ANNUAL LINE PERFORMANCE REPORT

metrobus

FY 2021: July 2020 – June 2021

FY 2021 ANNUAL LINE PERFORMANCE REPORT

How This Document Will Be Used

In 2020, the Washington Metropolitan Area Transit Authority (WMATA) adopted the [Bus Service Guidelines](#) for the Metrobus system. The guidelines set clear expectations for Metrobus service and established a formal and consistent approach for evaluating Metrobus lines' performances, which are used when deciding where to add, adjust, or remove service as a part of the annual budget and State of Good Operations (SOGO) processes.

As a part of the new service guidelines, WMATA revised their Metrobus service classifications to include Bus Rapid Transit (BRT), Framework, Commuter, Coverage, and Gap Services and created three activity tiers based upon population and employment densities to accommodate the wide variety of environments in the DC region (further defined in the **Glossary**). Applying these service classifications and activity tiers to every line allows for a more reasonable direct comparison between similar services.

The Annual Line Performance Report (ALPR) was developed to improve service by applying the [Bus Service Guidelines](#) to the existing service and sharing the results with regional stakeholders and the public. By scoring each line on level of service, accessibility, performance, and its value to the larger network, this document provides a way to easily measure and compare the performance of each route.

The ALPR offers two complementary methodologies for evaluating and comparing lines:

The Performance Report Card: Measures line/route performance on key metrics against the criteria set forth in the Guidelines to *identify* where route changes are most necessary.
The Line Benefit Score: Assesses a line's relative contribution to the bus network based on ridership, demographics, and network value to *prioritize* the lines/routes that should be addressed during the planning process.[1]

More detail on each of these two rubrics can be found in the "About the Line" and "Performance Report Card" sections of the introduction.

This edition of the ALPR is the result of applying the [Bus Service Guidelines](#) and targets to Metrobus service that was operating in April 2021, primarily using data from the period from July 2020-June 2021. In the report, readers can use the Line Benefit Scores and Performance Report Cards to compare the service and performance of Metrobus lines within the same service classification and activity tier across the region's jurisdictions.

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[1] The Line Benefit Score is relative to each fiscal year and therefore should not be used for multi-year trend analyses.

WMATA will update this document annually, plus evaluate the processes, methodologies, and metrics used therein with the goal of increasing their accuracy and utility over time.

How to Read This Document

About the Line

The "About the Line" section delivers a detailed overview of the line. This section contains a line map and provides an overview of the service classification, activity tier, overall line grade, Line Benefit Score, operating statistics, service area context, facilities/amenities, ridership statistics, and span and frequency of service.

Line Benefit Score

The Line Benefit Score identifies strengths and weaknesses in the interrelationship between lines and provides decision-makers with a way to compare lines' performances when considering their contribution to the entire bus network. This score will enable WMATA to prioritize which lines should be addressed for improvement during the planning process. With limited resources, not all lines/routes can be brought up to meet the guidelines, so this score helps prioritize investments by identifying the lines that are most important to the overall network.

The Line Benefit Score helps WMATA staff understand the overall contribution to the transit network based on three components: Ridership, Population Served, and Network Value.

- **Ridership (red):** This metric focuses in on routes that are highly used by assessing total average weekday ridership, which measures the demand for the line.
- **Population Served (blue)**: Each service type has its own function within the transit network. Therefore, each line will be measured against access by one of the populations below based upon the service classification.
  - **General Population (BRT, Framework Service, Gap Service):** Routes are designed to serve more people or a specific function. The Population Served scores for these lines are assessed by calculating the total population within a half mile of bus stops served along the line.
  - **Transit-dependent (Coverage Service):** Routes are designed to increase access to the system: a line provides greater benefit if it serves people with limited transportation options. This is assessed by calculating low-income or zero-car households within a quarter mile of bus stops served along the line.
  - **Commuters (Commuter Service):** Routes are designed to connect residential areas or Park & Rides to areas of high employment density during peak periods. This score is assessed using the labor force within a quarter mile of origin bus stops during the morning peak and within one mile of a Park & Rides served by the line.

- **Network Value (orange):** The value of the line to the network acknowledges that each bus line doesn't stand alone; bus services provide a critical element of transportation by enhancing connections to and throughout the overall transit network. This component includes three subcomponents: transfers, unique access for people, and access to destinations.
  - o **Transfers:** The number of transfers to/from that line to Metrobus, Metrorail, or DC Circulator gives the line credit for its role as a feeder into the system. This calculation uses Trace Model data, which doesn't include other regional providers, so the routes outside of DC will have artificially low transfer values. Other regional providers will be included in the future.
  - o **Unique Access for People:** This is measured by the percentage of ridership that occurs on unique segments of a line that are not served by other lines. Doing so identifies lines that are the sole source of transit for existing riders.
  - o **Access to Destinations:** This is measured by the number of jobs the line serves.

These components are scored from 0 to 100 by assessing each line's performance in these categories based on how it compares to other lines. To determine the final Line Benefit Score, each of the three components are weighted equally and combined into one score. Since the component scores are calculated relative to the performance of other lines in the same year, Line Benefit Scores should only be used to compare lines within the same year.

The ALPR provides a triangle spider chart to help visualize the Line Benefit Score for each line. The graphic is colored based on the metric in which the line scored the highest, which gives us a sense of where the line excels. The route is considered "balanced", and the graphic is colored green, if the scores are within 15 points of each other (**Figure 1**).

*Figure 1: Example Ridership, Population, Network and Balanced Lines*
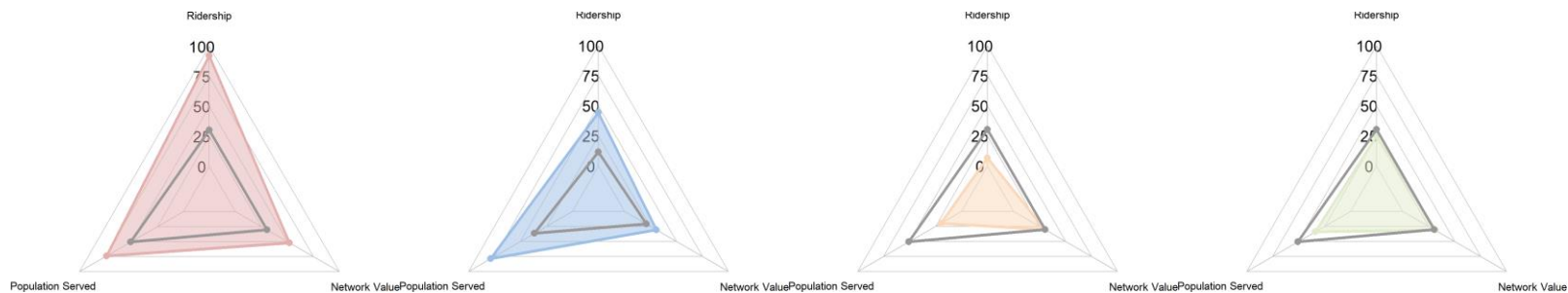
Span and Frequency Graphic

The span and frequency of service of each route is summarized by time of day for each line; an example of the graphic used is shown below (**Figure 2**). Frequency is calculated by averaging the frequency for each direction of a route. For lines with multiple routes, the "Trunk" line combines the span and frequency along the shared portions of the line. The top line of the graph, which shows hours of the

day, also depicts the line's span and frequency standards based on its class. Only the trunk span and frequency are compared against the established level of service standard for the classification.

Figure 2: Example Span and Frequency Graphic
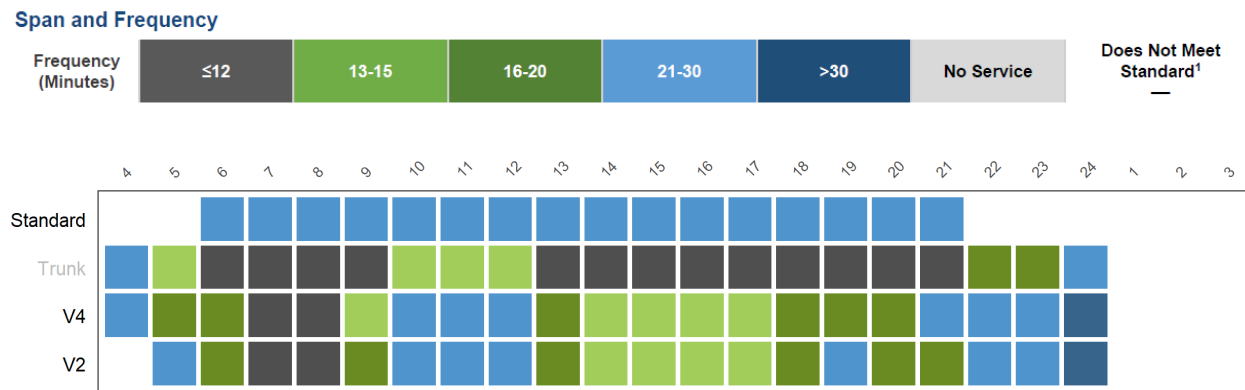
Performance Report Card

The purpose of this section is to assess the availability, design, productivity, reliability, and cost effectiveness of each line and route. Each line and route is graded against the performance standards defined in the Bus Service Guidelines. Within each Performance Report Card, the following elements are defined:

Standards: The Bus Service Guidelines established service and performance standards for many metrics by classification and tier.
Line/Route Average: The line and route averages describe the performance and level of service of one particular line/route. For each metric, these averages are compared to the standards to determine grades. **Class/Tier Average:** The class/tier average indicates the average for that metric for all the Metrobus lines/routes that have the same classification (BRT, Framework, Coverage, Commuter, or Gap) and activity tier.

Grades

Unlike the Line Benefit Score, which is a relative score, grades are evaluated by measuring lines' and routes' level of service and performance against the targets established by the Guidelines to ensure their performance is appropriate for the areas they serve.

Lines and routes are graded on an A through E scale. Grades are assigned based on the variation of the line and/or route average for each metric compared to the established standard. While most grading metrics apply at both the line and route level, some metrics only apply at either the route or line level (**Table 1**). For each metric, lines and routes are assigned a score of 0 through 4, corresponding with letter

grades as follows: A=4; B=3; C=2; D=1; and E=0. Individual scores from all metrics are averaged at the line level, across weekday, Saturday, and Sunday, to produce an overall grade. **Table 2** and **Table 3** provide an overview of the targets for each metric in the Performance Report Card.

Table 1: Metrics by Level

Level	Availability	Route Design	Productivity	Reliability	Cost Effectiveness
Line	Span of Service, Frequency of Service	N/A	Passengers per Revenue Hour, Passengers per Revenue Mile	On-Time Performance, Crowding, Load Factor	Operating Cost per Passenger Trip, Cost Recovery
Route	Number of Stops per Mile	Circuity	Passengers per Revenue Hour, Passengers per Revenue Mile, Unique Segment Ridership	On-Time Performance, Crowding, Load Factor	Operating Cost per Passenger Trip, Cost Recovery

Table 2: Service Availability Metric Targets

		Span of Service			Headway						Stops per Mile
					Weekday		Saturday		Sunday		
Class	**Tier**	**Weekday**	**Saturday**	**Sunday**	**Peak**	**Off-Peak**	**Peak**	**Off-peak**	**Peak**	**Off-Peak**	
BRT	1	5:30 a.m.– 12:00 a.m.	6:00 a.m.– 12:00 a.m.	6:00 a.m.– 10:00 p.m.	10	15	15	15	15	15	2-3
	2	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	15	20	20	20	20	20	1-3
	3	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	30	30	30	30	30	30	1-3
Framework	1	6:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	15	15	20	20	20	20	4-5
	2	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	20	20	30	30	30	30	4-5
	3	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	30	60	60	60	60	60	4-5
Coverage	1	6:00 a.m.–9:00 p.m.	7:00 a.m.–9:00 p.m.	7:00 a.m.–9:00 p.m.	30	60	60	60	60	60	4-5
	2	6:00 a.m.–8:00 p.m.	8:00 a.m.–8:00 p.m.	8:00 a.m.–8:00 p.m.	30	60	60	60	60	60	4-5
	3	6:00 a.m.–8:00 p.m.	8:00 a.m.–8:00 p.m.	8:00 a.m.–8:00 p.m.	60	60	60	60	60	60	4-5
Commuter	1	Minimum of one trip that arrives by 7:00 a.m., and one trip that leaves on or after 6:30 p.m.	---	---	---	---	---	---	---	---	---
	2		---	---	---	---	---	---	---	---	---
	3		---	---	---	---	---	---	---	---	---

Table 3: Route Design, Productivity, Reliability and Cost Effectiveness Metric Targets

| Class | Tier | Circuity | Passengers per Revenue Hour | Passengers per Revenue Mile | Unique Ridership | On-time Performance | Crowding | Load Factor | | Operating Cost per Passenger | Cost Recovery |
								Peak	Off-Peak		
BRT	1	1.75	35	5	25%	79%	5%	1.2	1.0	$3.50	30%
	2	1.75	25	2	25%	79%	5%	1.0	1.0	$4.50	20%
	3	1.75	20	2	20%	79%	5%	1.0	1.0	$4.50	20%
Framework	1	1.75	30	4	10%	79%	5%	1.2	1.0	$5.00	25%
	2	1.75	20	2	10%	79%	5%	1.0	1.0	$5.00	20%
	3	1.75	15	1	10%	79%	5%	1.0	1.0	$7.00	20%
Coverage	1	N/A	20	4	10%	79%	5%	1.2	1.0	$5.00	25%
	2	N/A	15	2	10%	79%	5%	1.0	1.0	$5.00	20%
	3	N/A	10	1	10%	79%	5%	1.0	1.0	$7.00	20%
Commuter	1	N/A	N/A	1.5	15%	79%	5%	1.0	1.0	$7.00	25%
	2	N/A	N/A	1	15%	79%	5%	1.0	1.0	$7.00	20%
	3	N/A	N/A	1	15%	79%	5%	1.0	1.0	$7.00	20%

Operational Analysis

This section provides a detailed analysis on revenue/deadhead miles, revenue/deadhead hours, service delivery (which includes both route roundtrip length and percentage of trips served), and passenger miles per revenue mile. Definitions for these metrics can be found in the **Glossary**. The purpose of these metrics is to help WMATA planners understand how efficiently service is being operated. While there are no standards for these metrics and therefore no grades associated with them, these metrics can help with decision making related to garage assignment, run cutting, and route design. For example, if a non-commuter route has a high proportion of deadhead miles or hours, it could be due to the fact that its vehicles are assigned to a garage that is far from the routes start and end points; reassigning this route's vehicles to a closer garage could add efficiency.

Line Grade Summary Table

The following table is organized by classification and activity tier and sorted by Line Benefit Score. As mentioned above, the Line Benefit score is focused on evaluating each line against potential benefits to the community and transit system, while grades are focused on performance compared to targets set by WMATA. Please see the Table of Contents for where to find these routes in the ALPR.

Table 4: Line Grade Summary Table

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
MW1	Metroway Potomac Yard	BRT	1	D	18	VA
X3	Benning Road	Commuter	1	C	---	DC
5A	DC-Dulles	Commuter	1	D	26	VA
17B, 17M	Kings Park-North Springfield	Commuter	2	C	37	VA
29G	Annandale	Commuter	2	C	17	VA
18P	Burke Centre	Commuter	3	C	40	VA
17G, 17H	Kings Park Express	Commuter	3	C	26	VA
W14	Bock Road	Commuter	3	C	22	MD
Z7	Laurel-Burtonsville Express	Commuter	3	C	20	MD
Z2	Colesville-Ashton	Commuter	3	C	13	MD
B21, B22	Bowie State University	Commuter	3	C	10	MD
C11, C13	Clinton	Commuter	3	C	3	MD
P6	Anacostia-Eckington	Coverage	1	C	40	DC
W6, W8	Garfield-Anacostia Loop	Coverage	1	C	34	DC
D8	Hospital Center	Coverage	1	C	27	DC
G2	P Street-Ledroit Park	Coverage	1	C	23	DC
X8	Maryland Avenue	Coverage	1	C	21	DC
D4	Ivy City-Franklin Square	Coverage	1	C	21	DC
D2	Glover Park-Dupont Circle	Coverage	1	C	15	DC
A2, A6, A7, A8	Anacostia-Congress Heights	Coverage	2	A	68	DC
W2, W3	United Medical Center-Anacostia	Coverage	2	C	42	DC
V7, V8	Benning Heights-Alabama Avenue	Coverage	2	B	40	DC

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Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
W1	Shipley Terrace-Fort Drum	Coverage	2	C	32	DC
U5, U6	Marshall Heights	Coverage	2	B	31	DC
4B	Pershing Drive-Arlington Blvd	Coverage	2	C	26	VA
F8	Langley Park -Cheverly	Coverage	2	C	26	MD
U7	Deanwood- Minnesota Ave.	Coverage	2	C	26	DC
R4	Queens Chapel Road	Coverage	2	C	17	MD
2B	Fair Oaks-Jermantown Road	Coverage	2	C	16	VA
F14	Sheriff Road-Capitol Heights	Coverage	3	B	28	MD
G12, G14	Greenbelt-New Carrollton	Coverage	3	B	28	MD
L8	Connecticut Avenue-Maryland	Coverage	3	B	27	MD
A4, W5	Anacostia-Fort Drum	Coverage	3	B	26	DC
V14	District Heights-Seat Pleasant	Coverage	3	B	22	MD
U4	Sheriff Road-River Terrace	Coverage	3	B	22	DC
K12	Forestville	Coverage	3	B	20	MD
P18	Oxon Hill-Fort Washington	Coverage	3	C	20	MD
NH1	National Harbor-Southern Avenue	Coverage	3	A	18	MD
H6	Brookland-Fort Lincoln	Coverage	3	B	18	DC
3A	Annandale Road	Coverage	3	C	18	VA
89M	Laurel	Coverage	3	C	18	MD
M6	Fairfax Village	Coverage	3	A	16	DC
H12	Marlow Heights-Temple Hills	Coverage	3	B	15	MD
T2	River Road	Coverage	3	D	15	MD
F12	Ardwick Industrial Park Shuttle	Coverage	3	C	14	MD
B24	Bowie-Belair	Coverage	3	C	13	MD
J12	Marlboro Pike	Coverage	3	B	13	MD
E2	Ivy City - Fort Totten	Coverage	3	B	13	DC
C21, C22, C26, C29	Central Avenue	Coverage	3	C	13	MD
F13	Cheverly-Washington Business Park	Coverage	3	C	12	MD

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
K2	Takoma-Fort Totten	Coverage	3	B	12	DC
B27	Bowie-New Carrollton	Coverage	3	D	9	MD
C12, C14	Hillcrest Heights	Coverage	3	C	8	MD
M4	Nebraska Avenue	Coverage	3	C	8	DC
90, 92	U Street-Garfield	Framework	1	C	79	DC
70	Georgia Avenue-7th Street	Framework	1	B	72	DC
52, 54	14th Street	Framework	1	B	70	DC
X2	Benning Road-H Street	Framework	1	B	61	DC
96	East Capitol Street-Cardozo	Framework	1	D	53	DC
30N, 30S	Friendship Heights - Southeast	Framework	1	D	51	DC
S2	16th Street	Framework	1	C	49	DC
79	Georgia Avenue Limited	Framework	1	C	48	DC
32, 36	Pennsylvania Avenue	Framework	1	C	47	DC
16A, 16C, 16E	Columbia Pike	Framework	1	D	47	VA
80	North Capitol Street	Framework	1	D	46	DC
D6	Sibley Hospital - Stadium Armory	Framework	1	D	40	DC
S9	16th Street Limited	Framework	1	C	39	DC
H2, H4	Crosstown	Framework	1	D	38	DC
G8	Rhode Island Avenue	Framework	1	D	37	DC
64	Fort Totten-Petworth	Framework	1	D	36	DC
H8, H9	Park Road-Brookland	Framework	1	C	35	DC
42, 43	Mount Pleasant	Framework	1	C	34	DC
31, 33	Wisconsin Avenue	Framework	1	C	32	DC
25B	Landmark-Ballston	Framework	1	D	31	VA
10B	Hunting Point-Ballston	Framework	1	D	31	VA
7A, 7F, 7Y	Lincolnia-North Fairlington	Framework	1	D	30	VA
X9	Benning Road-H St Limited	Framework	1	D	29	DC
L2	Connecticut Avenue	Framework	1	D	29	DC

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
62, 63	Takoma-Petworth	Framework	1	D	29	DC
16G, 16H	Columbia Pike- Pentagon City	Framework	1	C	29	VA
38B	Ballston-Farragut Square	Framework	1	D	28	VA
59	14th Street Limited	Framework	1	D	27	DC
10A	Alexandria-Pentagon	Framework	1	D	25	VA
74	Convention Center- Southwest Waterfront	Framework	1	D	17	DC
NH2	National Harbor-Alexandria	Framework	1	D	5	VA
C2, C4	Greenbelt-Twinbrook	Framework	2	B	71	MD
K6	New Hampshire Ave. - Maryland	Framework	2	B	55	MD
B2	Bladensburg Road-Anacostia	Framework	2	B	52	DC
28A	Leesburg Pike	Framework	2	C	50	VA
F4	New Carrollton-Silver Spring	Framework	2	B	47	MD
Y2, Y7, Y8	Georgia Avenue-Maryland	Framework	2	B	46	MD
V2, V4	Capitol Heights - Minnesota Ave.	Framework	2	B	45	DC
W4	Deanwood-Alabama Avenue	Framework	2	B	44	DC
Q1, Q2, Q4, Q5, Q6	Veirs Mill Road	Framework	2	C	41	MD
23A, 23B, 23T	Mclean-Crystal City	Framework	2	D	38	VA
E4	Military Road-Crosstown	Framework	2	C	37	DC
J1, J2	Bethesda-Silver Spring	Framework	2	C	36	MD
1A	Wilson Blvd. -Vienna	Framework	2	C	35	VA
29K, 29N	Alexandria-Fairfax	Framework	2	D	29	VA
2A	Washington Blvd. -Dunn Loring	Framework	2	D	28	VA
C8	College Park-White Flint	Framework	2	D	27	MD
Z8	Fairland	Framework	2	D	26	MD
N6	Massachusetts Avenue	Framework	2	D	25	DC
22A, 22F	Barcroft-South Fairlington	Framework	2	D	25	VA
1C	Fair Oaks-Fairfax Blvd.	Framework	2	D	22	VA
Z6	Calverton-Westfarm	Framework	2	D	21	MD

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
P12	Eastover-Addison Road	Framework	3	A	40	MD
R1, R2	Riggs Road	Framework	3	B	37	MD
D12, D13, D14	Oxon Hill-Suitland	Framework	3	B	35	MD
REX	Richmond Highway Express	Framework	3	B	32	VA
T18	Annapolis Road	Framework	3	B	31	MD
83, 86	College Park	Framework	3	B	28	MD
A12	Martin Luther King Jr. Highway	Framework	3	B	27	MD
T14	Rhode Island Avenue - New Carrollton	Framework	3	B	25	MD
F1, F2	Chillum Road	Framework	3	C	24	MD
F6	New Carrollton-Fort Totten	Framework	3	D	22	MD
V12	District Heights-Suitland	Framework	3	B	20	MD
R12	Kenilworth Avenue	Framework	3	C	18	MD
7M	Mark Center-Pentagon	Gap	1	---	18	VA
A31, A32, A33	Minnesota Avenue -Anacostia	Gap	1	---	17	DC
S41	Rhode Island Avenue- Carver Terrace	Gap	1	---	10	DC
D31, D32, D33, D34	16th Street-Tenleytown	Gap	2	---	22	DC
D51	Congress Heights-Georgetown	Gap	2	---	18	DC
W45, W47	Mt. Pleasant - Tenleytown Line	Gap	2	---	18	DC
S35	Fort Dupont Shuttle	Gap	3	---	17	DC

Glossary

Activity Tier: Throughout the Washington, DC region there are diverse land use characteristics and various levels of transit demand. Transit serving these areas requires the appropriate level of service and design elements to serve these areas effectively. Therefore, service has been categorized into three activity tiers:

- Tier 1 (the densest)- Over 50 percent of bus stops along a route have population plus employment of 25 or more per acre.
- Tier 2 - Between 15 percent and 50 percent of bus stops along a route have population plus employment of 25 or more per acre.
- Tier 3 - Less than 15 percent of bus stops along a route have population plus employment of 25 or more per acre.

Circuity: Refers to how much diversion there is in a route and is calculated by comparing the distance the bus travels on its route to the most direct path.

Cost Recovery: Measures the portion of operating expenses that is covered by passenger fares.

Crowding: Evaluates overcrowding using the percentage of passenger time spent on vehicles that exceed crowding guidelines.

Deadhead Miles/Hours: The distance and time during which vehicles are not "in service", i.e., traveling to and from garages or between route end and start points.

Frequency/Service Headway: The amount of time scheduled between bus arrivals.

Line: A grouping of routes that serve a specific corridor or operate between similar origins and destinations.

Line Benefit Score: Complements the application of service guidelines by evaluating individual lines in context of their relative contribution to the overall network. It is composed of three evaluation factors that are all weighted equally:
Ridership: Total average weekday ridership measures the demand for the line/route.
Population Served: Since each service type has its own function within the transit network, they are evaluated based on access by different populations:

- General Population - BRT/Framework Services
- Transit-dependent - Coverage Services
- Commuters - Commuter Services

Network Value: The value of the route to the network acknowledges that each bus line/route does not stand alone; bus services comprise a critical element of the overall transit network. This component includes three subcomponents: transfers, unique access for people, and access to destinations.

On-Time Performance: For schedule-based service, refers to the percentage of trips that depart a certain timepoint relative to their scheduled departure time on-time. For headway-based service, refers to the percentage of trips that depart a certain timepoint relative to the scheduled service headway.

Operating Cost per Passenger Trip: Measures cost effectiveness by dividing the total operating cost for the line/route by the number of passenger trips on it.

Passengers per Hour/Trip: Average daily unlinked passenger trips divided by revenue hour or one-way trip.

Passengers per Revenue Mile: Average daily unlinked passenger trips divided by revenue miles.

Passenger Miles per Revenue Mile: The number of passenger miles (the miles each passenger travels on a route) divided by the number of revenue miles.

Revenue Miles/Hours: The distance and time during which vehicles are "in service", or actively allowing passengers to board and alight.

Route: The various patterns of alignments that make up lines.

Service Classifications: Bus service types that can be consistently applied to services across the DC region:

- Bus Rapid Transit: Are designed to provide riders with enhanced bus service that allows them to reduce travel time and in some cases, are the result of upgrading service and street infrastructure of a Framework Route.

- Framework Routes: Backbone of bus service, allowing riders to travel along major corridors/streets and access the region. Have moderate to high frequency and service extends throughout the day to accommodate many trip types. Should have little circuity and should not divert to serve areas with low demand. Coverage Routes: Deliver service deeper into neighborhoods or commercial districts, especially areas with poor street network connections.

- Commuter Routes: Are designed to connect residential areas or park and rides to areas of high employment density during peak periods.

- Gap Service Routes: Run for a specific purpose, such as serving a school or other destination with focused demand, replacing rail service overnight, providing shuttle service only during the hours of a major tourist attraction, meeting

weekend-only needs, or other purposes that do not align with the more general service types.

Service Delivery: The percentage of scheduled trips that are actually operated in the time period specified.

Span of Service: The span of service establishes when transit service will begin and end each weekday, Saturday, and Sunday.

Stop Frequency: Refers to the average number of bus stops per-mile on a route.

Unique Segment Ridership: A measure of the percentage of ridership that occurs on a unique segment of a route that is not served by another route.

Vehicle Load Factor: Evaluates overcrowding by dividing the average maximum number of passengers that a trip is carrying by the total seated passenger capacity of the vehicle.

Line Table of Contents (by line name)

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

70
Out of 100
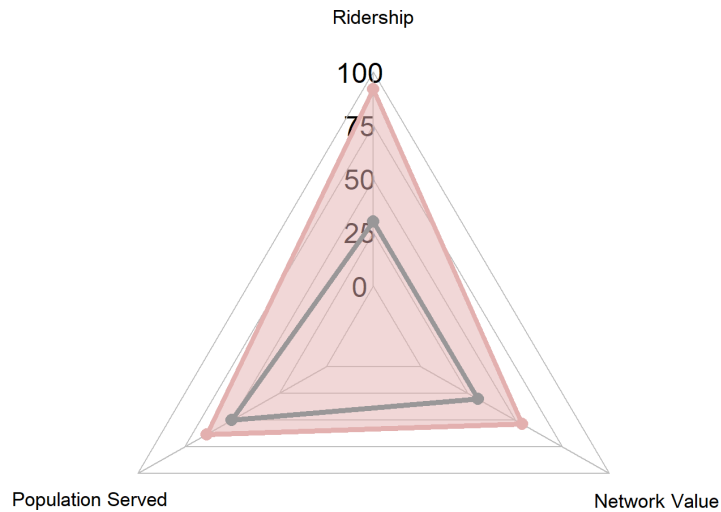
Ridership

Population Served — Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	63	54	92	
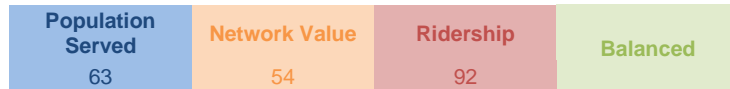
Operating Statistics

	Annual Operating Costs	$11,114,461
	Peak Vehicles	22
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		107,023
	People of Color Population	Service Area	45,938
		% Riders Surveyed	70%
	Low Income Household	Service Area	30,175
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	121
	% Stops With Shelters	36%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	9%

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Ridership

Annual Ridership

Line	Annual Ridership
54	1,004,084
52	832,484
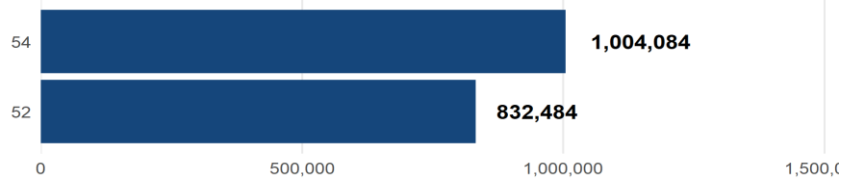
Top Transfer Locations

Columbia Heights, McPherson Square, Takoma

Average Daily Ridership
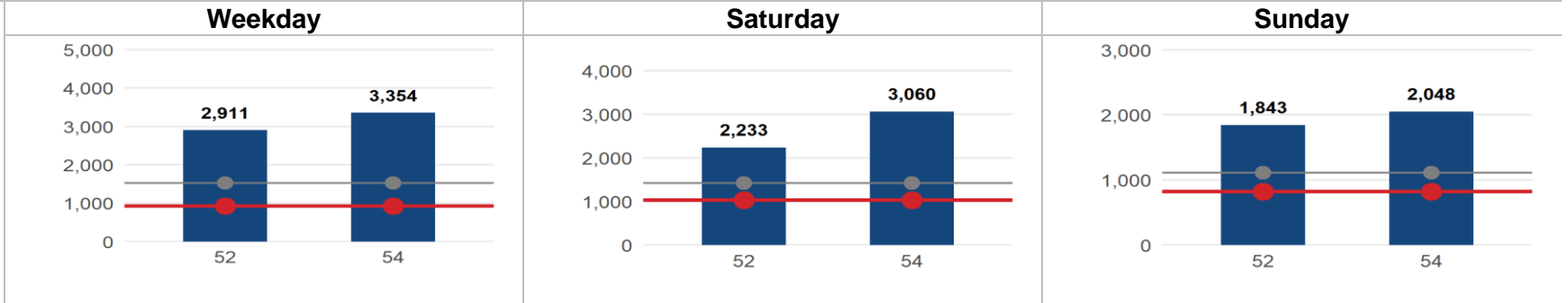
- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
52	2,911	2,233	1,843
54	3,354	3,060	2,048

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	10	13
AM Peak	10	14
Midday	16	18
PM Peak	18	17
Early Night	15	9
Late Night	13	4
Saturday	15	15
Sunday	16	16
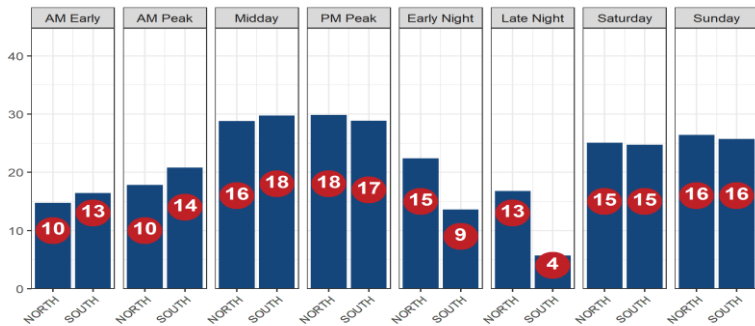
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.39	0.39
Weekday	**Off-Peak** Maximum Target: 1.0	0.38	0.35
	Saturday Maximum Target: 1.0	0.38	0.39
	Sunday Maximum Target: 1.0	0.4	0.4

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B 14th Street

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:00 AM - 12:26 AM	-	A	4:30 AM - 12:46 AM	-	A	4:45 AM - 12:42 AM	-	A
	Frequency of Service | varies	Peak: 10.8 / Off-Peak: 9.9	Peak: 19.2 / Off-Peak: 28	B	14.8	25.6	A	21.2	28.5	C
Productivity	**Passengers per Revenue Hour** | 30	24.6	16.6	D	26.7	17.6	D	27.9	16.0	C
	Passengers per Revenue Mile | 4	3.5	2.1	D	3.6	2.1	C	3.6	1.9	C
Reliability	**On-Time Performance** | 79%	76%	77%	C	73%	76%	D	71%	78%	D
	Crowding | 5%	0%	0%	A	1%	0%	A	1%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.39	Off-Peak: 0.23 Peak: 0.25	A	0.38	0.24	A	0.4	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.85	$ 8.27	B	$4.46	$ 7.67	A	$4.28	$ 8.52	A
	Cost Recovery | 25%	23%	12%	C	25%	12%	C	26%	11%	B

metrobus

Route 52

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.6	5.1	E
Route Design — **Circuity |** 1.75	1.28	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	22.0	16.6	E	22.1	17.6	E	23.1	16.0	E
	Passengers per Revenue Mile | 4	3.1	2.1	E	3.0	2.1	E	3.0	1.9	E
	Unique Segment Ridership | 10%	6%	19%	D	11%	26%	B	9%	28%	C
Reliability	**On-Time Performance |** 79%	79%	77%	C	76%	76%	C	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.35	Off-Peak: 0.23 Peak: 0.25	A	0.32	0.25	A	0.35	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.42	$ 8.27	C	$5.41	$ 7.67	C	$5.16	$ 8.52	C
	Cost Recovery | 25%	20%	12%	D	20%	13%	D	21%	11%	D

Route 54

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.9	5.1	E
Route Design — **Circuity |** 1.75	1.13	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	27.4	16.6	C	31.6	17.6	B	32.2	16.0	B
	Passengers per Revenue Mile | 4	3.9	2.1	C	4.2	2.1	B	4.3	1.9	B
	Unique Segment Ridership | 10%	2%	19%	E	9%	26%	C	10%	28%	B
Reliability	**On-Time Performance |** 79%	74%	77%	C	69%	76%	E	68%	78%	E
	Crowding | 5%	1%	0%	A	1%	0%	A	2%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.44	Off-Peak: 0.23 Peak: 0.25	A	0.44	0.25	A	0.43	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.35	$ 8.27	A	$3.78	$ 7.67	A	$3.70	$ 8.52	A
	Cost Recovery | 25%	27%	12%	B	31%	13%	A	31%	11%	A
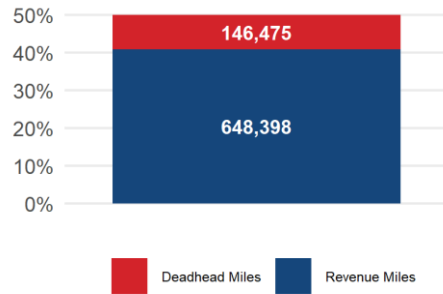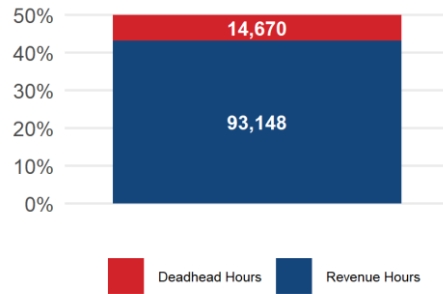
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 146,475
- Revenue Miles: 648,398

Hours Allocation

- Deadhead Hours: 14,670
- Revenue Hours: 93,148

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
52	17.80	3,884	3,860 (99.4%)
54	14.40	3,582	3,548 (99.1%)

Service Change Summary

Route 52 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;
Sunday: extend to 2 a.m.;
Route 54 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
- 52: 6.2
- 54: 8.0

Saturday
- 52: 5.7
- 54: 8.3

Sunday
- 52: 6.2
- 54: 8.3

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

27

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	14	9	

Operating Statistics

	Annual Operating Costs	$1,173,303
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		46,344
	People of Color Population	Service Area	19,890
		% Riders Surveyed	72%
	Low Income Household	Service Area	13,598
		% Riders Surveyed	38%

Facilities/Amenities

	Bus Stops	35
	% Stops With Shelters	49%
	% Stops With Benches	40%
	% Stops With Real-Time Signs	23%
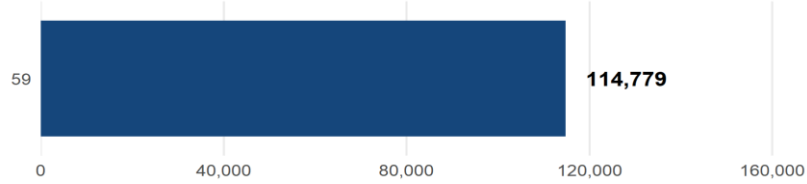
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Ridership

Annual Ridership	59 ███████████████████████ 114,779 0 40,000 80,000 120,000 160,000

Top Transfer Locations	**Columbia Heights, McPherson Square, Takoma**

	Weekday	Saturday	Sunday
Average Daily Ridership ── Class/Tier Average ── System Average	2,000 1,500 ● (Class/Tier Average) 1,000 ● (System Average) 618 500 0 59	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak	Midday	PM Peak
NORTH 6 / SOUTH 10	NORTH — / SOUTH 8	NORTH 12 / SOUTH 9
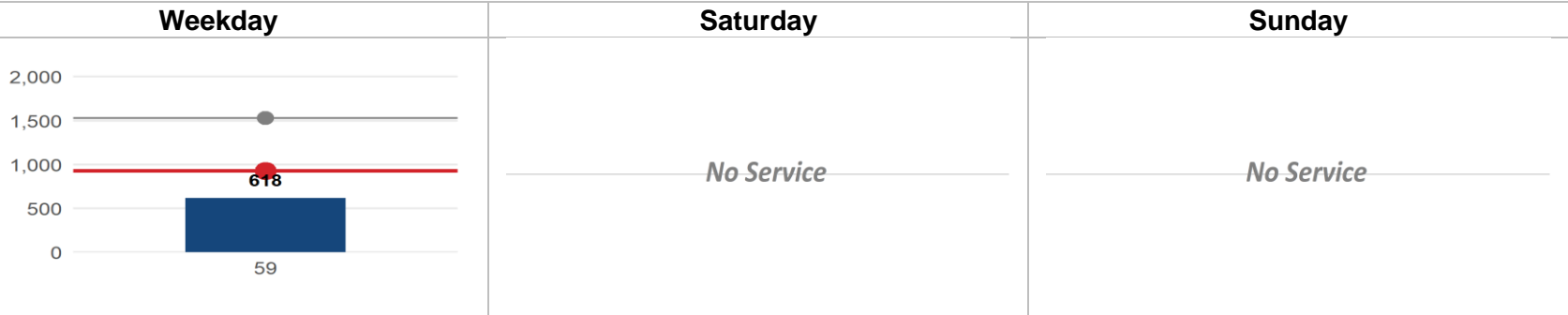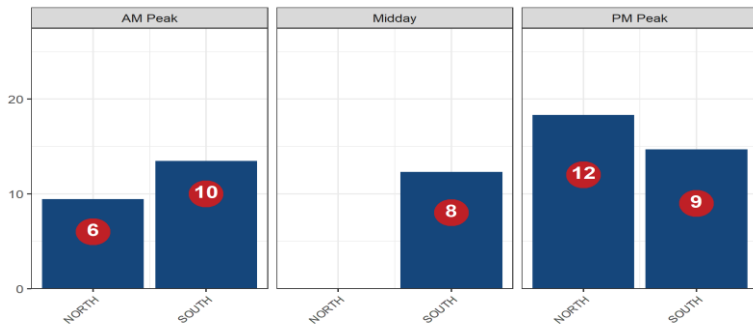
Vehicle Load Factor

	Direction:	SOUTH	NORTH
Weekday	**Peak** Maximum Target: 1.2	0.24	0.24
	Off-Peak Maximum Target: 1.0	0.2	
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency

D 14th Street Limited

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:21 AM - 9:50 AM; 3:45 PM - 7:39 PM	-	**E**	-	-	**-**	-	-	**-**
	Frequency of Service | varies	Peak: 22.5 / Off-Peak: 225.4	Peak: 19.2 / Off-Peak: 28	**D**	-	-	**-**	-	-	**-**
Productivity	**Passengers per Revenue Hour | 30**	15.2	16.6	**E**	-	-	**-**	-	-	**-**
	Passengers per Revenue Mile | 4	2	2.1	**E**	-	-	**-**	-	-	**-**
Reliability	**On-Time Performance | 79%**	68%	77%	**E**	-	-	**-**	-	-	**-**
	Crowding | 5%	0%	0%	**A**	-	-	**-**	-	-	**-**
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.23 Peak: 0.25	**A**	-	-	**-**	-	-	**-**
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$7.83	$ 8.27	**E**	-	-	**-**	-	-	**-**
	Cost Recovery | 25%	15%	12%	**E**	-	-	**-**	-	-	**-**

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Route 59

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	2.5	5.1	E
Route Design **Circuity** | 1.75	1.09	1.31	A

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour** | 30	15.2	16.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 4	2	2.1	E	-	-	-	-	-	-
Unique Segment Ridership | 10%	9%	19%	C	-	-	-	-	-	-
Reliability **On-Time Performance** | 79%	68%	77%	E	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip** | $5	$7.83	$ 8.27	E	-	-	-	-	-	-
Cost Recovery | 25%	15%	12%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- 40,476 — Deadhead Miles
- 73,500 — Revenue Miles

Hours Allocation

- 3,313 — Deadhead Hours
- 9,833 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
59	14.60	902	897 (99.4%)

Service Change Summary

Route 59 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C
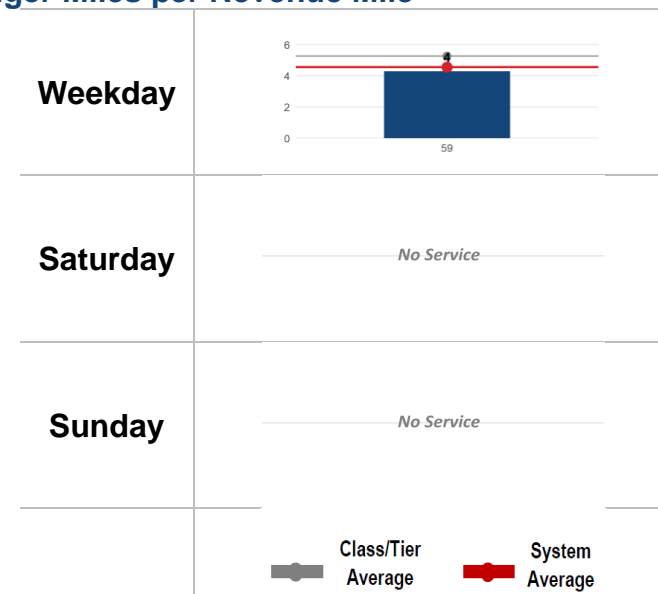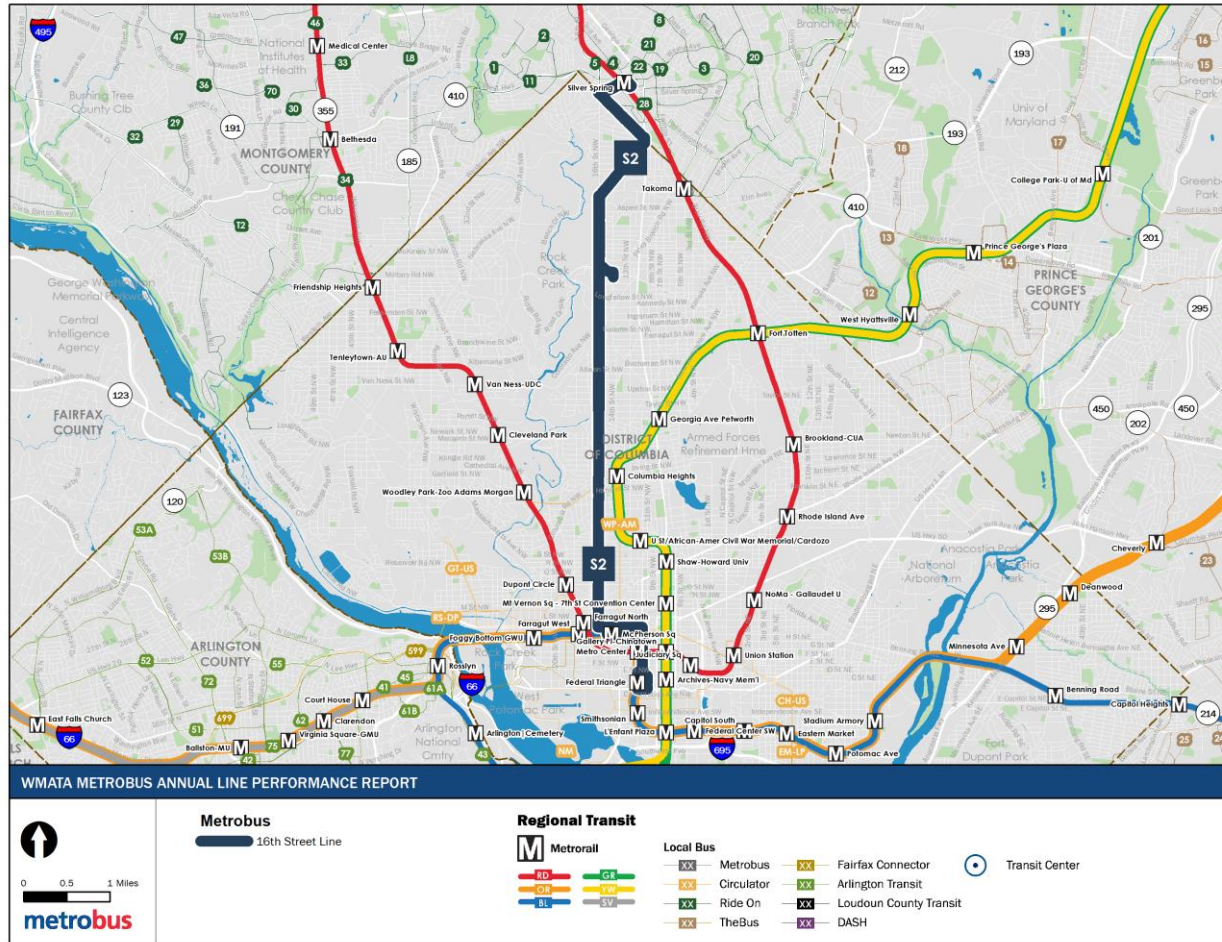
Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

49

Out of 100
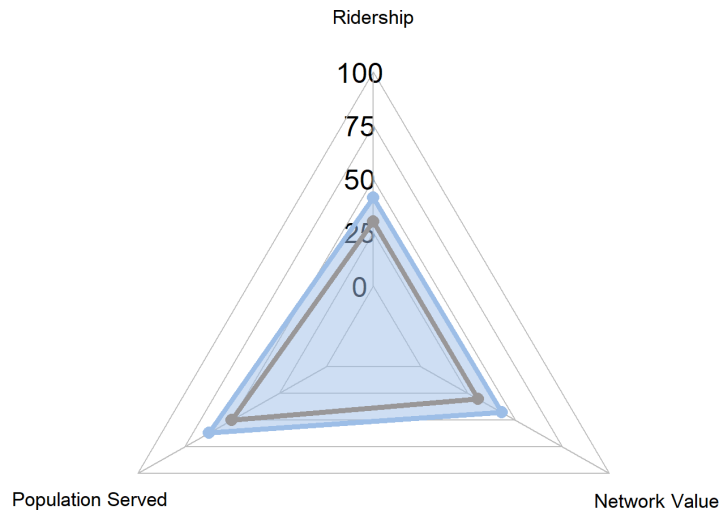
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	62	43	41	

Operating Statistics

	Annual Operating Costs	$9,228,235
	Peak Vehicles	18
	Vehicle Type(s)	40 Foot, 60 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		44,052
	People of Color Population	*Service Area*	17,773
		% Riders Surveyed	61%
	Low Income Household	*Service Area*	11,188
		% Riders Surveyed	31%

Facilities/Amenities

	Bus Stops	112
	% Stops With Shelters	29%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	26%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

21

Ridership

Annual Ridership

S2	828,269

(bar chart, axis: 0 to 1,000,000)

Top Transfer Locations

Columbia Heights, McPherson Square, Silver Spring

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
2,806 (S2)	**2,296** (S2)	**1,926** (S2)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
N 12 / S 13	N 8 / S 13	N 12 / S 14	N 15 / S 13	N 15 / S 7	N 11 / S 4	N 11 / S 11	N 12 / S 13
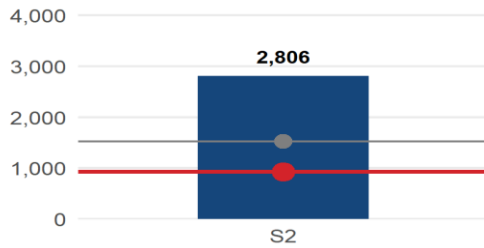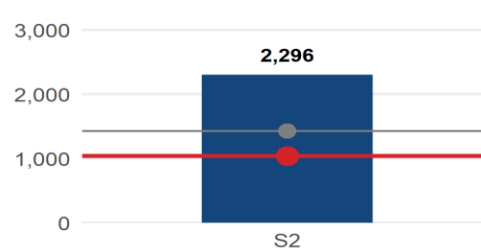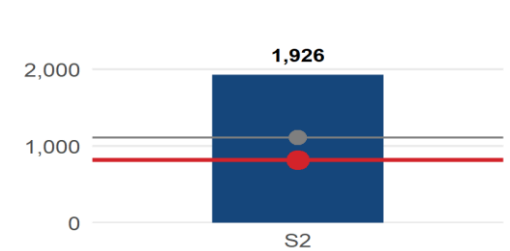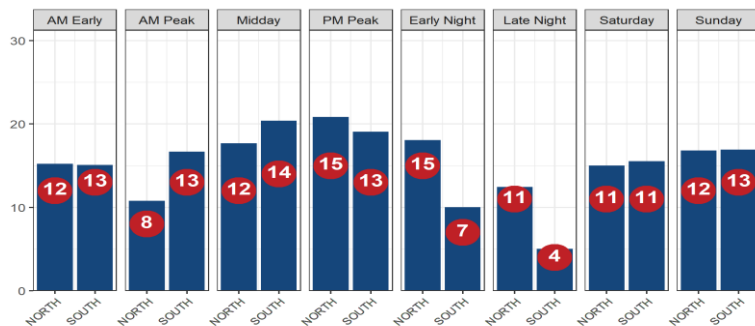
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.28	0.29
	Off-Peak Maximum Target: 1.0	0.3	0.26
	Saturday Maximum Target: 1.0	0.27	0.28
	Sunday Maximum Target: 1.0	0.31	0.31

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

23

C 16th Street

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:00 AM - 12:39 AM	-	A	4:15 AM - 12:39 AM	-	A	4:30 AM - 12:42 AM	-	A
Frequency of Service | varies	Peak: 11.5 / Off-Peak: 14.0	Peak: 19.2 / Off-Peak: 28	B	15.0	25.6	A	19.7	28.5	B
Productivity									
Passengers per Revenue Hour | 30	15.7	16.6	E	15.1	17.6	E	17.0	16.0	E
Passengers per Revenue Mile | 4	1.9	2.1	E	1.8	2.1	E	2.0	1.9	E
Reliability									
On-Time Performance | 79%	76%	77%	C	71%	76%	D	73%	78%	D
Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.27	0.24	A	0.31	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$7.61	$ 8.27	E	$7.88	$ 7.67	E	$7.01	$ 8.52	E
Cost Recovery | 25%	16%	12%	E	15%	12%	E	17%	11%	E

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Route S2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.3	5.1	E
Route Design — **Circuity |** 1.75	1.22	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	15.7	16.6	E	15.1	17.6	E	17.0	16.0	E
	Passengers per Revenue Mile | 4	1.9	2.1	E	1.8	2.1	E	2.0	1.9	E
	Unique Segment Ridership | 10%	39%	19%	A	47%	26%	A	44%	28%	A
Reliability	**On-Time Performance |** 79%	76%	77%	C	71%	76%	D	73%	78%	D
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.27	0.25	A	0.31	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.61	$ 8.27	E	$7.88	$ 7.67	E	$7.01	$ 8.52	E
	Cost Recovery | 25%	16%	12%	E	15%	13%	E	17%	11%	E
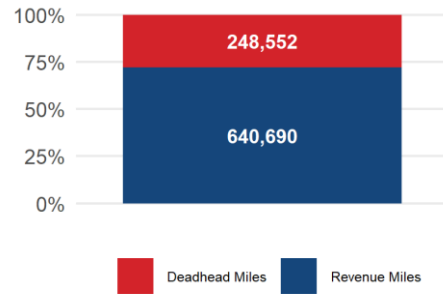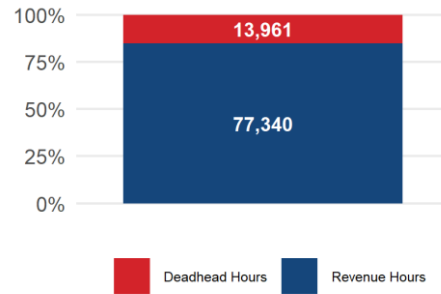
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Operational Analysis

Miles Allocation

- Deadhead Miles: 248,552
- Revenue Miles: 640,690

Hours Allocation

- Deadhead Hours: 13,961
- Revenue Hours: 77,340

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S2	18.20	5,166	5,155 (99.8%)

Service Change Summary

Route S2 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;
Sunday: extend to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — S2: 6

Saturday — S2: 6

Sunday — S2: 7

- Class/Tier Average
- System Average

About the Line

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

Line Benefit Score

22
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	63	2	1	

Operating Statistics

Annual Operating Costs		$124,506
Peak Vehicles		8
Vehicle Type(s)		40 Foot, 60 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			90,022
People of Color Population	Service Area		31,456
	% Riders Surveyed		
Low Income Household	Service Area		19,476
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		136
% Stops With Shelters		21%
% Stops With Benches		19%
% Stops With Real-Time Signs		7%

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![Ridership icon] **Ridership**

Annual Ridership	

Annual Ridership bar chart:
- D34: 414
- D33: 279
- D32: 1,703
- D31: 841

(x-axis: 0, 500, 1,000, 1,500, 2,000, 2,500)
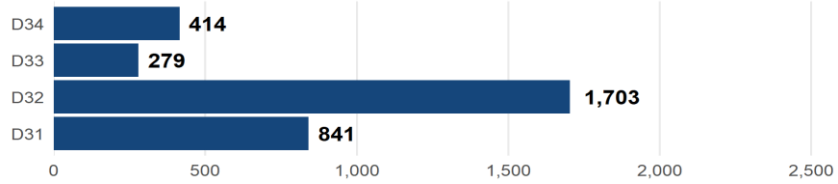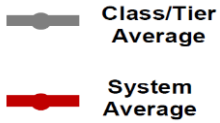
Top Transfer Locations: Columbia Heights, Cleveland Park, Tenleytown-AU
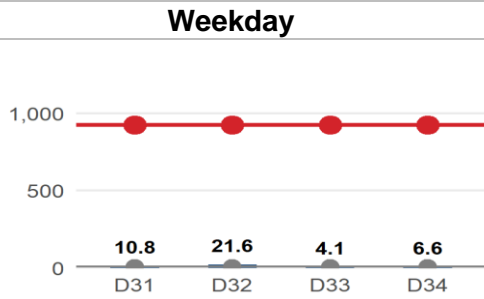
	Weekday	Saturday	Sunday
Average Daily Ridership		*No Service*	*No Service*

Legend:
- ━●━ Class/Tier Average
- ━●━ System Average

Weekday chart (Class/Tier Average values):
- D31: 10.8
- D32: 21.6
- D33: 4.1
- D34: 6.6

Average Trip Ridership and Maximum Load by Time Period
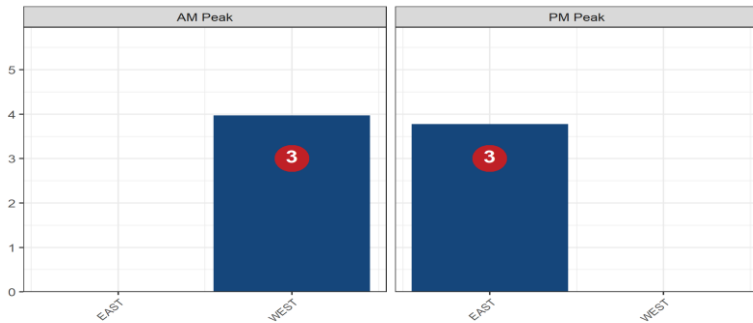
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.09	0.06
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

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Span and Frequency

Frequency (Minutes) legend: ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, D34, D33, D32, D31
Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

- 16th Street-Tenleytown

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	7:26 AM - 8:26 AM; 3:35 PM - 4:55 PM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 8.7 / Off-Peak: NA	Peak: 4.3 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	8.2	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.9	0.7	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	69%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$14.52	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	14%	8%	-	-	-	-	-	-	-

metrobus

Route D31

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	5.8	5.5	-
Route Design	**Circuity |**	1.05	1.3	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	4.9	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.6	0.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	65%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$24.23	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	11%	11%	-	-	-	-	-	-	-

metrobus

Route D32

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	6.1	5.5	-
Route Design	**Circuity |**	1.29	1.3	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	13.3	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.3	0.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	71%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$8.98	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	21%	11%	-	-	-	-	-	-	-

metrobus

Route D33

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |**	5.9	5.5	-
Route Design — **Circuity |**	1.62	1.3	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — **Passengers per Revenue Hour |**	6.2	6.6	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.4	0.7	-	-	-	-	-	-	-
Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability — **On-Time Performance |**	59%	72%	-	-	-	-	-	-	-
Crowding |	0%	0%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip |**	$19.33	$21.79	-	-	-	-	-	-	-
Cost Recovery |	18%	11%	-	-	-	-	-	-	-

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Route D34

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	5.8	5.5	-
Route Design	**Circuity |**	1.07	1.3	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	8.3	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.9	0.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	75%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$14.40	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	11%	11%	-	-	-	-	-	-	-
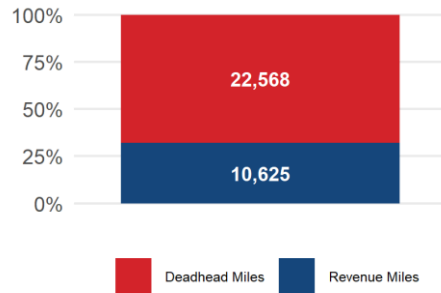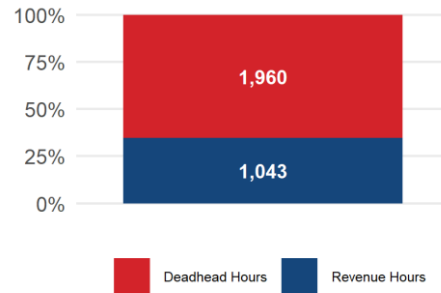
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Operational Analysis

Miles Allocation

- 22,568 — Deadhead Miles (red)
- 10,625 — Revenue Miles (blue)

Hours Allocation

- 1,960 — Deadhead Hours (red)
- 1,043 — Revenue Hours (blue)

Service Delivery (Month sample)

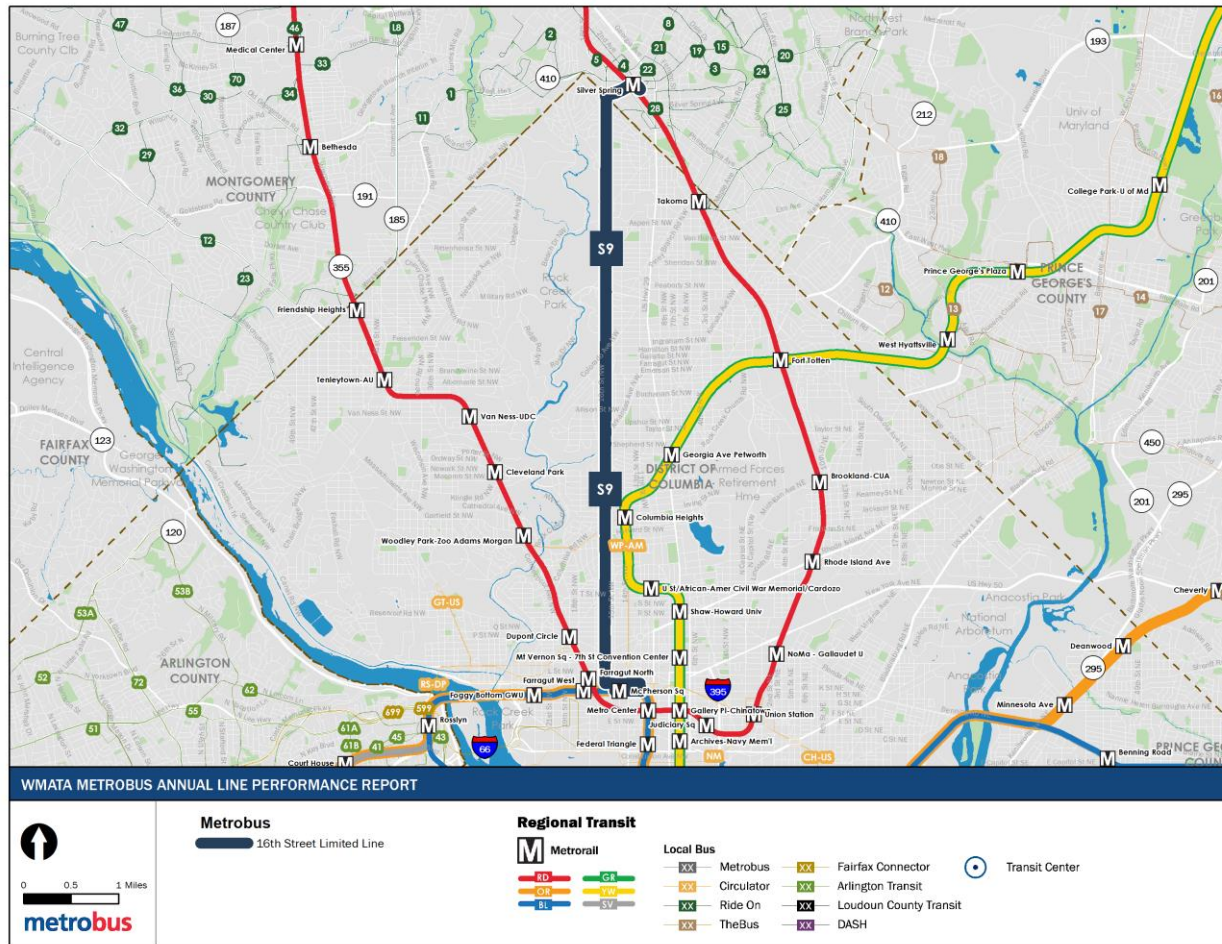| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D31	9.80	68	68 (100.0%)
D32	8.20	68	68 (100.0%)
D33	9.20	34	34 (100.0%)
D34	7.10	51	51 (100.0%)

Service Change Summary

Route D31 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route D32 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route D33 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route D34 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

- D31: 1.10
- D32: 2.44
- D33: 0.77
- D34: 1.58

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1
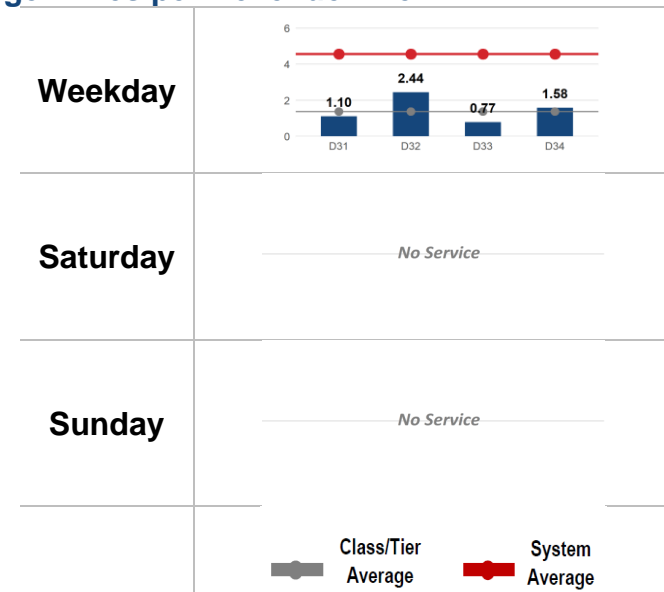
Overall Grade

| Line | C |

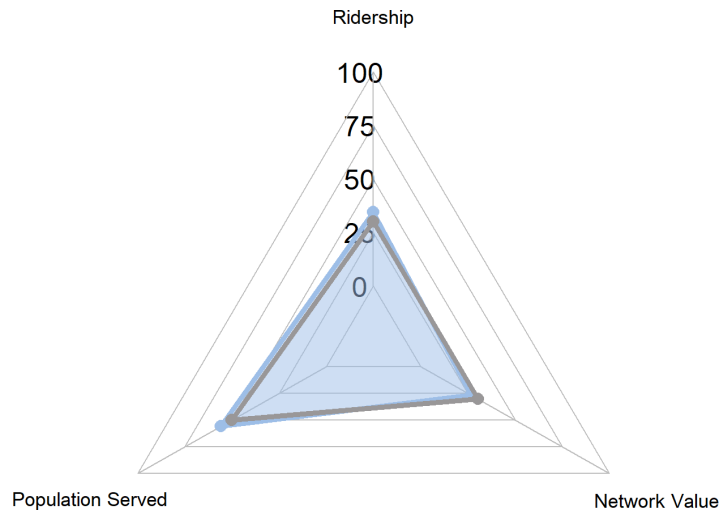**Legend**
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

39

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	56	27	34	

Operating Statistics

	Annual Operating Costs	$5,026,759
	Peak Vehicles	21
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		36,395
	People of Color Population	Service Area	14,123
		% Riders Surveyed	60%
	Low Income Household	Service Area	8,652
		% Riders Surveyed	31%

Facilities/Amenities

	Bus Stops	44
	% Stops With Shelters	36%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	41%

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Ridership

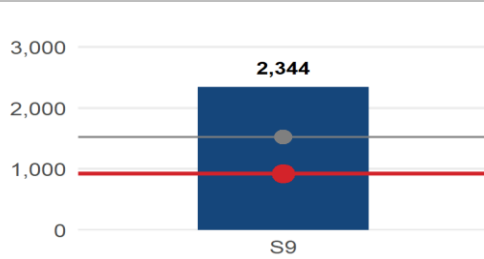|	
Annual Ridership	S9: 554,472

Top Transfer Locations	**Columbia Heights, McPherson Square, Silver Spring**

Average Daily Ridership

- ● Class/Tier Average (gray)
- ━ System Average (red)

Weekday	Saturday	Sunday
2,344	1,377	896

Average Trip Ridership and Maximum Load by Time Period

Bar chart values (NORTH / SOUTH):
- AM Early: 10 / 10
- AM Peak: 7 / 11
- Midday: 9 / 11
- PM Peak: 9 / 11
- Early Night: 9 / 4
- Late Night: 8 / —
- Saturday: 9 / 8
- Sunday: 10 / 10
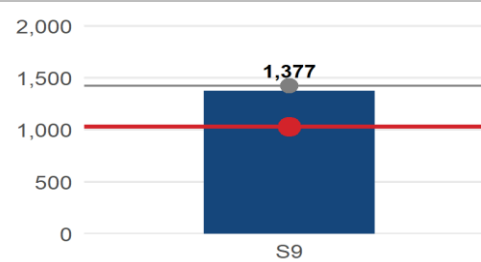
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.22	0.28
	Off-Peak Maximum Target: 1.0	0.24	0.22
	Saturday Maximum Target: 1.0	0.21	0.21
	Sunday Maximum Target: 1.0	0.25	0.24

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Span and Frequency

Frequency (Minutes)

| ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard ― |

Weekday (by Hour)

| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

Saturday (by Hour)

Sunday (by Hour)

C 16th Street Limited

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:08 AM - 11:45 PM	-	A	6:08 AM - 11:41 PM	-	A	7:08 AM - 8:34 PM	-	C
	Frequency of Service | varies	Peak: 8.6 / Off-Peak: 13.8	Peak: 19.2 / Off-Peak: 28	A	15.0	25.6	A	20.5	28.5	C
Productivity	**Passengers per Revenue Hour** | 30	15.1	16.6	E	15.3	17.6	E	16.2	16.0	E
	Passengers per Revenue Mile | 4	1.6	2.1	E	1.5	2.1	E	1.8	1.9	E
Reliability	**On-Time Performance** | 79%	76%	77%	C	80%	76%	B	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.24	A	0.25	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.91	$ 8.27	E	$7.82	$ 7.67	E	$7.36	$ 8.52	E
	Cost Recovery | 25%	15%	12%	E	15%	12%	E	16%	11%	E

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Route S9

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.2	5.1	E
Route Design	**Circuity |** 1.75	1.13	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	15.1	16.6	E	15.3	17.6	E	16.2	16.0	E
	Passengers per Revenue Mile | 4	1.6	2.1	E	1.5	2.1	E	1.8	1.9	E
	Unique Segment Ridership | 10%	23%	19%	A	26%	26%	A	23%	28%	A
Reliability	**On-Time Performance |** 79%	76%	77%	C	80%	76%	B	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.25	A	0.25	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.91	$ 8.27	E	$7.82	$ 7.67	E	$7.36	$ 8.52	E
	Cost Recovery | 25%	15%	12%	E	15%	13%	E	16%	11%	E
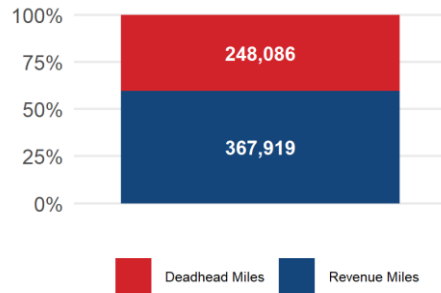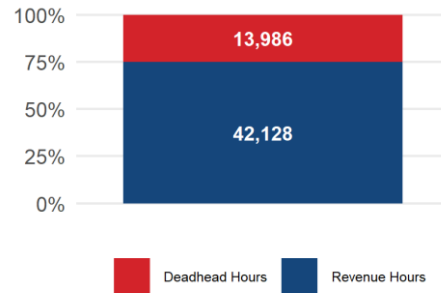
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Operational Analysis

Miles Allocation

- Deadhead Miles: 248,086
- Revenue Miles: 367,919

Hours Allocation

- Deadhead Hours: 13,986
- Revenue Hours: 42,128

Service Delivery (Month sample)

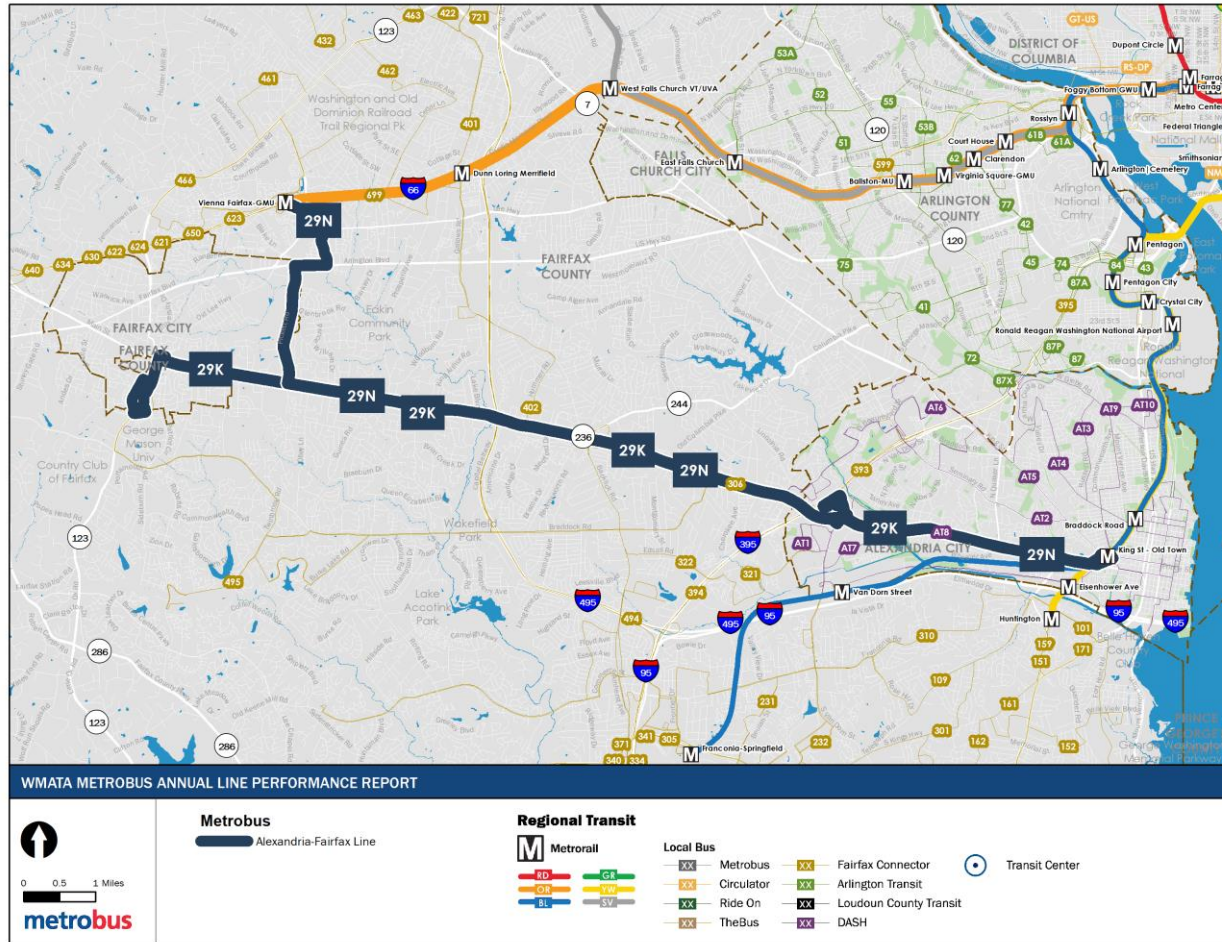| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S9	14.80	5,172	5,162 (99.8%)

Service Change Summary

Route S9 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

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About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend

- Exceeds (blue)
- Meets (green)
- Approaches (yellow)
- Below (orange)
- Significantly Below (red)

Line Benefit Score

29

Out of 100

Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	11	19	
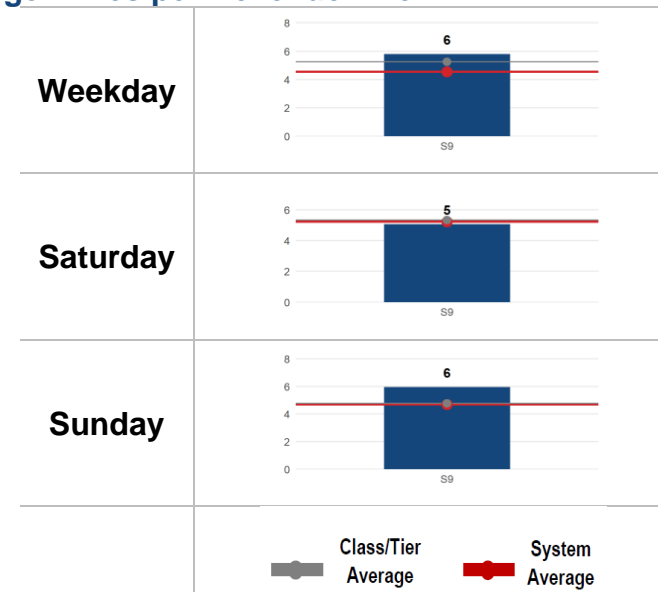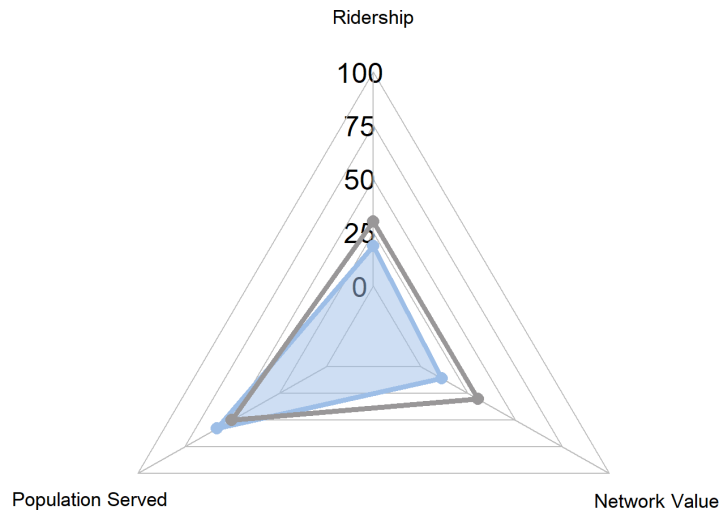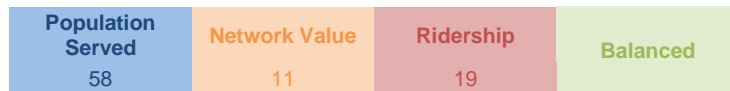
Operating Statistics

