

National Capital Region Transportation Planning Board

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November 5, 2010

MEMORANDUM

TO: TPB Technical Committee

FROM: Jane A. Posey
Transportation Engineer

SUBJECT: Future Year Transit Assumptions in the Constrained Long Range Plan

In order to maintain future-year transit networks with the most up-to-date assumptions we are requesting that you review the attached document, which lists all transit projects that were coded into the TIP/CLRP networks, and inform us, in writing, of any changes that should be made. Please only list assumptions for projects currently in the CLRP, or for projects that will be included in your 2011 CLRP/ FY2012-2017 TIP inputs. For the purposes of transit network coding, the following information is needed: detailed routes (road to road tracing of bus paths including stop location information), headways, runtimes, and fare assumptions for each bus or train. We need information for both peak and off-peak service. Please submit all changes, in writing, by February 4, 2010.

The attached information does not include parking lot information and does not list studies. If you need more detailed information in order to facilitate your review, please contact me at (202) 962-3331 or at jposey@mwkog.org. Thank you for your assistance.

Future Transit Service Coding Assumptions for the 2010 CLRP:

METRORAIL:

1. Dulles Corridor Metrorail: East Falls Church to Wiehle Ave (2013)
Wiehle Ave. to VA 772/Greenway (2016)

⇒ Stations:

- VA 772/Dulles Greenway
- Western Regional
- Dulles Airport
- VA 28
- Herndon/Monroe
- Reston Parkway
- Wiehle Ave.
- Tysons West
- Tysons Central 7
- Tysons Central 123
- Tysons East

⇒ Modified nearby bus routes to serve the new stations
(use info from FEIS as per Bob Owolabi (see 1/16/09 & 2/6/09 emails))

2. Metrorail Service Changes (info from Tom Harrington, WMATA, 5/17/04 letter to Ron Kirby, updated by Wendy Jia email 7/1/10)

⇒ Modified headways; split Blue line so that half the trains follow the Green line alignment to Greenbelt; diverted some Orange line trains to Largo.

O-Station	D-Station	2010 network		2020 2030 2040 networks	
		am hdwy	op hdwy	am hdwy	op hdwy
Shady Grove (1)	Glenmont (26)	6	12	2.5	6
Grosvenor (5)	Silver Spring (23)	6	12	--	--
Greenbelt (27)	Branch (45)	6	12	7	12
Mt. Vn Sq.-UDC (35) (peak only)	Huntington (48)	6	--	7	--
Ft. Totten (off peak only)	Huntington (48)	--	12	--	12
FranSpgfld (47)	Largo (87)	7	12	14	12
FranSpgfld (47)	Greenbelt (27)	--	--	14	--
Vienna (57)	New Carrollton (80)	6	12	7	12
Dulles GrnWay (98)	Stadium-Armory (75)	--	--	7	12
Vienna (57)	Largo (87) --		--	14	--

3. Potomac Yards Metrorail Station (2030)

⇒ Modified US 1 bus routes to stop at the station

4. Silver Spring Transit Center Phase II (with MARC) (2011)

⇒ Modified headways of the bus routes serving facility during the peak period to 10 minutes

⇒ Added walk link between Metrorail and MARC

OTHER RAIL:

1. Purple Line Transitway from Bethesda to New Carrollton (2020)

(assumptions from Elizabeth Harper, PB, email 5/1/09)

Service frequency: peak 6 minutes, off-peak 12 minutes

⇒ Stations:

Bethesda
Connecticut Ave.
Lyttonsville
16th St.
Silver Spring Transit Center
Fenton St.
Dale Dr.
Manchester Rd.
Arliss St.
Gilbert St.
Takoma/Langley Transit Center
Riggs Rd.
Adelphi Rd.
UM Campus Center
UM Campus East
College Park UM
River Rd.
Riverdale Park
Riverdale Rd.
Annapolis Rd.
NewCarrollton

