



**Review of FY07 Service Levels for:**

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- **Metrobus**
- **Metrorail**
- **MetroAccess**

**Board Budget Committee  
February 9, 2006**



## **Review of FY07 Service Levels for:**

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- **Metrobus**
- Metrorail
- MetroAccess



### FY07 Metrobus Improvements

	FY2007 Proposed Budget		Two-year
	<u>Within Guidance</u>	<u>Above Guidance</u>	<u>Cumulative Annual Cost</u>
<b>1. Relieve Overcrowding/ Improve Service:</b>			
a. Eliminate Low Productive Service/Re-invest in Priority Areas...Self Financing	\$2.4		\$2.4
b. Additional Relief of Overcrowding /Service Improvements		\$2.0	4.3
c. Priority Bus Corridor Program		3.6	6.6
<b>2. Bus Peer Review Manpower/ Supervisory Staffing</b>	2.8		4.8
<b>3. Expand Metrobus Police Enforcement Division</b>	1.8		3.6
<b>4. Enhance Security at Metrobus Facilities</b>		1.8	1.8
<b>Metrobus Improvement Program</b>	<u>\$7.0</u>	<u>\$7.4</u>	<u>\$23.5</u>
\$ Millions			



## **1A. Eliminate Low Productive Routes and Reinvest in Priority Areas**

- **Staff worked with the JCC to develop a program on low productive services which could be reduced and reinvested in service that warrants increasing:**
  - **Elimination of Low Productive Services (Savings of \$2.4M):**
    - **Late night Friday and Saturday bus service**
    - **11 Weekday and weekend underutilized bus routes**
  - **Reinvest in overcrowding relief and running time problems (\$2.4M):**
    - **Additional service for 18 bus routes to relieve existing problems (8 in DC, 4 in MD, 6 in VA)**



## **1A. Eliminate Low Productive Routes: (\$2.4) Million Savings**

### **Late night bus service elimination**

- Staff reviewed all routes that operate after midnight on Friday and Saturday and determined:
  - Bus routes that were extended when the rail hours were extended are not productive, averaging 1 to 5 passengers per trip.
  - Staff has targeted the elimination of 28 of these 57 routes
  - List of routes are attached

### **Weekday and weekend eliminations**

- Staff looked at the performance of Metrobus service on weekday and weekends.
  - Performance measures were used to assess the performance of each line
  - Service that does not meet four of the five performance measures is considered a poor performer
- This process in coordination with the JCC identified the following for elimination:
  - 5 weekday bus routes
  - 1 weekday off peak bus routes
  - 5 weekend bus routes



**1A. Eliminate Low Productive Routes: (\$2.4) Million Savings**

Route			Reg/Non	Day	Subsidy Reduction
<b><u>Late Night:</u></b>	DC	Attached on appendix	Reg	Fri/Sat	(\$0.4)
	MD	Attached on appendix	Reg	Fri/Sat	(0.3)
	VA	Attached on appendix	Reg	Fri/Sat	(0.1)
					<u>(\$0.8)</u>
<b><u>Weekday:</u></b>	DC	5B - DC-Tysons Corner	NR	Wkdy	(\$0.3)
	DC	H5,7 - Mt. Pleasant-Adams Morgan	NR	Wkdy	(0.4)
	DC	M2 - Fairfax Village -Naylor Rd.	NR	Wkdy	(0.1)
	DC	W9 - Defense Facilities Shuttle	Reg	Wkdy	(0.2)
	VA	4S - Pershing Dr.-Arlington Blvd.	Reg	Wkdy	(0.0)
	VA	13A,B - Nat. Airport-Pent-DC	Reg	Wkdy	(0.1)
		(will operate peak only)			<u>(\$1.2)</u>
<b><u>Weekend:</u></b>	DC	N8 - Van Ness-Wesley Heights Loop	NR	SA/SU	(\$0.2)
	DC	X6 - National Arboretum	NR	SA/SU	(0.1)
	VA	13A,B - Nat. Airport-Pent-DC	Reg	SA/SU	(0.1)
	VA	4H - Pershing Dr.-Arlington	Reg	Sat	(0.0)
	VA	24P - Ballston-Pentagon	Reg	Sat	(0.0)
				<u>(\$0.4)</u>	
<b>Grand Total (\$ Millions).....</b>					<u><u>(\$2.4)</u></u>



Late Night Routes on Friday and Saturday (after Midnight) That Average Less Than 5 Passengers-Per-Trip

District bus routes

- 80 North Capitol Street
82 College Park
94 Stanton Road
D6 Sibley Hosp-Stadium-Armory
E2 Military Road-Crosstown
G8 Rhode Island Avenue
H2,4 Crosstown
L2 Connecticut Avenue McPherson
N6 Massachusetts Avenue
V7,8 Minnesota Avenue-M Street
D4 Ivy City-Union Station
M6 Fairfax Village

Maryland bus routes

- A12 M.L. King Jr. Highway
C4 Greenbelt-Twinbrook
J2 Bethesda-Silver Spring
K6 New Hampshire Avenue-Md.
Q2 Veirs Mill Road
Y9 Georgia Avenue-Md.
Z8 Fairland

Virginia bus routes

- 1F Wilson Blvd. - Fairfax
2A Washington Blvd.
3E Lee Highway
4B Pershing Dr. - Arlington Blvd.
9A Huntington - Pentagon
10A Hunting Towers - Pentagon
10B - Hunting Towers - Ballston
23A McLean - Crystal City
38B Ballston - Farragut Square

Rail Stations Served

- Fort Totten-Brookland-Gallery Place-Farragut North
Rhode Island
Anacostia
Stadium-Armory-Union Station-Metro Center-Farragut North-Dupont Circle
Fort Totten-Friendship Heights
Brookland-Shaw/Howard Univ.-Farragut West
Brookland-Columbia Heights-Cleveland Park-Van Ness-Tenley Town
Van Ness-Cleveland Park-Woodley Park-Dupont Circle-Farragut North & West-
Friendship Heights-Dupont Circle-Farragut West
Deanwood-Minnesota Ave.-Potomac Ave.-Navy Yard-Le'Enfant Plaza
Union Station
Potomac Avenue
Addison-Capital Heights
Prince Georges Plaza
Bethesda
Fort Totten
Shady Grove-Rockville-Wheaton-Forest Glen-Silver Spring
Glenmont-Wheaton-Forest Glen-Silver Spring
Silver Spring
Ballston
Ballston-East Falls Church-Court House
Rosslyn-East Falls Church
Rosslyn-Court House
Huntington-Pentagon
Braddock-Pentagon
Ballston-Braddock
Crystal City-Ballston
Ballston-Clarendon-Court House-Rosslyn-Farragut North and West



**1A. Reinvestment - Improve Service**  
***Reduce Overcrowding & Improve Reliability***

- **Ridership data was used to determine what lines were experiencing overcrowding and service reliability problems**
  - **Board approved guidelines were used to determine service problems**
  - **Staff also reviewed service related problems initiated by passengers, operators, supervisors and from the Town Hall meetings**
- **Staff identified approximately \$2.4 million in service related problems that can be funded using resources from unproductive service that is eliminated**
- **Staff determined that these lines have the most severe overcrowding and run time problems**
- **These improvements have been coordinated with jurisdictional staff**