	Annual Operating Costs	$3,597,007
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		69,081
	People of Color Population	Service Area	28,049
		% Riders Surveyed	78%
	Low Income Household	Service Area	16,952
		% Riders Surveyed	63%

Facilities/Amenities

	Bus Stops	139
	% Stops With Shelters	34%
	% Stops With Benches	33%
	% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

29N: 206,032
29K: 191,439

Top Transfer Locations

King Street, Vienna

Average Daily Ridership
- Class/Tier Average
- System Average
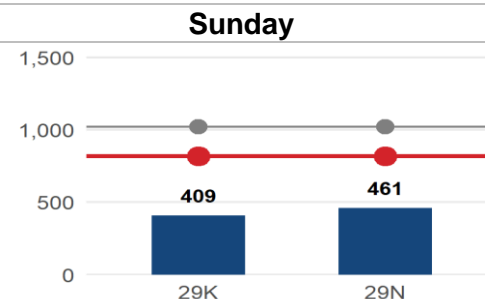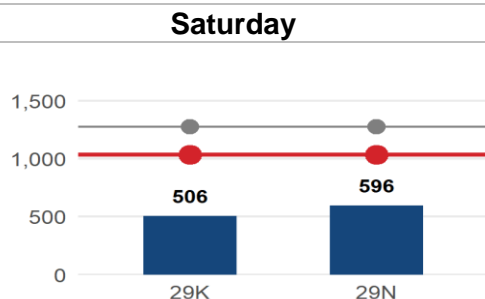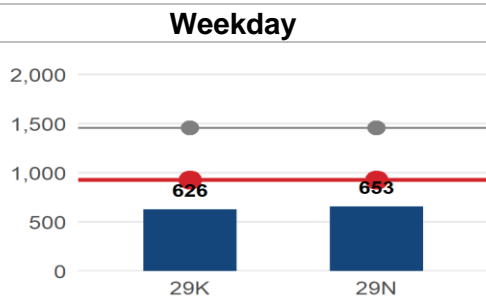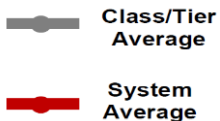
Weekday
- 29K: 626
- 29N: 653

Saturday
- 29K: 506
- 29N: 596

Sunday
- 29K: 409
- 29N: 461

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	9	9
AM Peak	10	15
Midday	12	12
PM Peak	15	10
Early Night	8	7
Saturday	11	11
Sunday	10	9
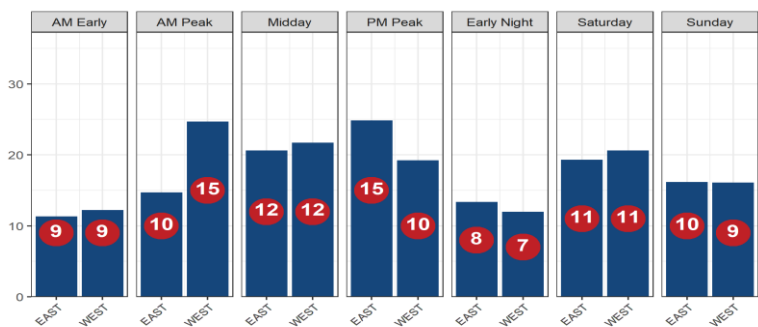
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.33	0.32
	Off-Peak Maximum Target: 1.0	0.28	0.26
	Saturday Maximum Target: 1.0	0.3	0.28
	Sunday Maximum Target: 1.0	0.26	0.24

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Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard --- |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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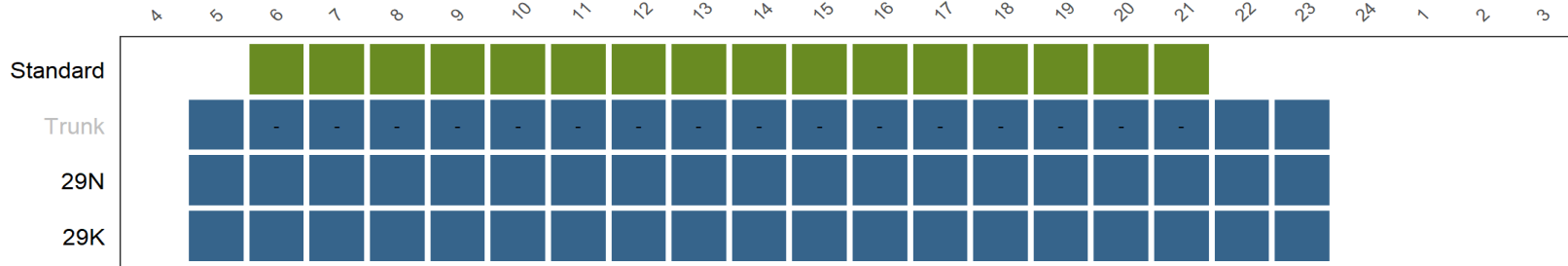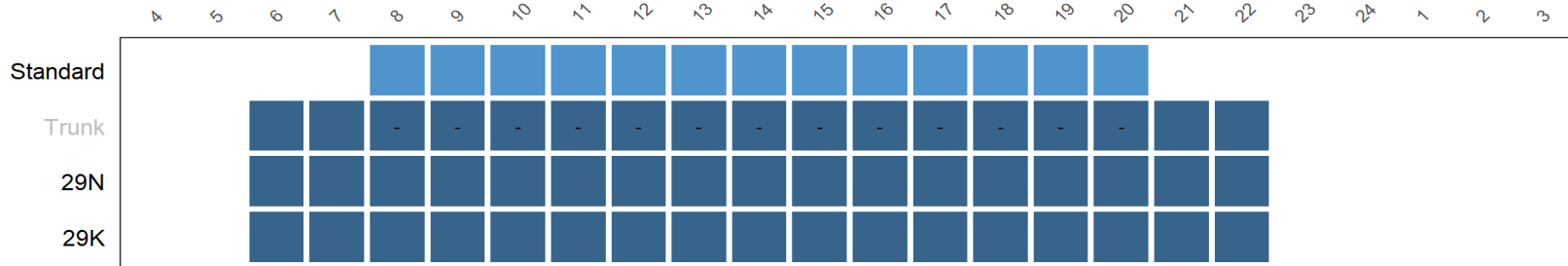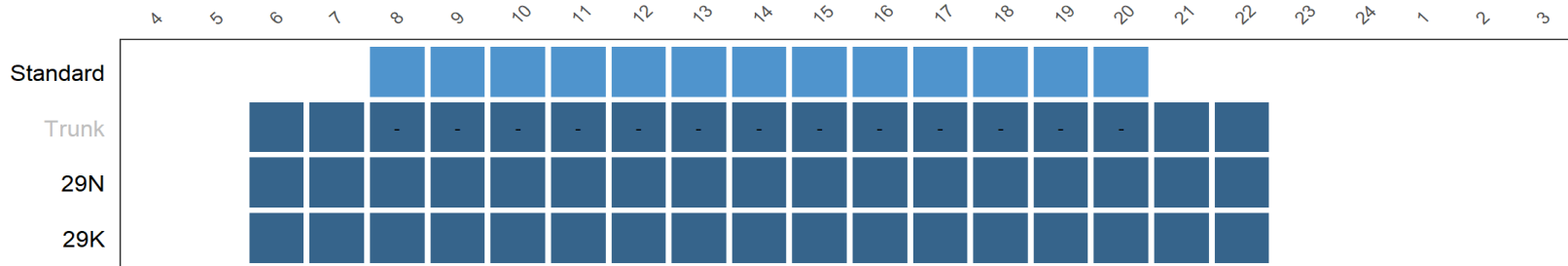
D Alexandria-Fairfax

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 11:35 PM	-	A	6:10 AM - 10:31 PM	-	A	6:10 AM - 10:30 PM	-	A
Frequency of Service | varies	Peak: 38.8 / Off-Peak: 38.1	Peak: 26.4 / Off-Peak: 28.8	E	38.4	33.3	D	38.4	34.5	D
Productivity									
Passengers per Revenue Hour | 20	15.1	18.1	E	15.1	19.9	E	13.2	18.1	E
Passengers per Revenue Mile | 2	1.2	1.7	E	1.2	1.8	E	1.0	1.6	E
Reliability									
On-Time Performance | 79%	87%	79%	A	82%	78%	B	83%	78%	B
Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.32	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.28	A	0.25	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$7.92	$ 7.79	E	$7.90	$ 7.16	E	$9.02	$ 8.20	E
Cost Recovery | 20%	20%	14%	C	20%	15%	C	17%	14%	D

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Route 29K

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.4	4.6	E
Route Design — Circuity | 1.75	1.19	1.48	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — Passengers per Revenue Hour | 20	14.5	18.1	E	14.4	19.9	E	12.9	18.1	E
Passengers per Revenue Mile | 2	1.1	1.7	E	1.2	1.8	E	1.0	1.6	E
Unique Segment Ridership | 10%	11%	27%	B	16%	36%	A	16%	45%	A
Reliability — On-Time Performance | 79%	88%	79%	A	82%	78%	B	82%	78%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.32	Off-Peak: 0.27 Peak: 0.3	A	0.28	0.29	A	0.25	0.26	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$8.25	$ 7.79	E	$8.26	$ 7.16	E	$9.23	$ 8.20	E
Cost Recovery | 20%	19%	15%	C	19%	16%	C	17%	14%	D

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Route 29N

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3	4.6	E
Route Design — Circuity | 1.75	1.28	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	15.7	18.1	E	15.7	19.9	E	13.5	18.1	E
	Passengers per Revenue Mile | 2	1.2	1.7	E	1.2	1.8	E	1.0	1.6	E
	Unique Segment Ridership | 10%	8%	27%	C	8%	36%	C	9%	45%	C
Reliability	On-Time Performance | 79%	86%	79%	A	82%	78%	B	84%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.33	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.29	A	0.25	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.61	$7.79	E	$7.59	$7.16	E	$8.84	$8.20	E
	Cost Recovery | 20%	20%	15%	B	20%	16%	B	18%	14%	D
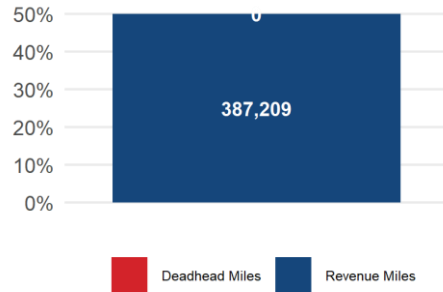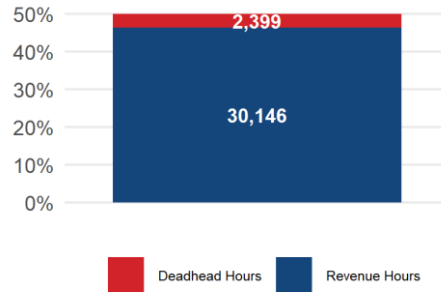
metrobus

Operational Analysis

Miles Allocation

Legend: ■ Deadhead Miles ■ Revenue Miles

Revenue Miles: 387,209

Hours Allocation

Legend: ■ Deadhead Hours ■ Revenue Hours

Deadhead Hours: 2,399
Revenue Hours: 30,146

Service Delivery (Month sample)

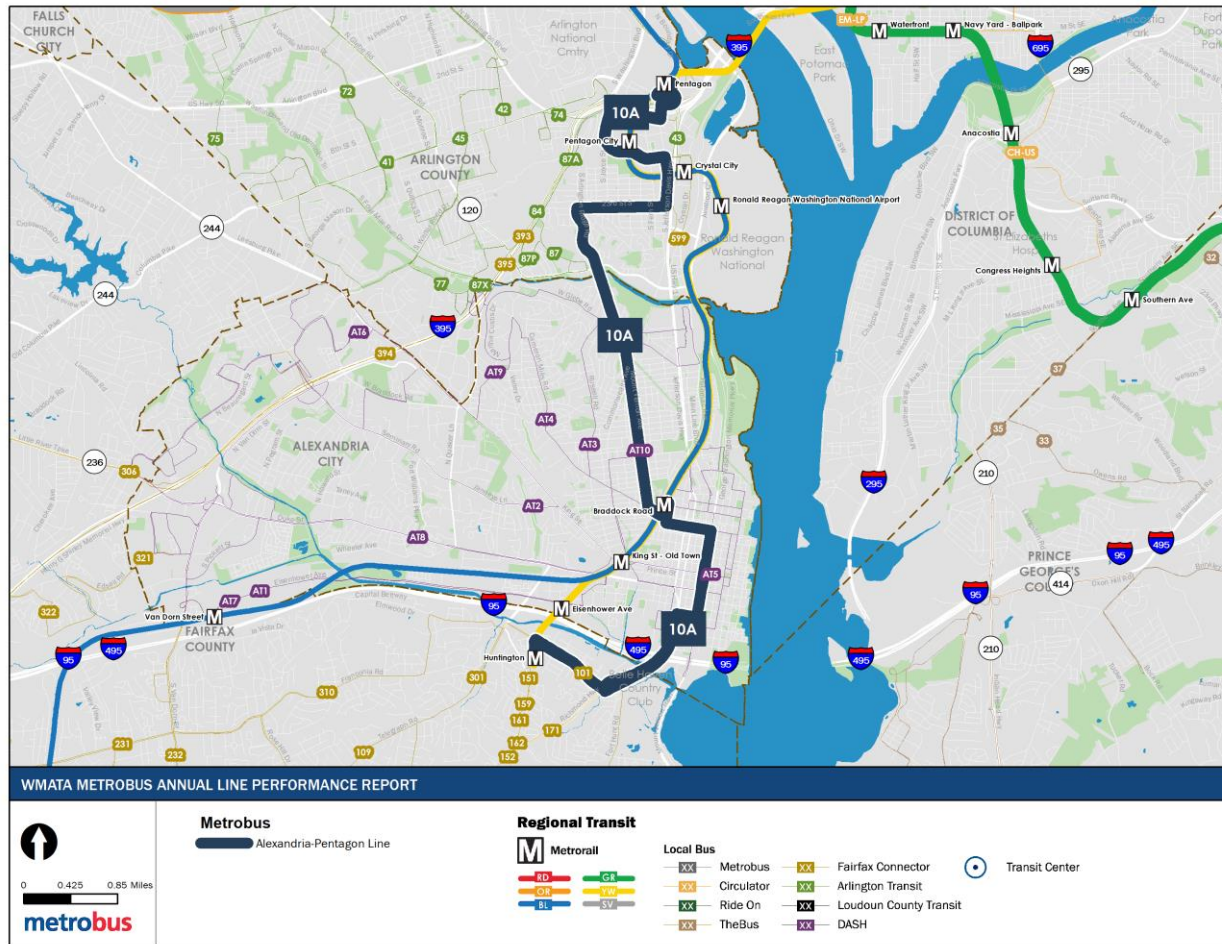| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29K	34.90	994	990 (99.6%)
29N	35.50	966	958 (99.2%)

Service Change Summary

Route 29K - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 29N - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
29K: 6.156
29N: 6.103

Saturday
29K: 5.64
29N: 5.87

Sunday
29K: 5.016
29N: 4.956

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Alexandria-Pentagon Line

Regional Transit

M Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	● Transit Center
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

RD OR BL GR YW SV

0   0.425   0.85 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   **D**

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus   **FY 2021 ANNUAL LINE PERFORMANCE REPORT**

52

Line Benefit Score

25

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	19	15	
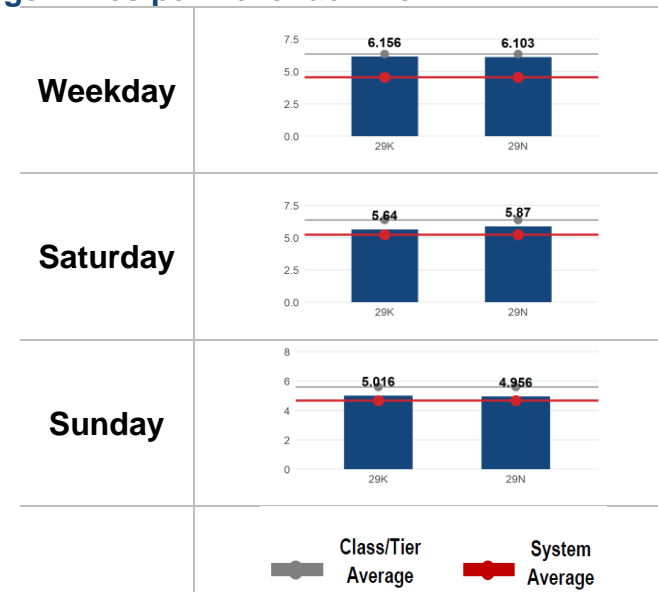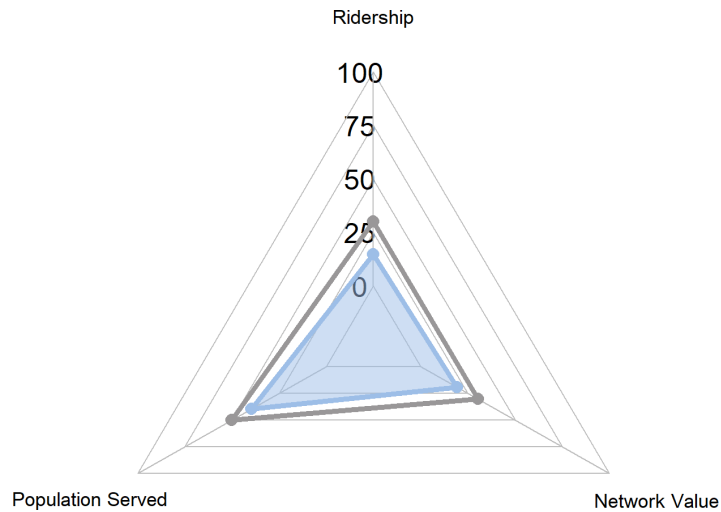
Operating Statistics

Annual Operating Costs	$3,702,462
Peak Vehicles	5
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		37,358
People of Color Population	Service Area	8,753
	% Riders Surveyed	62%
Low Income Household	Service Area	4,503
	% Riders Surveyed	34%

Facilities/Amenities

Bus Stops	108
% Stops With Shelters	16%
% Stops With Benches	31%
% Stops With Real-Time Signs	2%

metrobus

Ridership
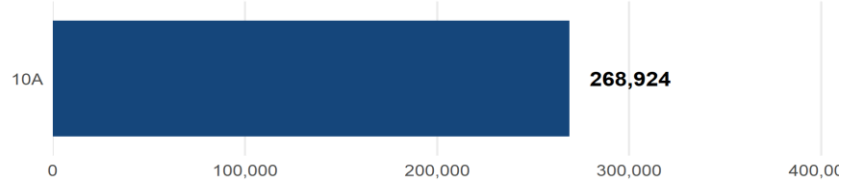
Annual Ridership	10A ▮▮▮▮▮▮▮▮▮ **268,924** 0 100,000 200,000 300,000 400,00
Top Transfer Locations	**Braddock Road, Pentagon, Crystal City**

Average Daily Ridership
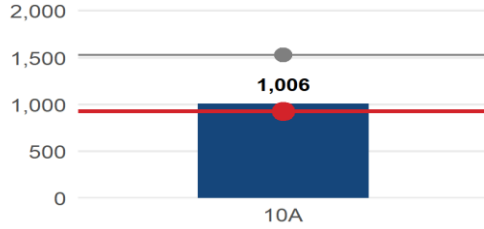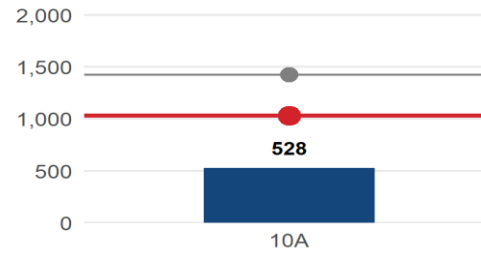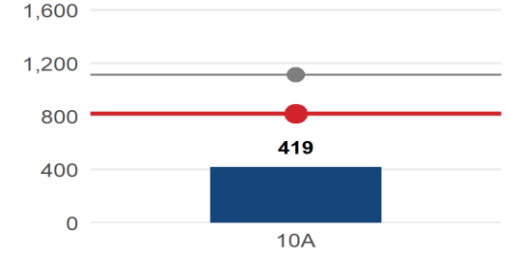
━━●━━ Class/Tier Average
━━●━━ System Average

Weekday	Saturday	Sunday
1,006	**528**	**419**
10A	10A	10A

Average Trip Ridership and Maximum Load by Time Period

| AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday |
| NORTH 13 / SOUTH 12 | NORTH 10 / SOUTH 9 | NORTH 9 / SOUTH 8 | NORTH 11 / SOUTH 11 | NORTH 8 / SOUTH 6 | NORTH 3 / SOUTH 6 | NORTH 10 / SOUTH 8 | NORTH 8 / SOUTH 7 |
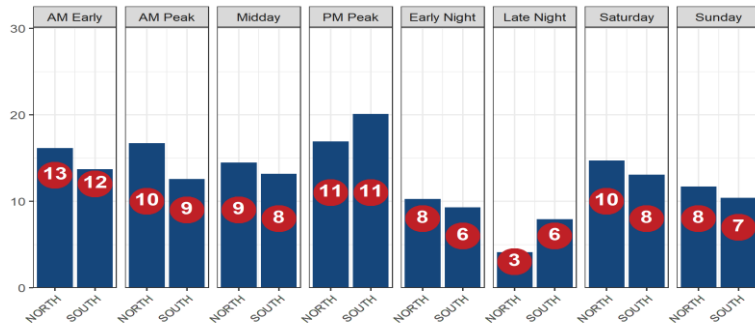
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.26	0.25
	Off-Peak Maximum Target: 1.0	0.22	0.18
	Saturday Maximum Target: 1.0	0.24	0.2
	Sunday Maximum Target: 1.0	0.2	0.17

Span and Frequency
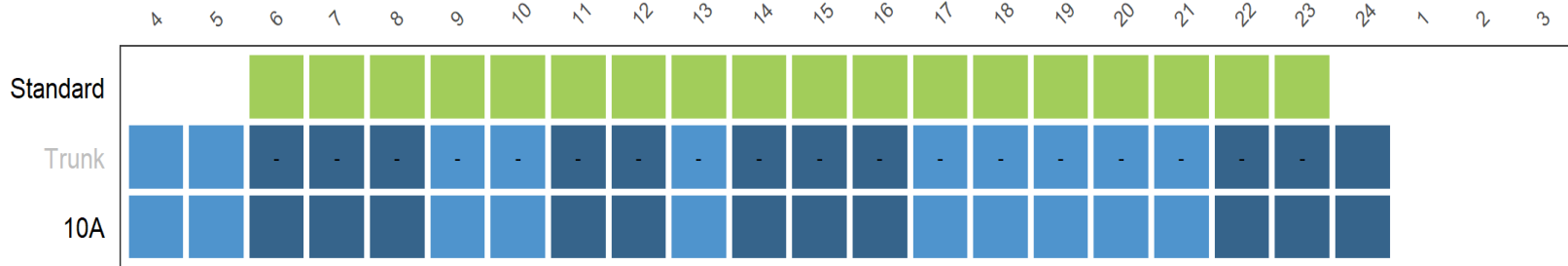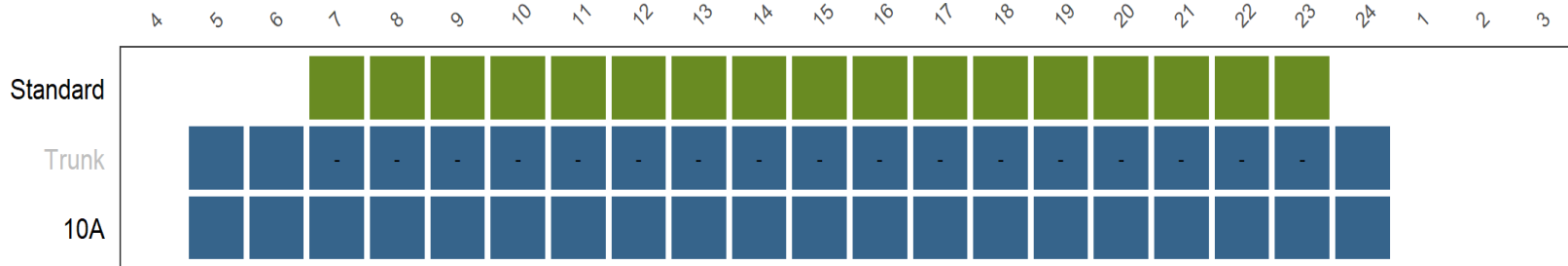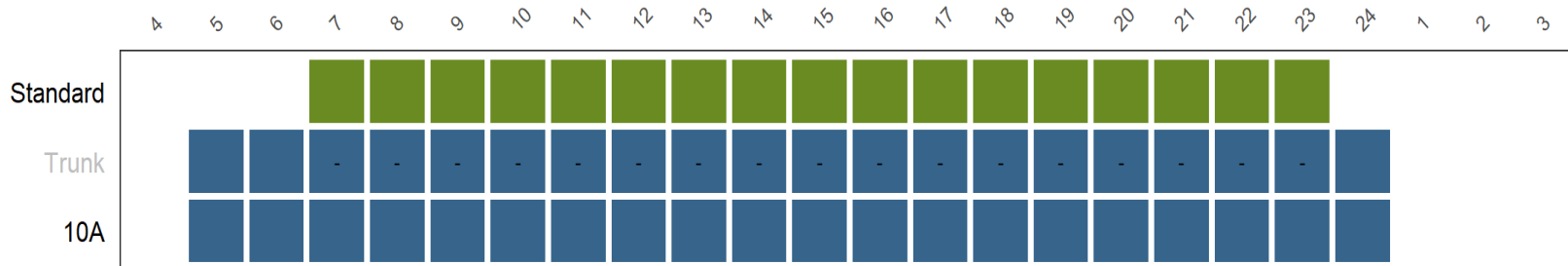
D Alexandria-Pentagon

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:25 AM - 12:46 AM	-	A	5:25 AM - 12:10 AM	-	A	5:25 AM - 12:20 AM	-	A
	Frequency of Service | varies	Peak: 30.2 / Off-Peak: 30.1	Peak: 19.2 / Off-Peak: 28	E	60.2	25.6	E	60.2	28.5	E
Productivity	**Passengers per Revenue Hour** | 30	13.2	16.6	E	14.3	17.6	E	8.8	16.0	E
	Passengers per Revenue Mile | 4	1.3	2.1	E	1.3	2.1	E	1.1	1.9	E
Reliability	**On-Time Performance** | 79%	91%	77%	A	86%	76%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.26	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.24	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$9.03	$ 8.27	E	$8.33	$ 7.67	E	$13.51	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	12%	12%	E	7%	11%	E

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Route 10A

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.5	5.1	A
Route Design **Circuity |** 1.75	1.59	1.31	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	13.2	16.6	E	14.3	17.6	E	8.8	16.0	E
	Passengers per Revenue Mile | 4	1.3	2.1	E	1.3	2.1	E	1.1	1.9	E
	Unique Segment Ridership | 10%	33%	19%	A	34%	26%	A	30%	28%	A
Reliability	**On-Time Performance |** 79%	91%	77%	A	86%	76%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.26	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.25	A	0.18	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.03	$ 8.27	E	$8.33	$ 7.67	E	$13.51	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	12%	13%	E	7%	11%	E
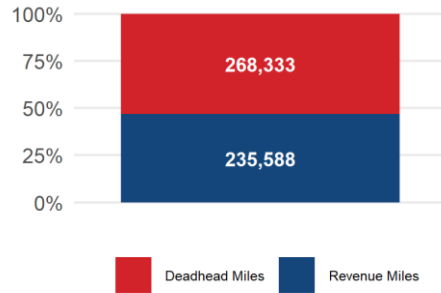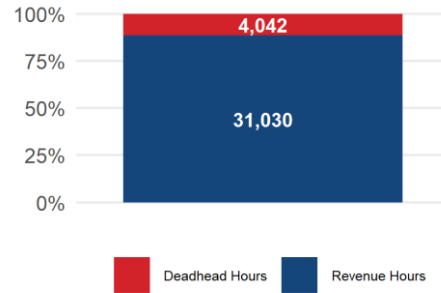
metrobus

Operational Analysis

Miles Allocation

100% | 268,333
75% |
50% |
25% | 235,588
0% |

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% | 4,042
75% |
50% | 31,030
25% |
0% |

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10A	24.20	1,976	1,964 (99.4%)

Service Change Summary

Route 10A - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

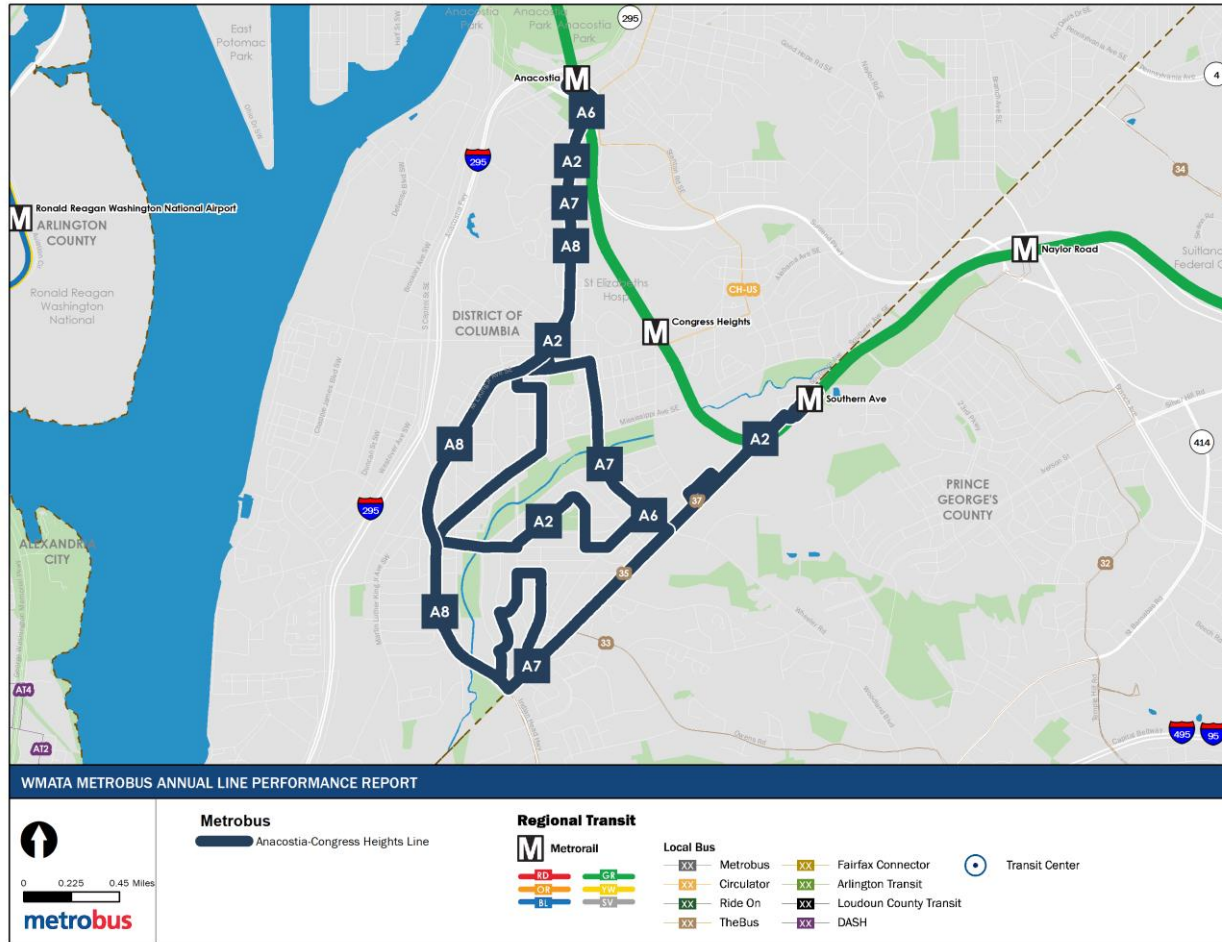## Passenger Miles per Revenue Mile

Weekday — 10A — 4

Saturday — 10A — 5

Sunday — 10A — 3

■ Class/Tier Average   ■ System Average

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

Legend
- Exceeds (blue)
- Meets (green)
- Approaches (yellow)
- Below (orange)
- Significantly Below (red)

Line Benefit Score

68
Out of 100
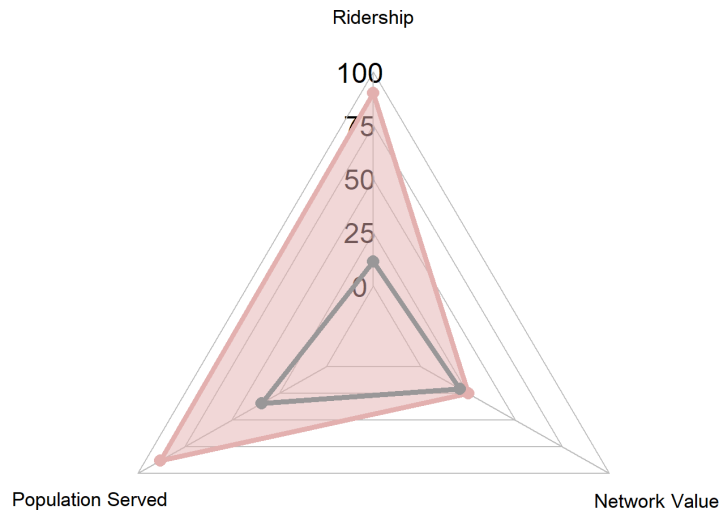
Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	88	25	90	

Operating Statistics

	Annual Operating Costs	$8,183,952
	Peak Vehicles	24
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		98,675
	People of Color Population	Service Area	93,409
		% Riders Surveyed	99%
	Low Income Household	Service Area	54,448
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	147
	% Stops With Shelters	16%
	% Stops With Benches	12%
	% Stops With Real-Time Signs	5%

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Ridership

Annual Ridership	A8 — 662,430 A7 — 33,607 A6 — 509,616 A2 — 547,870 (scale: 0, 250,000, 500,000, 750,000)
Top Transfer Locations	**Anacostia, Southern Avenue**

Average Daily Ridership
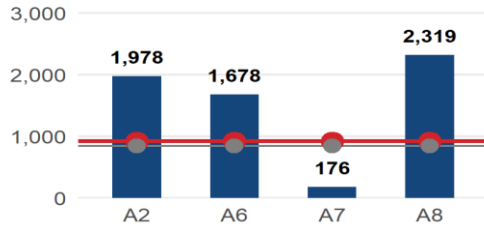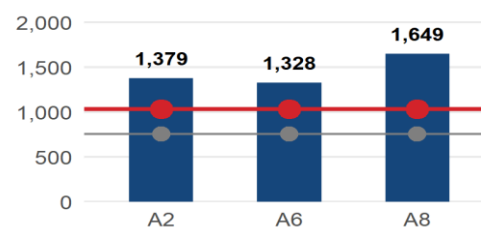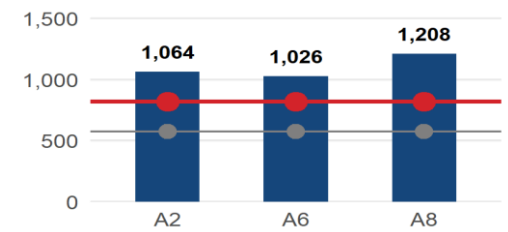
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
A2 — 1,978 A6 — 1,678 A7 — 176 A8 — 2,319	A2 — 1,379 A6 — 1,328 A8 — 1,649	A2 — 1,064 A6 — 1,026 A8 — 1,208

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	10	5
AM Peak	9	7
Midday	14	13
PM Peak	11	11
Early Night	8	11
Late Night	5	7
Saturday	11	11
Sunday	11	11
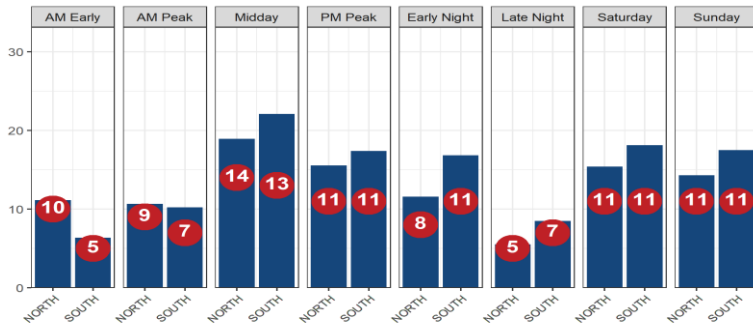
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.25	0.24
	Off-Peak Maximum Target: 1.0	0.28	0.28
	Saturday Maximum Target: 1.0	0.28	0.28
	Sunday Maximum Target: 1.0	0.26	0.27

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Span and Frequency
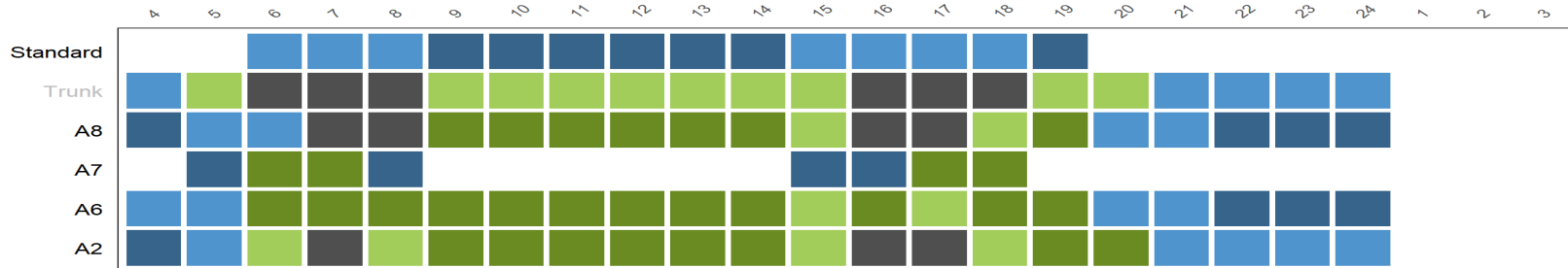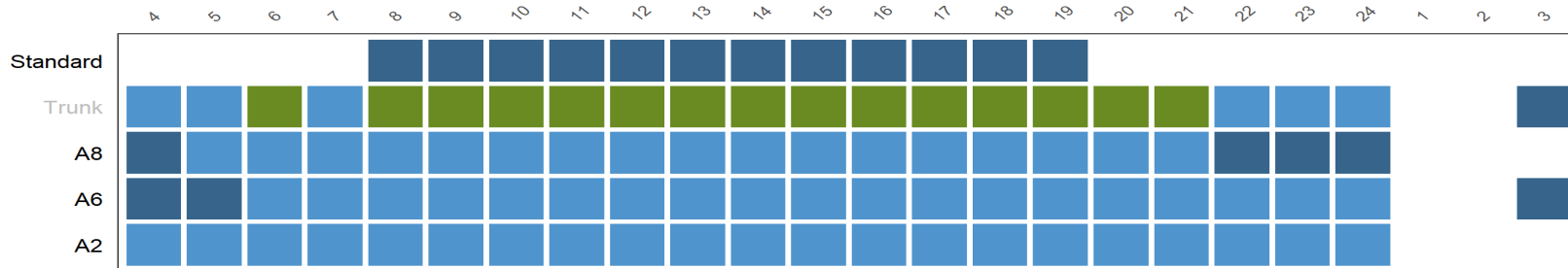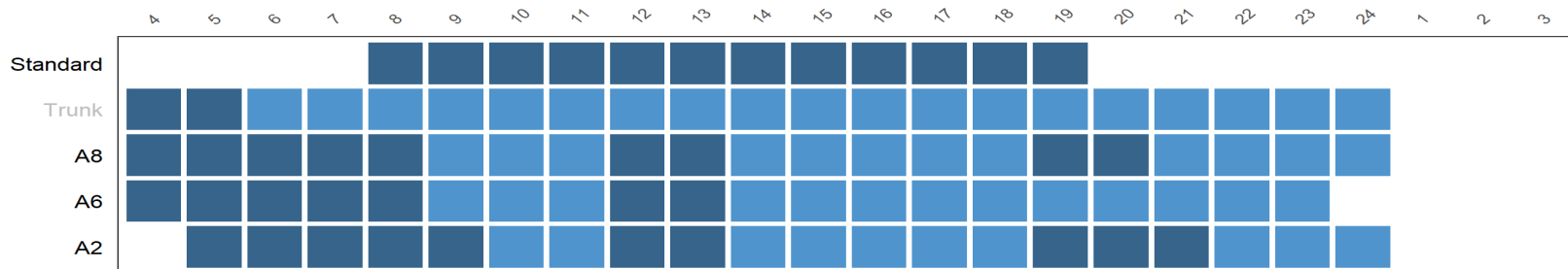
A Anacostia-Congress Heights

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	4:01 AM - 12:21 AM	-	A	3:54 AM - 12:14 AM	-	A	4:01 AM - 12:13 AM	-	A
	Frequency of Service | varies	Peak: 9.5 / Off-Peak: 14.7	Peak: 32.2 / Off-Peak: 36.1	A	19.1	40.5	A	23.4	42.4	A
Productivity	Passengers per Revenue Hour | 15	30.8	20.2	A	35.7	23.0	A	35.8	21.6	A
	Passengers per Revenue Mile | 2	3.2	2.3	A	3.5	2.3	A	3.3	2.1	A
Reliability	On-Time Performance | 79%	81%	82%	B	81%	80%	B	84%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.24	Off-Peak: 0.2 Peak: 0.21	A	0.28	0.19	A	0.26	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.88	$ 7.03	A	$3.35	$ 6.68	A	$3.34	$ 7.26	A
	Cost Recovery | 20%	9%	9%	E	10%	10%	E	10%	9%	E

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Route A2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.2	6.4	E
Route Design	**Circuity |** N/A	2.2	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	26.1	20.2	A	27.9	23.0	A	28.5	21.6	A
	Passengers per Revenue Mile | 2	2.7	2.3	A	2.8	2.3	A	2.7	2.1	A
	Unique Segment Ridership | 10%	33%	28%	A	75%	50%	A	74%	51%	A
Reliability	**On-Time Performance |** 79%	81%	82%	B	85%	80%	A	85%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.25	Off-Peak: 0.21 Peak: 0.22	A	0.27	0.2	A	0.26	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.57	$ 7.03	B	$4.28	$ 6.68	A	$4.19	$ 7.26	A
	Cost Recovery | 20%	9%	9%	E	10%	10%	E	10%	9%	E

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Route A6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.4	E
Route Design	**Circuity |** N/A	1.73	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	29.3	20.2	A	34.7	23.0	A	35.0	21.6	A
	Passengers per Revenue Mile | 2	3.1	2.3	A	3.6	2.3	A	3.4	2.1	A
	Unique Segment Ridership | 10%	0%	28%	E	33%	50%	A	31%	51%	A
Reliability	**On-Time Performance |** 79%	81%	82%	B	77%	80%	C	81%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.22	Off-Peak: 0.21 Peak: 0.22	A	0.27	0.2	A	0.25	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.07	$ 7.03	A	$3.44	$ 6.68	A	$3.41	$ 7.26	A
	Cost Recovery | 20%	7%	9%	E	8%	10%	E	8%	9%	E

Route A7

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.3	6.4	E
Route Design	**Circuity |** N/A	1.32	2.62	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	18.9	20.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.3	2.3	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	3%	28%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.18	Off-Peak: 0.21 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.32	$ 7.03	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	9%	E	-	-	-	-	-	-

metrobus

Route A8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.3	6.4	E
Route Design — **Circuity |** N/A	1.64	2.62	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	40.2	20.2	A	48.1	23.0	A	46.3	21.6	A
	Passengers per Revenue Mile | 2	4.2	2.3	A	4.5	2.3	A	4.2	2.1	A
	Unique Segment Ridership | 10%	50%	28%	A	48%	50%	A	47%	51%	A
Reliability	**On-Time Performance |** 79%	81%	82%	B	80%	80%	B	86%	84%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.27	Off-Peak: 0.21 Peak: 0.22	A	0.31	0.2	A	0.28	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.97	$ 7.03	A	$2.48	$ 6.68	A	$2.58	$ 7.26	A
	Cost Recovery | 20%	11%	9%	E	13%	10%	E	13%	9%	E
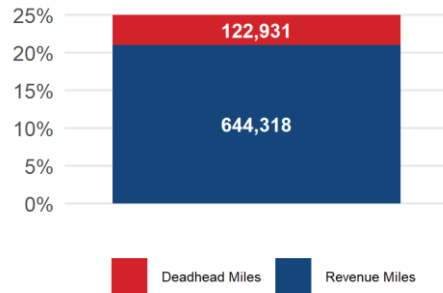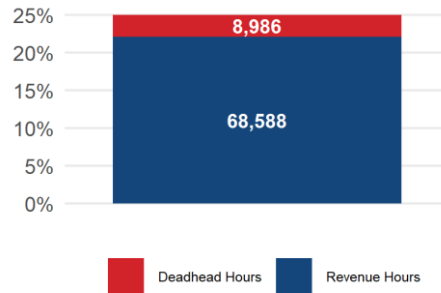
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 122,931
Revenue Miles: 644,318

Hours Allocation

Deadhead Hours: 8,986
Revenue Hours: 68,588

Service Delivery (Month sample)

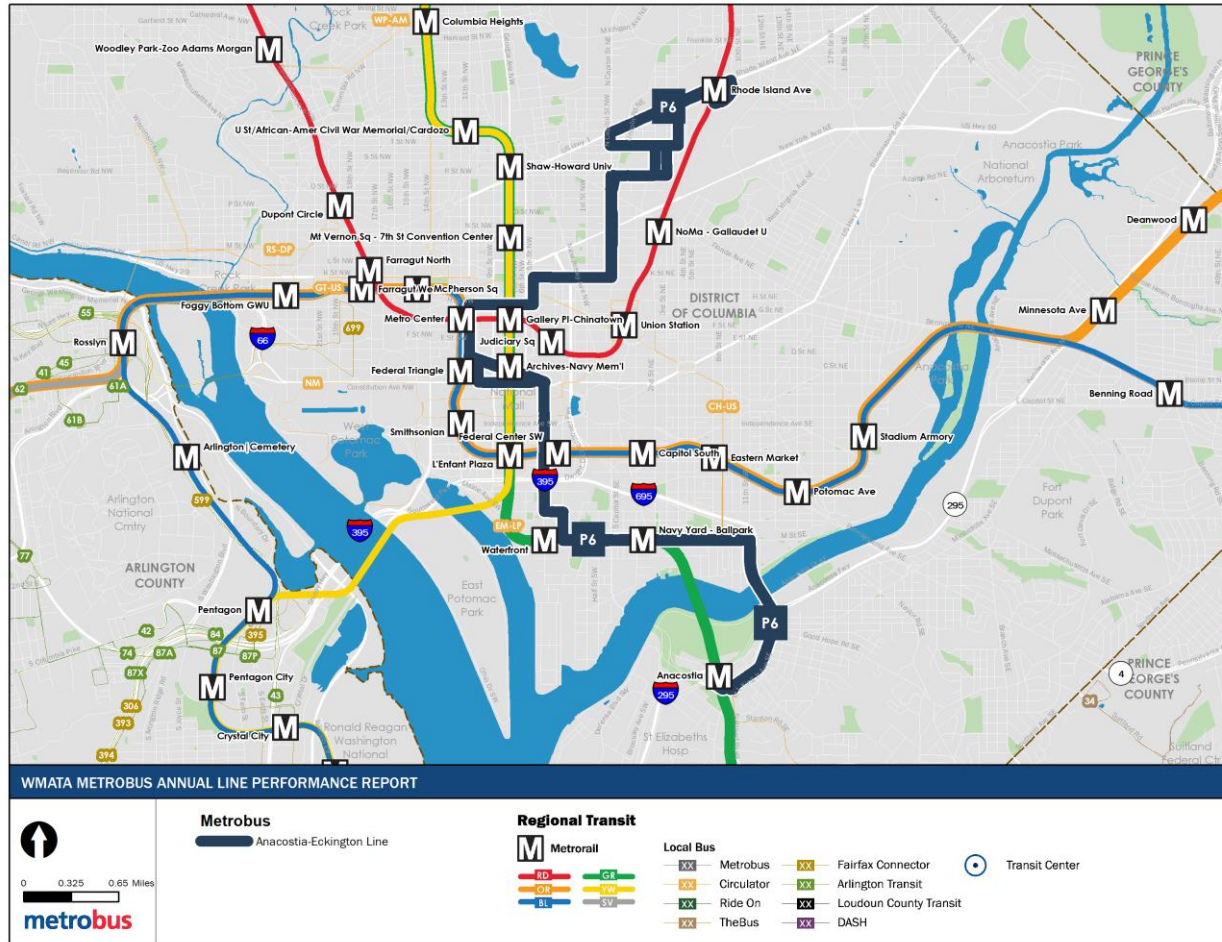| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A2	11.40	3,624	3,584 (98.9%)
A6	10.20	3,422	3,402 (99.4%)
A7	8.00	452	450 (99.6%)
A8	9.70	3,698	3,684 (99.6%)

Service Change Summary

Route A2 - June 2021:
Weekday: separate line (Anac-Wash. Highlands);
Saturday: separate line (Anac-Wash. Highlands);
Sunday: separate line (Anac-Wash. Highlands);
Route A6 - June 2021:
Weekday: separate line (Anac-Livingston); 2 a.m.;
Saturday: separate line (Anac-Livingston); 2 a.m.;
Sunday: separate line (Anac-Livingston); 2 a.m.;
Route A7 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route A8 - June 2021:
Weekday: separate line (Anac-Livingston); 2 a.m.;
Saturday: separate line (Anac-Livingston); 2 a.m.;
Sunday: separate line (Anac-Livingston); 2 a.m.;

Passenger Miles per Revenue Mile
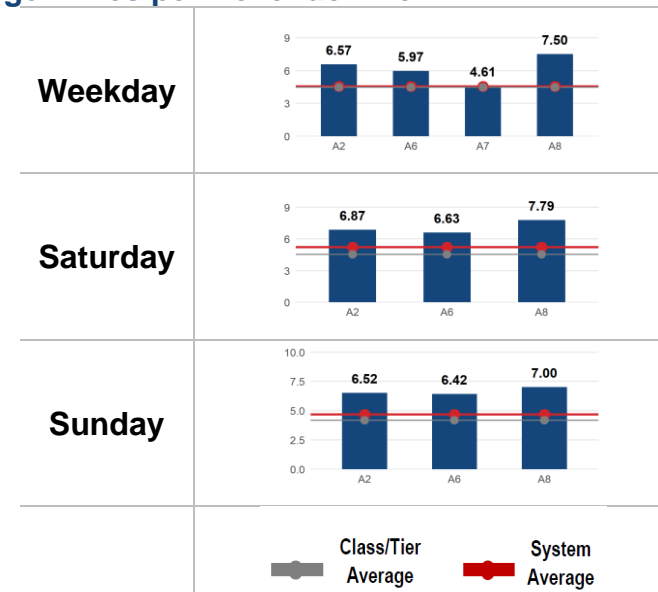
Weekday
A2: 6.57, A6: 5.97, A7: 4.61, A8: 7.50

Saturday
A2: 6.87, A6: 6.63, A8: 7.79

Sunday
A2: 6.52, A6: 6.42, A8: 7.00

Class/Tier Average — System Average

About the Line

Service Classification

Coverage

Activity Tier

1

Overall Grade

| Line | C |

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

40

Out of 100
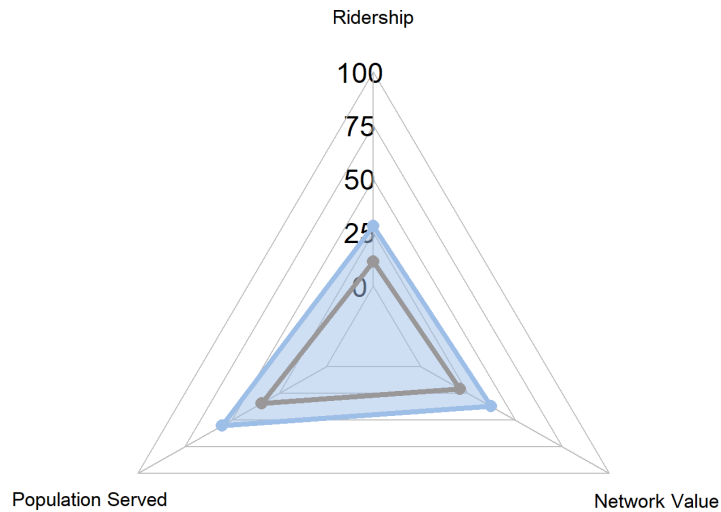
Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	55	37	28	

Operating Statistics

Annual Operating Costs		$5,690,784
Peak Vehicles		13
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			34,757
People of Color Population	Service Area		19,776
	% Riders Surveyed		96%
Low Income Household	Service Area		10,155
	% Riders Surveyed		71%

Facilities/Amenities

Bus Stops		103
% Stops With Shelters		26%
% Stops With Benches		23%
% Stops With Real-Time Signs		6%

metrobus

Ridership

Annual Ridership

P6 — 527,623
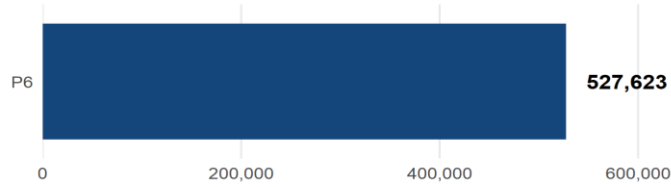
Top Transfer Locations

Rhode Island Avenue, Gallery Place-Chinatown, Metro Center

Average Daily Ridership
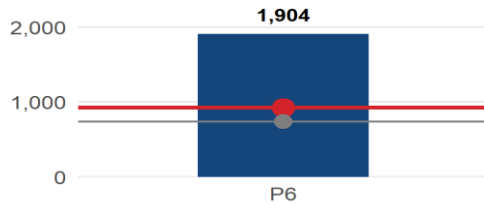
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
1,904	1,222	919

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

NORTH 6 / SOUTH 4 | NORTH 10 / SOUTH 7 | NORTH 13 / SOUTH 12 | NORTH 9 / SOUTH 10 | NORTH 7 / SOUTH 8 | NORTH 6 / SOUTH 5 | NORTH 8 / SOUTH 8 | NORTH 7 / SOUTH 7
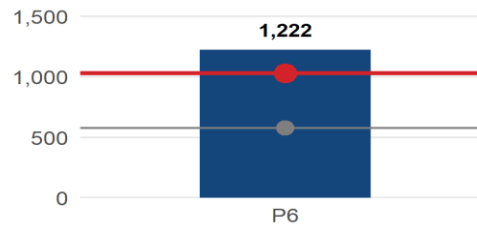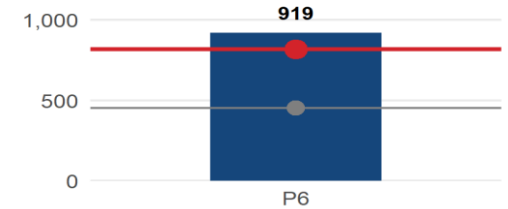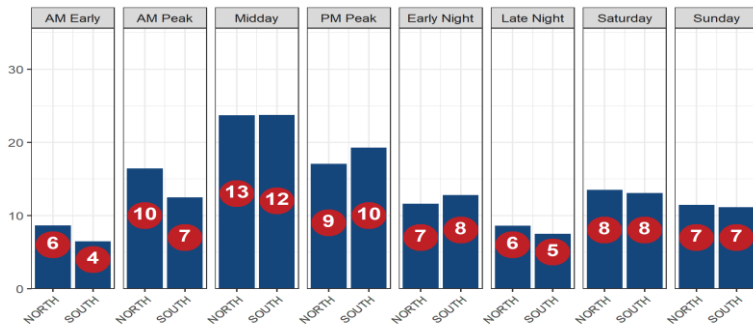
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.23	0.22
	Off-Peak Maximum Target: 1.0	0.24	0.23
	Saturday Maximum Target: 1.0	0.21	0.2
	Sunday Maximum Target: 1.0	0.19	0.18

metrobus

Span and Frequency
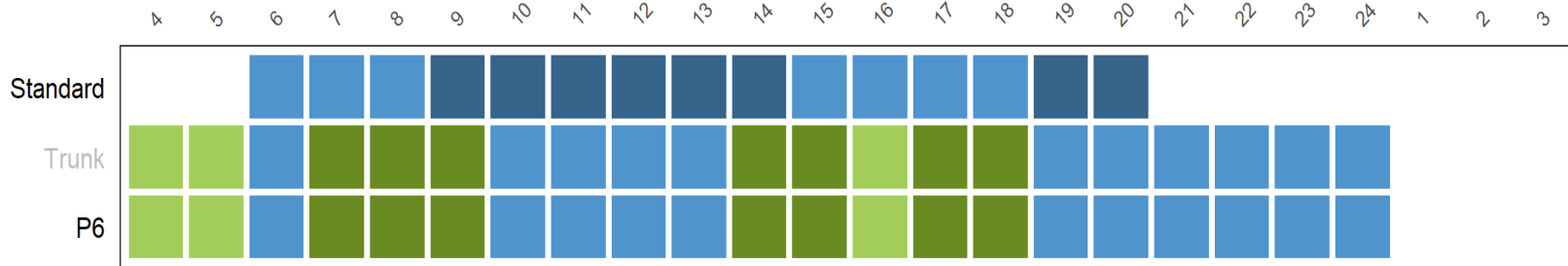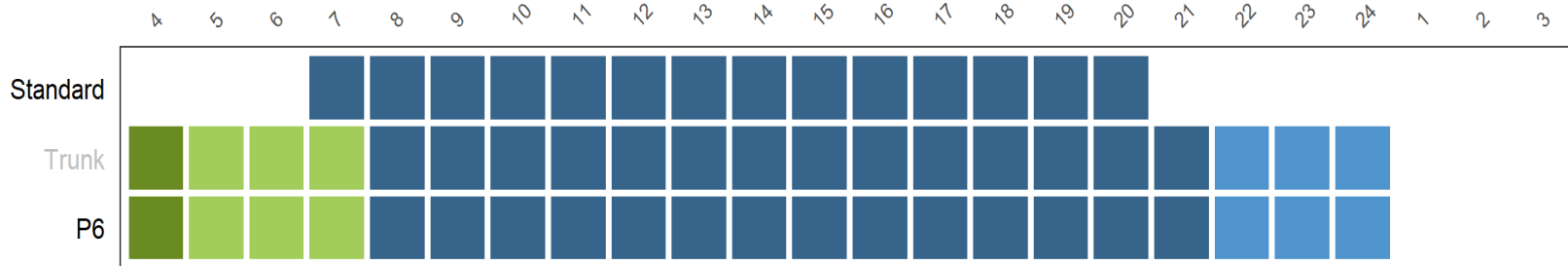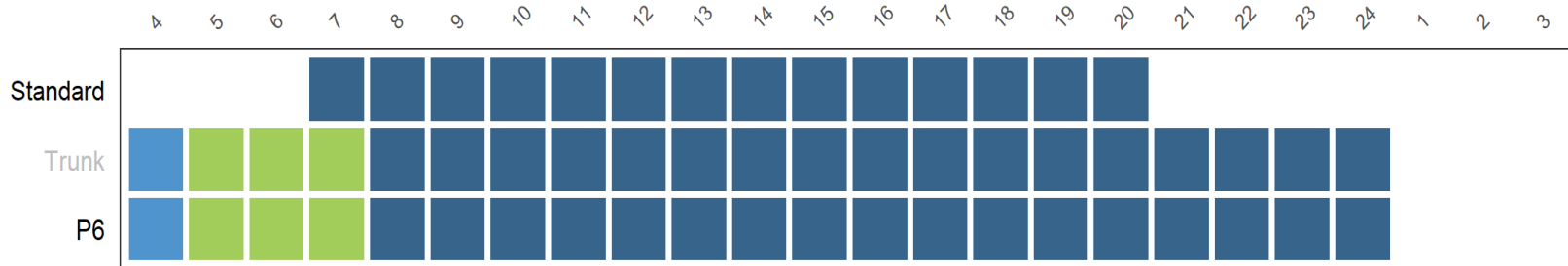
C Anacostia-Eckington

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:10 AM - 12:34 AM	-	A	4:08 AM - 12:40 AM	-	A	4:20 AM - 12:33 AM	-	A
	Frequency of Service | varies	Peak: 17.2 / Off-Peak: 21.3	Peak: 28.8 / Off-Peak: 28.5	A	29.3	29.8	A	31.2	30.3	A
Productivity	**Passengers per Revenue Hour** | 20	14.8	14.7	E	14.5	14.3	E	12.5	12.1	E
	Passengers per Revenue Mile | 4	2.1	2.0	E	1.8	1.7	E	1.5	1.4	E
Reliability	**On-Time Performance** | 79%	70%	75%	D	72%	78%	D	79%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.23	Off-Peak: 0.18 Peak: 0.2	A	0.2	0.17	A	0.18	0.14	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$8.08	$ 8.96	E	$8.22	$ 9.07	E	$9.55	$10.50	E
	Cost Recovery | 25%	7%	8%	E	6%	8%	E	6%	7%	E

metrobus

Route P6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	6.5	E
Route Design	**Circuity |** N/A	1.68	1.58	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	14.8	14.7	E	14.5	14.3	E	12.5	12.1	E
	Passengers per Revenue Mile | 4	2.1	2.0	E	1.8	1.7	E	1.5	1.4	E
	Unique Segment Ridership | 10%	47%	43%	A	51%	46%	A	52%	47%	A
Reliability	**On-Time Performance |** 79%	70%	75%	D	72%	78%	D	79%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.23	Off-Peak: 0.19 Peak: 0.21	A	0.2	0.18	A	0.18	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.08	$ 8.96	E	$8.22	$ 9.07	E	$9.55	$10.50	E
	Cost Recovery | 25%	7%	8%	E	6%	7%	E	6%	6%	E

Operational Analysis
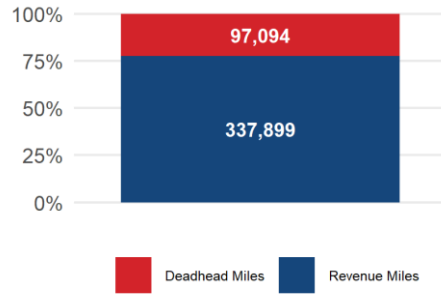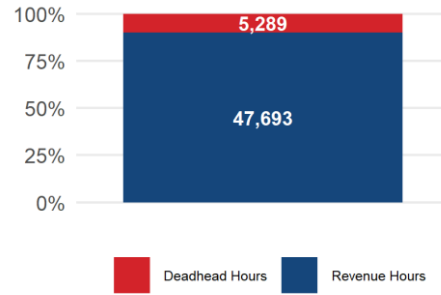
Miles Allocation

- Deadhead Miles: 97,094
- Revenue Miles: 337,899

Hours Allocation

- Deadhead Hours: 5,289
- Revenue Hours: 47,693

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P6	17.20	3,406	3,384 (99.4%)

Service Change Summary

Route P6 - June 2021:
Weekday: 2 a.m. (Anac.-Archives); Saturday: 2 a.m. (Anac.-Archives); Sunday: 2 a.m. (Anac.-Archives);

Passenger Miles per Revenue Mile

Weekday — P6: 6

Saturday — P6: 5

Sunday — P6: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Anacostia-Fort Drum Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector	● Transit Center
RD Circulator	XX Arlington Transit	
GR Ride On	XX Loudoun County Transit	
BL TheBus	XX DASH	

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **B**

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

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Line Benefit Score

	26
	Out of 100

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
Line Score: 40	16	23	
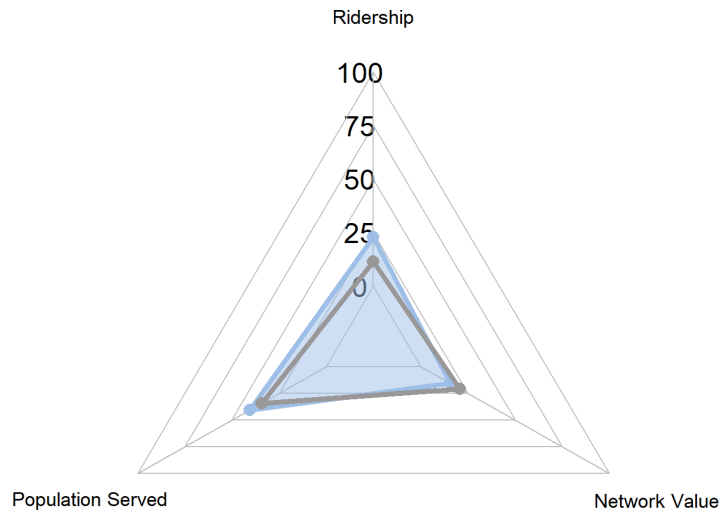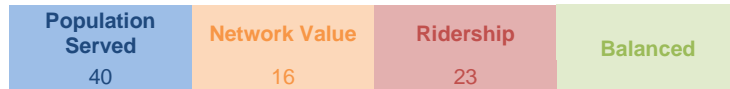
Operating Statistics

	Annual Operating Costs	$3,870,111
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		20,571
	People of Color Population	Service Area	19,363
		% Riders Surveyed	83%
	Low Income Household	Service Area	11,101
		% Riders Surveyed	50%

Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	20%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	8%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	W5: 11,668 A4: 421,907
Top Transfer Locations	Anacostia

Average Daily Ridership
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
A4: 1,501 W5: 59	A4: 959	A4: 735

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 7, SOUTH 4
AM Peak: NORTH 9, SOUTH 4
Midday: NORTH 13, SOUTH 8
PM Peak: NORTH 7, SOUTH 10
Early Night: NORTH 7, SOUTH 10
Late Night: NORTH 3, SOUTH 5
Saturday: NORTH 10, SOUTH 9
Sunday: NORTH 9, SOUTH 8
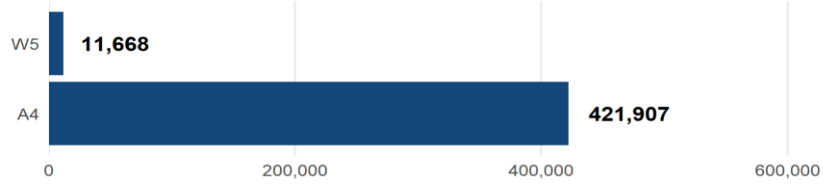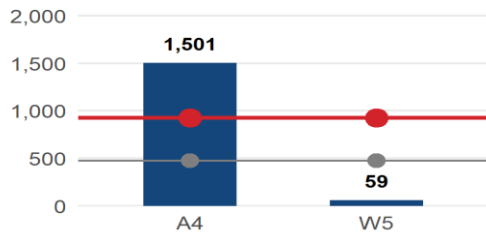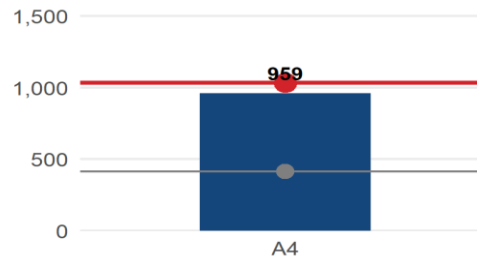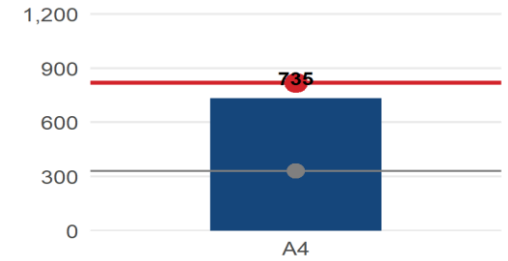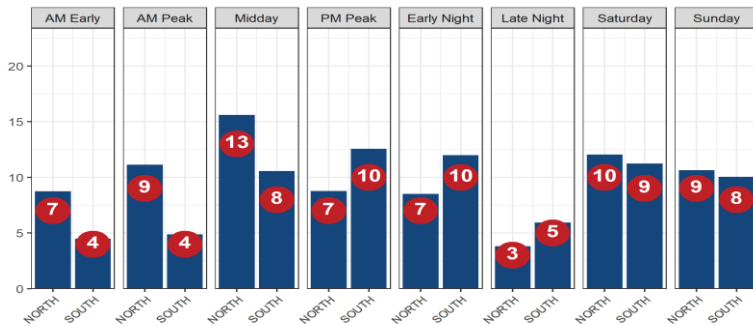
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.2	0.18
	Off-Peak Maximum Target: 1.0	0.25	0.2
	Saturday Maximum Target: 1.0	0.26	0.23
	Sunday Maximum Target: 1.0	0.24	0.21

Span and Frequency
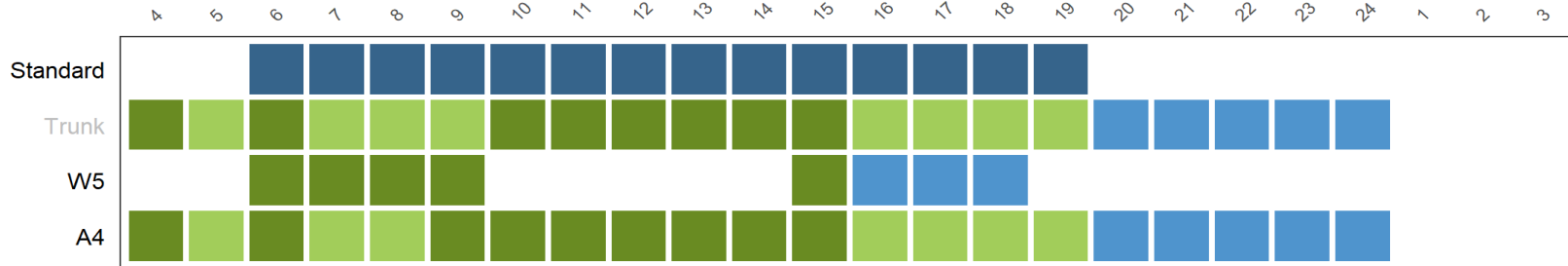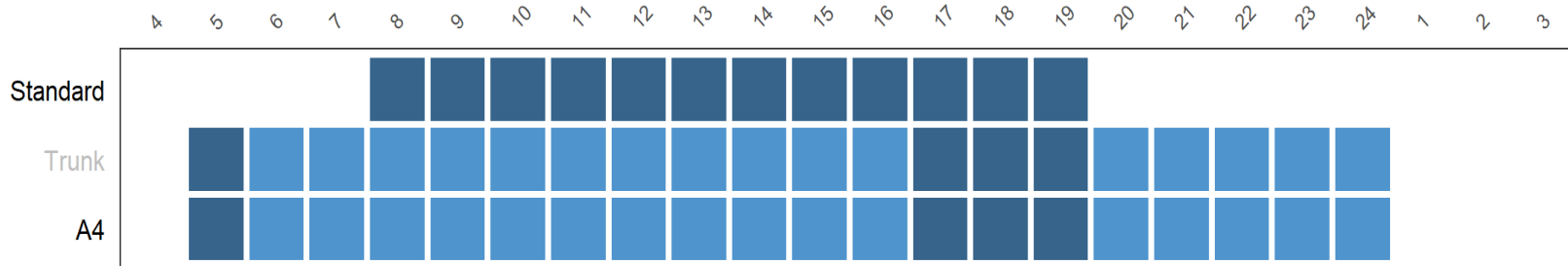
B Anacostia-Fort Drum

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	4:45 AM - 12:24 AM	-	A	5:35 AM - 11:55 PM	-	A	5:30 AM - 12:18 AM	-	A
Availability	Frequency of Service | varies	Peak: 15.2 / Off-Peak: 18.8	Peak: 37 / Off-Peak: 49.1	A	25.8	49.1	A	30.1	49.7	A
Productivity	Passengers per Revenue Hour | 10	16.4	13.0	A	24.1	16.3	A	22.6	15.3	A
Productivity	Passengers per Revenue Mile | 1	1.7	1.1	A	1.9	1.3	A	1.7	1.2	A
Reliability	On-Time Performance | 79%	77%	83%	C	81%	83%	B	80%	84%	B
Reliability	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Reliability	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.19	Off-Peak: 0.15 Peak: 0.17	A	0.25	0.19	A	0.22	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.27	$10.30	C	$4.96	$8.05	A	$5.28	$8.47	A
Cost Effectiveness	Cost Recovery | 20%	6%	9%	E	8%	9%	E	8%	8%	E

metrobus

Route A4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	5	E
Route Design	**Circuity |** N/A	2.49	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17.6	13.0	A	24.1	16.3	A	22.6	15.3	A
	Passengers per Revenue Mile | 1	1.8	1.1	A	1.9	1.3	A	1.7	1.2	A
	Unique Segment Ridership | 10%	1%	43%	E	60%	56%	A	62%	58%	A
Reliability	**On-Time Performance |** 79%	77%	83%	C	81%	83%	B	80%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.21	Off-Peak: 0.16 Peak: 0.17	A	0.25	0.19	A	0.22	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.79	$10.30	B	$4.96	$ 8.05	A	$5.28	$ 8.47	A
	Cost Recovery | 20%	6%	8%	E	8%	9%	E	8%	8%	E

Route W5

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.1	5	E
Route Design	**Circuity |** N/A	2	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	5.8	13	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	43%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	83%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.08	Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$20.60	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	3%	8%	E	-	-	-	-	-	-
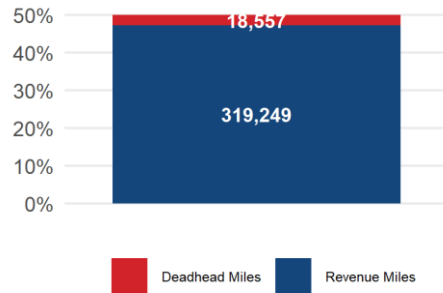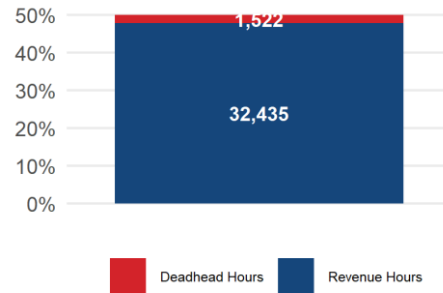
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Operational Analysis

Miles Allocation

Deadhead Miles: 18,557
Revenue Miles: 319,249

Hours Allocation

Deadhead Hours: 1,522
Revenue Hours: 32,435

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A4	15.20	3,544	3,514 (99.2%)
W5	12.20	396	396 (100.0%)

Service Change Summary

Route A4 - June 2021:
Weekday: separate line (Anac-Fort Drum); Saturday: separate line (Anac-Fort Drum); Sunday: separate line (Anac-Fort Drum);
Route W5 - June 2021:
Weekday: separate line (Anac-Blue Plains); Saturday: No change; Sunday: No change;
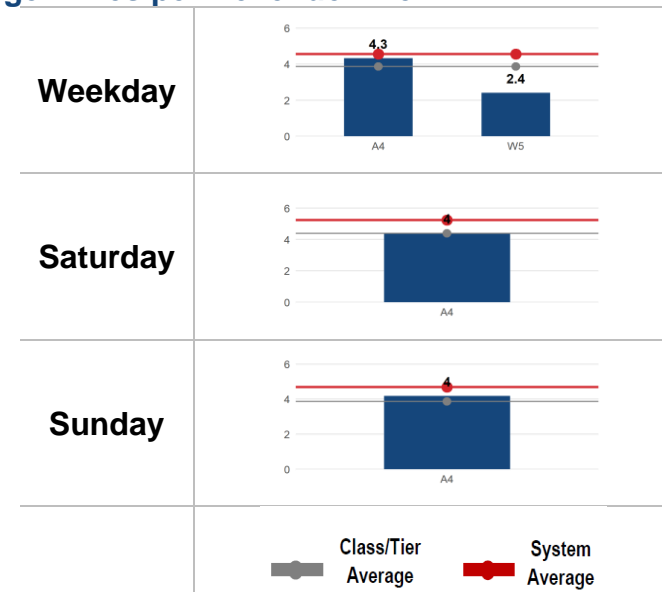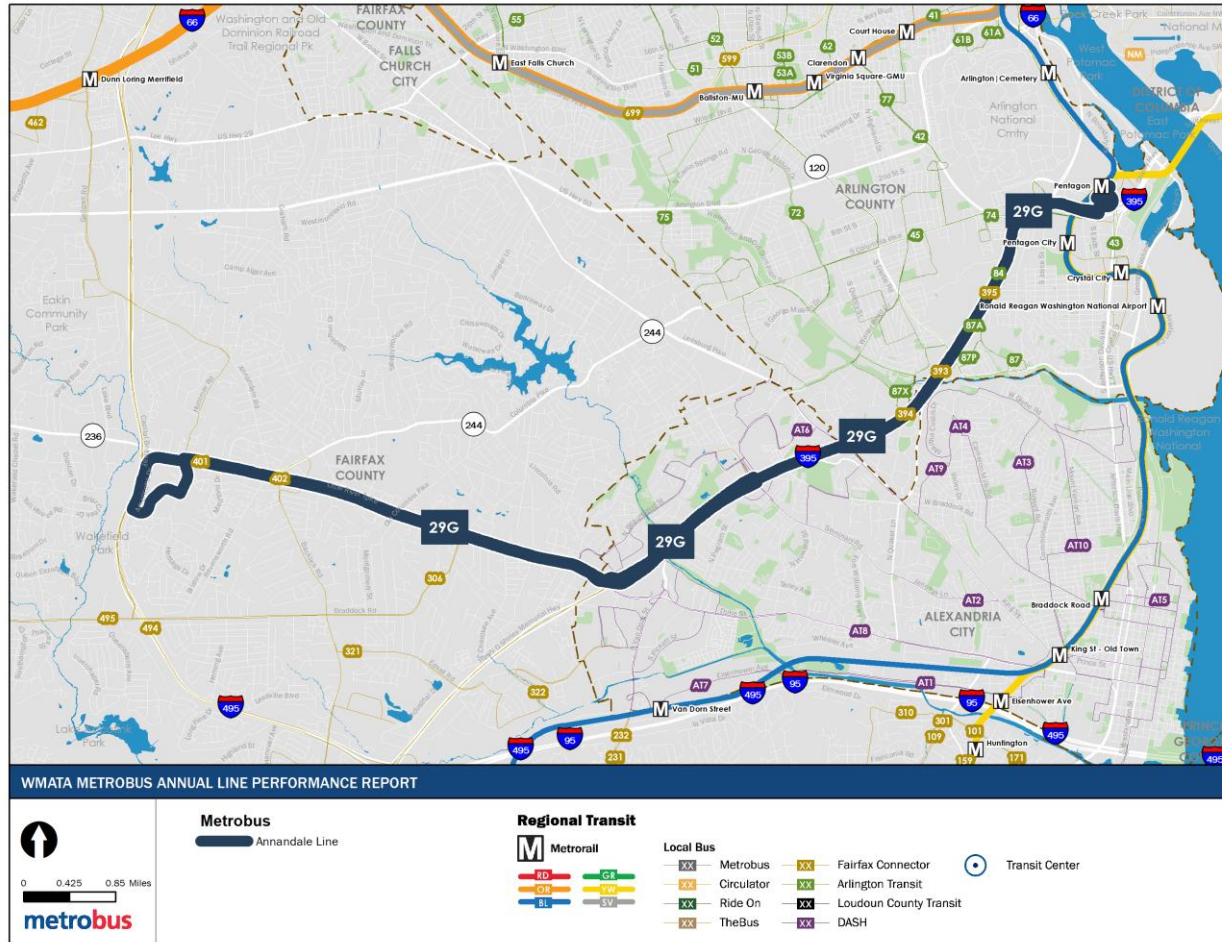
Passenger Miles per Revenue Mile

