

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

☒ Action ☐ Information

MEAD Number:  
201809

Resolution:  
☒ Yes ☐ No

**TITLE:**

FY2017 Reimbursable Bus Service

**PRESENTATION SUMMARY:**

Staff will provide information on two bus services to be funded by jurisdictions, and then request authority to amend the FY2017 budget accordingly.

**PURPOSE:**

To obtain Board approval to add FY2017 reimbursable operating service specifically requested by two jurisdictions: the implementation of limited stop MetroExtra G9 bus service on Rhode Island Avenue and additional service on MetroExtra16Y Columbia Pike in Arlington.

**DESCRIPTION:**

**Key Highlights:**

The Council of the District of Columbia provided specific funds in its FY2017 budget to operate limited stop Metrobus service along Rhode Island Avenue, a rapidly growing corridor. Service would begin in March 2017, and operate as reimbursable service during its evaluation period. If successful, the G9 would be incorporated into the FY2019 operating budget as a regular regional route.

Arlington County asked Metro to provide additional Columbia Pike service in December as FY2017 reimbursable service on Metrobus route 16Y. The extra service is not currently in the FY2018 proposed budget, but could be incorporated into regular regional service in FY2018.

**Background and History:**

Rhode Island Avenue Service

- A Metro Priority Corridor Network (PCN) study of Rhode Island Avenue bus services was completed in April 2014. The study included a robust public outreach component and recommended establishing peak period bi-directional limited stop service between Mount Rainier and downtown DC.
- The Rhode Island Avenue Main Street business group is a solid supporter of limited stop bus service.
- The Council of the District of Columbia provided funding in its FY2017 budget to operate limited stop bus service along Rhode Island Avenue.

## Columbia Pike Service

- The 16Y MetroExtra limited stop service on Columbia Pike was established in 2002.
- The route has grown increasingly popular, especially as a Metrorail alternative, and now experiences serious overcrowding.
- Arlington County, as part of its 2016 Transit Development Plan (TDP), did extensive study and public outreach and recommended many improvements to bus service on Columbia Pike, including a reduction in crowding.

### **Discussion:**

#### Rhode Island Avenue

The Rhode Island Avenue corridor has seen major growth and development, with many new multi-family residences and retail establishments recently joining the heavily traveled roadway that connects downtown with Eckington, Brentwood, and the Hyattsville and College Park areas of Maryland. Demand for bus transportation, especially along the DC portion of the roadway, has grown along with these changes, and the corridor can now support limited stop MetroExtra bus service.

The proposed G9 service would operate on weekdays from 6 – 9 AM and 3 – 7 PM. Buses would run in each direction every 15 minutes, connecting Franklin Square (13th and I Streets NW) and Eastern Avenue.

The projected annual operating cost of the service is \$1.16 million. Estimated initial annual ridership is 276,000 trips, and the annual subsidy required for the service is approximately \$0.83 million. The service will require seven buses.

If the G9 is approved, service would begin pilot operation as a reimbursable service in FY2017 and FY2018; the FY2017 cost estimate for the service is \$277,000.

During FY2018, Metro staff would conduct a service evaluation to assess ridership, cost recovery, future demand and the demographics of riders (including a Title VI equity analysis, as required by FTA.)

If the route is successful, and with Board approval, the G9 would continue and be incorporated as a regular regional route in FY2019 and beyond.

#### Columbia Pike

In Arlington, similar extensive growth and development is underway along the Columbia Pike, and this corridor was a major focus of the recently completed Transit Development Plan (TDP).

Proposed for the 16Y, which connects McPherson Square and Barcroft along Columbia Pike, are three additional morning short trips and two additional afternoon full trips.

The projected annual operating cost of the additional service is \$265,000, with an annual subsidy of \$220,000.

If approved, the trips would begin on December 19, 2016 as FY2017 reimbursable service in the amount of \$130,000 until June 30. The extra trips would be part incorporated with the majority of the 16Y trips as FY2018 regional service.

