

# Washington Suburban Transit Commission Public Forum

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MARYLAND-NATIONAL CAPITAL PARKS AND PLANNING COMMISSION ADMINISTRATION BUILDING

WEDNESDAY, NOVEMBER 28, 2018

STELLA WERNER COUNCIL OFFICE BUILDING

THURSDAY, DECEMBER 6, 2018



WASHINGTON SUBURBAN TRANSIT COMMISSION

# Washington Suburban Transit Commission - Composition

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Seven Commissioners: three appointees each from Prince George's and Montgomery counties plus the Maryland Secretary of Transportation (ex officio).

## Prince George's County

### *Mr. Clarence Crawford (Chair)*

- Appointed by Gov. Hogan in 2018
- Also principal Director on the WMATA Board

### *Mr. Malcolm Augustine*

- Appointed by County Exec. Baker in 2015
- Also alternate Director on the WMATA Board

### *Councilman Todd Turner*

- Appointed by the County Council in 2013
- Only elected official on the Commission

## Montgomery County

### *Mr. Michael Goldman*

- Appointed by Gov. O'Malley in 2013. Re-appointed by Gov. Hogan in 2017
- Also principal Director on the WMATA Board

### *Ms. Kathryn Porter*

- Appointed by County Exec. Leggett in 2013
- Also alternate Director on the WMATA Board

### *Mr. Hoan Dang*

- Appointed by County Exec. Leggett in 2013

# Washington Suburban Transit Commission - Composition

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Clarence Crawford (Chair)  
WMATA Director



Malcolm Augustine  
WMATA alternate Director



Michael Goldman  
WMATA Director



Kathryn Porter  
WMATA alternate Director



Hon. Todd Turner



Sec. Pete Rahn  
(ex officio)



Hoan Dang

# Background and County Coordination

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- Created in 1965 by an act of the Maryland General Assembly.
- Bi-county agency: codified in the laws of Prince George's and Montgomery counties (Articles 16 and 17) in 1970 and 1990.
- Administers the activities of the Washington Suburban Transit District (Prince George's and Montgomery counties).
- Assists the Maryland Department of Transportation (MDOT) and Prince George's and Montgomery counties in developing policies and procedures for the bi-county mass transit system, including financial assistance:
  - MDOT grants for Locally Operated Transit Systems (LOTS) – The Bus, RideOn
  - Taxing authority for LOTS funding



# Maryland's Liaison to WMATA

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- Works with the Washington Metropolitan Area Transit Authority (WMATA) in the formulation of the regional transit services and facilities to be provided by the Authority.
- Acts as a financial conduit for the State of Maryland to WMATA.
- Approves the subsidy to be provided by the State of Maryland to the Authority to meet the operating and capital needs of WMATA's regional mass transit system:
  - Metrorail,
  - Metrobus, and
  - MetroAccess (paratransit services).

# Regional Partners in Transit

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# Statewide Funding for Regional Transit

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## Fiscal Year 2019 WMATA Subsidy (at original approval)

- \$651 million
  - Operating subsidy: \$380 million
  - Capital Program subsidy: \$271 million
- WMATA's Fiscal Year 2020 Budget is currently in the working phase.
  - Expected approval date: March 2019.

## Fiscal 2018 LOTS Grants

- Prince George's County: \$15 million
- Montgomery County: \$51 million

# Recent Legislation Brings Changes

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- *Maryland Metro/Transit Funding Act*

Legislation passed in 2018 in the Maryland, the District of Columbia, and Virginia created a dedicated capital funding stream totaling \$500 million annually for WMATA. This legislation requires the State to provide \$167 million toward this fund, provided that WMATA satisfies certain requirements:

- Submit required reports on system performance and condition assessments,
- Receive a clean financial audit,
- Conduct a variety of studies on Maryland Metro stations, and
- Constrain Maryland's subsidy increases to 3 percent annually.

Failure to satisfy these qualifications authorizes the State to withhold up to 35 percent of Maryland's annual subsidy to WMATA.

# Recent Legislation Brings Changes (cont'd)

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- *Metro Board Member Act*

Maryland's two current principal members on the WMATA Board of Directors are the WSTC gubernatorial appointees representing Prince George's and Montgomery counties (Mr. Crawford and Mr. Goldman, respectively).

As a result of the Metro Board Member Act, the Maryland Secretary of Transportation, or the Secretary's designee, will assume one of the two voting seats on the WMATA Board when a seat becomes vacant. The second seat will then rotate alternately between the gubernatorial appointees from the counties.

The first vacancy occurs in July 2019, when Mr. Crawford's appointment expires.

# Recent Legislation Brings Changes (cont'd)

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- *Metro Board Member Act (cont'd)*

With the Secretary of Transportation as one of Maryland's two principal members on the WMATA Board, providing the point of view of the State, the other principal Board member will represent the more local interests of the counties.

This regional representation will require additional coordination between the county transportation departments and the WSTC in order to ensure that the Commissioners serving on the WMATA Board are fully educated on the transit priorities and projects in both counties. This will enable them to speak with the voice of the Transit District as a whole, and not solely the county from which they were appointed, in discussions with WMATA.

# Transit Improvements On the Way

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- *Purple Line Coming*

Maryland's newest lightrail line will offer 21 stations in Prince George's and Montgomery counties, connecting with 4 Metrorail stations, MARC train, Amtrak, and Metrobus and local bus service.

- *Additional Metrorail Red Line Service to Shady Grove*

As a result of concerted efforts on the part of the State, the counties, and Maryland's WMATA Board members, the "Grosvenor Turnback" on the west side of the Red Line will be eliminated. Beginning December 17, 2018, all Red Line trains will now run to the end-of-the-line at Shady Grove, instead of half of all trains stopping at the Grosvenor-Strathmore Station and heading back toward the District.

# WMATA Overview

Washington Suburban Transit Commission

2018 Public Forums

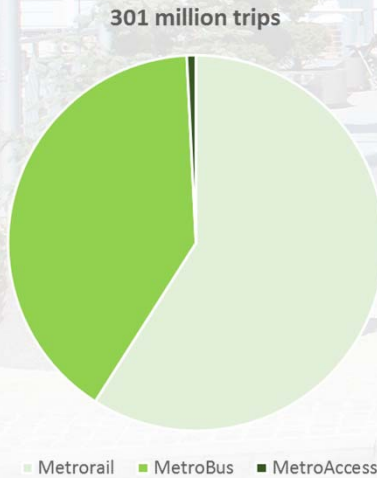




## Background

- Created in 1967 by interstate compact
- Multi-jurisdictional: DC, MD, VA
- Federal and regional partnership
- 8 Principal Board Members
  - 2 from each jurisdiction and 2 federal members
  - 8 Alternate Board members – alternate members serve in absence of principal member
  - 2018 MD legislation – MDOT Secretary or designee will be one of Maryland's Principal Board members – will occur with vacancy or when a term expires
- WMATA maintains the 2nd largest rail system, 6th largest bus system and 5th largest paratransit system in the nation

## FY2017 Ridership Summary



## Ridership by Residence

In Millions	Rail	Bus	Access	Total	Percent
DC	59.4	63.7	0.6	123.7	41%
MD	63.1	40.1	1.5	104.7	35%
VA	54.4	18.0	0.3	72.7	24%
<b>Total</b>	<b>177.0</b>	<b>121.7</b>	<b>2.4</b>	<b>301.1</b>	<b>100%</b>
<b>Percent</b>	<b>58.8%</b>	<b>40.4%</b>	<b>0.8%</b>	<b>100.0%</b>	

- Annually, Marylanders take over 100 million trips on Metrorail and Metrobus.
- MetroAccess provides 1.5 million trips to Maryland residents, accounting for 60% of all MetroAccess trips in the region.
- There are 26 Metrorail stations (38.3 miles of rail line) in Maryland.