Weekday — A4: 4.3, W5: 2.4

Saturday — A4

Sunday — A4

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

Legend: Exceeds (blue), Meets (green), Approaches (yellow), Below (orange), Significantly Below (red)

Line Benefit Score

17

Out of 100
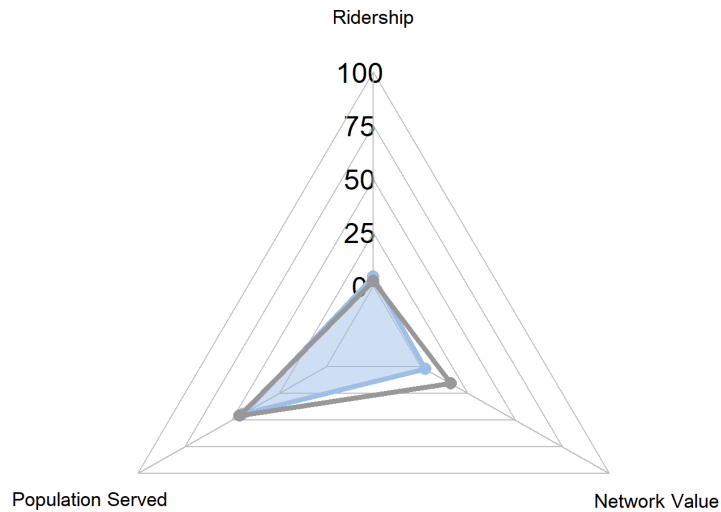
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	2	4	

Operating Statistics

Annual Operating Costs	$1,044,706	
Peak Vehicles	6	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			22,558
People of Color Population	*Service Area*		9,220
	% Riders Surveyed		56%
Low Income Household	*Service Area*		7,242
	% Riders Surveyed		17%

Facilities/Amenities

Bus Stops		57
% Stops With Shelters		32%
% Stops With Benches		35%
% Stops With Real-Time Signs		2%

metrobus

Ridership

Annual Ridership	29G — **57,436**

Scale: 0 — 20,000 — 40,000 — 60,000 — 80,000

Top Transfer Locations	Pentagon

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership	29G — **296**	*No Service*	*No Service*

Legend:
— Class/Tier Average
— System Average

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH	10	6	5		
SOUTH				6	4
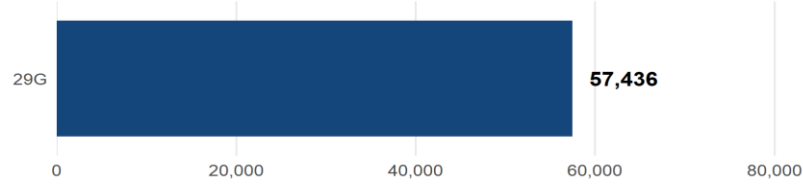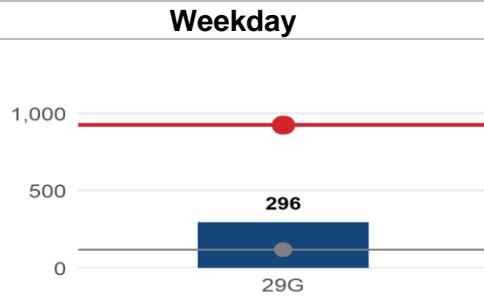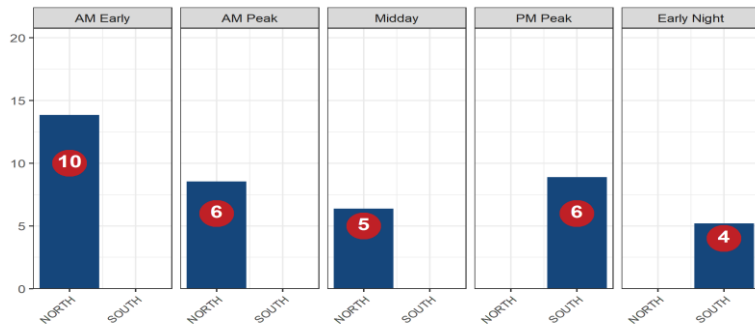
Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.16	0.16
	Off-Peak Maximum Target: 1.0	0.22	0.1
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard
							—

Weekday (by Hour)

Standard		
Trunk		
29G		

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

metrobus
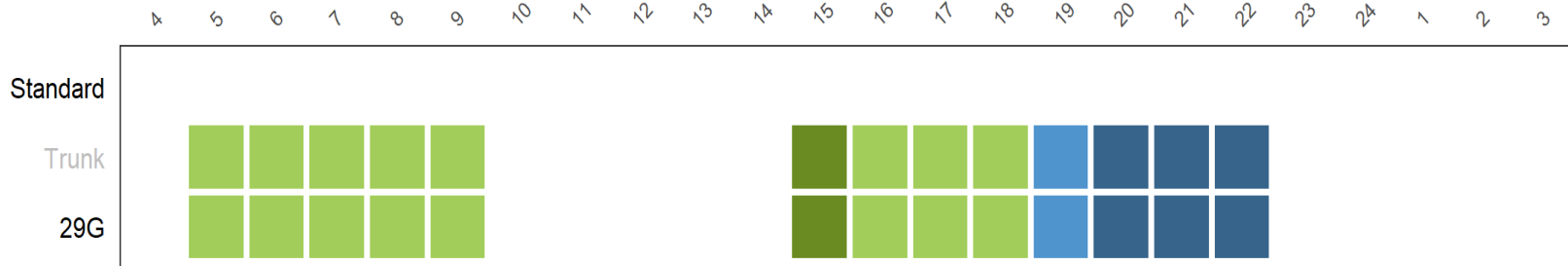
C Annandale

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:30 AM - 9:32 AM; 3:05 PM - 10:21 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 15.3 / Off-Peak: 15.0	Peak: 32 / Off-Peak: 32.5	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | N/A**	11.5	6.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	0.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	94%	92%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.16	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$10.37	$22.12	E	-	-	-	-	-	-
	Cost Recovery | 20%	48%	35%	A	-	-	-	-	-	-

metrobus

Route 29G

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	2.4	2.7	-
Route Design Circuity | N/A	1.46	1.64	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	11.5	6.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	15%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	94%	92%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.16	Off-Peak: 0.11 Peak: 0.1	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$10.37	$22.12	E	-	-	-	-	-	-
	Cost Recovery | 20%	48%	35%	A	-	-	-	-	-	-

Operational Analysis
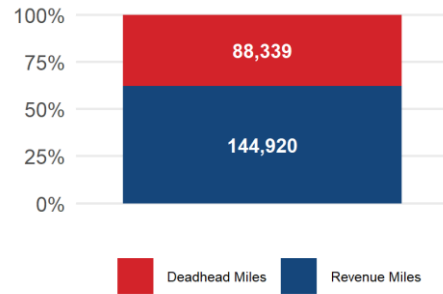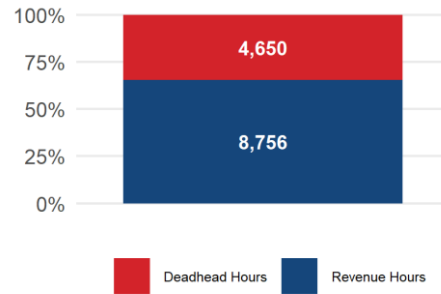
Miles Allocation

- Deadhead Miles: 88,339
- Revenue Miles: 144,920

Hours Allocation

- Deadhead Hours: 4,650
- Revenue Hours: 8,756

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29G	28.30	770	764 (99.2%)

Service Change Summary

Route 29G - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Annandale Rd. Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector
RD/OR/BL Circulator	XX Arlington Transit
XX Ride On	XX Loudoun County Transit
XX TheBus	XX DASH

⊙ Transit Center

0   0.35   0.7 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **C**

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Line Benefit Score

18

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	32	17	4	
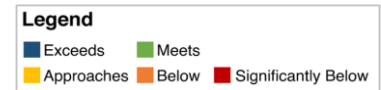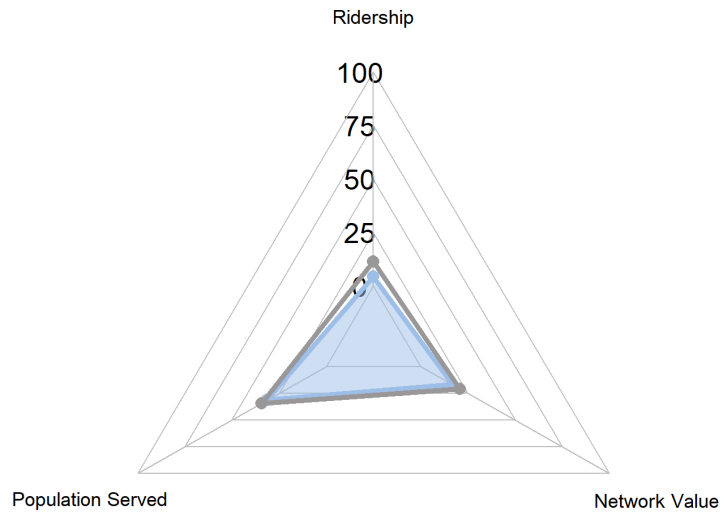
Operating Statistics

	Annual Operating Costs	$1,225,375
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		35,992
	People of Color Population	Service Area	10,030
		% Riders Surveyed	75%
	Low Income Household	Service Area	9,122
		% Riders Surveyed	43%

Facilities/Amenities

	Bus Stops	106
	% Stops With Shelters	8%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	0%

metrobus

Ridership
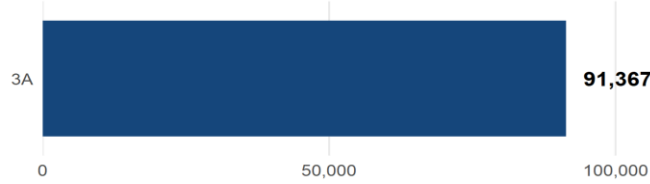
Annual Ridership	3A — 91,367
Top Transfer Locations	East Falls Church

Average Daily Ridership
- Class/Tier Average
- System Average
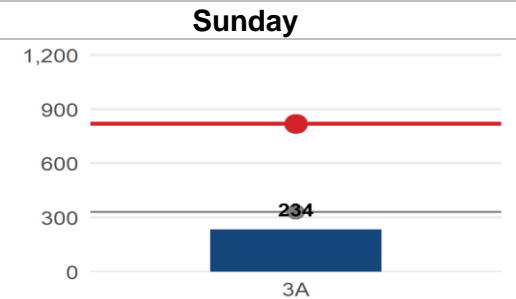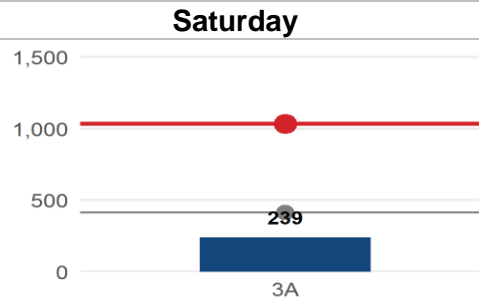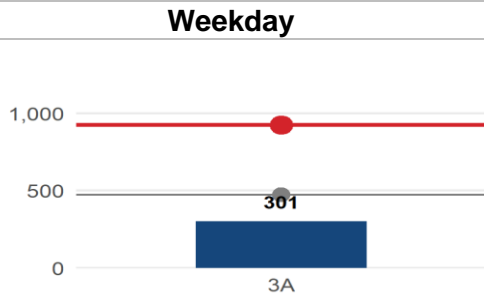
Weekday	Saturday	Sunday
301	239	234

Average Trip Ridership and Maximum Load by Time Period

AM Peak: EAST 11, WEST 6
Midday: EAST 7, WEST 6
PM Peak: EAST 6, WEST 9
Early Night: EAST 4, WEST 5
Saturday: EAST 6, WEST 6
Sunday: EAST 6, WEST 5
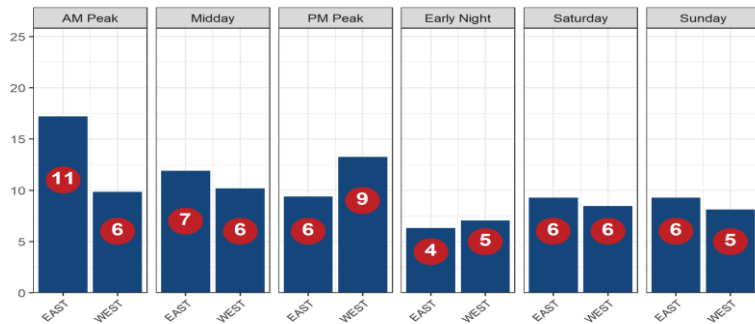
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.19	0.19
	Off-Peak Maximum Target: 1.0	0.17	0.15
	Saturday Maximum Target: 1.0	0.15	0.14
	Sunday Maximum Target: 1.0	0.15	0.13

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
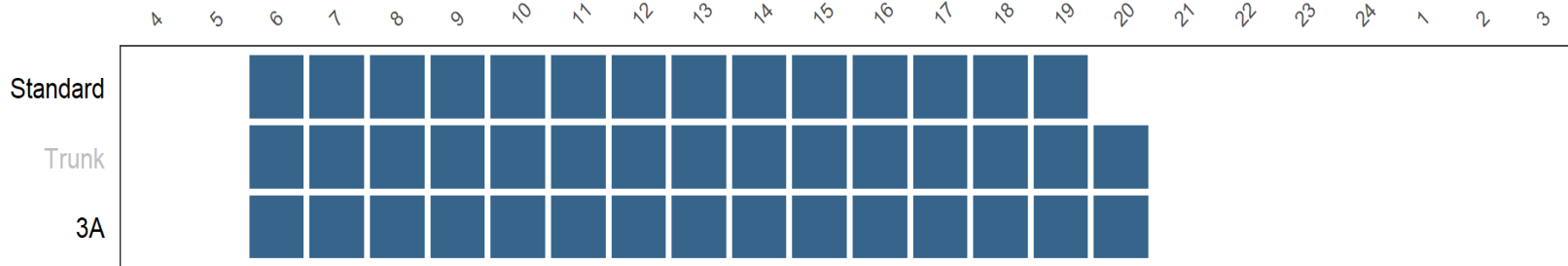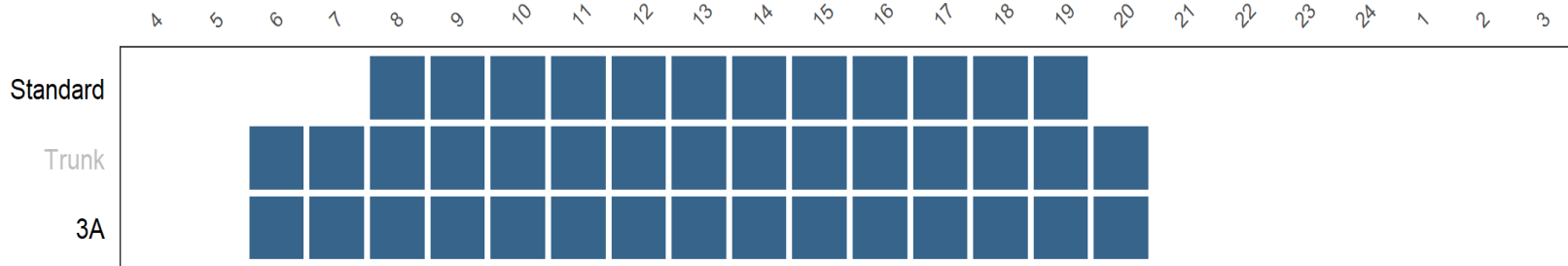
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
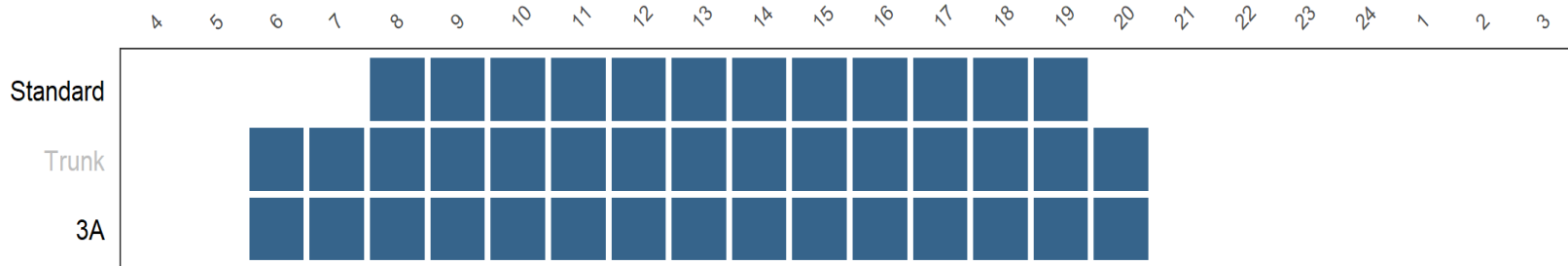
C Annandale Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:57 AM - 8:33 PM	-	B	6:57 AM - 8:35 PM	-	A	6:57 AM - 8:36 PM	-	A
	Frequency of Service | varies	Peak: 59.7 / Off-Peak: 60.1	Peak: 37 / Off-Peak: 49.1	B	60.1	49.1	C	60.1	49.7	C
Productivity	**Passengers per Revenue Hour | 10**	12.1	13.0	A	9.4	16.3	C	10.8	15.3	B
	Passengers per Revenue Mile | 1	1.2	1.1	A	0.9	1.3	C	0.9	1.2	C
Reliability	**On-Time Performance | 79%**	86%	83%	A	83%	83%	B	91%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.19	Off-Peak: 0.15 Peak: 0.17	A	0.14	0.19	A	0.14	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$9.83	$10.30	E	$12.69	$ 8.05	E	$11.05	$ 8.47	E
	Cost Recovery | 20%	9%	9%	E	7%	9%	E	8%	8%	E

metrobus

Route 3A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.5	5	E
Route Design	Circuity | N/A	1.74	1.82	-

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	12.1	13.0	A	9.4	16.3	C	10.8	15.3	B
	Passengers per Revenue Mile | 1	1.2	1.1	A	0.9	1.3	C	0.9	1.2	C
	Unique Segment Ridership | 10%	42%	43%	A	43%	56%	A	37%	58%	A
Reliability	On-Time Performance | 79%	86%	83%	A	83%	83%	B	91%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.19	Off-Peak: 0.16 Peak: 0.17	A	0.14	0.19	A	0.14	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$9.83	$10.30	E	$12.69	$ 8.05	E	$11.05	$ 8.47	E
	Cost Recovery | 20%	9%	8%	E	7%	9%	E	8%	8%	E
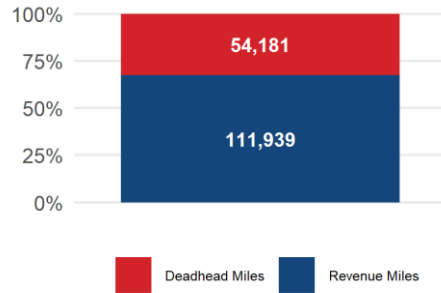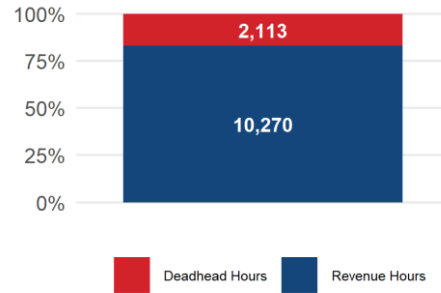
metrobus

Operational Analysis

Miles Allocation

54,181	Deadhead Miles
111,939	Revenue Miles

Hours Allocation

2,113	Deadhead Hours
10,270	Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3A	19.90	810	806 (99.5%)

Service Change Summary

Route 3A - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Annapolis Road Line

Regional Transit
Ⓜ Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

● Transit Center

0　0.325　0.65 Miles

Service Classification

Framework

Activity Tier

3

Overall Grade

Line 　　　　B

Legend
- Exceeds (blue)
- Meets (green)
- Approaches (yellow)
- Below (orange)
- Significantly Below (red)

Line Benefit Score

<div style="font-size:large">31</div>

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	39	21	33	
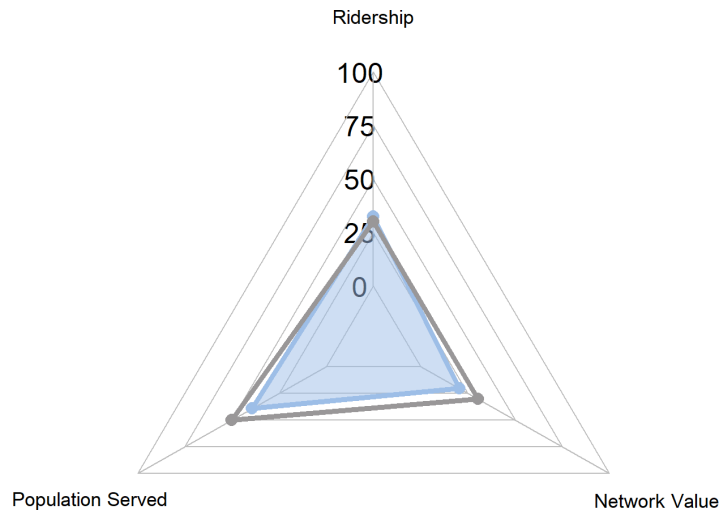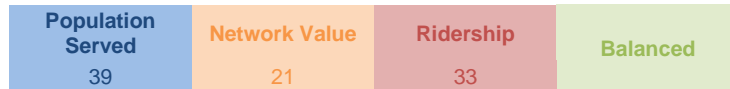
Operating Statistics

Annual Operating Costs	$3,062,459	
Peak Vehicles	9	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			29,235
People of Color Population	Service Area		17,627
	% Riders Surveyed		96%
Low Income Household	Service Area		9,494
	% Riders Surveyed		78%

Facilities/Amenities

Bus Stops		83
% Stops With Shelters		33%
% Stops With Benches		29%
% Stops With Real-Time Signs		2%
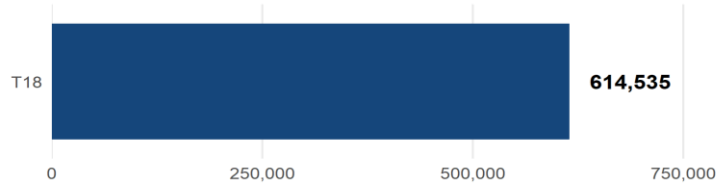
metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Annual Ridership

T18 — 614,535

Top Transfer Locations

Rhode Island Avenue, New Carrollton

Average Daily Ridership

- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
T18	2,219	1,611	924

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
10 / 15	10 / 15	15 / 18	18 / 14	12 / 9	7	12 / 13	13 / 14
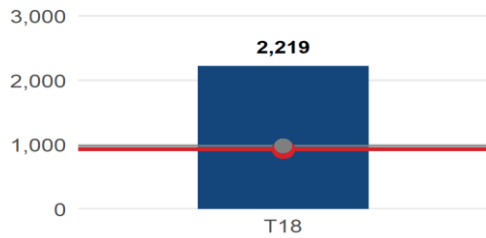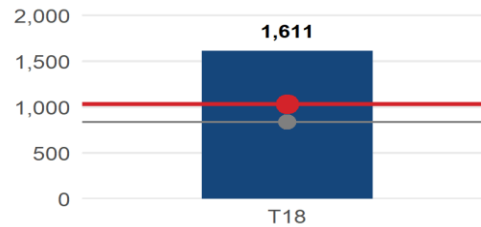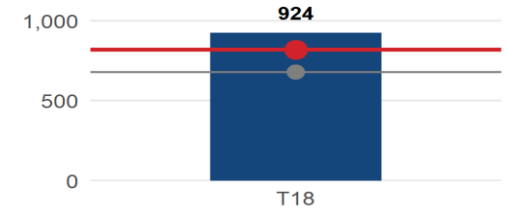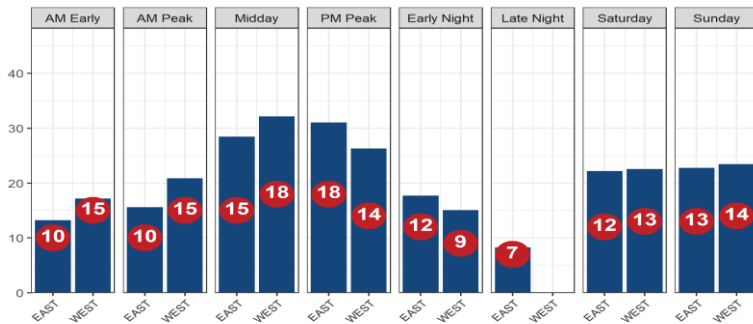
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.35	0.35
	Off-Peak Maximum Target: 1.0	0.34	0.38
	Saturday Maximum Target: 1.0	0.31	0.33
	Sunday Maximum Target: 1.0	0.32	0.35

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
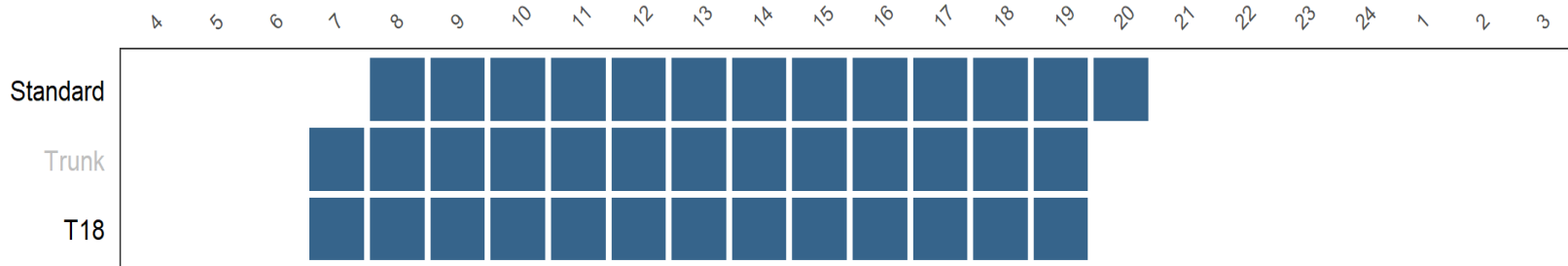
B Annapolis Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 11:53 PM	-	A	6:30 AM - 10:35 PM	-	A	7:15 AM - 7:53 PM	-	B
	Frequency of Service | varies	Peak: 16.7 / Off-Peak: 22.6	Peak: 30.9 / Off-Peak: 41.3	A	25.0	47.9	A	35.0	51.5	A
Productivity	**Passengers per Revenue Hour** | 15	27.7	16.7	A	27.9	17.6	A	28.0	17.9	A
	Passengers per Revenue Mile | 1	2.5	1.4	A	2.3	1.5	A	2.4	1.4	A
Reliability	**On-Time Performance** | 79%	80%	81%	B	80%	79%	B	86%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.35	Off-Peak: 0.23 Peak: 0.27	A	0.32	0.26	A	0.34	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$4.31	$ 7.78	A	$4.27	$ 7.44	A	$4.26	$ 7.21	A
	Cost Recovery | 20%	16%	11%	D	16%	12%	D	16%	12%	D

metrobus

Route T18

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.8	4.7	A
Route Design **Circuity |** 1.75	1.28	2.4	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	27.7	16.7	A	27.9	17.6	A	28.0	17.9	A
	Passengers per Revenue Mile | 1	2.5	1.4	A	2.3	1.5	A	2.4	1.4	A
	Unique Segment Ridership | 10%	26%	32%	A	43%	53%	A	43%	58%	A
Reliability	**On-Time Performance |** 79%	80%	81%	B	80%	79%	B	86%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.35	Off-Peak: 0.24 Peak: 0.26	A	0.32	0.25	A	0.34	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.31	$ 7.78	A	$4.27	$ 7.44	A	$4.26	$ 7.21	A
	Cost Recovery | 20%	16%	11%	D	16%	11%	D	16%	11%	D
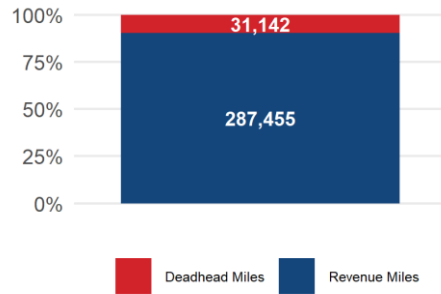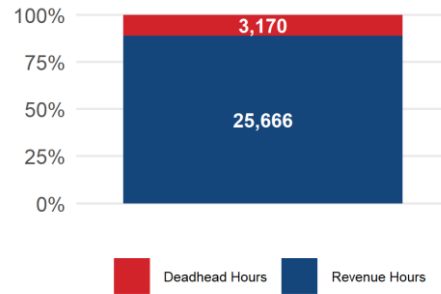
metrobus

Operational Analysis

Miles Allocation

- ■ Deadhead Miles ■ Revenue Miles
- 31,142
- 287,455

Hours Allocation

- ■ Deadhead Hours ■ Revenue Hours
- 3,170
- 25,666

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T18	20.20	2,665	2,653 (99.5%)

Service Change Summary

Route T18 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
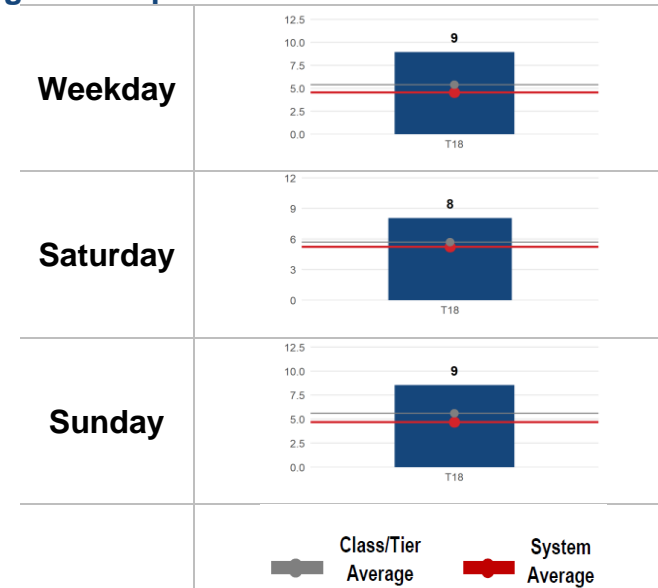
Passenger Miles per Revenue Mile

Weekday — 9

Saturday — 8

Sunday — 9

━ Class/Tier Average ━ System Average

LINE: 10 - Ardwick Industrial Park Shuttle   ROUTE(S): F12

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   C
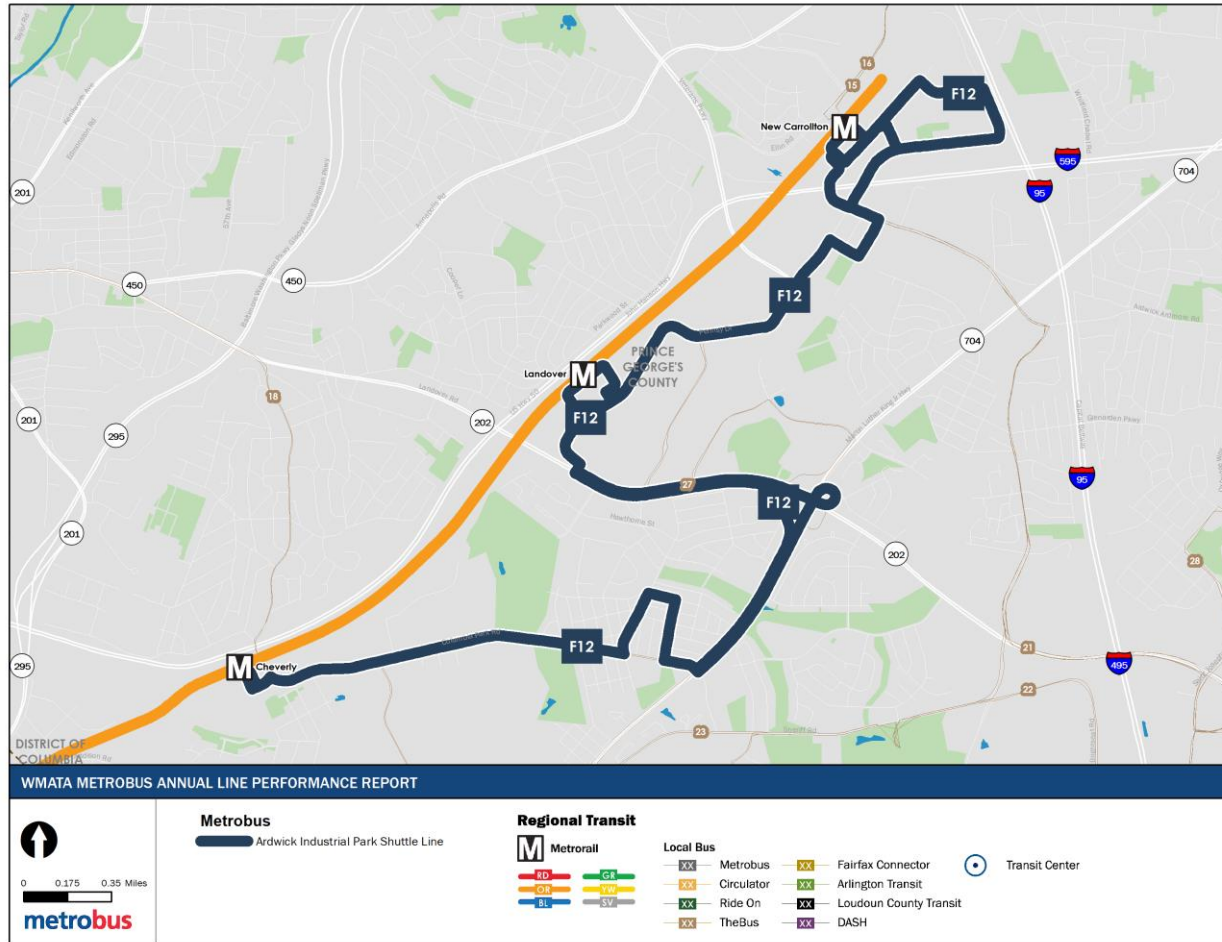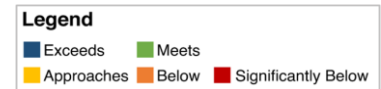
Line Benefit Score

14

Out of 100
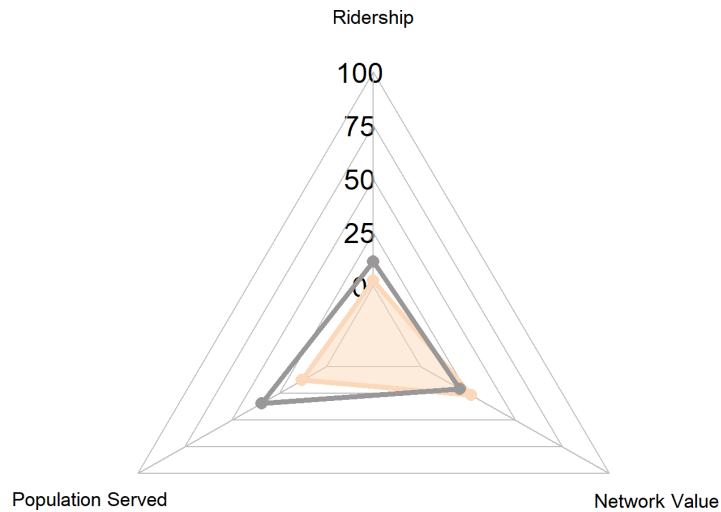
Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
13	27	3	

Line Score:
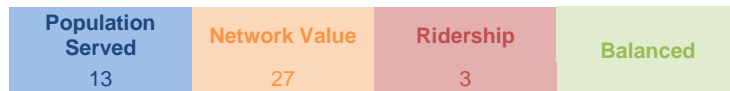
Operating Statistics

💰	**Annual Operating Costs**	$741,506
🚌	**Peak Vehicles**	2
🚌🚌🚌	**Vehicle Type(s)**	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

👥	**Service Area Population**		10,448
👥	**People of Color Population**	Service Area	8,067
		% Riders Surveyed	98%
🏠	**Low Income Household**	Service Area	3,585
		% Riders Surveyed	79%

Facilities/Amenities

Ⓜ metro	**Bus Stops**	70
🚏	**% Stops With Shelters**	50%
🪑	**% Stops With Benches**	9%
9:00	**% Stops With Real-Time Signs**	0%

metrobus

Ridership

Annual Ridership

F12   33,578
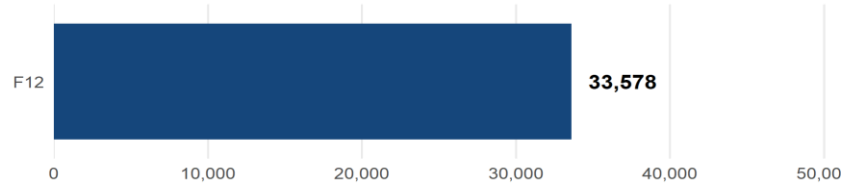
Top Transfer Locations

Landover, Cheverly, New Carrollton

Average Daily Ridership
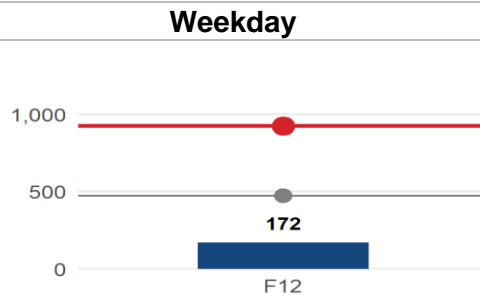
— Class/Tier Average

— System Average

Weekday	Saturday	Sunday
172	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period
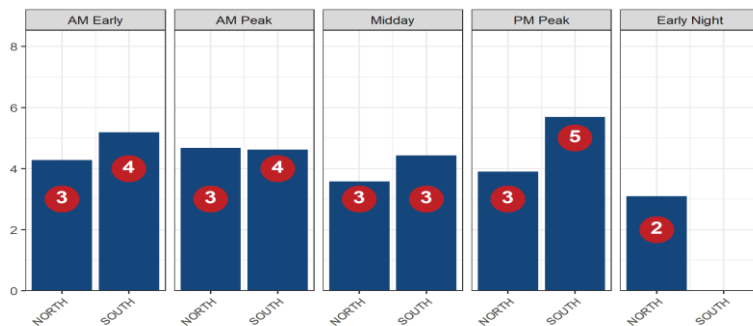
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.07	0.1
	Off-Peak Maximum Target: 1.0	0.06	0.08
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

metrobus

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard
Trunk
F12

Saturday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Sunday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service
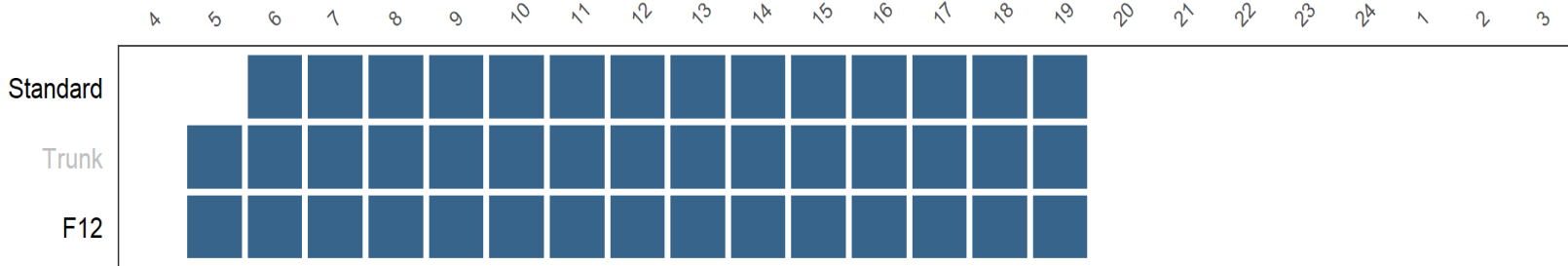
C Ardwick Industrial Park Shuttle

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 7:46 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 57.3 / Off-Peak: 57.5	Peak: 37 / Off-Peak: 49.1	B	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	7.1	13	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	91%	83%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.08	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$16.75	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	6%	9%	E	-	-	-	-	-	-

metrobus

Route F12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.4	5	A
Route Design	Circuity | N/A	1.91	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	7.1	13	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	77%	43%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	91%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.08	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$16.75	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	8%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- **Deadhead Miles**: 11,072
- **Revenue Miles**: 83,798

Hours Allocation

- **Deadhead Hours**: 586
- **Revenue Hours**: 6,214

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F12	16.70	946	946 (100.0%)

Service Change Summary

Route F12 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 2 (F12)

Saturday — No Service

Sunday — No Service

- **Class/Tier Average**
- **System Average**

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below ■ Significantly Below

Line Benefit Score

28
Out of 100

Radar chart with axes: Ridership (top, scale 0–100), Population Served (lower left), Network Value (lower right)

Classification Average △

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	30	34	20	
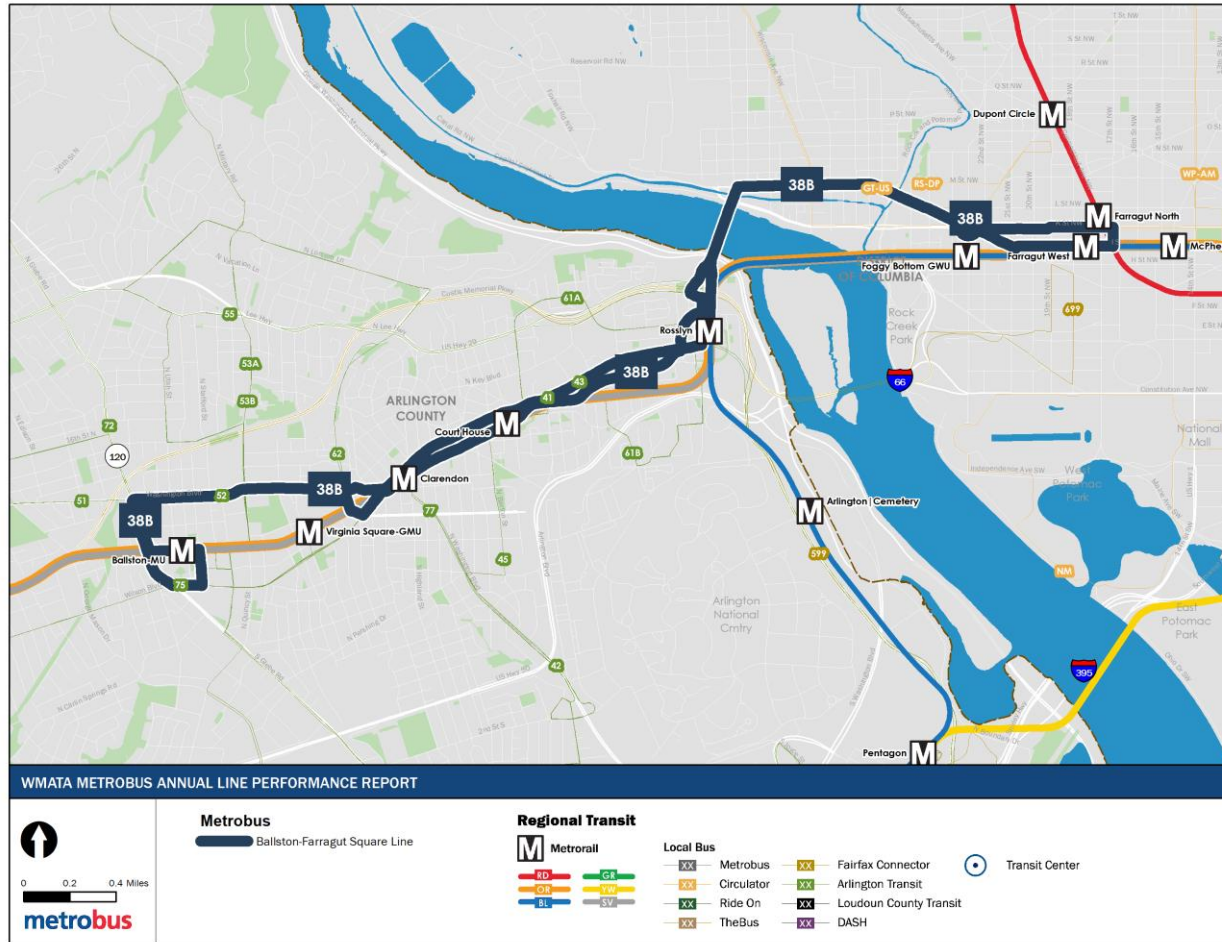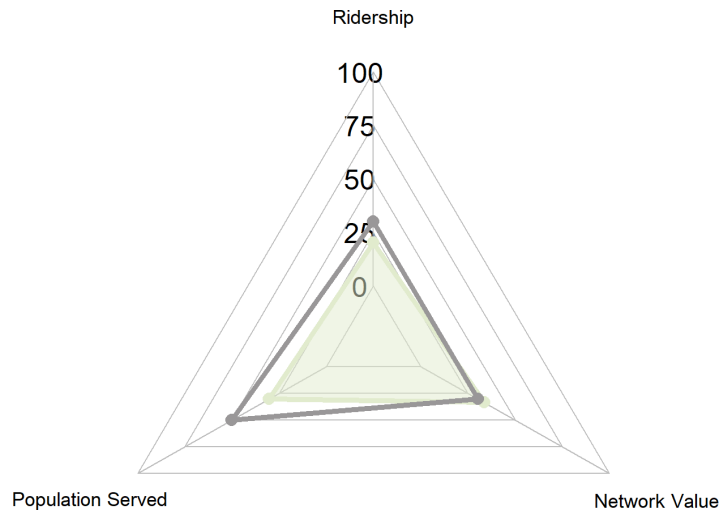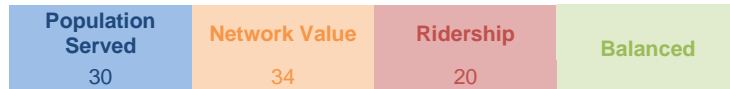
Operating Statistics

Annual Operating Costs	$4,120,586
Peak Vehicles	10
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		25,921
People of Color Population	Service Area	5,693
	% Riders Surveyed	59%
Low Income Household	Service Area	3,556
	% Riders Surveyed	34%

Facilities/Amenities

Bus Stops	67
% Stops With Shelters	34%
% Stops With Benches	34%
% Stops With Real-Time Signs	3%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

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Ridership

Annual Ridership

38B — **380,340**

(scale: 0 · 100,000 · 200,000 · 300,000 · 400,000 · 500,000)
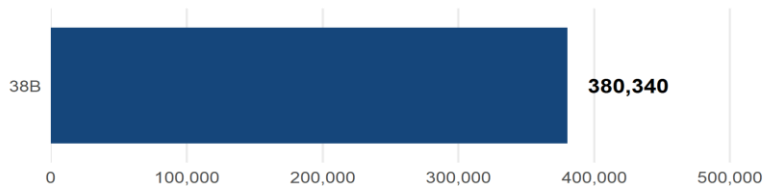
Top Transfer Locations

Farragut North, Rosslyn, Foggy Bottom

Average Daily Ridership
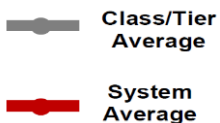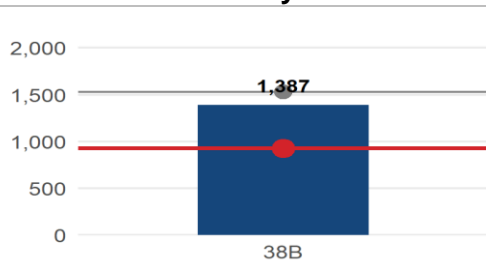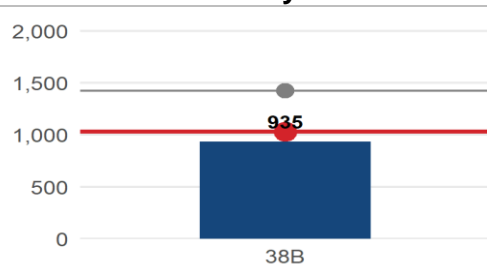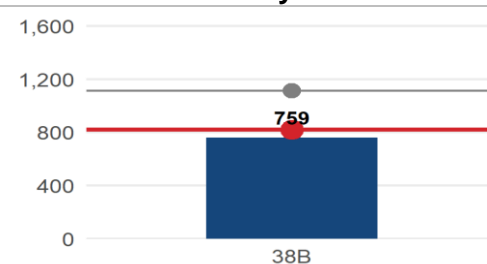
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
38B — **1,387**	38B — **935**	38B — **759**

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday (EAST / WEST)

Values (red circles): AM Early 5 / 9; AM Peak 9 / 6; Midday 8 / 8; PM Peak 9 / 11; Early Night 7 / 8; Late Night 6 / 8; Saturday 9 / 9; Sunday 7 / 8
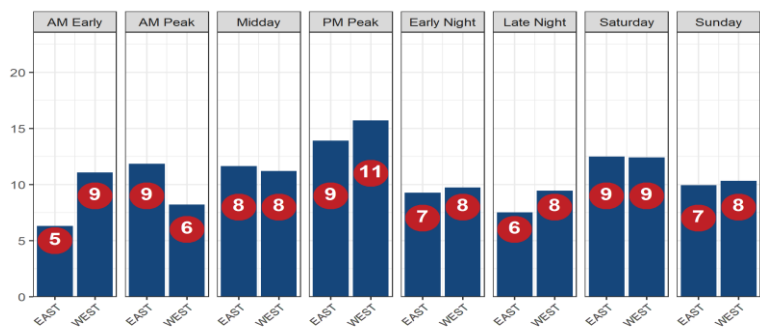
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.22	0.22
	Off-Peak Maximum Target: 1.0	0.18	0.19
	Saturday Maximum Target: 1.0	0.21	0.22
	Sunday Maximum Target: 1.0	0.18	0.19

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —— |
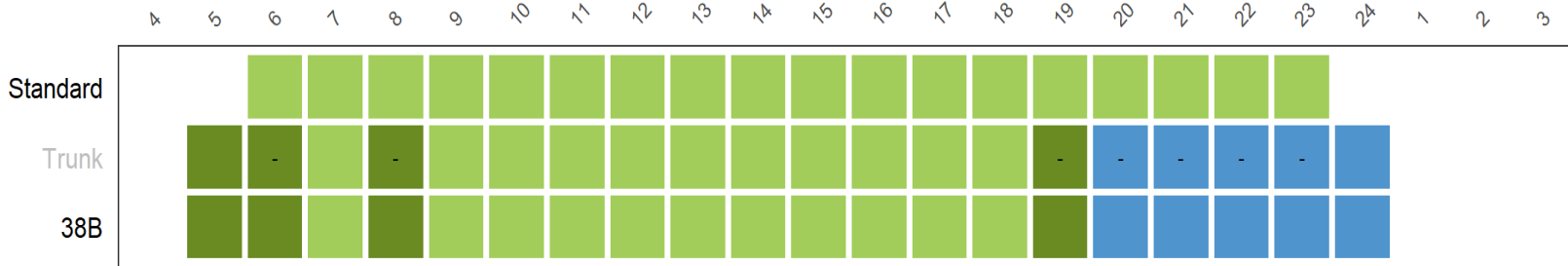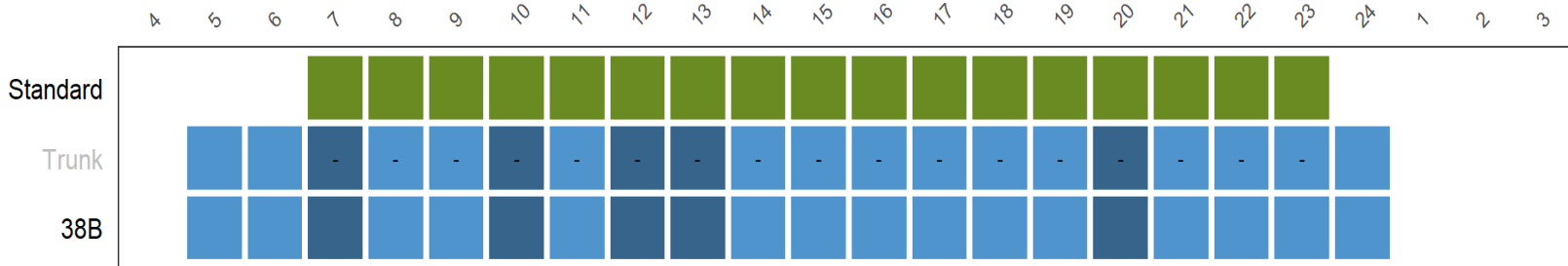
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
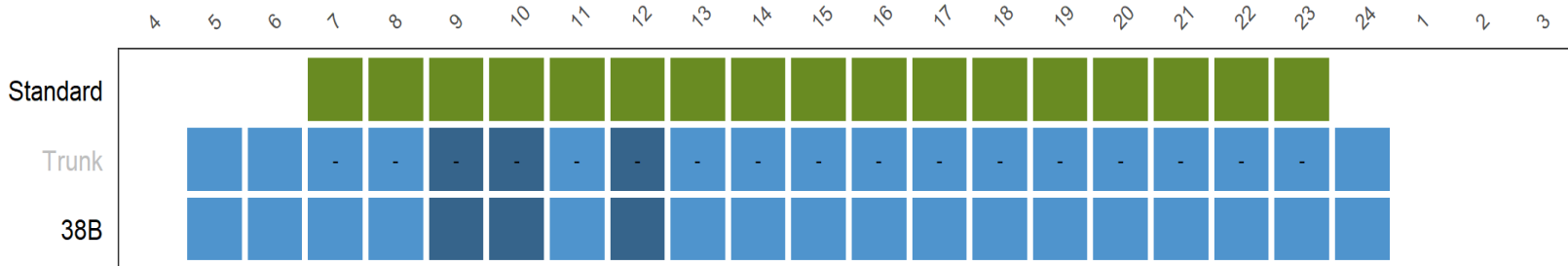
D Ballston-Farragut Square

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:30 AM - 12:31 AM	-	A	5:30 AM - 12:28 AM	-	A	5:30 AM - 12:24 AM	-	A
	Frequency of Service | varies	Peak: 15.8 / Off-Peak: 14.9	Peak: 19.2 / Off-Peak: 28	C	30.0	25.6	D	30.0	28.5	D
Productivity	**Passengers per Revenue Hour** | 30	13.0	16.6	E	15.3	17.6	E	12.8	16.0	E
	Passengers per Revenue Mile | 4	1.9	2.1	E	2.1	2.1	E	1.7	1.9	E
Reliability	**On-Time Performance** | 79%	79%	77%	C	90%	76%	A	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.22	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.24	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$9.20	$ 8.27	E	$7.79	$ 7.67	E	$9.32	$ 8.52	E
	Cost Recovery | 25%	9%	12%	E	10%	12%	E	9%	11%	E

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Route 38B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5	5.1	A
Route Design Circuity | 1.75	1.45	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	13.0	16.6	E	15.3	17.6	E	12.8	16.0	E
	Passengers per Revenue Mile | 4	1.9	2.1	E	2.1	2.1	E	1.7	1.9	E
	Unique Segment Ridership | 10%	28%	19%	A	31%	26%	A	30%	28%	A
Reliability	On-Time Performance | 79%	79%	77%	C	90%	76%	A	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.22	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.25	A	0.18	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$9.20	$ 8.27	E	$7.79	$ 7.67	E	$9.32	$ 8.52	E
	Cost Recovery | 25%	9%	12%	E	10%	13%	E	9%	11%	E

Operational Analysis
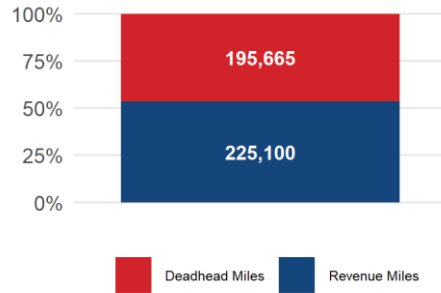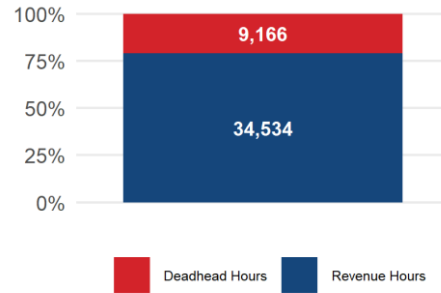
Miles Allocation

- Deadhead Miles: 195,665
- Revenue Miles: 225,100

Hours Allocation

- Deadhead Hours: 9,166
- Revenue Hours: 34,534

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
38B	14.20	3,460	3,444 (99.5%)

Service Change Summary

Route 38B - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — 5 (38B)

Saturday — 5 (38B)

Sunday — 4 (38B)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

2

Overall Grade

Line — D

Legend: ■ Exceeds ■ Meets ■ Approaches ■ Below ■ Significantly Below

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Line Benefit Score

25

Out of 100

Ridership
100
75
50
25
0

Population Served

Network Value
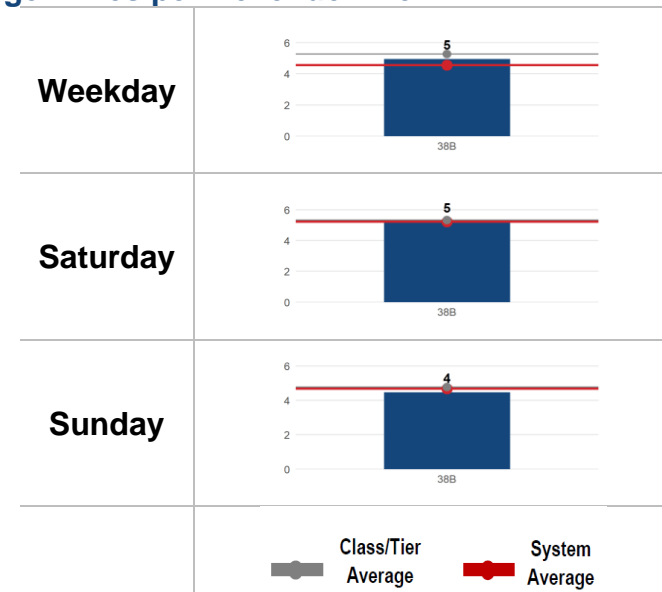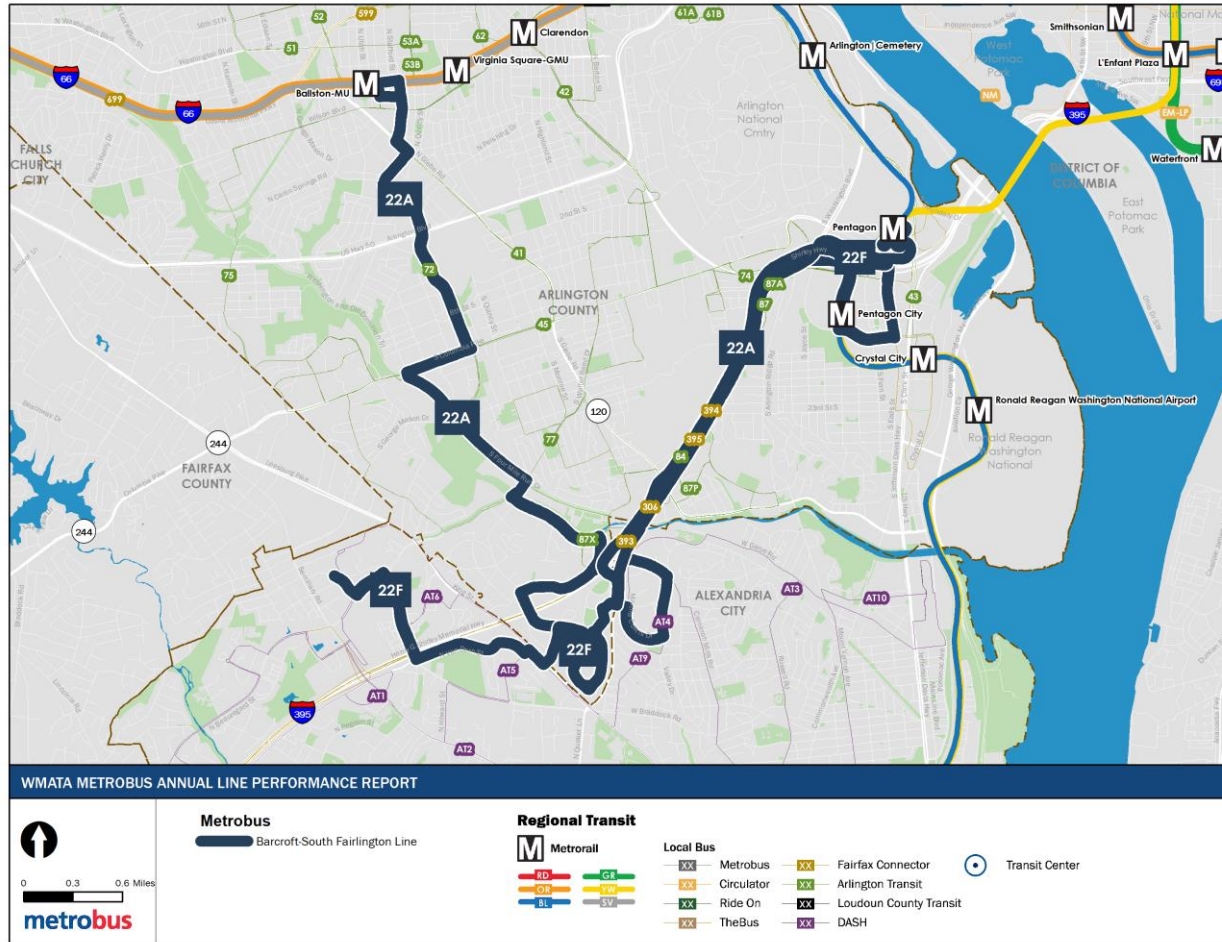
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	52	19	4	

Operating Statistics

	Annual Operating Costs	$3,055,316
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		49,601
	People of Color Population	Service Area	13,371
		% Riders Surveyed	57%
	Low Income Household	Service Area	9,655
		% Riders Surveyed	27%

Facilities/Amenities

	Bus Stops	132
	% Stops With Shelters	20%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership

Route	Annual Ridership
22F	10,912
22A	58,183

(Bar chart axis: 0, 20,000, 40,000, 60,000, 80,000)
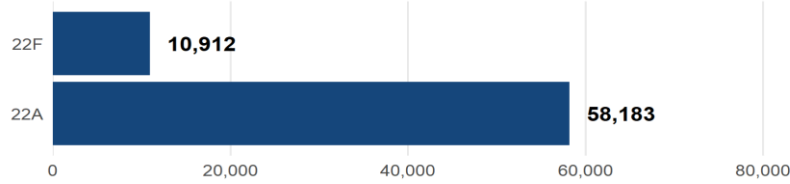
Top Transfer Locations

Pentagon City, Pentagon, Ballston

Average Daily Ridership
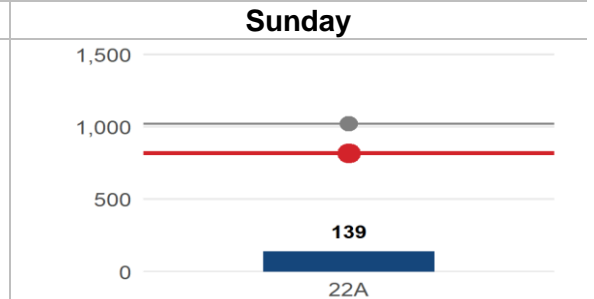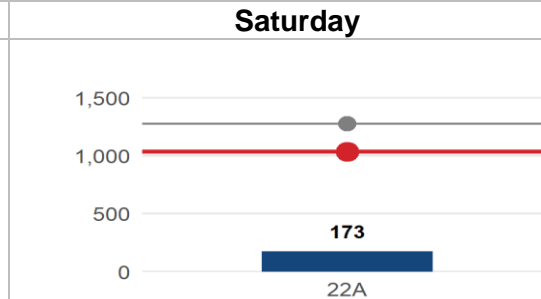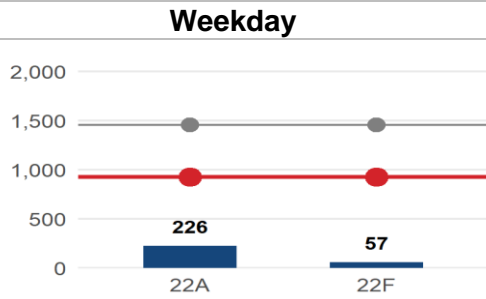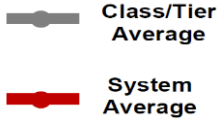
- Class/Tier Average (gray)
- System Average (red)

	Weekday	Saturday	Sunday
22A	226	173	139
22F	57		

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Peak	4	5
Midday	4	5
PM Peak	6	3
Early Night	4	3
Saturday	5	5
Sunday	4	4
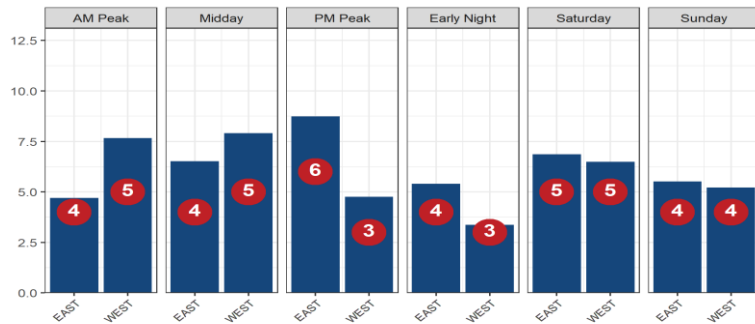
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.11	0.09
	Off-Peak Maximum Target: 1.0	0.11	0.1
	Saturday Maximum Target: 1.0	0.12	0.12
	Sunday Maximum Target: 1.0	0.1	0.1

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Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Barcroft-South Fairlington

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:10 AM - 10:19 PM	-	A	7:30 AM - 9:19 PM	-	A	7:30 AM - 9:16 PM	-	A
	Frequency of Service | varies	Peak: 46.6 / Off-Peak: 59.1	Peak: 26.4 / Off-Peak: 28.8	E	60.0	33.3	E	60.0	34.5	E
Productivity	**Passengers per Revenue Hour | 20**	6.7	18.1	E	7.0	19.9	E	5.3	18.1	E
	Passengers per Revenue Mile | 2	0.6	1.7	E	0.5	1.8	E	0.4	1.6	E
Reliability	**On-Time Performance | 79%**	89%	79%	A	86%	78%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.1	Off-Peak: 0.27 Peak: 0.3	A	0.12	0.28	A	0.1	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$17.79	$ 7.79	E	$16.97	$ 7.16	E	$22.42	$ 8.20	E
	Cost Recovery | 20%	5%	14%	E	5%	15%	E	4%	14%	E

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Route 22A

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.9	4.6	E
Route Design — Circuity | 1.75	3.05	1.48	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	7.5	18.1	E	7.0	19.9	E	5.3	18.1	E
	Passengers per Revenue Mile | 2	0.6	1.7	E	0.5	1.8	E	0.4	1.6	E
	Unique Segment Ridership | 10%	35%	27%	A	50%	36%	A	46%	45%	A
Reliability	On-Time Performance | 79%	89%	79%	A	86%	78%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.13	Off-Peak: 0.27 Peak: 0.3	A	0.12	0.29	A	0.1	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$15.84	$ 7.79	E	$16.97	$ 7.16	E	$22.42	$ 8.20	E
	Cost Recovery | 20%	6%	15%	E	5%	16%	E	4%	14%	E

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Route 22F

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.7	4.6	E
Route Design	**Circuity |** 1.75	1.63	1.48	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	4.7	18.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	0.5	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	20%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	89%	79%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.04 Peak: 0.07	Off-Peak: 0.27 Peak: 0.3	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$25.46	$ 7.79	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	15%	E	-	-	-	-	-	-
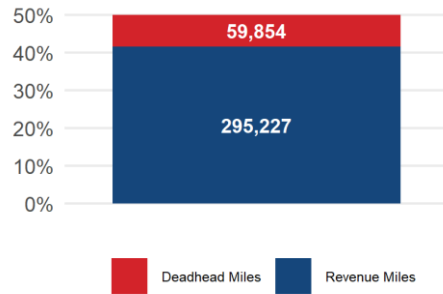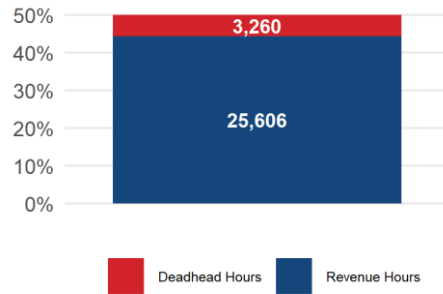
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Operational Analysis

Miles Allocation

- Deadhead Miles: 59,854
- Revenue Miles: 295,227

Hours Allocation

- Deadhead Hours: 3,260
- Revenue Hours: 25,606

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
22A	27.70	912	912 (100.0%)
22F	17.50	374	373 (99.7%)

Service Change Summary

Route 22A - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 22F - June 2021:
Weekday: Extend to Skyline City; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 22A: 2.19
- 22F: 1.80

Saturday
- 22A: 2

Sunday
- 22A: 2

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

40
Out of 100

Ridership

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	84	17	19	

Operating Statistics

	Annual Operating Costs	$2,751,656
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

	Service Area Population		55,402
	People of Color Population	Service Area	52,220
		% Riders Surveyed	99%
	Low Income Household	Service Area	26,448
		% Riders Surveyed	79%

Facilities/Amenities

	Bus Stops	109
	% Stops With Shelters	24%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	6%

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Ridership

Annual Ridership

V8	303,157
V7	32,519

(x-axis: 0, 100,000, 200,000, 300,000, 400,000)
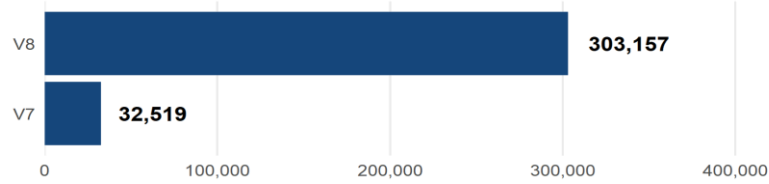
Top Transfer Locations

Benning Road, Congress Heights, Minnesota Avenue
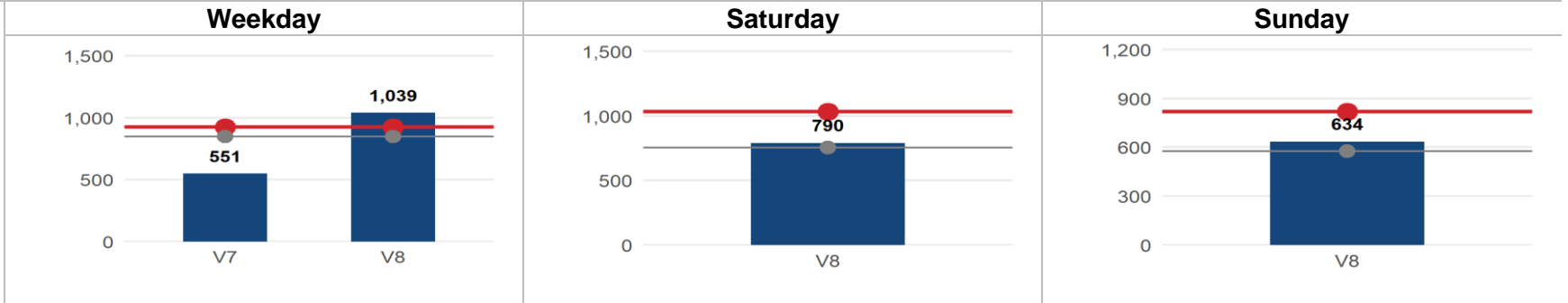
Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
V7: 551, V8: 1,039	V8: 790	V8: 634

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	6	3
AM Peak	8	5
Midday	12	9
PM Peak	8	10
Early Night	4	6
Late Night	2	3
Saturday	7	6
Sunday	5	5
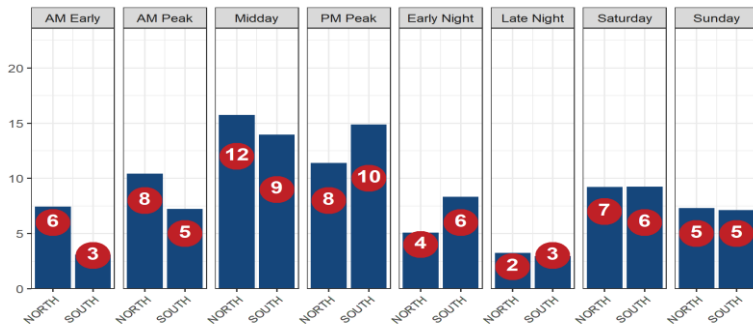
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.19	0.18
	Off-Peak Maximum Target: 1.0	0.19	0.18
	Saturday Maximum Target: 1.0	0.17	0.16
	Sunday Maximum Target: 1.0	0.14	0.13

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Benning Heights-Alabama Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:30 AM - 12:01 AM	-	A	4:40 AM - 12:03 AM	-	A	4:40 AM - 12:02 AM	-	A
	Frequency of Service | varies	Peak: 24.3 / Off-Peak: 36.8	Peak: 32.2 / Off-Peak: 36.1	A	25.4	40.5	A	25.4	42.4	A
Productivity	**Passengers per Revenue Hour** | 15	26.7	20.2	A	33.3	23.0	A	26.0	21.6	A
	Passengers per Revenue Mile | 2	3.8	2.3	A	4.2	2.3	A	3.3	2.1	A
Reliability	**On-Time Performance** | 79%	78%	82%	C	86%	80%	A	90%	84%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.18	Off-Peak: 0.2 Peak: 0.21	A	0.16	0.19	A	0.13	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.46	$ 7.03	A	$3.59	$ 6.68	A	$4.59	$ 7.26	B
	Cost Recovery | 20%	12%	9%	E	15%	10%	D	11%	9%	E

Route V7

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	7.7	6.4	E
Route Design	Circuity | N/A	1.31	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	14.2	20.2	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2	2.3	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	12%	28%	B	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	67%	82%	E	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.19	Off-Peak: 0.21 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.38	$ 7.03	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	9%	E	-	-	-	-	-	-

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Route V8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	7.4	6.4	E
Route Design — Circuity | N/A	1.1	2.62	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	33.7	20.2	A	33.3	23.0	A	26.0	21.6	A
	Passengers per Revenue Mile | 2	4.8	2.3	A	4.2	2.3	A	3.3	2.1	A
	Unique Segment Ridership | 10%	28%	28%	A	59%	50%	A	56%	51%	A
Reliability	On-Time Performance | 79%	87%	82%	A	86%	80%	A	90%	84%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.19	Off-Peak: 0.21 Peak: 0.22	A	0.16	0.2	A	0.13	0.19	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.54	$ 7.03	A	$3.59	$ 6.68	A	$4.59	$ 7.26	B
	Cost Recovery | 20%	15%	9%	D	14%	10%	E	11%	9%	E

