Tysons Transit and Tysons-Wide Improvements (Table 7, 2012 to 2030)

Planning Commission Tysons Committee
Wednesday, November 16, 2011

Tysons Transit (2013 to 2030)

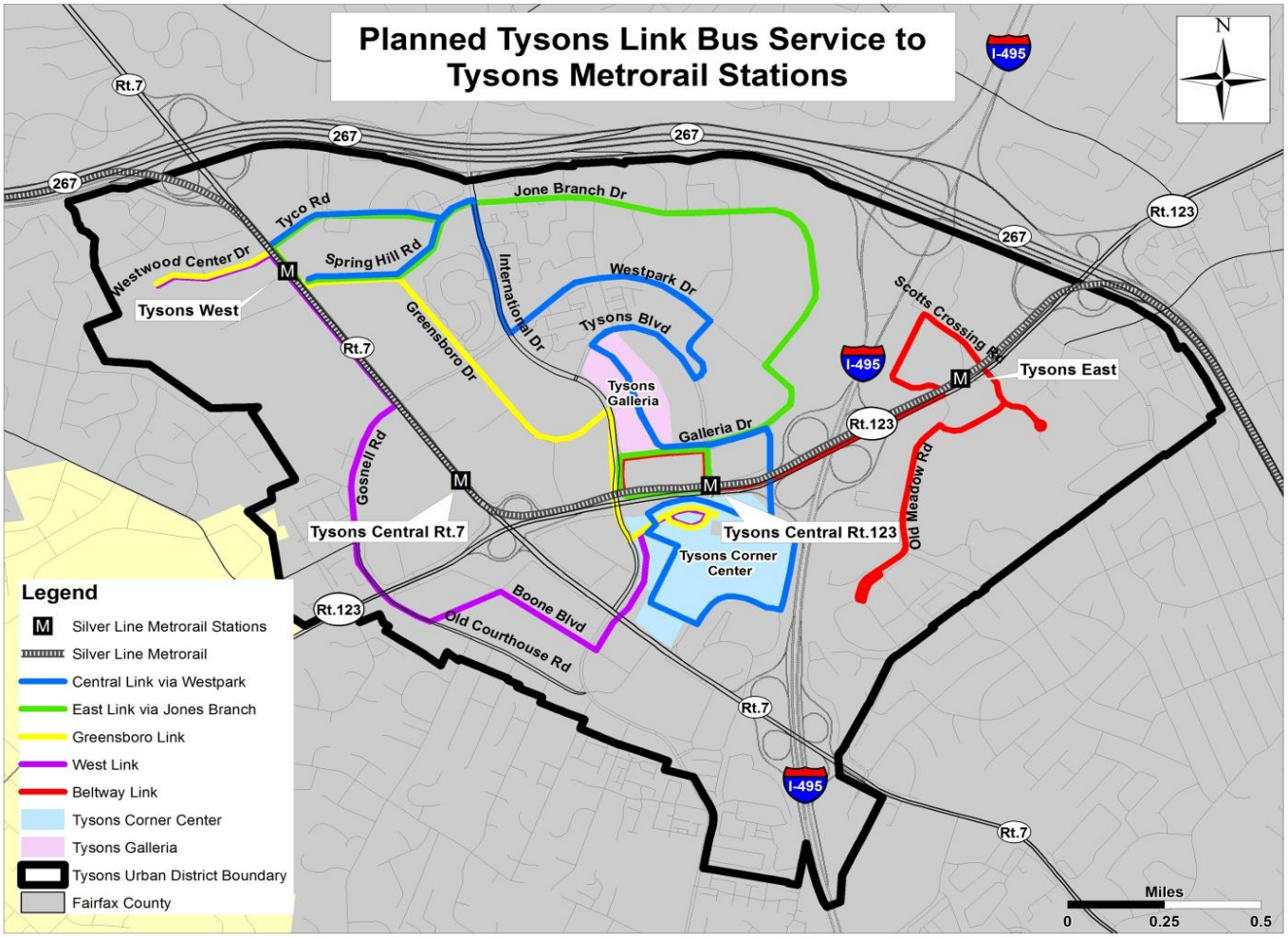
- Background Information
- Cost elements

