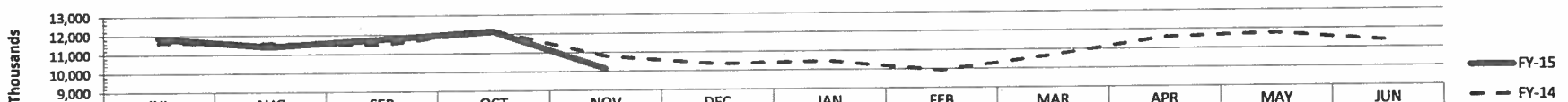
# Metrobus Monthly Ridership
## Bus Line, Sector and Jurisdictional Summary
## November 2014 - Preliminary

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Days Operated | | | 18 | -5% | 6 | 0% | 6 | 20% | 30 | 0% | | |
| Sector 1 Subtotal - Western DC | All | | 21,993 | 11% | 10,503 | 22% | 6,712 | 28% | 500,124 | 10% | 2,670,158 | 9% |
| Sector 2 Subtotal - Central DC | All | | 84,228 | -4% | 47,357 | -2% | 33,221 | 4% | 2,003,374 | -5% | 11,122,341 | -2% |
| Sector 3 Subtotal - Northeastern DC | All | | 20,579 | -7% | 10,131 | 1% | 6,675 | 1% | 471,251 | -8% | 2,657,245 | -4% |
| Sector 4 Subtotal - Eastern DC | All | | 48,390 | -4% | 26,781 | -3% | 18,136 | 3% | 1,140,750 | -6% | 6,331,644 | 1% |
| **Sector 5 Subtotal - Southeastern DC** | **All** | | **36,335** | **-22%** | **18,923** | **-28%** | **13,138** | **-28%** | **846,402** | **-25%** | **5,095,518** | **-13%** |
| **Sector 6 Subtotal - Downtown DC** | **All** | | **25,975** | **21%** | **16,078** | **32%** | **11,496** | **46%** | **632,994** | **22%** | **3,220,504** | **15%** |
| Sector S Subtotal - Special Service | All | | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 51,983 | -20% |
| **DC TOTAL** | | | **238,090** | **-4%** | **129,774** | **-2%** | **89,376** | **2%** | **5,605,521** | **-6%** | **31,149,393** | **-1%** |
| Sector 7 Subtotal - Western NOVA | All | | 22,245 | -8% | 12,474 | -5% | 7,103 | 0% | 517,867 | -10% | 3,017,959 | -6% |
| Sector 8 Subtotal - Central NOVA | All | | 25,535 | 2% | 14,777 | 4% | 8,757 | 15% | 601,476 | 0% | 3,401,656 | 4% |
| Sector 9 Subtotal - Eastern NOVA | All | | 22,193 | -6% | 7,739 | -1% | 4,406 | 7% | 473,547 | -9% | 2,755,764 | -3% |
| **VA TOTAL** | | | **69,973** | **-4%** | **34,989** | **-1%** | **20,266** | **8%** | **1,592,890** | **-6%** | **9,175,379** | **-2%** |
| Sector 10 Subtotal - Southern PGC | All | | 13,100 | -5% | 6,443 | 1% | 3,808 | 0% | 298,125 | -7% | 1,740,137 | 2% |
| Sector 11 Subtotal - Central PGC | All | | 20,596 | -4% | 10,274 | 0% | 5,309 | 10% | 466,467 | -6% | 2,688,802 | 5% |
| Sector 12 Subtotal - Northern PGC | All | | 16,530 | -5% | 7,958 | -7% | 3,186 | -4% | 366,243 | -9% | 2,147,615 | 1% |
| Sector 13 Subtotal - E. MGC/W. PGC | All | | 35,503 | -3% | 19,844 | -2% | 12,070 | 1% | 833,905 | -5% | 4,827,942 | 1% |
| Sector 14 Subtotal - W. MGC. | All | | 39,921 | -4% | 24,726 | -7% | 17,864 | -1% | 977,498 | -6% | 5,585,287 | -1% |
| **MD TOTAL** | | | **125,650** | **-4%** | **69,245** | **-4%** | **42,237** | **1%** | **2,942,238** | **-6%** | **16,989,783** | **1%** |
| **METROBUS JURISDICTIONAL TOTAL** | | | **433,713** | **-4%** | **234,008** | **-3%** | **151,879** | **2%** | **10,140,649** | **-6%** | **57,314,555** | **-1%** |

| Metrobus Service Plans | | | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRPORT | | | 1,237 | -26% | 849 | -38% | 948 | -23% | 33,046 | -28% | 204,578 | -23% |
| BASIC SERVICE PLAN | | | 15,152 | -4% | 890 | -19% | 280 | -1% | 283,781 | -9% | 1,643,840 | -3% |
| EXPRESS | | | 7,037 | -11% | 0 | 0% | 0 | 0% | 127,918 | -15% | 790,255 | -6% |
| FULL SERVICE PLAN | | | 137,187 | -5% | 69,011 | -2% | 39,083 | 1% | 3,122,286 | -7% | 17,795,028 | -1% |
| HIGH RIDERSHIP SERVICES | | | 46,614 | -3% | 26,430 | -6% | 17,695 | 1% | 1,103,790 | -6% | 6,167,465 | 0% |
| PRIORITY CORRIDOR NETWORK | | | 225,896 | -4% | 136,829 | -2% | 93,875 | 4% | 5,459,202 | -5% | 30,656,049 | 0% |
| SUPPLEMENTAL SERVICE | | | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 57,340 | -17% |
| **METROBUS SERVICE PLAN TOTAL** | | | **433,713** | **-4%** | **234,008** | **-3%** | **151,879** | **2%** | **10,140,649** | **-6%** | **57,314,555** | **-1%** |

