Appendix D

FDA White Oak Campus Evaluation

The Montgomery County Department of Transportation (MCDOT) evaluated how future Flash Bus Rapid Transit (BRT) service along New Hampshire Avenue might interact with the U.S. Food and Drug Administration (FDA) White Oak Campus (Campus), located near Lockwood Drive at 10903 New Hampshire Avenue in Silver Spring, Maryland. This appendix summarizes the evaluation to serve the FDA White Oak Campus by Flash BRT as part the New Hampshire Avenue Bus Rapid Transit Study.

The purpose of this evaluation is to determine how the New Hampshire Avenue BRT should serve the FDA Campus. Some local and BRT bus services currently enter the Campus, such as the US 29 Flash, Metrobus K9, and Ride On 22[1]. However, other bus services stop on New Hampshire Avenue and do not enter the site, such as the Metrobus K6. This analysis assesses various approaches for the New Hampshire Avenue BRT to serve the campus. It also considers various approaches to connecting BRT through the FDA Campus to the White Oak Transit Center on Lockwood Drive.

Campus Overview

The FDA Campus is the headquarters for the United States Food and Drug Administration (FDA) and is part of the U.S. General Services Administration's (GSA) Federal Research Center (FRC). It includes ten (10) office buildings and four (4) laboratory buildings. The FDA Campus is currently approved for 18,000 personnel on site. Prior to the COVID-19 Pandemic, approximately 11,000 personnel were assigned to the campus, with about 6,000 to 7,000 people arriving each day. Post-pandemic, the FDA is experiencing a changing workplace paradigm and is offering more flexibility in arrival time as well as the opportunity for employees to work from home. As of March 2022, arrivals were about a quarter to half of pre-Pandemic arrivals, but that number was expected to increase as the FDA goes through space optimization and assigns more personnel to the site. Staff anticipate that future arrivals will be back to about 6,000 to 7,000 per day.

[1] The data collection and analysis for the New Hampshire Avenue BRT Study took place from January 2022 to December 2024, before WMATA implemented its Better Bus Network redesign. That redesign renamed all bus routes and consolidated or realigned some of them. Therefore, all bus route references in this report reflect the older network.

Figure 1: Aerial View of Existing FDA White Oak Campus

Campus Security and Access

The FDA Campus has two entry points from New Hampshire Avenue. One entrance is at Mahan Road and a second entrance is at Michelson Road as seen in **Figure 1**. The circle in front of the main entrance and the streets immediately adjacent to the circle are where buses currently stop on the campus. The campus also has a secure perimeter fence. An existing security checkpoint is located on Michelson Road. Only authorized vehicles are allowed to pass through the security checkpoint. The perimeter fencing for the campus is located to the immediate north of Michelson Road and Loop Road. A truck screening facility is located at the Michelson Road and Loop Road intersection adjacent to the security checkpoint.

Campus Master Plan

In 2018, a Master Plan[2] was approved for the FDA Campus, articulating a framework "to collocate FDA's headquarters programs to promote operational and scientific excellence in support of FDA's strategic priorities." The preferred site plan from the Master Plan is show in **Figure 2**. The preferred development site plan proposes several new buildings. It straightens Loop Road and locates a new parking garage and transit center along it. The Plan proposes this transit center location as the new visitor entrance for the Campus. The Site Plan also

[2] https://www.ncpc.gov/projects/MP201/?pid=whiteoak

shows the new Truck Screening facility at the northwest corner of the site where Michelson Road intersects with New Hampshire Avenue.

