

STATE OF PUBLIC TRANSPORTATION

2021 Report

September 2022



National Capital Region
Transportation Planning Board

STATE OF PUBLIC TRANSPORTATION | 2021 REPORT

Prepared for 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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Acknowledgements

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Source: <https://www.mwccg.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>

STATE OF PUBLIC TRANSPORTATION | 2021 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 2020 annual data reported to the National Transit Database (NTD) of the Federal Transit Administration (FTA), there were over 320 million unlinked passenger trips across the region,

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 carries over 40 percent 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 local bus operator, providing 70 percent 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 and 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, other providers 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 Studies and Projects include the following:

Technical Inputs to the Air Quality Conformity Analysis of Visualize 2045 update: On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the Air Quality Conformity analysis of the TPB’s long-range transportation plan, Visualize 2045 (2022 update), and the FY 2023-2026 Transportation Improvement Program (TIP). The TPB staff provided a public comment and interagency review period for the technical inputs in the spring of 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that the TPB staff used to conduct the required federal Air Quality Conformity

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/>

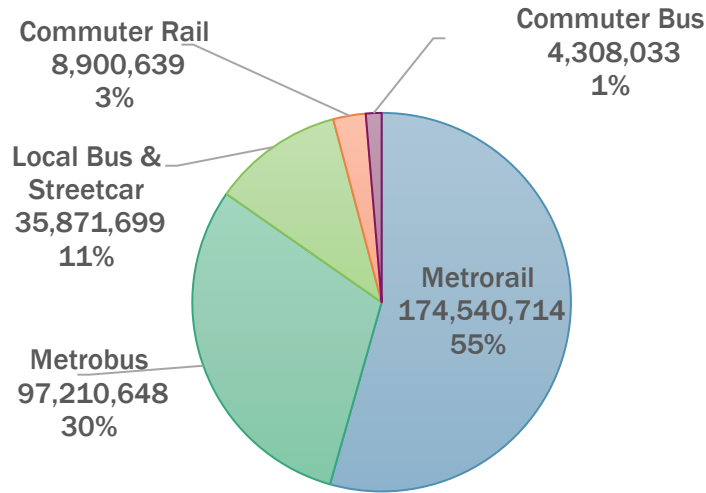
Additionally, in 2020 TPB conducted a public opinion survey on travel related to and after the pandemic called the *Voices of the Region Survey* as a part of the public engagement efforts for the next update of TPB’s long-range transportation plan, Visualize 2045. Key findings can be found in the link 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 2020 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) 2020, which was made available in October 2021.

Figure 1 below provides a breakdown of the annual transit ridership by mode in the NCR Capital Region. In 2020, 85 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 made up 11 percent of the annual public transportation trips in the region. Commuter rail and commuter bus accounted for 4 percent of the annual public transit trips.

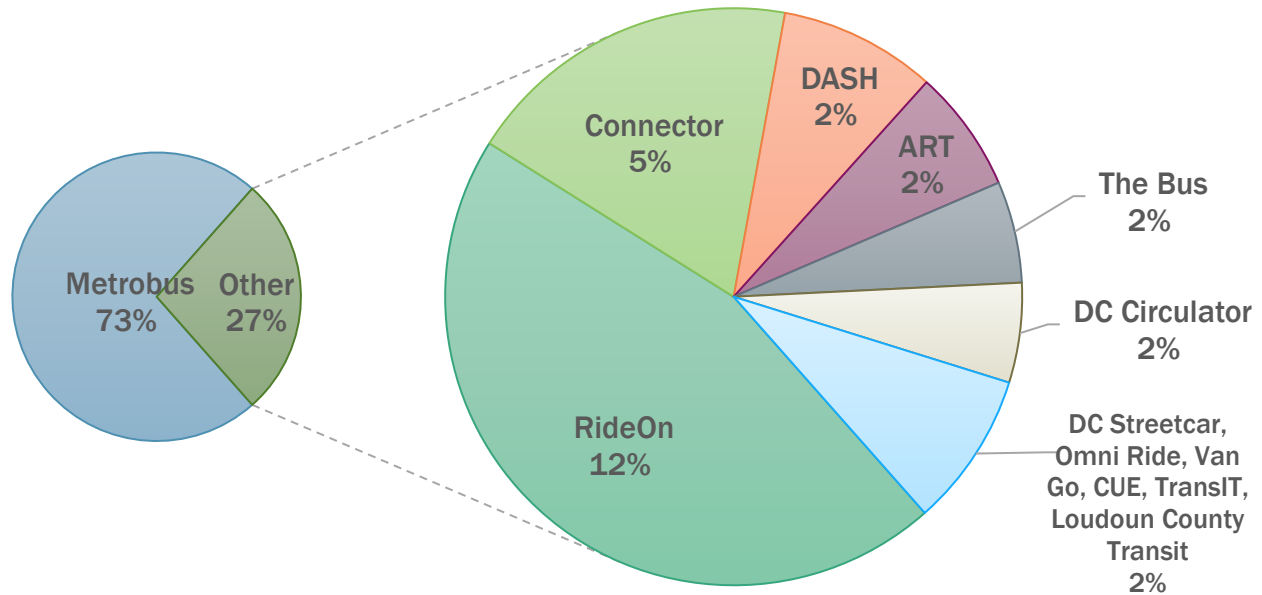
Figure 1: National Capital Region Unlinked Annual Trips by Mode (Percentage), 2020 NTD



Source: 2020 National Transit Database

Separate from WMATA, the NCR contains several local public transportation operators who provided over 49 million unlinked passenger trips in 2020. **Figure 2** illustrates the percentage of overall local bus and streetcar ridership for 2020 by local operator. Montgomery County’s Ride On accounts for 12 percent of local bus trips in the region, with over 16 million passenger trips in 2020. Another significant local operator is the Fairfax Connector, which provided almost 7 million trips across its service area in 2020. Metrobus, RideOn and Connector services together account for 90 percent of local bus trips in the NCR. The remaining 10 local bus service operators provided over 12 million trips across the region.

Figure 2: National Capital Region Local Agency Bus/Streetcar Trips by Agency (Percentage), 2020 NTD



Source: 2020 National Transit Database

PART I – COVID-19 & IMPACTS ON PUBLIC TRANSPORTATION

The following section details how service providers across the region continued to respond to the COVID-19 pandemic as the region entered the recovery phase.



Source: <https://www.wmata.com/service/covid19/doing-our-part/index.cfm>

Overview

Throughout 2021, transit agencies focused on a safe and efficient restoration of service while continuing to address numerous challenges caused by the COVID-19 pandemic. Some agencies prepared guidelines that documented when to increase or decrease the amount of service provided or otherwise made service adjustments in response to public health data and other operational and rider considerations.

Most agencies continued following safety measures that they originally implemented earlier in the pandemic (e.g., masking requirements, installation of operator protective barriers, continued zero-fare service, the provision of real-time information related to bus crowding, etc.). They also led marketing and outreach campaigns to inform riders of service changes and provide information on the safest ways to travel.

For some agencies, ridership returned to 60 percent or higher of pre-pandemic levels before

the end of 2021. Some transit agencies provided MWCOG with ridership recovery data in July and November of 2020 and March and August of 2021, offering insight into ridership changes over time. In general, commuter transit ridership for selected agencies increased over this time span, as shown in **Figure 3**, with ridership returning on Omniride to 35 percent normal levels. Local buses, shown in **Figure 4** experienced much higher gains, with a majority of respondent agencies recovering to at least 50 percent of normal ridership by August 2021. **Figure 5** shows weekday ridership on WMATA's Metrorail and Metrobus throughout 2021. During this time period, the daily number of trips made on Metrobus consistently exceeded those made on Metrorail.

More detailed policies and strategies about the agencies' initial responses to COVID-19 can be found in the 2020 State of Public Transportation Report.