| Metrobus Allocation | | | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REGIONAL | | | 358,469 | -4% | 206,028 | -3% | 135,444 | 3% | 8,507,657 | -5% | 47,952,041 | 0% |
| NON REGIONAL | | | 75,244 | -7% | 27,980 | -2% | 16,436 | 2% | 1,632,992 | -10% | 9,362,514 | -2% |
| **METROBUS ALLOCATION TOTAL** | | | **433,713** | **-4%** | **234,008** | **-3%** | **151,879** | **2%** | **10,140,649** | **-6%** | **57,314,555** | **-1%** |

## Monthly Total Ridership




| | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FY-15 | 11,865,748 | 11,412,682 | 11,764,598 | 12,130,878 | 10,140,649 | | | | | | | |
| FY-14 | 11,619,901 | 11,592,187 | 11,480,932 | 12,172,273 | 10,803,312 | 10,355,070 | 10,449,656 | 9,915,381 | 10,681,427 | 11,592,559 | 11,766,849 | 11,359,850 |

# Metrobus Monthly Ridership
## Bus Line, Sector and Jurisdictional Summary
## November 2014 - Preliminary

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pennsylvania Avenue**** | **32,34,36** | **m** | **7,531** | **-53%** | **3,941** | **-63%** | **2,191** | **-70%** | **172,349** | **-58%** | **1,410,997** | **-36%** |
| Pennsylvania Avenue Limited | 39 | | 918 | 6% | 0 | 0% | 0 | 0% | 16,528 | 1% | 97,815 | 8% |
| Stanton Road | 94 | | 1,762 | 16% | 838 | 3% | 468 | -3% | 39,548 | 10% | 195,033 | 2% |
| **Anacostia-Congress Heights**** | **A2,6,7,8,42,46,48** | **f** | **10,124** | **-10%** | **6,149** | **-1%** | **4,541** | **-3%** | **246,380** | **-10%** | **1,326,879** | **-5%** |
| **Anacostia-Fort Drum**** | **A4,W5** | **m@** | **3,501** | **-8%** | **1,468** | **-17%** | **1,008** | **-9%** | **77,873** | **-12%** | **431,730** | **5%** |
| M.L. King Jr. Ave. Limited Line | A9 | | 656 | 9% | 0 | 0% | 0 | 0% | 11,802 | 4% | 70,052 | 9% |
| Fairfax Village-L'Enfant Plaza | V5 | @ | 304 | -20% | 0 | 0% | 0 | 0% | 5,479 | -24% | 30,258 | -30% |
| **Shipley Terrace-Ft. Drum**** | **W1** | **i** | **1,246** | **5%** | **0** | **0%** | **0** | **0%** | **22,431** | **-1%** | **114,647** | **2%** |
| United Medical Center-Anacostia | W2,3 | | 2,544 | -1% | 1,422 | -6% | 932 | -7% | 59,920 | -5% | 321,476 | 0% |
| Deanwood-Alabama Avenue | W4 | j | 5,500 | -4% | 3,732 | -3% | 2,958 | 14% | 139,132 | -4% | 798,612 | 7% |
| Garfield-Anacostia Loop | W6,8 | e | 2,085 | -12% | 1,374 | -4% | 1,041 | -8% | 52,019 | -12% | 280,479 | -7% |
| South Capitol St. Limited | W9 | k | 163 | -17% | 0 | 0% | 0 | 0% | 2,941 | -21% | 17,540 | 152% |
| **Sector 5 Subtotal - Southeastern DC** | | | **36,335** | **-22%** | **18,923** | **-28%** | **13,138** | **-28%** | **846,402** | **-25%** | **5,095,518** | **-13%** |
| **Friendship Heights - Southeast**** | **30N,30S** | **l** | **5,139** | **100%** | **4,316** | **100%** | **3,362** | **100%** | **138,573** | **100%** | **486,885** | **100%** |
| U Street-Garfield | 90,92,93 | | 12,330 | -2% | 7,867 | 0% | 5,497 | 9% | 302,124 | -3% | 1,640,724 | -1% |
| Sibley Hospital - Stadium-Armory | D6 | | 4,624 | -2% | 2,129 | -13% | 1,329 | -2% | 103,987 | -6% | 590,512 | -4% |
| Anacostia-Eckington | P6 | | 3,882 | -6% | 1,766 | -7% | 1,308 | -9% | 88,310 | -9% | 502,383 | -2% |
| **Sector 6 Subtotal - Downtown DC** | | | **25,975** | **21%** | **16,078** | **32%** | **11,496** | **46%** | **632,994** | **22%** | **3,220,504** | **15%** |
