

Approved June 15, 2022

visualize
2045 A long-range
transportation plan
for the National
Capital Region

APPENDIX J

Summary of Transit Development Plans

June 15, 2022



National Capital Region
Transportation Planning Board

**TRANSIT DEVELOPMENT PLANS FOR THE VISUALIZE 2045 UPDATE (2022)
LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**
June 15, 2022

ABOUT VISUALIZE 2045 & THE TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future. The plan is updated at least every four years, the Visualize 2045 update is scheduled for 2022.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), 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).

CREDITS

Editor: Eric Randall, Department of Transportation Planning (DTP)

Contributing Editors: Antonio Castañeda, DTP; Stacy Cook, DTP

ACKNOWLEDGEMENTS

Special thanks to the regional staff who provided input and comments for this appendix.

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INTRODUCTION AND SUMMARY

INTRODUCTION

This appendix of the Visualize 2045 update is a supplement to the new Transit planning section in Chapter 6 of the plan. It summarizes some of the key transit planning documents prepared by providers of public transportation or their parent jurisdictions in the National Capital Region. These documents reflect local planning activities that support regional goals and priorities, and inform that projects that are eventually included in the region's long-range transportation plan. In particular, the preparation of Transit Development Plans, or TDPs, has long been a standard activity in the public transportation industry. A typical TDP will provide an overview of the transit service, report on performance, assess customer needs, and then provide operating service plans and capital funding requirements to provide current service and to expand service. Public outreach and demographic analysis are also key elements of a TDP.

SUMMARY

Public transportation, or transit, planning is conducted by multiple organizations in the National Capital Region, including state agencies, sub-regional agencies, transit providers, and local jurisdictions. Transit planning ranges from narrowly-focused route and line changes to service frequencies and local bus stops to wide-ranging, long-term plans for capital investment and major projects over the next decade or longer. One common mechanism for transit planning is preparation of Transit Development Plans, or TDPs, which lay out service and capital investment plans for the next three to ten years. Most transit providers and some other organizations prepare TDPs. As the TDPs capture near-term transit plans, this appendix reviews the status and key elements of TDPs in the region to provide an overall picture of regional transit planning.

In the National Capital Region (NCR), both Virginia and Maryland require the preparation of a TDP by local transit systems (in Virginia's case, now known as a Transit Strategic Plan or TSP). These TDPs are also used by the states in developing and programming funding for the transit providers in the region. TDPs often have a fiscally constrained short-range element and a longer-range unfunded element. The short-range element can be used to inform the regional travel model and assist in the development of the region's Visualize 2045 long-range transportation plan. A record of unfunded needs is useful to identify these needs regionwide and present the case for additional transit investment.

Beyond TDPs, jurisdictions and transit agencies conduct other planning efforts in support of transit, particularly for major transit projects such as the Purple Line light rail project in Maryland and the proposed Embark Richmond Highway Bus Rapid Transit (BRT) project in Fairfax County, Virginia. The region's primary transit provider, the Washington Metropolitan Area Transit Authority (WMATA) regularly assesses the needs of the Metrorail, Metrobus, and MetroAccess systems, and identifies new service and projects. WMATA places a priority on keeping the transit systems in a state of good performance, including replacement of rail cars and buses, escalator and elevator repair, and track maintenance. WMATA also studies and identifies system enhancements, such as bus service improvements and station access improvements. The District Department of Transportation (DDOT), the Maryland Department of Transportation's Transit Administration (MDOT MTA), and the Virginia

Department of Rail and Public Transportation (DRPT) also perform their own large-scale transit studies in addition to working with WMATA.

TRANSIT IN THE NATIONAL CAPITAL REGION

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

Three primary modes of public transportation operate in the region:

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

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

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

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

A list of the primary fixed-route transit services in the region includes:

- WMATA Metrorail
- WMATA Metrobus
- Alexandria Transit Company (DASH)
- ART Arlington Transit
- DC Circulator
- DC Streetcar
- City of Fairfax CUE
- Fairfax Connector

- Loudoun County Transit
- Frederick Translt
- Charles County Transit Services - VanGO
- Montgomery County Ride On
- Prince George's County The Bus
- Potomac & Rappahannock Transportation Commission Omniride
- Virginia Railway Express

Annually, TPB staff prepare a State of Public Transportation report to review accomplishments and provide summary data on public transit in the region. The *2020 State of Public Transportation* report was completed in summer 2021.