Operational Analysis
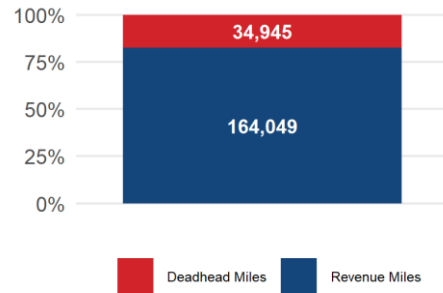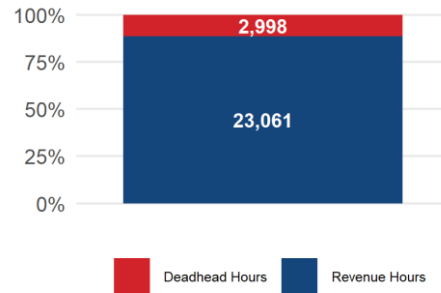
Miles Allocation

Deadhead Miles	34,945
Revenue Miles	164,049

Hours Allocation

Deadhead Hours	2,998
Revenue Hours	23,061

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V7	13.20	924	910 (98.5%)
V8	4.20	3,244	3,237 (99.8%)

Service Change Summary

Route V7 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route V8 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — V7: 4.093, V8: 4.070

Saturday — V8: 4

Sunday — V8: 3

Class/Tier Average   System Average

About the Line

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	C

Legend: Exceeds | Meets | Approaches | Below | Significantly Below
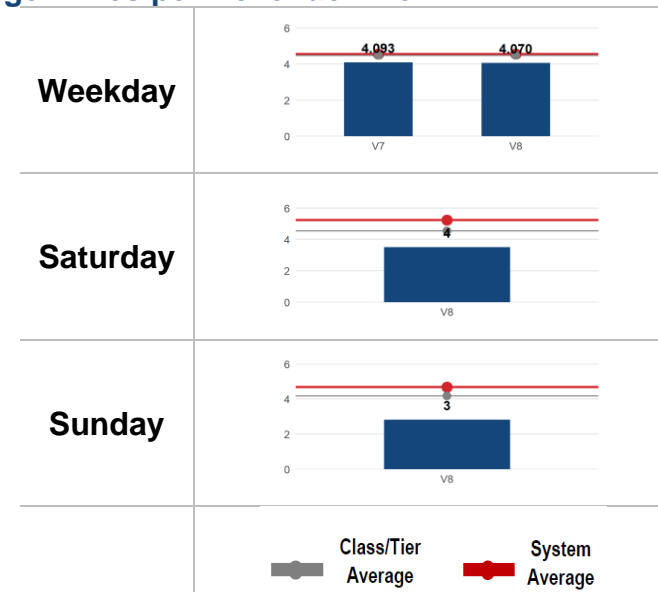
Line Benefit Score

Out of 100	

Line Benefit Score cannot be defined for this line

Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
	0	0	
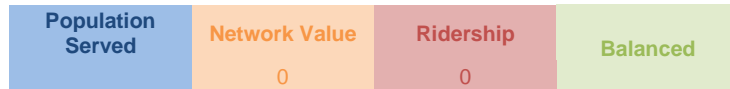
Operating Statistics

Annual Operating Costs	$758,855	
Peak Vehicles		
Vehicle Type(s)		

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		18,152
	People of Color Population	*Service Area*	13,697
		% Riders Surveyed	82%
	Low Income Household	*Service Area*	6,631
		% Riders Surveyed	42%

Facilities/Amenities

	Bus Stops	13
	% Stops With Shelters	31%
	% Stops With Benches	23%
	% Stops With Real-Time Signs	23%
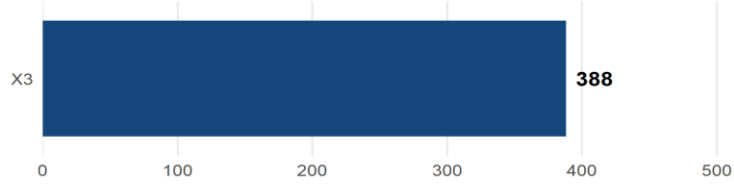
metrobus

Ridership

Annual Ridership

X3 — 388

Top Transfer Locations

NA

Average Daily Ridership

	Weekday	Saturday	Sunday
		No Service	No Service

Legend:
- Class/Tier Average (grey)
- System Average (red)

Weekday chart: System Average ~1,000; Class/Tier Average and X3 value 7

Average Trip Ridership and Maximum Load by Time Period

PM Peak — EAST — 6
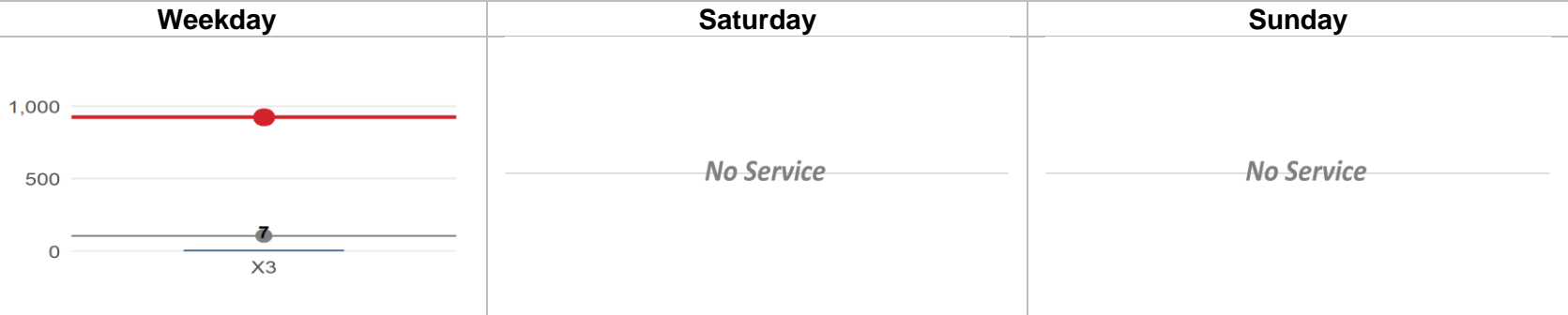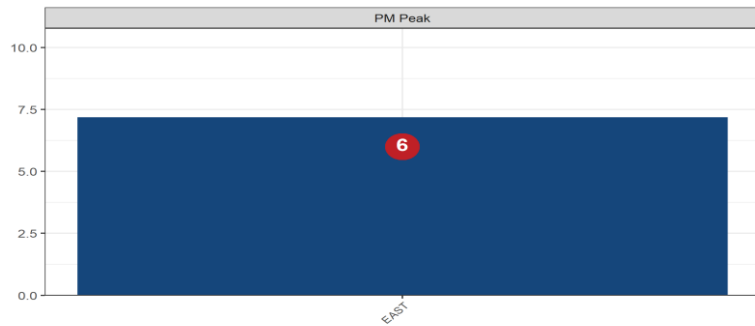
Vehicle Load Factor

		Direction:	EAST	
Weekday	**Peak** Maximum Target: 1			
	Off-Peak Maximum Target: 1.0		0.15	
	Saturday Maximum Target: 1.0			
	Sunday Maximum Target: 1.0			

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
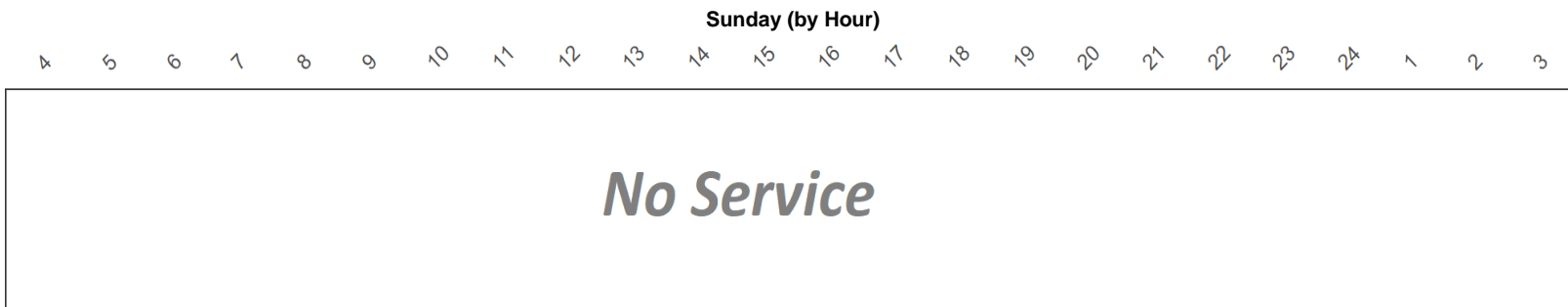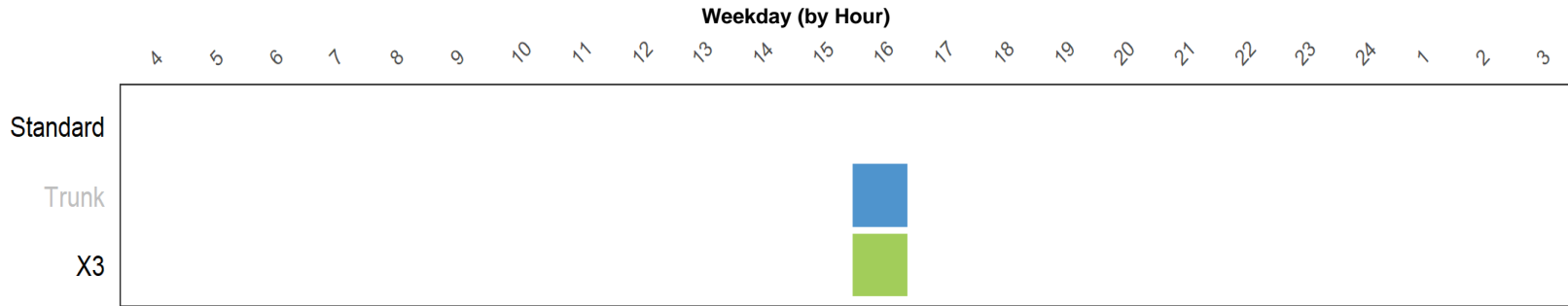
C Benning Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:10 PM - 4:37 PM	-	E	-	-	-	-	-	-
	Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 61.4 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	16	10.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	1.8	1	A	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	81%	86%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.15	Peak: 0.15	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$7.47	$15.35	C	-	-	-	-	-	-
	Cost Recovery | 25%	4%	8%	E	-	-	-	-	-	-

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Route X3

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	3.8	2	-
Route Design	**Circuity |** N/A	1	1.06	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	16	10.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	1.8	1	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	50%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	86%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.15	Peak: 0.15	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.47	$15.35	C	-	-	-	-	-	-
	Cost Recovery | 25%	4%	8%	E	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

- Deadhead Miles: 62,016
- Revenue Miles: 47,982

Hours Allocation

- Deadhead Hours: 4,938
- Revenue Hours: 6,360

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X3	3.40	17	17 (100.0%)

Service Change Summary

Route X3 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

29
Out of 100

Ridership

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	52	14	21	
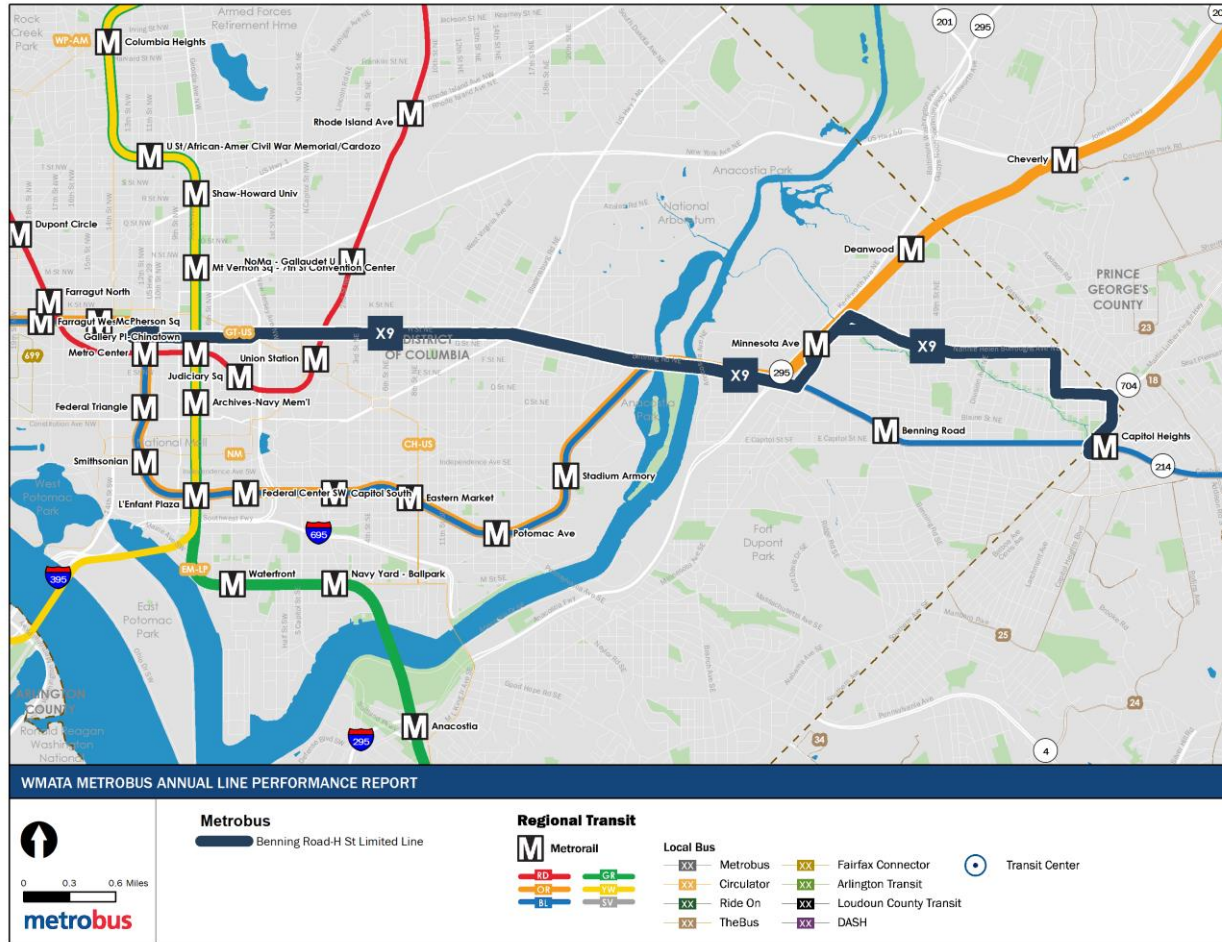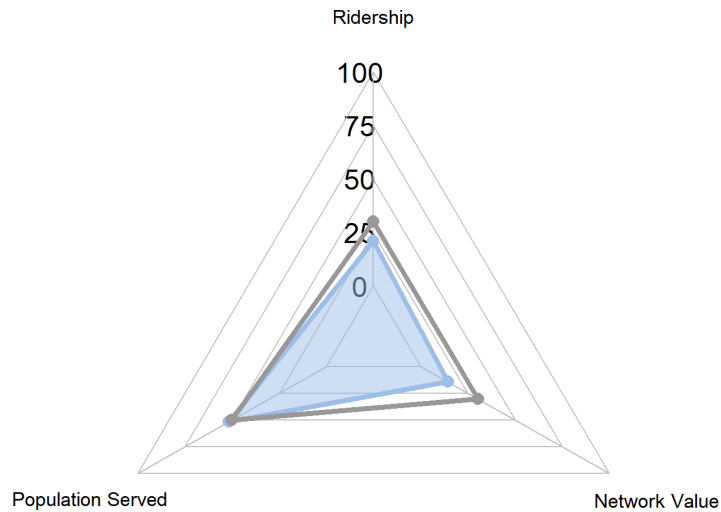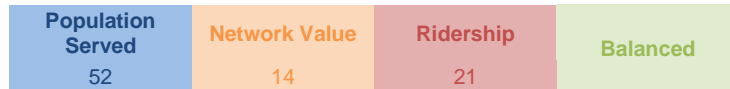
Operating Statistics

Annual Operating Costs	$2,131,892
Peak Vehicles	7
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			35,346
People of Color Population	*Service Area*		24,577
	% Riders Surveyed		93%
Low Income Household	*Service Area*		12,306
	% Riders Surveyed		66%

Facilities/Amenities

Bus Stops		34
% Stops With Shelters		44%
% Stops With Benches		32%
% Stops With Real-Time Signs		38%
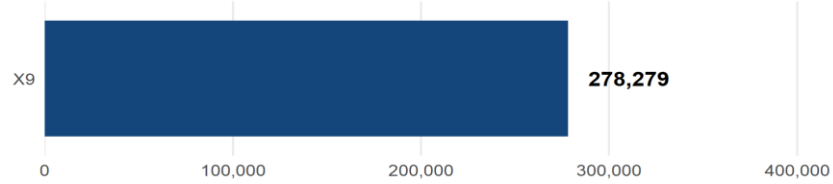
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Ridership

Annual Ridership	X9 — 278,279

(Bar chart: X9 annual ridership 278,279, axis 0 to 400,000)

Top Transfer Locations	Gallery Place-Chinatown, Union Station, Minnesota Avenue

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership — Class/Tier Average, System Average	X9 — 1,433	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak: EAST 7, WEST 11
Midday: EAST 11, WEST 11
PM Peak: EAST 14, WEST 10
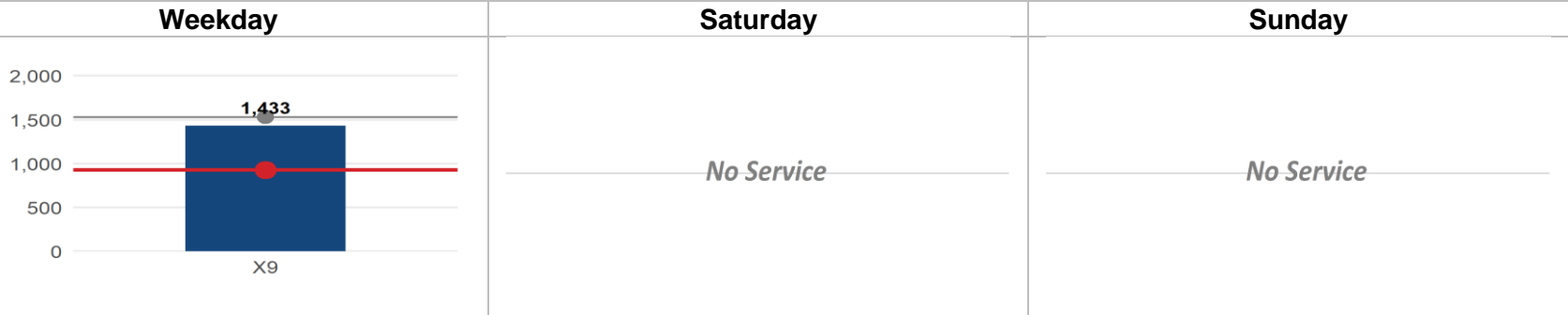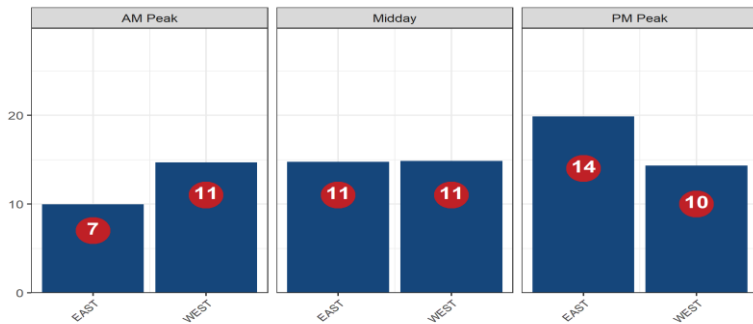
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.28	0.26
	Off-Peak Maximum Target: 1.0	0.26	0.27
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		
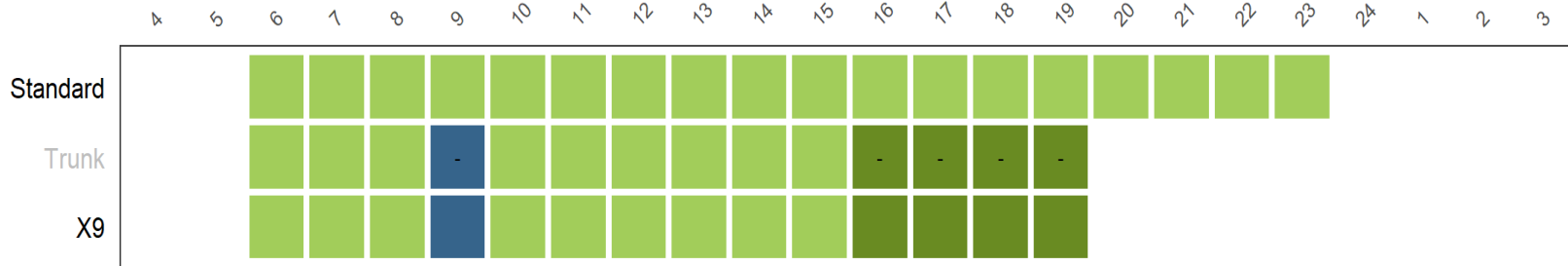
D Benning Road-H St Limited

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:15 AM - 7:24 PM	-	C	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 15.8 / Off-Peak: 23.7	Peak: 19.2 / Off-Peak: 28	C	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 30**	20.6	16.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	2.5	2.1	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	80%	77%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.27	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.79	$ 8.27	D	-	-	-	-	-	-
	Cost Recovery | 25%	8%	12%	E	-	-	-	-	-	-

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Route X9

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	2.4	5.1	E
Route Design **Circuity |** 1.75	1.13	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	20.6	16.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	2.5	2.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	19%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	77%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.27	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.79	$ 8.27	D	-	-	-	-	-	-
	Cost Recovery | 25%	8%	12%	E	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Deadhead Miles: 32,497
Revenue Miles: 145,183

Hours Allocation

Deadhead Hours: 1,753
Revenue Hours: 17,867

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X9	15.30	2,090	2,069 (99.0%)

Service Change Summary

Route X9 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average   System Average

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About the Line

Service Classification

Framework

Activity Tier

1
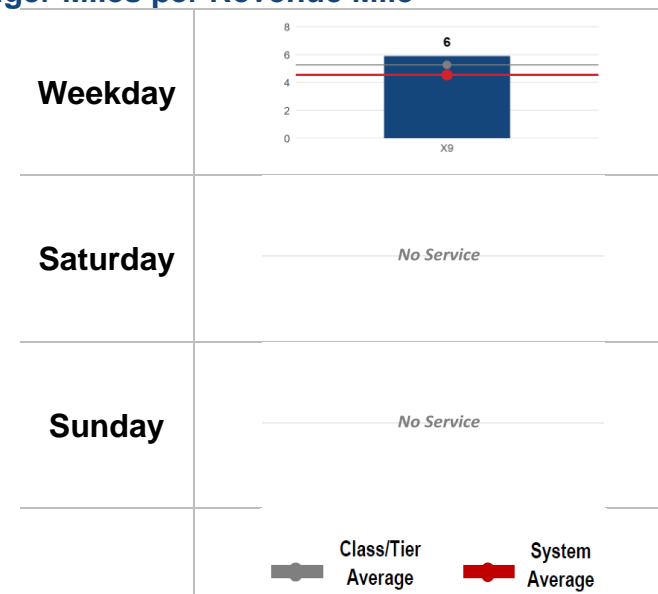
Overall Grade

Line	B

Line Benefit Score

61
Out of 100
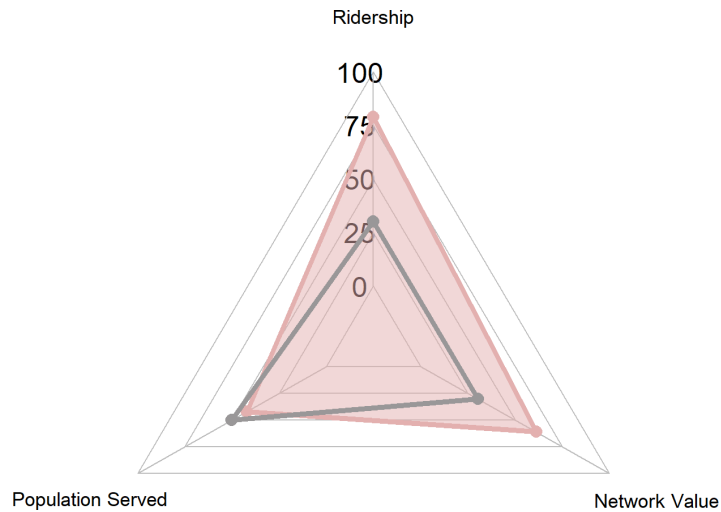
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

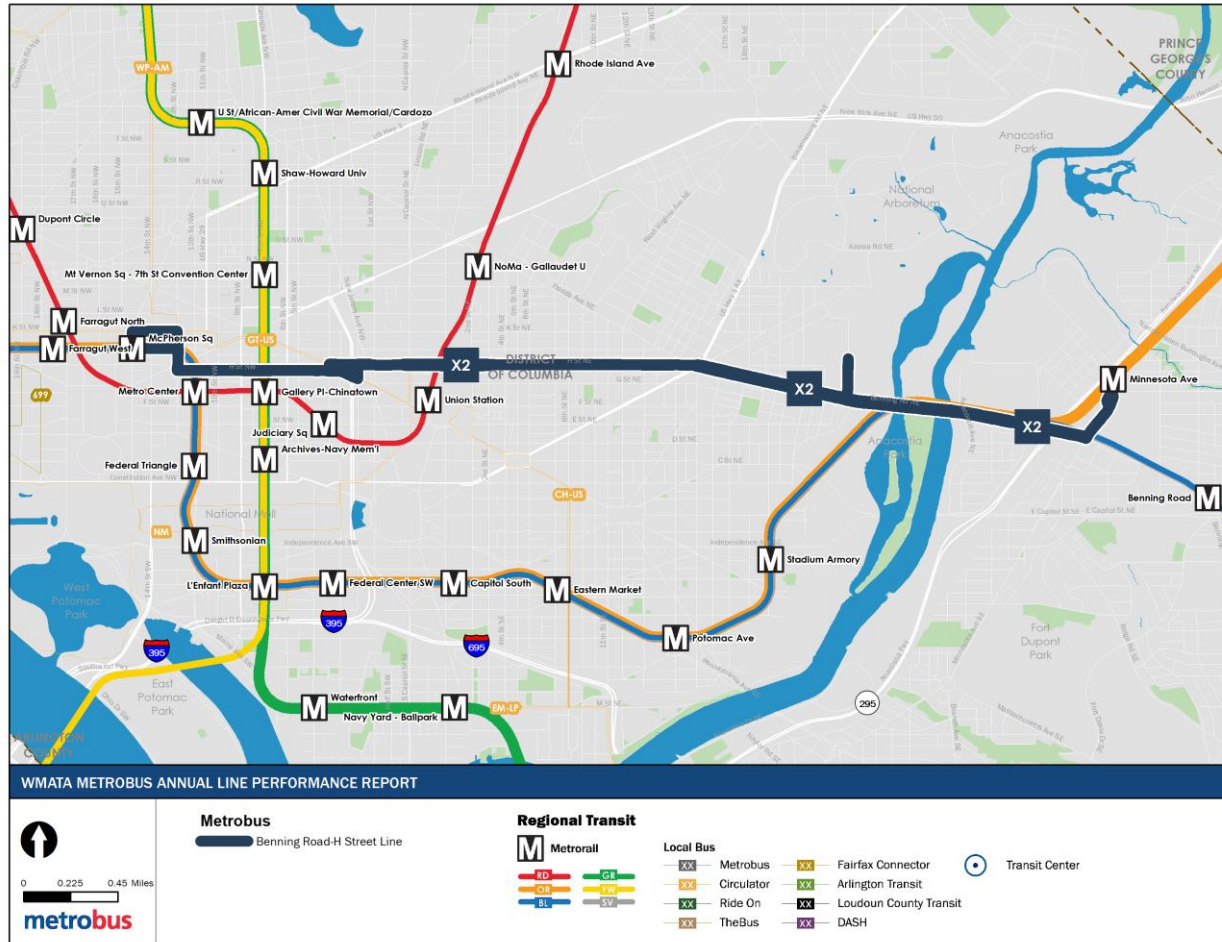| *Line Focus:*	Population Served	Network Value	Ridership	Balanced
Line Score:	42	61	79	
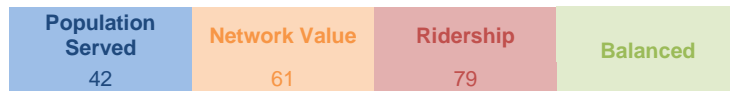
Operating Statistics

	Annual Operating Costs	$7,288,306
	Peak Vehicles	16
	Vehicle Type(s)	60 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		31,038
	People of Color Population	Service Area	17,834
		% Riders Surveyed	84%
	Low Income Household	Service Area	8,897
		% Riders Surveyed	62%

Facilities/Amenities

	Bus Stops	50
	% Stops With Shelters	48%
	% Stops With Benches	42%
	% Stops With Real-Time Signs	36%
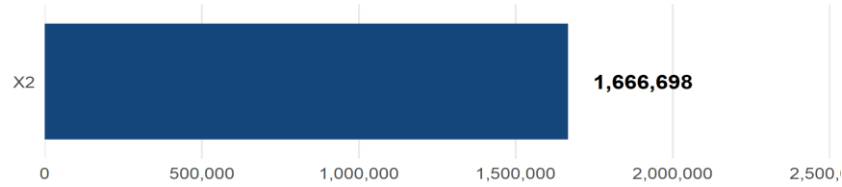
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

150

Ridership

Annual Ridership

X2	1,666,698

Top Transfer Locations: Gallery Place-Chinatown, Union Station, Minnesota Avenue

Average Daily Ridership
- Class/Tier Average (grey)
- System Average (red)

Weekday	Saturday	Sunday
5,379	4,839	3,707
X2	X2	X2

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	8	14
AM Peak	12	17
Midday	20	20
PM Peak	18	16
Early Night	15	12
Late Night	10	6
Saturday	17	17
Sunday	14	13
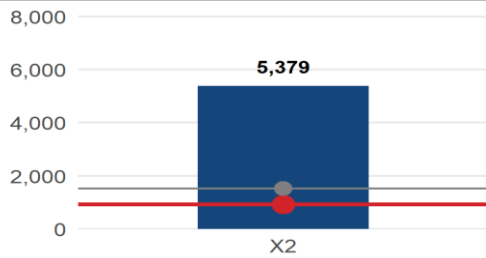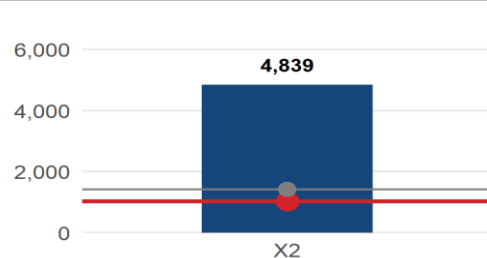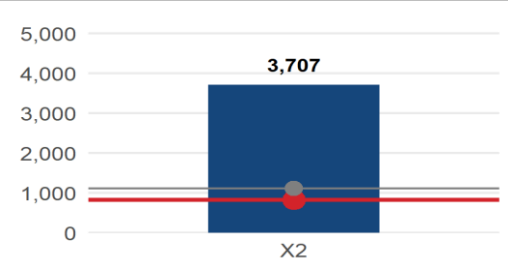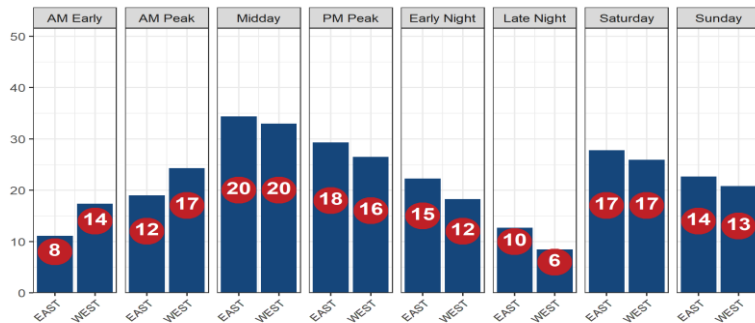
Vehicle Load Factor

Direction:		EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.29	0.3
	Off-Peak Maximum Target: 1.0	0.32	0.31
	Saturday Maximum Target: 1.0	0.34	0.33
	Sunday Maximum Target: 1.0	0.3	0.28

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
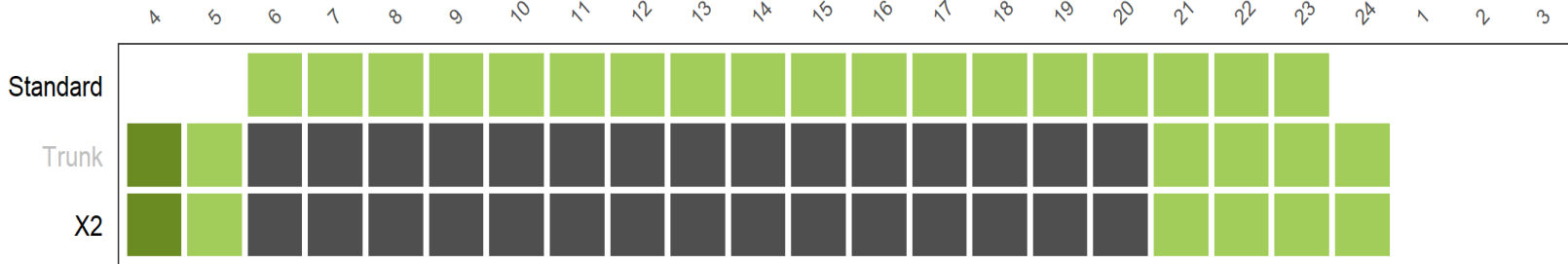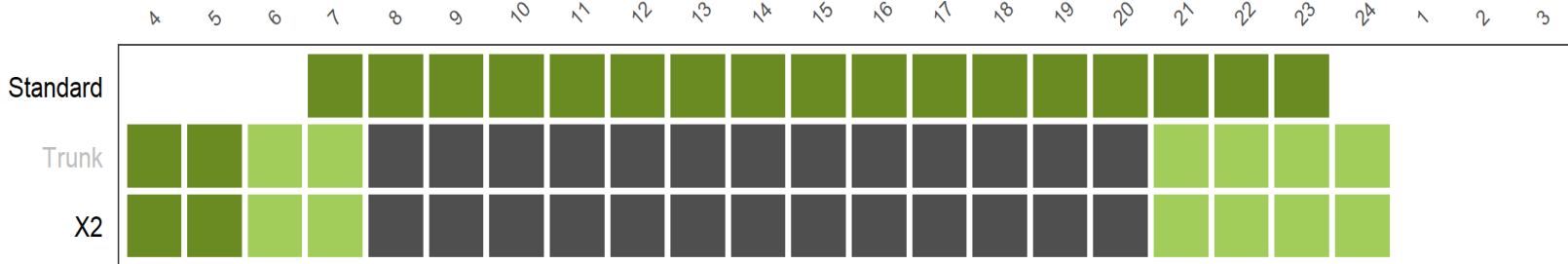
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
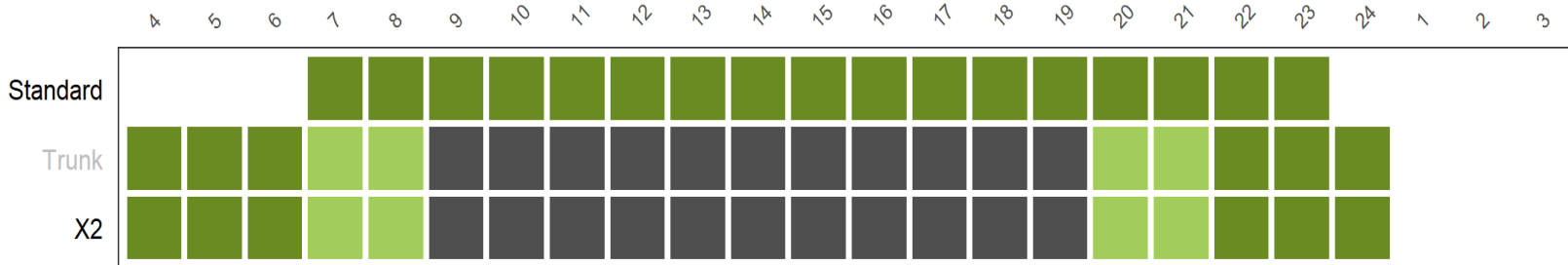
B Benning Road-H Street

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:00 AM - 12:35 AM	-	A	4:10 AM - 12:25 AM	-	A	4:10 AM - 12:26 AM	-	A
Frequency of Service | varies	Peak: 10.3 / Off-Peak: 11.5	Peak: 19.2 / Off-Peak: 28	B	12.7	25.6	A	13.6	28.5	A
Productivity									
Passengers per Revenue Hour | 30	33.3	16.6	A	36.9	17.6	A	31.9	16.0	B
Passengers per Revenue Mile | 4	4.9	2.1	A	5.1	2.1	A	4.1	1.9	B
Reliability									
On-Time Performance | 79%	71%	77%	D	68%	76%	E	72%	78%	D
Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.34	0.24	A	0.29	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$3.58	$ 8.27	A	$3.23	$ 7.67	A	$3.74	$ 8.52	A
Cost Recovery | 25%	11%	12%	E	13%	12%	E	11%	11%	E

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Route X2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	5.1	E
Route Design	**Circuity |** 1.75	1.06	1.31	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	33.3	16.6	A	36.9	17.6	A	31.9	16.0	B
	Passengers per Revenue Mile | 4	4.9	2.1	A	5.1	2.1	A	4.1	1.9	B
	Unique Segment Ridership | 10%	43%	19%	A	87%	26%	A	86%	28%	A
Reliability	**On-Time Performance |** 79%	71%	77%	D	68%	76%	E	72%	78%	D
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.34	0.25	A	0.29	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.58	$ 8.27	A	$3.23	$ 7.67	A	$3.74	$ 8.52	A
	Cost Recovery | 25%	11%	12%	E	13%	13%	E	11%	11%	E
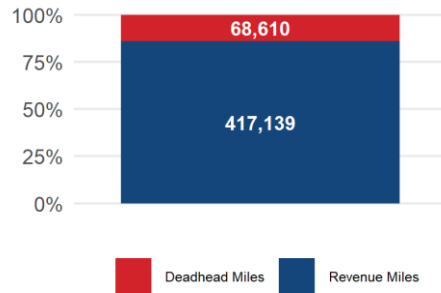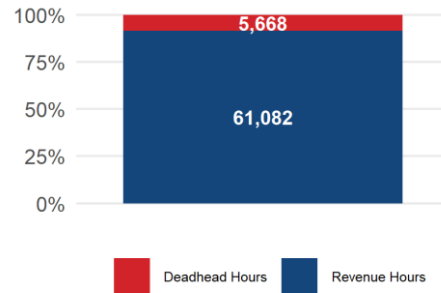
metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Operational Analysis

Miles Allocation

- Deadhead Miles: 68,610
- Revenue Miles: 417,139

Hours Allocation

- Deadhead Hours: 5,668
- Revenue Hours: 61,082

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X2	10.50	6,095	6,049 (99.2%)

Service Change Summary

Route X2 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
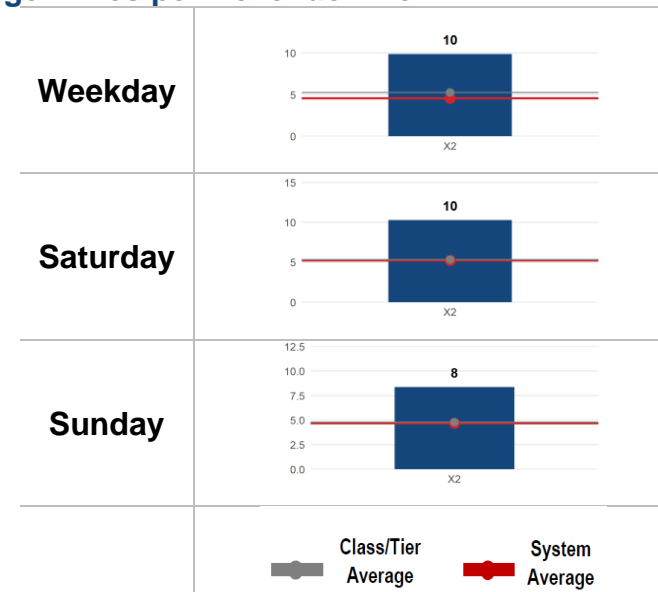
Passenger Miles per Revenue Mile

Weekday — X2: 10

Saturday — X2: 10

Sunday — X2: 8

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend
Exceeds | Meets
Approaches | Below | Significantly Below

Line Benefit Score

36
Out of 100

Ridership

100
75
50
25
0
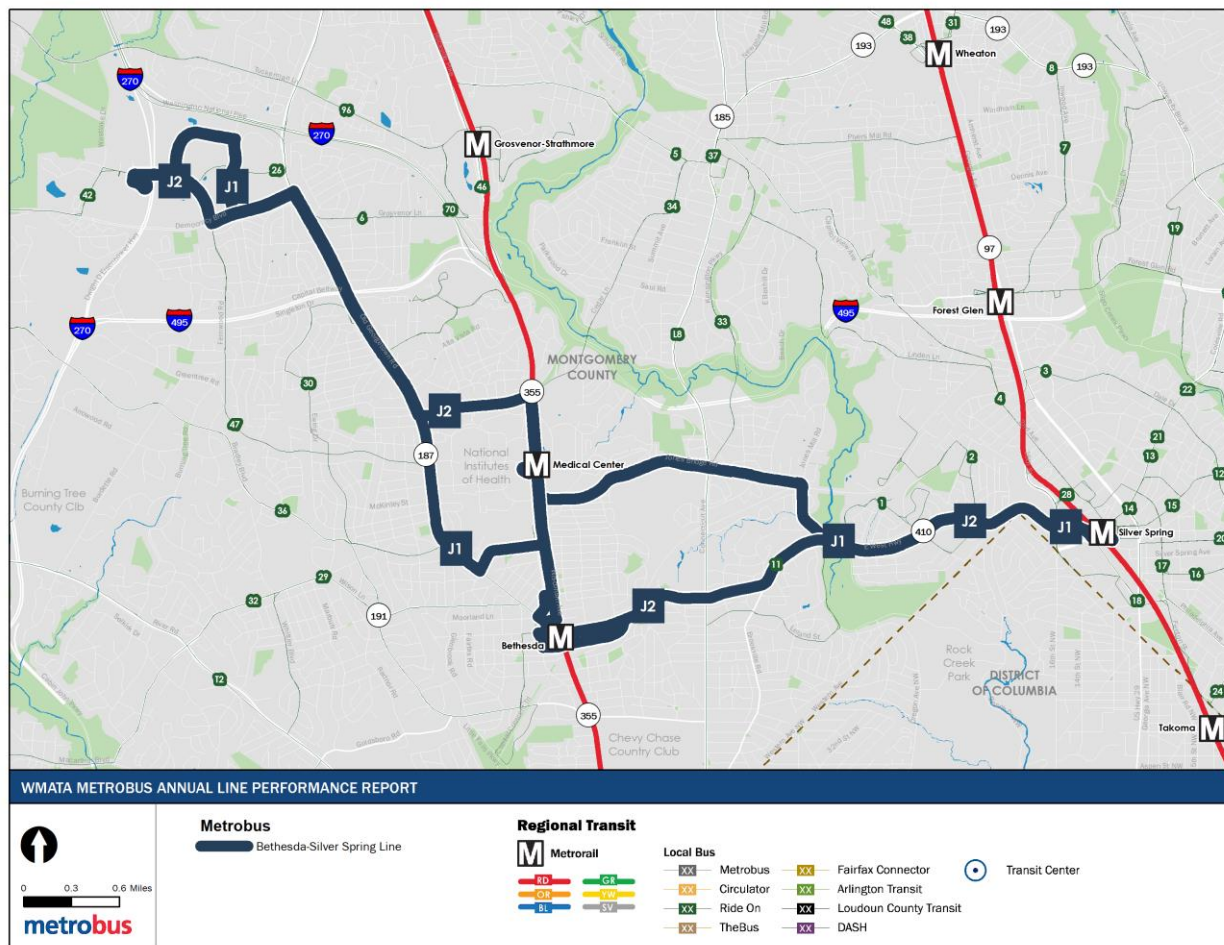
Population Served
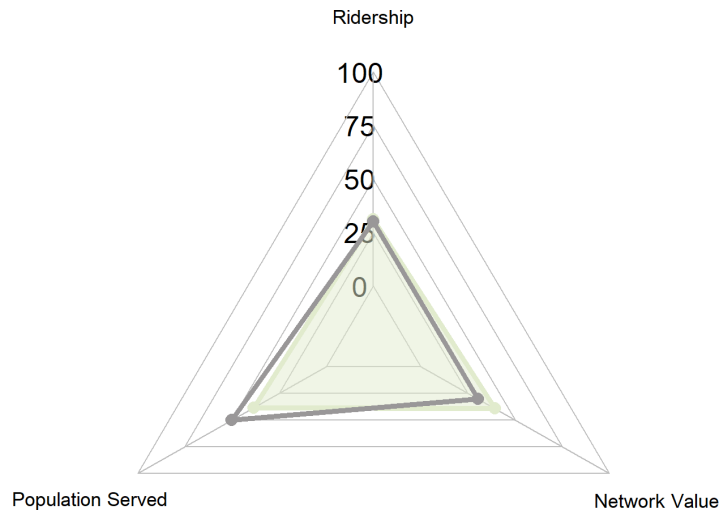
Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	38	39	31	

Operating Statistics

Annual Operating Costs	$6,108,669
Peak Vehicles	15
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		55,263
People of Color Population	Service Area	13,250
	% Riders Surveyed	73%
Low Income Household	Service Area	7,335
	% Riders Surveyed	43%

Facilities/Amenities

Bus Stops	147
% Stops With Shelters	27%
% Stops With Benches	35%
% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

J2	555,094
J1	39,108

(Chart axis: 0, 200,000, 400,000, 600,000, 800,000)
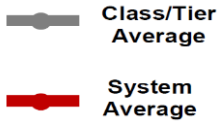
Top Transfer Locations

Silver Spring, Bethesda, Medical Center

Average Daily Ridership
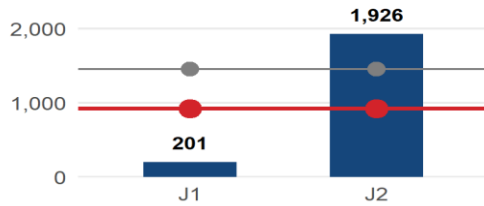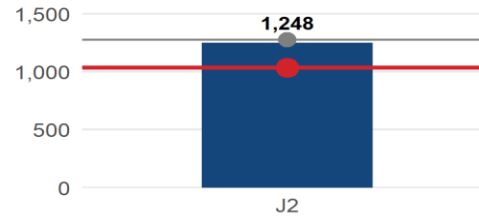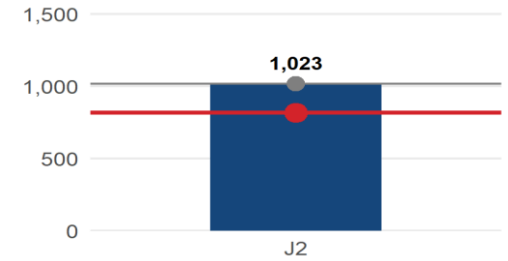
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
J1: 201, J2: 1,926	J2: 1,248	J2: 1,023

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	7	7	10	11	12	4	11	9
WEST	12	10	11	9	6	3	11	9
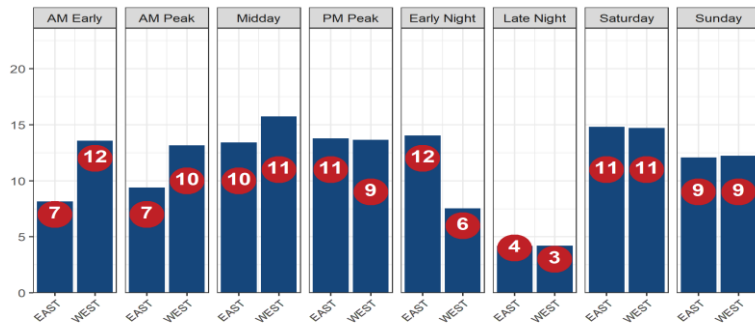
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.23	0.24
	Off-Peak Maximum Target: 1.0	0.25	0.23
	Saturday Maximum Target: 1.0	0.28	0.27
	Sunday Maximum Target: 1.0	0.23	0.22

metrobus

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour) — rows: Standard, Trunk, J2, J1 (hours 4–24, 1–3)

Saturday (by Hour) — rows: Standard, Trunk, J2 (hours 4–24, 1–3)

Sunday (by Hour) — rows: Standard, Trunk, J2 (hours 4–24, 1–3)

metro**bus**

C Bethesda-Silver Spring

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service | varies**	4:45 AM - 12:21 AM	-	A	5:08 AM - 12:27 AM	-	A	5:08 AM - 12:27 AM	-	A
Frequency of Service | varies	Peak: 11.2 / Off-Peak: 15.9	Peak: 26.4 / Off-Peak: 28.8	A	26.0	33.3	B	26.0	34.5	B
Productivity — **Passengers per Revenue Hour | 20**	13.8	18.1	E	18.5	19.9	C	15.7	18.1	E
Passengers per Revenue Mile | 2	1.3	1.7	E	1.5	1.8	E	1.2	1.6	E
Reliability — **On-Time Performance | 79%**	78%	79%	C	84%	78%	A	83%	78%	B
Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.24	Off-Peak: 0.27 Peak: 0.3	A	0.28	0.28	A	0.23	0.26	A
Cost Effectiveness — **Operating Cost per Passenger Trip | $5**	$8.63	$ 7.79	E	$6.44	$ 7.16	E	$7.60	$ 8.20	E
Cost Recovery | 20%	13%	14%	E	18%	15%	D	15%	14%	D

Route J1

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	4.6	E
Route Design	**Circuity |** 1.75	1.21	1.48	A

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	10	18.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	0.9	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	14%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	79%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.27 Peak: 0.3	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.93	$ 7.79	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	15%	E	-	-	-	-	-	-

metrobus

Route J2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.9	4.6	A
Route Design — **Circuity |** 1.75	1.35	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	14.4	18.1	E	18.5	19.9	C	15.7	18.1	E
	Passengers per Revenue Mile | 2	1.3	1.7	E	1.5	1.8	E	1.2	1.6	E
	Unique Segment Ridership | 10%	33%	27%	A	100%	36%	A	100%	45%	A
Reliability	**On-Time Performance |** 79%	78%	79%	C	84%	78%	A	83%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.25	Off-Peak: 0.27 Peak: 0.3	A	0.28	0.29	A	0.23	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.29	$ 7.79	E	$6.44	$ 7.16	E	$7.60	$ 8.20	E
	Cost Recovery | 20%	14%	15%	E	18%	16%	D	15%	14%	D

Operational Analysis
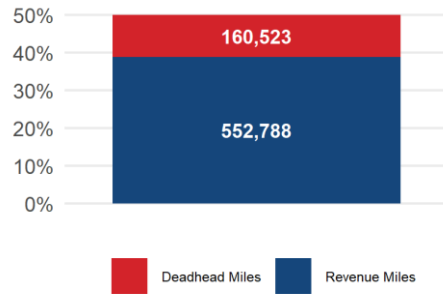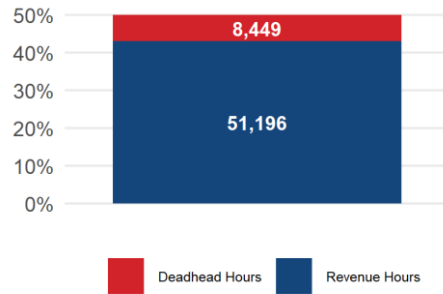
Miles Allocation

- Deadhead Miles: 160,523
- Revenue Miles: 552,788

Hours Allocation

- Deadhead Hours: 8,449
- Revenue Hours: 51,196

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J1	20.20	506	501 (99.0%)
J2	22.50	4,032	4,020 (99.7%)

Service Change Summary

Route J1 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route J2 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
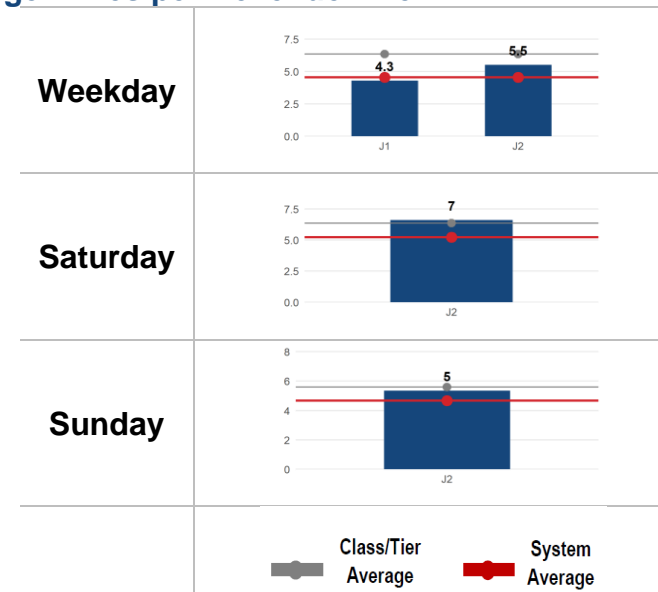
Passenger Miles per Revenue Mile

Weekday
- J1: 4.3
- J2: 5.5

Saturday
- J2: 7

Sunday
- J2: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

52

Out of 100
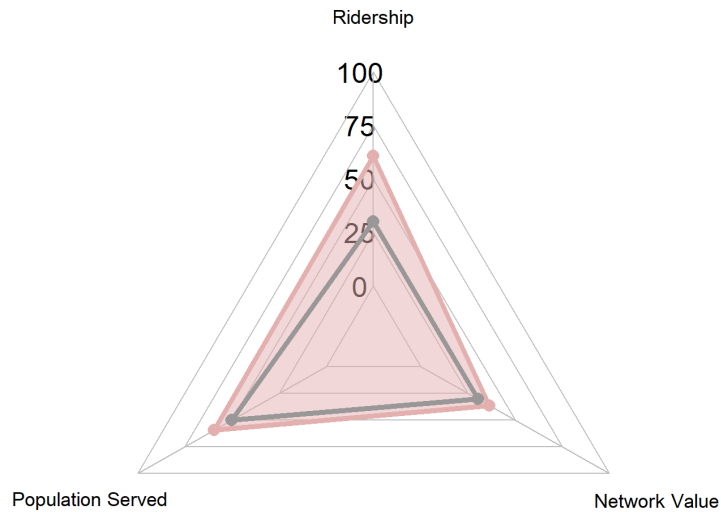
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	60	36	61	
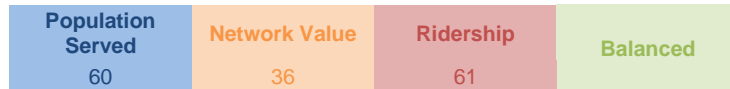
Operating Statistics

	Annual Operating Costs	$6,712,190
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		48,858
	People of Color Population	Service Area	31,816
		% Riders Surveyed	96%
	Low Income Household	Service Area	15,760
		% Riders Surveyed	72%

Facilities/Amenities

	Bus Stops	104
	% Stops With Shelters	21%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership

B2	1,183,553

Chart axis: 0, 500,000, 1,000,000, 1,500,000
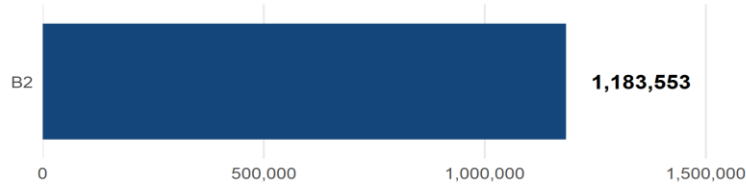
Top Transfer Locations

Potomac Avenue, Stadium-Armory, Anacostia

Average Daily Ridership
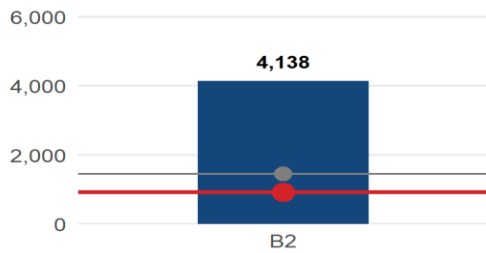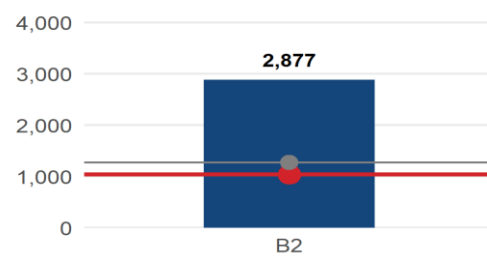
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
B2: 4,138	B2: 2,877	B2: 2,139

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	12	7
AM Peak	10	11
Midday	16	17
PM Peak	14	14
Early Night	11	11
Late Night	6	5
Saturday	15	14
Sunday	13	12
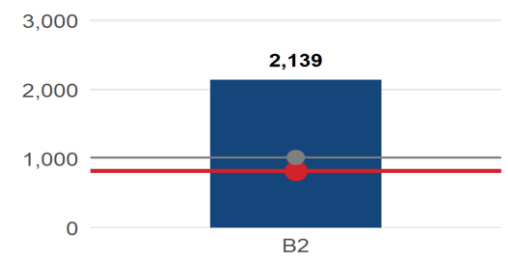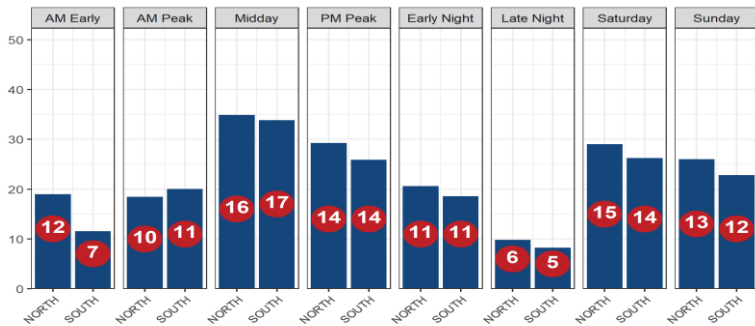
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.3	0.31
	Off-Peak Maximum Target: 1.0	0.34	0.32
	Saturday Maximum Target: 1.0	0.36	0.34
	Sunday Maximum Target: 1.0	0.33	0.3

Span and Frequency
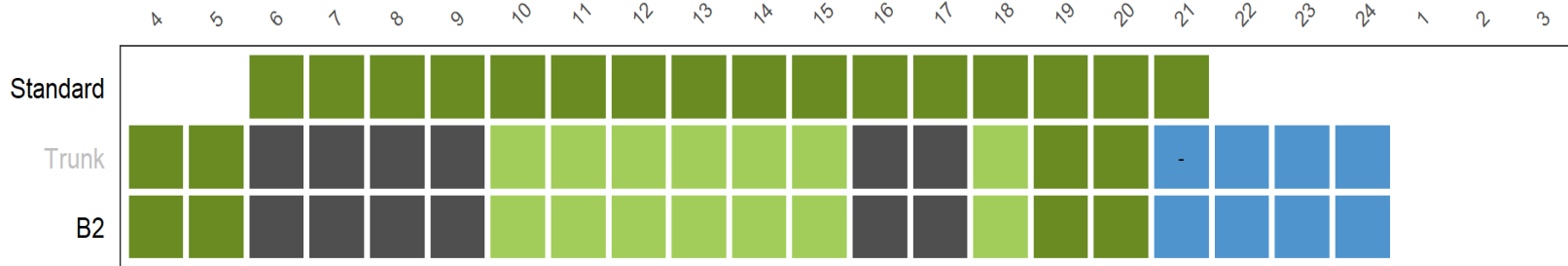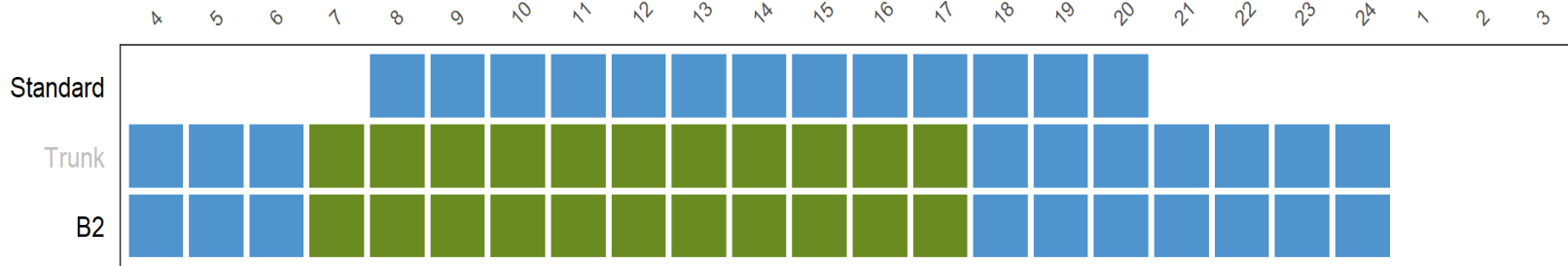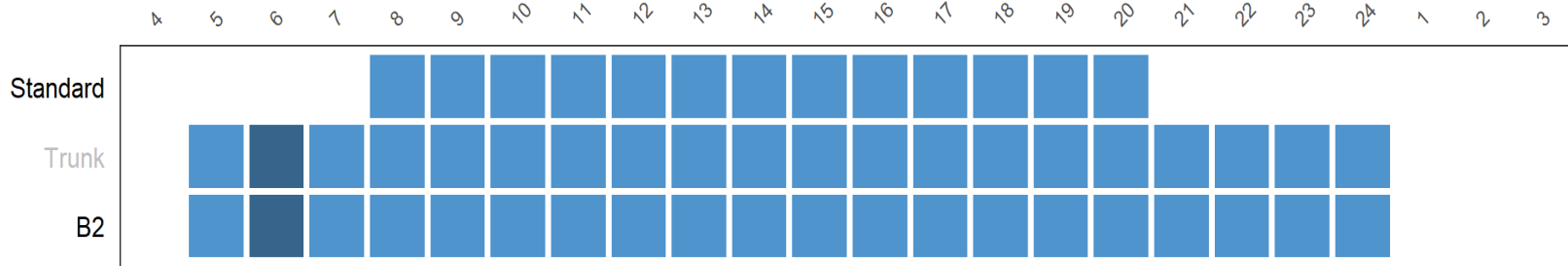
B Bladensburg Road-Anacostia

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:25 AM - 12:32 AM	-	A	4:27 AM - 12:43 AM	-	A	5:16 AM - 12:36 AM	-	A
Frequency of Service | varies	Peak: 10.5 / Off-Peak: 14.8	Peak: 26.4 / Off-Peak: 28.8	A	22.0	33.3	A	25.5	34.5	B
Productivity — Passengers per Revenue Hour | 20	25.5	18.1	A	31.1	19.9	A	31.3	18.1	A
Passengers per Revenue Mile | 2	3.1	1.7	A	3.4	1.8	A	3.0	1.6	A
Reliability — On-Time Performance | 79%	80%	79%	B	78%	78%	C	64%	78%	E
Crowding | 5%	0%	0%	A	0%	1%	A	4%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.31	Off-Peak: 0.27 Peak: 0.3	A	0.35	0.28	A	0.32	0.26	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$4.68	$ 7.79	B	$3.84	$ 7.16	A	$3.81	$ 8.20	A
Cost Recovery | 20%	8%	14%	E	9%	15%	E	10%	14%	E

metrobus

Route B2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6	4.6	E
Route Design	**Circuity |** 1.75	1.36	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	25.5	18.1	A	31.1	19.9	A	31.3	18.1	A
	Passengers per Revenue Mile | 2	3.1	1.7	A	3.4	1.8	A	3.0	1.6	A
	Unique Segment Ridership | 10%	62%	27%	A	65%	36%	A	74%	45%	A
Reliability	**On-Time Performance |** 79%	80%	79%	B	78%	78%	C	64%	78%	E
	Crowding | 5%	0%	0%	A	0%	0%	A	4%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.31	Off-Peak: 0.27 Peak: 0.3	A	0.35	0.29	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.68	$ 7.79	B	$3.84	$ 7.16	A	$3.81	$ 8.20	A
	Cost Recovery | 20%	8%	15%	E	9%	16%	E	10%	14%	E

Operational Analysis
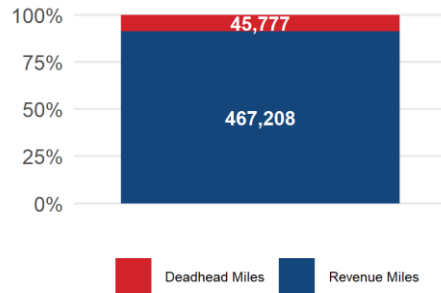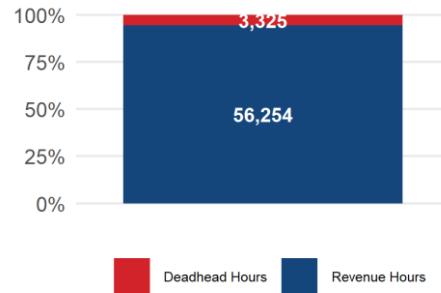
Miles Allocation

- Deadhead Miles: 45,777
- Revenue Miles: 467,208

Hours Allocation

- Deadhead Hours: 3,325
- Revenue Hours: 56,254

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B2	17.80	4,610	4,565 (99.0%)

Service Change Summary

Route B2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — B2: 8

Saturday — B2: 9

Sunday — B2: 8

- Class/Tier Average
- System Average

About the Line

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Bock Road Line

Regional Transit

Metrorail

Local Bus
	Metrobus		Fairfax Connector
RD	Circulator	XX	Arlington Transit
OR	Ride On	XX	Loudoun County Transit
BL	TheBus	XX	DASH

Transit Center

0   0.5   1 Miles

metrobus

Line Benefit Score

22

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	38	25	4	
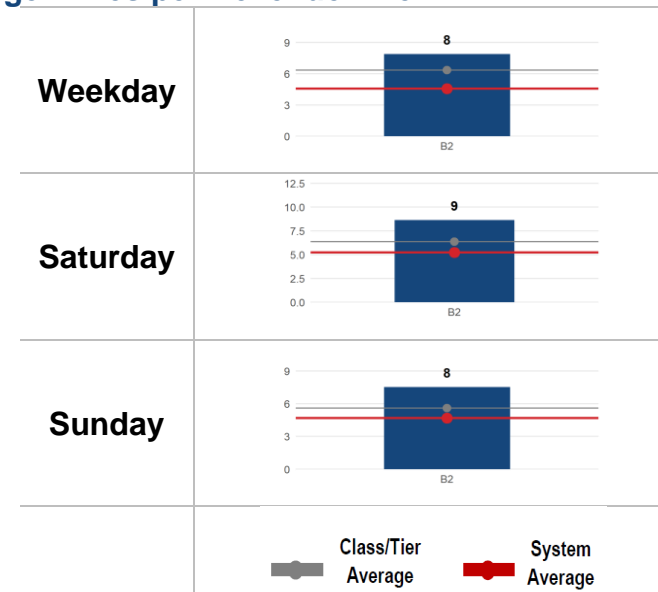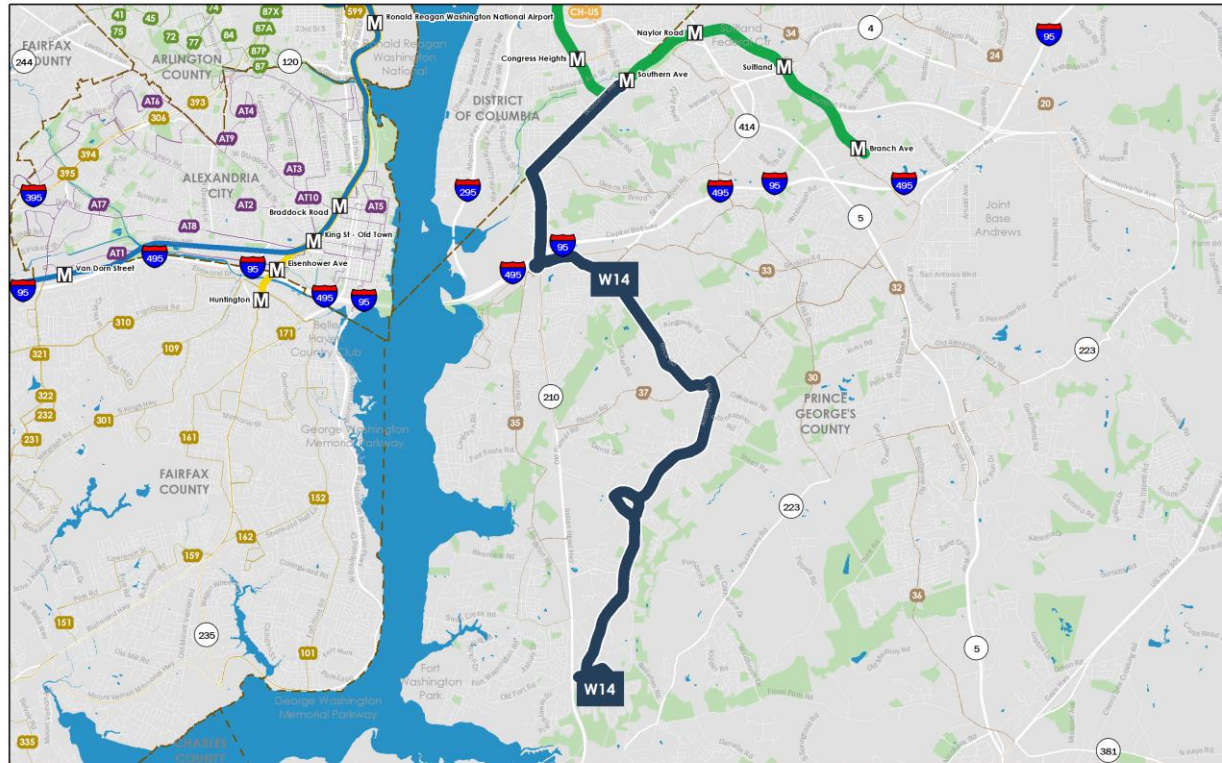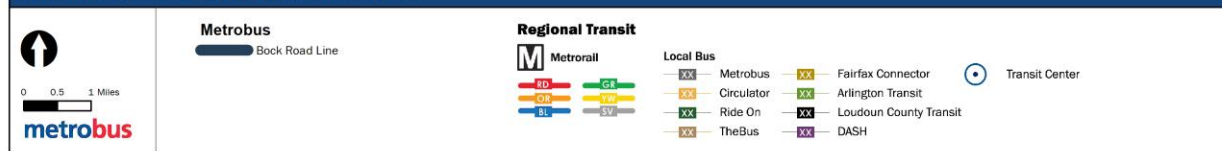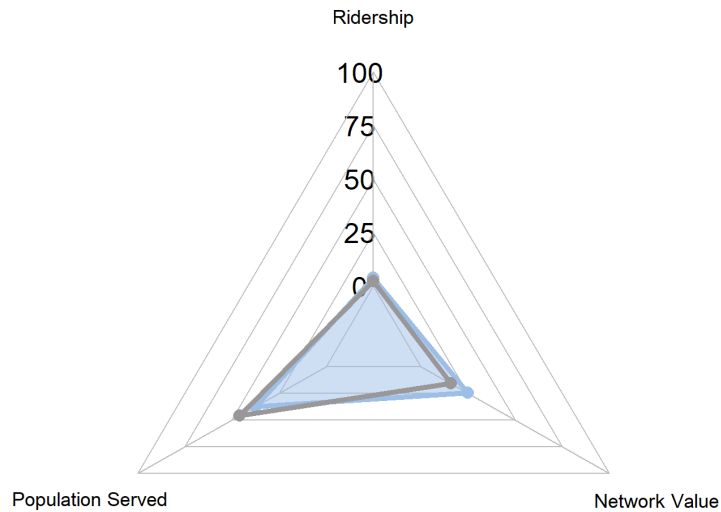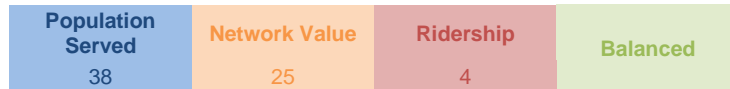
Operating Statistics

Annual Operating Costs		$991,398
Peak Vehicles		0
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			22,569
People of Color Population	Service Area		19,429
	% Riders Surveyed		100%
Low Income Household	Service Area		8,002
	% Riders Surveyed		36%

Facilities/Amenities

Bus Stops		135
% Stops With Shelters		5%
% Stops With Benches		2%
% Stops With Real-Time Signs		1%
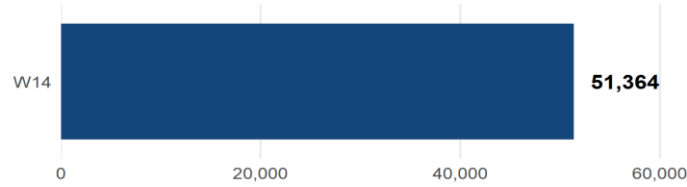
Ridership

Annual Ridership

W14	51,364

Scale: 0, 20,000, 40,000, 60,000

Top Transfer Locations

Southern Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
W14: 273	No Service	No Service

Scale: 0, 500, 1,000

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH 6	NORTH 6, SOUTH 4	NORTH 7, SOUTH 4	NORTH 6, SOUTH 6	SOUTH 5
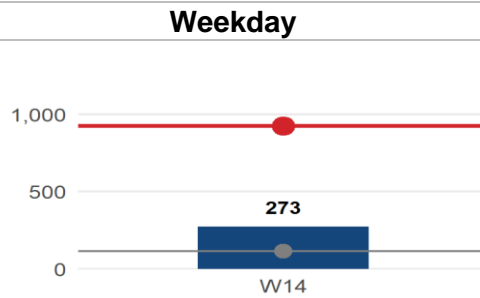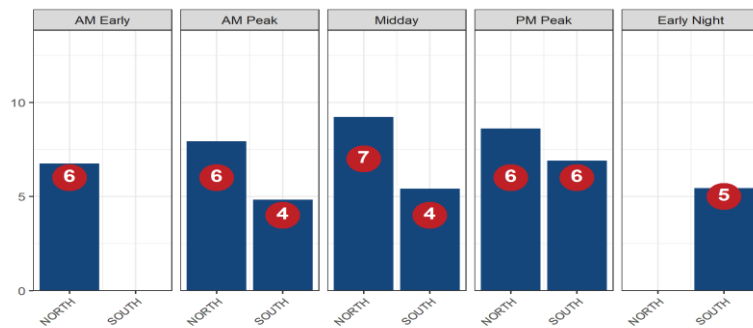
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.15	0.14
	Off-Peak Maximum Target: 1.0	0.16	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Standard

Trunk

W14

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

C Bock Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:31 AM - 8:01 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 31.3 / Off-Peak: 60.5	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	8.3	7.4	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	0.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	75%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.14	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$14.45	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	12%	E	-	-	-	-	-	-

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Route W14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	4.6	2.4	-
Route Design	**Circuity |** N/A	1.56	1.41	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	8.3	7.4	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	72%	36%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.14	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$14.45	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	11%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 52,826
- Revenue Miles: 106,225

Hours Allocation

- Deadhead Hours: 2,866
- Revenue Hours: 8,309

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W14	30.10	814	810 (99.5%)