# Metro is a critical regional asset

- Businesses near Metro - better access to employees and customers
- Job growth: four times higher at Metro stations than region
- \$235 billion in real estate value within half mile of Metrorail stations
- Proximity to Metrorail increases property value by 7-9%



## Drives economic growth in the region

- 28% of the region's property tax base located within ½ mile of a Metrorail stations



- 54% of the region's jobs are within ½ mile of Metro stations or bus stops

# Federal Relationship

- More than half of Metrorail stations serve federal facilities
- Approximately 1/3 of Metrorail's peak period commuters are federal employees



- Metro moves visitors to the capital and for national events such as presidential inaugurations, state funerals, celebrations and festivals on or near the National Mall
- Metro also serves a unique vital security role for the federal government and is essential for public safety and emergency preparedness

# Getting Metro Back2Good



## SERVICE RELIABILITY

- **Railcar performance is now highest in 8 years.** Our cars travel more than 100,000 miles on average between a problem resulting in a delay.
- **New rail preventive maintenance programs** have cut infrastructure-related disruptions in half.
- **Rail fire incidents down nearly 40%** in the past year.



## STATION IMPROVEMENTS

- **Free customer Wi-Fi now available** in all underground stations.
- **Work to install cellular service** in all underground tunnels continues.
- **Brighter stations are coming.** Work is underway to "relamp" all underground stations with brighter LED bulbs, improving safety and saving money.



# Customer satisfaction among bus and rail customers reached 80% for first time in four years



### METROBUS

- **Bus on-time performance improved** to its best year-to-date performance since reporting began in 2010 (79%).



### RUSH HOUR PROMISE

- **88% of all Metrorail rush-hour trips have arrived on-time** since the start of Rush Hour Promise in January.
- **Keeping our promise:** 235,000 trip credits have been delivered to customers who were delayed 15 minutes or more, less than 0.2% of all trips taken on Metrorail.



### CAPITAL PROGRAM

- **Improved capital program management** to spend more than 99% of the FY18 capital budget - that's more than \$1.24 billion invested in system safety and reliability.
- **Two major projects completed this summer:** Rebuilt track infrastructure at the tightest curve, outside McPherson Square on the Blue/Orange/Silver lines; completed structural repairs and improved platform boarding for customers at Rhode Island Ave Station

## FY19 WMATA Operating Budget



Passenger Fares	\$126
Other Revenue	<u>\$26</u>
<b>Total Revenue</b>	<b>\$152</b>
<b>Total Expenses</b>	<b>\$667</b>
Cost Recovery	23%



Passenger Fares	\$534
Other Revenue	<u>\$101</u>
<b>Total Revenue</b>	<b>\$635</b>
<b>Total Expenses</b>	<b>\$1,042</b>
Cost Recovery	61%



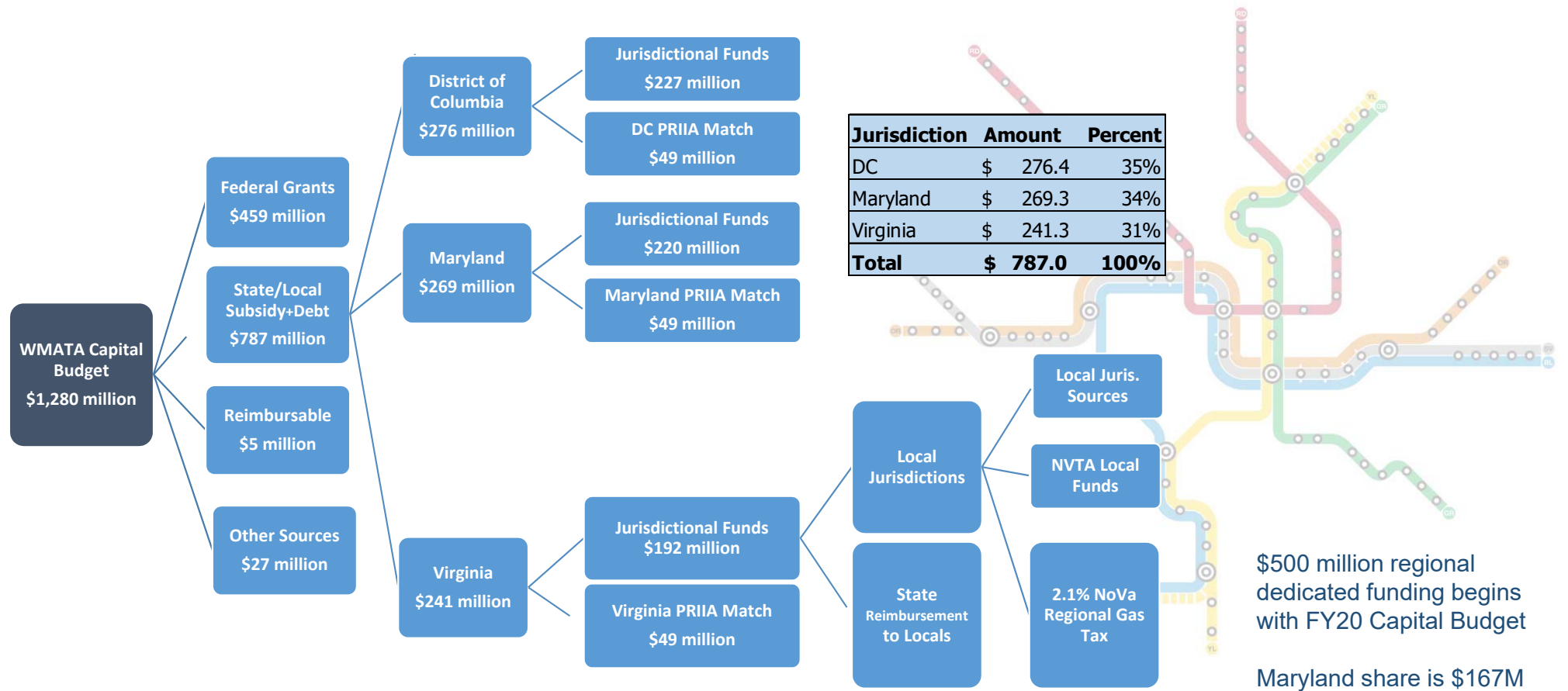
Passenger Fares	\$10
Other Revenue	<u>\$0</u>
<b>Total Revenue</b>	<b>\$10</b>
<b>Total Expenses</b>	<b>\$168</b>
Cost Recovery	6%



Passenger Fares	\$670
Other Revenue	<u>\$128</u>
<b>Total Revenue</b>	<b>\$798</b>
<b>Total Expenses</b>	<b>\$1,877</b>
Cost Recovery	42%

**Net Local Subsidy** **\$1,080**  
As amended – November 2018

## FY19 Capital Budget – Funding Sources





# Contact for Metro-related Questions

Charlie Scott

Senior Government Relations Officer, Maryland

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW

Washington, DC 20001

[cscott@wmata.com](mailto:cscott@wmata.com)

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Direct: 202.962.1006

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# Contact for Metro-related Questions

Regina Sullivan

Managing Director, Government Relations

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW

Washington, DC 20001

[rsullivan@wmata.com](mailto:rsullivan@wmata.com)

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Direct: 202.962.1632

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# Prince George's County Department of Public Works and Transportation



**Keeping Prince George's County Moving**

**Washington Suburban Transit Commission  
Public Forum  
November 28, 2018**

# Department of Public Works and Transportation

Acting Director: Ms. Gwendolyn T. Clerkley

## Offices

### Office of Transportation

- Associate Director: D'Andrea Walker

### Office of Engineering and Project Management

- Associate Director: Kate Mazzara

### Office of Highway and Maintenance

- Associate Director: Vernon Stinnett

### Office of Administrative Services

- Associate Director: Eboni Gatewood-Crenshaw



Gwendolyn T. Clerkley,  
Acting Director





# Office of Transportation

## The Bus:

- 28 fixed route system, using 78 vehicles
- Operate Monday to Friday
- 5:15 am to 8pm
- ~12,000 passengers per day