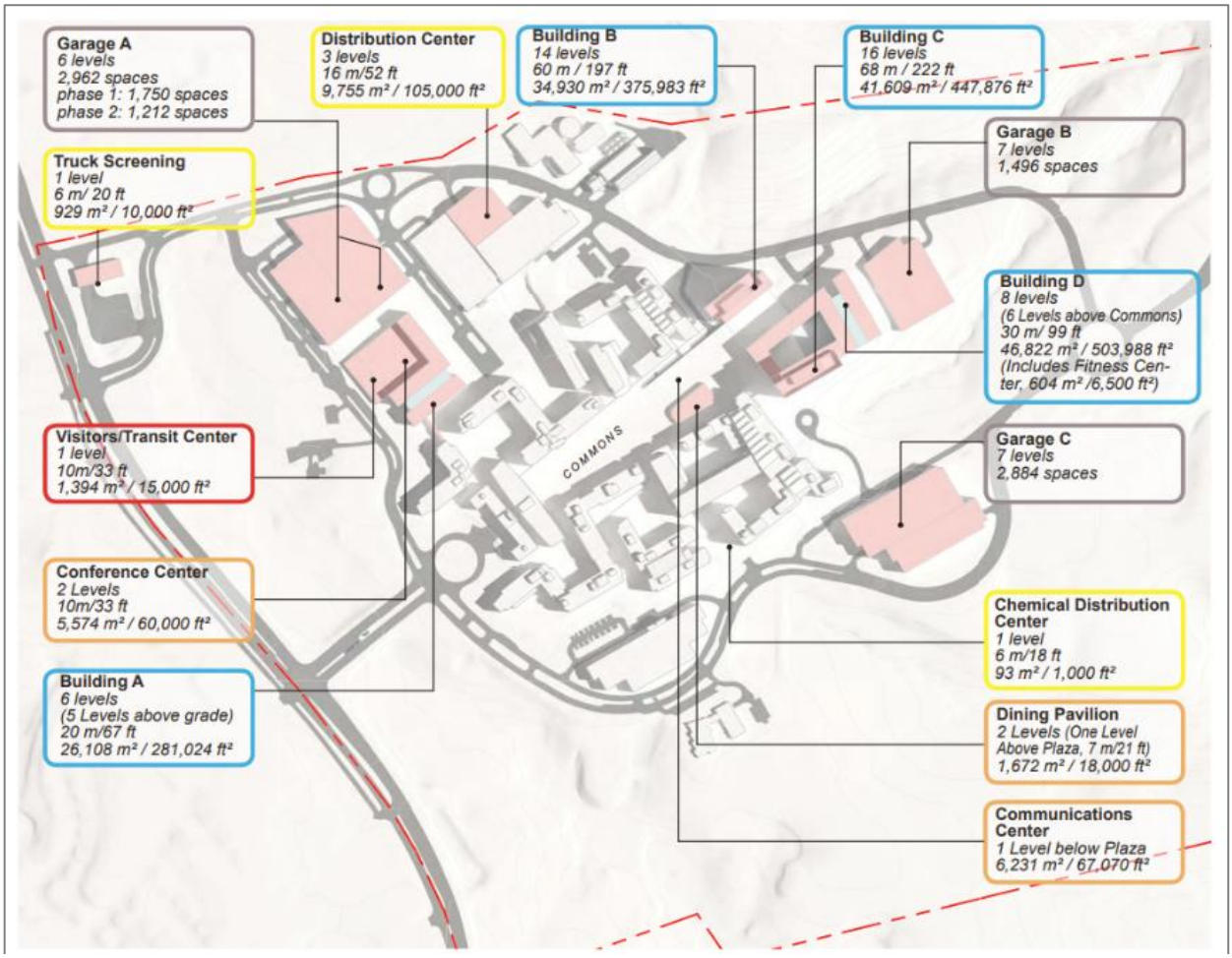


Figure 2: FDA Campus Preferred Site Development Plan

Transportation Incentive Program

The FDA has a robust incentive program to encourage employees to take non-single occupancy vehicle trips to the campus. FDA offers non-taxable transportation benefits. Pre-pandemic, the FDA Campus had 180 established vanpools, which were often full during peak travel times. In addition, the FDA funds, manages, and operates a robust shuttle service, which is free to employees. Shuttle service fills gaps in public transit service such that FDA operated shuttle services do not compete with public transit. The FDA operates five (5) shuttle routes that connect the Campus to the Shady Grove Metrorail Station, the Twinbrook Metrorail Station, the Medical Center Metrorail Station, the College Park Metrorail Station, and the Silver Spring Metrorail Station. The route serving Twinbrook Metrorail periodically

makes an additional stop at the Glenmont Metrorail Station and the route serving Medical Center Metrorail periodically makes an additional stop at the Silver Spring Metrorail Station. Shuttle frequencies vary from about 40 minutes to an hour and 20 minutes during morning and evening peak hours. Some routes also include infrequent midday service. The route serving Silver Spring Metrorail complements the Ride On 22 schedule in a manner that provides additional service on essentially the same route. More details of the shuttle services, including schedules, are provided in Attachment 1.

Local Bus Ridership to Campus

The FDA Campus is currently served by several local bus and BRT routes. The US 29 Flash BRT serves the Campus. The Washington Metropolitan Area Transit Authority (WMATA) operates three (3) buses serving the Campus, including the C8, K9, and K6 buses. Montgomery County's Ride On bus routes 10 and 22 also serve the FDA Campus. The K9 bus stops inside the Campus at 15-minute intervals during the peak periods. The C8 and 22 buses stop both inside the Campus and on New Hampshire Avenue near Mahan Road. The K6 and 10 buses stop on New Hampshire Avenue near Mahan Road and do not enter the Campus. The K6 bus stops at Mahan Road at 10-minute intervals during the peak periods.

Table 1 includes ridership data from Fall of 2019. Ridership prior to the COVID-19 pandemic is generally higher than ridership in 2022. However, the 2019 ridership reflects a level of demand that is likely to be achieved in the near future. **Table 1** shows that the total boardings / alightings for these bus routes was 550 per weekday. Of the routes serving the area, the K9 limited stop service is the most similar to the planned New Hampshire Avenue BRT service. The K9 was unloading about 95 people in the morning peak hour and collecting about 100 people in the evening peak hour in 2019. These approximately 100 riders are most likely destined for the FDA Campus. It is not known how many riders of the K6, which stops on New Hampshire Avenue and does not enter the FDA Campus, are destined for the FDA Campus. It seems most likely that there are approximately 125 riders accessing the FDA Campus from New Hampshire Avenue bus services. For context, there were about 9,800 total boardings and alightings in a typical weekday in Fall 2019 across all buses serving the New Hampshire Avenue corridor.

Table 1: FDA Campus Local Bus Ridership

Service Provider	Route	Boardings + Alightings						
		AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Total
WMATA	C8	9	18	23	21	4	-	75
	K9	3	95	7	100	-	-	204
	K6	5	11	28	27	19	1	92
Ride On	10	1	6	5	8	2	-	21
	22	0	84	21	53	0	-	158
	Total	19	214	82	209	25	1	550

White Oak Area Overview

There are a variety of initiatives that guide development or are under way in the area to the immediate north of the FDA Campus in White Oak. The Montgomery County Comprehensive Plan describes the development and transportation connections expected in the future. There are also a variety of existing as well as future land uses planned to the immediate north of the FDA Campus. Specifically, there is an active development project immediately adjacent to the FDA Campus that has been approved. In addition, Montgomery County is considering locations for an off-street transit center for the White Oak Transit Center, which is currently located along Lockwood Drive.