Service Change Summary

Route W14 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	C

Legend: Exceeds · Meets · Approaches · Below · Significantly Below

Line Benefit Score

13

Out of 100

Ridership — 100, 75, 50, 25, 0

Population Served

Network Value
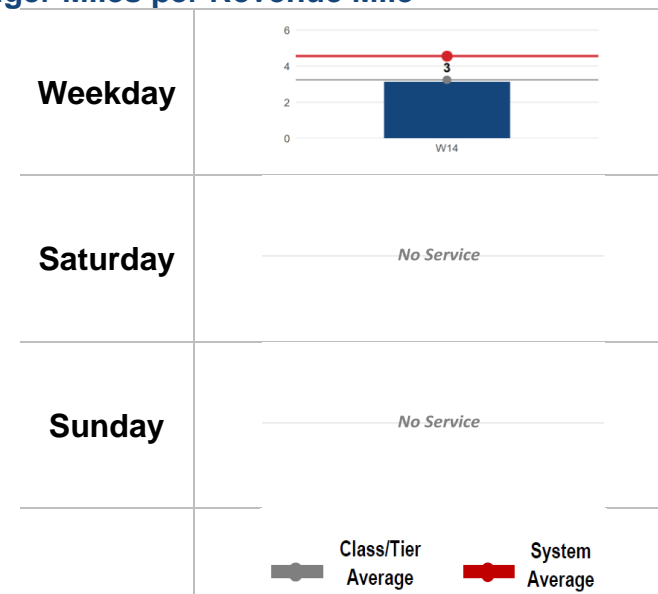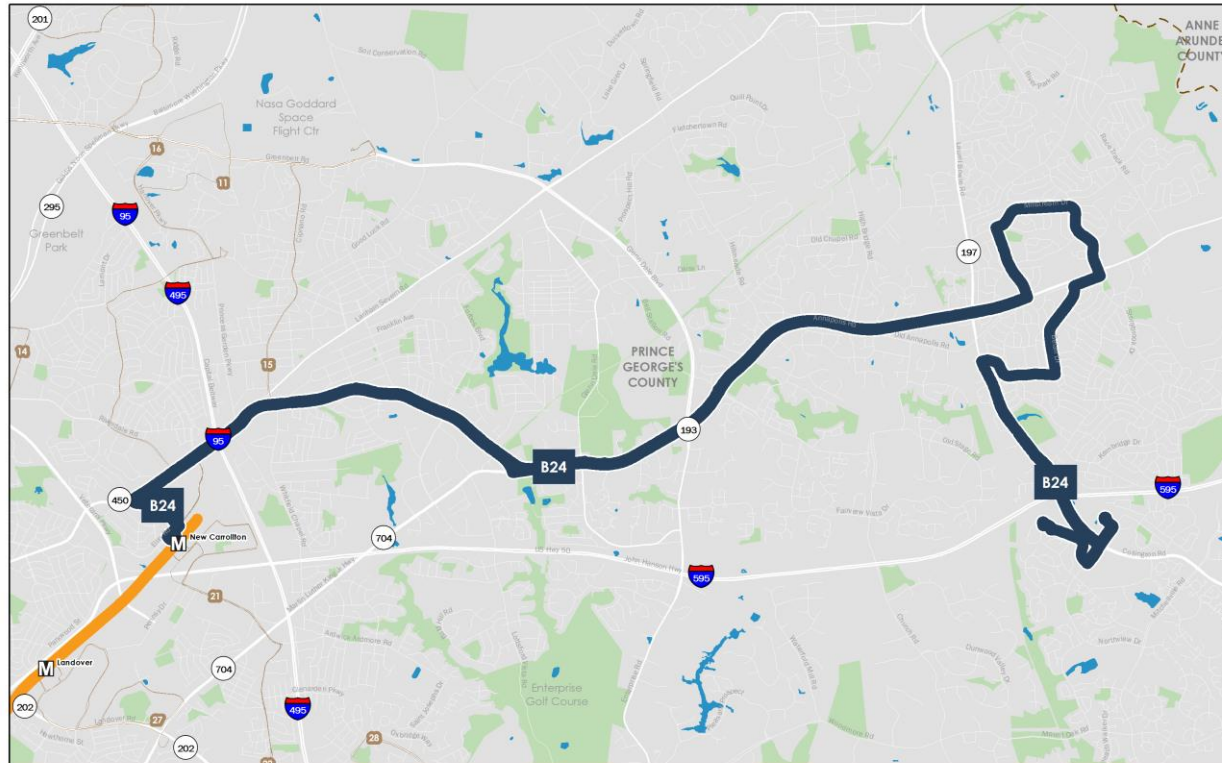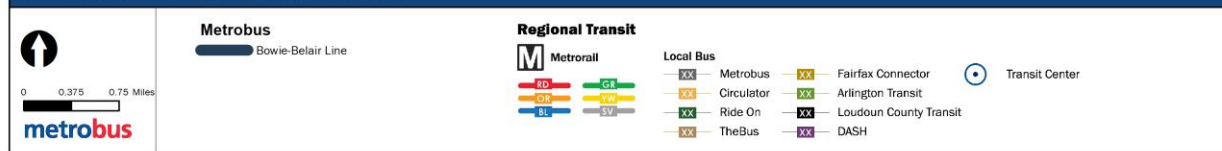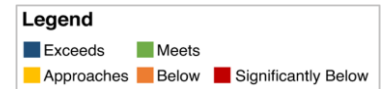
Classification Average
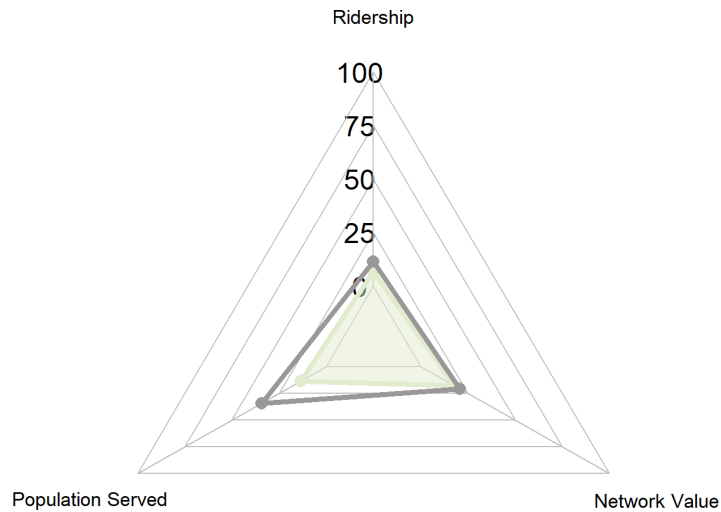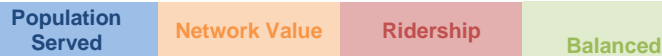
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	14	18	7	

Operating Statistics

Annual Operating Costs	$1,174,381
Peak Vehicles	4
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			25,255
People of Color Population	Service Area	15,831
	% Riders Surveyed	99%
Low Income Household	Service Area	3,633
	% Riders Surveyed	57%

Facilities/Amenities

Bus Stops	132
% Stops With Shelters	14%
% Stops With Benches	14%
% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

B24 — 108,127

| 0 | 40,000 | 80,000 | 120,000 | 160,00 |

Top Transfer Locations

New Carrollton

Weekday	Saturday	Sunday

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday: B24 — 466

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early: EAST 8, WEST 9
AM Peak: EAST 9, WEST 10
Midday: EAST 10, WEST 9
PM Peak: EAST 9, WEST 10
Early Night: EAST 9, WEST 5
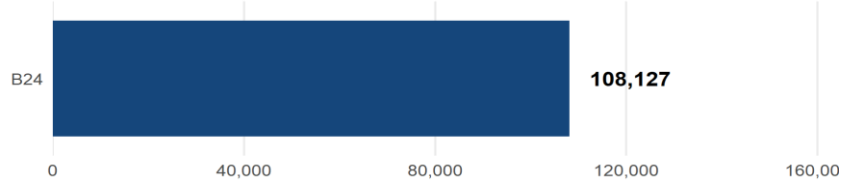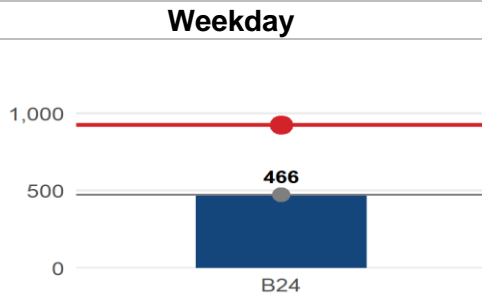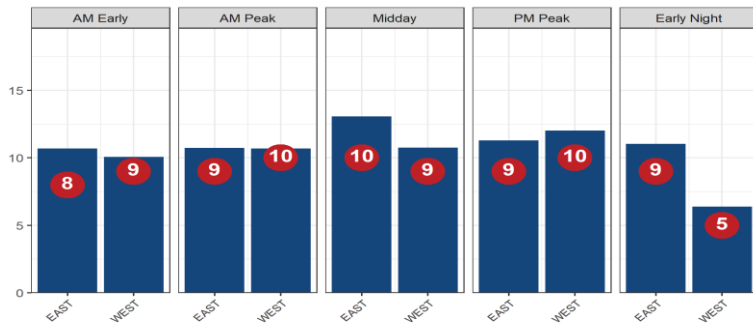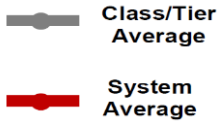
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.22	0.24
	Off-Peak Maximum Target: 1.0	0.24	0.21
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
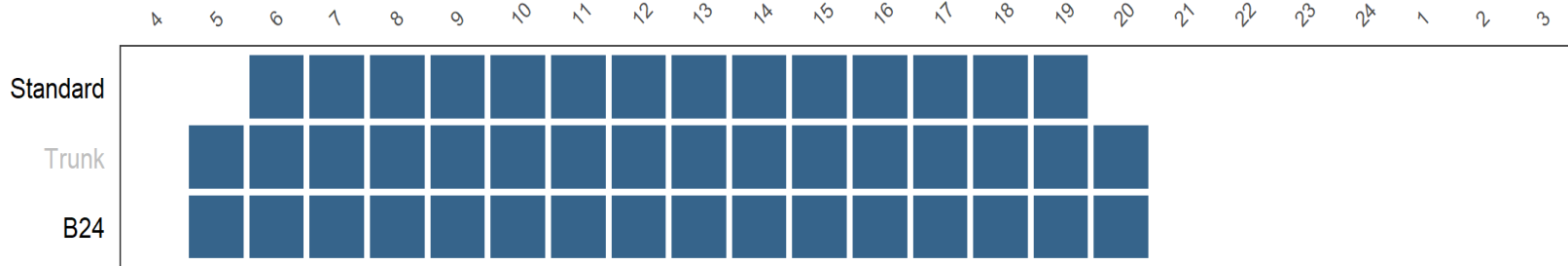
C Bowie-Belair

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:00 AM - 8:40 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 37.2 / Off-Peak: 54.6	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	12.1	13	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	86%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.23	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$9.84	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	9%	9%	E	-	-	-	-	-	-

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Route B24

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	5	A
Route Design	**Circuity |** N/A	1.52	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	12.1	13	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	46%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	86%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.23	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.84	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	9%	8%	E	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Deadhead Miles: 20,249
Revenue Miles: 157,386

Hours Allocation

Deadhead Hours: 1,466
Revenue Hours: 9,842

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B24	31.20	924	923 (99.9%)

Service Change Summary

Route B24 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 4 (B24)

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average — System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	D

Legend: Exceeds (blue), Meets (green), Approaches (yellow), Below (orange), Significantly Below (red)
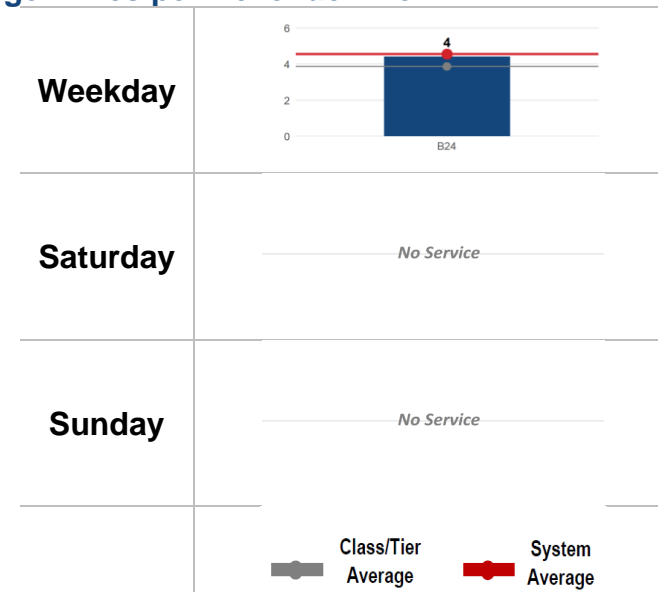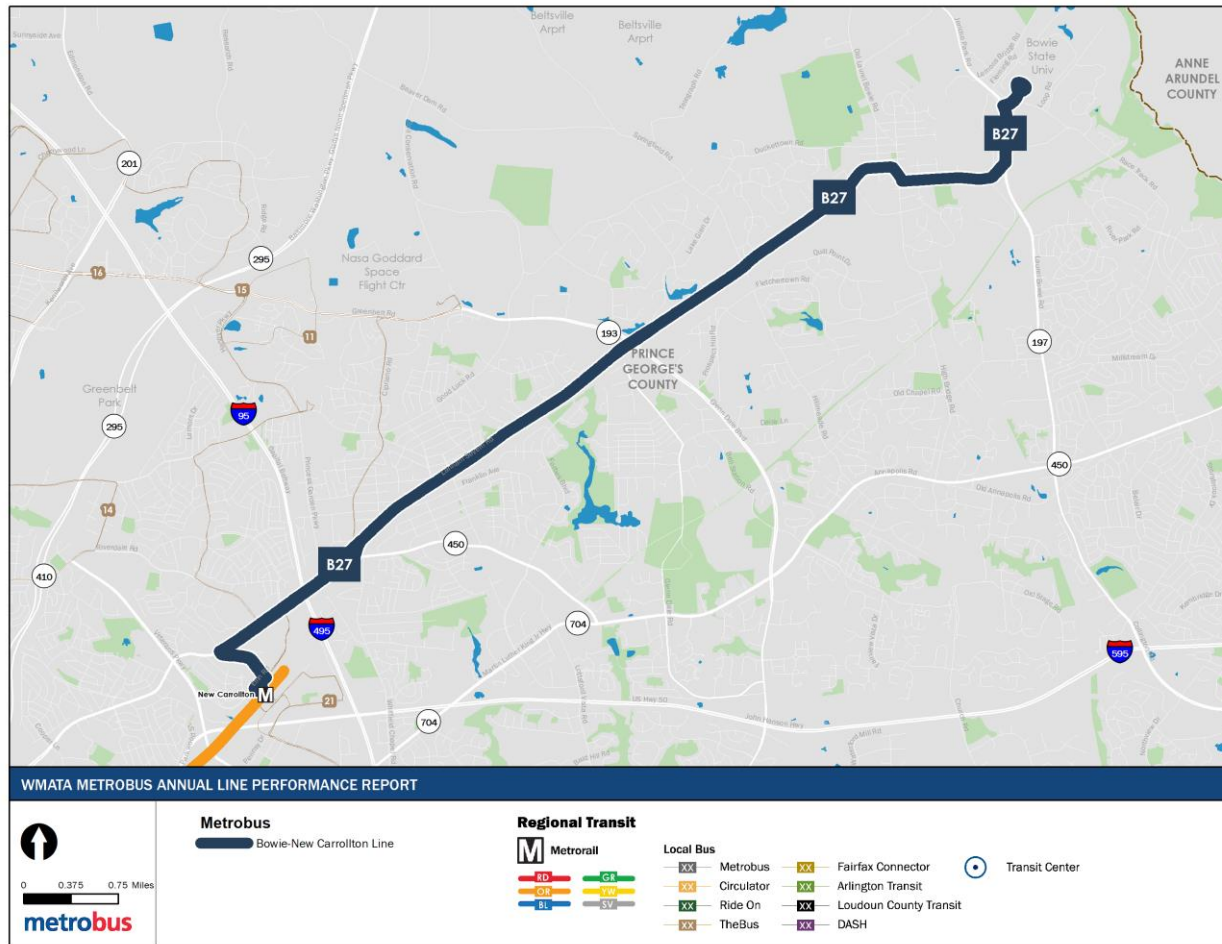
Line Benefit Score

9
Out of 100
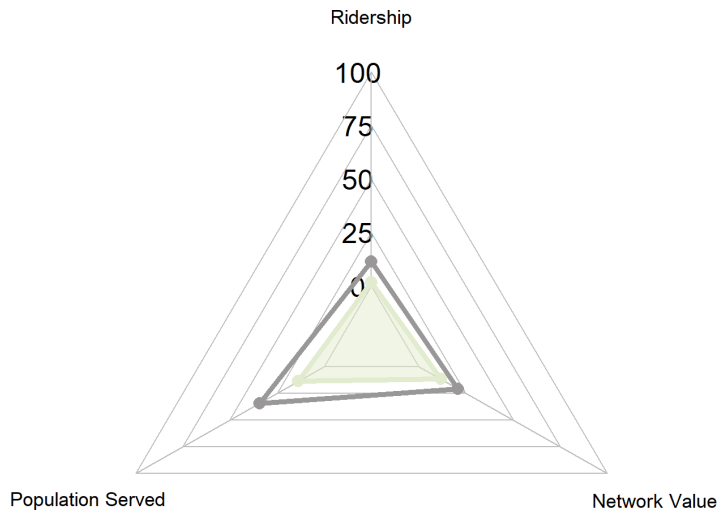
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	14	12	2	
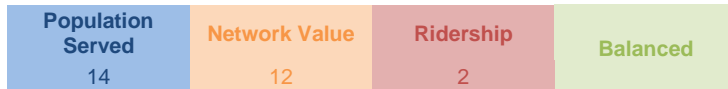
Operating Statistics

	Annual Operating Costs	$381,323
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		13,825
	People of Color Population	Service Area	9,667
		% Riders Surveyed	89%
	Low Income Household	Service Area	3,823
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	64
	% Stops With Shelters	9%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

B27 — 24,229

Top Transfer Locations

New Carrollton

	Weekday	Saturday	Sunday
Average Daily Ridership		*No Service*	*No Service*

Class/Tier Average

System Average

125
B27

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | PM Peak | Early Night
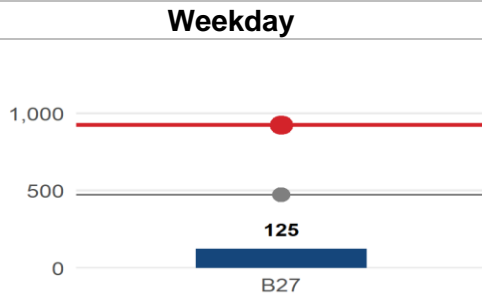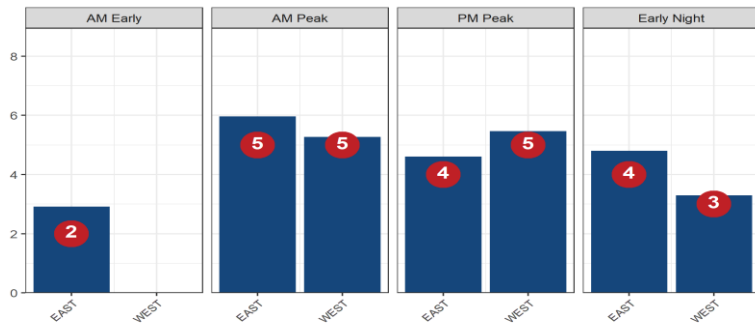
Vehicle Load Factor

Direction:	EAST	WEST
Peak Maximum Target: 1	0.11	0.12
Off-Peak Maximum Target: 1.0	0.09	0.07
Saturday Maximum Target: 1.0		
Sunday Maximum Target: 1.0		

(Weekday)

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Span and Frequency

D Bowie-New Carrollton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:58 AM - 8:19 AM; 3:10 PM - 9:55 PM	-	C	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 89.6 / Off-Peak: NA	Peak: 37 / Off-Peak: 49.1	E	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 10	10	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	1.1	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	91%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.11	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$11.88	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	9%	E	-	-	-	-	-	-

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Route B27

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.5	5	E
Route Design	**Circuity |** N/A	1.09	1.82	-

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	10	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	32%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	91%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.11	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$11.88	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	8%	E	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Legend: Deadhead Miles (red), Revenue Miles (blue)

- 4,100 (Deadhead Miles)
- 58,429 (Revenue Miles)

Hours Allocation

Legend: Deadhead Hours (red), Revenue Hours (blue)

- 392 (Deadhead Hours)
- 3,196 (Revenue Hours)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B27	18.60	572	570 (99.7%)

Service Change Summary

Route B27 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — B27: 2

Saturday — No Service

Sunday — No Service

Legend: Class/Tier Average (grey), System Average (red)

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

10

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	20	7	3	
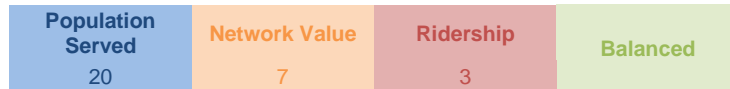
Operating Statistics

Annual Operating Costs	$813,444
Peak Vehicles	4
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			19,013
People of Color Population	Service Area	9,070
	% Riders Surveyed	85%
Low Income Household	Service Area	1,959
	% Riders Surveyed	29%

Facilities/Amenities

Bus Stops	88
% Stops With Shelters	15%
% Stops With Benches	11%
% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

B22 — 22,367
B21 — 17,044

(x-axis: 0 — 10,000 — 20,000 — 30,000)

Top Transfer Locations

New Carrollton

Average Daily Ridership

Weekday	Saturday	Sunday

Class/Tier Average
System Average

Weekday:
- B21 — 87
- B22 — 115

(y-axis: 0 — 500 — 1,000)

Saturday: *No Service*
Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night
(EAST/WEST for each; max load circles: AM Early WEST 4; AM Peak EAST 3, WEST 4; Midday EAST 3, WEST 4; PM Peak EAST 4, WEST 5; Early Night EAST 3, WEST 4)
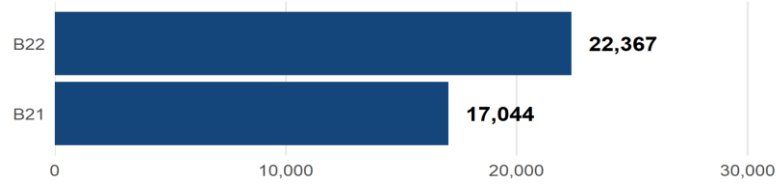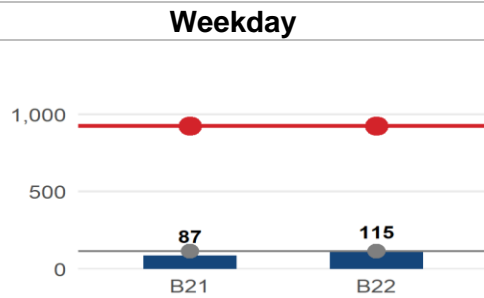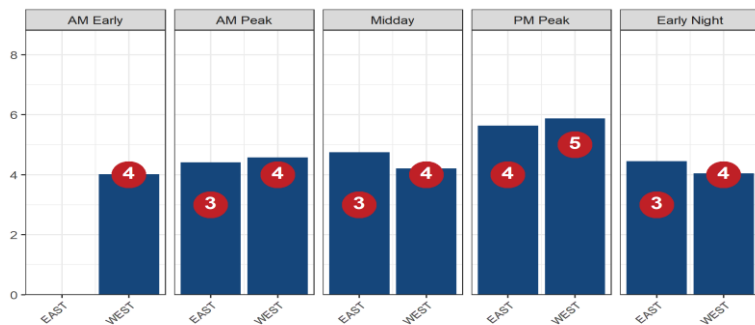
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.08	0.12
	Off-Peak Maximum Target: 1.0	0.08	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

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C Bowie State University

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:48 AM - 8:54 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 32.4 / Off-Peak: 60.8	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | N/A	7	7.4	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.3	0.4	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	90%	82%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.1	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$17.14	$17.53	E	-	-	-	-	-	-
Cost Recovery | 20%	6%	12%	E	-	-	-	-	-	-

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Route B21

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** N/A	1.4	2.4	-
Route Design — **Circuity |** N/A	1.46	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	8.4	7.4	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	8%	36%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	91%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.1	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$14.21	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	11%	E	-	-	-	-	-	-

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Route B22

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** N/A	2.1	2.4	-
Route Design **Circuity |** N/A	1.82	1.41	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	6.2	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	22%	36%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	90%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.09	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$19.36	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	11%	E	-	-	-	-	-	-
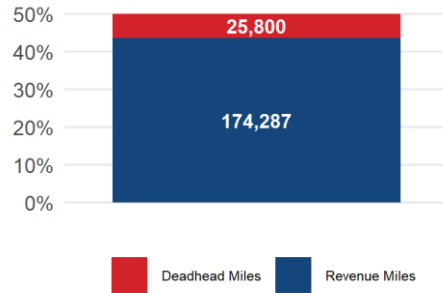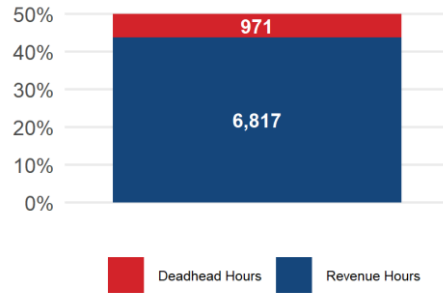
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Operational Analysis

Miles Allocation

- **Deadhead Miles**: 25,800
- **Revenue Miles**: 174,287

Hours Allocation

- **Deadhead Hours**: 971
- **Revenue Hours**: 6,817

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B21	28.70	418	418 (100.0%)
B22	35.80	528	525 (99.4%)

Service Change Summary

Route B21 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route B22 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

- B21: 3.02
- B22: 2.38

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend

Exceeds | Meets
Approaches | Below | Significantly Below

Line Benefit Score

18
Out of 100

Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	18	28	9	

Operating Statistics

Annual Operating Costs		$2,288,667
Peak Vehicles		3
Vehicle Type(s)		30 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			16,121
People of Color Population	Service Area		10,139
	% Riders Surveyed		95%
Low Income Household	Service Area		3,959
	% Riders Surveyed		51%

Facilities/Amenities

Bus Stops		58
% Stops With Shelters		16%
% Stops With Benches		16%
% Stops With Real-Time Signs		2%

Ridership

Annual Ridership

H6 — 146,511
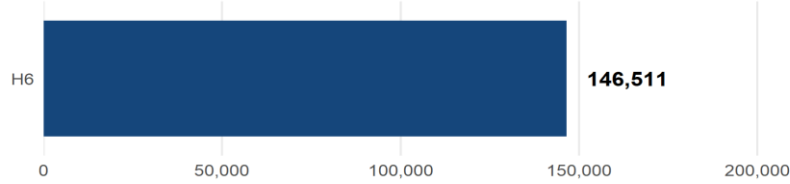
Top Transfer Locations

Brookland

Average Daily Ridership
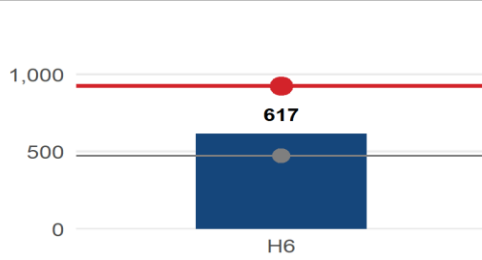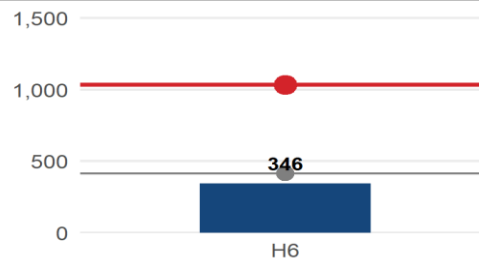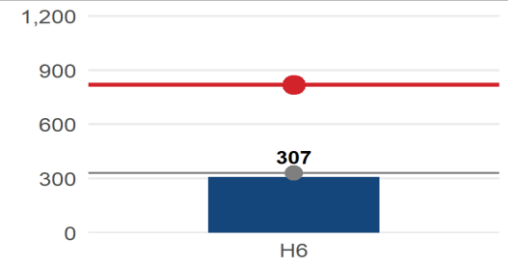
Weekday	Saturday	Sunday

— Class/Tier Average
— System Average

Weekday: 617
Saturday: 346
Sunday: 307

Average Trip Ridership and Maximum Load by Time Period
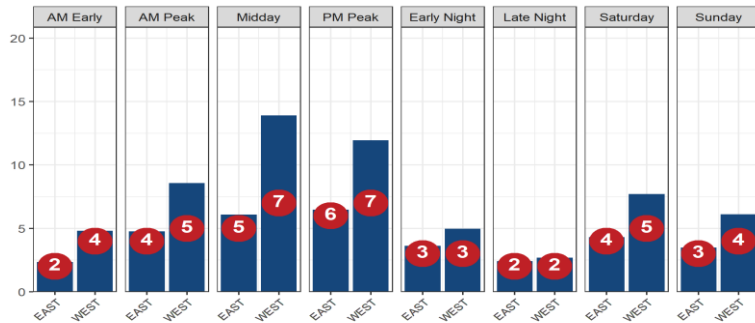
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.14	0.16
	Off-Peak Maximum Target: 1.0	0.11	0.13
	Saturday Maximum Target: 1.0	0.1	0.12
	Sunday Maximum Target: 1.0	0.08	0.11

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard			■	■	■	■	■	■	■	■	■	■	■	■	■	■								
Trunk	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			
H6	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			

Saturday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					■	■	■	■	■	■	■	■	■	■	■	■								
Trunk			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
H6			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				

Sunday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					■	■	■	■	■	■	■	■	■	■	■	■								
Trunk			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
H6			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
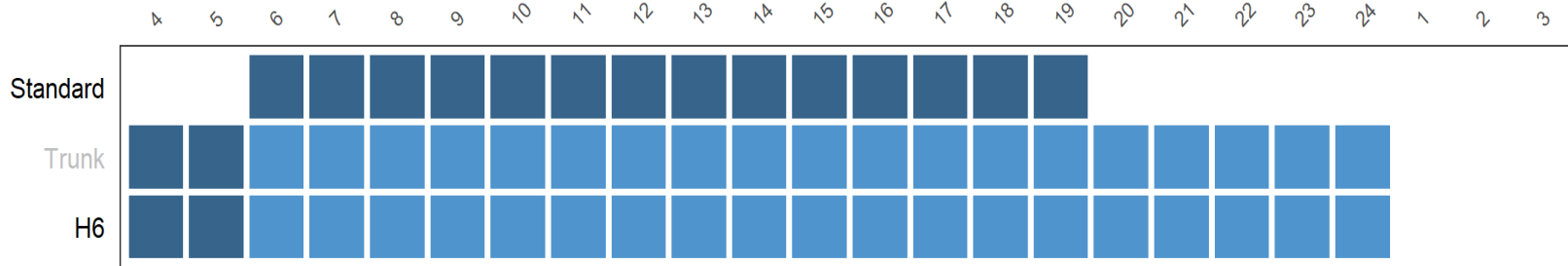
B Brookland-Fort Lincoln

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:47 AM - 12:25 AM	-	A	6:25 AM - 11:01 PM	-	A	6:25 AM - 10:59 PM	-	A
	Frequency of Service | varies	Peak: 24.3 / Off-Peak: 24.8	Peak: 37 / Off-Peak: 49.1	A	25.2	49.1	A	25.2	49.7	A
Productivity	**Passengers per Revenue Hour | 10**	17.8	13.0	A	14.9	16.3	A	12.1	15.3	A
	Passengers per Revenue Mile | 1	1.6	1.1	A	1.3	1.3	A	1.1	1.2	B
Reliability	**On-Time Performance | 79%**	78%	83%	C	74%	83%	D	83%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.15	Off-Peak: 0.15 Peak: 0.17	A	0.11	0.19	A	0.09	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$6.70	$10.30	B	$8.01	$ 8.05	D	$9.84	$ 8.47	E
	Cost Recovery | 20%	11%	9%	E	9%	9%	E	7%	8%	E

Route H6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.3	5	E
Route Design	**Circuity |** N/A	2.7	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17.8	13.0	A	14.9	16.3	A	12.1	15.3	A
	Passengers per Revenue Mile | 1	1.6	1.1	A	1.3	1.3	A	1.1	1.2	B
	Unique Segment Ridership | 10%	68%	43%	A	72%	56%	A	73%	58%	A
Reliability	**On-Time Performance |** 79%	78%	83%	C	74%	83%	D	83%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.15	Off-Peak: 0.16 Peak: 0.17	A	0.11	0.19	A	0.09	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.70	$10.30	B	$8.01	$ 8.05	D	$9.84	$ 8.47	E
	Cost Recovery | 20%	11%	8%	E	9%	9%	E	7%	8%	E

Operational Analysis
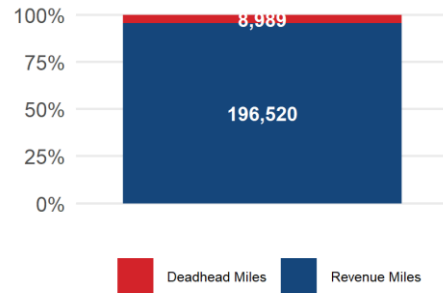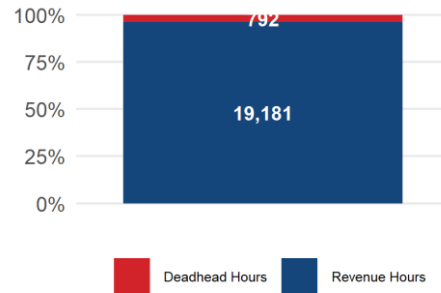
Miles Allocation

100% — 8,989
196,520

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% — 792
19,181

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H6	9.60	2,528	2,504 (99.1%)

Service Change Summary

Route H6 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — H6: 3

Saturday — H6: 3

Sunday — H6: 2

■ Class/Tier Average ■ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Burke Centre Line

Regional Transit
Ⓜ Metrorail

Local Bus
XX Metrobus
XX Circulator
XX Ride On
XX TheBus
XX Fairfax Connector
XX Arlington Transit
XX Loudoun County Transit
XX DASH
● Transit Center

0   0.5   1 Miles

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Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend
■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

Line Benefit Score

<div style="font-size:2em">**40**</div>

Out of 100

Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	84	35	2	
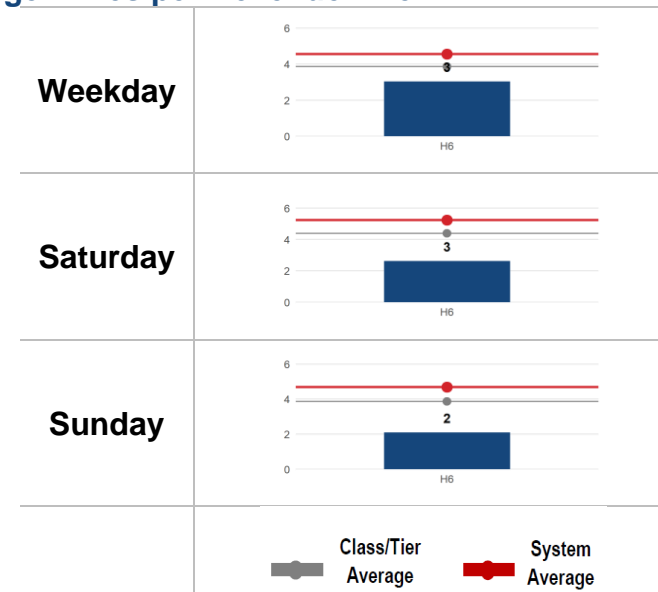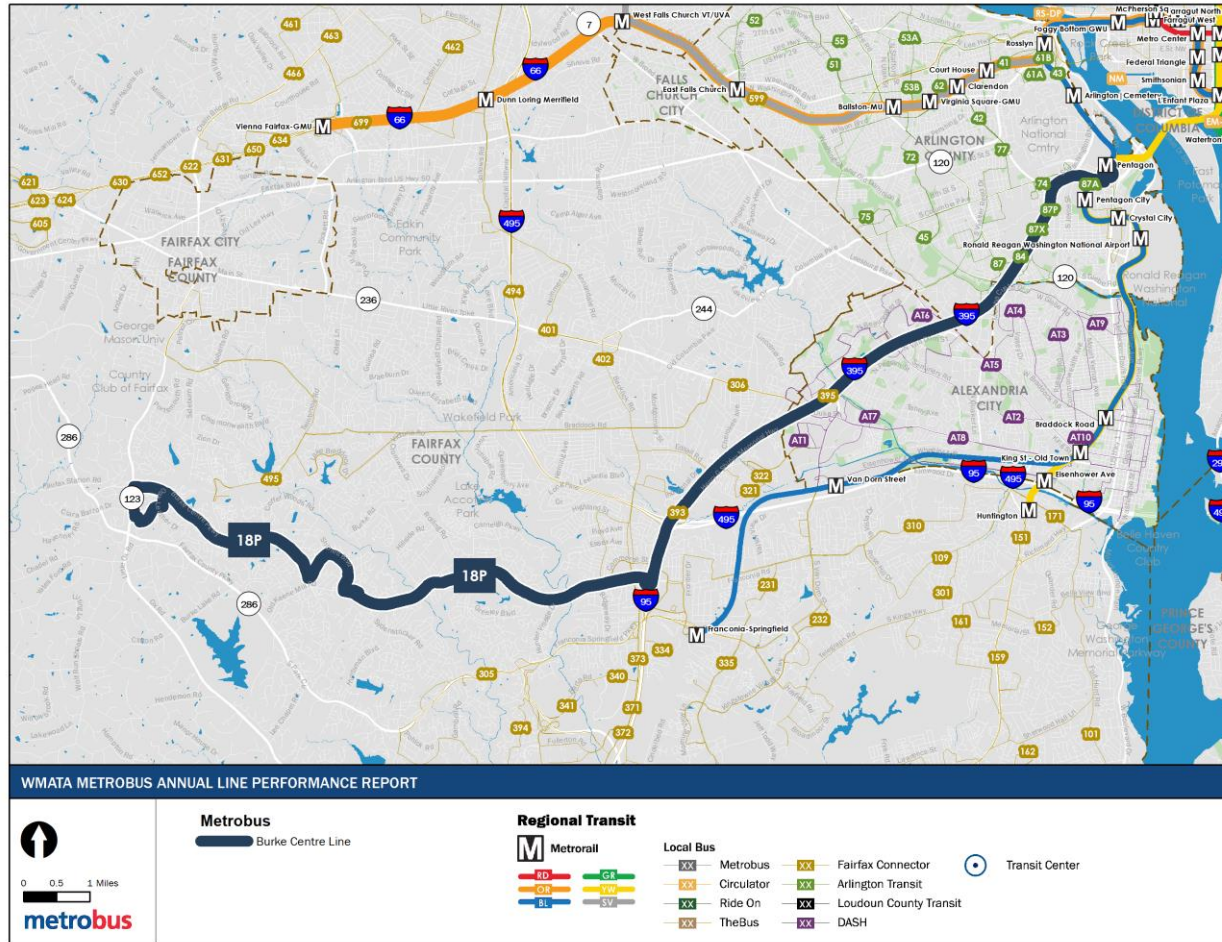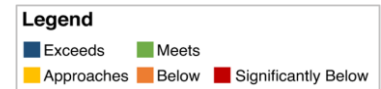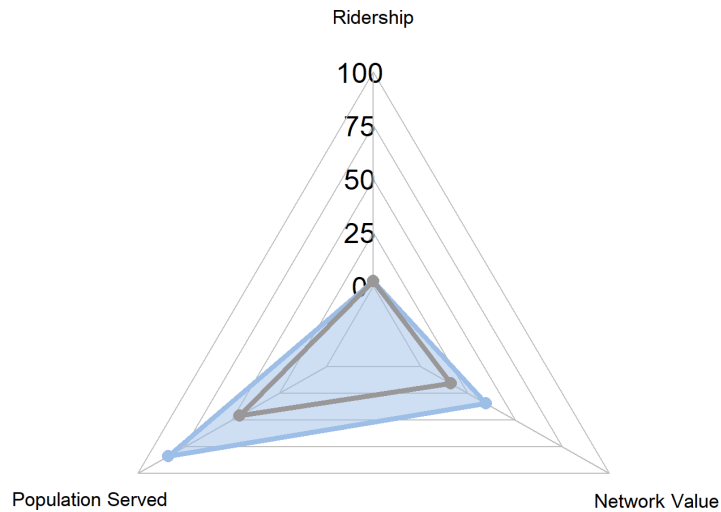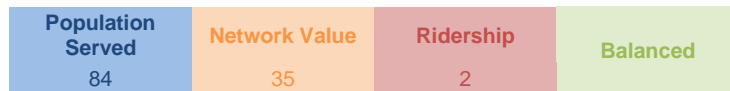
Operating Statistics

Annual Operating Costs	$706,116
Peak Vehicles	7
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		22,302
People of Color Population	Service Area	6,853
	% Riders Surveyed	44%
Low Income Household	Service Area	2,817
	% Riders Surveyed	5%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	13%
% Stops With Benches	9%
% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

18P	31,457

(Bar chart axis: 0, 10,000, 20,000, 30,000, 40,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
163 (18P)	*No Service*	*No Service*

(Weekday chart axis: 0, 500, 1,000)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	PM Peak	Early Night
EAST: 6	EAST: 8	WEST: 5	WEST: 3

(Axis: 0.0, 2.5, 5.0, 7.5, 10.0, 12.5)
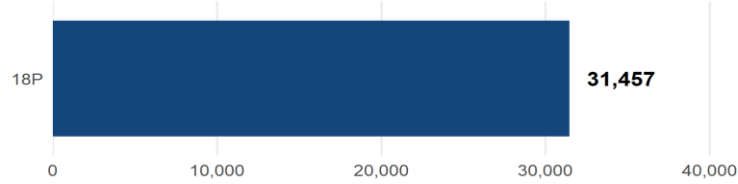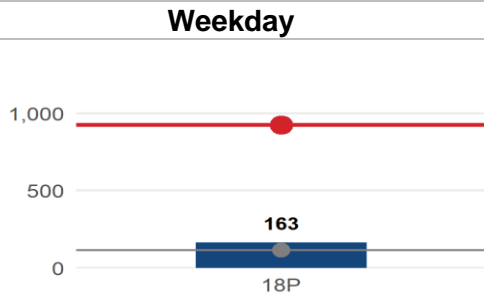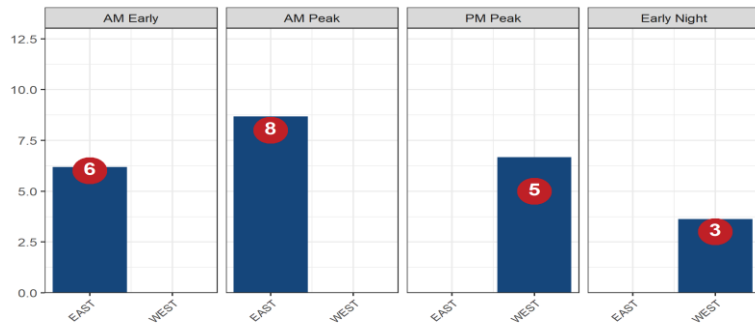
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.21	0.14
	Off-Peak Maximum Target: 1.0	0.15	0.07
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		
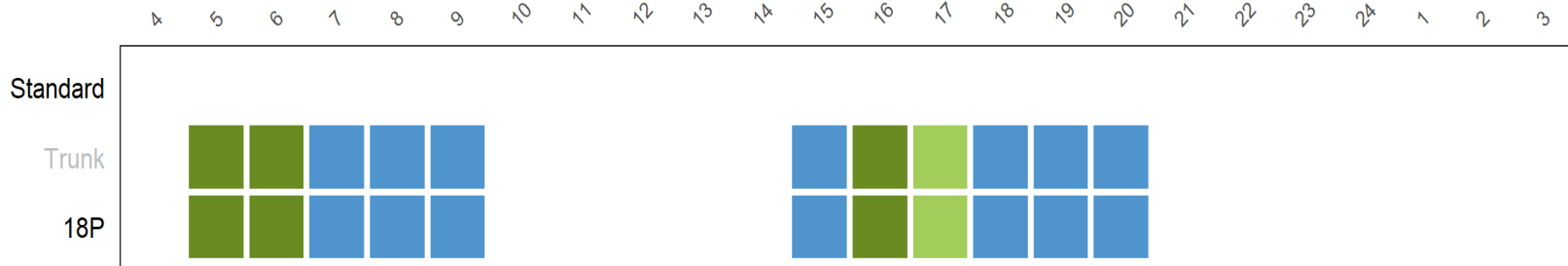
Performance Report Card

C Burke Centre

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:07 AM - 9:05 AM; 3:20 PM - 8:05 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 20.2 / Off-Peak: NA	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	7.1	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	0.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	91%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$16.70	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	34%	12%	A	-	-	-	-	-	-

Route 18P

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	2.2	2.4	-
Route Design Circuity | N/A	1.33	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	7.1	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	100%	36%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	91%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$16.70	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	34%	11%	A	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Deadhead Miles	98,450
Revenue Miles	134,620

Hours Allocation

Deadhead Hours	5,323
Revenue Hours	5,918

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18P	46.00	506	506 (100.0%)

Service Change Summary

Route 18P - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 18P

Saturday — No Service

Sunday — No Service

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Calverton-Westfarm Line

Regional Transit

M Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	● Transit Center
XX	Circulator	XX	Arlington Transit	
XX	Ride On	XX	Loudoun County Transit	
XX	TheBus	XX	DASH	

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   D

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

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Line Benefit Score

21

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Line Score:

Population Served	Network Value	Ridership	Balanced
38	13	12	
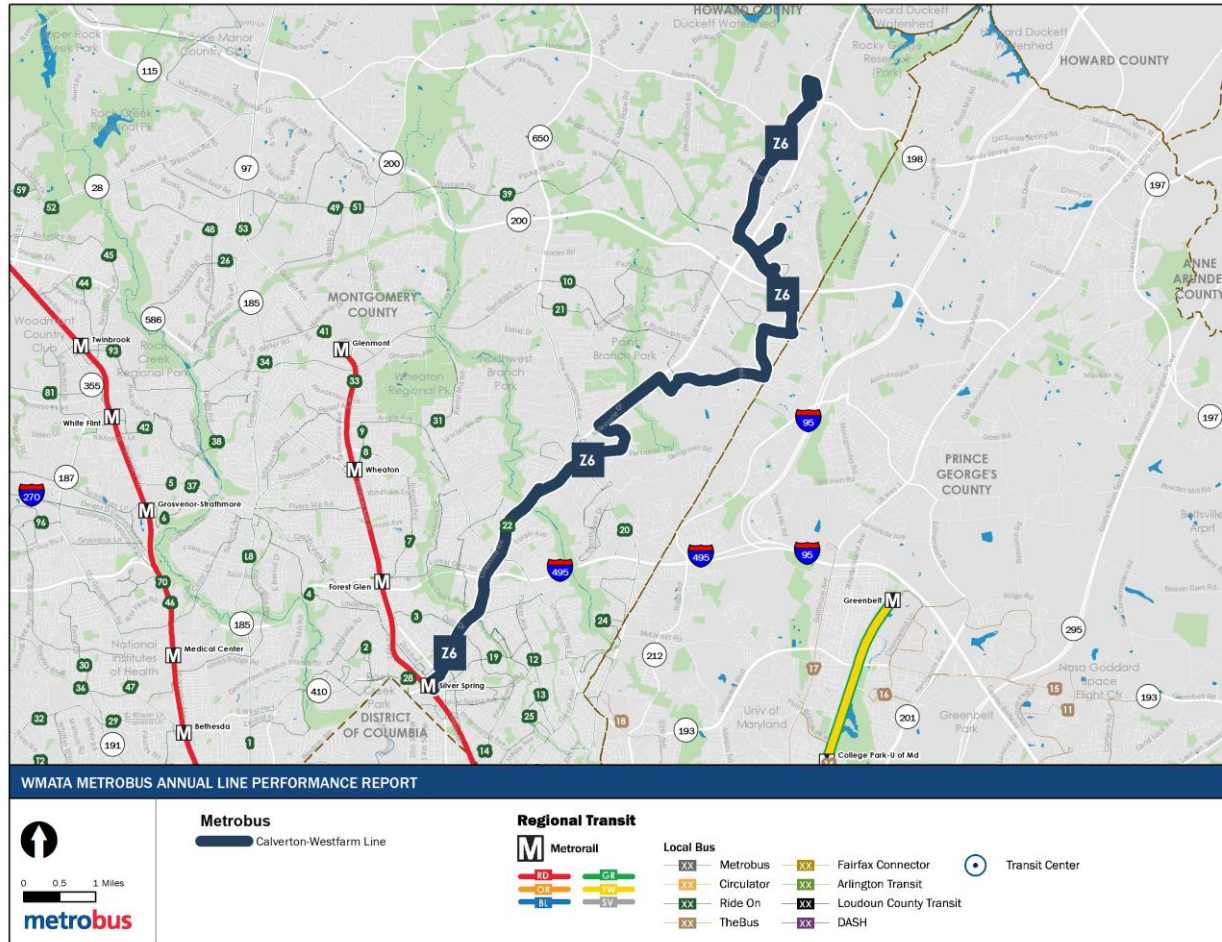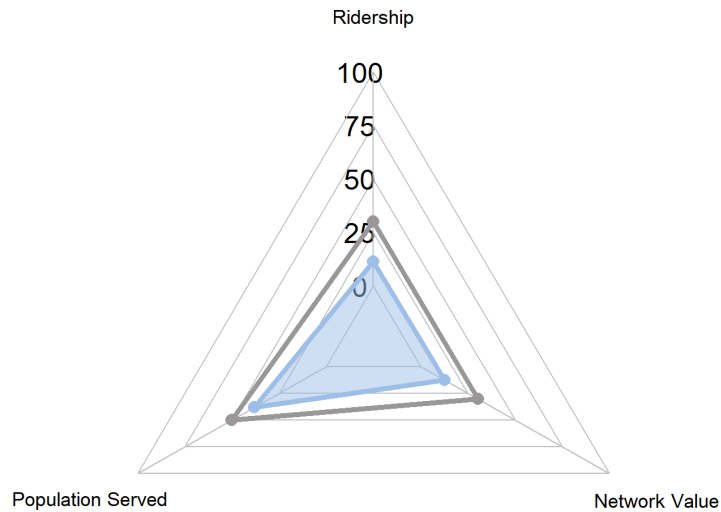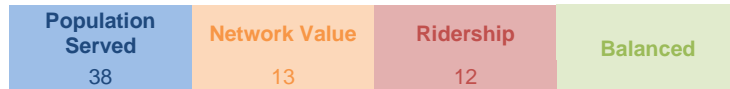
Operating Statistics

	Annual Operating Costs	$2,741,234
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		29,817
	People of Color Population	Service Area	17,567
		% Riders Surveyed	91%
	Low Income Household	*Service Area*	8,092
		% Riders Surveyed	64%

Facilities/Amenities

	Bus Stops	138
	% Stops With Shelters	20%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	1%

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Ridership

Annual Ridership	Z6 — 145,132

Top Transfer Locations — Silver Spring

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
Z6 — 782	Z6 — 637	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Saturday
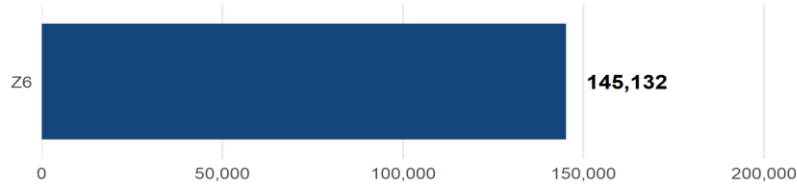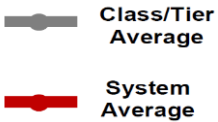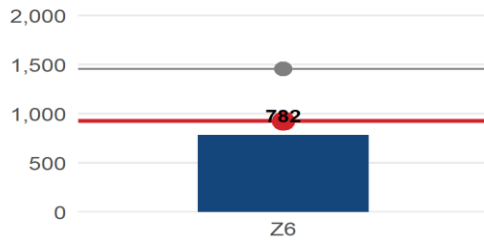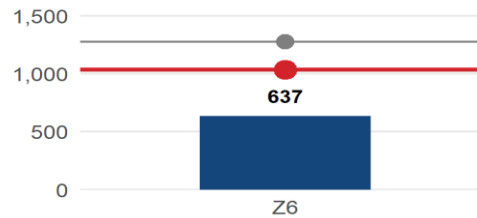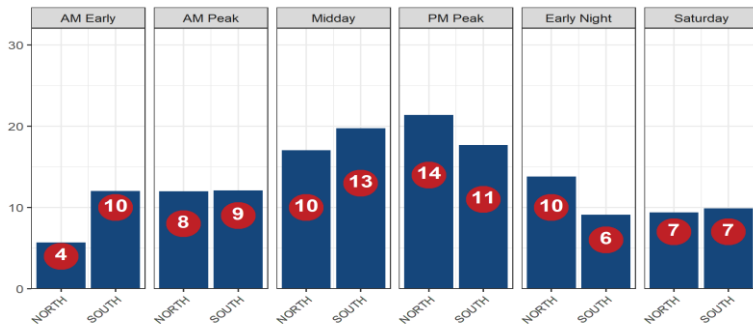
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.27	0.25
	Off-Peak Maximum Target: 1.0	0.24	0.26
	Saturday Maximum Target: 1.0	0.16	0.18
	Sunday Maximum Target: 1.0		

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Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

No Service
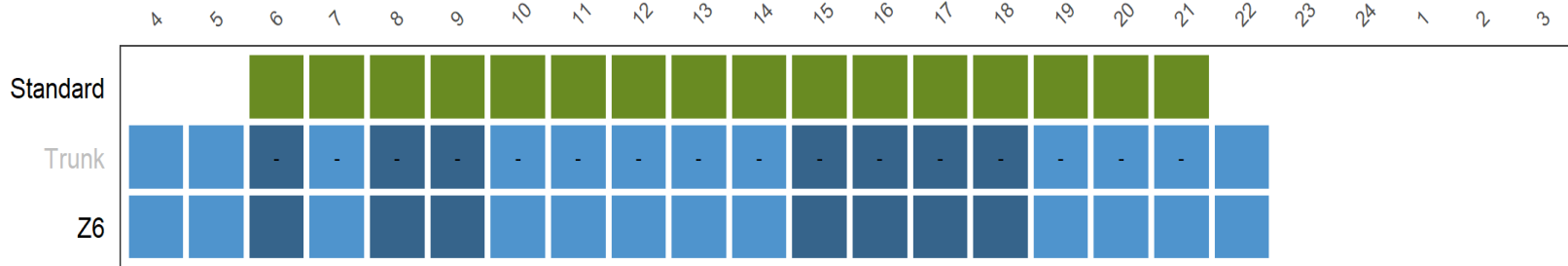
D Calverton-Westfarm

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability Span of Service | varies	4:55 AM - 10:48 PM	-	A	5:45 AM - 10:40 PM	-	A	-	-	-
Frequency of Service | varies	Peak: 32.0 / Off-Peak: 30.0	Peak: 26.4 / Off-Peak: 28.8	E	30.1	33.3	C	-	-	-
Productivity Passengers per Revenue Hour | 20	14.3	18.1	E	10.1	19.9	E	-	-	-
Passengers per Revenue Mile | 2	1.1	1.7	E	0.8	1.8	E	-	-	-
Reliability On-Time Performance | 79%	71%	79%	D	74%	78%	C	-	-	-
Crowding | 5%	1%	0%	A	0%	1%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.26	Off-Peak: 0.27 Peak: 0.3	A	0.17	0.28	A	-	-	-
Cost Effectiveness Operating Cost per Passenger Trip | $5	$8.33	$ 7.79	E	$11.86	$ 7.16	E	-	-	-
Cost Recovery | 20%	14%	14%	D	10%	15%	E	-	-	-

metrobus

Route Z6

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.8	4.6	A
Route Design Circuity | 1.75	1.48	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	14.3	18.1	E	10.1	19.9	E	-	-	-
	Passengers per Revenue Mile | 2	1.1	1.7	E	0.8	1.8	E	-	-	-
	Unique Segment Ridership | 10%	17%	27%	A	26%	36%	A	-	-	-
Reliability	On-Time Performance | 79%	71%	79%	D	74%	78%	C	-	-	-
	Crowding | 5%	1%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.26	Off-Peak: 0.27 Peak: 0.3	A	0.17	0.29	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.33	$ 7.79	E	$11.86	$ 7.16	E	-	-	-
	Cost Recovery | 20%	14%	15%	D	10%	16%	E	-	-	-
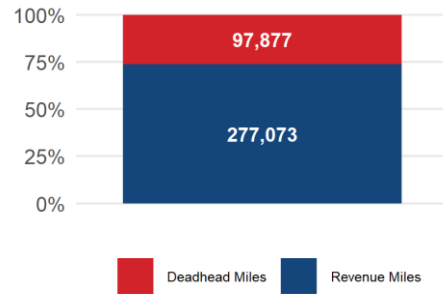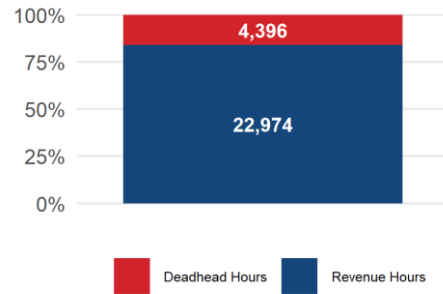
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 97,877
- Revenue Miles: 277,073

Hours Allocation

- Deadhead Hours: 4,396
- Revenue Hours: 22,974

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z6	30.40	1,782	1,768 (99.2%)

Service Change Summary

Route Z6 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — Z6

Saturday — Z6

Sunday — No Service

- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Capitol Heights - Minnesota Ave. Line

Regional Transit
Ⓜ **Metrorail**

Local Bus
XX	Metrobus	XX	Fairfax Connector	⊙	Transit Center
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

RD / OR / BL
GR / YW / SV

0   0.25   0.5 Miles

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Service Classification

Framework

Activity Tier

2

Overall Grade

Line	**B**

Legend
| ■ Exceeds | ■ Meets |
| ■ Approaches | ■ Below | ■ Significantly Below |
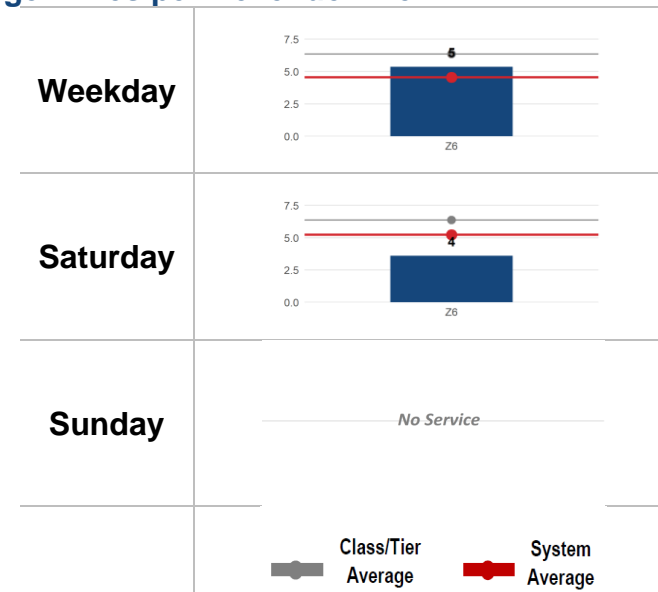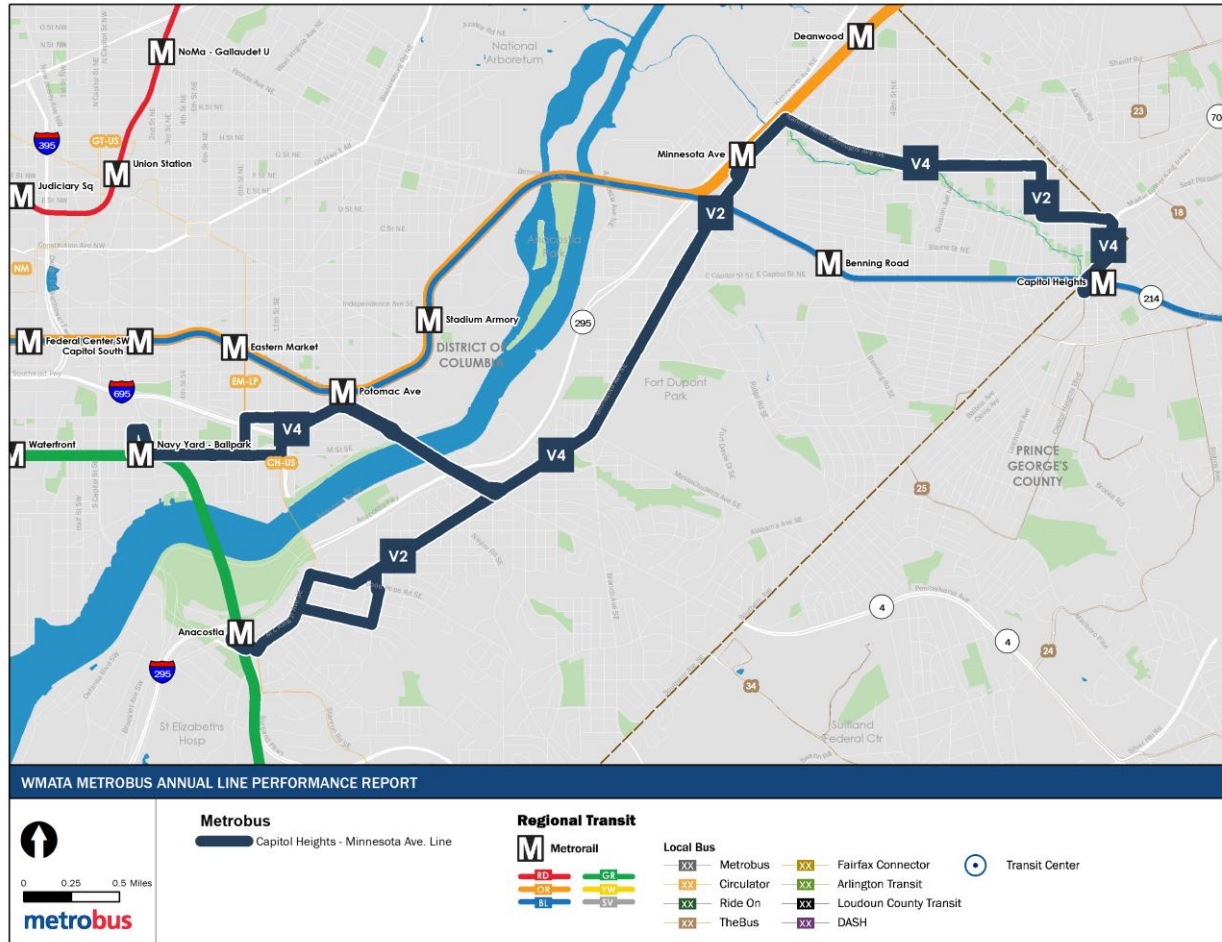
Line Benefit Score

45
Out of 100
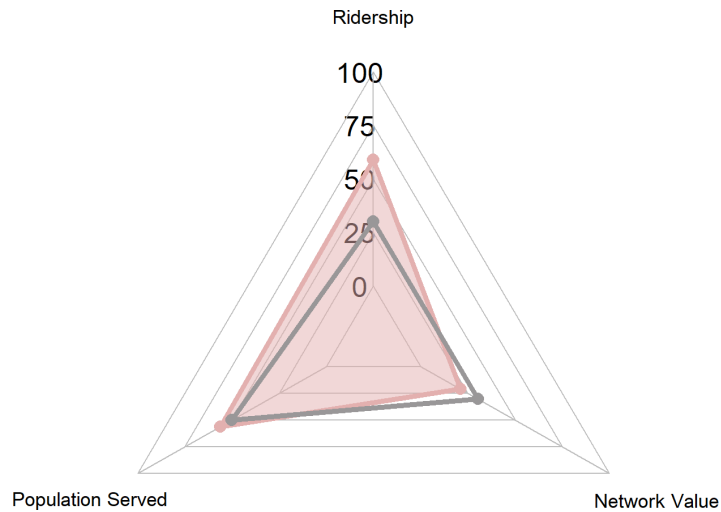
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	56	21	59	

Operating Statistics

Annual Operating Costs	$6,539,502	
Peak Vehicles	19	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		73,186	
People of Color Population	Service Area	65,049	
	% Riders Surveyed	99%	
Low Income Household	Service Area	35,097	
	% Riders Surveyed	76%	

Facilities/Amenities

Bus Stops	114	
% Stops With Shelters	18%	
% Stops With Benches	17%	
% Stops With Real-Time Signs	6%	

Ridership

Annual Ridership	V4: 659,027 / V2: 496,754
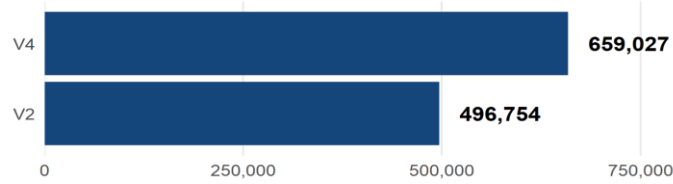
Top Transfer Locations

Minnesota Avenue, Potomac Avenue, Capitol Heights

Average Daily Ridership
- Class/Tier Average
- System Average
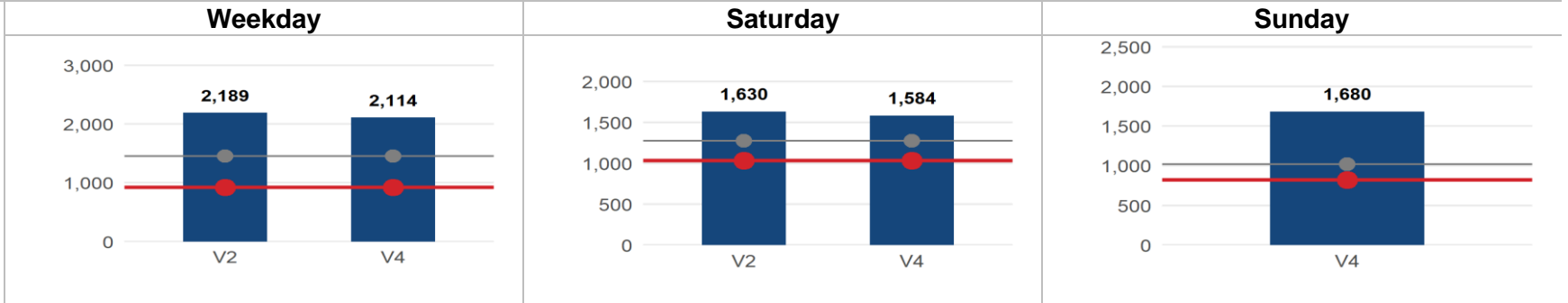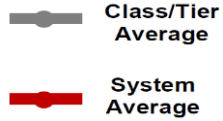
Weekday	Saturday	Sunday
V2: 2,189 / V4: 2,114	V2: 1,630 / V4: 1,584	V4: 1,680

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
7 / 12	9 / 10	16 / 17	13 / 15	11 / 11	7 / 6	13 / 14	12 / 13
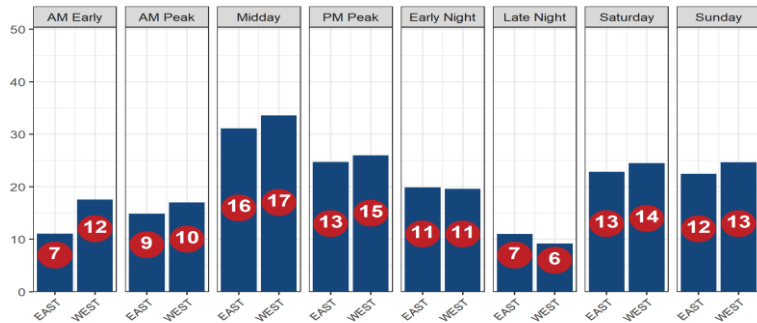
Vehicle Load Factor

Direction:		EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.28	0.3
	Off-Peak Maximum Target: 1.0	0.32	0.36
	Saturday Maximum Target: 1.0	0.32	0.34
	Sunday Maximum Target: 1.0	0.3	0.34

Span and Frequency

B Capitol Heights - Minnesota Ave.

