

GetOnBoardBRT

BUS RAPID TRANSIT IN MONTGOMERY COUNTY

US 29 Bus Rapid Transit Planning Board Briefing

February 16, 2017

Project Goals

- Improve the quality of transit service
- Improve mobility opportunities and choices
- Enhance quality of life
- Support master planned development
- Provide sustainable and cost-effective transit alternatives

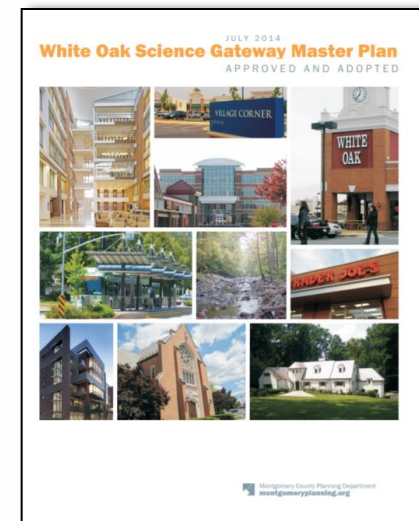


A Snapshot of the US 29 Corridor

- One of busiest transit corridor in Maryland with over **11,000 daily bus trips**
- Bus trips on the corridor average **20 percent** longer than auto trips; up to **60 percent** longer during peak periods
- Highly diverse
 - 65% of residents minority; 32% foreign born
 - 31% of population speaks a language other than English at home
 - 30% of households earn less than half of the area median income
 - 12% have no access to a car; 38% have access to only one vehicle
 - Home to over 9,000 senior citizens and 11,000 people with disabilities

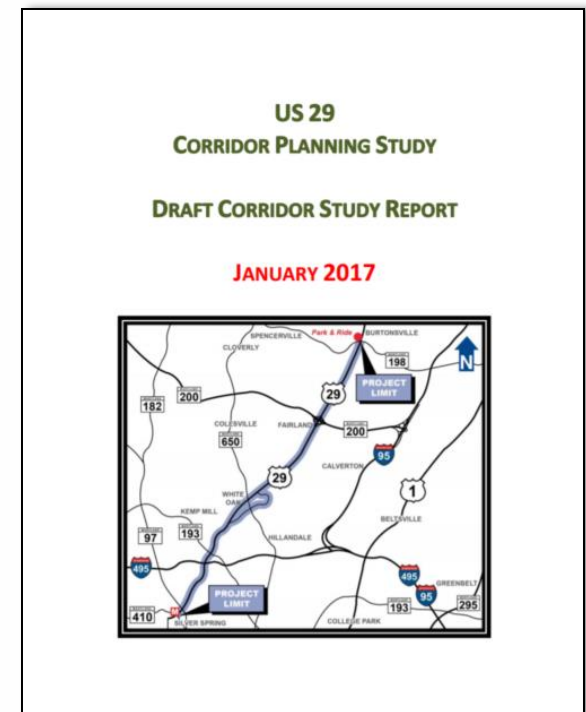
A Snapshot of the US 29 Corridor

- Major job and education centers
 - Food and Drug Administration (FDA)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Discovery Communications Headquarters
- 61,000 jobs along corridor in 2010; projected to over 80,000 in 2040
- Major Planned Development
 - White Oak Science Gateway
 - Downtown Silver Spring
 - Burtonsville



MDOT Study Process Findings (2040 Analysis)

- Station Locations
- Service Plans
- HOV mode share
- Impacts of new pavement in north
- Traffic Analysis
- Total capital cost : \$80-140 million



MCDOT US 29 Project



Approximately 40% of the alignment along US 29 is in dedicated Bus on Shoulder lanes

Elements of MCDOT US 29 Project

- Frequent all-day service
 - 7 days/week
 - Same hours as Metrorail
 - 7.5 minutes peak; 15 minutes off-peak
- Uniquely branded vehicles and stations
- Transit Signal Priority (TSP)
- Bike/pedestrian improvements to facilitate station access, including 10 new bikeshare stations
- Ongoing coordination with Howard County