| Wilson Boulevard | 1A,B,E,Z | (SL) | 3,658 | 2% | 2,514 | 9% | 1,522 | 25% | 90,054 | 2% | 515,145 | 5% |
| Fair Oaks-Fairfax Boulevard | 1C | (SL) | 860 | 5% | 647 | 2% | 575 | 8% | 22,807 | 3% | 129,624 | 8% |
| Washington Boulevard -Dunn Loring | 2A | (SL)@ | 2,468 | 33% | 1,474 | 68% | 667 | 6% | 57,272 | 31% | 328,496 | 34% |
| Fair Oaks-Jermantown Rd | 2B | (SL)@ | 948 | -40% | 567 | -48% | 0 | 0% | 20,465 | -44% | 121,589 | -38% |
| Tysons Corner-Dunn Loring | 2T | (SL)@ | 476 | -35% | 379 | -18% | 221 | -5% | 12,171 | -32% | 72,672 | -28% |
| Lee Highway-Falls Church | 3A | (SL) | 2,148 | -12% | 1,111 | -3% | 557 | 17% | 48,675 | -12% | 282,072 | -7% |
| Pimmit Hills-Falls Church | 3T | (SL) | 649 | -12% | 229 | -28% | 0 | 0% | 13,061 | -18% | 76,796 | -14% |
| Lee Highway-Farragut Square | 3Y | | 406 | -6% | 0 | 0% | 0 | 0% | 7,310 | -11% | 45,864 | -5% |
| Pershing Drive-Arlington Boulevard | 4A,B | (SL) | 1,661 | -9% | 794 | 10% | 425 | 5% | 37,217 | -10% | 211,515 | -10% |
| **DC-Dulles**** | **5A** | **m@** | **853** | **-27%** | **527** | **-27%** | **532** | **-26%** | **21,710** | **-28%** | **138,029** | **-23%** |
| Chain Bridge Road | 15K,L | (SL) | 497 | 13% | 0 | 0% | 0 | 0% | 8,950 | 7% | 54,804 | 18% |
| George Mason-Tysons Corner | 15M | (SL)@ | 241 | 29% | 0 | 0% | 0 | 0% | 4,331 | 22% | 28,656 | 38% |
| McLean-Crystal City | 23A,B,T,W | n (S) | 3,460 | -12% | 2,219 | -10% | 1,213 | -16% | 82,868 | -14% | 468,490 | -11% |
| McLean Hamlet-East Falls Church | 24T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 2,521 | -87% |
| Annandale-East Falls Church | 26A | (SL) | 524 | 100% | 0 | 0% | 0 | 0% | 9,436 | 0% | 53,790 | 100% |
| Tysons Corner-West Falls Church | 28T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 11,987 | -83% |
| Ballston-Farragut Square | 38B | | 3,395 | -9% | 2,013 | -16% | 1,392 | -2% | 81,540 | -12% | 475,909 | -8% |
| **Sector 7 Subtotal - Western NOVA** | | | **22,245** | **-8%** | **12,474** | **-5%** | **7,103** | **0%** | **517,867** | **-10%** | **3,017,959** | **-6%** |
| Arlington-Union Station | 13Y | o | 0 | 0% | 60 | -21% | 59 | 21% | 709 | 2% | 3,654 | -24% |
| Columbia Pike | 16A,B,D,E,J,P | | 5,630 | -4% | 4,398 | 3% | 2,779 | 0% | 144,399 | -4% | 803,911 | -2% |
| Columbia Pike-Federal Triangle | 16X | | 978 | 10% | 0 | 0% | 0 | 0% | 17,991 | 3% | 108,957 | 10% |
| Columbia Heights West-Pentagon City | 16G,H,K | | 3,710 | -2% | 2,611 | 2% | 1,592 | 16% | 91,997 | -3% | 511,339 | 3% |
| Annandale-Skyline City-Pentagon | 16L | | 167 | -4% | 0 | 0% | 0 | 0% | 2,998 | -9% | 19,654 | 8% |
| Columbia Pike-Farragut Square | 16Y | | 1,721 | 6% | 0 | 0% | 0 | 0% | 30,978 | 1% | 185,649 | 1% |
| Barcroft-South Fairlington | 22A,B | | 1,402 | -2% | 532 | 14% | 0 | 0% | 28,432 | -5% | 168,657 | -4% |
| Ballston-Bradlee-Pentagon | 25A,C,D,E | | 1,261 | -8% | 407 | -5% | 366 | 32% | 27,336 | -9% | 155,993 | -5% |
| Landmark-Ballston | 25B | | 1,257 | -3% | 658 | 0% | 0 | 0% | 26,578 | -7% | 157,674 | 4% |
| Leesburg Pike | 28A | (SL) | 4,647 | 8% | 4,669 | 6% | 3,279 | 4% | 131,329 | 6% | 727,700 | 10% |
| Leesburg Pike Limited | 28X | (SL) | 1,089 | -3% | 0 | 0% | 0 | 0% | 19,596 | -8% | 120,004 | 2% |

