



**Planning, Development and Real Estate Committee**

**Board Information Item VII-A**

**June 11, 2009**

**Bus Facility Plan**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input type="radio"/> Action <input checked="" type="radio"/> Information	MEAD Number:	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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**TITLE:**

Bus Facility Plan

**PURPOSE:**

To describe the current bus garage conditions, capacity concerns and discuss current actions and opportunities for short-and long-term growth.

**DESCRIPTION:**

Metro is the major public transit system of choice in the Washington region. Ridership on the Metrobus system continues to grow and will likely be the central focus of ridership growth in the years to come.

All of Metro`s nine bus garages are at full capacity. Five of these facilities are fully-functional and equipped for the long term. Four garages have out lived their useful life and are critical in need of major rehabilitation or replacement. The age of Metro`s bus garages range from 20-years to 102-years old, excluding the new West Ox Road facility which opened this year.

The presentation describes pending action that address:

1. The activities underway to replace the Southeastern bus garage in the District of Columbia (which was vacated in 2008) with a new bus facility at DC Village,
2. The planning efforts to replace Southern bus garage in Prince George`s County with a new bus facility and the potential to expand this 103-bus facility to a 220-bus capacity, and
3. The activities underway to replace the Royal Street bus garage in Alexandria with the new Cinder Bed Road facility in Fairfax County with the capacity to expand from 83 buses to 150 buses.

The presentation speaks to the potential growth in the system facility capacity, the potential schedule for implementing these expansions, current funding sources and the funding requirements to complete these projects.

**FUNDING IMPACT:**

No funding actions are being requested as part of this informational presentation.

**RECOMMENDATION:**

Direct staff to continue its efforts as previously instructed by the Metro Board to provide for the replacement of the Southeastern, Southern and Royal Street bus garages with the intent to expand capacity to meet the growing transit needs of the Washington Metropolitan region and its premier bus system.



# Bus Facility Plan

*Presented to the Board of Directors:*

**Planning, Development and Real Estate Committee**

June 11, 2009





## Overview

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- Metro is the major public transit system of choice for the residents of the greater Washington Metropolitan region.
- Ridership continues to grow steadily. Between FY 2005 and FY 2008 bus ridership increased by 6.1 million riders to 133 million annual trips and rail ridership increased by 20.1 million to 215.3 million annual trips.
- Inauguration Day 2009 tested our rail system with 1.2 million riders, touching on the upper limits of its capacity.



# Overview

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“According to some projections, it will take just a few more years for Metrorail trips to hit one million a day - the system’s projected capacity.”  
- Understanding Government, Report on Metro

- With growing demand for public transportation, increased ridership on bus and rail, and no immediate plans (other than Dulles) to expand the current rail system, bus service growth must be the central focus for increasing transit capacity to accommodate ridership growth in the near future.



# Purpose

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- To describe the current conditions of our outdated bus garages and current and future capacity concerns.
- To discuss current actions and opportunities for short-term and long-term growth of bus facilities.



# Background

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	Garage	Year Built	Age	Capacity	Current Bus Assignment
<b>District of Columbia</b>	Bladensburg	1962	47	257	296
	Northern	1907	102	175	173
	Western	1945	64	138	132
<b>Maryland</b>	Landover	1989	20	210	173
	Montgomery	1983	26	240	205
	Southern	1922	87	103	125
<b>Virginia</b>	Four Mile Run	1977	32	218	222
	Royal Street	1945	64	83	81
	West Ox Road	2009	0	100	111
<b>TOTAL</b>	<b>Nine Garages</b>		<b>442</b>	<b>1524</b>	<b>1518</b>

Average age of bus garages, excluding West Ox Road, is 55.25 years old.



## Bus Facility Status

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- Metro has five fully-functional and properly-equipped facilities that will serve the system for years to come: Montgomery, Landover, Four Mile Run, West Ox Road and Bladensburg.
- Four garages (Royal, Western, Northern and Southern) have outlived their useful life and are in desperate need of major rehabilitation or replacement. One third of our buses operate from these facilities.
- Finally, a replacement facility is still needed for the Southeastern garage which was closed in 2008.





