



CITY COUNCIL WORK SESSIONS AGENDA
Washington Metropolitan Area Transit Authority (WMATA)
Community Center
15 Crescent Road, Room 201
Wednesday, January 22, 2020
8:00 PM

Work Session Packet -
Agenda

Introductions

Council Discussion

- o Deferral of Platform Reconstruction at Greenbelt Station*
- o Proposed elimination of B-30 Bus Route*
- o Planned Metro Station Improvement*

Questions and Answers

Other Items

WMATA Letter

[WMATA Letter_011620.pdf](#)

[Greenbelt-BWI Airport Express Line Route B30.pdf](#)

[Greenbelt-Twinbrook Line Route C4.pdf](#)

[Greenbelt City Council Work Session - 1-22-20.pdf](#)

City Council Work Sessions Agenda Item Report

Meeting Date: January 22, 2020

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Work Session Item

Agenda Section:

Subject:

WMATA Letter

Suggested Action:

Attachments:

[WMATA Letter_011620.pdf](#)

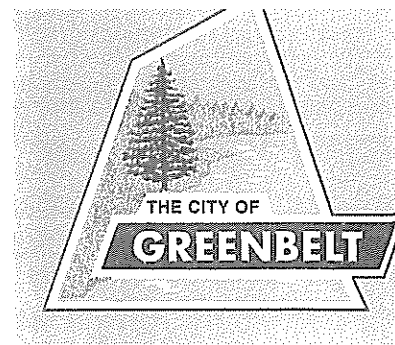
[Greenbelt-BWI Airport Express Line Route B30.pdf](#)

[Greenbelt-Twinbrook Line Route C4.pdf](#)

[Greenbelt City Council Work Session - 1-22-20.pdf](#)

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



January 16, 2020

Paul J. Wiedefeld, General Manager and CEO
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

CITY COUNCIL

Colin A. Byrd, Mayor
Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Mr. Wiedefeld:

The City of Greenbelt would like to express its opposition and concern regarding two WMATA proposals recently reported in local media.

Deferral of Platform Reconstruction at Greenbelt Station: The City understands that this project, originally scheduled for the Summer of 2020, has now been postponed. The platform and other aging infrastructure at the Greenbelt Station are in need of repair and rehabilitation now.

Proposed elimination of B-30 Bus Route: This route provides direct bus service between the Greenbelt Metro Station and BWI Marshall Airport. The B-30 Route is the only convenient and cost-effective way to get from the DC Metro system to BWI airport via public transportation. It is an essential transportation link for Metrobus and Metrorail users which should be maintained. In addition, the B-30 encourages ridership on Metro. Perhaps more advertising and promotion of this line is needed.

The City Council will be meeting with WMATA representatives on January 22, 2020. We look forward to discussing these and other important matters at this meeting.

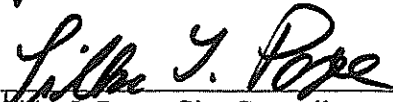
Sincerely,

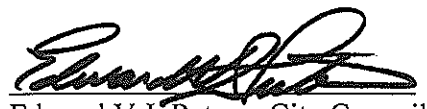

Colin A. Byrd, Mayor

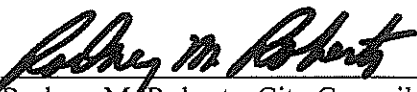

Emmett V. Jordan, Mayor Pro-Tem


Judith F. Davis, City Council


Leta M. Mach, City Council


Silke I. Pope, City Council


Edward V.J. Putens, City Council


Rodney M. Roberts, City Council

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov



GREENBELT-BWI THURGOOD MARSHALL AIRPORT EXPRESS LINE – ROUTE B30

BUDGET

- \$ 681,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

- All service between Greenbelt Metrorail Station and BWI Light Rail Station would be eliminated. This includes service to BWI Airport and Arundel Mills Mall.

