

**Table 4-1a
Near-Term Recommendations for the District of Columbia**

Route	Proposed Service Change	Daily					Annual					Operating Cost	Phase	Operator Code	
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Pass/ Add'l Rev./Hr.	Ridership Change	Revenue Change	Vehicle Revenue Hours	Add'l Vehicle Revenue Miles				
Improvements to Existing Services															
E6	Increase peak frequency to every 15 minutes	96	\$52	1	4	47	24.00	24,000	\$12,960	1,000	11,700	\$81,083	Other near-term	3	
K2	Increase peak frequency to every 15 minutes	68	\$37	1	6	52	11.33	17,000	\$9,180	1,500	12,900	\$109,298	Other near-term	3	
X8	Increase peak frequency to every 15 minutes	92	\$50	1	4	29	23.00	23,000	\$12,420	1,000	6,900	\$68,651	High priority	3	
E6	Increase off-peak frequency to every 30 minutes	34	\$18	0	2	27	14.78	8,500	\$4,950	575	6,825	\$47,504	Other near-term	3	
X8	Increase off-peak frequency to every 30 minutes	66	\$36	0	2	26	28.29	15,500	\$8,910	583	4,025	\$40,552	High priority	3	
96	Increase Saturday frequency to every 30 minutes	95	\$51	0	5	53	17.54	5,415	\$2,924	309	2,993	\$28,355	Other near-term	1	
G2	Increase Saturday frequency to every 30 minutes	118	\$64	0	7	50	17.21	6,726	\$3,632	391	2,993	\$33,008	High priority	3	
H8	Increase Saturday frequency to every 30 minutes	245	\$132	0	13	116	18.38	13,865	\$7,541	760	6,612	\$55,728	High priority	1	
H6	Increase Sunday frequency to every 30 minutes	192	\$104	0	10	117	19.20	11,740	\$6,013	193	4,839	\$22,352	High priority	3	
W4	Increase Sunday frequency to every 30 minutes	191	\$103	0	13	140	14.36	11,078	\$5,982	771	6,120	\$50,308	High priority	1	
W6,8	Increase Saturday frequency to every 24 minutes	171	\$92	0	10	117	17.10	9,747	\$5,263	570	6,675	\$55,947	High priority	3	
A4	Increase Saturday frequency to every 24 minutes	171	\$92	0	10	117	17.10	9,747	\$5,263	570	6,675	\$55,947	High priority	3	
Subtotal		1,398	\$756	3	81	845		148,807	\$80,358	8,233	87,215	\$659,235		1	
S1	Extended Span of Service	64	\$35	0	2	32	37.65	16,000	\$8,640	425	7,920	\$50,927	High priority	1	
V5	Add 1 a.m. - 1 p.m. OB trip	40	\$22	0	2	23	26.67	10,000	\$5,400	375	5,740	\$41,029	High priority	3	
D8	Add 2 LB Saturday trips	30	\$16	0	1	27	23.68	1,710	\$923	72	1,562	\$7,712	High priority	1	
W6,8	Add 2 Sunday round trips (1 on W6 and 1 on W8)	48	\$26	0	1	28	36.92	2,784	\$1,503	75	1,624	\$8,134	High priority	1	
W4	Institute Saturday service 7am-7pm every 30 min.	349	\$188	0	24	172	10.42	19,893	\$10,742	1,368	9,781	\$74,384	High priority	3	
M4	Institute Sunday service 8am-7pm every 30 min.	239	\$129	0	22	238	10.86	13,862	\$7,485	1,276	13,781	\$100,500	Other near-term	3	
E6	Institute Saturday service 7am-7pm every 30 min.	190	\$103	0	18	187	10.56	10,830	\$5,848	1,026	10,670	\$79,747	High priority	3	
Subtotal		960	\$578	0	70	706		75,079	\$40,543	4,618	61,078	\$362,433		3	
Route Restructuring															
F-13 (P3)	Re-route from PG Hospital to Deannwood Station	545	\$294	1	4	52	14.14	136,200	\$73,548	910	13,095	\$96,971	Other near-term	1	
W4	Eliminate peak-only service to Capitol Plaza	(2)	(183)	(2)	(4)	(183)		(5,602)	(48,308)	(5,602)	(48,308)	(4,925,741)	Other near-term	1	
F-12 (P3)	Extend to Deannwood Station	1	\$99	1	7	99	23.68	1,710	\$923	72	1,562	\$7,712	High priority	3	
U2	Extend to Deannwood Station via N.H.Boroughs' Division, Eastern	1	\$16	1	1	27	23.68	1,710	\$923	72	1,562	\$7,712	High priority	1	
U4	Extend to Deannwood Station via Eastern	1	\$16	1	1	27	23.68	1,710	\$923	72	1,562	\$7,712	High priority	1	
U6	Extend to Deannwood Station via Kenninworth weekdays until 8pm	2	\$10	1	8	69	36.92	2,784	\$1,503	75	1,624	\$8,134	High priority	1	
Subtotal		545	\$294	4	39	366		136,200	\$73,548	10,183	97,617	\$828,168		3	
S2,4	Reduce peak and midday trips by 1/4 and use articulated vehicles	(453)	-\$245	(5)	(37)	(31)	12.35 +	(113,250)	-\$61,155	(9,167)	(82,750)	-\$822,758	High priority	1	
S1	Reduce peak trips by 1/4 and use articulated vehicles	(97)	-\$52	(2)	(5)	(84)	21.40 +	(24,500)	-\$13,095	(1,133)	(11,120)	-\$133,806	Other near-term	1	
Subtotal		(550)	-\$297	(7)	(41)	(415)		(137,500)	-\$74,250	(10,300)	(103,870)	-\$956,563		1	
Subtotal Changes to Existing Services		2,353	\$1,271	0	148	1,502		222,586	\$120,196	12,734	126,105	\$891,273		1	
New Services in Changing Markets															
Rapidbus Services and Associated Corridor Restructuring															
Rapidbus C1	Silver Spring to 8th & Maine Ave. - peak 10 minutes, off-peak 12 minutes, evening & weekend 15 minutes	2,007	\$1,084	11	178	1,986	49.76 *	683,743	\$68,997	60,600	684,432	\$5,868,172	High priority	1	
70, 71	Lengthen peak headway 10% (from 9 to 10 minutes)	(134)	-\$72	(1)	(4)	(39)		(33,527)	-18,105	(1,000)	(9,797)	-\$92,165	High priority	1	
Rapidbus A	Friendship Heights to Navy/Road - peak 8 minutes, off-peak evening & weekend 15 minutes	3,500	\$1,890	20	267	2,444	40.78 *	1,176,531	\$65,219	89,750	833,690	\$8,128,075	Other near-term	1	
30's	Lengthen peak headway 20%; lengthen midday headway from 9 to 10 minutes	(661)	-\$357	(10)	(53)	(411)		(165,251)	-89,235	(13,274)	(102,740)	-\$1,137,927	Other near-term	1	
30's, M6, M2, V5	A) Eliminate 34, combine M2 and M6 into new 37, operate 32 as main route to Tenleytown 10 peak, 12 off-peak, operate 36 and 37 lot from Rosslyn each every 20 in peak period/direction, and every 30 lot from Potomac Ave. otherwise, operate V5 from Congress Heights instead of Fairfax Village	930	\$502	2	(0)	(159)	no change in revenue hours	232,405	\$125,499	(7,587)	(88,520)	-\$398,855	Other near-term	1	
Rapidbus D1	Minnesota Avenue to Farrout Square - peak 6 minutes, off-peak 7 minutes, evening & weekend 15 minutes	3,148	\$1,700	16	236	1,767	43.98 *	970,925	\$24,300	72,800	551,628	\$6,203,796	Other near-term	1	
X2	Lengthen peak headway 13% (from 7 to 8 minutes)	(89)	-\$53	(1)	(5)	(33)		(24,704)	-\$13,340	(1,125)	(8,153)	-\$94,705	Other near-term	1	
Subtotal		8,689	\$4,692	37	619	5,566		2,839,323	\$71,533,234	200,164	1,860,540	\$18,480,391		1	
New Fixed-Route Coverage and Enhanced Connections															
Anacostia - Georgia Ave	New Route Anacostia to Georgia Avenue via 8th and Hospital every 20 peak, 30 mid-day and weekends, no evening	237	\$128	8	80	613	2.96	93,319	\$50,392	31,500	241,336	\$2,892,632	High priority	1	
Mtn. Ave - RI Ave	New cross-town service from Rhode Island Avenue to Minnesota Avenue via Brentwood Mt. Olive, Bladensburg, and Benning every 15 peak, 30 off-peak, 7am-10pm 7 days	284	\$153	3	46	647	6.18	99,470	\$53,714	16,100	229,320	\$1,411,658	High priority	3	
H2	Extend to Bethesda via Connecticut and East/West Highway	1,619	\$874	3	50	411	32.61	483,808	\$261,257	14,835	127,335	\$1,310,927	High priority	1	