⇒ Modified buses as per Elizabeth Harper (PB) 5/1/09 email

2. Corridor Cities Transitway (2020) (info from Dudley Whitney, PB and Lorenzo Bryant- 2003)

Service frequency: peak 6 minutes, off-peak 10 minutes

⇒ Stations

Shady Grove
East Gaither
West Gaither
Washingtonian
DANAC
Decoverly
Quince Orchard
NIST
MetroGrove
Germantown
Cloverleaf
Dorsey Mill
Comsat

⇒ Added or modified the following bus routes:

RO43, RO54, RO55, RO56, RO61, RO63, RO66, RO67, RO71, RO72,
RO73, RO74, RO75, RO76, RO90, FREDCM, CMPCOM, FRDSG

3. Cherry Hill VRE station (2012)
4. VRE service frequency (2020) (info from Tamara Ashby, VRE- 2/11/04)

⇒Fredericksburg local- increase peak period headway to 20 minutes
⇒Manassas local- increase peak period headway to 20 minutes

OTHER TRANSIT:

1. Columbia Pike Streetcar from Skyline Center to Pentagon City (2016) (info from Steve DelGiudice, Arl. Co. and Leonard Wolfenstein, Ffx. Co via Lee Farmer, dmjmharris- 2/13/08)

Service frequency: 6 minutes, fares similar to bus

⇒ Stops:

Conference Ctr
Pentagon City
Pentagon ROW
Arl Memorial
Heritage Ctr
Scott/Rolfe

Courthouse
Barton St
Walter Reed
Glebe
George Mason
Four Mile
Arlington Mill
Gateway
Jefferson
Skyline (N)

⇒ modified or removed the following bus routes:

16A, 16B, 16D, 16F, 16G, 16H, 16J, 16W, 16Y

2. Crystal City / Potomac Yards Transitway
Arlington- from Crystal City Metro to vicinity of Glebe Rd. ext. (2010)
Alexandria- vicinity Glebe Rd. Ext to Braddock Rd. Metro (2013)

Service frequency: peak 6 minutes, off-peak 12 minutes, fares similar to bus

⇒ Stops:
Crys.City METRO
Arl. 22nd St.
Arl. 25th St.
Arl. 26th St.
Arl. 31st St.
South Glebe Rd.
Alx Pot.Yard N
Alx Pot.Yrd Cent
Alx P.Yard TwN Cen
Alx Hume St.
Alx Swann Ave.
Alx E. Custis Ave.
Alx Potomac Ave.
Alx Slaters Ln.
Alx 1st. St.
Alx Brad.Rd. Metro

3. DC Street Car – Anacostia- from Firth Sterling/ S. Capitol St. to Good Hope Rd../
MLK Jr. Ave. (2012)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations:
Bolling AFB
Anacostia Station
Howard Rd & MLK Ave.
Chicago St & MLK Ave.
Good Hope & MLK Ave.

4. DC Street Car – H St. / Benning Rd.- from Union Station to Oklahoma Ave. (2012)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations:
H & 1st NE
H & 5th NE
H & 8th NE
H & 13th NE
H & Maryland Ave
Benning and 19th NE
Benning and Oklahoma Ave.

5. DC Street Car – Benning Rd.- from Oklahoma Ave. to Benning Rd. Metro (2015)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations:
Kingman Island
Benning and 34th NE
Benning and Minnesota Ave.
Benning and 42nd NE
Benning Rd. METRO

6. Beltway HOT lanes transit service (2013, 2020, 2030)

(See Attachment A)

7. I-95/I-395 HOT lanes transit service (2010, 2020) (info from Kanti Srikanth, VDOT- 2/13/08 and Dan Goldfarb, Cam. Sys.- 2/25/08)

BRT stations: PRTC Transit Center, Lorton, Seminary Rd. (all buses on HOT lanes stop at all stations), also

(See Attachment B)