## Recent Bus Garage Actions

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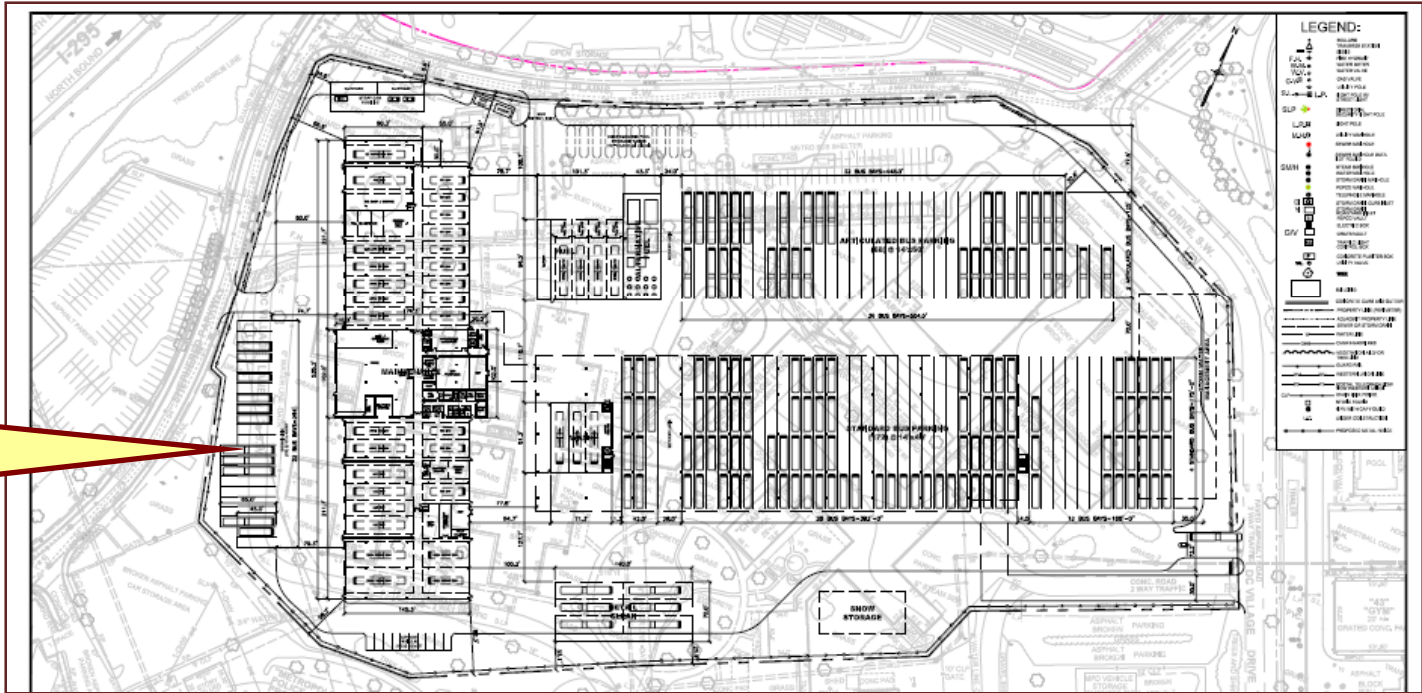
### District of Columbia

- In April 2008, the Southeastern Bus Garage was closed in conjunction with the opening of the new ballpark. The 113 buses were shifted to other garages.
- In June 2009 an agreement between the District of Columbia and Metro to acquire 16.08 acres at DC Village is expected to be approved, affording the opportunity to replace Southeastern bus garage and build a new bus facility with a capacity for up to 250 buses.



