Use of Bus Quality of Service Standards in Adequate Public Facilities Ordinance

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Presentation Outline

- Background and history of the Washington Metropolitan Area Transit Authority (WMATA)
- How Montgomery County fits in to WMATA
- Examples of cooperation
- County's Subdivision Staging Policy – Transit Adequacy

WMATA Chronology

- November 1966: President Johnson signs bill creating Washington Metropolitan Area Transit Authority. (VA, MD and DC)
- March 1968: WMATA Board unanimously approves 97.2 mile Adopted Regional System (ARS). System includes 38.4 miles in District of Columbia, 29.7 in Maryland and 29.1 in Virginia
- October1972: President Nixon signs bill authorizing WMATA acquisition of metropolitan area's four privately owned bus companies.
- October 1997: WMATA Board approves recommendations of Regional Mobility Panel to plan, fund and operate Metrobus in manner similar to Metrorail. Regional routes and local routes created.
- July 1998: Montgomery County's final Metro station, Glenmont, opens completing the Red Line serving Montgomery County

WMATA

- WMATA is an interstate compact agency of the Signatories: the District of Columbia, State of Maryland, and Commonwealth of Virginia.
- Each Signatory has two Board members and two alternate members. In addition to the three states, the Board now includes the Federal Government. Montgomery County appoints one alternate board member. MD appoints the two voting members

FY 13 WMATA Budget

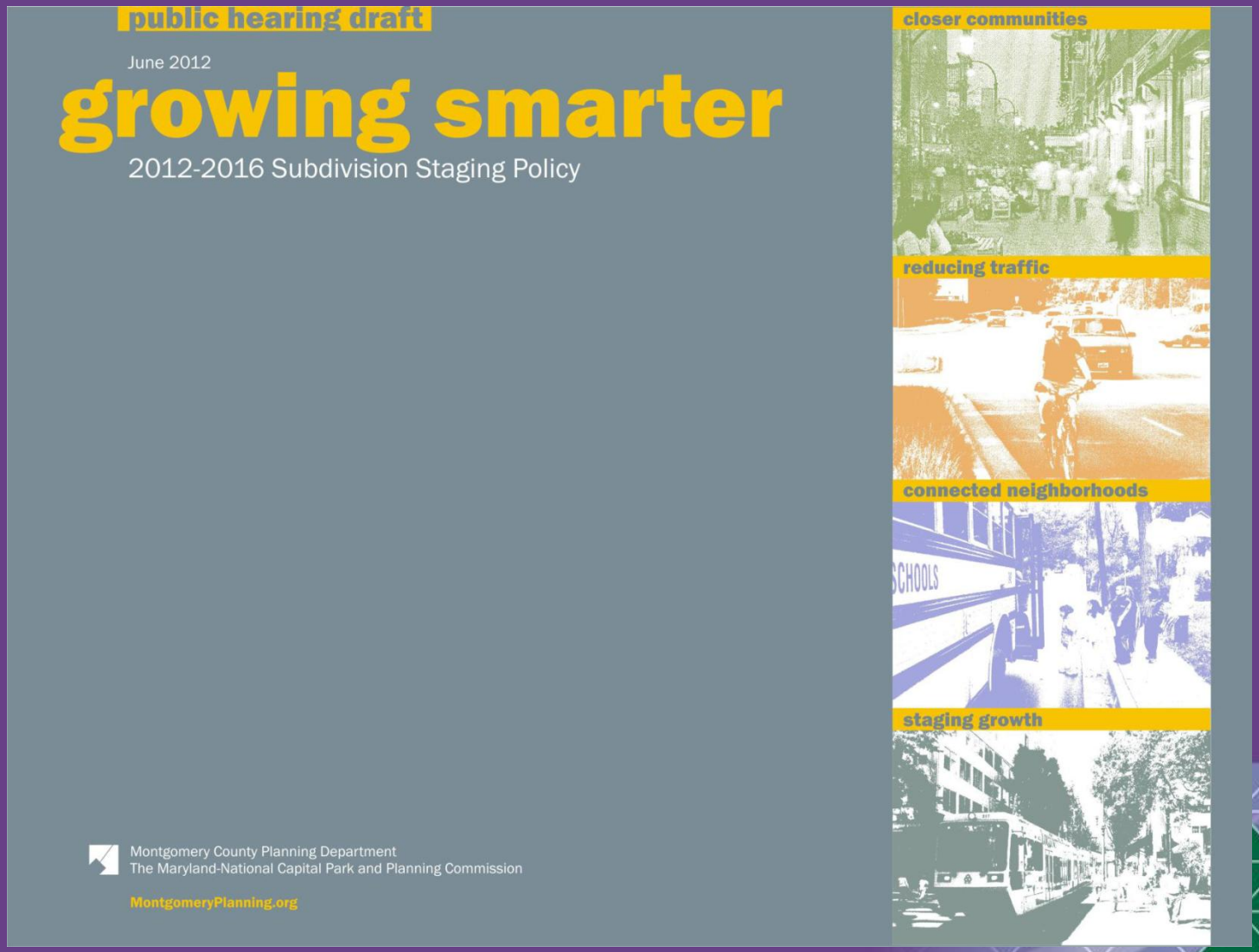
• FY 13 Operating Budget	$1.576 billion
• FY 13 Operating Subsidy	$669 million
• FY 13 Montgomery Co share*	$120 million
• FY 13 Capital Budget	$905 million
• FY 13 Montgomery Co share*	$56 million

