

STATE OF PUBLIC TRANSPORTATION

2020 Report



STATE OF PUBLIC TRANSPORTATION | 2020 REPORT

Prepared by the TPB Regional Public Transportation Subcommittee

About the TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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TABLE OF CONTENTS

STATE OF PUBLIC TRANSPORTATION 2020 REPORT	4
Purpose	4
Summary	4
PART I – COVID-19 & IMPACTS ON PUBLIC TRANSPORTATION	7
NCR transit service providers’ pandemic-response measures	7
PART II - FIXED ROUTE PUBLIC TRANSIT SERVICES PROFILE SHEETS	11
Washington Metropolitan Area Transit Authority (WMATA) Metrorail	11
Washington Metropolitan Area Transit Authority (WMATA) Metrobus	12
Alexandria Transit Company (DASH)	13
ART Arlington Transit.....	14
DC Circulator.....	15
DC Streetcar	16
City of Fairfax CUE	17
Fairfax Connector	18
Loudoun County Transit.....	19
Frederick Translt	20
Charles County Transit Services - VanGO	21
Montgomery County Ride On.....	22
Prince George's County The Bus	23
Potomac & Rappahannock Transportation Commission.....	24
Virginia Railway Express	25
PART III - OTHER PUBLIC TRANSIT SERVICES - OVERVIEW	26
Washington Metropolitan Area Transit Authority (WMATA) MetroAccess.....	26
Maryland Department of Transportation and Transit Administration (MDOT MTA).....	26
MDOT MTA Commuter bus	27
MARC (Maryland Area Regional Commuter) Rail	28
Virginia Regional Transit (VRT)	28
Regional Transportation Agency of Central Maryland (RTA).....	28
PART IV - REGIONAL PUBLIC TRANSPORTATION ORGANIZATIONS	29
Northern Virginia Transportation Commission (NVTC).....	29
Northern Virginia Transportation Authority (NVTA).....	30
Washington Suburban Transportation Commission (WSTC)	31
Maryland Transit Administration (MTA)	31
Virginia Department of Rail and Public Transportation (DRPT).....	31
PART V - PUBLIC TRANSPORTATION ACCOMPLISHMENTS	33
Major Studies Completed and List of Studies in Progress	33
Significant Operational Achievements.....	37
PART VI: TRANSPORTATION PLANNING BOARD ACTIVITIES	38
TPB Regional Public Transportation Subcommittee (RPTS)	38
Performance Based Planning and Programming.....	39
Visualize 2045.....	39
APPENDIX – FIGURES	41

FIGURES AND TABLES

Figure 1: National Capital Region Unlinked Annual Trips by Mode (%)	5
Figure 2: National Capital Region Local Agency Bus/Streetcar Trips by Agency (Percentage), 2019 NTD	6
Figure 3 - Percentages of Normal Transit Ridership and Service Levels Reported by Selected Transit Providers As of December 1, 2020	7
Figure 4 - Overview of COVID-19 responses by Service Provider in the NCR	7

STATE OF PUBLIC TRANSPORTATION | 2020 REPORT

PURPOSE

The purpose of this report is to provide a concise overview of the state of regional public transportation in the National Capital Region (NCR). Public transportation is a vital component to improving livability, environmental and economic quality of life for many communities. Impacts include providing access to jobs, goods and services for millions of residents, allowing more vibrant and meaningful social interaction during daily travel, serving as an alternative to single-occupancy vehicles, reducing congestion and offsetting greenhouse gas emissions.

SUMMARY

Public transportation is an important component of the region's transportation network. In the 2019 annual data reported to the National Transit Database (NTD) of the Federal Transit Administration (FTA), there were over 420 million unlinked passenger trips across the region, with approximately 1.4 million trips by public transportation taken every weekday in the NCR.

Three primary modes of public transportation operate in the region:

Rail – offers high-capacity, high quality transit along major corridors. The region's major public transportation provider, the Washington Metropolitan Area Transit Authority (WMATA) operates Metrorail, which is the backbone of the region's transit system carrying over half of all daily public transportation trips. Commuter rail in the NCR is operated by MARC and VRE for Maryland and Virginia respectively, and brings travelers from the more distant communities to the employment centers in the downtown core. The region's rail network will continue to expand with the future completion of Phase 2 of the Metrorail Silver Line in Virginia and the Purple Line light rail in Maryland. In addition, there is a short segment of streetcar in the District of Columbia.

Bus – provides access across the region and carry over 40% of all transit trips in the region. Thirteen bus transit operators form a network for the region, serving as the primary means of public transportation for most travelers as well as carrying many passengers to rail stations to continue their trips by rail. WMATA Metrobus is the region's largest operator, providing 70% of all bus trips in the region. The region's transportation network is supplemented by local bus providers in many local jurisdictions and longer-distance commuter buses, which offer a variety of services like bus to rail connections, bus rapid transit.

Paratransit – supplements bus and rail fixed-route service by offering on-demand or shuttle services for customers with disabilities or otherwise mobility-impaired. MetroAccess is the largest paratransit operator and provides most service in DC and Maryland, while several Virginia jurisdictions operate their own local services. Paratransit providers must meet certain operating requirements under the Americans with Disabilities Act (ADA).

Other modes and providers of public transportation – beyond the services operated by government agencies include private coach operators, taxicabs, private shuttle services, Transportation Networking Companies (TNCs) and other public transportation providers that operate into the Metropolitan Washington region.

TPB Regional Travel & Voices of the Region Surveys - TPB conducts a *Regional Travel Survey* (RTS) every ten years in order better understand the daily travel patterns of the residents. The last RTS was completed in 2018 and its key takeaways can be found in the below link:

<https://www.mwcog.org/newsroom/2018/06/20/here-are-seven-takeaways-from-tpbs-regional-travel-trends-study/a>

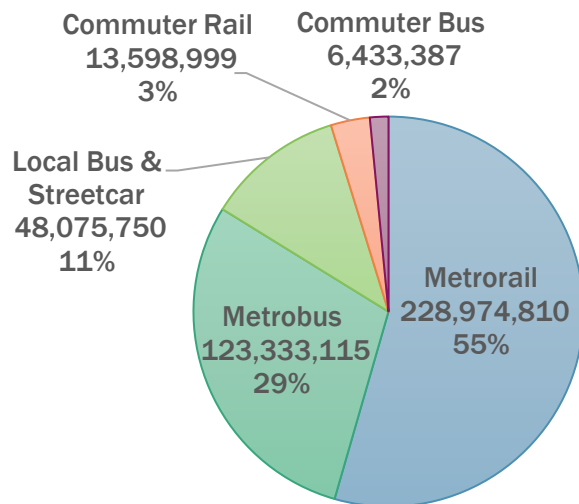
Additionally, in 2020 TPB conducted a public opinion survey on travel related to and after the pandemic called the *Voices of the Region Survey* as a part of the public engagement efforts for the next update of TPB’s long-range transportation plan, Visualize 2045. Key findings can be found in Part VI of the SOPT report and in the link below:

<https://www.mwcog.org/newsroom/2021/03/09/what-did-the-voices-of-the-region-survey-tell-us-about-travel-during-covid-19-and-beyond-tpb-visualize-2045/>

NCR 2019 NTD Data Overview - Congress established the NTD to be the Nation’s primary source for information and statistics for US transit systems. Statute requires that recipients or beneficiaries of grants from the FTA under the Urbanized Area Formula Program (§5307) or Other than Urbanized Area (Rural) Formula Program (§5311) submit data to the NTD. The data used in this report is from years up to and including reporting year (RY) 2019, which was made available in October 2020.

Figure 1 below provides a breakdown of the annual transit ridership by mode in the NCR Capital Region. In 2019, 84% percent of all public transportation rides in the region were delivered by WMATA, with a majority of those on Metrorail followed by Metrobus. Local bus operators and the DC Streetcar make up 11% of the annual public transportation trips in the region. Commuter rail and commuter bus account for 5% of the annual public transit trips.

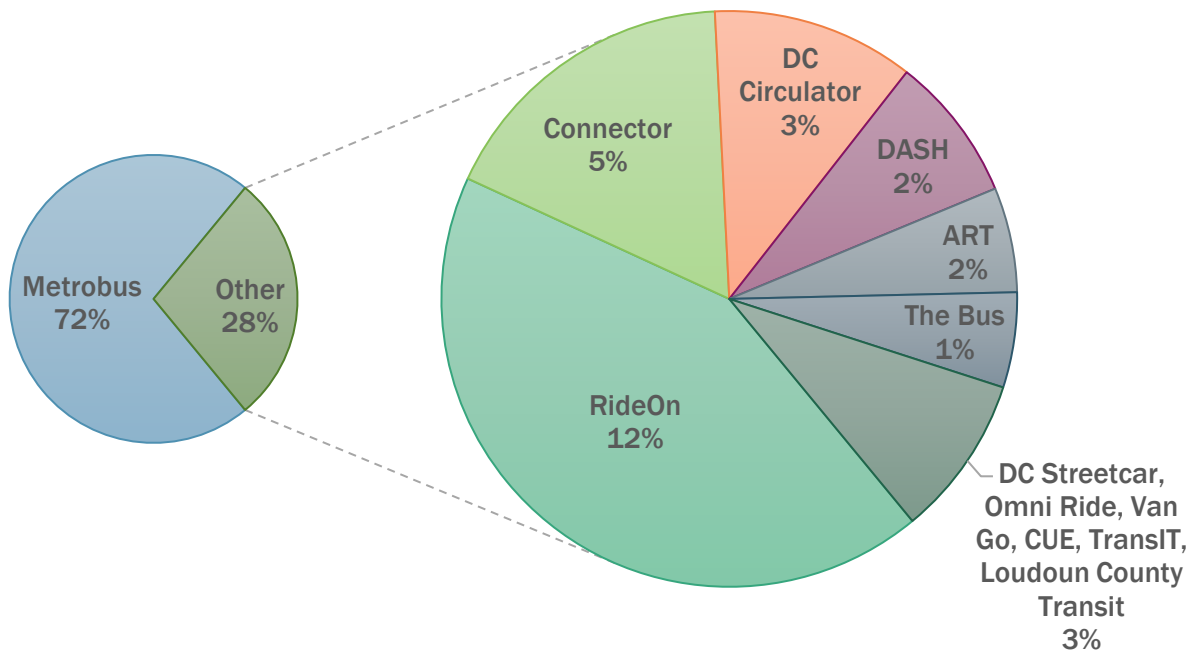
Figure 1: National Capital Region Unlinked Annual Trips by Mode (%)



Source: 2019 National Transit Database

Separate from WMATA, the NCR contains several local public transportation operators who provided over 48 million unlinked passenger trips in 2019. Figure 2 illustrates the percentage of overall local bus and streetcar ridership for 2019 by local operator. Montgomery County's Ride On accounts for 12% of local bus trips in the region, equivalent to over 20 million passenger trips in 2019. Another significant local operator is the Fairfax Connector, which provided over 8 million trips across its service area in 2019. Metrobus, Ride On and Connector services together account for nearly 90% of local bus trips in the NCR. The remaining 10 local bus service operators provided over 19 million trips in 2019 combined.

Figure 2: National Capital Region Local Agency Bus/Streetcar Trips by Agency (Percentage), 2019 NTD



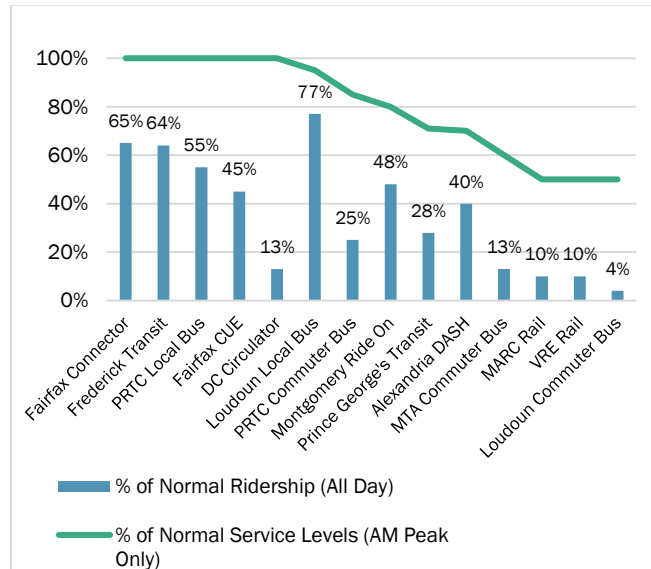
Source: 2019 National Transit Database.

PART I – COVID-19 & IMPACTS ON PUBLIC TRANSPORTATION

Overview

In the wake of the COVID-19 pandemic and throughout 2020 local transit services in the National Capital Region were faced with new pressures operationally, financially and politically to adapt to a new normal of decreasing ridership, loss of peak travel demand and related fare revenue losses as a result of stay-at-home orders and work from home policies implemented across many employers. Simultaneously, service providers quickly adapted to the new public health protocols mandated across levels of government, to protect the health and safety of riders and operators. Through these new pressures, many of our local service providers quickly shifted priorities and service levels to balance short- and long-term needs while finding innovative ways to ensure the region’s transportation networks remain operational for our transit dependent workers unable to telework. A few measures taken by local service providers across 2020 included suspension of fare collection and allowed or mandated rear-door boarding, implementation of social distancing requirements on vehicles, installation of physical barriers between riders and operators, and increased cleaning frequencies of fleets to reduce or prevent the spread of the virus. More detailed policies and strategies can be found below for each service provider in the region.