Southeastern Bus Garage

Site Plan for 250 Bus Facility at DC Village





## Recent Bus Garage Actions

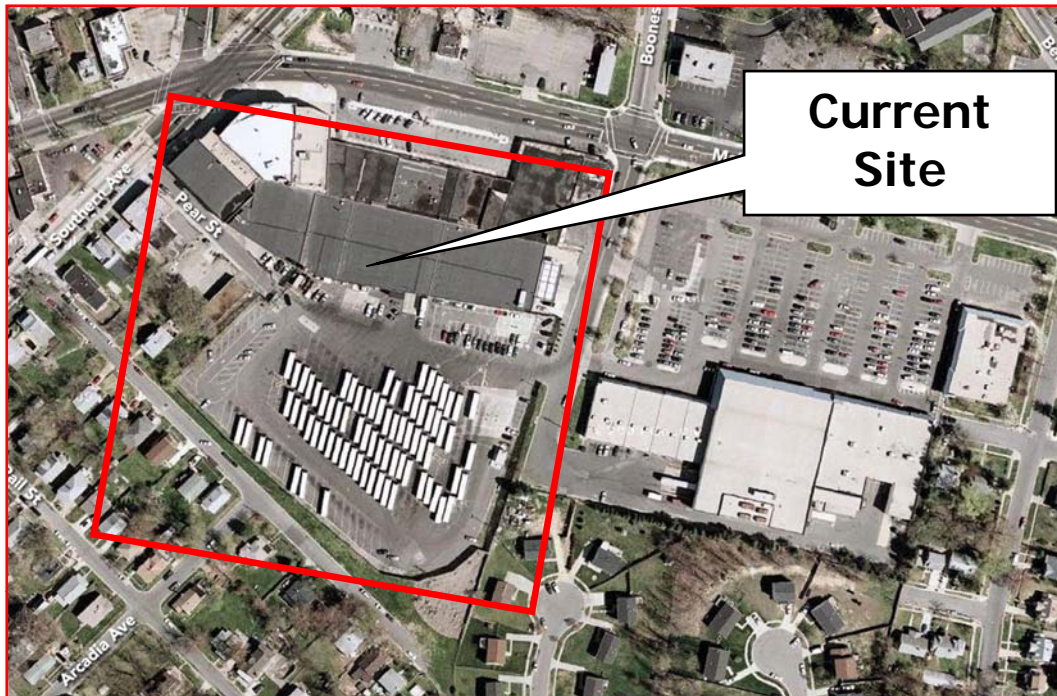
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### Maryland

- The 87-year-old Southern Bus Garage is the facility in the worst physical condition and in need of replacement.
- The Board has approved capital funds to allow the start of design for a replacement facility that would have the potential of expansion from a capacity of 100 buses to approximately 220 buses.
- A public hearing on this replacement facility will be held this Fall.



# Southern Avenue Bus Garage Site



Current  
Site

Conceptual  
Rendering for 220  
Bus Facility





## Recent Bus Garage Actions

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### Virginia

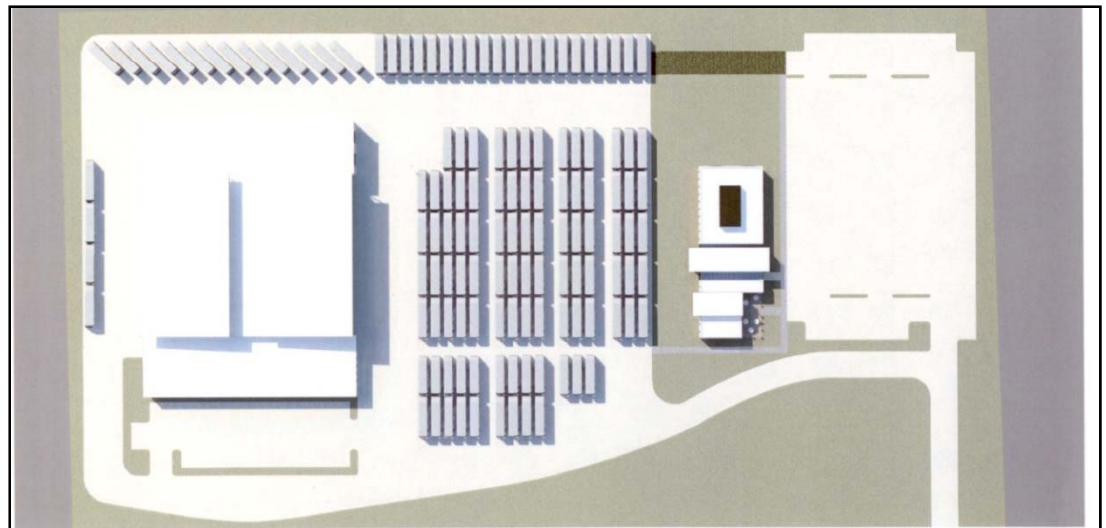
- For the last several years, the City of Alexandria and Metro, with the involvement of Fairfax County, have explored various potential sites for the replacement of the Royal Street Garage.
- Metro has received a proposal and the Board has taken initial action that will potentially lead to a replacement facility with expansion space to an estimated 150 bus capacity at Cinder Bed Road.



