

STATE OF PUBLIC TRANSPORTATION

2019 Report



National Capital Region
Transportation Planning Board

STATE OF PUBLIC TRANSPORTATION | 2019 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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ACKNOWLEDGEMENTS

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STATE OF PUBLIC TRANSPORTATION | 2019 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. Public transportation is a vital component with economic, environmental, and improved livability. Effects include, providing access to job opportunities for millions, serving as an alternative to single-occupancy vehicles, reducing congestion on already-crowded roadways, and allowing more vibrant and meaningful social interaction.

Summary

Public transportation services are an important component of the region's transportation system. In the 2018 annual data reported to the National Transit Database (NTD) of the Federal Transit Administration (FTA), there were over 415 million unlinked passenger trips in the region, with about 1.1 million trips by public transportation taken every weekday in the National Capital Region.

Three primary modes of public transportation operate in the region:

Rail – Rail services offer 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 services from the outer region are operated by MARC and VRE for Maryland and Virginia respectively, bringing 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.

Bus – Bus services provide access across the region and carry about 45% 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, with services across the region, complemented by local bus service operators in many local jurisdictions and longer-distance commuter buses. In addition, there is a short segment of streetcar in the District of Columbia.

Paratransit – Paratransit services provide specialized public transportation to special needs customers, complementing rail and bus fixed route systems. MetroAccess is the largest operator and provides most service in DC and Maryland, while several Virginia jurisdictions operate local services. Paratransit services must meet certain operating requirements under the Americans with Disabilities Act (ADA).

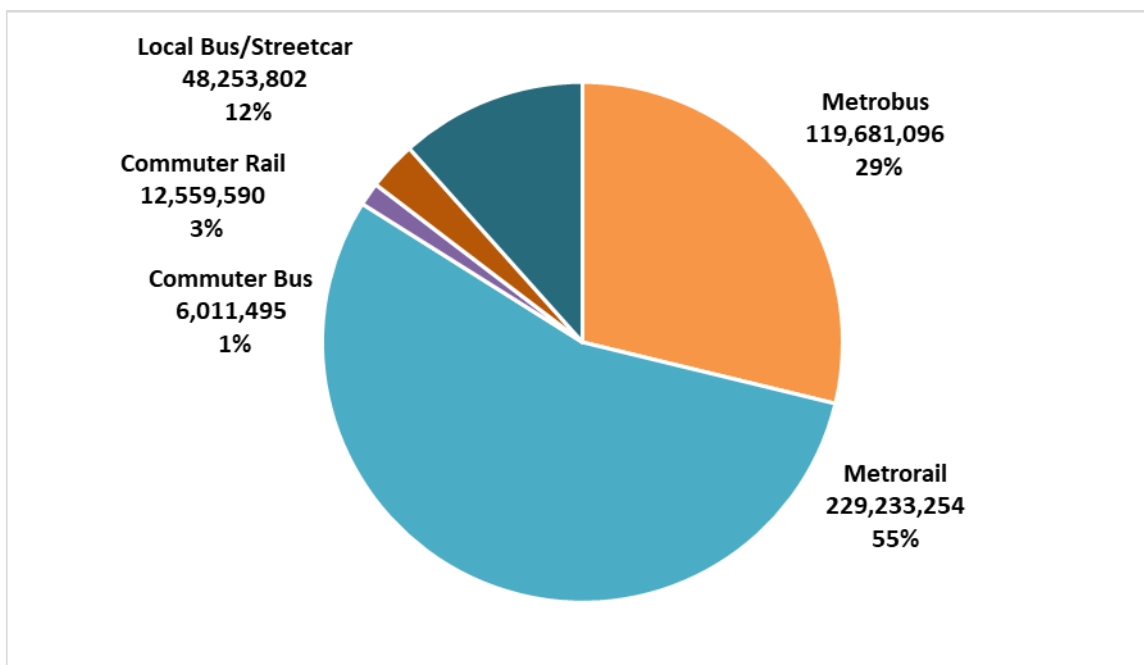
Other modes and providers of public transportation – Beyond the services operated by government, there are private coach operators, taxicabs, private shuttle services, Transportation Networking Companies (TNCs) and other public transportation services in the metropolitan Washington region. The relationship public transportation has with the region was examined with a travel trends study; detailed information can be found on the below link.

<http://www.tpbne.ws/featured/here-are-7-takeaways-from-tpbs-regional-travel-trends-study/>

The source for the below charts comes from the National Transit Database. Congress established the NTD to be the Nation’s primary source for information and statistics on the transit systems of the United States. 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 through reporting year (RY) 2018, which was made available in October 2019.

Figure 1 provides a breakdown of the annual transit ridership by mode in the National Capital Region. Eighty-four percent of all public transportation rides are delivered by WMATA, with a majority of those on Metrorail followed by Metrobus. Local bus operators and the DC Streetcar make up twelve percent of the annual public transportation trips in the region. Commuter rail and commuter bus account for four percent of the annual public transit trips.

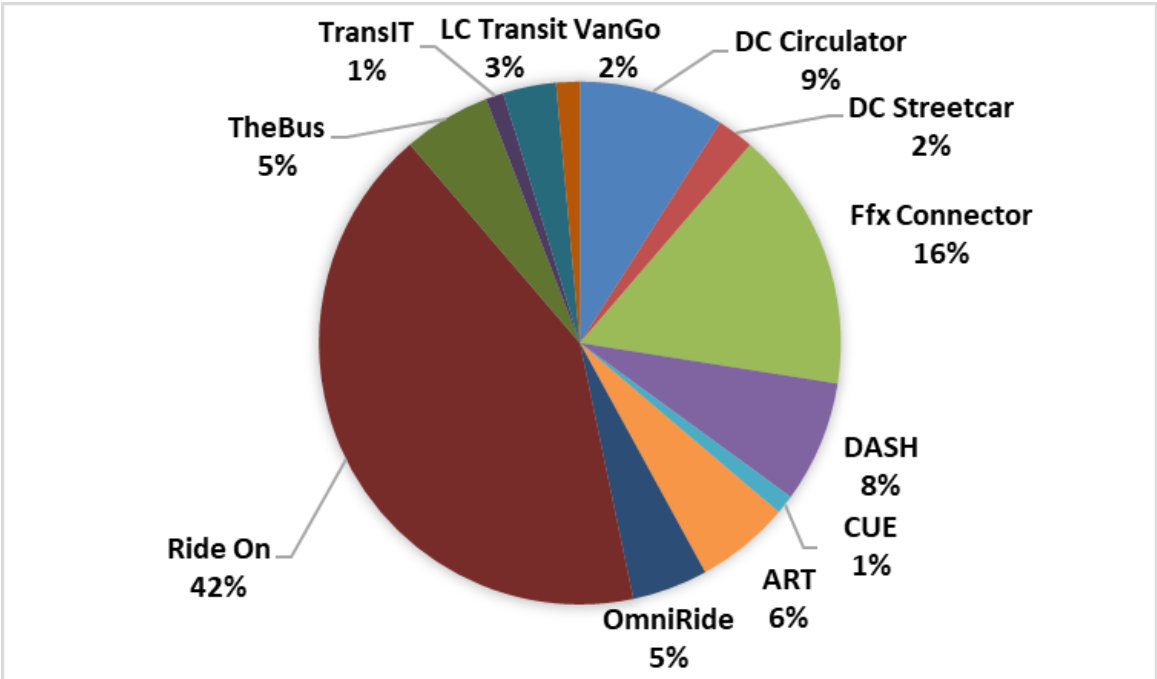
Figure 1: National Capital Region Unlinked Annual Trips by Mode (Percentage), 2018 NTD



* MARC and MTA Commuter Bus ridership in the region imputed

Aside from WMATA, the National Capital Region contains several local public transportation operators who provide over 415 million unlinked passenger trips annually. Figure 2 illustrates the percentage of overall ridership for 2018 divided by local operator. Montgomery County’s Ride On accounts for forty-four percent, or nearly 22 million passenger trips, of the local operator trips in 2018. Another significant local operator is the Fairfax Connector, accounting for seventeen percent of the local operator trips. It should be noted that both commuter bus and local bus services provided by Loudoun County Transit and OmniRide are also included in this chart.

Figure 2: National Capital Region Local Agency Bus/Streetcar Trips by Agency (Percentage), 2018 NTD



PART I - 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 600,000 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. Metrorail includes 118 miles of network and 91 stations.

RECENT ACCOMPLISHMENTS

- Delivery of the 7000-series rail cars
- Construction of Silver Line Phase II continued, an 11.5-mile transit extension with six stations that will provide service to Dulles International Airport and to Ashburn, VA.
- Construction of the Potomac Yard station began.
- Major Platform Rehabilitation project completed at six stations in Northern Virginia.

SYSTEM CHARACTERISTICS

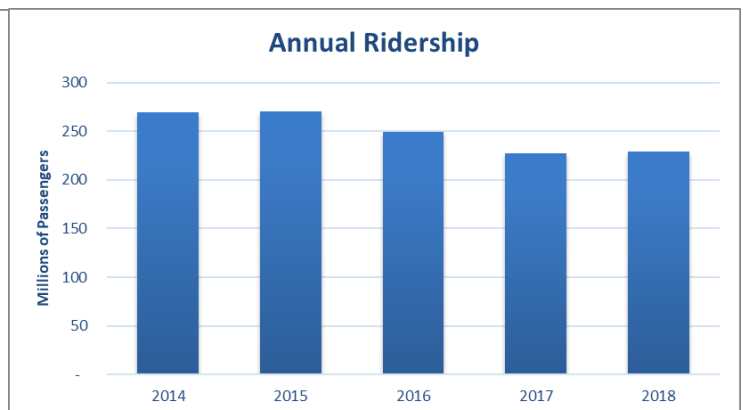
Vehicle Fleet: 1290 Passenger Cars. 91 Stations

Service Type: Heavy Rail

PROVIDER DATA



NTD Data 2018



NTD Data 2018

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 operating on 325 routes.

