

FORT MEADE/BRAC TRANSIT AND RIDESHARING PLANNING STUDY

Regional Growth Management
Committee

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KFH Group, Inc.



Focus of the Study

- Outline improvements for work and work-related travel generated by BRAC recommendations at Fort Meade
- This study aims to:
 - Guide Fort Meade in providing transit and ridesharing information and options
 - Facilitate commute transitions for employees whose billets are moving to Fort Meade
 - Provide information to establish a commuter clearinghouse function to manage transit, rideshare strategies to support both the new agencies arriving at Fort Meade, plus those already established at the garrison

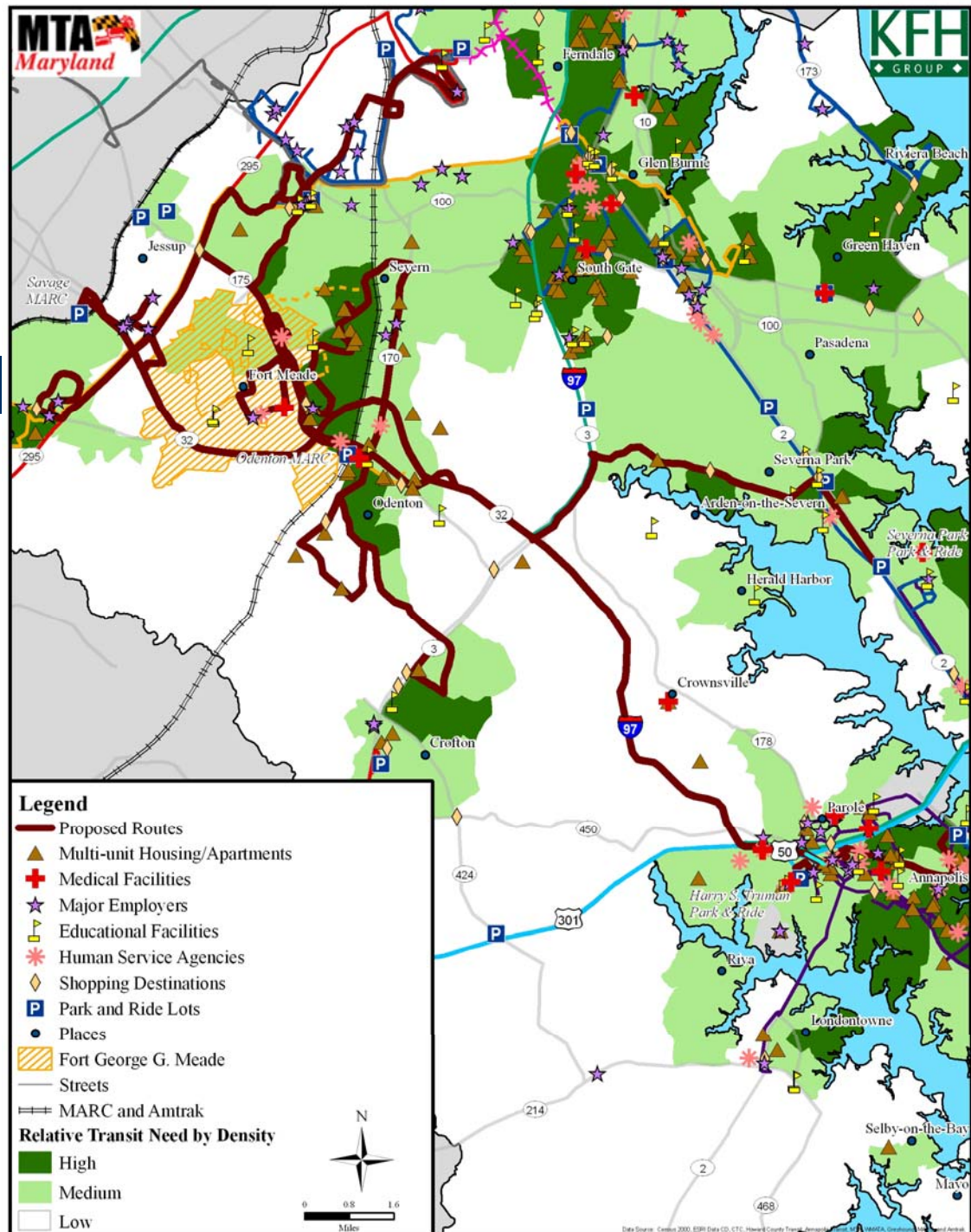
Transit and Rideshare Study Components

- Transit:
 - Assess current services
 - Assess likely demand/need for:
 - Transportation to Fort Meade for employees whose jobs are moving to Fort Meade but who want to continue to live in Northern Virginia
 - Future development of transit in Maryland in the Fort Meade region for those who now (or will) live in Maryland
- Develop service plans to address needs
- Rideshare:
 - Develop Scope of Services for targeted transportation clearinghouse/rideshare program
 - Develop Marketing Plan for clearinghouse

