

**National Capital Region Transportation Planning Board**

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January 9, 2009

**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 are included in your 2009 CLRP/ FY2010-2015 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 6, 2009.

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](mailto:jposey@mwkog.org). Thank you for your assistance.

## Future Transit Service Coding Assumptions for the 2008 CLRP:

### METRORAIL:

1. Dulles Corridor Metrorail: East Falls Church to Wiehle Ave (2011)  
Wiehle Ave. to VA 772/Greenway (2015)

⇒ Stations:

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

⇒ Modified nearby bus routes to serve the new stations

2. Metrorail Service Changes (info from Tom Harrington, WMATA, 5/17/04 letter to Ron Kirby)

⇒ 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 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)	Huntington (48)	7	12	7	12
FranSpgfld (47)	Largo (87)	14	12	14	12
FranSpgfld (47)	Greenbelt (27)	14	--	14	--
Vienna (57)	New Carrollton (80)	7	12	7	12
Dulles GrnWay (98)	Stadium-Armory (75)	--	--	7	12
Vienna (57)	Largo (87)	14	--	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 Silver Spring (2015)

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

⇒ Stations:

Silver Spring  
Littonsville  
Connecticut Ave.  
Bethesda CBD

- ⇒ Modified bus routes J2 and J3 to 10 minute headways

2. Corridor Cities Transitway (2016) (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  
School Dr.  
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. Anacostia Streetcar from Firth Sterling/ S. Capitol St. to Howard Rd./ MLK Jr. Ave. (2010)

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

⇒ Stations:

Anacostia Station  
Bolling AFB

4. Cherry Hill VRE station (2010)

5. VRE service frequency (2010) (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. Beltway HOT lanes transit service (2013, 2020, 2030)

(See Attachment A)

4. 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)

5. Fairfax Connector Service Enhancements (2010) (info from Christine 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)

6. Pennsylvania Ave. Rapid Bus Service (2007)

- ⇒ Modified the following bus routes (as detailed in the WMATA/DDOT “Metrobus 30s Line Study- Final Summary Report”, February 2008): 32, 36, 37, 39, 31, M5, M6

7. K St. Busway (2010)

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

8. 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

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

# Attachment A

DRAFT: 3-15-07

## ATTACHMENT A CLR P PROJECT DESCRIPTION FORM

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

No.	Origin	Destination	2006 Base Hdwy in Min.	2010 HOT Hdwy in Min.	2020 HOT Hdwy in Min.	2030 HOT Hdwy in Min.
<b>EXISTING ROUTES:</b>						
64	PQ05I	RT 17 PNR (STAFF)	60	40	30	30
65	PQ07I	RT 17 PNR (STAFF)	60	40	30	30
66	PQ09I	RT 630 PNR	60	40	30	30
67	PQ12I	RT 3 PNR (SPOTS)	60	40	30	30
68	PQ15I	RT 630 PNR	60	40	30	30
69	PQ16I	RT 3 PNR (SPOTS)	60	40	30	30
70	SDC5I	RT 610 PNR	60	40	30	30
71	SDC6I	RT 3 PNR (SPOTS)	60	40	30	30
72	SDC7I	RT 3 PNR (SPOTS)	60	40	30	30
73	SDC8I	RT 208 PNR (SPOTS)	60	40	30	30
74	SDC9I	RT 208 PNR (SPOTS)	60	40	30	30
75	SDC12	RT 3 PNR (SPOTS)	60	40	30	30

**NEW / MODIFIED ROUTES:\***

\* New routes assumed in the CLR P originally assumed for 2030.

*Beltway HOT lanes bus service*

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

TOTAL OPERATIONAL HOURS OF BUS SERVICE: (In Thousands)	435	585	626
Total Additional Operational Hours Of Bus Service Proposed: (Over 2006 Baseline - In Thousands)	79	229	270
Total Additional Operational Hours Of Bus Service Proposed: (Over CLR P - In Thousands)	40	80	88

**Summary of Proposed Bus Service Plan:**

**In 2010: Add 40,000 additional operational hours of bus service in the I 95/395 Corridor**

Reduce maximum headways to 40 minutes on all existing routes.  
Maintain 2006 headways for all other routes with lower headways.

**In 2020: Add 80,000 additional operational hours of bus service in the I 95/395 Corridor \***

Reduce maximum headways to 30 minutes on existing routes.

**In 2030: Add 277,000 additional operational hours of bus service in the I 95/395 Corridor\***

Reduce maximum headways to 30 minutes for existing routes and to 22 minutes for new routes with termini in Fairfax County, Arlington County and the City of Alexandria.

\* Incremental service improvements occur every 5 years.

