MARYLAND

Proposed Metrobus Service Changes
BOWIE-NEW CARROLLTON LINE – ROUTE B27

BUDGET

- Current annual subsidy: $341,270
- Estimated annual subsidy reduction: $341,270

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route B27 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes B21 and B22 operate between New Carrollton Metrorail Station and Bowie State University.
- On Lanham-Severn Road east of Cipriano Road: no alternate service available.
- Old Bowie: no alternate service available.
- At Seabrook MARC Station: no alternate service available.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route B27</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>222</td>
<td>432</td>
<td>Fail</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>16.12%</td>
<td>16.6%</td>
<td>Fail</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$6.09</td>
<td>$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>8.6</td>
<td>10.7</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.0</td>
<td>1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>

- Approximately 30% of total ridership on Route B27 is at stops that would be abolished and not served by any service if the route were eliminated.
Proposed Route Elimination

No alternate transit service is available on Lanham-Severn Road or in Old Bowie.

Alternate service between New Carrollton Station and Bowie State University provided by routes B21 and B22.
GREENBELT-BWI THURGOOD MARSHALL AIRPORT EXPRESS LINE – ROUTE B30

BUDGET
- Current annual subsidy: $1,209,160
- Estimated annual subsidy reduction (Option 1): $1,209,160
- Estimated annual subsidy reduction (Option 2): $350,000

RESTRUCTURE SERVICE

Option 1
- Eliminate all Route B30 service.

Option 2
- Reduce frequency of service to every 60 minutes and increase fare on this route to $9.00.

ALTERNATIVE SERVICE AVAILABLE

Option 1
- Alternate service to BWI Airport provided by MARC’s Penn Line at Union Station, New Carrollton Metrorail Station, and Bowie State University.
- Service between Greenbelt Metrorail Station (current Route B30 service) and New Carrollton Metrorail Station (alternate MARC service) is provided on Metrobus routes G12 and G14.

Option 2
- Route B30 service is available at reduced frequency.

REASON FOR PROPOSAL
- Low ridership.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route B30</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>370</td>
<td>432</td>
<td>Fail</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>40.29%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$9.14</td>
<td>$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>7.6</td>
<td>10.7</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.3</td>
<td>1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>
Proposed Route Elimination or Frequency Reduction

Propuesta de la eliminación o reducción de la frecuencia

Legend
- Metrorail Stations
- Route B30
- Green line
- Roads
COLLEGE PARK-WHITE FLINT LINE – ROUTE C8

BUDGET

- Current annual subsidy: $2,270,112
- Estimated annual subsidy reduction: $162,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route C8 service between Glenmont and White Flint Metrorail stations.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route C4 along Randolph Road between Parklawn Drive and Veirs Mill Road.
- Montgomery County Ride On Route 10 along Randolph Road between Parklawn Drive and Glenmont Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route C8</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>2,632</td>
<td>&gt; 432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>27.8%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$3.03</td>
<td>&lt;$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>38.6</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>2.2</td>
<td>&gt;1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>

- Discontinued segment averages 591 eastbound weekday boardings (19.1 per trip) and 401 westbound weekday boardings (12.5 per trip) according to WMATA automatic passenger counter data, which, accounts for 44.4% of eastbound boardings and 26.6% of westbound boardings.
- Discontinued segment averages 354 eastbound Saturday boardings (9.1 per trip) and 248 westbound Saturday boardings (7.8 per trip) according to WMATA automatic passenger counter data, which, accounts for 46.2% of eastbound boardings and 29.7% of westbound boardings.
CLINTON LINE – ROUTES C11, C13

BUDGET

- Current annual subsidy: $465,577
- Estimated annual subsidy reduction: $150,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency from one bus every 15 minutes to one bus every 20 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Route C11 and C13 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes C11, C13</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
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<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>435</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>21.63%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$4.24</td>
<td>$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>13.2</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>2.3</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Clinton Line