RECENT ACCOMPLISHMENTS

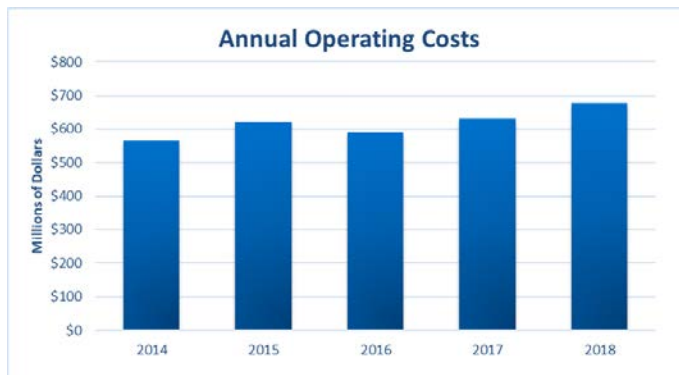
- Andrews Bus Facility completed
- Design for rehabilitation of Northern Bus Garage completed.
- Bus Transformation Project study completed
- Enhanced Pass Products: Metrorail expanded pass products to include free Metrobus. Metro also reduced the price of several passes and introduced a 3-day pass.

SYSTEM CHARACTERISTICS

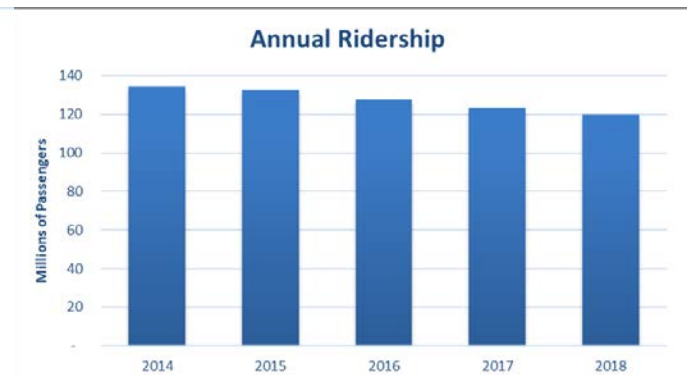
Vehicle Fleet: 1707 Buses, 65 Articulated Buses, 319 Routes, 14 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018



NTD Data 2018

SOURCES OF FUNDING

In FY 2018, total WMATA Metro operating revenues came from the following sources: Fares 35%, Local Funding 32%, State Funding 21%, Fed. Assistance 6%, Other 6%

ALEXANDRIA TRANSIT COMPANY (DASH)

<https://www.dashbus.com>



OVERVIEW

The Alexandria Transit Company's DASH system provides safe, reliable, and courteous bus service within the City of Alexandria, and connects with Metrobus, Metrorail, Virginia Railway Express, and all 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.

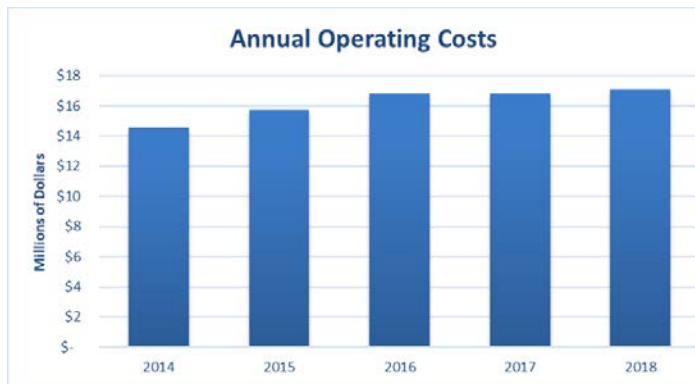
RECENT ACCOMPLISHMENTS

- The Alexandria Transit Vision Plan was completed, s a bus network redesign project to improve relevance and usefulness of bus service in the Alexandria community.
- DASH is continued its exploration of zero-emission bus technology and has initiated a Feasibility Review that will help DASH identify its specific fleet needs in preparation for an Implementation Plan.
- DASH has played an integral role in the planning and final start of the King Street Metro Access Improvements Project, which broke ground in November and will be completed in 2020.

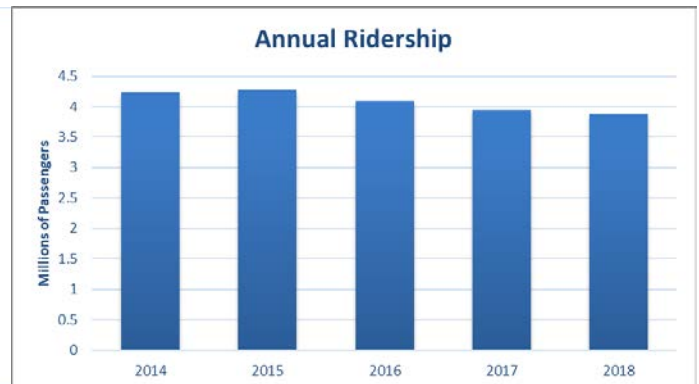
SYSTEM CHARACTERISTICS

Vehicle Fleet: 86 Buses, 11 Routes, 1 Maintenance Facility

Service Type: Fixed Route



NTD Data 2018



NTD Data 2018

SOURCES OF FUNDING

In FY 2018, DASH operating revenues came from the following sources:

Fares 23%, Local Funding 75%, State Funding 0.4%, Other 2%



OVERVIEW

ART - Arlington Transit operates within Arlington County, Virginia, supplementing Metrobus with cross-County routes as well as neighborhood connections to Metrorail. Most of ART's state-of-the-art buses operate on clean-burning natural gas; all have climate control to keep riders comfortable and dependable schedules.

RECENT ACCOMPLISHMENTS

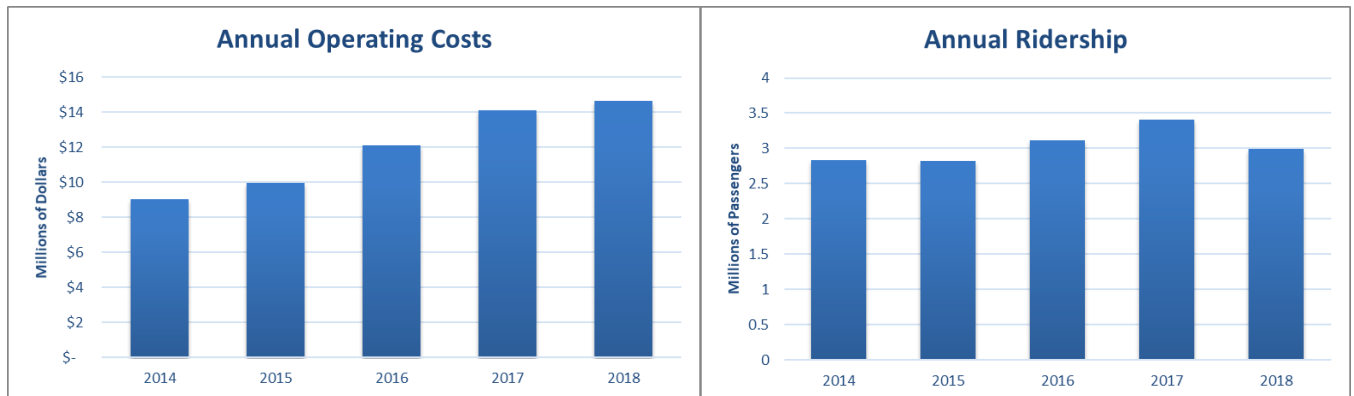
- Washington Boulevard bus stop improvements.
- Addition of ART route 72 providing service from North Arlington to Ballston and Shirlington.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 51 Buses, 17 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, ART operating revenues came from the following sources:
 Fares 24%, Local Funding %, State Funding 76%

DC CIRCULATOR

<https://www.dccirculator.com>



PROVIDER OVERVIEW

The DC Circulator provides public transportation to the District's main attractions and most lively neighborhoods for business, culture, and entertainment. The system consists of six distinct routes across Washington, DC, and even into Rosslyn, VA, and provides close to five million trips a year. The Circulator 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). The DC Circulator delivers affordable, comfortable and efficient bus service that connects people to business, culture and entertainment throughout the District.

RECENT ACCOMPLISHMENTS

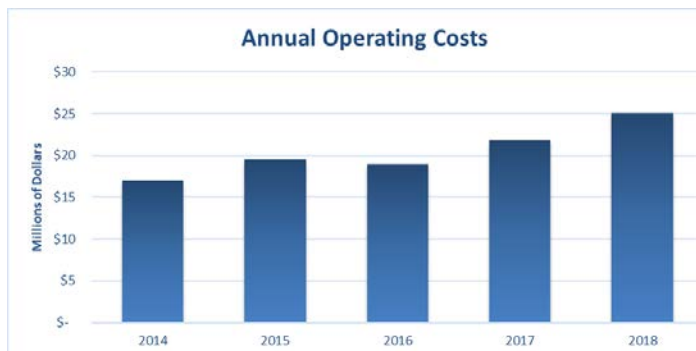
- H and I Street NW bus lanes planned, implemented, and made permanent in 2019
- Planning and design continues on bus priority projects along 16th Street NW and other select corridors in the District, with construction on the 16th Street project anticipated in 2020.
- All rides on DC Circulator were free from February through September 2019. During this seven-month period, DC Circulator saw a ridership increase of 36 percent over the same period in 2018.
- From May through September 2019, DC Circulator ran the Zoo Express Bus, a service connecting the Woodley Park – Zoo/Adams Morgan Metro Station to the Smithsonian National Zoo. The service served over 150,000 rides during the six-month period.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 72 Buses, 6 Routes, 2 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

DC STREETCAR

<https://www.dcstreetcar.com>



PROVIDER OVERVIEW

The DC Streetcar is a surface streetcar network in Washington, D.C. As of 2019, it consists of only one line: a 2.2-mile segment running in mixed traffic along H Street and Benning Road in the city's Northeast quadrant. The DC Streetcar is 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; Offer a broader range of transit options for District residents; Reduction of 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