Figure 3: Percentages of Normal Transit Ridership, Commuter Transit

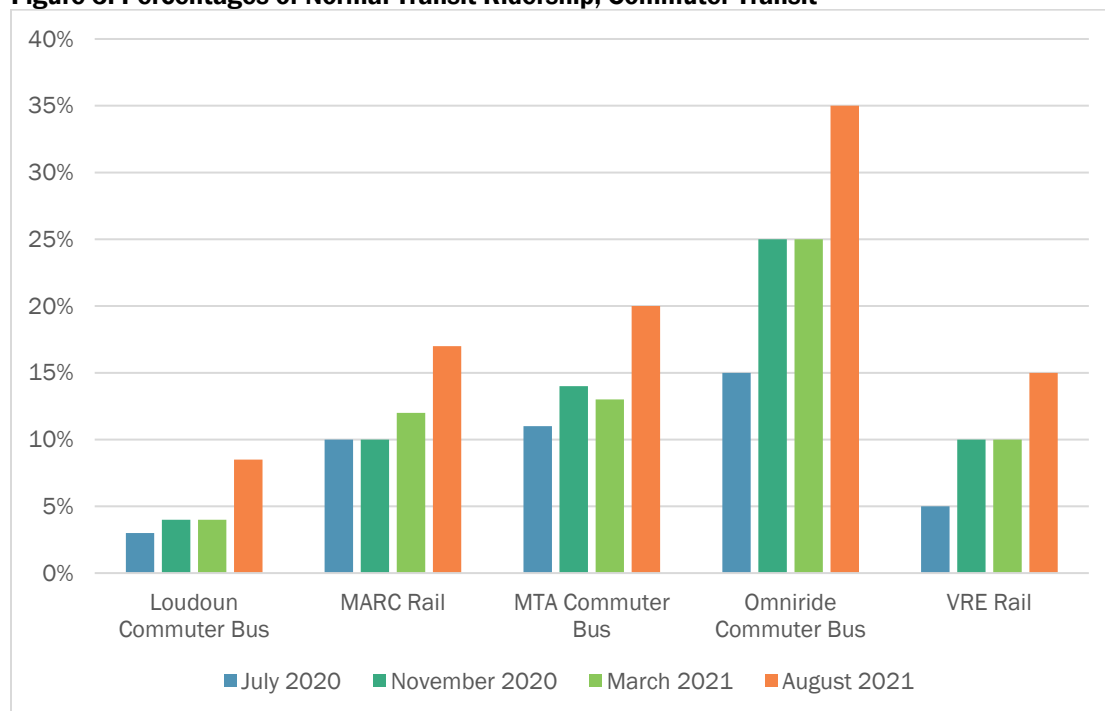


Figure 4: Percentages of Normal Transit Ridership, Local Buses

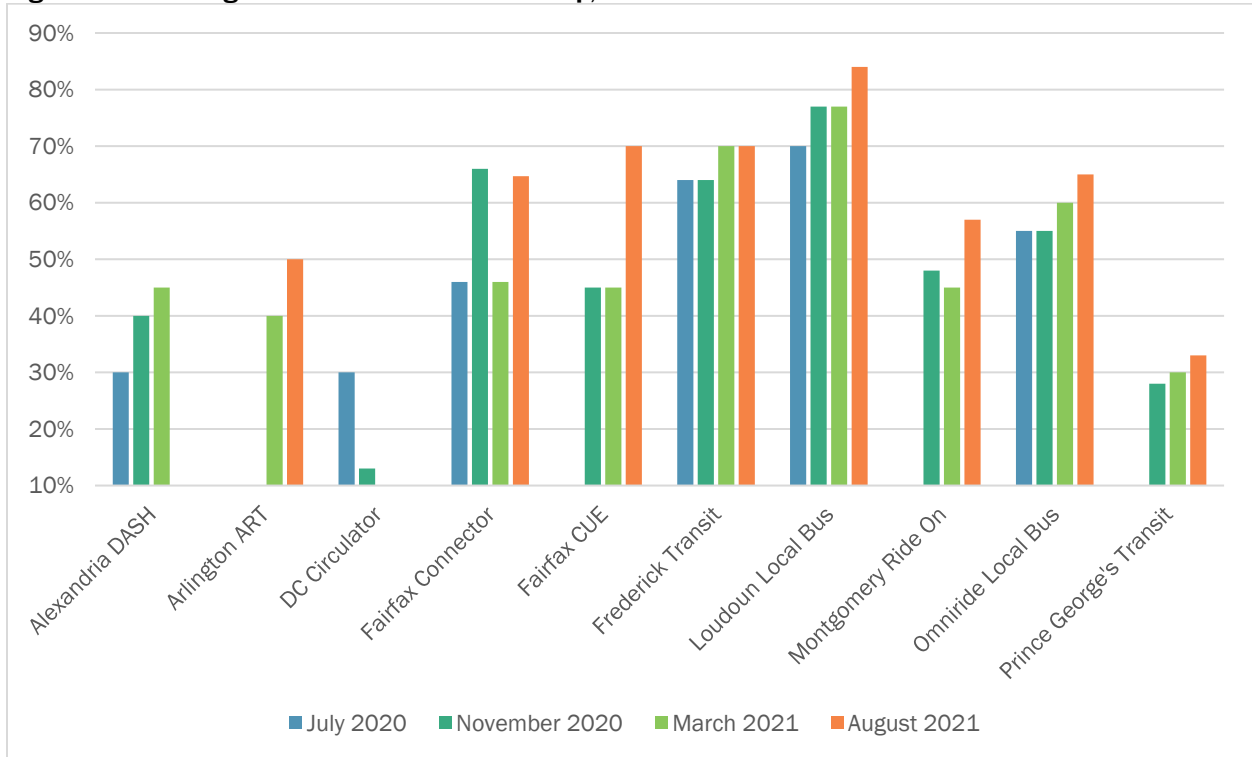
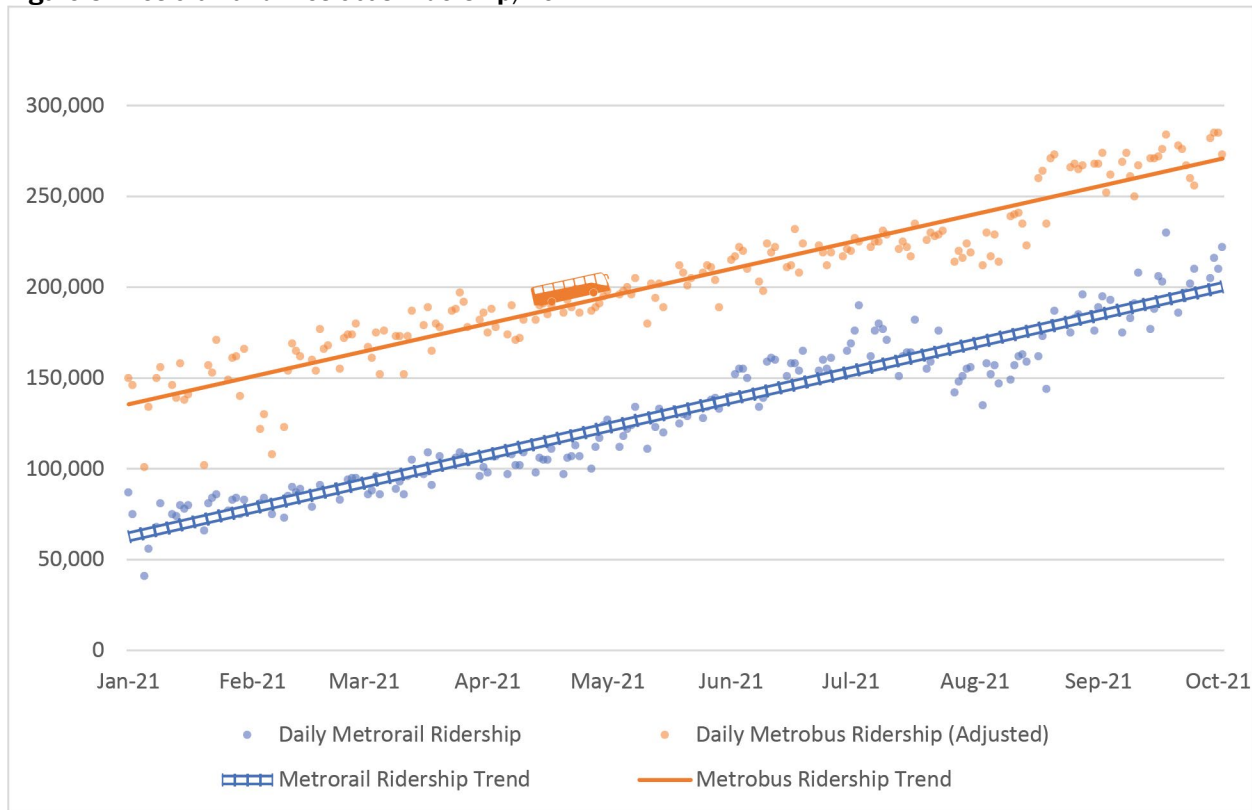


Figure 5: Metrorail and Metrobus Ridership, 2021



PART II – FIXED ROUTE PUBLIC TRANSIT PROFILE SHEETS

The following section contains individual profile sheets for each agency in the region that operates fixed-route transit. These profile sheets include an overview of the agency, recent accomplishments, system characteristics such as fleet and facility data, and provider data including operating costs, fare revenue, ridership, and funding sources.



Source: <https://www.dashbus.com/electric>



ALEXANDRIA TRANSIT COMPANY (DASH)

www.dashbus.com

Overview

The Alexandria Transit Company’s DASH system provides safe, reliable, and convenient bus service within the City of Alexandria. DASH’s 11 routes connect with regional transit services including Metrobus, Metrorail, Virginia Railway Express, and other local bus systems. 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.

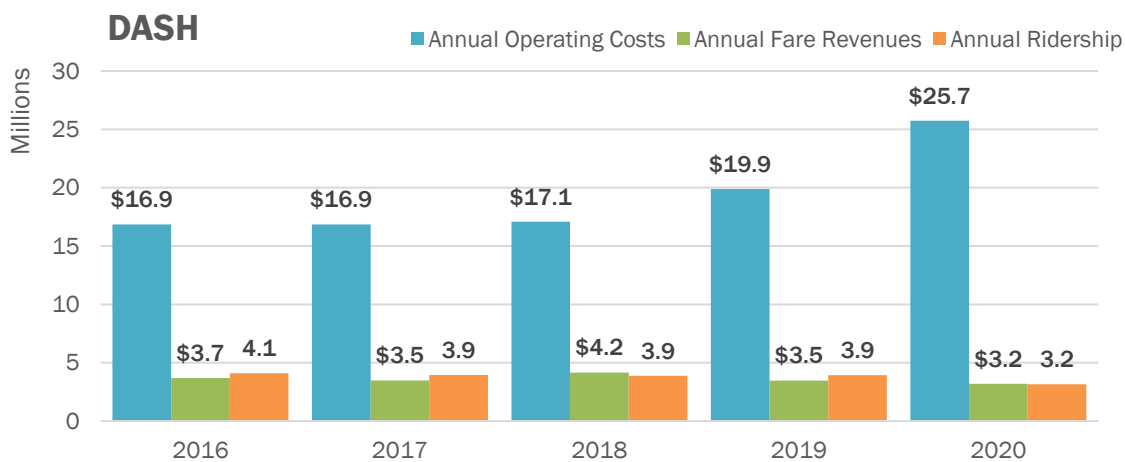
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 128 buses
- Routes: 11
- Maintenance Facilities: 1

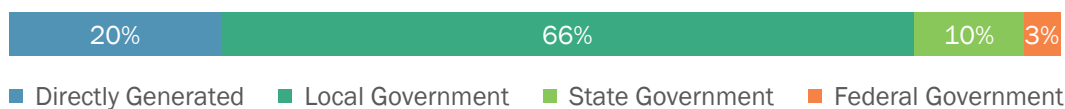
Recent Accomplishments

- DASH launched the completely redesigned, fare-free new DASH Network in September 2021, which represents the first phase of the Alexandria Transit Vision Plan. The revamped network includes simpler route structures, new route names, and more frequent service, seven days per week, on key transit corridors across the City.
- In the first half of 2021, DASH ridership levels stayed between 40 and 45 percent of pre-COVID levels from 2018-2019. With the introduction of the new DASH Network and free fares, however, ridership has increased to 72 percent of pre-pandemic levels in October.
- As of December, 12 DASH electric buses have entered revenue service.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



ART ARLINGTON TRANSIT





www.arlingtontransit.com



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 and pollution. All ART buses operate on clean-burning natural gas (CNG) and are fully ADA accessible.

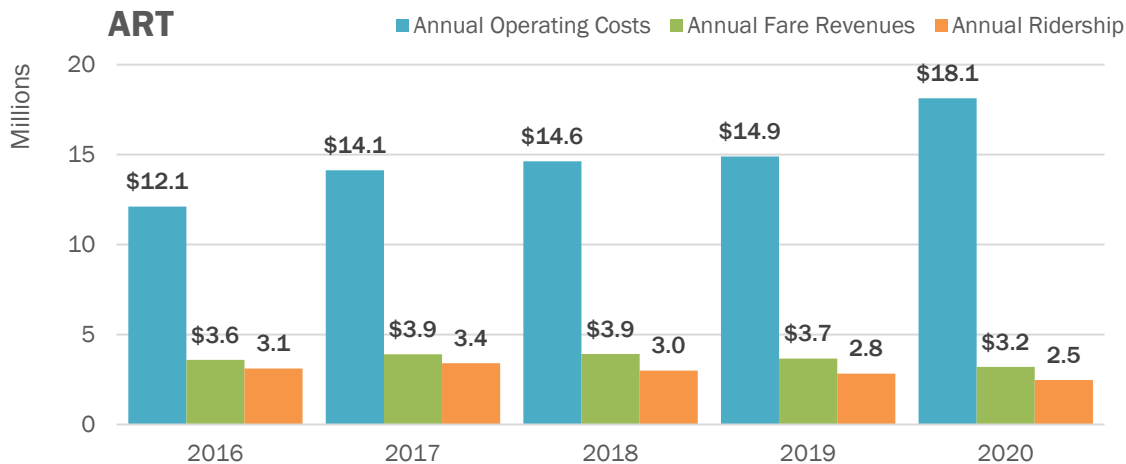
System Characteristics

-  Service Type: Fixed-route bus
-  Vehicle Fleet: 78 buses
-  Routes: 16
-  Maintenance Facilities: 2

Recent Accomplishments

- In FY21, ART began the design of numerous projects, including: a new bus Operations and Maintenance Facility; an expansion of the East Falls Church Metro bus bays; an extension of Metroway to Pentagon City; new transit stations on Columbia Pike; and new Metro station entrances at Ballston and Crystal City.
- ART began the construction of a second elevator at Pentagon City Metro as well as improvements and reconfiguration of the multimodal facility at the Ballston Metro plaza.
- ART began improvements to real-time bus tracking, a pilot program for free Arlington Public Schools student fares, and a partnership with the county Department of Human Services for a pilot program to provide SNAP- and TANF-eligible families with \$150 value farecards.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



CHARLES COUNTY TRANSIT SERVICES - VANGO

<https://www.charlescountymd.gov/services/transportation/vango-public-transportation>

Overview

Charles County operates VanGo, a public transit network of 16 fixed routes connecting urban and rural areas of the county. VanGO service makes connections to St. Mary's and Calvert transit in Charlotte Hall and with Prince George's County TheBus in Brandywine crossing. ADA service is available to those with disabilities preventing them from using fixed route service. Subscription service is also available to ADA eligible residents traveling to dialysis centers or senior centers on a regular basis. In addition to these core services, VanGO operates a very limited paratransit service beyond the ¾ mile ADA service area for citizens 60 and above who do not have transportation available. Pre-pandemic, VanGO fixed route ridership had steadily climbed above 800,000 annually and all ADA services combined totaled over 50,000.

