



## **TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)**

Tuesday, March 26, 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. ANNE ARUNDEL COUNTY TRANSIT PLANNING AND OPERATIONS UPDATE**  
*Andrew Diehl, Anne Arundel County Transit Innovation Planner*  
*Samuel Snead, Anne Arundel County Transportation Officer*
- 12:30 P.M. 3. NANNIE HELEN BURROUGHS AVENUE NE BUS PRIORITY AND TRANSIT HUB PROJECTS**  
*Chidera Udeh, DDOT Transportation Planner*
- 12:50 P.M. 4. VISUALIZE 2050 UPDATE**  
*Cristina Finch, TPB Transportation Planner*
- 1:10 P.M. 5. 2023 STATE OF PUBLIC TRANSPORTATION REPORT - SECOND UPDATE**  
*Pierre Gaunaurd, TPB Transportation Planner*
- 1:20 P.M. 6. REQUEST FOR AGENCY TRANSIT ON-BOARD SURVEY INFORMATION**  
*Pierre Gaunaurd, TPB Transportation Planner*
- 1:30 P.M. 7. QUARTERLY JURISDICTIONAL UPDATES**
- 1:55 P.M. 8. OTHER BUSINESS**  
- April 23<sup>rd</sup> In-person Public Transportation Meetings at COG
- 2:00 P.M. 9. ADJOURN**

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# Anne Arundel County Transit

TPB-Public Transit Subcommittee, March 26th, 2024

Anne Arundel County Seal

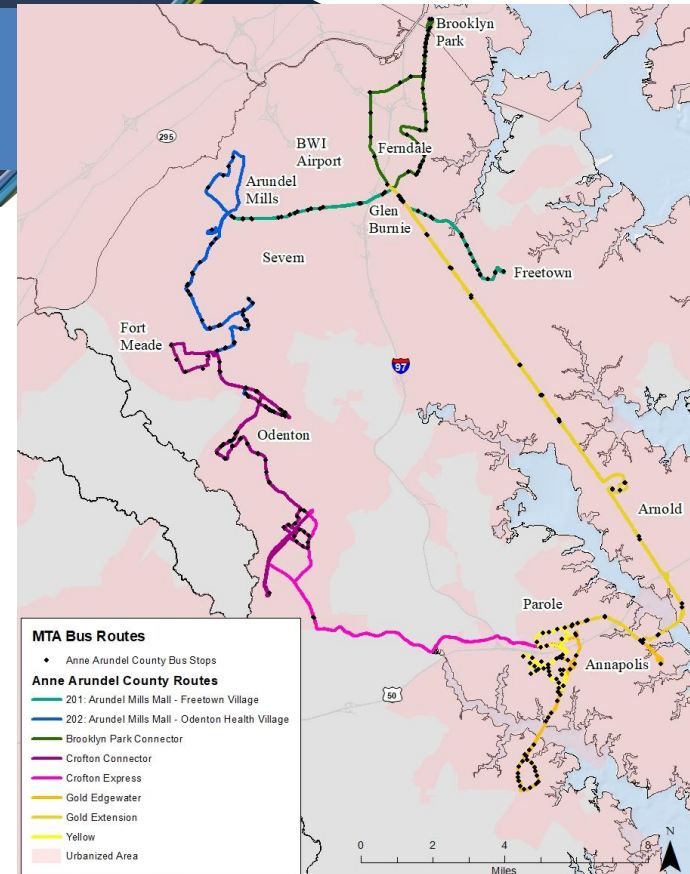


# Overview

- Current Services
- Recent Rider Upgrades
- Planned Improvements

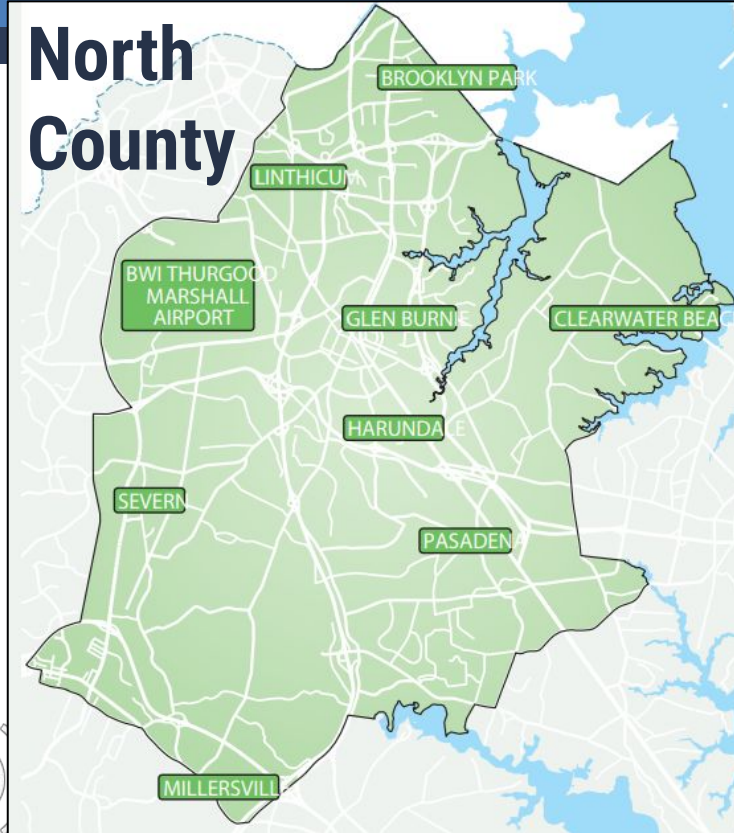
# Current Service Overview

- Fixed Routes
- North County / South County Call N'Ride Services
- ADA Complementary Paratransit
- General Paratransit Services
  
- All services are fare-free

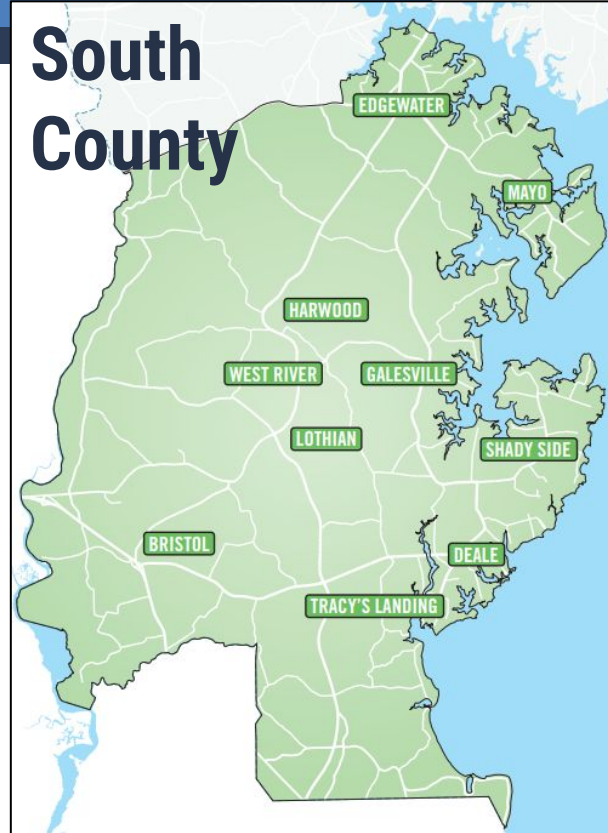


# Call N'Ride Services

## North County

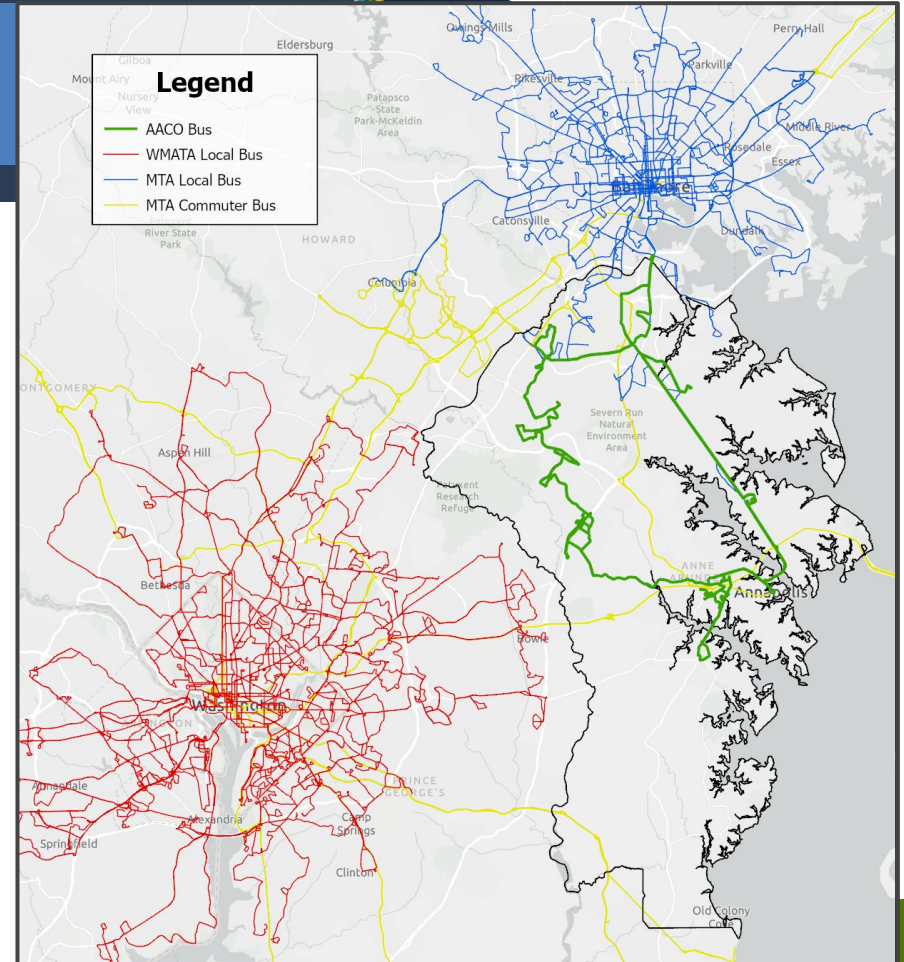


## South County



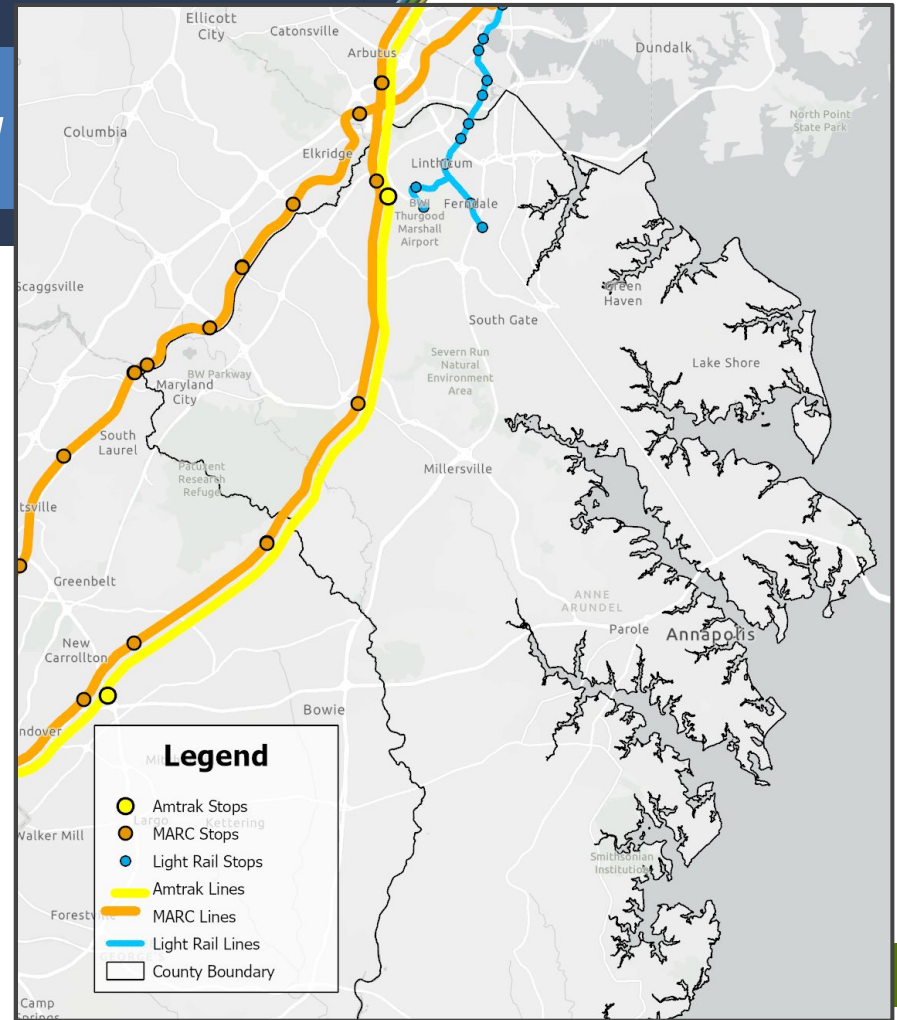
# Regional Bus Service Overview

- MDOT MTA
- RTA
- Annapolis Transit
- County Connector
- Department of Aging and Disabilities
- Private and Non-Profit Providers
- Ridesharing



# Regional Rail Service Overview

- Amtrak - Northeast Corridor
- Baltimore Light RailLink
- Maryland Area Rail Commuter (MARC)
- Baltimore & DC Metro Systems



# Technology Updates



- Passio Go!- Allows riders to see buses in real-time and provides updates on delays and schedule changes.