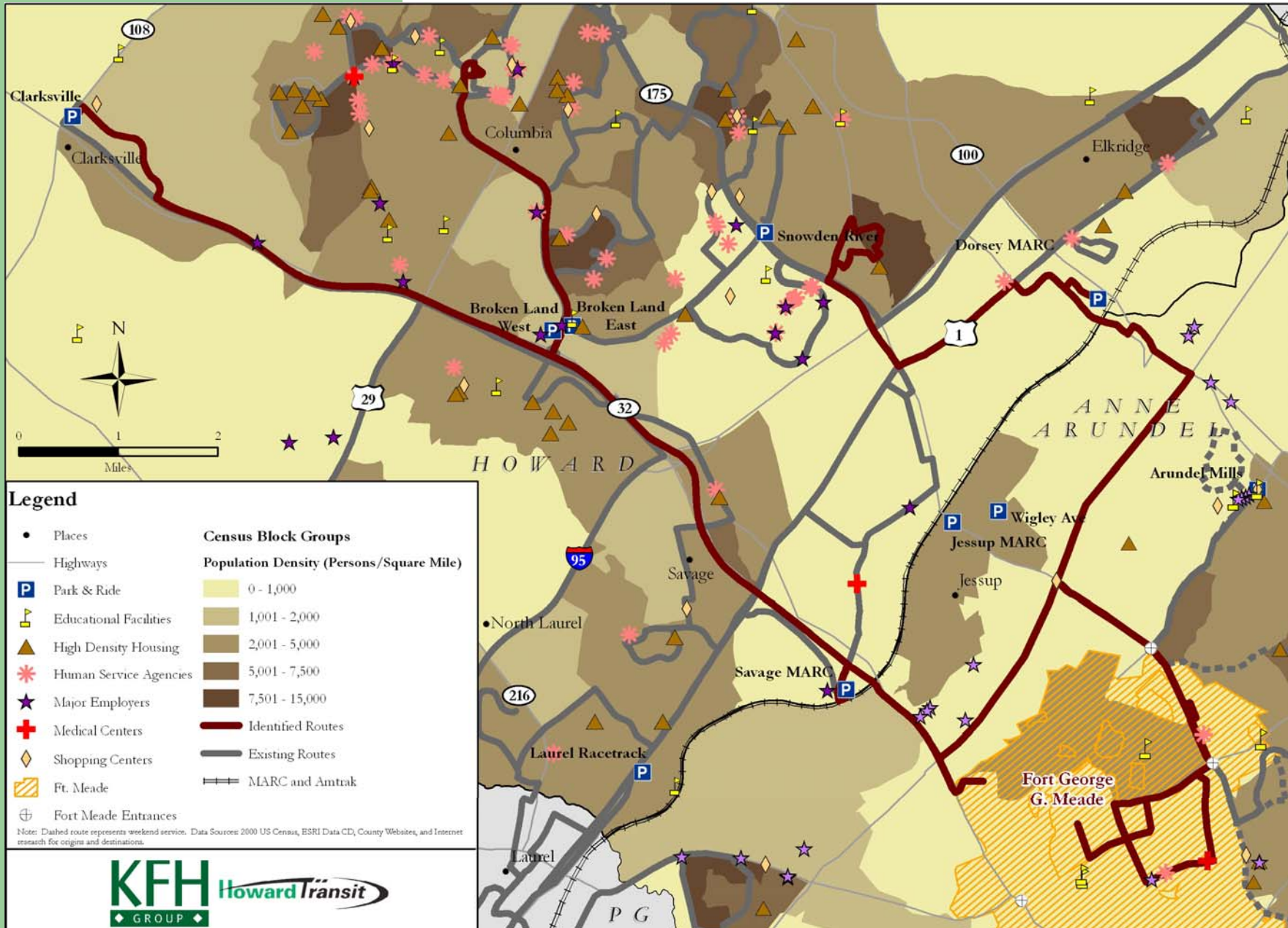
The Problem Part I: Transit options for those in Maryland

- Currently no public transit goes into the post—only NSA shuttles for employees to Odenton and Savage MARC Stations
- Transit options developed for future implementation, connecting the garrison with likely residential origins, commuter rail, Arundel Mills and the airport
- Only CTC Route K serves Fort Meade, stops at Reece Road Gate

Identified Initial BRAC Network- Anne Arundel Co.