# Metrobus Monthly Ridership
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## November 2014 - Preliminary

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annandale | 29C,E,G,H,X | | 989 | -7% | 0 | 0% | 0 | 0% | 18,064 | -12% | 110,825 | -5% |
| **Alexandria-Fairfax**** | **29K,N** | **SL-p** | **2,684** | **25%** | **1,443** | **7%** | **684** | **0%** | **61,069** | **25%** | **327,639** | **21%** |
| **Sector 8 Subtotal - Central NOVA** | | | **25,535** | **2%** | **14,777** | **4%** | **8,757** | **15%** | **601,476** | **0%** | **3,401,656** | **4%** |
| **Lincolnia-North Fairlington**** | **7A,E,F,Y** | **SL-q** | **3,325** | **1%** | **1,500** | **-2%** | **887** | **-2%** | **74,172** | **-3%** | **419,203** | **3%** |
| Lincolnia-Park Center-Pentagon | 7B,C,H,P,W,X | r | 1,534 | 3% | 0 | 0% | 0 | 0% | 27,750 | -2% | 164,265 | 0% |
| Mark Center-Pentagon | 7M | | 1,511 | -17% | 0 | 0% | 0 | 0% | 27,200 | -21% | 171,810 | -8% |
| Foxchase-Seminary Valley | 8S,W,Z | s | 1,098 | 3% | 0 | 0% | 0 | 0% | 20,022 | -3% | 122,151 | 1% |
| Huntington-Pentagon | 9A,E | | 1,330 | -19% | 897 | -17% | 648 | -5% | 33,211 | -19% | 195,068 | -14% |
| **Metroway Potomac Yard**** | **MWY-1** | **t** | **1,373** | **28%** | **352** | **100%** | **239** | **100%** | **28,257** | **36%** | **136,257** | **21%** |
| Hunting Point-Pentagon | 10A,E,R,S | u | 2,229 | 4% | 1,189 | -8% | 730 | 2% | 51,637 | 0% | 298,737 | 7% |
| Hunting Point-Ballston | 10B | v | 2,326 | -4% | 1,744 | 2% | 1,110 | 17% | 58,996 | -3% | 326,027 | -5% |
| **Mt Vernon Express**** | **11Y** | **w** | **388** | **-16%** | **0** | **0%** | **0** | **0%** | **6,987** | **-21%** | **44,638** | **-9%** |
| Kings Park | 17A,B,F,M | | 357 | -2% | 0 | 0% | 0 | 0% | 6,547 | -7% | 43,017 | 1% |
| Kings Park Express | 17G,H,K,L | | 1,084 | -11% | 0 | 0% | 0 | 0% | 19,563 | -16% | 113,999 | -8% |
| Springfield | 18E,F | | 169 | -23% | 0 | 0% | 0 | 0% | 3,041 | -27% | 18,379 | -14% |
| Orange Hunt | 18G,H,J | | 625 | -7% | 0 | 0% | 0 | 0% | 11,256 | -12% | 69,599 | -5% |
| Burke Centre | 18P,R,S | | 668 | -9% | 0 | 0% | 0 | 0% | 12,205 | -13% | 76,913 | -2% |
| Landmark-Pentagon | 21A,D | @ | 416 | -35% | 0 | 0% | 0 | 0% | 7,609 | -38% | 47,502 | -30% |
| Skyline City | 28F,G | | 426 | -28% | 0 | 0% | 0 | 0% | 7,829 | -31% | 50,625 | -14% |
| Richmond Highway Express | REX (R99) | | 2,943 | -12% | 2,057 | -7% | 792 | -9% | 70,076 | -14% | 422,305 | -6% |
| Springfield Circulator | TAGS (S80,91) | | 390 | -6% | 0 | 0% | 0 | 0% | 7,189 | -11% | 35,269 | -7% |
| **Sector 9 Subtotal - Eastern NOVA** | | | **22,193** | **-6%** | **7,739** | **-1%** | **4,406** | **7%** | **473,547** | **-9%** | **2,755,764** | **-3%** |
| Clinton | C11,13 | | 437 | -12% | 0 | 0% | 0 | 0% | 7,859 | -16% | 50,291 | -7% |
| Hillcrest Heights | C12,14 | | 710 | -1% | 223 | -8% | 0 | 0% | 14,113 | -7% | 81,851 | 6% |
| Oxon Hill-Suitland | D12,13,14 | | 4,414 | -6% | 2,926 | 1% | 1,619 | -3% | 106,729 | -7% | 611,091 | -1% |
| Marlow Heights-Temple Hills | H11,12,13 | | 1,502 | 8% | 678 | -1% | 401 | -3% | 33,506 | 3% | 190,409 | 14% |
| Marlboro Pike | J11,12,13 | | 979 | -6% | 835 | -6% | 563 | 4% | 26,003 | -6% | 149,331 | 8% |
| Forestville | K11,12,13 | | 1,914 | -1% | 889 | -6% | 588 | -11% | 43,318 | -5% | 254,940 | 1% |
| National Harbor | NH1,3 | x@ | 795 | -6% | 892 | 22% | 636 | 24% | 23,484 | 2% | 135,889 | 22% |
| Oxon Hill-Fort Washington | P17,18,19 | | 1,110 | -9% | 0 | 0% | 0 | 0% | 20,261 | -14% | 125,136 | -4% |
| Bock Road | W13,14 | | 693 | -8% | 0 | 0% | 0 | 0% | 12,725 | -12% | 77,087 | -8% |
| Camp Springs-Indian Head Highway | W15 | | 243 | -24% | 0 | 0% | 0 | 0% | 4,569 | -27% | 28,455 | -19% |
| Indian Head Express | W19 | | 303 | -29% | 0 | 0% | 0 | 0% | 5,558 | -32% | 35,657 | -23% |
| **Sector 10 Subtotal - Southern PGC** | | | **13,100** | **-5%** | **6,443** | **1%** | **3,808** | **0%** | **298,125** | **-7%** | **1,740,137** | **2%** |
| **Martin Luther King Jr. Highway**** | **A11,12** | **y-rr** | **3,002** | **0%** | **1,678** | **-6%** | **1,168** | **5%** | **71,103** | **-3%** | **393,836** | **6%** |
| Bowie State University | B21,22 | | 864 | 1% | 0 | 0% | 0 | 0% | 16,023 | -4% | 87,442 | 2% |
| Bowie-Belair | B24,25 | | 952 | -5% | 0 | 0% | 0 | 0% | 17,864 | -9% | 106,609 | -5% |
| Bowie-New Carrollton | B27 | @ | 233 | -16% | 0 | 0% | 0 | 0% | 4,190 | -20% | 25,777 | -3% |
| Crofton-New Carrollton | B29,31 | | 252 | -6% | 0 | 0% | 0 | 0% | 4,542 | -11% | 28,745 | 3% |
| Central Avenue | C21,22,26,29 | | 2,317 | -12% | 987 | -9% | 507 | 5% | 50,672 | -14% | 323,843 | -1% |
| Central Supplemental Service | C27 | | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5,357 | 26% |
| Pointer Ridge | C28 | | 460 | -9% | 0 | 0% | 0 | 0% | 8,635 | -13% | 53,358 | -1% |
| Ardwick Industrial Park Shuttle | F12 | @ | 712 | 12% | 0 | 0% | 0 | 0% | 13,510 | 9% | 79,045 | 33% |
| Sheriff Road-Capitol Heights | F14 | | 2,330 | -9% | 830 | -12% | 0 | 0% | 46,922 | -13% | 283,143 | 1% |
| Eastover-Addison Road | P12 | | 6,068 | 2% | 5,157 | 7% | 2,971 | 17% | 157,991 | 2% | 876,237 | 10% |
| District Heights-Suitland | V12 | | 1,870 | -12% | 845 | -2% | 496 | -4% | 41,698 | -14% | 234,877 | -2% |
| District Heights-Seat Pleasant | V14,15 | | 1,536 | -7% | 778 | -7% | 168 | 5% | 33,317 | -10% | 190,533 | 1% |
| **Sector 11 Subtotal - Central PGC** | | | **20,596** | **-4%** | **10,274** | **0%** | **5,309** | **10%** | **466,467** | **-6%** | **2,688,802** | **5%** |
| Rhode Island Avenue-New Carrollton | 84 | | 1,961 | -3% | 930 | 6% | 576 | -7% | 44,336 | -5% | 256,397 | 1% |
| Laurel Express | 87 | z | 755 | -10% | 0 | 0% | 0 | 0% | 14,052 | -14% | 83,403 | -8% |
| Laurel | 89,89M | aa | 876 | 3% | 0 | 0% | 0 | 0% | 16,451 | -2% | 98,298 | 12% |