- Pingo - Allows riders to schedule trips with our Call N' Ride service ahead of time.



- Transit App - Links our fixed route services with MTA, DC, and Annapolis.



# Approved Capital Projects

- Parole Transportation Center: \$17.2 million
- Odenton MARC Garage: \$35.6 million
- Transportation Operations Facility: \$6.98 million
- Arundel Mills Bus Shelter Enhancements: \$1.8 million
- Transit Improvements \$50,000 annually
- Safe Routes to Transit \$500,000 annually



# Transit Development Plan

- Adoption as a component of County's Transportation Masterplan
- Draft at Planning Board
- County Council this Spring



## Anne Arundel County Transit Development Plan

*Draft Final Plan – January 2024*



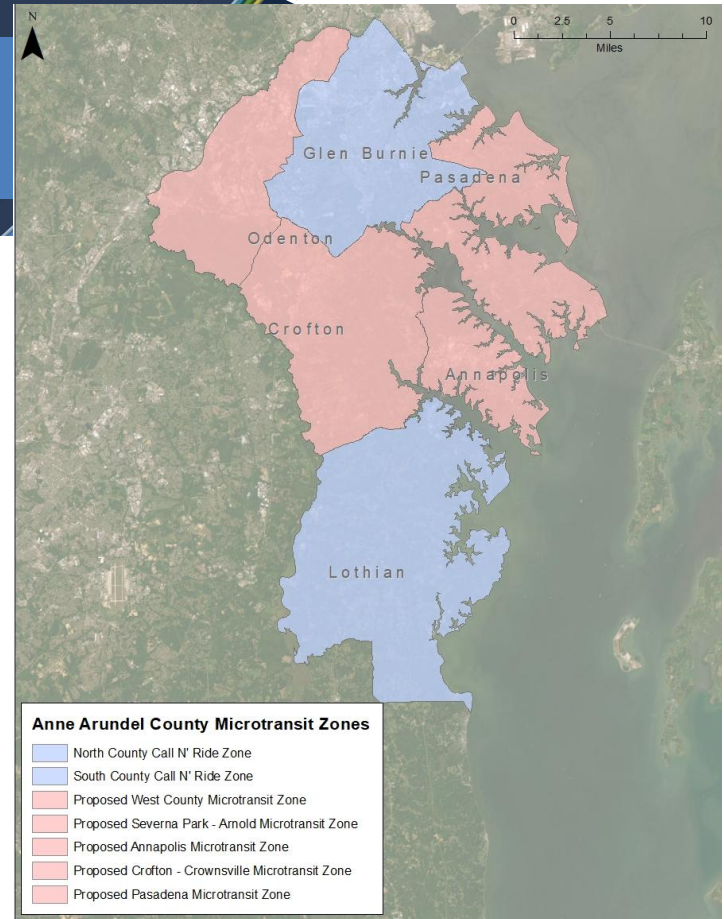
# Proposed Service Plan

- Expanded On-Demand Services
- New Fixed Route Service
- Expanded Regional Services
- Ongoing Review of Current Routes for Consideration of Increased Frequency
- Coordination with Regional Transit Partners



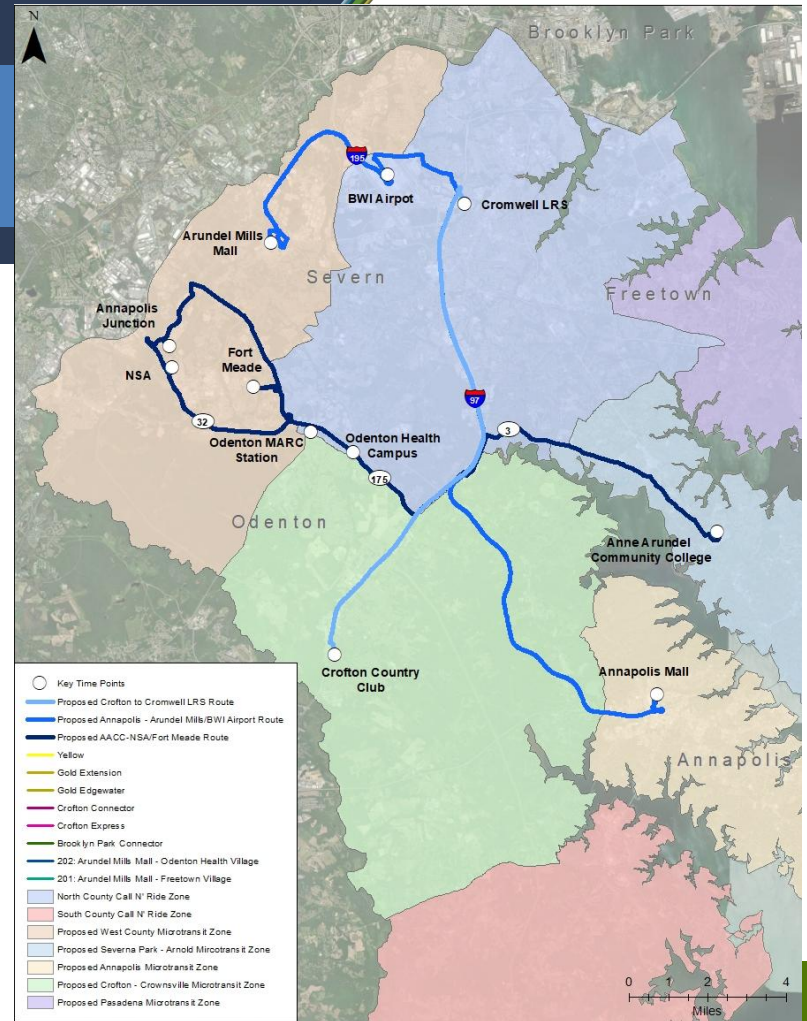
# Proposed On-Demand Microtransit Service

- Real-time service that uses dynamic routing and scheduling
- Trips primarily requested via smartphone/app
- Features:
  - ▷ Smaller vehicles
  - ▷ Geofenced service area
  - ▷ First mile/last mile connections with existing transportation services



# Potential Future Network

- On-Demand Services – Existing and Planned
- New County Routes
- Note: Does not show potential regional services



# Phased Improvement Plan

Proposed Operating Hours  
for On-Demand Services:  
Monday -Saturday:  
7:00 a.m. - 7:00 p.m.

## Year 1

- West County On-Demand Service
- Annapolis /Parole On-Demand Service

## Year 2

- Severna Park/Arnold On-Demand Service
- Pasadena On-Demand Service

## Year 3

- Crofton/Crownsville On-Demand Service
- Community College/Severna Park – Fort Meade/NSA Route

## Year 4

- Laurel – NSA/Fort Meade Service
- Crofton-Bowie Service
- Annapolis – Arundel Mills/BWI Airport
- Crofton – Cromwell Light Rail

## Year 5 and Beyond

- Parole – New Carrollton Express Service
- I-97 Express: Cromwell Light Rail – Parole Transportation Center
- Pasadena – NSA
- Glen Burnie – Fort Meade

# Comments or Questions





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# Nannie Helen Burroughs Avenue Bus Priority Project and Transit Hub

03/26/2024

# DDOT - Bus Priority

- Encourage alternatives to private automobile transportation within the District
- Improve bus speeds and reliability
- Project pipeline
  - Projects approx. 1-2 miles in length
  - Allows DDOT to make improvements more quickly across more corridors
- 51 projects
  - Nannie Helen Burroughs (Minnesota Ave to Eastern Ave NE) : Bus Priority Project #14



## Bus Priority Plan

DECEMBER 2021

 d.  GOVERNMENT OF THE  
DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR

 d.  GOVERNMENT OF THE  
DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR<sup>2</sup>

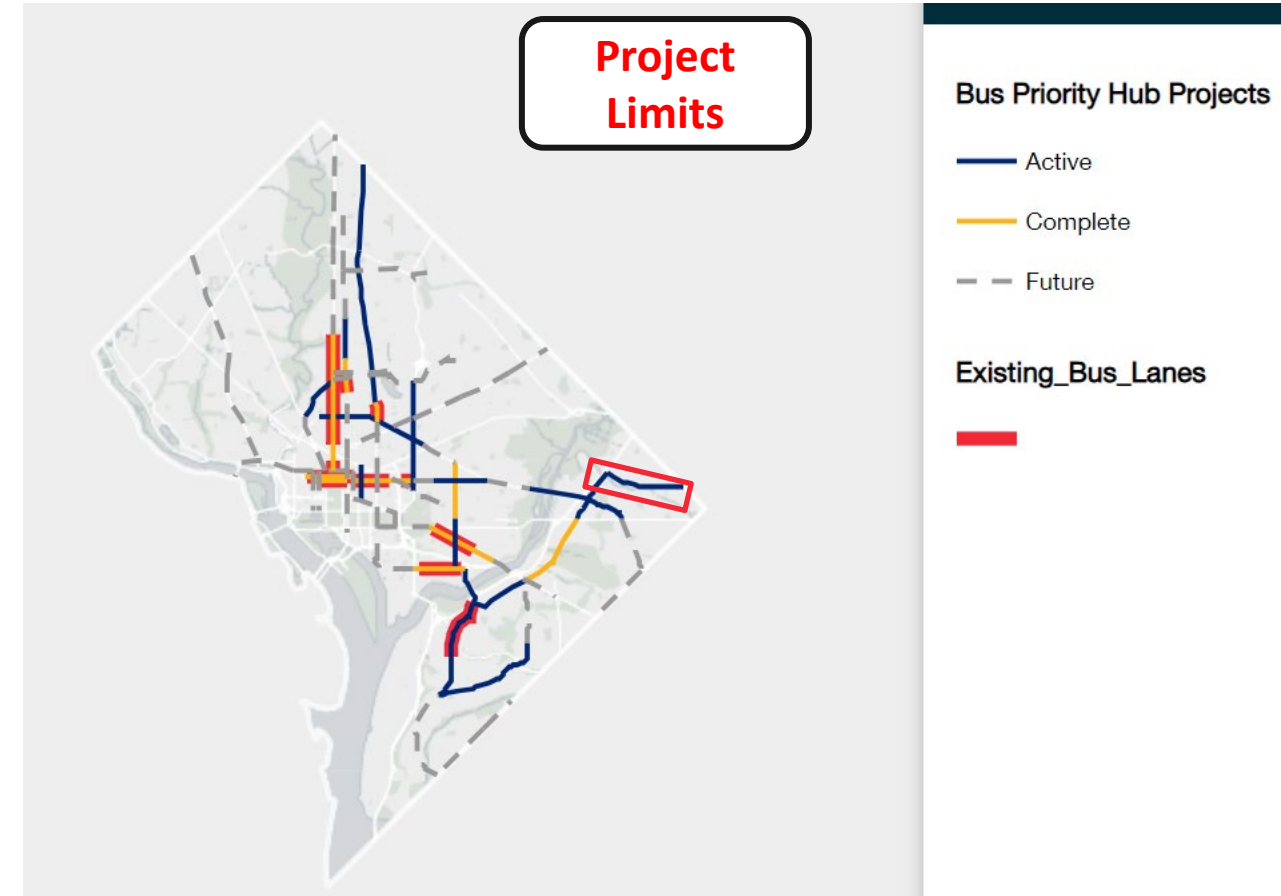
# Project Timeline

- Kick-Off (Summer 2022)
  - Internal agency meeting
  - Initial engagement with ANCs & BIDs
  - Development of project scope
  - Data collection
- Concept Development (Spring 2023)
  - Develop concepts
  - Receive initial concept review and comments
  - Scope traffic analysis
  - Conduct meetings to ANCs & BIDs
- Begin Design & Issues NOI (2024) ←
- Construction (2025)



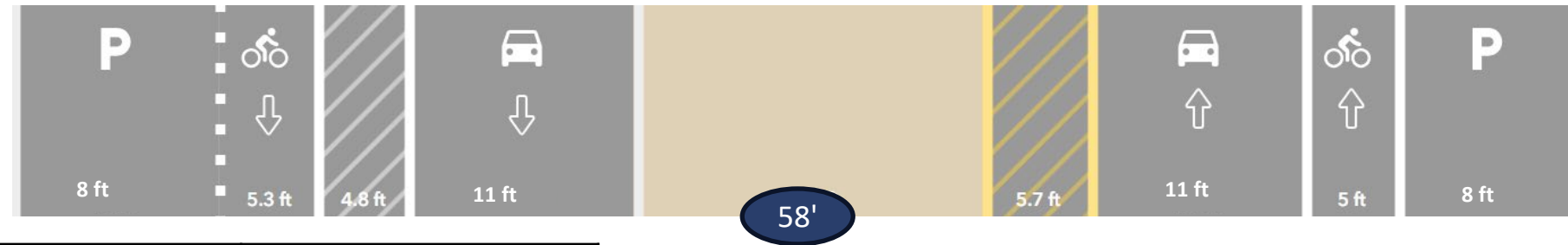
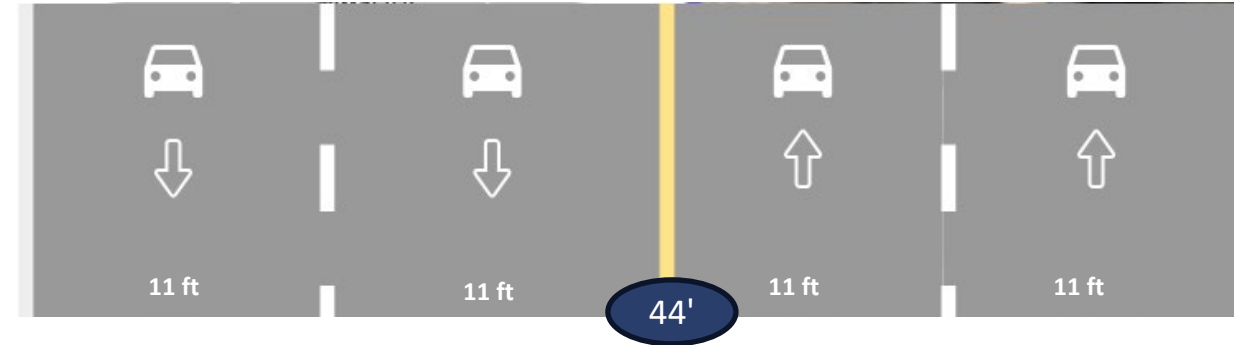
# 14. Nannie Helen Burroughs NE