## Call-A-Bus:

- Transport seniors, deliver frozen meals, carry residents to dialysis appointments, using 40 vehicles
- Operate Mon-Friday, 8:00 am to 3:30 pm

## Capital Bikeshare Program

- Launched program on June 1, 2018
- 8 locations (Largo Metro, PGCC, National Harbor, Mt. Rainer, Riverdale Park, Oxon Hill P&R lot, Wayne K. Curry Building, downtown Hyattsville)



# Office of Transportation Initiatives

## The Bus

- **Completed 5-Vision Transit Vision Plan**
  - Surveyed close to 2,000 passengers
  - Interviewed County Council and staff, Economic Development Office, Health Department and other key community stakeholders
- **Ordered 6 new fixed route buses**
  - Delivery expected by early 2019

## Call-A-Bus

- **Introduced new scheduling software in Spring 2018 (NOVUS)**
  - Reduced advance reservation time from 14 days to 7 days
- **Ordered and received 6 new Paratransit vehicles**

## Bikeshare

- **Preparing to expand up to 6 locations in 2018 and up to 25+ new locations in 2019**





# DPW&T Future Projects

- Transition to a new **third-party fixed route vendor**
- Implement **Transit Vision Plan**
- Identify opportunities to **replace aging buses**, using local and State funding
- Continue to **reduce advance reservation** time for Call-A-Bus
- **Improve our infrastructure network** for bicyclists and pedestrians
- **Update Bus Stop Signs** with Unique ID numbers to allow passengers to get real-time arrivals via text
- **Expand bikeshare** network





## Washington Suburban Transit Commission Public Meeting

### Agenda

- 
- MCDOT Transit Services
  - Current Initiatives
  - Upcoming Capital Improvement Program Projects
- 

December 6, 2018



# Transit Services

## Basic Statistics

- 22 million trips/year
- 78 routes
- 375 buses



## Transit Services

- RideOn
- RideOn express
- RideOn extRa
- Connector services

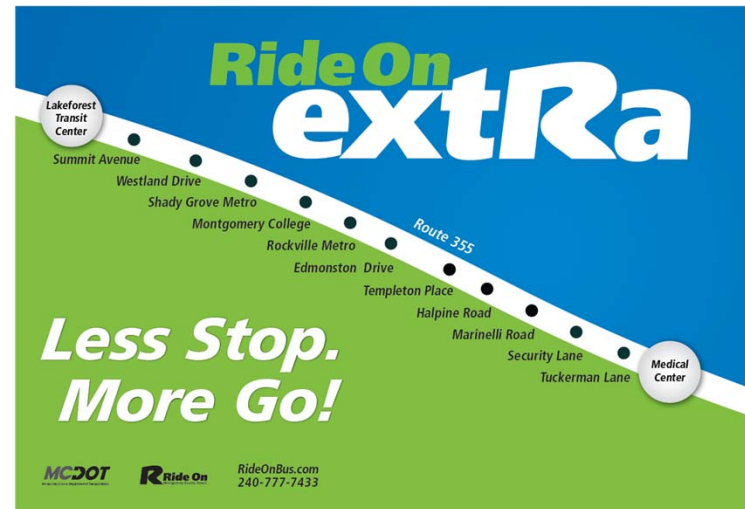
## Other Services

- Medicaid transportation
- Call and Ride
- Bus stop improvements
- Park and Ride lots
- Taxi regulation

# Current Initiatives

## Ride On Extra

- Peak period service
- Limited stop  
(13 instead of 80)
- No farecard reloading
- Transit signal priority
- Currently carrying over 2,000 daily passengers



# Current Initiatives

## RideOn Flex Microtransit

- Spring/summer 2019 start
- Virtual bus stops
- On-demand service
- Fare integration
- Small accessible vehicles



- Two service zones:
  - Rockville Metro
  - Glenmont Metro



# Current Initiatives

## US 29 Flash BRT

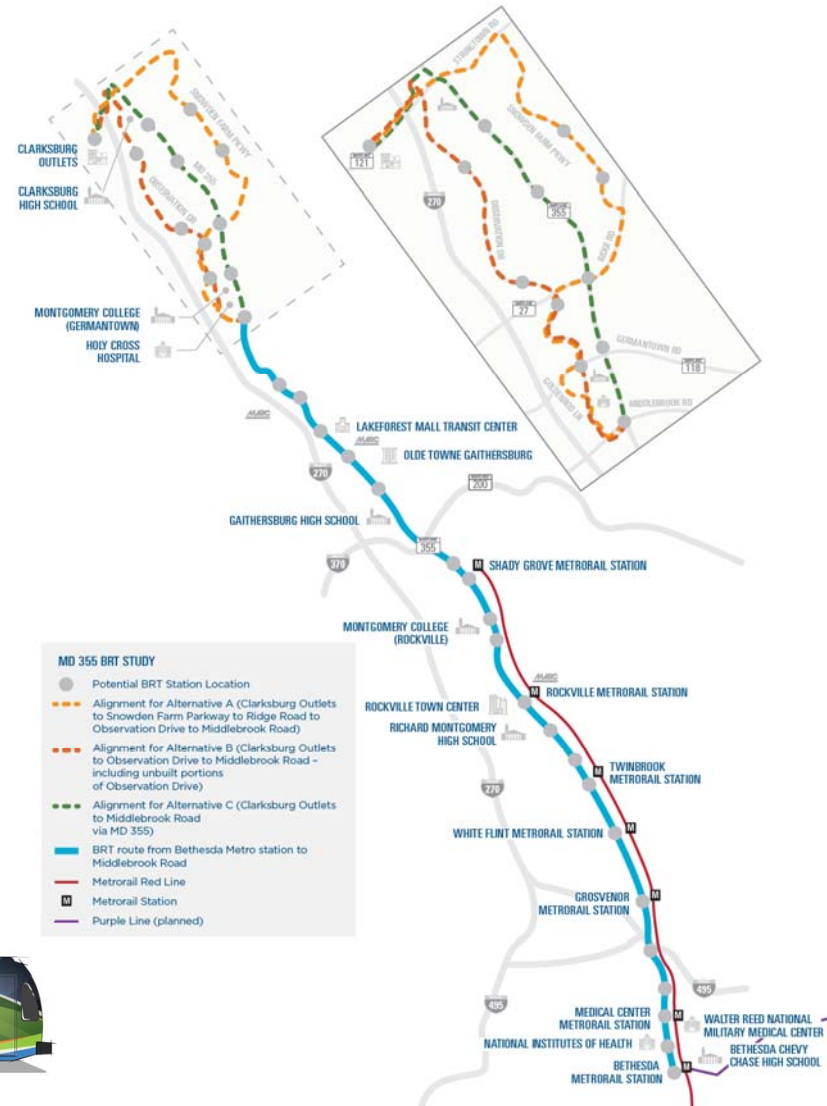
- Construction October 2018
- Service start planned for spring 2020



# Current Initiatives

## MD 355 Flash BRT

- 22-mile corridor from Clarksburg to Bethesda
- Locally preferred alternative identified spring 2019