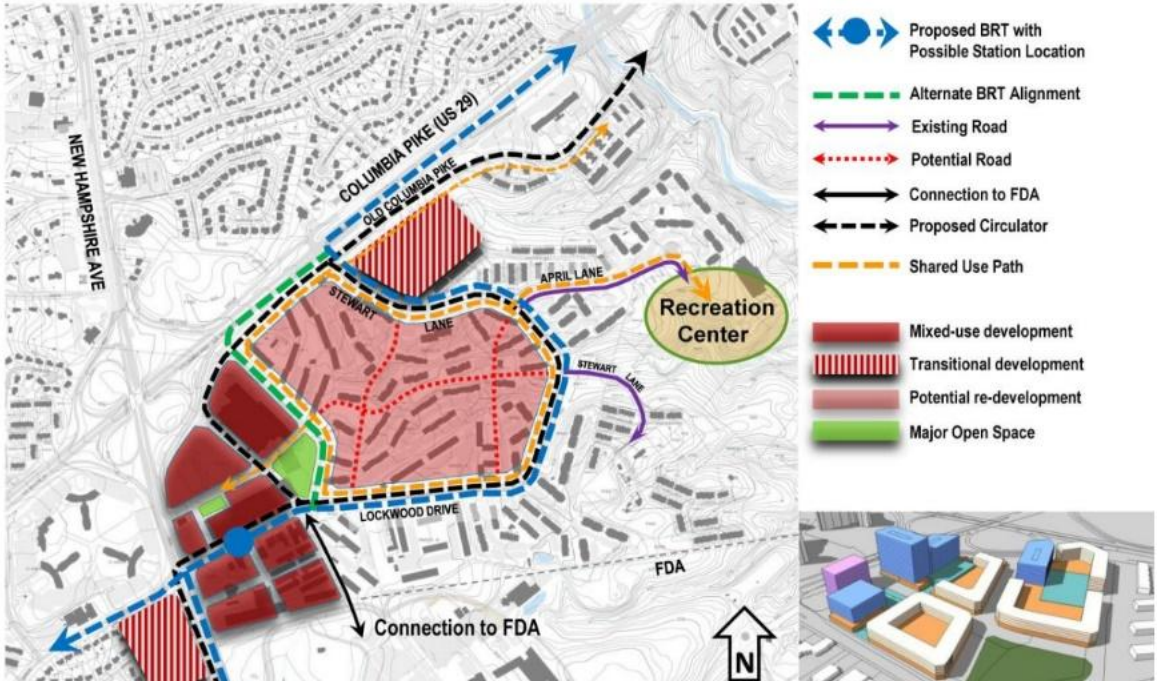


Figure 3: White Oak Center Illustrative Concept

Planning Guidance

In 2014, the Montgomery County Planning Department adopted the White Oak Science Gateway Master Plan, which made "recommendations for land use, density, zoning, transportation, environment, historic resources, parks, and community facilities" across a 3,000-acre area. This plan proposed a connection from the FDA Campus to Lockwood Drive, as illustrated in **Figure 3**. While the connection is noted at a specific location, the intent is that the connection could be implemented anywhere in that general area. This connection has been further explored as part of the concepts for connecting BRT through the FDA Campus.

Nearby Land Use and Development

There are a variety of existing land uses in the immediate vicinity of the FDA Campus. Surrounding land uses include storage and warehouse buildings, a gym, medical office buildings, a gas station, a convenience store, fast food restaurants, and an auto repair shop. Northeast of the Campus is an apartment complex called The Lockwood. Located at 11431 Lockwood Drive, this complex includes 3-story apartment buildings, drive aisles with parking, a pool, and other ancillary buildings. Across New Hampshire Avenue from the FDA Campus is single family housing.

In addition, there are properties near the FDA Campus that are in the process of redevelopment. The Self Storage Plus property located at 11105 New Hampshire Avenue in Silver Spring, along the northern boundary of the FDA Campus, is proposing an expansion which was approved November 8, 2023. This expansion, shown in **Figure 4**, includes a new storage building located in the eastern portion of the lot immediately adjacent to the perimeter fence on the north side of the FDA Campus. This will create a building wall along the northern edge of the FDA Campus to the west of the security checkpoint.

Figure 4: Storage Facility Development Concept

White Oak Transit Center

The existing White Oak Transit Center is located along Lockwood Drive between driveway entrances about 300 feet east of New Hampshire Avenue. As shown in **Figure 5**, marked crosswalks, pavement material changes, and fencing delineate bus stop areas.

Figure 5: White Oak Transit Center

Montgomery County has explored options for expanding and/or relocating the White Oak Transit Center as noted in the White Oak Transit Center Feasibility Study conducted in 2019. Montgomery County analyzed parcels north and south of Lockwood Drive but has not determined a preferred location yet for the transit center. However, parcels south of Lockwood Drive and north of the FDA Campus perimeter are strongly positioned to serve the existing transit demand and to facilitate campus connections.

Stakeholder Coordination and Feedback

Multiple types of meetings were held with FDA staff to discuss how the New Hampshire Avenue BRT might serve the FDA Campus. The project team has met directly with FDA staff multiple times and has included FDA staff in multiple Technical Advisory Committee (TAC) meetings that included a broad set of project stakeholders. The project team participated in three (3) meetings with FDA staff to discuss New Hampshire Avenue BRT service. These meetings occurred on the following dates:

- March 28, 2022
- August 14, 2023
- September 21, 2023

These meetings included various combinations of FDA staff from Campus Logistics, Transportation Management, Operations, and Security. The Federal General Services Administration (GSA) was included in the first and third of the three meetings. The second meeting was focused on the relocation of the White Oak Transit Center. Meeting summaries for each are included as Attachment 2.

FDA staff members were also invited to five (5) Technical Advisory Committee (TAC) meetings held on February 2, 2022, May 20, 2022, December 13, 2022, May 4, 2023, and January 25, 2024. The subjects of these meetings were related to the broader New Hampshire Avenue BRT planning effort.

Key topics noted in multiple discussions with FDA staff included: 1) Making non-single use auto trips to the FDA Campus as easy as possible and 2) Maintaining Campus security. FDA staff noted that they work to help their staff find alternative means to travel to the Campus. The agency's travel demand management goals include incentivizing the use of public transit and reducing the number of seat switches necessary for employee commutes. They appreciate the local bus and Flash BRT service on the Campus. FDA provides supplemental shuttle service that fills gaps in the public transit network.

FDA staff have also noted the need to maintain a secure campus and minimize access points. They have noted that keeping public buses off the Campus is the most secure option, but allowing public buses to loop through the Campus and not access secure areas is acceptable. Staff noted concerns regarding a potential bus only access point to the west of the screening facility on Michelson Road. This would create additional operational costs to staff the access point and would require a movable gate. Significant security concerns were noted with public bus service traveling through the security checkpoint.

Summary of Challenges and Opportunities

There are several constraints and few opportunities to easily create a direct connection between the FDA Campus and Lockwood Drive. Existing land uses and proposed land development projects limit the options to easily connect the areas without the removal of buildings, acceptance of constrained roadway connections, or changes to the FDA Campus Plan. There are also challenges associated with breaking the security border and maintaining a secure campus. In addition, existing ridership demand for the Campus is marginal when compared to New Hampshire Avenue corridor ridership.

