



SERVICE CHANGE STAFF SUMMARY SHEET

ROUTING	TO	BY DATE	FOR	DATE	3/6/06
1	GMGR	3/10/06	1 APPROVAL	SUBJECT	Authorization to conduct public hearings on the proposed fare and parking increase for four Holidays and Metrobus FY 2007 service changes
2	BOARD	3/16/06	2 VOTE	PREPARED BY:	EXTENSION:
			CONCURRENCE	OPAS - V. Jackson	<i>V. Jackson</i>
			INFORMATION	DEPT. APPROVAL:	
				AGM/OPER - J. Hughes	

CATEGORIES:

<input checked="" type="checkbox"/> BUS	<input checked="" type="checkbox"/> MAJOR	<input checked="" type="checkbox"/> FREQUENCY	<input type="checkbox"/> PUBLIC HEARING	<input type="checkbox"/> ROUTE ANALYSIS
<input type="checkbox"/> RAPID TRANSIT STATIONS	<input type="checkbox"/> MINOR	<input checked="" type="checkbox"/> SPAN	<input checked="" type="checkbox"/> IS REQUIRED	<input type="checkbox"/> IS NOT ATTACHED
		<input checked="" type="checkbox"/> ROUTING		

PURPOSE

To request Board authorization to conduct public hearings on the proposed fare and parking increase for four Holidays and the proposed elimination of 1) selected late night trips on:

- District routes: 80; 82; 94; D6; E2; G8; H2,4; L2; N6; and V7,8 (regional) and D4 and M6 (non-regional)
- Maryland routes: regional routes A12; C4; J2; K6; Q2; Y9; Z8
- Virginia routes: regional routes 1F; 2A; 3E; 4B; 9A; 10A,B; 23A and 38B

2) All weekday service on:

- District Routes: route W9 (regional) and non-regional routes 5B; H5,7 and M2
- Virginia Routes: regional route 4S and off-peak service on routes 13A,B

3) All weekend service on:

- District routes: non-regional routes N8 and X6
- Virginia routes: regional routes 4H; 13A,B; and 24P

COORDINATION (Routing)	Initial	Date	COMP	ENCLOSURES:
<input type="checkbox"/> RAIL			<i>ACW</i>	
<input checked="" type="checkbox"/> BUS	<i>gm</i>	3/16/06	SECT	GENERAL MANAGER ACTION: <input type="checkbox"/> Approved <input type="checkbox"/> Approved for Submission to the Board
<input type="checkbox"/> GOVR				
<input checked="" type="checkbox"/> OPAS	<i>KRO</i>	3/16/06	Deputy / ADMIN	Signature: <i>[Signature]</i> FOR <i>Don Tamparachi</i>
<input type="checkbox"/> ADA				Date: 3/18/06
<input checked="" type="checkbox"/> FIMA	<i>[Signature]</i>	3/16/06	Deputy / OPER	BOARD ACTION: <input type="checkbox"/> Approved by the Board of Directors on
<input type="checkbox"/> COUN			<i>[Signature]</i> 3/18/06	Secretary

Fare Change Discussion

Over the last five years, there has been a 19% increase in rail ridership and a 40% increase in bus ridership on Martin Luther King, Jr. Day, President's Day, Columbus Day and Veterans' Day holidays. Staff proposes that weekday peak period bus and rail service be provided to meet customer demand and that peak fares and parking to match the regular weekday service are charged.

FY07 Service Changes Discussion

Staff worked with the Jurisdiction Coordination Committee (JCC) to develop a program on low productive services which could be reduced and reinvested in service that warrants increasing:

Elimination of Low Productive Services (Savings of \$2.4M):

- Late night Friday and Saturday bus service
- 11 Weekday and weekend underutilized bus routes

Reinvest in overcrowding relief and running time problems (\$2.4M):

- Additional service for 18 bus routes to relieve existing problems (8 in DC, 4 in MD, 6 in VA)

Friday and Saturday night trips after midnight

Staff reviewed all routes that operate after midnight on Friday and Saturday and determined:

- Bus routes that were extended when the rail hours were extended are not productive, averaging 1 to 5 passengers per trip.
- Staff has targeted the elimination of 28 of these 57 routes
- List attached

Weekday and Weekend Service

Staff looked at the performance of Metrobus service on weekday and weekends.

- Performance measures were used to assess the performance of each line
- Service that does not meet four of the five performance measures is considered a poor performer.