Figure 3 - Percentages of Normal Transit Ridership and Service Levels Reported by Selected Transit Providers As of December 1, 2020



Source: SOPTR Questionnaire and online review of service providers’ COVID-19 policies.

Figure 4 - Overview of COVID-19 responses by Service Provider in the NCR

AGENCY	SOCIAL DISTANCING REQUIREMENTS	REDUCED SERVICE	SUSPENDED FARE COLLECTION	REAR DOOR BOARDING	OPERATOR BARRIERS	INCREASED PASSENGER COMMUNICATIONS
WMATA	✓	✓	✓	✓	✓	✓
DASH	✓	✓	✓	✓	✓	✓
DDOT	✓	✓	✓	✓	✓	✓
CUE	✓		✓	✓		✓
Connector	✓	✓	✓	✓	✓	
Frederick County	✓	✓	✓	✓	✓	
VanGO	✓					
Ride On	✓	✓	✓	✓	✓	✓
The Bus	✓	✓	✓	✓	✓	
PRTC	✓	✓	✓	✓**	✓*	✓
VRE	✓	✓			N/A	✓
Total	100%	82%	82%	82%	80%	55%

* PRTC has operator barriers on all local buses and is currently testing barriers on commuter buses.

**PRTC’s three buses with rear doors allowed rear-door boarding

Source: SOPTR Questionnaire and online review of service providers’ COVID-19 policies.

NCR TRANSIT SERVICE PROVIDERS' PANDEMIC-RESPONSE MEASURES

Washington Metropolitan Area Transit Authority (WMATA)

Throughout 2020, Metro adjusted its service pattern, frequency and hours on Metrorail and Metrobus to enhance safety for employees and individuals who must travel during the pandemic. Service on bus and rail was initially decreased to approximately 35% of pre-pandemic levels. At this time, **Metro closed 19 Metrorail stations** as well as **entrances at an additional nine stations** in an effort to conserve critical resources and protect the health and safety of Metro employees and the public. **Metro reopened 15 stations in June 2020**, as business and social restrictions began to lift in the District, Maryland, and Virginia. By late-August 2020, Metro ran approximately 75% of pre-pandemic bus service and more than doubled the number of weekday rail service trips scheduled.

To protect frontline employees on rail, Metro isolated the first and last railcars and encouraged station managers to aid customers from inside kiosks. On bus, Metro **implemented rear-door only boarding and increased the distance between operators and customers** by blocking of seats closest to the operator. **Bus fares were also waived and by mid-May**, all customers were required to wear face coverings or masks when traveling on Metro. They also significantly **increased interior cleaning of railcars, buses and passenger facilities** including nightly disinfection of every vehicle in service, passenger facility cleaning at revenue and non-revenue locations and garage to garage service to allow for cleaning of buses between each run.

From mid-March through July/August, Metro implemented **"A/B Scheduling"** for train operators, bus operators and maintenance personnel to minimize the risk of transmission and protect service continuity. Under this practice, Metro staff were divided into two groups (an "A" group and a "B" group) within each office; the lettered groups worked alternating days, remained separated to minimize the risk of transmission and protect service continuity.

Lastly, Metro held extensive **marketing campaigns** at various points throughout the pandemic, **encouraging customers to use Metro only for essential trips, to maintain social distancing and wear masks** as service resumed and stay-at-home orders were lifted across the region. In December 2020, Metro **began publishing data publicly about on-board crowding** to allow customers to socially-distance, on both bus and rail.

DASH

In Spring 2020, ridership levels dropped to 15% of pre-pandemic levels on DASH services, slowly climbing to 40% by year's end. Beginning in March 2020 and continuing onwards, DASH **reduced service levels, suspended fare collection** and introduced **rear door boarding**. Lastly throughout 2020, DASH required **masks** be worn inside buses, **installed driver barriers** on all revenue vehicles, **reduced rider capacity** allowed in vehicles (from March to September) and **provided additional standby buses** on call to meet demand changes.

DC Circulator

In 2020, DDOT **expanded its red bus lane pilot with three quick-build bus priority pilot projects** as part of its COVID-19 response and recovery. The three quick-build bus priority projects allowed for rapid implementation from DDOT's list of bus priority corridors, required minimal design, and helped address current and future needs for Metrobus and Circulator service. Additionally, the dedicated car free lanes allowed WMATA and Circulator to efficiently operate bus service, helping to reduce passenger crowding and maintain safe distancing. DC Circulator also **provided new signage regarding public safety measures** and operated on a modified schedule starting in Spring 2020. Additional safety measures implemented during 2020 **included the following: required face masks and social distancing on buses, suspension of fare collection, enabled rear-door boarding, and expanded cleaning protocols** to properly deep clean and disinfect buses

City-University Energysaver

At the beginning of the COVID-19 pandemic, The City of Fairfax's City-University Energysaver (CUE) **suspended fare collection and began rear door boarding** to limit contact between drivers and passengers. CUE also **increased cleaning cycles** on buses, in shelters and at other CUE facilities, and **regularly communicated reminders about evolving best practices** (such as social distancing, hand washing, and wearing masks when this was recommended for the general public). **Regular schedules were maintained throughout the pandemic** to reduce the risk of crowding and retain CUE's skilled and essential workforce.

Connector

In response to the pandemic, Fairfax Connector **reduced bus service** on many of its routes in April 2020. Service was restored on August 29. Other COVID-related mitigation efforts included the **adoption of rear door only** and the **suspension of fare payments**. Fare payment and front door boarding resumed early 2021.

TransIT

To protect customers and staff, TransIT Services of Frederick County implemented the following safety protocols throughout 2020, **mandated wearing of masks and rear door boarding, strongly encouraged social distancing practices** while on board TransIT and **provided hand sanitizer at every bus door**. Additionally, **TransIT suspended fare collection, installed driver barriers, required drivers to wear gloves** when handling passengers' belongings, and **implemented an enhanced cleaning and disinfecting schedule** with hospital-grade anti-viral misting (drivers also periodically clean their areas throughout the day).

VanGo

Throughout 2020, Charles County VanGO **operated full fixed route service** while limiting **bus capacity to 50%** and **required face masks be worn while onboard**. An **enhanced disinfecting schedule** was implemented for vehicles, facilities and bus shelters. **Paratransit service levels were adjusted to meet reduced demand**, subscription trips to dialysis remained at 100% of pre-pandemic levels while subscription service to senior centers have not operated since March 2020. Fixed route service ridership has settled at about 60% of pre-pandemic levels, while ADA ridership settled at about 80% of pre-pandemic levels.

Ride On

In early March when the coronavirus began to spread, concerns were immediately raised for Ride On staff regarding bus operator safety and availability, and **some operators were placed on administrative leave based on CDC guidelines** related to personal care and/or family members. In mid-March, Ride On began to **gradually reduce service levels** based on ridership demand and bus operator availability (during this time schedules were modified on a nearly daily basis). On March 29, 2020 **the Essential Service Plan was implemented**.

Operators who worked under the new plan received an extra \$10 per hour. Ride On staff worked collaboratively with MCGEO (United Food and Commercial Workers International, Local 1994) union representatives to ensure work was distributed equitably amongst the active operators. This new procedure allowed for improved operational flexibility.

In addition to new routes and service plan during 2020, Ride On also **suspended fare collection, required** riders wear **face masks** and practice **social distancing while onboard and frequently disinfected bus fleets**. In 2020 Ride On **expanded** their **call-n-ride service** to allow for the use of taxis **for delivery of essential goods** from grocery stores, food banks, and restaurants.

TheBus

Beginning in late March 2020, Prince Georges County's TheBus reduced service levels in response to the covid pandemic. Specifically, TheBus **suspended service on low ridership lines, maintained service on major lines and community lines without nearby Metrobus service**. For the remainder of the year, TheBus **suspended fares, installed driver barriers, increased frequencies of interior cleaning and required passengers to board from the rear doors**. Ridership in 2020 decreased by 70% compared to pre-COVID ridership levels. **In August 2020, TheBus increased frequencies on active service and reactivated 3 bus lines** to increase service coverage and access to Metrorail stations. Ridership, while still lower than pre-COVID levels, increased to an average of 4,000 passengers per day.

PRTC

For passengers conducting essential travel, OmniRide took recommended precautions to reduce the likelihood of passengers and staff spreading COVID-19 on buses. This included **stringent daily cleaning of bus interiors**; local buses sanitized mid-day in between service,

enhanced cleaning performed weekly. When possible, drivers **limited the number of passengers to 10** at a time to promote social distancing. **Seats closest to the bus operator were blocked** off to encourage social distancing from the driver. OmniRide also **reduced service levels** on select routes, **suspended fares** on its Local and Metro Express services to minimize interactions between bus operators and riders and allow customers to board quickly and self-distance more effectively. Fares were still required for commuter services, but cash was not accepted

VRE

On **March 17, 2020**, VRE shifted to a **reduced "S" schedule (16 daily trains) to adjust for reduced ridership**. By **July 27**, an **"S Plus" schedule was implemented and continued throughout 2020** (operating 18 daily trains). In addition to reduced service, the following procedures and protocols were implemented for staff and passengers:

- **Staff began working from remote environments** in mid-March 2020.
- **Train crews and other front-line staff were provided PPE** (e.g., masks, sanitizer, social distancing).
- **Enhanced cleaning of passenger coaches and facilities** was implemented with an emphasis on high-touch surfaces, included twice daily and a nightly cleaning.
- **Installed graphics to make social distancing** on trains and at stations as **simple** as possible and hand sanitizer dispensers across stations and trains.
- Implemented Federal and state orders **requiring face masks** for passengers.
- Created **video tour** of railcar **outlining social distancing measures**.
- Continued monitoring of passenger loads, enhanced cleaning protocols and social distancing measures.

PART II - FIXED ROUTE PUBLIC TRANSIT SERVICES PROFILE SHEETS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METRORAIL

<https://www.wmata.com>



Overview

Metrorail provides safe, clean, reliable transit service for more than 800,000 customers a day throughout the Washington, DC area. The system is one of the busiest in the United States, serving 91 stations in Virginia, Maryland, and the District of Columbia. The Metrorail urban rail system is the second largest urban rail system in the country, serving a 1,500 square-mile area and including 118 miles of network and 91 stations.

Recent Accomplishments

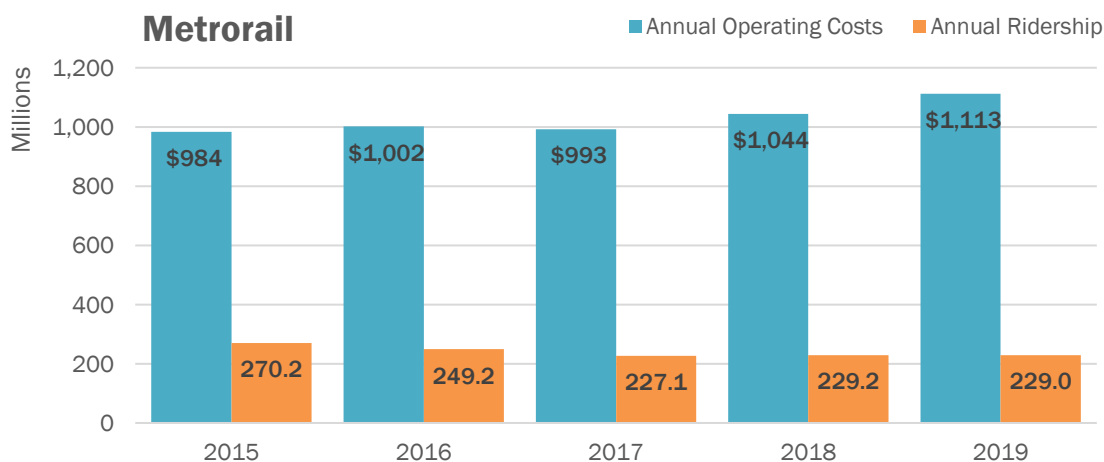
- SmarTrip® on iPhone and Apple Watch was released in 2020, allowing riders to add a SmarTrip card to their devices, hold them near any card reader where SmarTrip is accepted and pay for their fares via their device. As of 2021 SmarTrip® is also available on Android via Google Pay.
- Silver Line Phase 2 is nearly complete; The Potomac Yard Metro Station is now more than 50% complete. Opening of Silver Line Phase 2 is anticipated for Fall 2022.
- The Major Platform Rehabilitation Project which rebuilt deteriorating platforms at four stations in Northern Virginia: East Falls Church, West Falls Church, Dunn Long, and Vienna was completed.
- Over 13 station platforms have been rehabilitated to date as a part of the Platform Improvement Project. Key customer experience improvements at the stations include new slip-resistant tiles, passenger information displays (PIDs), surveillance systems, bus shelters, renovated bathrooms, and improved lighting.

System Characteristics

Vehicle Fleet: 1200 Passenger Cars. 91 Stations

Service Type: Heavy Rail

Provider data



Source: National Transit Database: FY15-19; see below for revenue source information

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROBUS

<https://www.wmata.com>



Overview

Metrobus provides more than 400,000 trips each weekday serving 11,500 bus stops in the District of Columbia, Maryland, and Virginia. Metrobus is the sixth busiest bus agency in the United States, with a fleet of more than 1,500 buses.