Tysons

Tysons Transit (2013 to 2030)

Planned Bus Circulator (Link)

(Operational When Phase I of Dulles Rail Opens)

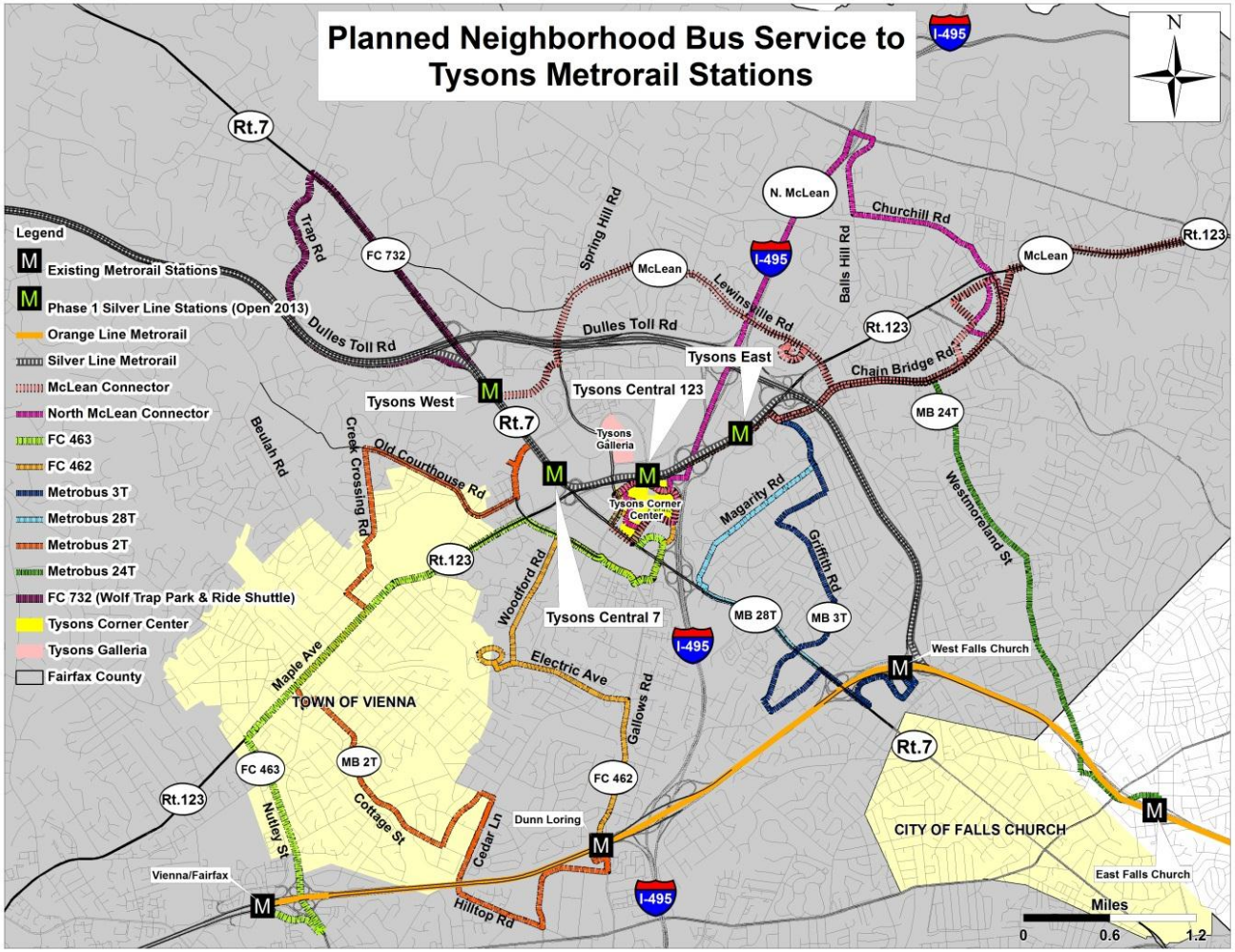


Tysons

Tysons Transit (2013 to 2030)