This process in coordination with the JCC identified the following routes for elimination:

District of Columbia Regional Routes

Route W9, Defense Facilities Shuttle - Discontinue all service

Route W9 was established in December 1991, in conjunction with opening of the Anacostia Metrorail Station, in order to provide peak period service connecting the Green Line with the Naval District Washington Anacostia Annex, Bolling Air Force Base, and the Defense Intelligence Agency (DIA).

Since September 11, 2001, Metrobuses have been prevented from entering these military facilities due to heightened security. Buses now make stops on South Capitol Street outside the Navy and Air Force gates, which requires passengers to walk up to one mile or ride an internal base shuttle to reach their destinations.

Service Change Staff Summary Sheet
Authorization to Conduct Public Hearings on
Proposed Metrobus Fiscal Year 2007 Service Changes
Page 3

Recently, DIA initiated a shuttle from Anacostia Station for its employees, which is permitted to enter the base and stop at the DIA Building. W9 ridership has now decreased to 98 passengers per day due to the rerouting and competition from the DIA shuttle.

Alternative service is also available via Metrobus route W4 which stops outside the Navy and Air Force gates.

Route 5B, D.C.-Tysons Corner Reverse Commute - Discontinue all service

Route 5B was established in September 2001 to provide direct, low-cost service for District residents to access jobs at Tysons Corner. Service was initially provided once an hour all day, seven days per week. Due to low ridership, off-peak and weekend service was discontinued in December 2002. The most productive service, during AM and PM peak periods, was retained.

5B ridership has stabilized at approximately 193 passengers per day, approximately 2/3 of the passengers are reverse commuters and the other 1/3 are suburban residents commuting to the core.

Alternative service is available using Metrorail and any of several connecting Metrobus or Fairfax Connector routes at Rosslyn or West Falls Church, depending on one's destination in the Tysons-Westpark area.

Routes H5 and H7, Mount Pleasant-Adams Morgan Line - Discontinue all service

Routes H5 and H7 were established in September 1999, concurrent with opening of the Columbia Heights Metrorail Station, in order to provide two-way loop feeder service between Mount Pleasant and the Green Line. In September 2001 the loop routes were expanded to extend west to Connecticut Avenue and to replace Route 99 through Adams Morgan. Service is provided during AM and PM peak periods at frequencies of 20-22 minutes. Ridership has remained essentially unchanged over the last 18 months at approximately 300 passengers per day.

Routes H5 and H7 duplicate other Metrobus routes over their entire length. Alternative service is provided on Routes 42, 90, 92, H1-4, L1-4 and X3. However, approximately 40 percent of riders would be required to transfer in order to complete their trips.

Route M2, Fairfax Village-Naylor Road Line - Discontinue all service

Route M2 was established in January 2001, concurrent with opening of the Metrorail Green Line extension to Branch Avenue, in order to provide feeder service to the closest station at Naylor Road. Service is provided during AM and PM peak periods at a 20-minute frequency. Current ridership is approximately 160 passengers per day.

Alternative Metrobus service is available on Route M6 to Potomac Ave Station and Route V5 to L'Enfant Plaza. Route F14 serves the edge of Fairfax Village on Southern Avenue going to Naylor Road Station. Route W4 provides crosstown service to Benning Road and Congress Heights Stations.

Service Change Staff Summary Sheet
Authorization to Conduct Public Hearings on
Proposed Metrobus Fiscal Year 2007 Service Changes
Page 4

Route N8, Van Ness-Wesley Heights Line - Discontinue Saturday and Sunday service

Route N8 was established in September 1999, in conjunction with the District of Columbia Small Bus Program, in order to replace large buses on Yuma Street with smaller vehicles that addressed homeowners complaints about vibrations from large buses causing structural damage to their homes. The route was also designed to provide a connection from Wesley Heights to the Spring Valley shopping center and to the Red Line (Tenleytown-AU and Van Ness-UDC Stations). Service is provided seven days per week to match the span of service formerly provided by crosstown Routes H2 and H4. In December 2004, the N8 was extended to Glover Park in order to link that community with American University, Spring Valley, and the Red Line. Current ridership on the route continues to be low averaging 98 weekday passengers, 123 passengers on Saturday and 117 on Sunday.

Alternative service is provided in Wesley Heights and Spring Valley by Route N6 and in Glover Park by Route D2.