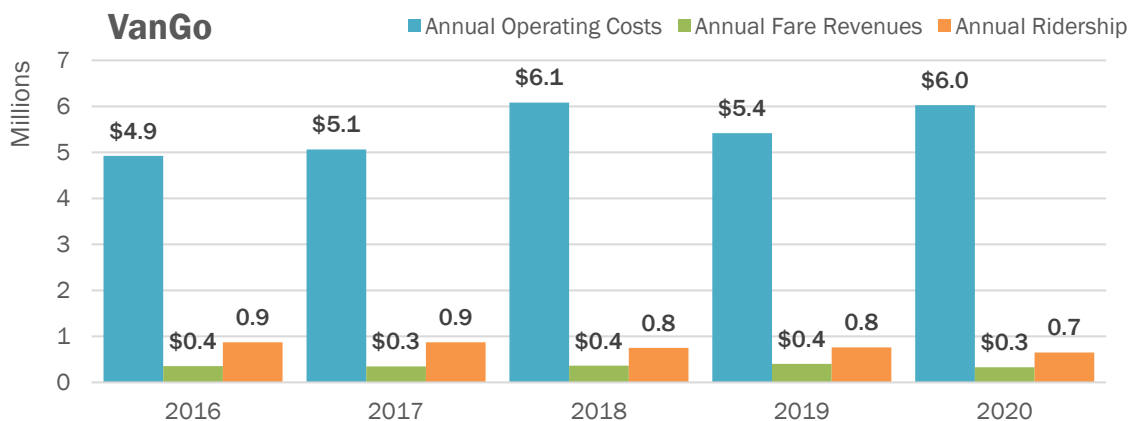
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 44 buses
- Routes: 16
- Maintenance Facilities: 1

Recent Accomplishments

- Received four new light duty fixed route buses in 2021.
- Completed 10 percent design and engineering for a new 18,000 square foot operations and maintenance facility. 50 percent design and engineering commenced in November 2021 with estimated completion in February 2022. Groundbreaking is now estimated to be early 2023.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



DC CIRCULATOR

www.dccirculator.com

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 in Washington, DC, and Rosslyn, VA. The local bus service is now the fourth largest bus system in the National Capital Region and is wholly owned and operated by the District Department of Transportation (DDOT).

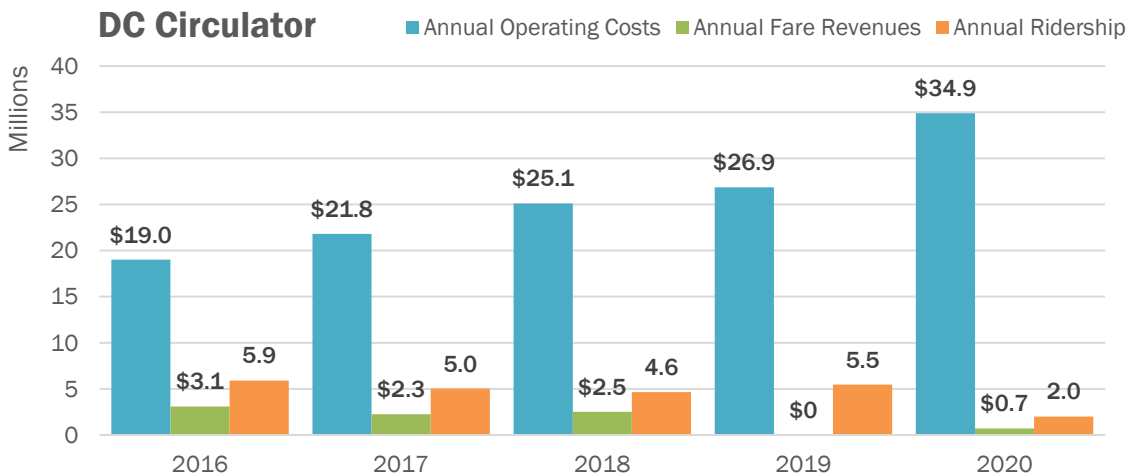
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 72 buses
- Routes: 6
- Maintenance Facilities: 3

Recent Accomplishments

- DDOT completed the Bus Priority Plan and Toolbox in 2021 to help identify bus priority treatments, improve bus service, and deliver projects faster. The plan outlines the District’s vision for bus priority, a data-driven analysis to identify priorities for investment, and upcoming projects.
- DDOT was awarded a Low or No Emissions Vehicle Program (LONO) grant in 2021 by the FTA to purchase battery electric buses, support new charging infrastructure, and install a solar canopy to power the buses.
- DDOT kicked off the DC Circulator Sustainability and Zero Emissions Fleet Transition Plan in 2021. The plan focused on establishing a fleet transition guide, summarized progress and focus of new facilities, and modeled operational activities.
- The Transit Development Plan 2020 update (completed in 2021) evaluated the operations and performance conditions of the existing Circulator system and new expansions including an upcoming Ward 7 route. Implementation of recommendations is underway.

Provider Data



Source: National Transit Database: FY16-20; see bottom next page for revenue sources







DC STREETCAR

www.dcstreetcar.com

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 one million 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 and associated parking demand, traffic congestion and air pollution; and encouraging economic development and affordable housing options along streetcar corridors.

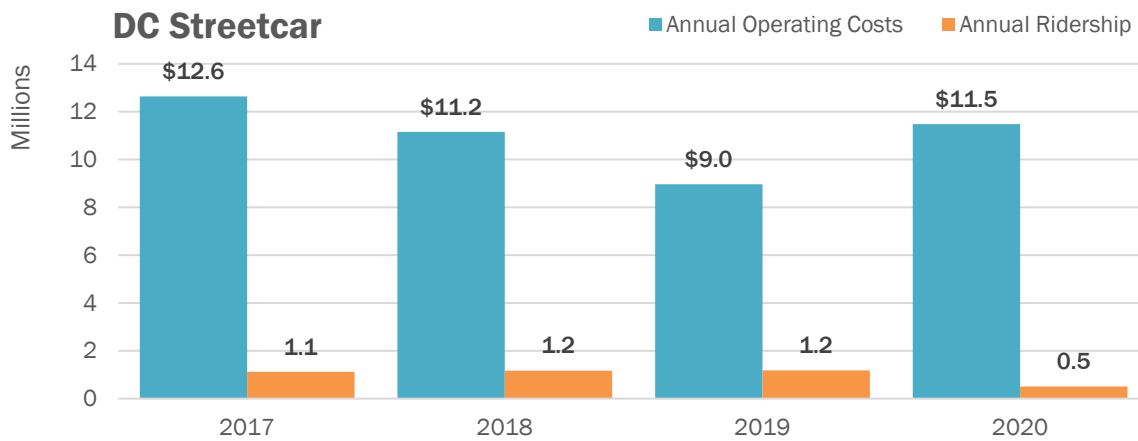
System Characteristics

-  Service Type: Streetcar
-  Vehicle Fleet: 6 streetcars
-  Routes: 1
-  Maintenance Facilities: 1

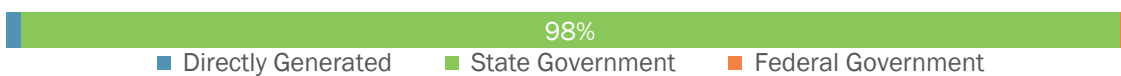
Recent Accomplishments

- The Eastward extension of the streetcar to the Benning Road Metrorail station entered the final design phase in 2021. Service is expected to begin in 2025.
- Reconstruction of the H Street Bridge is underway. The project will require the closure of a station for over a year. Service will be supplemented by shuttle bus.

Provider Data



FY20 Revenue Sources (For both Circulator & Streetcar)



Source: National Transit Database: FY16-20



CITY OF FAIRFAX CUE

www.cuebus.org

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 to the Vienna/Fairfax-GMU Metrorail Station. All CUE buses are fully accessible to persons with disabilities.

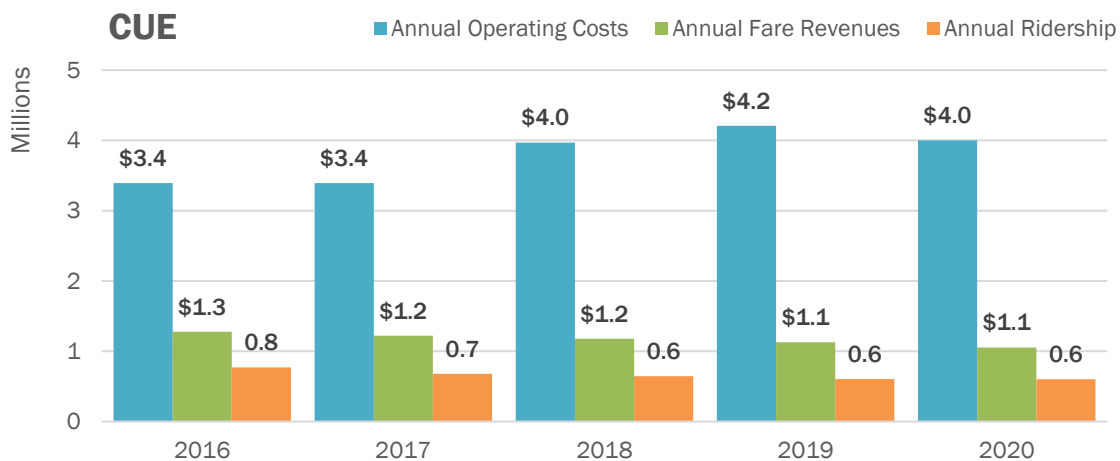
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 12 buses
- Routes: 4
- Maintenance Facilities: 1

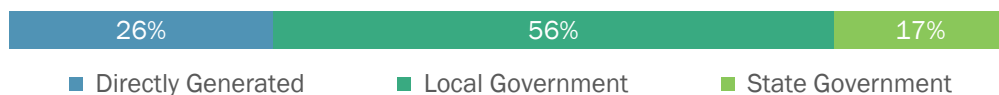
Recent Accomplishments

- CUE began its first route change in years to provide better service to new developments across the city. The route change will begin its public comment period in early 2022 and the new route will be implemented in August 2022 if approved.
- In December 2021, CUE issued an RFP for a brand update to modernize CUE's image and attract new riders. The project will evaluate and recommend changes to CUE's logo, signage, and vehicle designs.
- CUE ordered six new Gillig Low Floor buses to replace half of its fleet, received in March 2022.
- CUE signed a contract with TransLoc to update its AVL and APC system in February 2022 to provide better information to its passengers and improve reporting.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



FAIRFAX CONNECTOR

www.fairfaxcounty.gov/connector

Overview

Fairfax Connector is the largest local bus system in Northern Virginia, transporting approximately 22,500 passengers daily on 100 routes. Fairfax Connector aims to provide world class transportation service and promote greater mobility while improving the safety of its community and enhancing the quality of life for riders.

