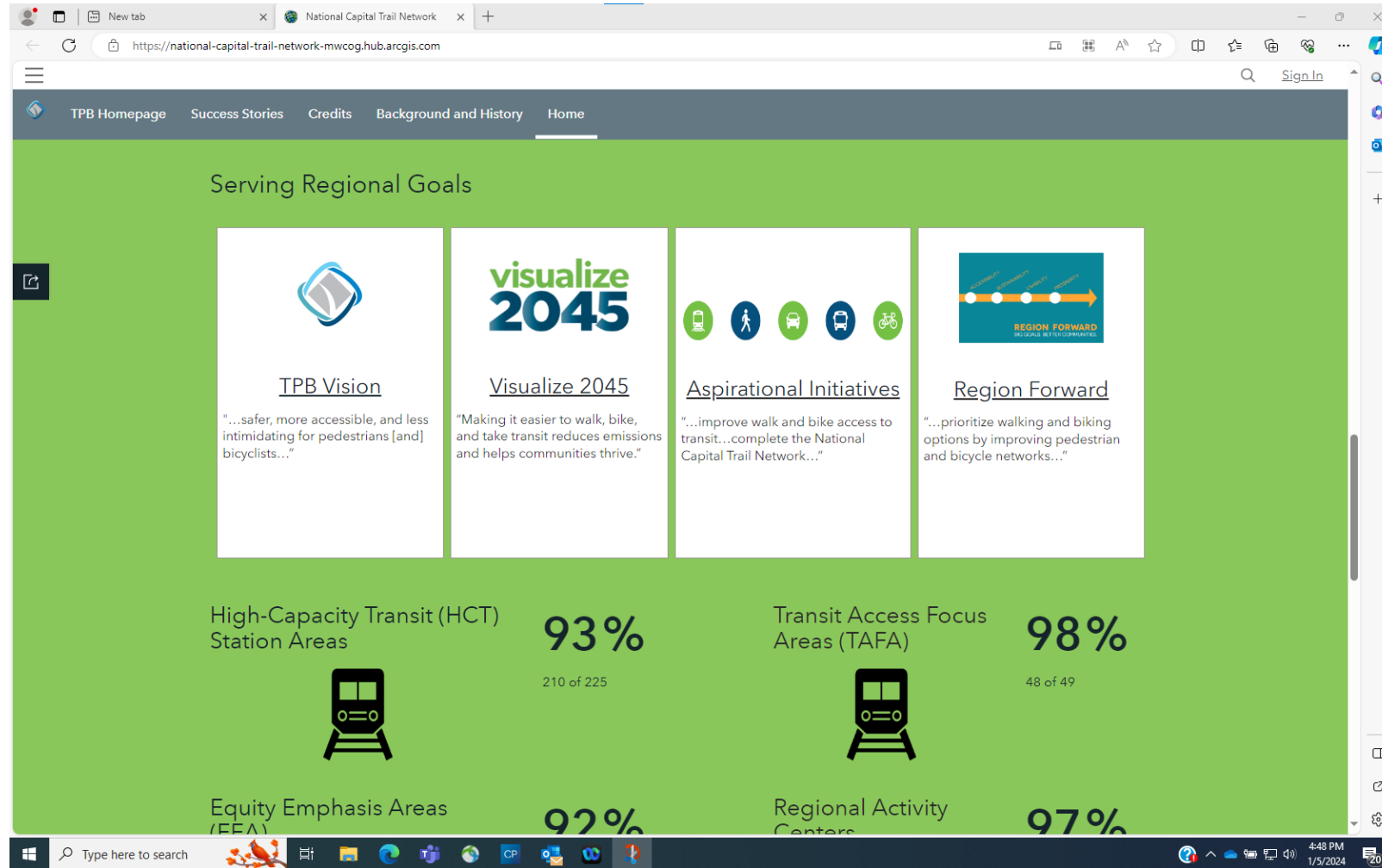
National Capital Trail Network Web Page



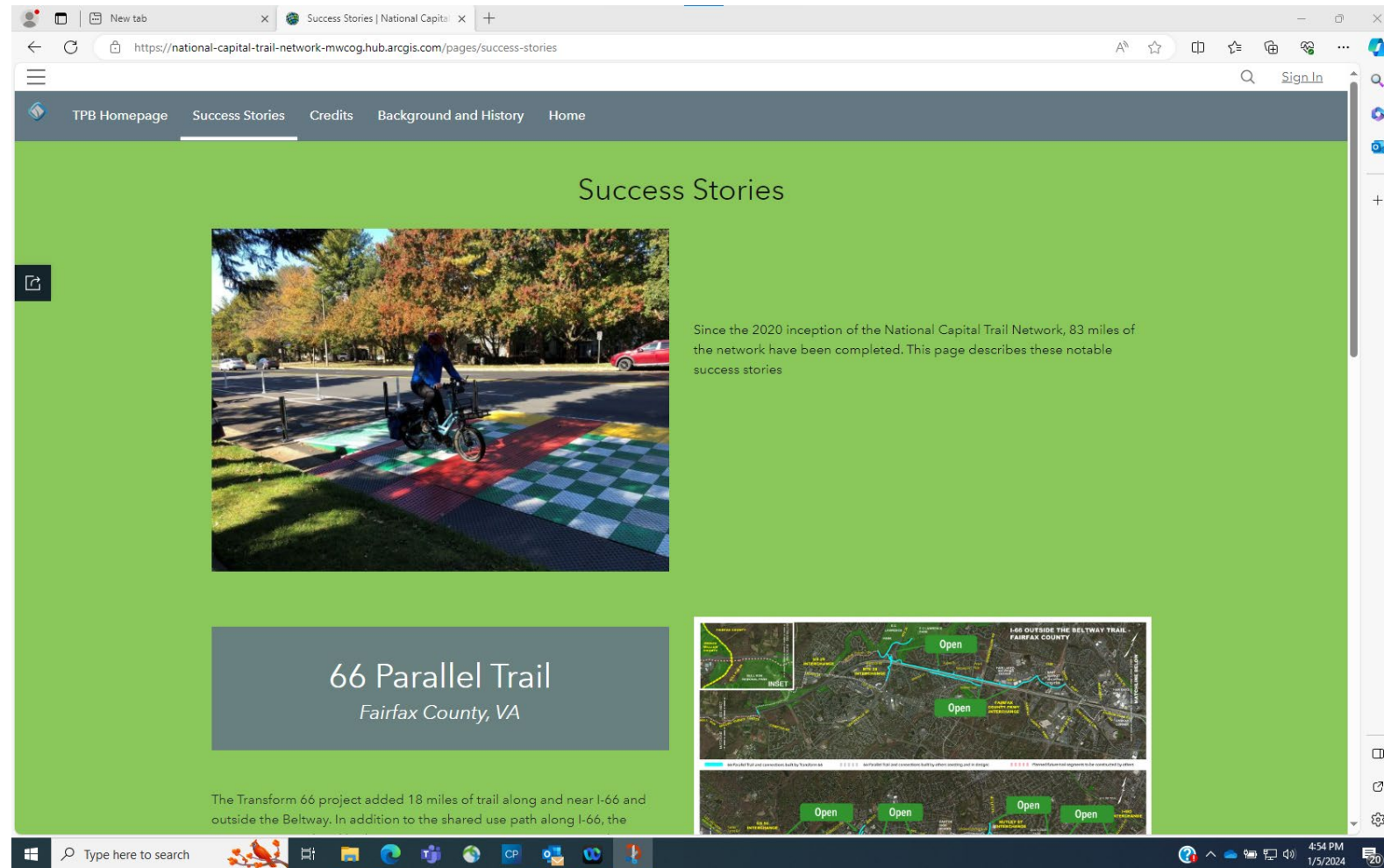
National Capital Trail Network Web Page



National Capital Trail Network Web Page

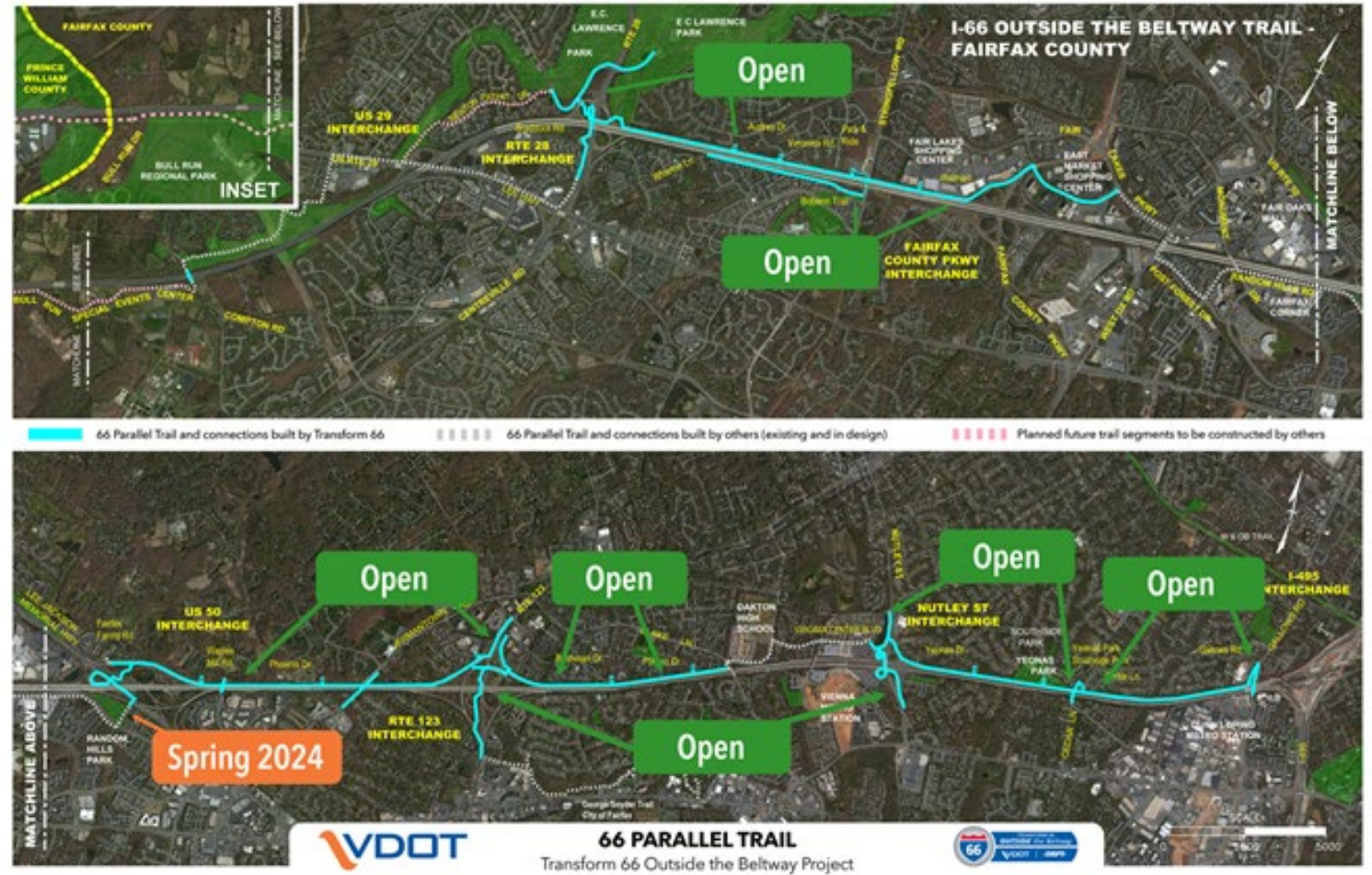


National Capital Trail Network Web Page