Proposed Frequency Reduction

Propuesta de la reducción de la frecuencia del servicio

Legend
- Metrorail Stations
- Routes C11, C13
- Green line
- Roads

Joint Base Andrews
BRANCH AVE STATION
WOODYARD RD
OLD BRANCH AVE
WOODYARD RD
Clinton Park & Ride

M 495
0 0.25 0.5 1 Miles
CHILLUM ROAD LINE – ROUTES F1, F2

BUDGET

- Current annual subsidy: $1,730,542
- Estimated annual subsidy reduction: $150,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 35 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Route F1 and F2 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes F1, F2</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,826</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>27.03%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$3.16</td>
<td>$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>31.3</td>
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<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>2.5</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
F1, F2
Chillum Road Line
Proposed
Frequency Reduction

Propuesta de la reducción de la frecuencia del servicio

Legend
- Metrorail Stations
- Routes F1, F2
- Blue and Silver Lines
- Green line
- Green and Yellow Lines
- Orange Line
- Red Line
- Roads

DISTRICT OF COLUMBIA
PRINCE GEORGE'S COUNTY
RHODE ISLAND AVE
EASTERN AVE
ANNAPOLIS RD
CHEVERLY STATION
WEST HYATTSVILLE STATION
TAKOMA STATION

0 0.3 0.6 1.2 Miles
MARLOW HEIGHTS-TEMPLE HILLS LINE – ROUTES H11, H12, H13

BUDGET

- Current annual subsidy: $1,374,840
- Estimated annual subsidy reduction: $100,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 25 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Route H11, H12, and H13 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes H11, H12, H13</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
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<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,471</td>
<td>432</td>
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<tr>
<td>Cost Recovery</td>
<td>22.37%</td>
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<td>Subsidy per Rider</td>
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<td>$4.81</td>
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<td>Riders per Trip</td>
<td>16.6</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>2.7</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Marlow Heights-Temple Hills Line

Proposed Frequency Reduction

Propuesta de la reducción de la frecuencia del servicio

Legend
- Metrorail Stations
- Routes H11, H12, H13
- Green line
- Roads

0 0.3 0.6 Miles
BETHESDA-SILVER SPRING LINE – ROUTES J1, J2, J3

BUDGET

- Current annual subsidy: $4,814,456
- Estimated annual subsidy reduction: $267,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J1 service, resulting in no service to stops along Jones Mill Road and Jones Bridge Road; and reduced service at Medical Center Metrorail Station and along East-West Highway between Jones Mill Road and Silver Spring Metrorail Station.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes J2 and J3 at Medical Center Metrorail Station and along East-West Highway.
- Metrobus Route L8 at Jones Bridge Road and Connecticut Avenue.
- Montgomery County Ride On Route 33 on Jones Bridge Road between Connecticut Ave and Medical Center Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURE

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes J1, J2, J3</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>6,112</td>
<td>&gt; 432</td>
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<tr>
<td>Cost Recovery</td>
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<td>Subsidy per Rider</td>
<td>$2.57</td>
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<td>Riders per Trip</td>
<td>31.0</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>3.3</td>
<td>&gt;1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>

- The portion of Route J1 exclusive to Jones Mill Road and Jones Bridge Road has 3.54 boardings per revenue trip based on Automatic Passenger Counter data during the August 2016 Schedule Period (August 21-December 18), which does not meet the WMATA standard 10.7 riders per trip.
J1, J2, J3

Bethesda - Silver Spring Line
Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Unaffected J2,3
- Proposed to be eliminated J1
- Roads

0 0.3 0.6 1.2 Miles
TWINBROOK-SILVER SPRING LINE – ROUTE J5

BUDGET

- Current annual subsidy: $388,362
- Estimated annual subsidy reduction: $388,362