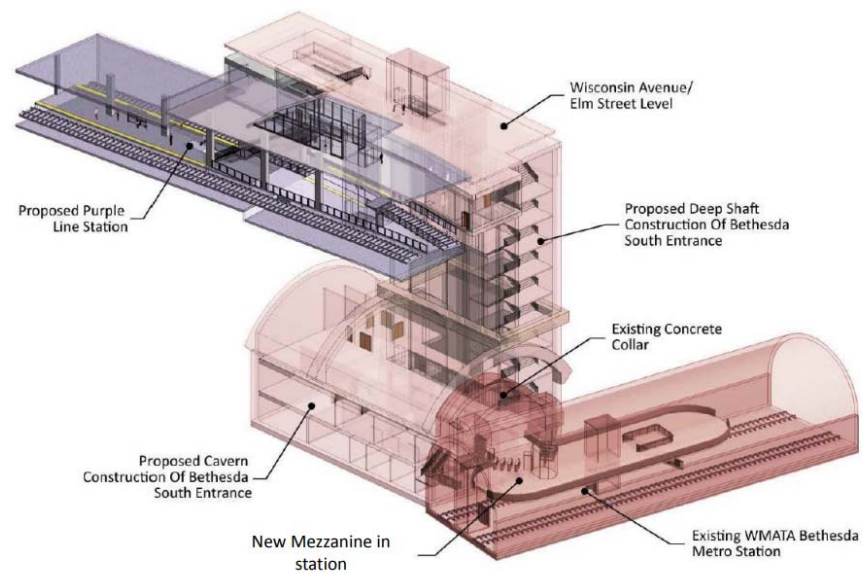




# Current Initiatives

## Bethesda Station South Entrance

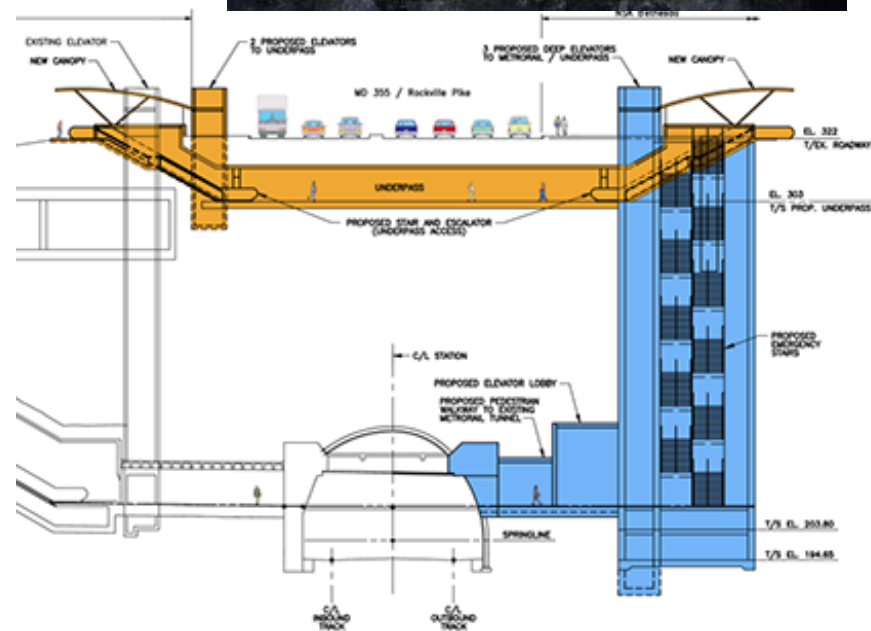
- Construction Underway through the Purple Line
- Expected completion in FY23



# Current Initiatives

## MD 355 Crossing

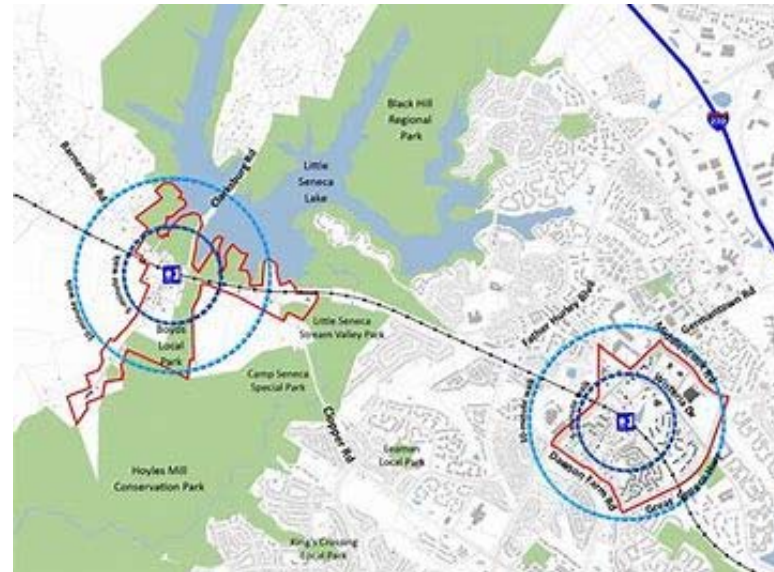
- Construction about 50 percent complete
- Expected completion in FY21



# Current Initiatives

## Boyd's Transit Center

- Land acquisition and facility planning underway





# Upcoming CIP Projects

- White Flint Station Improvements
  - Design starting in FY 21
- Forest Glen Station Access Improvements
  - Design starting in FY 21/Construction FY 23
- MD610/New Hampshire Avenue BRT
  - Planning starting in FY 22
- MD586/Veirs Mill Road BRT
  - Design starting in FY 23
- North Bethesda Transitway (BRT)
  - Planning starting in FY 24

# MARC and Commuter Bus

Kevin Quinn  
Administrator

12/6/18

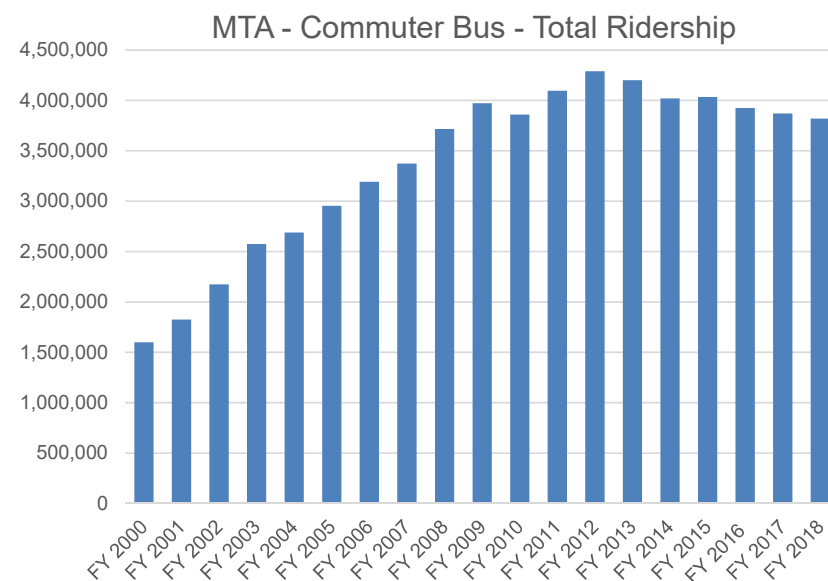


MARYLAND TRANSIT  
ADMINISTRATION

# Commuter Bus Overview



- 24 routes serving DC
- Total cost of \$56.5 million in FY18
- Over 3.8 million rides in FY18