Recent Accomplishments

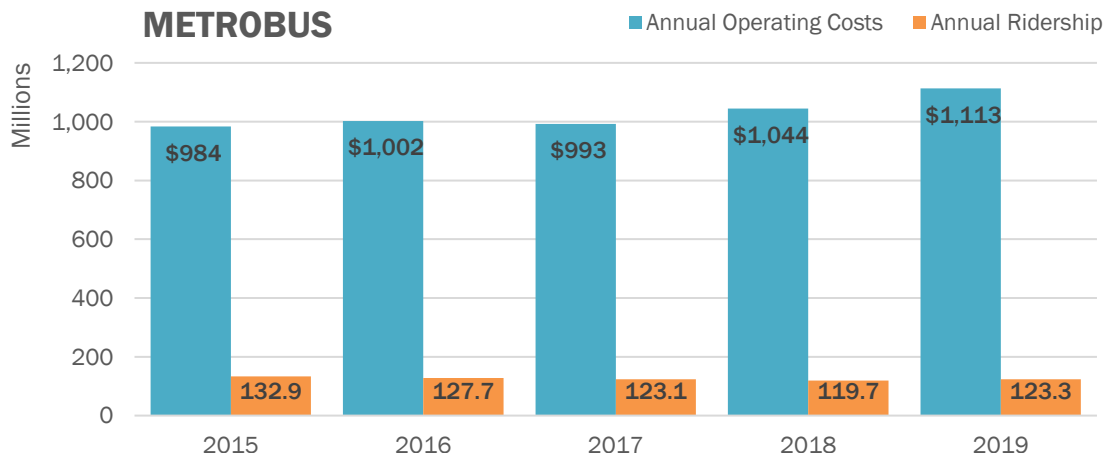
- Metrobus' Service Guidelines were updated in 2020 to help create a clear and formalized approach to service and budget decisions, as well as assist in the provision of more equitable service, incorporating customer experiences, and better aligning Metrobus with its peers. The service guidelines were the first recommendation from the Bus Transformation Project.
- Metro worked closely with the District Department of Transportation (DDOT) on a number of bus priority projects, including the expansion of bus priority lanes (red painted lanes), testing of Transit Signal Prioritization (TSP) software with the District, and advanced TSP implementation programs. Metro identified additional bus queue jump locations for the District and agreed to coordinate a deployment schedule.
- During the pandemic, Metro developed and released real-time crowding information for Metrobus and Metrorail, to empower customers with more information to decide when and how to travel.

System Characteristics

Vehicle Fleet: 1558 Buses, 319 Routes, 14 Maintenance Facilities

Service Type: Fixed Route

Provider Data



FY19 Revenue Sources (for all of WMATA)



- Directly Generated
- Local Government
- State Government
- Federal Government
- Non-Added Revenue

Source: National Transit Database: FY15-19

ALEXANDRIA TRANSIT COMPANY (DASH)

<https://www.dashbus.com>



Overview

The Alexandria Transit Company's DASH system provides safe, reliable, and convenient bus service within the City of Alexandria. DASH connects with other transit services including Metrobus, Metrorail, Virginia Railway Express, and other local bus systems via 11 routes. DASH serves all the Alexandria Metrorail Stations as well as the Pentagon Metrorail station during morning and evening peak periods. DASH's name symbolizes a commitment to the citizens of Alexandria, Driving Alexandria Safely Home.

Recent Accomplishments

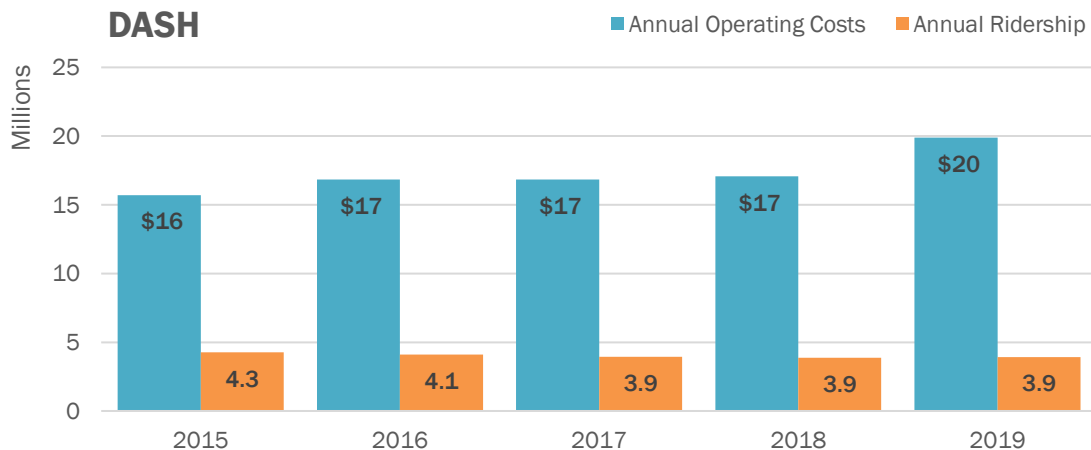
- Major service enhancements in early 2020 along routes AT1+ & AT9 resulted in a 30-45% increase in ridership. The enhancements were funded by I-95/395 Commuter Choice Program.
- DASH procured six electric buses in late 2020, an additional eight are scheduled for Fall 2021.
- DASH and the City of Alexandria completed the Alexandria Transit Vision Plan in 2019. This project redesigned the city's bus network in an effort to better align the network design with community priorities, meet current/future demands, and make transit more useful for more people. The first phase of the ATV Plan, known as the "New DASH Network" is being launched in September 2021.
- The King Street Metro Access Improvements Project nears completion, the new bus loop began operation in June 2021

System Characteristics

Vehicle Fleet: 101 Buses, 11 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



FY19 Revenue Sources



Source: National Transit Database: FY15-19



Overview

Arlington Transit (ART) operates within Arlington County, Virginia, supplementing Metrobus with cross-county routes and neighborhood connections to Metrorail and VRE. ART improves the quality of life in the region by moving and connecting people while reducing traffic congestion. All ART buses operate on clean-burning natural gas (CNG) and are fully ADA accessible.

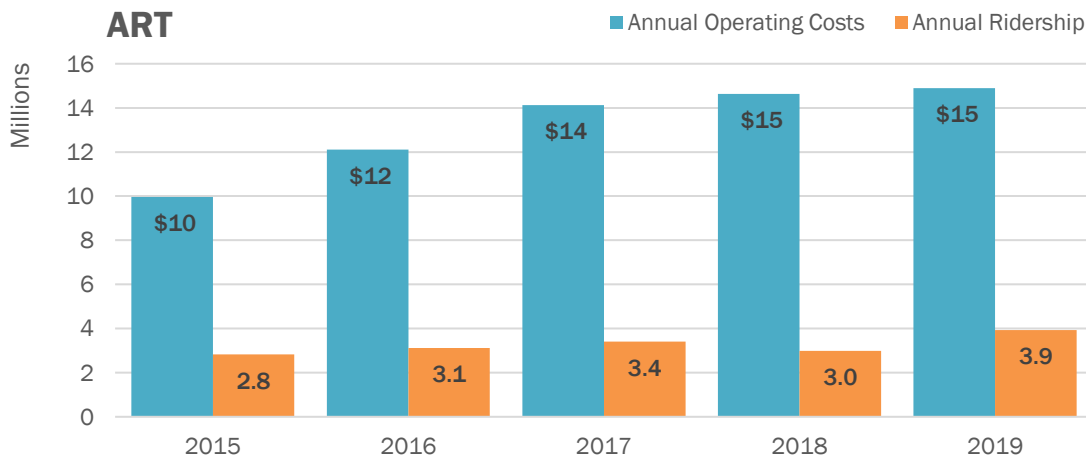
Recent Accomplishments

- In September 2020 as a part of Hunger Action Month, ART partnered with the Arlington Food Assistance Center (AFAC) and Giant Foods to take action against hunger by challenging the community to “stuff” STAR (Specialized Transit for Arlington Residents) vans full of non-perishable food items. The “Stuff the Bus” event donated all the food to AFAC who distributed it to over 2,200 families who rely on AFAC for free supplemental groceries.
- The Ballston Station Multimodal Improvements project is currently under the first phase of construction. The ART / Metro joint project aims to improve traffic safety, transit circulation, access and user comfort of the facilities and public spaces at the Ballston-MU Metrorail Plaza

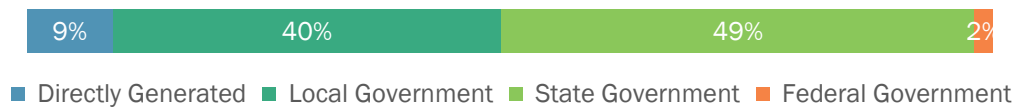
System Characteristics

Vehicle Fleet: 51 Buses, 17 Routes, 1 Maintenance Facility
 Service Type: Fixed Route

Provider data



FY19 Revenue Sources



Source: National Transit Database: FY15-19



Provider Overview

The DC Circulator delivers affordable, comfortable, and efficient bus service that connects people to business, culture and entertainment throughout the District of Columbia. The system consists of six routes that provide over five million trips a year to Washington, DC, and Rosslyn, VA. The local bus service, now the fourth largest bus system in the National Capital Region, is the product of a unique partnership between the District Department of Transportation (DDOT), Washington Metropolitan Area Transit Authority (WMATA) and DC Surface Transit, Inc. (DCST).

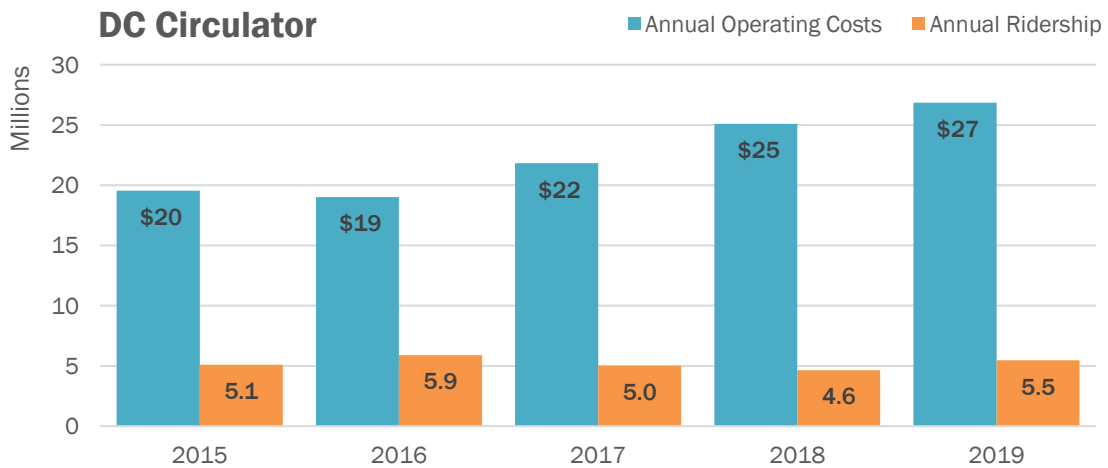
Recent Accomplishments

- Three corridor projects constructed in 2020 (14th St NW, M Street SE, MLK Jr Ave SE) tripled the amount of bus lane-miles in the District.
- A total of eight corridor projects are in progress including 16th St NW (under construction), H & I streets NW (construction scheduled for 2021), and K street (currently in its design phase).
- The Bus Priority Toolbox was completed in late 2020 to help identify bus priority treatments, improve bus service and deliver projects faster. A Bus Priority Plan is currently in progress and anticipated to be completed in 2021.

System Characteristics

Vehicle Fleet: 61 Buses, 6 Routes, 2 Maintenance Facilities
 Service Type: Fixed Route

Provider Data



Source: National Transit Database: FY15-19; see below for Revenue Source information

DC STREETCAR

<https://www.dcstreetcar.com>



Provider Overview

The DC Streetcar is a surface streetcar network in Washington, D.C. Opened in 2016, the Streetcar consists of a single line: a 2.2-mile segment running in mixed traffic along H Street and Benning Road in the city's Northeast quadrant. The route is served by 6 streetcars that provided over 1,000,000 trips in the district in 2019. DC Streetcar operates as a free service with the goals of linking neighborhoods with a modern, convenient, and attractive transportation alternative; providing quality service to attract and reach new transit ridership; offering a broader range of transit options for District residents; reducing short inner-city auto trips, parking demand, traffic congestion and air pollution; and encouraging economic development and affordable housing options along streetcar corridors.

