



**Finance, Administration and Oversight Committee**

**Action Item VII-B**

**November 5, 2009**

**Proposed Restructuring of Metrobus Routes  
28A and 28B Leesburg Pike Line**

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

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100529	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Leesburg Pike Line Restructuring

**PURPOSE:**

To request Board approval of staff report and proposed restructuring of the regional Metrobus Leesburg Pike Line.

**DESCRIPTION:**

The proposed changes to routes and service in Docket No. B09-4 are described below:

- Convert 10 (five morning and five evening) peak period, peak direction 28B short trips between Tysons Corner and Columbia Pike and Carlin Springs Road to limited-stop service (28X).
- Add a new 5 a.m. westbound trip between Bailey's Crossroads and Tysons Corner and new evening trips leaving King Street at 11 p.m. westbound and leaving Tysons Corner at 12:00 midnight eastbound.
- Add new Saturday evening trips to increase frequencies between 8 p.m. and 11 p.m. to 30 minutes.
- Add five minutes of recovery time to the schedule at Seven Corners transit center on 28A local trips to allow late buses to get back on schedule before completing the remainder of their route.
- All westbound buses will be rerouted to access Tysons Corner Transit Center more directly via Towers Crescent Drive, instead of International Drive to speed customer travel times.

A public hearing was held on October 13, in Falls Church Virginia, regarding

the proposed realignment. A total of six witnesses spoke for the record. In addition, four written comments were received.

**FUNDING IMPACT:**

Budget: **Operating Budget, Fiscal 2010**

Office: **Bus Planning**

Account:

This Action: **(\$194,000)**

Remarks: **This item is recommended as part of the Regional Metrobus Priority Corridor Network Program.**

<b>Net Subsidy Change by Jurisdiction</b>	<b>FY10 Impact</b>
<b>DC</b>	(\$83,000)
Montgomery County	(\$30,000)
Prince Georges County	(\$32,000)
<b>MD</b>	(\$62,000)
City of Alexandria	(\$9,000)
Arlington	(\$14,000)
Fairfax City	0
Fairfax	(\$24,000)

County	
Falls Church	(\$1000)
<b>VA</b>	(\$49,000)
<b>TOTAL</b>	(\$194,000)

Item	FY 2010 (6 mo)	FY 2011 (12 mo)	FY 2012 (12 mo)	FY 2013 (12 mo)
<b>Cost (Savings) to Restructure 28 Line</b>	(\$131,000.00)	(\$262,000.00)	(\$254,140.00)	(\$246,515.80)
<b>Revenue from 3 year VDOT Grant</b>	(\$102,500.00)	(\$205,000.00)	(\$205,000.00)	(\$102,500.00)
<b>Net Cost (Savings)</b>	(\$233,500.00)	(\$467,000.00)	(\$459,140.00)	(\$349,015.80)
<b>Service Operations Manager</b>	\$40,000.00	\$80,000.00	\$82,400.00	\$84,872.00
<b>Total Net Cost (Savings)</b>	(\$193,500.00)	(\$387,000.00)	(\$376,740.00)	(\$264,143.80)

If approved by the Board, the changes to the 28 Line would be implemented in December 2009.

**RECOMMENDATION:**

- Approve the staff report and recommendation to implement the proposed restructuring of regional Metrobus Route 28 Leesburg Pike Line described in Docket No. B09-4, for implementation on December 27, 2009.
- Authorize the General Manager to execute a three year grant with Virginia Department of Transportation for supplemental transit services to Tysons Corner.

- Amend the FY2010 revenue budget to include \$102,500 in project grant funding for Leesburg Pike services.
- Increase the FY2010 budget to add one Service Operations Manager (SOM) at a six-month cost of \$40,000.
- Reduce the FY2010 expense budget by \$194,000 on receipt of Virginia Department of Transportation Grant.



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

# Proposed Restructuring of Metrobus Routes 28A and 28B Leesburg Pike Line

Finance, Administration and Oversight Committee

November 5, 2009



## PURPOSE

Request approval of staff report and proposed restructuring of regional Metrobus Routes 28A and 28B that comprise the Leesburg Pike Line.