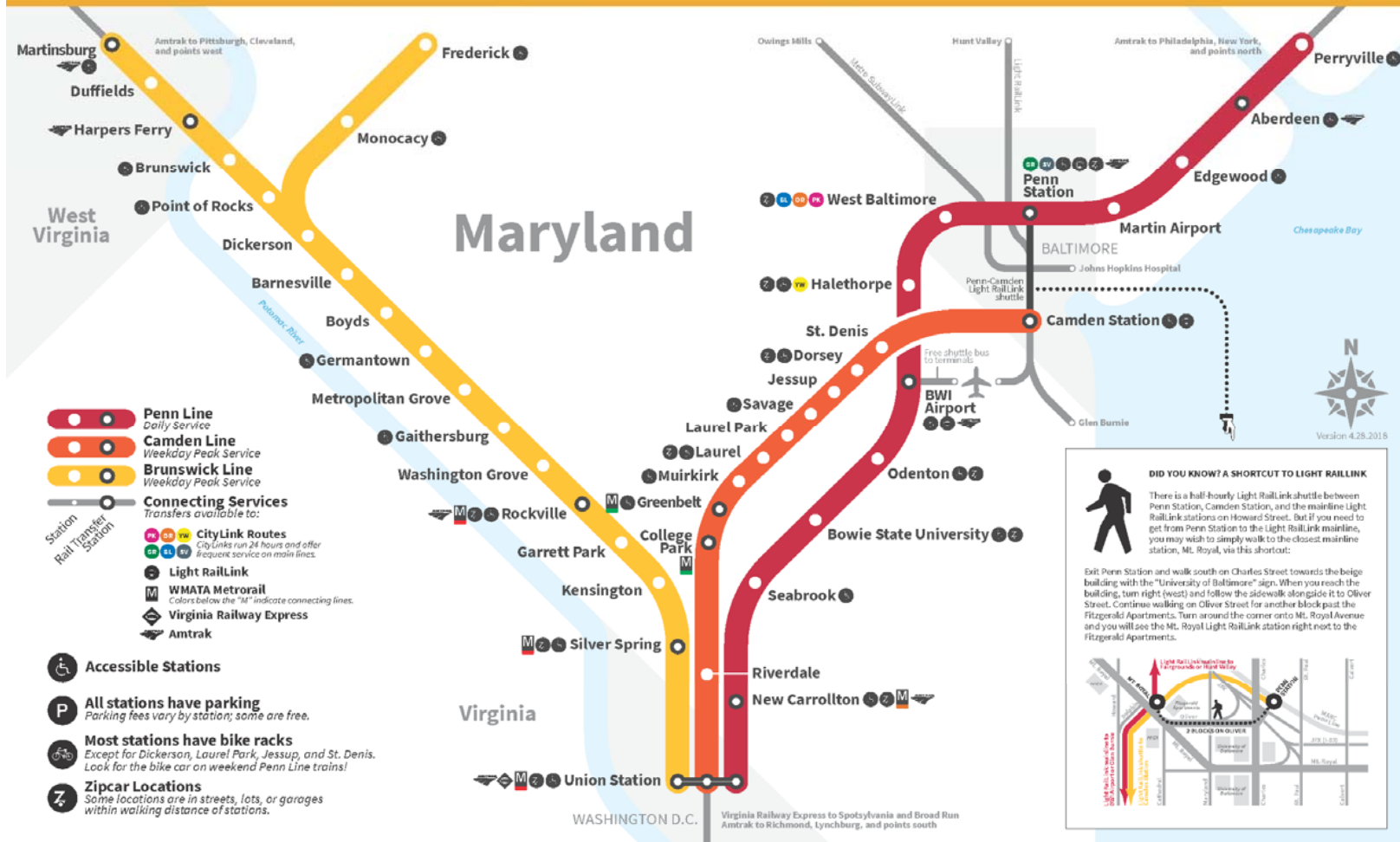
# MARC Overview

*Unlike other commuter railroads, MARC is a “virtual railroad”*

- MARC does not own any track, except a 3.4 mile segment known as the Frederick Branch.
- MDOT MTA contracts MARC services:
  - Penn Line - Amtrak (also own the tracks)
  - Camden & Brunswick - Bombardier (CSX owns tracks)
- By the numbers:
  - 202 route-miles of commuter rail services
  - 46 locomotives and 177 commuter rail coaches
  - 42 stations in MD, WV & DC
  - 38,000 weekday passengers



# MARC SYSTEM MAP



**DID YOU KNOW? A SHORTCUT TO LIGHT RAILLINK**

There is a half-hourly Light RailLink shuttle between Penn Station, Camden Station, and the mainline Light RailLink stations on Howard Street. But if you need to get from Penn Station to the Light RailLink mainline, you may wish to simply walk to the closest mainline station, Mt. Royal, via this shortcut:

Exit Penn Station and walk south on Charles Street towards the beige building with the "University of Baltimore" sign. When you reach the building, turn right (west) and follow the sidewalk alongside it to Oliver Street. Continue walking on Oliver Street for another block past the Fitzgerald Apartments. Turn around the corner onto Mt. Royal Avenue and you will see the Mt. Royal Light RailLink station right next to the Fitzgerald Apartments.

mta.maryland.gov  
1-866-RIDE-MTA

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND TRANSIT ADMINISTRATION



# Challenges

- MARC does not control train dispatching or infrastructure maintenance
  - OTP suffers due to dispatcher preference to Amtrak trains and CSX freight trains
  - Brunswick and Camden Line operations contractually limited with CSX to Monday-Friday, AM and PM peak service only
    - No midday service
    - No weekend service
- Growing ridership
  - Limited railcar capacity
  - Limited parking



## Recent Progress

- \$58.1 million for 8 new Siemens “Charger” locomotives
  - 4200 HP, top speed of 125mph
  - Latest EPA “Tier 4” standards
- Installation of Positive Train Control equipment
- \$52.7 million for refurbishment of MARC III railcars and GP-39 locos
- West Virginia contributing financially to Brunswick Line operation
- New station construction
  - BWI Rail Station
  - Camden Yards
- Modernized Ticketing
  - New Ticket Machines
    - Machine added at Metropolitan Grove
  - MTA CharmPass mobile ticketing





Touch To Begin





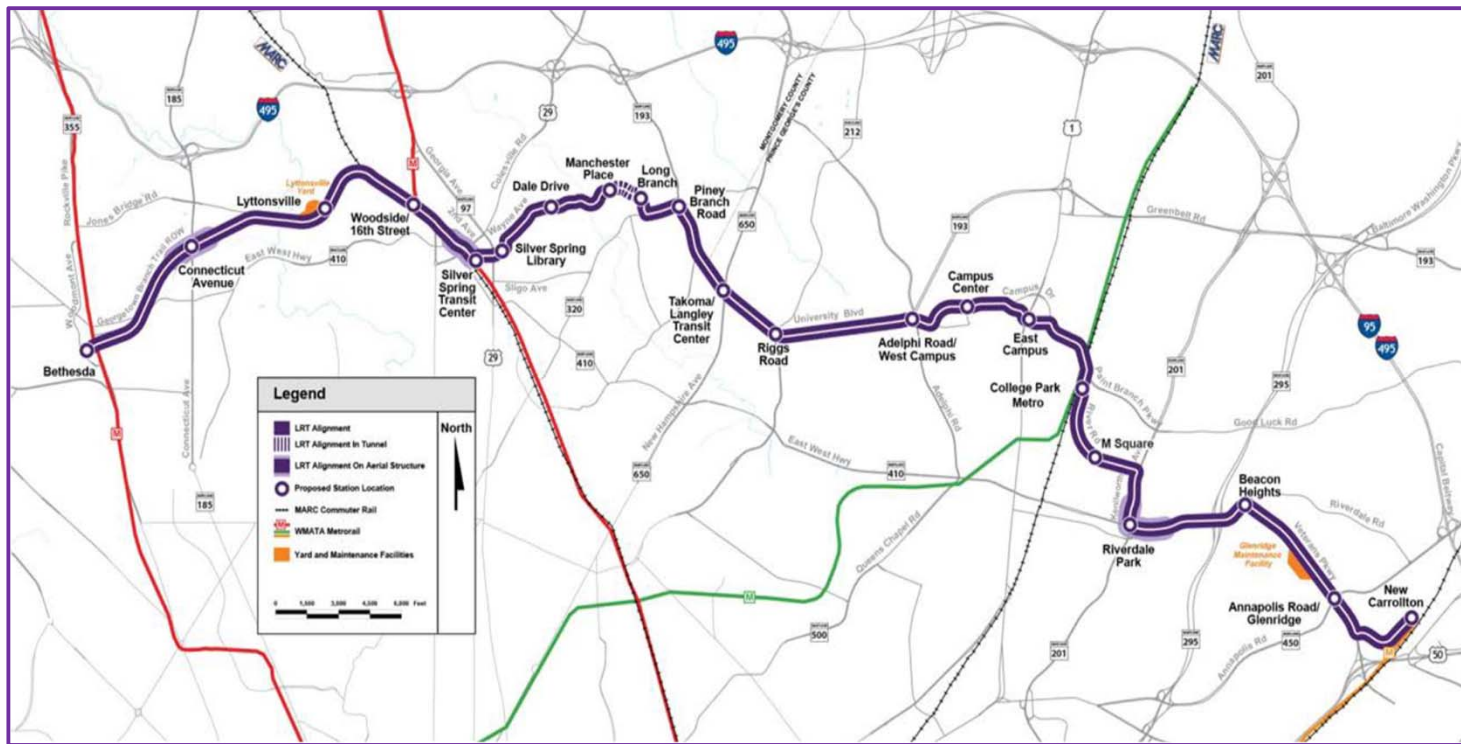
# Washington Suburban Transit Commission Public Forum



