



**Finance, Administration and Oversight Committee**

**Information Item IV-F**

**May 8, 2008**

## **Evaluation of Reimbursable Projects**

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

|  |              |  |
|--|--------------|--|
| <input type="checkbox"/> Action<br><input checked="" type="checkbox"/> Information | MEAD Number: | Resolution:<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
|--|--------------|--|

**PURPOSE**

To provide additional information regarding converting four reimbursable projects into regionally-funded service and include them in the FY09 operating budget.

**DESCRIPTION**

Two bus projects, the Georgia Avenue Rapid Bus and the College Park-Bethesda service could be converted to regional service in accordance with the definition established by the Regional Mobility Panel. In addition, two rail projects, the Yellow Line extension to Fort Totten and the Red Line Turn-backs at Grosvenor are nearing the end of a Board approved 18-month demonstration period and decisions must be made on how these projects will be funded in future budgets.

**NEXT STEPS**

The Board must decide if these bus projects will continue to be funded as reimbursable projects, or if they are to be added to the operating budget and funded regionally. In addition, the Board must decide if the rail projects are to continue, and if so how they are to be funded.



# Evaluation of Reimbursable Projects: Follow-up Information

*Presented to the Board of Directors:*

**Finance Administration and  
Oversight Committee**

May 8, 2008





# Background and Purpose

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- Four services meet regional funding qualifications, these were presented at the April 10, 2008 FAO Committee meeting
- These services are currently funded as reimbursable projects by sponsoring jurisdictions
- This presentation provides follow-up information to questions raised at the April 10, 2008 FAO Committee meeting



# Georgia Avenue MetroExtra Line (Route 79)

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- Georgia Avenue is the second-highest bus ridership corridor in the system
- New limited-stop Route 79 service was initiated March 2007 during peak periods - branded as MetroExtra
- Projected daily boardings of 3,500 (42 per trip) have been achieved during the first year
- Midday service was added in March 2008 at a 12-minute headway
- FY09 subsidy impact of peak period service is:

|              | Reimb.       | Regional     |
|--------------|--------------|--------------|
| DC           | \$1.2        | \$0.5        |
| MD           |              | \$0.4        |
| VA           |              | \$0.3        |
| <b>Total</b> | <b>\$1.2</b> | <b>\$1.2</b> |



## College Park - Bethesda Line (Route J4)

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- One of Maryland's transit service initiatives in 2001
- Service operates from Bethesda to College Park via Silver Spring, Langley Park and University of Maryland
- Envisioned as a precursor to the Purple Line
- Limited-stop Route J4 initiated April 2002 during peak periods
- Ridership is stable at 1,000 daily boardings
- Annual subsidy impact is:

|              | Reimb.       | Regional     |
|--------------|--------------|--------------|
| DC           |              | \$0.2        |
| MD           | \$0.5        | \$0.2        |
| VA           |              | \$0.1        |
| <b>Total</b> | <b>\$0.5</b> | <b>\$0.5</b> |



# Off-Peak Yellow Line Extension

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- Providing rail service to rapidly developing neighborhoods of Columbia Heights, U Street and Petworth
- January 2007 instituted Yellow Line Extension as 18-month Demonstration Project
- Since implementation, ridership has increased 13% during weekday midday, 15% on Saturdays and 17% on Sundays
- Jurisdictional Subsidy - If converted to regional service the following subsidy changes would occur (in millions):

|              | Reimb.       | Regional     |
|--------------|--------------|--------------|
| DC           | \$3.2        | \$1.1        |
| MD           |              | \$1.2        |
| VA           |              | \$0.9        |
| <b>Total</b> | <b>\$3.2</b> | <b>\$3.2</b> |