ALTERNATIVE SERVICE

- MARC Penn Line service is available between BWI Airport and Union Station via New Carrollton
- MTA Route 201 connects Arundel Mills Mall and BWI Airport
- RTA Route 501 connects Arundel Mills Mall and BWI Airport
- RTA Route 502 connects Arundel Mills Mall and Laurel (with Metrobus and RTA connections to Greenbelt Metrorail Station)

REASON FOR CHANGE

- Route B30 ridership has dropped since weekend MARC Penn Line service began in December 2013
- Ridership continued to drop when weekend Route B30 service was eliminated and weekday frequency was reduced in June 2017
- Ridership did not improve when service was added to Arundel Mills Mall in June 2018
- Alternate service is available for most riders

PERFORMANCE MEASURES

- Average of 264 riders per day
- Average of 9.4 riders per trip

GREENBELT-TWINBROOK LINE – ROUTE C4

BUDGET

- \$ 40,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate the 12:51 a.m. eastbound trip from Twinbrook Station on weekdays
- Eliminate the 12:40 a.m. westbound trip from Prince George's Plaza Station on weekdays

ALTERNATIVE SERVICE

- None

REASON FOR CHANGE

- Ridership on these trips is low.

PERFORMANCE MEASURES

- Average daily ridership on these late-night trips:
 - Eastbound:
 - 12:51 a.m.: 9 passengers
 - Westbound:
 - 12:40 a.m.: 6 passengers

FY2021 Budget B30 Proposed Elimination

Background Data

Ginger Archibald
1/22/2020



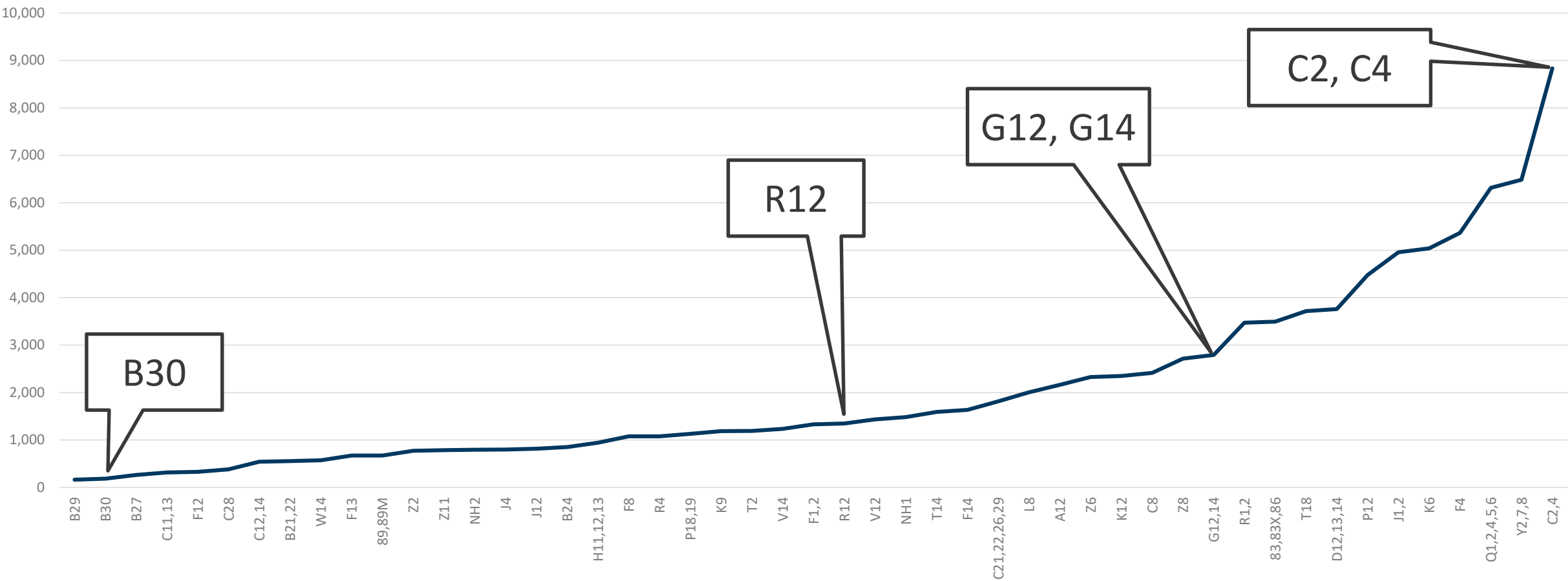
Improving Service and Customer Experience