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:10 AM - 12:33 AM	-	A	4:30 AM - 12:38 AM	-	A	4:30 AM - 12:30 AM	-	A
	Frequency of Service | varies	Peak: 11.7 / Off-Peak: 18.1	Peak: 26.4 / Off-Peak: 28.8	A	21.3	33.3	A	32.0	34.5	C
Productivity	**Passengers per Revenue Hour** | 20	25.3	18.1	A	28.1	19.9	A	31.3	18.1	A
	Passengers per Revenue Mile | 2	3.1	1.7	A	3.2	1.8	A	3.1	1.6	A
Reliability	**On-Time Performance** | 79%	77%	79%	C	80%	78%	B	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	1%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.29	Off-Peak: 0.27 Peak: 0.3	A	0.33	0.28	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.71	$ 7.79	B	$4.24	$ 7.16	A	$3.82	$ 8.20	A
	Cost Recovery | 20%	14%	14%	E	15%	15%	D	17%	14%	D

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Route V2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.8	4.6	E
Route Design **Circuity |** 1.75	1.3	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	26.2	18.1	A	31.0	19.9	A	-	-	-
	Passengers per Revenue Mile | 2	3.4	1.7	A	3.7	1.8	A	-	-	-
	Unique Segment Ridership | 10%	12%	27%	B	10%	36%	B	-	-	-
Reliability	**On-Time Performance |** 79%	78%	79%	C	81%	78%	B	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.3	Off-Peak: 0.27 Peak: 0.3	A	0.37	0.29	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.55	$ 7.79	B	$3.85	$ 7.16	A	-	-	-
	Cost Recovery | 20%	17%	15%	D	20%	16%	C	-	-	-

Route V4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.8	4.6	E
Route Design	**Circuity |** 1.75	1.3	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	25.6	18.1	A	26.6	19.9	A	31.3	18.1	A
	Passengers per Revenue Mile | 2	3.0	1.7	A	2.9	1.8	A	3.1	1.6	A
	Unique Segment Ridership | 10%	11%	27%	B	10%	36%	B	84%	45%	A
Reliability	**On-Time Performance |** 79%	77%	79%	C	80%	78%	B	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.29	Off-Peak: 0.27 Peak: 0.3	A	0.31	0.29	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.66	$ 7.79	B	$4.48	$ 7.16	A	$3.82	$ 8.20	A
	Cost Recovery | 20%	12%	15%	E	12%	16%	E	15%	14%	D
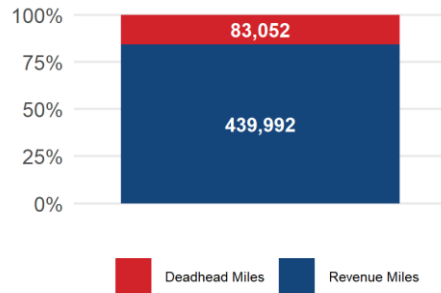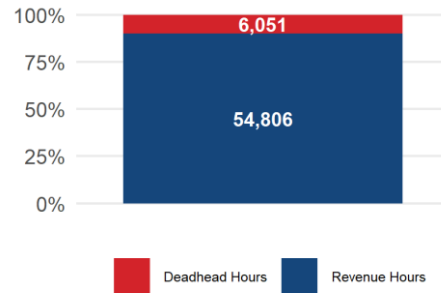
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Operational Analysis

Miles Allocation

- Deadhead Miles: 83,052
- Revenue Miles: 439,992

Hours Allocation

- Deadhead Hours: 6,051
- Revenue Hours: 54,806

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V2	14.40	2,250	2,234 (99.3%)
V4	15.20	2,664	2,651 (99.5%)

Service Change Summary

Route V2 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 12 midnight-2 a.m. only;
Route V4 - June 2021:
Weekday: relocate Navy Yard terminal; Saturday: relocate Navy Yard terminal; Sunday: relocate Navy Yard terminal;

Passenger Miles per Revenue Mile
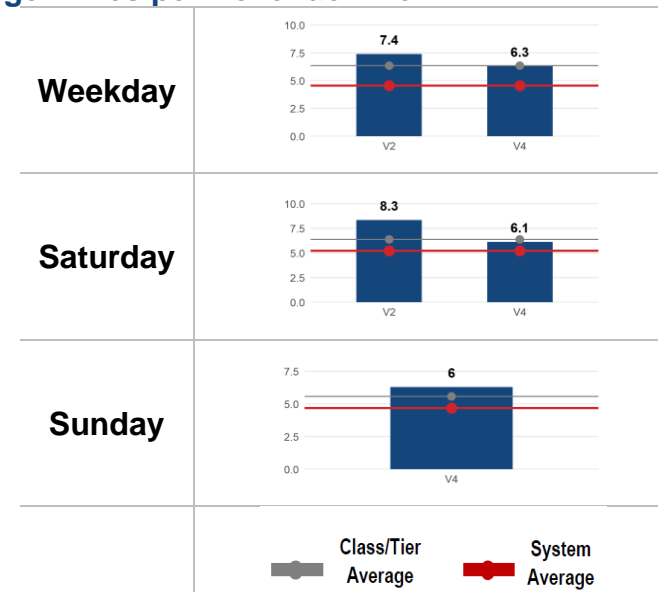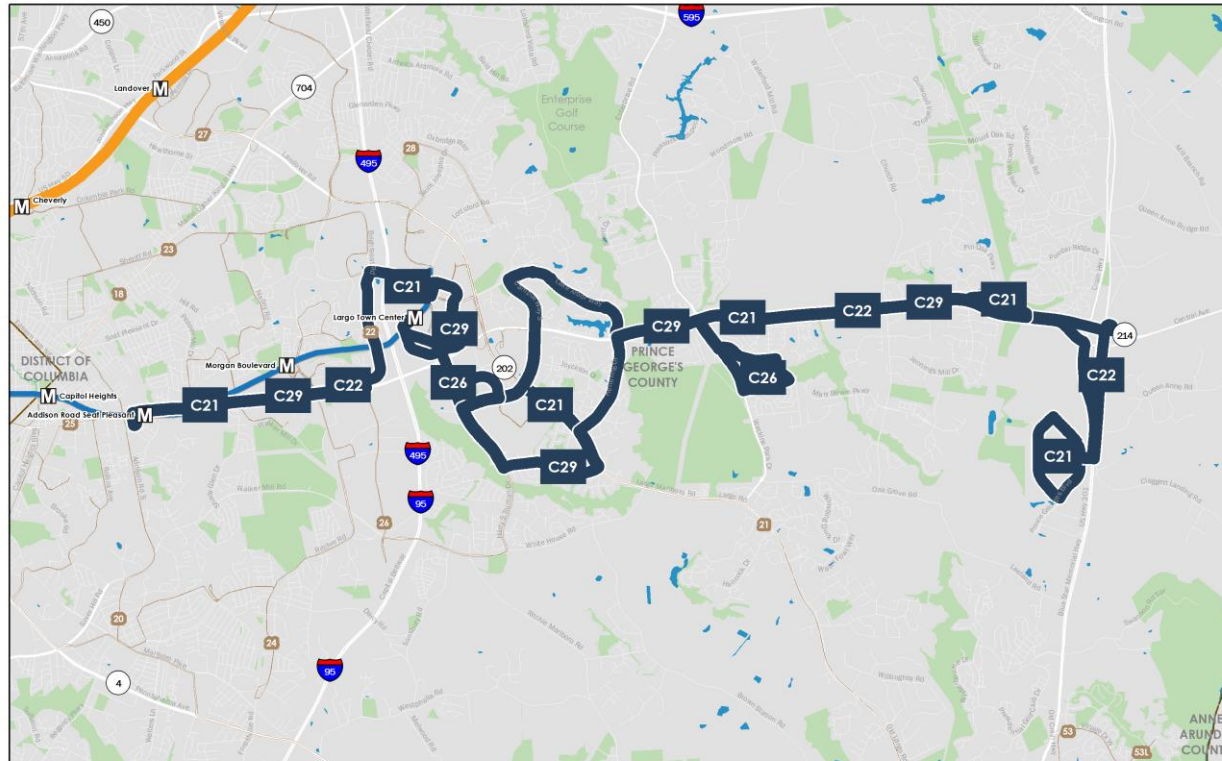
Weekday
- V2: 7.4
- V4: 6.3

Saturday
- V2: 8.3
- V4: 6.1

Sunday
- V4: 6

Legend:
- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

13

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	11	15	12	
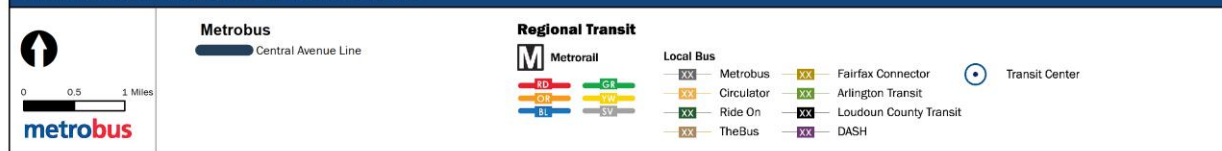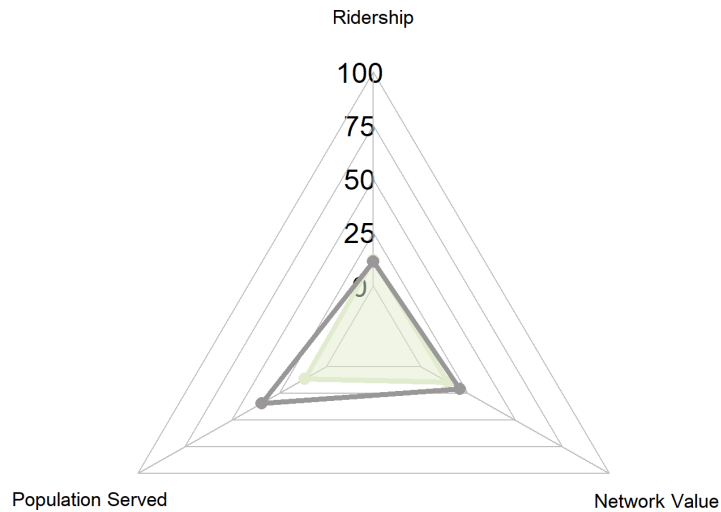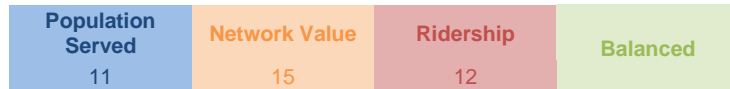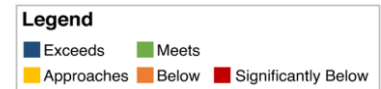
Operating Statistics

	Annual Operating Costs	$2,951,344
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		59,362
	People of Color Population	Service Area	54,803
		% Riders Surveyed	100%
	Low Income Household	Service Area	8,520
		% Riders Surveyed	49%

Facilities/Amenities

	Bus Stops	198
	% Stops With Shelters	59%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

Route	Annual Ridership
C29	49,638
C26	48,034
C22	78,394
C21	37,840
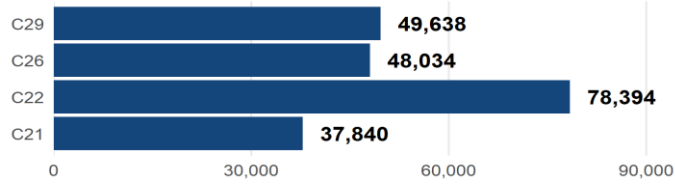
Top Transfer Locations

Largo Town Center, Addison Road

Average Daily Ridership
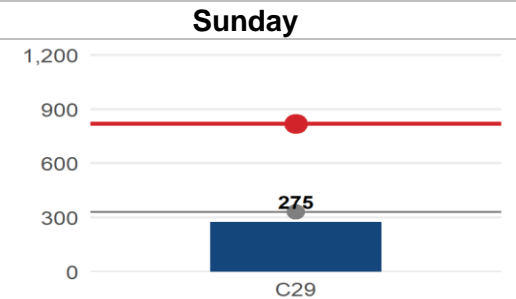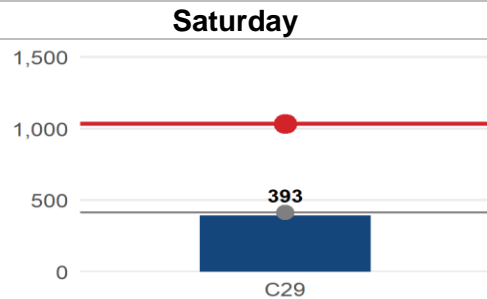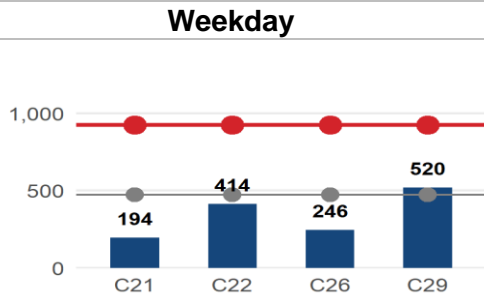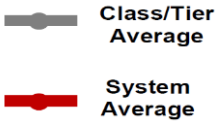
- Class/Tier Average
- System Average

Weekday

C21	C22	C26	C29
194	414	246	520

Saturday

C29
393

Sunday

C29
275

Average Trip Ridership and Maximum Load by Time Period
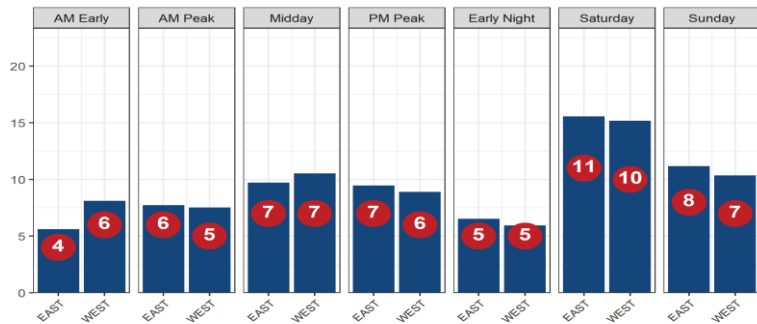
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.15	0.14
	Off-Peak Maximum Target: 1.0	0.14	0.15
	Saturday Maximum Target: 1.0	0.29	0.26
	Sunday Maximum Target: 1.0	0.21	0.19

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, C26, C22, C21

Saturday (by Hour)

Rows: Standard, Trunk, C29

Sunday (by Hour)

Rows: Standard, Trunk, C29

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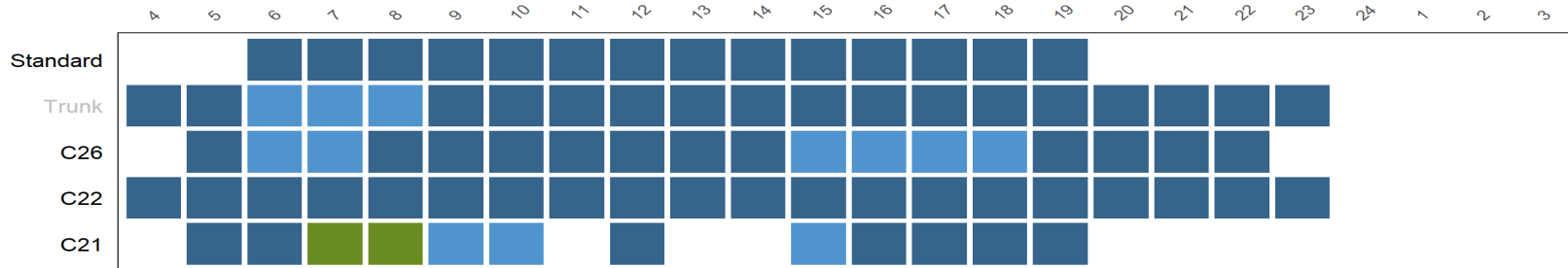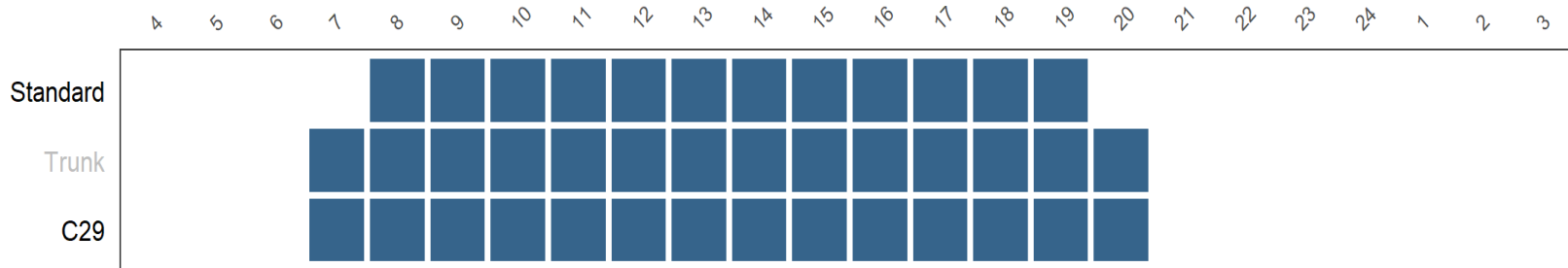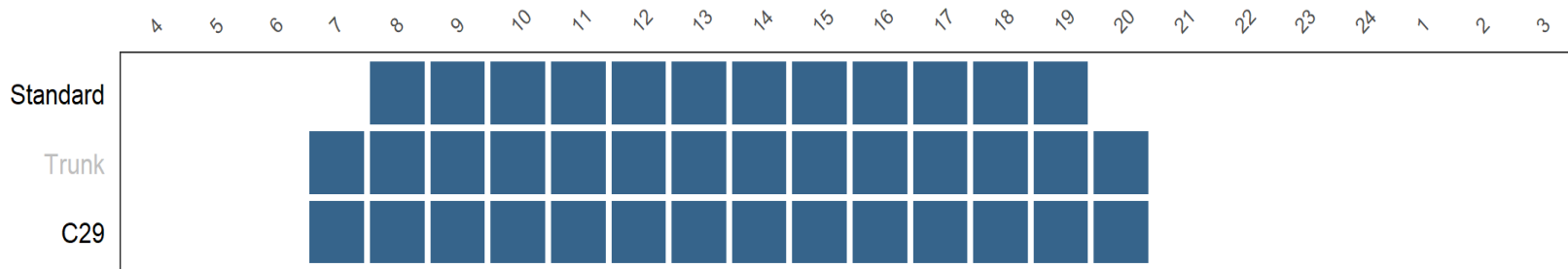
C Central Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:46 AM - 11:06 PM	-	A	7:30 AM - 8:31 PM	-	A	7:35 AM - 8:28 PM	-	A
	Frequency of Service | varies	Peak: 29.1 / Off-Peak: 47.5	Peak: 37 / Off-Peak: 49.1	A	60.0	49.1	B	60.1	49.7	C
Productivity	**Passengers per Revenue Hour | 10**	10.5	13.0	B	13.4	16.3	A	11.5	15.3	A
	Passengers per Revenue Mile | 1	0.7	1.1	E	0.8	1.3	D	0.6	1.2	E
Reliability	**On-Time Performance | 79%**	85%	83%	A	91%	83%	A	85%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	4%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.15	Off-Peak: 0.15 Peak: 0.17	A	0.27	0.19	A	0.2	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$11.38	$10.30	E	$8.88	$ 8.05	E	$10.41	$ 8.47	E
	Cost Recovery | 20%	5%	9%	E	7%	9%	E	6%	8%	E

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Route C21

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	5	E
Route Design	**Circuity |** N/A	1.82	1.82	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	10.8	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	6%	43%	D	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	87%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.19	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$11.08	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	8%	E	-	-	-	-	-	-

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Route C22

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3.8	5	E
Route Design Circuity | N/A	1.61	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	10.9	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	43%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	82%	83%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.18	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$10.94	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	8%	E	-	-	-	-	-	-

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Route C26

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.3	5	E
Route Design Circuity | N/A	1.81	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	9.3	13	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	25%	43%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	88%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.1	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$12.88	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	8%	E	-	-	-	-	-	-

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Route C29

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.3	5	A
Route Design **Circuity |** N/A	2.02	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	18.2	13.0	A	13.4	16.3	A	11.5	15.3	A
	Passengers per Revenue Mile | 1	1.1	1.1	B	0.8	1.3	D	0.6	1.2	E
	Unique Segment Ridership | 10%	0%	43%	E	77%	56%	A	77%	58%	A
Reliability	**On-Time Performance |** 79%	-	-	-	91%	83%	A	85%	84%	A
	Crowding | 5%	-	-	-	0%	0%	A	4%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.34	Off-Peak: 0.16 Peak: 0.17	A	0.27	0.19	A	0.2	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.56	$10.30	B	$8.88	$ 8.05	E	$10.41	$ 8.47	E
	Cost Recovery | 20%	5%	8%	E	4%	9%	E	3%	8%	E
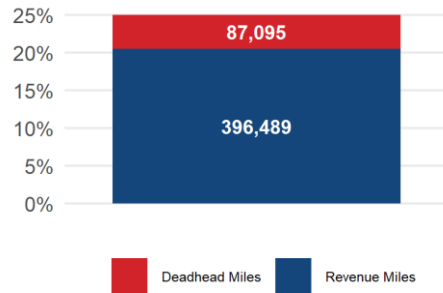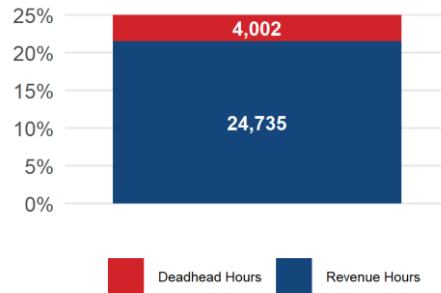
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Operational Analysis

Miles Allocation

- Deadhead Miles: 87,095
- Revenue Miles: 396,489

Hours Allocation

- Deadhead Hours: 4,002
- Revenue Hours: 24,735

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C21	40.90	418	417 (99.8%)
C22	36.20	792	789 (99.6%)
C26	15.70	1,144	1,142 (99.8%)
C29	36.90	208	206 (99.0%)

Service Change Summary

Route C21 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C22 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C26 - June 2021:
Weekday: extend; Saturday: No change; Sunday: No change;
Route C29 - June 2021:
Weekday: No change; Saturday: extension; Sunday: No change;

Passenger Miles per Revenue Mile
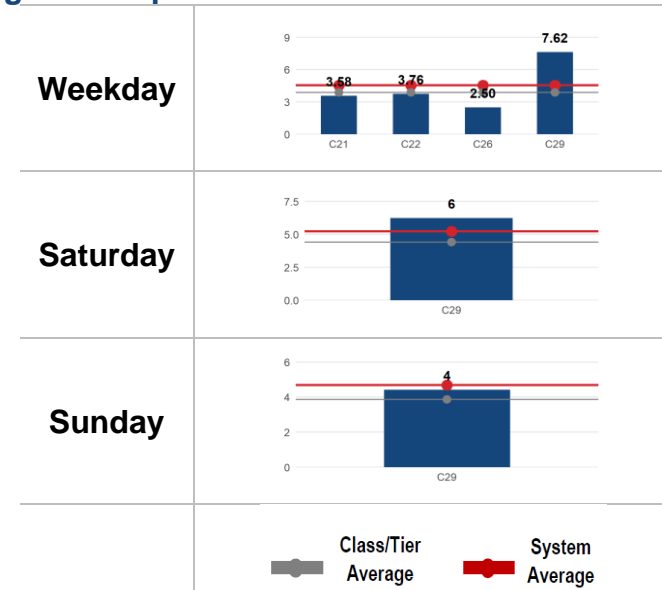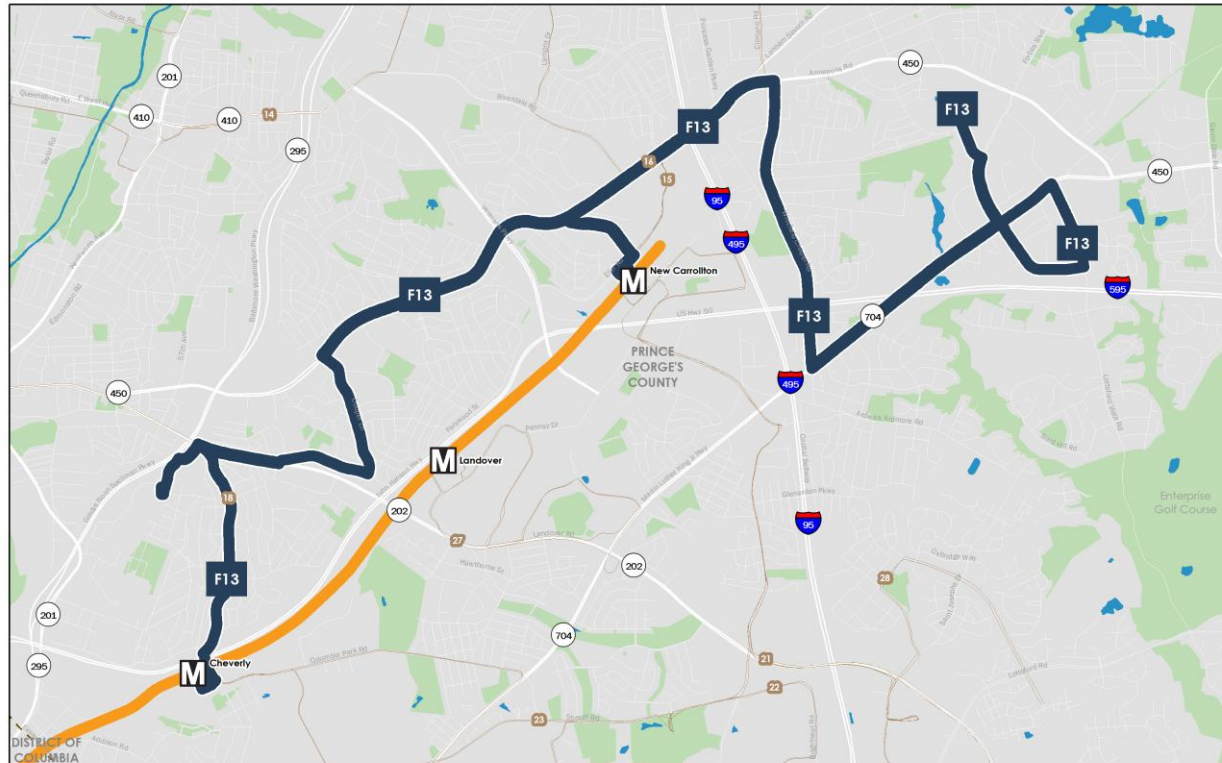
Weekday
- C21: 3.58
- C22: 3.76
- C26: 2.50
- C29: 7.62

Saturday
- C29: 6

Sunday
- C29: 4

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Cheverly-Washington Business Park Line

Regional Transit

M Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙ Transit Center
XX	Circulator	XX	Arlington Transit	
XX	Ride On	XX	Loudoun County Transit	
XX	TheBus	XX	DASH	

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **C**

Legend
- ■ Exceeds   ■ Meets
- ■ Approaches   ■ Below   ■ Significantly Below

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Line Benefit Score

12
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	20	13	4	
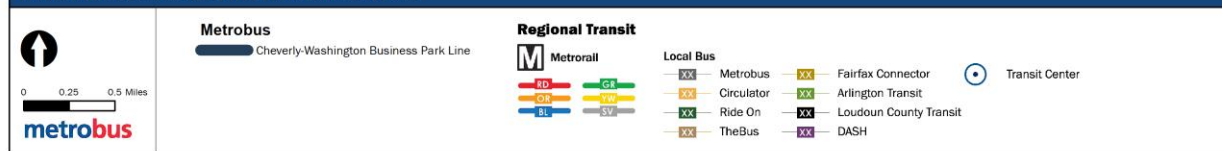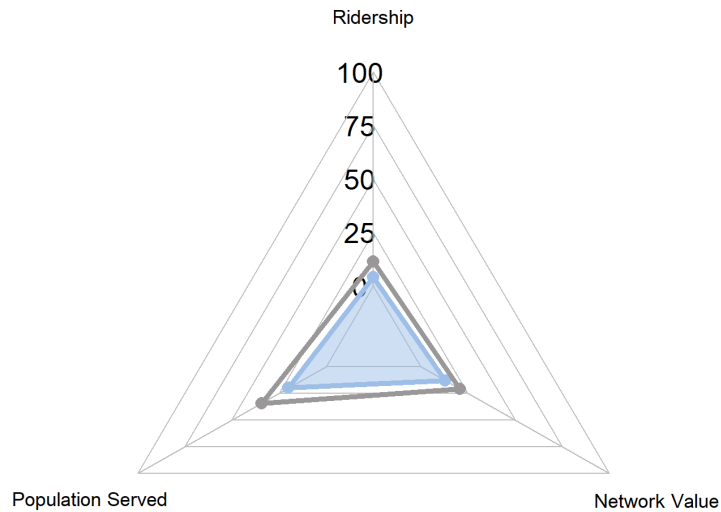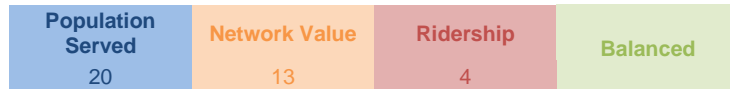
Operating Statistics

Annual Operating Costs	$1,036,652
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		22,155
People of Color Population	*Service Area*	13,355
	% Riders Surveyed	100%
Low Income Household	*Service Area*	5,533
	% Riders Surveyed	70%

Facilities/Amenities

Bus Stops	116
% Stops With Shelters	20%
% Stops With Benches	19%
% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

F13   53,859

(bar chart: 0 — 20,000 — 40,000 — 60,000 — 80,000)
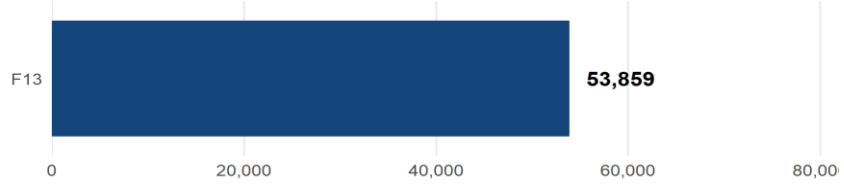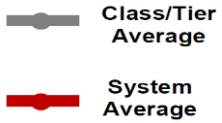
Top Transfer Locations

New Carrollton, Cheverly
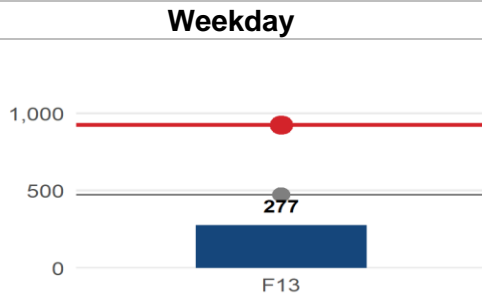
	Weekday	Saturday	Sunday
Average Daily Ridership	277	*No Service*	*No Service*

Class/Tier Average

System Average

Average Trip Ridership and Maximum Load by Time Period

AM Peak — EAST 6, WEST 7
Midday — EAST 6, WEST 6
PM Peak — EAST 6, WEST 7
Early Night — EAST 5, WEST 4
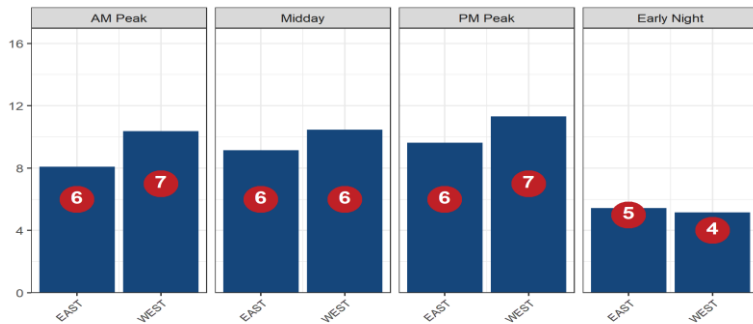
Vehicle Load Factor

Direction:		EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.15	0.17
	Off-Peak Maximum Target: 1.0	0.14	0.15
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard			■	■	■	■	■	■	■	■	■	■	■	■	■	■								
Trunk			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■							
F13			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■							

Saturday (by Hour)

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

No Service

Sunday (by Hour)

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

No Service
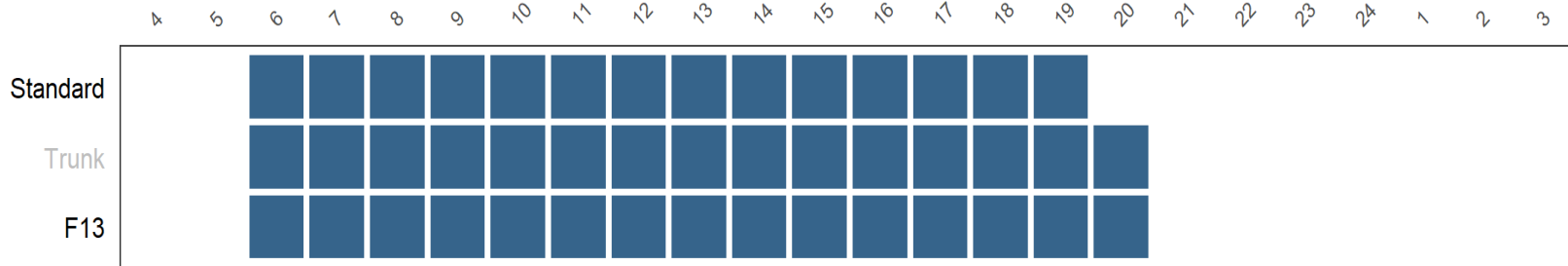
C Cheverly-Washington Business Park

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:00 AM - 8:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 57.2 / Off-Peak: 60.1	Peak: 37 / Off-Peak: 49.1	B	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	10.8	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.1	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	78%	83%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$11.06	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	8%	9%	E	-	-	-	-	-	-

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Route F13

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.8	5	E
Route Design	**Circuity |** N/A	2.83	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	10.8	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	33%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	83%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$11.06	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	8%	8%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation

Legend: Deadhead Miles (red), Revenue Miles (blue)
Values shown: 11,016 / 117,361

Hours Allocation

Legend: Deadhead Hours (red), Revenue Hours (blue)
Values shown: 610 / 8,688

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F13	33.70	638	632 (99.1%)

Service Change Summary

Route F13 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — F13: 3

Saturday — No Service

Sunday — No Service

Legend: Class/Tier Average, System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	C

Legend: Exceeds (blue), Meets (green), Approaches (yellow), Below (orange), Significantly Below (red)
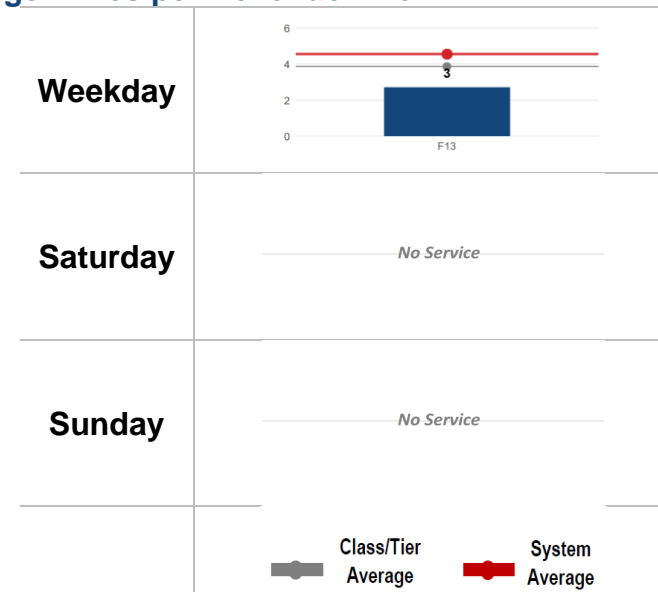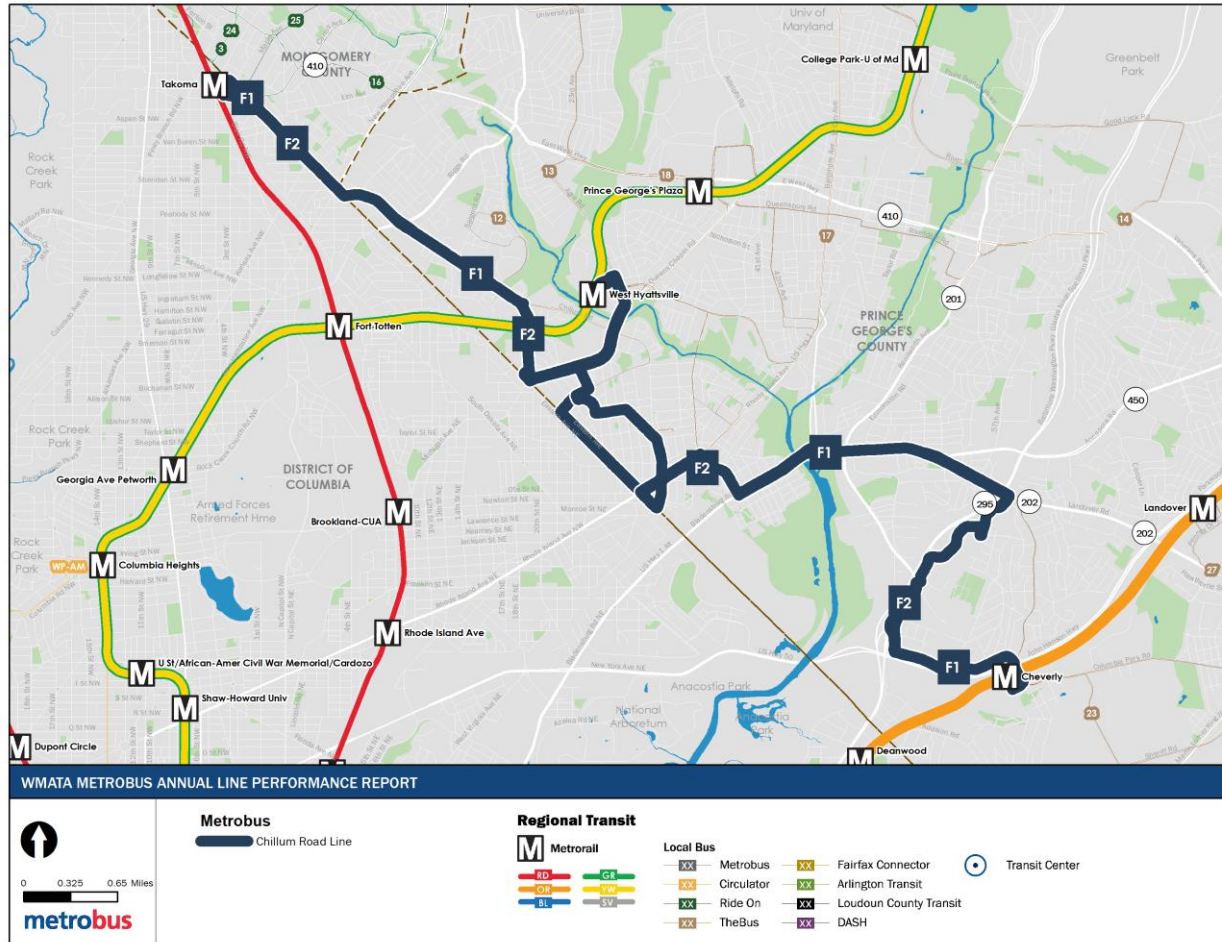
Line Benefit Score

24
Out of 100
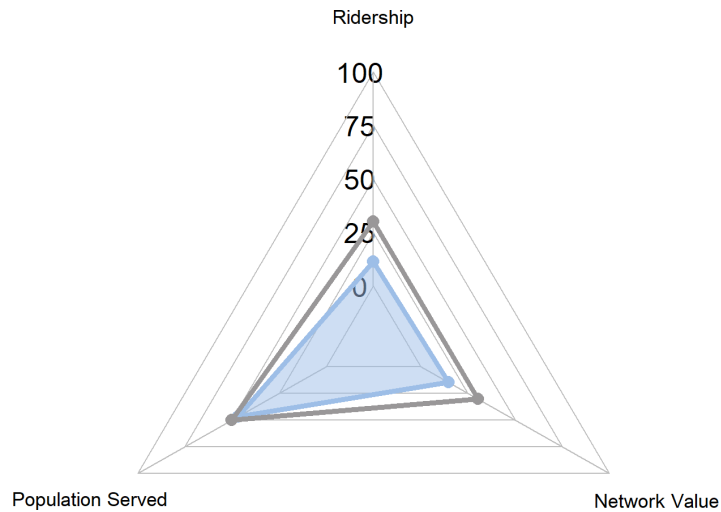
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	47	15	11	
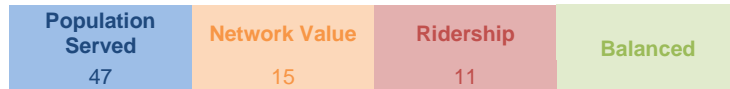
Operating Statistics

Annual Operating Costs		$2,108,536
Peak Vehicles		7
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			75,444
People of Color Population	Service Area		37,853
	% Riders Surveyed		87%
Low Income Household	Service Area		20,446
	% Riders Surveyed		56%

Facilities/Amenities

Bus Stops		158
% Stops With Shelters		30%
% Stops With Benches		16%
% Stops With Real-Time Signs		0%

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Ridership

Annual Ridership

F2: 73,569
F1: 137,621

(axis: 0, 50,000, 100,000, 150,000, 200,000)
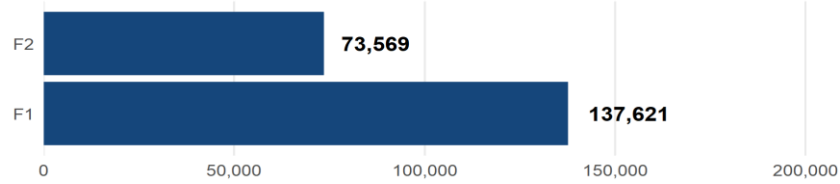
Top Transfer Locations

West Hyattsville, Takoma, Cheverly

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
F1: 706, F2: 237	F2: 436	F2: 332

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH	8	9	10	10	5	9	8
SOUTH	6	9	9	9	5	8	7

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.23	0.23
	Off-Peak Maximum Target: 1.0	0.19	0.18
	Saturday Maximum Target: 1.0	0.22	0.19
	Sunday Maximum Target: 1.0	0.21	0.18

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Span and Frequency

Frequency (Minutes) — ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard ——

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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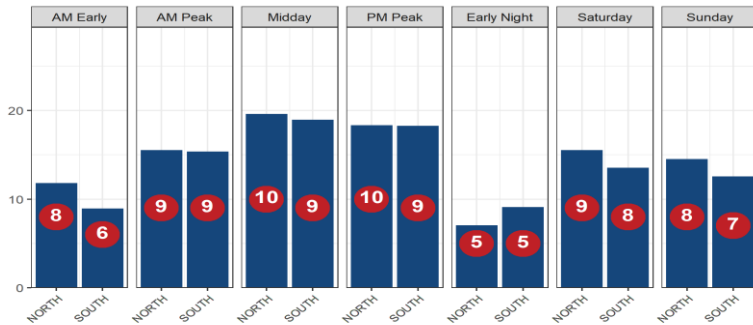
C Chillum Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:25 AM - 10:31 PM	-	A	5:32 AM - 8:31 PM	-	A	7:31 AM - 8:20 PM	-	B
	Frequency of Service | varies	Peak: 31.3 / Off-Peak: 58.3	Peak: 30.9 / Off-Peak: 41.3	C	60.6	47.9	C	60.1	51.5	C
Productivity	**Passengers per Revenue Hour | 15**	14.1	16.7	C	14.7	17.6	C	14.0	17.9	C
	Passengers per Revenue Mile | 1	1.2	1.4	A	1.1	1.5	A	1.0	1.4	B
Reliability	**On-Time Performance | 79%**	84%	81%	B	72%	79%	D	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.23	Off-Peak: 0.23 Peak: 0.27	A	0.2	0.26	A	0.19	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$8.48	$ 7.78	E	$8.12	$ 7.44	D	$8.52	$ 7.21	E
	Cost Recovery | 20%	12%	11%	E	12%	12%	E	12%	12%	E

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Route F1

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.7	A
Route Design	**Circuity |** 1.75	1.74	2.4	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.7	16.7	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	2%	32%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	84%	81%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.23	Off-Peak: 0.24 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.09	$ 7.78	D	-	-	-	-	-	-
	Cost Recovery | 20%	13%	11%	E	-	-	-	-	-	-

metrobus

Route F2

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5	4.7	A
Route Design **Circuity |** 1.75	1.78	2.4	C

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	16.0	16.7	B	14.7	17.6	C	14.0	17.9	C
	Passengers per Revenue Mile | 1	1.1	1.4	A	1.1	1.5	A	1.0	1.4	B
	Unique Segment Ridership | 10%	4%	32%	E	62%	53%	A	61%	58%	A
Reliability	**On-Time Performance |** 79%	83%	81%	B	72%	79%	D	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.29	Off-Peak: 0.24 Peak: 0.26	A	0.2	0.25	A	0.19	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.47	$ 7.78	C	$8.12	$ 7.44	D	$8.52	$ 7.21	E
	Cost Recovery | 20%	11%	11%	E	10%	11%	E	10%	11%	E
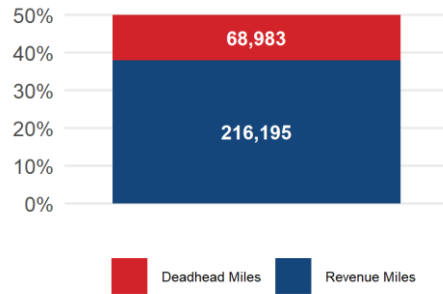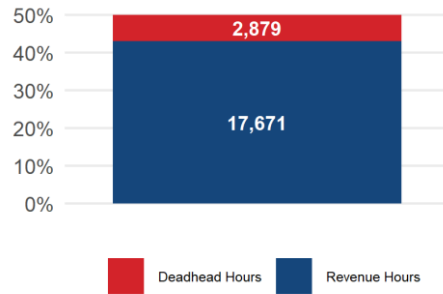
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 68,983	Revenue Miles: 216,195

Hours Allocation

Deadhead Hours: 2,879	Revenue Hours: 17,671

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F1	30.70	902	896 (99.3%)
F2	31.40	484	483 (99.8%)

Service Change Summary

Route F1 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route F2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — F1: 4.60, F2: 3.86

Saturday — F2: 4

Sunday — F2: 4

Class/Tier Average   System Average

About the Line

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend: Exceeds | Meets | Approaches | Below | Significantly Below
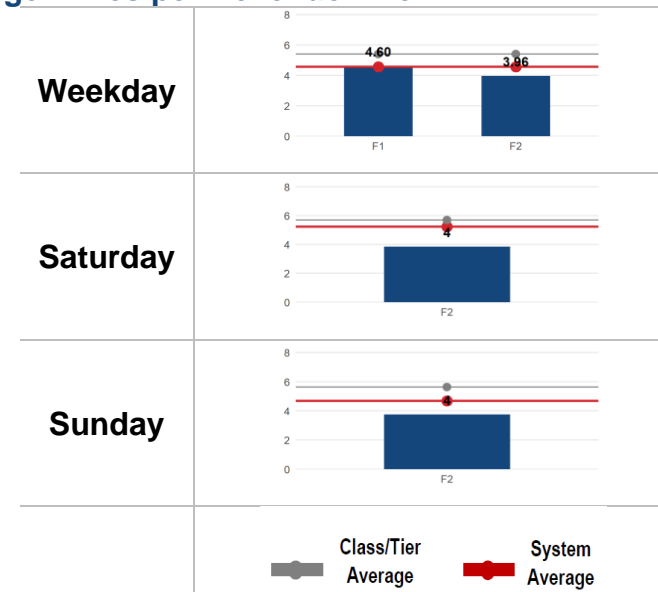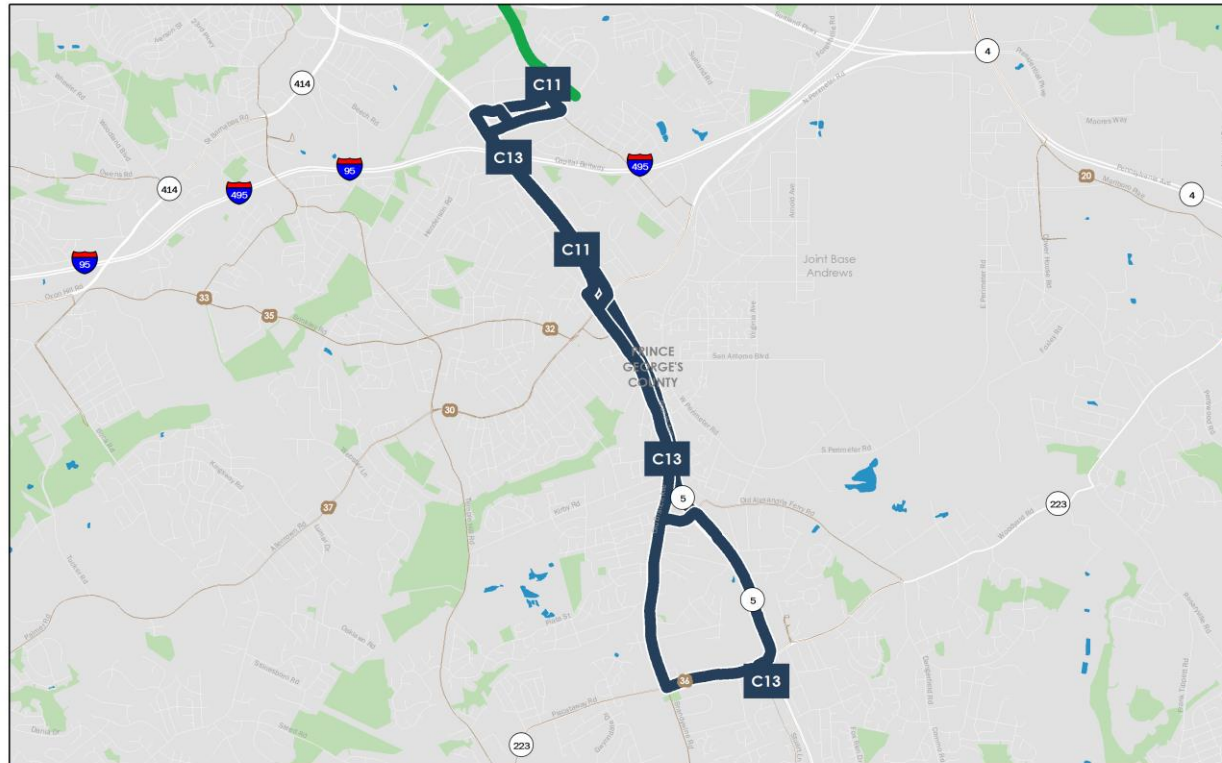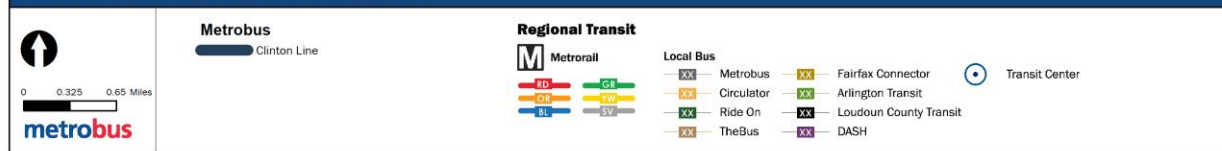
Line Benefit Score

3
Out of 100
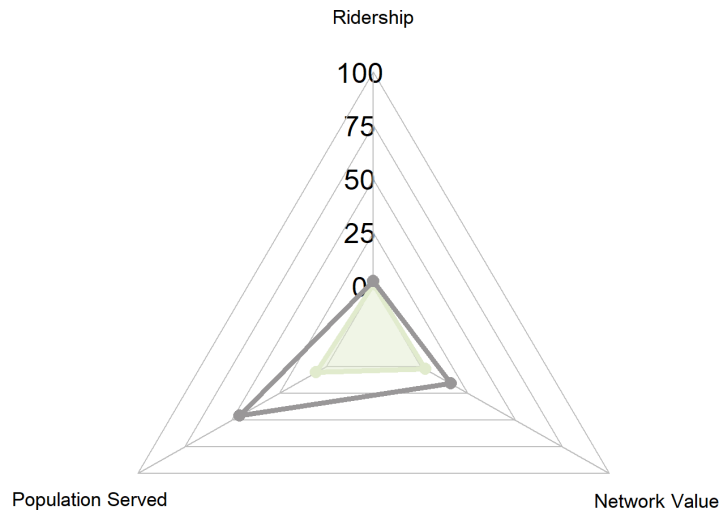
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	5	2	1	
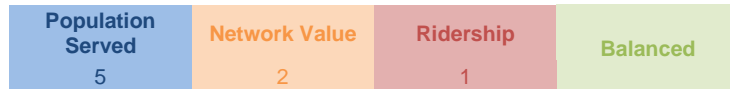
Operating Statistics

	Annual Operating Costs	$330,940
	Peak Vehicles	1
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		6,028
	People of Color Population	Service Area	4,864
		% Riders Surveyed	92%
	Low Income Household	Service Area	660
		% Riders Surveyed	37%

Facilities/Amenities

	Bus Stops	19
	% Stops With Shelters	21%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%

Ridership

Annual Ridership

C13 **4,114**
C11 **6,853**

| 0 | 2,500 | 5,000 | 7,500 | 10,000 |
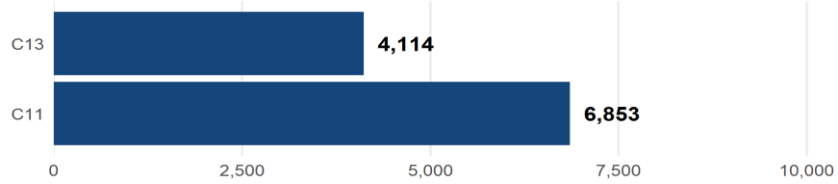
Top Transfer Locations

Branch Avenue
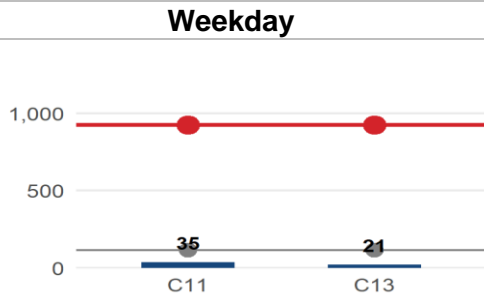
	Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average
— System Average

1,000

500

35   **21**

0
C11   C13

No Service   *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak | PM Peak | Early Night

NORTH 4 SOUTH 3 | NORTH 3 SOUTH 4 | NORTH 3 SOUTH 3
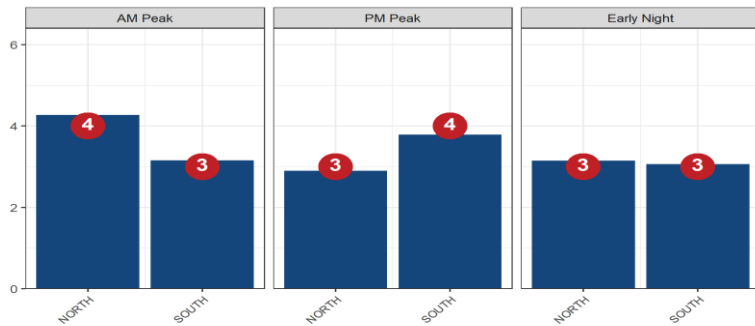
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.09	0.08
	Off-Peak Maximum Target: 1.0	0.08	0.08
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Frequency (Minutes)

| ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard
Trunk
C13
C11

Saturday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Sunday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

metrobus

C Clinton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:00 AM - 8:27 AM; 4:15 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 91.8 / Off-Peak: NA	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	9.6	7.4	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	0.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	80%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.09	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$12.45	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	12%	E	-	-	-	-	-	-

Route C11

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	0.6	2.4	-
Route Design Circuity | N/A	1.03	1.41	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	10.9	7.4	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	36%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	73%	82%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.1	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$10.90	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	11%	E	-	-	-	-	-	-

metrobus

Route C13

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.8	2.4	-
Route Design	**Circuity |** N/A	1.09	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	7.9	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	15%	36%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	85%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.07	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$15.03	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	8%	11%	E	-	-	-	-	-	-

Operational Analysis
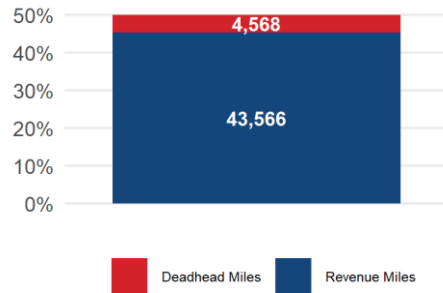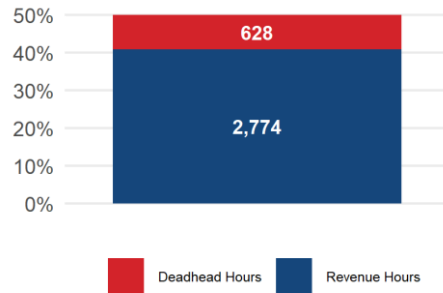
Miles Allocation

50% / 40% / 30% / 20% / 10% / 0%

4,568

43,566

■ Deadhead Miles   ■ Revenue Miles

Hours Allocation

50% / 40% / 30% / 20% / 10% / 0%

628

2,774

■ Deadhead Hours   ■ Revenue Hours

Service Delivery (Month sample)

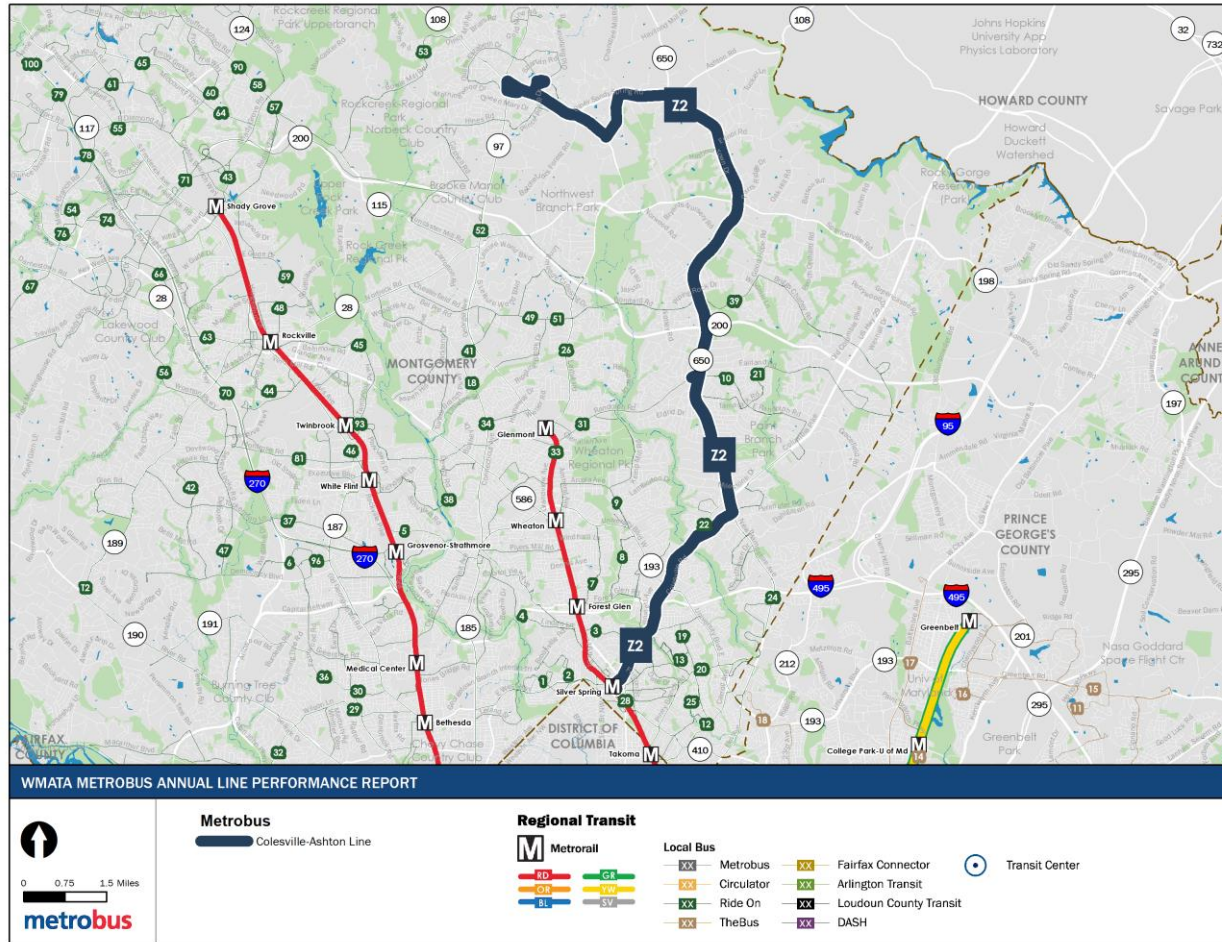| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C11	11.00	198	198 (100.0%)
C13	11.60	154	154 (100.0%)

Service Change Summary

Route C11 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C13 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

6 / 4 / 2 / 0

3.6   C11

2.3   C13

Saturday

No Service

Sunday

No Service

▬ Class/Tier Average   ▬ System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Colesville-Ashton Line

Regional Transit

M Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector
RD/OR/BL	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

● Transit Center

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

<div>
<strong style="font-size:2em">13

Out of 100
</div>

Ridership / Population Served / Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	9	2	
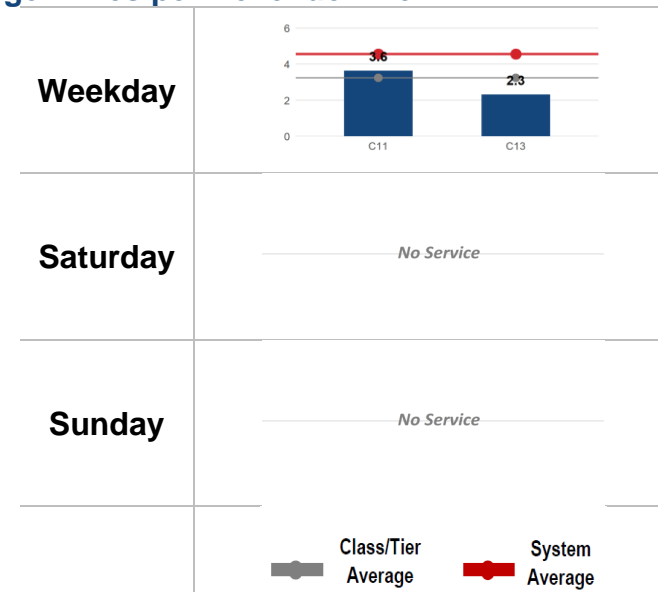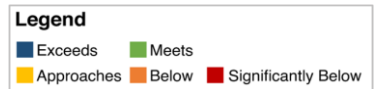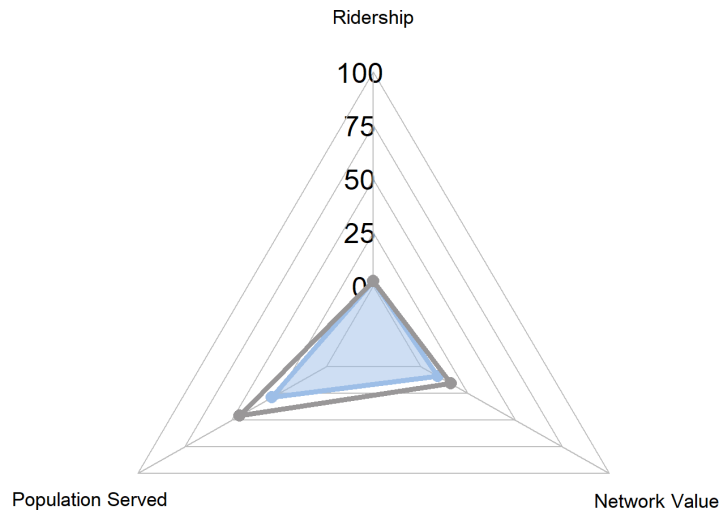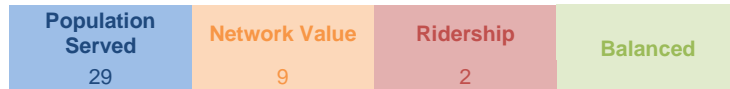
Operating Statistics

	Annual Operating Costs	$1,078,675
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		23,599
	People of Color Population	Service Area	10,464
		% Riders Surveyed	85%
	Low Income Household	Service Area	4,020
		% Riders Surveyed	55%

Facilities/Amenities

	Bus Stops	163
	% Stops With Shelters	10%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

Z2: 30,126

Top Transfer Locations

Silver Spring

Average Daily Ridership

	Weekday	Saturday	Sunday
		No Service	No Service

Class/Tier Average

System Average

Z2: 156

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak
NORTH 4, SOUTH 3	NORTH 10, SOUTH 5	NORTH 9, SOUTH 8	NORTH 7, SOUTH 8

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.19	0.16
	Off-Peak Maximum Target: 1.0	0.15	0.13
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

C Colesville-Ashton

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:40 AM - 9:41 AM; 2:40 PM - 7:36 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 105.8 / Off-Peak: 215.3	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | N/A	8.8	7.4	D	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.6	0.4	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%	74%	82%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.17	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$13.60	$17.53	E	-	-	-	-	-	-
Cost Recovery | 20%	9%	12%	E	-	-	-	-	-	-

Route Z2

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	4.6	2.4	-
Route Design — Circuity | N/A	1.52	1.41	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | N/A	8.8	7.4	D	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.6	0.4	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	21%	36%	A	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	74%	82%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.17	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$13.60	$17.53	E	-	-	-	-	-	-
Cost Recovery | 20%	9%	11%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 35,918
- Revenue Miles: 144,837

Hours Allocation

- Deadhead Hours: 1,615
- Revenue Hours: 9,040

Service Delivery (Month sample)

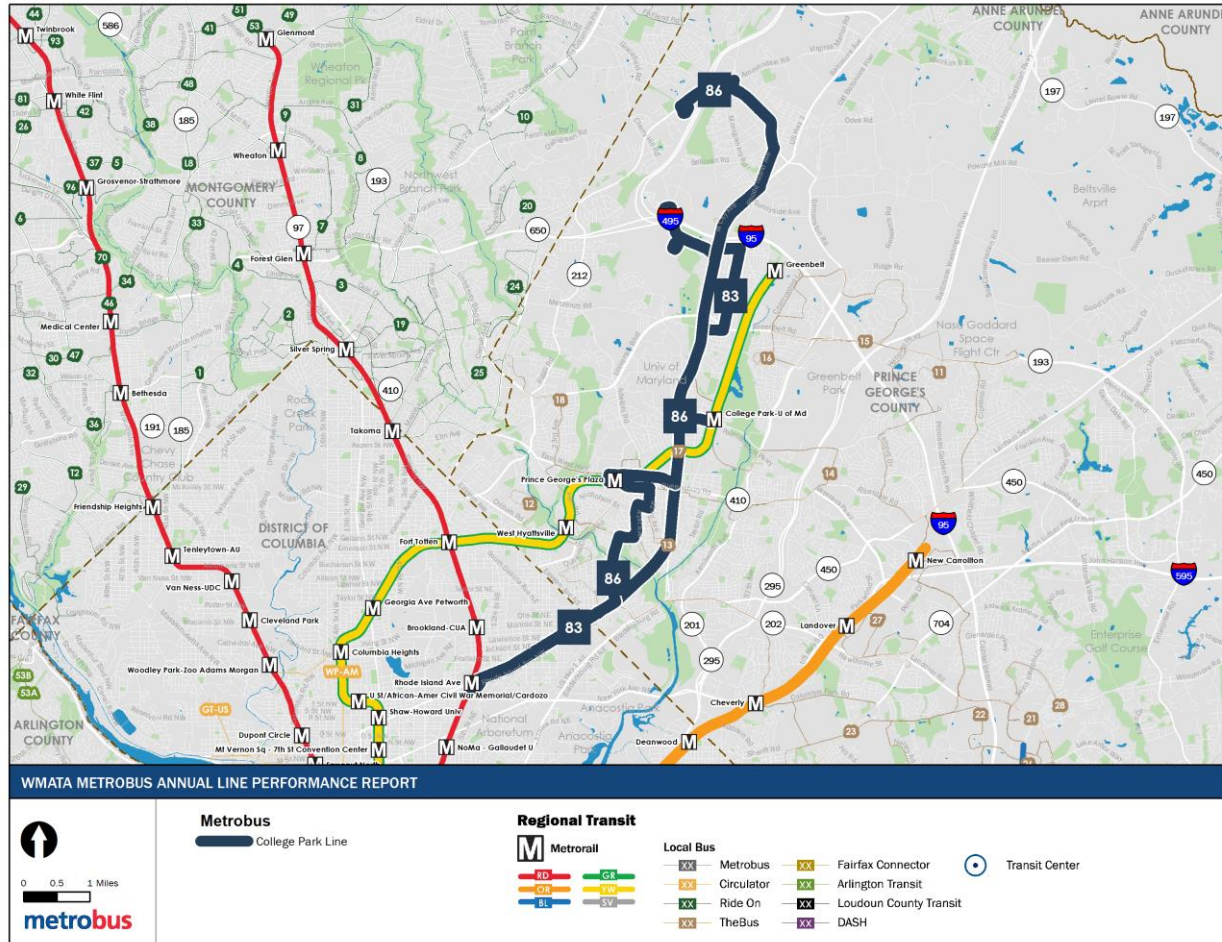| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z2	36.80	352	352 (100.0%)

Service Change Summary

Route Z2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
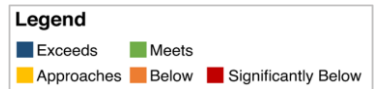
Passenger Miles per Revenue Mile

Weekday	(Z2)
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— College Park Line

Regional Transit

Local Bus

Ⓜ	Metrorail	XX	Metrobus	XX	Fairfax Connector	⊙	Transit Center
		XX	Circulator	XX	Arlington Transit
		XX	Ride On	XX	Loudoun County Transit
		XX	TheBus	XX	DASH

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

metrobus

Line Benefit Score

28

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	47	21	15	
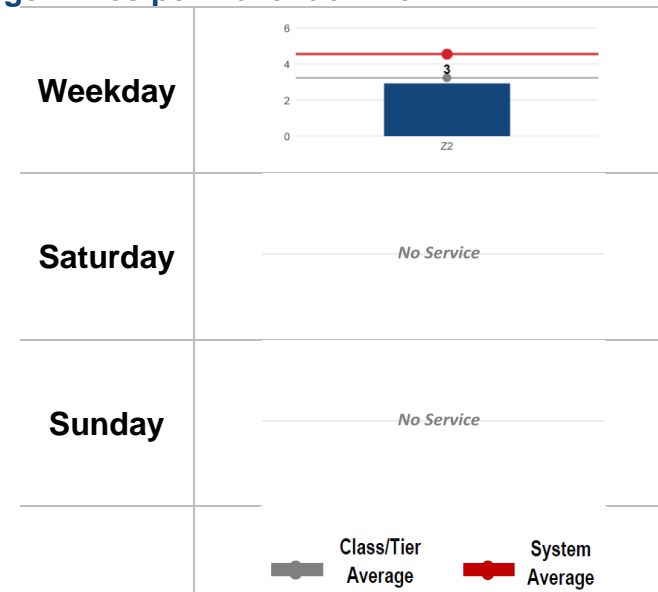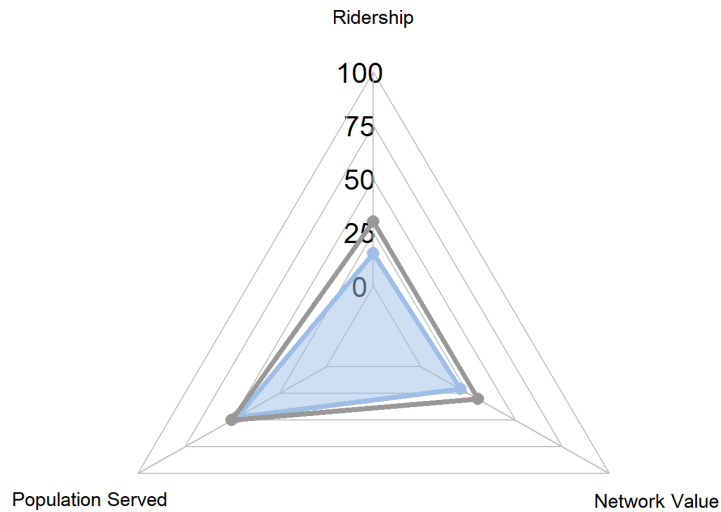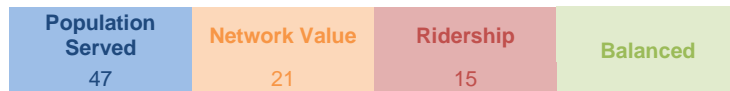
Operating Statistics

Annual Operating Costs	$5,458,614
Peak Vehicles	8
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		58,724
People of Color Population	Service Area	30,695
	% Riders Surveyed	84%
Low Income Household	Service Area	17,647
	% Riders Surveyed	60%

Facilities/Amenities

Bus Stops	204
% Stops With Shelters	22%
% Stops With Benches	28%
% Stops With Real-Time Signs	1%

metrobus

Ridership

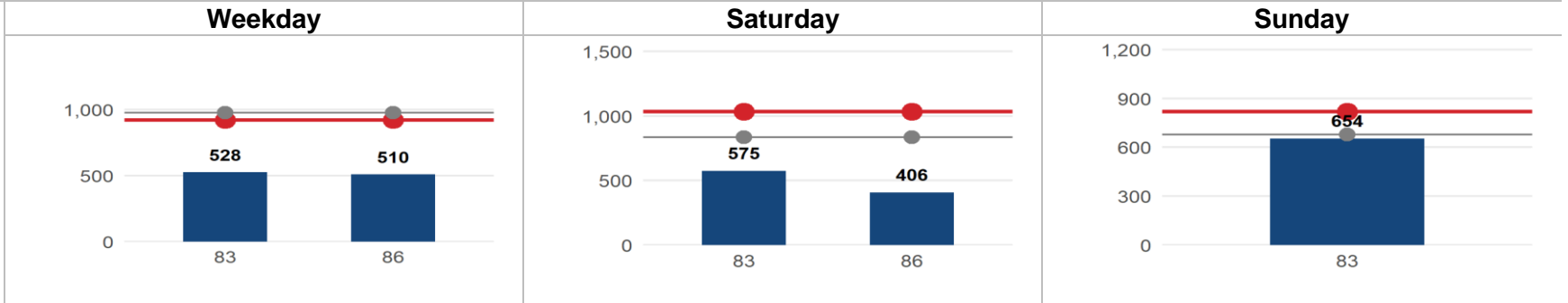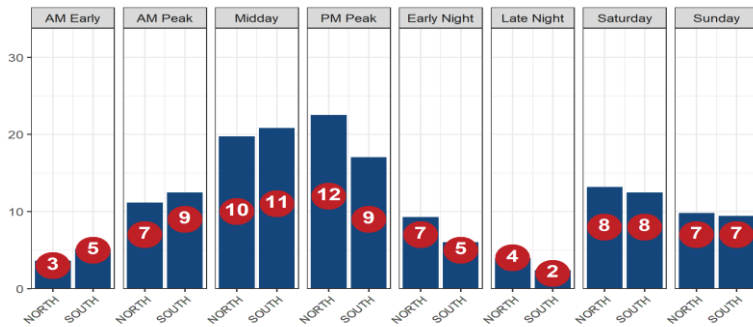|	
Annual Ridership	
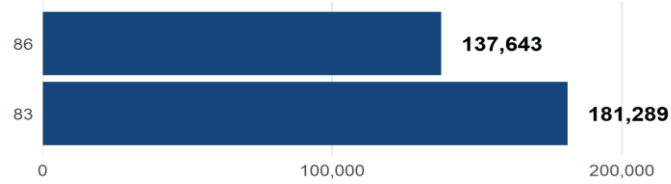
Top Transfer Locations

College Park-U of MD, Rhode Island Avenue, Prince George's Plaza

Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday

Average Trip Ridership and Maximum Load by Time Period

Vehicle Load Factor

Direction:	NORTH	SOUTH
Peak Maximum Target: 1	0.23	0.22
Off-Peak Maximum Target: 1.0	0.2	0.2
Saturday Maximum Target: 1.0	0.2	0.2
Sunday Maximum Target: 1.0	0.17	0.17

(Weekday spans Peak and Off-Peak rows)

metrobus

Span and Frequency

Frequency (Minutes)

| ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
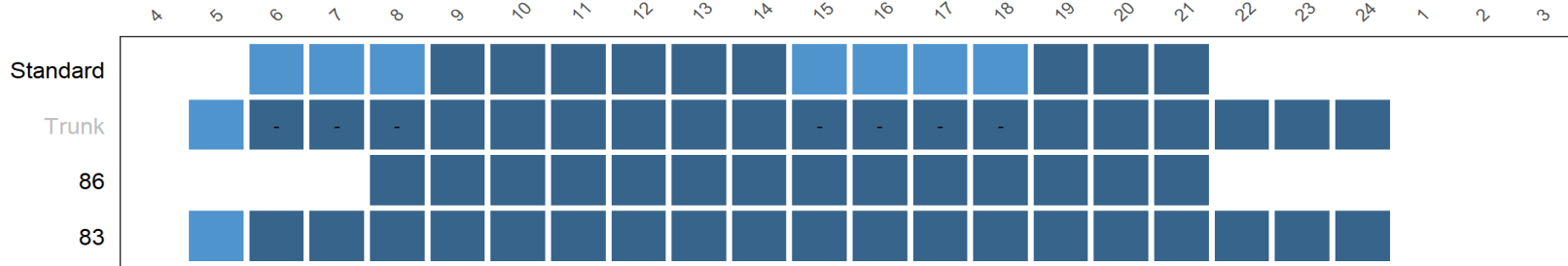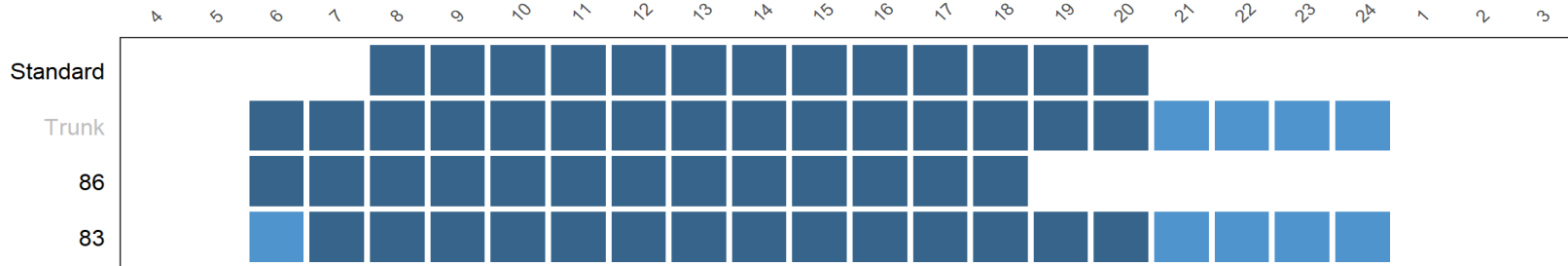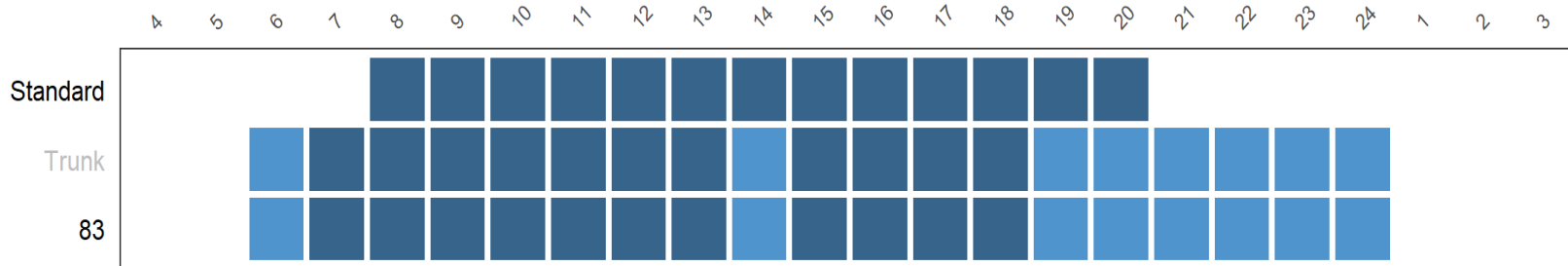
B College Park

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:35 AM - 12:02 AM	-	A	6:35 AM - 12:00 AM	-	-	6:35 AM - 12:05 AM	-	A
	Frequency of Service | varies	Peak: 47.7 / Off-Peak: 49.1	Peak: 30.9 / Off-Peak: 41.3	E	46.3	47.9	A	31.9	51.5	A
Productivity	**Passengers per Revenue Hour | 15**	14.8	16.7	C	14.2	17.6	C	12.3	17.9	D
	Passengers per Revenue Mile | 1	1.4	1.4	A	1.4	1.5	A	1.2	1.4	A
Reliability	**On-Time Performance | 79%**	76%	81%	C	78%	79%	C	84%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.23	Off-Peak: 0.23 Peak: 0.27	A	0.2	0.26	A	0.17	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$8.04	$ 7.78	D	$8.39	$ 7.44	D	$9.71	$ 7.21	E
	Cost Recovery | 20%	8%	11%	E	8%	12%	E	7%	12%	E

metrobus

Route 83

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.8	4.7	A
Route Design — **Circuity |** 1.75	1.34	2.4	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.9	16.7	C	14.6	17.6	C	12.3	17.9	D
	Passengers per Revenue Mile | 1	1.4	1.4	A	1.5	1.5	A	1.2	1.4	A
	Unique Segment Ridership | 10%	24%	32%	A	30%	53%	A	57%	58%	A
Reliability	**On-Time Performance |** 79%	80%	81%	B	80%	79%	B	84%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.21	Off-Peak: 0.24 Peak: 0.26	A	0.19	0.25	A	0.17	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.98	$ 7.78	D	$8.19	$ 7.44	D	$9.71	$ 7.21	E
	Cost Recovery | 20%	8%	11%	E	8%	11%	E	7%	11%	E

Route 86

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.6	4.7	A
Route Design	**Circuity |** 1.75	1.53	2.4	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.7	16.7	C	13.9	17.6	C	-	-	-
	Passengers per Revenue Mile | 1	1.4	1.4	A	1.2	1.5	A	-	-	-
	Unique Segment Ridership | 10%	46%	32%	A	46%	53%	A	-	-	-
Reliability	**On-Time Performance |** 79%	71%	81%	D	76%	79%	C	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.27	Off-Peak: 0.24 Peak: 0.26	A	0.25	0.25	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.09	$ 7.78	D	$8.56	$ 7.44	E	-	-	-
	Cost Recovery | 20%	8%	11%	E	8%	11%	E	-	-	-

Operational Analysis
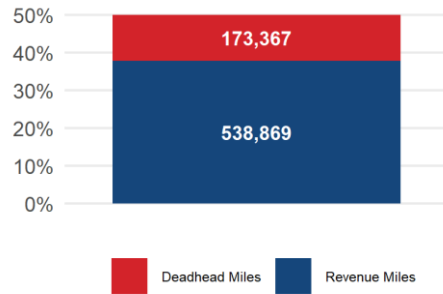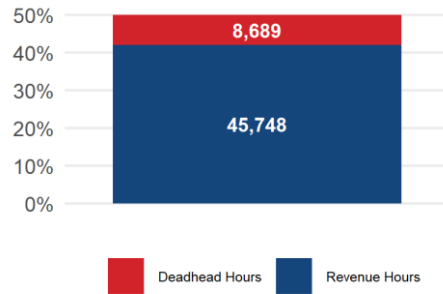
Miles Allocation

- Deadhead Miles: 173,367
- Revenue Miles: 538,869

Hours Allocation

- Deadhead Hours: 8,689
- Revenue Hours: 45,748

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
83	25.20	1,620	1,609 (99.3%)
86	32.70	590	588 (99.7%)

Service Change Summary

Route 83 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 86 - June 2021:
Weekday: PG Plaza detour; Saturday: PG Plaza detour; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 83: 4.3
- 86: 5.5

Saturday
- 83: 4.22
- 86: 4.95

Sunday
- 83: 4

- Class/Tier Average
- System Average

LINE: 103 - College Park-White Flint

ROUTE(S): C8

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
—— College Park-White Flint Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

27
Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	51	25	6	
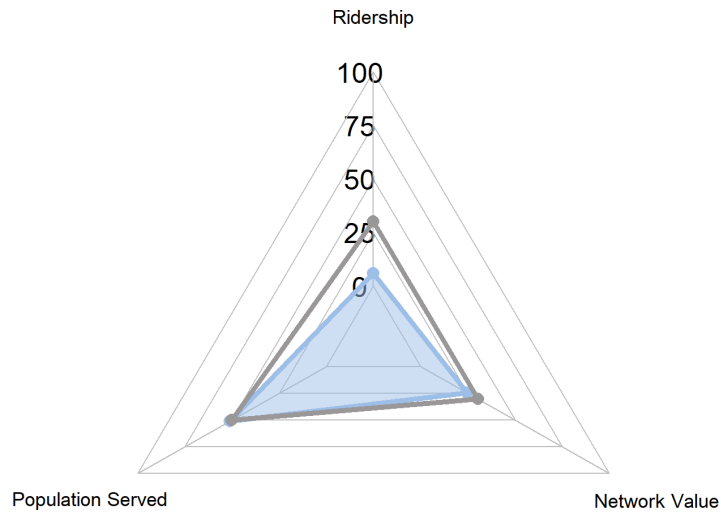
Operating Statistics

	Annual Operating Costs	$3,174,998
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		40,454
	People of Color Population	Service Area	16,722
		% Riders Surveyed	84%
	Low Income Household	Service Area	10,529
		% Riders Surveyed	63%

Facilities/Amenities

	Bus Stops	157
	% Stops With Shelters	24%
	% Stops With Benches	31%
	% Stops With Real-Time Signs	2%

metrobus

Ridership

Annual Ridership

C8 — 93,517
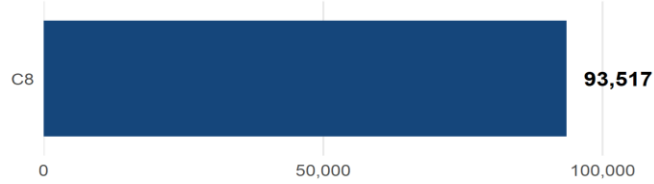
Top Transfer Locations

Glenmont, White Flint, College Park-U of MD
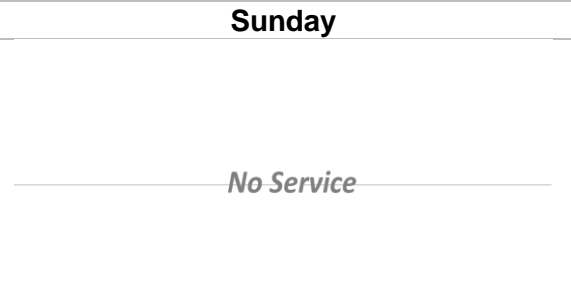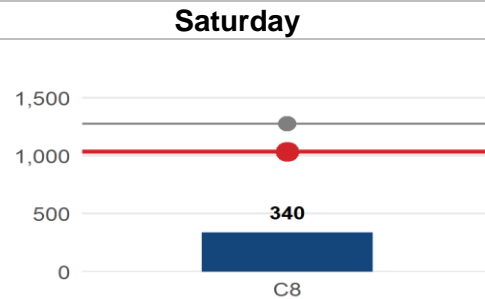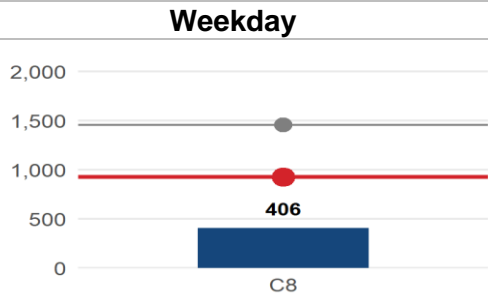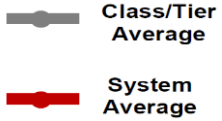
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
		No Service