Elements of BRT

BRT Element		US 29 BRT Details
Runningway	✓	40% in dedicated Bus on Shoulder
Stations	✓	11 level-boarding BRT stations with improved amenities such as real-time info and off-board fare collection
Vehicles	✓	Sleek, articulated BRT vehicles with multiple-door level boarding and interior bike accommodation
Fare Collection	✓	Off-board fare collection
ITS (Technology)	✓	Transit Signal Priority at 15 intersections; real-time arrival info
Service and Operations	✓	Frequent, headway-based service with longer span; integration with local services
Branding	✓	Uniquely branded service, stations, vehicles

Source: National BRT Institute

“Most BRT projects operate in mixed traffic – primarily arterials streets – for 50 percent or more of their routes.”

- GAO Report, 2012

US 29 BRT Project Benefits – Ridership and Transit Reliability

- Projected BRT Ridership

- 2020: 13,000 daily boardings (3,950 *new*)
- 2040: 20,000 daily boardings (5,700 *new*)

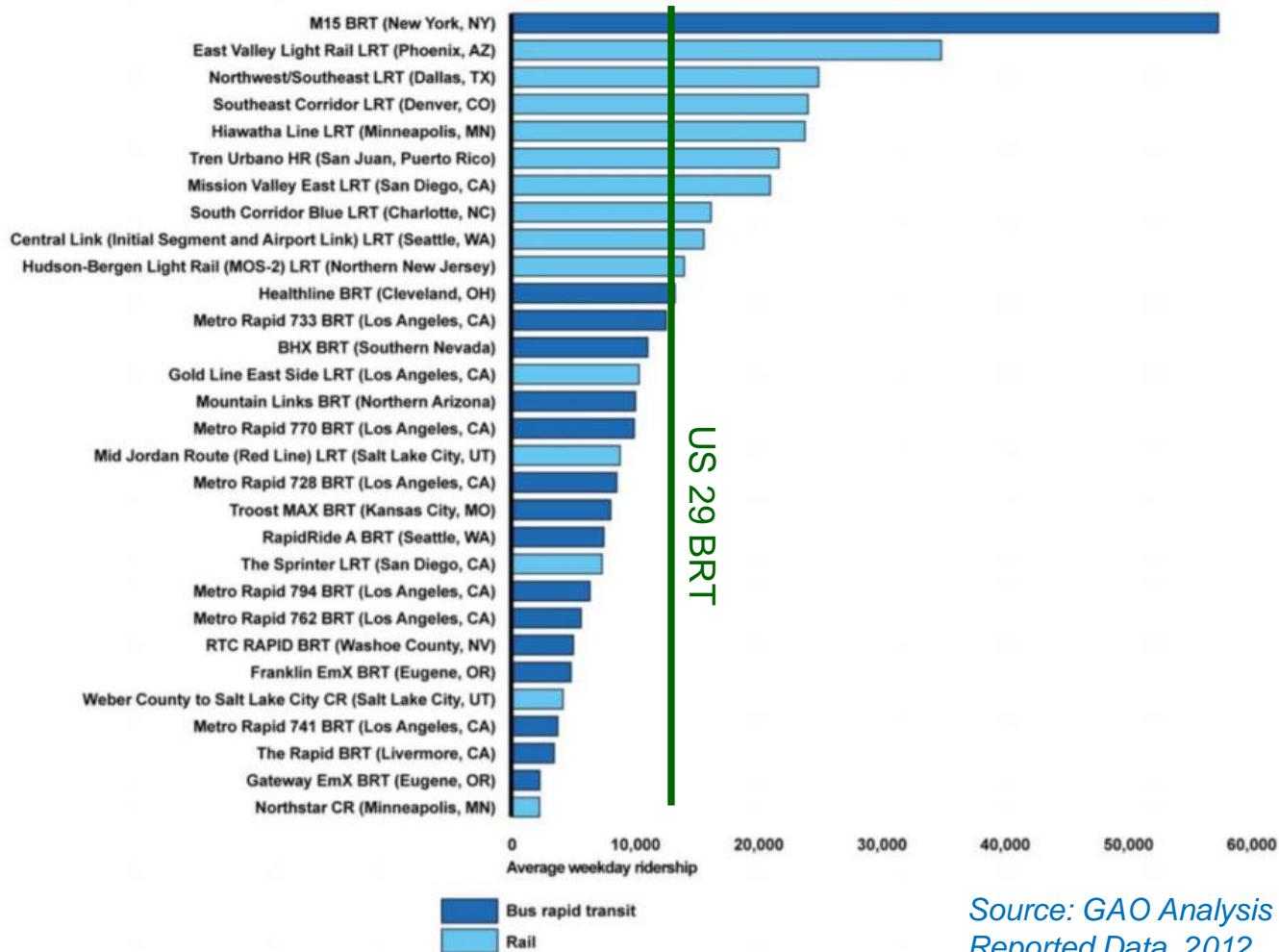
The Benefit-Cost Analysis for the US 29 BRT project shows that benefits outweigh costs by a factor of **four**.