# Elimination of Off-Peak Red Line Turnbacks at Grosvenor

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- State of Maryland and Montgomery County requested increased rail service north of Grosvenor rail station to respond to customer and community concerns
- In October 2006 a demonstration program was initiated that eliminated train turnbacks at Grosvenor station during off-peak periods
- Ridership between March 2006 and March 2008 increased 10% weekday midday, 12% on Saturdays and 5% on Sundays
- Jurisdictional Subsidy - \$1.5 reimbursable from Maryland would be converted to regional as follows:

|              | Reimb.       | Regional     |
|--------------|--------------|--------------|
| DC           |              | \$0.5        |
| MD           | \$1.5        | \$0.6        |
| VA           |              | \$0.4        |
| <b>Total</b> | <b>\$1.5</b> | <b>\$1.5</b> |





# Appendix

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Board approval documents for each service:

SUBJECT: FY07 OFF-PEAK SERVICE IMPROVEMENTS

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

WHEREAS, The staff presented FY07 Rail Service Strategies for the Off-Peak Service Improvements to the April 20, 2006 Customer Service, Operations and Safety Committee; and

WHEREAS, On April 20, 2006, the Operations and Safety Committee approved the Off-Peak Service Improvements to Extend the Yellow Line to Fort Totten in the Off-Peak as an eighteen-month demonstration District of Columbia Reimbursable Project beginning with the January 2007 pick; and

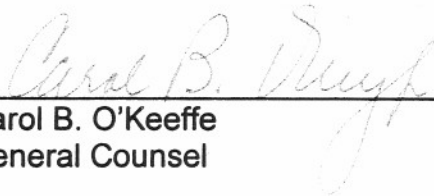
WHEREAS, On April 20, 2006, the Operations and Safety Committee approved the Off-Peak Service Improvements to Increase Service on the Red Line by Eliminating the Grosvenor Turnback in the Off-Peak as an eighteen-month demonstration Maryland Reimbursable Project beginning with the January 2007 pick; now, therefore be it

*RESOLVED*, That an eighteen-month demonstration District of Columbia Reimbursable Project to Extend the Yellow Line to Fort Totten in the Off-Peak beginning with the January 2007 pick be established; and be it further

*RESOLVED*, That an eighteen-month demonstration Maryland Reimbursable Project to Eliminate the Grosvenor Turnback in the Off-Peak beginning with the January 2007 pick be established; and be it finally

*RESOLVED*, That the first six months of costs of each such demonstration project are contained in the Proposed FY07 Budget with the remaining twelve months' costs to be placed in the proposed FY08 budget and shall be borne by the sponsoring jurisdictions with no increase in subsidy to the non-sponsoring jurisdictions.

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel

**SUBJECT: APPROVAL OF DEMONSTRATION PROJECT AND AMENDMENT OF  
FY07 OPERATING BUDGET**

**2006-38  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Metrobus Routes 70 and 71 along the Georgia Avenue, NW corridor are among the top lines for ridership in the Metrobus system, averaging over 18,000 riders each weekday; and

WHEREAS, The Regional Bus Study provided to the Authority in September 2003 recommends the implementation of a series of Rapid Bus corridors including one for Georgia Avenue, NW to supplement the existing service on Metrobus routes 70 and 71; and

WHEREAS, The FY07 Operating Budget does not contain funds for the operation of the Georgia Avenue Rapid Bus project; and

WHEREAS, To accelerate the creation of the Georgia Avenue Rapid Bus as a regional demonstration project for FY07, the District of Columbia will pay the operating costs of the Georgia Avenue Rapid Bus project for FY07; now, therefore be it

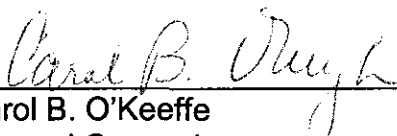
*RESOLVED*, That the Board of Directors hereby approves of the addition of the Georgia Avenue Rapid Bus project to the FY07 Operating Budget as a regional demonstration project; and be it further

*RESOLVED*, That the FY07 Operating Budget is hereby amended to add \$0.2 million in additional revenue, \$1.3 million in additional expenses, and \$1.1 million in additional subsidy to be paid by the District of Columbia; and be it further

*RESOLVED*, That \$884,000 in capital funds from the Metro Matters Bus Customer Facilities Budget will be expended in support of the George Avenue Rapid Bus project; and be it finally