* Paid by MDOT

Examples of Cooperation

- Paul S. Sarbanes Silver Spring Transit Center
- TIGER 1 Grant to advance real time information, queue jumpers, transit signal priority
- Bus Priority Corridors
- Bus Hot Spot analysis
- Analysis of Metrorail Station access
  - Forest Glen Underpass
  - Medical Center Station Crossing – BRAC
- Transit oriented development at stations
- Construction of park and ride facilities at stations
- Bikesharing at Metrorail stations

Transit Adequacy Standards



Transit Adequacy Standards

- The Subdivision Staging Policy (SSP) is a set of policy tools that guide the timely delivery of public facilities (schools, transportation, water, sewer, and other infrastructure) to serve existing and future development.
- Examines Transit and Roadway Adequacy

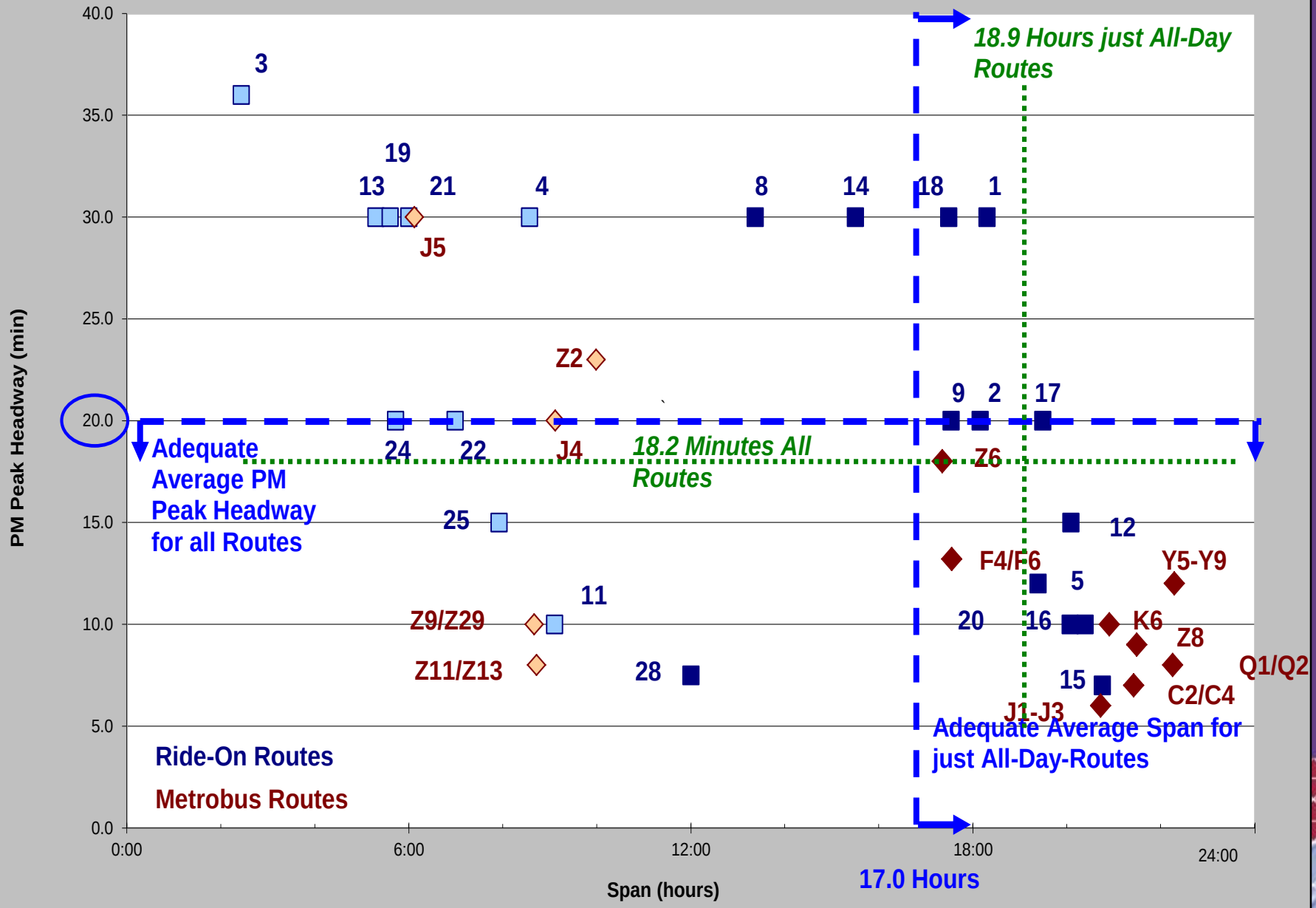
Projected Montgomery County Growth

Transit Adequacy Analysis Results TPAR 2012 (4-5-12)

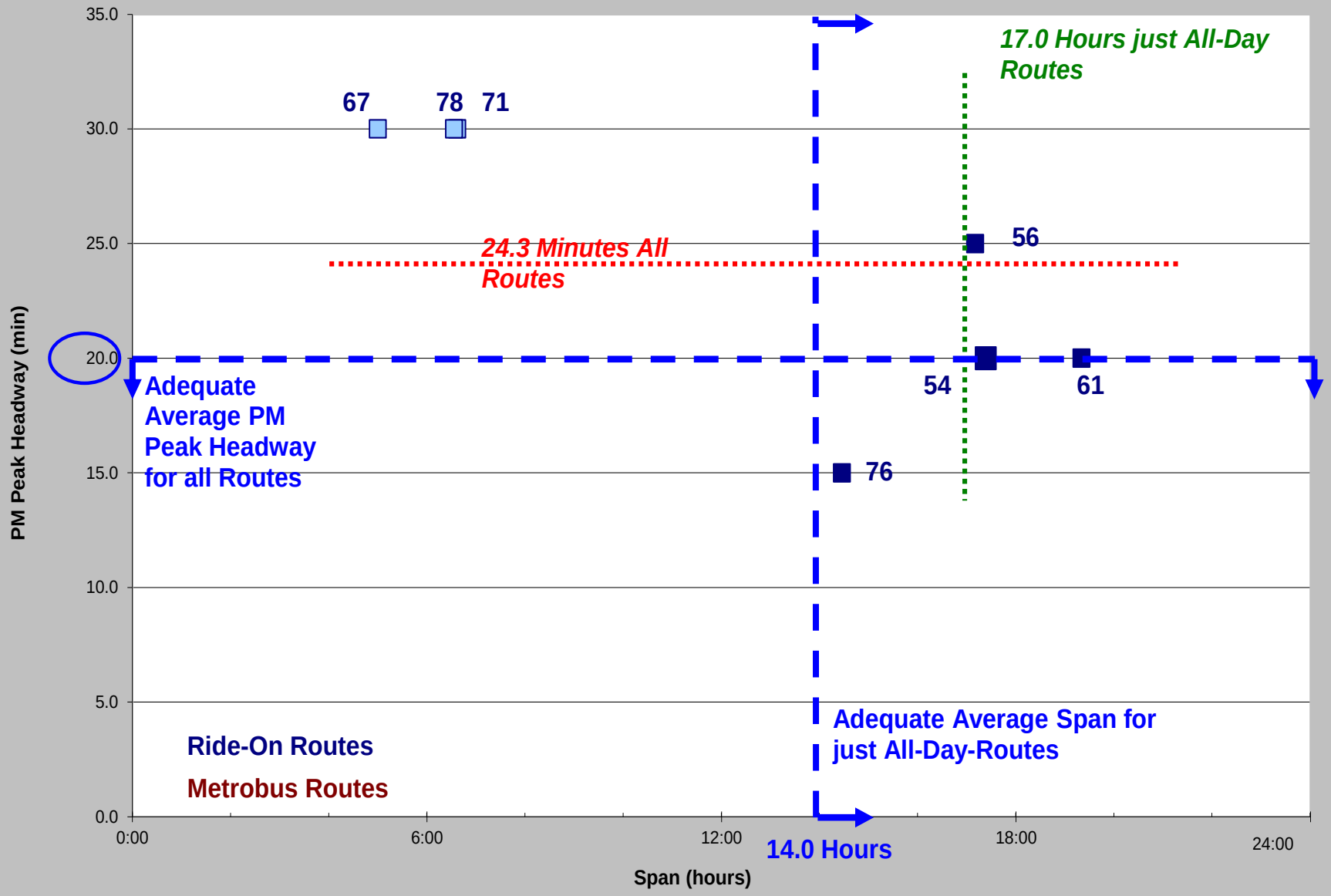
	Number of Bus Routes	Coverage (Percent of area within 1 mi. rail; 1/3 mi.of bus)	Peak Headway by Bus in PM Peak Hour (min.)	Span: Duration of Weekday Bus Service (hours)