8. Fairfax Connector Service Enhancements (2011) (updated info from Tom Biesiadny 4/26/2010 email, original info from Christin Wegener, Ffx. Co.- 8/14 &8/14/08; also details from “Proposed Bus Service Plan Affecting: Metrobus routes 2W, 12A, 12C, 12D, 12E, 12F, 12G, 12L, 12M, 12R, 12S, 20F, 20W, 20X, and 20Y”)

(See Attachment C)

9. K St. Transitway (2017)

⇒ Improved run times by 10 % for all buses serving facility

10. ICC corridor bus service improvements (2012) (info from Phil Shapiro, BMI-10/1/03 email to Mike Clifford)

⇒ Added the following new bus routes:

TSMA, TSMB, TSMC, TSMD, TSME,
ICCA, ICCB, ICCD, ICCE, ICCF

Peak headways: 15 minutes

Off-peak headways: 30 minutes

11. 16th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

12. Georgia Ave. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

13. H St./Benning Rd. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

14. Wisconsin Ave. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

15. T Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

16. 14th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

17. Addison Rd Transit Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

18. US 1 (MD) Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

19. VA 7 Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

20. Van Dorn- Pentagon Rapid Bus (TIGER Grant) (2016)

⇒ Improved run times by 5 % for all buses serving facility

21. 16th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

NOTE: This list does not include Park-n-Ride lot information.

ATTACHMENT A

Beltway HOT Lanes Bus Service

No.	Origin	Destination	2006	2010	2020	2030
			Base	HOT	HOT	HOT
			Hdwy	Hdwy	Hdwy	Hdwy

EXISTING ROUTES:

NEW / MODIFIED ROUTES:*

* New routes assumed in the CLRP originally assumed for 2030.

1	14A-D	Bethesda	McLean Bible Church via Tysons	NA	NA	15	15
2	14A-D	McLean Bible Church	Bethesda via Tysons	NA	NA	15	15
3	14A-D	Lakeforest Mall	McLean Bible Church via Tysons	NA	NA	15	15
4	14A-D	McLean Bible Church	Lake Forest Mall via Tysons	NA	NA	15	15
5	17FO	Pentagon	Kings Park West	20	20	20	15
6	17GI	George Mason University	Pentagon	30	20	20	15
7	17HI	Kings Park West	Pentagon	20	20	20	15
8	17KI	Kings Park West	Pentagon	30	20	20	15
9	17LI	Kings Park West	Pentagon	30	20	20	15
10	OmniRide	Dale City PNR	Tysons Central	NA	30	15	10
11	Martz	Stafford (US 1 & VA 630)	Tysons Central	NA	20	10	8
12	B2	Franconia Springfield Metro	Tysons Central	NA	NA	15	15
13	B3	Huntington Metro	Tysons Central	NA	NA	15	15
14	B4	Fair Oaks	Landmark Shopping Center	NA	NA	20	15
15	B5	Fair Oaks	Franconia Springfield Metro	NA	NA	20	15
16	B6	Annandale	Tysons Central	NA	NA	15	15
17	B7	Chantilly	Tysons Central	NA	NA	15	15
18	M1	Fredericksburg	Tysons Central	NA	NA	15	15

Attachment B



I-95/I-395 HOT LANES BUS SERVICE

I-95/I-395 Transit/TDM Study Revised Cost Estimate for Fiscally- Constrained Transit/TDM Scenario