- Project ~1.4 miles in length
- Connects to bus priority projects on
  - #16 Minnesota Ave (Nannie Helen Burroughs to East Capitol)
- Project Goals:
  - Increase pedestrian comfort and safety across the corridor
    - By lowering average traffic speeds and improving pedestrian visibility
  - Improving bus speeds through the intersection at Minnesota Avenue NE
  - Improve bus speeds and reliability along the corridor
    - By implementing strategies and treatments outlines in the [Bus Priority Toolbox](#)



# Existing Conditions – Right of Way

- Right-of-way (ROW):
  - The roadway has a configuration is 2 travel lanes in each direction, each lane ~11 ft wide
  - The roadway also widens and includes a concrete median and one travel lane in each direction with a bike lane, buffer and parking lane



Section of Corridor	AADT
Minnesota Avenue NE to 48th Street NE	17,892
48th Street NE to 51st Street NE	14,619
51st Street NE to Eastern Avenue NE	7,433

(Traffic Volume 2019 – Open Data DC)

# Bus Service

- Average Daily Bus Boardings:
  - V2: 1,508
  - V4: 1,291
  - X9: 1,481
- Transit Service:
  - V2: 15 – 30minute headways
  - V4: 13 – 30minute headways
  - X9: 15 – 16minute headways
- Average Bus Frequency per Hour:
  - Eastbound: 10.5
  - Westbound: 10
- Headway Regularity:
  - 80.1% of the time (between 4/25/22 - 4/29/22)

- Busiest Stops along Corridor: (East & Westbound Paired Stops)



44th Street NE



49th Street NE



Division Avenue NE

# Corridor Bus Speeds:

- **Eastbound:**

- Based on the average bus speeds measured along the project’s corridor (Tableau):

- 42.9% of the corridor’s length traveled at <10 mph
    - 28.6% of the corridor’s length traveled at <10 mph
    - 14.3% of the corridor’s length traveled at <10 mph

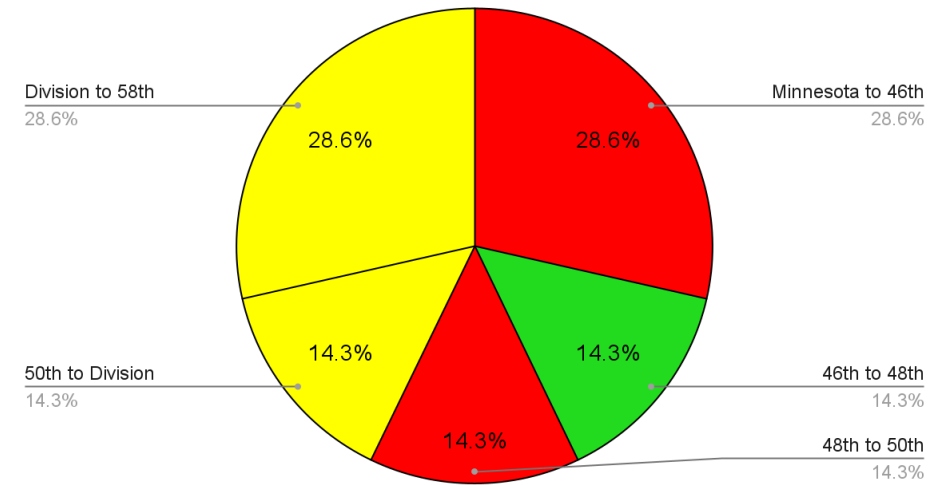
- **Westbound:**

- Based on the average bus speeds measured along the project’s corridor (Tableau):

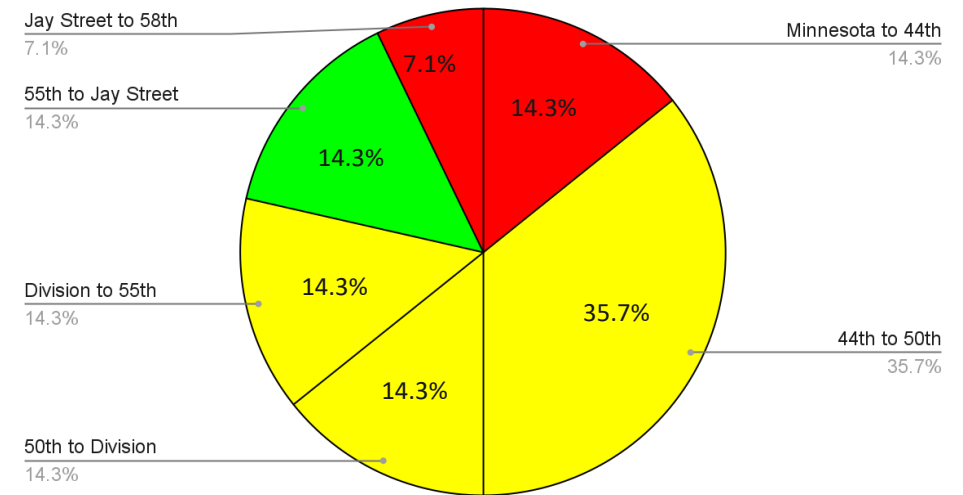
- 21.45% of the corridor’s length traveled at <10 mph
    - 64.3% of the corridor’s length traveled at <10 mph
    - 14.3% of the corridor’s length traveled at <10 mph

Avg. Speed	Color
0-10mph	Red
11-17mph	Yellow
18+mph	Green

Eastbound Speeds based on % of Corridor Length Over All

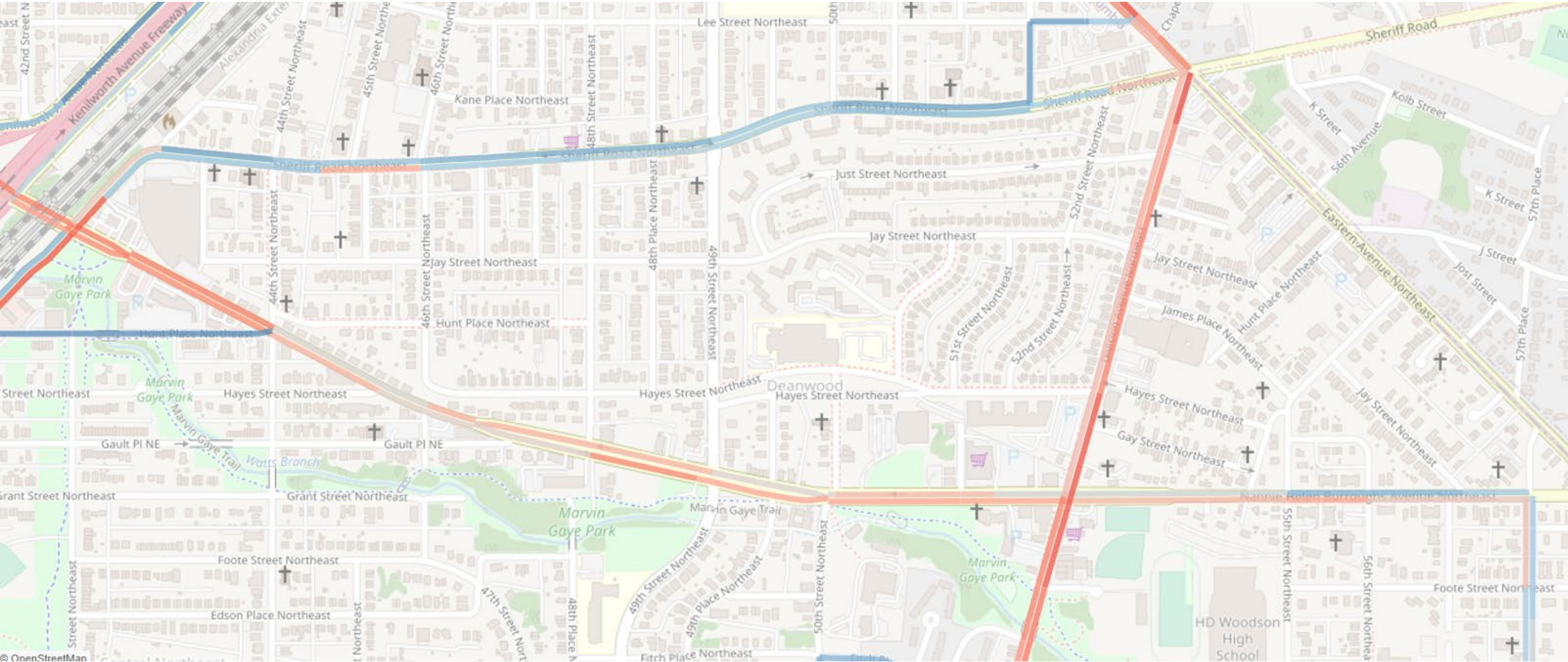


Westbound Speeds based on % of Corridor Length Over All



# Passenger Delay

Brighter red = more delay





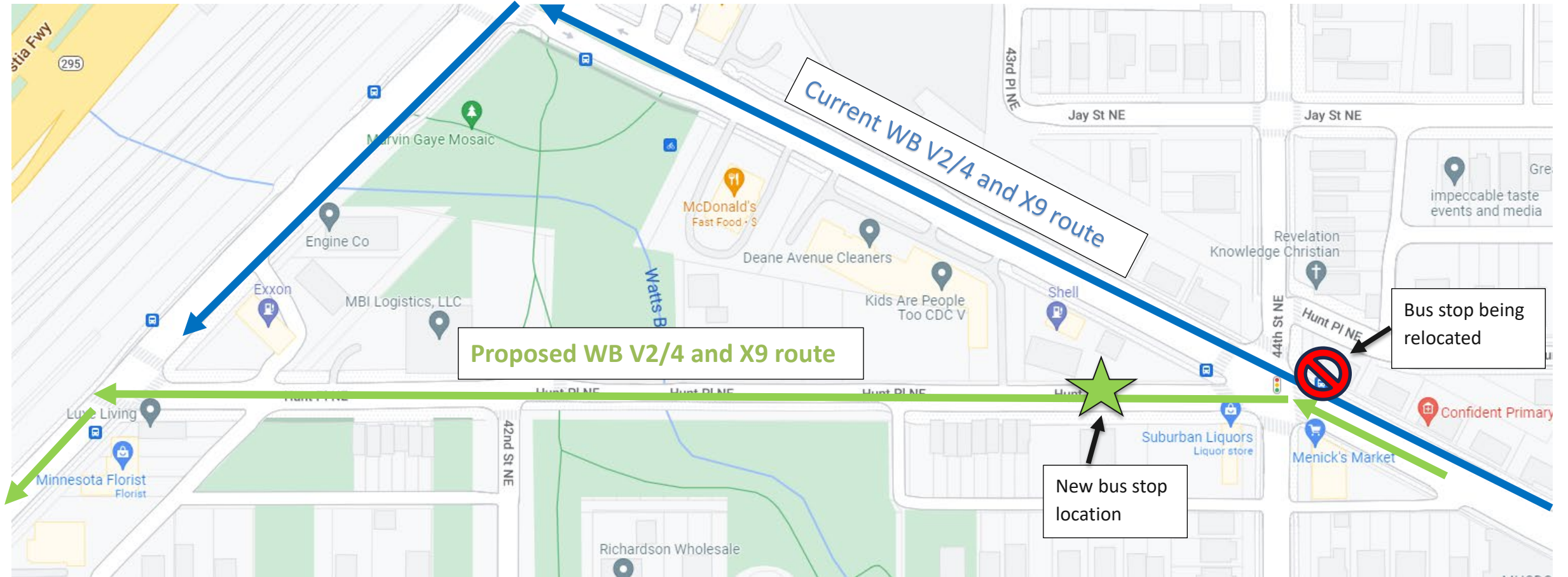
# Corridor Concepts

- Bus Reroute
- Bus Stop Rebalancing
- Reduced Speed Limit
- Curb and Median Extensions
- Pedestrian Refuge Islands
- Bus Bulb-Outs
- Transit Hub