November 28, 2018



# A New East-West Connection for Maryland's Fastest Growing Counties





# The Purple Line Connects Maryland's Transit Systems

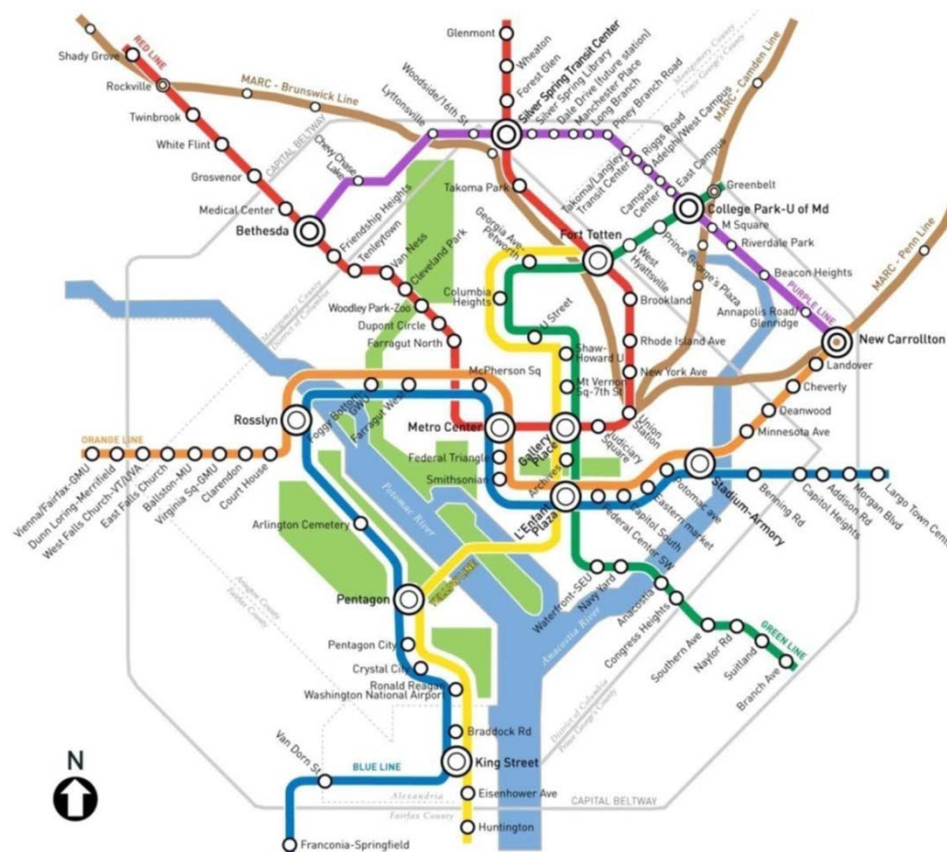
Links with Metro at:

- Red Line at Bethesda
- Red Line at Silver Spring
- Green Line at College Park
- Orange Line at New Carrollton

Connects to all three MARC commuter rail lines.

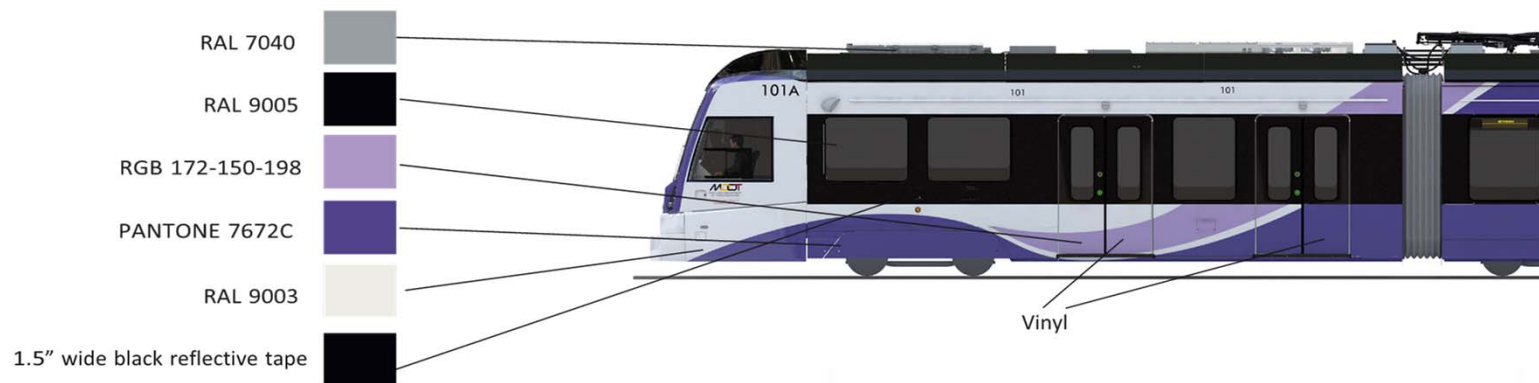
Connects to Amtrak Northeast Corridor at New Carrollton.

Links up with regional and local bus services.