Service Modifications			Service Hours		Operating Costs			Capital Costs				Summary Costs (2010 Dollars)			Summary Costs (Year of Expenditure)			
Originating Area	Operator	Description	Implementation Year	Additional Annual Revenue Hours	Additional Annual Vehicle Hours	2010 Operating Cost/Vehicle Hour	Total Annual Operating Costs	O&M Cost	Vehicle Needs	Potential Vehicle Costs	Vehicle Assumptions	Capital Cost (2010 Dollars)	Total Costs (2010 Dollars)	Projected Farebox Revenue (2010 Dollars)	Net Total Costs (2010 Dollars)	Total Costs	Projected Farebox Revenue	Net Total Costs
Arlington/Alexandria/DC	ART	ART 41 -Add 5 th bus to ART 41 on weekdays	2010	3,640	4,004	\$82.67	\$331,011	\$6,620,214	1	\$325,000	12 yr LF 30'	\$650,000	\$7,270,214	\$1,655,053	\$5,615,160	\$10,280,595	\$2,373,056	\$7,907,540
Arlington/Alexandria/DC	WMATA	WMATA 7B - Decrease headway on 7B from 35 minute to 17/18 minute by adding one bus	2010	1,560	1,716	\$95.24	\$163,432	\$3,268,637	1	\$500,000	12 yr 40' coaches - \$500K per	\$1,000,000	\$4,268,637	\$980,591	\$3,288,046	\$5,899,531	\$1,405,995	\$4,493,536
Prince William ORFSL	PRTC	PW MetroDirect - Modify Prince William MetroDirect Route to provide limited circulation in the Springfield area after serving the Franconia-Springfield station during peak hours	2015	1,040	1,144	\$86.77	\$99,265	\$1,488,973	1	\$500,000	12 yr 40' coaches - \$500K per	\$1,000,000	\$2,488,973	\$744,487	\$1,744,487	\$3,725,618	\$1,159,779	\$2,565,839
Prince William ORD3	PRTC	Dale City - Navy Yard - Improvements to existing Dale City-Navy Yard route to serve additional park-and-ride lots along I-95 corridor and increase frequency. Adds 2 additional trips per peak period	2015	1,820	3,640	\$86.77	\$315,843	\$4,737,642	1	\$500,000	12 yr 40' coaches - \$500K per	\$1,000,000	\$5,737,642	\$2,368,821	\$3,368,821	\$8,786,470	\$3,690,205	\$5,096,265
Prince William ORC1	PRTC	OmniRide North Route 1 (Dale City/Woodbridge - DC) - Increase Frequency on OmniRide North Route 1 by	2020	3,467	6,933	\$86.77	\$601,605	\$6,016,053	3	\$1,500,000	12 yr 40' coaches - \$500K per	\$1,500,000	\$7,516,053	\$3,008,027	\$4,508,027	\$12,371,070	\$5,177,598	\$7,193,472
Prince William OLDMF	PRTC	OmniLink Route 1 - Extend OmniLink Route 1 to Ft. Belvoir during peak periods	2020	2,080	2,288	\$86.77	\$198,530	\$1,985,298	1	\$325,000	12 yr LF 30' - \$325k	\$325,000	\$2,310,298	\$754,413	\$1,555,885	\$3,853,987	\$1,298,542	\$2,555,446
Corridor-wide	VRE	VRE Train Size - Increase train size so the 3 of the Fredericksburg trains have 8 cars and 4 have six cars	2015	VR		E estimated of add'l cost associated with longer trains - 2 add'l 8 car trains @ \$300,000/year	\$600,000	\$9,000,000	6	\$12,600,000	\$2.1M/car	\$12,600,000	\$21,600,000	\$9,000,000	\$12,600,000	\$28,627,263	\$14,020,410	\$14,606,853
TOTAL				13,607	19,725		\$2,309,685	\$33,116,817	14	\$16,250,000		\$18,075,000	\$51,191,817	\$18,511,392	\$32,680,425	\$73,544,536	\$29,125,584	\$44,418,952