Service Options

The project team considered multiple options to serve the FDA Campus with BRT. It is important to conveniently and cost-effectively serve the Campus while maintaining secure Campus operations and serve the surrounding area. There are three basic approaches for the New Hampshire Avenue BRT to serve the FDA Campus:

- Stop on New Hampshire Avenue at Mahan Road / Schindler Drive without entering the FDA Campus,
- Loop into the FDA Campus to stop and then exit back onto New Hampshire Avenue without entering the secure campus or adjusting campus access points, or

- Connect through the FDA Campus to Lockwood Drive through a new campus access point.

These options are described in more detail below. For the third option, which includes developing a connection between the FDA Campus and Lockwood Drive, multiple connections through the FDA Campus were considered.

Evaluation

The project team utilized a sketch level methodology to evaluate options for BRT to serve the FDA Campus. Four major topic areas were evaluated including: 1) BRT travel time, 2) accessibility of BRT to neighborhood residents, 3) accessibility of BRT for FDA employees and visitors, and 4) implementation concerns. There are a variety of potential implementation concerns. This effort focused on security concerns, right-of-way (ROW) challenges, as well as potential conflicts with structures and land uses. Results are shown for each option to serve the FDA Campus.

In general, these concerns are evaluated in a qualitative manner. The project team also estimated BRT travel time more analytically. For each option, the BRT travel time was estimated by comparing the distance traveled by the bus between the intersection of Mahan Road and the White Oak Transit Center on Lockwood Drive. The project team assumed a 20-mph base speed for the bus and then added a 15-second delay for each right turn and a 60-second delay for each left turn.

Option 1 – Stop on New Hampshire Avenue

In Option 1, as shown in **Figure 6**, the BRT service would stop on New Hampshire Avenue at Mahan Road and would not enter the FDA Campus.

BRT Travel Time – It is expected to take about 2 minutes to travel from Mahan Road to the White Oak Transit Center moving northbound and about 3 minutes to travel from the White Oak Transit Center to the Mahan Road station moving in the southbound direction.

Neighborhood Accessibility – The BRT stop near Mahan Road is highly accessible to neighborhood residents.

FDA Employee and Visitor Access – This option provides less convenient access for FDA employees and visitors. The FDA may need to operate a shuttle service to connect people from the station on New Hampshire Avenue or the White Oak Transit Center to various buildings on Campus.

FDA Security – No buses would enter the FDA Campus and no new access points are needed, which minimizes security concerns.

Figure 6: Option 1 – Stop on New Hampshire Avenue

Option 2 – Loop into and Exit

In Option 2, as shown in **Figure 7**, the BRT service would loop into the Campus via Mahan Road and then it would exit the Campus via Michelson Road. The stop would likely be located at the new Campus transit center or along Loop Road.

BRT Travel Time – It is expected to take about 4 minutes to travel northbound from Mahan Road into the Campus, back onto New Hampshire Avenue, to the White Oak Transit center and

Figure 7: Option 2 – Loop into and Exit Campus

about 7 minutes to travel southward from the Transit Center to New Hampshire Avenue, through the Campus, to Mahan Road, and back onto New Hampshire Avenue.

Neighborhood Accessibility – The BRT stop inside the FDA Campus is minimally accessible to neighborhood residents.

FDA Employee and Visitor Access – Access for FDA employees and visitors would be very convenient.

FDA Security – Buses would enter the FDA Campus, but no new access points are needed. While there may be minor security concerns, current public bus services already access the Campus. There would be no new security concerns.

Option 3 – Connect Through to Lockwood Drive

In Option 3, as shown in **Figure 8**, the BRT service would connect from the Campus to Lockwood Drive. The stop would be at the new Campus transit center or along Loop Road. Multiple options for the location of this connection are considered later in this document.

Figure 8: Option 3 – Connect through to Lockwood Drive

BRT Travel Time – It is expected to take about 2-3 minutes to travel northbound from Mahan Road through the Campus to the White Oak Transit center and about 2-3 minutes to travel southward from the Transit Center through the Campus to Mahan Road and back onto New Hampshire Avenue. Travel times will vary depending on the connection chosen.

Neighborhood Accessibility – The BRT stop inside the FDA Campus is minimally accessible to neighborhood residents.

FDA Employee and Visitor Access – Access for FDA employees and visitors would be very convenient.

FDA Security – Buses would enter the FDA Campus and a new access point along the northern security border would be needed. This creates security concerns as well as potential operational costs resulting from the need for staff to monitor a new entrance to the FDA Campus.

Additionally, the connection to Lockwood Drive required in Option 3 may conflict with existing and proposed land uses, impact adjacent properties, and require right-of-way acquisition. Options for this potential connection are explored below.

Potential Connections to Lockwood Drive as Part of Option 3

The project team explored three (3) potential connection routes between the FDA Campus and Lockwood Drive to consider as variants of Option 3. Connections were identified that would create a direct route with minimal ROW needs and minimal impacts to surrounding land uses and land development projects. There are three options for a connection from the FDA Campus to Lockwood Drive, including a western option, a central option, and an eastern option. These options and the benefits and constraints for each are described below:

Western Option: The connection would travel to the immediate east of the current self-storage facility and to the west of the new self-storage facility. This option provides a direct connection to Lockwood Drive from the FDA Campus, which would minimize BRT travel time. However, this option may conflict with existing and/or proposed development. It would require a curve to avoid an existing second self-storage facility, or it could necessitate the removal of a portion of the second self-storage facility. See option "A" in **Figure 9**.

Central Option: The connection would travel along the eastern edge of the new self-storage facility and to the west of The Lockwood apartments. This connection is less direct and may require adjusting the security checkpoint. It would result in a marginally longer BRT travel time. It is possible that the BRT connection would be relatively narrow or could impact a portion of either self-storage facility or The Lockwood apartments. See option "B" in **Figure 9**.