## BACKGROUND

- Carries over 5,000 daily riders
- Travels between Tysons Corner and King Street Metrorail station
- Poorest weekend on-time performance in System in June 2009
- Critical issues (2008/2009 study):
  - Poor schedule adherence
  - Long travel times
  - Passenger crowding
  - Poor pedestrian access
  - New development planned in corridor

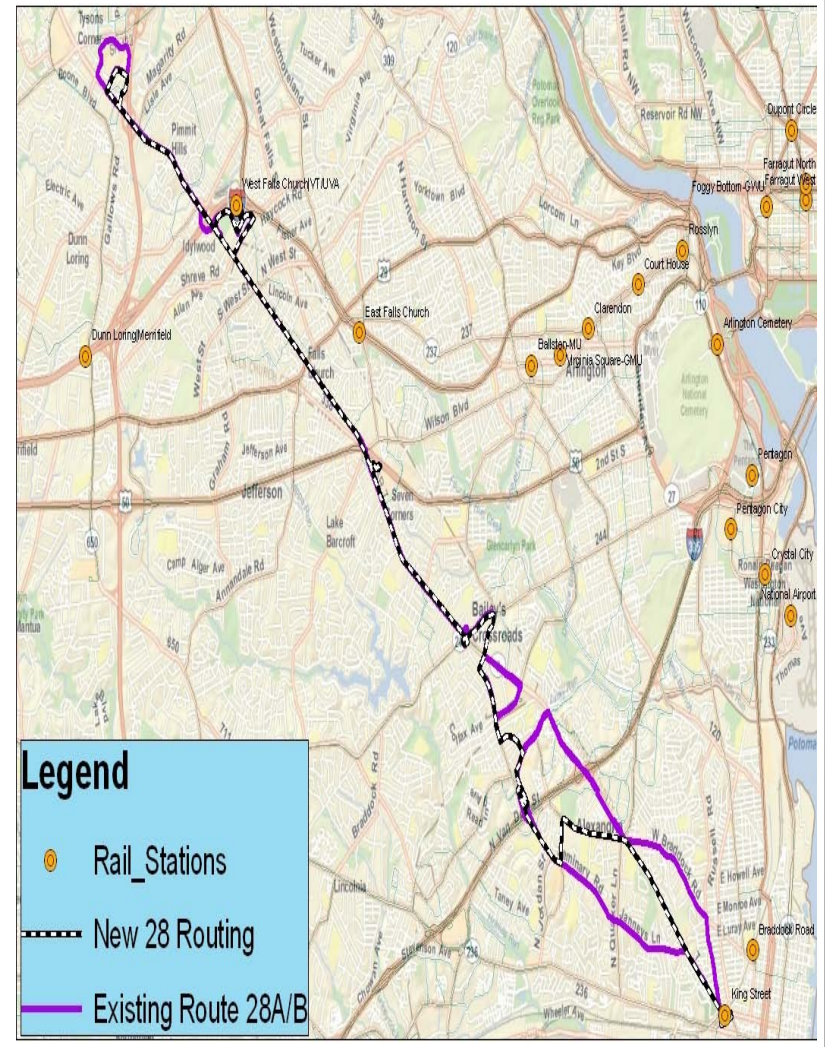






# RECOMMENDED SERVICE IMPROVEMENTS

- Combine 28A and 28B routings
- Reroute eastern segment to serve additional trip generators
- Operate 28 service between King Street and Southern Towers as limited stop
- Operate peak period limited stop service between Bailey's Crossroads and Tysons Corner
- Extend service hours
- Add Saturday PM Trips
- More direct routing at Tysons Corner
- Add extra time to schedule at 7 Corners to improve reliability