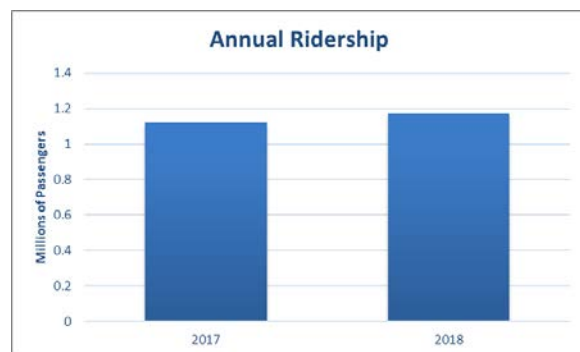
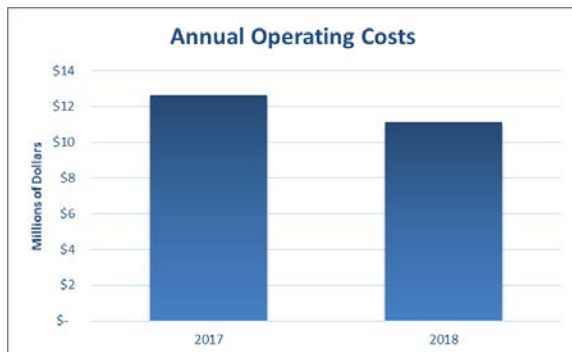
- Planning activities continue for the eastward extension of the streetcar to the Benning Road Metrorail station

SYSTEM CHARACTERISTICS

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

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, DC Circulator and DC Streetcar operating revenues came from the following sources: Fares 7%, State Funding 93% *

*DC Circulator and DC Streetcar report for the Federal Fiscal Year



PROVIDER OVERVIEW

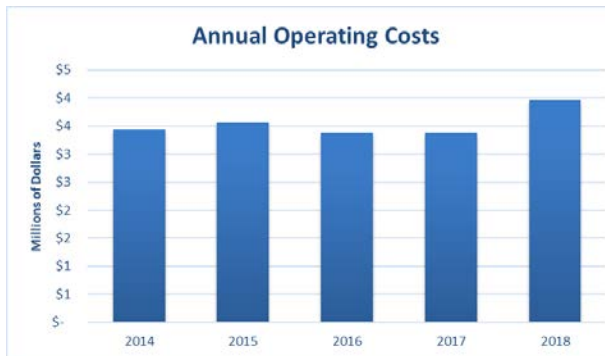
The City of Fairfax City-University Energysaver (CUE) bus system provides regularly scheduled, low-cost transportation services to George Mason University (Mason), to shopping centers and other locations within the City of Fairfax, as well as the Vienna/Fairfax-GMU Metrorail Station. All CUE buses are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

SYSTEM CHARACTERISTICS

Vehicle Fleet: 12 Buses, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, CUE operating revenues came from the following sources:
Fares 30%, Local Funding 64%, State Funding 6%

FAIRFAX CONNECTOR

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



PROVIDER OVERVIEW

Fairfax Connector is the largest local bus system in the Northern Virginia region transporting 35,000 passengers on 89 routes daily. The Fairfax Connector's goal is to provide world class transportation service that promotes greater mobility, improves the safety of our community, and enhances the quality of life for riders.

RECENT ACCOMPLISHMENTS

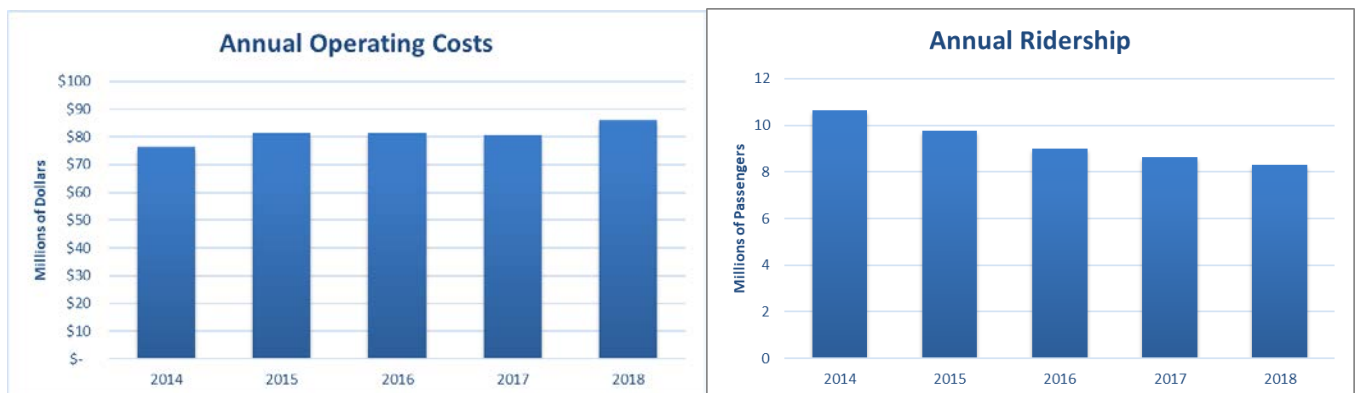
- Three new bus routes began operation in 2019. Route 698 service started on January 19. This route is funded by a two-year grant from the I-66 Inside the Beltway Commuter Connections grant program managed by NVTC. Service on Route 308 and Route 467 started on March 30.
- Route optimization studies for the Franconia and Herndon-Reston areas of Fairfax County were conducted during 2019.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 308 Buses, 89 Routes, 3 Maintenance Facilities

Service Type: Fixed Route and Commuter Service

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, Fairfax Connector operating revenues came from the following sources:
Fares 13%, Local Funding 86%, State Funding 0.5%, Other 0.6%

LOUDOUN COUNTY TRANSIT

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



PROVIDER OVERVIEW

Loudoun County has four distinct transit services: Local Fixed Route, Paratransit, Metro Connection and Commuter Bus. The Local Fixed Routes provides all day transit service through neighborhoods and commercial developments in Loudoun County. The Paratransit services are complementary to the Local Fixed Route services in that they provide transportation within $\frac{3}{4}$ of a mile of the local fixed routes to eligible riders. The Metro Connection transit services operate during the AM and PM peak periods providing transportation from fifteen park and ride lots throughout the county to the Wiehle-Reston East and West Falls Church Metrorail stations. When the new Metrorail stations open in Loudoun County, these routes will shift to the Loudoun Gateway and Ashburn stations as well the Herndon-Monroe station in Fairfax County. The commuter bus services operate during the AM and PM peak periods providing transportation from eighteen park and ride lots throughout Loudoun County to Rosslyn, the Pentagon, Crystal City and Washington DC.

RECENT ACCOMPLISHMENTS

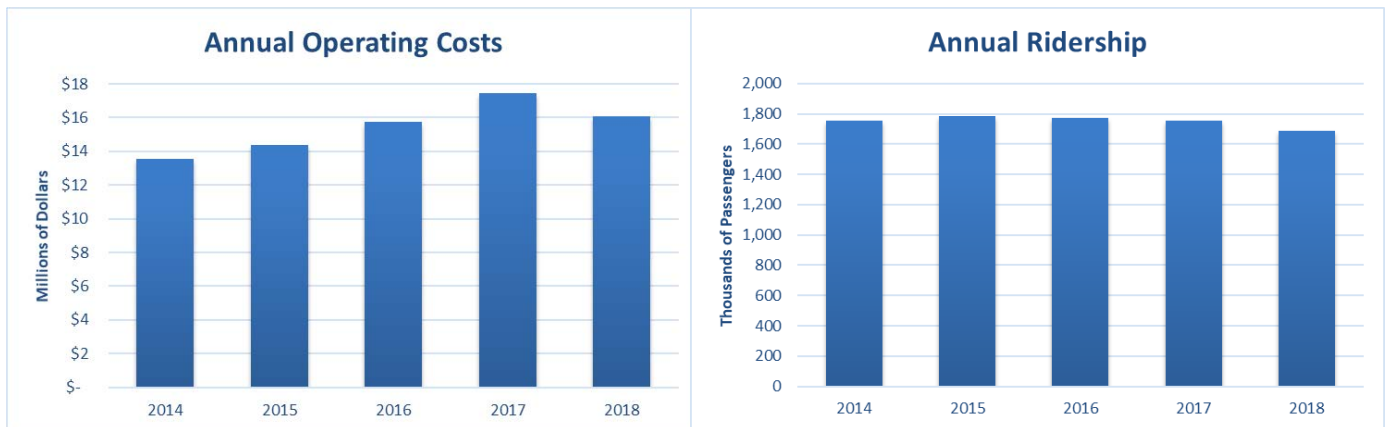
- Initiated and completed an ADA transition plan for all of the bus stops in Loudoun County.
- Awarded two I66 Commuter Choice grants
- Obtained a State Capital Assistance grant through DRPT to purchase 37 Body on Chassis buses for the Local Fixed Route Services

SYSTEM CHARACTERISTICS

Vehicle Fleet: 1 Maintenance Facility

Service Type: Fixed Route, Commuter, and Paratransit Service

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, Loudoun County Transit operating revenues came from the following sources: Fares 47%, Local Funding 31%, State Funding 20%, Other 2%

FREDERICK TRANSIT

<https://frederickcountymd.gov/105/TransIT>



PROVIDER OVERVIEW

TransIT Services of Frederick County is Frederick County's public transportation system providing local and commuter bus service and demand response paratransit services as well as offering commuter assistance and employer outreach information. Ten Connector Routes operate in Frederick City and urbanized areas of Frederick County. Five commuter shuttles and two Meet-the-MARC shuttles operate each weekday.