Recent Accomplishments

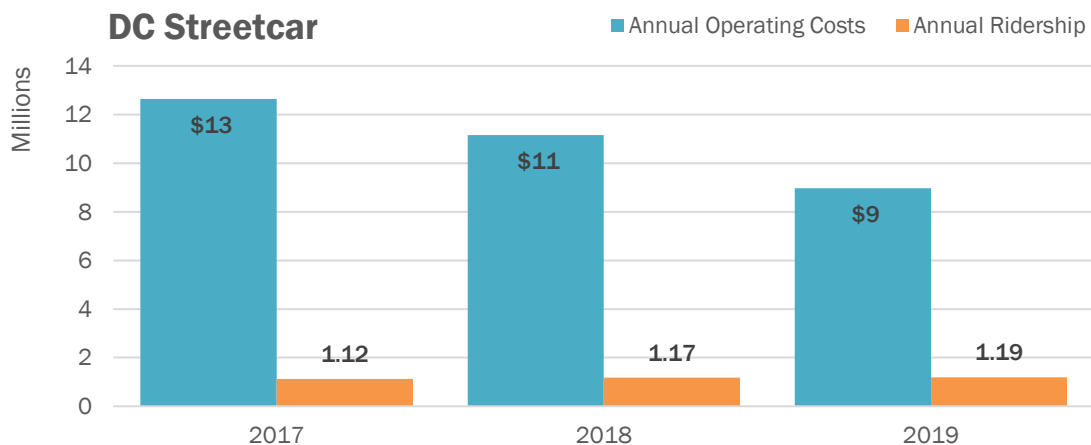
- Planning activities continue for the eastward extension of the streetcar to the Benning Road Metrorail station

System Characteristics

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

Service Type: Fixed Route

Provider Data



FY19 Revenue Sources (For both Circulator & Streetcar)



Source: National Transit Database: FY15-19



Provider Overview

The City of Fairfax City-University Energysaver (CUE) bus system provides regularly scheduled, low-cost transportation services to George Mason University, shopping centers and other locations within the City of Fairfax, as well as the Vienna/Fairfax-GMU Metrorail Station. All CUE buses are fully accessible to persons with disabilities.

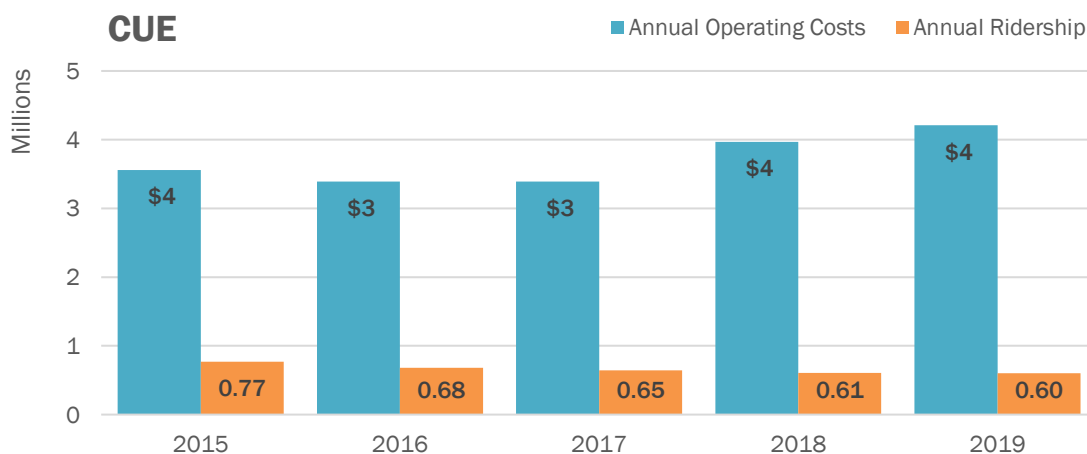
Recent Accomplishments

- Automatic Passenger Counters (APC) were installed on all CUE buses in April 2020.
- The multimodal transportation chapter of *Livable Fairfax* (the city’s comprehensive plan) was completed in summer 2020. Its goals include: identifying priority transit networks on key corridors, enhancing significant transfer locations, implementing recommendations from the Transportation Development plan (TDP), expanding ADA-accessible sidewalks and crosswalks serving bus stops, and achieving / maintaining 90% on-time performance for the CUE system.
- The CUE Access and Technology Improvements study was completed in 2020 to prioritize improvements to the CUE Bus system including amenities (e.g., shelters and signs) while increasing the availability of real-time transit information. Design and construction of improvements are anticipated by 2022.
- CUE’s Bus Stop Improvement Project began its design phase in 2020, and is expected to be completed by FY2023 (the project is funded by the I-66 Commuter Choice program)

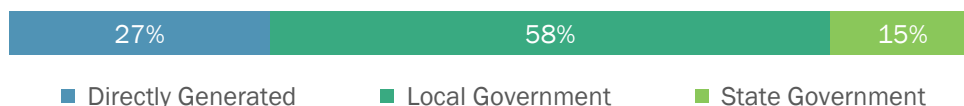
System Characteristics

Vehicle Fleet: 12 Buses, 4 routes, 194 bus stops, 1 Maintenance Facility
 Service Type: Fixed Route

Provider Data



FY19 Revenue Sources



Source: National Transit Database: FY15-19

FAIRFAX CONNECTOR

<https://www.fairfaxcounty.gov/connector>



Provider Overview

Fairfax Connector is the largest local bus system in the Northern Virginia region transporting approximately 30,000 passengers on 91 routes daily. Fairfax Connector aims to provide world class transportation service, promote greater mobility, while improving the safety of its community and enhancing the quality of life for riders.

Recent Accomplishments

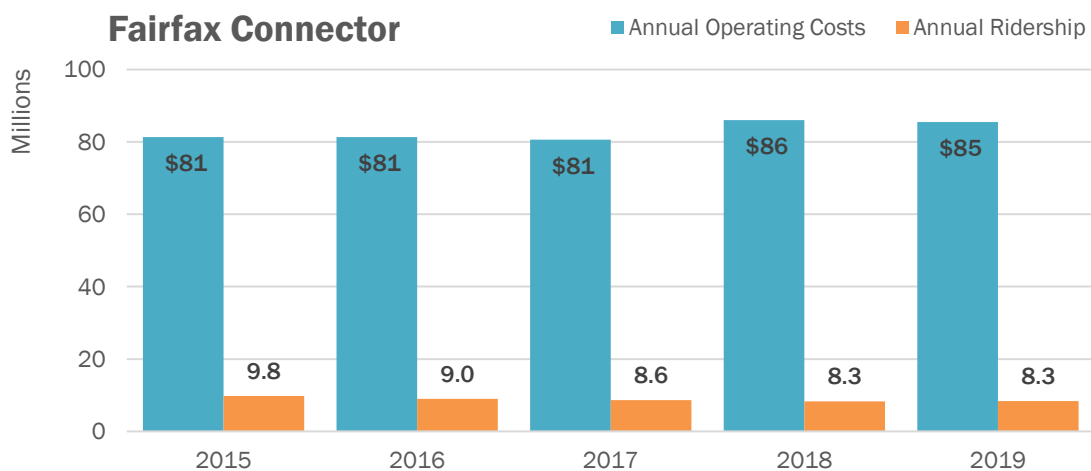
- Two new routes began operation in 2020: Route 396 began service in January & Route 697 in August. Both routes are funded by two-year grants from the I-66 Inside the Beltway Commuter Connections grant program managed by NVTC.
- Design for the Springfield CBD multi-modal facility was completed in 2020. The facility will include space for slug lines, a multi-use space for the public and bus lane; construction is expected in 2021.
- Design is in progress for the Monument Drive multi-modal facility. Funded by the I-66 Outside the Beltway Project, the project will include space for slug lines, bicycle facilities, and an 8-bay bus loop.
- The Gambrill Road Park-and-Ride / Backlick North Park-and-Ride secure bicycle parking projects are both currently in design review. Funding is via the I-95/I-395 Commuter Connections grant program.
- Planning for the operational takeover of 5 Metrobus routes (3A, 3T, 15K, 29C, 29W) as Connector routes (803, 703, 715, 834, and 835 respectively), and the Springfield Circulator routes (former Metrobus Routes S80, S91) is now complete.

System Characteristics

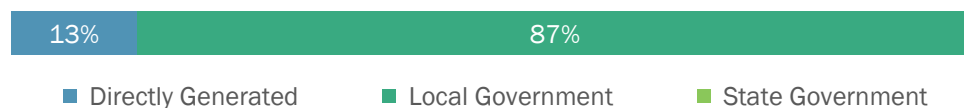
Vehicle Fleet: 308 Buses, 91 Routes, 3 Maintenance Facilities

Service Type: Fixed Route and Commuter Service

Provider Data



FY19 Revenue Sources



Source: National Transit Database: FY15-19

LOUDOUN COUNTY TRANSIT

<https://www.loudoun.gov/bus>



Provider Overview

Loudoun County offers four distinct transit services: Local Fixed Route, Paratransit, Metro Connection and Commuter Bus. The Local Fixed Routes provides all day transit service from Purcellville through Leesburg and eastern Loudoun County. Paratransit services are ADA-accessible, and also provide curb to curb bus service for eligible riders within 3/4 of a mile of local fixed routes. Metro Connection provides rush hour bus service between fifteen Loudoun County Park and Ride Lots and Metrorail Stations. The commuter bus services operate during the AM and PM peak periods providing transportation from Loudoun Park and Ride lots to Rosslyn, Crystal City, the Pentagon, and D.C.

Recent Accomplishments

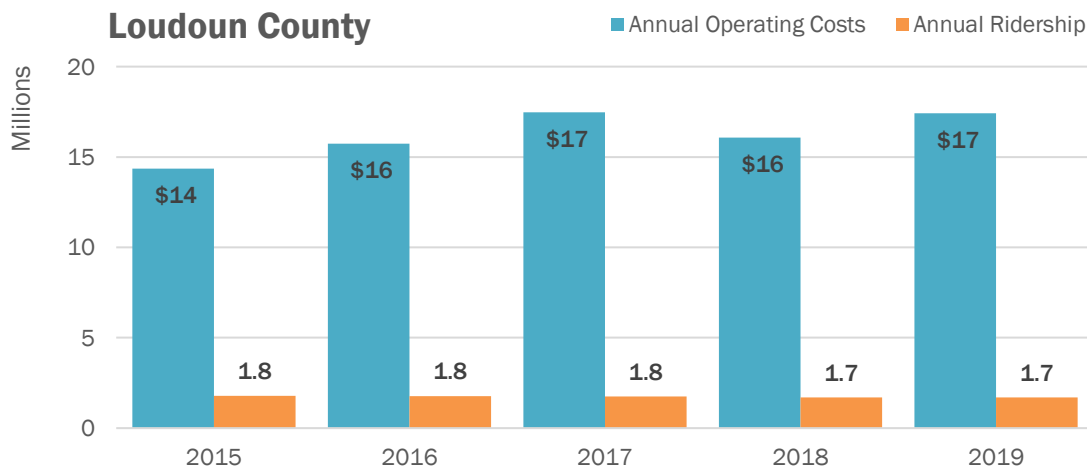
- Throughout 2020, local fixed-route bus stop improvements were in their design phase as they plan to be implemented in a phased approach based on ease of implementation, permitting requirements, need for ROW acquisition and bus ridership.
- Design Phase is underway for the Western Loudoun Park and Ride Project and scheduled for completion in late 2022. The project will provide a minimum of 250 surface parking spaces adjacent to the proposed Fields Farm Park in Purcellville.
- The Metro Station Area Pedestrian Improvements project along the Loudoun Gateway is currently underway and to provide sidewalks, shared-use trails, crosswalks or intersection improvements to improve pedestrian access. The project is being administered by VDOT.

System Characteristics

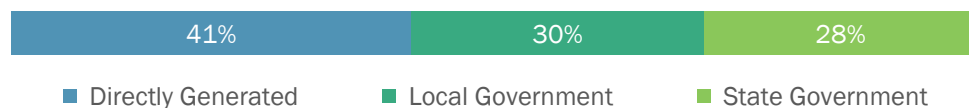
Vehicle Fleet: 30 local buses, 77 commuter buses, 1 Maintenance Facility.

Service Type: Fixed Route, Commuter, and Paratransit Service

Provider Data



FY19 Revenue Sources



Source: National Transit Database: FY15-19



Provider Overview

TransIT Services of Frederick County is an award-winning public transit organization providing access to jobs, shopping, medical services, and educational institutions, while reducing auto emissions, traffic congestion, and improving the quality of life for residents of Frederick County. Connector buses operate in the City of Frederick and the urbanized areas of Frederick County. Six routes can deviate within ¾ mile of the route to assist passengers who are unable to board the bus at a regular stop. Five commuter and two Meet-the-MARC shuttles operate on weekdays to serve outlying communities.

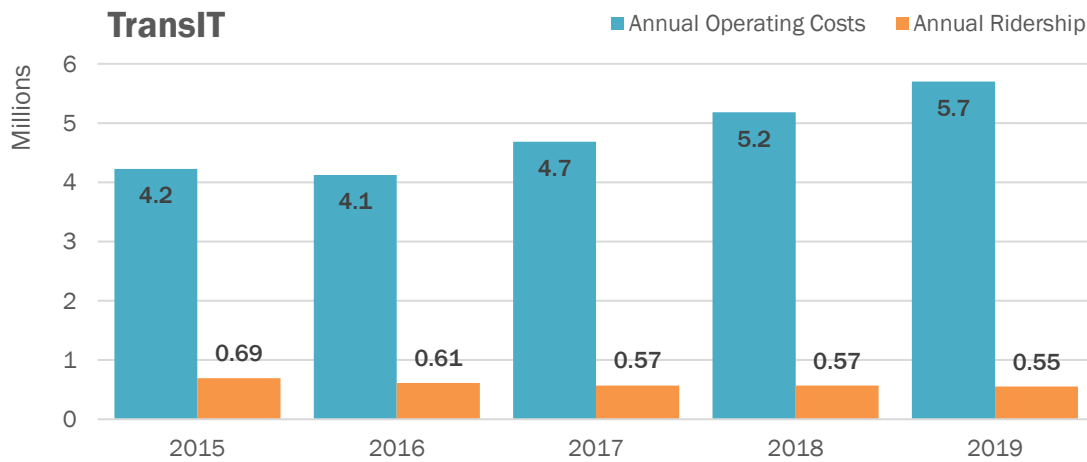
Recent Accomplishments

- Three new electric buses entered service in 2020 and are powered by county-owned solar arrays.
- The new mobile ticketing app *Token Transit* was implemented in 2019 with new features introduced like fare capping, and upcoming 2.0 upgrades which will include google maps integration.
- Two new taxi service providers added to the *Taxi Access Program* to enhance service.