# PRIORITY CORRIDOR NETWORK ELEMENTS

Element	Action
Service type, frequency, span of coverage	Provide Metrobus Express and Local Service as per service plan
Service personnel and operations strategies	Work with supervisors to develop strategies to improve on-time performance
Customer information systems/strategies	New service plan will be promoted in English and Spanish
Fare payment strategy	Use of SmartTrip® will be encouraged in promotional materials
Safety, security, and incident response	Pedestrian safety enhancements are planned or under construction at several high use stops
Bus stops and customer facilities	New shelters will be installed when Fairfax bus stop advertising contract is finalized.
Traffic operations and management strategies	Project team is working with Virginia Department of Transportation (VDOT) on implementation of signal priority in corridor
Local commitment	Received grant from VDOT to implement new service plan



## PERFORMANCE MEASURES

<b>Bus Productivity Measure</b>	<b>June 2009 Productivity</b>	<b>June 2011 Goal</b>
Daily passengers	5,342	5,894
Passengers per trip	58	62
Fare box cost recovery	32%	32%
Operating speed	14 mph	+15% improvement (limited stop)



## Public Comments

- Hearing held October 13, 2009
- Six (6) witnesses spoke at meeting, Four (4) written comments received
- After reviewing the public hearing testimony, staff recommends:
  - Implementing the restructuring plan as proposed in Docket No. B09-4
  - A Service Operations Manager be added to oversee the recommended route to improve service reliability



# FINANCIAL IMPACTS

Item	FY 2010 (6 mo) Jan 2010 – Jun 2010	FY 2011 (12 mo) Jul 2010 – Jun 2011
<b>Cost of 28 Line Restructuring (Savings)</b>	(\$131,000)	(262,000)
<b>Revenue from 3 year VDOT Grant</b>	<u>(\$102,000)</u>	<u>(\$205,000)</u>
<b>Net Cost (Savings)</b>	(\$233,000)	(467,000)
<b>Service Operations Manager</b>	<u>\$40,000</u>	<u>\$80,000</u>
<b>Total Net Cost (Savings)</b>	(\$194,000)	(\$387,000)

- Service plan reduces total costs
- No additional peak period buses required
- The cost of additional Service Operations Manager allocated based on the Regional Bus Formula