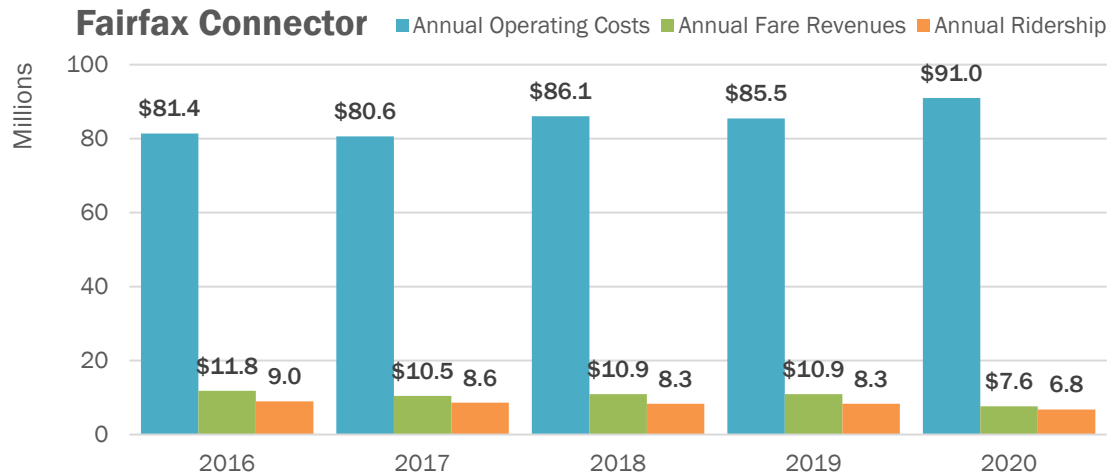
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 309 buses
- Routes: 100
- Maintenance Facilities: 3

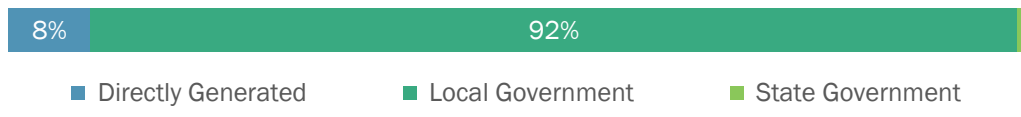
Recent Accomplishments

- Connector began operational replacement of multiple routes in 2021 including the TAGS Springfield Circulator (service began in January) and several WMATA Metrobus routes (3A, 3T, 15K, 29C, 29W in July).
- Construction for the Springfield CBD multi-modal facility began in August 2021. The facility will include space for slug lines, multi-function space for public use, and seven “saw tooth” bus bays.
- The Monument Drive multi-modal facility broke ground in November. Funded by the I-66 Outside the Beltway Project, the project will include space for slug lines, bicycle facilities, and an eight bay bus loop.
- The Gambrell Road Park-and-Ride and 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.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



FREDERICK TRANSIT

www.frederickcountymd.gov/105/transit

Overview

TransIT Services of Frederick County is an award-winning public transit organization providing access to jobs, shopping, medical services, and educational facilities, reducing auto emissions and 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 $\frac{3}{4}$ mile of the route for passengers who are unable to board the bus at a regular stop. Shuttles serve outlying communities and commuters.

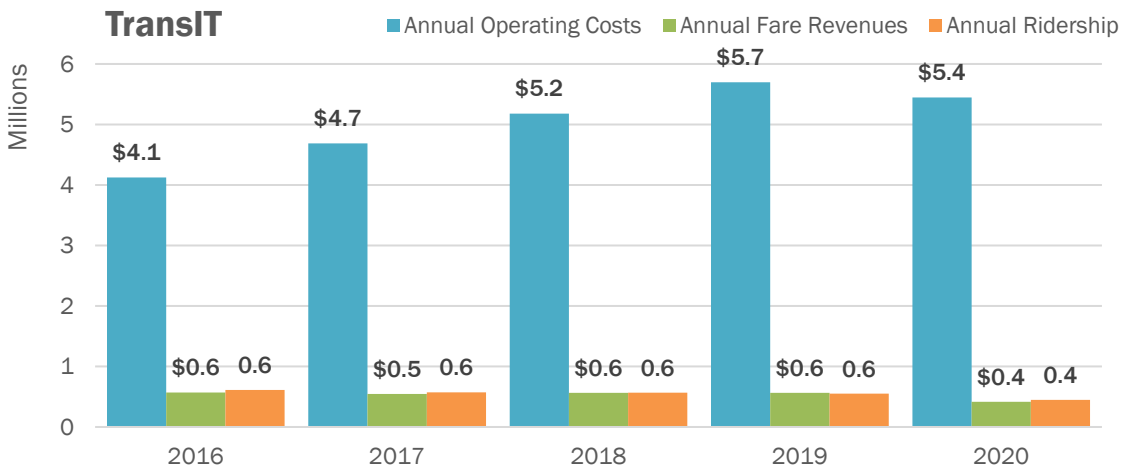
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 44 buses
- Routes: 15
- Maintenance Facilities: 1

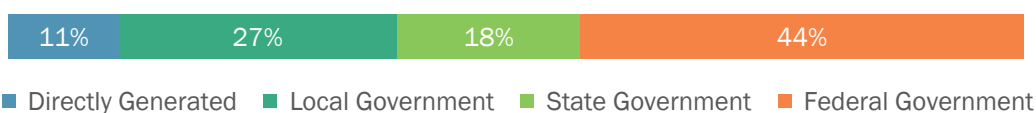
Recent Accomplishments

- Construction began on TransIT’s administrative and operations facility, with anticipated completion in FY22.
- TransIT completed the final design of the Golden Mile Multimodal Access Lane, which will provide a bus-only lane and shared-use path on the westbound side of West Patrick Street between Baughmans Lane and Waverly Drive. This bus-only lane will allow TransIT buses to bypass the shopping centers and to serve curbside bus stops for the first time, simplifying and speeding up operations.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



LOUDOUN COUNTY TRANSIT

www.loudoun.gov/bus

Overview

Loudoun County offers four distinct transit services: Local Fixed Routes, 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 provide ADA-accessible curb-to-curb bus service for eligible riders within 3/4 of a mile of local fixed routes. Metro Connection routes provide rush hour bus service between 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 County Park and Ride lots to Rosslyn, Crystal City, the Pentagon, and D.C.

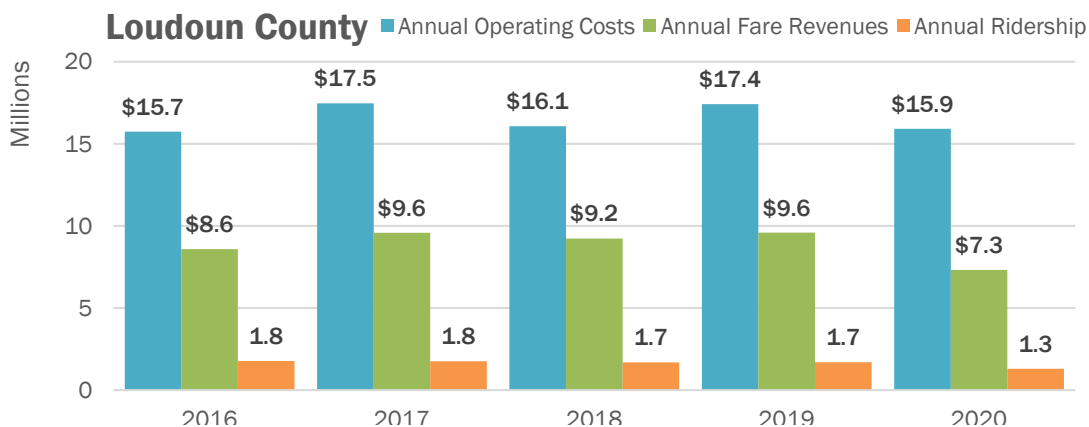
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 30 local buses, 80 commuter buses
- Routes: 11

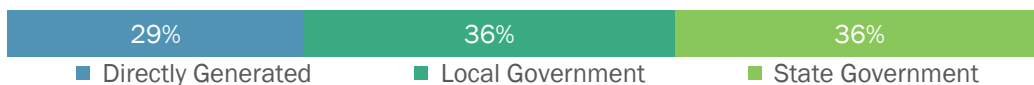
Recent Accomplishments

- The county transitioned from two different transit contracts to a single transit contract operating all transit services.
- Finalized 20 new routes to connect to the new Silver Line Metrorail stations.
- Completed a study in 2021 which supports transit staffing enhancement requests in the FY 2023 budget.
- The Board approved the purchase of an additional 3 paratransit vans and a mobility coordinator for the FY 2023 budget year based on a study of the Unmet Transit Needs.
- Received grant funding from DRPT for two planning studies.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



MONTGOMERY COUNTY RIDE ON

www.montgomerycountymd.gov/dot-transit

Overview

The Montgomery County Division of Transit Services plans, schedules, and manages the County's Ride On bus system and its 367 buses, providing over 10 million trips in FY21. The Ride On system is designed to complement the transit services of other providers in the region. The county also manages *17xtra*: 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.

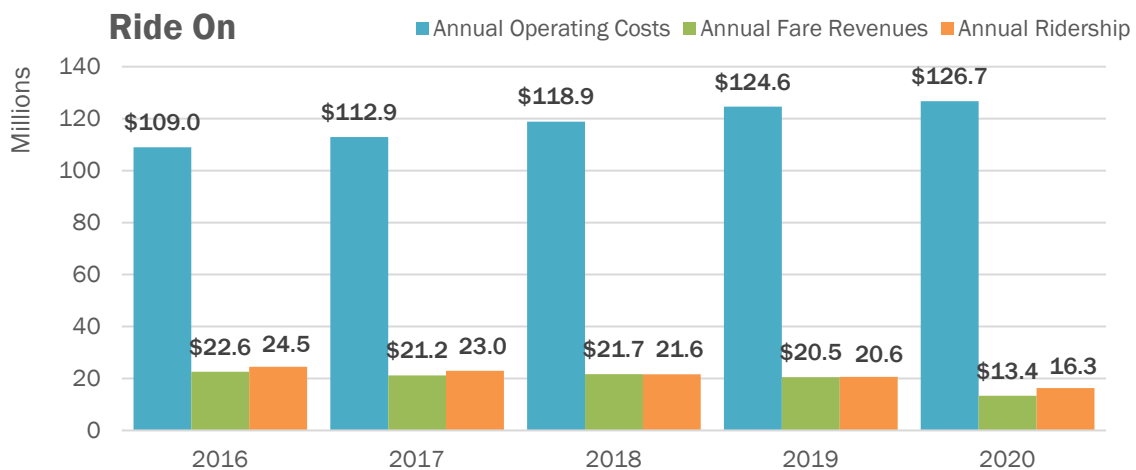
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 367 buses
- Routes: 82
- Maintenance Facilities: 3

Recent Accomplishments

- Four zero-emissions buses are in service and another ten will be deployed by Spring 2022.
- Conducted a fare equity study which determined a \$1.00 fare would provide the best balance of costs and benefits once the COVID-19 related fare suspension expires.
- Initiated a zero-emission bus fleet transition study to develop concrete strategies to transform the Ride On fleet and achieve the zero-emission fleet targets and greenhouse gas reduction goals outlined in the County's Climate Action Plan. The plan will also contain a program of requirements for a new zero-emission bus operations and maintenance facility.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20







POTOMAC & RAPPAHANNOCK TRANSPORTATION COMMISSION

www.omniride.com

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 1.8 million trips in FY20 across its commuter and local bus routes and 1.2 million vanpool trips with help from Transportation Demand Management strategies.