Route	Proposed Service Change	Daily										Annual										Operator Code
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Pass./Add'l Rev/Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	Phase									
Georgia Ave. - Rosslyn	New cross-town service from Palworth to Rosslyn via Columbia Heights, Adams Morgan, Dupont Circle, and Georgetown every 15 peak, 30 off-peak, 7am-10pm 7 days	2,760	\$1,491	6	78	491	35.39	934,222	\$504,480	28,400	166,144	\$2,143,631	Other near-term	1								
Bethesda - Rosslyn	New service along Wisconsin between Bethesda and Rosslyn every 10 peak, 30 off-peak 7 days	4,626	\$2,498	6	90	828	51.40	1,511,184	\$816,039	29,400	270,480	\$2,654,702	Other near-term	1								
E3, 3,4	Extend to Bethesda, Eliminate Ride On 42	289	\$140	2	8	88	31.18	273,918	\$147,916	8,784	92,453	\$829,606	Other near-term	1								
H3, H4	Extend to Friendship Heights	219	\$116	2	11	95	19.08	65,464	\$35,351	3,434	29,476	\$303,455	Other near-term	1								
		10,004	\$5,402	30	363	3,174		3,467,394	\$1,869,148	130,454	1,156,543	\$11,346,611										
N22	Circulators, Shuttles, and Flexible Services	1,053	\$568	8	67	574	15.76	263,150	\$142,101	16,702	143,560	\$1,220,133	High priority	3								
Union Station - Rosslyn	Extend to Waterfront and Mt. Vernon Square New route from Rosslyn to Union Station along M, NH, and Mass.; every 15 minutes 7am-11pm 7 days	2,428	\$1,311	9	124	872	19.58	832,109	\$449,339	42,500	305,256	\$3,589,201	Other near-term	1								
		3,480	\$1,879	17	191	1,446		1,095,259	\$597,440	59,202	448,616	\$4,789,334										
	Subtotal New Services	22,174	\$11,974	84	1,174	10,186		7,395,966	\$3,993,822	389,820	3,465,900	\$34,616,336										
	Total Recommended Near-Term Services	24,527	\$13,244	84	1,321	11,688		7,618,552	\$4,114,018	402,553	3,692,005	\$36,607,609										
	Total High Priority Services	6,408	\$3,480	28	487	4,823		1,629,462	\$879,920	137,568	1,412,693	\$12,222,008										
	Total Other Near-Term Services	18,119	\$9,764	56	834	6,764		5,989,070	\$3,234,098	264,985	2,179,312	\$23,285,642										

* Resulting total productivity for all services in the corridor
+ Represent riders lost per revenue-hour saved, therefore lower values are less detrimental than higher values

Key to Operator Code

- 1 WMATA Regional
- 2 Generic Non-Regional
- 3 WMATA Non-Regional
- 4 Ride On
- 5 The Bus
- 6 DASH
- 7 Fairfax Connector
- 8 CUE

**Table 4-1b
Long-Term Recommendations for the District of Columbia**

Route	Proposed Service Change	Ridership Change	Revenue Change	Daily				Annual				Operator Code	
				Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Pass./Add'l Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles		Operating Cost
90-92	Lengthen peak headway 25% (4-5-8); lengthen midday headway from 9 to 10 minutes	(505)	-\$273	(5)	(62)	(444)		(126,248)	-\$68,174	(15,417)	(111,000)	-\$1,295,555	1
RapidBus B	McLean Gardens to Livingston - peak 10 minutes, off-peak 12 minutes, evening & weekend 15 minutes	4,216	\$2,277	15	251	2,469	42.0 *	1,440,464	\$777,850	86,750	846,713	\$7,923,837	1
RapidBus C2	Extend from 9th & Maine to Minnesota Avenue	779	\$420	4	73	748		268,382	\$144,926	25,150	256,662	\$2,350,077	1
RapidBus D2	Extend from Farragut Square to Brookland	1,683	\$909	9	138	1,122		533,536	\$288,164	43,700	350,196	\$3,783,663	1
42	Lengthen peak headway 15% (from 3 to 4 minutes)	(299)	-\$162	(5)	(12)	(71)		(74,775)	-\$40,378	(3,000)	(17,675)	-\$238,823	1
P1,2,6	Extend P2 to Fort Lincoln via NY Avenue, operate all-day until 8:00 p.m.	dependent on future development		6	52	556				13,000	138,930	\$1,020,099	3
Total Long-Term Services		5,874	\$3,172	24	440	4,380		2,041,459	\$1,102,388	149,183	149,183	\$13,542,298	

* Resulting total productivity for all services in the corridor

- Key to Operator Code**
- 1 WMATA Regional
 - 2 Generic Non-Regional
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 - 4 Ride On
 - 5 The Bus
 - 6 DASH
 - 7 Fairfax Connector
 - 8 CUE