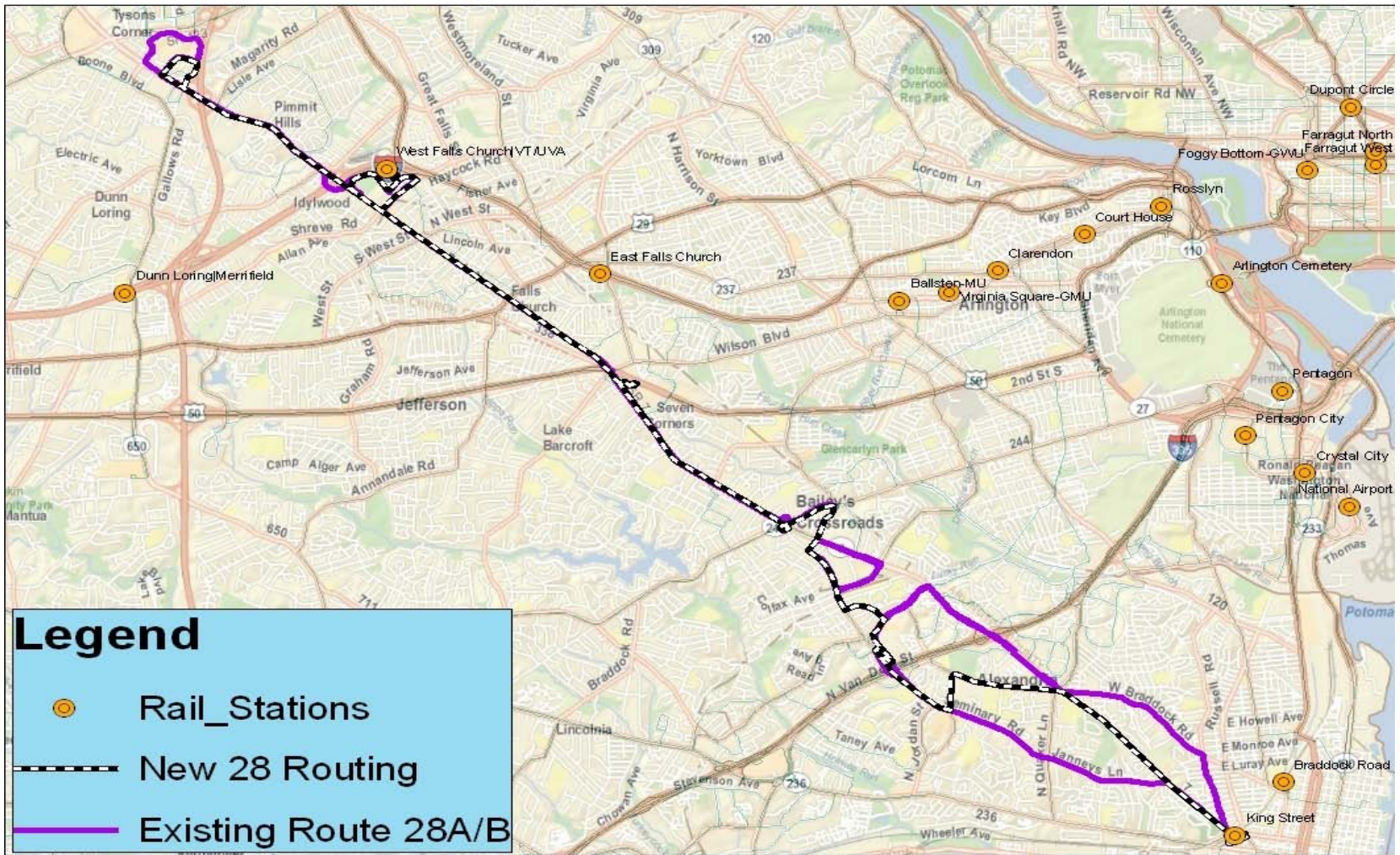


## RECOMMENDATION

- Approve staff report and recommendation to implement proposed restructuring of Metrobus Route 28 Leesburg Pike Line described in Docket No. B09-4, effective December 27, 2009
- Authorize General Manager to execute a three year grant with Virginia Department of Transportation for supplemental transit services to Tysons Corner
- Amend FY2010 revenue budget to include \$102,500 in project grant funding for Leesburg Pike services
- Amend FY2010 budget to add one Service Operations Manager (SOM) at a six-month cost of \$40,000
- Amend FY2010 operating budget to reduce expenditures and jurisdictional contribution by \$194,000 on receipt of the Virginia Department of Transportation Grant



# Appendix 1-Route Map





# Appendix 2--FUNDING IMPACT by Jurisdiction

SOM Cost Allocation	FY10 Impact
DC	\$17,100
MD	\$12,700
VA	\$10,200
<b>TOTAL</b>	<b>\$40,000</b>

*Cost of Service Operations Manager is incorporated into chart at right*

Net Subsidy Change by Jurisdiction	FY10 Impact
<b>DC</b>	(\$83,000)
Montgomery County	(\$30,000)
Prince Georges County	(\$32,000)
<b>MD</b>	(\$62,000)
City of Alexandria	(\$9,000)
Arlington County	(\$14,000)
City of Fairfax	0
Fairfax County	(\$24,000)
City of Falls Church	(\$1000)
<b>VA</b>	(\$49,000)
<b>TOTAL</b>	<b>(\$194,000)</b>



SUBJECT: REQUEST BOARD APPROVAL OF STAFF REPORT AND  
RECOMMENDATIONS FOR REGIONAL METROBUS LEESBURG PIKE LINE  
RESTRUCTURING

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

WHEREAS, The 28 Line is one of the highest ridership Metrobus Lines in Northern Virginia with approximately 5,000 daily riders. The line connects some of Northern Virginia's highest density residential and commercial neighborhoods including Old Town Alexandria, Southern Towers, Bailey's Crossroads, Seven Corners and Tysons Corner; and

WHEREAS, The 28 Line has long suffered from continuing performance-related issues including on-time adherence, traffic congestion and passenger crowding; and