Identified Initial BRAC Services-Howard Co.



Identified BRAC Transit Services

- Anne Arundel County:
 - North Crofton – Odenton – Ft. Meade
 - Russett Green – Odenton MARC – Ft. Meade
 - High Frequency Shuttle: Odenton MARC – Ft. Meade
 - Ft. Meade – Arundel Mills – BWI
 - Harry S. Truman P&R – Ft. Meade
 - Arnold/Severna Park – Odenton MARC
 - Piney Orchard – Odenton MARC – Ft. Meade
- Howard County:
 - Columbia Gateway – Dorsey MARC – Ft. Meade
 - Columbia Town Center/Clarksville – NSA/Ft. Meade

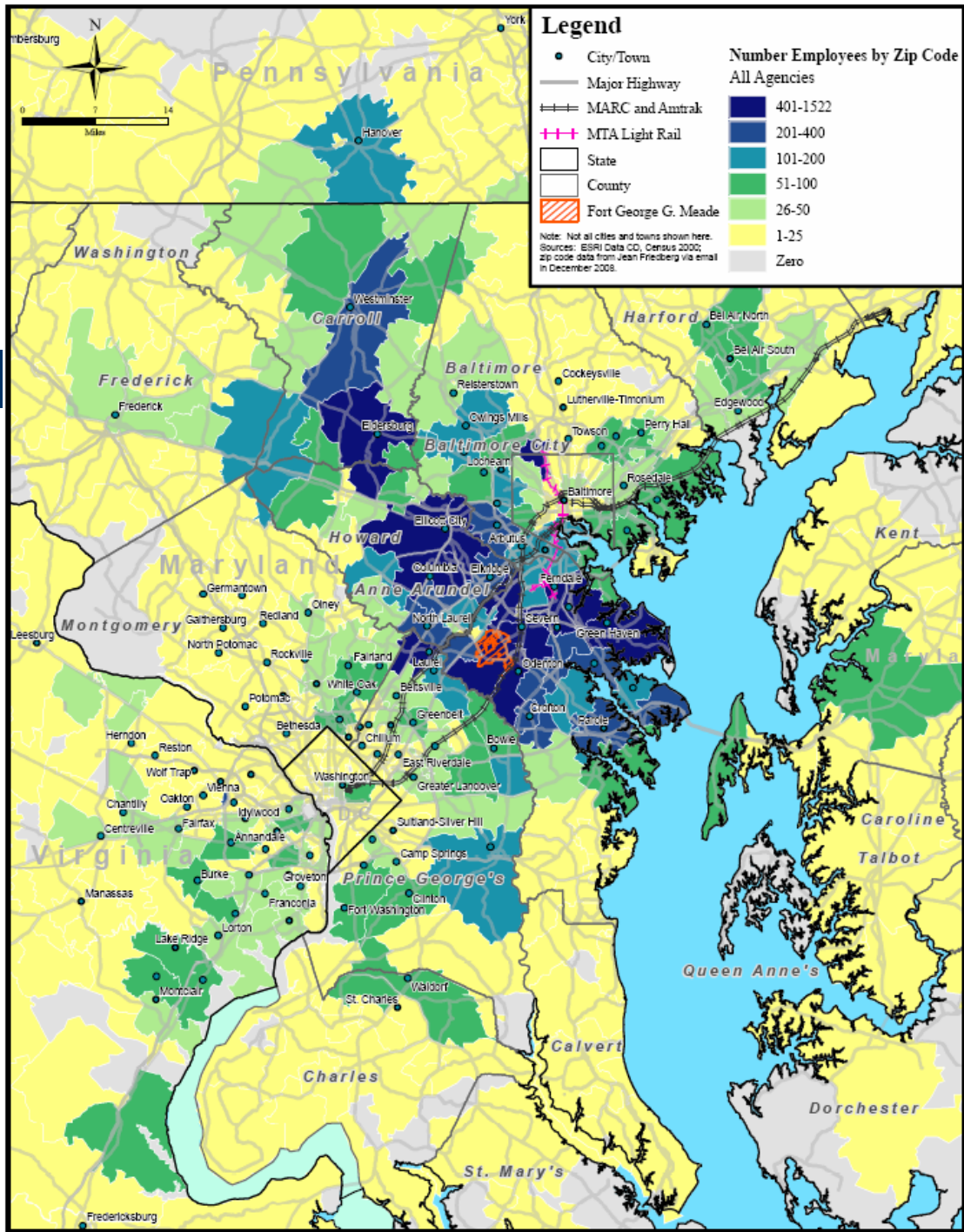
Estimated Costs for Identified Initial BRAC Transit Network