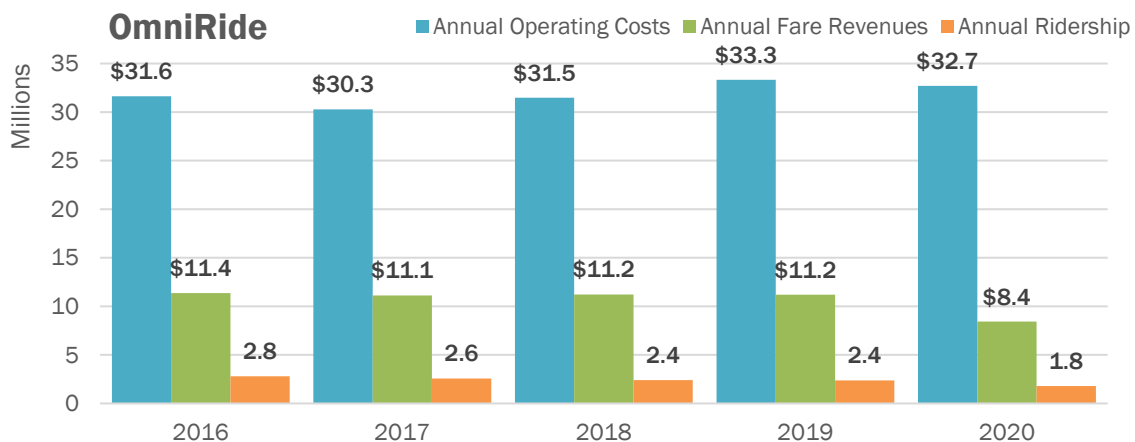
System Characteristics

-  Service Type: Fixed-route bus
-  Vehicle Fleet: 144 commuter buses, 47 local buses
-  Routes: 28
-  Maintenance Facilities: 1

Recent Accomplishments

- The Omniride Western Maintenance Facility opened June 2021. The new maintenance facility will help improve operational efficiency while providing administrative offices and space for over one third of the existing fleet.
- In 2021 PRTC fully transitioned its operations and maintenance contract to Keolis, introducing the potential for new transportation options other than traditional fixed and commuter routes.
- Began work on a restructuring plan for Omniride's western service area, a bus stop safety study, and participated in various regional studies.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20






PRINCE GEORGE'S COUNTY THE BUS

www.princegeorgescountymd.gov/1120/Countys-TheBus

Overview

Prince George's County's operates *The Bus*, a fixed route bus system for the county with 95 buses and 31 routes that serve over 2.5 million trips per year. In addition to the 31 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.

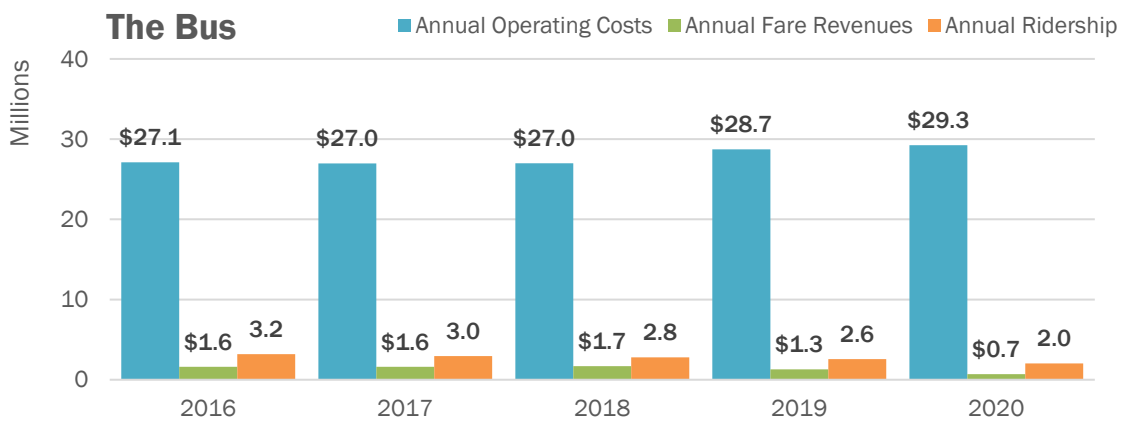
System Characteristics

-  Service Type: Fixed-route bus
-  Vehicle Fleet: 95 buses
-  Routes: 31

Recent Accomplishments

- Implemented bus service performance analytics software to allow for informed service planning.
- Developed the PGC Connect mobile app for TheBus passengers to find nearby stops, view routes, plan trips, and see real time bus information.
- Finalizing a Bus Rapid Transit (BRT) Study to assess the County's road infrastructure and capacity in order to determine optimal roadways and routes to accommodate future BRT service.
- Finalizing a Microtransit Study to evaluate what areas of the County could benefit from microtransit. based on connecting riders to community assets (stores, libraries, etc.)..
- Prince George's County approved the installation of four charging stations at the D'Arcy Road bus facility to support four new all-electric Proterra 35' buses.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



VIRGINIA RAILWAY EXPRESS

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 passenger rail 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.

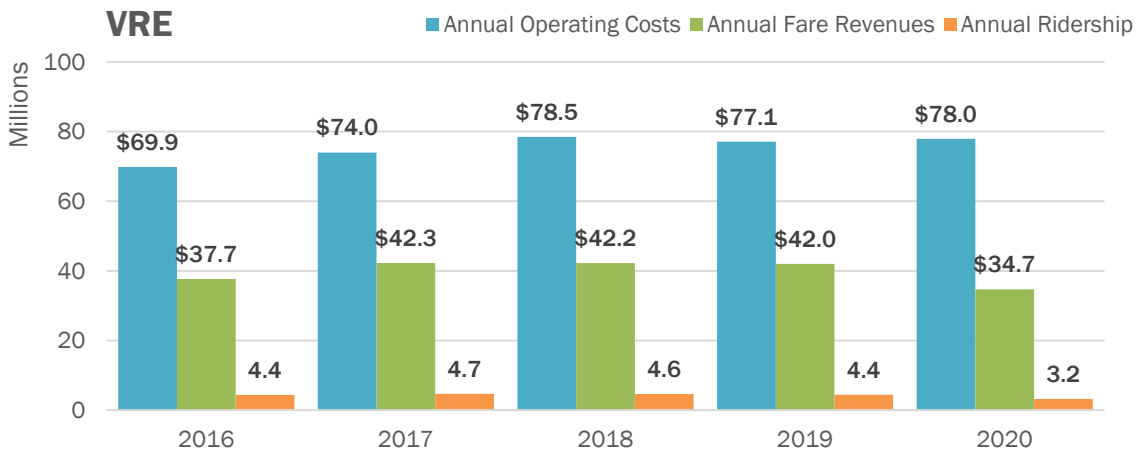
System Characteristics

- Service Type: Commuter rail
- Vehicle Fleet: 20 locomotives, 100 passenger cars
- Routes: 2, 19 stations
- Maintenance Facilities: 1

Recent Accomplishments

- Final design for the VRE Broad Run Expansion project was initiated in September 2021. The project will accommodate ridership growth and increase service reliability. The project includes improvements to the VRE Maintenance and Storage Facility, station platform, parking lot, and the addition of a third mainline track between Broad Run and Manassas.
- Broke ground on three major capital projects in 2021: the Lifecycle Overhaul and Upgrade (LOU) Facility, Quantico Station Improvements, and Rolling Road Station Improvements.
- Launched an alternatives analysis for the VRE L'Enfant Station and 4th Track project in April 2021.
- Completed preliminary engineering for VRE's Crystal City Station Improvements project in December.

Provider Data



FY20 Revenue Sources



Source: National Transit Database: FY16-20



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROBUS

www.wmata.com

Overview

Metrobus provides more than 140,000 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 nearly 1,500 buses.

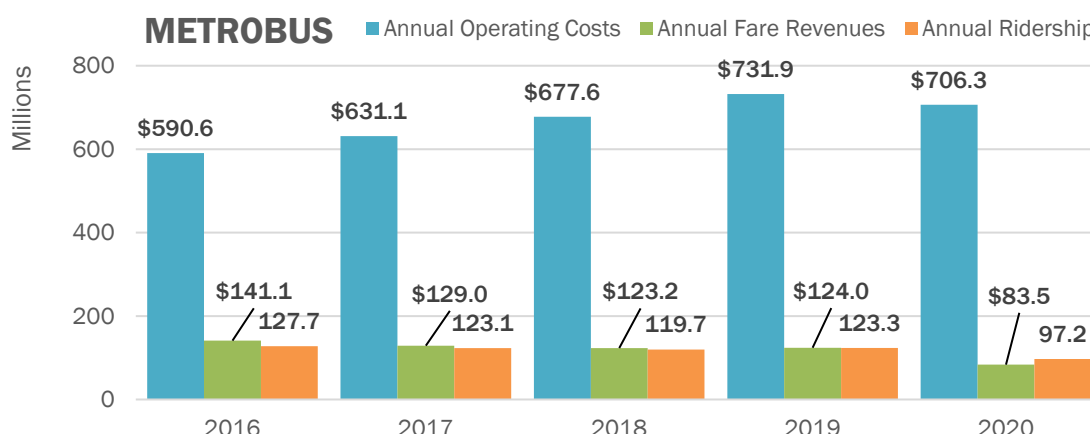
System Characteristics

- Service Type: Fixed-route bus
- Vehicle Fleet: 1,476 buses
- Routes: 269
- Maintenance Facilities: 14

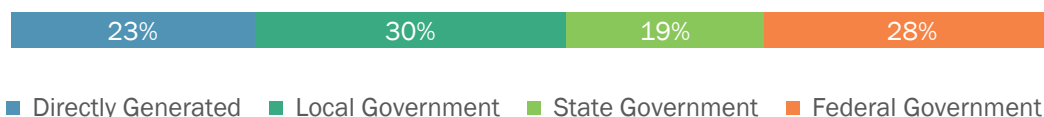
Recent Accomplishments

- Metro initiated an Electric Bus Test and Evaluation Program at its Shepherd Parkway Bus Division in 2021. The program will provide data and experience with electric bus performance in typical Metrobus operating conditions. The test and evaluation period will include 12 electric buses (ten standard length and two articulated), allowing Metro to test multiple vehicles and charging manufacturers. During this time, Metro also aims to ensure that different buses and charging technologies can work interchangeably and are scalable, while also collaborating with local utility providers in the region to ensure Metro can receive sufficient electricity to power its fleet.
- Metro worked closely with the District Department of Transportation (DDOT) on a number of bus priority projects, including the expansion of bus priority lanes throughout the District, the expansion of Transit Signal Prioritization (TSP) from downtown and NW DC to corridors in SE and NE DC, and construction of queue jumps at six new intersections.

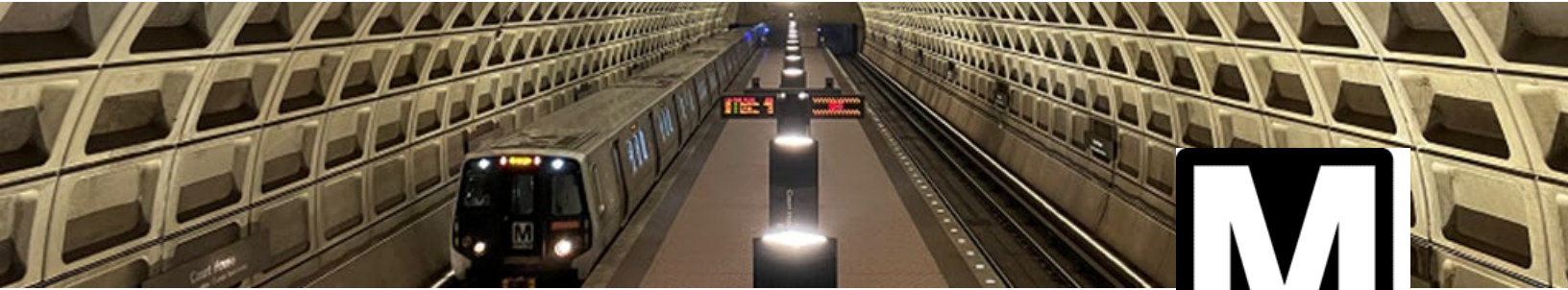
Provider Data



FY20 Revenue Sources (For both Metrorail & Metrobus)



Source: National Transit Database: FY16-20



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METRORAIL





www.wmata.com



Overview

Metrorail provides safe, clean, reliable transit service for more than 134,000 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.