# Agenda Item 5- Attachment 2- Page 1

Attachment A

## FY 15 BUS PRODUCTIVITY REPORT, REGIONAL LINE PERFORMANCE SUMMARY

| Total System Regional Performance Criteria | | | | Criteria | Weekday Daily Riders: Less Than 1/8 system Avg | Cost Recovery: Less Than 1/2 System Avg% | Subsidy/ Rider: Greater Than Twice System Avg | Riders per Rev Trip: Less Than 1/3 system Avg | Riders per Rev Mile: Less Than 1/3 of System Avg |
|---|---|---|---|---|---|---|---|---|---|
| | | | | System Avg | 3,646 | 31.76% | $2.40 | 33.7 | 4.0 |
| | | | | Threshold | 456 | 15.88% | $4.80 | 11.2 | 1.3 |

| Total System Regional Performance By Jurisdiction | | | Line Count | Jurisd | Weekday Daily Riders | Cost Recovery | Subsidy/ Rider | Riders per Rev Trip | Riders per Rev Mile | Total Line Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 42 | DC | 213,653 | 34.38% | $2.08 | 34.7 | 5.3 | 210 | 64,953,258 | 1,874,104 | 12,325,851 | $205,944,722 | $70,799,051 | $135,145,671 |
| | | | 37 | VA | 68,133 | 24.46% | $3.70 | 25.1 | 2.5 | 185 | 20,407,974 | 811,788 | 8,149,492 | $100,076,060 | $24,474,221 | $75,601,839 |
| | | | 27 | MD | 101,093 | 33.57% | $2.22 | 40.4 | 3.6 | 135 | 31,487,356 | 778,892 | 8,774,839 | $105,203,445 | $35,320,055 | $69,883,390 |
| | | | 106 | Total | 382,879 | 31.76% | $2.40 | 33.7 | 4.0 | 530 | 116,848,588 | 3,464,784 | 29,250,182 | $411,224,226 | $130,593,327 | $280,630,899 |