#### **FUNDING IMPACT:**

No impact from either project on FY2017 subsidized operating budget--service will be funded through separate reimbursable operating project budgets in FY2017. The new reimbursable budget will be funded through a combination of fare revenues and respective jurisdictional support.	
Project Manager:	Jim Hamre
Project Department/Office:	BPLN

#### **TIMELINE:**

<b>Previous Actions</b>	April 2014 - Rhode Island Avenue Priority Corridor Network (PCN) Study completed. September 2016 - Council of the District of Columbia provides funding for limited stop service on Rhode Island Avenue.  July 2016 - Arlington adopts the Transit Development Plan with recommendations for improvements to Columbia Pike bus service.
<b>Anticipated actions after presentation</b>	March 2017 - G9 Rhode Island Avenue limited stop service begins.  December 2016 - Peak period trips added to the 16Y Columbia Pike.

#### **RECOMMENDATION:**

Approval to add FY2017 reimbursable operating service specifically requested by two jurisdictions: the implementation of limited stop MetroExtra G9 bus service on Rhode Island Avenue and additional service on MetroExtra16Y Columbia Pike in Arlington.

**PRESENTED AND ADOPTED: December 15, 2016**

**SUBJECT: REIMBURSABLE BUS SERVICE ON RHODE ISLAND AVENUE AND COLUMBIA PIKE**

**2016-54**

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

WHEREAS, The District of Columbia (DC) City Council provided funds in its Fiscal Year (FY)2017 budget to operate limited stop Metrobus service along Rhode Island Avenue; and

WHEREAS, A Metro Priority Corridor Network study of Rhode Island Avenue bus services completed in April 2014, recommended establishing peak period bi-directional limited stop service between Eastern Avenue and downtown DC; and

WHEREAS, The Rhode Island Avenue corridor has seen much growth and development, with many new multifamily residences and retail establishments recently joining the heavily traveled roadway that connects downtown with Eckington, Brentwood, and the Hyattsville and College Park areas of Maryland; and

WHEREAS, Demand for bus transportation, especially along the DC portion of the roadway, has grown along with these changes, and the corridor can now support limited stop MetroExtra bus service; and

WHEREAS, The proposed G9 Rhode Island Avenue Limited service would operate on weekdays from approximately 6 to 9 AM and 3 to 7 PM, with buses in each direction every 15 minutes connecting Eastern Avenue with Franklin Square (13th and I Streets NW); and

WHEREAS, If approved, the G9 service would begin operation as a FY2017 reimbursable service in the amount of \$277,000; and

WHEREAS, Arlington County has asked Metro provide additional Columbia Pike service in December as FY2017 reimbursable service on Metrobus route 16Y; and

WHEREAS, The 16Y route, which connects McPherson Square and Barcroft along Columbia Pike, has grown increasingly popular, especially as a Metrorail alternative, and now experiences serious overcrowding; and

**Motioned by Mr. Goldman, seconded by Mr. Strickland**

**Ayes: 8 – Mr. Evans, Ms. Harley, Mr. Corcoran, Mr. Strickland, Mr. Price, Mr. Goldman, Mrs. Hudgins and Ms. Carmody**

WHEREAS, Arlington County, as part of its 2016 Transit Development Plan, did an extensive study and public outreach and recommended many improvements to bus service on Columbia Pike, including a reduction in crowding; and

WHEREAS, The three additional morning short trips and two additional afternoon full trips being proposed would alleviate peak period crowding; and

WHEREAS, If approved, the additional trips would begin on December 19, 2016 as FY2017 reimbursable service in the amount of \$130,000; now, it therefore be it

*RESOLVED*, That the General Manager/Chief Executive Officer (GM/CEO) is authorized to negotiate and execute a reimbursable project agreement for the pilot service between the Washington Metropolitan Area Transit Authority (WMATA) and DC; and be it further

*RESOLVED*, That the Board of Directors approves amending and increasing the FY2017 Operating Reimbursable Budget by \$277,000 for WMATA FY2017 G9 pilot service; and be it further

*RESOLVED*, That staff will provide the Board of Directors with a Title VI equity analysis and recommendation to continue or discontinue the pilot service prior to the adoption of the FY2019 operating budget; and be it further

*RESOLVED*, That the GM/CEO is authorized to negotiate and execute a reimbursable project agreement for the additional 16Y service between WMATA and Arlington County; and be it further

*RESOLVED*, That the Board of Directors approves amending and increasing the FY2017 Operating Reimbursable Budget by \$130,000 for additional 16Y service; and be it finally

*RESOLVED*, That, in order for the pilot service to begin as scheduled, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



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Patricia Y. Lee  
General Counsel

WMATA File Structure Nos.:  
4.3.3 Reimbursable Agreements  
6.6.4 Bus Route Service Planning