

POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION

RESOLUTION

MOTION: _____

RESOLUTION NO. 09-02-____
OFFICIAL COMMISSION MEETING
FEBRUARY 11, 2009

SECOND: _____

RE: **AUTHORIZATION FOR A PUBLIC HEARING TO INVITE REVIEW AND COMMENT ON A PROPOSED PRTC BUS SERVICE REDUCTION**

WHEREAS, the Potomac and Rappahannock Transportation Commission's (PRTC) adopted public participation policy requires that a public hearing be held under specified circumstances before action is taken; and

WHEREAS, one such circumstance is a proposed reduction of bus service amounting to at least 25% of the service hours or a change in service routing affecting at least 25% of the route; and

WHEREAS, management proposes to eliminate the so-called North Route One OmniRide route after having examined all of PRTC's existing bus services to identify whether service adjustments that would improve efficiency are present; and

WHEREAS, the elimination of this route requires a public hearing to invite public review and comment before action is taken; and

WHEREAS, following the public hearing, management will be returning to the Commission to either recommend the elimination of the route as proposed or an alternative after considering the public's comments.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize management to commence a public review process of this prospective route elimination in accordance with the Commission's adopted public participation policy, including an advertised public hearing.

February 11, 2009'

TO: Chairman May and PRTC Commissioners

FROM: Alfred H. Harf *AH Harf*
Executive Director

RE: Authorization for a Public Hearing to Invite Review and Comment on a Proposed
PRTC Bus Service Reduction

Recommendation:

Authorize management to advertise and hold a public hearing in accordance with PRTC's adopted public participation policy to invite review and comment on a proposed PRTC bus service reduction. The bus service reduction would be subject to a separate approval action by the Commission following the public hearing and a review of the comments received.

Background:

PRTC's adopted public participation policy requires that a public hearing be held under specified circumstances before action is taken. One such situation is a proposed bus service/route modification amounting to a reduction of at least 25% of the service hours or at least a 25% change in service routing. In the course of preparing PRTC's proposed FY 2010 budget, PRTC management examined the productivity of all its bus services to see whether service adjustment opportunities are present that would improve efficiency with a material adverse effect on riders. A number of such adjustments were identified based on that examination – while most are very minor alterations that don't trigger the need for a public hearing, one of the identified adjustments does and consequently management is seeking the Commission's authorization to schedule and hold a public hearing.

The prospective service adjustment necessitating a public hearing is management's proposed elimination of the so-called North Route One OmniRide route. As shown in the accompanying figure, this route traverses Cardinal Drive, Benita Fitzgerald Drive, Dale Boulevard, and Route One before making a last Prince William County stop at the Horner Road park-ride lot, after which it accesses the HOV lane and travels to the Pentagon and downtown

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Washington D.C. Boardings on the route are decidedly lighter than the OmniRide system average, and most of those who do ride this route board at the Horner Road park-ride lot where there is an ample amount of bus service bound for the same destinations even if the North Route One route were eliminated. This can be seen more explicitly in the table below:

North Route One Route Ridership Profile

<u>Average Daily Boardings/trip</u>	<u># of Boardings/trip Exclusive of Horner Road</u>	<u># of Boardings/trip @ Horner Road</u>	<u>Total OmniRide System Boardings/trip</u>
21.3	7.9	13.4	33.5

The subject route began operation in April 2006 so it has been part of PRTC's network of bus services for nearly three years. Experience has shown that three years is a sufficient length of time for ridership to mature, so there is no reason to expect appreciable further ridership growth on this route. With only 7.9 riders/trip exclusive of the Horner Road park-ride lot, there simply isn't enough ridership to justify the continuation of this route at this time.

Because this prospective route elimination requires a public hearing and separate action by the Commission following the public hearing to decide whether to proceed with the elimination, the lead time required to complete the review process and seek a Commission determination thereafter is such that elimination of the route cannot happen sooner than the start of FY 2010. All other service adjustments identified by management as a product of the FY 2010 budget preparation are such that the adjustments can be implemented sooner, and management proposes to do so coincident with the spring 2009 schedule change. It is sensible to implement these adjustments at the earliest practicable date because budget constraints call for all reasonable efforts to be taken to husband resources. Savings realized from these service adjustments in the last months of FY 2009 will carry over as a favorable variance. The other service adjustments management intends to make coincident with the spring schedule change (which can be done without a public review because they are sufficiently minor in scale to not require a public review) are summarized in the table below for the Commission's edification:

<u>Service Truncation</u>	
Rosslyn-Ballston OmniRide route	Segment of route between Pfitzner Stadium and Lindendale lightly used
Dale City – Navy Yard OmniRide route	Few riders to/from Bolling Air Force Base and in segment between Orangewood and Lindendale.
Dale City – Pentagon/Crystal City and Dale City – State Department OmniRide routes	Few riders between Orangewood and Lindendale; also truncate half the AM trips to start at Dale City park-ride lot
Lake Ridge –Crystal City and Lake Ridge State Department OmniRide routes	Ridership between Festival @ Old Bridge and Lake Ridge park-ride lot is light enough to warrant truncating half the AM trips to start at Lake Ridge lot
South Route One OmniRide route	Segment of route north of River Heritage lightly used
<u>Reduced Service Frequency</u>	
Dale City – State Department route	Ridership can be adequately accommodated in PM period with trips every 10 minutes instead of every 8 minutes (2 trips eliminated)
Montclair OmniRide route	Ridership can be adequately accommodated by 2 fewer trips – eliminate MC-X and MC-8P
Cross-county route	Ridership light in evening period – service thinned from hourly to once every-two-hours during that period

Fiscal Impact:

Not applicable.

NORTH ROUTE 1

► From Dale City, Montclair and Woodbridge to Downtown Washington