Table 5-2a
Near-Term Recommendations for Montgomery County

Route	Proposed Service Change	Daily										Annual				Operating Cost	Phase	Operator Code
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Vehicle Hours	Add'l Vehicle Miles	Pass./Add'l Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles							
	Increased Frequency																	
1/11	Add a Route 11 trip at 7:40 a.m.	8	\$4	0	0	10	19.20	2,000	\$1,080	104	2,550	\$5,782	High priority					
5	Increase Saturday afternoon service	96	\$43	0	6	70	16.00	5,472	\$2,482	342	4,013	\$2,054	High priority					
12	Slower ramp-down to evening service level	30	\$14	0	3	23	5.00	7,500	\$3,375	838	5,750	\$4,899	High priority					
15	Increase Sunday service	219	\$99	0	2	91.89	12.702	12,702	\$5,716	138	2,282	\$1,164	High priority					
16	Increase Saturday service	221	\$99	0	3	48	70.35	12,597	\$5,689	114	1,450	\$1,160	High priority					
16	Increase Sunday service	70	\$32	0	2	45	35.00	3,900	\$1,796	114	2,565	\$1,030	High priority					
20	Increase weekday morning peak service	12	\$5	0	1	11	6.00	1,74	\$78	29	653	\$2,630	High priority					
30	Improve peak headways to 15 minutes	162	\$97	3	14	182	11.25	40,500	\$21,870	3,600	8,850	\$46,887	High priority					
G2 C4	Increase weekday peak service to 15 minutes	687	\$371	6	28	350	24.54	171,750	\$92,745	7,000	45,600	\$268,172	Other near-term					
J1,2,3	Increase weekday afternoon and evening service	38	\$21	0	3	42	11.52	9,500	\$5,130	825	10,500	\$704,688	High priority					
	Extended Span of Service																	
1	Extend Saturday evening service	58	\$26	0	2	26	26.36	3,306	\$1,488	125	1,499	\$6,723	High priority					
6	Last a.m. and first p.m. dep. adjust by 5 min.	0	\$0	0	0	0	n/a	0	\$0	0	0	\$0	High priority					
6	Extend evening service to 6:30 p.m.	14	\$8	2	1	13	12.35	3,600	\$1,890	283	3,200	\$20,550	Other near-term					
10	Extend weekday evening service	70	\$32	0	4	66	16.67	17,500	\$7,875	1,050	16,375	\$84,030	High priority					
19	Add p.m. departure from Silver Spring at 4:00	12	\$5	1	5	24.00	24.00	3,000	\$1,350	125	1,250	\$6,808	Other near-term					
17	Extend Saturday evening service	44	\$20	0	2	29	23.16	2,808	\$1,428	109	1,542	\$9,080	Other near-term					
19	First Sunday arrival at 9:00 a.m.	18	\$8	0	1	8	22.50	1,644	\$470	46	664	\$3,289	High priority					
23	Add additional a.m. trip arriving after 9:00	20	\$11	1	6	30.00	30.00	5,000	\$2,700	162	1,600	\$11,472	High priority					
24	Add Saturday service	547	\$246	0	18	268	28.84	31,778	\$14,031	1,842	15,299	\$81,475	High priority					
30	Add one later a.m. trip and one earlier p.m. trip	28	\$15	1	11	23.66	23.66	7,000	\$3,780	269	2,675	\$20,362	High priority					
31	Adjust first p.m. departure by 3 minutes	508	\$229	0	22	334	23.09	28,956	\$13,030	1,254	12,051	\$98,908	Other near-term					
34	Add one p.m. trip from Bethesda at 7:15	20	\$9	0	1	9	35.29	5,000	\$2,500	142	2,175	\$11,209	High priority					
35	Extend weekday evening service	59	\$27	0	3	42	17.88	14,750	\$6,038	825	10,500	\$62,480	High priority					
35	Adjust first Saturday trip by 4 minutes	0	\$0	0	0	0	n/a	0	\$0	0	0	\$0	High priority					
38	Extend weekday evening service	66	\$30	0	5	64	14.04	15,500	\$7,425	1,175	1,525	\$89,338	Other near-term					
43	Add Sunday service	450	\$203	0	33	598	13.64	26,100	\$11,745	1,914	34,707	\$180,060	Other near-term					
45	Add Saturday service	425	\$191	0	11	220	28.84	24,228	\$10,901	827	12,540	\$54,330	High priority					
47	Extend weekday evening service	494	\$222	0	22	330	22.45	28,158	\$12,871	1,254	1,810	\$98,502	High priority					
48	Extend weekday evening service	68	\$31	0	6	73	14.47	11,000	\$7,850	1,175	1,225	\$59,058	High priority					
48	Extend Saturday evening service	62	\$28	0	3	41	21.94	17,000	\$7,550	775	1,025	\$59,058	High priority					
49	Extend weekday evening service	64	\$29	0	4	45	18.24	3,534	\$1,590	194	2,708	\$15,793	High priority					
51	Add a later p.m. departure	6	\$3	0	3	42	23.70	16,000	\$7,200	675	10,450	\$53,209	High priority					
54	Extend Saturday evening service	33	\$15	0	2	20	16.50	1,800	\$810	113	3,350	\$11,530	Other near-term					
56	Extend weekday evening service	75	\$34	0	4	61	20.27	18,750	\$8,438	925	1,150	\$9,341	High priority					
56	Add one later Saturday trip	7	\$3	0	2	32	4.20	399	\$180	95	1,924	\$8,109	Other near-term					
62	Extend Saturday evening service	63	\$28	0	3	52	20.32	3,591	\$1,618	177	2,936	\$15,164	High priority					
63	Extend Saturday evening service	71	\$32	0	5	78	15.43	4,047	\$1,921	282	4,448	\$22,028	High priority					
64	Add Saturday service	381	\$171	0	22	234	17.32	21,717	\$9,773	1,254	13,343	\$89,644	High priority					
64	Adjust first Saturday trip by 2 minutes	0	\$0	0	0	0	n/a	0	\$0	0	0	\$0	High priority					
J5	Extend weekday evening service	29	\$18	0	3	43	15.00	9,750	\$4,388	650	10,825	\$52,364	Other near-term					
J8,9	Add evening departure at 6:30 or later	2	\$1	1	1	20	36.00	5,250	\$2,835	146	4,950	\$20,227	High priority					
J2	Extend Saturday evening service	10	\$5	1	1	16	16.67	2,500	\$1,350	150	3,850	\$17,649	Other near-term					
22	Extend Saturday span to 8:00 a.m. to 7:00 p.m.	80	\$23	0	3	63	15.63	2,850	\$1,283	182	3,580	\$16,537	High priority					
22	Extend weekday evening service	51	\$44	0	4	67	20.25	4,617	\$2,493	228	3,830	\$18,574	High priority					
	Route Restructuring																	
3	Eliminate due to low ridership	(10)	-\$5	(2)	(3)	(9)	3.33	(2,500)	-\$1,350	(750)	(3,800)	-\$47,006	High priority					
27	Eliminate portion of route north of Bethesda. Reroute southern portion from Little Falls Play via River, Springfield, Cromwell, Massachusetts, and Saratoga to Little Falls Mall and MILK.	73	\$39	2	6	77	11.51	18,283	\$9,857	1,585	19,327	\$117,318	Other near-term					
31	Reroute with peak period shuttle to Leisure World via Georgia Ave.	60	\$32	0	3	91	24.00	15,000	\$8,100	625	74,750	\$144,808	High priority					
62	Extend one trip per hour during peaks to Montgomery Mall via Shady Grove Rd. and L270, Democratic Blvd.	117	\$63	1	4	104	29.25	29,250	\$15,795	1,000	25,950	\$86,289	High priority					
90	Eliminate segment to Milestone. Run peak loop during midday at 40-min headway.	(50)	-\$23	0	(7)	(284)	6.86	(12,500)	-\$5,625	(1,825)	(70,890)	-\$223,136	High priority					
90	Flexible service in Danmarcus	200	\$90	0	21	571	9.50	16,733	\$7,539	1,764	38,883	\$158,760	Other near-term					
14A,B	Extend Saturday	33	\$18	0	3	60	11.97	8,250	\$4,608	689	15,018	\$89,321	Other near-term					
J1,2,3	Extension to College Park Metrolink via Lamy Park	1,613	\$871	1	82	902	19.77	463,178	\$250,116	23,432	290,083	\$2,128,541	High priority					
Z (6s)	Comprehensive corridor restructuring	678	\$366	1	12	(97)	55.11	189,500	\$91,530	3,076	(24,139)	\$389,172	High priority					
	Subtotal																	
		1,546	\$777	12	65	857	28.36	289,185	\$141,641	13,669	173,097	\$1,222,379						

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				Add'l Peak Vehicles	Add'l Revenue Hours	Add'l Vehicle Revenue Miles	Pass./Add'l Rev./Hr.				Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles
Z-1tes.	Flexible service in Ednor	3,024	\$1,598	2	32	448	10.00	785,184	\$418,582	37,598	477,087	\$3,428,561	High priority	2
	Subtotal	3,024	\$1,598	2	32	448	10.00	785,184	\$418,582	37,598	477,087	\$3,428,561		
	Subtotal Changes to Existing Services	8,594	\$4,196	26	412	5,718		1,422,981	\$728,621	69,816	937,025	\$6,139,449		
New Services in Changing Markets														
	RapidBus Services and Associated Corridor Restructuring													
	East-West Highway (Montgomery Mall to College Park Metrolink)	3,895	\$1,986	15	185	2,812	47.00	1,198,440	\$647,158	63,240	824,176	\$6,781,931		1
	Elimination of extended J2	(745)	-\$403	(12)	(180)	(2,136)		(230,832)	-\$124,649	(55,883)	(682,801)	-\$5,498,071	High priority	1
	NET CHANGE (assumes implementation of J extension above)	2,949	\$1,583	3	15	676		967,608	\$522,509	7,557	261,375	\$1,282,860		1
	Vets Mill Road (Shady Grove Metrolink to Silver Spring Metrolink)	2,670	\$1,442	11	126	2,002	47.33	886,731	478,835	41,850	673,038	\$4,680,384		1
	Reduction of local service	(454)	-\$245	(4)	(41)	(528)		(113,500)	-81,290	(10,250)	(132,050)	-\$1,043,692		1
	NET CHANGE	2,216	\$1,197	7	85	1,473		773,231	417,545	31,600	540,988	\$3,638,692	Other near-term	1
	Georgia Avenue (Montgomery General Hospital to Wheaton Metrolink)	1,083	\$585	7	72	1,333	44.88	383,840	191,073	23,520	444,804	\$2,838,717		1
	Reduction of local service	(404)	-\$218	(2)	(24)	(322)		(101,000)	-54,540	(6,000)	(80,600)	-\$821,278		1
	NET CHANGE	679	\$367	5	48	1,011		282,840	\$136,533	17,520	364,204	\$2,217,439	Other near-term	1
	Subtotal	5,844	\$3,156	15	148	3,184		1,993,679	\$1,076,597	56,877	1,166,587	\$7,138,991		1
	New Fixed-Route Coverage and Enhanced Connections													
	Takoma Park A via Thayer and Garland weekday	1,300	\$585	4	44	480	29.55	325,000	\$146,250	11,000	112,420	\$728,504	Other near-term	2
	Takoma Park B via Wayne and Lincoln weekday	1,250	\$563	4	44	450	28.41	312,500	\$140,625	11,000	115,080	\$721,937	Other near-term	2
	Subtotal	2,550	\$1,148	8	88	910		637,500	\$286,875	22,000	227,480	\$1,448,441		
	Circulators, Shuttles, and Flexible Services													
	Potomac Circulator weekday	178	\$125	1	12	504	14.80	44,500	\$20,025	3,000	126,000	\$361,830	Other near-term	2
	Subtotal	178	\$125	1	12	504		44,500	\$20,025	3,000	126,000	\$361,830		
	Subtotal New Services	8,572	\$4,428	24	248	4,575		2,675,679	\$1,383,487	81,677	1,520,647	\$8,947,262		
	Total Recommended Near-Term Services	17,166	\$8,624	50	660	10,293		4,098,660	\$2,112,108	151,493	2,487,073	\$16,086,714		
	Total High Priority Services	9,857	\$5,000	18	307	4,271		2,188,428	\$1,150,317	61,926	958,825	\$8,443,689		
	Total Other Near-Term Services	7,308	\$3,624	32	352	6,022		1,910,232	\$961,791	89,567	1,500,198	\$8,943,041		