From Kanti Srikanth  
2/13/2008 email

I-95 / I-395 HOT LANES BUS SERVICE

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



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 41 - Add 5 <sup>th</sup> 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 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	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	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	\$315,943	\$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	Omniride North Route 1 (Dale City/Woodbridge - DC) - Increase Frequency on Omniride North Route 1 by Route 1 to Ft. Belvoir during peak periods	2020	3,467	6,933	\$86.77	\$801,605	\$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				
✓ Fairfax/Springfield	VRE Train Size - Increase train size so the 3 of the Fredericksburg trains have 8 cars and 4 have six cars	2015	2,080	2,288	\$86.77	\$198,530	\$1,985,298	1	\$325,000	12 yr LF 30 - \$325+ VRE estimated of addl cost associated with longer trains - 2 addl 8 car trains @ \$300,000/year	\$325,000	\$2,310,298	\$754,413	\$1,555,885	\$3,853,987	\$1,288,542	\$2,565,446				
<b>TOTAL</b>			<b>13,807</b>	<b>19,725</b>		<b>\$2,309,665</b>	<b>\$33,116,817</b>	<b>14</b>	<b>\$16,250,000</b>		<b>\$18,075,000</b>	<b>\$51,191,817</b>	<b>\$19,511,392</b>	<b>\$32,680,425</b>	<b>\$73,544,536</b>	<b>\$28,125,584</b>	<b>\$44,418,952</b>				

Note: coding details from  
Dan Goldfarb (Cam-Sys.)  
email 2/25/08

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

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	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	\$92.67	\$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	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	\$20,376,256	\$7,763,367	\$12,614,889
Fairfax/Springfield	WMATA	Kingsdown - Shirlington - Pentagon - New express route serving Kingsdown-Van Don-Shirlington. Start at Kingsdown, stop at Van Don Metro, then travel along Van Don Avenue, Landmark Mall, Van Don Avenue, Sanger, Beauregard Street, Waller 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	\$60,741,996	\$16,403,278	\$44,338,717
Prince William/Fairfax	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	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	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	\$7,786,397	\$11,778,146
Stafford/Fredericksburg	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	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	\$9,319,876	\$13,351,226
<b>TOTAL</b>				<b>47,320</b>	<b>75,452</b>		<b>\$6,702,468</b>	<b>\$102,465,085</b>	<b>36</b>	<b>\$17,650,000</b>		<b>\$27,800,000</b>	<b>\$130,265,085</b>	<b>\$43,089,514</b>	<b>\$87,175,571</b>	<b>\$193,314,822</b>	<b>\$66,371,520</b>	<b>\$127,943,302</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.			
	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.			
	Origin	Destination					
<b>Route Extension/Increases in VRE Train Size</b>							
PRTC MetroDirect	PRTC Transit Center <sup>1</sup>	Franconia-Springfield Metro Station area	35	35	35	35	35
PRTC OmniLink	Quantico/Woodbridge <sup>2</sup>	Ft. Belvoir (was to Woodbridge VRE)	50	50	50	50	50
VRE	Fredericksburg <sup>3</sup>	Union Station	25	25	25	25	25
<b>New Routes</b>							
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/Urban is building Lorton) <sup>4</sup>		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
4. The I-95/I395 Corridor Transit Plan includes funding for 4 new BRT transit stations. Three of these stations are within the limits of the project included in the TPB's CLRP. The fourth station is in the southern segment of the HOT lanes project which is in the Fredericksburg area MPO (FAMPO). This fourth BRT station will be included in TPB's CLRP conformity analyses when the southern segment of the HOT lanes project is included in FAMPO's CLRP.

From Christy Wegener 8/14/08  
FFX DOT

FFX Co. Bus Service - 2008 CURP APC rerun

FY 2009 - 2010 & beyond

Route	Service Implementation	Annual Hours	Notes
171	30 min headway weekday and weekend	11,500	
630	NEW 60-minute midday service to/from Vienna Metro to South Centreville	3,500	
640	NEW 60-minute midday service to/from Vienna Metro to North Centreville	2,800	
650	NEW 60-minute midday service to/from Vienna Metro to Chantilly	2,700	
	NEW 4 additional daily trips - Oakton to/from Vienna Metro	1,000	Takeover of metrobus 2W line
	NEW Extended weekday span - Centreville-Vienna Metro/Chantilly-Vienna metro	6,100	Takeover of metrobus 12/20 lines

FY 2010 - 2011 & beyond

Route	Service Implementation	Annual Hours
171	15 min headway during the peak	15,000
401	15/30 min headway peak/off peak	25,500
950	15/30 min headway peak/off peak	7,200
various	TDP early implementation recommendations	6,400

FY 2010 and later - 2011 & beyond

Route	Service Implementation	Annual Hours
8/15/08 email	NEW 30/60 min headway peak/off peak from Centreville to Reston/Herndon	8,150
from Tom B.	NEW 30/60 min headway peak/off peak from Centreville to Fairfax GMU	8,150
	<del>NEW 60-minute weekend service to/from Centreville/Chantilly and the Vienna Metro.</del>	3,000
	RIBS 6 Reverse-direction service on RIBS 2: 30/60 headways peak/off peak	11,000
	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
	various TDP recommendations	15,000

← not coded