Eastern Option: The connection would travel through The Lockwood apartments east of the new self-storage facility using existing driveways where possible. This connection is less direct resulting in somewhat longer BRT travel times. It would likely necessitate changing the physical location of the security check point or allowing a public bus to access more secure portions of the FDA Campus. This connection would necessitate the use of the apartment complex drive aisles for bus access and may also impact some apartment structures. See option "C" in **Figure 9**.

Figure 9: Options for connecting through to Lockwood Drive

Concept Layouts

Neither of the two options for BRT coming into the FDA Campus are ideal. Each result in varying types of concerns regarding additional run time, property impacts, and security. In an effort to more fully test connections from the FDA Campus to Lockwood Drive as part of Option 3, the project team developed a concept layout for the most likely connection between the two, shown in **Figure 10**. This connection is a combination of the Central and Western connections noted as A and B in Figure 9. This connection provides the most direct connection, and it minimizes potential security concerns. However, this concept results in significant impacts to nearby businesses and development.

The connection begins at Michelson Road and Loop Road and proceeds through the future self-storage facility, that would be immediately to the north of the FDA Campus, which would need to be demolished. The connection would also require taking a portion of a second self-storage property to the north of the future self-storage facility. As a partial take of a building is typically infeasible and there is a need for a new site for the White Oak Transit Center, this concept assumes implementation of the White Oak Transit Center, noted in teal shading in **Figure 10**, on the second self-storage facility. The concept includes two roadway connections to Lockwood Drive along the western and eastern edges of the property. While the new transit center would include public access, the new access to the FDA Campus would require a security gate located along the property line that would prohibit access for anyone except the BRT buses.

Figure 10: Connection Concept Layout

It is anticipated that the cost to purchase the two self-storage facilities, additional ROW for the roadway, and the construction costs of the roadways and the transit center would be significant. The precise cost is not easily estimated for the self-storage facilities, but it would likely be in the tens of millions of dollars.

Conclusions and Next Steps

Providing convenient, reliable public transportation options to FDA employees and visitors is consistent with the goals of the FDA Master Plan and with Montgomery County's goals for implementing a network of BRT in the region assuming the connection requires minimal additional travel time and does not create other impacts. There are various ways a connection into the FDA Campus can be made, but each of them will either require a major diversion with significantly more transit running time, require property that would be expensive and require the removal of structures, or require major changes to the FDA security perimeter. Further, there is minimal benefit to ridership by directly serving the FDA Campus. Ridership generated at the Campus is a small portion of the total ridership along the corridor. Any diversion of the route lengthens travel time for non-FDA riders for very modest ridership benefits by directly serving the FDA campus.

With travel times being longer and the potential to impact the FDA Campus and surrounding locations, for the benefit of relatively few riders, it is recommended that the BRT service maintain its alignment along New Hampshire Avenue and not enter the FDA Campus as part of initial implementation. In conjunction with this recommendation, the FDA can operate an internal shuttle service to better connect people from the station on New Hampshire Avenue to destinations on the campus. In the future, as the County pursues plans for the White Oak Transit Center, land development evolves, and the FDA Campus expands, the conditions for a roadway connection between the FDA Campus and Lockwood Drive may change. As conditions change over time, this decision should be reassessed.

Attachments

Attachment 1 – FDA Shuttle Schedule
Attachment 2 – FDA Meeting Summaries

Attachment A:
FDA Shuttle Schedule

Shady Grove Metro to White Oak Campus

Bus Bay "D" Westside of Metro Station

Departure Times Shady Grove Metro	Arrival Times White Oak Campus
Dep 5:50	Arr 6:20
Dep 7:10	Arr 7:40
Dep 8:30	Arr 9:00
Dep 2:50	Arr 3:20
Dep 4:05	Arr 4:35
Dep 5:25	Arr 6:00

White Oak Campus to Shady Grove Metro

Departure Times White Oak Campus	Arrival Times Shady Grove Metro
Dep 6:25	Arr 7:05
Dep 7:50	Arr 8:25
Dep 2:15	Arr 2:45
Dep 3:30	Arr 4:00
Dep 4:45	Arr 5:20

Twinbrook Metro to White Oak Campus

Twinbrook: Shelter C Westside of Metro station
Glenmont: Shelter F

Departure Twinbrook Metro	Departure Glenmont Metro	Arrival White Oak Campus
Dep 6:10	Dep 6:30	Arr 6:55
Dep 6:55	Dep 7:15	Arr 7:40
Dep 7:40		Arr 8:15
Dep 8:30	Dep 8:55	Arr 9:20
Dep 10:30		Arr 11:10
Dep 11:55	Dep 12:15	Arr 12:40
Dep 1:40		Arr 2:30
Dep 3:10		Arr 3:40
Dep 4:50		Arr 5:30
Dep 6:15		Arr 6:50
Dep 7:15		Arr 7:35

White Oak Campus to Twinbrook Metro

Departure White Oak Campus	Departure Glenmont Metro	Arrival Twinbrook Metro
Dep 7:00		Arr 7:40
Dep 7:45		Arr 8:25
Dep 9:55		Arr 10:30
Dep 11:15		Arr 11:45
Dep 12:50	***Dep 1:10**	Arr 1:40
Dep 2:30	***Dep 2:50**	Arr 3:10
Dep 4:00	***Dep 4:25**	Arr 4:45
Dep 5:30	***Dep 5:55**	Arr 6:15
Dep 6:30	***Dep 6:55**	Arr 7:15
Dep 7:00	***Dep 7:20**	Arr 7:35
Dep 7:45		Arr 8:10

**** Stop Made Upon Request Only***

Medical Center Metro to White Oak Campus

Shelter on Rt. 355, South next to Metro Elevator

Medical Center Metro	Silver Spring Metro	White Oak Campus
Dep 6:00		Arr 6:30
Dep 7:10		Arr 7:40
Dep 9:00	Dep 9:20	Arr 9:40
Dep 10:00		Arr 10:30
Dep 10:40	Dep 11:05	Arr 11:25
Dep 12:10		Arr 12:40
Dep 1:10	Dep 1:30	Arr 2:00
Dep 1:40		Arr 2:10
Dep 2:35	Dep 3:00	Arr 3:20
Dep 4:45		Arr 5:15
Dep 6:00		Arr 6:30
Dep 7:00		Arr 7:30
Dep 8:25		Arr 8:50

White Oak Campus to Medical Center Metro

White Oak Campus	Silver Spring Metro	Medical Center Metro
Dep 6:35		Arr 7:10
Dep 7:55		Arr 8:50
Dep 9:25		Arr 9:55
Dep 9:55		Arr 10:40
Dep 11:40		Arr 12:10
Dep 12:35		Arr 1:00
Dep 1:05		Arr 1:35
Dep 2:00		Arr 2:35
Dep 4:05	Dep 4:25	Arr 4:45
Dep 5:30		Arr 6:00
Dep 6:30		Arr 7:00
Dep 8:00		Arr 8:25

FDA White Oak Shuttle Inclement Weather Procedures

Federal government closure in the Washington Metropolitan area is announced before the start of the work-day, all shuttle service will be suspended for the duration of the time that Government offices are closed.