- Improved **transit reliability**

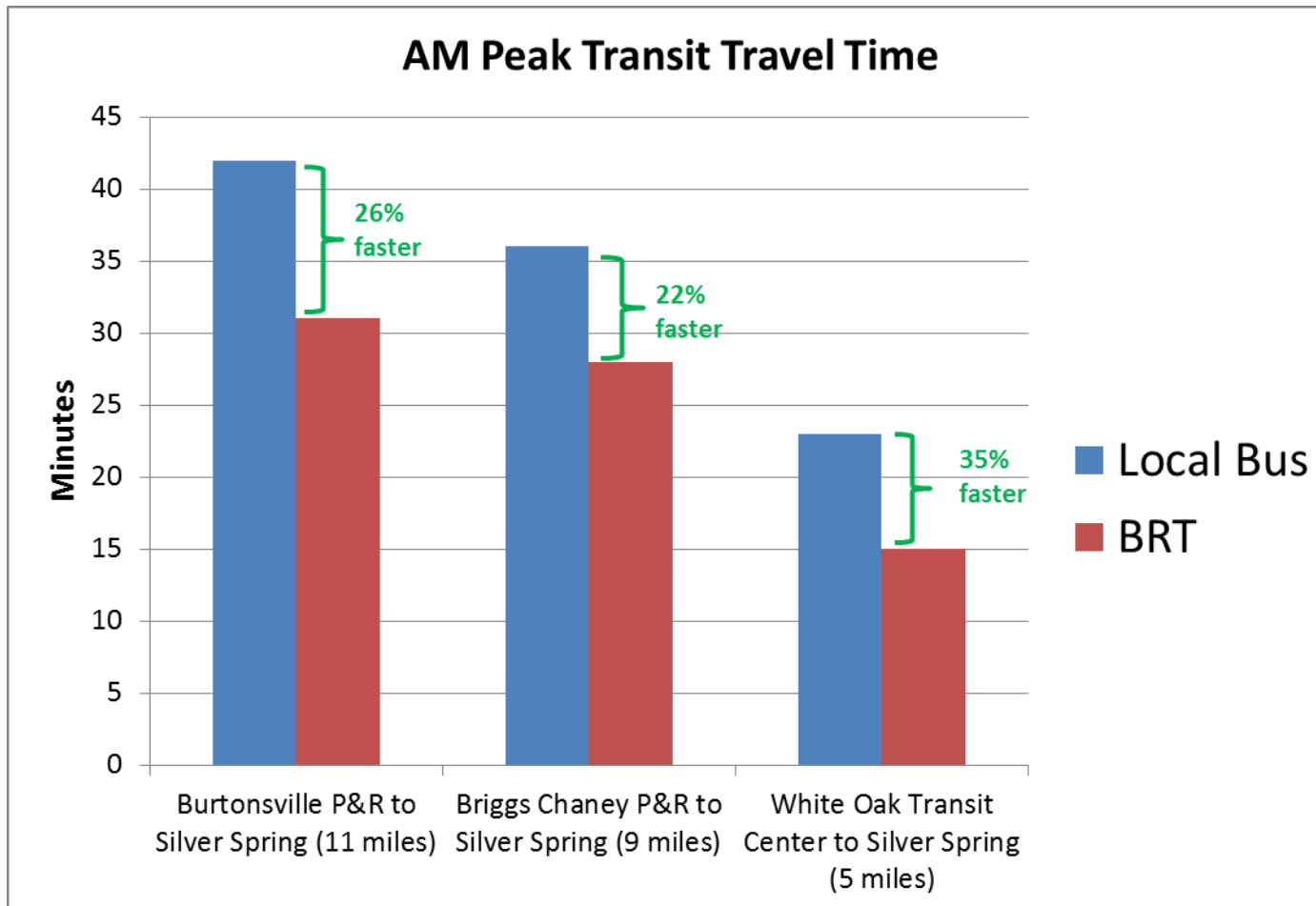
- Current on time performance for local corridor transit services averages **45-77%***
- US 29 BRT will improve reliability through:
 - Bus on Shoulder
 - Transit Signal Priority
 - More efficient operations (level multiple-door vehicle boarding, limited stops, off-board fare collection)