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

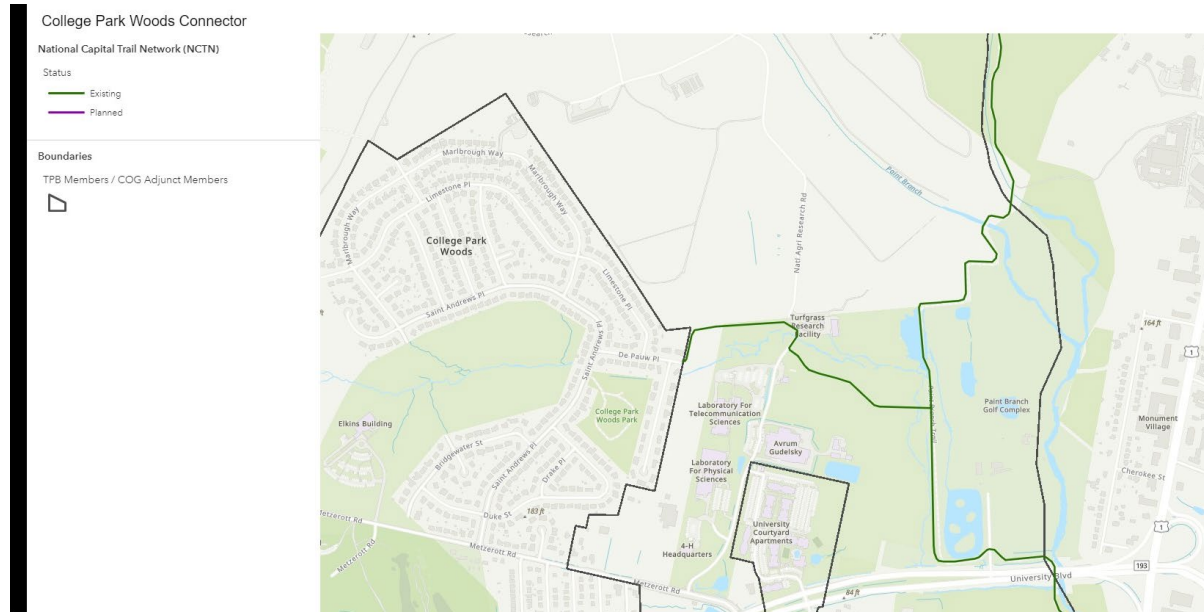


Photo credit: Jim Della-Giacoma

- 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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National Capital Region
Transportation Planning Board

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

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

Website:



bit.ly/49rLSXH



PROJECT GOALS

Understanding HCT Service



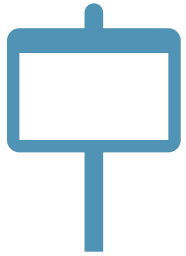
National Capital Region
Transportation Planning Board