Initiatives	Cost	Revenue	Subsidy	Net Trips	Per Net Trip		
					Cost	Revenue	Subsidy
Better Weekend Metrobus Service	\$3.9M	\$0.8M	\$3.1M	0.7M	\$5.27	\$1.13	\$4.14
Improve MetroExtra Service	\$3.5M	\$0.8M	\$2.6M	0.8M	\$4.37	\$1.07	\$3.30
Better Weekend Metrorail Service	\$3.6M	\$1.1M	\$2.5M	0.5M	\$7.79	\$2.47	\$5.31
Restore Late Night Metrorail Service	\$5.0M	\$1.2M	\$3.8M	0.4M	\$11.60	\$2.88	\$8.72
Improve Customer Service	\$2.5M	\$0	\$2.5M	0			
Weekday Early Morning Metrorail Right-Sizing ¹	(\$4.4M)	(\$0.8M)	(\$3.6M)	(0.3M)	(\$16.21)	(\$2.79)	(\$13.42)
Reduce Overlapping and Less Productive Bus Service ²	(\$34.0M)	(\$7.4M)	(\$26.6M)	(4.9M)	(\$6.98)	(\$1.53)	(\$5.46)
TOTAL	(\$19.9M)	(\$4.1M)	(\$15.9M)	(2.7M)			

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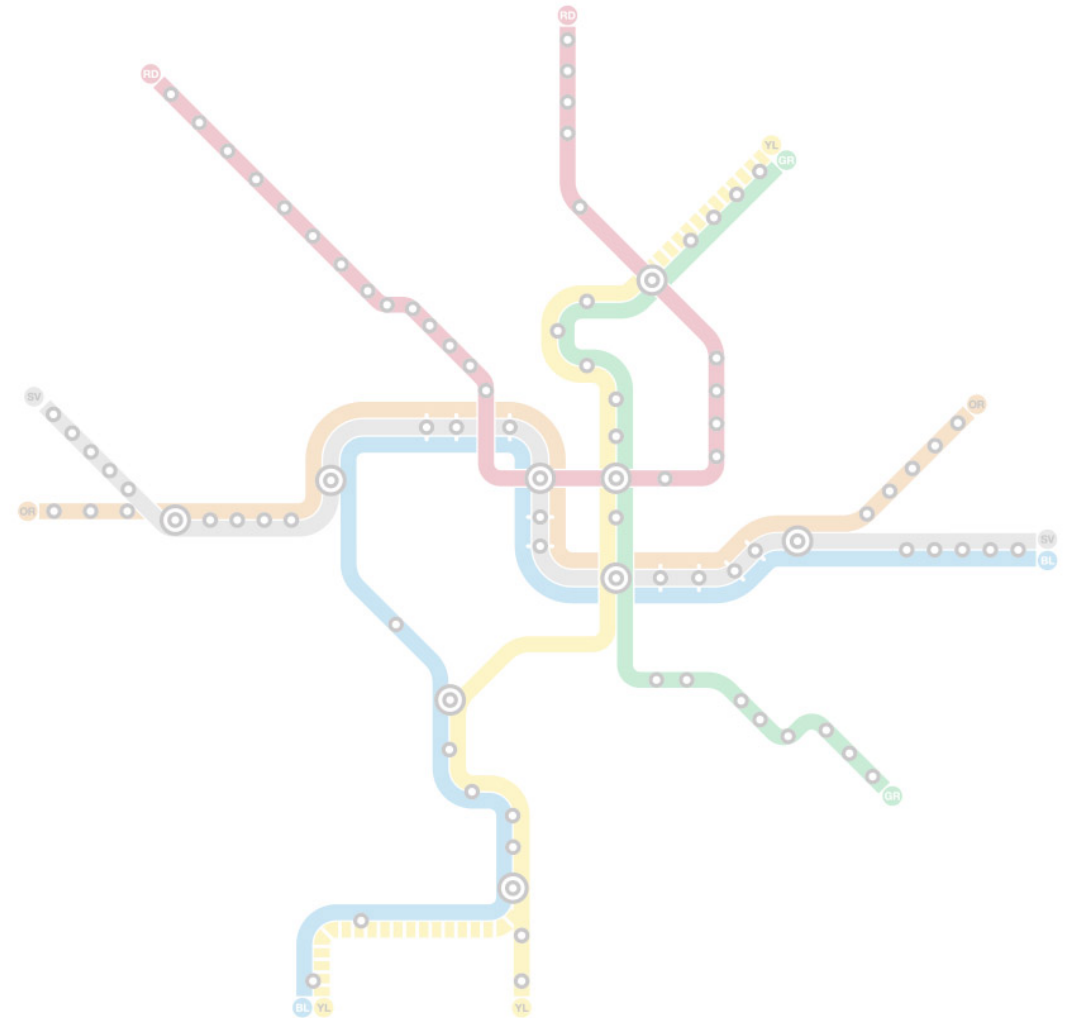
1. Efficiencies include savings from eliminating one-way AM/PM tripper trains on Green and Orange Lines, 2. Trip loss does not reflect customers who will take other Metro or regionally-operated transit services