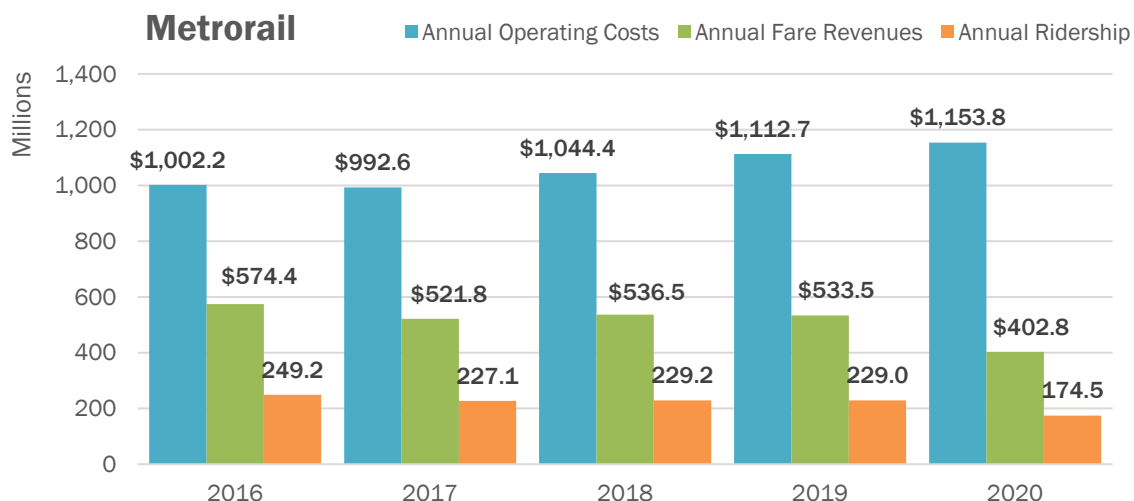
System Characteristics

-  Service Type: Heavy rail
-  Vehicle Fleet: 1200 passenger cars
-  Routes: 6, 91 stations
-  Maintenance Facilities: 9

Recent Accomplishments

- SmarTrip® on Google Play was released in 2021, allowing riders to add a SmarTrip card to their device and hold it near any card reader where SmarTrip is accepted to pay their fare. SmarTrip® has been available on iPhone and Apple Watch as of 2020.
- The Metrorail Faregate Replacement Program kicked off in Summer 2021. New pilot faregates were installed at six Metrorail stations. In addition to improved reliability, Metro’s new faregates bring modernized sensor and pathway technology, new customer displays, improved illumination, and expanded station manager and control center controls.
- In 2021, four stations in Prince George’s County were improved as a part of the Major Platform Rehabilitation Project. Customer experience improvements at these stations include new slip-resistant tiles, brighter energy-efficient LED lighting, and illuminated handrails.

Provider Data



Source: National Transit Database: FY16-20; see bottom of previous page for revenue sources

PART III - OTHER PUBLIC TRANSIT SERVICES – OVERVIEW

The following section provides a brief overview of other transit services in the region not included in the previous section. These include mostly paratransit agencies and some commuter transit agencies that operate services into the National Capital Region.



Source: <https://www.wmata.com/about/news/MetroAccess-adds-new-paratransit-vans.cfm>

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 50,000 trips were provided by taxi or wheelchair accessible vans in 2020.

FASTRAN

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.

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 and rail services (MARC) operate in portions of the NCR.

Ongoing Projects

MDOT and MTA procured a new design-builder to restart construction of the Purple Line Light rail project which will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County.

MDOT MTA is developing a new Statewide Transit Plan to provide a 50-year vision of coordinated local, regional, and intercity transit across the state. This plan will define public transportation goals and strategies for rural, suburban, and urban regions of Maryland to

provide coordinated, equitable, and innovative transit.

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

Construction on a new facility designed to adequately repair and maintain MARC Train's diesel locomotive fleet began in April 2021 and will continue through 2022.

MDOT MTA launched real-time tracking for MARC Train service through the Transit app, which provides real-time arrival information, simple trip planning, and step-by-step navigation.

Additionally, MDOT MTA is undertaking numerous studies to examine the possibility of expanding service on the Brunswick Line and constructing a Penn-Camden Connector to provide direct Penn line service to downtown Baltimore.

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. MDOT MTA Commuter Bus service is supplied 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.

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.

REGIONAL TRANSPORTATION AGENCY OF CENTRAL MARYLAND (RTA)

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 up 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.

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.

VIRGINIA REGIONAL TRANSIT (VRT)

Virginia Regional Transit operates, manages, and plans fixed-route, demand-response, and commuter transportation services 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.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROACCESS

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, in accordance with federal requirements

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.

PART IV - REGIONAL PUBLIC TRANSPORTATION ORGANIZATIONS

The following section details state- or regional-level, organizations in Maryland and Virginia that conduct planning for public transportation in the National Capital Region, including an overview and recent accomplishments for each organization.



Source: <https://www.vre.org/about/pr/high-resolution-image-gallery/high-resolution-image-vre-train-near-capitol-building/>

MARYLAND TRANSIT ADMINISTRATION (MTA)

Recent Accomplishments

Statewide Transit Plan (STP)

MDOT MTA is developing a new Statewide Transit Plan to provide a 50-year vision of coordinated local, regional, and intercity transit across the state. This plan will define public transportation goals and strategies for rural, suburban, and urban regions of Maryland to provide coordinated, equitable, and innovative transit.

Statewide Transit Innovation Grant

The MDOT MTA Statewide Transit Innovation Grant is a competitive grant program with the goal of supporting local efforts to improve transit reliability, improving access and connections to activity centers, and improving transit mobility options. Montgomery County received an award to upgrade data collection, tracking, and reporting. Prince George's County received two grants to examine BRT and microtransit feasibility, respectively.

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 for Northern Virginia and fund transportation capital improvement projects using the sustainable revenue stream (sales tax) established in 2013 (HB 2313). 70% of the revenues are directly programmed by NVTA, and the remaining 30% 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:

- Updating TransAction, the long-range multi-modal transportation plan for

Northern Virginia, which is fiscally and geographically unconstrained, every five years. NVTA has begun its next cycle of plan update to be adopted in late Fall 2022.

- Programming its regional (70 percent) revenues through NVTA's Six Year Program (SYP), which is updated on a two-year cycle. So far, NVTA has programmed \$2.5 billion in regional funds for multimodal projects across the region covering FY2014-2025.

In addition, NVTA makes recommendations to the Commonwealth Transportation Board (CTB) for allocation of federal CMAQ and RSTP revenues in Northern Virginia.

Recent Accomplishments

SIX YEAR PROGRAM

In 2021, NVTA issued a Call for Regional Transportation Projects for the FY2022-2027 SYP and received 26 applications for a combined request of more than \$1.2 billion. The Authority is anticipated to adopt a program in summer of 2022, following a series of quantitative and qualitative evaluations of applications. NVTA Staff recommendations and Authority adoption, are anticipated in summer of 2022. In the past, NVTA's SYP process has led to close to \$1 billion in transit/access to transit funding. This includes two new Metrorail stations (Potomac Yard and Innovation); 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 public transportation access improvement projects.

In addition, NVTA jurisdictions have programmed more than \$175 million from NVTA 30% local funds on transit and access

projects including WMATA/VRE/PRTC subsidies and transit operations/maintenance.

TRAVEL TREND TRACKING

NVTA staff is monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020 and 2021, with corresponding weeks and months in 2019. NVTA's travel trends monitoring has indicated that ridership for Northern Virginia's transit systems has been trending upward since February 2021. These trends are being considered in the scenario planning analyses as part of the TransAction development.

TRANSPORTATION TECHNOLOGY

NVTA adopted the strategies of the inaugural Transportation Technology Strategic Plan (TTSP) and its Action Plan. These establish a proactive approach to innovation, which keeps congestion reduction top of mind.

NVTA continues to work with the Commonwealth of Virginia as a co-sponsor of the Regional Multimodal Mobility Program (RM3P), which will use innovative technologies to address Northern Virginia's mobility needs.

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 December 2021, NVTC delivered the fourth annual Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA) to the Virginia General Assembly. NVTC recommended 18 strategies that are framed through the lens of the COVID-19 pandemic and focused on rebuilding ridership, leveraging federal aid to sustain service levels, implementing attractive fare and parking policy changes and encouraging and communicating a safe return to transit.

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's Commuter Choice program awarded a total of \$27 million to 19 projects in FY 2021. Once complete, these projects will move 4,000 more people each weekday on the I-66 and I-395/95 corridors.

Zero Emission Buses

NVTC hosted a zero-emission bus symposium that provided Northern Virginia jurisdictions and transit partner staff a platform to highlight, learn and discuss zero emission bus planning,

implementation, and procurement to better understand regional zero emission bus visions and goals.

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

In FY21, DRPT continued to work with its partners to provide transparency to transit and TDM funding. DRPT expanded the MERIT (Making Efficient and Responsible Investments in Transit) Program to include technical assistance, demonstration project assistance, the public transportation intern program, TDM operating assistance, mobility, and senior transportation. Additionally, in preparation for including these programs as part of MERIT, DRPT staff updated its internal grant management system by making changes to its guidelines, handbook, and application process.

During FY21, the Virginia Breeze implemented a new route called the Highlands Rhythm. The Highlands Rhythm provides daily service between Bristol and DC. The Highlands Rhythm is the fourth route to be added to the Virginia Breeze intercity bus system. The Virginia Breeze also operates three other routes: Valley Flyer (Christiansburg-Washington); Piedmont Express (Danville-Washington); and Capital Connector (Martinsville-Richmond-Washington).

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.

PART V - PUBLIC TRANSPORTATION ACCOMPLISHMENTS

The following section showcases some of the major accomplishments by transit agencies in the region over the past year, including major studies completed or in progress as well as significant operational achievements.



Source: <https://www.dashbus.com/photo-gallery>

MAJOR STUDIES COMPLETED AND LIST OF STUDIES IN PROGRESS

CITY OF ALEXANDRIA / DASH

In November 2021, the Alexandria City Council adopted the Alexandria Mobility Plan (AMP) to replace the existing transportation chapter of the City's Master Plan. The AMP includes a transit chapter, which commits to equity in transportation, advancing the City's three priority transitway corridors (Metroway, Duke Street, and West End), identifying opportunities to reduce bus service delays, improving the customer experience both on and off the bus, and electrifying the fleet.

The City and DASH have been working this year to advance some areas of the plan through various planning studies including:

Low Income Fare Program Study

The City completed its Low-Income Fare Program Study, that was funded by the MWCOG's TPB Transportation and Land Use Connections Program. The study evaluated several different free or reduced fare scenarios to determine feasibility, budget impact, and benefits to low-income riders. This study ultimately guided key decisions related to the implementation of DASH's fare free program.