# Royal Street Bus Garage



# Cinder Bed Road Site Schematic





# Metrobus Capacity Potential (With Three Fully-Constructed Facilities)

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## Current Capacity (9 Existing Facilities)

**1524**

D.C. Village	250 Buses	+250 net
Rebuilding of Southern	220 Buses	+117 net
Replacement of Royal Street	150 Buses	+67 net
Closure of Northern		-175

## Potential Capacity

**1783**





## Potential DC Village Schedule

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- Purchase land - June 2009
- Award site preparation contract - Fall 2009
- Issue RFP for Design/Build - Fall 2009
- Demolition Activities – Winter 2009/2010
- Award Design/Build contract - Spring 2010
- Open facility - 2012

### *Estimated Cost*

- 114 buses: \$75M - \$80M
- 250 buses: \$134M (one-time build)

### *Available Funds*

\$60M - Sale of Southeastern  
\$30M - Stimulus





## Potential Southern Schedule

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- Public hearing - Fall 2009
- Transfer services to a new DC Village facility and Award Design/Build - Mid 2012
- Open a fully built-out facility - 2014

### *Estimated Cost*

- 103 buses: \$ 55M \*
- 220 buses: \$100M\*

*Available Funds* \$ 6M Metro Matters

\* Additional \$11M for CNG



## Potential Cinder Bed Road Schedule

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- Public hearing - Summer 2009
- Finalize agreement with developer - Fall 2009
- Board approval of plan of financing - Fall 2009
- Open facility - 2012