2-hour delayed Federal government opening, the FDA White Oak shuttle schedule will be delayed. Shuttle service will begin at the first scheduled route time listed after 7:00 a.m.

3-hour delayed Federal government opening, the FDA White Oak shuttle schedule will be delayed. Shuttle service will begin at the first scheduled route time listed after 8:00 a.m.

Early release, shuttle service will continue as long as possible based on road and weather conditions and may terminate earlier than scheduled. Please plan your commute accordingly when an early release is announced by OPM, and leave work as soon as you can to assure your safe commute home.

Additional information concerning the status of the shuttle, please call 301-796-RIDE (7433).

College Park Metro to White Oak Campus

FDA/204 Sign past the C Shelter

Departure Times College Park Metro	Arrival Times White Oak Campus
Dep 6:35	Arr 7:00
Dep 7:50	Arr 8:15
Dep 8:55	Arr 9:25
Dep 11:05	Arr 11:35
Dep 2:55	Arr 3:25
Dep 4:00	Arr 4:30
Dep 4:35	Arr 5:05
Dep 5:45	Arr 6:15
Dep 7:00	Arr 7:30

White Oak Campus to College Park Metro

Departure Times White Oak Campus	Arrival Times College Park Metro
Dep 6:00	Arr 6:30
Dep 7:20	Arr 7:50
Dep 8:20	Arr 8:50
Dep 10:30	Arr 11:00
Dep 2:25	Arr 2:55
Dep 3:30	Arr 4:00
Dep 4:00	Arr 4:35
Dep 5:15	Arr 5:45
Dep 6:30	Arr 7:00

FDA Circulator Pick-up / Drop-Off Locations

Starting at 6:00 a.m. thru 8:45 p.m.
Approximate Wait Time: 8-10 min.

Building #1	**North Parking Lot**
Building #22	**Building #66**
East Loop Rd	**Parking Lot 132 A & B**
Building #32/51	**Building #75**

Silver Spring Metro to White Oak Campus

BOLD/Italic indicates Ride-On 22 bus schedule

Silver Spring Transit Center

Departure Time Silver Spring Metro	Arrival Time White Oak Campus
Dep Ride-On 5:40	***Arr Ride-On 5:54***
Dep Ride-On 6:20	***Arr Ride-On 6:37***
Dep Ride-On 7:00	***Arr Ride-On 7:20***
Dep Ride-On 7:40	***Arr Ride-On 8:00***
Dep Ride-On 8:20	***Arr Ride-On 8:40***
Dep Ride-On 9:00	***Arr Ride-On 9:20***
Dep SS 9:15	Arr FDA 9:35
Dep Ride-On 9:40	***Arr Ride-On 10:01***
Dep SS 10:00	Arr FDA 10:20
Dep SS 10:50	Arr FDA 11:10
Dep SS 11:05	Arr FDA 11:25
Dep SS 11:40	Arr FDA 12:00
Dep SS 12:10	Arr FDA 12:30
Dep SS 1:00	Arr FDA 1:20
Dep SS 1:30	Arr FDA 1:50
Dep SS 2:00	Arr FDA 2:20
Dep SS 2:50	Arr FDA 3:10
Dep SS 3:00	Arr FDA 3:20
Dep Ride-On 3:00	***Arr Ride-On 3:20***
Dep SS 3:30	Arr FDA 3:50
Dep Ride-On 3:40	***Arr Ride-On 4:00***
Dep Ride-On 4:20	***Arr Ride-On 4:40***
Dep Ride-On 5:00	***Arr Ride-On 5:20***
Dep Ride-On 5:40	***Arr Ride-On 6:00***
Dep Ride-On 6:20	***Arr Ride-On 6:40***
Dep Ride-On 7:00	***Arr Ride-On 7:20***
Dep SS 7:30	Arr FDA 7:50
Dep SS 7:50	Arr FDA 8:10

"***Ride On Real Time***" is a GPS technology mobile phone app that is available in the Apple and Android app stores