Duke Street in Motion

In the Summer of 2021, the City kicked off a visioning study for the Duke Street transitway corridor to revisit a 2012 feasibility analysis and develop a community vision for transit along the corridor in advance of environmental analysis and design.

Electric Bus Feasibility Study

DASH completed the first phase of its Electric Bus Feasibility Study, that identified the additional facility and utility improvements that would be necessary to increase the size of the electric bus fleet. DASH is now entering the design phase of its Facility Expansion project

that will incorporate the recommendations from this study.

ART ARLINGTON TRANSIT

Transit Signal Priority Corridor Feasibility Study

Arlington Transit is studying the feasibility of installing transit signal priority (TSP) Routes 41 and 55. Route 41 operates on Columbia Pike, Glebe Road, and Wilson/Clarendon Boulevards between Court House and Arlington Mill. Route 55 operates on Langston Boulevard (US 29) between Rosslyn and East Falls Church. These are two of the busiest routes in the ART system and also most susceptible to traffic delays.

DDOT / DC CIRCULATOR & STREETCAR

Bus Priority Plan and Toolbox

DDOT completed the Bus Priority Plan and Toolbox in 2021. The plan outlines the District's vision for bus priority, a data-driven analysis to identify priorities for investment, and upcoming projects. The toolbox includes over twenty bus improvements to support faster and more reliable transit, as well as safer interactions between modes.

Both can be accessed here:

<https://ddot.dc.gov/node/1527011>.

DC Circulator Electrification Plan

DDOT kicked off the DC Circulator Electrification Plan in 2021 which focuses on outlining the steps for the DC Circulator fleet to transition to full electrification. The Plan will focus on establishing the fleet transition guide, summary of progress and focus of the new facilities, and modeling operational activities to support the various sites and provide guidance for charging of the vehicles based on service demands.

FTA LoNo Grant Award

DDOT was awarded a Low Emissions (LoNo) grant in 2021 for \$5,150,000 by the Federal Transit Administration. The District of Columbia Department of Transportation will receive funds to purchase battery electric buses to replace older diesel buses that have reached their useful life, support charging infrastructure, and install a solar canopy to power the buses. The District, which has committed to cut air pollution and greenhouse gas emissions and prioritize communities that are overburdened by pollution, will operate the electric buses in a city ward with the poorest air quality and higher rates of asthma.

DC Circulator Transit Development Plan Update

The DC Circulator Transit Development Plan 2020 Update final draft was completed in 2021 and published for public comment and review. The final document is expected to be published in 2022. The plan evaluates the current system's routes and performance goals, and outlines service changes aimed to better align District Department of Transportation (DDOT) resources with growing activity centers and improve the reliability of DC Circulator service. The main proposal on the project will include the implementation of a new route in Ward 7. DDOT expects the proposed route to be implemented in 2023. Other changes and improvements to the existing service such as bus stop consolidation, transit priority improvements, and traffic safety enhancements also will be implemented to improve service.

CITY OF FAIRFAX / CUE Zero-Fare / Low-Income Fare Study

In the fall of 2021 CUE completed an analysis of a potential zero-fare or low-income fare program with a consultant. The result was a recommendation for CUE to pursue a zero-fare pilot program. CUE is now working to secure funding for that effort.

FAIRFAX COUNTY / CONNECTOR Route Optimization Studies

The Centreville – Chantilly – Vienna - Tysons Area Bus Service Review has been underway as of 2021. The study investigates opportunities to better align Fairfax Connector service with the transportation needs along the I-66 and I-495 corridors. The study looked at ways to create new and more direct connections, to realign routes with travel patterns, to increase service hours on key routes in order to improve access and mobility, and to fill service gaps and improve access to Equity Emphasis Areas.

The Huntington – Lorton's study examined opportunities to better align Fairfax Connector service with the transportation needs within the Richmond Highway corridor. The study analyzed ways to create new and more direct connections, realign routes with travel patterns, increase service hours on key routes to improve access and mobility, fill service gaps and improve access to Equity Emphasis Areas. The study also examined how local bus service could be adjusted in response to the planned Richmond Highway Bus Rapid Transit Project.

FREDERICK COUNTY / TRANSIT Transit Development Plan Update

The Transit Development Plan (TDP) update began in 2021 and is anticipated to be completed in FY22. TRANSIT continues to monitor potential federal funding opportunities that align with projects identified in the TDP. One project outlined in previous TDPs has been more streamlined integration of schedule and fare information. In FY21, passengers that used Google Maps to plan their transit trips were presented with the opportunity to purchase their fares electronically via the Token Transit mobile application (app). Future data updates will also enable improved integration with real-time tracking apps like the Transit App. Another ongoing project outlined in previous TDPs is the expansion of passenger

amenities. TransIT has continued to expand the bus shelter and shelter advertising program, including coordination with the City of Frederick, the business community, and residential and commercial developers. TransIT continues to identify appropriate locations with high transit ridership in Frederick to implement new passenger amenities.

MONTGOMERY COUNTY / RIDE ON

Ride On Reimagined

The Ride On Reimagined Study is a comprehensive, forward-looking assessment of the bus network that will result in significant recommended changes to how transit operates in Montgomery County based on current and future needs. This study will take an in-depth look at Montgomery County's existing and planned transit systems, including Metrobus services that operate within the County limits and the future Purple Line. The study is ongoing through 2024.

Ride On Zero & Reduced Fare Study

Ride On suspended fares due to the pandemic and they remained suspended at the beginning of 2022. In order to determine whether continued zero or reduced fares for all or on a needs basis, the county performed a study on the costs and benefits of each approach. Based on the conclusions of the study, Ride On will begin collecting discounted fares of \$1 beginning in August 2022.

Flash BRT Studies

Ride On implemented its first BRT service, branded Flash, on US 29 from Silver Spring to Burtonsville in 2020. Currently, the county is in the planning stages for several more Flash lines, on New Hampshire Avenue, MD 355 (Rockville Pike/Frederick Road), Veirs Mill Road, and in North Bethesda.

The Great Seneca Transit Network

The Great Seneca Transit Network is a near-term transit solution for the biotech hub around Shady Grove Metro and west towards

Kentlands to promote economic recovery, improved equity and access, expand mobility and neighborhood connectivity, and improve the quality of transit for riders. Design will run through July 2022 and the estimated start of service is early 2025.

PRINCE GEORGE'S COUNTY / THEBUS

Prince George's County DPW&T was the recipient of two State Transportation Innovation Grants (STIG); through the STIG grant program, the county is advancing two studies:

- The STIG BRT study will assess the county's road infrastructure and capacity to determine the optimal roadways and routes to accommodate future BRT service. The study is in the process of being finalized.
- The STIG microtransit study will evaluate what areas of the county could benefit from microtransit. The study will identify community assets such as stores, libraries, etc. and how they can be connected to riders and areas of demand. The study is to be completed by Spring 2022.

PRINCE WILLIAM COUNTY VDOT STARS and Multi-modal Pipeline Studies

The Virginia Department of Transportation (VDOT) Strategically Targeted Affordable Roadway Solutions (STARS) and multi-modal "project pipeline" studies began in 2021 to provide cost-effective and targeted interventions to improve operations (including transit access and travel times) on the following corridors:

- Route 123 at I-95
- Prince William Parkway
- Route 234 Business.

Prince William County Peak Hour Express Bus Study

A TPB TLC funded study was completed in 2021 on the feasibility of peak-hour dedicated bus lanes and other transit priority treatments on key road corridors connecting Dale City to I-95.

Innovation Park Town Center Shuttle Service Feasibility Study

A TPB TLC funded study initiated a feasibility study of an autonomous shuttle service within Innovation Park based on the local Small Area Plan and focused on connecting the future Regional Activity Center to the Broad Run VRE Station.

Legacy Roads Growth and Accessibility Planning (GAP) Technical Assistance

Prince William County received a technical assistance grant from the Virginia Office of Intermodal Planning and Investment to start a project in 2021 that would develop a performance-based process for planning and designing improvements for roadways near activity centers that have older, well established land uses (referred to as “legacy roads”) to create more walkable, transit friendly communities.

PRTC OMNIRIDE

Zero Emissions Bus Study

Staff began the study in November 2021 to evaluate current zero and low emissions fuel options, focusing on infrastructure and equipment needs. The study is funded through a state grant and is expected to be completed by June 2022.

Bus Replacements

Bus fleet procurement continues to replace OmniRide’s aging fleet. Funding sources include a combination of state, local, Federal and NVTC funds. Purchased buses will support NVTC Commuter Choice funded projects. The new buses will include operator barriers and enhanced filtration systems.

Microtransit Study

In 2021, staff began assessing the potential for a pilot area in Manassas Park based on an under-utilized transit route. Implementation is estimated to begin in Fall 2022 with the potential for an expansion east as a replacement of the existing Quantico Shuttle.

Transit Strategic Plan

Staff continue to execute TSP elements including restructuring of commuter routes in the Western corridor to coincide with the opening of I-66 express lanes in the Fall of 2022. Restructuring will include opening a new commuter lot at Balls Ford Road and I-66, ongoing re-timing of routes to accommodate faster running times on express lanes.

Keep Prince William Beautiful Partnership

This new effort’s first project to start will be to commence collaboration with local artists to beautify select bus shelters throughout the county. This will also include potential Adopt-A-Stop programs to assist with the ongoing maintenance and trash pick-up at some stops/shelters to enhance visual appeal to the surrounding community

VRE

Transforming Rail in Virginia (TRV) Initiative

The symbolic signing ceremony for this initiative took place in March 2021 at Alexandria’s Union Station. As a major beneficiary of Transforming Rail in Virginia (TRV), VRE executed both an operating/access and funding agreement with the Commonwealth. Under the funding agreement, VRE has committed to utilizing its dedicated Commuter Rail Operating and Capital (C-ROC) funds to support TRV infrastructure improvements.

Plan Updates

Preliminary analysis to update the long-range VRE System Plan was initiated in November 2021. The update process will continue in 2022.

A minor update of the short- to mid-range VRE Transit Development Plan (TDP) was completed.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Blue/Orange/Silver Line Corridor Capacity and Reliability Study

Metro continued to advance the Blue/Orange/Silver Capacity & Reliability Study, a forward-thinking Alternatives Analysis, to meet the Metrorail System's most urgent needs, both prior to the pandemic and in the future. The goal of the Alternatives Analysis is to identify infrastructure and operational improvements that maintain quality service and meet riders' short- and near-term transit needs. To reach this goal, Metro developed and evaluated a range of alternatives for providing

more frequent and on-time train service, better managing and responding to service disruptions and crowding, and making Metro more energy- and cost-efficient. These alternatives were then assessed based on measures informed by the public, the costs, benefits, and impacts. An operations-based alternative was also developed that included over 50 new commuter bus routes and six BRT routes in both Virginia and Maryland.

Metrobus Annual Line Performance Report

This document is intended to provide an annual look of Metrobus system performance on a line-by-line basis against the metrics and performance goals that WMATA has set for the system. The initial report was generated for the majority of the 2020 Fiscal Year (excluding several months to minimize the impacts of COVID on the data). WMATA plans to develop a release of the Annual Line Performance Report for FY 2021 as well as for FY 2019 in 2022 to give the agency three years' worth of data to compare and analyze.