# Hunt Place Reroute

# Hunt Place Re-Route Concept



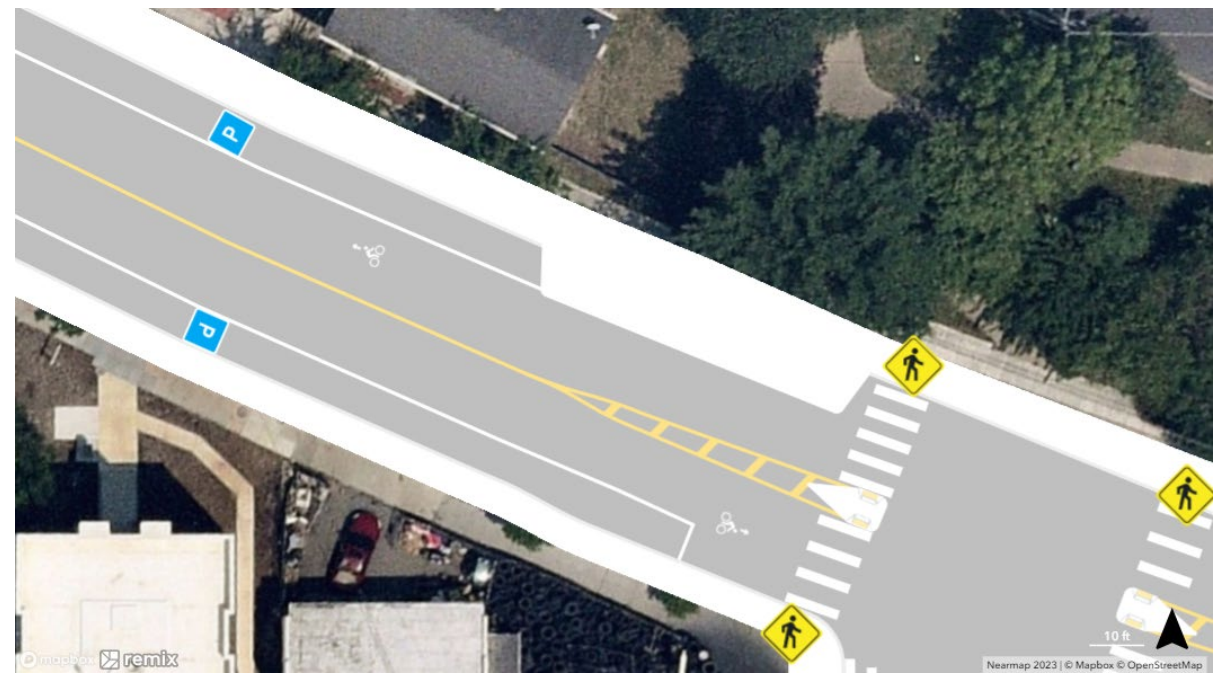


# Typical Intersection



- Bus Bulb-outs
  - Narrows Roadway
  - Improves bus speed
  - More space in waiting area for bus riders

- Pedestrian Refuges
  - Narrows Roadway
  - RFB
- Curb Extensions
  - Shortens crossing



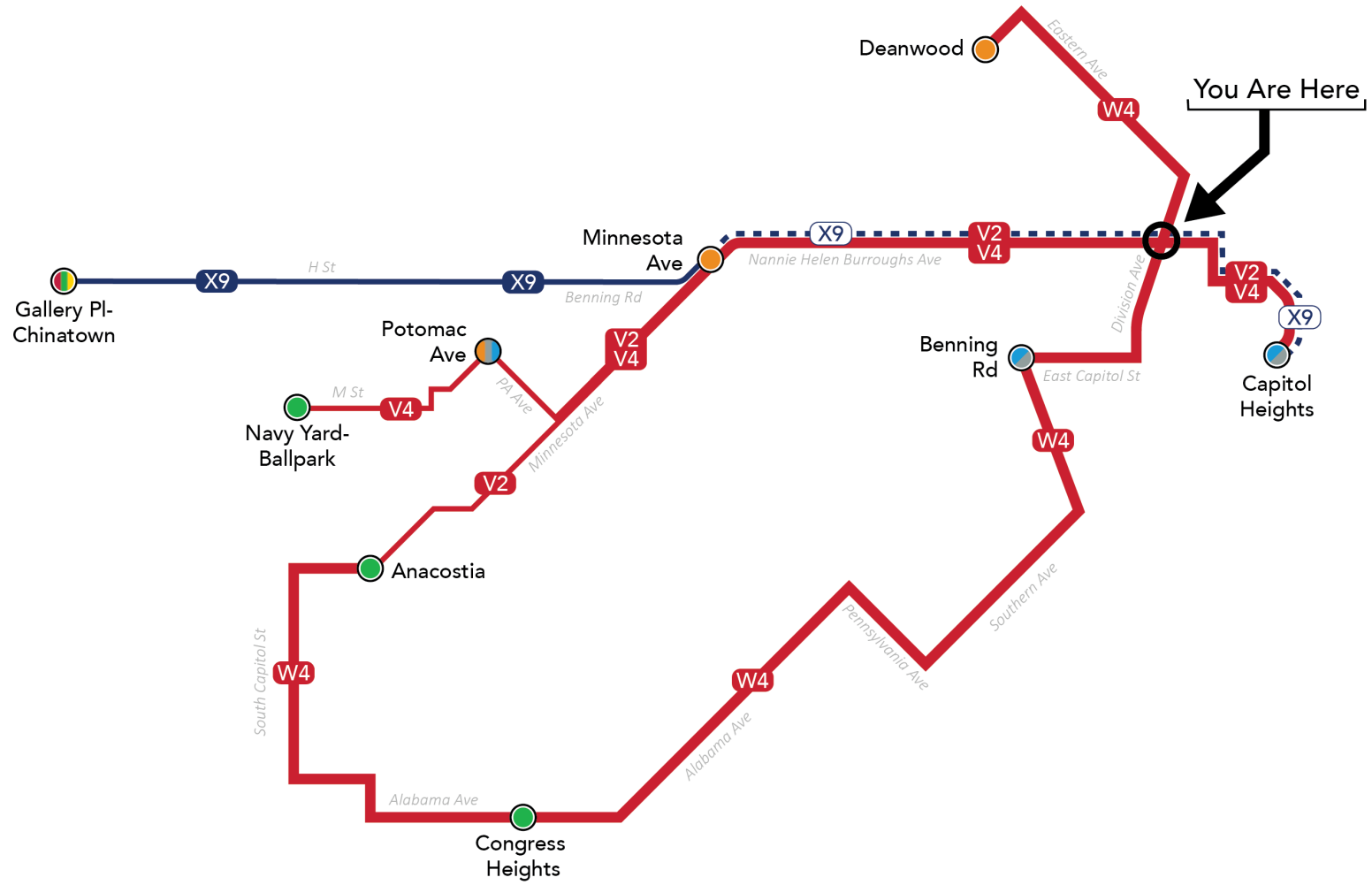


# Transit Hub

# What is a Transit Hub?

- Also known as a mobility hub
  - NOT near a Metrorail station
  - Has a variety of transportation elements to help travel from point A to point B
- Locations:
  - **Nannie Helen Burroughs Ave and Division Ave**
    - High Ridership bus stops
    - Transfer point between W4 and V2/4
    - Near HD Woodson High School
  - Alabama Ave and Good Hope Rd
    - In coordination with another DDOT project

# Nannie Helen Burroughs Ave & Division Ave Transit Hub Services

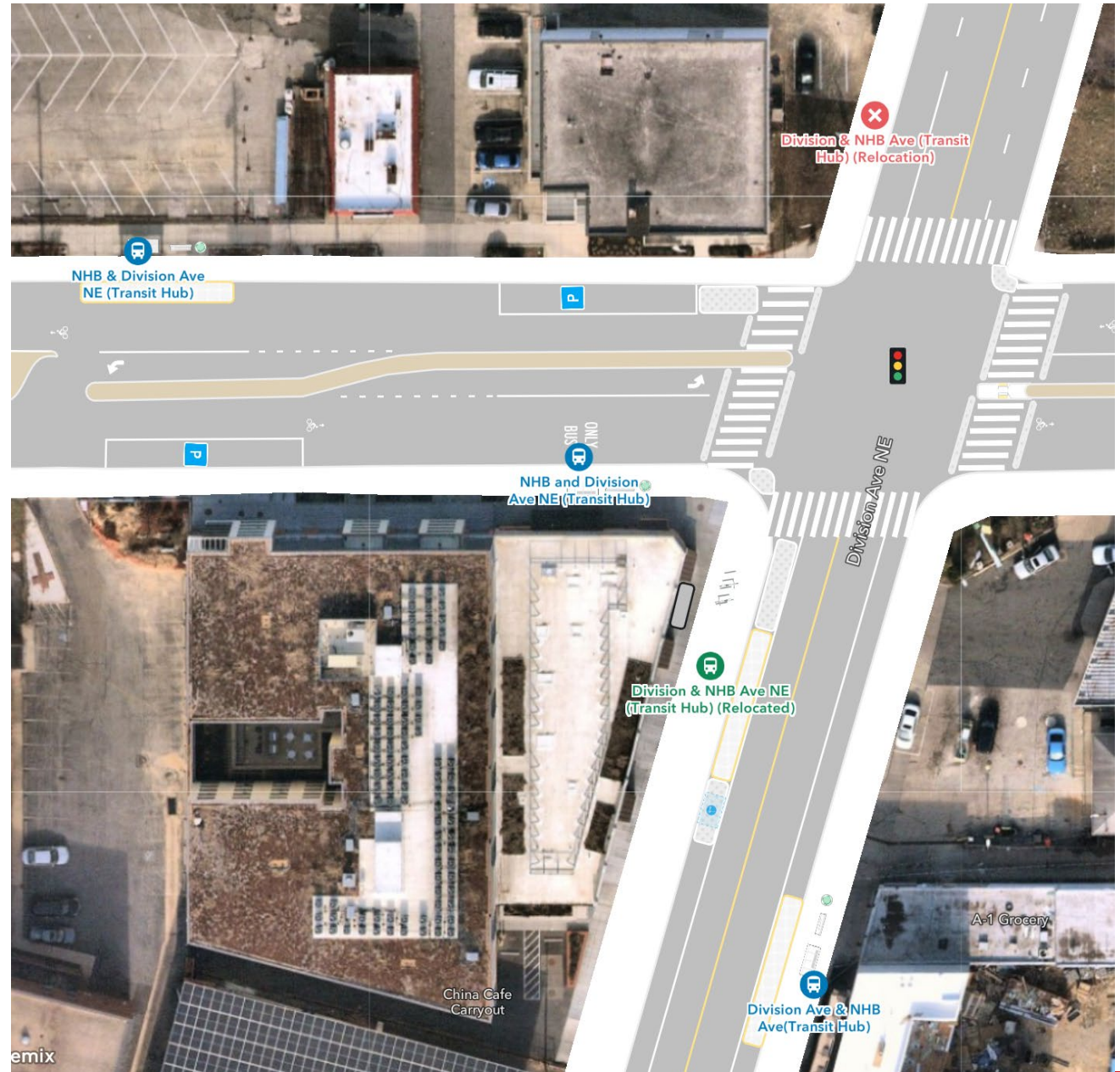




# NHB and Division Ave Transit Hub

## Improvements

- Bus Bulb-outs
- Bus Stop Relocation
- Real-time Bus Information
- Bus Shelters
- Pedestrian Safety
- Placemaking Art
- Scooter Corrals
- Enhanced Lighting
- Queue Jump



# Summary of Design Goals

- Rebalance Bus Stop Spacing
  - Relocate 4 bus stops from near-side to far side
  - Removing 2 bus stops because of close stop spacing
- Minnesota Avenue Intersection
  - Reroute buses to use Hunt Pl to avoid backed up intersection
- Bus Stop Improvements
  - Transit hub bus stops with real-time bus arrival times
  - Installation of bulb outs at select bus stops
- Pedestrian Safety
  - Installation of pedestrian islands for increased comfort while crossing and to improve pedestrian visibility
- Traffic Calming
  - Reduced speed limit
  - Curb Extensions and daylighting

Thank You!

**Chidera Udeh**

[Chidera.udeh@dc.gov](mailto:Chidera.udeh@dc.gov)

202-391-8207

<https://buspriority.ddot.dc.gov/pages/nhbne>



d.

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District Department of Transportation



d.

