

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201988

Resolution:
☒ Yes ☐ No

TITLE:

Eliminate W9 and Renew A4 Coast Guard Agreement

PRESENTATION SUMMARY:

Approve Public Hearing report and equity analysis to discontinue Coast Guard subsidized W9 service, and approve renewal agreement for enhanced A4 service subsidized by the Coast Guard.

PURPOSE:

Management seeks approval for the equity analysis and termination of Metrobus W9 and authorization to enter an agreement with the United States Coast Guard to continue enhanced Metrobus A4 service.

DESCRIPTION:

In September 2013, the Department of Homeland Security opened a new headquarters for the United States Coast Guard on the St. Elizabeth's West Campus in Southeast DC. At the same time, the Coast Guard entered into a five year contract with Metro to extend Metrobus route A4 to the campus plus create a new route W9 through the conversion of non-revenue trips associated with the one-way Metrobus A9 route.

The initial five year agreement with Coast Guard expires on June 30, 2018. The Coast Guard wishes to enter in to a new five year contract (one year base, with four option years) effective July 1, 2018 to continue the extension on Metrobus route A4 to St. Elizabeth's with some frequency reductions. The Coast Guard also has informed Metro that they will no longer subsidize Metrobus Route W9.

Funds for the current service levels of Metrobus routes A4 and W9 were included in Metro's approved FY19 budget. The new service levels result in a revenue reduction from the Coast Guard, and a minimal expense impact to the operating budget due to the non-revenue trips associated with the A9 route. The expenses will be redeployed within Bus Services.

Key Highlights:

- Between March 31 and April 23, 2018, staff conducted public outreach to route W9 riders, including direct contact with Coast Guard employees, notices at each bus stop on the route, a customer survey, and a public hearing.
- Eliminating Route W9 has no Disparate Impact or Disproportionate Burden and thus complies with the requirements of FTA Title VI and Environmental Justice regulations.
- Over 95% of the riders of Route W9 are associated with the United States Coast Guard.
- The Coast Guard will continue to provide operating funds to cover the entire cost of the A4 route extension, and provide capital funding proportionate to enhanced service requirements.

Background and History:

Prior to the September 2013 opening of the United States Coast Guard Headquarters on the Saint Elizabeth's West Campus in Southeast DC, the Department of Homeland Security (DHS) evaluated several options for providing connections to the new Coast Guard Headquarters. At the conclusion of the evaluation process, DHS recommended enhancing the existing Metrobus service in the area as the least impactful on the surrounding neighborhoods.

With arrangements already in place between Metro and the United States Department of Defense, it was determined that a similar option could fulfill the transportation requirements for the new Coast Guard Headquarters. The initial contract for this service began in September 2013 (FY14) with an initial contract year and four, one year renewals. FY18 was the last renewal year on the current contract.

The initial contract included all day service to/from the Anacostia Station and peak period peak direction only service to/from L'Enfant Plaza station. As part of the contract renewal, Coast Guard staff has determined that the L'Enfant Plaza service should be eliminated and that the Anacostia service shall have some frequency reductions based on ridership. Peak period service to/from Anacostia will be every 10 minutes in the new contract and off-peak service will be every 20 minutes.

Discussion:

The renewal of the A4 contract will continue to allow Metro to meet the needs of the Coast Guard.

Expenses related to the discontinuance of the W9 will be redeployed within Bus Services.

FUNDING IMPACT:

Continuation of A4 will not impact the budget; revenue and expenses associated with the A4 are included in the budget and thus there will be no impact. Revenue reduction of approximately \$500,000 is expected with the discontinuance of the W9 route. The associated expenses (i.e. Metrobus operator wages, maintenance and fuel costs) will be redeployed in support of the A9 route and related bus services.

Project Manager:	James Hamre
Project Department/Office:	OBPP/IPLN

TIMELINE:

Previous Actions	September 2013 - Initial Coast Guard contract service began. March 2018 – Coast Guard informs Metro that it desires service changes for a renewed contract.
Anticipated actions after presentation	June 2018 - Coast Guard subsidized service on the W9 ends and renewed five year agreement for A4 service begins.

RECOMMENDATION:

Board approval of the equity analysis and termination of Metrobus W9 and authorization to enter an agreement with the United States Coast Guard to continue enhanced Metrobus A4 service.

PRESENTED AND ADOPTED: May 24, 2018

SUBJECT: APPROVAL TO RENEW U.S. COAST GUARD FUNDING AGREEMENT FOR METROBUS ROUTE A4 AND DISCONTINUE METROBUS ROUTE W9

2018-20

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

WHEREAS, Pursuant to Resolution 2011-30, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors' approval is required to enter into non-charter mass transit or non-procurement indemnification agreements; and

WHEREAS, Pursuant to Compact Section 62, Board of Directors' approval is required to implement a major service reduction; and

WHEREAS, Pursuant to Board Resolution 2013-27, discontinuing a bus route is a major service change requiring Board of Directors' approval of a Title VI equity analysis; and

WHEREAS, Resolution 2013-19 authorized WMATA and the United States Coast Guard Service (USCGS) to enter into an Agreement for supplemental bus service to USCGS headquarters via Metrobus route A4 from the Anacostia Metrorail Station and Metrobus route W9 from L'Enfant Plaza through June 30, 2018; and

WHEREAS, The USCGS and WMATA wish to continue the Metrobus route A4; and

WHEREAS, The USCGS will discontinue funding for the Metrobus route W9 effective July 1, 2018; and

WHEREAS, WMATA conducted a public hearing pursuant to Compact Section 62 and a Title VI equity analysis on the proposed discontinuation of Metrobus route W9; and