## 1A. Reinvestment - Improve Service Reduce Overcrowding & Improve Reliability

Route	Reg/Non	Description	Load Factor	Subsidy Increase	
<b>DC</b>	5A - DC-Dulles Airport	Reg	Weekday headway improvement for overcrowding	1.5	\$0.4
	52,53,54 - 14th St.	Reg	Wk/SA/SU running time improvement *		0.5
	70 - Georgia Ave.	Reg	Weekend improvements for crowding and running time	1.5	0.3
	90,92 - U St.-Garfield	Reg	Weekend running time improvement *		0.1
	E2,3,4 - Military Rd.	Reg	Weekday running time improvement *		0.1
	S2,4 - 16th St.	Reg	Weekday headway improvement for overcrowding	1.2	0.1
	W6,8 - Garfield-Anacostia Loop	Non-Reg	Weekday running time improvement *		0.1
	W2 - S.E. Hospital	Non-Reg	Weekday headway improvement for overcrowding	1.3	0.1
				\$1.7	
<b>MD</b>	P12 - Eastover Addison	Reg	Weekday headway improvement for overcrowding	1.3	\$0.0
	W19 - Indian Head Exp.	Reg	Weekday improvements for crowding and running time	1.3	0.1
	C4 - Greenbelt-Twinbrook	Reg	Sunday improvements for crowding and running time	1.2	0.3
	K6 - New Hampshire Av.-MD.	Reg	Weekend improvements for crowding and running time	1.2	0.2
				\$0.6	
<b>VA</b>	1F - Wilson Blvd.-Fairfax	Reg	Weekday running time improvement *		\$0.0
	7A - Linclonia-N. Fairlington	Reg	Weekday headway improvement for overcrowding	1.3	0.0
	16A-J - Columbia Pike	Reg	Weekend running time improvement *		0.1
	16Y - Columbia Pike-Farragut Sq.	Reg	Weekday headway improvement for overcrowding	1.2	0.0
	29K,N - Alexandria-Fairfax	Reg	Weekday running time improvement *		0.0
	REX	Reg	Wk/SA/SU running time improvement *		0.0
				\$0.2	
<b>Grand Total (\$ Millions)</b> .....					\$2.4

\* Current service guidelines for running time. Service may be added if running time is insufficient and more than 33% if the trips on a line within a 30 min. period during the peak, or a 60 min. period during the off-peak are not able to start their next cycle on-time.



## **1B. Additional Relief of Overcrowding (Above Guidance)**

- **Ridership data was used to determine what lines were experiencing overcrowding and service reliability problems**
  - **Board approved guidelines were used to determine service problems**
  - **Staff also reviewed service related problems initiated by passengers, operators, supervisors and from the Town Hall meetings**
- **\$4.3 million in un-funded service improvements that are split over two years have been identified**
- **Staff determined the priority for which lines should be recommended for improvement based on the following:**
  - **Lines with the most severe overcrowding**
  - **Lines experiencing the worst service reliability**
  - **Coordination with Jurisdictional staff**
  - **Customer complaints**
  - **Input from operators and supervisors**



## 1B. Additional Relief of Overcrowding (Above Guidance)

Line		Reg/Non	Description	Load Factor	Subsidy Increase
<b>1st Year</b>					
District	D8 - Hospital Center	Non-Reg	Weekday headway improvement for overcrowding	1.2	\$0.2
	H8 - Park Rd.-Brookland	Non-Reg	Weekday running time improvement *		0.3
	U6 - Mayfair-Marshall Heights	Non-Reg	WK/SA/SU headway improvement for overcrowding	1.2	0.3
	M6 - Fairfax Village	Non-Reg	Weekday running time *		0.2
Total District					\$1.0
Maryland	Q2 - Veirs Mills rd.	Reg	Weekend improvements for crowding and running time	1.2	\$0.6
	Z8 - Fairland	Reg	Weekend improvements for crowding and running time	1.2	0.3
Total Maryland					\$1.0
<b>Grand Total 1st Year (\$ Millions)</b> .....					<b>\$2.0</b>
<b>2nd Year</b>					
District	90,92 - U St.-Garfield	Reg	Weekday headway improvement for overcrowding	1.2	\$0.3
	S2,4 - 16th St.	Reg	Weekday running time improvement *		0.3
	H2,3,4 - Crosstown	Reg	WK/SA/SU improvements for crowding and running time	1.1	0.4
Total District					\$1.0
Maryland	Y5,7,8,9 - Georgia Ave.-MD.	Reg	Weekday improvements for crowding and running time	1.2	\$0.2
	T18 - Annapolis rd.	Reg	Weekday improvements for crowding and running time	1.2	0.2
	Q2 - Veirs Mills rd.	Reg	Weekday running time improvement *		0.3
Total Maryland					\$0.6
Virginia	23A,C - McLean Crystal City	Reg	Weekday running time improvements *		\$0.3
	16G,H,K,W - Columbia Hts West	Reg	Weekday running time improvement *		0.3
	2A,B,C,G - Washington Blvd.	Reg	Weekday running time improvements *		0.3
Total Virginia					\$0.8
<b>Grand Total 2nd Year (\$ Millions)</b> .....					<b>\$2.3</b>
<b>Grand Total Both Years (\$ Millions)</b> .....					<b>\$4.3</b>

\* Current service guidelines for running time. Service may be added if running time is insufficient and more than 33% if the trips on a line within a 30 min. period during the peak, or a 60 min. period during the off-peak are not able to start their next cycle on-time.



## **1C. Priority Bus Corridor Program**

- **Priority bus corridor improvements (above guidance):**
  - **Two-year program: 1<sup>st</sup> year \$3.6 million, 2<sup>nd</sup> year \$3.0 million**
  - **Program that enhances the bus service along major corridors including:**
    - **Breaking up long unreliable routes**
    - **Creates skip stop operations in selected corridors**
    - **Increase spacing between downtown bus stops**
    - **Improved traffic and parking management with assistance from local governments**
- **OPAS and BUS staff developed a list of 17 corridors that were experiencing service problems due to traffic congestion.**
- **OPAS and BUS staff determined what improvements would be required to improve service reliability and travel time.**
- **9 corridors and removal of bus stops on several streets are recommended for implementation the first year to determine if service reliability and passenger travel time can be improved.**



## 1C Priority Bus Corridor Program

### District

- Pennsylvania Avenue Line, Routes 30, 32, 34, 35, 36 (average daily ridership - 19,000)
  - Split the line into two segments to improve schedule adherence
- Georgia Avenue - 7<sup>th</sup> Street Line, Routes 70, 71 (average daily ridership - 19,000)
  - Shorten routes 70, 71 to operate all trips between Silver Spring and Archives to improve schedule adherence
  - Establish a new route between Archives and Half & O SW and Buzzard Point to Replace the 70's.
- Sibley Hospital - Stadium/Armory, Routes D1, D3, D6 (average daily ridership – 6,600)
- North Capitol Street Line, Route 80 (average daily ridership – 8,000)
  - Shorten Route 80 to operate all trips between Fort Totten and McPherson Sq. to improve schedule adherence
  - Shorten and reroute Route D6 to operate between Stadium/Armory and Kennedy Center to replace the 80
  - Establish a new route to operate between Sibley Hospital and McPherson Square to replace Route D6
- U Street - Garfield Line, Routes 90, 92, 93 (average daily ridership – 15,000)
- East Capitol Street - Cardozo Line, Route 96 (average daily ridership - 4,600 )
  - Shorten Routes 90, 92, 93 to operate all trips between Anacostia/Congress Heights Stations and Duke Ellington Bridge to improve schedule adherence
  - Extend Route 96 from Duke Ellington Bridge to McLean Gardens to replace Routes 90, 92, 93
- Elimination of bus stops along corridors to increase the speed of buses
  - H Street, K Street, 18<sup>th</sup> Street and 19<sup>th</sup> Street