GOVERNMENT OF THE  
DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR



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# VISUALIZE 2050

*National Capital Region Transportation Plan*

## DRAFT TECHNICAL INPUTS FOR THE AIR QUALITY CONFORMITY ANALYSIS

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### Visualize 2050 & FY 2026-2029 TIP

Cristina Finch, AICP  
Transportation Planner

TPB Public Transportation Subcommittee  
March 26, 2024



National Capital Region  
**Transportation Planning Board**

# Overview

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- **Introduction**
  - Background, Current Transportation System, Focus on Air Quality
- **Comment Period Information**
- **Additional Information**
  - Financial Considerations, Implementing TPB Priority Strategies, Project Alignment with TPB Goals, Comparison with the Visualize 2045 Plan
- **Acknowledgements & Next Steps**

# Introduction



# Background

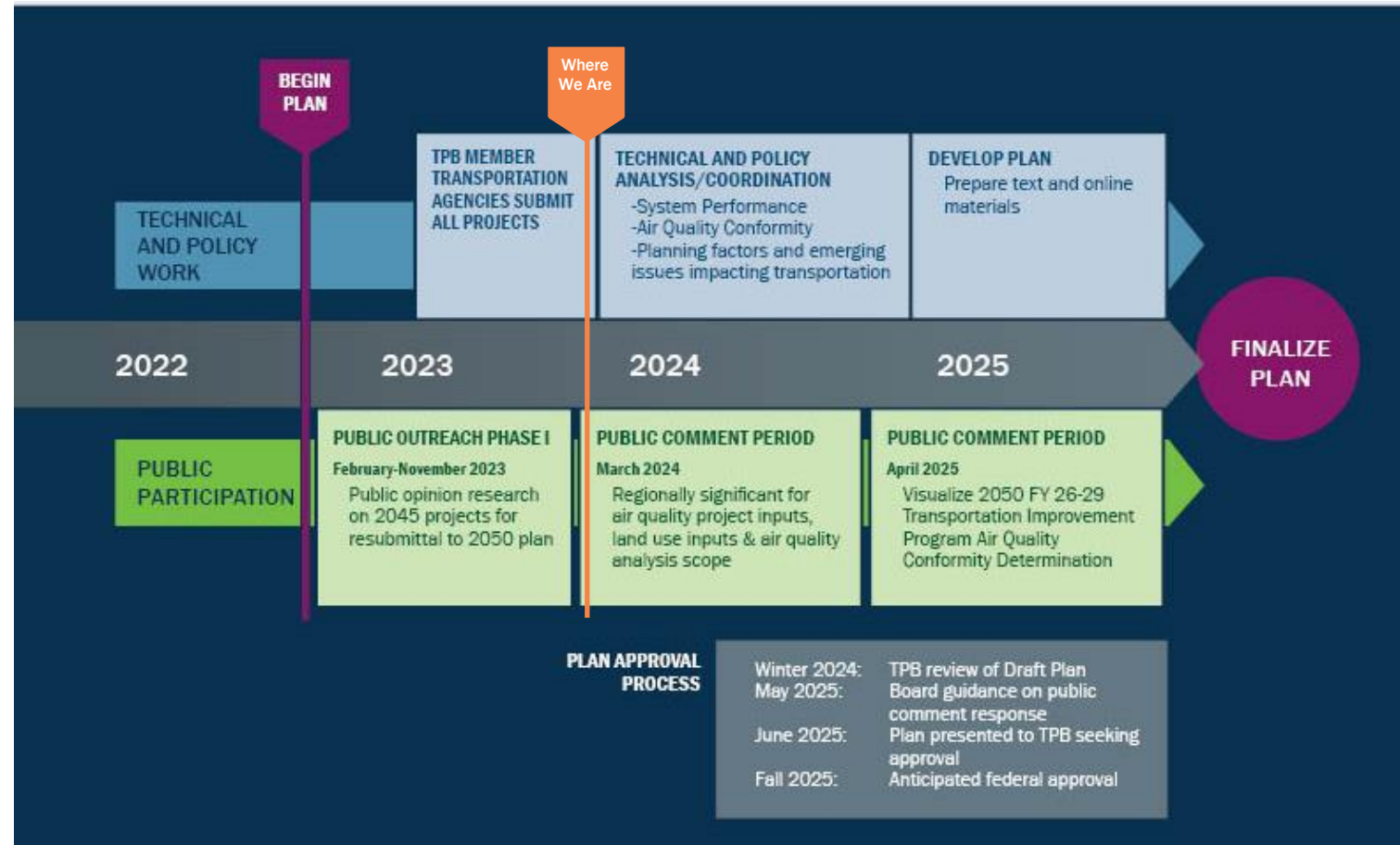
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- Via Resolution R19-2021, the TPB directed its staff to initiate an update of the Visualize 2045 plan and said that the updated plan “will be based on the concept of ‘zero-based budgeting’ where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan.”
- June 2022            Visualize 2045 plan approved
- February 2023    TPB approved the Technical Inputs Solicitation
- March 2023        Listening sessions
- Feb. - Dec. 2023   Re-examination of projects by sponsor agencies, public comment opportunity, project inputs Q&A sessions & submittals
- Jan. - Feb. 2024   Project inputs preparation for March 2024 comment period

# Project Inputs Schedule

Projects in V2050 Financial Plan	Currently Programmed Through FY29	For Future Programming In FY30-50
Regionally Significant for Air Quality	<b>Highway or Transit Projects Project Details &amp; Total Cost Estimate due 12/29/23</b>	
	Financial Details due 1/26/25	Financial Details due 12/29/23
Not Regionally Significant for Air Quality	<b>Highway, Transit, Bike, Pedestrian, etc. Projects, Phases, or Project Grouping Categories Project Details &amp; Total Cost Estimate due 6/28/24</b>	
	Financial Details due 1/26/25	Financial Details due 6/28/24

# Where we are in the Plan Development Process





I-270 split at I-495 (MDOT/[Flickr](#))



VRE southbound Union Station (William F Yurasko/[Flickr](#))



Cycling in Washington, DC (Elvert Barnes/[Flickr](#))



Potomac Yard Transitway (BeyondDC/[Flickr](#))

# Current Transportation System

- Roadways & Tolled Lanes
  - Freeways/Expressways
  - Arterials
- Non-Motorized Facilities
- High-Capacity Transit
  - Metrorail
  - Light Rail/Streetcar
  - Bus Rapid Transit
  - Commuter/Regional Rail



## Making Our Region Better

- Many multimodal transportation options
- Travelling has its challenges
- Always try to make it better
- Serve residents, employees, visitors 25 years from now

Silver Spring, MD (Elvert Barnes/[Flickr](#))

# Transportation & Air Quality

- Forecast changes in population, employment and land use affect travel demand and patterns
- Roadway/transit capacity changes impacts travel behavior and vehicle use
- Fossil fueled motor vehicle emissions impact air quality
- TPB measures attainment of future air quality goals via air quality conformity analysis
- Robust modelling effort to conduct the analysis
- Determine if Visualize 2050 & FY 2026-2029 TIP are consistent with EPA approved mobile source emissions budgets, contribute to annual emissions reductions



Shopping in Gainesville, VA (Eric Fredericks/[Flickr](#))

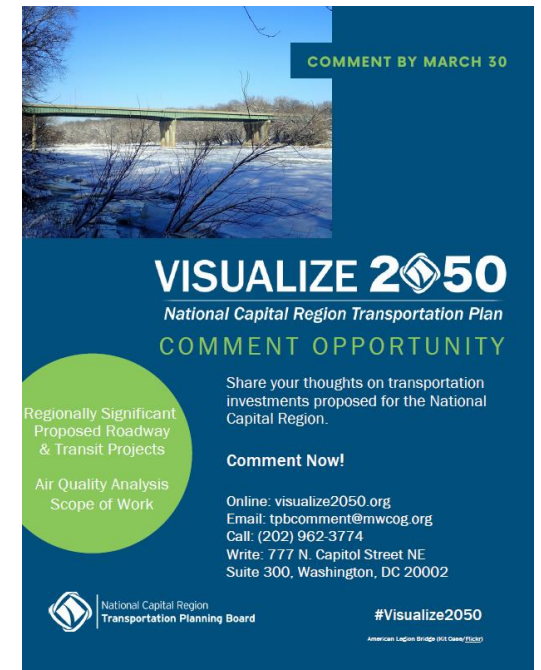


US 29 Silver Spring (mk30/[Flickr](#))

# Comment Period Information

# Comment Period Outreach Methods

- Ambassadors – Sample web, news, social content, and graphics
- Email announcements (TPB News subscription list, committee mailings)
- News ads – The Washington Post, AFRO News, Washington Hispanic
- News release – shared through COG/TPB e-news and website
- Social media (Twitter, Facebook, LinkedIn)
- Web - [Visualize2050.org](https://Visualize2050.org) and [mwcog.org\tpbcomment](https://mwcog.org\tpbcomment)
- PDF flyer with comment period description, call to action, key dates, contact info
- Comment by Visualize 2050 MetroQuest form
- Other ways to comment: email, phone, letter, March TPB meeting





# Comment Period Materials

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- Visualize 2050 Website
  - Air Quality Conformity Project Input Table
  - Air Quality Conformity Scope of Work
  - Metroquest Comment Form (English and Spanish)
    - Other Methods to Provide Input (email, phone, writing, in-person at TPB meeting)
  - Project Summary Table
    - Detailed Project Information Packets
  - State Responses to Last Comment Period
- COG Website



# Air Quality Conformity Project Inputs Table

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
<b>DDOT</b>								
1	6103	794	LHOWEXF	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	2026
2	T5754	613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	2026 2030
3	<del>CE3081</del>	610	DCSTGTWN	Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	2040
4	T3212			Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021 completed
5	<del>3212 T13580</del>	7835 32666		Study-Implement	H St. NW Bus Improvements	14th St. NW	North Capitol St.	not coded-2022 completed
6	<del>CE3081</del>			Construct	K St. NW Transitway	9th St. NW	21st St. NW	2026
7	T13585	32690		Implement	U St. NW Bus Improvements	18th St. NW	9th St NW	2025
9	<del>3212-T13588</del>	31057 31058 31059		Implement	8th St. SE Bus Improvements			2024
10	T13583	32646		Implement	11th St. NW Bus Improvements	Pennsylvania Ave NW	G Street NW	2024

- 600+ segments of highway/transit regionally significant projects for coding in the travel demand model
- Used for air quality conformity analysis of Visualize 2050 & FY 2026-2029 TIP
- Highlighting indicates changes from the current Visualize 2045 plan

Blue – strikethrough, not continuing

- Yellow – updates, new projects/segments

- To be approved by TPB in May 2024



March 1, 2024

**AIR QUALITY CONFORMITY ANALYSIS:  
VISUALIZE 2050 & FY 2026-2029 TIP**

**DRAFT SCOPE OF WORK**

**I. INTRODUCTION**

The list of projects solicited for the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) is scheduled to be finalized at the May 15, 2024 meeting of the National Capital Region Transportation Planning Board (TPB). This work effort addresses requirements associated with attainment of the ozone National Ambient Air Quality Standards (NAAQS). Volatile organic compounds (VOC) and nitrogen oxides (NOx) are ozone precursor pollutants.

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

**II. FEDERAL REQUIREMENTS**

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions budgets
2. Contribute to annual emissions reductions

A-1

# Air Quality Conformity Scope of Work

- Visualize 2050 & FY 2026-2029 TIP air quality analysis must comply with Air Quality Conformity (AQC) regulations



Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES4
Conformity Test	<u>Budget Test</u> : Using EPA approved mobile emissions budgets from the 2008 Ozone NAAQS Maintenance Plan
Vehicle Fleet Data	December 2023 vehicle registration data
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 10
HOV/HOT	<u>VA</u> : I-66, I-95, I-395, and I-495 are all HOT3+; all HOV facilities will be HOV2+ through 2050 <u>MD</u> : HOV facility on US 50 will remain HOV2+ through 2050; HOV facility on I-270 will convert from HOV2+ to HOT3+ when additional lanes are added;
Roadway Restrictions	Roadway restrictions, such as truck prohibitions, are reflected in the travel model network using information supplied by the Departments of Transportation
Transit Constraint	No Metrorail “capacity constraint” (removed with March 2018 passage of annual funding for WMATA agreement)
Analysis Years	2025, 2026, 2030, 2040, 2045, and 2050
Modeled Area	6,800 square mile area with 3,722 Transportation Analysis Zones (TAZs)
Travel Demand Model	Gen2/Version 2.4 or latest

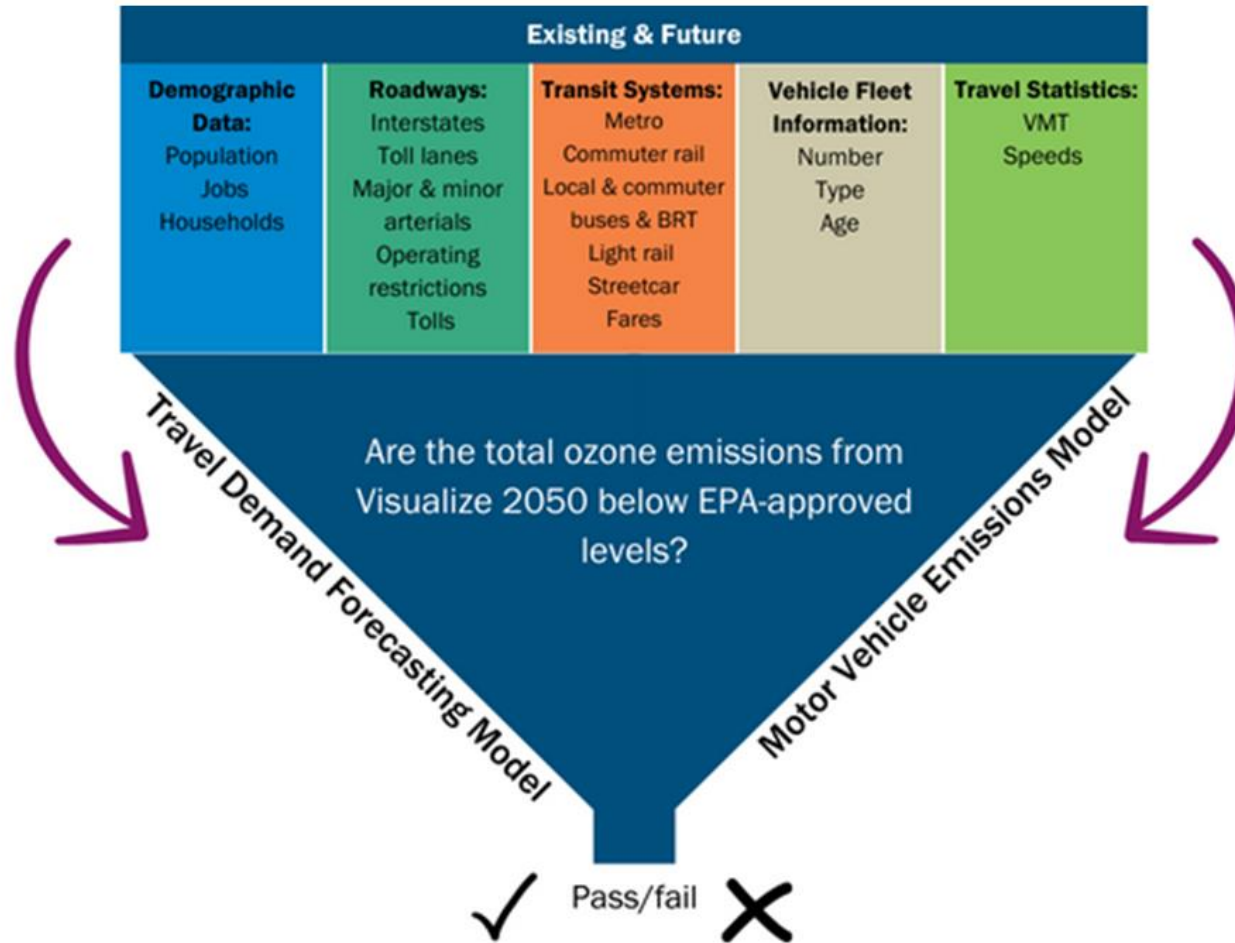
Page A-4 of March 1, 2024 Draft Air Quality Conformity Scope of Work