Understanding HCT

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



Analysis Overview



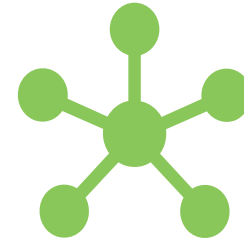
Station Classification

- 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



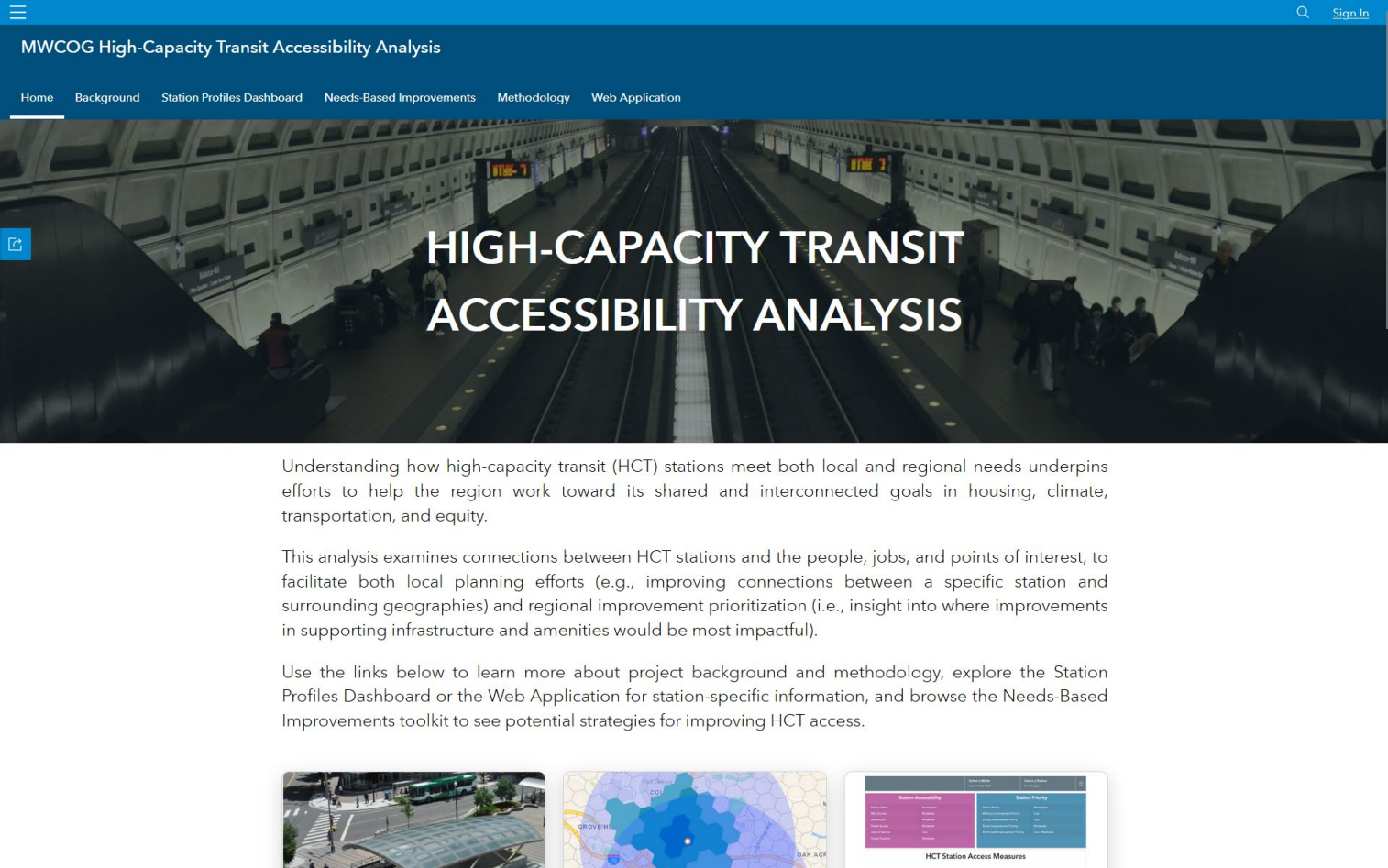
Improvement Prioritization

- 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*



MWCOG High-Capacity Transit Accessibility Analysis

Home Background Station Profiles Dashboard Needs-Based Improvements Methodology Web Application

HIGH-CAPACITY TRANSIT ACCESSIBILITY ANALYSIS

Understanding how high-capacity transit (HCT) stations meet both local and regional needs underpins efforts to help the region work toward its shared and interconnected goals in housing, climate, transportation, and equity.

This analysis examines connections between HCT stations and the people, jobs, and points of interest, to facilitate both local planning efforts (e.g., improving connections between a specific station and surrounding geographies) and regional improvement prioritization (i.e., insight into where improvements in supporting infrastructure and amenities would be most impactful).

Use the links below to learn more about project background and methodology, explore the Station Profiles Dashboard or the Web Application for station-specific information, and browse the Needs-Based Improvements toolkit to see potential strategies for improving HCT access.

HCT Station Access Measures



WEBSITE ORIENTATION

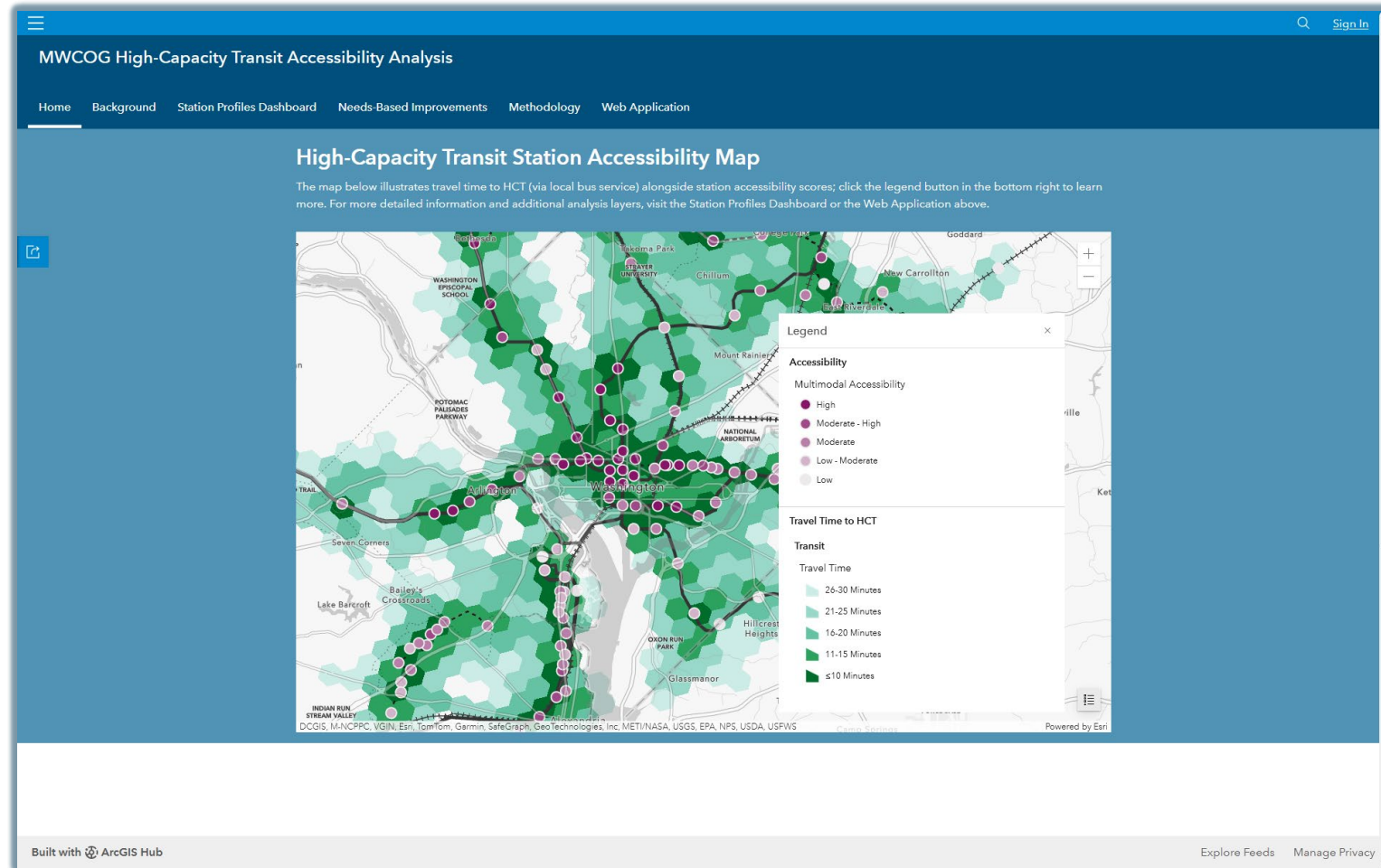
<https://mwcog-high-capacity-transit-accessibility-analysis-fitp.hub.arcgis.com/>