### Maryland

- Kenilworth Ave. - New Carrollton, Route, R12 (average daily ridership – 2,500)
  - Split line into two segments to improve schedule adherence
  - Operate one segment from New Carrollton to Greenbelt
  - Operate the other segment from Greenbelt to Deanwood
- Veirs Mills Road - Georgia Ave., Route Q2 (average daily ridership - 3,500)
  - Operate limited stop service between Silver Spring and Rockville stations



## **1C Priority Bus Corridor Program**

### **Virginia**

- Alexandria - Tysons Corner Line (average daily ridership - 2,500)
  - Operate a limited stop service between King Street and Tysons Corner via Leesburg Pike to provide faster service
- Lee Highway Line, Routes 3A,B,E (average daily ridership - 2,500)
  - Split Line into two segments to improve schedule adherence
  - Operate one segment from Rosslyn to East Falls Church
  - Operate the other segment from East Falls Church to Annandale
- Wilson Blvd. - 1B,C,D,E,F,Z (average daily ridership - 4,000)
  - Operate one segment Ballston to Dunn Loring stations
  - Operate other segment from Dunn Loring to Fair Oaks Mall
  - Cutback 1C from Fair Oaks Hospital to Fair Oaks Mall
  - Cutback route 1Z form Fair Oaks Hospital to Vienna



## **Implementation Issues**

- **Eliminate Low Productive Routes and reinvest in priority areas**
- **In order to be budget neutral the route elimination proposal process must be initiated prior to adding the overcrowding relief initiatives**
  - **Routes that are being proposed for elimination will require public Hearings which is a six month process:**
    - **Board approval to go to Public Hearings**
    - **Public Hearings**
    - **Board approval of staff recommendations**
    - **Scheduling process**
    - **Implementation**
  - **Improvements not requiring Public Hearings require a three month scheduling process**
- **Need Board direction on above guidance initiatives**



## **Metrobus Improvements Summary**

- **Initial relief of overcrowding (\$2.4 million within guidance):**
  - A self-funded bus program to reallocate approximately 1% current services
    - Reduce/eliminate service that falls below four or more of the five performance measure guidelines
    - Re-invest in routes experiencing overcrowding as per guidelines
- **Additional relief of overcrowding (Above guidance):**
  - 1<sup>st</sup> year adds 1% service to overcrowded routes (\$2.0 million)
  - 2<sup>nd</sup> year adds an additional 1% service to respond to known overcrowding and running time problems (\$2.3 million)
- **Priority bus corridor improvements (above guidance)**
  - Two-year program – 1<sup>st</sup> year \$3.6 million, 2<sup>nd</sup> year \$3.0 million
  - Program that enhances the bus service in major corridors including:
    - Breaking up long unreliable routes
    - Creates skip stop operations in selected corridors
    - Increasing spacing between downtown bus stops
    - Improved traffic and parking management with assistance of local governments

**This addresses approximately 2/3 of known needed improvements as per service guidelines**





## Review of FY07 Service Levels for:

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- Metrobus
- **Metrorail**
- MetroAccess



### FY07 Rail Improvements

	FY2007 Proposed Budget		Two-year
	<u>Within Guidance</u>	<u>Above Guidance</u>	<u>Cumulative Annual Cost</u>
1. Metro Matters Rail Cars	\$7.0		\$7.0
2. Increased Service on Four Holidays		\$1.8	1.8
3. Non-Seasonal Off-Peak Increase		2.2	4.3
<b>Metrorail Improvement Program</b>	<u><u>\$7.0</u></u>	<u><u>\$4.0</u></u>	<u><u>\$13.1</u></u>

\$ Millions



**Current Service Levels**

<u>Line</u>	<u>Ridership</u>	<u>Trains</u>	<u>Cars</u>	<u>Weekday Headway (min)</u>	
				<u>Peak</u>	<u>Off-Peak</u>
Red	239,200	45	268	2.5	6
Orange	177,700	33	194	3 – 6	12
Blue	116,300	23	120	6	12
Green	95,700	20	120	5 – 6	12
Yellow	54,700	10	56	6	12
Total	683,600	131	758		



## **1. Metro Matters Rail Cars**

- **136 of 182 (75%) of the cars are scheduled to arrive by the end of FY07**
- **Eases crowding and addresses ridership growth during peak periods**
- **Consistent with the 8-car train operation plan**
  - **20% of peak trains will be 8-car trains by Dec 2006**
  - **33% of peak trains will be 8-car trains by Dec 2007**
  - **50% of peak trains will be 8-car trains by Dec 2008**
- **Present deployment of new cars to begin in Summer of 2006**
- **FY07 operating cost increase - \$7.0 million**



## **2. Increase Bus and Rail Service Levels on Four Holidays**

***Propose using weekday schedule in lieu of current holiday schedule:***

### **Rail:**

- 19% increase in holiday ridership for the last 5 years
- Veterans Day 2005 we carried 486,651 riders or over 70% of a typical weekday
- Increase headway to weekday (6 min peak and 12 min off- peak) with a mix of 4 and 6 car trains, no trippers
- FY07 cost - \$0.8 million
- ***Charging regular weekday rail fares and parking revenue would generate \$0.5 million and will require a public hearing and a change to our tariff***

### **Bus:**

- Currently on these 4 holidays we operate only 40% of our regular weekday routes (136 out of 340)
- Last Veterans Day, we carried 278,000 riders or 64% of a typical weekday
- FY07 Cost is \$1.0 million
- ***Charging regular weekday bus fares would generate \$0.3 million and will require a public hearing and a change to our tariff***



### **3. Non-Seasonal Off-Peak Service Increase**

- **Propose eliminating the current practice of reducing off peak and weekend train lengths during the 6 winter months**
  - **Currently the budget includes funding to operate additional car miles for off peak seasonal service. This consists of operating 6-car trains on the Red, Orange, Blue and Green lines during off peak and weekends for approximately 6 (non-winter) months**
- **Increased ridership has generated complaints and pressure to continue to operate the longer trains for longer periods of time**
  - **Off peak ridership is up 19%**
  - **Weekend ridership is up 24%**
- **Two year program:**
  - **Half in FY07. Continue longer trains in off peak for 3 additional months**
  - **Remainder in FY08. Operate longer trains in off peak for entire year**
- **FY07 cost - \$2.2 million**



## **Metrorail Improvements Summary**

- **The Metro Matters Rail Cars will provide adequate service for peak periods: \$7.0 Million... Within Guidance**
- **The two options for service improvements for Bus and Rail will provide increased service for off-peak periods and holidays: \$4.0 Million...Above Subsidy Guidance...Not Funded**



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## **Review of Service Levels**

- **MetroAccess Service Level for FY07:  
1.65 million trips projected for the year**
- **This includes 55 vehicles added to handle peak demand. They are not equipped with MDT/AVL units. (That action has been deferred for later consideration by the Board)**
- **310-vehicle fleet including 76 sedans and 234 vans**
- **Productivity requirement (1.2 trips per vehicle per hour) a new requirement for the contract**
- **Real-time vehicle tracking allows for service level verification**
- **On-street monitoring for quality assurance and trip sampling**
- **DriveCam assists with incident investigation**
- **Staff has access to Trapeze data for up-to-the minute service review**
- **Free Ride Program was made permanent and expanded – another 5% migration to fixed route use anticipated**