System Characteristics

Vehicle Fleet: 28 Buses, 20 Cutaways, 1 Maintenance Facility
 Service Type: Fixed Route

Provider Data



FY19 Revenue Sources



■ Directly Generated ■ Local Government ■ State Government ■ Federal Government

Source: National Transit Database: FY15-19

CHARLES COUNTY TRANSIT SERVICES - VANGO



Provider Overview

VanGO provides local bus and demand response paratransit services for over 800,000 trips a year across 16 routes in Charles County and offers connection service to other local counties including Calvert, St. Mary's and Prince George's.

Recent Accomplishments

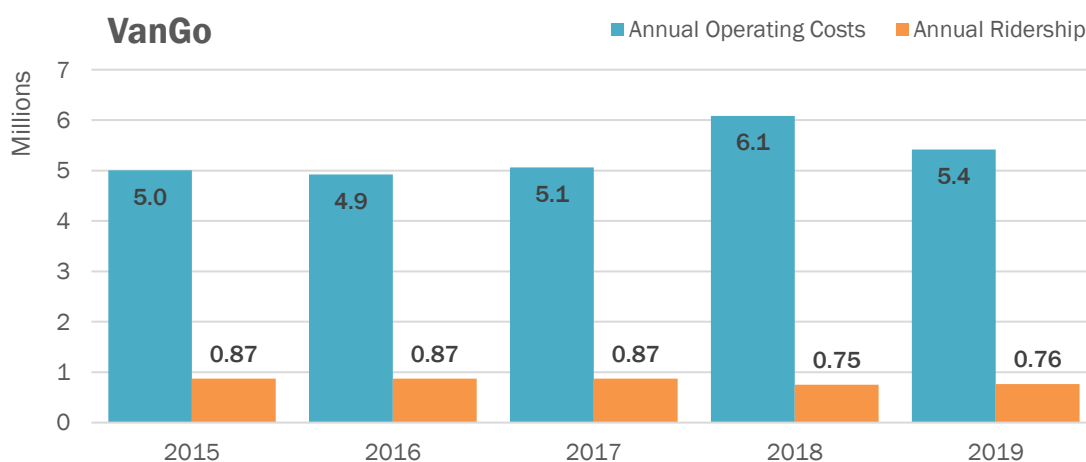
- The new Brandywine route was implemented in 2020, connects Waldord to Brandywine Crossing shopping center and offers connections to TheBus.
- Additional route restructuring was completed in 2020 in Western Charles County which improved transportation options by providing new timed transfers
- New solar powered & lighted bus shelters were installed.
- 5 new medium duty buses procured, began design and engineering for an 18,000 square foot transit operations and maintenance facility.

System Characteristics

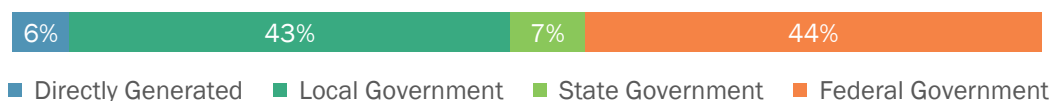
Vehicle Fleet: 24 Connector Buses, 15 Shuttle Buses, 16 routes, 1 Maintenance Facility

Service Type: Fixed Route

Provider Data



FY19 Revenue Sources



Source: National Transit Database: FY15-19

MONTGOMERY COUNTY RIDE ON

<https://www.montgomerycountymd.gov/dot-transit/index.html>



Overview

The Montgomery County Division of Transit Services plans, schedules, and manages the County’s Ride On bus system and its 370 buses, providing over 20 million trips per year. The Ride On system is designed to complement the transit services of other providers in the region. The county also manages *extRA*: a popular limited stop service, *Flex*: the first on-demand service in the region, and *FLASH*: a bus rapid transit-like service, and related transit infrastructure including over 500 bus shelters, 5,000 bus stops, 700 benches and multiple Park & Ride lots.

Recent Accomplishments

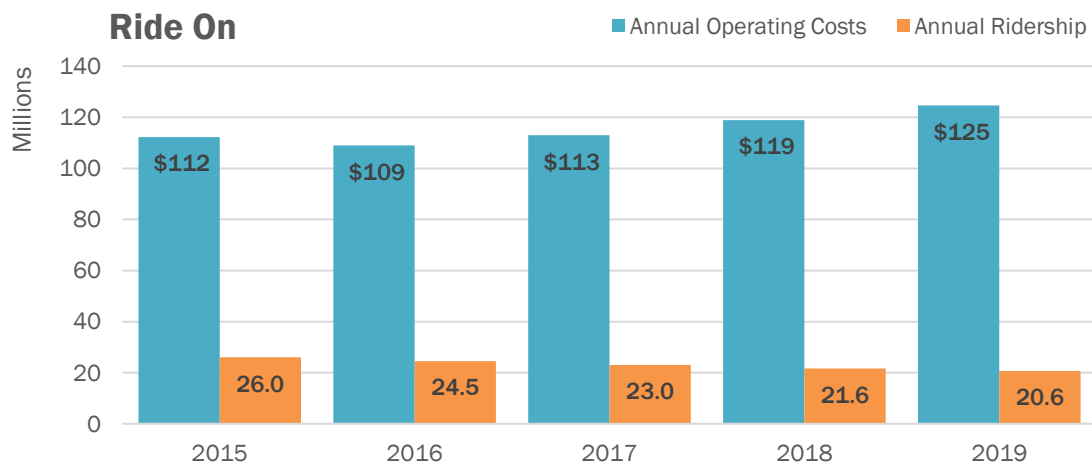
- Ride On expanded their call-n-ride service to allow for the use of taxis for delivery of essential goods from grocery stores, food banks, and restaurants.
- In May 2020, four electric buses were procured. An additional ten are anticipated in FY21
- The new FLASH BRT service was launched in Fall 2020. The service operates between Burtonsville Park & Ride Lot and Silver Spring Transit Center.
- Ride On was awarded grants in 2020 for the expansion of a new travel training program, a crowd sourcing system (ROCSS), and an Accelerating Innovative Mobility Demonstration Grant (AIM).

System Characteristics

Vehicle Fleet: 369 Buses, 85 Routes, 3 Maintenance Facilities

Service Type: Fixed Route

Provider Data



FY19 Revenue Sources



Legend: ■ Directly Generated ■ Local Government ■ State Government ■ Federal Government

Source: National Transit Database: FY15-19

PRINCE GEORGE'S COUNTY THE BUS

<https://www.princegeorgescountymd.gov/1120/Countys-TheBus>



Overview

Prince George's County's operates *The Bus*, a fixed route bus system for the county with over 100 vehicles and 28 routes that serve over 2.5 million trips per year. In addition to the 28 routes, *The Bus* offers "Call-A-Bus" (curb-to-curb service) and "Call-A-Cab" (discounts cab service when public transit is unavailable) for seniors and persons with disabilities through a small network of scheduled routes and participating cab companies. The services are overseen by the Department of Public Works and Transportation (DPW&T) leadership team in the Office of Transportation.

Recent Accomplishments

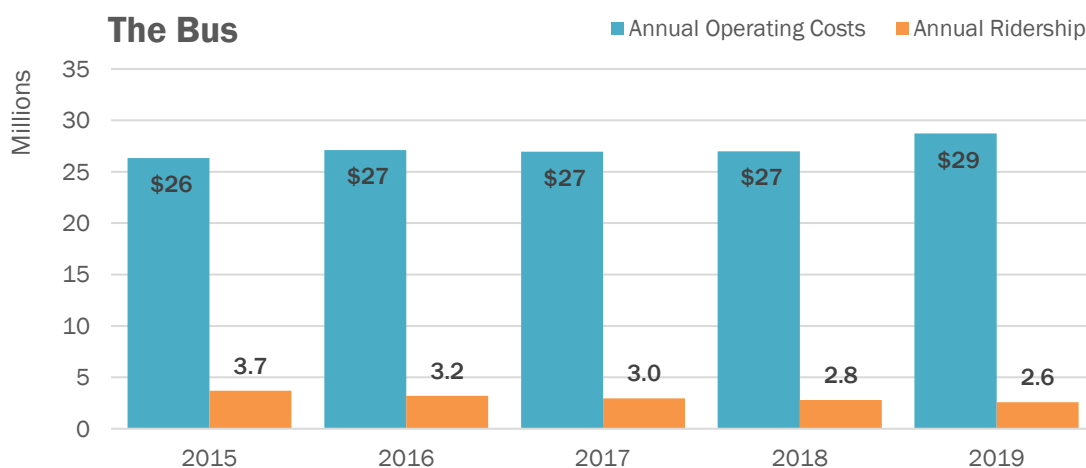
- In Spring 2020, planning staff completed a refresh of TheBus website, including new shapefiles.
- In November 2020, The Bus implemented Saturday service across thirteen routes and *PGC Link*, an on-demand micro-transit pilot for the Oxon Hill & Fort Washington Communities.
- In 2020, service frequencies were improved on major routes from sixty minutes to thirty.
- ADA access improvements were completed on over twenty bus stops via phase II of the Bus Stop Improvement Program (BSIP). Improvements included bus stop / bus shelter standing pad installations, sidewalk, curb, & gutter repairs and curb cut & bump tile installations.

System Characteristics

Vehicle Fleet: 93 Buses, 28 Routes, 1 Maintenance Facility

Service Type: Fixed Route

Provider Data



FY19 Revenue Sources



Source: National Transit Database: FY15-19

Overview

OmniRide is PRTC's commuter and local bus service. OmniRide offers safe, reliable, and flexible weekday service throughout Prince William County and along the I-95 and I-66 corridors to destinations including the Mark Center, Pentagon, Crystal City, Rosslyn/Ballston, Tysons Corner, downtown Washington, D.C., and the Washington Navy Yard. In addition to morning and evening commuter service, midday service is available on most routes. OmniRide provided close to 2.5 million trips in FY19 across its commuter and local bus routes and encouraged over 1.5 million vanpool trips with help from Transportation Demand Management strategies.

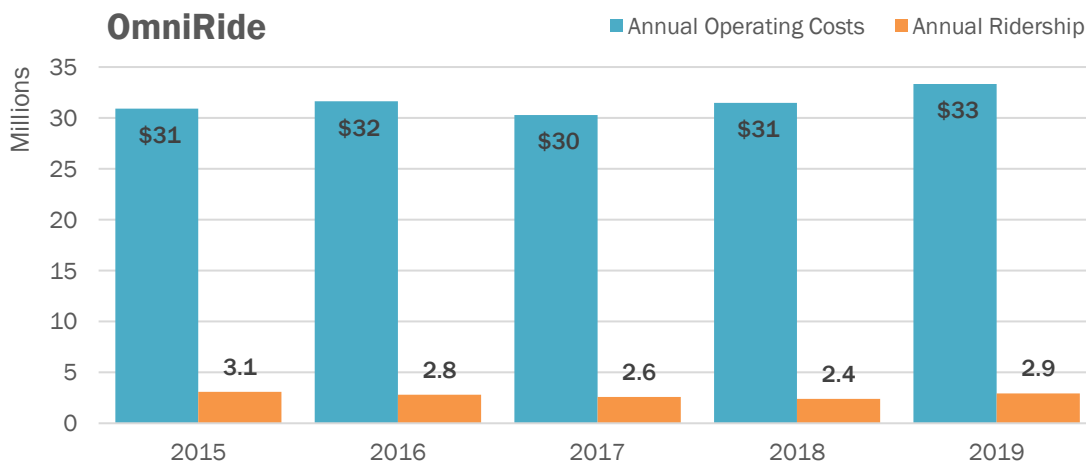
Recent Accomplishments

- The OmniRide Western Maintenance Facility was completed in 2020. The maintenance facility will also include a bus storage yard and administrative offices to support operations starting in 2021.
- The Design-Build contract for the Neabsco/Potomac Commuter Garages project was awarded.
- Eight million dollars in NVTA Regional Revenue was awarded in 2020 to connect the commuter lots along Routes 1 and 123 via the Annapolis Way Extension project.
- The intersection improvements and 635 feet of linear sidewalk were completed for the Gemini Way Project, which aims to improve access to the transit options at the Dale City Commuter Lot.