National Capital Region
Transportation Planning Board

Home

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



Background

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

MWCOG High-Capacity Transit Accessibility Analysis

Home Background Station Profiles Dashboard Needs-Based Improvements Methodology Web Application

Why This Analysis?

High-capacity transit (HCT) encompasses Metrorail, commuter rail, light rail, streetcar, and bus rapid transit (BRT). An understanding of how HCT stations meet both local and regional needs underpins efforts to help the region work toward its shared and interconnected goals in housing, climate, transportation, and equity. This analysis examines connections between HCT stations and the people, jobs, and points of interest, to facilitate both local planning efforts (e.g., improving connections between a specific station and surrounding geographies) and regional improvement prioritization (i.e., insight into where improvements in supporting infrastructure and amenities would be most impactful).

Regardless of proximity to HCT, access depends on the local street network - including active transportation infrastructure - and the availability of local transit services. Routing possible trips along the existing transportation networks provides Metropolitan Washington Council of Governments (MWCOG) with approximate walking, biking, and transit to HCT stations via from areas that are theoretically close to the HCT network. Using the transportation network, rather than measuring access "as the crow flies", allows MWCOG to account for variables not captured by a buffer analysis that do regularly impact a person's access to their needs, like the connectivity afforded by the street grid or the transfers required for someone to continue their journey on transit.

Overview

To inform the development of the HCT analysis, MWCOG reviewed relevant Transit Cooperative Research Program (TCRP) reports and related studies and programs conducted by TPB and WMATA to improve access to high-capacity transit stations in the Washington region. This literature review summarizes best practices for station access analysis and highlights considerations for optimizing development of high-capacity transit networks.

Both the TPB and WMATA are proactively addressing many of the factors and complications addressed in this literature review. Three primary findings from this literature review will help inform the future planning processes for HCT stations in the region:

<p>Cooperation is imperative.</p> <p>Providing access to high-capacity transit stations should be a cooperative effort by transit agencies, jurisdictions that own/operate adjacent right-of-way, planning agencies, private developers (in the case of joint development agreements), and the surrounding community. Where land abutting high-capacity transit stations is owned by local jurisdictions, coordination is paramount to establish access for people walking and biking to these stations. WMATA's joint development agreement program is an industry-leading example of a transit agency partnering with local jurisdictions, private developers, and community members to maximize development and access to high-</p>	<p>Lower barriers to entry.</p> <p>Barriers to entry relates to both access barriers and fare integration barriers. From an access perspective, access for each mode should be tailored to the surrounding urban environment and station users. Low or no-cost transfers between modes (e.g., fixed-route bus and Metrorail), should be easy, attractive, and seamless, to make high-capacity transit systems more accessible to low-income users, increase ridership, and make the system simpler for people to use</p>	<p>Frequency and reliability are critical.</p> <p>Several TCRP reports identified frequency of transit service at high-capacity stations and the reliability of service as determinative attributes that contribute to the decision to utilize HCT. In a post-COVID environment, improving HCT frequencies presents an opportunity to recapture ridership lost during the pandemic. Coordinating transfer times between modes servicing HCT stations (e.g., fixed-route bus, commuter bus, or commuter rail) is a related factor to maximize time savings for riders</p>
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Background

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

MWCOG High-Capacity Transit Accessibility Analysis

Home Background Station Profiles Dashboard Needs-Based Improvements Methodology Web Application

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Overview

To inform the development of the HCT analysis, MWCOG reviewed relevant Transit Cooperative Research Program (TCRP) reports and related studies and programs conducted by TPB and WMATA to improve access to high-capacity transit stations in the Washington region. This literature review summarizes best practices for station access analysis and highlights considerations for optimizing development of high-capacity transit networks.