## **Appendix**

Weekday - September 2005

Line	Route Name	Route Number	<300 Weekday Passengers	<8 Pass Rev Trip	<1 Passenger/ Rev Mile	>\$4.00 Subsidy/ Passenger	<13% Cost Recovery
113	HUNT TWR-POT-CRYS	9B	248	5	0.9	\$9.02	7.1%
153	L RKY RUN-VIENNA	12L 12M	212	11	0.9	\$6.51	9.6%
646	DC-TYSONS CORNER	5B	193	21	0.6	\$6.80	9.2%
692	E FALLS CHUR SHUT	26A-E	174	7	1.4	\$6.23	10.0%
159	DEF FAC SHUTTLE	W9	98	4	1.1	\$9.96	6.5%
23	ADM MOR-U ST LINK	98	163	4	1.2	\$8.67	7.4%
693	W FALLS CHUR SHUT	26W	115	7	1.5	\$4.90	12.4%
21	MT PLEA-ADAMS MOR	H5 H7	294	7	1.8	\$5.32	11.5%
541	BURKE CENTRE	18P 18R 18S	570	10	0.8	\$8.89	7.2%
66	KINGS PARK	17A,B,F,M	345	8	0.4	\$9.60	20.7%
65	BOWIE-NEW CARROLL	B27	232	9	1.0	\$4.16	14.2%
116	SPRINGFIELD	18E 18F	181	10	0.7	\$5.04	33.1%
140	MCLEAN HAM-E F CH	24T	208	9	1.4	\$4.71	12.8%
642	GREENBLT-GLENMONT	C7 C9	387	16	1.0	\$5.74	10.7%
145	CENTREVILLE NORTH	12C 12D	376	16	1.0	\$5.29	11.5%
640	SPRING CIRCULATOR	S80	612	9	1.6	\$5.87	10.5%
531	GRNCastle-BRG CHAN	Z11,Z13	507	11	1.1	\$7.70	8.2%
79	VAN NESS-WESLEY	N8	443	11	1.1	\$6.74	9.3%
647	GREENBELT-BWI	B30	485	10	0.4	\$5.78	30.2%
64	FAIR VILL-NAYL RD	M2	163	8	2.6	\$3.25	17.5%
27	CHAIN BRIDGE RD	15K 15L	591	24	1.1	\$5.02	12.1%
121	PIMMIT HILLS	3T	874	14	1.5	\$4.91	12.3%
98	NAVY YARD SHUTTLE	N22	833	13	1.6	\$4.80	12.6%
71	CHEVY CHASE	E6	354	5	1.4	\$4.53	13.2%
122	TYSONS-WFALLS	28T	521	13	1.9	\$5.01	12.1%
88	OXON HILL-FT WASH	P17 P18 P19	1,259	24	1.4	\$5.18	11.8%
634	CROFTON-NEW CARR	B29 B31	279	14	1.0	\$3.05	18.4%
645	INDIAN HEAD EXP	W19	659	24	1.0	\$4.31	13.8%
635	SPRINGFIELD SHUTTLE	S91	663	9	1.7	\$5.26	13.0%
129	DC-DULLES	5A	884	25	0.8	\$1.32	65.5%
87	ORANGE HUNT	18G 18H 18J	526	18	0.9	\$3.15	44.3%
49	FT LINCOLN SHUT	B8 B9	582	8	2.7	\$2.76	20.0%
138	LEE HWY-FARR. SQ	3Y	246	25	4.5	\$2.90	19.2%
521	ANN-SKY CITY-PENT	16L	181	30	2.7	\$1.97	25.9%
124	VIENNA-OAKTON	2W	176	13	1.9	\$3.42	16.8%
61	KINGS PK EXPRESS	17G 17H 17K	1,060	19	0.9	\$3.86	39.3%
60	CHANT-GREENBRIAR	20F 20W 20X	434	16	1.1	\$4.49	13.3%
155	CENTREVILLE SOUTH	12A,E,F,G	672	19	1.3	\$4.33	13.7%
112	MT VERN-POTO-CRYS	10P	460	10	1.7	\$4.37	13.6%
8	ANNANDALE	29C,E,G,H,X	1,114	15	1.0	\$3.27	43.4%
522	COL PKE-FARR SQ	16Y	807	37	4.9	\$1.90	26.7%
111	SOUTH CAPITOL ST	A9	624	27	3.9	\$2.53	21.4%
154	STRINGFELLOW-VIEN	12R 12S	601	22	1.6	\$2.92	19.1%
26	POINTER RIDGE	C28	577	19	1.2	\$2.65	20.7%
57	FX VILL-LENF PLAZ	V5	572	25	4.3	\$2.40	22.3%
40	INDIAN HEAD HWY	W15	409	29	2.4	\$2.84	19.5%
37	MAC BLVD-GEOTOWN	D5	398	31	3.8	\$2.54	21.4%
67	TWINBROOK-SIL SPG	J5	355	18	1.8	\$2.93	19.1%
551	TAKOMA-WALT REED	K1	318	14	3.4	\$3.10	18.2%
157	MT VERNON EXPRESS	11Y	316	35	1.9	\$1.82	57.9%
62	BROOKLAND-POT PK	H1	550	37	6.2	\$2.38	22.5%
629	COLL PK-BETHESDA	J4	864	27	2.2	\$3.12	18.1%
20	BOWIE STATE UNIV	B21 B22	839	20	1.3	\$1.99	25.7%
580	BOCK ROAD	W13 W14	821	23	1.5	\$2.98	45.6%
127	TYSONS-DUNN LORI	2T	814	17	1.6	\$3.85	15.2%
84	NEBRASKA AVENUE	M4	807	18	1.9	\$3.39	16.9%
526	LAUREL EXPRESS	87 88	806	22	1.4	\$3.20	17.8%
63	HILLCREST HEIGHTS	C12 C14	775	14	2.1	\$3.35	17.1%
10	ARD IND PK SHUT	F12	774	19	2.3	\$2.11	24.6%
82	CONG HTS SHUTTLE	M8 M9	769	12	3.1	\$2.55	21.3%
149	CHEV-WASH BUS PK	F13	766	21	1.7	\$2.98	18.8%
19	BOWIE-BELAIR	B24 B25	762	19	1.2	\$3.63	16.0%
120	BALLSTON-PENTAGON	24P	755	15	2.6	\$2.29	23.2%
511	PENT-ARMY NAVY-SHI	22B	706	10	3.1	\$2.27	23.3%
6	I-270 EXPRESS	J7 J9	689	22	1.3	\$2.81	19.7%
29	CLINTON	C11 C13	681	21	3.9	\$1.43	32.5%
68	LANDMARK-PENTAGON	21A,B,C,D,F	652	13	1.5	\$3.87	15.1%
110	SKYLINE CITY	28F 28G	586	17	2.3	\$1.78	28.0%
583	FT TOTTEN-TAKOMA	K2	491	12	4.9	\$1.76	28.1%