"Urban" Policy Areas served by Metrorail				
Silver Spring/Takoma Park	35	96%	18.2	18.9
North Bethesda	15	87%	21.3	17.7
Kensington/Wheaton	29	82%	20.7	18.5
Bethesda/Chevy Chase	17	81%	20.4	17.4
Rockville City	16	80%	21.2	17.8
Derwood	7	70%	21.1	18.8
Inadequate versus the Standards shown	xx.x	**more than 80%**	**less than 14.0 ##**	**more than 17.0**
		## = 20.0 with Metrorail		
"Suburban" Policy Areas				
R&D Village	5	76%	25.8	15.8
Gaithersburg City	10	75%	20.0	17.6
Fairland/White Oak	14	48%	19.1	18.8
Germantown West	9	48%	21.8	18.6
Montgomery Village/Airpark	9	47%	19.4	18.0
Aspen Hill	11	44%	19.9	19.3
Germantown East	5	39%	21.4	17.8
Cloverly	2	30%	26.5	8.0 *
North Potomac	7	29%	24.3	17.0
Olney	5	26%	25.0	22.3
Potomac	10	23%	21.1	16.4
Clarksburg	2	16%	30.0	14.1
Inadequate versus the Standards shown	xx.x	**more than 30%**	**less than 20.0**	**more than 14.0**
"Rural" Policy Areas				
Rural West	1	8%	30.0	6.3 *
Damascus	1	7%	20.0	15.7
Rural East	1	7%	20.0	15.7
Inadequate versus the Standards shown	xx.x	**more than 5%**	**less than 30.0**	**more than 4.0**