Weekday C8: 406
Saturday C8: 340

Average Trip Ridership and Maximum Load by Time Period
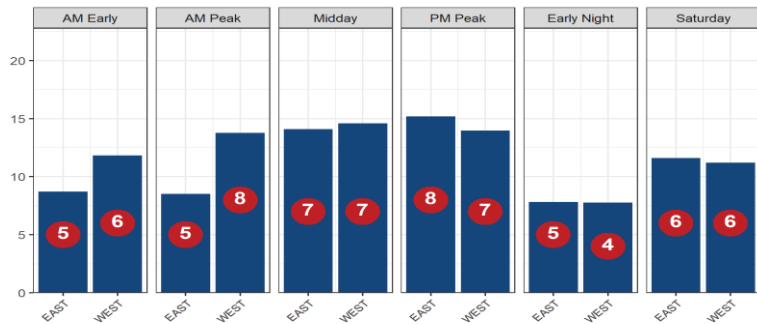
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.16	0.18
	Off-Peak Maximum Target: 1.0	0.15	0.15
	Saturday Maximum Target: 1.0	0.16	0.16
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency
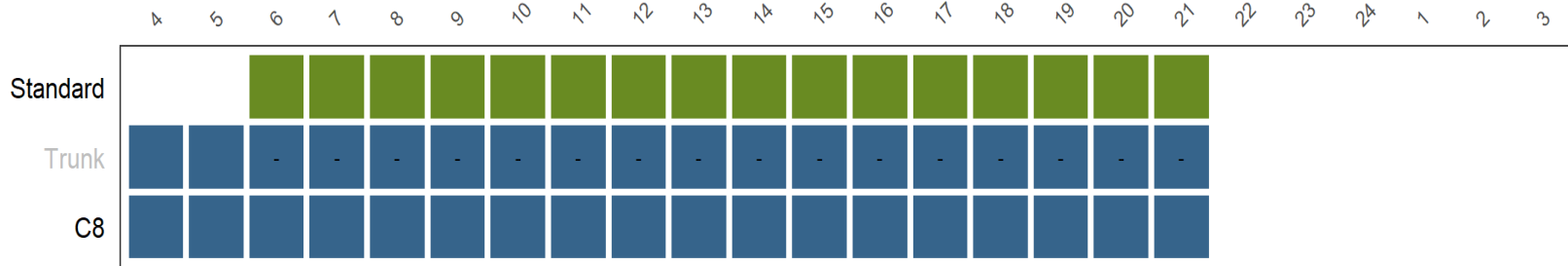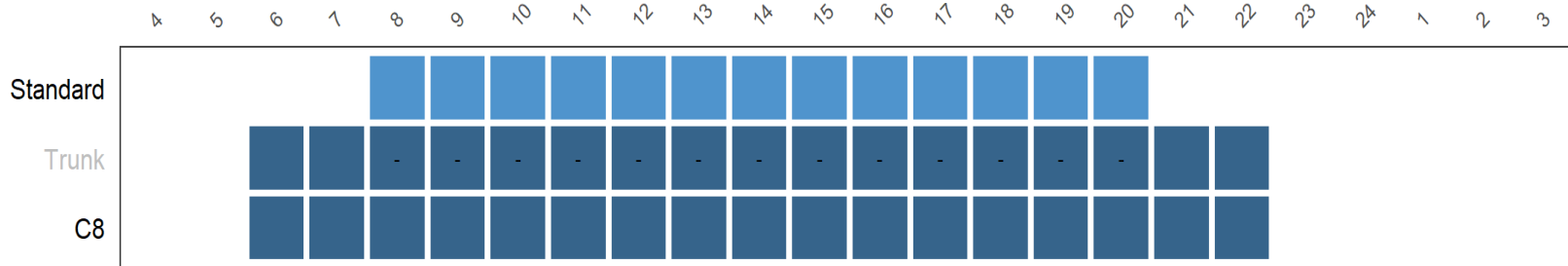
D College Park-White Flint

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:59 AM - 9:44 PM	-	A	6:00 AM - 10:15 PM	-	A	-	-	-
Frequency of Service | varies	Peak: 60.7 / Off-Peak: 59.5	Peak: 26.4 / Off-Peak: 28.8	E	60.1	33.3	E	-	-	-
Productivity									
Passengers per Revenue Hour | 20	8.8	18.1	E	8.6	19.9	E	-	-	-
Passengers per Revenue Mile | 2	0.7	1.7	E	0.6	1.8	E	-	-	-
Reliability									
On-Time Performance | 79%	74%	79%	C	78%	78%	C	-	-	-
Crowding | 5%	6%	0%	D	0%	1%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.17	Off-Peak: 0.27 Peak: 0.3	A	0.16	0.28	A	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$13.51	$ 7.79	E	$13.89	$ 7.16	E	-	-	-
Cost Recovery | 20%	10%	14%	E	10%	15%	E	-	-	-

metrobus

Route C8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.6	A
Route Design	**Circuity |** 1.75	1.46	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	8.8	18.1	E	8.6	19.9	E	-	-	-
	Passengers per Revenue Mile | 2	0.7	1.7	E	0.6	1.8	E	-	-	-
	Unique Segment Ridership | 10%	57%	27%	A	69%	36%	A	-	-	-
Reliability	**On-Time Performance |** 79%	74%	79%	C	78%	78%	C	-	-	-
	Crowding | 5%	6%	0%	D	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.17	Off-Peak: 0.27 Peak: 0.3	A	0.16	0.29	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$13.51	$ 7.79	E	$13.89	$ 7.16	E	-	-	-
	Cost Recovery | 20%	10%	15%	E	10%	16%	E	-	-	-
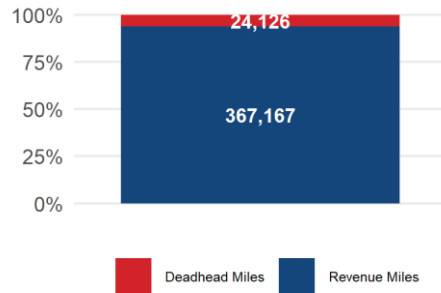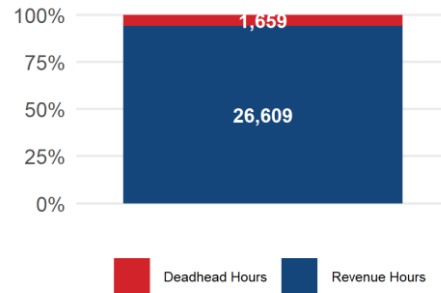
metrobus

Operational Analysis

Miles Allocation

- ■ Deadhead Miles (24,126)
- ■ Revenue Miles (367,167)

Hours Allocation

- ■ Deadhead Hours (1,659)
- ■ Revenue Hours (26,609)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C8	39.50	828	821 (99.2%)

Service Change Summary

Route C8 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday — No Service

- — Class/Tier Average
- — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
Exceeds Meets Approaches Below Significantly Below
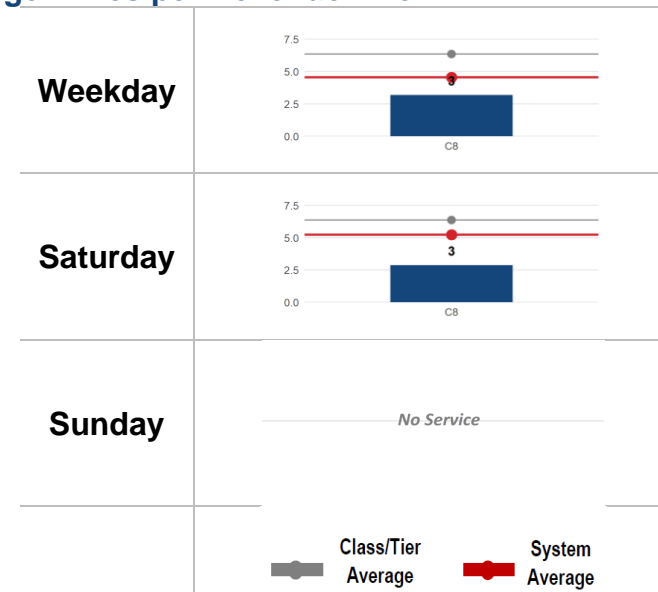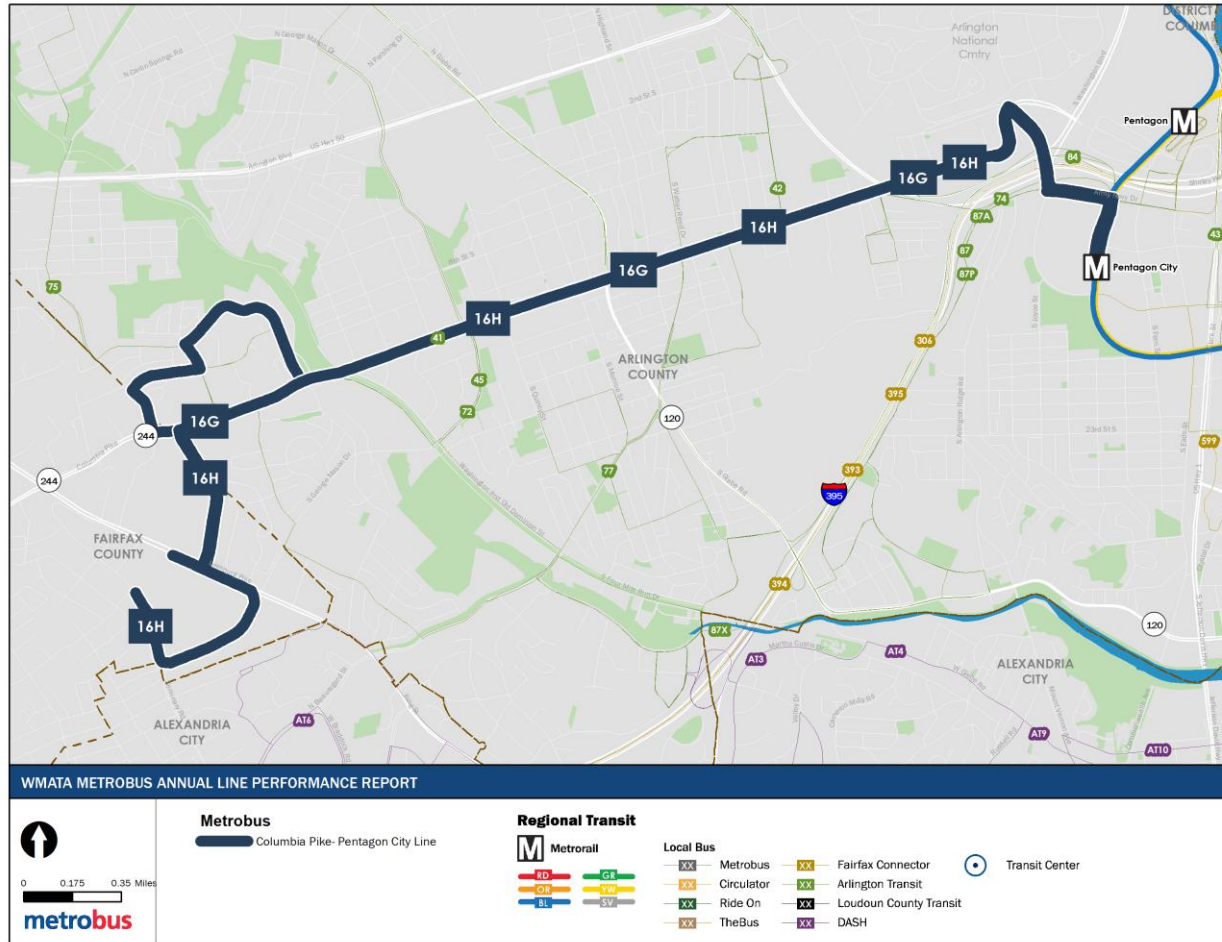
Line Benefit Score

29

Out of 100

Classification Average

Population Served	**Network Value**	**Ridership**	**Balanced**
40	22	26	
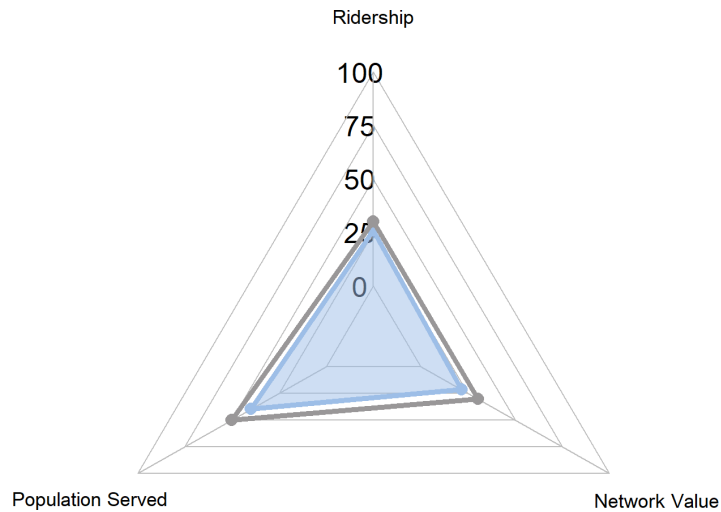
Line Focus:
Line Score:
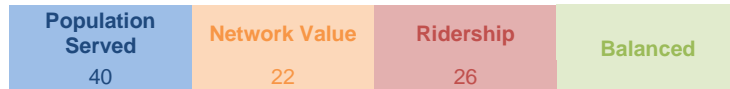
Operating Statistics

Annual Operating Costs	$4,317,874
Peak Vehicles	6
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			62,104
People of Color Population	*Service Area*		24,666
	% Riders Surveyed		61%
Low Income Household	*Service Area*		16,451
	% Riders Surveyed		34%

Facilities/Amenities

Bus Stops		65
% Stops With Shelters		35%
% Stops With Benches		35%
% Stops With Real-Time Signs		2%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

285

Ridership

Annual Ridership

16H	276,624
16G	273,372

Scale: 0 — 100,000 — 200,000 — 300,000 — 400,000

Top Transfer Locations

Pentagon City

Average Daily Ridership

- ━━ Class/Tier Average
- ━●━ System Average

Weekday

16G	16H
890.2	886.2

Saturday

16G	16H
806	850

Sunday

16G	16H
660	707
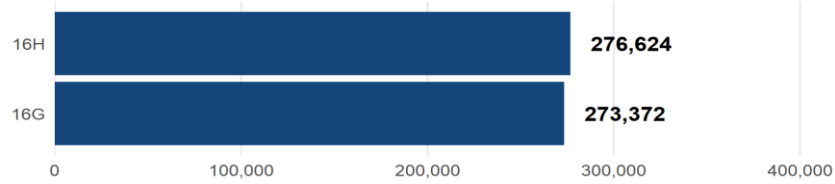
Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	17	5
AM Peak	10	5
Midday	10	8
PM Peak	9	14
Early Night	5	9
Saturday	8	9
Sunday	7	8
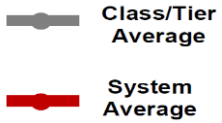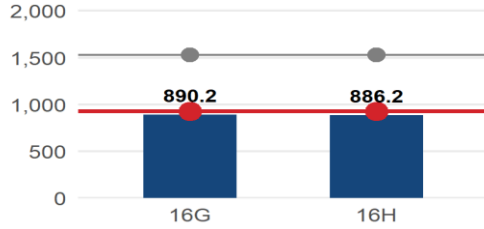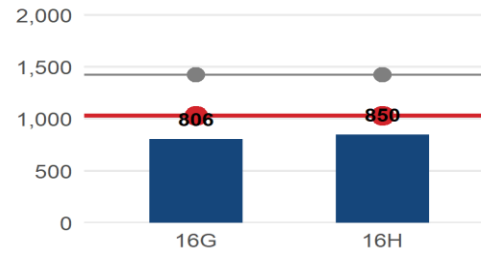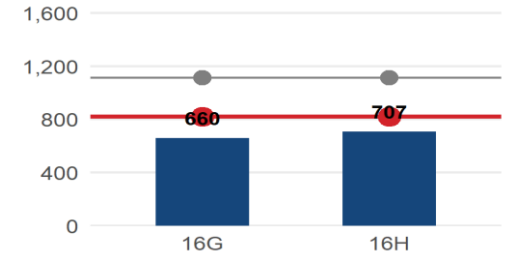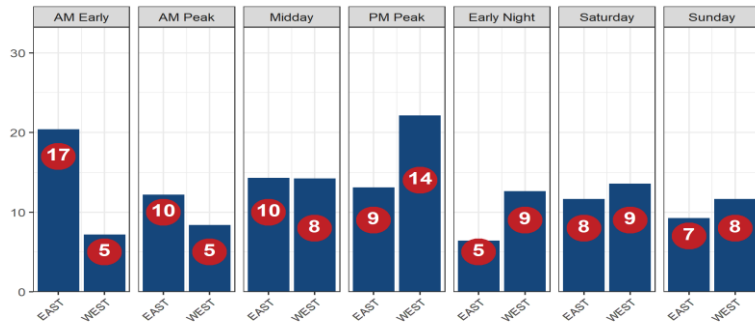
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.23	0.27
	Off-Peak Maximum Target: 1.0	0.21	0.21
	Saturday Maximum Target: 1.0	0.21	0.22
	Sunday Maximum Target: 1.0	0.17	0.19

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
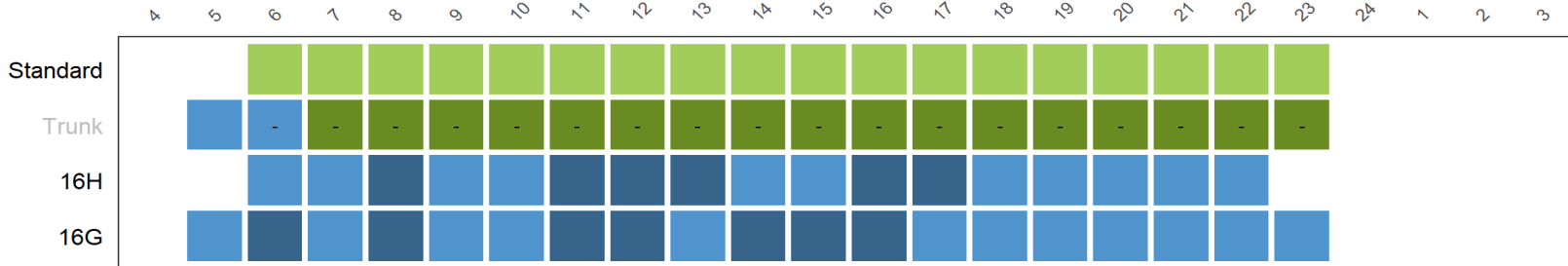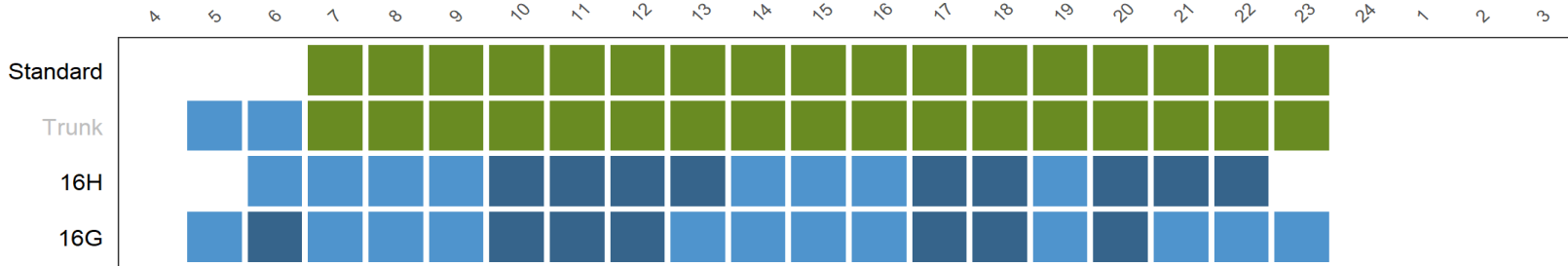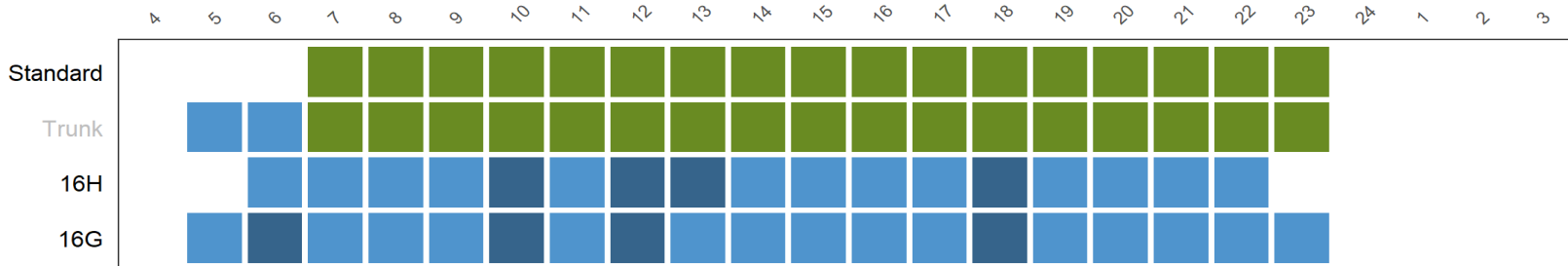
C Columbia Pike- Pentagon City

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:34 AM - 11:20 PM	-	B	5:37 AM - 11:22 PM	-	A	5:37 AM - 11:22 PM	-	A
	Frequency of Service | varies	Peak: 19.6 / Off-Peak: 19.0	Peak: 19.2 / Off-Peak: 28	C	19.4	25.6	B	19.4	28.5	B
Productivity	**Passengers per Revenue Hour | 30**	21.9	16.6	E	20.4	17.6	E	17.0	16.0	E
	Passengers per Revenue Mile | 4	2.7	2.1	E	2.5	2.1	E	2.1	1.9	E
Reliability	**On-Time Performance | 79%**	90%	77%	A	92%	76%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.24	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.46	$ 8.27	C	$5.85	$ 7.67	D	$7.03	$ 8.52	E
	Cost Recovery | 25%	16%	12%	E	15%	12%	E	12%	11%	E

Route 16G

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	5	5.1	A
Route Design — Circuity | 1.75	1.44	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	20.9	16.6	E	18.7	17.6	E	15.5	16.0	E
	Passengers per Revenue Mile | 4	2.7	2.1	E	2.5	2.1	E	2.0	1.9	E
	Unique Segment Ridership | 10%	19%	19%	A	19%	26%	A	19%	28%	A
Reliability	On-Time Performance | 79%	92%	77%	A	94%	76%	A	93%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.2	0.25	A	0.17	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.71	$ 8.27	D	$6.37	$ 7.67	E	$7.68	$ 8.52	E
	Cost Recovery | 25%	15%	12%	E	14%	13%	E	11%	11%	E

Route 16H

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	5.1	A
Route Design	**Circuity |** 1.75	1.39	1.31	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	23.0	16.6	E	22.3	17.6	E	18.6	16.0	E
	Passengers per Revenue Mile | 4	2.7	2.1	E	2.6	2.1	E	2.2	1.9	E
	Unique Segment Ridership | 10%	12%	19%	B	14%	26%	A	13%	28%	A
Reliability	**On-Time Performance |** 79%	89%	77%	A	89%	76%	A	91%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.25	A	0.2	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.20	$ 8.27	C	$5.36	$ 7.67	C	$6.43	$ 8.52	E
	Cost Recovery | 25%	17%	12%	E	16%	13%	E	14%	11%	E
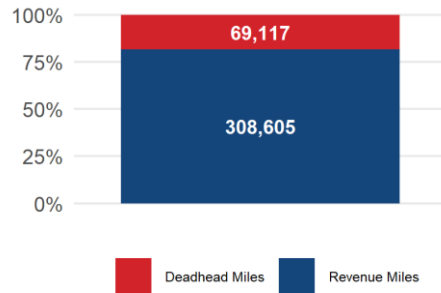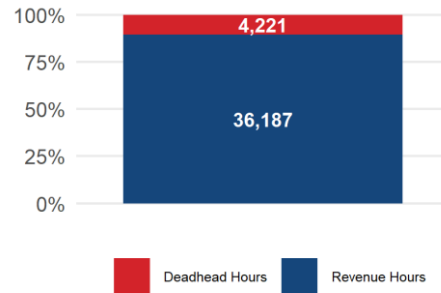
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 69,117
- Revenue Miles: 308,605

Hours Allocation

- Deadhead Hours: 4,221
- Revenue Hours: 36,187

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16G	10.00	2,130	2,128 (99.9%)
16H	12.90	1,830	1,825 (99.7%)

Service Change Summary

Route 16G - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 16H - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 16G: 5.785
- 16H: 5.808

Saturday
- 16G: 5.18
- 16H: 5.55

Sunday
- 16G: 4.36
- 16H: 4.66

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Columbia Pike Line

Regional Transit
Ⓜ Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

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Line Benefit Score

47
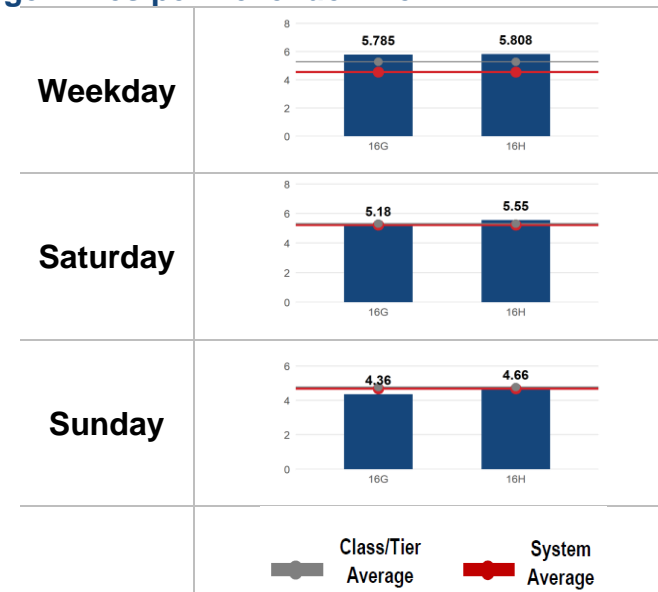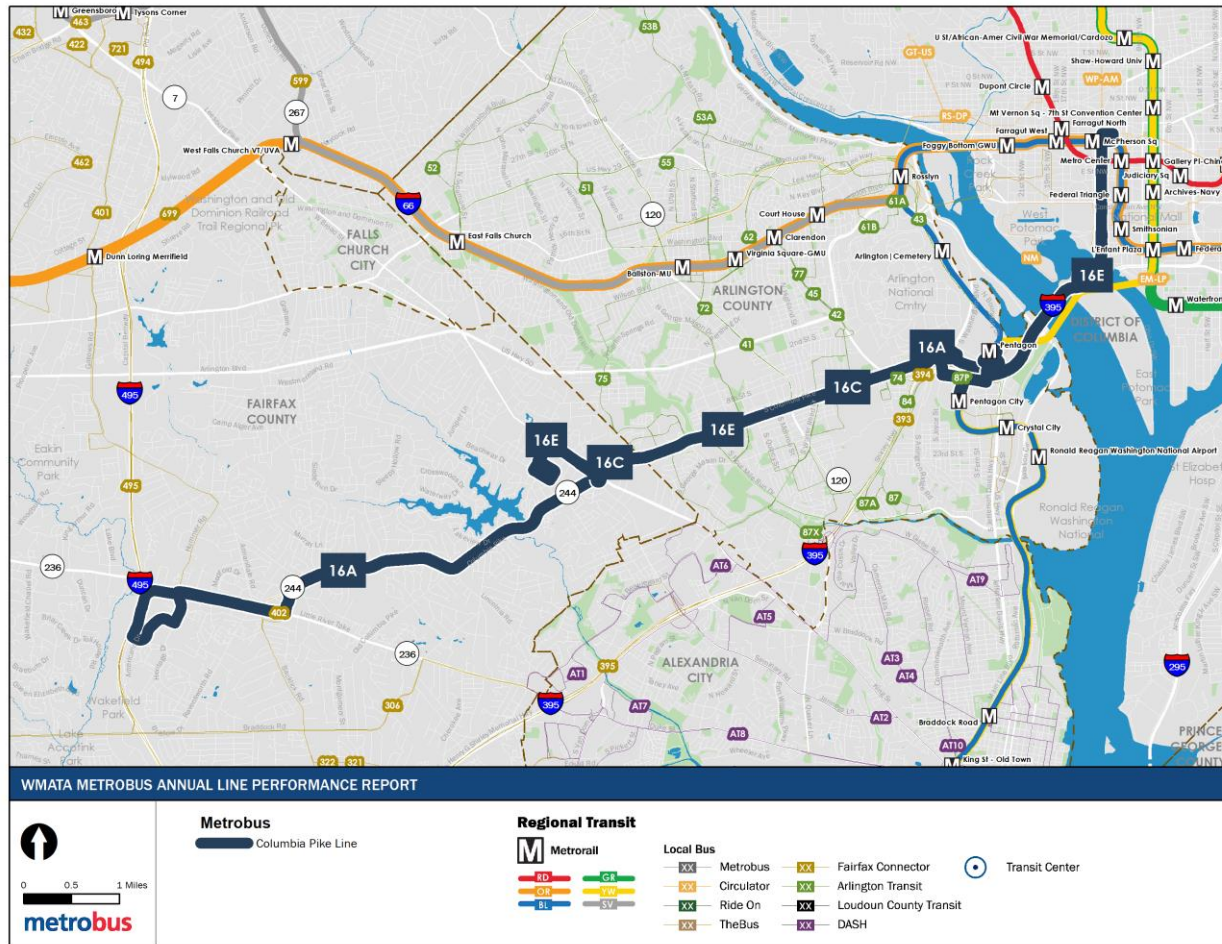
Out of 100

Ridership / Population Served / Network Value radar chart
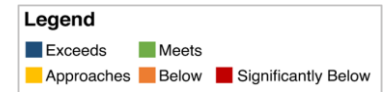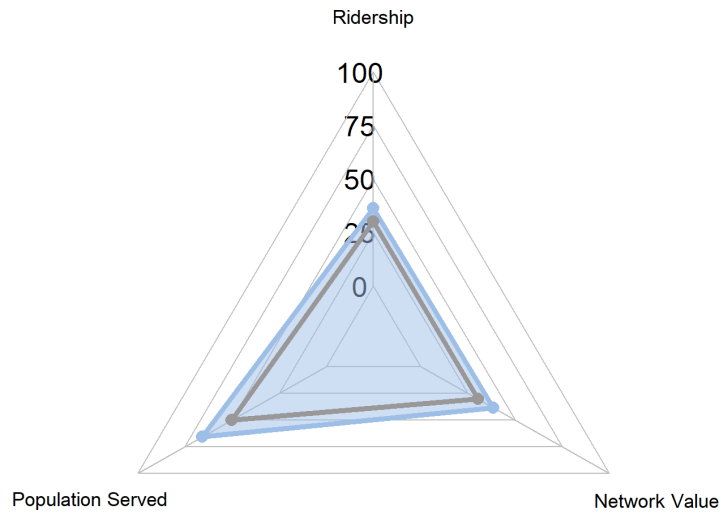
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	66	38	36	

Operating Statistics

Annual Operating Costs	$6,345,620
Peak Vehicles	12
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			112,732
People of Color Population	Service Area	41,717
	% Riders Surveyed	82%
Low Income Household	Service Area	32,258
	% Riders Surveyed	60%

Facilities/Amenities

Bus Stops	157
% Stops With Shelters	41%
% Stops With Benches	40%
% Stops With Real-Time Signs	5%

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Ridership

Annual Ridership

Route	Annual Ridership
16E	30,351
16C	302,132
16A	425,170
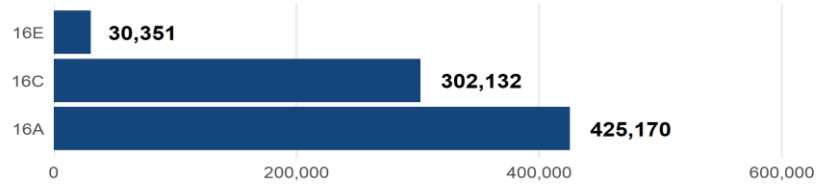
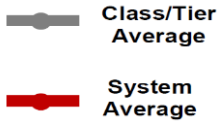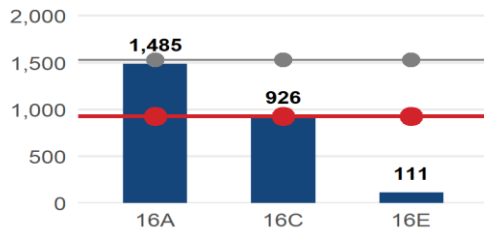### Top Transfer Locations

Pentagon, Pentagon City

Average Daily Ridership
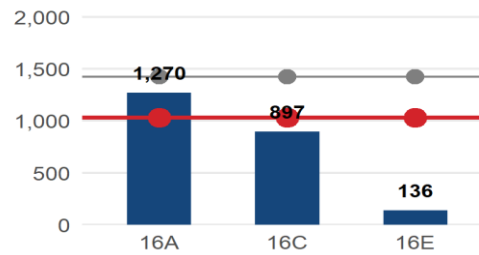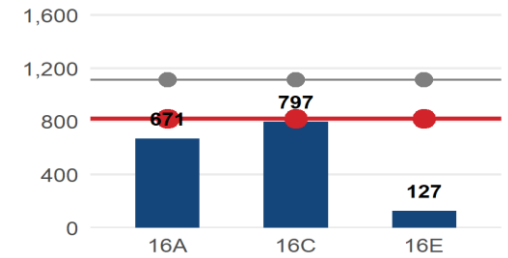
- Class/Tier Average (gray)
- System Average (red)

Weekday

	16A	16C	16E
	1,485	926	111

Saturday

	16A	16C	16E
	1,270	897	136

Sunday

	16A	16C	16E
	671	797	127

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	19	
AM Peak	13	12
Midday	11	10
PM Peak	13	14
Early Night	7	9
Late Night	4	5
Saturday	9	10
Sunday	9	9
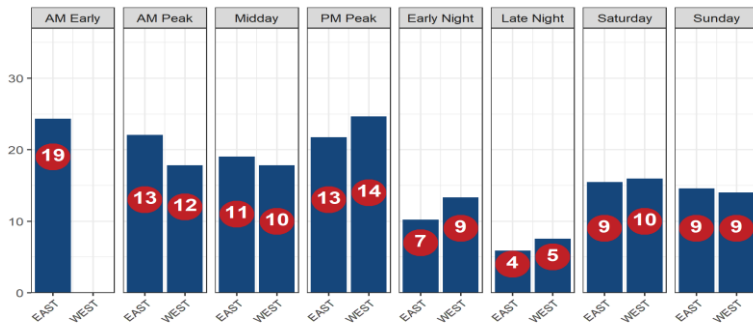
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.32	0.32
	Off-Peak Maximum Target: 1.0	0.24	0.22
	Saturday Maximum Target: 1.0	0.23	0.24
	Sunday Maximum Target: 1.0	0.23	0.22

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —
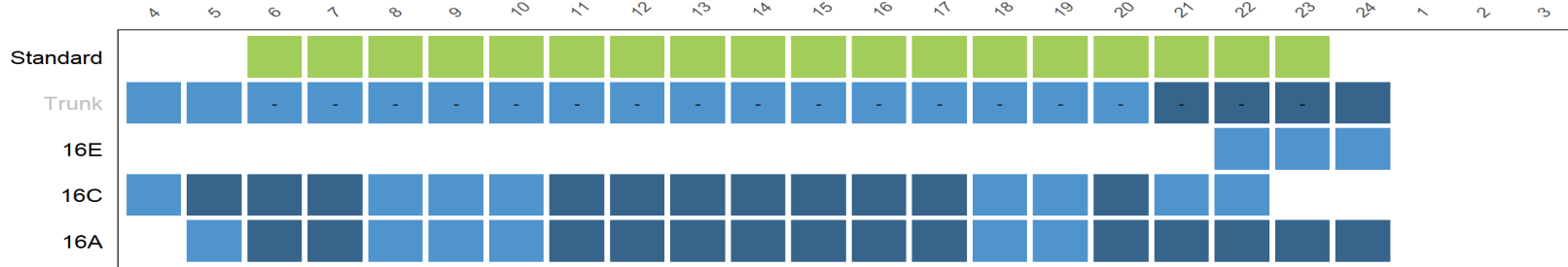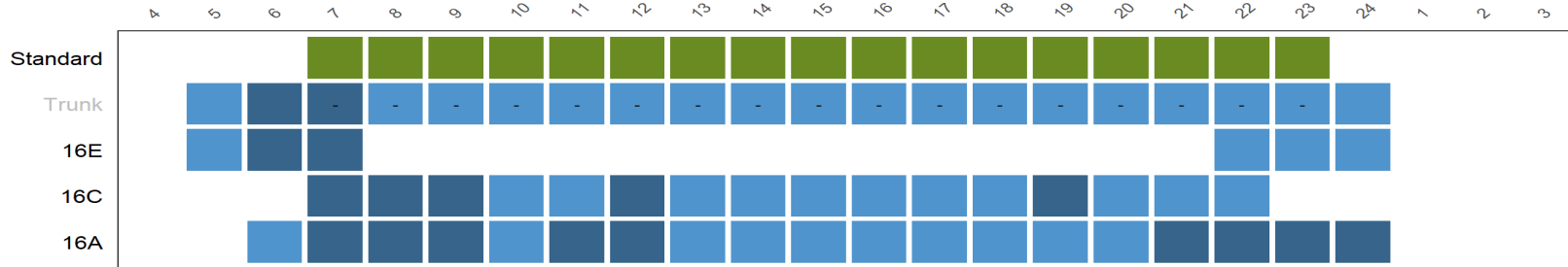
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
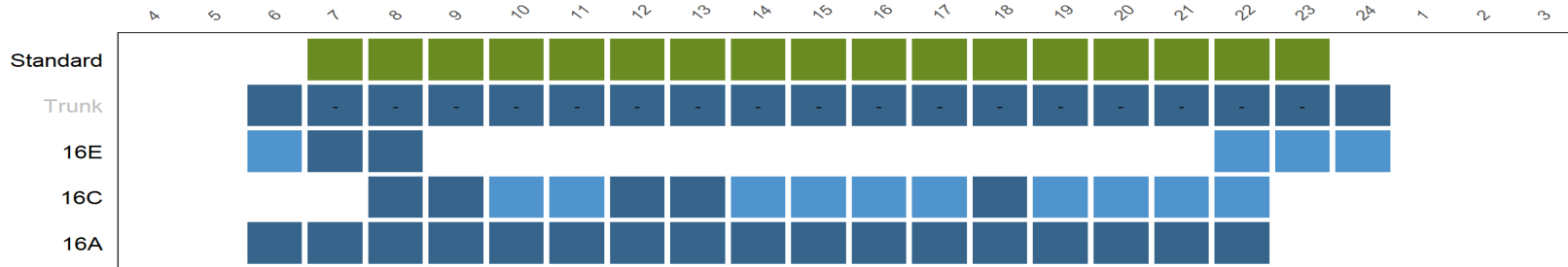
D Columbia Pike

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:33 AM - 12:47 AM	-	A	5:06 AM - 12:46 AM	-	A	6:00 AM - 12:45 AM	-	A
Frequency of Service | varies	Peak: 23.4 / Off-Peak: 23.5	Peak: 19.2 / Off-Peak: 28	D	31.3	25.6	E	43.0	28.5	E
Productivity									
Passengers per Revenue Hour | 30	20.5	16.6	E	17.5	17.6	E	16.9	16.0	E
Passengers per Revenue Mile | 4	1.9	2.1	E	1.7	2.1	E	1.6	1.9	E
Reliability									
On-Time Performance | 79%	91%	77%	A	85%	76%	A	88%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.32	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.24	A	0.23	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$5.82	$ 8.27	D	$6.82	$ 7.67	E	$7.06	$ 8.52	E
Cost Recovery | 25%	16%	12%	E	13%	12%	E	13%	11%	E

Route 16A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.6	5.1	**E**
Route Design	**Circuity |** 1.75	1.27	1.31	**A**

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	22.4	16.6	**E**	18.4	17.6	**E**	21.1	16.0	**E**
	Passengers per Revenue Mile | 4	2.0	2.1	**E**	1.6	2.1	**E**	1.7	1.9	**E**
	Unique Segment Ridership | 10%	21%	19%	**A**	20%	26%	**A**	23%	28%	**A**
Reliability	**On-Time Performance |** 79%	92%	77%	**A**	85%	76%	**A**	84%	78%	**B**
	Crowding | 5%	0%	0%	**A**	0%	0%	**A**	0%	0%	**A**
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.23 Peak: 0.25	**A**	0.26	0.25	**A**	0.29	0.22	**A**
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.33	$ 8.27	**C**	$6.48	$ 7.67	**E**	$5.66	$ 8.52	**D**
	Cost Recovery | 25%	18%	12%	**D**	15%	13%	**E**	17%	11%	**E**

Route 16C

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.3	5.1	E
Route Design	**Circuity |** 1.75	1.36	1.31	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	19.0	16.6	E	19.2	17.6	E	17.6	16.0	E
	Passengers per Revenue Mile | 4	2.0	2.1	E	2.1	2.1	E	2.0	1.9	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	26%	E	0%	28%	E
Reliability	**On-Time Performance |** 79%	90%	77%	A	84%	76%	A	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.25	A	0.22	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.29	$ 8.27	E	$6.23	$ 7.67	E	$6.78	$ 8.52	E
	Cost Recovery | 25%	14%	12%	E	14%	13%	E	13%	11%	E

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Route 16E

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	3.1	5.1	E
Route Design — **Circuity |** 1.75	1.78	1.31	C

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — **Passengers per Revenue Hour |** 30	14.0	16.6	E	11.0	17.6	E	8.6	16.0	E
Passengers per Revenue Mile | 4	1.1	2.1	E	0.9	2.1	E	0.7	1.9	E
Unique Segment Ridership | 10%	1%	19%	E	3%	26%	E	3%	28%	E
Reliability — **On-Time Performance |** 79%	84%	77%	B	85%	76%	A	93%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.33	Off-Peak: 0.23 Peak: 0.25	A	0.17	0.25	A	0.13	0.22	A
Cost Effectiveness — **Operating Cost per Passenger Trip |** $5	$8.54	$ 8.27	E	$10.82	$ 7.67	E	$13.87	$ 8.52	E
Cost Recovery | 25%	9%	12%	E	7%	13%	E	6%	11%	E
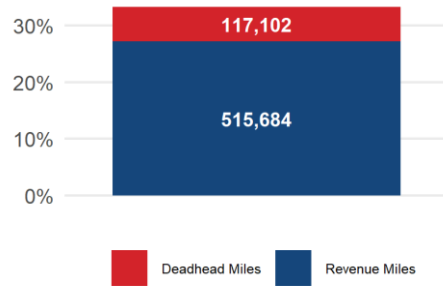
Operational Analysis

Miles Allocation

30% — 117,102 (Deadhead Miles)
515,684 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

30% — 7,455 (Deadhead Hours)
53,182 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours
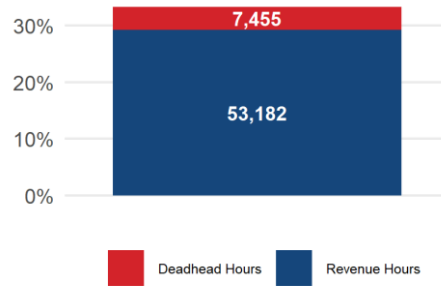
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16A	27.80	1,904	1,901 (99.8%)
16C	16.80	1,990	1,985 (99.7%)
16E	30.10	274	274 (100.0%)

Service Change Summary

Route 16A - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 16C - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 16E - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday
- 16A: 7.1
- 16C: 4.9
- 16E: 3.8

Saturday
- 16A: 5.6
- 16C: 4.4
- 16E: 3.0

Sunday
- 16A: 6.3
- 16C: 4.2
- 16E: 2.2

Legend: — Class/Tier Average   — System Average

About the Line

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

<div style="font-size:2em">**18**</div>

Out of 100

Ridership

Population Served   Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	35	19	0	
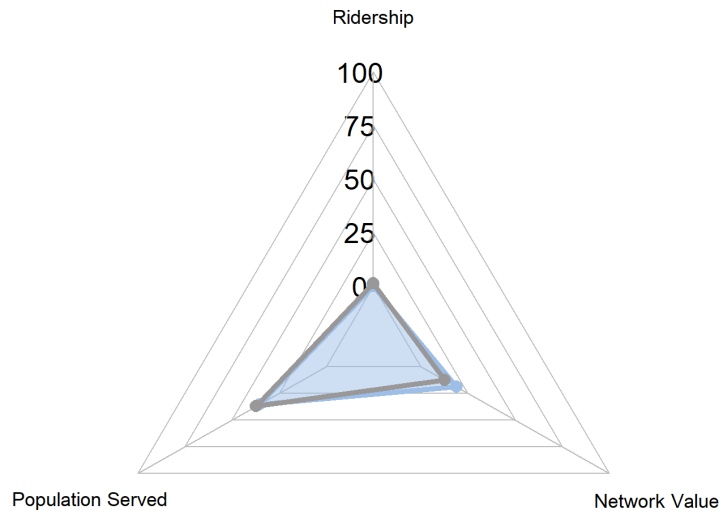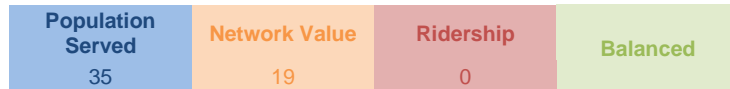
Operating Statistics

Annual Operating Costs	$18,821
Peak Vehicles	
Vehicle Type(s)	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		26,671	
People of Color Population	*Service Area*	23,515	
	% Riders Surveyed		
Low Income Household	*Service Area*	12,027	
	% Riders Surveyed		

Facilities/Amenities

Bus Stops	30	
% Stops With Shelters	37%	
% Stops With Benches	33%	
% Stops With Real-Time Signs	7%	

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	

Annual Ridership chart: D51 — **219**

Top Transfer Locations	**NA**

Average Daily Ridership	Weekday	Saturday	Sunday
Class/Tier Average		*No Service*	*No Service*
System Average	D51 — **2**		

Legend: Class/Tier Average, System Average

Average Trip Ridership and Maximum Load by Time Period

AM Peak — WEST: **2**
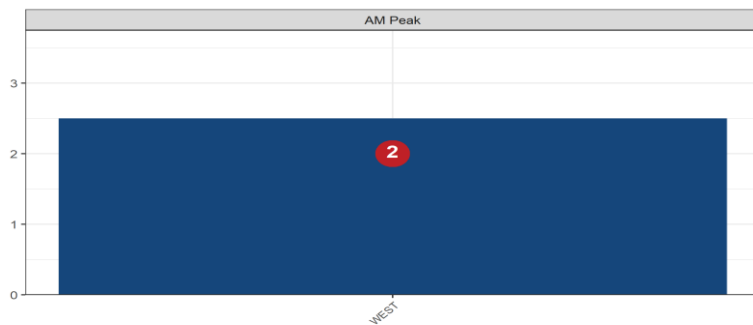
Vehicle Load Factor

	Direction:	**WEST**	
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.05	
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

304
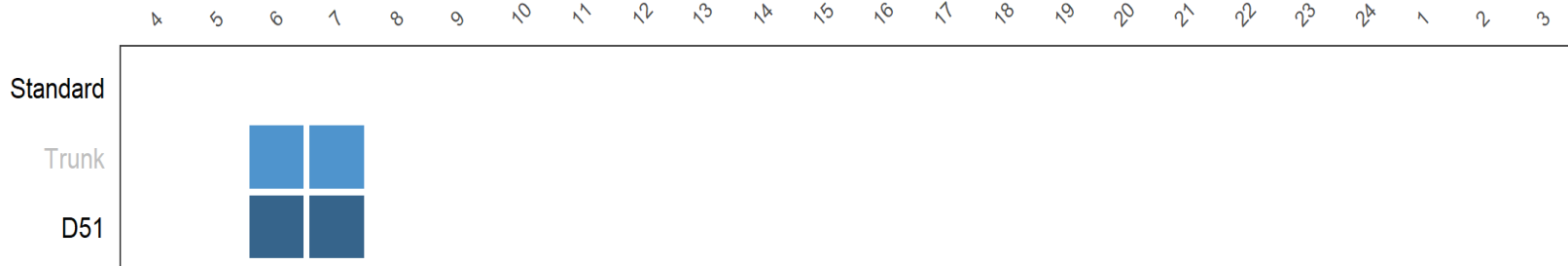
- Congress Heights-Georgetown

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:38 AM - 7:30 AM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 4.3 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	2.9	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.2	0.7	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	60%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$41.52	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	2%	8%	-	-	-	-	-	-	-

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Route D51

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile |	2.8	5.5	-
Route Design — Circuity |	1.31	1.3	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour |	2.9	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.2	0.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	56%	8%	-	-	-	-	-	-	-
Reliability	On-Time Performance |	60%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip |	$41.52	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	2%	11%	-	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Legend: ■ Deadhead Miles (637) ■ Revenue Miles (2,115)

Hours Allocation

Legend: ■ Deadhead Hours (58) ■ Revenue Hours (158)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D51	10.70	17	17 (100.0%)

Service Change Summary

Route D51 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — D51

Saturday — No Service

Sunday — No Service

Legend: ▬ Class/Tier Average   ▬ System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend

Exceeds	Meets
Approaches	Below	Significantly Below

Line Benefit Score

<div style="float:left; border:2px solid #888; padding:0.5em; font-size:2em;">29</div>

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	36	33	18	
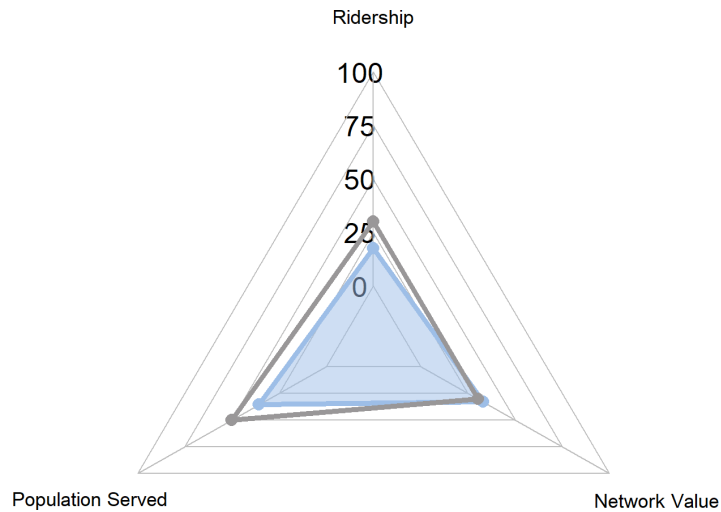
Operating Statistics

Annual Operating Costs	$4,316,186	
Peak Vehicles	6	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		31,662	
People of Color Population	Service Area	4,987	
	% Riders Surveyed	50%	
Low Income Household	Service Area	2,974	
	% Riders Surveyed	21%	

Facilities/Amenities

Bus Stops	75	
% Stops With Shelters	67%	
% Stops With Benches	63%	
% Stops With Real-Time Signs	4%	

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Ridership

Annual Ridership

L2: 350,949

(bar chart axis: 0 to 500,000)
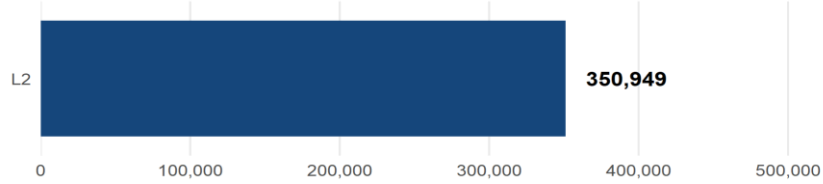
Top Transfer Locations

Van Ness-UDC, Farragut West, Woodley Park-Zoo

Average Daily Ridership
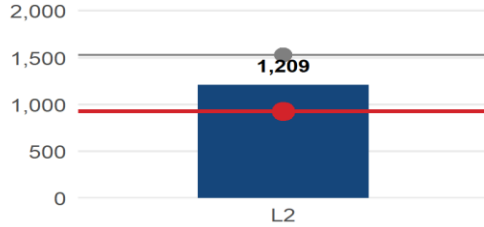
- Class/Tier Average (gray)
- System Average (red)

	Weekday	Saturday	Sunday
L2	1,209	877	699

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Peak	8	10
Midday	9	9
PM Peak	11	10
Early Night	7	5
Late Night	4	3
Saturday	8	7
Sunday	6	6
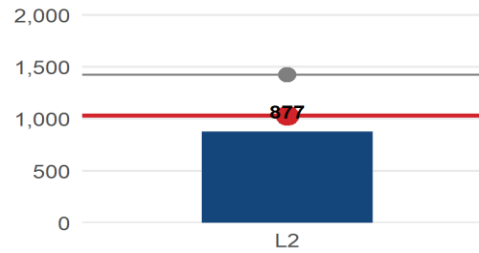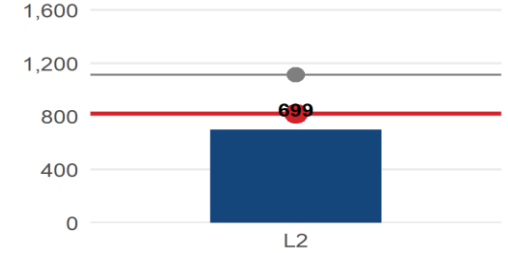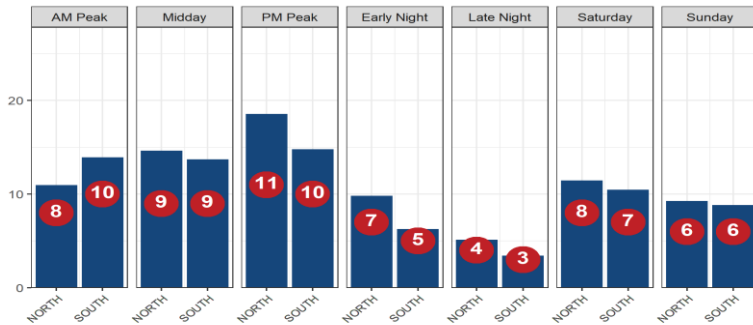
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.26	0.25
	Off-Peak Maximum Target: 1.0	0.2	0.18
	Saturday Maximum Target: 1.0	0.2	0.18
	Sunday Maximum Target: 1.0	0.16	0.16

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Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

311
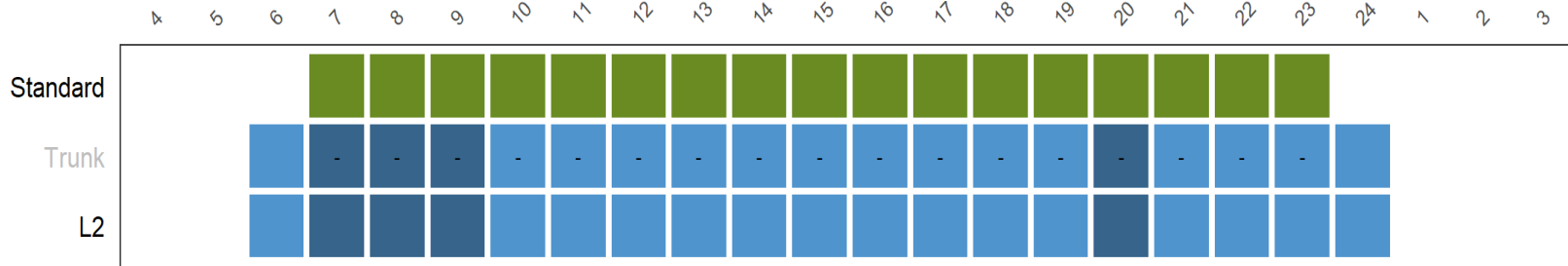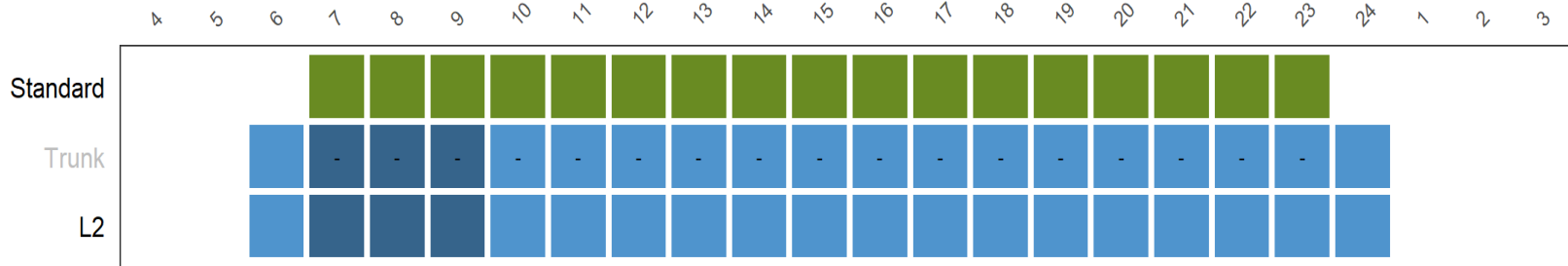
D Connecticut Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:06 AM - 12:28 AM	-	A	6:00 AM - 12:27 AM	-	A	6:00 AM - 12:08 AM	-	A
	Frequency of Service | varies	Peak: 22.1 / Off-Peak: 20.4	Peak: 19.2 / Off-Peak: 28	D	27.3	25.6	D	27.2	28.5	D
Productivity	**Passengers per Revenue Hour** | 30	15.7	16.6	E	14.1	17.6	E	12.4	16.0	E
	Passengers per Revenue Mile | 4	2.3	2.1	E	1.9	2.1	E	1.6	1.9	E
Reliability	**On-Time Performance** | 79%	78%	77%	C	72%	76%	D	77%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.19	0.24	A	0.16	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.60	$ 8.27	E	$8.45	$ 7.67	E	$9.61	$ 8.52	E
	Cost Recovery | 25%	14%	12%	E	12%	12%	E	11%	11%	E

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Route L2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	5.1	E
Route Design	**Circuity |** 1.75	1.09	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	15.7	16.6	E	14.1	17.6	E	12.4	16.0	E
	Passengers per Revenue Mile | 4	2.3	2.1	E	1.9	2.1	E	1.6	1.9	E
	Unique Segment Ridership | 10%	50%	19%	A	63%	26%	A	62%	28%	A
Reliability	**On-Time Performance |** 79%	78%	77%	C	72%	76%	D	77%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.19	0.25	A	0.16	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.60	$ 8.27	E	$8.45	$ 7.67	E	$9.61	$ 8.52	E
	Cost Recovery | 25%	14%	12%	E	12%	13%	E	11%	11%	E

Operational Analysis
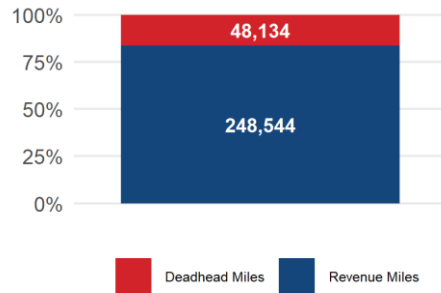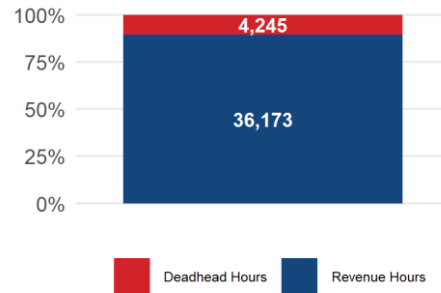
Miles Allocation

Deadhead Miles: 48,134
Revenue Miles: 248,544

Hours Allocation

Deadhead Hours: 4,245
Revenue Hours: 36,173

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L2	11.00	2,726	2,722 (99.9%)

Service Change Summary

Route L2 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;
Sunday: extend to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — L2

Saturday — L2

Sunday — L2

Class/Tier Average   System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below ■ Significantly Below

Line Benefit Score

27

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	31	38	11	
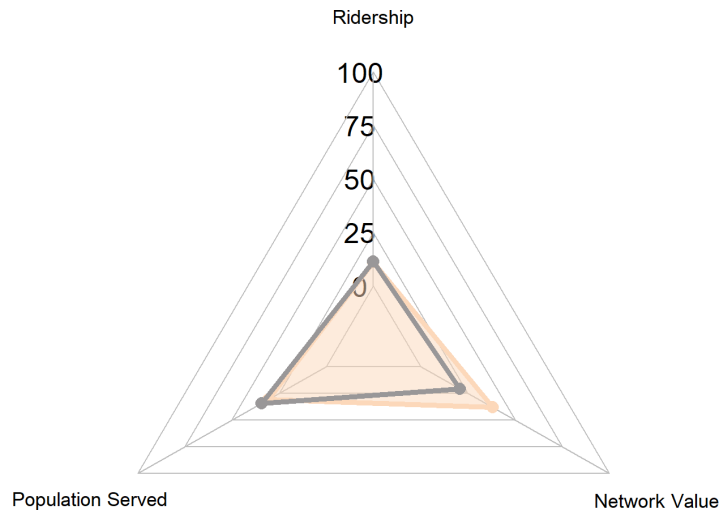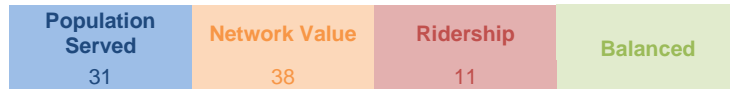
Operating Statistics

Annual Operating Costs	$2,200,879	
Peak Vehicles	4	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		38,495	
People of Color Population	*Service Area*	9,304	
	% Riders Surveyed	78%	
Low Income Household	*Service Area*	8,138	
	% Riders Surveyed	55%	

Facilities/Amenities

Bus Stops	122	
% Stops With Shelters	18%	
% Stops With Benches	25%	
% Stops With Real-Time Signs	1%	
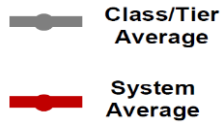
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Ridership

Annual Ridership

L8 — 146,661

Top Transfer Locations

Friendship Heights

Average Daily Ridership

Weekday	Saturday	Sunday
761 (L8)	No Service	No Service

- Class/Tier Average
- System Average

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night
NORTH	2	4	7	12	6	3
SOUTH	11	15	8	6	3	
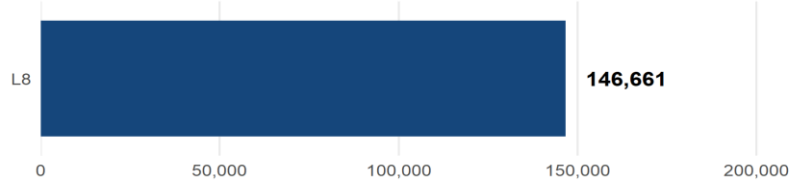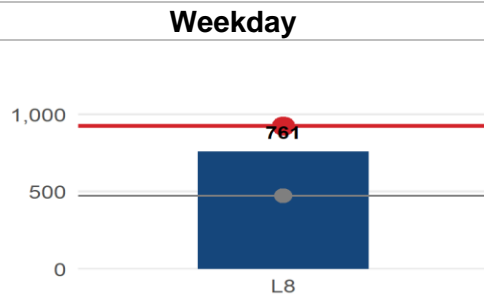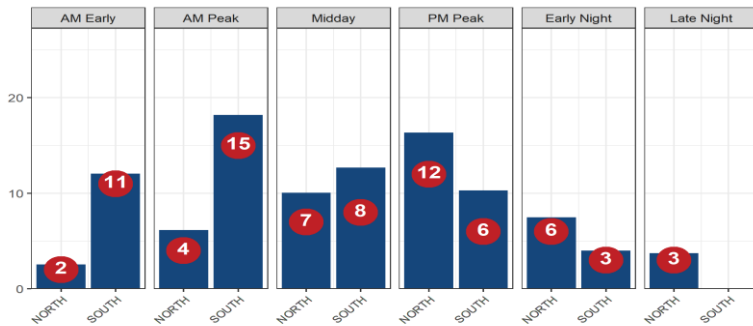
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.21	0.24
	Off-Peak Maximum Target: 1.0	0.15	0.17
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

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Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

B Connecticut Avenue-Maryland

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:50 AM - 11:40 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 29.9 / Off-Peak: 30.3	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	13.4	13	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	1	1.1	B	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	82%	83%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.23	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.90	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	14%	9%	D	-	-	-	-	-	-

metrobus

Route L8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	5	E
Route Design	**Circuity |** N/A	1.2	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	13.4	13	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1	1.1	B	-	-	-	-	-	-
	Unique Segment Ridership | 10%	100%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	82%	83%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.23	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.90	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	14%	8%	D	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

Deadhead Miles: 33,195
Revenue Miles: 229,884

Hours Allocation

Deadhead Hours: 2,001
Revenue Hours: 18,445

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L8	23.50	1,584	1,582 (99.9%)

Service Change Summary

Route L8 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 5 (L8)

Saturday — No Service

Sunday — No Service

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

Out of 100

Ridership

100
75
50
25
0
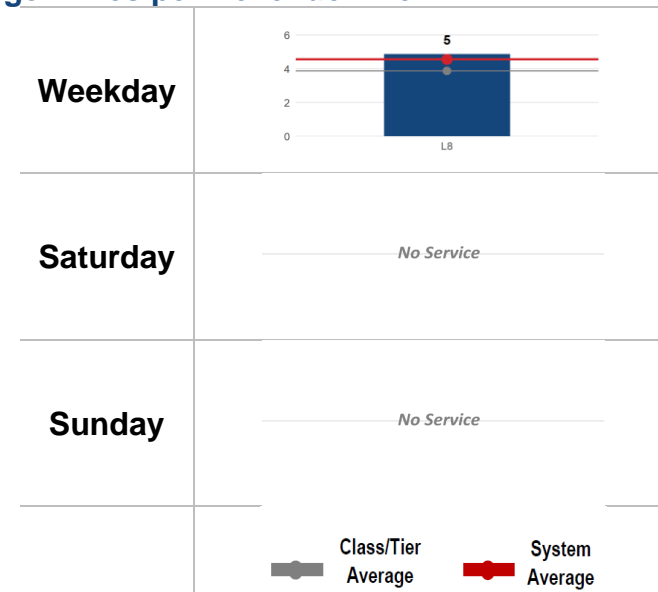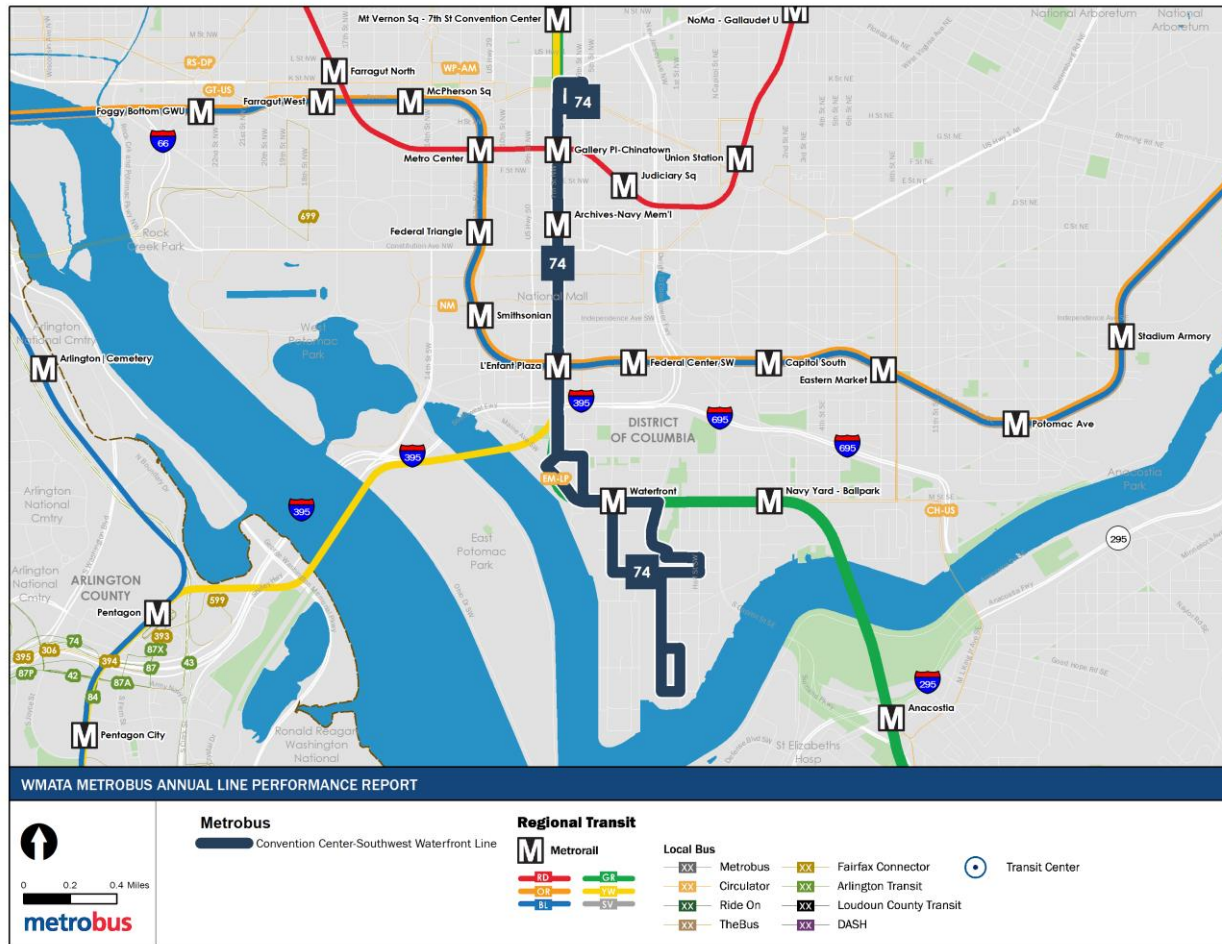
Population Served — Network Value
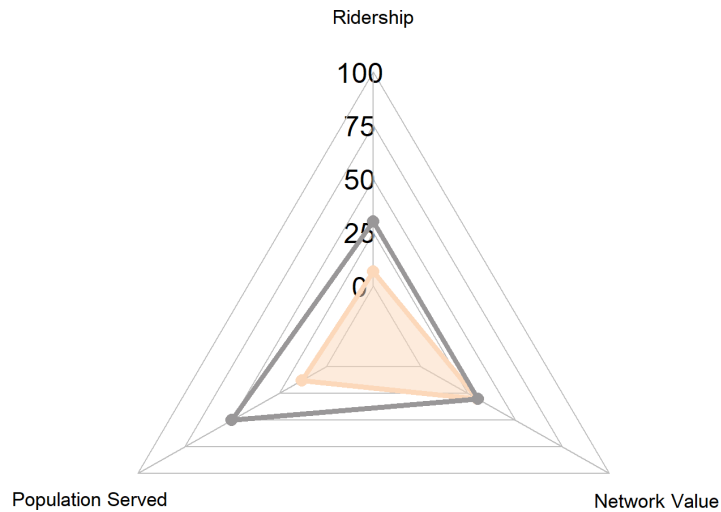
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	30	7	

Operating Statistics

	Annual Operating Costs	$2,057,365
	Peak Vehicles	2
	Vehicle Type(s)	30 Foot, 35 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		7,339
	People of Color Population	Service Area	4,184
		% Riders Surveyed	75%
	Low Income Household	Service Area	2,774
		% Riders Surveyed	51%

Facilities/Amenities

	Bus Stops	43
	% Stops With Shelters	37%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	16%

Ridership

Annual Ridership

74   127,364
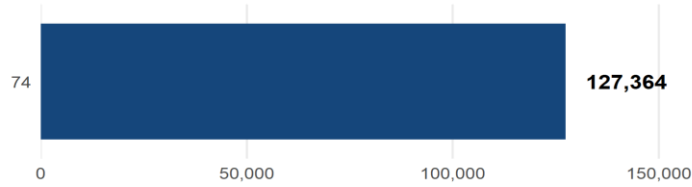
Top Transfer Locations	L'Enfant Plaza, Gallery Place-Chinatown, Waterfront

Average Daily Ridership
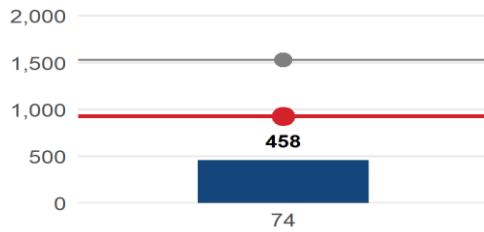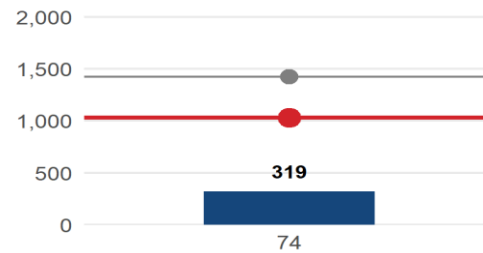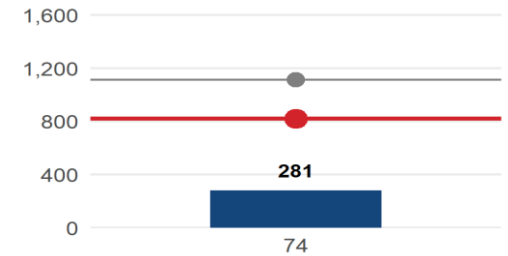
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday

Weekday: 458 (74)
Saturday: 319 (74)
Sunday: 281 (74)

Average Trip Ridership and Maximum Load by Time Period
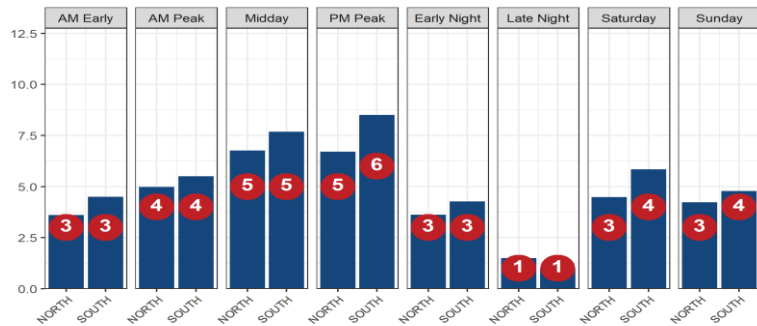
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.12	0.13
	Off-Peak Maximum Target: 1.0	0.1	0.11
	Saturday Maximum Target: 1.0	0.09	0.11
	Sunday Maximum Target: 1.0	0.08	0.09

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
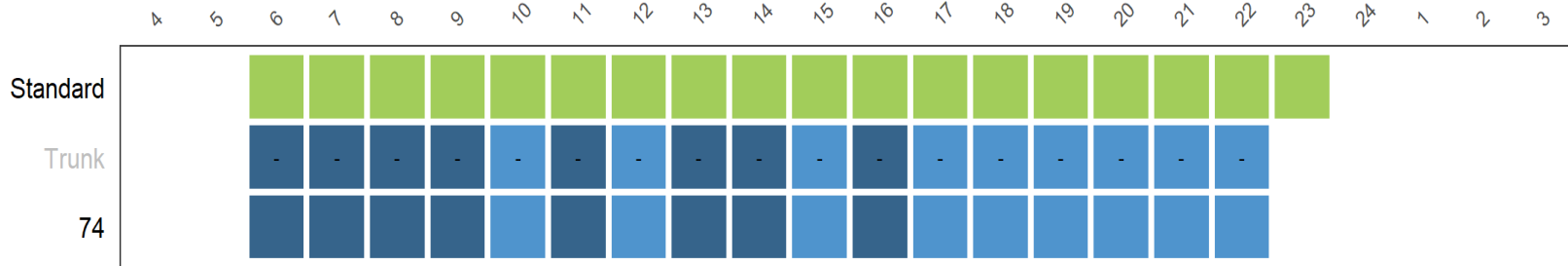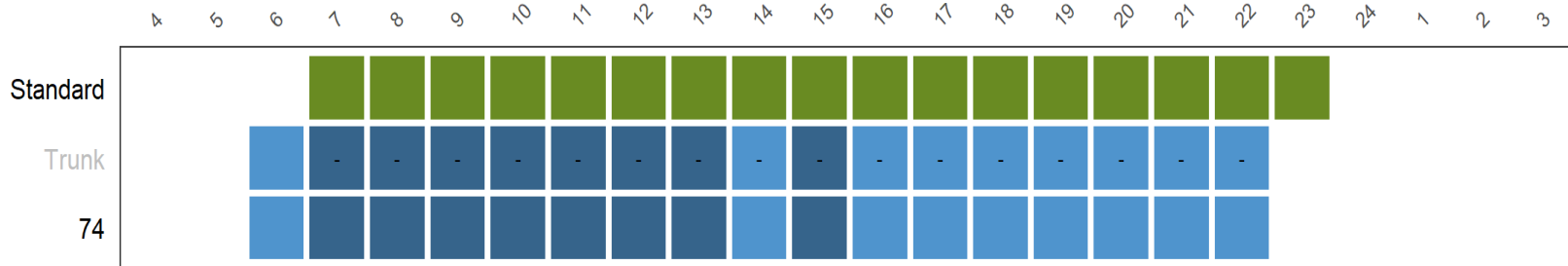
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
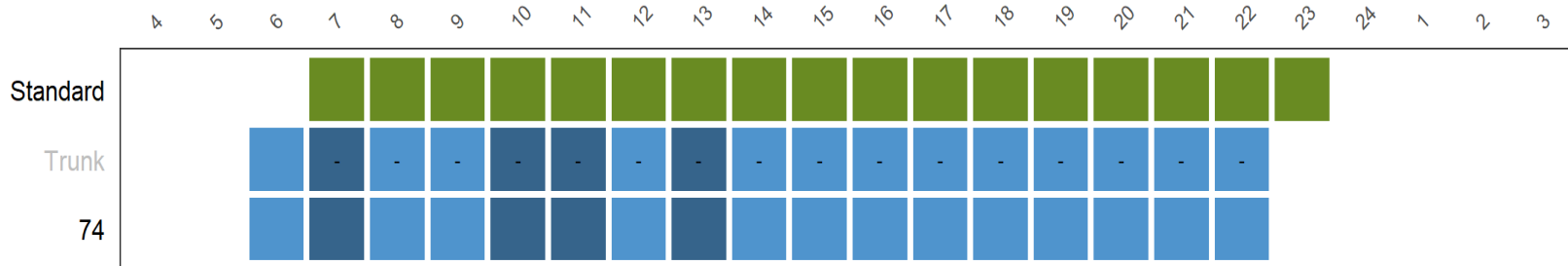
D Convention Center- Southwest Waterfront