New Shuttle/Feeder Bus Services			Service Hours		Operating Costs			Capital Costs				Summary Costs (2010 Dollars)			Summary Costs (Year of Expenditure)			
Originating Area	Operator	Description	Implementation Year	Additional Annual Revenue Hours	Additional Annual Vehicle Hours	2010 Operating Cost/Vehicle Hour	Total Annual Operating Costs	O&M Cost	Vehicle Needs	Potential Vehicle Costs	Vehicle Assumptions	Capital Cost (2010 Dollars)	Total Costs (2010 Dollars)	Projected Farebox Revenue (2010 Dollars)	Net Total Costs (2010 Dollars)	Total Costs	Projected Farebox Revenue	Net Total Costs
Fairfax/Springfield FS02	Fairfax Connector	Lorton VRE-EPG -Ft. Belvoir Shuttle - New "meet the train" shuttle between the Lorton VRE Station - EPG/Ft. Belvoir via Telegraph Rd, Fairfax County Parkway and Rolling Rd/Pohick Rd.	2010	2,600	2,860	\$93.82	\$268,325	\$5,366,504	2	\$1,000,000	12 yr 40' - \$500K	\$2,000,000	\$7,366,504	\$1,073,301	\$6,293,203	\$10,120,385	\$1,538,925	\$8,581,460
TOTAL				2,600	2,860		\$268,325	\$5,366,504	2	\$1,000,000		\$2,000,000	\$7,366,504	\$1,073,301	\$6,293,203	\$10,120,385	\$1,538,925	\$8,581,460

NOTE: Coding Details from Dan Goldfarb
(Cam.-Sys) email 2/25/08

Attachment B



I-95/I-395 HOT LANES BUS SERVICE

I-95/I-395 Transit/TDM Study Revised Cost Estimate for Fiscally- Constrained Transit/TDM Scenario

New Bus/Rail Services			Service Hours		Operating Costs			Capital Costs				Summary Costs (2010 Dollars)			Summary Costs (Year of Expenditure)			
Originating Area	Operator	Description	Implementation Year	Additional Annual Revenue Hours	Additional Annual Vehicle Hours	2010 Operating Cost/Vehicle Hour	Total Annual Operating Costs	O&M Cost	Vehicle Needs	Potential Vehicle Costs	Vehicle Assumptions	Capital Cost (2010 Dollars)	Total Costs (2010 Dollars)	Projected Farebox Revenue (2010 Dollars)	Net Total Costs (2010 Dollars)	Total Costs	Projected Farebox Revenue	Net Total Costs
Arlington/Alexandria/DC ARTSH	ART	Shirlington - Rosslyn - New express route from Arlington I-395 southern area to northern area (Shirlington to Pentagon-Washington Blvd, Rosslyn area)	2010	3,120	3,432	\$82.67	\$283,723	\$5,674,469	2	\$650,000	12 yr 30' - \$325K	\$1,300,000	\$6,974,469	\$1,418,617	\$5,555,852	\$9,712,936	\$2,034,048	\$7,678,888
Prince William M6	PRTC	Central PW - Downtown Alexandria - New route from Central Prince William County and along I-95 corridor then serving East Eisenhower Valley and Downtown Alexandria west of Washington Street	2010	3,120	6,240	\$86.77	\$541,445	\$10,828,896	4	\$2,000,000	12 yr 40' - \$500K	\$4,000,000	\$14,828,896	\$5,414,448	\$9,414,448	\$20,378,256	\$7,763,367	\$12,614,889
Fairfax/Springfield M4	WMATA	Kingstowne - Shirlington - Pentagon - New express route serving Kingstown-Van Dorn-Shirlington. Start at Kingstown, stop at Van Dorn Metro, then travel along Van Dorn Avenue, Landmark Mall, Van Dorn Avenue, Sanger, Beauregard Street, Walter Reed Drive, and Arlington Mill Road, Shirlington, and then the HOT lanes to Pentagon. This service would be a limited stop service, possibly using some exclusive transitways in Alexandria.	2010	18,200	20,020	\$95.24	\$1,906,705	\$38,134,096	5	\$2,500,000	12 yr 40' - \$500K	\$5,000,000	\$43,134,096	\$11,440,229	\$31,693,867	\$60,741,995	\$16,403,278	\$44,338,717
Prince William/Fairfax M5	PRTC	Woodbridge-Lorton-Tyson's - Merrifield - New peak period OmniRide express route from East PW to the new Lorton VRE easy on/off to Tyson's and Merrifield.	2015	3,120	6,240	\$86.77	\$541,445	\$8,121,672	4	\$2,000,000	12 yr 40' - \$500K	\$4,000,000	\$12,121,672	\$4,060,836	\$8,060,836	\$18,276,374	\$6,326,065	\$11,950,308
Prince William M9	PRTC	New OmniRide Express Route from Lake Ridge to Seminary Road Area - Skyline, Bailey's Crossroads and Mark Center via Seminary Rd.	2020	2,080	4,160	\$86.77	\$360,963	\$3,609,632	3	\$1,500,000	12 yr 40' coaches - \$500K per	\$1,500,000	\$5,109,632	\$1,804,816	\$3,304,816	\$8,228,992	\$3,106,559	\$5,122,433
Stafford/Fredericksburg M12	FAMPO	Fredericksburg - Pentagon/Crystal City - New Express/BRT route from Fredericksburg to Pentagon/Crystal City	2020	5,200	10,400	\$86.77	\$902,408	\$9,024,080	6	\$3,000,000	12 yr 40' - \$500K	\$3,000,000	\$12,024,080	\$5,414,448	\$6,609,632	\$19,564,543	\$7,766,397	\$11,798,146
Stafford/Fredericksburg FAMPO2	FAMPO	Fredericksburg - DC - New Express/BRT route from Fredericksburg to DC core (when combined with Massaponax in 2020, services would operate alternating 15 min)	2015	6,240	12,480	\$86.77	\$1,082,890	\$16,243,344	6	\$3,000,000	12 yr 40' - \$500K	\$6,000,000	\$22,243,344	\$8,121,672	\$14,121,672	\$33,740,625	\$12,652,130	\$21,088,495
Stafford/Fredericksburg FAMPO3	FAMPO	Massaponax to DC - New Express/BRT route from Massaponax to DC core (when combined with Fredericksburg, services would operate alternating 15 min)	2020	6,240	12,480	\$86.77	\$1,082,890	\$10,828,896	6	\$3,000,000	12 yr 40' - \$500K	\$3,000,000	\$13,828,896	\$5,414,448	\$8,414,448	\$22,671,102	\$9,319,676	\$13,351,425
TOTAL				47,320	75,452		\$6,702,468	\$102,465,085	36	\$17,650,000		\$27,800,000	\$130,265,085	\$43,089,514	\$87,175,571	\$193,314,822	\$65,371,520	\$127,943,302