RECENT ACCOMPLISHMENTS

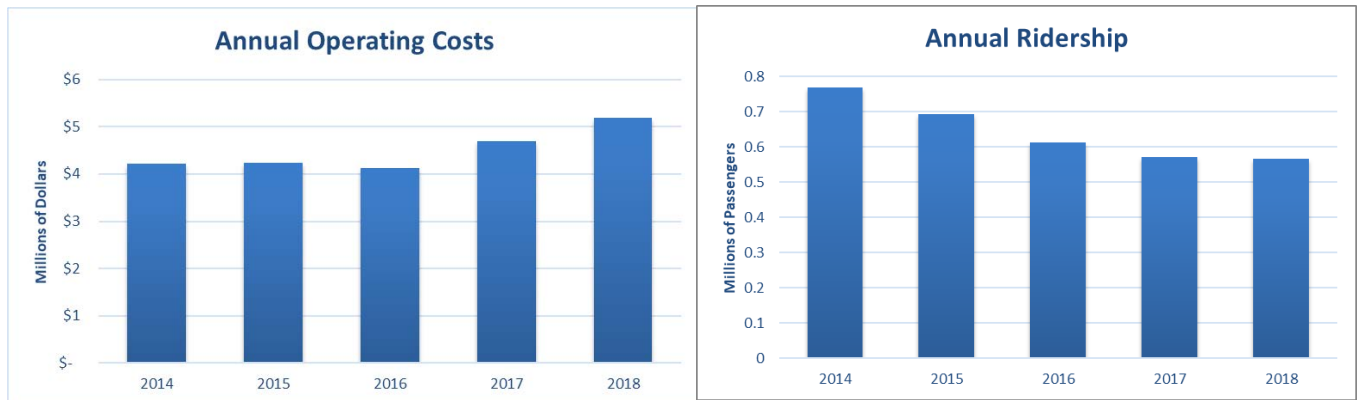
- Token Transit Mobile Ticketing App launched, leading to a 15% increase in mobile ticket sales
- Eight new vehicles added to fleet
- Route schedule & map brochures update to more modern design

SYSTEM CHARACTERISTICS

Vehicle Fleet: 25 Buses, 21 Cutaways, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, TransIT operating revenues came from the following sources:
Fares 15%, Local Funding 24%, State Funding 19%, Fed. Assistance 41%

CHARLES COUNTY TRANSIT SERVICES - VANGO



PROVIDER OVERVIEW

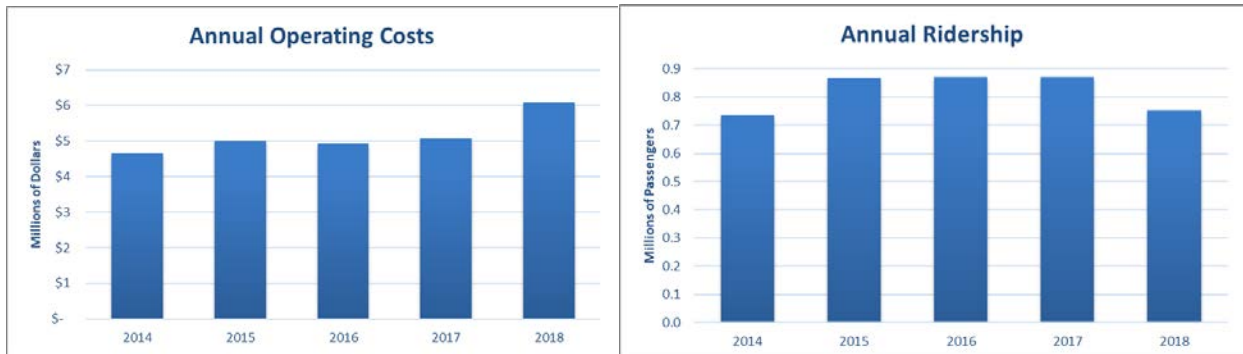
VabGO is Charles County's public transportation system providing local bus service and demand response paratransit services.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 24 Connector Buses, 10 Shuttle Buses, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, VanGo operating revenues came from the following sources:
Fares 5%, Local Funding 52%, State Funding 6%, Fed. Assistance 37%

MONTGOMERY COUNTY RIDE ON

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



OVERVIEW

Montgomery County buses provide over 1 million annual vehicle revenue hours, travel 13 million annual vehicle revenue miles and 21.59 million unlinked trips annually. Level of frequency ranges between 10 to 30 minutes. The Montgomery County Division of Transit Services maintains the transit infrastructure to the system's network to include bus shelters, bus stops, benches/knee walls, trash receptacles, operator restrooms, Park & Ride lots, and security cameras on 100% of all buses. Ride On currently maintains approximately 5,357 bus stops and 4,527 (82%) of all bus stops are ADA accessible. Amenities includes 507 bus shelters and 700 benches/knee wall. These resources are maintained in a uniquely designed automated bus stop inventory system with GIS mapping capabilities and pictures.

RECENT ACCOMPLISHMENTS

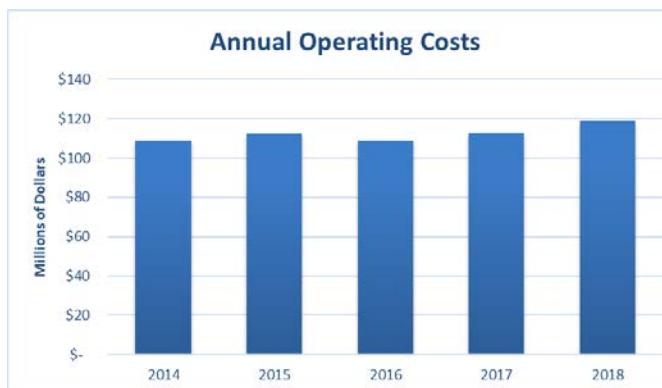
- Forty-two Ride On bus shelters are now solar powered. These shelters are in areas where electric utilities do not have nearby power connections.
- Real Time signs are in over 80 locations displaying bus arrival and departure information. These locations include shared locations with Metrobus.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 373 Buses, 85 Routes, 3 Maintenance Facilities

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018



NTD Data 2018

SOURCES OF FUNDING

In FY 2018, Ride On operating revenues came from the following sources:
Fares 18%, Local Funding 47%, State Funding 30%, Fed. Assistance 4%, Other 1%

PRINCE GEORGE'S COUNTY THE BUS

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



OVERVIEW

“The Bus” services Prince George’s County transit system network. These services are overseen by the Department of Public Works and Transportation (DPW&T) leadership team in the Office of Transportation. “The Bus” is a fixed route system which provides local and neighborhood service through 28 bus lines, covering over 10,000 miles throughout Prince George’s County. In addition, “Call-A-Bus” provides transportation for seniors and persons with disabilities through a small network of scheduled routes.

RECENT ACCOMPLISHMENTS

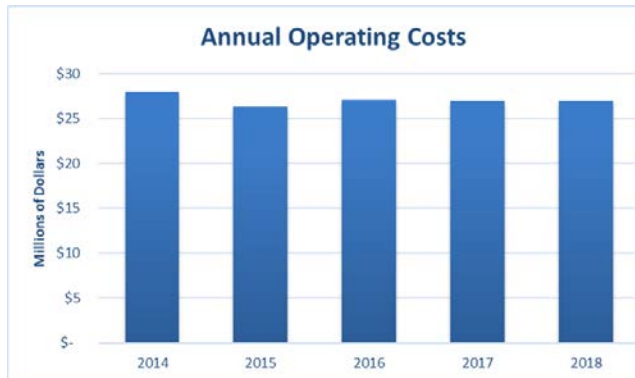
- Reduction in reservation time for Call-A-Bus services from fourteen (14) days to seven (7) days.
- Redesigned County “The Bus” bus stop flag.
- Awarded federal transit grant to purchase electric buses.

SYSTEM CHARACTERISTICS

Vehicle Fleet: 118 Buses, 28 Routes, 1 Maintenance Facility

Service Type: Fixed Route

PROVIDER DATA



NTD Data 2018



NTD Data 2018

SOURCES OF FUNDING

In FY 2018, The Bus operating revenues came from the following sources: Fares 5%, Local Funding 49%, State Funding 39%, Fed. Assistance 7%

POTOMAC & RAPPAHANNOCK TRANSPORTATION COMMISSION

<http://omniride.com>



OVERVIEW

OmniRide is PRTC's commuter and local bus service. OmniRide offers convenient weekday service throughout Prince William County as well as commuter bus service along the I-95 corridor and Manassas and Gainesville areas along the I-66 corridor to destinations that include 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.

RECENT ACCOMPLISHMENTS

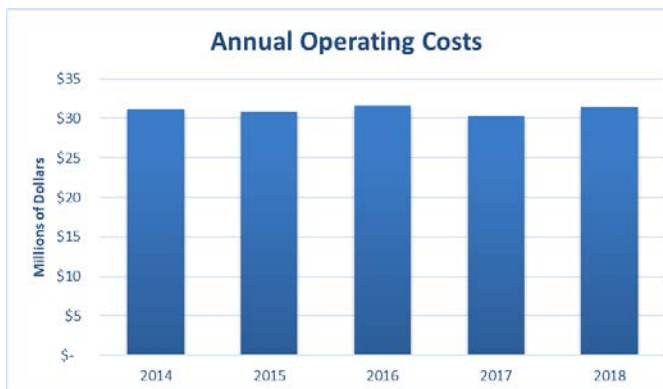
- Construction of a new Western facility continued.