* Span includes Peak Period Routes because of absence of All Day Routes

Route-by-Route and Average Adequacy: Silver Spring/Takoma Park (SSTP) in 2010



Route-by-Route and Average Adequacy: North Potomac (NP) in 2010

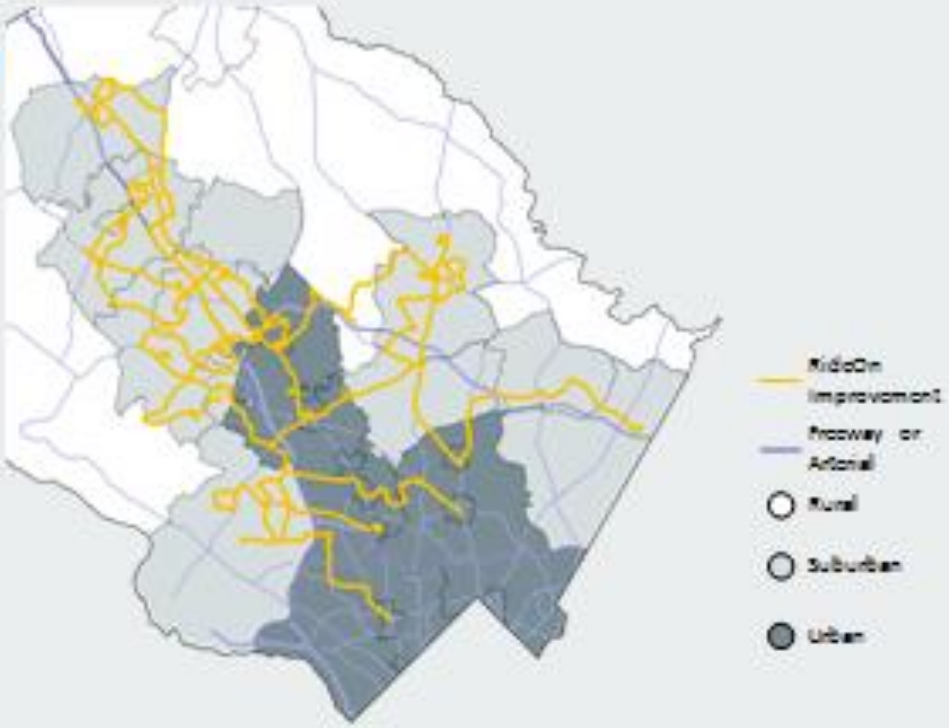


Transit Scenario Tested

subdivision staging policy 2012-2016

Scenario 1 - Transit Improvements Needed to Reach Adequacy

- Local Transit Service Improvements
- Commuter Services Enhancements
- Bicycle and Pedestrian Improvements



Next Steps

- Planning Board approval and transmit to County Council – August 1, 2012
- County Council work sessions with action by November 15, 2012
- Annual monitoring and reporting

Contact Information

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