WHEREAS, In 2008 and 2009, Metro, in partnership with the City of Alexandria and Fairfax County, studied ways of improving transit service in the Leesburg Pike Corridor; and

WHEREAS, This study process included substantial public input and participation in developing recommendations to respond to customer needs, minimize costs and enhance line effectiveness and performance; and

WHEREAS, Staff worked with the City of Alexandria and Fairfax County to prepare recommendations for the implementation of an integrated, comprehensive and coordinated strategy of operational and service enhancements, a summary of which is shown on Attachment A; and

WHEREAS, Docket Number B09-4, which describes the recommended service enhancements was the subject of a public hearing conducted on October 13, 2009, to obtain comments on the proposed changes; and

WHEREAS, Six people testified at the hearing, and four people submitted written testimony for the record; and

WHEREAS, Staff has reviewed the hearing testimony, much of which was in favor of the proposal; and

WHEREAS, Staff recommends the approval and implementation of the recommendations proposed in Docket Number B09-4; and

WHEREAS, Staff further recommends that one additional Service Operations Manager be assigned to oversee the routes; and

WHEREAS, The cost for a Service Operations Manger is \$40,000 for Fiscal Year 2010; and

WHEREAS, The recommended service changes are anticipated to reduce the cost of operating the line by \$130,947 in Fiscal Year 2010; and

WHEREAS, Metro anticipates the award of a grant from the Virginia Department of Transportation in the amount of \$205,000 a year for three years to assist in the cost of these improvements, of which \$102,500 will be received in Fiscal Year 2010; now, therefore be it

*RESOLVED*, That the Board of Directors approves the Staff Report and Recommendations regarding the restructuring of Routes 28A and 28B as proposed in Docket Number B09-4; and be it further

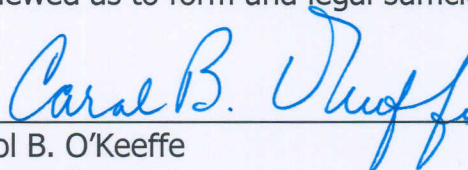
*RESOLVED*, That the Fiscal Year 2010 budget be decreased by \$194,000 from \$1,374,493,131 to \$1,374,299,131 and that authorized headcount be increased by 1 from 10,853 to 10,854; and be it further

*RESOLVED*, That the Board of Directors authorizes the General Manager to accept the grant from the Virginia Department of Transportation in the amount of \$205,000 per year for three years; and be it further

*RESOLVED*, That the Fiscal Year 2010 net operating subsidy will be reduced by \$194,000 from \$546,706,177 to \$546,512,177, on receipt of the Virginia Department of Transportation Grant; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

Route	Proposed Service Change
28A 28B	<ul style="list-style-type: none"> <li>• 28A service to be combined with 28B service, to form a consolidated Route 28.</li> <li>• Consolidated Route 28 will travel from King Street Metro, along King Street, Howard Road, and Seminary Road to Southern Towers, from there it will continue on the existing 28B routing.</li> <li>• All Route 28 service between King Street and Southern Towers will be limited stop. (DASH will provide local service)</li> <li>• Recovery time will be added at Seven Corners.</li> <li>• All west bound buses will be rerouted and access Tysons Corner Transit Center via Towers Crescent Drive. (Access is currently provided via International Drive).</li> <li>• One additional early morning and two additional late evening trips will be added to schedule.</li> <li>• Peak period, peak direction limited stop service will be introduced between Tysons Corner and Columbia Pike.</li> <li>• Six additional Saturday evening trips will be added to the schedule.</li> <li>• One additional Service Operations Manager.</li> </ul>

**STAFF REPORT AND RECOMENDATIONSON THE PROPOSED RESTRUCTURING OF  
THE LEESBURG PIKE LINE, ROUTES 28A AND 28B  
Docket No. B09-4**

I. BACKGROUND:

In the winter and spring of 2008/2009, WMATA, in partnership with the City of Alexandria and Fairfax County, studied ways of improving transit service in the Leesburg Pike Corridor. Current 28 line service runs from the King Street Metrorail Station to Tyson's Corner Shopping Mall.