Route X6, National Arboretum - Discontinue all service

Route X6 was established as experimental service effective March 31, 2001, in order to provide direct bus service between Union Station and the Arboretum. The route serves all bus stops along the route via Maryland Avenue and Bladensburg Road. Service operates between 8 AM and 5 PM on weekends and holidays. Current ridership is approximately 90 passengers per day, which is an average of three passengers per trip. Approximately 40 percent of riders board or alight at the Arboretum stop.

Alternative service is available along Bladensburg Road on Route B2 and along Maryland Avenue on Route X8.

Virginia Regional Routes

Routes 4H and 4S, Pershing Drive-Arlington Boulevard Line - Discontinue 4H Saturday, 4S weekday peak service on Sleepy Hollow Road

Route 4H operates between Rosslyn Station and Seven Corners via Fort Myer and Arlington Boulevard. On Saturdays, service operates every 65 minutes from 6 A.M. to 6:30 P.M., alternating with Route 4B to provide a combined 32-33 minute frequency leaving Rosslyn and Seven Corners. The majority of passenger activity on Saturdays occurs on Route 4B operating via the more densely populated Pershing Drive/Barton Street/Court House corridor between Rosslyn and Seven Corners. It is proposed to eliminate Route 4H service on Saturdays and operate all service as Route 4B at a 60-65 minute frequency.

All Route 4H passengers can be accommodated on Route 4B with seats all day. All of the same transfers presently made to or from Route 4H can be made on Route 4B, with the added benefit that Route 4B also serves Court House Station, whereas Route 4H does not. Route 4B stops within one block of the Fort Myer gate at Pershing Drive and Barton Street. Approximately 27 passengers on Arlington Boulevard between Park Drive and Fort Myer would have no direct alternative service on Saturdays.

Service Change Staff Summary Sheet
Authorization to Conduct Public Hearings on
Proposed Metrobus Fiscal Year 2007 Service Changes
Page 5

Route 4S operates weekday peak service between Rosslyn Station and Sleepy Hollow Road and Columbia Pike. Five A.M. eastbound and five P.M. westbound trips operate every 30 minutes from 6:02 to 8:10 A.M. and 4:35 to 6:35 P.M. The Sleepy Hollow Road segment between Seven Corners and

Columbia Pike is in a low density residential area and is lightly patronized, with an average of three passengers per trip. It is proposed to discontinue service on Sleepy Hollow Road and change all 4S trips to operate between Seven Corners and Rosslyn as Route 4H

Routes 13A,B,F,G, Reagan National Airport-Pentagon-Washington Line - Discontinue weekday off-peak service and weekend service after 7 A.M.

With the opening of the Yellow Line between Gallery Place and National Airport, Route 13 was established in June 1983 as replacement service for Virginia Metrobus routes that had formerly operated to downtown D.C. Route 13 was also intended to provide alternative service in the event of an emergency on Metrorail if Yellow Line service were disrupted between Virginia and the District. Routes 13A-G operate as a loop through downtown D.C. via Constitution Avenue, Federal Triangle, 7th Street, The Mall and Independence Avenue. Route 13 operates every 6-8 minutes during weekday peak hours and hourly during weekday off-peak hours and on weekends after 8 A.M. On weekends prior to 8 A.M., more frequent service is operated and service is extended to Reagan National Airport to provide early morning replacement service prior to Metrorail operation at 7 A.M.

With the availability of Metrorail service between Reagan National Airport, the Pentagon and downtown D.C., Route 13 off-peak service is largely redundant with rail service between the District and Virginia destinations. It is proposed to discontinue all weekday off-peak service and all weekend service after 7 A.M. when Metrorail is in operation. Weekday peak ridership averages 21 passengers per trip versus 5 passengers per trip during the off-peak. Weekend pre-rail ridership averages 28 passengers on Saturday and 38 on Sundays. After 8:00 AM ridership averages four passengers per trip on Saturday and seven on Sunday.

Alternative service is available via Metrorail between the Pentagon and most downtown points served by Route 13. Riders between the State Department area and the Pentagon can use Route 80 seven days a week to Farragut West or Gallery Place-Chinatown Stations.

Route 24P, Ballston-Pentagon Line - Discontinue Saturday service

Route 24P operates weekdays and Saturdays, serving the low to medium density residential and commercial areas along the east end of Columbia Pike, South Court House Road, and Washington Boulevard in the Clarendon corridor between the Pentagon, Clarendon and Ballston-MU Stations. On Saturdays, service operates hourly from 6:30 A.M. to 7 P.M., averaging eight passengers per trip. It is proposed to discontinue all Saturday service on Route 24P. Arlington County will be replacing route 24P Saturday service with Arlington Transit (ART) service.