Planned Neighborhood Bus Service

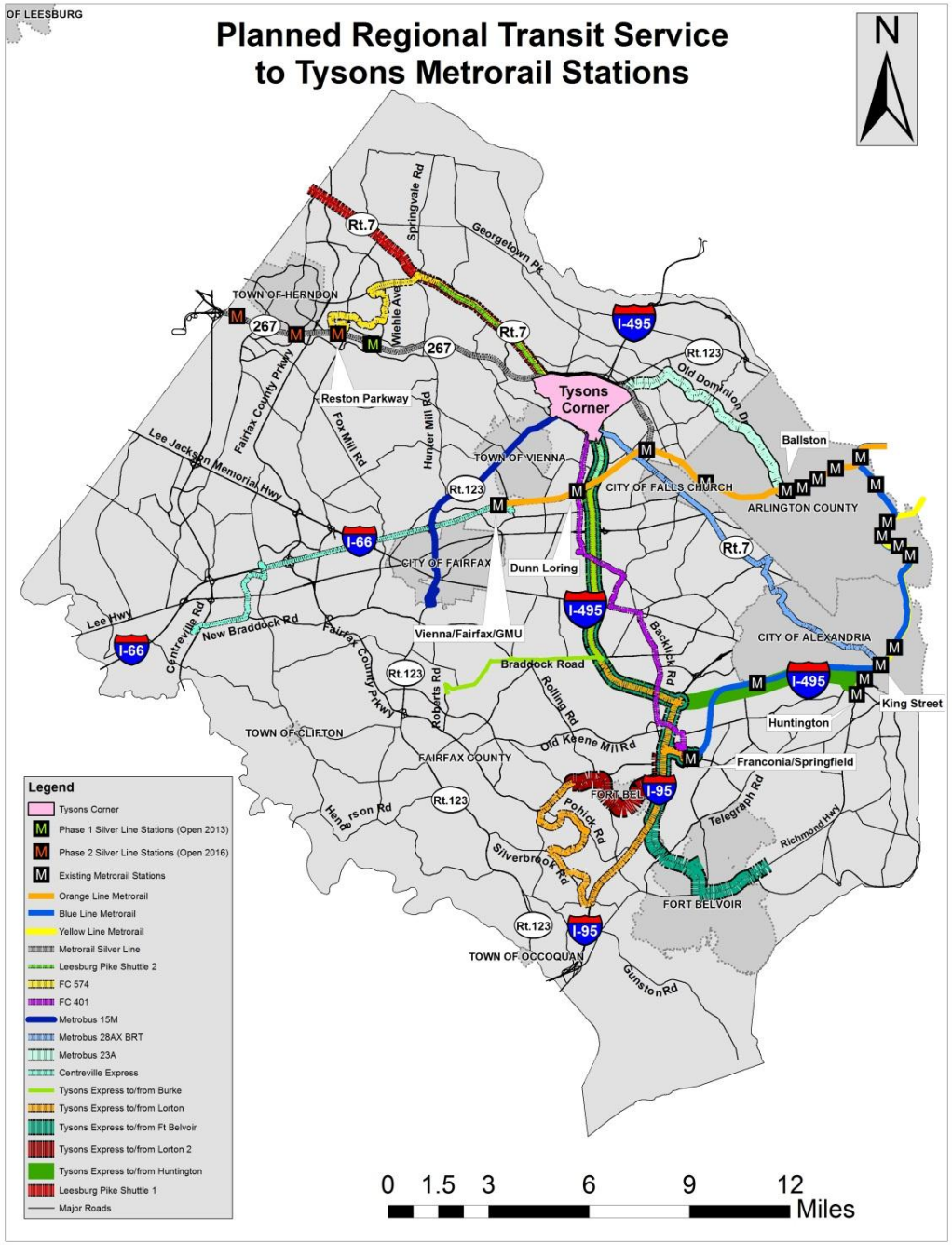
(Most Routes Operational When Phase I of Dulles Rail Opens)



Tysons Transit (2013 to 2030)

Planned Regional Bus Transit Service

(Most Routes Operational When Phase I of Dulles Rail Opens)



Tysons Transit (2013 to 2030)

Background Information: Cost Estimates

- The recently adopted Transit Development Plan (TDP) provide the recommended bus Circulator (Link), Neighborhood, and Regional bus routes.
- Both Metro and Connector bus routes are included. Costs for both services are included in the cost estimates.
- Operational costs are calculated over 17 years (2013 to 2030).
- Capital costs assumes a 2013 bus purchase for new and additional services and one replacement of these buses.

