

## Status Report on the Bus Systems in the National Capital Region



Report of the Regional Bus Subcommittee to the Technical Committee  
National Capital Region Transportation Planning Board  
Draft for Discussion, January 22, 2008

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## Report Outline

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- Summary

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## The Regional Bus Subcommittee

- Formed by TPB Resolution R13-2007 on January 17, 2007
- Mission: To provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP.
- Membership includes representatives from all transit bus transit operators in the region as well as the DOTs and other regional transportation agencies.

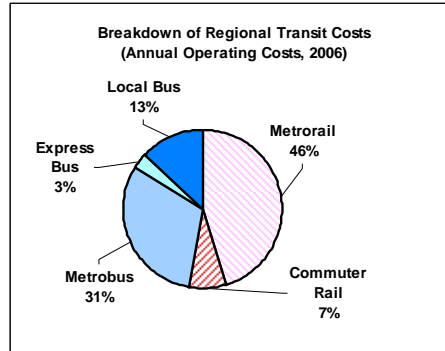
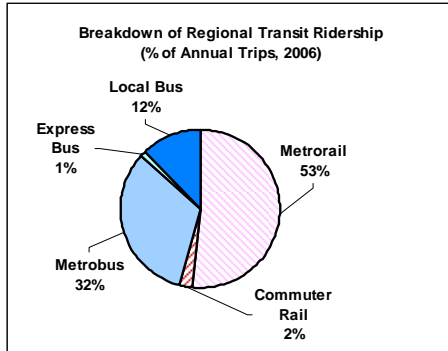
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## The Bus Systems of the National Capital Region

- The Region has many different types of bus systems serving different needs:
  - Commuter/Express bus
  - Local bus
  - Feeder/Circulator bus
- 13 bus transit operators in the region
- Bus transit is a large part of the regional transit system:
  - 45% of transit trips, 45% of transit operating costs.

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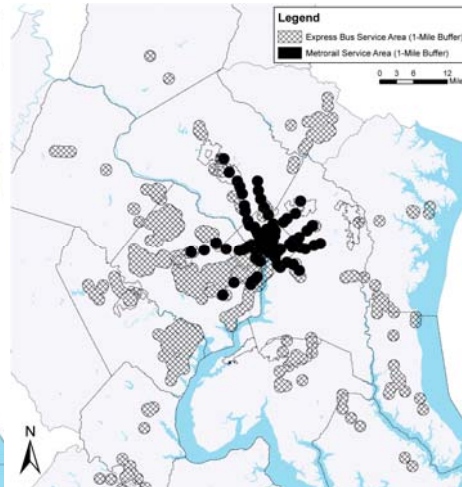
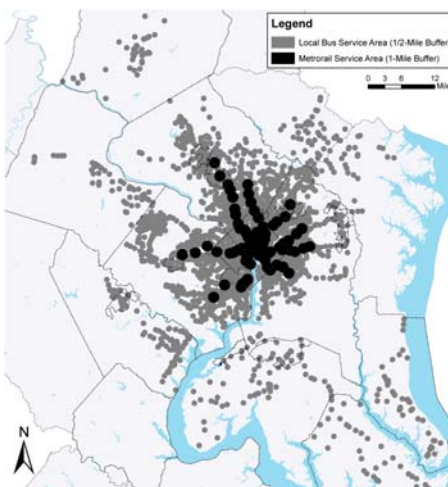
## Bus Services Are Important to the Region



*Bus systems in the region account for 45% of transit trips and 45% of transit operating costs.*

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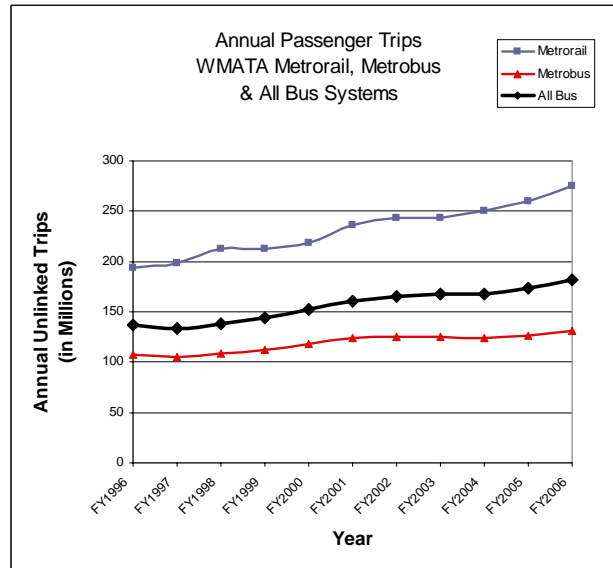
## Bus Services Are Important to the Region