NOTE: Coding Details from Dan Goldfarb
(Cam.-Sys) email 2/25/08

Attachment B

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

Proposed HOT Lanes Frequency Improvements to Existing Routes			2006	2010	2015	2020	2030
			Base Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.
	Origin	Destination					
WMATA 7B	Southern Towers	Pentagon	35	17	17	17	17
ART 41	Columbia Pike-Ballston	Courthouse Metro Station	20	15	15	15	15
PRTC OmniiRide	Dale City	Navy Yard	40	40	30	30	30
PRTC OmniiRide	Dale City/Woodbridge	Downtown DC	60	60	60	30	30
Proposed HOT Lanes Service Improvements and New Routes			2006	2010	2015	2020	2030
			Base Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.
	Origin	Destination					
Route Extension/Increases in VRE Train Size							
PRTC MetroDirect	PRTC Transit Center ¹	Franconia-Springfield Metro Station area	35	35	35	35	35
PRTC OmniLink	Quantico/Woodbridge ²	Ft. Belvoir (was to Woodbridge VRE)	50	50	50	50	50
VRE	Fredericksburg ³	Union Station	25	25	25	25	25
New Routes							
Fairfax Connector	Lorton VRE	EPG/Ft. Belvoir	NA	15	15	15	15
ART	Shirlington	Rosslyn	NA	20	20	20	20
PRTC	Central Prince William County	Downtown Alexandria	NA	30	30	30	30
WMATA	Kingstowne-Shirlington	Pentagon	NA	30	30	30	30
PRTC	Woodbridge	Tysons - Merrifield	NA	NA	30	30	30
PRTC OmniiRide	Lake Ridge	Seminary Road area	NA	NA	NA	45	45
FAMPO	Fredericksburg	Pentagon/Crystal City	NA	NA	NA	30	30
FAMPO	Fredericksburg	Downtown Washington	NA	NA	30	30	30
FAMPO	Massaponax	Downtown Washington	NA	NA	NA	30	30
Proposed HOT Lanes Fixed Facility Improvements			Implementation Year				
			2006	2010	2015	2020	2030
	Fixed Facility Improvement						
WMATA	Improvements to Pentagon Metrorail Transit Center		NA	X			
WMATA	Improvements to Franconia-Springfield Metrorail Transit Center		NA	X			
	Additional Park-and-Ride lot capacity at various locations		NA	X			
VRE	Platform extension at selected stations		NA		X		
FAMPO	Transit Center at Massaponax		NA			X	
	BRT stations - 4 stations but only 3 paid for by the project (Fluor/TransUrban is building Lorton) ⁴		NA			X	
VRE	Overnight Storage in Fredericksburg		NA		X		
Proposed TDM Improvements			Implementation Year				
			2006	2010	2015	2020	2030
	TDM Initiative						
	Capital Assistance for Vanpools		NA	X			
	Enhanced Guaranteed Ride Home		NA	X			
	Carpool Incentives		NA	X			
	Rideshare Program Operational Support		NA	X			
	TDM Programs Marketing		NA	X			
	Telework Program Assistance		NA	X			
	Vanpool Driver Incentives		NA	X			
	Vanpool Insurance		NA	X			
	VanStart/Vansave		NA	X			