- Key to Operator Code**
- 1 WMATA Regional
 - 2 Generic Non-Regional
 - 3 WMATA Non-Regional
 - 4 Ride On
 - 5 The Bus
 - 6 DASH
 - 7 Fairfax Connector
 - 8 CUE

Table 5-2b
Long-Term Recommendations for Montgomery County

Route	Proposed Service Change	Daily										Annual				
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Miles	Pass./Add'l Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	Operator Code			
14	Add Sunday service	129	\$58	0	18	246	7.04	7,482	\$ 3,367	1,063	14,291	\$80,838	4			
22	Add one later a.m. trip and one earlier p.m. trip	16	\$9	0	2	35	7.06	4,000	\$ 2,160	567	4,700	\$44,836	4			
28	Add Saturday service	231	\$104	0	11	194	21.00	13,167	\$ 5,925	627	11,035	\$61,892	4			
47	Extend Saturday service	237	\$107	0	22	581	10.77	13,746	\$ 6,166	1,276	33,686	\$123,795	4			
58	Extend Saturday span to 8:00 a.m. to 7:00 p.m.	34	\$15	0	2	82	8.50	1,938	\$ 872	228	4,697	\$19,978	4			
63	Extend M-F hrs until 10:00 p.m.	30	\$16	0	3	43	9.00	7,600	\$ 4,050	633	10,640	\$62,445	4			
66	Add later p.m. departure from Shady Grove Hospital	4	\$2	0	1	5	8.00	1,000	\$ 540	125	1,150	\$8,544	4			
90	Add Saturday service	426	\$192	0	29	220	14.52	24,282	\$ 10,927	1,672	12,540	\$111,021	4			
92	Extend weekday evening services: 1, 9, 17, 26, 42, 54, 57, 61, 62, L8	343	\$0	0	12	189	28.58	19,551	\$ -	684	10,773	\$54,559	4			
	Extend Saturday evening services: 10, 26, 35, 38, 49, 58, 57, L8	757	\$341	0	42	638	18.02	189,250	\$ 85,163	10,500	159,500	\$827,935	4			
	Extend Sunday evening services: 1, 10, 26, 46, 56, 57, 61, 62, L8, L72	742	\$334	0	41	625	18.01	42,294	\$ 19,032	2,348	35,625	\$194,720	4			
14	Improve peak headways to 15 minutes	1,489	\$670	0	83	1,255	18.03	85,362	\$ 38,883	4,791	73,790	\$358,503	4			
42	Improve peak headways to 15 minutes	117	\$63	2	12	134	9.75	29,250	\$ 15,795	3,000	21,323	\$172,255	4			
Y7,8,9	Increase Y8 service from 11:00 a.m. to 5:00 p.m.	85	\$46	2	10	85	8.37	21,250	\$ 11,475	2,538	2,538	\$228,789	2			
New	Takoma Park A via Thayer and Garland Saturday	367	\$198	0	12	120	30.58	91,750	\$ 49,545	3,000	30,000	\$278,400	1			
New	Takoma Park B via Wayne and Lincoln Saturday	939	\$657	0	24	251	39.13	51,414	\$ 37,466	1,368	14,307	\$82,821	2			
New	Glenmont to Bethesda	902	\$631	0	24	245	37.88	51,414	\$ 35,990	1,368	13,965	\$82,501	2			
New	Potomac Circulator Saturday	200	\$140	2	13	180	16.87	50,000	\$ 35,000	3,150	44,940	\$228,789	2			
New	Flexible service in Clarksburg	87	\$82	0	12	504	7.25	4,959	\$ 2,432	684	28,728	\$82,497	2			
RapidBus	University Boulevard (Wheaton Metrolink to Greenbelt - Army Parking Lot)	117	\$39	3	18	432	6.50	25,250	\$ 20,475	4,500	108,000	\$402,615	2			
	Reduction of local services	998	\$539	10	110	1,587	35.27	335,000	\$ 179,820	36,700	528,361	\$3,913,949	1			
	NET CHANGE	(100)	-\$34	(3)	(19)	(186)		(25,000)	\$ (13,500)	(4,500)	(46,500)	-\$422,295				
		698	\$485	7	92	1,401		314,332	\$ 169,739	32,200	482,861	\$3,491,654				
Total Long-Term Services		8,150	\$4,189	20	485	7,464		1,049,988	\$ 551,382	76,523	78,523	\$6,977,379				

Key to Operator Code
 1 WMATA Regional
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 8 CUE