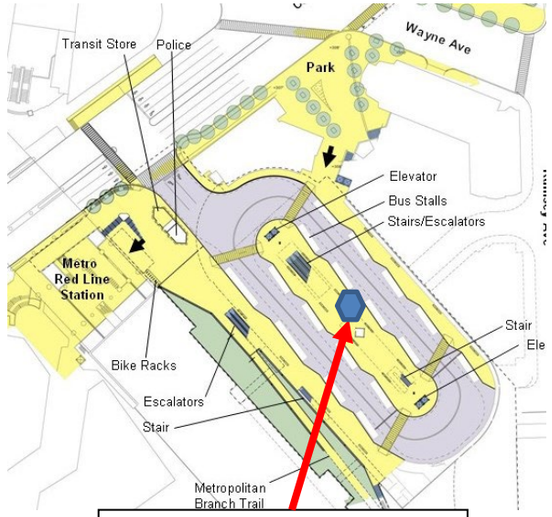
White Oak Campus to Silver Spring Metro

BOLD/Italic indicates Ride-On 22 bus schedule

Departure Time White Oak Campus	Arrival Time Silver Spring Metro
Dep Ride-On 5:46	***Arr Ride-On 6:03***
Dep Ride-On 6:32	***Arr Ride-On 6:54***
Dep Ride-On 7:13	***Arr Ride-On 7:37***
Dep Ride-On 7:53	***Arr Ride-On 8:17***
Dep Ride-On 8:33	***Arr Ride-On 8:57***
Dep Ride-On 9:12	***Arr Ride-On 9:33***
Dep FDA 9:30	Arr SS 10:00
Dep Ride-On 9:52	***Arr Ride-On 10:13***
Dep FDA 10:25	Arr SS 10:45
Dep FDA 11:15	Arr SS 11:35
Dep FDA 11:45	Arr SS 12:05
Dep FDA 12:30	Arr SS 12:50
Dep FDA 1:30	Arr SS 1:50
Dep FDA 2:30	Arr SS 2:50
Dep Ride-On 3:08	***Arr Ride-On 3:29***
Dep FDA 3:10	Arr SS 3:30
Dep Ride-On 3:53	***Arr Ride-On 4:14***
Dep FDA 4:05	Arr SS 4:25
Dep Ride-On 4:33	***Arr Ride-On 4:54***
Dep Ride-On 5:13	***Arr Ride-On 5:34***
Dep Ride-On 5:51	***Arr Ride-On 6:10***
Dep Ride-On 6:31	***Arr Ride-On 6:50***
Dep FDA 7:00	Arr SS 7:25
Dep Ride-On 7:11	***Arr Ride-On 7:30***
Dep FDA 7:30	Arr SS 7:50
Dep FDA 8:30	Arr SS 8:50

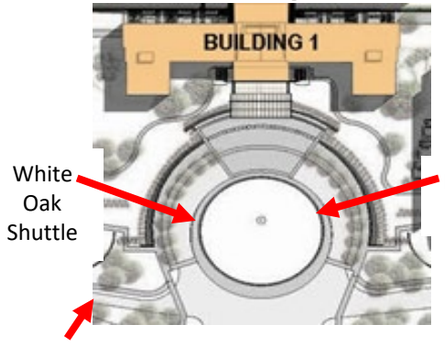
Concerns with Ride-On!
Contact: 311
inside Montgomery County
Outside (240) 777-0311

Silver Spring Metro Pick-up Location



FDA Shuttle "only" Stop Location Bus Bay "111"

White Oak Shuttle Bus and Ride-On Pick-up Locations



File:Shuttle Sch 29 Jan 23.docx

U.S. FOOD & DRUG ADMINISTRATION

White Oak Campus
Shuttle Bus Schedules & Campus Circulator Information

January 29, 2023

Know where to wait for the Shuttle and Circulator!

Contact: 301-796-RIDE (7433)

Attachment B:
FDA Meeting Summaries

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with FDA Notes

3/28/2022

Attendees

Sandra Marks (County)

Corey Pitts (County)

Rebecca Park (County)

Jamie Henson (Kittelson)

Tara Hofferth (Kittelson)

John Manzoni (STV)

Andrew Dempster (FDA, Campus Logistics and Transportation Management)

Danielle Houpe (FDA, Campus Logistics and Transportation Management)

Agenda / Notes

1. Introductions
    a. Federal General Service Administration (GSA) operates the campus
        i. It will be important to connect with GSA as we consider a station on campus
        ii. The FDA Engineering Team should also be engaged
    b. Most transportation coordination is led by the Campus Logistics and Transportation Management Team, including Andrew and Danielle
2. Additional Contacts
    a. GSA
        i. Alan Zawatsky, Director, Federal Research Center at White Oak - alan.zawatsky@gsa.gov
        ii. Shelly Jones, Senior Community Planner - shelly.jones@gsa.gov

b. FDA
    i. Dave Manchas, Employee Transportation Coordinator - David.Manchas@fda.hhs.gov
    ii. Timothy "TJ" Garman, Team Lead for the Engineering- timothy.garman@fda.hhs.gov

3. US 29 Flash Service
    a. FDA worked closely and successfully with the County on the US 29 project
    b. The station on campus is operating well for that service
    c. The County is proceeding with a study to identify operational improvements to the US 29 service
4. FDA Travel Patterns (pre- and post-Pandemic) and the Campus Master Plan
    a. The Campus is approved for 18,000 personnel on site
    b. Pre-pandemic, approximately 11,000 personnel were assigned to the site
    c. Pre-pandemic, approximately 6,000 - 7,000 people were arriving each day
        i. This was based on unique card swipes
        ii. The arrival ratio is attributed to several factors such as staffing, time off, etc.
    d. Post-pandemic, FDA expects a changing workplace paradigm
        i. FDA expects a greater assignment of personnel to the site
        ii. Still, FDA expects a similar arrival value of 6,000 – 7,000 personnel (assuming there is more flexibility around working remotely, which will be pursued by applicable personnel)
    e. The Project Team will verify what the parking ratio is in the Master Plan
        i. The current ratio is 1 space to 1.5 assigned personnel
        ii. FDA anticipates that this ratio is reduced in the Plan
    f. The FDA campus has a robust arrival rate on alternative transportation and offers several subsidized options for employees
        i. Shuttle System - full shuttles at peak hours
            a. The agency pays for this shuttle service – it is free to employees
            b. The shuttle is contracted service
            c. It fills in the gaps where public transit does not exist
            d. https://fdashuttle.com/map
            e. https://www.fda.gov/media/92208/download
            f. Pre-pandemic the White Oak Campus had 180 established vanpools

ii. Bike program / club
iii. Number of RideOn Route 22 boardings per day during rush hour pre-pandemic – vehicles were often observed arriving and departing full
iv. This is an incentive based alternative transportation program
a. FDA pays for up to full commute cost, upto the maximum non-taxable benefit for people taking transit or vanpools

g. FDA has a post-pandemic return to facilities plan and a schedule for doing so
i. Greater flexibility will be offered - varying by office
ii. The Campus has a flexible arrival time – unstructured and staggered arrivals even pre-pandemic

h. FDA might have a zip code heat map for where personnel live that might be appropriate to share with the Project Team

5. Connectivity to Lockwood
a. This would be a long-term prospect
b. The Project Team should engage GSA in getting that conversation started (Shelly Jones)