TRANSIT DEVELOPMENT PLANS IN THE REGION

This section of the report provides a snapshot of the Transit Development Plans (TDPs) or similar transit planning documents as prepared by transit providers or local jurisdictions. The TDPs for providers or jurisdictions in Northern Virginia are summarized first, followed by those of jurisdictions in suburban Maryland and then the District of Columbia. A separate section with other transit planning efforts follows.

Northern Virginia

In 2018, the Virginia General Assembly passed legislation that requires transit agencies operating fleets greater than twenty buses in large, urbanized areas to develop a Transit Strategic Plan (TSP) “to ensure that transit services are planned in a way that better meets the mobility needs of their communities”¹. Most transit systems in Northern Virginia are required to prepare TSPs and submit them to the Virginia Department of Rail and Public Transportation (DRPT)². TSPs are to cover a ten-year period, with annual updates for any changes to organization, service, fares, and finances as well as a status report on projects.

Table 1: Agencies in Northern Virginia that Require a TSP and Implementation Date

Transit Agency	Next TSP Due
Alexandria DASH	Fiscal Year (FY) 22/23
Arlington Transit (ART)	FY22/23
Fairfax Connector	FY22/23
Loudoun Transit	FY22/23
Potomac and Rappahannock Transportation Commission (PRTC)	FY21/22

ALEXANDRIA TRANSIT COMPANY’S TRANSIT DEVELOPMENT PLAN

Local bus service in the City of Alexandria is provided by the Alexandria Transit Company (ATC), which is responsible for the management, operation and maintenance of the DASH bus system. The TDP is updated each year by DASH staff, with the *FY 2022-2027 TDP* adopted in May 2021. The TDP evaluates current DASH system performance, outlines projected service levels for FY 2022 based on the draft budget, and provides fiscally unconstrained guidance on future service changes and capital improvements for the remaining five years of the six-year plan cycle (FY 2023-2027).

¹ “2018 Transit Strategic Plan Guidelines” Page 1, http://www.drpt.virginia.gov/media/3116/transit-strategic-plan-guidelines-final_111418-2.pdf

² <http://www.drpt.virginia.gov/3721.aspx>.

The ATC’s TDP includes an executive summary and chapters on background of the TDP, a system summary, an assessment of performance, fare and service changes, the capital budget plan, and public outreach.

Much of the FY 2022-2027 TDP focused on the impacts of the COVID-19 pandemic on ridership and revenues, along with service reductions. The other main focus of the TDP was the completion of the Alexandria Transit Vision Plan, a multiyear process to gather community input on a planned restructuring of DASH bus service across the city. The ATC implemented the “New DASH Network” on September 5, 2021, as the first phase of the Alexandria Transit Vision Plan with new bus routes, new route names, and changes to most existing DASH route alignments. It is the most significant service change in DASH history.

In addition to launching the New DASH Network, DASH also went fare free, with all fare collection activities discontinued. With approval from the Alexandria City Council and the DASH Board of Directors, passenger fares were eliminated on all buses on September 5, 2021, to coincide with the launch of the new network to encourage use and promote economic recovery for city residents and workers. This policy change was due in part to a recent TPB Transportation Land Use Connections (TLC) program study for DASH and the City of Alexandria which analyzed potential free or reduced fare programs for low income residents.

CITY OF ALEXANDRIA’S TRANSIT DEVELOPMENT PLAN

While the Alexandria Transit Company prepares a TDP for its DASH bus service, the City of Alexandria also prepares a TDP that examines DASH as well as WMATA Metrobus, Metrorail, and other transit services in the city. The city’s most recent TDP was completed in 2016 for FY 2017-2022.

The City of Alexandria TDP includes an executive summary, eight chapters, and additional information in appendices. A focus of the TDP is on the city’s Transit Concept Plan, which has identified three main corridors for transit service in the city.

- Corridor A – Route 1/North-South - runs between the Braddock Road Metro Station north along Route 1 and through Potomac Yards. This corridor then extends into the Potomac Yard and Crystal City areas of Arlington and is served by the Metroway bus service.
- Corridor B – Duke Street/Eisenhower Avenue - connects Alexandria and Fairfax County west to east, including the Landmark Mall area, Foxchase, Alexandria Commons, and the King Street Metrorail Station.
- Corridor C – West End - starts in the south at the Van Dorn Metrorail station and continues north via Van Dorn Street.