| Subtotal Not Meeting 1 or More Performance Criteria By Jurisdiction | | | Line Count | Jurisd | Weekday Daily Riders | Cost Recovery | Subsidy/ Rider | Riders per Rev Trip | Riders per Rev Mile | Unmet Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 9 | DC | 6,499 | 19.89% | $4.39 | 14.1 | 3.9 | 18 | 1,784,031 | 126,631 | 452,775 | $9,775,766 | $1,944,594 | $7,831,172 |
| | | | 16 | VA | 11,944 | 22.50% | $6.05 | 16.4 | 1.3 | 35 | 3,338,993 | 203,440 | 2,518,065 | $26,084,173 | $5,869,032 | $20,215,141 |
| | | | 4 | MD | 2,917 | 28.25% | $6.15 | 18.1 | 1.5 | 6 | 750,838 | 41,514 | 503,466 | $6,432,613 | $1,817,250 | $4,615,363 |
| | | | 29 | Total | 21,360 | 22.77% | $5.56 | 15.8 | 1.7 | 59 | 5,873,862 | 371,585 | 3,474,306 | $42,292,551 | $9,630,876 | $32,661,676 |

| Subtotal Meeting All Performance Criteria By Jurisdiction | | | Line Count | Jurisd | Weekday Daily Riders | Cost Recovery | Subsidy/ Rider | Riders per Rev Trip | Riders per Rev Mile | Met Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 33 | DC | 207,154 | 35.10% | $2.02 | 36.1 | 5.3 | 192 | 63,169,227 | 1,747,473 | 11,873,076 | $196,168,956 | $68,854,457 | $127,314,499 |
| | | | 21 | VA | 56,189 | 25.14% | $3.24 | 28.1 | 3.0 | 150 | 17,068,981 | 608,348 | 5,631,427 | $73,991,887 | $18,605,189 | $55,386,698 |
| | | | 23 | MD | 98,177 | 33.92% | $2.12 | 41.7 | 3.7 | 129 | 30,736,518 | 737,378 | 8,271,373 | $98,770,832 | $33,502,805 | $65,268,027 |
| | | | 77 | Total | 361,520 | 32.79% | $2.23 | 35.9 | 4.3 | 471 | 110,974,726 | 3,093,199 | 25,775,876 | $368,931,675 | $120,962,451 | $247,969,223 |