US 29 BRT Compared to Other BRTs – Ridership

Average Daily Ridership One Year After Opening

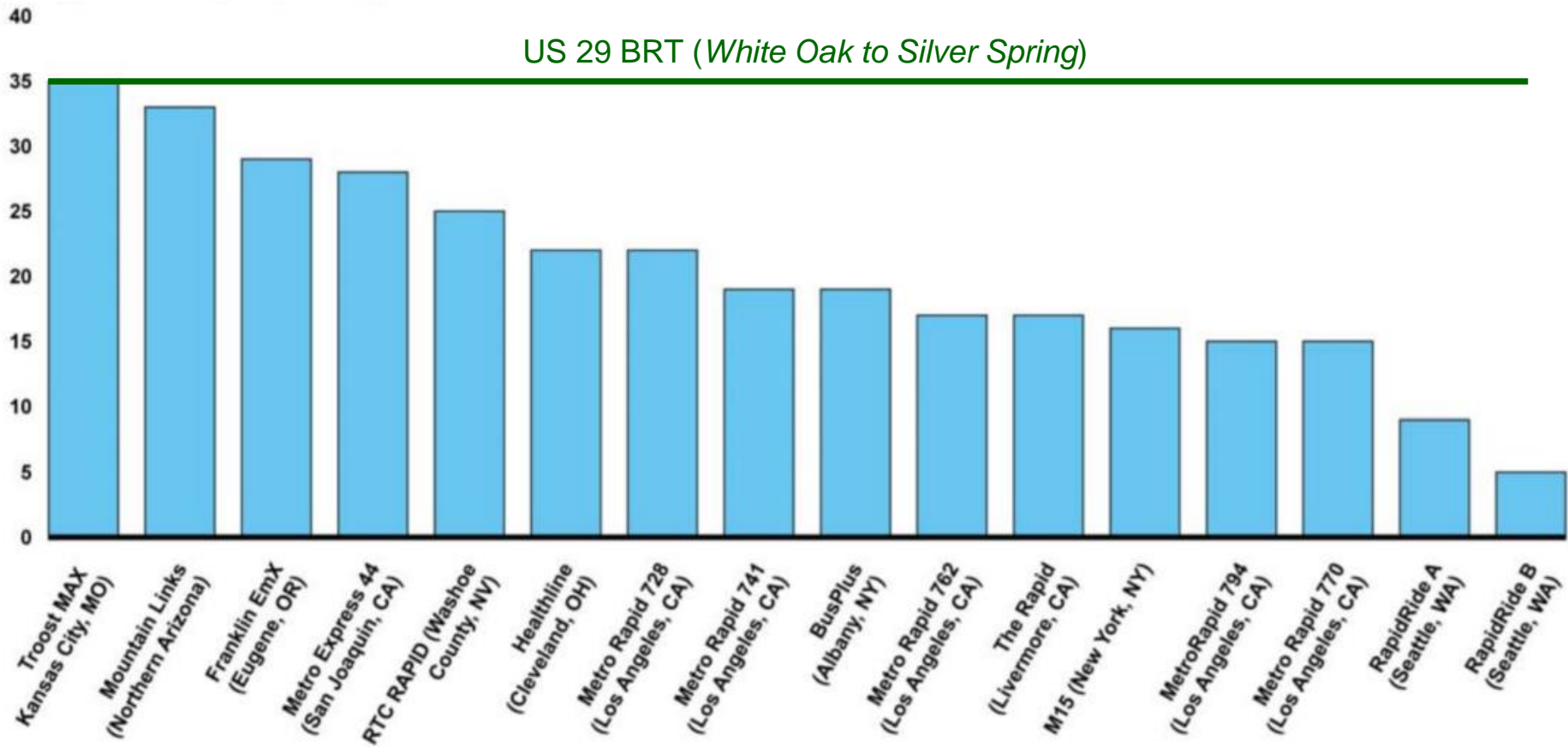


US 29 BRT Project Benefits – Improved Transit Travel Time



US 29 BRT Compared to Other BRTs – Travel Time Savings

Change in travel time (as a percentage) over previous bus service



US 29 BRT Project Benefits – Economic Impact

- Development of the White Oak Science Gateway depends heavily upon the presence of US 29 BRT and its capacity to enhance mobility.
 - 7 million square feet of commercial space
 - > 20,000 jobs
 - 5,300 additional dwelling units
- Project estimated to result in **\$269-520 million net benefit**
- Estimated Operational Phase Impacts
 - 85 permanent jobs in Montgomery County
 - \$6.5 million annual labor income
 - \$13.4 million additional annual business sales

Source: MCDOT TIGER grant application,
Economic Impact Analysis, Sage Policy Group

US 29 BRT Project Benefits – Accessibility

- Increases regional connections and access to a fast-growing jobs corridor
- US 29 BRT will improve transit access and provide upward mobility for transit-dependent populations
 - Currently minimal off-peak transit service on the corridor
 - BRT will significantly increase span and frequency of service
 - Local routes will be integrated and improved

US 29 BRT Project Benefits – Route Efficiency and Coverage

- Existing local service will be evaluated to interface with BRT and potentially provide **improved frequency and/or coverage into neighborhoods**
- Potential strategies:
 - Adjust frequency
 - Adjust span of service
 - Relocate stops
 - Change alignments
 - Extend routes
 - Limited stop overlay
 - Neighborhood circulators

US 29 BRT Estimated Infrastructure Cost

Project Element	Estimated Cost