**Table 6-2a
Near-Term Recommendations for Prince George's County**

Route	Proposed Service Change	Ridership Change	Revenue Change	Daily			Annual			Operating Cost	Phase	Operator Code	
				Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Miles	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours				Add'l Vehicle Revenue Miles
20	Increase Frequency	54	\$21	0	5	77	12,000	13,500	\$5,198	1,125	19,350	\$46,548 High priority	5
21	Provide 30 minute midday weekday headways, 3 additional trips each	147	\$57	0	6	102	14,700	38,750	\$14,148	1,500	40,375	\$105,601 High priority	5
32	Provide 30 minute midday weekday headways; 3 additional trips each	17	\$7	1	10	172	2,430	4,260	\$1,636	2,500	19,350	\$59,120 Other near-term	5
32	Provide 30 minute peak weekday headways	16	\$6	2	5	81	3,025	4,025	\$1,550	1,333	20,300	\$55,248 Other near-term	5
88	Provide 30 minute peak weekday headways; 6 trips added each direction	150	\$81	0	12	64	12,500	37,500	\$20,250	3,000	15,930	\$234,361 High priority	3
89	Increase weekday midday service to 30 minutes	93	\$50	0	10	64	9,300	12,555	\$12,555	2,500	15,950	\$168,268 Other near-term	3
89	Increase weekday peak service to 30 minutes	97	\$52	2	10	64	9,700	24,250	\$13,095	2,500	15,950	\$168,268 Other near-term	3
A12	Provide 30 minute Saturday service, until 7:30 then 60 min.	267	\$144	0	16	108	16,690	15,219	\$8,218	6,147	17,868	\$75,328 High priority	1
A12	Provide Sunday service to 40 minutes until 7:30 then 60 min.	200	\$108	0	12	81	14,550	11,600	\$6,254	4,691	17,868	\$57,487 High priority	1
C21-28	Increase weekday off-peak service to 30 minutes	320	\$173	0	22	127	14,450	80,000	\$43,200	5,500	31,735	\$361,539 High priority	3
D12, 14	Increase weekday midday service to 30 minutes	431	\$233	0	24	142	13,270	107,750	\$19,710	6,000	17,298	\$223,266 High priority	1
F1	Provide 30 minute weekday midday service on Saturdays; later service to 9:46	146	\$79	0	11	69	13,420	25,404	\$13,718	2,750	5,302	\$54,678 High priority	3
F8	Increase service to 60 minute headways on Saturdays; later service to 9:46	438	\$237	0	14	91	31,290	38,280	\$20,655	2,750	17,868	\$186,162 High priority	3
H1, 12	Provide 10 minute peak period headway earlier in AM, 6:35 AM, 6:45 AM	153	\$83	1	11	72	13,910	7,778	\$4,200	282	2,625	\$36,154 High priority	3
H1, 12	Add one more PM weekday trip before 7:05 PM departure	32	\$17	1	1	11	26,670	7,778	\$4,200	282	2,625	\$36,154 High priority	3
J12	Increase service to provide 60 minute headways on Saturdays	164	\$89	0	11	47	14,910	9,512	\$5,136	638	2,705	\$26,607 High priority	1
P12	Increase weekday midday service overall to reduce crowding	538	\$291	4	13	70	40,435	134,637	\$21,102	1,333	6,900	\$108,878 High priority	1
P17-19	Increase weekday midday service to 45 minutes	156	\$84	4	5	28	29,430	46,800	\$34,200	5,250	35,280	\$356,023 High priority	1
R2	Increase weekday midday service to 30 minute headways	254	\$137	0	21	141	12,100	63,500	\$34,200	333	1,684	\$58,121 High priority	3
R2	Increase service to provide 60 minute headways on Saturdays	162	\$87	0	6	30	27,930	9,287	\$5,103	338	1,714	\$26,172 High priority	1
V12	Increase weekday midday service to 30 minute headways	136	\$73	0	6	49	27,530	4,450	\$18,360	1,500	12,150	\$130,089 High priority	1
V14	Provide 30 minute weekday midday service; 5 trips added	151	\$82	0	8	59	18,130	37,902	\$20,487	2,000	14,850	\$144,274 High priority	1
V14	Provide 60 minute midday service; 6 & 1/2 trips; + 5 trips to N. Acco/Keek	106	\$57	0	5	100	20,000	26,500	\$14,310	1,323	24,993	\$159,714 High priority	3
	Subtotal	4,617	\$2,537	17	287	1,916	8,650	884,941	\$489,422	5,900	404,709	\$3,071,934	
12	Extended span of service	17	\$7	0	2	21	8,650	4,326	\$1,685	500	5,250	\$18,693 Other near-term	5
13	Add four trips: 7:19 PM, 8:19 PM, 9:11 PM, 30 min. freq.	28	\$11	0	4	34	8,650	6,883	\$2,650	1,000	6,800	\$35,672 Other near-term	5
20	Later evening service-add four departures: 7:38 PM, 8:38 PM, 9:30 min.	108	\$42	0	6	103	18,820	27,025	\$10,405	1,500	25,800	\$64,731 High priority	5
21	Earlier AM Westbound at 5:30 AM	14	\$6	0	1	13	16,890	3,167	\$1,219	198	3,250	\$64,731 High priority	5
21	Add four trips: 7:45-9:45 PM, 30 min. freq.	138	\$53	0	8	128	11,200	34,930	\$13,240	2,000	32,300	\$84,481 High priority	5
21	Add Saturday service-13 trips between 6:00 AM and 7:45 PM; 60 min. freq.	446	\$172	0	26	420	25,422	17,474	\$9,787	1,482	22,550	\$62,600 High priority	5
22	Add four trips: 7:00 PM, 10:14 PM, 60 min. freq.	61	\$24	0	24	389	12,630	38,949	\$8,785	1,332	22,550	\$58,859 Other near-term	5
23	Add four trips: 7:30 PM, 9:53 PM, 30 min. freq.	61	\$24	0	5	79	11,590	15,451	\$3,949	1,333	19,800	\$54,813 High priority	5
24	Add two & 1/2 trips: 7:30 PM, 9:25 PM, 30 min. freq.	32	\$13	0	6	72	10,220	15,331	\$3,902	1,500	18,100	\$58,032 High priority	5
25	Add four trips: 7:15 PM, 9:11 PM, 30 min. freq.	32	\$13	0	4	55	8,710	8,169	\$3,145	938	13,750	\$38,391 Other near-term	5
30	Add Saturday service-13 trips between 6:00 AM and 7:15 PM; 90 min. freq.	160	\$62	0	17	53	7,760	3,881	\$1,484	500	13,200	\$25,578 Other near-term	5
30	Add one & 1/2 trips: 7:20-8:35 PM; 40 min. freq.	112	\$44	0	2	34	6,240	3,121	\$1,201	500	8,513	\$42,486 Other near-term	5
30	Add Sunday service-12 trips between 7:00 AM and 7:45 PM; 60 min. freq.	115	\$44	0	16	272	7,190	6,570	\$2,568	928	15,789	\$39,298 Other near-term	5
32	Add two & 1/2 trips: 7:30-10:02 PM, 40 min. freq.	24	\$9	0	5	65	4,800	6,000	\$2,310	1,000	16,125	\$41,436 Other near-term	5
33	Add three trips: 7:20-9:53 PM, 40 min. freq.	24	\$9	0	4	61	9,230	9,225	\$3,552	1,000	16,125	\$41,436 Other near-term	5
33	Add 2 additional weekday evening trips; 60 min. freq.	37	\$14	0	4	21	23,750	23,750	\$11,825	5,310	6,380	\$67,314 High priority	3
64	Provide 2 more weekday evening trips; 60 min. freq. departures from	88	\$48	0	4	26	22,000	22,000	\$11,880	1,000	6,380	\$67,314 High priority	3
69	Add Sunday service; 7:15 AM to 7:55 PM; 60 min. freq.	230	\$124	0	24	153	9,580	13,110	\$4,876	1,968	8,881	\$93,701 Other near-term	3
89	Extend Saturday service to last train, and three trips; maintain 60 min	119	\$64	0	4	47	52,000	17,784	\$4,876	3,442	2,305	\$28,248 High priority	3
A12	Extend Saturday service to last train, the eastbound & 1 westbound/60	143	\$77	0	6	96	19,070	6,902	\$3,727	2,322	1,564	\$19,080 High priority	1
C12/C13	Provide 2 more weekday evening trips; 30 minute headway	108	\$58	0	3	16	40,000	26,667	\$14,400	1,675	23,888	\$190,080 High priority	1
C14	Consider earlier Saturday AM service; two westbound & one eastbound	73	\$39	0	2	12	48,670	4,161	\$2,247	86	6,910	\$7,421 High priority	1
C21/25	Add one more westbound weekday pm trip	11	\$6	0	2	6	22,000	2,750	\$1,485	125	1,443	\$110,095 High priority	3
C8	Provide 2 more weekday evening trips; maintain 30 minute frequency	81	\$216	0	36	139	11,110	23,200	\$12,528	2,088	8,032	\$128,652 Other near-term	3
D12	One additional Saturday pm trip; each direction; maintain 60 min. freq.	39	\$21	0	2	12	19,500	16,200	\$1,200	1,250	6,220	\$96,344 High priority	3
D14	One add'l Saturday pm trip; each direction; maintain 60 min. freq.	29	\$16	0	2	12	14,500	2,223	\$1,200	1,114	676	\$9,127 High priority	1
D14	One additional Sunday PM trip; each direction; 60 min. freq.; complete west	52	\$28	0	2	12	28,000	2,664	\$908	116	688	\$9,287 High priority	1
F12	Add one additional weekday PM departure; 60 minute frequency	8	\$4	0	2	9	8,000	2,662	\$1,221	116	688	\$9,287 High priority	1
F13	Add one additional weekday PM departure; 60 minute frequency	38	\$21	0	2	13	19,000	2,000	\$5,130	250	2,130	\$18,214 High priority	3
F14	Add earlier Saturday service 2 northbound, 1 southbound 60 minute	112	\$60	0	4	22	29,470	6,500	\$3,402	500	1,272	\$14,151 High priority	3
F14	Add later Saturday service	112	\$105	0	8	45	28,870	11,058	\$5,971	428	2,544	\$28,303 High priority	3