The 28 line is one of the highest ridership Metrobus Lines in Northern Virginia with approximately 5,000 daily riders. The line connects some of Northern Virginia's highest density residential and commercial neighborhoods including Old Town Alexandria, Southern Towers, Bailey's Crossroads, Seven Corners and Tyson's Corner. However, because of its popularity and heavy traffic along its route, the line suffers from frequent overcrowding and poor schedule adherence.

Following extensive public involvement, the study has developed many short-term and long-term recommendations for improvements to service, operations, stops and facilities, customer information, safety and security, traffic operations and management, vehicles and vehicle assignments, and fare collection. The recommended changes to routes and service are described below:

28A and 28B routings will be consolidated in Alexandria to a new 28 Route. The new routing will be called the 28A. The new 28A route will travel via King Street, Braddock Road, Howard Street and Seminary Road, to serve TC Williams High school, Bradlee Shopping Center, and Alexandria Hospital. Combining 28A and 28B service will double the frequency of buses on the new, combined, route.

Convert nine (9) (five (5) morning and four (4) evening) peak period, peak direction 28B short trips between Tysons Corner and Columbia Pike and Carlin Springs Road to limited-stop service (28X).

Add a new 5:00 am west bound trip between Baileys Crossroads and Tysons Corner and new evening trips leaving King Street at 11:00 pm east bound and leaving Tysons Corner at 12:00 midnight west bound.

Add new Saturday evening trips to increase frequencies between 8 pm and 11:00 pm to 30 minutes.

Add five minutes of recovery time to the schedule at 7 corners transit center on 28A local trips to allow late buses to get back on schedule before completing the remainder of their route.

All west bound buses will be rerouted to access Tysons Corner Transit Center more directly via Towers Crescent Drive, instead of via International Drive to speed customer travel times.

Enhanced line supervision would be implemented in order to improve service reliability and on time performance.

## II. REVIEW OF THE PUBLIC HEARING RECORD

The public hearing record consists of the notice of public hearing, the staff statement describing the proposals, transcripts of the proceedings, and written statements submitted for the record.

### A. Public Notification

The official notice of public hearings was published in the *Washington Post*, *Washington Hispanic*, and *El Tiempo Latino* newspapers pursuant to Article XIII, section 62 ( c ) of the Washington Metropolitan Area Transit Authority Compact. Additional notices were posted in Authority vehicles operating in revenue service over the affected routes, and posted at bus shelters on the affected routes, as well as publicized by other means.

### B. Review of Transcripts

Public hearing was convened at 7:30 on October 13, 2009 at the Corpus Christi School, 3301 Glen Carlyn Road in Falls Church, Virginia. The location is accessible via Metrobus routes 28A and 28B. Six witnesses testified for the record.

### C. Additional Material Submitted for the Record

The record for the public hearing was open until 5 p.m. October 16, 2009, to receive additional comments and materials from interested parties. Four persons submitted written testimony for the record.

## III. DISCUSSION OF THE PUBLIC HEARING RECORD

Following are the most often mentioned comments from witnesses during the public hearing process.

### A. Suggestions for additional stop locations for the new 28A alignment in Alexandria.

#### Staff Response:

Staff will work with City of Alexandria to determine if additional stop locations are warranted

### B. Concern that moving service off of Russell Road will require Russell Road Residents to walk to King Street to access 28A service.

#### Staff Response:

A greater number of customers will be served by moving the route to King Street and improving off peak headways from 1 hour on the 28A and 28B respectively to ½ hour frequencies on the new 28A routing. Customers living on Russell Road may access transit by walking west to King Street to catch the 28A, or east to Commonwealth Avenue to catch the Alexandria Transit 10 line.

- C. Support for additional service on the line.

Staff Response:

Proposed restructuring includes additional weekday early morning, late evening and Saturday evening trips.

- D. Support for new routing at Tysons Center.