Average Weekday Ridership by Line - Maryland

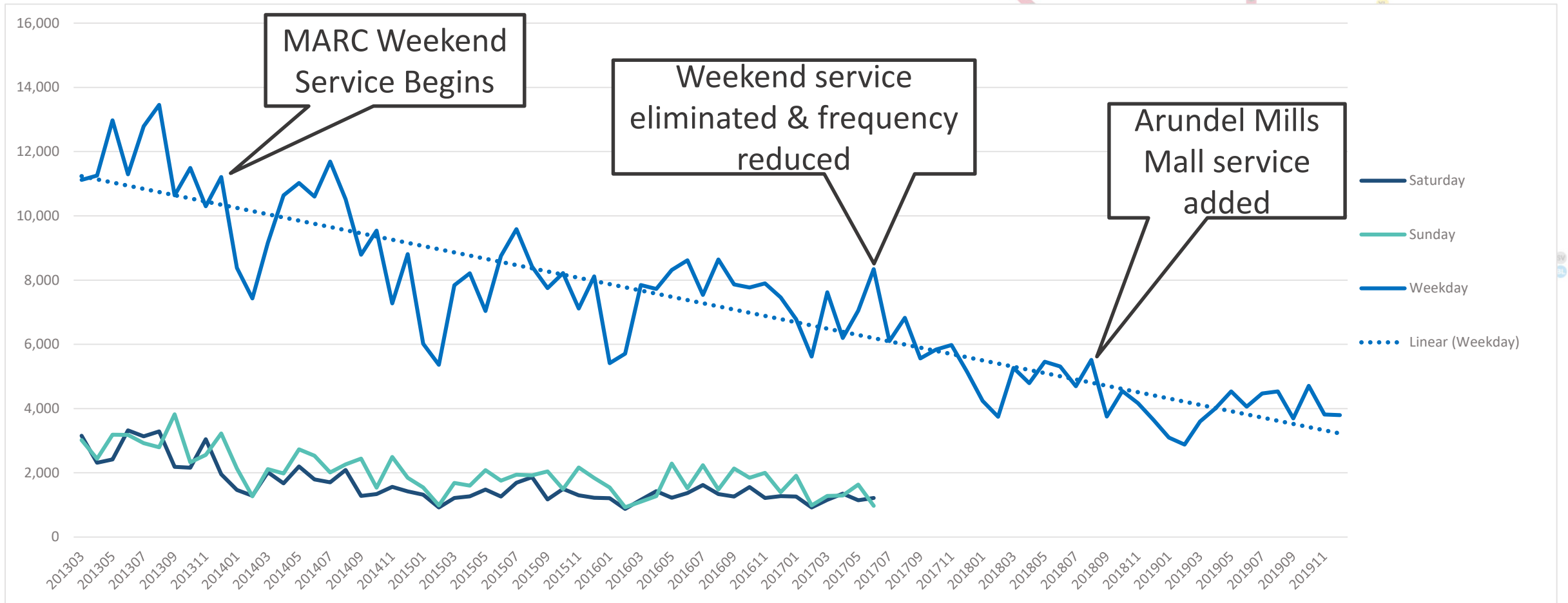


B30 History

- December 2013 – MARC Penn Line begins weekend service
- June 2017 – B30 weekend service is eliminated and weekday frequency is reduced
- June 2018 – B30 service to Arundel Mills Mall is added



B30 Monthly Total Ridership by Service Type



B30 vs MARC fares

Trip	Mode	Fare
Greenbelt to BWI	B30	\$7.50
Greenbelt to New Carrollton to BWI	Metrobus + MARC	\$8.00
New Carrollton to Greenbelt to BWI	Metrobus + B30	\$7.50
New Carrollton to BWI	MARC	\$6.00
Union Station to BWI	MARC	\$7.00
Union Station to Greenbelt to BWI	Metrorail + MARC	\$10.70 - \$11.55