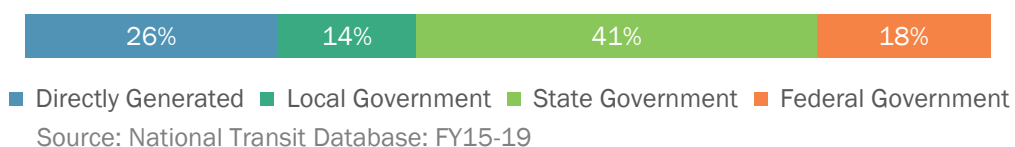
System Characteristics

Vehicle Fleet: 135 Commuter Buses, 49 Buses, 26 Routes, 2 Maintenance Facilities
Service Type: Commuter Service, Local Service in Prince William County

Provider Data



FY19 Revenue Sources



VIRGINIA RAILWAY EXPRESS

<https://www.vre.org>



Overview

The Virginia Railway Express (VRE) is a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission to provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., along the I-66 and I-95 corridors

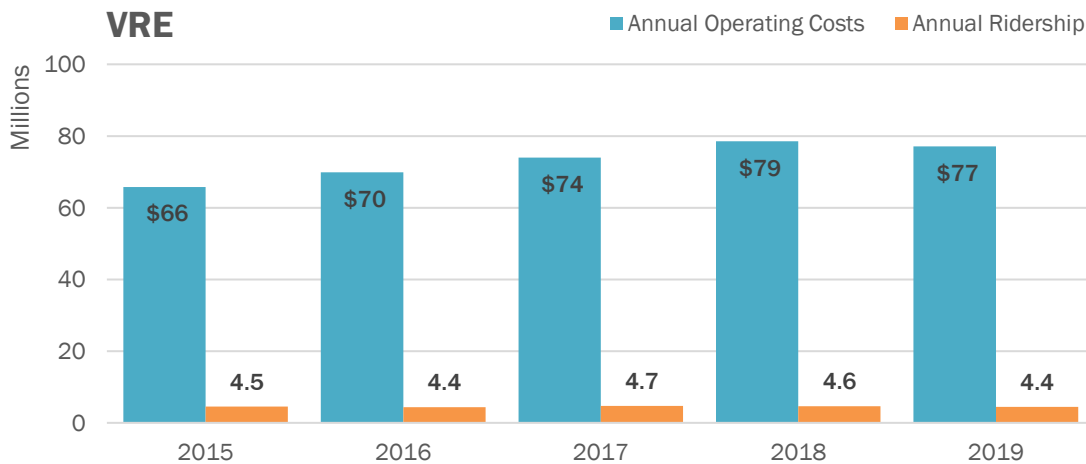
Recent Accomplishments

- In 2020, the advanced design phases began for the following VRE projects: Broad Run Expansion, Franconia-Springfield Station Improvements, Rolling Road Station Improvements.
- Construction was underway at: Crossroads Yard, Spotsylvania County, VA, and the Life Cycle Overhaul and Upgrade Facility (LOU).
- The Fleet Management and Transit Development (TDP) were also recently updated.
- The Crystal City Station Improvements Project, which is underway, is scheduled to complete Preliminary Engineering (PE) and NEPA environmental review phase by Spring 2021.

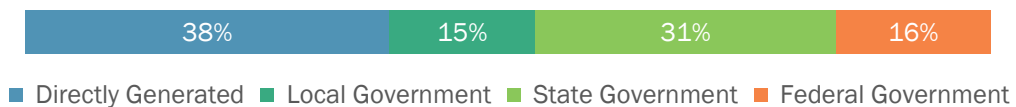
System Characteristics

Vehicle Fleet: 19 Stations, 20 Locomotives, 100 Passenger Cars, 2 Maintenance Facilities
Service Type: Commuter Rail

Provider data



FY19 Revenue Sources



Source: National Transit Database: FY15-19

PART III - OTHER PUBLIC TRANSIT SERVICES - OVERVIEW

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROACCESS

Overview

MetroAccess is a shared ride, door-to-door transportation service for people with disabilities who are unable to use fixed-route public transit. MetroAccess is the fifth largest paratransit service in the country, transporting approximately 2.2 million passengers annually. Service is provided to locations in Fairfax, Arlington, Prince George's, and Montgomery counties; the District; and the cities of Fairfax, Falls Church, and Alexandria that are located within $\frac{3}{4}$ mile of a Metrobus or Metrorail line.

The Abilities-Ride program offers MetroAccess customers a new, more flexible option for travel within Maryland. Metro has partnered with Regency Taxi and Silver Cab to provide on-demand discounted taxi services.

Recent Accomplishments

During 2020 as ridership decreased on MetroAccess and vehicles were underutilized, Metro partnered with local hospitals and used the surplus MetroAccess vehicles to initiate a shuttle service that transports medical professionals to their places of work.

In concurrence with the WMATA IG MetroAccess Report, WMATA has committed to continuing to monitor trip length performance to comply with ADA allowable fixed route equivalent (FRE) time and identify potential scheduling / routing issues. Additional commitments include updating MetroAccess' Performance Report to reflect On-Time Pick-up and including FRE compliance and continuing to provide regular updates to the accessibility advisory committee and members of the disability community at-large of updates to MetroAccess service improvements.

FASTRAN

Overview

Fastran is a specialized transportation service for residents of Fairfax County and the Cities of Fairfax and Falls Church that offers lift-equipped, door-to-door service for people whose disability or special need prevents them from using public transportation to get to county-sponsored programs and services. All Fastran riders must be certified by a sponsoring Human Services agency:

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

DOT

DOT is the City of Alexandria’s paratransit service for residents and visitors who cannot use fixed-route bus or rail services due to their disability. DOT provides service throughout the City of Alexandria as well as the City of Falls Church, Arlington and Fairfax Counties and the City of Fairfax. Over 65,000 trips were provided by taxi or wheelchair accessible vans in 2019.

STAR

Specialized Transit for Arlington Residents (STAR) is the paratransit component of Arlington Transit (ART) and provides shared ride paratransit service for Arlington residents who have difficulties using public fixed route transit service either due to age or disability.

Recent Accomplishments

In September 2020 as a part of Hunger Action Month, ART partnered with the Arlington Food Assistance Center (AFAC) and Giant Foods to take action against hunger by challenging the community to “stuff” STAR (Specialized Transit for Arlington Residents) vans full of non-perishable food items. The “Stuff the Bus” event donated all the food to AFAC who distributed it to over 2,200 families who rely on AFAC for free supplemental groceries.

PRINCE GEORGE’S COUNTY CALL-A-BUS

Call-A-Bus is the paratransit service provided by Prince George’s County, providing demand response, curb-to-curb bus service throughout the County available to all residents who are not served by, or cannot use, existing bus or rail services. However, priority is given to seniors and persons with disabilities. Persons with disabilities must provide their own escort, if needed. Service animals are allowed for the visually impaired. Reservations can be made up to 7 days in advance. In addition to the County’s Call-a-Bus service, 17 local municipalities also provide their own Call-a-Bus service. Call-A-Bus has 40 vehicles making over 75,000 trips annually.

MARYLAND DEPARTMENT OF TRANSPORTATION AND TRANSIT ADMINISTRATION (MDOT MTA)

Overview

The Maryland Transit Administration (MTA) is a division of the Maryland Department of Transportation (MDOT) and one of the largest multi-modal transit systems in the United States. MDOT MTA operates Local Buses (CityLink and LocalLink), Commuter Buses, and multiple rail services including: Light (RailLink), Heavy (SubwayLink), and commuter rail (Maryland Area Regional Commuter (MARC), and a comprehensive Paratransit system (MobilityLink). MDOT MTA also manages the Taxi Access system and directs funding and statewide assistance to Locally Operated Transit Systems (LOTS) in each of Maryland’s 23 counties, Baltimore City, Annapolis, and Ocean City. MDOT MTA’s commuter bus (MARC) and rail services operate in portions of the NCR.

Ongoing Projects

MDOT and MTA continue to manage construction of the Purple Line Light rail project which will extend from Bethesda in Montgomery County to New Carrollton in Prince George’s County. Key contracts and hundreds of subcontracts have been assumed, while the selection of a new design-build contractor is still underway. This work is in addition to ongoing MTA projects, including:

- The Polk Street Maintenance Facility,
- Ken-Gar wetlands restoration,
- Paint Branch stream restoration, and
- Washington Suburban Sanitary Commission’s 66” waterline relocation design.

MDOT MTA COMMUTER BUS

MDOT MTA Commuter Bus Service is a vital link that connects thousands of Maryland’s suburban residents with jobs in Baltimore and Washington D.C. Commuter Bus is managed by

private contractors with oversight from MDOT MTA and operates weekdays during morning and evening rush hours and with select mid-day trips. MDOT MTA Commuter bus provides service on 36 routes, accounting for over 3.6 million passenger trips in 2019.

MARYLAND AREA REGIONAL COMMUTER (MARC) RAIL

The MARC rail system, serves Baltimore, Washington, D.C., and surrounding areas, as well as Martinsburg, WV with an average of 35,000 weekday trips. MARC Train operates 149 trains on a typical weekday across three routes including the Brunswick Line, Camden Line, and Penn Line. All routes originate and terminate at Washington Union Station. In 2019, MARC Trains provided over 9 million passenger trips.

Recent Accomplishments

The MARC II Railcar Overhaul continues, the first batch of overhauled railcars entered service in the second half of 2020. The \$54m capital investment to replace 53 passenger coaches is expected to be completed by 2022.

VIRGINIA REGIONAL TRANSIT (VRT)

Overview

Virginia Regional Transit operates, manages, and plans fixed-route, demand-response, and commuter transportation serves across fifteen different jurisdictions primarily outside the Metropolitan Washington Region, but includes: Loudoun, Fauquier, Culpeper, Orange, Clarke, Warrenton, Augusta, and Charlottesville. The organization delivers efficient, cost effective and quality services for riders so they can move about their communities and live their lives fully.

Recent Accomplishments

The new Foothills Express Route runs three days a week from Culpeper to Madison to Charlottesville and back.

REGIONAL TRANSPORTATION AGENCY OF CENTRAL MARYLAND (RTA)

Overview

The RTA of Central Maryland is an organization made up of multiple jurisdictions to establish a more effective and efficient public transportation system across Central Maryland. The RTA's operational area primarily lies outside of the TPB area but includes Anne Arundel County, Howard County, Northern Prince George's County and the City of Laurel. The RTA has combined the management and administrative functions of all jurisdictions to reduce operating expenses and provide a better customer service experience for riders. The Central Maryland Transportation & Mobility Commission (CMTMC) provides oversight to the organization and is made of two representatives from each jurisdiction. There are 15 routes, 44 buses, and 24 paratransit vans all providing service to 1.8 million riders annually.

Recent Accomplishments

Mobile ticketing is now available for RTA riders via the Transit app. Customers can plan, track, and pay for a complete RTA journey all from the same app.

RTA has introduced free transfers and fare capping across its system to improve equity and access for riders. One-way \$2 fares purchased on Transit are valid for 90 minutes.

PART IV - REGIONAL PUBLIC TRANSPORTATION ORGANIZATIONS

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

Overview

NVTC advances a robust and reliable public transit network to support communities in Northern Virginia. As the voice of transit in Northern Virginia, NVTC brings the region together to plan, coordinate, and secure funding for transit systems that are financially sustainable and high performing. The agency serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia's economy and quality of life. NVTC's efforts include:

- Serving as a regional hub for coordination of transit services
- Funding and providing oversight for metro and appointing board members
- Providing expertise on transit systems, ridership and advanced fare collection
- Jointly owning Virginia Railway Express
- Providing leadership on legislative and policy issues
- Managing state and regional funding for six bus systems
- Administering the Commuter Choice program
- Providing Northern Virginia focused transit research and technical expertise

Recent Accomplishments

Metro Policy & Governance

In November 2020, NVTC authored a new *Report on Virginia's 3% Cap on the Growth in Operating Assistance Payments to the Washington Metropolitan Area Transit Authority (WMATA)*. The report examined Virginia's operating subsidy payments to Metro to identify and differentiate the true drivers of past and present operating subsidy increases from assumed cost drivers. The report concluded that the existing cap so far appears

to be a useful tool to manage the growth in Virginia's operating assistance payments to Metro.

In December, NVTC delivered the third annual *Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA)* to the Virginia General Assembly. Throughout 2020, NVTC continued to press Metro to encourage riders to return to the system, align service to demand and work closely with our Northern Virginia transit operators to improve the efficiency of the bus transit network.

Commuter Choice

NVTC's innovative Commuter Choice program reinvests toll revenues from I-66 Inside the Beltway and the 95 and 395 Express Lanes in Northern Virginia into transportation projects that move more people and foster effective multimodal improvements in these corridors. NVTC awarded a total of \$19.6 million to 12 projects in FY2020 for its third round of funding. The fourth round was set to begin in November of 2019, but project evaluations were paused as the global pandemic emerged and I-66 inside the Beltway toll revenues decreased. Selected projects were sent to the commission in October 2020 and the Commonwealth Transportation Board (CTB) in December. Funding for round four (FY2021) will support \$4 million in projects and prioritize lower-cost capital projects and projects that provide a continuity of service

Transit Technology

2020 saw a major update to the Northern Virginia Regional Fare Collection Strategic Plan. The update, developed by NVTC and Northern Virginia transit agencies, documents the vision for an enhanced regionally integrated fare collection system and identifies NVTC's role in supporting and coordinating implementation of fare collection initiatives in the region.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

Overview

The Virginia General Assembly created the Northern Virginia Transportation Authority (NVTA) in 2002 with a mandate to prepare a long-range transportation plan (TransAction) for Northern Virginia and to fund transportation capital improvement projects using a sustainable revenue stream (sales tax) established in 2013 (HB 2313). NVTA directly programs 70 percent of the revenues. The remaining 30 percent of the revenues are distributed to NVTA's nine-member jurisdictions who allocate these revenues to transportation projects of their choosing, including public transportation projects, in accord with HB 2313.

NVTA's efforts include:

- Update of TransAction, a fiscally and geographically unconstrained plan which currently includes 352 regional projects with an estimated capital cost of more than \$40 billion. TransAction is updated on a five-year cycle; it was last adopted in October 2017 the next plan update is expected to be adopted in December 2022.
- Programming its regional (70 percent) revenues through updates to NVTA's Six-Year Program (SYP), using a project selection process comprised of qualitative / quantitative components, and public comments. The SYP is updated on a two-year cycle, the next update is expected to be adopted in July 2022.