*Bus systems have greater reach than Metrorail.*

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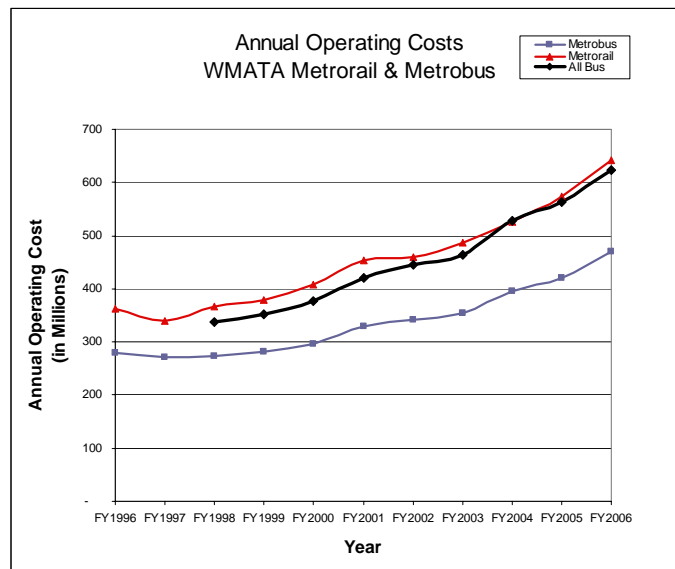
## Trends in Regional Bus Ridership



Ridership on the regions bus systems is growing steadily, as is growth of Metrorail ridership.

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## Trends in Regional Bus Costs



Operating costs are also growing for both bus and rail transit systems.

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## Recent Bus Planning Efforts

- Regional Bus Study, 2003
  - Recommended service and capital improvements
  - Service improvements include improving existing routes, creating new routes, and establishing high-performance services
  - Capital improvements include fleet improvement, passenger amenities, running way treatments and ITS technology
- Regional Bus Summit, November 2006
  - Recommendations included creating a regional transit planning group

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## Real Monetary and Infrastructure Needs

- The region's bus operators are experiencing real monetary and infrastructure needs
  - Need for upgrading bus fleet to larger, cleaner and more durable vehicles
  - Need to serve new bus lines and reduce congestion on existing routes
  - Need for new maintenance and storage facilities
  - Need for funding to cover operating costs
- Other concerns:
  - providing quality bus stops and transit transfer centers;
  - implementation of BRT technologies;
  - compliance with the ADA;
  - planning for the conversion of HOV lanes to HOT-lane facilities.

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## Examples of Current Bus Systems' Current and Short-Term Needs

- New Buses:
  - CUE
  - TheBus
  - DASH
- Expansion/Development Plans:
  - ART
  - TransIT
  - TheBus
- New routes:
  - WMATA
  - Circulator
  - LC Transit
  - DASH
  - RideOn
- New Facilities: Seven new bus garages through the region between 2002 and 2012, capacity for 900 buses, per the Regional Bus Study

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## Long-Range Planning Activities

- Activities of the Regional Bus Subcommittee
  - Mapping transit service and land use for 2030
  - Establishing regional bus transit LOS standards for planning
  - Facilitating electronic delivery of transit schedules between operators and TPB staff
  - New Greenhouse Emissions exercise, using transit to help reduce carbon footprint of the region
  - Coordinating with other TPB committees and activities, including AFA, MOITS task forces, Congestion Management, etc.
  - Regional Bus Survey, Spring 2008
- Other TPB Planning Activities Involving Bus Transit
  - The Scenario Study (RMAS)
    - Examined large increases in regional transit service
  - Regional Value Pricing Study
    - Examining enhanced bus service along a congestion-free network of variably priced lanes

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## Summary

- Bus service is important to the region's transportation system
  - 20% of Metrorail riders reach system by bus
  - 45% of regional transit ridership is bus
  - Ridership and costs are increasing
- Challenges facing Metrorail are well-known. Bus systems are facing similar challenges which go relatively unrecognized
- Real monetary and infrastructure needs include:
  - Replacing aging buses to increase capacity, reliability and fuel efficiency, and to improve local air quality
  - Increasing fleet sizes to expand and maintain service levels
  - Citing and constructing new bus garages and maintenance facilities
  - Locating daytime parking facilities for commuter buses

*The Regional Bus Subcommittee is pursuing long-range planning for the region's bus systems. However, long-range planning cannot be accomplished in earnest until the current operational challenges of the region's bus systems have been met.*

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## **Recommendations from the Regional Bus Subcommittee to Raise the Profile of Bus Transit**

- Present the report to the TPB
- Continue to ensure that bus transit needs be addressed
- Create a brochure to highlight the major points of this report
- Continue to promote a regional perspective to bus planning, and identify ways to improve fare and service coordination among the regional and local services.

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