

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201890

Resolution:
☐ Yes ☒ No

TITLE:

Public Hearing for Metrobus Service Increases

PRESENTATION SUMMARY:

The Committee is informed about the proposed bus service changes needing additional resources to provide a State of Good Operations (SOGO).

PURPOSE:

Staff is seeking Board approval to hold a public hearing on bus service improvements requiring additional resources.

DESCRIPTION:

Periodic service adjustments are needed to meet changing customer demand and to improve revenue flow and customer satisfaction. The service changes proposed here have been specifically requested by jurisdictions as part of the annual service adjustment process to maintain a Metrobus State of Good Operations (SOGO). If implemented, these service improvements will require additional funding.

Initiatives requiring additional resources and budget additions will be considered by the Finance Committee. The SOGO budget neutral items will be considered by the Customer Service, Operations, and Security Committee. One Compact Public Hearing, combining proposals for cost neutral changes and proposals for new initiatives, will be held to meet Compact requirements.

The current Committee action is to recommend Board approval of a public hearing only. The final service improvement recommendations and their budget impact will be presented to the Committee with the Public Hearing report in the fall.

Key Highlights:

In response to jurisdictional requests for bus service increases, proposals for service additions will be presented to the public for feedback. To implement the requested services, additional resources, including budget, headcount and subsidy increases, will be required.

Background and History:

The SOGO calendar is purposely outside the annual budget calendar cycle. Previous SOGO changes have seen ridership, revenue, and on time performance increases, and benefitted fifteen riders for every one rider who experienced reduced service.

Discussion:

Potential Metrobus service changes and improvements are listed in the table below and are described in the attached presentation.

Line Number	Line Name	Financial Impact
74	Conv. Ctr.-SW Waterfront	Low
11Y	Mt. Vernon Express	Low
X2	Benning Road - H Street	Low
52,53,54	14th Street	Medium
16A,B,J,P	Columbia Pike	Medium
X9	Benning Road-H Street Limited	Medium
U8	Benning Road	Medium
H1	Brookland Potomac P	Medium
16G,H,K	Columbia Hts. West-Pentagon City	High
ME59	14th Street Limited (new)	High

FUNDING IMPACT:

These new services would create additional and ongoing financial commitments for Metro beyond current base jurisdictional subsidy contributions. These new services would require additional operating expense budget, Metro employee headcount, jurisdictional subsidy, and the operation of additional buses during the peak period. The full annual cost of all of the service additions considered by the Finance Committee is approximately \$4.35 million. This cost would be offset with about \$1.1 million in revenue, resulting in a net jurisdictional subsidy increase of \$3.25 million.

Most of the proposed service improvements would be regional Metrobus services (funded by all jurisdictions). Of the \$3.25 million total estimated annual subsidy, the District would be responsible for \$1.4 million (44%), Maryland's share would be \$1.1 million (34%), and Virginia would fund \$700,000 (22%). These cost and subsidy estimates will be refined as service plans are finalized and before recommendations are presented to the Committee following the public hearing process in the fall.

Some of the service improvements under consideration could be implemented in December 2017 and others in June 2018. The final service recommendation may require an FY2018 budget amendment to add budget and the additional subsidy for services that begin during the fiscal year. New bus services that begin mid-fiscal year are typically funded by the sponsoring jurisdiction(s) in that first year before being considered for regional funding in the following fiscal year.

This action requests approval to hold a public hearing only. There is no request for service changes or budget amendments at this time.

TIMELINE:

Previous Actions	Annual SOGO hearing approvals 2010 - 2016
Anticipated actions after presentation	Board approval of budget additions and Public Hearing Staff Report and service adjustments for December 2017 - June 2018 implementation

RECOMMENDATION:

Board approval to hold a public hearing on bus service changes and service improvements requiring additional resources.

PRESENTED AND ADOPTED: July 27, 2017

SUBJECT: APPROVAL FOR PUBLIC HEARING ON STATE OF GOOD OPERATIONS BUS SERVICE CHANGES WITH BUDGET ADDITIONS

2017-35

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, State of Good Operations service adjustments detailed in Attachment A of this Resolution, will be presented for customer input as outlined in the Public Participation Plan, and at a public hearing authorized by the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors in accordance with Section 62 of the WMATA Compact; and

WHEREAS, Metrobus has established criteria to determine service effectiveness, including average ridership per day, passengers per revenue trip, passengers per revenue mile, subsidy per passenger, and cost recovery; and

WHEREAS, Additional budget authority and jurisdictional subsidy will be required if the Board of Directors adopts the proposed changes; and

WHEREAS, The Council of the District of Columbia has appropriated \$2 million to fund the introduction of the MetroExtra route 59 14th Street limited-stop service and to extend the U8 Benning Heights service to provide additional capacity in the rapidly growing W4 corridor; and

