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
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

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

“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)

- 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)

*RideOn goal is 90%

The Benefit-Cost Analysis for the US 29 BRT project shows that benefits outweigh costs by a factor of four.
US 29 BRT Compared to Other BRTs – Ridership

Average Daily Ridership One Year After Opening

Source: GAO Analysis of Transit Agency Reported Data, 2012
US 29 BRT Project Benefits – Improved Transit Travel Time

AM Peak Transit Travel Time

- Burtonsville P&R to Silver Spring (11 miles) - 26% faster
- Briggs Chaney P&R to Silver Spring (9 miles) - 22% faster
- White Oak Transit Center to Silver Spring (5 miles) - 35% faster

Minutes

Local Bus

BRT
US 29 BRT Compared to Other BRTs – Travel Time Savings

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

US 29 BRT (White Oak to Silver Spring)

Source: GAO Analysis of Transit Agency Reported Data, 2012
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

<table>
<thead>
<tr>
<th>Project Element</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRT Stations and Stops</td>
<td>$13,000,000</td>
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<tr>
<td>Transit Signal Priority</td>
<td>$1,000,000</td>
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<tr>
<td>Vehicles</td>
<td>$14,000,000</td>
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<tr>
<td>Bicycle &amp; Pedestrian Improvements</td>
<td>$2,000,000</td>
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<tr>
<td>Overhead &amp; Grant Administration</td>
<td>$1,500,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$31,500,000</strong></td>
</tr>
<tr>
<td>Federal TIGER Funds</td>
<td><strong>$10,000,000</strong></td>
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<tr>
<td>County Contribution</td>
<td><strong>$21,500,000</strong></td>
</tr>
</tbody>
</table>

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 – Transportation Investment Generating Economic Recovery
- $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
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

2017 to mid 2018: Project Design
NEPA Completion

mid 2018 to late 2019: Project Construction

late 2019 to early 2020: Begin Operations
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

<table>
<thead>
<tr>
<th>Tuesday, March 7</th>
<th>Monday, March 13</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30-8:30pm</td>
<td>7:00-9:00pm</td>
</tr>
<tr>
<td>Silver Spring Civic Center</td>
<td>Montgomery Blair High School</td>
</tr>
</tbody>
</table>

  Wednesday, March 15
  
  6:30-8:30pm
  
  White Oak Community Center