SYSTEM CHARACTERISTICS

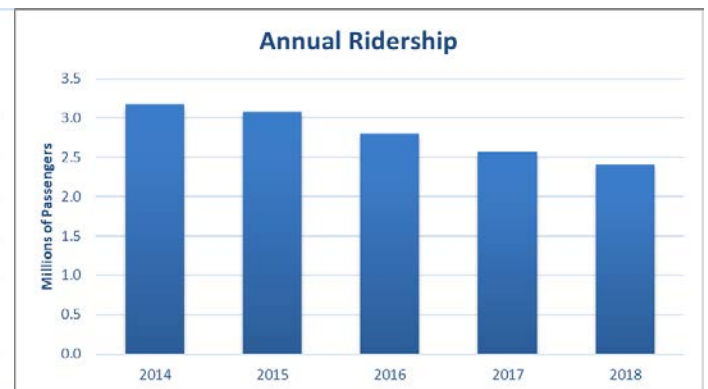
Vehicle Fleet: 99 Commuter Buses, 49 Buses, 26 Routes, 1 Maintenance Facility

Service Type: Commuter Service, Local Service in Prince William County

PROVIDER DATA



NTD Data 2018



NTD Data 2018

SOURCES OF FUNDING

In FY 2018, PRTC operating revenues came from the following sources:

Fares 48%, Local Funding 23%, State Funding 17%, Fed. Assistance 10%, Other 2%

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

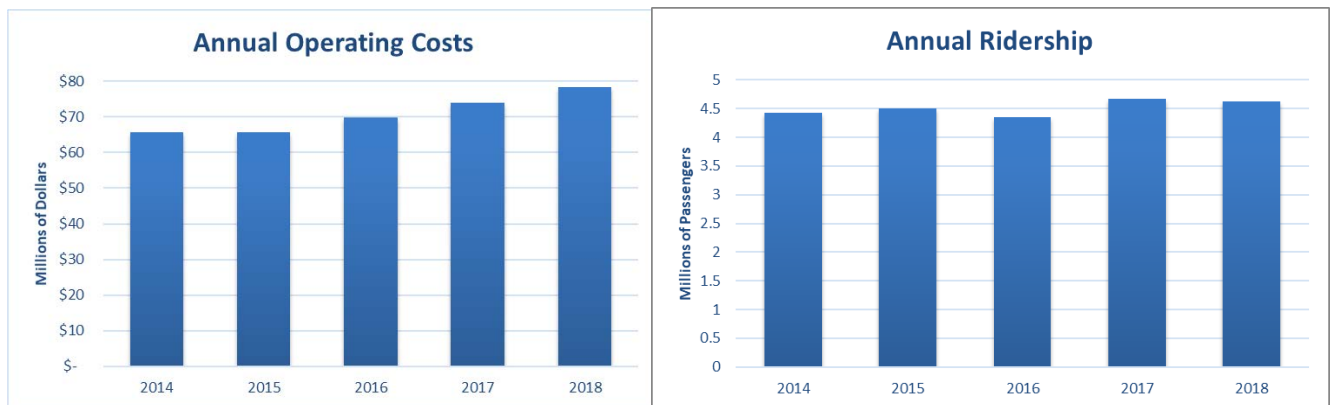
- Ongoing design for Fredericksburg Line Capacity Expansion projects including station/platform expansion of VRE Franconia-Springfield, Lorton, Rippon, Quantico, Brooke and Leeland Rd. Stations. Ongoing Manassas Line Capacity Expansion including station/platform and parking expansions of VRE Broad Run, Manassas Park, and Rolling Rd. Stations.
- Design for expansion of storage and maintenance capacity at VRE Crossroads and Broad Run Maintenance and Storage Facilities.
- Procurement of additional coaches to expand seating capacity on VRE trains
- Positive Train Control (PTC) installation completed.
- Automatic Passenger Counters being installed on coaches
- Realtime Train Arrival information and Variable Message System (VMS) in design

SYSTEM CHARACTERISTICS

Vehicle Fleet: 18 Stations, 20 Locomotives, 100 Passenger Cars, 2 Maintenance Facilities

Service Type: Commuter Rail

PROVIDER DATA



NTD Data 2018

NTD Data 2018

SOURCES OF FUNDING

In FY 2018, VRE operating revenues came from the following sources:

Fares 51%, Local Funding 7%, State Funding 22%, Fed. Assistance 19%, Other 1%

PART II - OTHER PUBLIC TRANSIT SERVICES - OVERVIEW

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROACCESS

Overview

MetroAccess is the fifth largest paratransit service in the country. MetroAccess is a shared ride, door-to-door transportation service for people with disabilities who are unable to use fixed-route public transit. MetroAccess transports approximately 2.1 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 ¾ 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 taxi services without sharing a ride - at a discounted rate.

Recent Accomplishments

- 120 new MetroAccess vehicles placed into service

MARYLAND DEPARTMENT OF TRANSPORTATION AND TRANSIT ADMINISTRATION (MDOT MTA)

Overview

Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) is a transportation business unit of the Maryland Department of Transportation and one of the largest multi-modal transit systems in the United States. MDOT MTA operates Local Buses (CityLink and LocalLink), Commuter Buses, Light RailLink, Metro SubwayLink, Maryland Area Regional Commuter (MARC) Train Service, and a comprehensive Paratransit (MobilityLink) system. 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.

Milestones

- Launched the Performance Improvement Page on the MDOT MTA website that shares OTP data by mode and route, as well as other critical performance data, making the agency more transparent than ever.
- CharmPass, a new mobile transit fare app, has shown rapid growth since its launch with more than 220,000 downloads and nearly \$2 million in paid fares.
- The newly constructed Camden Station and BWI Thurgood Marshall Airport rail stations now welcome riders from all over the world with amenities and comforts worthy of these historic gateways to Maryland.

MDOT MTA COMMUTER BUS

Overview

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 it 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.

MARC (MARYLAND AREA REGIONAL COMMUTER) RAIL

Overview

The MARC rail system, serves Baltimore, Washington, D.C., and surrounding areas, as well as Martinsburg, WV with an average of 36,000 weekday trips. MARC Train operates 94 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. MARC Train is a division of the Maryland Department of Transportation Maryland Transit Administration, and one of the largest multimodal transit systems in the U.S. In 2019, MARC Train provided over 9 million passenger trips.

VIRGINIA REGIONAL TRANSIT (VRT)

Overview

Virginia Regional Transit operates, manages, and plans fixed-route, demand-response, and commuter transportation services in locations such as Loudoun County, Suffolk, and Purcellville. The organization delivers efficient, cost effective and quality services for riders so they can move about their communities and live their lives fully.

REGIONAL TRANSPORTATION AGENCY OF CENTRAL MARYLAND (RTA)

Overview

An organization made up of multiple jurisdictions to establish a more effective and efficient public transportation system across Central Maryland. RTA partners include; 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. There are 15 routes, 44 buses, and 24 paratransit vans all providing service to 1.8 million riders annually.

PROVIDERS OF OTHER PUBLIC TRANSPORTATION SERVICES

Fastran

Fastran offers specialized transportation services for residents of Fairfax County and the Cities of Fairfax and Falls Church participating in human services agency programs. Services may have associated fees based on a sliding scale, please speak with a representative of one of the certifying programs/agencies for details. All riders must be certified by one of the following programs/agencies before utilizing the service:

- 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.

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, a number of local municipalities provide their own Call-a-Bus service. Prince George's County Call-A-Bus has 52 vehicles making over 100,000 trips annually.

PART III - REGIONAL PUBLIC TRANSPORTATION ORGANIZATIONS

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

Overview

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:

- Funding and stewardship of Metro and Virginia Railway Express
- Managing state and regional funding for six bus systems
- Working across jurisdictional boundaries to coordinate transit service
- Administering the Commuter Choice program
- Directing efforts for new transit fare technologies
- Analyzing regional transit ridership to identify trends and opportunities
- Providing Northern Virginia focused transit research and technical expertise

Recent Accomplishments

COMMUTER CHOICE PROGRAM

The program addresses the issue of moving more people efficiently and reliably through Northern Virginia's interstate corridors, Commuter Choice funds transit and roadway enhancement projects that benefit toll payers of two of Northern Virginia's express lanes (I-66 inside the Beltway and, soon, I-395/95 Express Lanes). The innovative program supports projects that move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Tolls provide the revenue necessary to fund new projects well into the future. NVTC has awarded \$20 million to 23 projects in the I-66 corridor and issued a third call for projects. The program has funded 11 bus projects, three traffic monitoring/commuter information projects, three bike and bike share projects, three transportation demand management projects, two park-and-ride projects, and one van pool project. At year's end, NVTC was preparing to sign a Memorandum of Agreement to run a similar program under the Commuter Choice umbrella in the I-395/I-95 corridor.

TBEST

As part of its Transit Resource Center, NVTC developed a geodatabase containing all the bus routes in Northern Virginia, including route- and stop-level ridership by time of day. The database is part of a larger analytical program known as the Transit Boardings Estimation and Simulation Tool (TBEST), which integrates socioeconomic, land use, and transit network data into a platform for scenario-based transit ridership estimation and analysis. NVTC used TBEST this year to support WMATA's evaluation of environmental justice concerns related to the extension of Metrobus 3T service in Falls Church. At year's end, planning was underway to assist the City of Alexandria with its Transit Vision Plan by testing proposed bus service improvements.

NORTHERN VIRGINIA TRANSIT RESPONSE COORDINATION

With WMATA's announcement that it would shut down six Metrorail stations south of National Airport during summer 2019 for platform repairs, NVTC began coordinating the region's response. In partnership with WMATA and the Department of Rail and Public Transportation, regular conference

calls were held with specific groups, such as transit operators or transportation demand management (TDM) coordinators, to create a draft mitigation plan by year's end.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

Overview

The Northern Virginia Transportation Authority (NVTA) was created by the Virginia General Assembly in 2002 with a revenue stream established in 2013. 70 percent of NVTA's revenues are directly allocated to projects by NVTA. The remaining 30 percent is distributed to NVTA's nine-member jurisdiction who allocate these revenues to transportation projects of their own choosing, including public transportation projects.