Tysons Transit (2013 to 2030)

Background Information: Cost Estimates (continued)

- A 10 min. peak period frequency is planned for the bus Circulator (Link).
- A 10 to 30 min. peak period frequency is planned for the neighborhood and regional bus services.
- Fare revenue was not deducted from the cost estimate (typically 15% - 20% of operational cost).
- Bus routes increase from 14 today to 26 after 2013.
- Dulles Rail capital, operational costs not included.

Tysons Transit (2013 to 2030)

Estimated Additional Bus Transit Costs

	Operational Cost Per Year (2009 $s)	Capital Cost (New Buses) (2009 $s)
Existing Costs	$28 million	$33 million
Additional Costs after Rail	$18 million	$34 million

Additional Operational Cost ($18/yr. x 17 yrs.)	$306 million
Additional Capital Cost (initial purchase, one replacement of 68 buses)	$68 million
Total Additional Bus Transit Cost Over 17 Years (2013 to 2030)	**$374 million**

Note:
Assumed cost per bus = $500,000

Tysons Transit (2013 to 2030)

Staff Funding Proposal:

Public Sector Would be Allocated Responsibility for Bus Transit Costs for 2013 to 2030

Reasons

- In general, bus services are traditionally paid for by public sector.
- Most of the additional bus services are planned to be operational when rail opens.

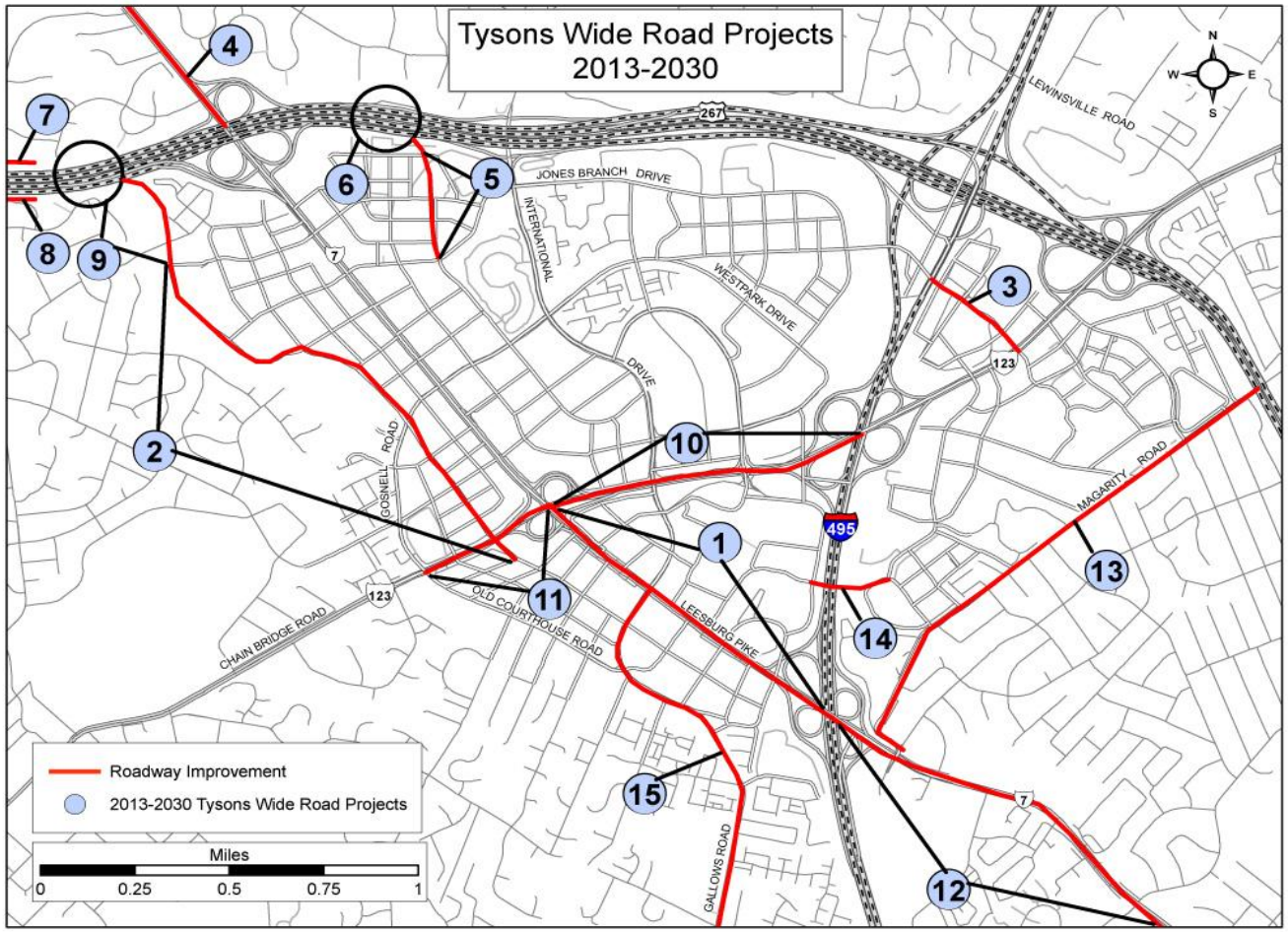
Notes:

1. Although Connector and Metro bus services have traditionally been paid for by the public sector, the private sector is contributing up to $400 million towards payment of the capital cost of Phase I of the Dulles rail project.
2. The funding of transit beyond 2030 could involve private participation.

Tysons-Wide Projects (2013 to 2030)

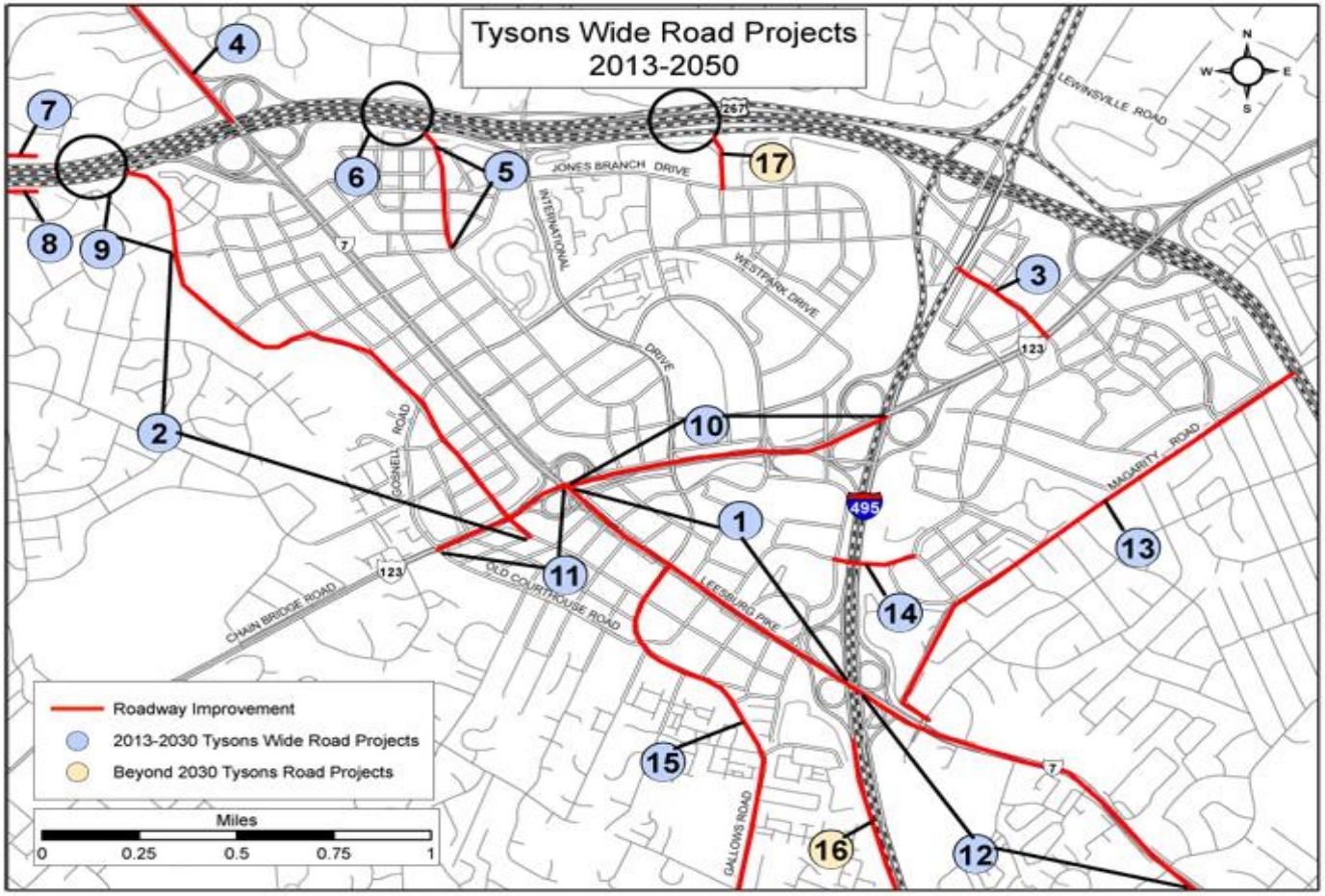
Tysons-Wide Projects (2013 to 2030)