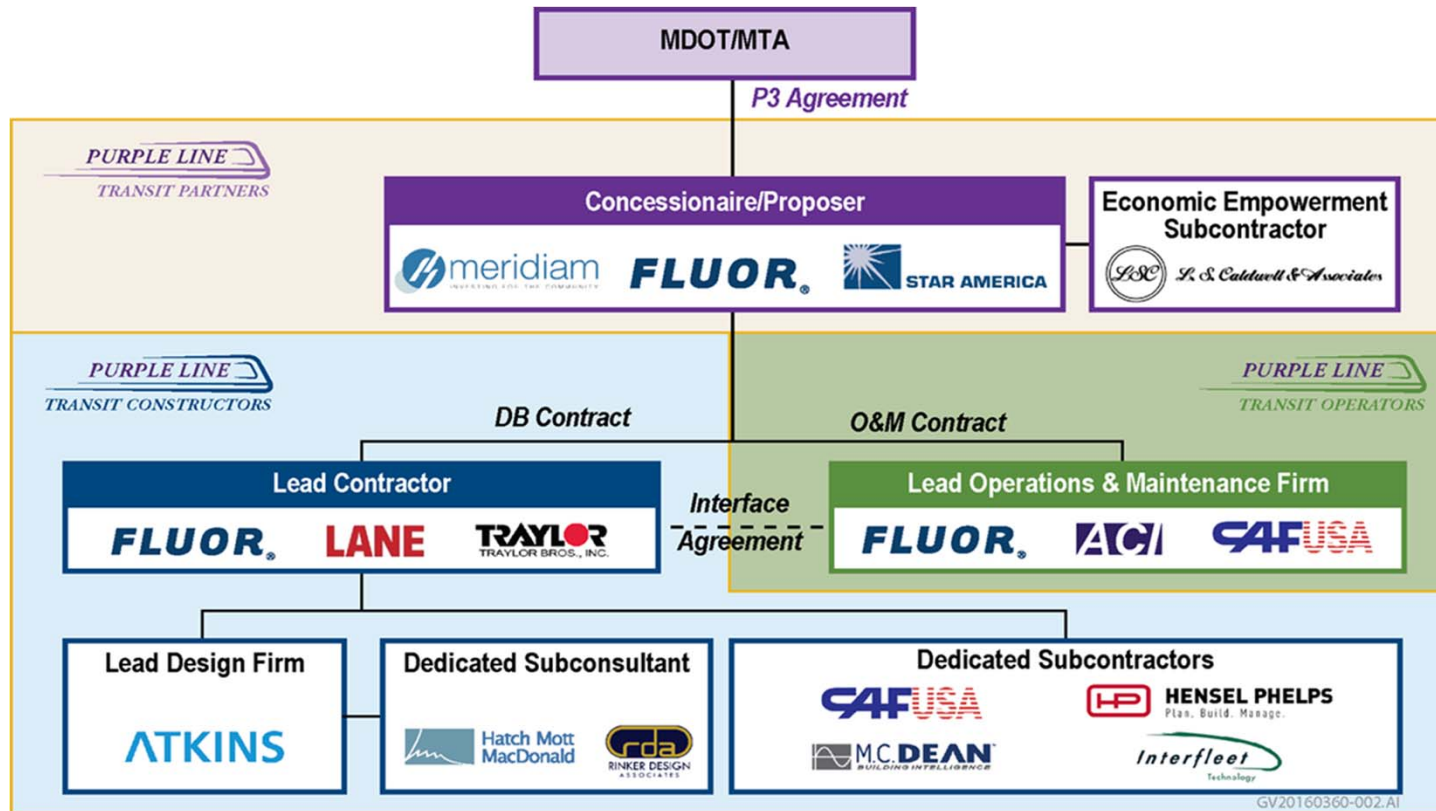


## Project Characteristics

- The Purple Line is only the 2nd transit DBFOM in the U.S. The Denver Eagle project was the first; it open in April 2016.
- 59,500 daily riders in 2022 and more than 74,000 daily riders in 2040.
- Trains will arrive every 7.5 minutes in peak periods and 10-15 minutes off-peak.
- There are 21 stations and the fare system & hours will be compatible with WMATA's system.
- End-to-end travel time is a little over an hour, but most riders will take shorter trips.



# The P3 Team



## Construction Started in August 2017

- The P3 leveraged \$1 billion in private investment and \$900 million of federal government funds.
- Federal investment in the project is less than 40% of the design and construction cost.
- During the 30-year operating period the State will pay the Concessionaire, on average, \$150 million annually.
- The project financing does not add to the State tax supported debt.





## LVRs Being Assembled in Elmira, NY





Apex Demolition and BSME Site – Elm Street





Level 5 Lagging Installation – BSME (Elm Street)





S04 West Golf Cart Underpass Footing – Columbia Country Club





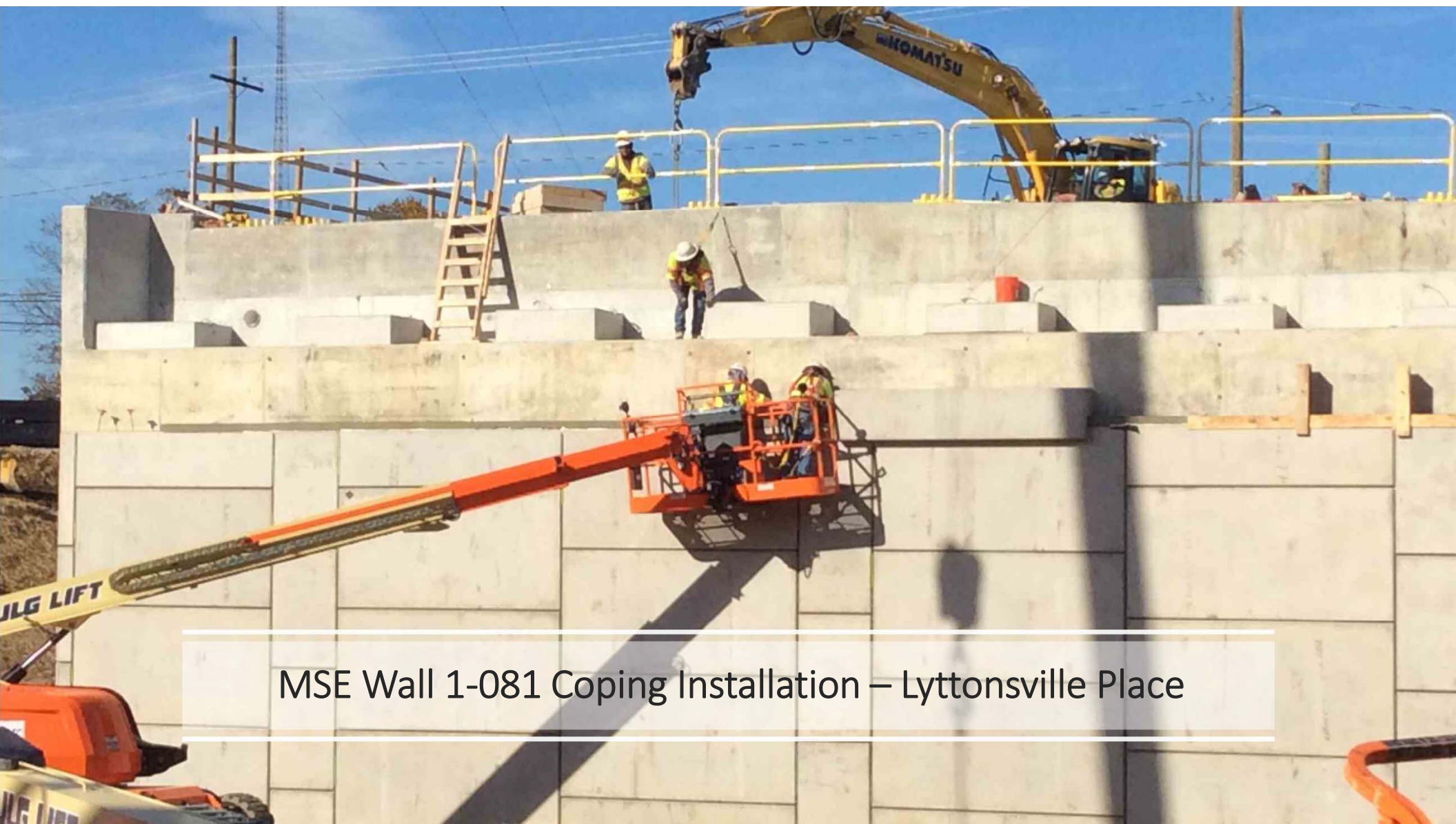
Storm Drain Installation – GBT at Kentbury Drive





