



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of June 13, 2009**

**DATE:** May 27, 2009

**SUBJECT:** Agreement for Arlington County to operate the City of Falls Church's Public Transit Service (GEORGE)

**C. M. RECOMMENDATION:**

1. Authorize the County Manager to execute the attached agreement regarding the operation and oversight of the GEORGE Bus System between the County, the City of Falls Church, and the Northern Virginia Transportation Commission, subject to approval by the County Attorney; and
2. Authorize the County Manager to execute an associated agreement between the County, the City of Falls Church, and the Washington Metropolitan Area Transit Authority for the lease of four (4) fareboxes, subject to approval by the County Attorney.

**ISSUES:** Arlington Transit (ART) would undertake the responsibility for provision of two (2) bus routes serving the City of Falls Church, through the ART contract service provider.

**SUMMARY:** Enactment of these agreements would enable the Department of Environmental Services – Transportation Division, Transit Bureau (Transit Bureau) to oversee the provision of GEORGE public transit services within the City of Falls Church. The ART contract service provider would provide the GEORGE service. These agreements would result in cost savings for the City of Falls Church and may serve as a model for similar cooperative agreements in other common service areas.

**BACKGROUND:** The City of Falls Church (the City) and the Northern Virginia Transportation Commission (NVTC) procured four (4) passenger vehicles through a federal grant to provide local transit service to and from the Washington Metropolitan Area Transit Authority's (WMATA) East and West Falls Church Metrorail stations and throughout the City. These services are currently provided by WMATA on two (2) peak-periods routes, the 26E and

County Manager: \_\_\_\_\_

County Attorney: \_\_\_\_\_

Staff: Steve Yaffe, Dept. of Environmental Services – Transportation Division

26W, and one mid-day route, the 26A. The City seeks to reduce operating expenses by eliminating the midday route, and transferring the operation of the peak routes and maintenance of the buses to the ART contractor, and having the Transit Bureau extend its oversight services of the ART system to include the GEORGE service. The GEORGE buses would be transferred and titled to Arlington County.

**DISCUSSION:** The direct costs attributable to GEORGE service would be charged to the City on a monthly basis. These costs would include variable operating and maintenance costs, and the corresponding proportions of monthly fixed costs, which would be paid directly from the City to the ART contractor. The City would also pay an administrative fee to the County for program oversight. The GEORGE buses would be fueled at the Trade Center. Tires would be procured from the same Commonwealth of Virginia contract used by the ART buses. The fuel and tire costs would be billed to the City. All the monthly costs would be summed and an amount equaling five percent (5%) of those monthly costs would be assessed to the City as administrative fee to cover the Transit Bureau staff time and expenses incurred in overseeing the GEORGE service. WMATA would lease four (4) fareboxes to the City under the associated agreement, which the City would then license to the County

**FISCAL IMPACT:** All costs associated with the provision of the GEORGE service will be paid by the City of Falls Church. The City will be billed directly by the ART contractor for all operating and maintenance costs. The cost of tires, costs of fuel pumped at the County's Trade Center, and County costs related to the administration of GEORGE service will be billed by the County to the City. The administrative surcharge of five percent (5%) will generate approximately \$12,500, which will be used to offset the net tax support of the administrative expenses in the ART program.