Staff Response:

If approved by the Board, the new routing will take begin in late December 2009.

- E. Concern that portion of the current 28A route on King Street in front of Southern Towers that will longer have service if the routes are consolidated.

Staff Response:

Staff is investigating the feasibility of adding additional 25 line service on King Street to mitigate the loss of 28A service.

IV. MINORITY OR LOW INCOME AREA IMPACT

As specified in the Federal Transit Administration's Title VI Circular 4702.1A, WMATA has evaluated the proposed restructuring of the Leesburg Pike Line, Route 28A and 28B, to determine if these changes will have a discriminatory impact on minority and low-income populations. In a study conducted by the Office of Civil Rights and Long Range Planning, it was determined that the proposed changes will not have a disproportionate adverse effect on minority and low-income persons.

V. RECOMMENDATIONS

After review of the public hearing testimony, staff recommends that the proposed restructuring of the Leesburg Pike Line, regional routes 28A and 28B, be approved as proposed in Docket No. B09-4.



# **Notice of Metrobus Public Hearing No. 545**

## **Proposed Restructuring of the Leesburg Pike Line Routes 28A and 28B**

Docket No. B09-4

**Notice is hereby given that the Washington Metropolitan Area Transit Authority will hold a public hearing on the above service proposals as follows:**

Tuesday, October 13, 2009

Corpus Christi School

(next to St. Anthony of Padua Catholic Church)

3301 Glen Carlyn Road (at Leesburg Pike)

Falls Church, Virginia 22041

Open House - 7 p.m.

Public Hearing – 7:30 p.m.

This public hearing is being conducted in a location accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the public hearing should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 by Thursday, October 8 in order for Metro to make necessary arrangements. For language assistance, call 202-962-2384 by October 8.

For more information please visit  
[wmata.com/community\\_outreach](http://wmata.com/community_outreach)



Washington Metropolitan Area Transit Authority  
600 Fifth Street N.W. Washington, DC 20001

Purpose: Metro, in partnership with the City of Alexandria and Fairfax County, has developed a service plan that restructures transit service in the Leesburg Pike Corridor (Regional Metrobus Routes 28A and 28B). The 28A and 28B provide service between the King Street Metrorail station and the Tysons Corner Center shopping mall. This line is being proposed for restructuring in order to address continuing performance-related issues, including schedule adherence, traffic congestion, delays, and passenger crowding.

Proposal: The proposed service plan will: 1) Combine Route 28A service with 28B service, to form a consolidated 28 Route. The new consolidated line will travel from King Street Metrorail station, along King Street, Howard Street, Braddock Road, and Seminary Road to Southern Towers, where it will revert to the existing 28B routing. The total daily number of trips will not decrease. 2) Add five minutes of recovery time to the schedule at Seven Corners to improve schedule adherence. 3) Reroute west bound 28 buses to access Tysons Corner transit center via Towers Crescent Drive, instead of via International Drive. 4) Add one additional early morning and one additional late evening trip to the schedule. 5) Convert the ten existing 28B peak period short trips to limited stop. 6) Adjust weekday and weekend schedules to better reflect current traffic and ridership patterns.

How to Register to Speak at the Public Hearing. All organizations or individuals desiring to be heard with respect to the proposed service changes will be afforded the opportunity to present their views, make supporting statements and offer alternative proposals. Individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, by noon on the date of the hearing, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please submit only one speaker's name per letter, and reference the Hearing and/or Docket number in your request. Lists of individual speakers will not be accepted. Alternatively, you may send an e-mail to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com) or fax this information to the Office of the Secretary at 202-962-1133. Others present at the hearing may be heard after those persons on the witness list have been called and heard. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each and will be heard in order of registration. Relinquishing of time by one speaker to another will not be permitted. Those who are unable to speak at the hearings are encouraged to submit written statements.

How to Submit Written Statements. Written statements and exhibits may be submitted until 5 p.m. on Friday, October 16, 2009, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send an e-mail to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com) or fax testimony to 202-962-1133. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.



# Lessburg Pike Line Proposed Routing