Annual Data

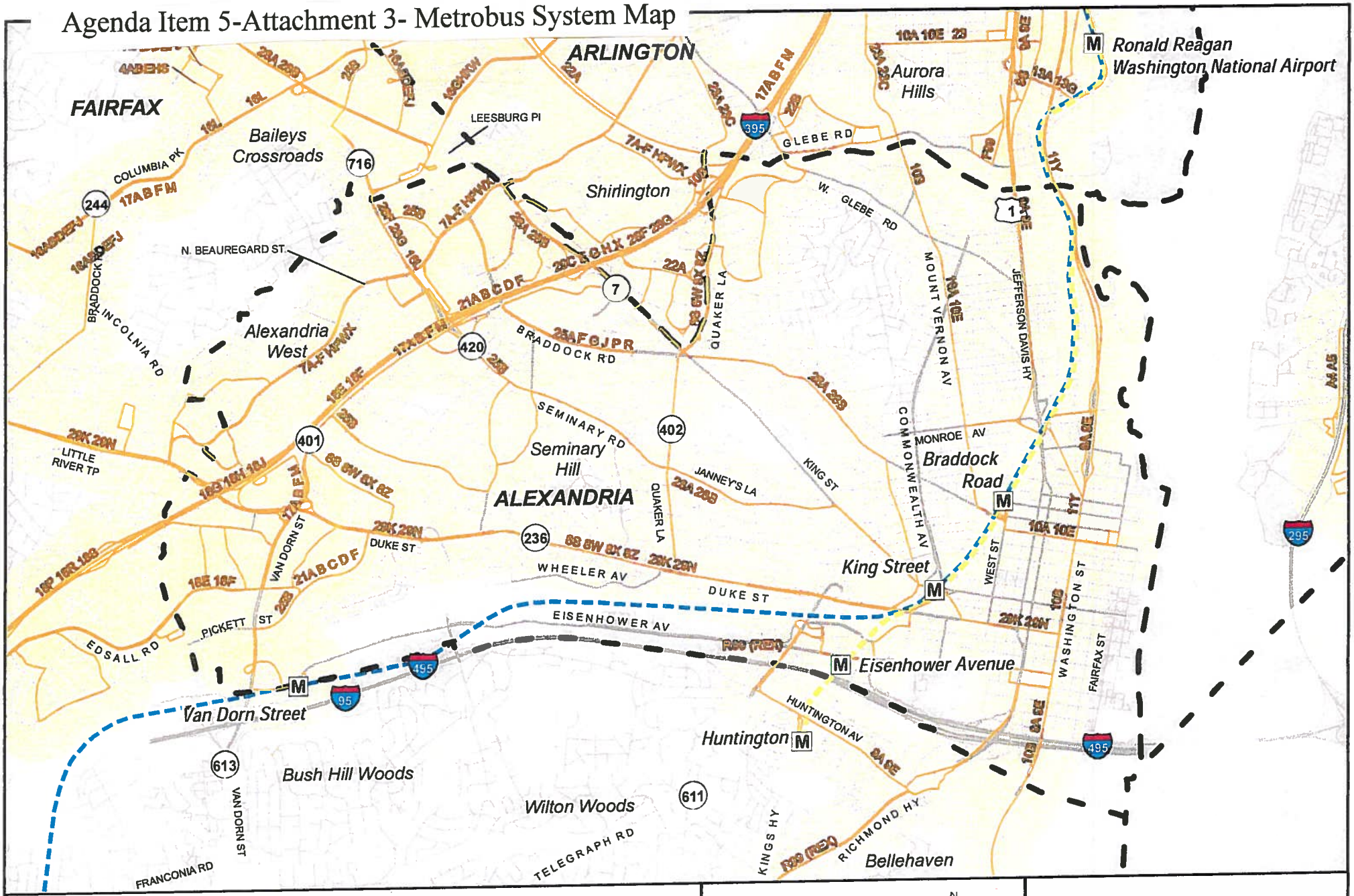
# Agenda Item 5- Attachment 2- Page 2

Attachment A

## FY 15 BUS PRODUCTIVITY REPORT, REGIONAL LINE PERFORMANCE SUMMARY

| Bus Line Descriptions | | | | | Performance Criteria Ranking | | | | | | Annual Data | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | <456 | <35.88% | [illegible] | <11.2 | <1.0 | | | | | | | |
| Line Name | Route(s) | Line ID | State | Service Days | Weekday Daily Riders | Cost Recovery | Subsidy per Rider | Riders per Rev Trip | Riders per Rev Mile | Unmet Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
| George Mason-Tysons Corner | 15M | 24 | VA | W | 265 | 7.38% | 13.68 | 8.8 | 0.8 | 5 | 66,595 | 7,530 | 84,200 | $983,274 | $72,588 | $910,685 |
| Arlington-Union Station | 13Y | 39 | VA | Sa,Su | 0 | 7.75% | 12.98 | 8.5 | 1.1 | 5 | 6,743 | 798 | 6,238.08 | $94,874 | $7,350 | $87,524 |
| Pimmit Hills-Falls Church | 3T | 121 | VA | W,Sa | 692 | 8.60% | 11.58 | 10.0 | 1.1 | 4 | 184,292 | 18,495 | 168,047 | $2,335,293 | $200,878 | $2,134,414 |
| Tysons Corner-Dunn Loring | 2T | 127 | VA | W,Sa,Su | 522 | 11.03% | 8.79 | 10.8 | 1.2 | 4 | 174,815 | 16,221 | 140,037 | $1,726,871 | $190,549 | $1,536,323 |
| South Capitol St. Limited | W9 | 587 | DC | W | 181 | 10.30% | 9.49 | 10.0 | 2.1 | 4 | 45,374 | 4,518 | 21,393 | $479,949 | $49,458 | $430,491 |
| Camp Springs-Indian Head Highway | W15 | 40 | MD | W (Sat Hol) | 261 | 12.99% | 7.30 | 18.6 | 1.6 | 3 | 66,246 | 3,570 | 42,404 | $556,064 | $72,209 | $483,856 |
| MacArthur Boulevard-Georgetown | D5 | 37 | DC | W (Sat Hol) | 312 | 15.19% | 6.09 | 22.1 | 2.8 | 3 | 78,680 | 3,558 | 28,426 | $564,686 | $85,761 | $478,925 |
| Fair Oaks-Fairfax Boulevard | 1C | 139 | VA | W,Sa,Su | 940 | 13.23% | 7.15 | 17.6 | 1.2 | 3 | 304,095 | 17,259 | 251,159 | $2,505,868 | $331,464 | $2,174,404 |
| Wisconsin Avenue Limited | 37 | 100 | DC | W | 678 | 13.84% | 6.78 | 27.1 | 4.0 | 2 | 170,087 | 6,275 | 42,570 | $1,339,381 | $185,395 | $1,153,987 |
| Fair Oaks-Jermantown Rd | 2B | 128 | VA | W,Sa | 1,067 | 15.50% | 5.94 | 20.9 | 1.6 | 2 | 296,842 | 14,237 | 183,840 | $2,087,746 | $323,558 | $1,764,188 |
| Fairfax Village-L'Enfant Plaza | V5 | 57 | DC | W | 320 | 16.89% | 5.36 | 17.8 | 3.1 | 2 | 80,400 | 4,518 | 25,667 | $518,743 | $87,636 | $431,107 |
| Glover Park-Federal Triangle | D1 | 22 | DC | W (Sat Hol) | 440 | 17.27% | 5.22 | 24.4 | 4.3 | 2 | 111,423 | 4,570 | 26,202 | $703,401 | $121,451 | $581,949 |
| Ivy City-Dupont Circle | D3 | 48 | DC | W (Sat Hol) | 438 | 18.08% | 4.94 | 27.3 | 4.4 | 2 | 110,720 | 4,056 | 25,264 | $667,415 | $120,685 | $546,730 |
| Annandale | 29C,E,G,H,X | 8 | VA | W (Sat Hol) | 1,108 | 30.88% | 7.10 | 14.9 | 1.0 | 2 | 279,418 | 18,766 | 266,911 | $2,868,281 | $885,755 | $1,982,525 |