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J5 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route C4 and Montgomery County Ride On Routes 10 and 44 from Twinbrook Metrorail Station and along Parklawn Drive.
- Montgomery County Ride On Route 38 along Nicholson Lane.
- Metrorail Red Line between Grosvenor-Strathmore and Silver Spring Metrorail stations.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Alternative Metrobus, Metrorail, and Ride On services available.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route J5</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>284</td>
<td>&gt; 432</td>
<td>Fail</td>
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<tr>
<td>Cost Recovery</td>
<td>17.7%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
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<tr>
<td>Subsidy per Rider</td>
<td>$5.43</td>
<td>&lt;$4.81</td>
<td>Fail</td>
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<tr>
<td>Riders per Trip</td>
<td>14.2</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.4</td>
<td>&gt;1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>

- Route J5 ridership decreased 27,000 (-27%) total annual passengers between FY 2015 & FY 2016. FY 2016 total ridership was 74,352 compared to FY 2015 total ridership of 101,323.
I-270 Express Line
Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Proposed to be eliminated J7
- Proposed to be eliminated J9
- Roads

MONTGOMERY COUNTY

FAIRFAX COUNTY

ROCKVILLE PIKE

MEDICAL CENTER

BETHESDA

0 0.5 1 2 Miles
I-270 EXPRESS LINE – ROUTES J7, J9

BUDGET

- Current annual subsidy: $412,000
- Estimated annual subsidy reduction: $412,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J7 and J9 service.

ALTERNATIVE SERVICE AVAILABLE

- Montgomery County Ride On Route 55 between Lakeforest Transit Center and Shady Grove Metrorail Station.
- Montgomery County Ride On Route 56 between MD 124 Park & Ride, Lakeforest Transit Center, and Rockville Metrorail Station.
- Montgomery County Ride On Route 61 between MD 124 Park & Ride, Lakeforest Transit Center, and Shady Grove Metrorail Station.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Alternative Metrorail and Ride On services available.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes J7, J9</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>326</td>
<td>&gt; 432</td>
<td>Fail</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>26.8%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
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<tr>
<td>Subsidy per Rider</td>
<td>$8.73</td>
<td>&lt;$4.81</td>
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<tr>
<td>Riders per Trip</td>
<td>9.9</td>
<td>&gt;10.7</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.6</td>
<td>&gt;1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>

- Route J7 and J9 ridership has decreased 12,300 (-13%) total annual passengers between FY 2015 & FY 2016. FY16 total ridership was 85,657 compared to FY 2015 total ridership of 97,935.
J7,9
I-270 Express Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Proposed to be eliminated J7,9
- Roads

0 0.5 1 2 Miles
OXON HILL-FORT WASHINGTON LINE – ROUTES P17, P18, P19

BUDGET

- Current annual subsidy: $1,977,655
- Estimated annual subsidy reduction (Option 1): $1,977,655
- Estimated annual subsidy reduction (Option 2): $450,000

RESTRUCTURE SERVICE

Option 1
- Eliminate all Route P17, P18, and P19 service.

Option 2
- Eliminate service to downtown DC (Route P17 and P19 trips will begin and end at Southern Ave Metrorail Station).
- A local fare would be charged on the restructured service.

ALTERNATIVE SERVICE AVAILABLE

Option 1
- No alternative Metrobus service would be provided south of Oxon Hill Road & MGM National Avenue, including to Fort Foote and Fort Washington.
- Service to Southern Ave Metrorail Station is provided by Metrobus and Prince George’s County TheBus at stops along portions of Indian Head Highway and Oxon Hill Road.

Option 2
- Alternate service to downtown is provided from Southern Ave Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes P17, P18, P19</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,167</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>32.33%</td>
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<tr>
<td>Subsidy per Rider</td>
<td>$6.68</td>
<td>$4.81</td>
<td>Fail</td>
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<tr>
<td>Riders per Trip</td>
<td>21.3</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.3</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Option 1: Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

- Metrorail Stations
- Proposed to be eliminated P17 P18 P19
- Blue Line
- Blue and Yellow Lines
- Green line
- Yellow Line
- Roads

No alternate Metrobus service provided south of this point.
RIVER ROAD LINE – ROUTE T2

BUDGET

- Current annual subsidy: $1,816,209
- Estimated annual subsidy reduction: $188,000

REDUCE SERVICE FREQUENCY

- Rush hour frequency on Route T2 will be reduced to every 30 minutes which will serve to improve reliability.