WHEREAS, The attached Title VI equity analysis shows that discontinuing Metrobus W9 will not result in a disparate impact on minority populations or a disproportional burden on low-income riders; NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Title VI equity analysis shown in Attachment A; and be it further

Motioned by Mr. Evans, seconded by Mr. Corcoran

Ayes: 8 – Mr. Evans, Mr. Crawford, Mr. Corcoran, Mr. McMillin, Mr. Marootian, Mr. Goldman, Mrs. Hudgins, and Mr. Horner

RESOLVED, That the Board of Directors authorizes staff to discontinue Metrobus route W9 effective July 1, 2018; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer (GM/CEO) or his designee to negotiate and execute an agreement with the USCGS for continuing non-charter mass transit services provided by Metrobus route A4; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO or his designee to include in the non-charter mass transit service agreement an indemnification substantially similar to the following language:

The Government shall in no event be liable or responsible for damage or injury to any person or property occasioned through the use, maintenance, or operation of any vehicle or other equipment by, or the action of, the Contractor or the Contractor's employees and agents in performing under this contract, and the Government shall be indemnified and saved harmless against claims for damage or injury in such cases; and be it finally

RESOLVED, That in order to discontinue Metrobus route W9 by July 1, 2018, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

M E M O R A N D U M



SUBJECT: Title VI Equity Analysis – Elimination
of the W9

DATE: May 11, 2018

FROM: FAIR – Franklin Jones

TO: GM/CEO – Paul J. Wiedefeld

This memorandum describes the methodology and findings of the Title VI analysis of the proposed elimination of Metrobus Route W9 for consideration at the May 24 Board meeting.

I. Conclusion

Based on the staff analysis, it has been determined that the proposed service change would **not** result in a disparate impact (DI) on minority populations or a disproportionate burden (DB) on low-income populations.

II. Metrobus Service Change Proposal

Metrobus Route W9 provides peak period service between the L'Enfant Plaza Metrorail Station and the US Coast Guard Headquarters located at the St. Elizabeths Campus. The US Coast Guard currently provides all of the annual operating subsidy required to operate this service. The Coast Guard will eliminate its subsidy payments on July 1, 2018, effectively terminating the service. The elimination of service constitutes a major service change; therefore, a Title VI equity analysis and a compact public hearing must be conducted.

In accordance with Title VI, staff conducted public outreach designed to inform the affected customers of this service change. The full Public Outreach report has been attached to the Board Action/Information Summary (BAIS).

III. Title VI Analysis

When a transit agency proposes a fare change or major service change, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the transit agency conduct an equity analysis to determine whether the fare or service change will result in a DI on minority riders or a DB on low-income riders.

In conducting this equity analysis, Metro used the following survey and operations data to determine which populations would be affected by each proposed fare or service change:

- Metrobus Passenger Survey data (2014)
- Metrobus Farebox data (fall 2017 to spring 2018)
- Metrobus Ridecheck data (fall 2017)

- Metro Trip Planner (Trapeze scheduling and fare data from spring 2018)

Because the proposed service change affects bus customers, Metro calculated the impacted minority and low-income trips as a percentage of all impacted Metrobus trips. Metro then compared that percentage to the system-wide ridership profile for Metrobus (81.5 percent minority, 52.0 percent low-income) as shown in Table One.

Table One: Metrobus Ridership Bus Demographic Profile¹

	Annual Ridership (FY 2017)	% Minority Ridership	% Low Income Ridership	Annual Minority Trips	Annual Low Income Trips
Metrobus	120,858,700	81.5%	52.0%	98,454,600	62,821,800

To determine whether or not the proposed service change would result in a DI on minority populations or a DB on low-income populations, staff used Metro's Board-approved DI/DB definitions adopted in Resolution 2013-27 (see Table Two).

Table Two: DI/DB Thresholds

Total Daily Riders Impacted	Threshold for Significant Disparity
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

The average daily ridership on the W9 is 250. Since this is less than 10,000, the DI/DB threshold used for the analysis was eight percent.

Metrobus system-wide minority ridership is 81.5 percent, and low-income ridership is 52.0 percent. As shown in Table Three, the proposed service reductions would adversely impact minority and low-income passengers at a lower rate than the system-wide Metrobus average, at 23.1 percent compared to the 81.5 percent system average for minorities and zero percent compared to the 52.0 percent system average for low-income passengers. Therefore, eliminating Metrobus Route W9 would not result in a DI on minority populations or a DB on low-income populations.

¹ Based on 2014 Metrobus Passenger Survey

Table Three – DI DB Test

	Minority Impacted Trips	Low Income Impacted Trips
Impacted Ratio	23.1%	0.0%
System Average	81.5%	52.0%
Difference	-58.4%	-52.0%
Threshold	8.0%	8.0%
DI/ DB	No	No

Alternative Service Analysis

Consistent with other equity analyses of service eliminations, staff conducted an analysis of alternative services available for customers to complete their trip.

Alternative service is available. Customers traveling between L'Enfant Plaza could elect to take Metrorail from L'Enfant Plaza to Anacostia Station, then transfer to either the A4 or W5 bus to complete their trip. This option would result in a somewhat longer trip, 20 minutes compared to the current 15 to 16 minutes, and would result in a fare increase to \$3.25 from the current \$2.00 for customers who currently pay a regular fare with a SmarTrip card. This fare increase is comprised of a new peak-period rail fare between L'Enfant and Anacostia of \$2.25 minus a \$1.00 bus to rail transfer discount.