In addition, NVTA recommends to the Commonwealth Transportation Board (CTB) for allocation of federal CMAQ and RSTP revenues in Northern Virginia. NVTA continues to work with the Commonwealth of Virginia as a co-sponsor of the Regional Multimodal Mobility Program (RM3P). RM3P uses information and communications technologies to address Northern Virginia's mobility needs.

Recent Accomplishments

FY2020-2025 Six-Year Program

In July 2020, the Authority approved \$539 million for 21 multimodal transportation projects across the region out of \$1.44 billion requested for 41 projects. These investments continued NVTA's commitment to Bus Rapid Transit solutions, rail and transit solutions in the most congested corridors, increased focus on street grid networks, and active transportation solutions such as bike/pedestrian facilities. These investments, together with previous investments, make the total investment approximately \$1 billion in transit/access to transit projects, including:

- Two new Metrorail stations (Potomac Yard and Innovation),
- Multiple VRE station enhancements, including commuter parking,
- Franconia-Springfield rail bypass,
- Five bus rapid transit lines (Richmond Highway, Duke Street, West End, Metroway extension, Route 7),
- Acquisition of 28 capacity expansion buses,
- Four transit maintenance/storage facilities (ART, Fairfax Connector, DASH, PRTC),
- Two park and ride facilities (Loudoun, Vienna),
- Transit signal priority projects, and
- Numerous other public transportation access improvement projects.

CMAQ/RSTP Allocations

In 2020, NVTA recommended and CTB approved more than \$40 million in CMAQ and RSTP funds for public transportation, TDM, and access improvement projects. These projects included assistance to Commuter Connections, Metropolitan Area Transportation Operations Coordination (MATOC), local commuter services programs, bikeshare, Metrobus and PRTC bus replacements, Metrorail access improvements, Richmond Highway BRT, traffic signal priority and signal optimization, trails, and traffic calming projects.

MARYLAND TRANSIT ADMINISTRATION (MTA)

Recent Accomplishments

Statewide Transit Plan (STP)

MDOT MTA began developing the STP in Summer 2020 with inputs from all levels of government, public and private providers, businesses, NGOs and the public. The 50 year vision for coordinated transit across the state will help define public transportation goals and strategies with a vision towards increasingly coordinated, equitable and innovative mobility.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant

In FY20 MDOT MTA successfully applied for and won \$3.1M in Federal Railroad Administration discretionary grant funding through their (CRISI) program. This funding will be used to replace an antiquated switch at the MARC Martin's Yard Layover and Storage facility. The replacement will improve reliability and performance, reduce switch-related failures, and facilitate increased activity of train movements in and out of the yard due to the Yard's planned expansion. The total project cost is estimated at \$6.2 M and is anticipated to be completed by 2024.

Federal-State Partnership for SOGR Grant

MDOT MTA also successfully applied for and won \$9.4M in FY20 via the Federal Railroad Administration's discretionary grant funding through their Federal-State Partnership for State of Good Repair program. This funding will be used to expand the existing Martin's Yard storage and layover facility. When complete, the facilities train storage and layover capacity will be doubled. This project accommodates the displacement of MARC train sets to facilitate needed improvements to Baltimore Penn Station. The total cost is estimated at \$13 M and is anticipated to be completed by 2024.

WASHINGTON SUBURBAN TRANSPORTATION COMMISSION (WSTC)

Overview

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

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

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

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)

Overview

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

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

Recent Accomplishments

DRPT assisted in distributing approximately \$99M in Coronavirus Aid, Relief, and Economic Security (CARES) act funding throughout 2020.

The Transforming Rail in Virginia Initiative kicked off in 2020 and includes a \$3.7B deal between the state of Virginia and CSX for right of way (ROW) and track acquisition and will also include approximately \$944M from Amtrak over ten years for the project. In addition to ROW / track acquisition, significant infrastructure upgrades and additional service include: near hourly service from Washington-Richmond, increased service to Norfolk, a new service route to Newport News and a 75% increase in VRE service along the Fredericksburg line.

Lastly, the I-495 American Legion Bridge (ALB) Transit/Transportation Demand Management (TDM) study began in July of 2020 and was conducted jointly by the Virginia Department of Rail and Public Transportation (DRPT) and Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) to identify a range of current and potential multimodal solutions that could be implemented to reduce congestion, improve trip reliability and regional connections, and enhance existing and planned multimodal mobility and connectivity. The final study recommended potential mobility options for travel across the American Legion Bridge, focusing on the segment of I-495 between I-95 (Maryland) and I-395/95 (Virginia) and was completed in March 2021. A copy of the study document can be found at:

http://drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf

PART V - PUBLIC TRANSPORTATION ACCOMPLISHMENTS

MAJOR STUDIES COMPLETED AND LIST OF STUDIES IN PROGRESS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Blue/Orange/Silver Line Corridor Capacity and Reliability Study

Metro continues to advance the Blue/Orange/Silver Line Corridor Capacity and Reliability Study: An alternatives analysis of potential options for expanding capacity, improving reliability, increasing operational flexibility and supporting the long-term sustainability and access to economic opportunity within the rail corridor shared by the Blue, Orange, and Silver Metrorail lines. Four Metrorail alternatives, a Lower Capital Cost alternative and No-Build Scenario are being evaluated as part of the project's Cost-Benefit Analysis. A preferred alternative will be selected based on the comparative analysis of alternatives, public and stakeholder input.

CITY OF ALEXANDRIA / DASH Alexandria Transit Vision Plan

The Transit Vision Plan was adopted in December 2019 and includes redesigned bus networks (New DASH Network) for 2022 & 2030. New bus service as proposed in the plan will begin in Fall 2021. The implementation of route redesign listed in the 2022 ATV Network is outlined in the FY22 DASH Transit Development Plan (TDP), which informs the annual DASH budget request to City Council.

Alexandria Mobility Plan (AMP)

The draft plan was released in early 2021. The final plan is anticipated to be adopted by Council in fall 2021. This plan includes a transit chapter that incorporates the Alexandria Transit Vision Plan and the three priority transitway corridors first identified in the City's 2008 Transportation Master Plan

DASH Zero Emission Fleet Feasibility Review

DASH and the City of Alexandria partnered with The Center for Transportation and the Environment (CTE) to perform a zero-emission bus fleet feasibility and planning study. CTE provided a feasibility recommendation for deploying zero-emission bus technology into DASH service. The study evaluated economic cost, risks, and performance expectations of the DASH fleet to provide insight on responsibly and sustainably transitioning to an all zero-emission fleet.

Zero Emission Implementation Plan

DASH has completed the first phase of the plan in early 2021, which provides a road map for facility improvements needed to support a 100% ZEB fleet. The second phase is expected by early 2022. DASH is aiming to transition its entire fleet to 100% electric by 2037.”

Alexandria Low-Income Fare Pass Assessment

The study reviewed the feasibility and mechanics of fare programs to benefit low income riders on the DASH and / or WMATA bus system. Scenarios included free fares for all (with an estimated +23.2% in ridership), free fares for low income passengers (+5.7%), and subsidized fares for low income passengers (+3.4%). The study was funded by MWCOG's TLC Grant program and completed in Spring of 2021.

FY22-27 Transit Development Plan (TDP)

The latest iteration of the TDP was adopted by the ATC Board of Directors in May 2020 and includes the launch of the New DASH Network in September 2021, which will mark the first implementation phase of the Alexandria Transit Vision Plan.

DDOT / DC CIRCULATOR & STREETCAR

Bus Priority Toolbox

The DDOT Bus Priority Program is working to streamline delivery of projects that improve bus service in the District, with a goal of faster delivery timelines and improved coordination. To support those efforts, DDOT developed a Toolbox of potential bus priority treatments that can be consistently applied to future efforts to improve the speed and reliability of bus service or create safer interactions with other modes.

Bus Priority Plan

The Bus Priority Plan will outline the development of DDOT's bus priority network, a corridor analysis, and project prioritization. Internal technical work took place in 2020. A draft plan document is anticipated for public comment in 2021.

CITY OF FAIRFAX / CUE Draft Bus Stop Design Guidelines & Feasibility Study

Developed and completed in 2020 the bus stop design guidelines and feasibility study aim to improve access and amenities to several bus stops across the City of Fairfax.

Grant Awards

A grant from the I-66 Commuter Choice Program funded the CUE Access and Technology Improvement Project which includes this study and implementation of the study recommendations for the Bus Stop Improvement Project.

FAIRFAX COUNTY / CONNECTOR Route Optimization Studies

Route optimization studies for the *Franconia and Herndon-Reston areas* of Fairfax County was completed in 2020 with Board of Supervisors approval of service change recommendation to support the opening of the Silver Line Phase II extension anticipated in

January of 2022. Completion of the Franconia area study occurred in late 2020.

The Huntington area study is being performed as part of the feeder bus planning for the Richmond Highway BRT project.

Centreville – Chantilly - Vienna – Tysons Route Optimization Study began in FY 2020 with completion anticipated in late FY 2022.

Service recommendations from the various route optimization studies that cannot be implemented immediately due to funding constraints will be incorporated into the County's next Transit Strategic Plan (TSP).

Transit Strategic Plan (TSP) Update

The County began updating the TSP in 2020 and will incorporate the recommendations of the previously referenced Route Optimization Studies into the plan's fiscally constrained operating and capital program and include a Title VI analysis of their recommended service plan. The TSP update is scheduled to be completed in 2023.

Alternative Transit Study

Completed in 2020, the study was first recommended in the County's 2016 TDP update. It evaluated various ways of addressing first-mile/last-mile needs in areas of the County where traditional fixed-route fixed-schedule service may not be appropriate or feasible. Follow on efforts include development and implementation of an alternative transit pilot in 2022/2023 depending on available funding.

Triennial Title VI Program Update

Connector completed their triennial Title VI Program update in 2020. Since then, they have requested and received program approval from the Board of Supervisors and submitted the update to the FTA.

FREDERICK COUNTY / TRANSIT TDP Update

Is currently underway and plans to include new service concepts like micro transit, collect and analyze results from active community and rider surveys and finalize existing technical memorandums for inclusion in the draft plan.

Bus Shelter and Shelter Advertising Program
Work continues, an additional ten bus shelters are planned to be installed at locations with high ridership in Frederick County.

CHARLES COUNTY / VANGO Transit Operations & Maintenance Facility

Subdivision and subsurface exploration completed in 2020 for the 18,000 square foot operations and maintenance facility. Design and engineering have begun, and groundbreaking is anticipated for spring 2022.

MONTGOMERY COUNTY / RIDE ON Future Goals / Projects For 2022

Building Bus Rapid Transit; Reimagining Transit - Bus Network Redesign; Additional procurements of electric buses and additional climate change initiatives.

PRINCE GEORGE'S COUNTY / THEBUS

Bus Rapid Transit (BRT) Study

The BRT study is currently underway and will assess County road infrastructure and capacity to determine the optimal roadways and route paths for future service.

TLC Grant to study Microtransit

The microtransit study will evaluate what areas of the County could benefit most from microtransit by identifying community assets (i.e., store, libraries, etc.) and how they can connect to riders or areas of demand.

PRINCE WILLIAM COUNTY / PRTC STARS I-95 at Route 123 Study

The I-95 at Route 123 study is being conducted through VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program and takes a holistic approach to addressing operations on the Route 123 corridor at Interstate 95 in Prince William County. Two separate STARS studies began in 2020 which are in the process of being consolidated under one effort.

The Route 1/123 Study is evaluating concepts for an interchange or innovative intersection improvements at US Route 1 and Route 123. This intersection is in the North Woodbridge Regional Activity Center and the project would enhance access to the Woodbridge VRE Station. A BUILD grant application was submitted in 2020 for the Route 1/123 improvements but was unsuccessful.

The I-95 at Route 123 study is evaluating improvements at the I-95 Route 123 access ramps and the adjacent intersection of Route 123 with Old Bridge Road. The proposed improvements at I-95 enhances access to the Route 123 Commuter Lot and 95 HOT lanes. The improvements at Old Bridge Road enhances access to the Old Bridge Commuter Lot.

Dale City Peak Hour Express Bus and HOVA Lanes TLC Study

In 2020, Prince William County received a TPB Transportation-Land Use Connections grant for a study to determine the feasibility of dedicated express bus/High Occupancy Vehicle (HOV) lanes during peak hours on secondary roads in Eastern Prince William that connect Dale City to transit hubs and Regional Activity Centers along the I-95 corridor. The goal is to make underutilized commuter lots more attractive by improving travel time reliability from the lots to I-95 and transit hubs to promote transit. OmniRide is a partner in this ongoing study which will be completed and available this summer.

I-66 Mobility Education Campaign

Prince William County received FY2020 I-66 Commuter Choice Program funds from NVTC for a Traffic Demand Management project for the I-66 corridor. This project, which kicked off in 2020, was submitted in partnership with PRTC/OmniRide and VRE to create a data driven TDM program for the 66 corridor promoting mobility options. This includes bus, rail, and commuter lot transit options. Launch of the program has been delayed due to the COVID-19 pandemic.