## AQC Scope of Work – Policy & Technical Approach

- Summary of Key Elements
  - Network Inputs
  - Land Activity
  - HOV/HOT



# Air Quality Conformity Analysis Diagram



# MetroQuest Comment Form

- Available at [visualize2050.org](https://visualize2050.org)
- Consists of five screens:
  - Introduction
  - Transportation & Air Quality
  - Two project screens
  - Wrap-Up



# Regionally Significant for Air Quality Projects

- Many transportation projects in the region will be included in the final plan
- Smaller-scale roadway, bike, pedestrian, and transit projects; maintenance & operations projects not included
- Focus for this comment period is capacity-impacting projects – adding or removing vehicle capacity, representing ~20% of regional expenditures in the financial plan
- *Only focusing on a piece of the pie for this comment period*



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# Regionally Significant for Air Quality Project Types

## Current Focus

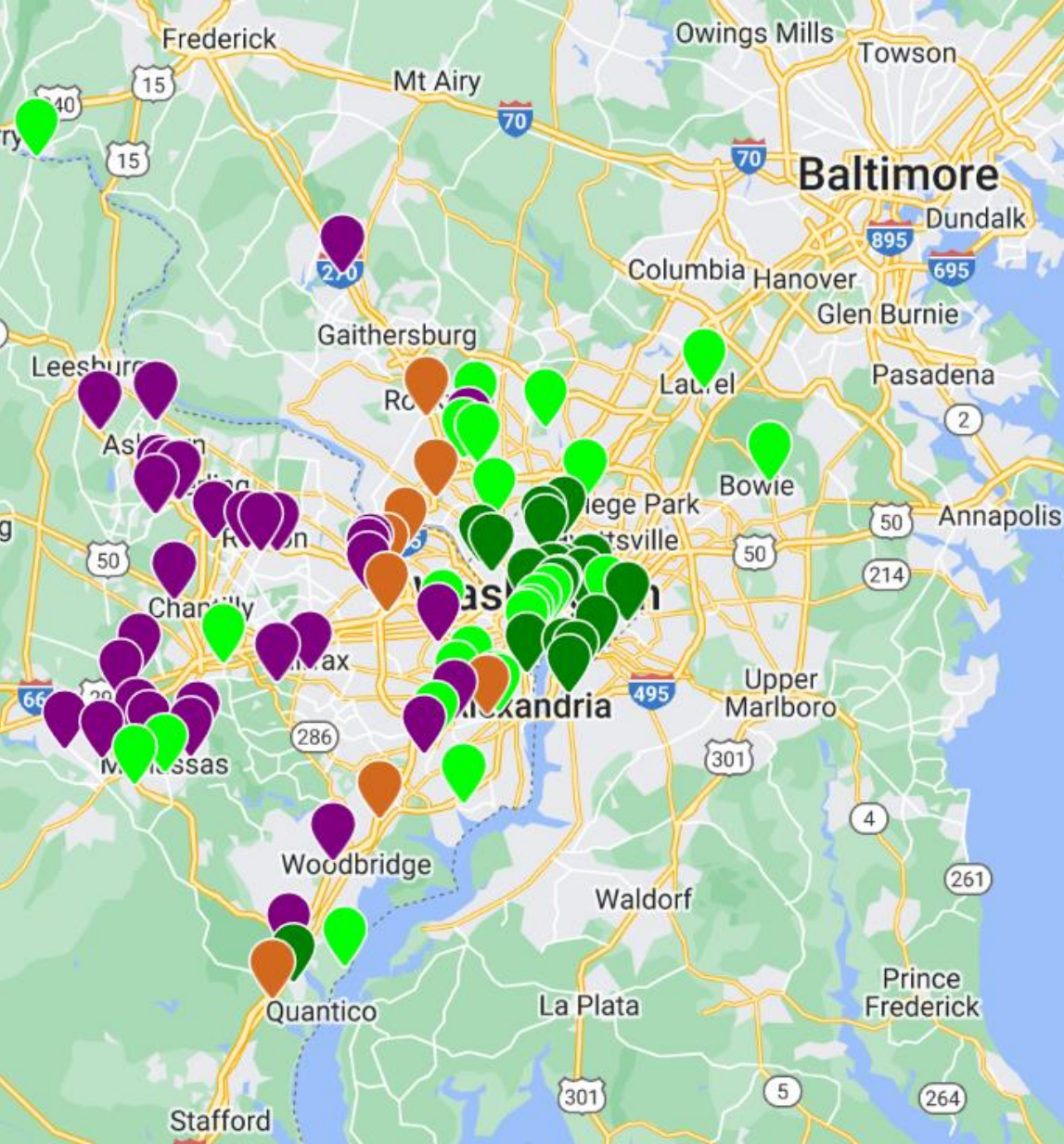
Primary Record Type - Regionally Significant for Air Quality
<b>Infrastructure</b>
Bicycle/Pedestrian - Bike/Travel lane reduction
Road - Add Capacity/Widening
Road - HOV/Managed Lanes
Road - New Construction
Bridge - New Construction
Bridge - Rehab + Add Cap
Bridge - Replace + Add Cap
Bus/BRT - Capital/Expansion
Rail/Fixed Guideways - Capital/Expansion
Rail/Fixed Guideways - Metrorail/Commuter Rail
Rail/Fixed Guideways - Streetcar/Light rail
Road - Interchange improvements
Other - Federal Lands Highway Program

Primary Record Type - Not Regionally Significant for Air Quality	
Infrastructure	
Bicycle/Pedestrian - Bike/Ped	Bus/BRT - Passenger facilities
Road - Access Mgmt	Bus/BRT - Regional Fare collection
Road - Intersection improvements	Rail/Fixed Guideways - At-Grade Crossing
Road - ITS/Technology	Rail/Fixed Guideways - Capital/SGR
Road - Recons/Rehab/Maintenance/Resurface	Rail/Fixed Guideways - Grade Separation
Road - Signal/Signs	Rail/Fixed Guideways - Maintenance
Bridge - Prev. Maint	Freight - Freight Movements
Bridge - Rehab	TDM/Micromobility - Park and Ride
Bridge - Replace	Other - Alt Fuel Infrastructure
Bus/BRT - Capital/SGR	Other - Intermodal Facilities
Bus/BRT - Maintenance	Other - Regional Fare Collection
Program/Service	Administrative
Bus/BRT - Operating	Debt Service
Rail/Fixed Guideways - Operating	Training
TDM/Micromobility - Ridesharing	Grouping Category
TDM/Micromobility - Vanpool	
Study	Other
Study/Planning/Research	Other



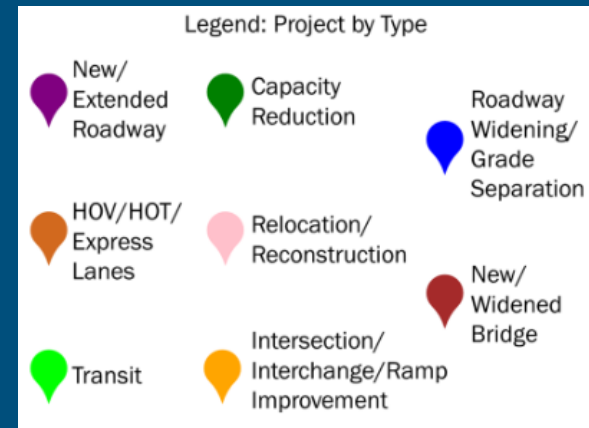
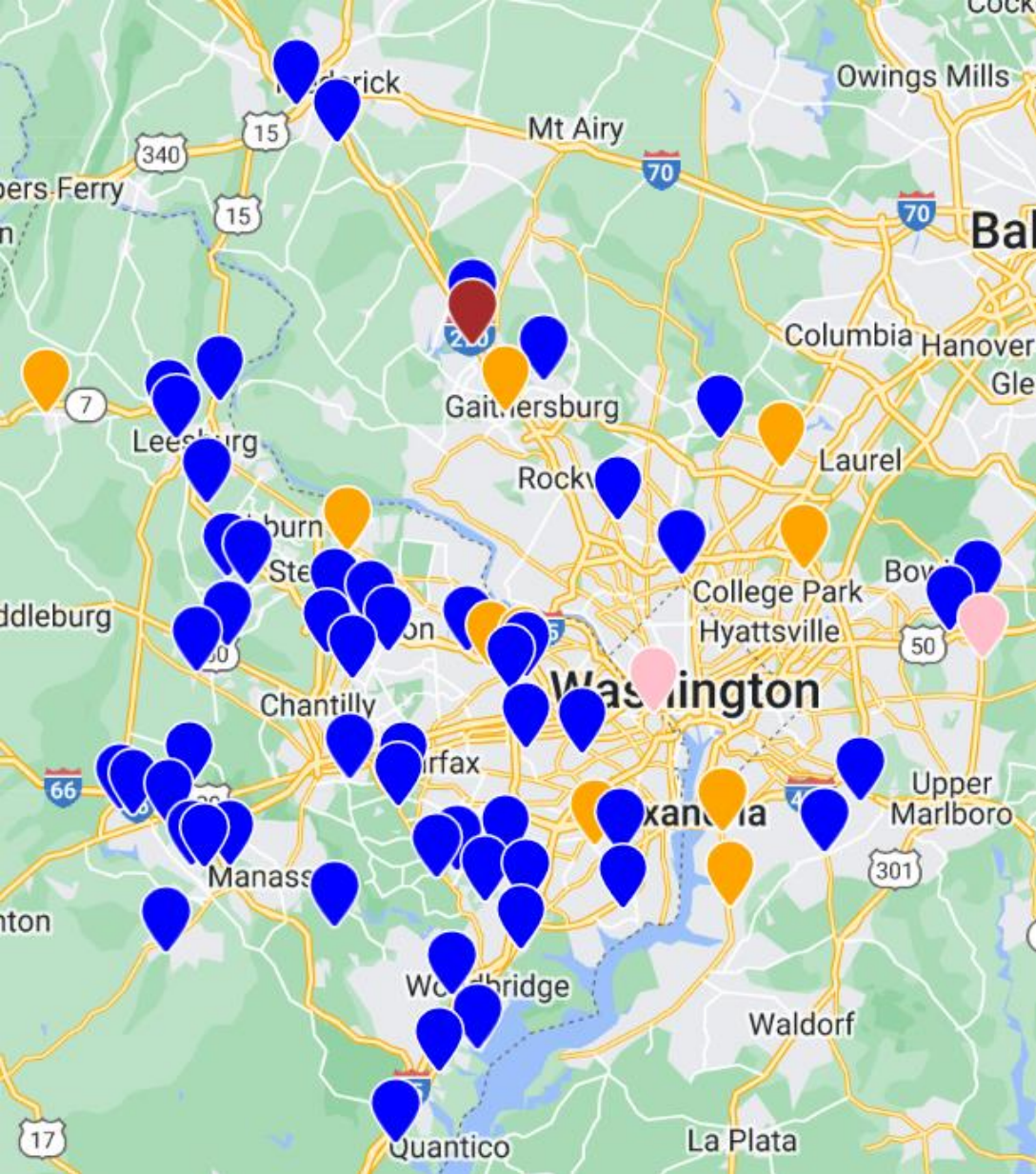
# Multimodal Access and Capacity Reduction Projects

- Roadway Extension
- Transit
- HOV/HOT/Express Lanes
- Capacity Reduction




# General Purpose Roadway Projects

- Roadway Widening/Grade Separation
- Intersection/Interchange/Ramp Improvement
- New/Widened Bridge
- Relocation/Reconstruction



# Project Summary Table

- Supplementary material to better understand the projects
- Project information packets with data received from agencies linked by project name



March 1-30, 2024, Public Comment Opportunity  
 Summary Table of Draft Regionally Significant for Air Quality Projects to be completed in 2026 or [later](#)