NVTA has two primary responsibilities:

- Updating TransAction, Northern Virginia's long-range, multimodal transportation plan. It is a fiscally and geographically unconstrained plan that currently includes 352 regional projects with an estimated capital cost of more than \$40 billion. TransAction is updated on a five-year cycle and was last adopted in October 2017. NVTA has begun its next cycle of long-range plan update, and the plan is expected to be adopted in December 2022.
- Programming its regional (70 percent) revenues through updates to NVTA's Six Year Program, using a project selection process comprised of qualitative and quantitative components, in addition to public comment. NVTA's inaugural Six Year Program was adopted in June 2018, allocating \$1.285 billion to multimodal transportation projects. The Six Year Program is updated on a two-year cycle. The Six-Year Program is currently undergoing its two-year update for FY 2020-2025 to potentially allocate \$400 million.

Using its 70 percent revenues for FY2014 through FY2023, NVTA has allocated more than \$650 million to two new Metrorail stations, multiple VRE station enhancements, five bus rapid transit lines, acquisition of 28 expansion buses, four transit maintenance/storage facilities, two park and ride facilities, transit signal priority projects, and numerous public transportation access improvement projects.

Three projects funded with NVTA regional funds were completed in 2019:

- Washington Metropolitan Area Transit Authority (WMATA) 's Orange Line 8-Car Traction Upgrades
- VRE's Slaters Lane Crossover
- Traffic Signal Upgrades/Transit Signal Priority in City of Alexandria

Ongoing and upcoming transit projects funded include:

- WMATA's Blue Line 8-Car Traction Upgrades
- Columbia Pike Multimodal Improvements (West) in Arlington
- Access Improvements Herndon Metrorail Station)
- VRE's Broad Run expansion
- VRE's Lorton Station Second Platform
- Columbia Pike Multimodal Street Improvements (East End) in Arlington County
- Ballston-MU Metrorail Station West Entrance in Arlington County
- Fairfax County's Innovation Metrorail Station
- West End Transitway in City of Alexandria
- VRE's Franconia-Springfield Platform Expansion

- VRE's Rippon Station Expansion
- VRE's Crystal City Platform Extension Study & Crystal City Station Improvements
- Potomac Yard Metrorail Station in the City of Alexandria
- Pentagon City Multimodal Connections and Transitway Extension in Arlington County
- Richmond Highway BRT from Huntington Metro Area to Fort Belvoir in Fairfax County
- Alexandria Duke Street Transitway in the City of Alexandria
- Crystal City Metrorail Station East Entrance in Arlington County
- DASH Transit Service Enhancements and Expansion in the City of Alexandria
- Bus Network ITS for the City of Alexandria
- PRTC's Western Maintenance Facility
- Arlington County's ART Operation and Maintenance Facilities

NVTA is also responsible for making recommendations to the Commonwealth Transportation Board (CTB) for the allocation of federal CMAQ and RSTP revenues in Northern Virginia. In 2019, NVTA recommended that CTB allocate close to \$14 million CMAQ and RSTP funds towards transit and Transportation Demand Management (TDM) projects such as metro and commuter bus replacements, bus-shelter programs, transit stores, Commuter Connections operation center, BRT, and commuter services programs.

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

MARYLAND TRANSIT ADMINISTRATION (MTA)

Overview

The Maryland Transit Administration (MTA) is a division of the Maryland Department of Transportation, and one of the largest multi-modal transit systems in the United States. MTA operates Local Buses (CityLink and LocalLink), Commuter Buses, Light RailLink, Metro SubwayLink, Maryland Area Regional Commuter (MARC) Train Service, and a comprehensive Paratransit (MobilityLink) system. 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 is the 13th largest multi-modal transit system in the United States, operating and maintaining \$9.5 billion in physical assets to provide transportation services to over 2.2 million people in the State of Maryland. Investing in the state of good repair of these assets and system enhancements is critical for MDOT MTA to deliver safe, efficient, reliable, and customer-focused services. The MDOT MTA Capital Needs Inventory (CNI), consistent with ongoing transit asset management (TAM) analyses, outlines the unconstrained investment needs between 2019 and 2028 that will help MDOT MTA meet current and future service demands and system performance goals. The MARC and Bus Cornerstones Plans are part of MDOT MTA's continuing commitment to achieve its goals and effectively manage its assets in a manner that supports our operational demands while seeking ways to enhance our customers' experience. The plans translate MDOT MTA's vision statement into strategic priorities and initiatives that support the four cornerstones of the vision: safe, efficient, reliable transportation and world-class customer service.

Project Milestones

The Purple Line, owned by MDOT MTA, is a 16-mile light rail line currently under construction that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green, and Orange Lines at Bethesda, Silver Spring, College Park, and New Carrollton stations. The Purple Line will also connect to MARC, Amtrak, and Ride-on, The Bus, and WMATA local bus service. The Purple Line will be powered by overhead wires known as a catenary system. As a transit system separate from Metro, it will operate mainly in dedicated or exclusive lanes, allowing for fast, reliable transit operations. Most of the alignment will be at the roadway level, though short segments will be elevated or underground. MDOT MTA is the project lead, with the support and close coordination of a team that includes the Washington Metropolitan Area Transit Authority, Montgomery and Prince George's counties, the Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation State Highway Administration (MDOT SHA), and local municipalities in the project area.

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. The focus being the movement of people and goods throughout the Commonwealth, and 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

The 2018 Virginia General Assembly enacted numerous reforms to the public transportation grant programs administered by DRPT. In order to successfully ensure timely implementation of these

reforms, the Virginia Department of Rail and Public Transportation has created the Making Efficient Responsible Investments in Transit (MERIT) program.

MERIT reforms are bringing greater accountability and transparency to DRPT funding programs. Dedicated funding created for WMATA, VRE and PRTC ensures largest commuter systems can continue to move more people daily, and do not come at the expense of other systems doing the same. Transit services and ridership are growing in small urban and rural communities. Leveraging of new and increased funding sources is yielding the stability for transit systems to serve and grow in their communities. DRPT is piloting new innovations and technologies to enhance the transit industry.

PART IV - PUBLIC TRANSPORTATION ACCOMPLISHMENTS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Recent accomplishments by WMATA include:

- **Elimination of Silver Spring Turnback.** The "Silver Spring Turnback", a rush-hour service pattern where every other Red Line train begins and ends at Silver Spring, rather than Glenmont, was eliminated on July 1, 2019. Under the new service pattern, all Red Line trains run to/from Glenmont, doubling rush-hour service (trains every 4 minutes) for customers at Forest Glen, Wheaton, and Glenmont.
- **Elimination of Mount Vernon Square Turnback.** The "Mount Vernon Square Turnback," a rush-hour service pattern where every other Yellow Line train begins and ends at Mount Vernon Square, rather than Greenbelt, was eliminated on July 1, 2019. Under the new service pattern, all Yellow Line trains run to/from Greenbelt, doubling rush-hour service for customers at the nine stations north of Mount Vernon Square.
- **Opened Andrews Federal Center Bus Garage.** In 2019, Metro opened its new facility at Andrews Federal Center. The garage holds up to 175 buses that operate in Southern Prince George's County and Southeast DC and centralizes bus operations, maintenance, and repairs in a 296,000 square foot facility. The facility is built to LEED Silver certified energy efficient building standards and designed to accommodate electric buses in the future.
- **Enhanced Pass Products.** In 2019, Metro enhanced its pass product offerings by expanding Metrorail pass products to include free Metrobus. Metro also reduced the price of several passes and introduced a 3-day pass.

DASH

DASH has introduced numerous new technologies to improve efficiency, communications and safety. DASH has dramatically expanded its real-time information display program to include large kiosk screens and solar-mounted tablets at key bus locations throughout the city. DASH is also finalizing its implementation of Smartyard vehicle tracking system, Transit Signal Prioritization, and new daily operations software that will replace older manual processes for driver assignments and pay calculations. Lastly, DASH has implemented and/or expanded several popular fare initiatives, including "Free Student Rides" for high school students, free rides for paratransit customers, and reduced off-peak fares for seniors.

DC CIRCULATOR

DDOT has begun the Pennsylvania Avenue SE Multimodal Study which will examine improvements to the corridor, including bus lanes and protected bike lanes.

DDOT was awarded a \$2.6 million Low or No-Emission (Low-No) Bus Program grant. The funds will be used to purchase battery-electric buses, which will replace diesel vehicles that are reaching the end of their useful life. Work began on the Transit Development Plan 2020 Update, which will focus on enhancing the existing service and provide guidelines to extend the DC Circulator system to Ward 7 of the District.

DC STREETCAR

Planning and NEPA activities continue for the proposed eastward extension of the current DC Streetcar's H Street and Benning Road line. The Benning Road Reconstruction and Streetcar Project proposes to extend the line eastward to the Benning Road Metro station. The Car Barn Training Center was a winner of the 2020 American Institute of Architects DC Chapter Design Awards competition

PRTC OMNIRIDE

OmniRide continues to innovate and look for ways to offer more streamlined, customer friendly and adaptable services to better serve the community. In May 2018, half prices fares were implemented on Commuter Express and Metro Express services in Gainesville and Manassas to incentivize commuters to use transit services rather than travel congested, under construction roadways along I-66. Ridership as a result has increased on all routes.

In December 2018, OmniRide introduced a new commuter express route from the Haymarket Commuter Lot at US15 and Heathcote Blvd. to the Rosslyn/Ballston corridor. As an incentive for people to try the new route, free rides were offered through the middle of February 2019. The response to the new route has made it a very successful addition to the OmniRide express network of routes. Also, in December, one new morning and evening trip were added on the Linton Hall Metro Express between Gainesville and Tysons Metro and one new morning trip was added to the Gainesville-DC route. The additional Linton Hall trips were funded by I-66 Commuter Choice and the additional Gainesville-DC route was funded by the I-66 Traffic Management Plan (TMP). OmniRide is also anticipated to introduce a new Real Time Passenger Information.

OmniRide staff is taking a fresh look at all its routes, both commuter and local bus and evaluating restructuring of services. If approved by the PRTC Board of Commissioners, a late fall western area restructuring will take place, which would include the introduction of paratransit services. This would allow the fixed route buses to operate solely on a fixed route and not deviate off route as they have been for the past 30 years. If successful, the eastern County would be next to be restructured.