6. Fort Totten Terminus
a. Employees have enjoyed the K9 connection to Fort Totten, especially for coming in from Virginia on Metro
b. The K6 route was also well used
c. Fort Totten station is an important hub
d. It is important for arriving via the green and yellow lines

7. On Campus Station
a. The FDA Master Plan proposes to relocated employee access to transit away from the front circle to a more secure location on the north loop road and away from buildings
b. The Project Team should discuss station options with the FDA Engineering Team

8. Next Steps
a. Engagement –
i. The Project Team should get FDA the project survey very early to allow time for processing it through the agency
ii. FDA is open to discussing a pop-up event as well as other virtual options for distributing information and engaging with employees
b. The County will share the TAC presentation with FDA

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with FDA

Agenda/Notes

8/14/2023

Attendees

Rebecca Park, Montgomery County

Deanna Archey, Montgomery County

Wayne Miller, Montgomery County

Pam Destino, WRA

James Ritchey, WRA

Alexander Urby, WRA

Andrew Dempster, FDA

David Manchas, FDA

Danielle Houpe, FDA

Jamie Henson, Kittelson & Associates

Tara Hofferth, Kittelson & Associates

Alexis Williams, STV

Agenda/Notes

1. Scope
    a. Data collection
    b. Previous plan review
    c. Stakeholder outreach
    d. Objectives & MOEs
    e. High level concepts
    f. High level analysis

g. Implementation plan

2. Schedule
    a. 6 to 8 weeks
    b. Schedule subsequent meeting
    c. Discuss results at September CAC
3. Data needs
    a. Shuttle service routing, frequency, ridership, operations
    b. Employee growth, O&Ds
4. Possible Alternatives
    a. Status of White Oak Transit Center plan
    b. Update on development plans
    c. Any FDA Master Plan updates
    d. Preferred connection
    e. Security concerns
5. Next Steps

Notes:

- Sites 1 and 4 property owners were not interested – those options are eliminated
- Sites 5, 6, 8 –
    - Site 6 property owner not interested
- Interested in working with FDA on finding a site
- FDA security is concerned with inviting the public to come onto the site if they do not have specific business with the agency
- US 29 stop has worked, but it is very low key / anonymous
- Having a public transit center on site is not likely to be received well
- FDA likes Site 8 – unlikely due to recent development plan
    - But would have security concerns with the street connecting through
        - Would look for a pedestrian connection
    - And GSA would not likely give up any FDA property to that site
- New truck screening facility being designed as part of the FDA plan
    - No new signal there
    - Rejected vehicles would circle out at the non-signalized intersection

- Lockwood connection –
    - FDA has various concerns
    - This group would advocate for that, but the security group might not
    - Would need a strong rationale and benefit
    - A proposal with a more fluid boundary
    - Needs to be before the security access point
- If BRT is out at NHA, FDA could run shuttle service to that location
    - Expensive and less convenient
    - Would prefer more direct access
- Transit center in the new truck screening area?
    - Doubtful that there would be this kind of transfer of land from the federal to local government
    - would take a major initiative to secure that area for the transit center
- 3,000 arrivals per day now
    - Peak was 7,000 arrivals
    - Approved for 11,000 – 18,000 arrivals per day in the future
    - 2,000 – 3,000 people assigned to other leased locations in the area
        - Would be beneficial to get these people to FDA
    - Cultural transformation is happening – time of use work stations
    - Continuous growth mode
    - Working on getting more people assigned to the site
- No plans for parking construction right now
    - Not getting as many visitors nowadays either
- Follow up to learn more about shuttle program
    - Shuttles are the work around
    - Ideally there would be more permanent infrastructure
    - Include GSA partners in next meeting
- Is there value and if there is, what is the implementation process?
    - It would be helpful to have some numbers by then?

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting Agenda/Notes

9/21/2023

Attendees

Andrew Dempster (FDA)
Danielle Houpe (FDA, Transportation Management)
David Machas (FDA, Transportation Management)
Karl Thrash (FDA, Security)
Alan Zawatsky (GSA, Operations)
Rudy Ramirez (GSA, Operations)
Rick Kiegel (RK&K)
Jamie Henson (Kittelson)
Tara Hofferth (Kittelson)
Jacob Smith (STV)

BRT Program and New Hampshire Avenue BRT Overview:

- Jamie provided an overview of the Montgomery County BRT program
- Tara noted the current status of the New Hampshire Avenue BRT Study (presentation included as attachment)
    - Corridor alternatives were noted
    - Potential connections between the FDA Campus and Lockwood Drive were noted

Discussion of FDA commuter programs and travel trends:

- FDA is a proponent of public transit and the Flash BRT program.
- FDA's travel demand management goals include incentivizing the use of public transit and reducing the number of seat switches necessary for employee commutes.
- FDA is not interested in running competing transit services.
- FDA has approached their shuttle program to provide supplemental shuttle service by filling efficiency and convenience gaps in the public transit network with FDA shuttle service.
- It was noted that pre-pandemic shuttles were often full during peak period travel times.
- Post-Pandemic commuter trips are a quarter to a half of pre-Pandemic arrivals, but that number is expected to increase as FDA goes through space optimization.

FDA and GSA feedback on BRT planning efforts:

- The option of BRT staying on New Hampshire is especially appealing in terms of security.
- Looping BRT into campus and back out to New Hampshire Avenue is also acceptable in terms of security.
- There are security concerns about any BRT connection from the FDA Campus through to Lockwood Drive.
    - The major concern is breaking the perimeter and how that would be controlled/mitigated.
    - The connection would need to be a bus-only connection, perhaps with a gate or signal that bus drivers can operate.
    - It would need to be clear how to keep cars from circulating through the new entry point.
- Feasibility of connections
    - The western most connection option is most feasible in terms of security as it is not behind the point at which badges are checked.
    - The option to the immediate east of the self storage location could possibly work.
    - The eastern most connection would be more challenging since it is beyond the badge checkpoint.

Next Steps:

- The Consultant Team will be developing two connection concepts to discuss in more detail with FDA and GSA.
- FDA will reach out to GSA Planning staff to brief them on these discussions.
- The Consultant Team will request input from FDA as needed.