REASONS FOR CHANGE

- Reduce costs.
- Improve service reliability.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route T2</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,654</td>
<td>&gt; 432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>21.4%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$4.30</td>
<td>&lt;$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>20.4</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.4</td>
<td>&gt;1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Proposed Reliability Improvements

Propuesta de las mejoras para la fiabilidad del servicio

Legend
- Metrorail Stations
- T2
- Roads

River Road Line

0 0.5 1 2 Miles
RHODE ISLAND AVENUE-NEW CARROLLTON LINE – ROUTE T14

BUDGET

- Current annual subsidy: $1,339,502
- Estimated annual subsidy reduction: $100,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 30 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Route T14 service will be available at a reduced frequency.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route T14</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,949</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>33.01%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$2.37</td>
<td>$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>32.7</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>3.1</td>
<td>1.3</td>
<td>Pass</td>
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</tbody>
</table>
Rhode Island Ave-New Carrollton Line

Proposed Frequency Reductions

Propuesta de la reducción de la frecuencia del servicio
BOCK ROAD LINE – ROUTES W13, W14

BUDGET

- Current annual subsidy: $1,133,613
- Estimated annual subsidy reduction (Option 1): $1,133,613
- Estimated annual subsidy reduction (Option 2): $250,000

RESTRUCTURE SERVICE / ROUTE ELIMINATION

Option 1
- Eliminate all Route W13 and W14 service.

Option 2
- Eliminate service to downtown DC (Route W13 trips will begin and end at Southern Ave Metrorail Station).
- Option to extend some peak period trips from Fort Washington Forest to Accokeek Park & Ride Lot. (This would replace some Metrobus Route W19 service if the proposal to eliminate Route W19 service is approved. See the Route W19 docket page for more information.)
- A local fare would be charged on the restructured service.

ALTERNATIVE SERVICE AVAILABLE

Option 1
- No alternate service provided south of Bock Road & St. Barnabas Road, including to Friendly and Fort Washington Forest.
- Service to Southern Ave Metrorail Station is provided by Metrobus and Prince George’s County’s TheBus at stops on Indian Head Highway.

Option 2
- Alternate service to downtown via Metrorail is provided at Southern Ave Metrorail Station.

REASON FOR PROPOSAL

- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes W13, W14</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>658</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>32.04%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$6.77</td>
<td>$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>19.2</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.3</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
W13, W14
Bock Road Line
Option 1: Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Proposed to be eliminated routes W13, W14
- Blue Line
- Blue and Yellow Lines
- Green line
- Yellow Line
- Roads

No alternate Metrobus service provided south of this point.
Bock Road Line
Option 2: Proposed Route Restructuring

Propuesta de la reestructuración de la ruta

Legend
- Metrorail Stations
- Unaffected W13 W14
- Proposed to be eliminated W13
- Proposed W13 W14 extension
- Blue Line
- Blue and Yellow Lines
- Green line
- Yellow Line
- Roads

Miles
INDIAN HEAD EXPRESS LINE – ROUTE W19

BUDGET

- Current annual subsidy: $974,110
- Estimated annual subsidy reduction (Option 1): $974,110

ROUTE / SEGMENT ELIMINATION

Option 1
- Eliminate all Route W19 service.

Option 2
- One option for the Bock Road Line (Metrobus routes W13 and W14) is to restructure service to terminate at Southern Ave Metrorail Station on the northern end of the line and to extend some peak period trips from Fort Washington Forest to Accokeek Park & Ride. See Bock Road Line docket page for more information.

ALTERNATIVE SERVICE AVAILABLE

Option 1
- At Accokeek Park & Ride: service to downtown DC is available on MTA routes 640, 650.
- At stops on Indian Head Highway (MD 210) and Southern Avenue in Oxon Hill: local service is available on multiple Metrobus routes.
- At stops in Charles County (including Bryans Road Park & Ride and the Naval Surface Warfare Center): no alternate service is available.

