



Finance Committee

Action Item III-B

July 13, 2017

Public Hearing for Potential Metrobus Service Increases

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 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
16A,B,J,P	Columbia Pike	Medium
26A	Annandale-East Falls Church	Medium
52,53,54	14th Street	Medium
X9	Benning Road-H Street Limited	Medium
U8	Benning Road	Medium
1Y	Arlington Blvd.-Farragut Sq. (new)	High
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 \$5.5 million. This cost would be offset with about \$1.4 million in revenue, resulting in a net jurisdictional subsidy increase of \$4.1 million.

Most of the proposed service improvements would be regional Metrobus services (funded by all jurisdictions). Of the \$4.1 million total estimated annual subsidy, the District would be responsible for \$1.8 million (44%), Maryland's share would be \$1.4 million (34%), and Virginia would fund \$900,000 (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 hearings 2010 - 2015
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.



Washington Metropolitan Area Transit Authority

Public Hearing for Potential Metrobus Service Increases

Finance Committee
July 13, 2017



Purpose

- Approval to hold public hearing on bus service improvements that would require additional jurisdictional subsidies





Background

- Metro makes annual State of Good Operations (SOGO) adjustments to Metrobus and Metrorail service
- Service adjustments are developed from performance reviews, studies and jurisdictional requests
- Service adjustments may or may not require change in jurisdictional subsidy contributions
- SOGO process provides opportunities for public input
 - Public Participation Plan
 - Compact Public Hearing
- Title VI analysis required prior to Board consideration



Historical Impact

- Annual SOGO adjustments for Metrobus from 2010 to 2016 include:
 - 193 service proposals considered
 - \$17 million of services re-allocated (net zero subsidy change)
 - \$16.6 million of new services (increased subsidy requirement)
- Metrobus service adjustments have resulted in:
 - Improved route efficiency by reducing underutilized routes
 - Increased rider satisfaction by meeting customer demand
 - Improved On-time performance with better route alignment



Potential Metrobus Service Increases

Line Number	Line Name	Juris	Type	Outcome and Benefit of Change/ Modification	Sponsoring Agency
74	Convention Ctr- SW Waterfront	DC	Reg	Extend service to Soccer Stadium and new development in SW	DDOT
74	Convention Ctr- SW Waterfront	DC	Reg	Public input on how best to serve new Wharf development in SW	DDOT
52,53,54	14 th Street	DC	Reg	Public input on how best to serve new Wharf development in SW	DDOT
ME59	14 th Street Limited	DC	Reg	Introduce MetroExtra service on 14th Street NW	DDOT
X9	Benning Road-H Street Limited	DC	Reg	Add weekday midday service to expand MetroExtra service in NE	DDOT
1Y	Arlington Blvd – Farragut (new)	VA	Reg	Implement study recommendation and grant funded service to DC	ARL/FFX
11Y	Mt. Vernon Express	VA	Reg	Increase service to respond to ridership demands	FFX/ ALX
16A,B,J,P	Columbia Pike	VA	Reg	Implement Arlington County requested Columbia Pike initiatives	Arlington
16G,H,K	Columbia Hghts W- Pent City	VA	Reg	Implement Arlington County requested Columbia Pike initiatives	Arlington
26A	Annandale - East Falls Church	VA	Reg	Implement Arlington County requested Columbia Pike initiatives	FFX/ARL
U8	Benning Road	DC	Non Reg	Extend U8 to improve Alabama SE service and reduce W4 crowding	DDOT



Estimated Financial Impact

		FY2018	FY2019
Estimated Cost of Service		\$1,100,000	\$5,500,000
<i>Additonal Peak Bus Requirement</i>	20		
<i>Additonal Peak Operator Requirement</i>	28		
Estimated Revenue		\$220,000	\$1,400,000
Estimated Net Subsidy		\$880,000	\$4,100,000
<i>Jurisdictional Allocation</i>	DC	<i>\$800,000</i>	<i>\$1,800,000</i>
	MD	<i>\$0</i>	<i>\$1,400,000</i>
	VA	<i>\$80,000</i>	<i>\$900,000</i>



Future Financial impact

- KMSR&A is committed to 3% annual increase on base jurisdictional subsidy
- Commitment will require delivering current services with greater efficiency
- SOGO creates financial commitments for Metro beyond base subsidy contributions
- Board must determine aggregate and jurisdictional impact of new services and improvements
- Annual impact will grow beginning in FY2019



Next Step

- Assuming Board approval, Metro will conduct public participation process in Fall, 2017
- Board approval of FY2018 service changes and additional budget expected in November, 2017
- Implement service changes December 2017 – June 2018





Recommendation

- Approval to hold a public hearing on bus service improvements requiring additional jurisdictional subsidies



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

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 adopts the proposed changes; 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

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

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

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	<p><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.</p> <p>Reduce local Route 52, 53, and 54 trips in response to new MetroExtra limited-stop Route 59 service.</p>	<p>Development Option</p> <p>Public input on how best to service new Wharf development.</p> <p>Fewer local trips would run; corridor capacity increases overall with service provided by new route 59.</p>
	59	14th Street Limited MetroExtra	Add new limited-stop service along 14th Street NW.	<p>Local Initiative</p> <p>MetroExtra service has a large base of community support and provides faster travel through less frequent stops along the corridor.</p>
	74	Convention Center-Southwest Waterfront	<ol style="list-style-type: none"> 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. 	<p>Development Option</p> <p>Extensions would provide increased ridership on this underutilized route.</p> <ol style="list-style-type: none"> 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	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.
	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	1Y	Arlington Boulevard – Farragut Square (new)	Implement new weekday rush hour grant-funded service along Arlington Boulevard (US-50) between the Dunn Loring Metrorail station and DC, replacing Route 4A. Service will operate eastbound (to DC) during morning rush hours and westbound (to Fairfax County) during afternoon/evening rush hours.	Local Initiative Reference 4A,B proposal Faster service.
	11Y	Mt. Vernon Express	A new schedule will reflect additional trips added to the schedule operating between Potomac Park and Hunting Point 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
	26A	Annandale – East Falls Church	Implement new hourly service on Saturdays and Sundays in response to recommendations in the Columbia Pike corridor service evaluation, and Arlington County and Fairfax County Transit Development Plans.	Local Initiative New service to underserved market; maintains connections between Annandale, Culmore, and the Leesburg Pike corridor with implementation of the Columbia Pike improvement plan.