Capital and operational improvements to these three corridors are an important part of the city’s overall Master Transportation Plan.

City staff plan to begin work on a new TDP in calendar year 2022.

ARLINGTON COUNTY’S TRANSIT DEVELOPMENT PLAN

The current Arlington County TDP was approved in July 2016, to “provide a comprehensive vision for transit operations and capital improvements for the ten-year period of FY 2017 through FY 2026”³ The TDP evaluated and assessed the performance, connectivity, efficiency and effectiveness of both the Arlington Transit (ART) bus service and operations of the WMATA Metrobus service in the county.

³ <https://projects.arlingtonva.us/plans-studies/transportation/transit-development-plan/>

Arlington's next plan will be a Transit Strategic Plan as required by Virginia DRPT, scheduled for completion in fiscal year 2023.

The Arlington TDP includes an executive summary, eight chapters, and additional information in appendices. The TDP identified key origin - destination trips in the county and reviewed transit ridership trends and service levels for ART and Metrobus. The TDP also identified service needs and gaps. The development of the TSP is also discussed, especially the role of public involvement.

The primary recommendation of the TDP was for the implementation of a Premium Transit Network along Columbia Pike and through Crystal City and Pentagon City. The proposal restructured bus service around three components: ART, local Metrobus service, and express, limited-stop Metrobus. Some capital improvements would be necessary. In addition, the TDP projected that the ART vehicle fleet would grow by twenty vehicles and new maintenance facilities were to be built. Finally, the TDP also includes an On-demand Service Proposal for service in four areas of the county, beginning in 2023.

FAIRFAX COUNTY'S TRANSIT DEVELOPMENT PLAN

Fairfax County most recently adopted a TDP in March 2016. The *FY 2016-FY 2022 TDP* was a six-year, financially constrained plan for transit service in the county. As part of the TDP process, staff established a set of goals, objectives, and strategies to guide the future provision of Fairfax Connector service.

Chapters of the TDP include an overview of transit service in the county; goals, objectives, and standards; a service and system evaluation, service expansion projects, an operations plan, a capital improvement program, a financial plan, and TDP monitoring and evaluation. Appendices with maps and Title VI information among other items, are included as well.

In addition to the TDP, the county also completed a Comprehensive Transit Plan (CTP), a ten-year aspirational plan for Fairfax Connector and Metrobus service within the county. The CTP consists of eight technical memoranda recording the state of bus service within the county, the results of market research conducted with bus riders and with county residents (both users and non-users of bus service), and the recommendations for new bus routes, changes to existing routes, and cancellation of existing routes.

Fairfax County is working on a ten-year Transit Strategic Plan in accordance with Virginia DRPT guidance, planned for completion in calendar year 2022. Public hearings were held in January 2021. Components of the TSP include a system overview and strategic vision, system performance and operations analysis, planned improvements and modifications, an implementation plan, and a financial plan.

A focus of the new TSP is service plans for the areas of Franconia-Springfield, Reston-Herndon, and Centreville-Chantilly-Vienna Tysons (CCVT), and Huntington. The plans review service and propose restructurings to improve travel time and meet new travel needs.

LOUDOUN COUNTY'S TRANSIT DEVELOPMENT PLAN

Loudoun County approved a ten-year TDP in 2018. The *FY 2018-2028 TDP* reviews transit service in the county. Uniquely in the region, Loudoun County's transit service focuses heavily on commuter bus operations, connecting the County's residents to employment centers in Arlington and the District of Columbia. There is also express service to the Metrorail stations at Wiehle Reston East

(Silver Line) and West Falls Church (Orange Line). Finally, Loudoun County also provides local bus service in the eastern portion of the county. Outside the scope of the TDP, additional local bus service is operated by Virginia Regional Transit (VRT), a multi-county provider that operates in the western portion of Loudoun County.

Chapters of the Loudoun County TDP include an overview of transit service in the county; goals, objectives, and standards; a service and system evaluation, service expansion and improvement projects, an operations plan, a capital improvement program, a financial plan, and TDP monitoring and evaluation. The appendix includes proposed route plans. A significant focus of the TDP is on planning for the anticipated opening of the Silver Line Phase II through Dulles Airport to Loudoun Gateway and Ashburn.