WHEREAS, The \$2 million appropriated by the Council of the District of Columbia is sufficient to fund 12 months of the 59 MetroExtra service and U8 extension, offsetting the need for additional jurisdictional subsidy requirements for these two routes until mid-Fiscal Year 2019; now, therefore be it

RESOLVED, That the Board of Directors authorizes staff to conduct a public hearing of the bus service changes shown on Attachment A; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to report on the findings on the public hearing and the Board shall consider these findings and public comments in their deliberations on any proposed changes in bus service; and be it finally

Motioned by Mr. Goldman, seconded by Mrs. Hudgins

Ayes: 7 – Mr. Evans, Ms. Harley, Mr. Corcoran, Mr. Lauby, Mr. Price, Mr. Goldman, and Mrs. Hudgins

RESOLVED, That this Resolution shall be effective 30 days after Board adoption in accordance with Section 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
6.6.4 Bus Route and Service Planning

Attachment A
Metrobus State of Good Operations Budget Additions Service Change Proposals FY 2018

<u>Jurisdiction</u>	<u>Line Number</u>	<u>Line Name</u>	<u>Description</u>	<u>Sources of Recommendation/ Outcome</u>
DC	52,53,54	14th Street	<u>Wharf Option #1</u> – Extend Route 52 to the Waterfront Metrorail station via 12th Street and Maine Avenue SW to serve the new Wharf development. Reduce local Route 52, 53, and 54 trips in response to new MetroExtra limited-stop Route 59 service.	Development Option Public input on how best to service new Wharf development. Fewer local trips would run; corridor capacity increases overall with service provided by new route 59.
	59	14th Street Limited MetroExtra	Add new limited-stop service along 14th Street NW.	Local Initiative MetroExtra service has a large base of community support and provides faster travel through less frequent stops along the corridor.
	74	Convention Center-Southwest Waterfront	1. Extend service to 1st and V Streets SW to serve the new DC soccer stadium and increase ridership. Service along Delaware Avenue SW would be discontinued, with service available at nearby stops along 1st Street SW. 2. <u>Wharf Option #2</u> – Service will be extended to 7th Street and Maine Avenue SW to serve the new Wharf development and increase ridership, with service along 6th and I Streets SW discontinued.	Development Option Extensions would provide increased ridership on this underutilized route. 1. An extension to 1st and V will serve the new Soccer Stadium. Current customers of the stop on Delaware Avenue can reach a nearby stop about 500 feet away. 2. A reroute to 7th and Maine would serve new activity at the Wharf.

<u>Jurisdiction</u>	<u>Line Number</u>	<u>Line Name</u>	<u>Description</u>	<u>Sources of Recommendation/ Outcome</u>
DC	H1	Brookland Potomac Park	Convert H1 service into an all-day, bi-directional service.	Study Recommendation Extending hours and bi-directional service would provide direct connections between Foggy Bottom, Dupont Circle and Columbia Heights.
	U8	Benning Heights	During rush hours, service will extend to the Congress Heights Metrorail station via Alabama Avenue SE to reduce crowding on Route W4 and provide new connections to the Benning Road and Minnesota Avenue Metrorail stations from Alabama Avenue SE.	Study Recommendation Extending the U8 would provide additional capacity in the portion of the rapidly growing W4 corridor that needs it most.
	X2	Benning Road – H Street	Reduce weekday local Route X2 trips in response to new X9 MetroExtra limited-stop service.	Local Initiative Fewer local trips would run; corridor capacity increases overall with new service provided by X9.
	X9	Benning Road-H Street Limited MetroExtra	Add new weekday midday service in response to ridership demand and to improve connections between downtown and Northeast with additional limited-stop MetroExtra service along the Dix Street, Burroughs Avenue, Benning Road, and H Street NE corridors.	Local Initiative Increasing customer demand in this corridor is best met with added midday X9 limited stop service. MetroExtra service has a large base of community support

<u>Jurisdiction</u>	<u>Line Number</u>	<u>Line Name</u>	<u>Description</u>	<u>Sources of Recommendation/ Outcome</u>
VA	11Y	Mt. Vernon Express	A new schedule will reflect additional short trips added to the schedule operating between Potomac Park and City of Alexandria in response to crowding.	Local Initiative Demand for 11Y service continues to exceed supply and more trips are needed to respond to overcrowding.
	16A,B,J,P	Columbia Pike	Implement Columbia Pike improvement plan in response to recommendations in the corridor service evaluation, and Arlington County and Fairfax County Transit Development Plans.	Local Initiative
	16G,H,K	Columbia Heights West-Pentagon City	Implement Columbia Pike improvement plan in response to recommendations in the corridor service evaluation, and Arlington County and Fairfax County Transit Development Plans.	Local Initiative