OmniRide staff is working with both the County and VDOT in the development and construction of new commuter lot facilities that will enable the express network to continue to grow and expand by offering more frequency, new destinations and overall more transit options for Prince William County residents.

RIDE ON

Ride On has completed installation of WiFi on all Ride On buses with routers with free public WiFi capability added to the entire fleet. A rider with WiFi enabled technology would check available networks to connect to. The user would connect onto the GetOnTheBus for free WiFi while on the bus.

Award-winning group from National Association of Counties (NACo) for new service expansion and public/private partnership through Arts on the Block. Ride On implemented a limited stop service along MD355 corridor during peak rush hours. There were twelve stops identified with new branding

and specialized art mosaics at each of the locations through Arts on the Block (AOB). AOB is a local non-profit that works to engage ethnically diverse low-to-middle income high school students in managing art projects.

THE BUS

In 2019, the Department of Public Works of Prince George's County redesigned County "The Bus" bus stop signs to include unique identification numbers, bus line and destinations, formed a partnership with Transloc, a third-party software provider, to study potential implementation of microtransit service in Fort Washington and replaced 4 deteriorating bus shelters at the Oxon Hill Park and Ride lot with brand new shelters that can be retrofitted with solar powered lights. In the same year, DPW&T ordered twenty (20) new fixed route buses, including fifteen (15) Gillig buses and 5 ENC buses. The additional buses will provide the agency the ability to maintain the State of Good Repair within the fixed route fleet.

VIRGINIA RAILWAY EXPRESS (VRE)

Positive Train Control (PTC) is a processor-based/communication-based control system designed to prevent railway accidents. PTC technology is designed to automatically control train speeds and movements should an engineer not take suitable action for a given situation. VRE met the required milestones by December 2018 and is working on ensuring our PTC implementation is seamlessly operational for both host and tenant operators. VRE is confident our trains will be operating under full PTC enforcement well before the December 31, 2020 deadline. To track progress, see: www.vre.org/safety/positive-train-control-ptc/.

VRE has initiated several technology upgrades to provide enhanced real-time multimodal traveler information to help current and potential VRE riders choose the best travel option for their trip. The information will be disseminated through an updated GTFS feed on VRE Mobile and website and could be integrated into VDOT or third-party platforms. The technology upgrades include:

- Automatic Parking Counters track parking space utilization at all VRE stations and disseminates the current occupancy of the selected parking facilities through the VRE website.
- Automatic Passenger Counters are being installed on coaches to count passenger boardings and alightings which can be used to compute real-time distribution of passenger loads on trains.
- Realtime Train Arrival information is currently provided using on-board inputs to show the location of each VRE train and the performance of each train relative to the schedule. Upgrades to the displays and train information portal will greatly enhance the accuracy and effectiveness the system.

VRE is also upgrading all platform Ticket Vending Machines (TVMs) and the vendor location machines which will effectively replace every major component in the system. For more info, see: www.vre.org/development/system-enhancements/tvm-upgrade/

LOUDOUN COUNTY TRANSIT

The ADA Transition plan was fully funded by the Board in December 2018 and design work has begun to start the process of bringing all of the ADA non-compliant bus stops into compliance.

The two I66 Commuter Choice grants allowed the county to extend existing Route 88X from the East Gate park and ride lot to the Stone Ridge park and ride lot and the Stone Springs hospital. The grant also provided the county the opportunity to start much needed new transit service from Purcellville to the Wiehle-Reston East Metrorail station.

Loudoun County took over the operations of the Local Fixed Route services in November 2014 on an emergency contract when the provider at the time lost their federal funding. Due to the short time frame to get a contract in place for another vendor to operate the services, the fleet had to be leased as part of the contract. With the purchase of the 37 new Body on Chassis buses, the county now has much greater control over the fleet, how it is maintained and the technologies that are installed on the buses.

Major Studies Completed and List of Studies in Progress

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

As the region's major transit system, WMATA regularly conducts a number of important studies to improve and expand public transportation.

BLUE/ORANGE/SILVER LINE CORRIDOR RELIABILITY AND CAPACITY STUDY

The Blue/Orange/Silver Line Corridor Reliability and Capacity Study is an Alternatives Analysis of potential options for expanding capacity, improving reliability, and increasing operational flexibility within the rail corridor shared by the Blue, Orange, and Silver Metrorail lines.

The overall framework for this project is to:

- Assess existing transit conditions in the corridor (e.g. crowding, capacity, reliability, etc.);
- Identify a NEPA-compliant, corridor-wide Purpose & Need Statement;
- Assess how well each of the previously-identified alternatives would meet that Purpose & Need, or identify other options for doing so;
- Develop those alternatives to a conceptual level of design; and
- Deliver a thorough analysis of costs, benefits, and other impacts to help Metro leadership and community stakeholders select a preferred option for addressing the corridor's needs.

BUS TRANSFORMATION PROJECT

The Bus Transformation Project is a plan to transform bus in the Washington region and improve service and customer experience, creating a more cohesive system that works for riders. The project, which kicked-off in 2018, was funded by Metro on behalf of the region. The project was led by an Executive Steering Committee and includes stakeholder groups comprised of Metro, jurisdictional staff, transit agencies, community organizations, advocates, and the disability community.

Based on extensive research and public engagement, the project developed a Strategy with a bold, new vision and a series of recommendations to guide the future of bus in the region. The Strategy makes four key recommendations to achieve the goals of this effort:

1. Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth.
2. Give buses priority on roadways to move people quickly and reliably.
3. Create an excellent customer experience to retain and increase ridership.
4. Empower a publicly appointed task force to transform bus and lead the implementation of a truly integrated system.

The Strategy was released in 2019 and an Action Plan for implementing the recommendations was released in December 2019. Some actions are already under way, though the implementation of most recommendations will occur in steps over a ten-year period, beginning in 2020.

DASH

The Alexandria Transit Vision Plan is a major bus network redesign project that began in Spring 2018. The final network recommendations are expected Summer 2019 with short-term changes being implemented in 2020 and long-term changes implemented over the next 5-10 years. DASH also completed its annual Transit Development Plan for FY19 in May, which included minor service and fare changes. Lastly, the City and DASH are working on a Zero Emission Fleet Feasibility Review project to assess potential fleet conversion that began Fall 2018 and will be completed by Spring 2019.

DC CIRCULATOR

In December 2017, Circulator completed its third Transit Development Plan (TDP), the 2017 Transit Development Plan Update. The 2017 TDP recommended reconfiguring two routes, extending the Rosslyn – Dupont Circle route to U Street, and further studying possible stop consolidation on certain routes.

DC STREETCAR

Planning and NEPA activities continue for proposed eastward and westward extensions of the current H Street and Benning Road line. The Benning Road Transportation Improvements Project proposes to extend the line eastward to the Benning Road Metro station. Preliminary design work on the eastern extension commenced in January 2019, and the environmental assessment will be updated concurrently. The Union Station to Georgetown Streetcar Transportation Improvements Environmental Assessment project proposes to extend the line westward to Georgetown.

MARYLAND TRANSIT ADMINISTRATION (MTA)

MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel County, Baltimore County, Baltimore City, Harford County, and Howard County. MDOT MTA is working with VRE and the Metropolitan Washington Council of Governments (MWCOC) to conduct a market assessment of through service for MARC Train and VRE that would extend service beyond the current terminus in Washington D.C. into Northern Virginia and Maryland respectively. The purpose of the study is to identify potential markets for such service enhancements

and the potential effect on travel patterns within the D.C. region, and pedestrian flows within Washington Union Station.

FREDERICK COUNTY TRANSIT

TransIT is preparing to begin the update of the Transportation Development Plan in 2020. Also, Frederick County was selected a few years ago as a pilot organization by the Federal Transit Administration (FTA) to design and implement a Safety Management Systems (SMS) plan. In FY20, TransIT will officially implement the plan for use.

TransIT is adding four new electric buses to the fleet with delivery expected in Summer 2020.

TransIT's TAP program continues to grow and has completed its fourth year of service. With the growing need to serve the senior population in Frederick County, the TAP program will add an additional taxi provider.

TransIT has outgrown their current facilities and are in the process of expanding. The expansion will include additional office space, a larger driver room, a larger conference room, and a shed for electric buses. The facility expansion is scheduled for completion in 2021.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

The Northern Virginia Regional Fare Collection Strategic Plan recognizes that the region's current transit fare collection system is nearly obsolete and transit providers must replace or upgrade their fare collection capabilities, NVTC created a strategic plan that establishes the need for improvements and identifies next steps. The plan was developed with input from local transit systems.

Envision Route 7 Phase III Conceptual Engineering Study ramped up in fall 2018. The study will help refine the project cost and identify potential areas of concern for a proposed bus rapid transit (BRT) system along Route 7 between Tysons and Alexandria. It will identify rights-of-way that may be needed for the BRT route and guide jurisdictions' planning efforts. Data collection and compilation as well as mapping are underway. The study will continue through fall 2019.

Transit Performance in the I-66 Inside the Beltway Corridor Report provides preliminary data pertaining to transit performance in the I-66 corridor inside the Beltway since tolling began in December 2017. The NVTC report, which will be updated regularly, highlights the need for more information to effectively evaluate the impact of tolling on the I-66 Commuter Choice program and, more broadly, public transportation services along the corridor.

The I-66 Commuter Choice Annual Report is a second annual report detailing transit and related projects funded through I-66 Commuter Choice, an innovative program that uses toll revenues to move more people more efficiently through the interstate corridor. The publication focuses on the first 10 projects, which were awarded \$9.8 million, and lists 15 others funded through a second call for projects totaling \$12 million.

Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority is a response to a 2018 state legislative mandate, the publication presents data vital to understanding the performance and conditions of Metrorail and Metrobus. This initial report will serve as a baseline for future years. Strategies to reduce the growth in WMATA's costs and to improve the efficiency of its operations are also included in the report. NVTC developed the strategies in coordination with its local jurisdictions, which are responsible for funding WMATA.