SIGNIFICANT OPERATIONAL ACHIEVEMENTS

CITY OF ALEXANDRIA / DASH

DASH launched the fare-free New DASH Network in September 2021, which represents the first phase of the Alexandria Transit Vision Plan. The redesigned network includes simpler route structures, new route names, and more frequent service, seven days per week, on key transit corridors across the City. In the first half of 2021, DASH ridership levels stayed between 40 and 45 percent of pre-COVID levels from 2018-2019. With the introduction of the New DASH Network and free fares, however, ridership has increased to 72 percent of pre-pandemic levels in October.

ARLINGTON TRANSIT

In 2021 Arlington Transit's response to the COVID-19 pandemic evolved to resume full scheduled service and fare collection, and to end restrictions on seating inside buses and rear-door boarding. Mask mandates continued throughout the year. While weekday ridership remained significantly below pre-pandemic levels, weekend ridership approached 90% of 2019 levels.

CITY OF FAIRFAX CUE

In 2021 CUE worked to improve its internal operational policies. These include new policies on driver evaluations, attendance and leave, vehicle idling, and the introduction of high-vis safety vests for staff.

FAIRFAX CONNECTOR

On January 4, 2021, Fairfax Connector implemented two new routes (350 and 351) formerly known as Metrobus Routes S80 and S91.

- Route 350: Replaced operation of TAGS S80 bus route from WMATA, while adding midday service to the new TSA facility. The route operates every 15 minutes during peak and 20

minutes off-peak, between Metro Park, Franconia-Springfield Metrorail Station, Springfield Town Center, and the Springfield Hilton Hotel.

Route 351: Replaced operation of TAGS S81 bus route from WMATA, as a weekday rush hour service only. The route operates every 15 minutes, with service to the new TSA facility, the Northern Virginia Community College (NVCC) Medical Education Campus, as well as Franconia Springfield Metrorail station.

On July 10, 2021, Fairfax Connector implemented changes to the following routes (171, 422, 467, 630) and added new service to routes (703, 715, 803, 834, and 835).

- Route 171: Route extension to the National Museum of the United States Army on weekends.
- Route 422: Eliminated route due to low ridership and is duplicated by other service
- Route 467: Improved frequencies on weekdays and weekends.
- Route 630: Route adjustment. Route would travel along Centreville Farms Road in the eastbound and Leland Road in the westbound
- Route 703: Replaces Metrobus 3T
- Route 715: Replaces Metrobus 15
- Route 803: Replaces Metrobus 3A
- Route 834: Replaces Metrobus 29C
- Route 835: Replaces Metrobus 29W

FREDERICK COUNTY TRANSIT

Ridership rebounded quickly throughout 2021 and was approximately 80% of pre-pandemic levels. In December, every route operated as scheduled except for select Meet-the-MARC Shuttle runs, which were reduced to reflect limited MARC train ridership (down nearly 90% of pre-pandemic levels). Drivers have been

reassigned to assist with call-out coverage and additional paratransit support.

To support the County's vaccination efforts, especially in underserved areas, TransIT partnered with the Frederick County Health Department to create a mobile vaccination clinic. One of TransIT's electric buses was transformed into a fully-equipped, mobile clinic capable of traveling into areas in the county where transportation access may be minimal. TransIT continues to work closely with the Health Department to share information on its vehicles and social media platforms.

PRINCE GEORGE'S COUNTY THEBUS

In 2021 Prince George's County approved the installation of four charging stations at the D'Arcy Road bus facility to support four new all electric Proterra 35' buses. This was one aspect of the DPW&T's goal to move to a 100% zero-emissions fleet powered by renewable energy no later than 2040. The transition to an electric fleet will be a phased approach. DPW&T projects that half of the entire fleet of buses will be electric in eight to ten years and the fleet will be 100% electric in fifteen to twenty years depending on continued grant funding.

PRTC OMNIRIDE

Staff began work for a pilot of mobile ticketing on commuter operations. The test will occur on one select commuter route to demonstrate effectiveness, adaptation rate, utilization rate and ease of use compared to farebox. The pilot will be conducted for at least 9 months with potential for expansion in future years to the entire commuter fleet. The mobile ticketing company is the same company utilized by Virginia Railway Express (VRE) using a state grant to fund the pilot and demonstration program.

OmniRide received a Virginia Transit Association Safety and Security award in September 2021.

VRE

A new schedule took effect in October 2021 designed to reduce track congestion (the major cause of VRE train delays) as well as allow for the future addition of a round-trip train on both the VRE Fredericksburg and Manassas lines.

VRE introduced a new version of the VRE Mobile ticketing app. Work on an updated website, which will launch in 2022, began in the fall of 2021. The intent was to integrate the app, website, and other technologies to provide more real-time information about VRE service and improve the passenger experience.

VRE's Keolis mechanical team celebrated six injury-free years maintaining VRE equipment at the Broad Run facility in October 2021. This is a significant accomplishment given that over the last decade an average of 4,250 U.S. railroad workers were injured on the job each year.

VRE earned a Certificate of Achievement for Excellence in Financial Reporting for its Annual Comprehensive Financial Report for the 14th consecutive year.

WMATA

Metrorail service was adjusted during 2021 to support the agency's COVID-19 response, major construction activities, and the All-Day Service improvements approved by the WMATA Board in mid-June of 2021.

- In May 2021, the Arlington Cemetery and Addison Road projects were completed, and the Summer Platform Project began which required temporary suspension of Yellow and Green line rail service from Fort Totten to Greenbelt.

In June of 2021, Metro’s Board of Directors adopted a package of improvements to both Metrobus and Metrorail service and fares to support the region’s recovery and encourage more customers to return to transit.

- On Metrorail, rail service improvements include extended service hours implemented in phases in July 2021 and September 2021
- On Metrobus, the rail-to-bus “transfer penalty” was eliminated, providing a full credit discount on Metrobus fare to trips transferring from Metrorail.

In early September 2021, rail service hours were improved on several lines in the peak periods, evenings, and late nights.

Also in September 2021, Metrobus launched the Frequent Service Network. This service improvement was intended to provide more reliable “walk-up” style service 7-days a week for nearly the entire service day. 20 bus lines were improved to provide with 12 minutes or better service, 7am to 9pm, 7 days a week with an additional 16 bus lines improved to 20 minutes or better service.

PART VI: TRANSPORTATION PLANNING BOARD ACTIVITIES

The following section details the activities of the Transportation Planning Board, the federally designated metropolitan planning organization (MPO) for metropolitan Washington, D.C. These include accomplishments and major changes with the Regional Public Transportation Subcommittee (RPTS), performance-based planning and programming (PBPP), and Visualize 2045, the region's long-range transportation plan (LRTP).



Source: <https://www.wmata.com/about/media-relations/photos/photo-gallery.cfm?id=1024>

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 2021 include:

TPB Activities and Products:

- Regional Travel Survey analysis
- Transit Equity White Paper
- Transit Within Reach Program
- BRT and Transitways Infographic
- Technical Inputs to the Air Quality Conformity Analysis of Visualize 2045 2022 update
- Transit Information Questionnaire
- Primary Transit Corridors Traffic Trends Analysis
- Visualize 2045 plan progress

WMATA Activities and Products:

- Bus Transformation Project
- Real-time crowding information app
- Regional transit data sharing
- Blue/Orange/Silver Capacity and Reliability Study
- 2021 Service and Fares Summary
- Metrorail Service Standards

Other Regional Transit Provider and Local Government Activities:

- New VRE Mobile App
- Fairfax County Transit Strategic Plan/Route Optimization and Title VI Analysis
- CUE bus stop guidelines
- Ride On Reimagined Study
- DDOT MoveDC plan update
- DDOT Bus Priority Program Toolbox

Other Regional Plans and Activities:

- Transit Safety Targets Regional Roundtable
- Regional electric bus plans and overview of region's status

- Updates on recent activities in CAV in the region
- PBPP Transit Asset Management Targets

Activities from national organizations and agencies:

- APTA Zero Emissions Bus Update
- Transportation policy and climate change impacts report from the Urban Institute
- FTA Title VI Circular RFI update

All documents can be found at the RPTS events page via the link below:
https://www.mwcog.org/events/2021/?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

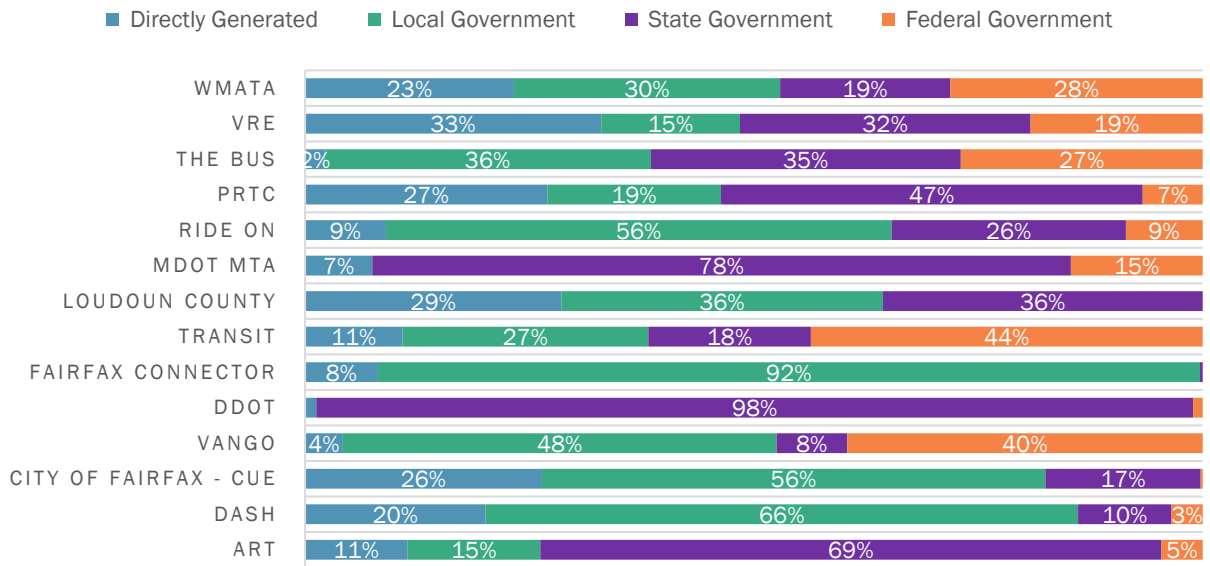
Visualize 2045 is the federally mandated, long-range transportation plan for the National Capital Region. Adopted in 2018 and currently undergoing its federally mandated quadrennial update scheduled to be completed in 2022. As of 2018, long-range plan includes additional items like TPB's aspirational 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 Visualize 2045 update is organized into nine chapters:

1. **About the Plan:** provides an overview of the regional planning process and how the plan was developed.
2. **Where Are We Today?:** describes the regional context of geography, demographics, population, jobs, cultural, social, and environmental conditions.
3. **Visualizing Our Future Together:** describes the goals and priorities TPB uses to guide planning in the region.
4. **What Factors Affect Our Future?:** examines factors that impact communities and the transportation network.
5. **How Do We Engage the Public?:** summarizes the "Voices of the Region" public engagement used for the 2022 update
6. **Strategies for a Brighter Future:** describes planning activities and strategies TPB is using to improve the transportation network for all users.
7. **Funding the Transportation System:** provides an overview of transportation funding and financial planning in the region.
8. **Planning for Performance:** describes the TPB performance planning activities and congestion management process that aim to reduce congestion and pollution.
9. **What Happens Next?:** visualizes the future challenges the region faces to achieve the goals outlined in the plan and what actions are necessary to achieve the best future for the region.

APPENDIX - FIGURES

NCR TRANSIT SERVICE PROVIDERS' FY2020 REVENUE SOURCES



Source: National Transit Database: FY2020