Reinvestment to relieve overcrowding and running time problems

Ridership data was used to determine what lines were experiencing overcrowding and service reliability problems:

- Board approved guidelines were used to determine service problems
- Staff also reviewed service related problems initiated by passengers, operators, supervisors and from the Town Hall meetings

Staff identified approximately \$2.4 million in service related problems that can be funded using resources from unproductive service that is eliminated:

- Staff determined that these lines have the most severe overcrowding and run time problems
- These improvements have been coordinated with jurisdictional staff
- List of routes to be improved attached

ALTERNATIVE

Do not approve the request for public hearings.

PRIOR APPROVALS

None

RECOMMENDATION

To request Board authorization to conduct public hearings on the proposed fare and parking increase for four Holidays and the proposed elimination of 1) selected late night trips on:

- District routes: 80; 82; 94; D6; E2; G8; H2,4; L2; N6; and V7,8 (regional) and D4 and M6 (non-regional)
- Maryland routes: regional routes A12; C4; J2; K6; Q2; Y9; Z8
- Virginia routes: regional routes 1F; 2A; 3E; 4B; 9A; 10A,B; 23A and 38B

2) All weekday service on:

- District Routes: route W9 (regional) and non-regional routes 5B; H5,7 and M2
- Virginia Routes: regional route 4S and off-peak service on routes 13A,B

3) All weekend service on:

- District routes: non-regional routes N8 and X6
- Virginia routes: regional routes 4H; 13A,B; and 24P

Attachments

Proposed Late Night Trips to be Eliminated:

District

80 North Capitol Street

Eliminate all Friday and Saturday service after 1:00 AM

82 College Park

Eliminate all Friday and Saturday service after 2:00 AM

94 Stanton Road

Eliminate all Friday and Saturday service after 12:30 AM

D6 Sibley Hosp-Stadium-Armory

Eliminate all Friday and Saturday service after 1:00 AM

E2 Military Road-Crosstown

Eliminate all Friday and Saturday service after 1:00 AM

G8 Rhode Island Avenue

Eliminate all Friday and Saturday service after 1:00 AM

H2,4 Crosstown

Eliminate all Friday and Saturday service after 12:30 AM

L2 Connecticut Avenue

Eliminate all Friday and Saturday service after 12:40 AM

N6 Massachusetts Avenue

Eliminate all Friday and Saturday service after 12:10 AM

V7,8 Minnesota Avenue-M Street

Eliminate all Friday and Saturday service after 1:00 AM

D4 Ivy City-Union Station

Eliminate all Friday and Saturday service after 1:20 AM

M6 Fairfax Village

Eliminate all Friday and Saturday service after 1:00 AM

Maryland

A12 M.L. King Jr. Highway

Eliminate all Friday service after 12:40 AM

C4 Greenbelt-Twinbrook

Eliminate all Friday and Saturday service after 1:30 AM

J2 Bethesda-Silver Spring

Eliminate all Friday and Saturday service after 2:00 AM

K6 New Hampshire Avenue-Md.

Eliminate all Friday and Saturday service after 1:30 AM

Q2 Veirs Mill Road

Eliminate all Friday and Saturday service after 2:00 AM

Y9 Georgia Avenue-Md.

Eliminate all Friday and Saturday service after 1:30 AM

Z8 Fairland

Eliminate all Friday and Saturday service after 1:45 AM

Virginia

1F Wilson Blvd. – Fairfax

Eliminate all Saturday service after 12:30 AM

2A Washington Blvd.

Eliminate all Friday and Saturday service after 12:30 AM

3E Lee Highway

Eliminate all Friday and Saturday service after 12:20 AM

4B Pershing Dr. – Arlington Blvd.