**Weekday - September 2005**

Line	Route Name	Route Number	<300 Weekday Passengers	<8 Pass Rev Trip	<1 Passenger/ Rev Mile	>\$4.00 Subsidy/ Passenger	<13% Cost Recovery
151	BENNING ROAD	X1 X3	1,611	58	8.0	\$1.35	33.8%
93	PENNSYLVANIA AVE	30 32 34 35 36	19,123	59	4.9	\$1.55	30.8%
118	GA AVE-7TH STREET	70 71	18,780	78	8.8	\$0.58	54.5%
130	U ST-GARFIELD	90 92 93	15,195	52	5.9	\$1.13	38.0%
14	BENNING RD-H ST	X2	15,172	56	10.5	\$0.42	62.4%
52	14TH STREET	52 53 54	14,932	46	7.0	\$0.90	43.3%
108	SIXTEENTH STREET	S2 S4	14,821	42	5.4	\$1.15	37.6%
13	GBLT-TWINBROOK	C2 C4	12,767	65	4.6	\$1.08	38.9%
581	ANAC-CONG HGTS	A2-8,A42-48	10,298	24	5.0	\$1.20	36.4%
123	VEIRS MILL RD	Q2	10,102	56	4.2	\$1.18	36.9%
81	MOUNT PLEASANT	42	8,647	31	9.3	\$0.26	72.8%
86	NORTH CAPITOL ST	80	8,121	52	6.0	\$1.35	33.9%
53	GEORGIA AVE-MD	Y5 Y7 Y8 Y9	8,050	60	4.3	\$1.07	39.3%
150	BLAD RD-ANACOSTIA	B2	7,976	42	4.9	\$1.15	37.5%
35	CROSSTOWN	H2 H3 H4	7,606	39	6.0	\$1.06	39.4%
97	PR GEO-SIL SPRING	F4 F6	7,244	48	3.6	\$1.33	34.2%
55	SIBLEY-STAD ARM	D1 D3 D6	6,689	40	3.9	\$2.10	24.8%
16	BETHESDA-SIL SPR	J1 J2 J3	6,544	35	3.4	\$1.72	28.7%
142	COLUMBIA PIKE	16A,B,D,F,J	6,526	32	3.8	\$1.62	29.8%
85	NEW HAMP AVE-MD	K6	6,253	50	5.8	\$0.92	43.0%
77	MIL RD-CROSSTOWN	E2 E3 E4	6,029	33	4.0	\$1.35	33.9%
44	CAP HTS-BENN HTS	U8	5,757	61	6.3	\$0.69	50.0%
41	EASTOVER-ADDISON	P12	5,437	57	3.7	\$1.41	32.9%
5	ALEX-TYSON CORNER	28A 28B	4,787	61	3.8	\$1.34	34.0%
95	DEANWOOD-ALAB AVE	W4	4,722	42	3.5	\$1.62	29.8%
584	OXON HILL-SUIT	D12 D13 D14	4,659	38	2.5	\$1.88	26.9%
18	EAST CAP-CARDOZO	96 97	4,608	29	3.6	\$2.24	23.6%
74	COLLEGE PARK	81 82 83 86	4,547	28	2.4	\$2.24	23.5%
114	MINN AVE-M STREET	V7 V8 V9	4,385	30	3.7	\$1.93	26.3%
70	LINC-N FAIRLNGTON	7A-F,P,W,X	4,266	20	2.6	\$2.13	24.4%
32	CONNECTICUT AVE	L1 L2 L4	4,100	23	4.0	\$1.95	26.1%
137	WILSON BLVD-FFX	1B,C,D,E,F,Z	4,089	34	2.6	\$2.00	25.6%
101	RHODE ISLAND AVE	G8	4,017	32	4.3	\$1.67	29.3%
75	MASS AVENUE	N2 N3 N4 N6	3,733	22	3.2	\$2.39	22.4%
544	ANAC-ECKINGTON	P1 P2 P6	3,701	24	3.7	\$2.22	23.7%
54	MCLEAN-CRYS CITY	23A,B,C,T	3,605	34	1.9	\$2.45	22.0%
143	COL HTS W-PENT CTY	16-GHKW	3,591	17	3.7	\$1.90	26.6%
126	WASHINGTON BLVD	2A 2B 2C 2G	3,495	32	2.4	\$2.09	24.8%
147	FAIRLAND	Z8	3,490	36	3.3	\$1.66	29.4%
9	ANNAPOLIS ROAD	T18	3,414	43	4.5	\$0.98	41.3%
135	MAYFAIR-MARS HGTS	U5 U6	3,401	46	4.9	\$1.27	35.2%
91	PARK RD-BROOKLAND	H8 H9	3,333	25	4.4	\$1.55	30.8%
90	M L KING HIGHWAY	A11 A12	3,325	31	2.3	\$2.21	23.8%
45	HOSPITAL CENTER	D8	3,304	23	3.4	\$2.28	23.3%
800	RIGGS ROAD	R1 R2 R5	3,082	35	3.1	\$1.63	29.8%
131	RICH HWY EXPRESS	REX	3,021	31	2.3	\$2.18	24.0%
156	HUNT TWRS-BALL	10B	2,986	38	3.4	\$1.84	27.3%
30	COLESVILLE-ASHTON	Z2	2,946	52	3.8	\$1.00	40.8%
158	SE COMM HOSP-ANAC	W2 W3	2,924	27	2.5	\$2.52	21.5%
59	TAKOMA-PETWORTH	62	2,900	20	6.4	\$1.03	40.2%
43	FT TOTT-PETWORTH	64	2,870	14	5.6	\$1.27	35.2%
15	GARFELD-ANAC LOOP	W6 W8	2,794	24	3.3	\$1.93	26.4%
582	ANAC-FORT DRUM	A4 A5	2,702	19	3.4	\$1.69	29.0%
33	CONN AVE-MD	L7 L8	2,550	24	2.7	\$2.14	24.3%
152	CENTRAL AVENUE	C21,22,26,29	2,550	24	2.1	\$2.21	23.8%
12	BALLSTON-FARR SQ	38B	2,545	27	4.7	\$1.87	27.0%
36	KEN AVE-NEW CARR	R12	2,465	47	2.0	\$2.05	25.2%
134	MINN AVE-ANAC	U2	2,384	33	8.7	\$0.89	43.6%
69	LEE HIGHWAY	3A 3B 3E 3F	2,311	21	1.6	\$2.72	20.3%
94	PERSH DR-ARL BLVD	4A,B,E,H,S	2,189	18	2.4	\$2.35	22.7%
2	HUNT TOWERS-PENT	10A 10E	2,168	24	3.3	\$2.05	25.2%
4	ALEX-FAIRFAX	29K 29N	2,167	49	2.9	\$1.94	26.2%
542	RI AVE-NEW CARR	84 85	2,163	37	3.5	\$1.46	32.0%
109	16TH ST-POT PARK	S1	2,130	63	11.5	\$0.78	46.9%
102	RIVER ROAD	T2	2,118	26	1.7	\$2.31	23.0%
50	PETWORTH-11TH ST	66 68	2,092	10	3.0	\$3.42	16.8%
47	FORESTVILLE	K11 K12 K13	2,084	30	4.2	\$1.78	28.0%
89	P ST-LEDROIT PARK	G2	1,989	17	4.0	\$2.70	20.3%
146	TANGLEWD-WESTFARM	Z6	1,929	28	1.9	\$3.01	18.6%