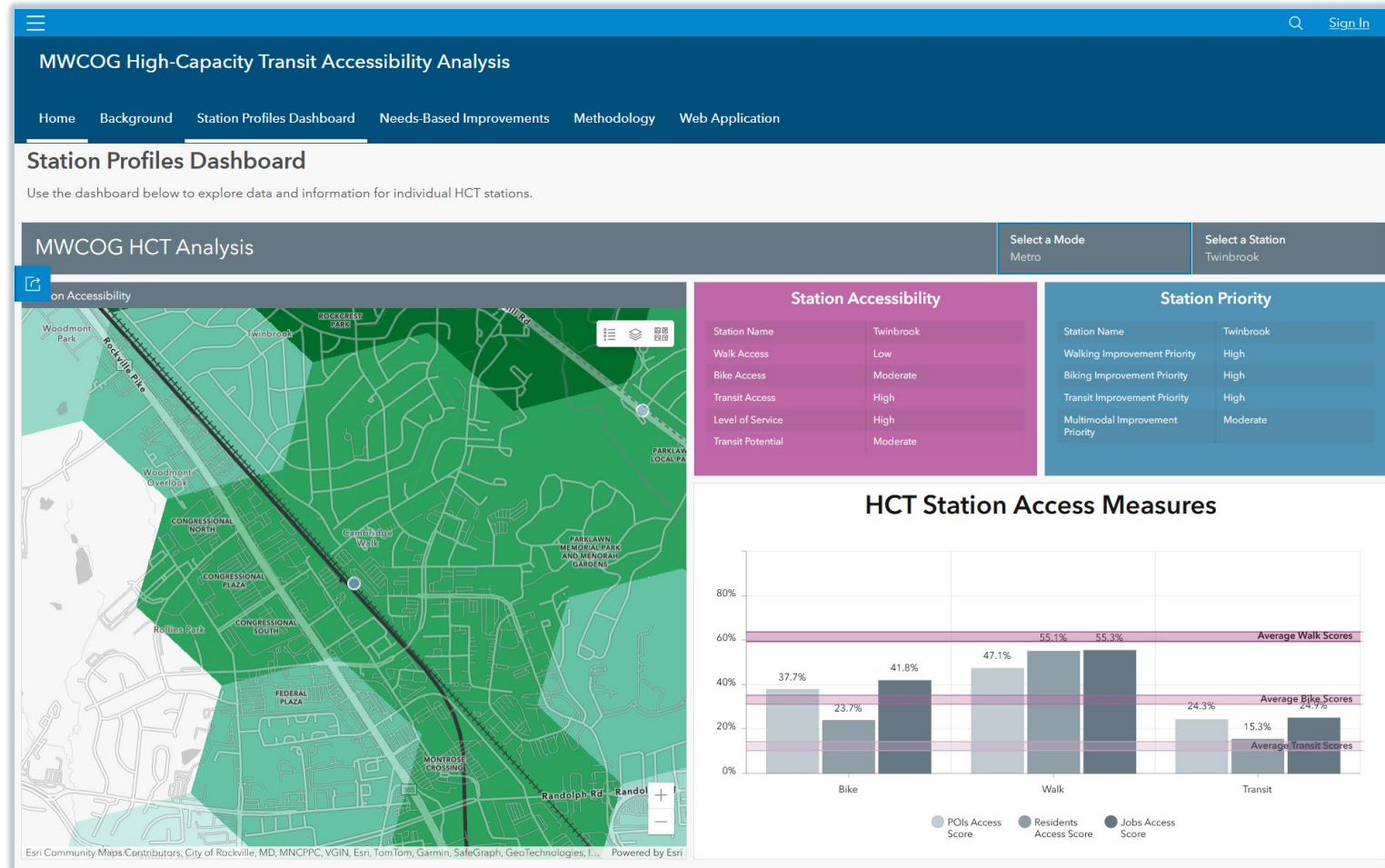
Both the TPB and WMATA are proactively addressing many of the factors and complications addressed in this literature review. Three primary findings from this literature review will help inform the future planning processes for HCT stations in the region:

<p>Cooperation is imperative.</p> <p>Providing access to high-capacity transit stations should be a cooperative effort by transit agencies, jurisdictions that own/operate adjacent right-of-way, planning agencies, private developers (in the case of joint development agreements), and the surrounding community. Where land abutting high-capacity transit stations is owned by local jurisdictions, coordination is paramount to establish access for people walking and biking to these stations. WMATA's joint development agreement program is an industry-leading example of a transit agency partnering with local jurisdictions, private developers, and community members to maximize development and access to high-</p>	<p>Lower barriers to entry.</p> <p>Barriers to entry relates to both access barriers and fare integration barriers. From an access perspective, access for each mode should be tailored to the surrounding urban environment and station users. Low or no-cost transfers between modes (e.g., fixed-route bus and Metrorail), should be easy, attractive, and seamless, to make high-capacity transit systems more accessible to low-income users, increase ridership, and make the system simpler for people to use</p>	<p>Frequency and reliability are critical.</p> <p>Several TCRP reports identified frequency of transit service at high-capacity stations and the reliability of service as determinative attributes that contribute to the decision to utilize HCT. In a post-COVID environment, improving HCT frequencies presents an opportunity to recapture ridership lost during the pandemic. Coordinating transfer times between modes servicing HCT stations (e.g., fixed-route bus, commuter bus, or commuter rail) is a related factor to maximize time savings for riders</p>
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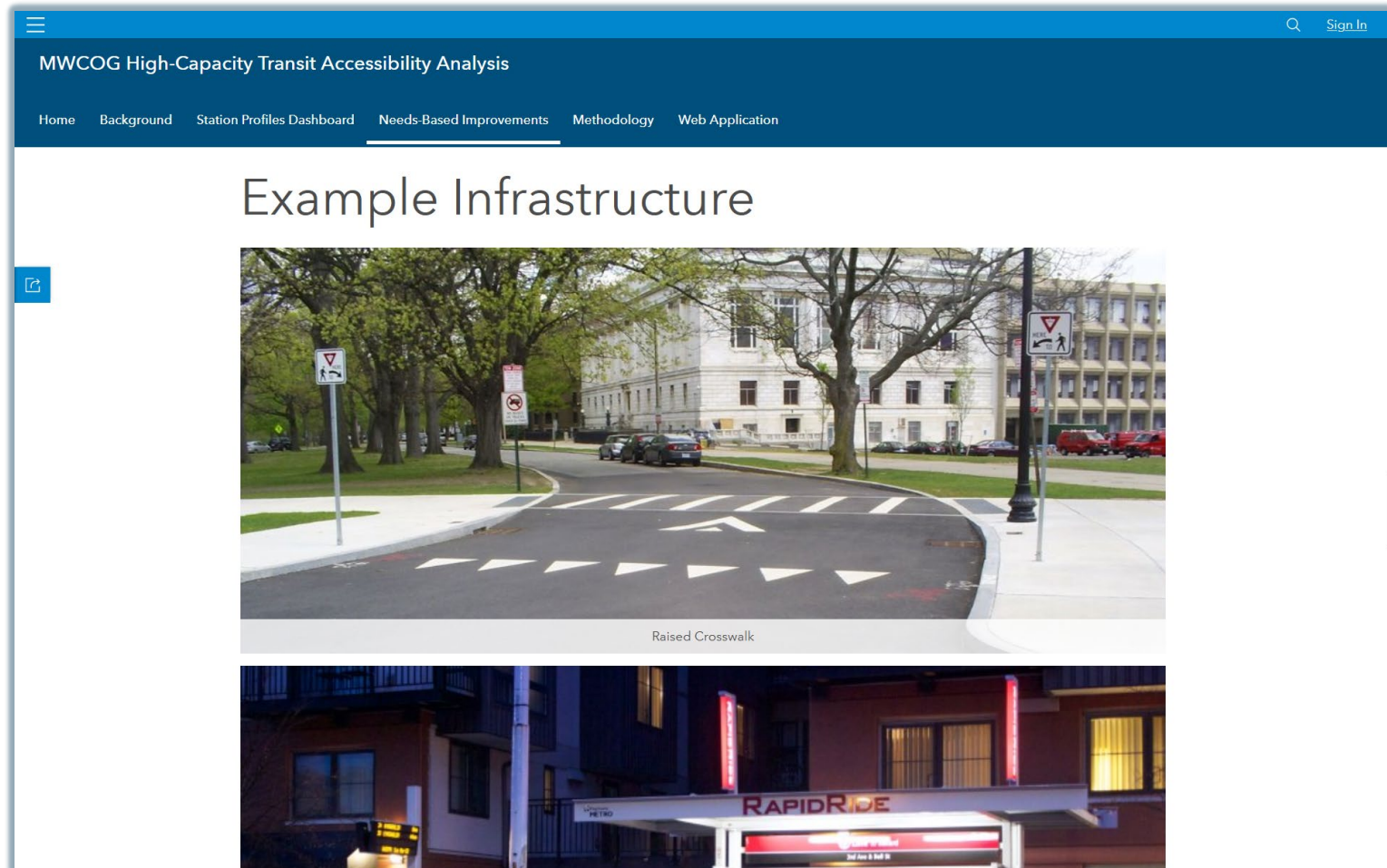
Station Profiles Dashboard

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



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

MWCOG High-Capacity Transit Accessibility Analysis

Home Background Station Profiles Dashboard Needs-Based Improvements **Methodology** Web Application

Other Data Layers

EQUITY EMPHASIS AREAS AND ACTIVITY

POI Access from HCT

MWCOG extracted regional points of interest (POIs) within five miles of each HCT station (reflecting the largest search radius used for the theoretical connectivity analysis). Subsequently, estimated travel time to the nearest HCT station from each POI provides a sampling of accessibility.

Equity Emphasis Area Access

Equity Emphasis Areas represent Census tracts with higher-than-average concentrations of low-income and/or historically disadvantaged residents. This analysis approximates travel time to the nearest HCT station from each tract by averaging travel time across hex geographies in each Equity Emphasis Area.

Activity Center Access

COG's Activity Centers are key areas for the region's growth and include towns, urban centers, transit hubs, and areas prioritized for future growth. This analysis approximates travel time to the nearest HCT station from each Activity Center by averaging travel time across all hex geographies in each Activity Center.

Bivariate Equity Emphasis Area Travel Time

This analysis combines Equity Emphasis Area Access with MWCOG's Equity Index to identify areas with both long travel times to HCT and higher concentrations of low-income and/or historically disadvantaged residents.