### *Estimated Cost*

- 100 buses: \$68M
- 150 Buses: \$75M

*Available Funds* \$ 3M Federal Grants,  
Developer Proposed  
Financing



## Potential Northern Schedule

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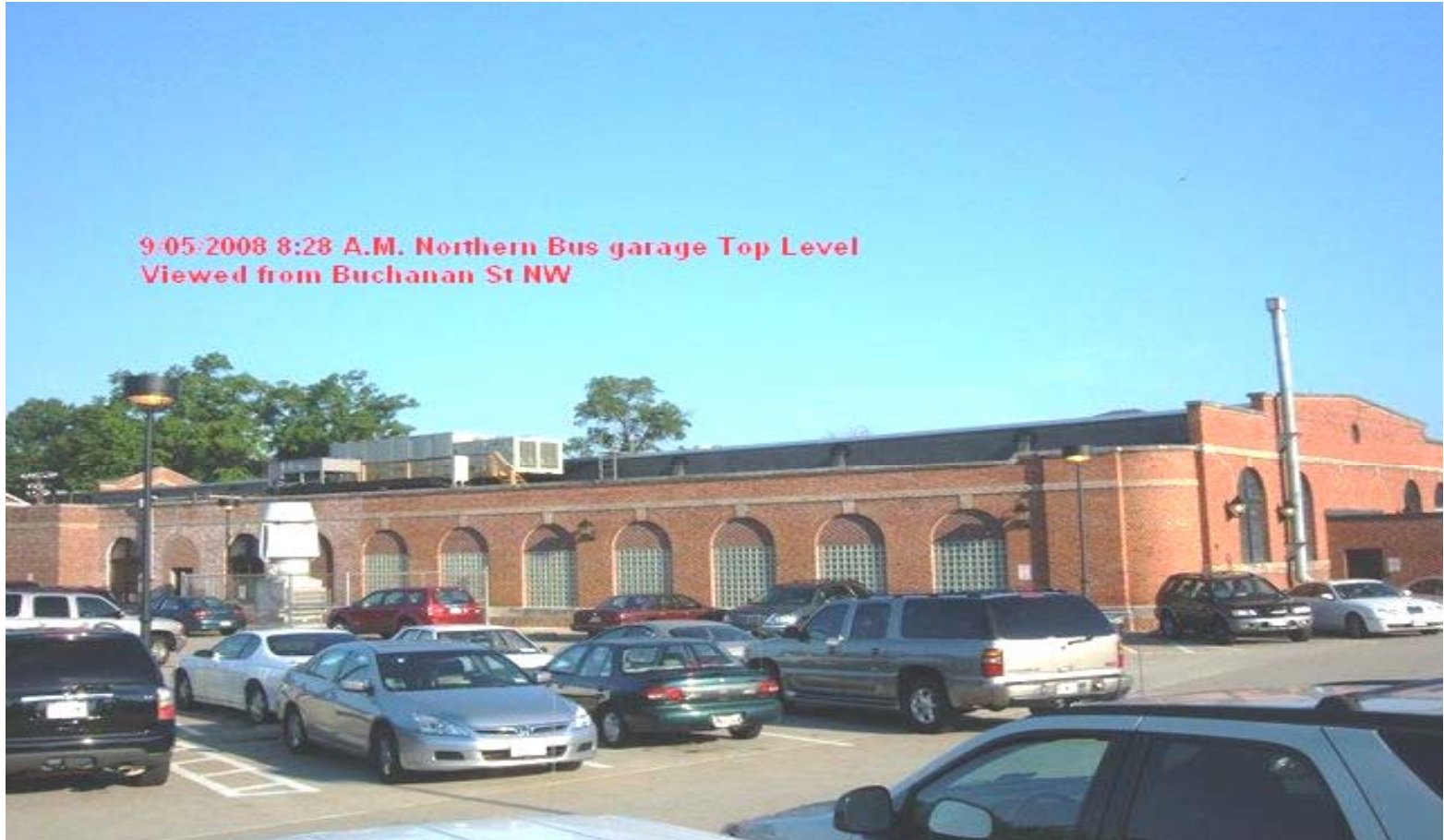
- Close garage in mid-teens and relocate services to proposed fully built-out DC Village and proposed expanded Southern Bus Facility.
- Meeting deadlines is contingent on
  - Finalizing agreement on DC Village
  - Full build-out of DC Village
  - Capacity improvements at Southern bus garage



# Northern Garage

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9/05/2008 8:28 A.M. Northern Bus garage Top Level  
Viewed from Buchanan St NW





## Available Funding

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Southeastern Replacement	\$60 million from the sale of the old Southeastern bus garage. \$30 million of Stimulus funding has been requested.
Southern	\$6 million Metro Matters FY 09 - FY 10
Royal	\$3+ million of Federal grants are available and a developer funding source has been proposed. Potential sale of the current garage site.
Northern	\$4.7 million in Metro Matters in FY 09-10 and further funding to be evaluated in Capital Priority Process.



## Potential Revenue Sources

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<b>Current Royal Street garage value *</b>	<b>\$15 - 20M</b>
<b>Current Northern garage value*</b>	<b>\$20 - 24M</b>

**\* Excluding Environmental Cleanup**



## Summary

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**For the first time in many years, Metro has opportunities to:**

- **Provide for the replacement of outdated bus garages;**
- **Invest in new bus facilities not in rehabilitating old garages;**
- **Relocate bus garages from congested neighborhoods;**
- **Provide space for fleet expansion; and,**
- **Prepare Metro to address, at least in part, the growing demand for more Metrobus service.**



## Next Steps

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- **Public hearing on Southern - Fall 2009**
- **Public hearing on Cinder Bed Road - for Summer 2009**
- **Completion of acquisition of DC Village - Summer 2009**
- **Obtain bids for demolition and site cleanup at DC Village and obtain bids for construction of a replacement facility – 2009/early 2010**
- **Discussion with Board of Directors on prioritization of projects to fund facility programs**