Location of Projects



Tysons-Wide Projects (2013 to 2050)

Location of Projects



Tysons

Tysons-Wide Projects (2013 to 2030)

Cost of Tysons-Wide Projects Located Inside and Outside Tysons

		Inside (2009 $s, millions)	Outside (2009 $s, millions)
1	Rt.7 Widening from Rt.123 to I-495	$29	
2	Boone Blvd Extension west from Rt.123 to Ashgrove Lane	$99	
3	Extension of Jones Branch Connection to inside I-495 (Jones Branch Connector to Rt. 123)	$20	
4	Rt.7 Widening from the Dulles Toll Road to Reston Avenue		$160
5	Greensboro Drive Extension west from Spring Hill Road to Rt.7	$46	
6	Dulles Toll Road Ramp to Greensboro Drive Extension	$24	
7	Dulles Toll Road Westbound Collector Distributor		$105
8	Dulles Toll Road Eastbound Collector Distributor		$53
9	Dulles Toll Road Ramp to Boone Blvd Extension	$59	
10	Rt.123 Widening from Rt.7 to I-495	$27	
11	Rt.123 Widening from Old Courthouse Road to Rt.7	$21	
12	Rt.7 Widening between I-495 and I-66		$43
13	Widen Magarity Road from Lisle/Rt.7 to Great Falls Street	$40	
14	I-495 Overpass at Tysons Corner Center	$16	
15	Widen Gallows Road from Rt.7 to Prosperity Ave.		$68
	Total	**$381**	**$429**
	Percentage of Total Tysons-Wide Project Cost	**47%**	**53%**

Tysons-Wide Projects (2013 to 2030)

Percentage of Tysons Traffic (2030, Peak Hour)

Percentage Tysons Traffic Utilizing Tysons-Wide Projects Located Mostly Outside of Tysons		
Project #	Description	Percentage Tysons Traffic
4	Rt.7 Widening from the Dulles Toll Road to Reston Avenue	37%
7	Dulles Toll Road Westbound Collector Distributor	43%
8	Dulles Toll Road Eastbound Collector Distributor	45%
12	Rt.7 Widening between I-495 and I-66	40%
15	Widen Gallows Road from Rt.7 to Prosperty Ave.	53%
	Average	**44%**

Note:
Average Percent Through Traffic Within Tysons (2030 estimate): 35%

Tysons-Wide Projects (2013 to 2030)

Basis for Preliminary Staff Proposal

	Total Cost (2009 $s, millions)	Public Sector Share (2009 $s, millions)	Private Sector Share (2009 $s, millions)
Total cost, Tysons-wide projects	$810	-	-
Through Traffic = 35%. Assume public sector share = 100% of through traffic	$284 (35% of $810)	$284	$0
Remaining 65% divided equally between public and private sectors	$526 $810 - $284)	$263	$263
Total Share		**$547**	**$263**
Percentage Share (Tysons-Wide Projects)		**67.5%**	**32.5%**

Questions?