Additional vehicle hours over the 20 year period (over 2006 baseline - in thousands) = 1,480

1. Same frequency as in base year - route extension to circulate after stopping at Metro
2. Same frequency as in base year - route extension to Ft. Belvoir
3. Same frequency as in base year - increase size of trains

Attachment C

Fairfax County Bus Changes

4/26/10 email
from Tom Biesiadny

C&I Funds
FY 2009

Route	Service Implementation	Annual Hours	Notes
171	30 min headway weekday and weekend	11,500	
COO routes	takeover and expansion of Metro 12, 20 and 2w routes	46,000	Implemented 6.28.2009
Routes 101, 109, 151, 152	TDP early implementation recommendations - added trips	2,600	Implemented 8.17.2009

FY 2010

Route	Service Implementation	Annual Hours	Notes
171	15 min headway during the peak	-	See FY2011 and later chart
Routes 630, 640, 641, 652 Added	Added trips	3,800	Implemented 8.17.2009
401	15/30 min headway peak/off peak	29,600	Implemented 11.23.2009
950	15/30 min headway peak/off peak	8,000	Implemented 11.23.2009
Routes 621, 622, 623 - added trips	TDP early implementation recommendations	3,200	Implemented 11.23.2009
RIBS 1-5	Revised routing and schedules and created new RIBS 5	-	Implemented 1.17.2010
642, 644	Revised 642 routing and added trips on 644, removed strategic bus	-	Implemented 1.17.2010
Tysons Lunch Shuttle	10 minute headway	12,000	Implemented 11.23.09

FY 2011 and later

Route	Service Implementation	Annual Hours	Notes
171	15 min headway during the peak	15,000	Late FY 2011/early 2012 - coincide with BRAC
159	Ingleside Express	3,500	Possible mid - FY 2011
various	TDP recommendations	15,000	FY 2011 or 2012
NEW	30/60 min headway peak/off peak from Centreville to Reston/Herndon	8,150	FY 2013
NEW	30/60 min headway peak/off peak from Centreville to Fairfax GMU	8,150	FY 2013
NEW	60-minute weekend service to/from Centreville/Chantilly and the Vienna Metro	3,000	FY 2013
RIBS 6	Reverse-direction service on RIBS 2: 30/60 headways peak/off peak	11,000	Changes will likely coincide with Dulles Rail Phase 1 - 2014
505	12-15 minute headway during the peak	8,200	
585	12-15 minute headway during the peak	6,100	
403	60 minute service all day	2,500	
310	15/30 min headway peak/off peak	23,000	