Route	Proposed Service Change	Daily										Annual									
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Revenue Hours	Add'l Vehicle Miles	Pass./Add'l Rev.Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	Phase	Operator Code							
F14	Add one more weekday PM departure; 60 minute frequency	40	\$22	0	3	15	16.00	10,000	\$5,400	625	3,720	\$41,379	High priority	3							
F2	Provide one additional Sunday pm tip	64	\$35	0	2	13	32.00	3,712	\$2,004	114	730	\$9,418	High priority	1							
F2	Provide one additional Saturday pm tip	60	\$32	0	2	13	30.00	3,420	\$1,847	116	730	\$9,255	High priority	1							
F2	Extend Saturday service to last train; 60 min. freq.	64	\$35	0	4	25	16.00	16,000	\$9,640	1,000	6,290	\$81,188	High priority	1							
F4	Extend Saturday service to last train; 60 min. freq. To 3:30 AM	436	\$235	0	10	89	43.60	24,852	\$13,420	570	3,856	\$47,437	High priority	1							
F4	Extend Saturday service; follow Saturday schedule until 1:30 AM for last train	1,56	\$84	0	5	35	31.20	20,888	\$16,680	980	6,871	\$82,300	High priority	1							
F4	Extend Saturday service; follow Saturday schedule until 1:30 AM for last train	1,001	\$541	0	36	250	27.81	68,058	\$31,351	2,088	14,481	\$173,768	High priority	1							
F4	Extend weekday service to last train; additional Friday tips 60 min. freq.	153	\$83	0	11	76	13.91	7,233	\$3,908	520	3,970	\$44,405	High priority	1							
F4	Provide one additional weekday pm tip	59	\$32	0	2	14	29.50	14,750	\$7,855	500	3,470	\$41,611	High priority	1							
F8	Add two PM tips to Saturday	114	\$62	0	4	26	28.50	6,498	\$3,509	228	1,489	\$15,436	High priority	3							
F8	Add two PM tips to weekday; 60 min frequency	104	\$56	0	4	26	26.00	26,000	\$14,040	1,000	6,530	\$67,703	High priority	3							
P12	Extend Saturday service to last train; 60 min. freq.; 3 eastbound, 5 westbound, 3	286	\$144	0	10	56	26.60	15,152	\$8,187	570	3,187	\$45,032	High priority	1							
P12	Add one additional weekday PM departure; 6:50 PM and 7:20 PM	189	\$102	0	8	49	23.92	10,927	\$5,901	457	2,838	\$36,923	High priority	1							
P17	Add two additional weekday PM departures; 6:50 PM and 7:20 PM	71	\$39	0	18	18	23.67	17,750	\$9,585	750	4,495	\$60,194	Other near-term	1							
P19	Extend Saturday service to 10:00 p.m.; 1 additional departure each	35	\$35	0	3	9	23.33	8,750	\$4,725	375	2,248	\$30,057	High priority	1							
R12	Extend Saturday service to last train; 40 min frequency	65	\$35	0	3	24	21.67	3,705	\$2,001	171	1,341	\$12,157	High priority	3							
R12	Provide two additional weekday pm tips; 40 min. freq.	113	\$61	0	7	47	16.87	28,109	\$15,179	1,667	11,760	\$115,108	High priority	3							
R12	Add Saturday service; follow current Saturday schedule	74	\$413	0	41	318	11.67	44,312	\$23,928	2,349	18,418	\$182,004	High priority	3							
R12	Add earlier Saturday pm tip	35	\$19	0	3	24	11.67	1,995	\$1,077	171	1,341	\$12,157	High priority	3							
R2	Add one additional Saturday pm tip	49	\$26	0	2	12	23.04	3,085	\$1,655	133	874	\$10,288	High priority	1							
R3	Add one additional Sunday pm tip	79	\$43	0	5	32	21.30	19,750	\$10,857	1,250	7,970	\$10,458	High priority	3							
R3	Provide two additional weekday pm tips; 60 min. freq.	101	\$55	0	4	35	25.28	28,250	\$19,855	1,000	6,860	\$94,130	High priority	3							
T16	Two additional Saturday pm tips	43	\$23	0	2	18	31.50	2,451	\$1,324	114	1,010	\$8,408	High priority	3							
T16	Extend weekday service to last train; M-TH; maintain 40 min frequency	127	\$68	0	5	34	23.99	24,950	\$13,451	1,040	6,539	\$84,708	High priority	3							
T16	Extend Saturday service to last train; 40 min frequency; match Friday	170	\$92	0	12	77	14.17	9,500	\$5,253	664	4,388	\$54,738	High priority	3							
T16	Extend weekday service to last train; Fridays; add 2 tips each	85	\$46	0	6	53	14.17	4,353	\$2,312	429	2,740	\$34,958	Other near-term	3							
V14	Provide earlier and later Sunday service; add 7 tips; 60 min. freq; last trip	122	\$68	0	7	83	17.43	17,016	\$9,321	406	4,823	\$53,113	High priority	3							
V14/V15	Provide two additional weekday pm tips; 60 min. freq.	91	\$48	0	3	24	27.55	22,980	\$12,409	833	5,940	\$57,710	High priority	3							
	Subtotal	8,609	\$4,405	0	483	4,428	16.29	893,702	\$452,254	60,558	489,904	\$3,244,648	High priority	3							
	Route Restructuring	1,161	\$622	9	71	1,553	16.29	290,250	\$156,735	17,821	388,205	\$2,037,675	High priority	2							
	Boyle restructuring	140	\$78	(6)	(62)	N/A	(94.1)	35,672	\$19,200	(15,651)	(246,646)	-\$654,613	High priority	2							
	Hyattsville restructuring	120	\$55	0	(1)	N/A	(47)	30,000	\$16,200	(195)	(1,753)	-\$48,949	High priority	3							
	Subtotal	1,421	\$787	3	9	585		355,862	\$192,165	1,973	129,776	\$1,134,114	High priority	3							
	Subtotal Changes to Existing Services	14,641	\$7,709	14	750	6,909		2,134,405	\$1,133,842	104,440	1,024,389	\$9,086,696									
	New Services in Changing Markets																				
	RapidBus Services and Associated Corridor Restructuring																				
	MD 450--New Carrollton to RI Ave Station - no change in local service	1,142	\$617	5	50	777	38.13	389,571	\$199,589	16,180	259,396	\$1,806,978	Other near-term	1							
	Subtotal	1,142	\$617	5	50	777		389,571	\$199,589	16,180	259,396	\$1,806,978									
	Other Fixed-Route Coverage and Enhanced Connections																				
	Improve coverage in Landover Hills - connect to New Carrollton	450	\$203	2	22	285	20.45	112,500	\$50,625	5,500	71,280	\$387,039	High priority	2							
	Improve coverage in Landover Hills - connect to New Carrollton	1,584	\$855	5	72	848	22.00	396,000	\$213,840	18,000	211,905	\$1,770,263	High priority	3							
	Improve coverage in Landover Hills - connect to New Carrollton	600	\$387	5	42	579	20.48	215,000	\$98,750	10,500	144,800	\$753,978	High priority	3							
	Midline circumferential between Branch Ave and New Carrollton station	2,894	\$1,445	12	136	1,712	16.00	723,500	\$361,215	34,000	427,985	\$2,911,281	High priority	2							
	Subtotal	2,894	\$1,445	12	136	1,712		723,500	\$361,215	34,000	427,985	\$2,911,281									
	Circulators, Shuttles, and Flexible Services																				
	Oxon Hill Shuttle - Connect Kingsway, Lumir, and Rosecroft Blvd	320	\$144	2	20	300	15.00	80,000	\$38,000	5,000	75,000	\$368,500	Other near-term	2							
	Glenarden West shuttle to New Carrollton station	216	\$97	1	14	187	15.43	54,000	\$24,300	3,500	49,140	\$252,837	Other near-term	2							
	Glenarden East/Springdale shuttle to New Carrollton station	215	\$97	2	14	200	15.36	54,000	\$24,300	3,500	49,704	\$254,623	Other near-term	2							
	Cheverly Circulator	967	\$435	6	62	893	15.50	241,750	\$109,788	15,500	220,719	\$1,125,049	Other near-term	2							
	Subtotal	967	\$435	6	62	893		241,750	\$109,788	15,500	220,719	\$1,125,049									
	Subtotal New Services	5,003	\$2,497	23	248	3,372		1,334,921	\$669,571	65,680	908,100	\$5,843,328									
	Total Recommended Near-Term Services	19,644	\$10,206	37	998	10,281		3,469,927	\$1,803,413	170,120	1,932,489	\$13,930,024									
	Total High Priority Services	15,413	\$8,138	21	664	6,384		2,666,561	\$1,374,613	111,959	1,167,999	\$9,501,162									
	Total Other Near-Term Services	4,231	\$2,069	16	333	3,917		802,665	\$428,800	58,161	764,490	\$4,428,862									