Loudoun County has begun work on a new Transit Strategic Plan, which is expected to be completed in calendar year 2023.

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION'S TRANSIT STRATEGIC PLAN

Omniride is the transit brand of the Potomac and Rappahannock Transportation Commission (PRTC), a multimodal, multijurisdictional agency providing transit and transportation demand management (TDM) services in Prince William County and the Cities of Manassas and Manassas Park. Omniride completed a new TSP in March 2020 for FY 2020-2029.

Chapters of the TSP include a system overview and strategic vision, a system performance and operations analysis, planned improvements, an implementation plan, and a financial plan. The appendix includes proposed route plans. A focus of the TDP is on the construction of a Western Maintenance Facility (opened in August 2021) with a restructuring of bus service for the western portion of Omniride's service area. Other parts of the TDP look at updating the bus fleet and adding service to stop at new park-and-ride lots.

VIRGINIA RAILWAY EXPRESS'S TRANSIT DEVELOPMENT PLAN

The Virginia Railway Express (VRE) provides commuter rail service from provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., on the Manassas and Fredericksburg lines. The FY 2020-2025 TDP was adopted by the VRE Operations Board in February 2019.

The Transit Development Plan (TDP) provides an overview of all major VRE projects and initiatives, with short-term priorities as well as aspirations and constraints for the longer term. The TDP includes a six-year (FY 2020-2025) fiscally constrained plan that documents the funded projects and programmed initiatives; and a fiscally unconstrained plan (FY 2026-2029) 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 VRE's long-range System Plan 2040.

The TDP outlines four types of ongoing service needs: expanded train capacity, adjusted train times, more frequent service and attracting new riders in accordance with the long-range vision for the system. These needs are being addressed to the extent possible by lengthening trains in the near term, while funding is being sought for capital projects and operations to allow VRE to add new trains in the future.

VRE is working on a successor TSP that will focus on implementation of the service expansion enabled by the Commonwealth of Virginia’s Transforming Rail in Virginia Initiative.

In 2020 the Virginia state legislature authorized the creation of the Virginia Rail Passenger Authority (VPRA). The authority is assuming administrative and fiduciary responsibilities for Virginia’s state supported passenger rail services, including the Amtrak services originating in Virginia. The VPRA will also provide funding to Virginia Railway Express (VRE). In the future, the VPRA is expected to produce planning documents for rail in the state.

Suburban Maryland

The Maryland Department of Transportation/Maryland Transit Administration (MDOT MTA) requires the Locally Operated Transit Systems (LOTS) in Maryland to conduct a TDP every five years. The LOTS use their TDPs as a basis for preparing their Annual Transportation Plans that serve as their annual grant applications for transit funding from the State.

CHARLES COUNTY’S TRANSIT DEVELOPMENT PLAN

Charles County completed its *VanGO Transit Development Plan* in January 2019. The TDP process builds upon and formulates Charles County’s goals and objectives for transit, reviews and assesses current transit services, identifies unmet transit needs, and develops an appropriate course of action to address the objectives for a five-year horizon.

Chapters of the plan include a background introduction, a review of existing conditions, a transit needs assessment and demographic analysis, service and organizational alternatives, and a conceptual plan. The TDP also notes MDOT MTA commuter bus service operated in the county and the transportation services provided by non-profits and human services groups.

Work on a new TDP is expected to start in FY 2024, with a focus on service improvements.

FREDERICK COUNTY’S TRANSIT DEVELOPMENT PLAN

The Frederick County TDP dates from 2015. The purpose of the TDP is to improve the efficiency and effectiveness of Transit Services of Frederick County (TransIT). The approved final TDP includes the history and current state of the transit system, the identification of transportation needs and issues, and recommended improvements over the five-year planning horizon.

Work on a new TDP began in Fall 2020, with a focus on planning for on-demand service for rural areas.

District of Columbia

DC CIRCULATOR TRANSIT DEVELOPMENT PLAN

The District Department of Transportation (DDOT) completed a triennial update to the *DC Circulator TDP* in Fall 2021. Chapters include the purpose of the TDP, a system overview, a performance evaluation, system and service recommendations, system expansion, public engagement, and implementation of recommendations. A major focus of the update was developing options for a new, seventh Circulator route in Ward 7 of the District, which would address significant transportation needs and achieve equity goals.