Eliminate all Friday service after 12:20 AM

9A Huntington – Pentagon

Eliminate all Friday and Saturday service after 1:00 AM

10A Hunting Towers – Pentagon

Eliminate all Friday and Saturday service after 12:35 AM

10B – Hunting Towers – Ballston

Eliminate all Friday and Saturday service after 12:40 AM

23A McLean – Crystal City

Eliminate all Friday and Saturday service after 12:10 AM

38B Ballston – Farragut Square

Eliminate all Friday and Saturday service after 1:20 AM

Service Levels

1A. Eliminate Low Productive Routes: (\$2.4) Million Savings

Route			Reg/Non	Day	Ridership	Subsidy Reduction
<u>Late Night:</u> (selected trips)	DC	Attached on appendix	Reg	Fri/Sat	200/220	(\$0.4)
	MD	Attached on appendix	Reg	Fri/Sat	115/145	(0.3)
	VA	Attached on appendix	Reg	Fri/Sat	90/98	(0.1)
						<u>(\$0.8)</u>
<u>Weekday:</u> (all service)	DC	5B - DC-Tysons Corner	NR	Wkdy	193	(\$0.3)
	DC	H5,7 - Mt. Pleasant-Adams Morgan	NR	Wkdy	294	(0.4)
	DC	M2 - Fairfax Village -Naylor Rd.	NR	Wkdy	163	(0.1)
	DC	W9 - Defense Facilities Shuttle	Reg	Wkdy	98	(0.2)
	VA	4S - Pershing Dr.-Arlington Blvd.	Reg	Wkdy	30	0.0
	VA	13A,B - Nat. Airport-Pent-DC	Reg	Wkdy	986	(0.1)
		(will operate peak only)				<u>(\$1.2)</u>
<u>Weekend:</u> (all service)	DC	N8 - Van Ness-Wesley Heights Loop	NR	SA/SU	123/117	(\$0.2)
	DC	X6 - National Arboretum	NR	SA/SU	97/78	(0.1)
	VA	13A,B - Nat. Airport-Pent-DC	Reg	SA/SU	245/946	(0.1)
	VA	4H - Pershing Dr.-Arlington	Reg	Sat	397	0.0
	VA	24P - Ballston-Pentagon	Reg	Sat	346	0.0
						<u>(\$0.4)</u>
Grand Total (\$ Millions).....						<u><u>(\$2.4)</u></u>

Service Levels

1A. Reinvestment - Improve Service Reduce Overcrowding & Improve Reliability						
DC	Route	Reg/Non	Description	Load Factor	Ridership	Subsidy Increase
	5A - DC-Dulles Airport	Reg	Weekday headway improvement for overcrowding	1.5	884	\$0.4
	52,53,54 - 14th St.	Reg	Wk/SA/SU running time improvement *		14,932	0.5
	70 - Georgia Ave.	Reg	Weekend improvements for crowding and running time	1.5	12,830	0.3
	90,92 - U St.-Garfield	Reg	Weekend running time improvement *		9,777	0.1
	E2,3,4 - Military Rd.	Reg	Weekday running time improvement *		6,029	0.1
	S2,4 - 16th St.	Reg	Weekday headway improvement for overcrowding	1.2	14,821	0.1
	W6,8 - Garfield-Anacostia I	Non-Reg	Weekday running time improvement *		2,794	0.1
	W2 - S.E. Hospital	Non-Reg	Weekday headway improvement for overcrowding	1.3	2,924	0.1
						\$1.7
MD	P12 - Eastover Addison	Reg	Weekday headway improvement for overcrowding	1.3	5,437	\$0.0
	W19 - Indian Head Exp.	Reg	Weekday improvements for crowding and running time	1.3	659	0.1
	C4 - Greenbelt-Twinbrook	Reg	Sunday improvements for crowding and running time	1.2	4,414	0.3
	K6 - New Hampshire Av.-M	Reg	Weekend improvements for crowding and running time	1.2	4,490	0.2
						\$0.6
VA	1F - Wilson Blvd.-Fairfax	Reg	Weekday running time improvement *		4,089	\$0.0
	7A - Linclonia-N. Fairlington	Reg	Weekday headway improvement for overcrowding	1.3	4,266	0.0
	16A-J - Columbia Pike	Reg	Weekend running time improvement *		6,526	0.1
	16Y - Columbia Pike-Farrar N8 - Van N	Reg	Weekday headway improvement for overcrowding	1.2	807	0.0
	29K,N - Alexandria-Fairfax	Reg	Weekday running time improvement *		2,167	0.0
	REX	Reg	Wk/SA/SU running time improvement *		3,021	0.0
						\$0.2
Grand Total (\$ Millions).....						\$2.4

* Current service guidelines for running time. Service may be added if running time is insufficient and more than 33% of the trips on a line within a 30 min. period during the peak, or a 60 min. period during the off-peak are not able to start their next cycle on-time