

Transit Development Plan (TDP) for Fairfax County Bus Service



TPB Technical Committee
Regional Bus Subcommittee
January 26, 2010

Introduction (1)

- A 10-year blueprint for the coordination, expansion, and improvement of bus service paid for and operating in Fairfax County, both Fairfax Connector and Metrobus
- The first bus plan focused on Fairfax County; previous efforts had either a narrower focus (e.g., South County Bus Plan) or a regional focus (e.g., Regional Bus Study)
- Provides a fusion of various efforts:
 - 2000 U.S. Census data
 - 2010 and 2020 MWCOG forecasts
 - New work performed as part of the project
 - Previous and current planning efforts
 - Accommodation of major regional projects (BRAC, HOT Lanes, Dulles Rail)
- Will meet VDRPT requirements for TDP with some modification; requirements were set after project was in progress

Introduction (2)

- Initial project budget was \$1.5 million; final budget was \$1.85 million
- Project RFP provided to four FCDOT on-call consultant teams; all four submitted proposals
- Contract was awarded to team led by ATCS, P.L.C. (project management, backup on service planning, outreach, and marketing); other team members included:
 - TranSystems (primary service planning and graphics support, business model review)
 - WB&A Market Research (ride checks, on-board survey, telephone survey)
 - Sharp & Company (primary outreach and marketing)
- Project work began in January 2008; final report submitted in January 2010



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Scope of Work (1)

The project scope included 28 tasks in two groups

- Main effort included 20 tasks
 - Data collection and analysis
 - Service recommendations development
 - Service recommendations
 - Outreach
 - Supporting tasks
- Independent analyses included 8 tasks

The scope evolved over the life of the project to include 26 tasks

- 3 tasks were added
- 4 tasks were deferred initially, but were activated later
- 5 tasks were deferred initially, and were eliminated later



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Scope of Work (2)

Data Collection and Analysis

- Ride checks
 - All Fairfax Connector routes checked
 - All Metrobus routes checked except those checked and not changed after January 1, 2006
- On-board rider survey
 - Fairfax Connector routes surveyed through TDP (6,600+ responses)
 - Metrobus routes surveyed through MWCOG Regional On-Board Survey (5,000+ responses for Fairfax County routes)
 - Both survey instruments asked core questions for regional survey
- Telephone resident survey (1,000 responses)
- Existing bus route conditions

Scope of Work (3)

Service Recommendations Development (1)

- Prioritization measures – implementation in years 1-3, 4-6, or 7-10
 - External project timelines
 - Productivity-based measures
 - Cost-based measures
 - Qualitative measures
- Service recommendations – menu of possible changes
 - Improve headways
 - Extend span of service
 - Overlay premium/limited-stop service
 - Split long routes to improve reliability
 - Improve directness
 - Create new connections
 - Extend routes to cover new areas
 - Combine route segments more effectively

Scope of Work (4)

Service Recommendations Development (2)

- Detailed service plan for Tysons Corner at opening of Phase 1 of Silver Line
 - Develop Tysons Link (circulator) routes
 - Identify possible locations for support facility for present and future
 - Discuss branding issues
 - Discuss bus stop location issues (near-side, mid-block, far-side)
- Implementation plan
 - Operating costs
 - Capital costs and requirements
 - Buses
 - Operating facilities
 - Passenger facilities

Scope of Work (5)

Outreach

- County government
 - One-on-one meetings with Board of Supervisors and County Executive
 - Final report as information item to Board
- Citizen representative groups
 - Fairfax County Transportation Advisory Commission
 - Fairfax Area Commission on Aging
 - Fairfax Area Disability Services Board
 - Fairfax County Planning Commission
- Various business and community groups recommended by Supervisors
- NVTJ Jurisdiction and Agency Coordinating Committee
- TDP Project Management Team – representatives of FCDOT and WMATA

Scope of Work (6)

Supporting Tasks and Independent Analyses

- Supporting tasks (included in TDP final report)
 - Park-and-ride lot development
 - Special populations focused analysis of recommendations
 - Senior citizens
 - Citizens needing assistance under Americans with Disabilities Act (ADA)
 - Residents of workforce housing and lower-income housing
- Independent analyses (to be included in supplementary final report)
 - Fairfax Connector timetables and passenger information
 - Information related to regular service
 - System map
 - Information related to emergency service
 - Other transit-related information
 - Fairfax Connector business model

Results (1)

Very Useful Results Even Before Project Was Complete

- Demographic data
 - Availability of demographics by route allowed better-informed recommendations for proposed FY-2010 service reductions driven by budget constraints
 - Demographics need to be used with extra care when recommending service reductions
- Ride check data
 - Data supported several route-level and corridor-level analyses
 - After conversion to single bus stop database, data will support stop-level analyses to establish need for bus stop amenities
- Service recommendations
 - Draft service recommendations used as inputs for several County and regional planning projects
 - Preliminary cost estimates also used, particularly for Tysons Corner planning activities

Results (2)

Service Recommendations and Implementation Plan - Operations

- Total of 142 service changes recommended over 10 years (FY-2011 through FY-2020)
 - Short-term (FY-2011 through FY-2013): 36 changes recommended
 - Medium-term (FY-2014 through FY-2016): 66 changes recommended
 - Long-term (FY-2017 through FY-2020): 40 changes recommended
- \$91.0 million (FY-2010 \$) in additional annual operating cost for all service change recommendations over 10 years, a 75.8% increase over FY-2010 operating cost
 - \$19.9 million in annual cost for short-term changes
 - \$31.5 million in annual cost for medium-term changes
 - \$39.7 million in annual cost for long-term changes

Results (3)

Service Recommendations and Implementation Plan – Capital

- Total of 285 additional buses (\$142.5 million in FY-2010 \$) required to implement all recommended service changes; 44.6% increase from FY-2010 fleet for Connector and all Virginia Metrobus
 - Short-term: 34 additional buses
 - Medium-term: 122 additional buses
 - Long-term: 129 additional buses
- Bus operating facility requirements (\$82 million in FY-2010 \$)
 - Build out Phase II of West Ox facility (125 buses, \$25 million)
 - Build light maintenance facility for Tysons Link services (25 buses, \$5 million)
 - Build new Connector facility (150 buses, \$52 million)

Results (4)

Service Recommendations and Implementation Plan – Passenger Facilities

- Total of 9 new/expanded transit centers proposed:
 - Capital construction cost: \$9.6 million (FY-2010 \$)
 - Annual operating cost: \$485,000 (FY-2010 \$)
- Total of 10 new Connector Stores proposed:
 - Capital construction cost: \$2.0 million (FY-2010 \$)
 - Annual operating cost: \$1.0 million (FY-2010 \$)
- Total of 27 park-and-ride lots proposed:
 - Existing parking lots with potential for conversion to shared use
 - Costs not calculated, but expected to be minimal

Next Steps

- Receive final version of materials for marketing-related tasks and Connector business model analysis
- Present final service recommendations and implementation plan to Board of Supervisors as an information item in late February – early March 2010
- Identify funding source(s) to implement recommendations
- Develop version of document in format and with information required by VDRPT
- Conduct lessons learned review