Transit Projects by State

Project	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
<b>District of Columbia</b>											
Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station	\$202,664,372	2030	Streetcar Expansion								
<b>Maryland</b>											
MARC Service Improvements for Brunswick Line	\$1,825,000,000	2045	Rail Service Improvements			☑	☑				☑
MARC Service Improvements for Camden Line	\$726,000,000	2045	Rail Service Improvements			☑	☑				
MARC Service Improvements for Penn Line	\$2,497,000,000	2045	Rail Service Improvements			☑	☑	☑			☑
MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road	\$436,081,000	2030	New BRT Expansion	☑	☑	☑	☑	☑	☑	☑	☑

# Additional Information

# Financial Considerations

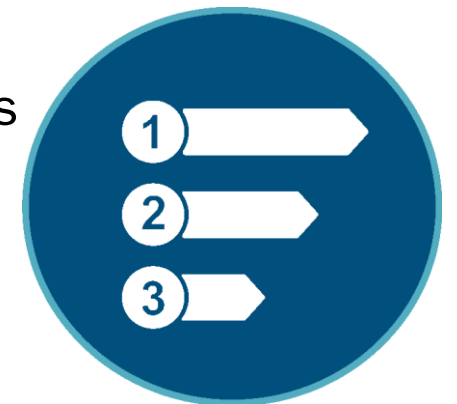
- Some projects have programmed funding
- Other projects are reasonably anticipated to receive necessary funding
- All projects have been screened and are presented in this comment period because funding expectations are reasonable for inclusion in Visualize 2050
- Regionally significant projects without reasonably anticipated funding
  - will not be included in the conformity analysis,
  - will not be included in the financial plan,
  - will not be included in the Visualize 2050 plan for construction or implementation,
  - may be listed as a “study” and “not coded” in the conformity table
- Non-regionally significant projects (e.g., trails, intersections), state of good repair projects, and operations costs will be part of the overall financial plan required as part of the Visualize 2050 plan



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# Implementation of TPB Priority Strategies

- Apply best practices to maintain the transportation system
- Apply the endorsed safety strategies
- Increase frequency & capacity of transit by expanding BRT/Transitways
- Reduce travel times on all public transportation bus services
- Move more people on Metrorail and commuter rail
- Bring jobs/housing closer by focusing growth & adding housing in ACs & HCTs
- Provide more telecommuting and other options for commuting
- Expand express lanes, with rapid transit, & allow carpool/vanpool ride free
- Improve walk/bike access to transit, especially within HCTs
- Complete the National Capital Trail Network
- Implement Transportation Systems Management & Operations measures
- Apply effective technologies that advance the TPB's goals
- Convert vehicles to clean fuels
- Develop and implement an electric vehicle charging network

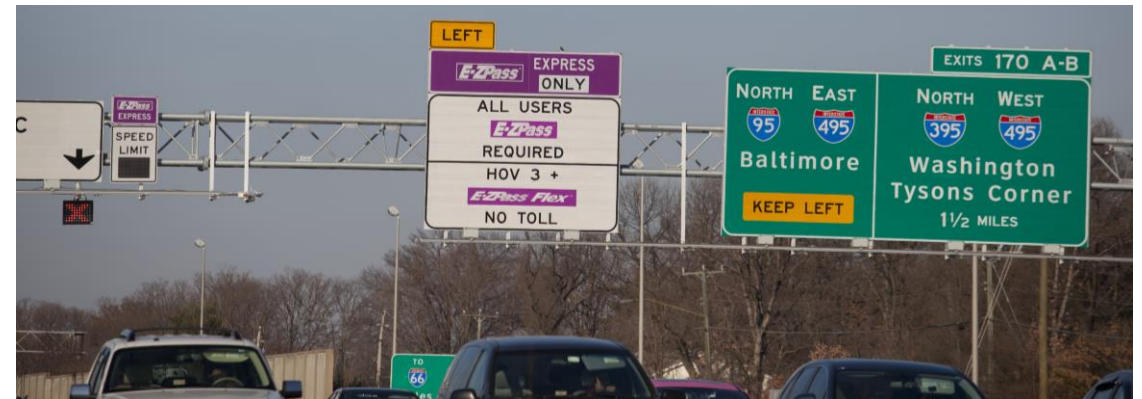


# TPB Priority Strategy: Expand Express Lanes

- Express Toll Lanes exist already on I-95, I-495, I-66
- Additional Express Toll Lanes proposed
  - MD I-495/ I-270 Y/I-270: ALB - I-370
  - VA I-495 S. of Old Dominion Dr. - ALB
  - VA I-95/495 Springfield Int. - MD 210
  - VA I-95 Turkeycock Run to Opitz Blvd.
  - VA I-495 & I-95 Truck Access
  - VA I-495 Toll Lane Ramps – Dulles Connector Rd. and Dulles Toll Rd.



MD I-270 (MDOT/[Flickr](#))



I-95 Express Lanes (VDOT/[Flickr](#))

# TPB Priority Strategy: Expand BRT/Transitways

- 37 current miles of BRT and streetcars
- Existing Bus Rapid Transit/Transitways:
  - Metroway on US 1 in Arlington/Alexandria
  - Flash on US 29 in Montgomery County
- Additional proposed BRT/Transitways:
  - MD - MD 355, North Bethesda Transitway, Randolph Road, Viers Mill Road
  - DC - Georgia Ave. and Southern Ave. Bus Lanes
  - VA - Crystal City Transitway Expansion, Duke Street, Landmark Transit Center, US 1 - Richmond Hwy BRT, West End Transitway, Potomac Ave. Bus Lane



Metroway BRT (BeyondDC/Flickr)

- Plus, proposed rail projects:
  - MD - Purple Line
  - DC - Benning Road Streetcar Ext.



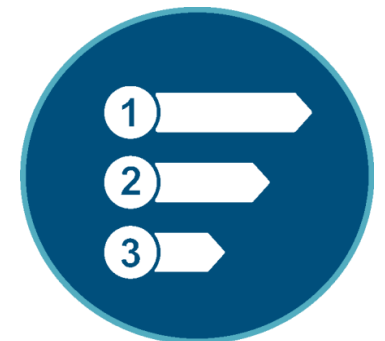
# Federal Planning Factors Alignment w/TPB Goals

Federal Planning Factors	TPB Goals
Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Livable and Prosperous Communities
Increase the <b>safety</b> of the transportation system for motorized and nonmotorized users	Safety
Increase the <b>security</b> of the transportation system for motorized and nonmotorized users	Safety
Increase the <b>accessibility and mobility</b> of people and for freight	Affordable and Convenient Reliability
Protect and enhance the <b>environment</b> , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth, housing, and economic development patterns	Environmental Protection
Enhance the <b>integration and connectivity</b> of the transportation system, across and between modes, for people and freight	Affordable and Convenient Reliability
Promote efficient <b>system management and operation</b>	Efficient System Operations
Emphasize the <b>preservation</b> of the existing transportation system	Maintenance
Improve the <b>resiliency</b> and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Resilient Region
Enhance <b>travel and tourism</b>	Livable and Prosperous Communities

# Projects Alignment with TPB Goals

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- More than 75% of projects support TPB's reliability, affordability & convenience goals
- Transit projects often noted support for TPB's livable & prosperous communities goal
- Road projects – improving safety nearly always noted
- See the Project Summary Table for individual project alignment with TPB goals as indicated by TPB member agencies for projects to be completed in 2026 or later



# Additional Information on Visualize 2050 Projects

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- Agencies have undertaken a thorough review of their local and TPB priorities
- States have responded to 2023 public comments via letters to the TPB
- Some Visualize 2045 projects are no longer priorities and have not been resubmitted for Visualize 2050
- Some new projects not in Visualize 2045 (*with 2026 and later completion year*)
  - DC 13 new projects
  - MD 0 new projects
  - VA 17 new projects
- Implementing agencies report that most air quality conformity-impacting projects include bicycle/pedestrian accommodations

# Visualize 2045 Projects Continuing

- Visualize 2045 Major Highway Projects 65 continuing
- Visualize 2045 Major HOT/HOV/Toll Lane Projects 10 continuing
- Visualize 2045 Major Transit Projects 22 continuing



American Legion Bridge (Kit Case/[Flickr](#))



I-95 Express Lanes (VDOT/[Flickr](#))



DASH Bus Alexandria (David Wilson/[Flickr](#))

# Acknowledgements & Next Steps

# Acknowledgements - DC and MD

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- District Department of Transportation – Mark Rawlings, Samuel Brooks, Madeline Hairfield, Aaron Goldbeck, Megan Kanagy, Jennifer Klein
- Maryland Department of Transportation – Kari Snyder
- Maryland Transit Administration – Stephen Miller
- State Highway Administration – David Rodgers, Darren Bean, David Schlie
- Frederick County – Mark Mishler
- Montgomery County – Gary Erenrich
- Prince George’s County – Victor Weissberg, Erv Beckert, Noah Donoghue, Aisha Khan, James Hairston, Natalie Roach



# Acknowledgements – VA State Agencies & Counties

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- Virginia Department of Transportation – Amir Shahpar, Regina Moore, Dale Castellow
- Virginia Department of Rail & Public Transportation – Amy Garbarini
- Potomac & Rappahannock Transportation Commission – Cynthia Porter-Johnson
- Virginia Passenger Rail Authority – Naomi Klein, Christine Fix
- Virginia Railway Express – Christine Hoeffner, Nick Ruiz
- Arlington County – Dan Malouff
- Fairfax County – Malcolm Watson, Brent Riddle, Calvin Lam, Christina Cain, Paul Doku, Ray Johnson, Smitha Chellappa
- Loudoun County – Lou Mosurak, Rob Donaldson, Robert S Brown
- Prince William County – Ben Carbajal, Meagan Landis



# Acknowledgements – VA Cities and Towns

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- City of Alexandria – Philippe Simon, Jennifer Monaco, Silas Sullivan
- City of Fairfax – Chloe Ritter
- City of Falls Church – Kerri Oddenino
- City of Manassas – Brian Leckie, Chloe Del Homme
- City of Manassas Park – Steven Hall
- Town of Leesburg – Christine Roe, Renee Lafollete





# Next Steps

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- March      Spread the Word! Public Comment Period from March 1-30, 2024  
  
                  [visualize2050.org](https://visualize2050.org)  
  
                  Agencies also review the information and provide TPB staff any corrections
- April      Comment Period Results
- May      TPB action on Air Quality Conformity Scope of Work and Project Inputs  
  
                  TPB staff begin performance and air quality analysis of Visualize 2050 and the FY 2026-2029 TIP

## **Cristina Finch, AICP**

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[visualize2050.org](http://visualize2050.org)

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National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments

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Washington, DC 20002



## **TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)**

Tuesday, March 26, 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. ANNE ARUNDEL COUNTY TRANSIT PLANNING AND OPERATIONS UPDATE**  
*Andrew Diehl, Anne Arundel County Transit Innovation Planner*  
*Samuel Snead, Anne Arundel County Transportation Officer*
- 12:30 P.M. 3. NANNIE HELEN BURROUGHS AVENUE NE BUS PRIORITY AND TRANSIT HUB PROJECTS**  
*Chidera Udeh, DDOT Transportation Planner*
- 12:50 P.M. 4. VISUALIZE 2050 UPDATE**  
*Cristina Finch, TPB Transportation Planner*
- 1:10 P.M. 5. 2023 STATE OF PUBLIC TRANSPORTATION REPORT - SECOND UPDATE**  
*Pierre Gaunaurd, TPB Transportation Planner*
- 1:20 P.M. 6. REQUEST FOR AGENCY TRANSIT ON-BOARD SURVEY INFORMATION**  
*Pierre Gaunaurd, TPB Transportation Planner*
- 1:30 P.M. 7. QUARTERLY JURISDICTIONAL UPDATES**
- 1:55 P.M. 8. OTHER BUSINESS**  
- April 23<sup>rd</sup> In-person Public Transportation Meetings at COG
- 2:00 P.M. 9. ADJOURN**

The next regular meeting of the RPTS is April 23, 2024 and is in-person/hybrid.