Building Momentum: 2018 Year in Review is a second annual report details the organization's financial and grants management, programs, projects and outreach. It explains how legislation, enacted earlier in the year, impacted NVTC's oversight and stewardship of Metrorail and Virginia Railway Express.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

NVTA's Transportation Technology Committee (TTC) was formed on July 1, 2019, as an expert body to advise NVTA's Executive Director, Monica Backmon, on matters related to multimodal transportation technologies and trends, particularly in the development of TransAction. The TTC is preparing a Transportation Technology Strategic Plan that includes policy development in the areas of equity, incentivizing, technology, curbside management, data collection, pricing, and infrastructure. The Strategic Plan will finalize in Summer/Fall 2020.

The Regional Multimodal Mobility Program (RM3P) project funded with Commonwealth's Innovation and Transportation Technology Fund (ITTF) is moving ahead with the project management consultants, with the help of working groups are developing the scope of work for the four components of the project. In essence, monitor parking lot utilization in real-time, provide mobility as a service gap information to transportation providers, enhance decision support systems including predictive capabilities, and offer incentives to change travel behavior in real-time.

NVTA conducted its 2019 Transportation Perception Survey to track changes in transportation attitudes and priorities in the DMV region. The 616 survey respondents were age 18+ and residents of Northern Virginia, but employment locations included Virginia, Maryland, and the District. This latest survey builds upon previous surveys of transportation-related public perceptions/awareness conducted in 2015 and 2016, as part of NVTA's long-range transportation plan, TransAction, update. The results and findings are on the NVTA website at-
<https://nvtatransaction.org/2020/02/19/nvtas-2019-transportation-perception-survey-results/>

PRTC OMNIRIDE

On behalf of PRTC, a Mobility-on-Demand Feasibility Study was completed in 2018 with consultant assistance from Kimley-Horn and Associates, on the feasibility of leveraging TNCs and other new service models to provide healthcare access transportation services in the Prince William area. The study reviewed similar programs around the country, state and federal regulations, and included interviews with other service providers to reach a recommendation on what if any service model might be incorporated. The study recommendation centered on contracting with a third-party service aggregator such as RoundTrip or Uzeve to schedule trips that could be served by multiple service providers. This study was funded through a grant from the Potomac Health Foundation.

The OmniRide Transit Development Plan/Transit Strategic Plan is currently in progress. This plan fulfills Virginia Department of Rail and Public Transportation (VDRPT) requirements. Using a ten-year planning horizon, it includes a system review and analysis, the development of performance measures, system improvement plan, implementation plan and financial plan (operating and capital). This effort was part of PRTC's multi-phase Strategic Plan, the first two phases of which had been completed in 2017. During plan development, plan requirements changed, and current work is centered on the additional work needed to meet those new Transit Strategic Plan requirements.

The OmniRide Transportation Demand Management Plan is nearing completion. This plan fulfills Virginia Department of Rail and Public Transportation (VDRPT) requirements. Using a six-year planning horizon, it includes a system review and analysis, the development of performance measures, system improvement plan, implementation plan and financial plan. This effort was part of PRTC's multi-phase Strategic Plan, the first two phases of which had been completed in 2017.

RIDE ON

Ride On is rolling out its new computer aided dispatch/automatic vehicle location (CAD/AVL) system. The CAD/AVL system provides critical real time bus fleet information. The CAD/AVL system provides schedule adherence, route adherence, traveler information output and fleet management. The new CAD/AVL system is fully integrated to transit planning software and real time.

Implement a new microtransit service, Ride On FLEX, in Summer 2019. Riders will have the opportunity to request pick up and drop off locations using a new "app". The app will provide estimated arrival and departure times as well as directions to locate virtual stops. The FLEX will operate within designated zones during varying spans of service with 11- passenger vehicles that are more conducive for small residential neighborhood roads.

PRINCE GEORGE'S COUNTY

The Department of Public Works and Transportation applied for and received grant funding through the Maryland Transit Administration's Statewide Transportation Innovation Grant (STIG) Program to conduct a Bus Rapid Transit Study and a Microtransit feasibility study.

VRE

VRE Transit Development Plan: www.vre.org/about/studies-and-reports/transit-development-plan/
The VRE Transit Development Plan (TDP) provides an overview of all major VRE projects and initiatives (www.vre.org/about/studies-and-reports/transit-development-plan/). It highlights VRE's short-term priorities as well as aspirations and constraints for the longer term. This TDP encompasses two timeframes:

- A six-year (FY2020 - FY2025) fiscally-constrained plan that documents the funded projects and programmed initiatives; and
- A fiscally-unconstrained plan (FY2026 - FY2029) identifying proposed projects as well as current and longer-term unmet capital and operating needs. The fiscally-unconstrained plan affords an opportunity to connect ongoing and planned improvements to the aspirations outlined in the System Plan 2040.

A VRE TDP Update was initiated in December 2017 and adopted by the VRE Operations Board in February 2019.

Recent federal legislation established requirements for transit agencies to develop an asset management plan, track, and report on the condition of their assets. VRE's transit asset management program will not only meet Federal requirements, but will also allow VRE to improve operational efficiency, maintain assets in a State of Good Repair, and make data-driven decisions regarding improvements and capital expenditures. The VRE Transit Asset Management Plan can be viewed at: www.vre.org/about/studies-and-reports/transit-asset-management-plan/

LOUDOUN COUNTY TRANSIT

Loudoun County completed an ADA Transition Plan. This study surveyed every bus stop in Loudoun County and quantified everything that needed to be done to bring all of the bus stops into ADA compliance.

Paratransit Bus Service Assessment study – The impending opening of two new Metrorail stations has an impact on paratransit bus services in Loudoun County. When the stations open, paratransit services are required within $\frac{3}{4}$ of a mile of each Loudoun station. This study estimated the number of paratransit trips that would need to be provided around the station based on existing and future residential developments. The study also compared the estimated costs to provide the services if Loudoun County provided them or if WMATA provided them.

Loudoun County is gearing up for the opening of two new Metrorail stations in Loudoun County. There are numerous transit service changes that will be taking place with these openings. These changes include but are not limited to adjusting routes that currently service Metrorail stations in Fairfax, adding new routes to the new stations, purchasing additional buses for new routes and coordinating technology between the buses and the new Metrorail stations, such as real time information signs.

UPCOMING PUBLIC TRANSPORTATION EVENTS

Begin Construction of Potomac Yard Metrorail Station. Many years of community planning have produced a vision for Potomac Yard in Alexandria, Virginia, and a new Metrorail station along the Yellow and Blue lines is central to that vision. The FTA and the National Park Service issued their Records of Decision for the Potomac Yard Metrorail Station in Fall 2016; this being the last step in the review process under the National Environmental Policy Act. On September 10th, 2018, WMATA awarded a contract to the Potomac Yard Constructors JV for design and construction of the project.

Montgomery County US-29 BRT. The Montgomery County Department of Transportation (MCDOT) is constructing a new transit line, called FLASH, along US 29 (Colesville Rd). FLASH is a bus-based rapid transit system with features that improve reliability, so you can get where you need to go quickly. US 29 FLASH will operate between Burtonsville and Silver Spring and open in 2020.

Silver Line Phase Two. Phase Two of the Silver Line will run westward through Reston and Herndon to the Dulles Airport and end at Route 772 in eastern Loudoun County. All six stations in this phase will have commuter parking besides the Reston Town Center Station and the Dulles Airport Station.

Part V: 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.

Issues discussed at RPTS Meetings in 2019 include:

- Envision Route 7 Update, Flash BRT Presentation, Multimodal Accessibility to VRE Stations, TPB Environmental Justice Presentation
- 16th Street Bus Lanes Project, Commuter Choices Program: I-66 and I-395/95, TPB: Transit Vehicle Emissions Survey
- Statewide Transit Innovation Grant Program, Commonwealth Mitigation Funding Plan, Study Preview of the Market Assessment and Technical Feasibility for VRE-MARC Run Through Service, Ride On Microtransit Program, 2018 State of Public Transportation Presentation
- H and I Street Bus Lanes Pilot Presentation, FY 2020 UPWP Regional Transit Technical Assistance Coordination, TPB: Section 5310 Enhanced Mobility Solicitation, State of Public Transportation Update
- Market Assessment of VRE-MARC Run Through Service: Background Research, Advanced Transit Signal Priority Improved Bus Operations, Arlington County Zone-Based Demand response Circulator/Feeder Service (FLEX) Parameters Project, Charles County: Transit Development Plan Adopted January 2019, Access to Opportunity: MDOT MTA'S Microtransit Pilot, 2018 State of Public Transportation Report
- MARC Cornerstone Plan Update, Alexandria Transit Vision Plan Update, K Street Transitway Project Design Overview, Transit Asset Management Presentation, Transit Safety Presentation
- Implementing Prince George's County's Transit Vision Plan, OmniRide Western William County Local Bus Restructure, Update on the Abilities Ride Program

PERFORMANCE BASED PLANNING AND PROGRAMMING

Transit Asset Management

Transit asset management (TAM) is “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 summarized those reported by all agencies in table or matrix format. This summary table of TAM targets has been 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. The 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. It represents a new kind of long-range planning effort in this region. For the first time, in addition to projects that the region’s transportation agencies expected to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints.

For the first time, the TPB’s long-range plan included a set of aspirational initiatives that the board identified for their potential to address some of the region’s biggest transportation challenges in the future. Transportation agencies in the region are urged to develop projects, programs, and policies to advance these initiatives. The seven initiatives are to:

- Bring jobs and housing closer together
- Expand bus rapid transit and transitways
- Move more people on Metrorail
- Increase telecommuting and other options for commuting
- Expand the express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail

Several of these initiatives aim to improve the region's network, efficiency, and coordination in terms of public transportation. More details on Visualize 2045 and the seven initiatives can be found on this link.

<https://www.mwcog.org/documents/2018/10/17/visualize-2045-tpb-visualize-2045/>