| Mt Vernon Express | 11Y | 157 | VA | W | 416 | 39.21% | 4.92 | 29.7 | 1.8 | 2 | 104,507 | 3,514 | 59,434 | $845,009 | $331,288 | $513,721 |
| Chain Bridge Road | 15K,L | 27 | VA | W | 530 | 15.94% | 5.75 | 18.3 | 1.4 | 1 | 133,133 | 7,279 | 96,926 | $910,162 | $145,115 | $765,048 |
| Annandale-East Falls Church | 26A | 692 | VA | W | 562 | 17.04% | 5.31 | 20.1 | 2.0 | 1 | 140,959 | 7,028 | 69,981 | $901,707 | $153,646 | $748,062 |
| Pershing Drive-Arlington Boulevard | 4A,B | 94 | VA | W,Sa,Su | 1,775 | 17.53% | 5.13 | 14.8 | 2.4 | 1 | 510,383 | 34,430 | 215,081 | $3,173,295 | $556,318 | $2,616,977 |
| Hillcrest Heights | C12,14 | 63 | MD | W,Sa | 754 | 17.68% | 5.08 | 13.2 | 2.1 | 1 | 204,381 | 15,504 | 98,608 | $1,260,256 | $222,776 | $1,037,480 |
| Balston-Bradlee-Pentagon | 25A,C,D,E | 92 | VA | W,Sa,Su | 1,362 | 17.85% | 5.02 | 17.0 | 1.7 | 1 | 388,702 | 22,906 | 228,137 | $2,374,037 | $423,685 | $1,950,352 |
| M.L. King Jr. Ave. Limited Line | A9 | 111 | DC | W | 740 | 17.91% | 5.00 | 28.5 | 2.9 | 1 | 185,706 | 6,526 | 63,187 | $1,130,491 | $202,419 | $928,072 |
| Leesburg Pike Limited | 28X | 23 | VA | W | 1,176 | 18.43% | 4.82 | 27.3 | 2.4 | 1 | 295,153 | 10,793 | 122,415 | $1,745,721 | $321,717 | $1,424,004 |
| Lee Highway-Farragut Square | 3Y | 138 | VA | W | 423 | 19.82% | 4.41 | 30.2 | 4.2 | 1 | 106,162 | 3,514 | 25,253 | $583,897 | $115,716 | $468,180 |
| Convention Center- S.W. Waterfront | 74 | 119 | DC | W,Sa,Su | 1,798 | 20.31% | 4.28 | 10.8 | 3.8 | 1 | 523,177 | 48,456 | 138,012 | $2,808,160 | $570,263 | $2,237,897 |
| Annandale-Skyline City-Pentagon | 16L | 521 | VA | W | 210 | 27.99% | 2.80 | 35.0 | 3.2 | 1 | 52,756 | 1,506 | 16,531 | $205,408 | $57,504 | $147,905 |
| Oxon Hill-Fort Washington | P17,18,19 | 88 | MD | W (Sat Hol) | 1,170 | 31.70% | 6.83 | 21.4 | 1.3 | 1 | 295,162 | 13,770 | 232,236 | $2,951,317 | $935,664 | $2,015,653 |
| Stanton Road | 94 | 141 | DC | W,Sa,Su | 1,592 | 33.36% | 2.18 | 10.8 | 5.8 | 1 | 478,464 | 44,154 | 82,055 | $1,563,540 | $521,526 | $1,042,014 |
| Bock Road | W13,14 | 580 | MD | W (Sat Hol) | 732 | 35.23% | 5.83 | 21.3 | 1.4 | 1 | 185,048 | 8,670 | 130,218 | $1,664,975 | $586,602 | $1,078,373 |
| DC-Dulles | 5A | 129 | VA | W,Sa,Su | 901 | 63.87% | 3.37 | 15.4 | 0.5 | 1 | 294,437 | 19,164 | 583,873 | $2,742,729 | $1,751,901 | $990,828 |
| Subtotal Not Meeting All Performance Criteria | 29 | | | | 21,360 | 22.77% | $5.56 | 15.81 | 1.69 | 59 | 5,873,862 | 371,585 | 3,474,306 | $42,292,551 | $9,630,876 | $32,661,676 |

# Agenda Item 5-Attachment 3- Metrobus System Map




**WMATA Bus Routes within Alexandria**

**Alexandria Transit Development Plan**