OTHER TRANSIT PLANNING ACTIVITIES

This section of the report provides a snapshot of other transit planning activities by transit providers or local jurisdictions which may not prepare a TDP. This includes two jurisdictions in suburban Maryland, the MDOT MTA, WMATA and the TPB.

MONTGOMERY COUNTY TRANSIT PLANNING

Montgomery County conducts transit planning as part of its overall transportation planning, for the county's Ride On bus service as well as interfacing with the WMATA service operated in the county. Resources include interactive maps available online. The county has a planned network of transitways to serve a variation of trip types and land use. These include two existing transitways (the WMATA Red Line and the MARC Brunswick Line) and 12 planned transitways (the Purple Line, the Corridor Cities Transitway, and 10 additional rapid transit corridors).

PRINCE GEORGE'S COUNTY'S TRANSIT VISION PLAN

Prince George's County developed a five-year plan for improving and expanding transit within the County, for the period 2018-2022. The *Transit Vision Plan (TVP)* evaluated potential methods for improving public transportation in the county, including the county's TheBus system and interfaces with the WMATA service operated in the county. The TVP reviewed local bus services, private providers and other best practices for improving access to public transportation services, with a goal of developing a first-class public transportation system.

The TVP provides the county with a map for implementing service, facility, and operational enhancements to improve the county's transit system for the benefit of all county residents. A primary focus of the plan is evaluating ways to improve the county's TheBus fixed route system. Throughout the transit vision planning process, the county conducted an extensive public outreach program that provided input into the plan development.

MARC CORNERSTONE PLAN

The Maryland Area Regional Commuter (MARC) commuter rail service is part of the MDOT Maryland Transit Administration (MDOT MTA). The MDOT MTA has prepared cornerstone plans for each of its major modes that lay out strategic plans for service improvements and capital investments. The MDOT MTA completed the *MARC Cornerstone Plan* in 2019. The plan lays out priorities through 2045, categorized as short-term (through 2025), medium-term (2025-2035), long-term (2035-2045), and ongoing (throughout). The plan discusses six investment areas: vehicles, stations, guideways, facilities, systems, and service with several strategic priorities laid out within each area. The service area includes providing midday and weekend service on the two rail lines that currently only have peak-period service as well as potential run-through service into Virginia. The plan notes that the medium- and long-term priorities are not currently funded, and a rough order of magnitude of the investment needed to accomplish the priorities is provided. Several of the investment priorities are mutually dependent; for instance, more trains cannot be added without procuring more vehicles, expanding maintenance facilities, and improving track infrastructure. The key dependencies or interactions among investment areas are laid out in the plan.

MDOT MTA BUS CORNERSTONE PLAN

Similar to the MARC Cornerstone Plan, the MDOT MTA prepared a cornerstone plan for bus service in 2018. The plan's emphasis is on the state-run local bus service in the Baltimore metropolitan area. The plan also discussed commuter bus services, which the plan notes are split into three main service areas: Baltimore, Central Maryland, and the District of Columbia. With commuter bus vehicles provided by the private operators under contract, the plan focuses on improvements for operations and customer benefits. Priority areas include identifying locations for commuter parking options and promoting bicycle and pedestrian accessibility to commuter bus service.

In addition to the cornerstone plans above, the MDOT MTA began work on a Statewide Transit Plan in Summer 2020 with inputs from all levels of government, public and private providers, businesses, NGOs and the public. The 50-year vision for coordinated transit across the state will help define public transportation goals and strategies with a vision towards increasingly coordinated, equitable and innovative mobility.

WMATA's CAPITAL PROGRAM

WMATA, or Metro, does not produce a TDP, but does publish numerous other planning documents. WMATA's Capital Program includes long-term plans for investment in the rail, bus, and paratransit fleet and facilities, with a focus on state of good repair while also covering needed expansion, safety, and customer improvements.

Capital Program documents include approved annual budgets, the 6-Year Capital Improvement Program, and the 10-Year Capital Improvement Plan, as well as supporting Capital improvement program progress reports and financial reports.