Key to Operator Code

- 1 WMATA Regional
- 2 Generic Non-Regional
- 3 WMATA Non-Regional
- 4 Ride On
- 5 The Bus
- 6 DASH
- 7 Fairfax Connector
- 8 CUE

**Table 6-2b
Long-Term Recommendations for Prince George's County**

Route	Proposed Service Change	Daily										Annual						Operator Code
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Pass./Add'l Rev.Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	
K	Connect Laurel, Beltsville and Calverton to Greenbelt Station	270	\$122	3	18	330	15.00	67,500	\$30,375	750	4,500	\$358,500	2					
P	Connect Landover to Prince George's Plaza	428	\$193	3	34	412	12.59	107,000	\$48,150	750	4,500	\$358,500	2					
R	Improved coverage in Clinton/Camp Springs - connect to Branch Ave	234	\$105	3	18	331	13.00	58,500	\$26,325	750	4,500	\$358,500	2					
RapidBus	East-West Highway (New Carrollton station to Silver Spring station)	1,267	\$684	11	94	1,324	25.37	415,890	\$224,581	30,850	441,720	\$3,280,477	1					
	Reduction of local service on F4	(200)	-\$108	(2)	(15)	(149)		(50,000)	(27,000)	(3,750)	(37,200)	-\$347,061	1					
	NET CHANGE	1,067	\$576	9	79	1,175		365,890	197,581	27,110	404,520	\$2,933,416	1					
Total Long-Term Services		1,999	\$995	18	149	2,248		598,890	\$302,431	29,360	29,360	\$4,236,735						

- Key to Operator Code**
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Table 7-1a
Near-Term Recommendations for Inner Virginia

Route	Proposed Service Change	Ridership Change	Revenue Change	Add'l Peak Vehicles	Daily				Annual				Phase	Operator Code	
					Add'l Vehicle Hours	Add'l Vehicle Miles	Pass/ Add'l Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Hours	Add'l Vehicle Miles	Operating Cost			
	Increase Frequency														
	Metrolbus 23 A.T. Sunday Service - 60 minutes to 30 minutes	454	\$318	0	30	329	15.13	22,700	\$12,256	1,500	16,439	\$143,704	Other near-term	3	
	Metrolbus 28 A, B. Sunday Service - 60 minutes to 30 minutes	645	\$452	0	32	438	20.16	32,250	\$17,415	1,600	21,884	\$166,928	Other near-term	3	
	Metrolbus 38B - Weekday Evening Service - 60 minutes to 30 minutes	160	\$112	0	12	142	13.33	40,000	\$21,600	3,000	36,418	\$295,367	Other near-term	3	
	DASH AT-8 - Saturday Service - 60 minutes to 30 minutes	325	\$228	0	17	155	18.12	20,150	\$10,981	1,054	9,581	\$45,991	Other near-term	6	
	DASH AT-8 - Sunday Service - 60 minutes to 30 minutes	238	\$166	0	18	155	14.88	11,900	\$6,420	800	7,120	\$37,173	Other near-term	6	
	Subtotal	1,822	\$1,275	0	107	1,217		127,000	\$68,580	7,964	91,052	\$682,611			
	Extended Span of Service														
	Metrolbus 10 - Expand Saturday Span of Service	8	\$8	0	1	3	8.00	486	\$266	62	200	\$4,438	Other near-term	3	
	Metrolbus 10 - Expand Sunday Span of Service	20	\$14	0	2	10	10.00	1,000	\$340	100	505	\$7,731	Other near-term	3	
	Metrolbus 15 - Expand Weekend Span of Service	23	\$15	0	1	8	21.00	5,280	\$2,835	2,000	2,000	\$21,635	Other near-term	3	
	Metrolbus 23 - Expand Sunday Span of Service	60	\$36	0	5	60	16.00	4,000	\$2,160	250	2,983	\$24,710	Other near-term	3	
	Metrolbus 24 M.P. - Expand Weekend Span of Service	36	\$25	0	2	11	20.00	9,000	\$4,860	450	2,895	\$36,549	Other near-term	3	
	Metrolbus 24 M.P. - Expand Saturday Span of Service	40	\$26	0	2	15	16.67	2,480	\$1,339	149	640	\$12,089	Other near-term	3	
	Metrolbus 25B - Expand Saturday Span of Service	32	\$22	0	2	23	13.33	1,984	\$1,071	149	1,433	\$13,639	Other near-term	3	
	Metrolbus 38B - Expand Saturday Span of Service	44	\$31	0	2	18	22.00	2,200	\$1,188	100	908	\$8,992	Other near-term	3	
	DASH AT-2 - Expand Weekday Span of Service	40	\$28	0	2	15	20.00	10,000	\$5,400	500	2,460	\$20,284	Other near-term	6	
	DASH AT-2 - Expand Saturday Span of Service	65	\$46	0	3	15	21.67	4,030	\$2,176	186	915	\$7,559	Other near-term	6	
	DASH AT-2 - Expand Sunday Span of Service	50	\$35	0	6	39	8.82	2,500	\$1,350	284	1,970	\$12,308	Other near-term	6	
	Subtotal	436	\$305	0	28	213		42,940	\$23,188	2,489	17,149	\$169,936			
	Route Restructuring														
	Extend Metrolbus 1 Line to Rosslyn	200	\$140	1	3	47	63.22	50,000	\$27,000	790	11,695	\$85,293	High Priority	3	
	Short Turn Metrolbus 9A	(10)	-\$7	(2)	(26)	(354)	n/a	(2,960)	-\$1,598	(9,012)	(123,012)	-\$905,177	High Priority	3	
	Relocate Metrolbus 11P Terminal	200	\$140	0	0	0	200.00	50,000	\$27,000	0	0	\$0	High Priority	3	
	Metrolbus 28 A,B, C - Package of Service Changes	130	\$81	0	(9)	(100)	38.82	24,375	\$13,163	(3,089)	(35,002)	-\$303,368	High Priority	3	
	Split Metrolbus 23 Service at Ballston	260	\$182	1	17	177	15.28	78,486	\$42,388	5,982	0	\$388,508	Other near-term	3	
	Simplify/Rationalize Metrolbus 7 Lines	551	\$386	2	53	1,177	10.30	153,372	\$82,821	16,355	367,372	\$2,155,892	Other near-term	3	
	Simplify/Rationalize Metrolbus 8 Lines	121	\$85	2	7	235	16.80	30,250	\$16,335	883	38,250	\$173,968	Other near-term	3	
	Straighten Metrolbus 25 - New Shuttle Service	108	\$74	2	11	195	9.72	28,500	\$14,310	4,315	75,182	\$279,807	Other near-term	3	
	Subtotal	1,558	\$1,091	6	58	1,200		410,033	\$221,418	16,234	334,485	1,654,751			
	Use of Articulated Buses														
	Subtotal	0	\$0	0	0	0		0	\$0	0	0	\$0			
	Subtotal Changes to Existing Services	3,816	\$2,671	6	193	2,631		579,973	\$313,195	26,677	442,686	2,717,298			
	New Services In Changing Markets														
	RapidBus Services and Associated Corridor Restructuring	2,961	\$2,072	2	108	2,961	44.30	943,136	\$509,293	42,892	423,060	\$349,738	Other near-term	2	
	Columbia Pike RapidBus/Restructuring														
	Subtotal	2,961	\$2,072	2	108	2,961		943,136	\$509,293	42,892	423,060	\$349,738			
	New Fixed-Route Coverage and Enhanced Connections														
	Old Town Alexandria Shuttle	1,256	\$879	6	102	724	24.63	382,400	\$205,486	32,516	230,734	\$1,957,208	Other near-term	2	
	Camron Station Service	552	\$386	2	22	250	26.10	182,250	\$97,819	7,192	61,734	\$465,721	Other near-term	2	
	Cross Town Alexandria	554	\$398	2	22	304	23.18	182,150	\$97,895	7,192	69,352	\$516,050	Other near-term	2	
	Subtotal	2,362	\$1,663	10	148	1,279		707,800	\$391,996	46,900	411,820	\$3,959,032			
	Circulators, Shuttles, and Flexible Services														
	Metrolbus 15 Replacement/Flexible Service	23	\$16	0	7	25	3.32	5,750	\$3,105	1,730	6,250	-\$23,805	Other near-term	2	
	Metrolbus 22 Replacement/Flexible Service	28	\$18	0	1	45	4.50	6,500	\$3,510	290	11,290	\$109,953	Other near-term	2	
	Subtotal	49	\$34	0	8	70		12,250	\$6,615	1,980	17,500	\$86,938			
	Subtotal New Services	5,372	\$3,760	12	282	4,310		1,662,786	\$897,904	91,572	882,280	\$3,395,156			
	Total Recommended Near-Term Services	9,188	\$6,430	19	485	6,940		2,244,789	\$1,214,090	118,249	1,289,066	\$8,112,454			
	Total High Priority Services	620	\$304	-1	-31	-407		121,415	\$65,564	-11,311	-146,313	-\$1,123,452			
	Total Other Near-Term Services	8,688	6,066	19	486	7,347		2,121,344	1,145,926	129,560	1,441,385	7,235,706			