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

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel

PRESENTED & ADOPTED: OCTOBER 18, 2001  
SUBJECT: EXPANSION OF TRANSIT ZONE TO INCLUDE CHARLES COUNTY,  
MD FOR REIMBURSABLE SERVICE TO ROUTE 5 CORRIDOR AND  
ANNE ARUNDEL COUNTY FOR REIMBURSABLE SERVICE TO 295  
AND 95 CORRIDORS

#2001-58  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Section 83(a) of the WMATA Compact provides:

“When advised in writing by the Northern Virginia Transportation Commission (NVTC) or the Washington Suburban Transit Commission (WSTC) that the geographical area embraced therein has been enlarged, the Board, upon such terms that and conditions as it may deem appropriate, shall by resolution enlarge the zone to embrace the additional area”; and

WHEREAS, the Board has been advised in writing that the geographical area of the WSTC has been enlarged to include certain areas of Charles County, Maryland and Anne Arundel County, Maryland, for the purpose of enabling the provision of the WMATA Metrobus service in the designated areas subject to agreement by the WMATA Board to provide such service and the Board’s approval of rates, fares, and schedules for such service as provided in the WMATA Compact; and

WHEREAS, acceleration of the effective date of this resolution is required for the proper and timely performance of the Board’s functions;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Washington Metropolitan Area Transit Authority that the WMATA Transit Zone shall be enlarged to include the geographical areas of Charles County, Maryland as designated and described in Charles County’s resolution dated August 6, 2001 attached hereto;

BE IT FURTHER RESOLVED by the Board of Directors of the Washington Metropolitan Area Transit Authority that the WMATA Transit Zone shall be enlarged to include the geographical areas of Anne Arundel County, Maryland as designated and described in the Anne Arundel County’s resolution dated September 18, 2001, attached hereto;

BE IT FURTHER RESOLVED that the Board of Directors of the Washington Metropolitan Area Transit Authority authorizes the establishment of Metrobus service in the geographic area designated and described in Charles County's resolution dated August 6, 2001, in accordance with the terms of the August 16, 2001 agreement between the WSTC and the County, attached hereto, as well as the hiring of personnel and procurement of vehicles and goods required to operate Metrobus service in that area, provided that the State of Maryland shall be responsible for all costs associated with the provision of this service which are not defrayed by farebox revenue;

BE IT FURTHER RESOLVED that the Board of Directors of the Washington Metropolitan Area Transit Authority authorizes the establishment of Metrobus service in the geographic area designated and described in Anne Arundel County's resolution dated September 18, 2001, in accordance with the terms of the July 27, 2001 agreement between the WSTC and the County, attached hereto, as well as the hiring of personnel and procurement of vehicles and goods required to operate Metrobus service in that area, provided that the State of Maryland shall be responsible for all costs associated with the provision of this service which are not defrayed by farebox revenue;

BE IT FURTHER RESOLVED neither Charles County nor Anne Arundel County shall be entitled to receive any benefit or privilege, nor shall either owe any duty or responsibility to the other which would otherwise accrue to or be due from the Authority and jurisdiction encompassed within the Transit Zone, except to the extent that the Authority will be providing Metrobus service subsidized by the State of Maryland as described in the prior paragraphs. If Charles County or Anne Arundel County seeks additional transit services from the Authority, whether by contract or otherwise, the Board shall set such terms and conditions, from time to time, consistent with the Compact, as it deems appropriate, including the terms and conditions of any contract for transit service by bus or otherwise that might be proposed by Charles County or Anne Arundel County;

BE IT FURTHER RESOLVED that this resolution shall be effective immediately this 18<sup>th</sup> day of October, 2001.

Reviewed as to form and legal sufficiency

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Cheryl C. Burke, General Counsel

Attachments (4)

Motion by Mr. Barnett, seconded by Mr. Zimmerman, and unanimously approved.  
Ayes: 5 - Mr. Trotter, Mr. Zimmerman, Mr. Barnett, Mr. Kauffman, and Mr. Nophlin