SERVICE LEVELS

COG approximated transit service levels by counting the number of transit trips and stops in each hex across the region to provide a glimpse at the level of transit service on a representative weekday, Saturday, and Sunday. Stops include every local transit stop multiplied by the number of transit trips serving the stops in a given hex, while trips only include the number of

HIGH-CAPACITY TRANSIT

The basemap includes high-capacity transit service from DC Streetcar, Ride On FLASH BRT, Metrobus, Metrorail, MARC, VRE, and future high-capacity transit infrastructure for context. MWCOG's analysis of HCT access includes planned stations, including the currently under-construction MDOT MTA Purple Line.

LOCAL BUS

In addition to high-capacity transit, the map also includes local bus service from the region's transit operators, providing context critical to understanding local transit connections to HCT stations.

TRAVEL TIME TO HCT

While the HCT Station Accessibility and Prioritization analyses focus on the status of each station, Travel Time to HCT approximates travel time from across the region to the closest HCT station via each mode (walking, biking, and transit).

TRANSIT-ORIENTED POPULATION ORIGIN INDEX

The Transit-Oriented Population Origin Index measures demographic information in Census Block Groups to approximate residents' propensity to use transit. Demographics indexed include concentration of youth, older adults, households with one or less cars, low-income residents, and population density. This measure provides insight into whether gaps in HCT accessibility occur in areas with demand for transit service.

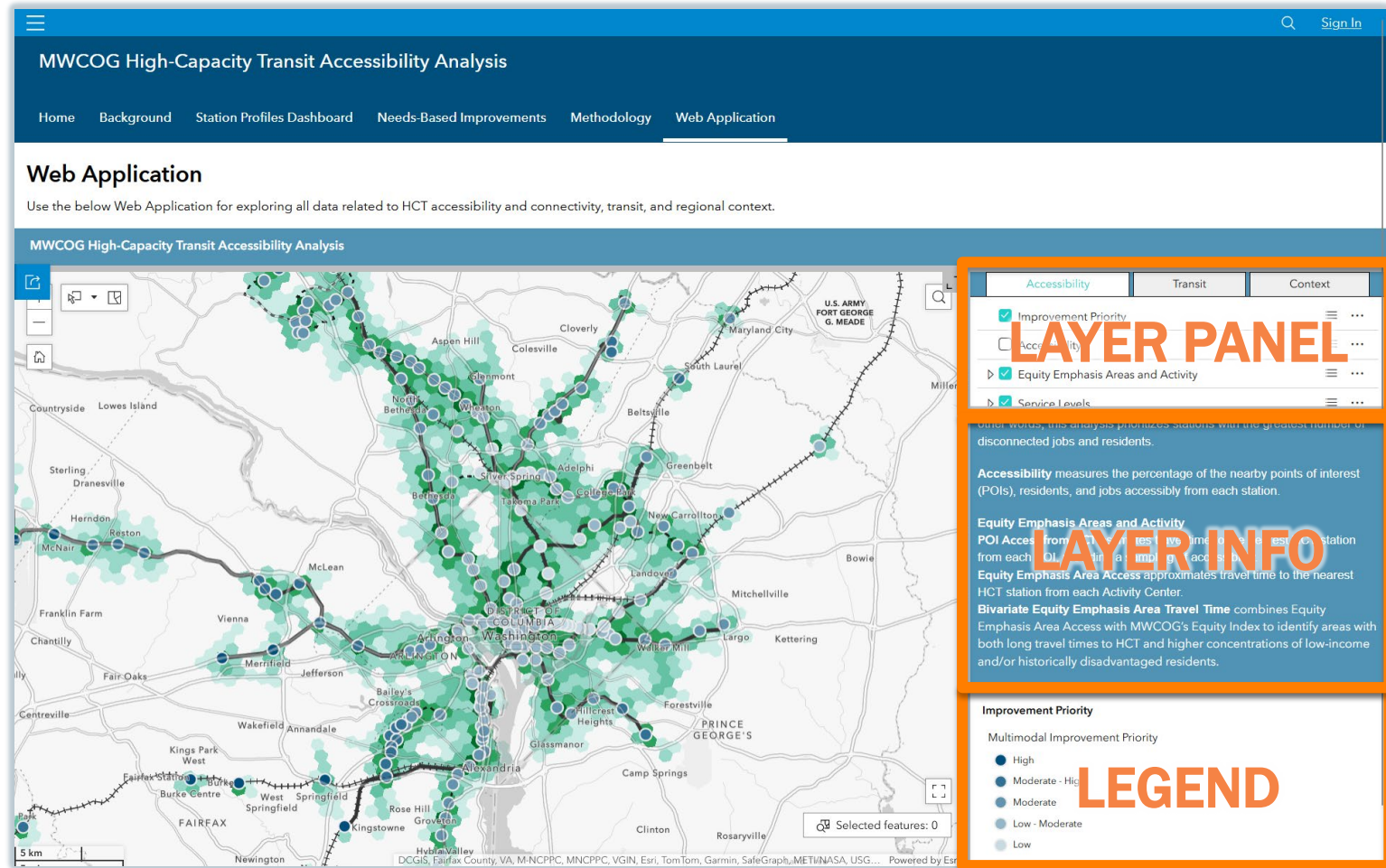
POPULATION AND EMPLOYMENT DENSITY

MWCOG's accessibility and prioritization analyses utilize American Community Survey (ACS) 2021 5-year estimates and Longitudinal Employer-Household Dynamics (LEHD). The map also includes MWCOG's Cooperative Forecast 10.0 estimates for jobs and population in 2045. These layers are shown relative to land area and show approximate current density and density of jobs and residents by 2045.



Web Application

- Choose your own adventure interface for browsing regional HCT data



USING THE WEBSITE

Demonstration



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