Key to Operator Code
 1 WMATA Regional
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 3 WMATA Non-Regional
 4 Ride On
 5 TriE Bus
 6 DASH
 7 Fairfax Connector
 8 CUE

**Table 7-1b
Long-Term Recommendations for Inner Virginia**

Route	Proposed Service Change	Daily								Annual				Operator Code
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Pass./Add'l Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost		
	Shilley Highway Service	6,223	\$3,360	8	104	2,883	80.13	1,655,750	\$1,159,025	25,875	720,873	\$3,847,643	1	
Total Long-Term Services		6,223	\$3,360	8	104	2,883		1,655,750	\$1,159,025	25,875	25,875	\$3,847,643		

Key to Operator Code

- 1 WMATA Regional
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Route	Proposed Service Change	Daily										Annual									
		Ridership Change	Revenue Change	Add'l Peak Vehicles	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Add'l Pass/Rev./Hr.	Ridership Change	Revenue Change	Add'l Vehicle Revenue Hours	Add'l Vehicle Revenue Miles	Operating Cost	Phase	FARE - HIDE COLUMN	Operator Code						
	Ashtabun Residential Circulator 2	98	\$44	1	15	180	6.5	28,562	\$13,303	4,548	54,576	\$312,493	Other near-term	\$0.45	1						
	Ashtabun Residential Circulator 3	2,896	\$1,303	26	297	3,859	6.5	860,742	\$387,334	86,376	1,142,954	\$5,116,162	Other near-term	\$0.45	1						
	Subtotal	13,992	\$7,144	77	835	11,943		4,046,834	\$2,064,703	236,562	3,431,942	\$23,479,626									
	Subtotal New Services																				
	Total High Priority Services	21,851	\$10,995	79	1,089	14,280		6,092,069	\$3,077,511	325,376	4,596,343	\$31,892,939									
	Total Other Near-Term Services	14,133	\$7,306	49	573	6,234		3,938,787	\$2,042,274	152,208	2,287,268	\$16,189,923									
	Total Recommended Near-Term Services	7,858	\$3,689	29	517	6,047		2,153,282	\$1,035,237	173,168	2,339,075	\$15,693,015									

- Key to Operator Code
- 1 WMA/TA Regional
 - 2 Generic Non-Regional
 - 3 WMA/TA Non-Regional
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**Table 8-1b
Long-Term Recommendations for Outer Virginia**

Route	Proposed Service Change	Ridership Change	Revenue Change	Add'l Peak Vehicles	Daily				Annual				Operator Code	
					Add'l Revenue	Add'l Vehicle Hours	Add'l Vehicle Miles	Pass./Add'l Rev./Hr.	Add'l Revenue	Add'l Vehicle Hours	Add'l Vehicle Miles	Operating Cost		Phase
	Littler River-Tumpline Rapidbus Extension	440	\$440	2	24	513	18.3	154,203	\$154,203	8,408	162,678	\$1,026,274	Long	1
	US 50 Rapidbus Extension	137	\$137	3	42	671	3.3	198,868	\$198,868	21,908	324,486	\$1,459,421	Long	1
	Richmond Highway Rapidbus Corridor	703	\$703	5	66	1,254	10.7	227,181	\$227,181	21,330	411,600	\$2,600,102	Long	1
	Richmond Highway Circulator 1	219	\$98	3	48	783	4.6	83,527	\$37,587	18,212	291,354	\$1,581,982	Long	2
	Richmond Highway Circulator 2	171	\$77	2	48	583	3.6	56,764	\$25,544	15,814	192,684	\$1,501,093	Long	2
	Richmond Highway Circulator 3	363	\$163	4	74	1,009	4.9	119,533	\$51,990	23,524	320,275	\$1,886,728	Long	2
	Richmond Highway Circulator 4	-21	-\$9	0	33	339	-0.6	-4,777	-\$2,149	7,506	65,092	\$677,197	Long	2
	Richmond Highway Circulator 5	-21	-\$9	0	48	695	-0.4	-3,633	-\$1,635	8,304	96,281	\$769,418	Long	2
	Richmond Highway Circulator 6	411	\$185	5	105	1,667	3.9	101,141	\$45,513	25,822	397,984	\$2,137,316	Long	2
	Lorton Shuttle	185	\$83	3	36	476	5.1	66,333	\$29,850	12,806	143,504	\$867,200	Long	2
	Segment 1: Fairfax Government Center - Dulles Town Center Limited Stop	545	\$294	8	48	1,073	11.3	136,183	\$73,539	12,000	286,200	\$2,669,295	Long	1
	Segment 2: Franconia Springfield - Fair Oaks Limited Stop	217	\$117	8	48	1,146	4.3	84,302	\$29,323	12,000	286,440	\$3,035,235	Long	1
	Segment 3: Mount Vernon - Franconia Springfield Limited Stop	48	\$26	3	18	316	2.7	12,098	\$6,533	4,500	78,660	\$1,322,121	Long	1
	Segment 1: Springfield - GMU Limited Stop	146	\$78	5	30	703	4.8	36,129	\$19,510	7,500	175,860	\$1,011,128	Long	1
	Segment - West Falls Church Commuter Service	1,215	\$656	10	96	1,426	12.7	354,375	\$191,362	27,890	419,761	\$3,035,235	Long	1
	Springfield - West Falls Church Limited Stop	494	\$267	7	42	905	11.8	123,451	\$66,664	10,500	226,260	\$1,353,944	Long	1
	Springfield - Fairfax Local	292	\$131	4	42	686	7.0	84,067	\$37,830	12,098	197,649	\$1,356,544	Long	2
	Burke Center North Circulator	59	\$26	0	9	108	6.5	19,812	\$8,915	3,048	36,576	\$209,428	Long	2
	Burke Center South Circulator	59	\$26	0	9	108	6.5	19,812	\$8,915	3,048	36,576	\$209,428	Long	2
	Total Long-Term Services	5,659	\$3,490	71	865	14,464		1,935,369	\$1,209,543	256,518	4,132,017	\$28,509,087		

Key to Operator Code

- 1 WMATA Regional
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