- Anne Arundel County:
 - Estimated annual operating cost: \$4.2M
 - Estimated capital cost: \$4.6M
- Still evaluating services; no formal position from County Administration about operating and funding BRAC services
- Howard County:
 - Estimated annual operating cost: \$970,000
 - Estimated capital cost: \$2.2M
- Total estimated costs for initial BRAC Transit Network: \$5.2M annual operating, \$6.8M capital
 - Additional costs to provide complementary ADA service
- Transit likely is not the immediate solution to anticipated traffic problems

The Problem Part II: The commute from Northern Virginia to Fort Meade

- Review of survey data from DISA indicates a significant number of staff intend to commute
- Inventory of transit options—no good options without multiple modes and transfers, long travel times
- Data on residential location of federal employees with current and future destination of Fort Meade analyzed to determine potential markets

Ridesharing Zip Code Analysis



Potential Commute Demand

- 30 areas (zip code clusters) identified as potential carpool/vanpool/buspool origin areas, based on number of residents
 - Low, medium, and high demand scenarios based on rideshare experiences and DISA survey responses
- Likely demand (with no parking restrictions at Fort Meade):
 - 19 to 27 vanpools, 10 carpools from Virginia
 - 5 to 7 vanpools, 4 carpools from Southern Maryland
- Buspool assessment: 1,600 employees along I-95 corridor, commute to Pentagon & board express buses to Fort Meade
 - Low and medium scenarios: 82-382 riders, 6-20 daily trips

Commute Assessment

- Critical issues regarding buspools:
 - Use of federal monthly transit benefit (now \$230) covers only 52 to 69 percent of operating costs
 - No parking at Pentagon, so riders would have to use transit to reach the Pentagon
- Rideshare program focusing on vanpool development is most feasible and cost-effective, the rides could potentially be covered by transit benefits
- If funding source available, low scenario bus pool could be part of the solution
- Either solution has advantage of service going through the gate at the post, no transfers at that end

Commuter Clearinghouse-Existing Ridesharing Services and Needs

- Reviewed multiple sources on TDM
- Conducted interviews of regional programs
- Challenges discovered
 - Commuters will cross over two regional agency jurisdictions
 - Origin-destination difference
 - Security/privacy concerns

Fort Meade Commuter Clearinghouse Recommendation Highlights

- Dedicated, customized Commuter Information Center for the Fort Meade community
- Rotating drop-in location with live Commuter Counselor, also available via web, email, phone, and IM
 - Other options: Central location with rotations at other locations, or Commuter-Mobile vehicle that provides one-stop shop
- Full service website
- Ridesharing database
- Use a network of agency transportation coordinators
- Guaranteed ride home program



Staff the Clearinghouse

- Options:
 - Internally
 - Local/existing TMAs
 - Outside contract/dedicated service provider.
- Expertise:
 - Implementing TDM programs
 - Working with TMAs and transit agencies
 - Knowledge of transportation and TDM in DC and Baltimore regions
 - Creating and managing clearinghouses
 - Ability to aid regional air quality efforts

Estimated Cost of Commuter Clearinghouse

1-3 Full-time Staff	\$68,800 - \$206,400
Collateral & Materials Development	\$10,000
Direct Community Outreach	Included in staff labor costs
Web and Telecommunications	\$15,000 (infrastructure and web service cost)
Public Relations	\$8,000
GRH Program (Marketing and Rides)	\$58,000
Employee Survey Design & Implementation	\$9,000
Ridesharing Database	\$4,000 average
Estimated Total	\$172,800 - \$310,400
Optional: Commuter Mobile	\$225,000
Estimated Total with Commuter Mobile	\$397,800 - \$535,400

Constraints Challenges

- **Leadership to implement any and all elements is needed from the agencies that are involved – Fort Meade, NSA, DISA, DoD Adjudication and Defense Media**
- **State and County funding is not available, and private developers of EULs are not required to mitigate the impacts, including transportation issues, of their large developments**
- **Security and access issues are critical—without a transit ride to the destination within Fort Meade, not much point to providing ride to the gate (single-seat ride would be best):**
 - **All the proposed buspool/vanpool/carpool options can be managed so that only secure persons are in the vehicle**
 - **All the identified transit options have the post as an endpoint, so non-secure persons would be off the bus at the gate**
- **Coordination to build upon existing resources**