**Weekday - September 2005**

Line	Route Name	Route Number	<300 Weekday Passengers	<8 Pass Rev Trip	<1 Passenger/ Rev Mile	>\$4.00 Subsidy/ Passenger	<13% Cost Recovery
790	DIST HTS-SUITLAND	V11 V12	1,904	28	3.9	\$1.50	31.5%
105	SHER RD-CAP HGTS	F14	1,877	34	2.2	\$2.43	22.1%
28	CHILLUM ROAD	F1 F2	1,809	32	2.5	\$2.28	23.2%
132	GREENBELT	T16 T17	1,744	33	2.0	\$2.21	23.8%
103	COL PK-WHITE FLNT	C8	1,720	33	1.8	\$2.11	24.6%
31	HUNTINGTON - PENT	9A 9E	1,625	17	2.5	\$3.02	18.6%
38	DIS HTS-SEAT PLEA	V14 V15	1,611	27	2.3	\$2.25	23.5%
96	PR GEO-LANGLEY	F8	1,601	36	2.8	\$2.17	24.1%
51	GLOV PK-DUP CIRC	D2	1,529	19	3.3	\$2.41	22.3%
512	BARCROFT-S.FAIRLIN	22A	1,523	21	2.3	\$2.00	25.7%
801	GBLT-FORT TOTTEN	R3	1,460	32	2.1	\$2.23	23.7%
46	FAIRFAX VILLAGE	M6	1,424	24	3.9	\$1.62	29.8%
25	MARYLAND AVENUE	X8	1,407	18	8.1	\$0.85	44.8%
141	STANTON ROAD	94	1,399	19	5.0	\$1.72	28.6%
802	QUEENS CHAPEL RD	R4	1,378	21	4.0	\$1.70	28.9%
56	IVY CITY-UN STAT	D4	1,372	10	3.2	\$2.35	22.7%
92	BALL-BRADLEE-PENT	25A,F,G,J,P,R	1,300	18	1.7	\$3.26	17.5%
3	LANDMARK-BALLSTON	25B	1,251	28	2.3	\$2.84	19.5%
34	BROOKLAND-FT LINC	H6	1,227	13	1.8	\$3.43	16.7%
72	MARLBORO PIKE	J11 J12 J13	1,225	20	2.5	\$2.00	25.7%
73	MAR HTS-TEMP HILL	H11 H12 H13	1,174	16	2.6	\$2.94	19.0%
106	FOXCHASE-SEM VALL	8S 8W 8X 8Z	1,137	16	1.8	\$2.98	18.8%
78	SHER RD-RIV TERR	U4	1,053	16	2.9	\$2.36	22.6%
104	LAUR-BURTONVIL EX	Z9 Z29	1,026	32	2.2	\$2.44	22.0%
525	LAUREL	89 89M	998	30	2.2	\$1.88	26.8%
39	NATL-PENT-WASH	13A,B,F,G,M	986	15	1.8	\$3.95	14.9%
<b>Average</b>			<b>2,697</b>	<b>26</b>	<b>3.0</b>	<b>\$1.68</b>	<b>25.5%</b>

**Saturday - September 2005**

Line	Route Name	Route Number	<300	<9	<1	>\$.4.00	<14%	Below
			Saturday Passengers	Pass/ Rev Trip	Pass/ Rev Mile	Subsidy/ Passenger	Cost Recovery	
39	NATL-PENT-WASH	13A,B,F,G,M	245	7	0.8	\$9.14	7.0%	5
79	VAN NESS-WESLEY	N8	123	6	0.6	\$11.71	5.6%	5
17	NATL ARBORETUM	X6	97	3	1.2	\$7.59	8.3%	4
92	BALL-BRADLEE-PENT	25A,F,G,J,P,R	179	6	0.7	\$10.08	6.4%	3
647	LEE HIGHWAY	3A 3B 3E 3F	960	13	1.0	\$4.75	12.7%	3
23	PETWORTH-11TH ST	66 68	930	8	2.3	\$4.32	13.8%	3
121	PIMMIT HILLS	3T	377	12	1.3	\$5.49	11.2%	2
69	WASHINGTON BLVD	2A 2B 2C 2G	1,352	18	1.4	\$4.24	14.0%	2
50	COL PK-WHITE FLNT	C8	999	19	1.2	\$4.45	13.4%	2
129	GREENBELT-BWI	B30	523	12	0.5	\$3.95	38.8%	1
3	ADM MOR-U ST LINK	98	629	9	2.3	\$3.91	15.0%	1
25	DC-DULLES	5A	682	19	0.6	\$2.21	53.1%	1
34	FORESTVILLE	K11 K12 K13	446	12	1.5	\$4.17	14.2%	1
46	IVY CITY-UN STAT	D4	924	9	2.8	\$2.96	18.9%	1
47	HUNTINGTON - PENT	9A 9E	1,057	13	1.9	\$4.17	14.2%	1
56	LANDMARK-BALLSTON	25B	695	24	2.0	\$3.24	17.6%	
63	MARYLAND AVENUE	X8	610	13	5.9	\$1.42	32.8%	
72	BROOKLAND-FT LINC	H6	707	12	1.6	\$3.74	15.6%	
73	FAIRFAX VILLAGE	M6	719	16	2.7	\$1.99	25.7%	
78	HILLCREST HEIGHTS	C12 C14	484	23	4.0	\$1.30	34.7%	
94	MARLBORO PIKE	J11 J12 J13	631	17	2.2	\$2.11	24.6%	
105	MAR HTS-TEMP HILL	H11 H12 H13	628	18	2.7	\$2.25	23.5%	
120	SHER RD-RIV TERR	U4	482	14	2.5	\$2.64	20.7%	
127	PERSH DR-ARL BLVD	4A,B,E,H,S	795	14	2.1	\$2.64	20.7%	
141	SHER RD-CAP HGTS	F14	647	29	1.8	\$3.16	17.9%	
542	BALLSTON-PENTAGON	24P	346	13	2.3	\$2.56	21.2%	
800	TYSONS-DUNN LORI	2T	749	23	2.1	\$2.42	22.2%	
801	STANTON ROAD	94	546	13	3.3	\$2.40	22.3%	
802	RI AVE-NEW CARR	84 85	788	36	3.3	\$1.55	30.8%	
2	RIGGS ROAD	R1 R2 R5	595	28	2.2	\$2.55	21.3%	
4	GBLT-FORT TOTTEN	R3	520	22	3.1	\$1.47	31.9%	
5	QUEENS CHAPEL RD	R4	578	24	4.6	\$1.25	35.5%	
9	HUNT TOWERS-PENT	10A 10E	1,524	22	2.8	\$2.47	21.8%	
12	ALEX-FAIRFAX	29K 29N	1,302	43	2.6	\$2.02	25.4%	
13	ALEX-TYSON CORNER	28A 28B	3,570	58	3.5	\$1.22	36.1%	
14	ANNAPOLIS ROAD	T18	1,795	38	4.0	\$1.01	40.6%	
15	BALLSTON-FARR SQ	38B	1,873	26	4.4	\$1.88	26.8%	
16	GBLT-TWINBROOK	C2 C4	10,362	65	4.6	\$0.97	41.6%	
18	BENNING RD-H ST	X2	9,417	47	8.6	\$0.48	59.1%	
28	GARFELD-ANAC LOOP	W6 W8	1,733	21	2.9	\$2.23	23.6%	
31	BETHESDA-SIL SPR	J1 J2 J3	3,944	33	3.2	\$1.57	30.5%	
32	EAST CAP-CARDOZO	96 97	2,333	30	2.8	\$2.20	23.9%	
35	CHILLUM ROAD	F1 F2	855	29	2.2	\$2.41	22.3%	
36	CONNECTICUT AVE	L1 L2 L4	1,913	19	3.1	\$2.63	20.8%	
38	CROSSTOWN	H2 H3 H4	3,772	28	4.3	\$1.40	33.1%	
41	KEN AVE-NEW CARR	R12	908	34	1.4	\$3.02	18.6%	
43	DIS HTS-SEAT PLEA	V14 V15	901	33	2.7	\$1.81	27.7%	
44	EASTOVER-ADDISON	P12	4,280	61	3.9	\$1.17	37.1%	
45	FT TOTT-PETWORTH	64	1,284	12	4.9	\$1.37	33.4%	
51	CAP HTS-BENN HTS	U8	2,789	46	4.6	\$1.04	39.9%	
52	HOSPITAL CENTER	D8	1,924	19	2.7	\$2.82	19.7%	
53	GLOV PK-DUP CIRC	D2	850	14	2.3	\$2.90	19.2%	
54	14TH STREET	52 53 54	8,580	39	6.1	\$1.01	40.5%	
55	GEORGIA AVE-MD	Y5 Y7 Y8 Y9	7,056	57	4.3	\$1.02	40.4%	
59	MCLEAN-CRYS CITY	23A,B,C,T	2,523	38	1.8	\$2.46	21.9%	
70	SIBLEY-STAD ARM	D1 D3 D6	2,400	29	2.6	\$2.52	21.5%	
74	TAKOMA-PETWORTH	62	1,462	13	4.3	\$1.62	29.9%	
75	LINC-N FAIRLNGTON	7A-F,P,W,X	1,575	23	2.5	\$2.11	24.6%	
77	COLLEGE PARK	81 82 83 86	2,644	30	3.2	\$1.68	29.1%	
81	MASS AVENUE	N2 N3 N4 N6	1,084	13	1.6	\$3.98	14.8%	
85	MIL RD-CROSSTOWN	E2 E3 E4	3,166	26	3.1	\$1.77	28.0%	
86	MOUNT PLEASANT	42	5,269	27	7.5	\$1.25	35.6%	
89	NEW HAMP AVE-MD	K6	4,490	50	5.8	\$0.79	46.5%	
90	NORTH CAPITOL ST	80	3,271	34	3.9	\$1.86	27.0%	