The Capital Needs Forecast (CNF), most recently completed in 2019, provides a 10-year outlook for WMATA's current and forecast costs to achieve and maintain assets in a State of Good Repair, improve safety, and meet compliance requirements. The 2019 CNF succeeded and built on the 10-year Capital Needs Inventory (CNI) completed in 2016. The CNI was the first effort to list and quantify WMATA's capital needs to fully rehabilitate the transit system and meet priority needs.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

The NVTC supports transit planning in Northern Virginia, funding WMATA's operating and capital budgets as well as supporting local planning efforts and investments. It produces routine reports on WMATA's performance and on transit throughout Northern Virginia. It is also planning the VA-7 bus rapid transit line and has drafted a regional fare collection plan for Northern Virginia among other accomplishments.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

The Northern Virginia Transportation Authority (NVTA) prepares a long-range transportation plan (*TransAction*) for Northern Virginia in coordination with local jurisdictions and agencies. The plan has both highway and public transportation projects. Over the past few years, the NVTA has helped fund the construction of Metrorail stations, the development of bus rapid transit lines, procurement of commuter rail and bus vehicles, and other transit service improvements. The plan is financially constrained and is an important step in prioritizing transit projects and programming them for funding.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)

The TPB is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. The TPB has a number of committees and subcommittees, including the Regional Public Transportation Subcommittee (RPTS). The RPTS provides a process for the coordination of public transportation planning throughout the metropolitan Washington region and for incorporating regional public transportation plans into the long-range transportation plan (Visualize 2045) and Transportation Improvement Program (TIP). The RPTS oversees or advises on the development of transit-related reports and publications by the TPB. These include the annual State of Public Transportation reports, the federally-required Performance Based Planning and Programming (PBPP) reports for Transit Asset Management and Transit Safety target-setting, and other studies undertaken by the TPB, typically through the UPWP Technical Assistance program.

Table 2: Hyperlinks to the Region’s TDPs and Other Planning Documents

Jurisdiction / Transit Agency	Hyperlink <i>Links are to Transit Development Plans or Transit Strategic Plans, unless otherwise noted.</i>
Virginia	
Alexandria Transit Company (DASH)	https://www.dashbus.com/sites/default/files/FY22%20ATC%20Transit%20Development%20Plan%20-%20FINAL%20with%20Appendices.pdf
City of Alexandria	https://www.alexandriava.gov/uploadedFiles/tes/info/City%20of%20Alexandria%20Transit%20Development%20Plan%20(TDP).pdf
Arlington County	https://projects.arlingtonva.us/plans-studies/transportation/transit-development-plan/
Fairfax County	https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation_projects_studies_and_plans/transit_development_plan_fy16-22.pdf
Loudoun County	https://www.loudoun.gov/3444/Transit-Development-Plan
Potomac and Rappahannock Transportation Commission (PRTC)	https://omniride.com/omniride/assets/File/OR20_TSP_FullReport_2020-03-23_DRAFT.pdf
Virginia Railway Express	https://www.vre.org/about/studies-and-reports/transit-development-plan/
Maryland	
Charles County	https://www.charlescountymd.gov/home/showpublisheddocument/3485/637172953581570000
Frederick County	https://www.frederickcountymd.gov/DocumentCenter/View/271760/Frederick-County-Transit-Dev-Plan_2015?bidId=
Montgomery County Transit Planning	https://montgomeryplanning.org/planning/transportation/transit-planning/
Prince George’s County’s Transit Vision Plan	https://www.princegeorgescountymd.gov/3170/Transit-Vision-Plan
MARC Cornerstone Plan	https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Cornerstone/MCP_MARC.pdf
MDOT MTA Bus Cornerstone Plan	https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Cornerstone/BCP_Bus.pdf
DC, WMATA, and Others	
DC Circulator	https://www.dccirculator.com/wp-content/uploads/2021/04/2020-TDP-Update_04.12.21-Updated-Final.pdf
WMATA’s Capital Program	https://www.wmata.com/initiatives/plans/
Northern Virginia Transportation Commission (NVTC) reports and studies	https://novatransit.org/resources/completed-studies-archive/
Northern Virginia Transportation Authority (NVTA)’s TransAction plan	https://nvtatransaction.org/
Transportation Planning Board’s State of Public Transportation reports	https://www.mwcog.org/committees/regional-public-transportation-subcommittee/