BRT Stations and Stops	\$13,000,000
Transit Signal Priority	\$1,000,000
Vehicles	\$14,000,000
Bicycle & Pedestrian Improvements	\$2,000,000
Overhead & Grant Administration	\$1,500,000
TOTAL	\$31,500,000
Federal TIGER Funds	\$10,000,000
County Contribution	\$21,500,000

MCDOT anticipates that the majority of TIGER funding will be used towards station and pedestrian improvement construction

Note: County's FY17-22 budget already included \$6.5 million for US 29 BRT planning and design

TIGER Grant

- USDOT Program – **T**ransportation **I**nvestment **G**enerating **E**conomic **R**ecovery
- \$500 million made available nationwide in FY16
- **Highly** competitive (3-5% of grant requests awarded)
- \$10 million Federal grant awarded for US 29 BRT
 - Award based on demonstrated benefits of project with respect to grant criteria (*economic competitiveness, quality of life, environmental sustainability*)
 - Tremendous opportunity for federal investment in East County
 - Provides national visibility to Montgomery County's BRT program

TIGER

Status of TIGER grant

- Developing positive relationship with FTA
- Grant agreement by June 2017
- Elements required to secure grant
 - Final scope of work (*in progress*)
 - Inclusion of project in STIP/CLRP (*March 2017*)
 - All local funding approved in CIP (*May 2017*)
 - NEPA complete (*June 2017*)

US 29 Project Schedule



Public Engagement

- **Developing robust public engagement plan**
- **Corridor Advisory Committees**

CACs will continue to meet to provide input on the project throughout project phases

- **Public Open Houses**

Tuesday, March 7

6:30-8:30pm

Silver Spring Civic Center

Monday, March 13

7:00-9:00pm

Montgomery Blair High School

Wednesday, March 15

6:30-8:30pm

White Oak Community Center