Option 2
- At Accokeek Park & Ride: service to downtown DC is available on MTA routes 640 and 650; service to Southern Ave Metrorail Station is available on Metrobus Route W14.
- At stops on Indian Head Highway (MD 210) and Southern Avenue in Oxon Hill: local service is available on multiple Metrobus routes.
- At stops in Charles County (including Bryans Road Park & Ride and the Naval Surface Warfare Center): no alternate service is available.

REASON FOR PROPOSAL
- Low ridership.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route W19</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>311</td>
<td>432</td>
<td>Fail</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>20.54%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$12.34</td>
<td>$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>11.4</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.5</td>
<td>1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>
No alternate Metrobus service provided south of this point.
LAUREL-BURTONSVILLE EXPRESS LINE – ROUTE Z7

BUDGET

- Current annual subsidy: $787,707
- Estimated annual subsidy reduction (Option 1): $218,000
- Estimated annual subsidy reduction (Option 2): $97,000

ROUTE / SEGMENT ELIMINATION

Option 1
- Eliminate Route Z7 service between South Laurel Park & Ride and Burtonsville Crossing Park & Ride.

Option 2
- Reduce Route Z7 service frequency to operate trips every 35 minutes, eliminate three daily trips, and reduce span of service to end at 7:30 p.m.

ALTERNATIVE SERVICE AVAILABLE

Option 1
- Metrobus Routes 89 and 89M along Cherry Lane between Van Dusen Road and Baltimore Avenue (US 1).
- Metrobus Routes 87 and 89M at South Laurel Park & Ride.

Option 2
- Route Z7 service is available at a reduced frequency and span.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route Z7</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>618</td>
<td>&gt; 432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>17.6%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$5.05</td>
<td>&lt;$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>29.4</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.5</td>
<td>&gt;1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>

- The Option 1 segment proposed for elimination has approximately 7 boardings per trip, which does not meet the Metrobus guideline of more than 10 riders per trip.
Laurel-Burtonsville Express Line

Option 1: Proposed Route Modifications

Legend

- Metrorail Stations
- Proposed to be eliminated Z7
- Unaffected Z7
- Roads

0 0.5 1 2 Miles

Propuesta de la modificación de la ruta
Laurel-Burtonsville Express Line

Option 2: Proposed Reliability Improvements

Propuesta de las mejoras para la fiabilidad del servicio
BURTONSVILLE-GREENCASTLE EXPRESS LINE – ROUTE Z11

BUDGET

- Current annual subsidy: $1,079,380
- Estimated annual subsidy reduction: $38,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route Z11 service between Burtonsville Crossing Park & Ride and Greencastle Park & Ride. Service frequency between Greencastle Park & Ride and 1400 Castle Boulevard will be reduced to operate approximately every 20 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route Z7 from Burtonsville Crossing Park & Ride.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURE

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route Z11</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>903</td>
<td>&gt; 432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>19.2%</td>
<td>&gt;16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$4.74</td>
<td>&lt;$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>25.8</td>
<td>&gt;10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.6</td>
<td>&gt;1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>

- The segment of Route Z11 proposed for elimination has a total of 2 boardings northbound (0.15 per trip) and 32 boardings southbound (2.65 per trip) according to automatic passenger counter data, which are both below the WMATA standard of 10.7. The segment proposed for elimination has a total of 49 offs northbound (3.03 per trip) and 2 offs southbound (0.15) automatic passenger counter data, which are both below the WMATA standard of 10.7.
- The segment of the Route Z11 proposed for reduced frequency has a total of 18 boardings northbound (1.13 per trip) and 178 boardings southbound (9.37) automatic passenger counter data; which are both below the WMATA standard of 10.7. The segment proposed for reduced frequency has a total of 83 offs northbound (5.17 per trip) and 9 offs southbound (0.46 per trip) automatic passenger counter data, which are both below the WMATA standard of 10.7.
Frequency between Greencastle Park & Ride and 1400 Castle Blvd will be reduced to operate every 20 minutes