**Saturday - September 2005**

Line	Route Name	Route Number	<300	<9	<1	>\$.4.00	<14%	Below
			Saturday Passengers	Pass/ Rev Trip	Pass/ Rev Mile	Subsidy/ Passenger	Cost Recovery	
91	P ST-LEDROIT PARK	G2	1,406	17	3.9	\$2.62	20.8%	
93	M L KING HIGHWAY	A11 A12	1,917	40	3.0	\$1.70	28.9%	
95	PARK RD-BROOKLAND	H8 H9	2,098	22	3.7	\$1.68	29.1%	
96	PENNSYLVANIA AVE	30 32 34 35 36	10,579	52	4.0	\$1.59	30.3%	
97	DEANWOOD-ALAB AVE	W4	2,710	35	3.2	\$1.53	31.0%	
101	PR GEO-LANGLEY	F8	1,224	41	3.2	\$1.67	29.2%	
103	PR GEO-SIL SPRING	F4 F6	4,144	66	5.7	\$0.69	50.2%	
108	RHODE ISLAND AVE	G8	2,012	24	3.3	\$1.82	27.4%	
114	SIXTEENTH STREET	S2 S4	10,141	40	4.8	\$1.12	38.1%	
118	MINN AVE-M STREET	V7 V8 V9	2,686	26	3.2	\$1.79	27.8%	
123	GA AVE-7TH STREET	70 71	12,830	73	8.5	\$0.52	56.8%	
126	VEIRS MILL RD	Q2	7,018	58	4.3	\$0.83	45.3%	
130	U ST-GARFIELD	90 92 93	9,777	48	5.4	\$1.17	37.0%	
131	RICH HWY EXPRESS	REX	2,122	30	2.4	\$2.22	23.7%	
132	GREENBELT	T16 T17	815	34	2.2	\$1.77	28.0%	
135	MAYFAIR-MARS HGTS	U5 U6	2,048	36	3.6	\$1.58	30.3%	
137	WILSON BLVD-FFX	1B,C,D,E,F,Z	2,840	38	2.8	\$1.71	28.7%	
142	COLUMBIA PIKE	16A,B,D,F,J	5,101	35	3.7	\$1.36	33.7%	
143	COL HTS W-PENT CTY	16-GHKW	2,089	29	6.4	\$0.81	46.0%	
147	FAIRLAND	Z8	3,657	43	4.2	\$1.00	40.8%	
150	BLAD RD-ANACOSTIA	B2	4,416	36	4.1	\$1.18	36.8%	
152	CENTRAL AVENUE	C21,22,26,29	896	33	1.3	\$2.98	18.8%	
156	HUNT TWRS-BALL	10B	2,012	29	2.6	\$2.58	21.1%	
158	SE COMM HOSP-ANAC	W2 W3	1,642	21	1.9	\$3.12	18.1%	
544	ANAC-ECKINGTON	P1 P2 P6	1,640	20	2.8	\$2.79	19.8%	
581	ANAC-CONG HGTS	A2-8,A42-48	6,905	23	4.3	\$1.14	37.8%	
582	ANAC-FORT DRUM	A4 A5	1,507	16	2.8	\$1.92	26.4%	
584	OXON HILL-SUIT	D12 D13 D14	2,344	34	2.1	\$2.26	23.4%	
790	DIST HTS-SUITLAND	V11 V12	1,393	40	5.5	\$0.81	46.0%	
<b>Average</b>			<b>2,482</b>	<b>28</b>	<b>3.2</b>	<b>\$1.55</b>	<b>28%</b>	