Pavement Removal at Middle Lot - SSIMS





MSE Wall 1-081 Coping Installation – Lyttonsville Place



S17 Girder 8 Installation – Lyttonsville Place



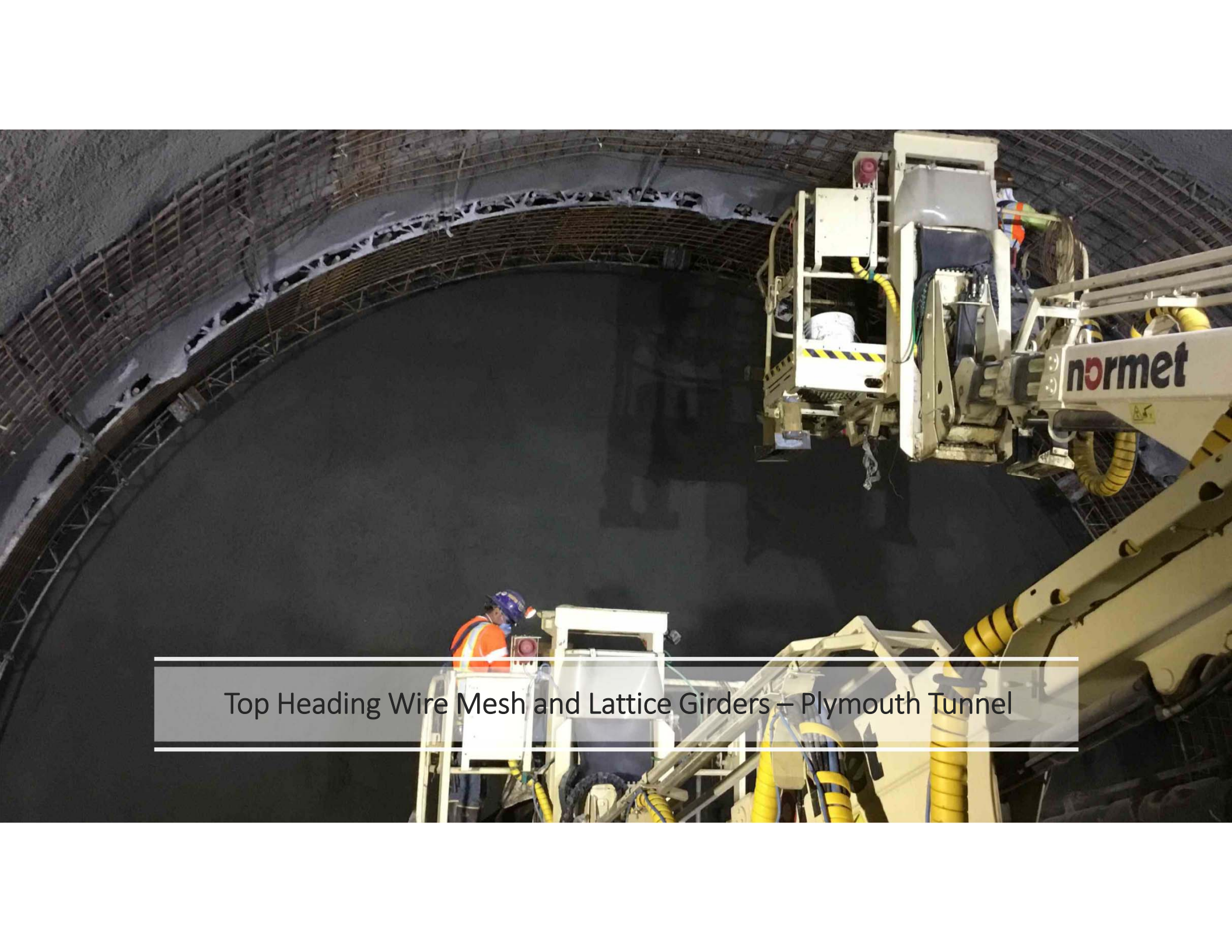






Top Heading Excavation – Plymouth Tunnel





Top Heading Wire Mesh and Lattice Girders – Plymouth Tunnel





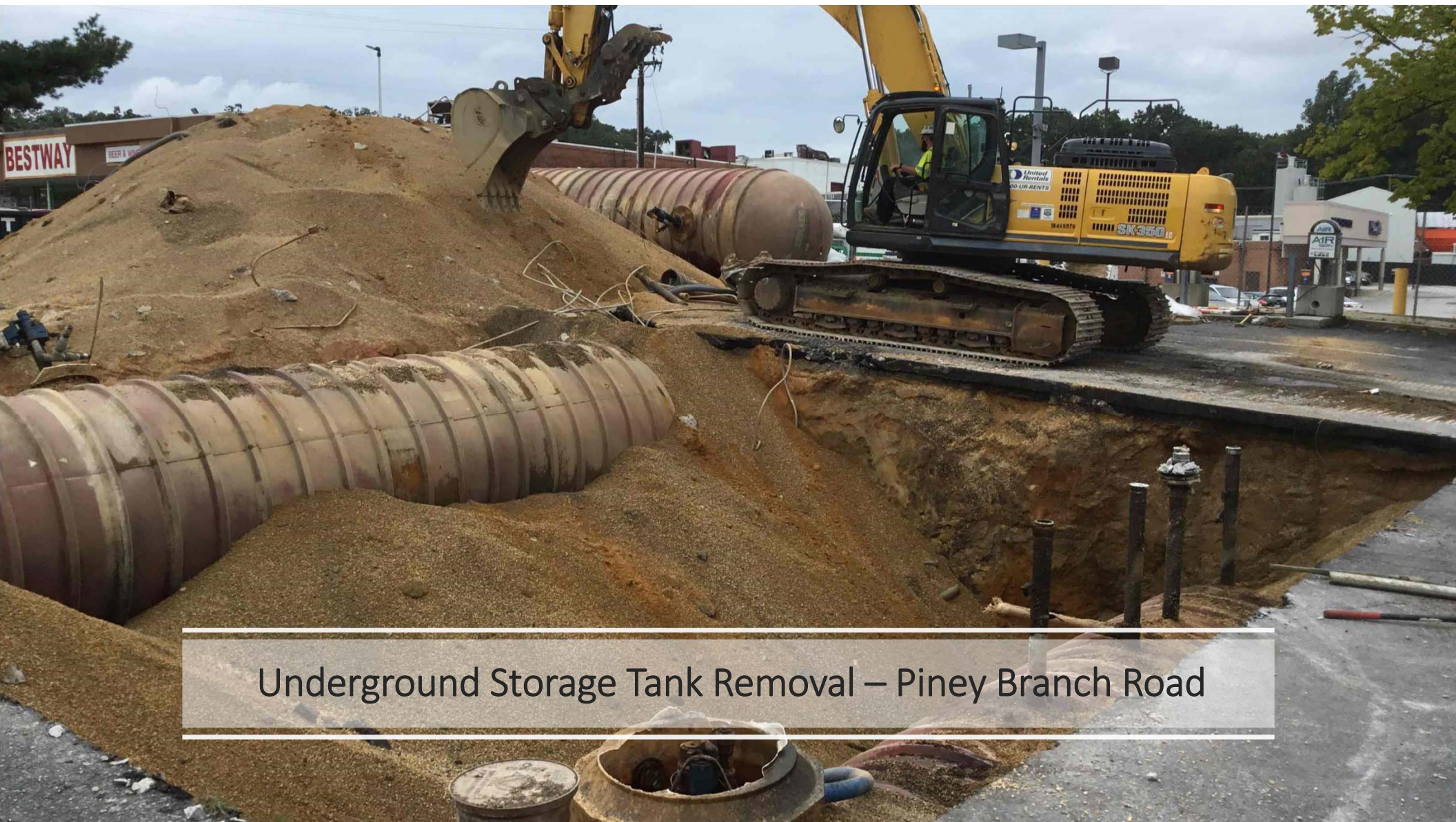
Median Removal – University Boulevard





U602 Underground Medco Relocations – UMD Campus





Underground Storage Tank Removal – Piney Branch Road





S29 Abutment B Drilled Shafts – Riverdale Aerial Station





Wall 7-192 Drilled Shaft Rebar Placement – Veterans Parkway





Grading for OMF Building Pad – Glenridge OMF





Ductbank Installation – Glenridge OMF





Temporary Abutment B – B-W Parkway NB





Removal of Existing Traffic Signal at Ellin Road – Veterans Parkway