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

# STATE OF PUBLIC TRANSPORTATION REPORT 2023: SECOND UPDATE

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Pierre Gaunard  
TPB Transportation Planner

Regional Public Transportation Subcommittee  
March 26, 2024



# Agenda

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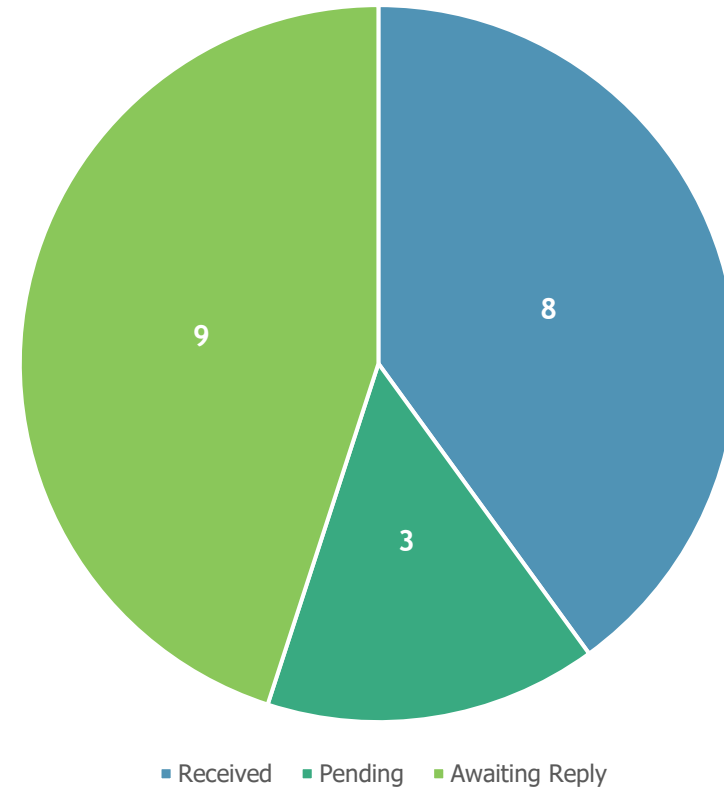
- Questionnaire Response Update
- Review Potential Format Changes
- Update on Resilience and Sustainability Chapter
- Preview of Agency Profiles
- Timeline Update
- Transit Tour 2024



# Questionnaire Response Update

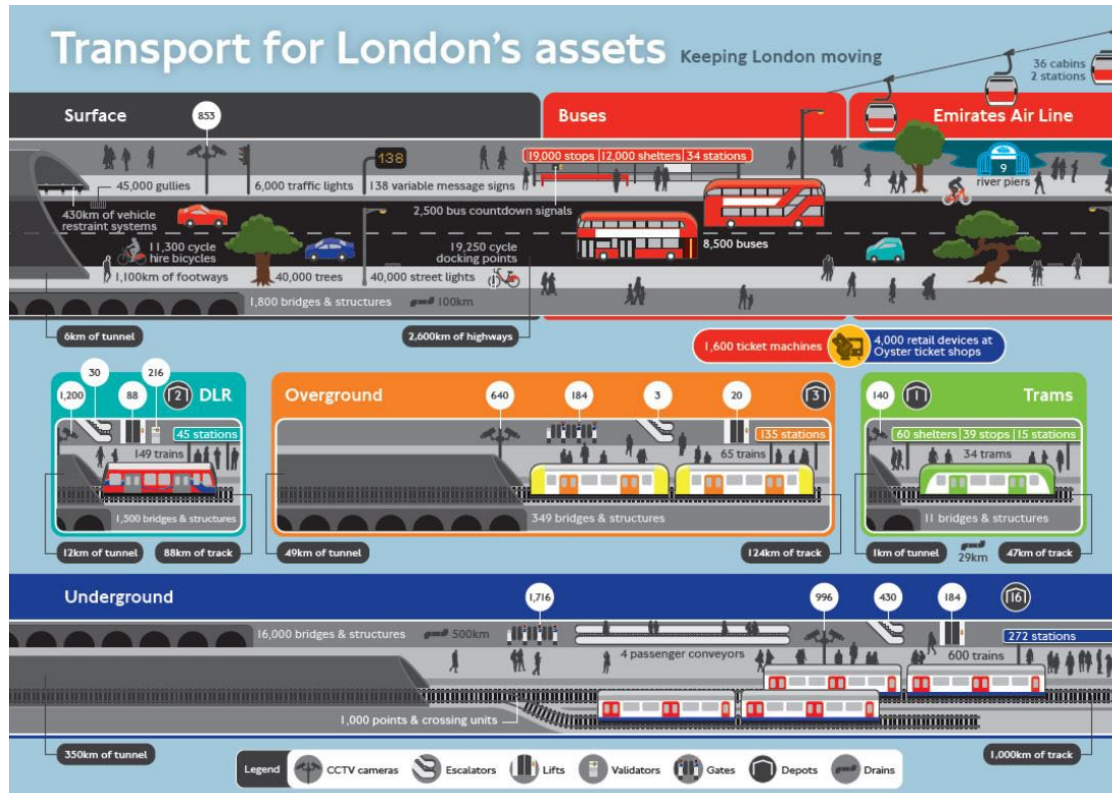
- 20 Organizations Sent Questionnaires
- 17 Transit Services Represented
- 14 Organizations Operate Transit

SOPT Questionnaire Responses



# Expected Formatting Changes

## TfL Asset Infographic, one model for the 2023 SOPTR Summary



Source: <https://www.ianvisits.co.uk/articles/tfl-funding-crunch-could-cost-london-over-12-billion-over-next-decade-49908/>

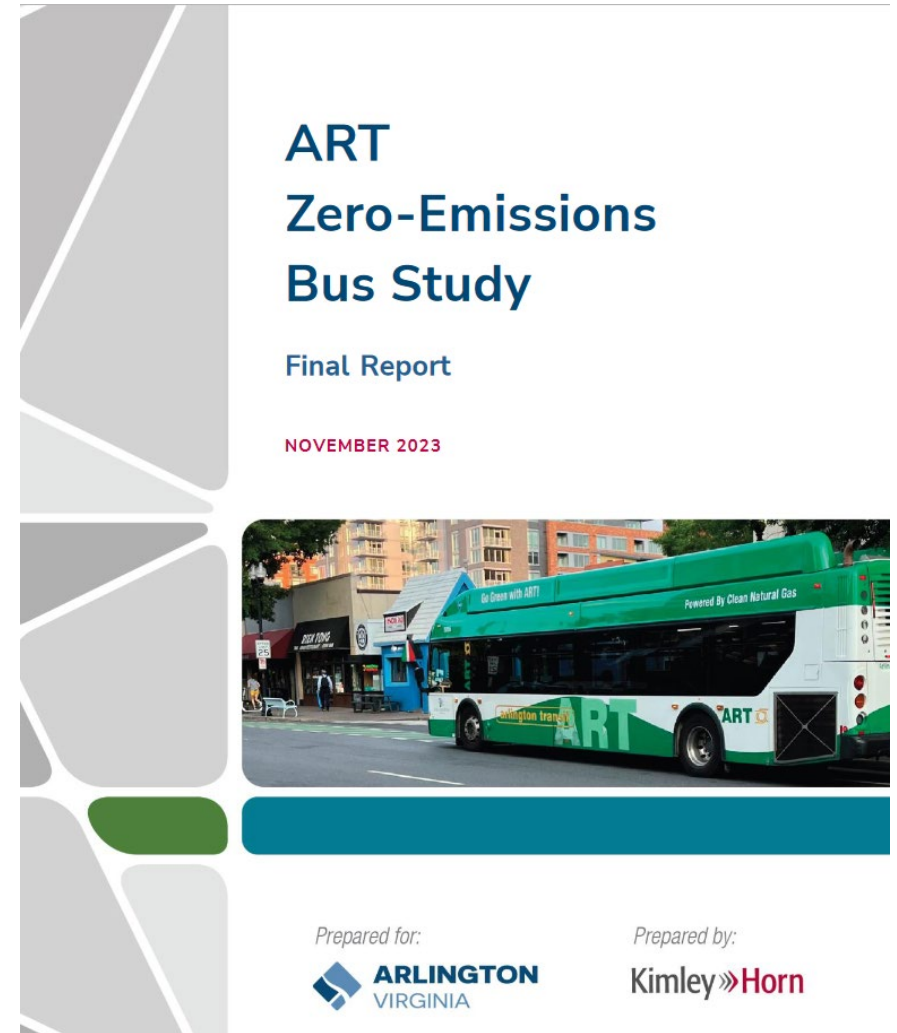
- Parts I and II – Summary and In Focus:
  - Will incorporate infographics to summarize key regional transit assets
  - More data on paratransit and microtransit assets
  - Transit Resilience and Sustainability Infographic
- Part III – Agency Profiles:
  - Small tweaks to agency profile design, but largely similar to last year's

# Part II: Resilience and Sustainability

- Resilience and Sustainability Related Concerns for Regional Transit
- Recent Agency Action to Address Concerns
  - o Ex. ZEB Studies and Plans, ZEB Fleets, Regional Subcommittees, Bus Stop Design, Facility Upgrades, Flood Mitigation, etc
- TPB Regional Resilience Planning Related to Transit
- Resilience and Sustainability Project Funding Sources Applied For/Received
  - o Note: Only two transit agencies have submitted projects for TRIP and declared interest applying for PROTECT grant funds
- Next Steps for Regional Transit



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**Transportation Planning Board**





# Agency Profile Previews

- Changes in Color Scheme?
- Add 1-2 data categories in System Snapshot
  - Ex. Paratransit and Microtransit Fleet Totals
- Updated Photos
- Other? Ideas?

## District Department of Transportation - DC Circulator

<https://dccirculator.com/>

### Overview

The DC Circulator, operated by DDOT, began operating in 2005 as a local transit service intended to complement the existing Metrobus and Metrorail operations serving the Washington, DC metropolitan area. In conjunction with regional partners, DDOT's goal is to promote economic activity by facilitating visitor access to neighborhoods in Washington, DC and to improve mobility for downtown workers during the workday.

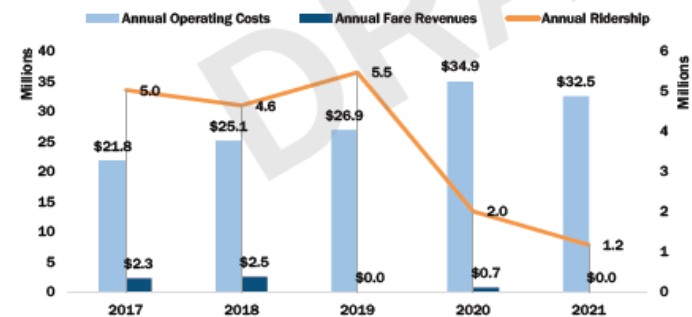
### Recent Accomplishments

Released the Transit Development Plan (TDP) 2020 Update, which evaluated the operations and performance of the Circulator system since the TDP 2017 Update, and potential system expansion to Ward 7. Selected the Union Station to Deanwood route as the preferred route.

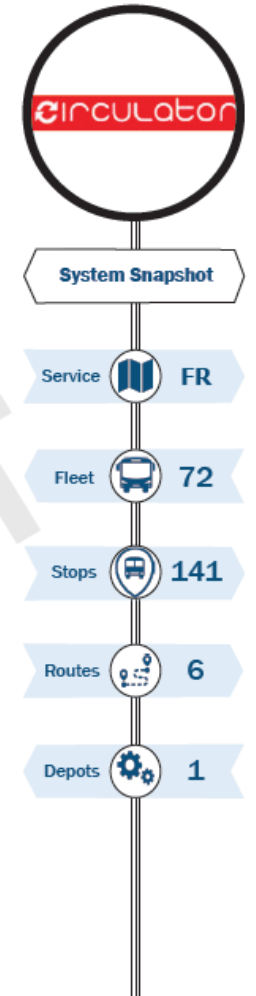
Completed the DC Circulator Electrification Plan, which outlines a strategy to reach full fleet electrification using battery-electric buses by 2030.

Awarded a Lo-No Emissions grant for \$9,590,000 by the Federal Transit Administration.

### Provider Data



Source: National Transit Database FY17-21



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Transportation Planning Board

# Timeline Update

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## Timeline

- March and April 2024:
  - Receive and process outstanding agency questionnaires
  - Complete cataloging 2023's major transit events and operator accomplishments
  - Complete a preliminary full rough draft by end of April
- May 2024:
  - Iterative draft process; Provide drafts to TPB staff and RPTS for feedback
- June 2024
  - Presentations to TPB Tech and RPTS
  - Final report published



# TPB Transit Tour 2024

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- **Purpose:**
  - Visit with RPTS liaisons and transit agency staff in-person, experience all local transit systems, and discuss how COG/TPB and its regional transit planning program can best serve each agency.
- **Ask for Agency Staff:**
  - 1-2 hours of your time and a tour of the operations and maintenance facility, if possible. Ability to photograph or shoot video during visit of vehicles and other assets.
- **Timing:**
  - Late Spring-early Summer 2024. Scheduling poll will be sent within the week to determine best dates for everyone.
- **Outcomes:**
  - More attuned service for transit agencies; research collection for State of Public Transportation report and other COG/TPB products; and COG/TPB social media series highlighting local transit services across the region.



## Pierre Gaunard

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National Capital Region  
**Transportation Planning Board**

# REGIONAL TRANSIT ON-BOARD SURVEYS: TPB DATA REQUEST

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Pierre Gaunard  
TPB Transportation Planner

Regional Public Transportation Subcommittee  
March 26, 2024



# Background

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- TPB is developing its next-generation, activity-based regional travel demand model (“Gen3 Model”), which should improve the model's ability to explore policy questions by representing phenomena such as pricing, equity, telecommuting, and vehicle choice
- Observed transit trip data needed for Model Development
- Currently TPB specifically needs an update on the last and next transit surveys to be conducted by all the local providers
  - This data will help TPB prioritize upcoming outreach



# Current Data Requests

## Specific data needs (transit agencies):

- Year of most recently completed Agency-wide survey
- Year of next expected survey
- Alternative sources of data

Last Agency-Wide Survey	
Agency	Year
VRE	2019 (Master Agreement Survey)
DDOT	2019
Fairfax County	2019
City of Fairfax	2019
Frederick County	2019
PRTC	2019
Prince George's County	2018
Charles County	2017 (FY)
City of Fairfax	2016
Montgomery County	2015
Loudoun County	2014
City of Alexandria	2013

Transit Travel Surveys	
Agency	Alt. O-D Data Source
City of Alexandria	Streetlight
DDOT	SmarTrip Data
Loudoun County	Farebox data from commuter bus service



# Current Data Requests: Next Steps

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## **Specific data needs (transit agencies):**

- Year of most recently completed Agency-wide survey
- Year of next expected survey
- Alternative sources of data used or expected to be used (if available)

## **Deadline:**

- Please provide data requested by April 12, 2024
- Send responses to [pgaunard@mwkog.org](mailto:pgaunard@mwkog.org) and [tcanan@mwkog.org](mailto:tcanan@mwkog.org)





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