Springfield to Quantico Enhanced Public Transportation Feasibility Study

In 2020, the Virginia General Assembly provided \$2 million to DRPT to assess the feasibility of additional enhancements to this corridor network. This includes Metro and VRE expansion and bus rapid transit. Prince William County has been a key stakeholder in this study and active participant in 2020. The final report and recommendations are due to the Virginia General Assembly December 1, 2021.

Innovation Park Town Center TLC Study

In 2021, Prince William County received a TPB Transportation-Land Use Connection grant for a study to determine the feasibility of providing a shuttle service to points of interest within the small area plan, including employment centers,

commercial/retail and the George Mason University Campus, and the Broad Run VRE Station. The goal is to provide a first/last mile transit solution that will facilitate housing and employment growth near high-capacity transit. The study includes an analysis of implementing automated shuttle vehicles.

Horner Road Park and Ride Lot Expansion and Improvements

In 2021, Prince William County received Commuter Choice, administered by the Northern Virginia Transportation Commission (NVTC), to construct an expansion of the Horner Road Park and Ride lot and reconfigure existing spaces to provide additional capacity. The project will facilitate proposed increased OmniRide bus services at the commuter lot and includes pedestrian improvements between parking and the bus shelters. The project will improve throughput on the corridor by encouraging and enabling greater transit use.

VRE

The Virginia Railway Express (VRE) is currently undergoing an annual update of their Transit Development Plan which was last adopted by the VRE Operations Board in February 2019. Additionally, the Fleet Management Plan is in the process of being updated.

SIGNIFICANT OPERATIONAL ACHIEVEMENTS

WMATA

During 2020 as ridership decreased on MetroAccess and vehicles were underutilized, Metro partnered with local hospitals and used the surplus MetroAccess vehicles to initiate a shuttle service that transports medical professionals to their places of work.

DASH

Major service enhancements implemented on DASH AT-1 Plus and AT-9 routes using funding from I-95/395 Commuter Choice program. The enhancements resulted in ridership increases of 30-45 percent over the preceding year prior to COVID pandemic.

DC CIRCULATOR

DDOT expanded its red bus lane pilot with three quick-build bus priority pilot projects as part of DDOT's COVID-19 response and recovery. The three quick-build bus priority projects allow for rapid implementation from DDOT's list of bus priority corridors, require minimal design, and help address current and future needs for Metrobus and Circulator service. Dedicated, car free lanes will allow WMATA and Circulator to efficiently operate, helping to reduce passenger crowding and maintain safe distancing on buses.

Bicyclists are permitted to use car free lanes, helping to reduce crowding on sidewalks. M Street SE and MLK Jr. Avenue SE Car Free Lanes were constructed in late 2020; 7th

Street NW Car Free Lanes is currently in the design phase.

FAIRFAX CONNECTOR

Two new routes began operation in 2020. Route 396 began service in January and Route 697 began service in August. These routes are funded by two-year grants from the I-66 Inside the Beltway Commuter Connections grant program managed by NVTC.

Five existing routes were modified in 2020. The timetables for Routes 306 and 950 were modified effective January 25 to improve on time performance. In March Routes 462 and 467 in Vienna were adjusted (service span, additional trips, and rerouting) to address the closure, demolition, and reconstruction of the Cedar Lane Bridge over I-66. In August, Route 699 to Foggy Bottom saw the addition of three morning and three afternoon trips to better align with rider demand. The route now also includes reverse commute trips.

THEBUS

In November 2020, TheBus implemented two major transit initiatives, including Saturday service on 13 routes in service and PGC Link, the County's first pilot on demand microtransit service in the Oxon Hill/Fort Washington communities.

Service frequencies were increased from 60 minutes to 30 minutes on major routes.

PART VI: TRANSPORTATION PLANNING BOARD ACTIVITIES

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

The subcommittee was formed by resolution of the National Capital Region Transportation Planning Board (TPB) on January 17, 2007 as the Regional Bus Subcommittee. Its mission was to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the long-range transportation plan. The subcommittee reports to the TPB Technical Committee of jurisdictional staff on issues and interests of the region's public transportation providers.

In response to MAP-21 and the requirement for increased representation of public transportation on metropolitan planning organizations (MPOs), the TPB passed a resolution in September 2014 declaring itself in compliance with MAP-21, but also calling for further dialogue and the reconstitution of the TPB's Regional Bus Subcommittee as the Regional Public Transportation Subcommittee (RPTS) to include all regional providers of public transportation. The mission, goals and membership of the reconstituted subcommittee were approved by the TPB Technical Committee, and an annual "State of Public Transportation" report was to be developed to communicate public transportation provider interests to the TPB.

Membership of the Regional Public Transportation Subcommittee includes representatives from all transit operators in the region as well as the departments of transportation and other regional transportation agencies. Private providers are encouraged to use the forum of the Subcommittee to highlight their strategic transportation needs with the TPB.

The Subcommittee coordinates with and engages the public transportation services in the region. Topics discussed at RPTS Meetings in 2020 include:

- TBest Service Planning Modeling for Alexandria and Fairfax, WMATA Ridership Data Portal
- MDP: Transit Station Area Profile Tool, Montgomery County Flex Service...Book & Go! Service Evaluation, Expansions & Ridership Growth, 2020 Spring Street Smart Campaign
- MARC/VRE Run Through Service Market Assessment Update, Transit Oriented Communities
- Roundtable Discussion: Covid-19 and Regional Public Transportation
- Update on The District's DC Neighborhood Connect Program, Update on Montgomery County's Flex Transit Services
- Update on TLC program / TAFAs, Update on regional info gathering regarding transit operations
- Update on the District's bus priority projects, Bus priority best practices synthesis for NCR, Alexandria TSP update,
- Maryland Statewide Transit Plan, Regional Transit UPWP Technical Assistance Update
- Presentation by Via on services, Updated on Flash BRT

All documents can be found at the RPTS events page via the link below:
https://www.mwcog.org/events/2020/?F_committee=165

PERFORMANCE BASED PLANNING AND PROGRAMMING

Transit Asset Management

Transit asset management (TAM) is federally defined as “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” In accordance with federal requirements, providers of public transportation must adopt annual targets for the performance of their transit assets.

TAM targets were developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) initially in 2017, and subsequently in 2019. The setting of annual TAM targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts. Once providers of public transportation have each set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements.

TAM targets are adopted by the region’s providers of public transportation, following which TPB staff in consultation and coordination with the region’s providers propose a set of TAM targets for the region that summarizes the reported targets of all agencies in table or matrix format. This summary table of TAM targets is then adopted by the TPB as the set of regional TAM targets. Per FTA guidance, the regional TAM targets are developed as a single regional target for each asset class. Regional targets are developed by calculating the total number of each asset class and the associated target based on the targets of each the region’s providers of public transportation

VISUALIZE 2045

Visualize 2045 is the federally mandated, long-range transportation plan for the National Capital Region. Adopted in 2018 and currently undergoing its federally mandated quadrennial update scheduled to be completed in 2022. As of 2018, long-range plan includes additional items like TPB’s aspirational initiatives, new programs and policies like added language in the air quality analysis resolution to increase the region’s commitment to addressing climate change within the transportation sector.

The 2022 update will initially be informed by a regional survey called “Voices of the Region” which was completed in early Spring 2021 and is a part of the plan’s public opinion research and engagement. The purpose of the survey was to gather information on attitudes and behaviors related to transportation topics. The survey focused on topics that will be addressed in the plan update, including equity, future technology like driverless cars, and addressing climate change. It also asked respondents about how COVID-19 has affected their views on the region’s transportation system and how the system can serve them better. The data from this survey will help decisionmakers in the metropolitan Washington region understand public opinion on the TPB’s policy priorities and how transportation programs, policies and projects can better serve constituents.

A few key results from the Voices of the Region Survey include:

Changes in General Travel

- While only 16% of respondents telecommuted at least one day a week before the pandemic, over 90% of respondents stated they would prefer to telework full or part time after COVID.
- 70% of respondents indicated their online ordering increased during the pandemic, with 58% reporting that they are likely to continue with their current online shopping habits.

Improvements to the Transportation Infrastructure

- Over half of regular transit user respondents indicated real-time bus information at bus stops would be the largest factor to make them more likely to take a bus. Reliable on-time performance would be the most significant improvement to their bus ridership experience.

Broader Opinion Responses

- $\frac{3}{4}$ of respondents supported the use of street space for expanded pedestrian access and restaurant seating.
- Over 50% of respondents supported dedicated bus lanes with the removal of on-street parking

Transportation Equity

- Respondents in the outer suburbs reported more often that the current transportation systems do not meet their travel needs (33%), while over $\frac{3}{4}$ of core respondents indicated that the current systems meet their needs very well or somewhat well.
- Over half of low-income respondents (64%) feel that the current transportation system meets their travel needs.

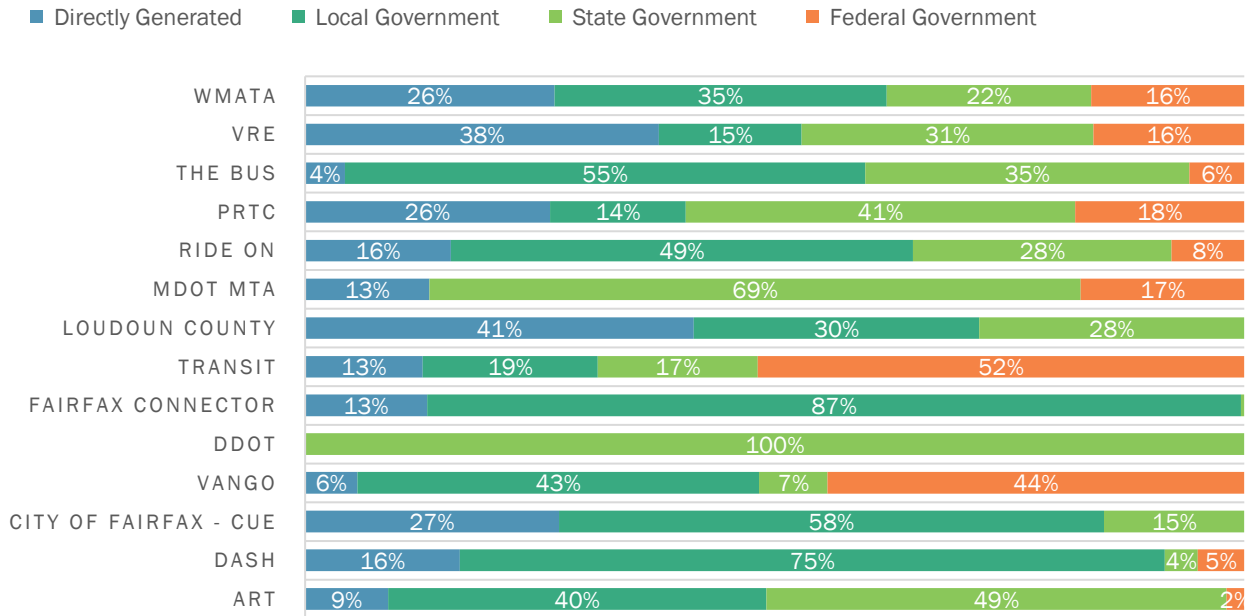
Future Transportation Investments

- Improving Roads, Clean Transportation options and improved / expanded public transportation service were most often mentioned as the transportation investments that future generations would thank us for tomorrow.

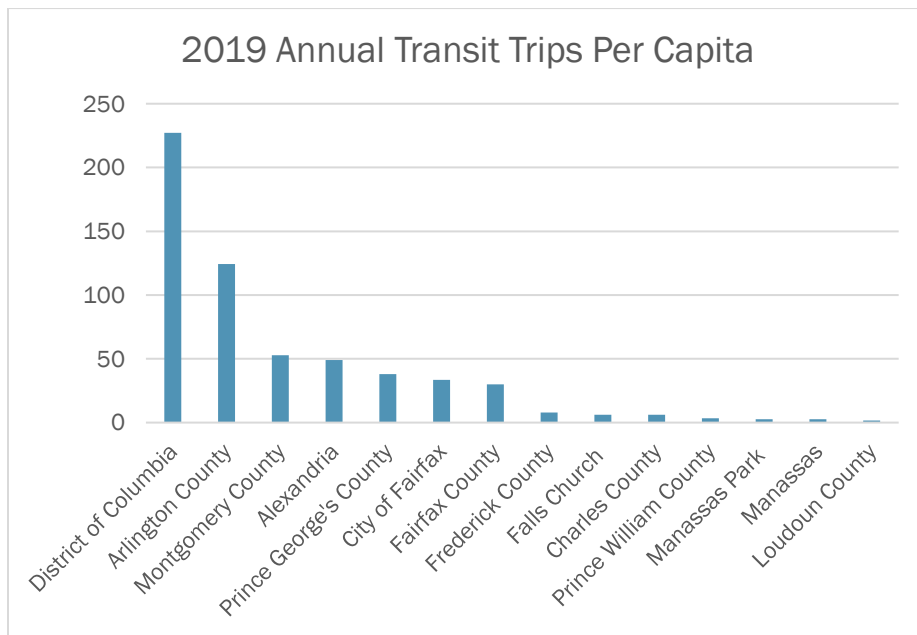
More details on Visualize 2045 and the 2022 update can be found at this link:
<https://visualize2045.org/>

APPENDIX - FIGURES

NCR TRANSIT SERVICE PROVIDERS' FY19 REVENUE SOURCES



Source: National Transit Database: FY19



Source: National Transit Database: FY19, CY19 MetroBus/Rail Counts by Sector / Station