**Sunday - September 2005**

Line	Route Name	Route Number	<300	<1	<8	>\$4.00	<13%
			Sunday Passengers	Pass/ Rev Mile	Passengers/ Rev Trip	Subsidy/ Passenger	Cost Recovery
17	NATL ARBORETUM	X6	78	1.0	3	\$9.60	6.7%
79	VAN NESS-WESLEY	N8	117	0.7	7	\$10.98	5.9%
50	CENTRAL AVENUE	C21,22,26,29	432	0.8	17	\$4.70	12.8%
12	PETWORTH-11TH ST	66 68	545	1.9	6	\$5.20	11.7%
152	ADM MOR-U ST LINK	98	211	2.1	8	\$4.26	13.9%
647	TYSONS-DUNN LORI	2T	231	1.1	12	\$4.87	12.4%
23	GREENBELT-BWI	B30	475	0.5	11	\$4.60	35.2%
127	BALLSTON-FARR SQ	38B	315	1.5	9	\$5.17	11.8%
25	DC-DULLES	5A	641	0.6	18	\$2.64	48.7%
28	GBLT-FORT TOTTEN	R3	273	1.6	11	\$3.43	16.8%
34	SIBLEY-STAD ARM	D1 D3 D6	1,204	1.7	20	\$4.11	14.4%
38	SE COMM HOSP-ANAC	W2 W3	1,176	1.5	17	\$4.02	14.6%
46	FORESTVILLE	K11 K12 K13	419	1.4	12	\$4.29	13.8%
47	MARYLAND AVENUE	X8	420	4.1	9	\$2.37	22.6%
51	CHILLUM ROAD	F1 F2	505	1.6	21	\$3.60	16.1%
72	BROOKLAND-FT LINC	H6	453	1.6	12	\$3.21	17.7%
73	DIS HTS-SEAT PLEA	V14 V15	255	2.2	13	\$2.77	19.9%
78	FAIRFAX VILLAGE	M6	564	2.5	15	\$2.02	25.5%
96	GLOV PK-DUP CIRC	D2	561	1.9	12	\$3.89	15.1%
129	MARLBORO PIKE	J11 J12 J13	363	1.3	10	\$3.96	14.9%
141	MAR HTS-TEMP HILL	H11 H12 H13	424	2.4	16	\$2.53	21.4%
801	SHER RD-RIV TERR	U4	432	2.3	13	\$3.03	18.6%
802	PR GEO-LANGLEY	F8	500	1.9	25	\$3.33	17.2%
2	STANTON ROAD	94	343	2.4	9	\$3.52	16.4%
5	QUEENS CHAPEL RD	R4	311	2.6	14	\$2.41	22.3%
9	HUNT TOWERS-PENT	10A 10E	907	3.3	27	\$1.70	28.9%
13	ALEX-TYSON CORNER	28A 28B	2,077	3.7	59	\$1.09	38.8%
14	ANNAPOLIS ROAD	T18	772	2.9	28	\$1.60	30.2%
15	GBLT-TWINBROOK	C2 C4	4,414	6.2	83	\$0.46	60.2%
16	BENNING RD-H ST	X2	5,394	6.4	35	\$0.77	47.3%
18	GARFELD-ANAC LOOP	W6 W8	1,343	2.5	18	\$2.60	21.0%
31	BETHESDA-SIL SPR	J1 J2 J3	2,854	3.1	32	\$1.48	31.8%
32	EAST CAP-CARDOZO	96 97	1,268	1.9	20	\$3.24	17.6%
35	HUNTINGTON - PENT	9A 9E	877	2.4	17	\$2.61	20.9%
39	CONNECTICUT AVE	L1 L2 L4	1,191	2.7	16	\$2.88	19.3%
41	CROSSTOWN	H2 H3 H4	2,045	3.1	20	\$2.33	22.8%
43	NATL-PENT-WASH	13A,B,F,G,M	946	4.1	39	\$1.01	40.6%
44	EASTOVER-ADDISON	P12	1,716	2.8	44	\$1.93	26.3%
45	FT TOTTT-PETWORTH	64	731	4.0	10	\$1.84	27.3%
52	CAP HTS-BENN HTS	U8	2,138	5.1	49	\$0.81	45.9%
53	HOSPITAL CENTER	D8	1,108	2.7	18	\$2.50	21.6%
54	14TH STREET	52 53 54	6,231	5.8	39	\$0.96	41.8%
55	GEORGIA AVE-MD	Y5 Y7 Y8 Y9	5,094	3.4	43	\$1.31	34.5%
56	MCLEAN-CRYS CITY	23A,B,C,T	1,542	2.3	48	\$1.91	26.5%
59	IVY CITY-UN STAT	D4	1,354	6.2	20	\$0.97	41.6%
69	TAKOMA-PETWORTH	62	1,114	4.7	14	\$1.62	29.9%
70	LEE HIGHWAY	3A 3B 3E 3F	773	2.1	22	\$2.53	21.4%
74	LINC-N FAIRLINGTON	7A-F,P,W,X	635	1.9	18	\$2.47	21.8%
75	COLLEGE PARK	81 82 83 86	1,439	2.1	21	\$2.77	19.9%
77	MASS AVENUE	N2 N3 N4 N6	791	1.7	13	\$3.68	15.8%
81	MIL RD-CROSSTOWN	E2 E3 E4	2,071	2.4	21	\$1.95	26.2%
85	MOUNT PLEASANT	42	3,895	7.2	26	\$1.14	37.6%
86	NEW HAMP AVE-MD	K6	3,419	5.5	47	\$0.70	49.8%
89	NORTH CAPITOL ST	80	2,276	3.6	31	\$1.92	26.4%
90	P ST-LEDROIT PARK	G2	1,030	3.5	15	\$2.97	18.8%
91	M L KING HIGHWAY	A11 A12	1,397	2.9	42	\$1.32	34.3%
92	PARK RD-BROOKLAND	H8 H9	1,914	3.8	22	\$1.58	30.5%
93	BALL-BRADLEE-PENT	25A,F,G,J,P,R	522	1.5	19	\$3.62	16.0%
94	PENNSYLVANIA AVE	30 32 34 35 36	6,690	3.5	47	\$1.59	30.3%
95	PERSH DR-ARL BLVD	4A,B,E,H,S	584	2.6	18	\$1.79	27.9%



**Sunday - September 2005**

Line	Route Name	Route Number	<300	<1	<8	>\$4.00	<13%
			Sunday Passengers	Pass/ Rev Mile	Passengers/ Rev Trip	Subsidy/ Passenger	Cost Recovery
97	DEANWOOD-ALAB AVE	W4	1,687	2.4	26	\$1.98	25.9%
101	PR GEO-SIL SPRING	F4 F6	1,615	5.0	58	\$0.80	46.3%
108	RHODE ISLAND AVE	G8	1,165	2.3	17	\$2.76	20.0%
114	SIXTEENTH STREET	S2 S4	8,031	5.1	42	\$0.98	41.3%
118	MINN AVE-M STREET	V7 V8 V9	1,861	2.8	23	\$1.94	26.2%
123	GA AVE-7TH STREET	70 71	8,428	6.0	51	\$0.89	43.6%
126	VEIRS MILL RD	Q2	5,305	5.2	71	\$0.60	53.6%
130	WASHINGTON BLVD	2A 2B 2C 2G	817	2.6	24	\$1.96	26.0%
131	U ST-GARFIELD	90 92 93	5,732	3.7	33	\$1.68	29.1%
135	RICH HWY EXPRESS	REX	863	2.1	26	\$2.66	20.6%
137	MAYFAIR-MARS HGTS	U5 U6	1,346	3.6	35	\$1.58	30.4%
142	WILSON BLVD-FFX	1B,C,D,E,F,Z	2,015	3.1	38	\$1.62	29.9%
143	COLUMBIA PIKE	16A,B,D,F,J	3,394	4.8	45	\$0.85	44.9%
147	COL HTS W-PENT CTY	16-GHKW	1,569	5.3	23	\$1.20	36.4%
150	FAIRLAND	Z8	2,838	3.8	39	\$1.15	37.5%
156	BLAD RD-ANACOSTIA	B2	3,473	4.2	37	\$1.04	39.8%
158	HUNT TWRS-BALL	10B	1,287	3.3	37	\$2.06	25.1%
542	RI AVE-NEW CARR	84 85	782	3.8	41	\$1.26	35.4%
544	ANAC-ECKINGTON	P1 P2 P6	1,019	2.2	16	\$3.49	16.5%
581	ANAC-CONG HGTS	A2-8,A42-48	4,160	3.2	17	\$1.72	28.6%
582	ANAC-FORT DRUM	A4 A5	788	1.8	10	\$3.18	17.8%
584	OXON HILL-SUIT	D12 D13 D14	1,143	1.4	23	\$3.17	17.9%
790	DIST HTS-SUITLAND	V11 V12	720	2.8	20	\$2.43	22.1%
800	RIGGS ROAD	R1 R2 R5	761	2.8	36	\$1.74	28.4%
<b>Average</b>			<b>1,721</b>	<b>3.0</b>	<b>26</b>	<b>\$1.63</b>	<b>26.7%</b>