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:35 AM - 10:49 PM	-	C	6:35 AM - 10:53 PM	-	C	6:35 AM - 10:45 PM	-	C
	Frequency of Service | varies	Peak: 30.1 / Off-Peak: 30.3	Peak: 19.2 / Off-Peak: 28	E	30.2	25.6	E	30.0	28.5	D
Productivity	**Passengers per Revenue Hour** | 30	14.3	16.6	E	11.1	17.6	E	9.8	16.0	E
	Passengers per Revenue Mile | 4	1.8	2.1	E	1.5	2.1	E	1.3	1.9	E
Reliability	**On-Time Performance** | 79%	82%	77%	B	80%	76%	B	83%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.12	Off-Peak: 0.23 Peak: 0.25	A	0.1	0.24	A	0.09	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$8.37	$ 8.27	E	$10.75	$ 7.67	E	$12.16	$ 8.52	E
	Cost Recovery | 25%	9%	12%	E	7%	12%	E	6%	11%	E

metrobus

Route 74

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6	5.1	E
Route Design Circuity | 1.75	1.3	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	14.3	16.6	E	11.1	17.6	E	9.8	16.0	E
	Passengers per Revenue Mile | 4	1.8	2.1	E	1.5	2.1	E	1.3	1.9	E
	Unique Segment Ridership | 10%	68%	19%	A	63%	26%	A	65%	28%	A
Reliability	On-Time Performance | 79%	82%	77%	B	80%	76%	B	83%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.12	Off-Peak: 0.23 Peak: 0.25	A	0.1	0.25	A	0.09	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.37	$ 8.27	E	$10.75	$ 7.67	E	$12.16	$ 8.52	E
	Cost Recovery | 25%	9%	12%	E	7%	13%	E	6%	11%	E

Operational Analysis

Miles Allocation

- Deadhead Miles: 27,503
- Revenue Miles: 113,248

Hours Allocation

- Deadhead Hours: 2,932
- Revenue Hours: 17,242
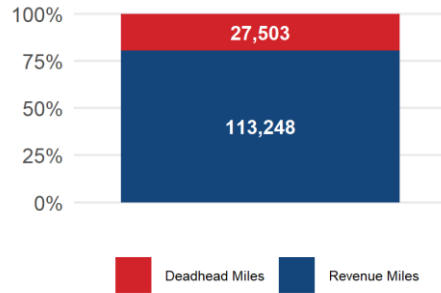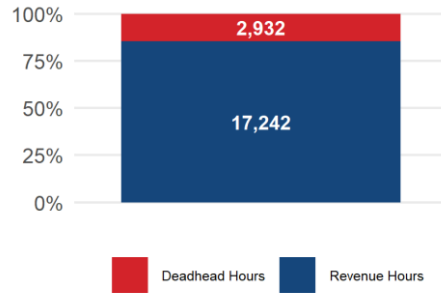
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
74	7.50	1,920	1,914 (99.7%)

Service Change Summary

Route 74 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 2 (74)

Saturday — 2 (74)

Sunday — 2 (74)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend
Exceeds | Meets
Approaches | Below | Significantly Below

metrobus

Line Benefit Score

38

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	29	35	
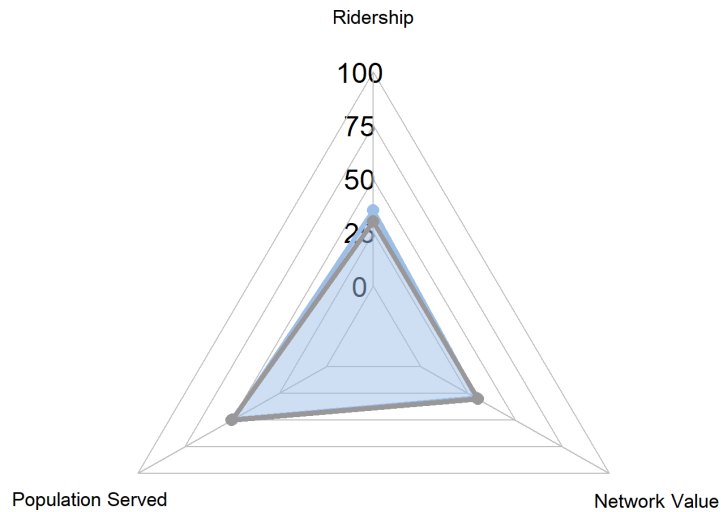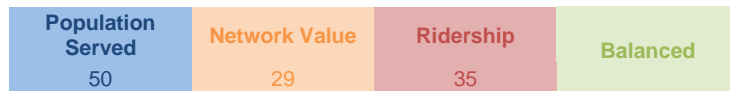
Operating Statistics

Annual Operating Costs	$5,965,517	
Peak Vehicles	11	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		78,918	
People of Color Population	Service Area	28,901	
	% Riders Surveyed	65%	
Low Income Household	Service Area	18,208	
	% Riders Surveyed	42%	

Facilities/Amenities

Bus Stops	105	
% Stops With Shelters	25%	
% Stops With Benches	16%	
% Stops With Real-Time Signs	7%	

metrobus

Ridership

Annual Ridership

H4	393,406
H2	313,514

Scale: 0 — 100,000 — 200,000 — 300,000 — 400,000 — 500,000
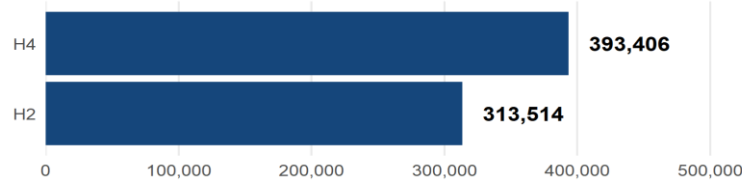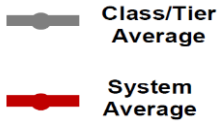
Top Transfer Locations

Columbia Heights, Brookland, Cleveland Park

Average Daily Ridership
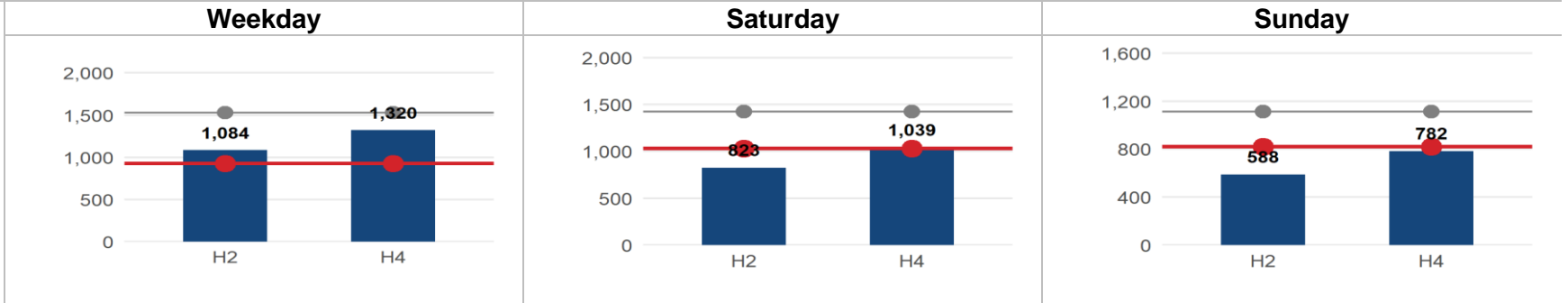
- Class/Tier Average (gray)
- System Average (red)

	Weekday	Saturday	Sunday
H2	1,084	823	588
H4	1,320	1,039	782

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	14
AM Peak	10	12
Midday	11	12
PM Peak	13	11
Early Night	8	5
Late Night	5	3
Saturday	9	8
Sunday	8	7
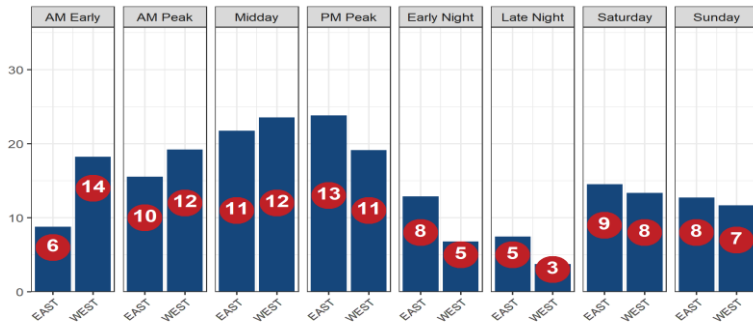
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.3	0.28
	Off-Peak Maximum Target: 1.0	0.24	0.24
	Saturday Maximum Target: 1.0	0.21	0.2
	Sunday Maximum Target: 1.0	0.2	0.19

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Crosstown

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:50 AM - 12:27 AM	-	A	4:50 AM - 12:23 AM	-	A	5:00 AM - 12:35 AM	-	A
	Frequency of Service | varies	Peak: 21.1 / Off-Peak: 21.8	Peak: 19.2 / Off-Peak: 28	D	22.8	25.6	C	27.7	28.5	D
Productivity	**Passengers per Revenue Hour | 30**	20.1	16.6	E	17.1	17.6	E	16.0	16.0	E
	Passengers per Revenue Mile | 4	2.6	2.1	E	1.9	2.1	E	1.7	1.9	E
Reliability	**On-Time Performance | 79%**	76%	77%	C	75%	76%	C	72%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.24	A	0.19	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.93	$ 8.27	D	$6.97	$ 7.67	E	$7.44	$ 8.52	E
	Cost Recovery | 25%	15%	12%	E	13%	12%	E	12%	11%	E

Route H2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.7	5.1	E
Route Design	**Circuity |** 1.75	1.24	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	18.8	16.6	E	15.9	17.6	E	14.7	16.0	E
	Passengers per Revenue Mile | 4	2.4	2.1	E	1.8	2.1	E	1.5	1.9	E
	Unique Segment Ridership | 10%	4%	19%	E	4%	26%	E	4%	28%	E
Reliability	**On-Time Performance |** 79%	76%	77%	C	75%	76%	C	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.27	Off-Peak: 0.23 Peak: 0.25	A	0.19	0.25	A	0.18	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.36	$ 8.27	E	$7.51	$ 7.67	E	$8.14	$ 8.52	E
	Cost Recovery | 25%	13%	12%	E	11%	13%	E	10%	11%	E

Route H4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.7	5.1	E
Route Design **Circuity |** 1.75	1.28	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	21.4	16.6	E	18.4	17.6	E	17.2	16.0	E
	Passengers per Revenue Mile | 4	2.7	2.1	E	2.1	2.1	E	1.9	1.9	E
	Unique Segment Ridership | 10%	1%	19%	E	15%	26%	A	15%	28%	A
Reliability	**On-Time Performance |** 79%	75%	77%	C	75%	76%	C	70%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.31	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.25	A	0.21	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.58	$ 8.27	D	$6.48	$ 7.67	E	$6.93	$ 8.52	E
	Cost Recovery | 25%	16%	12%	E	14%	13%	E	13%	11%	E
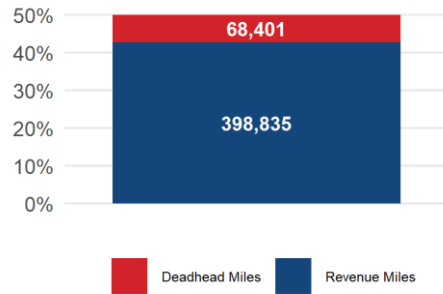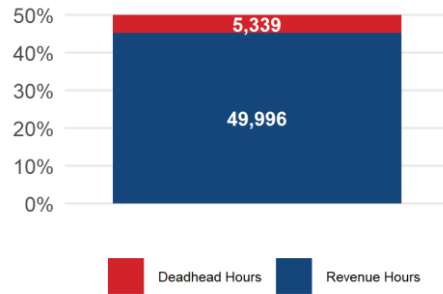
metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Operational Analysis

Miles Allocation

- Deadhead Miles: 68,401
- Revenue Miles: 398,835

Hours Allocation

- Deadhead Hours: 5,339
- Revenue Hours: 49,996

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H2	14.30	1,906	1,899 (99.6%)
H4	14.50	2,073	2,068 (99.8%)

Service Change Summary

Route H2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route H4 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.; Sunday: extend to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday
- H2: 5.21
- H4: 5.92

Saturday
- H2: 4.42
- H4: 4.81

Sunday
- H2: 3.76
- H4: 4.47

Class/Tier Average   System Average

LINE: 129 - DC-Dulles   ROUTE(S): 5A

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

26
Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	37	3	
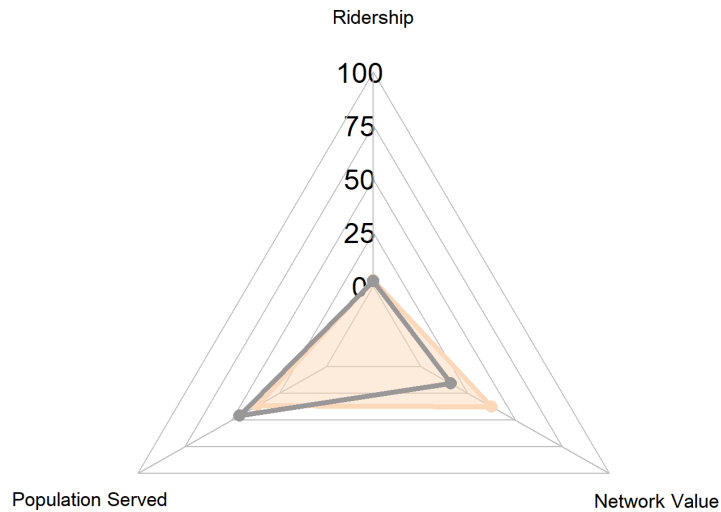
Operating Statistics

	Annual Operating Costs	$2,461,486
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		3,127
	People of Color Population	Service Area	836
		% Riders Surveyed	68%
	Low Income Household	Service Area	366
		% Riders Surveyed	18%

Facilities/Amenities

	Bus Stops	7
	% Stops With Shelters	0%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	14%

Ridership

Annual Ridership

5A — 62,005
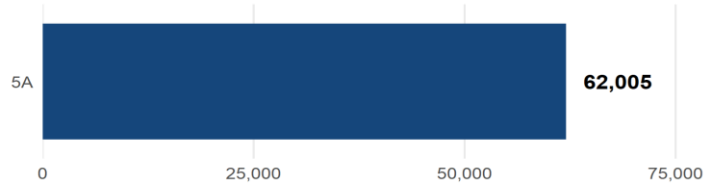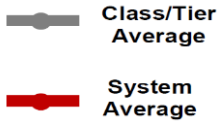
Top Transfer Locations

L'Enfant Plaza, Rosslyn, Rosslyn East

Average Daily Ridership
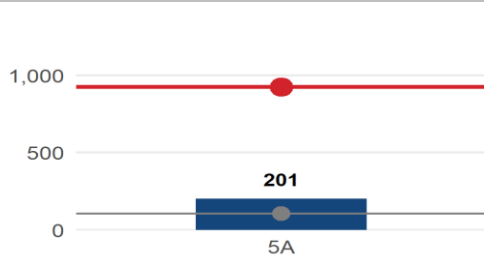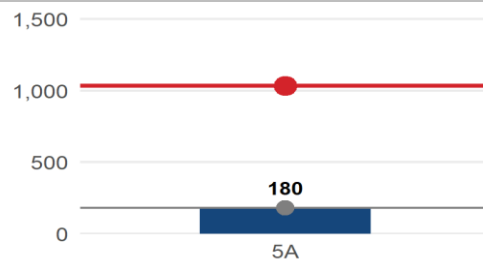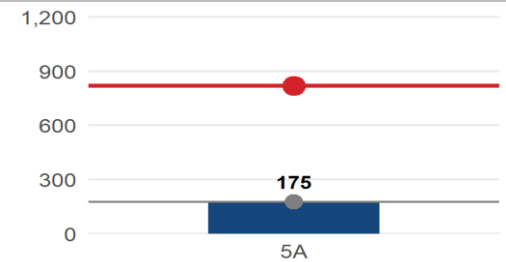
- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
5A	201	180	175

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
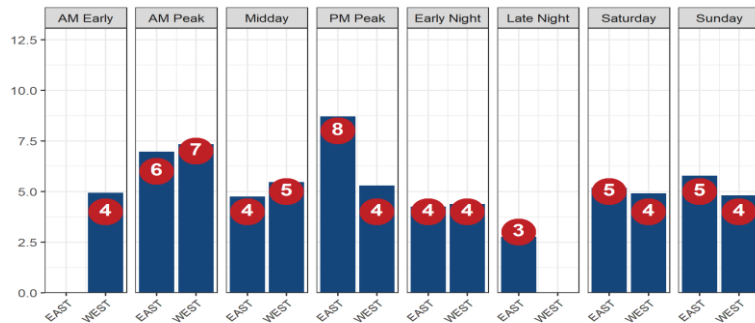
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.17	0.13
	Off-Peak Maximum Target: 1.0	0.1	0.11
	Saturday Maximum Target: 1.0	0.11	0.11
	Sunday Maximum Target: 1.0	0.13	0.1

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —— |

Weekday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard

Trunk

5A

Saturday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard

Trunk

5A

Sunday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard

Trunk

5A
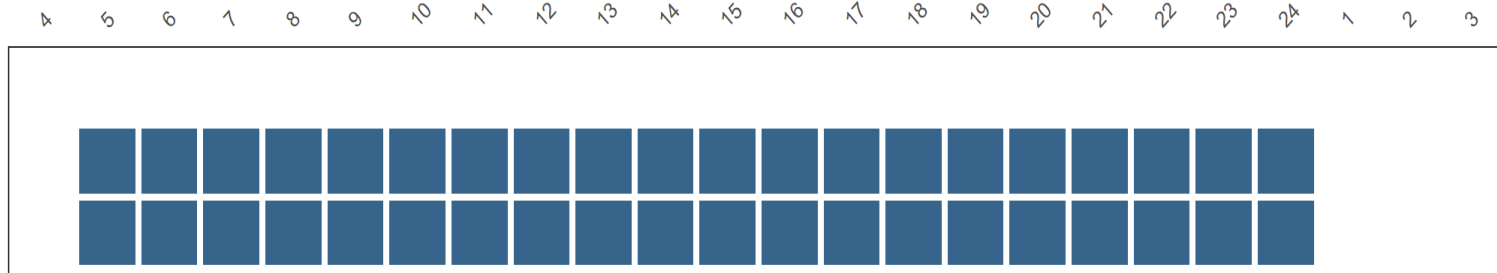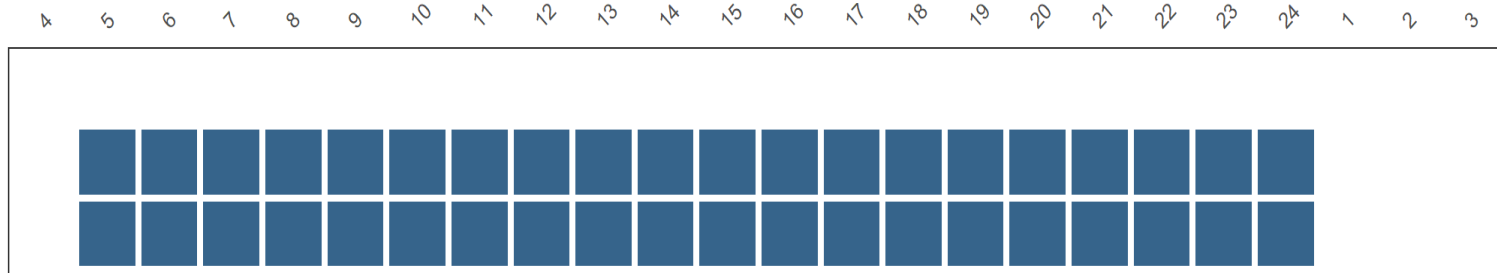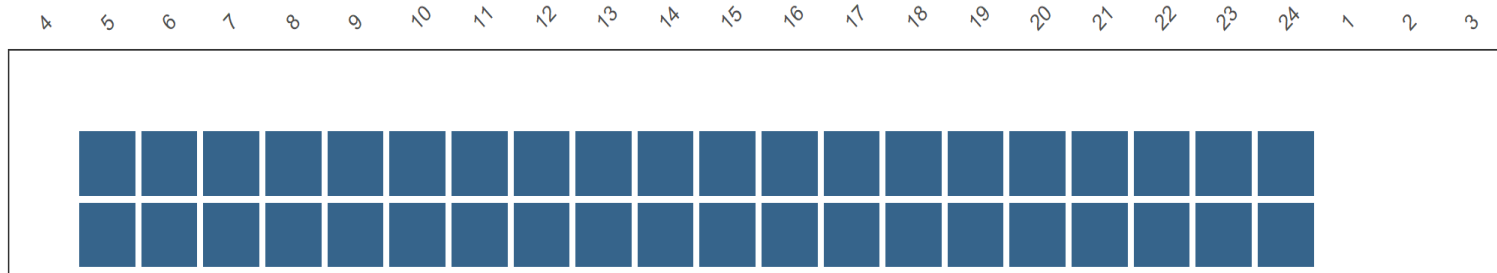
D DC-Dulles

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 12:17 AM	-	A	5:30 AM - 12:18 AM	-	-	5:30 AM - 12:10 AM	-	-
Frequency of Service | varies	Peak: 61.4 / Off-Peak: 59.5	Peak: 61.4 / Off-Peak: 59.5	-	60.1	60.1	-	63.0	63.0	-
Productivity									
Passengers per Revenue Hour | N/A	5.1	10.6	E	5.3	5.3	E	5.3	5.3	E
Passengers per Revenue Mile | 1.5	0.2	1.0	E	0.2	0.2	E	0.2	0.2	E
Reliability									
On-Time Performance | 79%	86%	86%	A	86%	86%	A	85%	85%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.15	Off-Peak: 0.1 Peak: 0.15	A	0.11	0.11	A	0.12	0.12	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$23.22	$15.35	E	$22.45	$22.45	E	$22.52	$22.52	E
Cost Recovery | 25%	11%	8%	E	11%	11%	E	11%	11%	E

metrobus

Route 5A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	0.2	2	-
Route Design	**Circuity |** N/A	1.11	1.06	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	5.1	10.6	E	5.3	5.3	E	5.3	5.3	E
	Passengers per Revenue Mile | 1.5	0.2	1.0	E	0.2	0.2	E	0.2	0.2	E
	Unique Segment Ridership | 15%	100%	50%	A	100%	100%	A	100%	100%	A
Reliability	**On-Time Performance |** 79%	86%	86%	A	86%	86%	A	85%	85%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.15	Off-Peak: 0.1 Peak: 0.15	A	0.11	0.11	A	0.12	0.12	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$23.22	$15.35	E	$22.45	$22.45	E	$22.52	$22.52	E
	Cost Recovery | 25%	11%	8%	E	11%	11%	E	11%	11%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 31,621
- Revenue Miles: 573,405

Hours Allocation

- Deadhead Hours: 2,600
- Revenue Hours: 20,629

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
5A	59.10	1,072	1,072 (100.0%)

Service Change Summary

Route 5A - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 5A

Saturday — 5A

Sunday — 5A

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Deanwood- Minnesota Ave. Line

Regional Transit

M Metrorail

Local Bus

RD	GR	XX Metrobus	XX Fairfax Connector	⊙ Transit Center
OR	YW	XX Circulator	XX Arlington Transit	
BL	SV	XX Ride On	XX Loudoun County Transit	
		XX TheBus	XX DASH	

metrobus

0   0.125   0.25 Miles

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   C

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

metrobus

Line Benefit Score

26
Out of 100

Radar chart with axes: Ridership, Network Value, Population Served (scale 0–100)
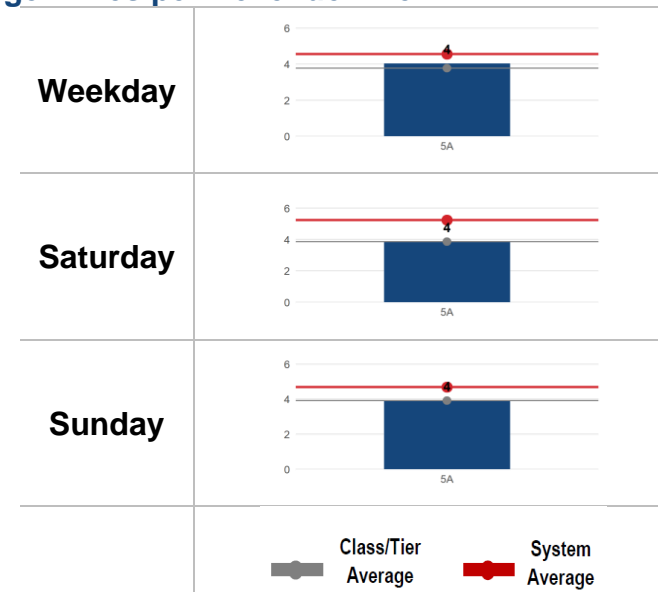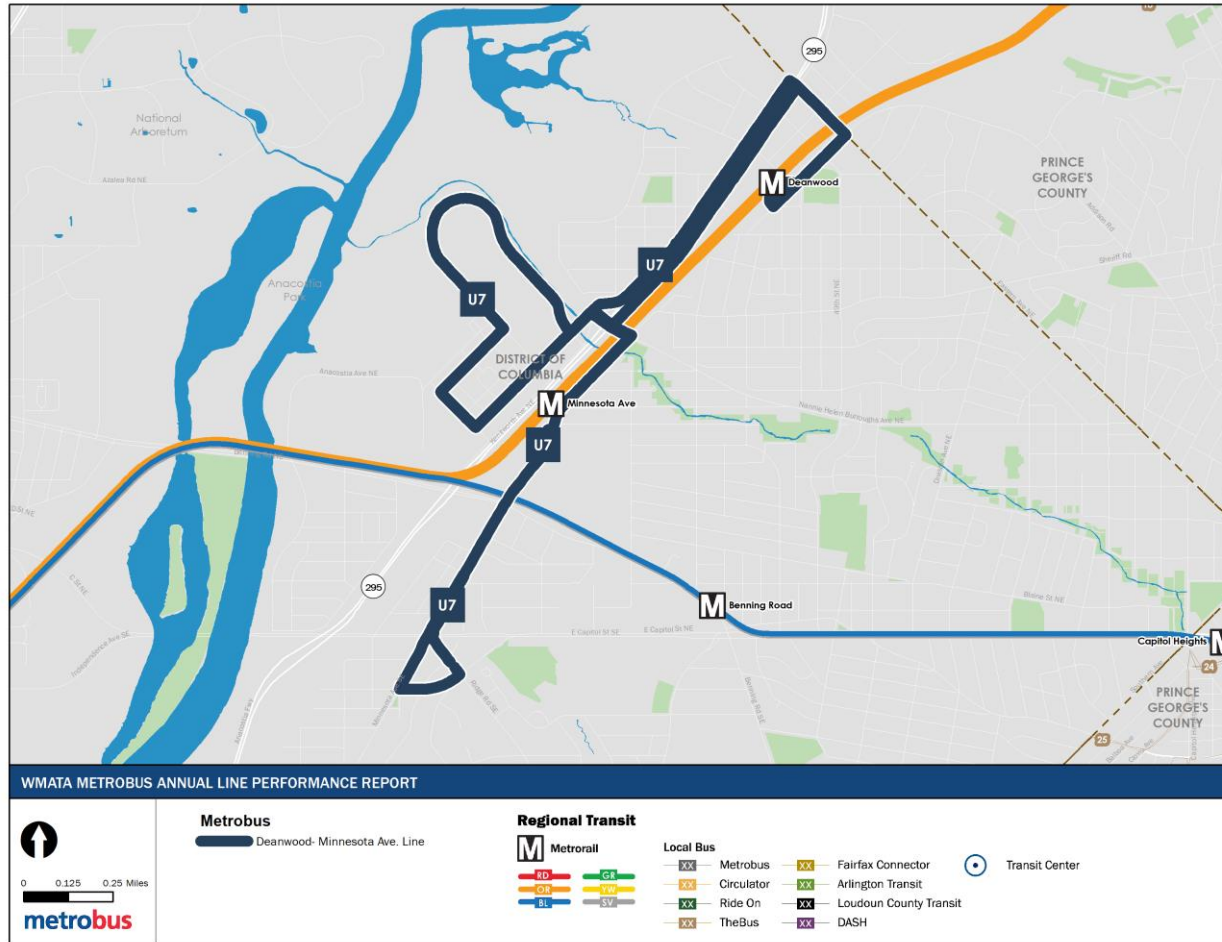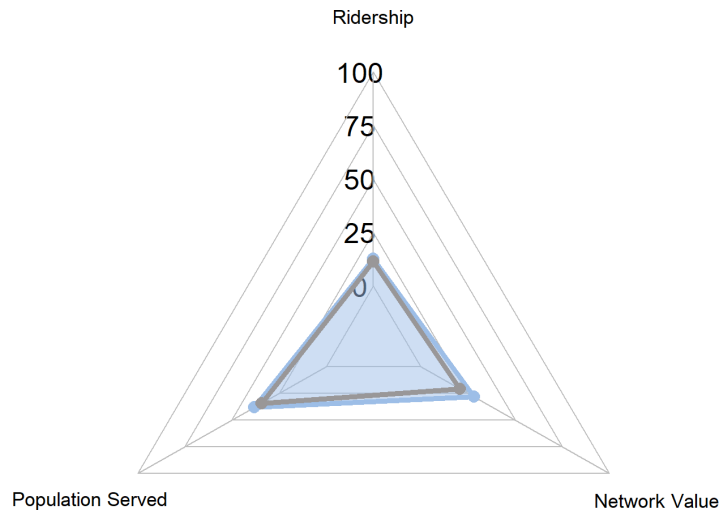
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	38	28	13	

Operating Statistics

Annual Operating Costs	$1,713,177
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		15,554
People of Color Population	Service Area	14,890
	% Riders Surveyed	100%
Low Income Household	Service Area	8,896
	% Riders Surveyed	82%

Facilities/Amenities

Bus Stops	48
% Stops With Shelters	12%
% Stops With Benches	10%
% Stops With Real-Time Signs	4%

metrobus

Ridership

Annual Ridership

U7 — 251,520

(scale: 0 — 100,000 — 200,000 — 300,000)
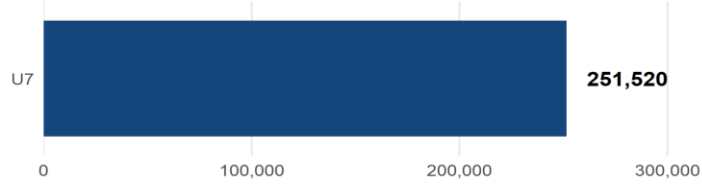
Top Transfer Locations

Minnesota Avenue, Deanwood

Average Daily Ridership
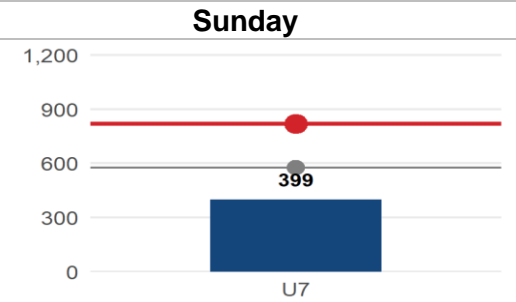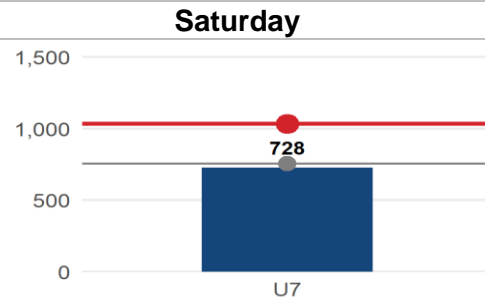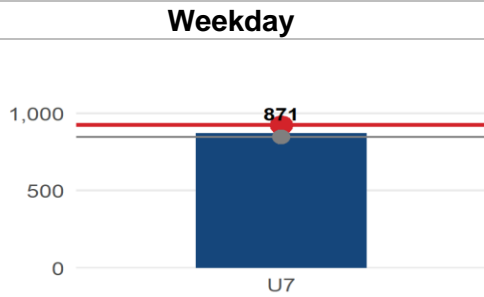
- Class/Tier Average (grey)
- System Average (red)

Weekday	Saturday	Sunday
871	728	399

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	4	6
AM Peak	5	7
Midday	8	9
PM Peak	10	7
Early Night	6	4
Late Night	4	3
Saturday	6	6
Sunday	5	5
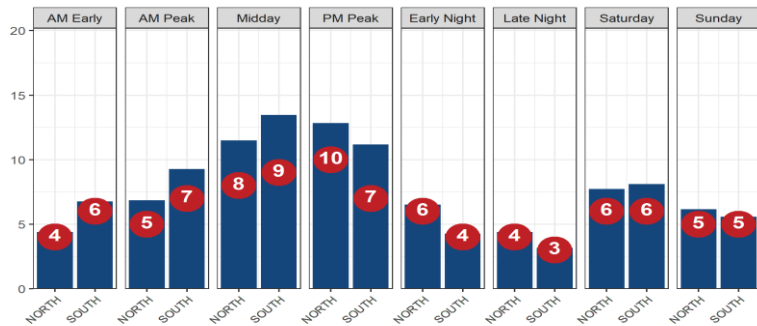
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.2	0.18
	Off-Peak Maximum Target: 1.0	0.17	0.17
	Saturday Maximum Target: 1.0	0.14	0.14
	Sunday Maximum Target: 1.0	0.13	0.12

metrobus

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

- Standard
- Trunk
- U7

Saturday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

- Standard
- Trunk
- U7

Sunday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

- Standard
- Trunk
- U7

metrobus

C Deanwood- Minnesota Ave.

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:19 AM	-	A
	Frequency of Service | varies	Peak: 25.4 / Off-Peak: 24.0	Peak: 32.2 / Off-Peak: 36.1	B	24.2	40.5	A	30.0	42.4	A
Productivity	**Passengers per Revenue Hour** | 15	17.9	20.2	A	15.1	23.0	B	12.3	21.6	D
	Passengers per Revenue Mile | 2	2.1	2.3	B	1.7	2.3	D	1.5	2.1	E
Reliability	**On-Time Performance** | 79%	88%	82%	A	81%	80%	B	89%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.2 Peak: 0.21	A	0.14	0.19	A	0.13	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.67	$ 7.03	E	$7.91	$ 6.68	E	$9.70	$ 7.26	E
	Cost Recovery | 20%	8%	9%	E	7%	10%	E	6%	9%	E

Route U7

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.4	E
Route Design	**Circuity |** N/A	2.56	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.9	20.2	A	15.1	23.0	B	12.3	21.6	D
	Passengers per Revenue Mile | 2	2.1	2.3	B	1.7	2.3	D	1.5	2.1	E
	Unique Segment Ridership | 10%	76%	28%	A	72%	50%	A	93%	51%	A
Reliability	**On-Time Performance |** 79%	88%	82%	A	81%	80%	B	89%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.21 Peak: 0.22	A	0.14	0.2	A	0.13	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.67	$ 7.03	E	$7.91	$ 6.68	E	$9.70	$ 7.26	E
	Cost Recovery | 20%	8%	9%	E	7%	10%	E	6%	9%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 17,749
- Revenue Miles: 114,860

Hours Allocation

- Deadhead Hours: 1,311
- Revenue Hours: 14,358
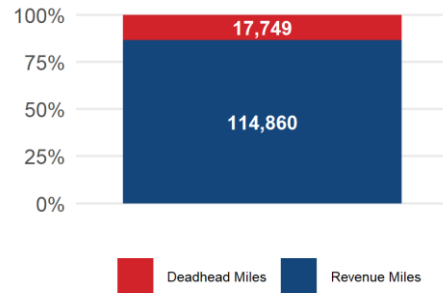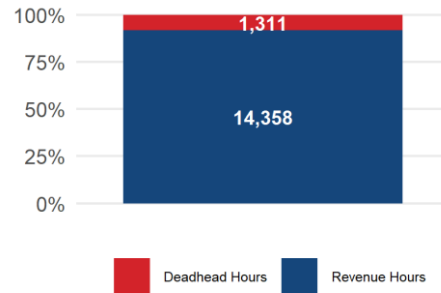
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U7	9.50	2,778	2,763 (99.5%)

Service Change Summary

Route U7 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — U7

Saturday — U7

Sunday — U7

- Class/Tier Average
- System Average

LINE: 95 - Deanwood-Alabama Avenue   ROUTE(S): W4

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Deanwood-Alabama Avenue Line

Regional Transit

Ⓜ Metrorail

Local Bus
- RD / OR / BL Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH
- GR / YW / SV
- ● Transit Center

0   0.35   0.7 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

metrobus
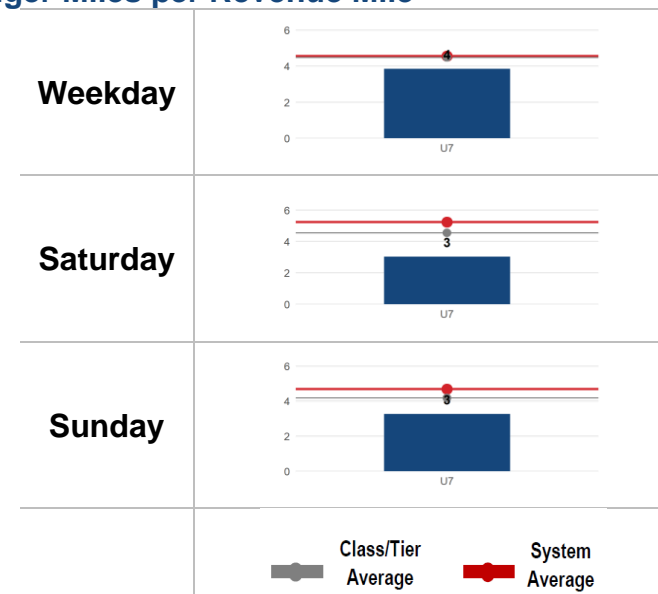
Line Benefit Score

44
Out of 100
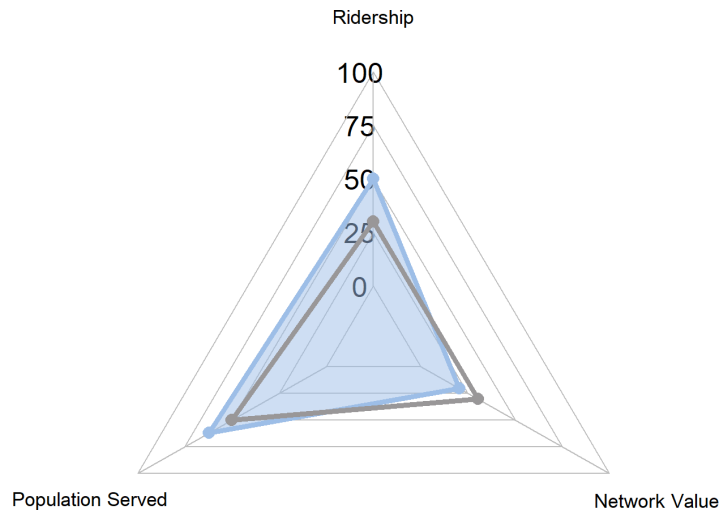
Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	62	20	50	
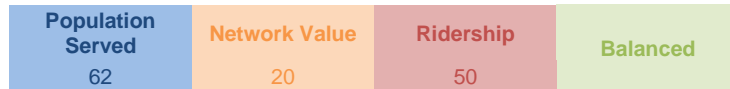
Operating Statistics

Annual Operating Costs	$6,200,593	
Peak Vehicles	17	
Vehicle Type(s)	40 Foot, 60 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			54,326
People of Color Population	Service Area	51,312	
	% Riders Surveyed	98%	
Low Income Household	Service Area	25,761	
	% Riders Surveyed	80%	

Facilities/Amenities

Bus Stops	141	
% Stops With Shelters	18%	
% Stops With Benches	17%	
% Stops With Real-Time Signs	5%	

Ridership

Annual Ridership

W4	1,048,318

Scale: 0, 400,000, 800,000, 1,200,000
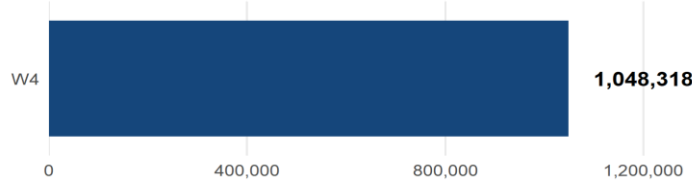
Top Transfer Locations

Benning Road, Congress Heights, Anacostia

Average Daily Ridership
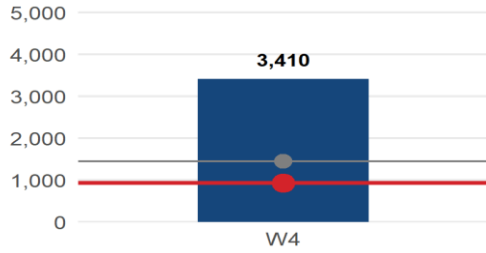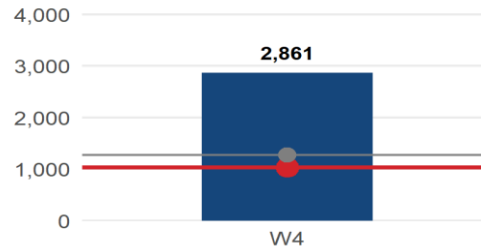
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
3,410 (W4)	2,861 (W4)	2,237 (W4)

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	10	10	18	15	12	7	16	14
SOUTH	10	11	19	12	11	7	16	14
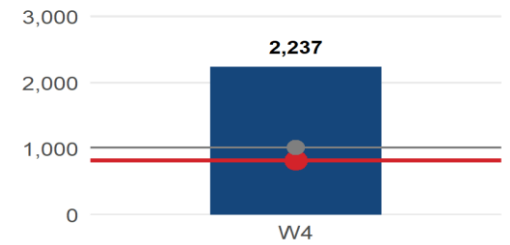
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.28	0.26
	Off-Peak Maximum Target: 1.0	0.37	0.36
	Saturday Maximum Target: 1.0	0.4	0.4
	Sunday Maximum Target: 1.0	0.35	0.35

metrobus

Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

B Deanwood-Alabama Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:57 AM - 12:44 AM	-	A	6:00 AM - 12:51 AM	-	A	6:00 AM - 12:49 AM	-	A
	Frequency of Service | varies	Peak: 12.9 / Off-Peak: 24.1	Peak: 26.4 / Off-Peak: 28.8	A	22.3	33.3	A	24.0	34.5	A
Productivity	**Passengers per Revenue Hour** | 20	23.6	18.1	A	30.2	19.9	A	27.0	18.1	A
	Passengers per Revenue Mile | 2	2.5	1.7	A	2.8	1.8	A	2.4	1.6	A
Reliability	**On-Time Performance** | 79%	76%	79%	C	74%	78%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.27	Off-Peak: 0.27 Peak: 0.3	A	0.4	0.28	A	0.35	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.06	$ 7.79	C	$3.96	$ 7.16	A	$4.41	$ 8.20	A
	Cost Recovery | 20%	11%	14%	E	14%	15%	E	13%	14%	E

metrobus

Route W4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.9	4.6	A
Route Design — **Circuity |** 1.75	2.91	1.48	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	23.6	18.1	A	30.2	19.9	A	27.0	18.1	A
	Passengers per Revenue Mile | 2	2.5	1.7	A	2.8	1.8	A	2.4	1.6	A
	Unique Segment Ridership | 10%	29%	27%	A	51%	36%	A	56%	45%	A
Reliability	**On-Time Performance |** 79%	76%	79%	C	74%	78%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.27	Off-Peak: 0.27 Peak: 0.3	A	0.4	0.29	A	0.35	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.06	$ 7.79	C	$3.96	$ 7.16	A	$4.41	$ 8.20	A
	Cost Recovery | 20%	11%	15%	E	14%	16%	E	13%	14%	E

Operational Analysis
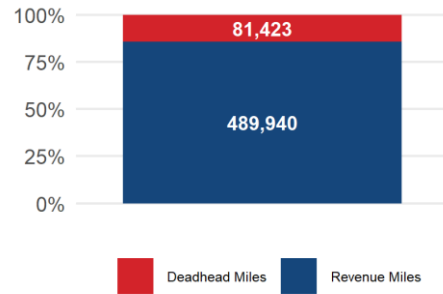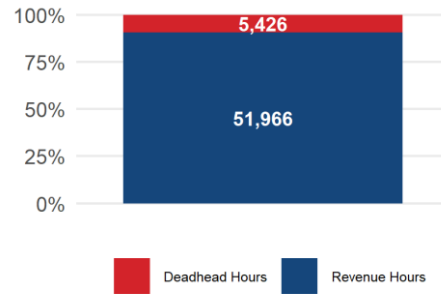
Miles Allocation

81,423
489,940

- Deadhead Miles
- Revenue Miles

Hours Allocation

5,426
51,966

- Deadhead Hours
- Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W4	29.30	3,528	3,493 (99.0%)

Service Change Summary

Route W4 - June 2021:
Weekday: running time; 2 a.m.; Saturday: running time;
2 a.m.; Sunday: running time; 2 a.m.;

Passenger Miles per Revenue Mile
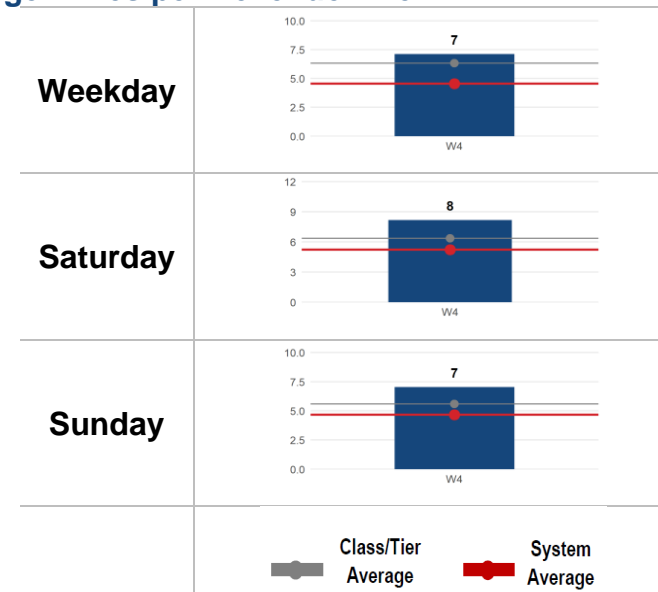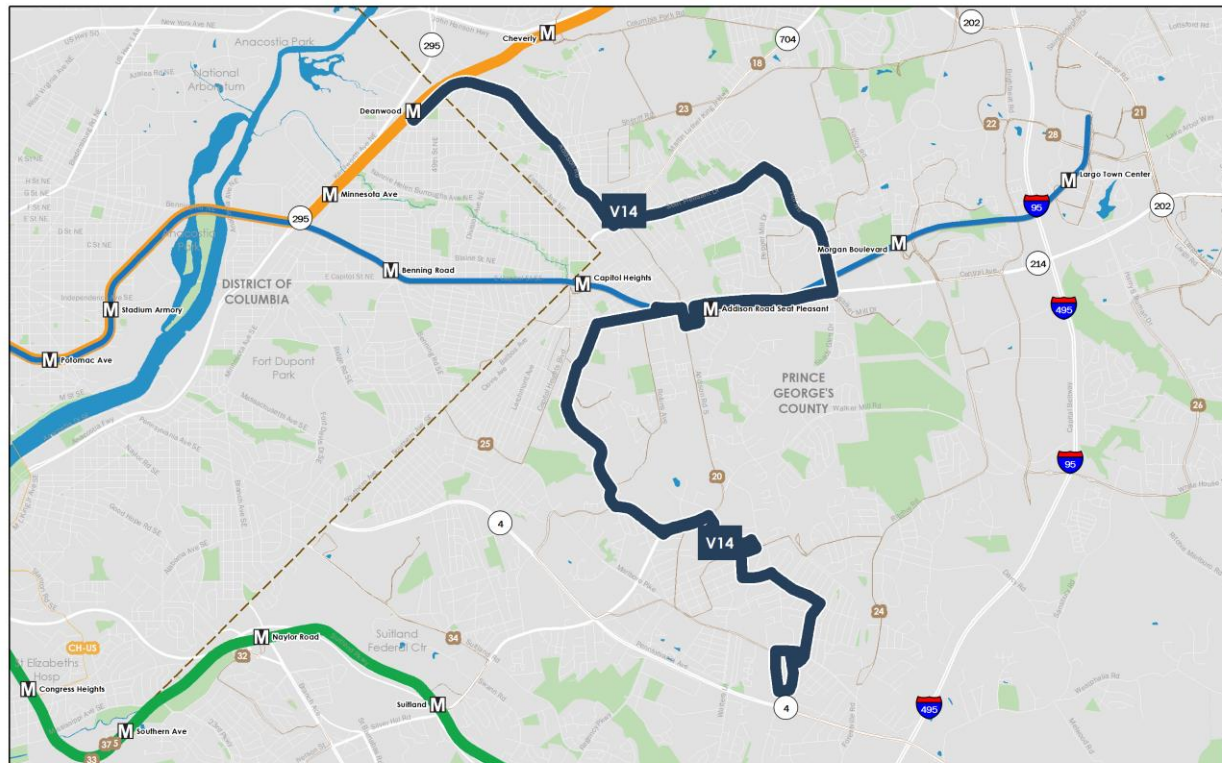
Weekday — 7 — W4

Saturday — 8 — W4

Sunday — 7 — W4

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— District Heights-Seat Pleasant Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector	⊙ Transit Center
RD Circulator	XX Arlington Transit	
OR	YW	
BL Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line **B**

Legend

■ Exceeds ■ Meets
■ Approaches ■ Below ■ Significantly Below

metrobus

Line Benefit Score

22

Out of 100

Ridership

Population Served — Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	32	24	10	
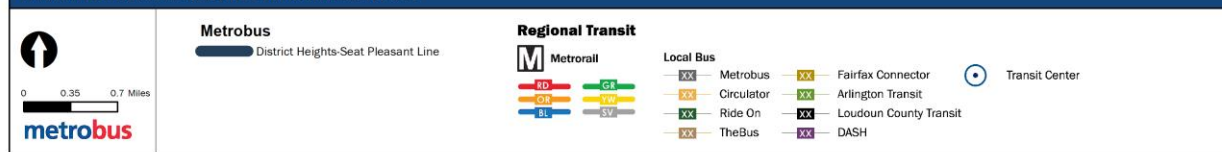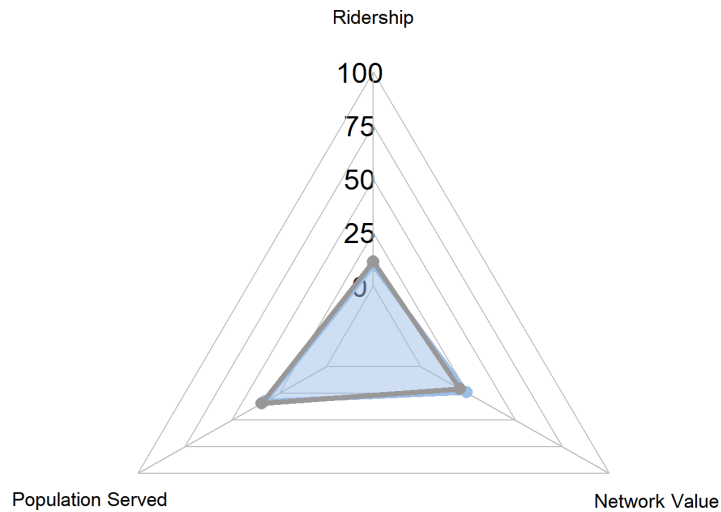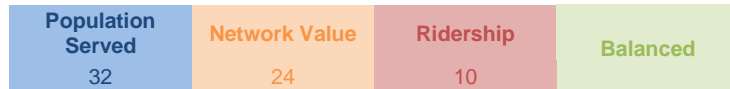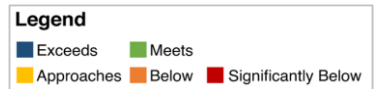
Operating Statistics

Annual Operating Costs	$1,815,631
Peak Vehicles	6
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			29,393
People of Color Population	Service Area		26,379
	% Riders Surveyed		97%
Low Income Household	Service Area		8,551
	% Riders Surveyed		72%

Facilities/Amenities

Bus Stops	146
% Stops With Shelters	15%
% Stops With Benches	6%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

V14   182,378

| 0 | 100,000 | 200,000 |
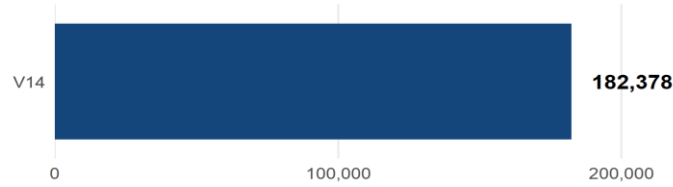
Top Transfer Locations

Deanwood, Addison Road

Average Daily Ridership
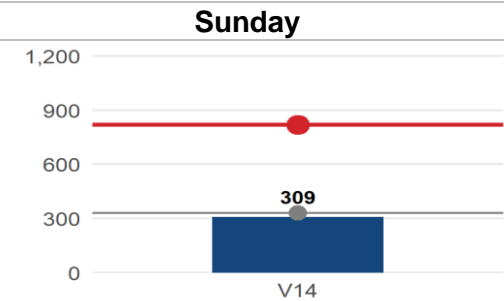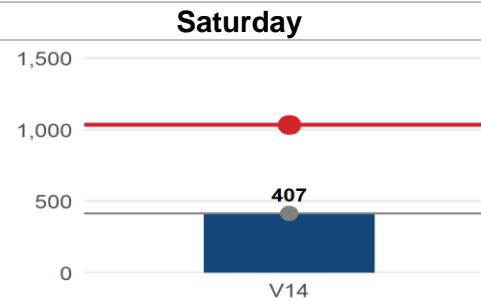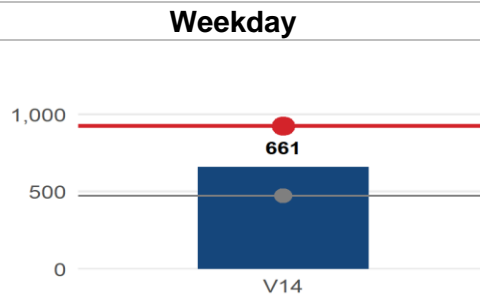
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
661	407	309

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Saturday | Sunday
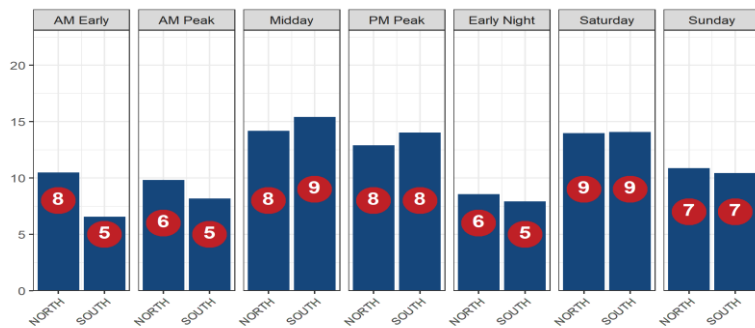
Vehicle Load Factor

Direction:	NORTH	SOUTH
Weekday Peak Maximum Target: 1	0.18	0.17
Weekday Off-Peak Maximum Target: 1.0	0.18	0.18
Saturday Maximum Target: 1.0	0.22	0.21
Sunday Maximum Target: 1.0	0.18	0.17

metrobus

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
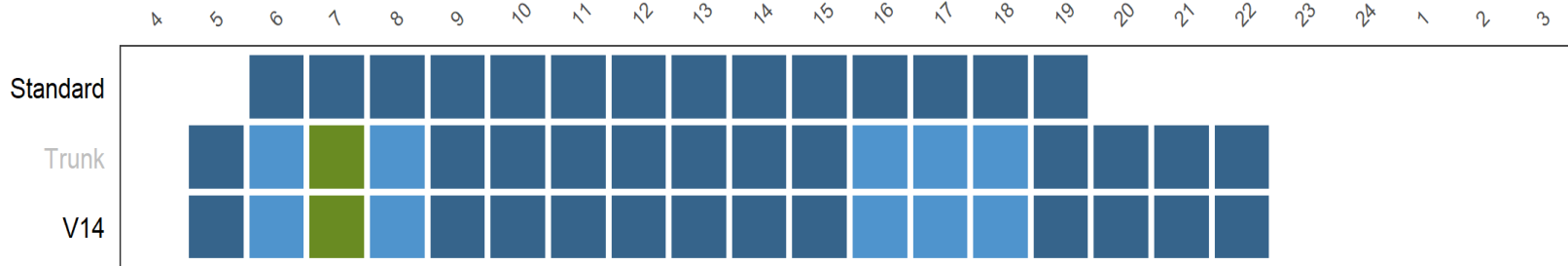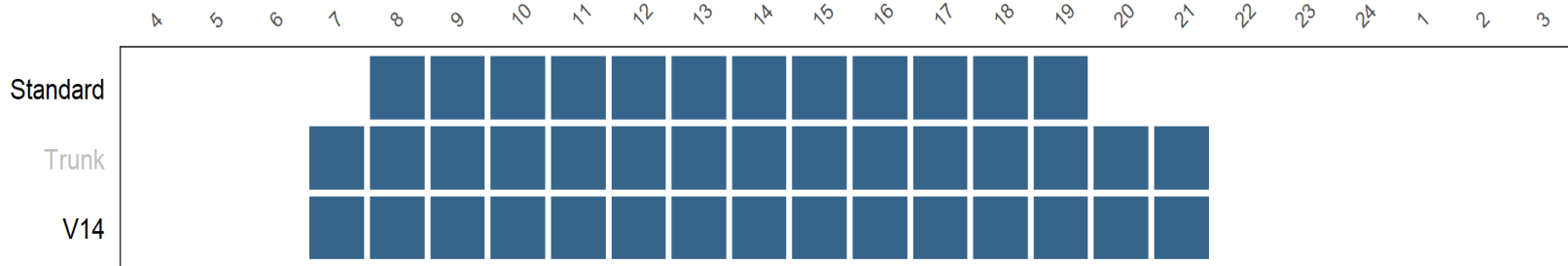
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
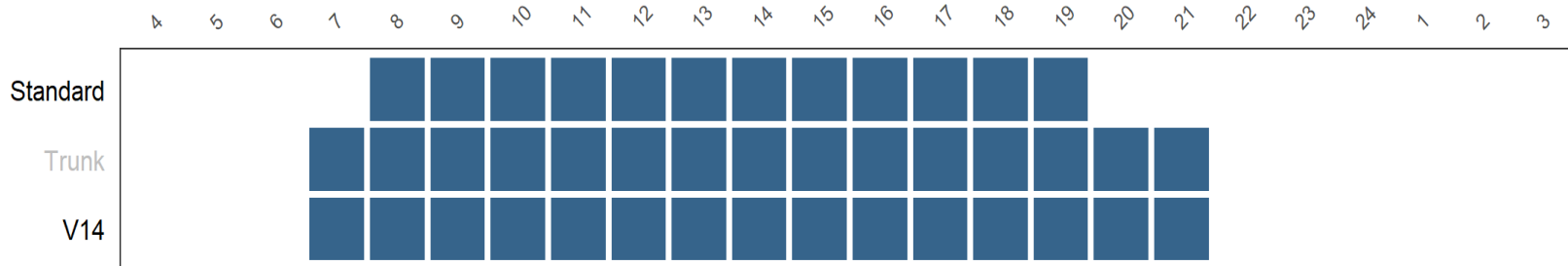
B District Heights-Seat Pleasant

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:15 AM - 10:24 PM	-	A	7:05 AM - 9:23 PM	-	A	7:05 AM - 9:23 PM	-	A
Frequency of Service | varies	Peak: 24.4 / Off-Peak: 54.7	Peak: 37 / Off-Peak: 49.1	A	60.0	49.1	B	60.0	49.7	B
Productivity									
Passengers per Revenue Hour | 10	14.1	13.0	A	15.2	16.3	A	11.7	15.3	A
Passengers per Revenue Mile | 1	1.0	1.1	B	1.2	1.3	A	0.9	1.2	C
Reliability									
On-Time Performance | 79%	85%	83%	A	76%	83%	C	73%	84%	D
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.17	Off-Peak: 0.15 Peak: 0.17	A	0.22	0.19	A	0.17	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.47	$10.30	E	$7.87	$ 8.05	D	$10.19	$ 8.47	E
Cost Recovery | 20%	8%	9%	E	9%	9%	E	7%	8%	E

metrobus

Route V14

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile** | 4-5	6	5	E
Route Design	**Circuity** | N/A	1.99	1.82	-

	Measure | Standard	**Weekday**			**Saturday**			**Sunday**		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 10	14.1	13.0	A	15.2	16.3	A	11.7	15.3	A
	Passengers per Revenue Mile | 1	1.0	1.1	B	1.2	1.3	A	0.9	1.2	C
	Unique Segment Ridership | 10%	66%	43%	A	65%	56%	A	70%	58%	A
Reliability	**On-Time Performance** | 79%	85%	83%	A	76%	83%	C	73%	84%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.17	Off-Peak: 0.16 Peak: 0.17	A	0.22	0.19	A	0.17	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$8.47	$10.30	E	$7.87	$ 8.05	D	$10.19	$ 8.47	E
	Cost Recovery | 20%	8%	8%	E	9%	9%	E	7%	8%	E

Operational Analysis
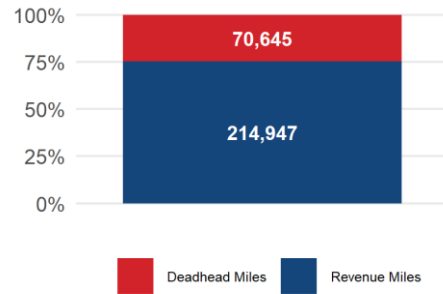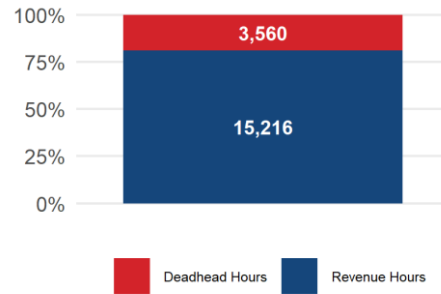
Miles Allocation

- Deadhead Miles: 70,645
- Revenue Miles: 214,947

Hours Allocation

- Deadhead Hours: 3,560
- Revenue Hours: 15,216

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V14	24.50	1,552	1,543 (99.4%)

Service Change Summary

Route V14 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 4

Saturday — 5

Sunday — 4

- Class/Tier Average
- System Average

LINE: 790 - District Heights-Suitland ROUTE(S): V12

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

<div style="font-size:2em">**20**</div>

Out of 100

Ridership / Population Served / Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	26	23	11	

Operating Statistics

	Annual Operating Costs	$1,940,707
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		20,653
	People of Color Population	Service Area	18,497
		% Riders Surveyed	86%
	Low Income Household	Service Area	5,871
		% Riders Surveyed	55%

Facilities/Amenities

	Bus Stops	103
	% Stops With Shelters	10%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership

V12	189,351

Chart axis: 0, 100,000, 200,000
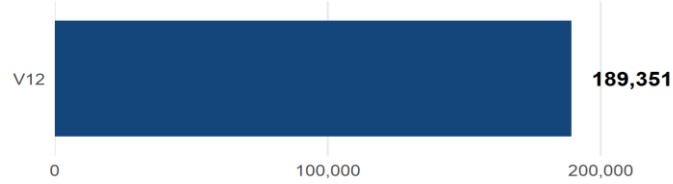
Top Transfer Locations

Suitland, Addison Road
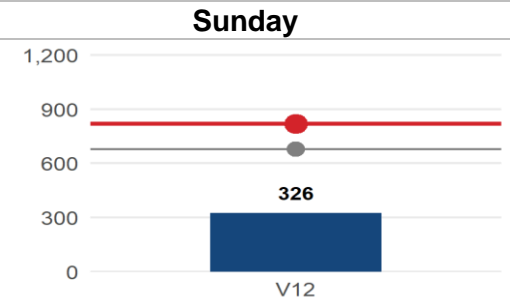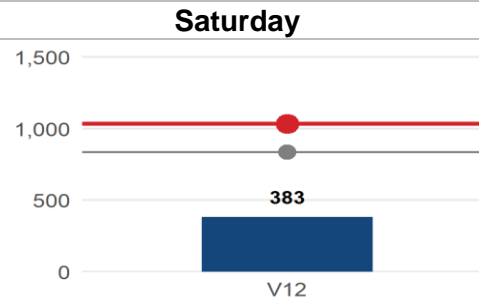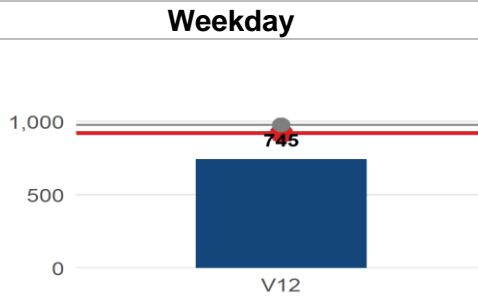
Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
745 (V12)	383 (V12)	326 (V12)

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	7	7	7	10	6	5	8	7
SOUTH	10	8	8	8	6	4	8	8
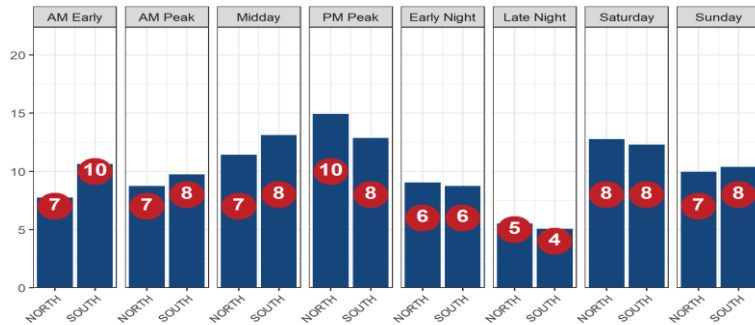
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.21	0.2
	Off-Peak Maximum Target: 1.0	0.16	0.19
	Saturday Maximum Target: 1.0	0.2	0.2
	Sunday Maximum Target: 1.0	0.17	0.19

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Span and Frequency
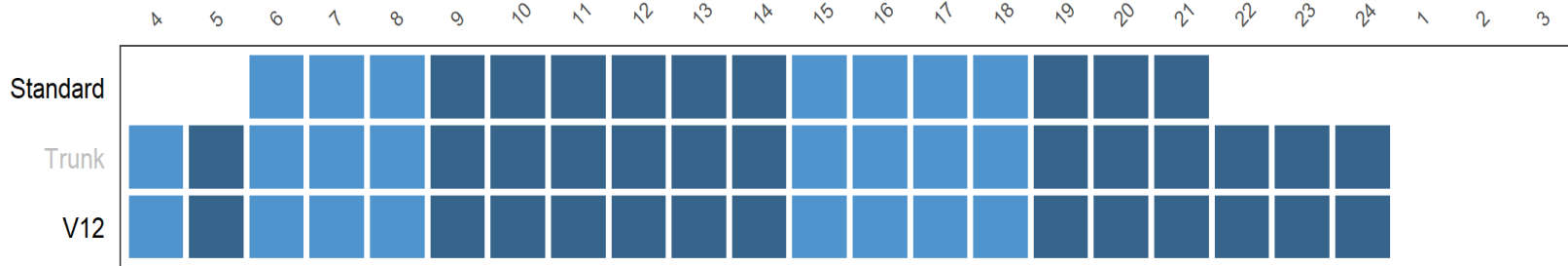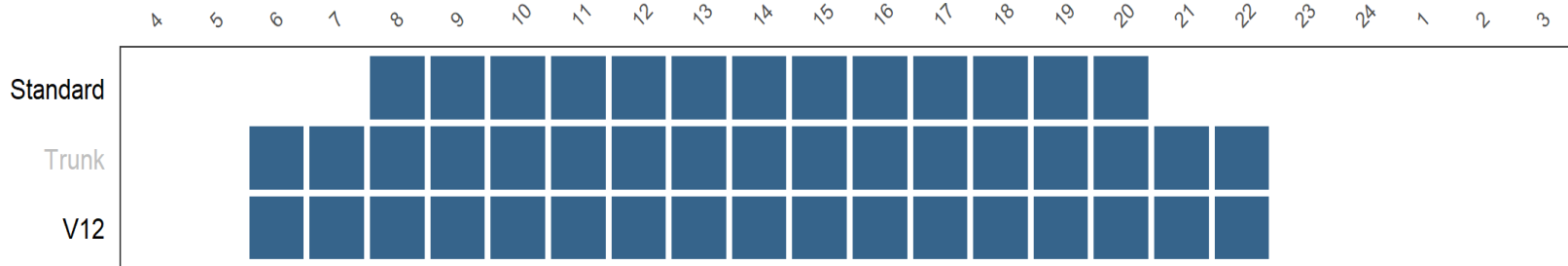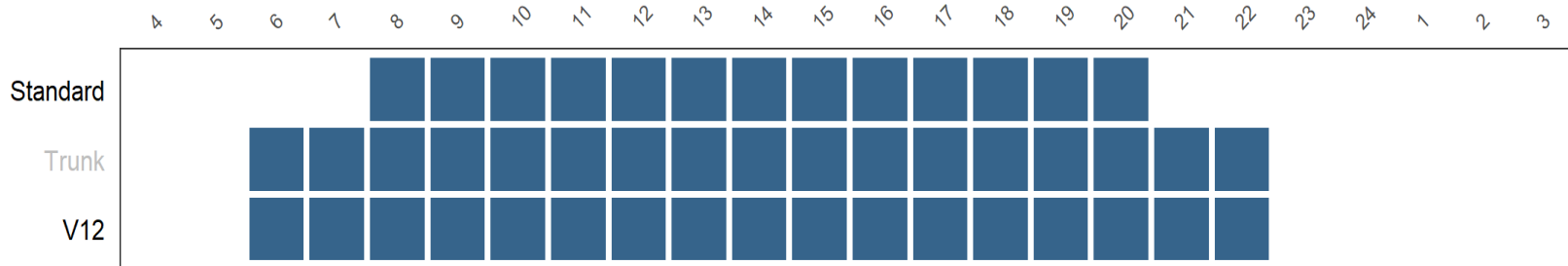
B District Heights-Suitland

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:35 AM - 12:16 AM	-	A	6:20 AM - 10:19 PM	-	A	6:20 AM - 10:15 PM	-	A
	Frequency of Service | varies	Peak: 25.9 / Off-Peak: 38.5	Peak: 30.9 / Off-Peak: 41.3	B	61.0	47.9	C	60.9	51.5	C
Productivity	**Passengers per Revenue Hour | 15**	14.5	16.7	C	16.8	17.6	A	10.6	17.9	E
	Passengers per Revenue Mile | 1	1.2	1.4	A	1.4	1.5	A	1.1	1.4	A
Reliability	**On-Time Performance | 79%**	89%	81%	A	87%	79%	A	89%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.2	Off-Peak: 0.23 Peak: 0.27	A	0.2	0.26	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$8.24	$ 7.78	D	$7.12	$ 7.44	C	$11.21	$ 7.21	E
	Cost Recovery | 20%	8%	11%	E	9%	12%	E	6%	12%	E

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Route V12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	4.7	E
Route Design	**Circuity |** 1.75	2.01	2.4	D

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.5	16.7	C	16.8	17.6	A	10.6	17.9	E
	Passengers per Revenue Mile | 1	1.2	1.4	A	1.4	1.5	A	1.1	1.4	A
	Unique Segment Ridership | 10%	60%	32%	A	58%	53%	A	61%	58%	A
Reliability	**On-Time Performance |** 79%	89%	81%	A	87%	79%	A	89%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.2	Off-Peak: 0.24 Peak: 0.26	A	0.2	0.25	A	0.18	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.24	$ 7.78	D	$7.12	$ 7.44	C	$11.21	$ 7.21	E
	Cost Recovery | 20%	8%	11%	E	9%	11%	E	6%	11%	E

Operational Analysis
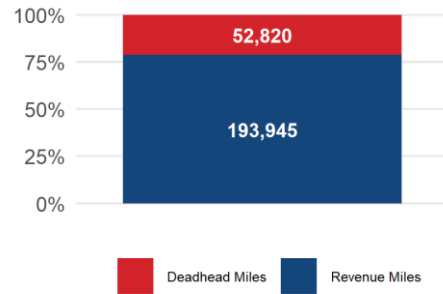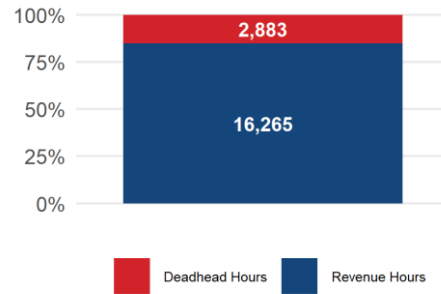
Miles Allocation

- Deadhead Miles: 52,820
- Revenue Miles: 193,945

Hours Allocation

- Deadhead Hours: 2,883
- Revenue Hours: 16,265

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V12	17.70	1,858	1,850 (99.6%)

Service Change Summary

Route V12 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

- Weekday
- Saturday
- Sunday

Class/Tier Average | System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | D |

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

53

Out of 100
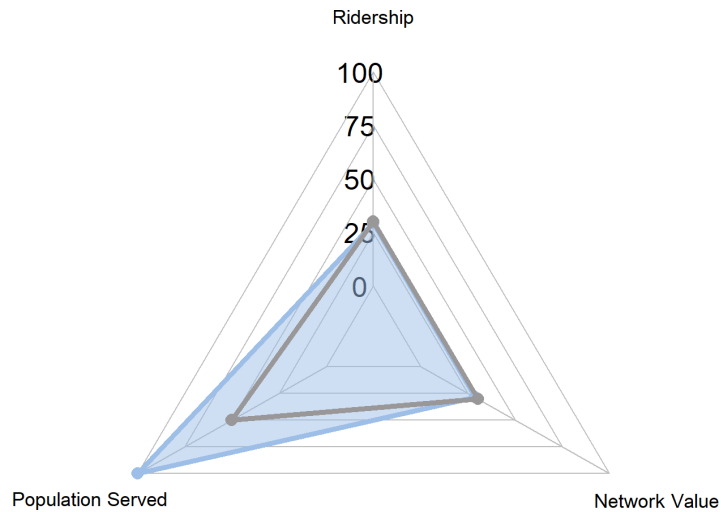
Ridership
100
75
50
25
0
Population Served
Network Value

Classification Average △

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	29	29	
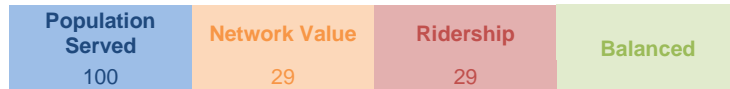
Operating Statistics

Annual Operating Costs	$6,587,039
Peak Vehicles	14
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		79,867
People of Color Population	Service Area	30,734
	% Riders Surveyed	68%
Low Income Household	Service Area	14,095
	% Riders Surveyed	47%

Facilities/Amenities

Bus Stops	138
% Stops With Shelters	29%
% Stops With Benches	22%
% Stops With Real-Time Signs	7%

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Ridership

Annual Ridership

96   554,851

0   200,000   400,000   600,000   800,000
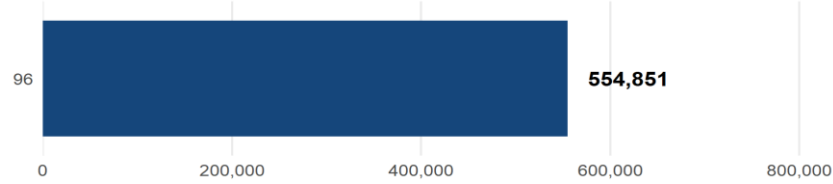
Top Transfer Locations

U Street-Cardozo, Union Station, Woodley Park-Zoo

Average Daily Ridership
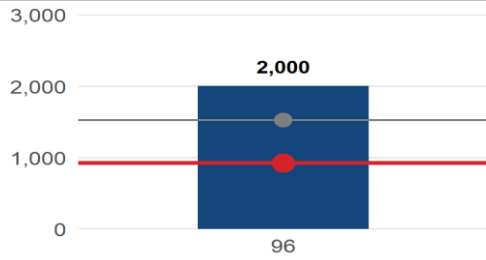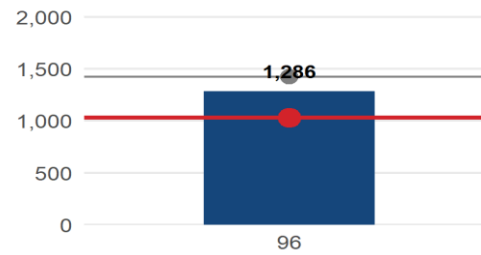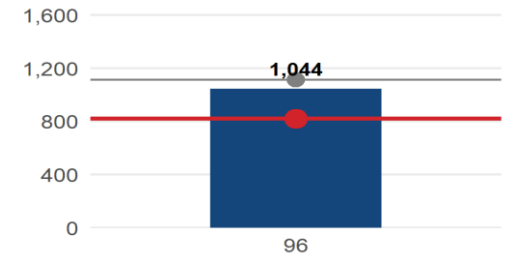
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
2,000	1,286	1,044
96	96	96

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

EAST 4 WEST 9 | EAST 8 WEST 11 | EAST 11 WEST 12 | EAST 13 WEST 10 | EAST 9 WEST 6 | EAST 6 WEST 3 | EAST 9 WEST 9 | EAST 7 WEST 7
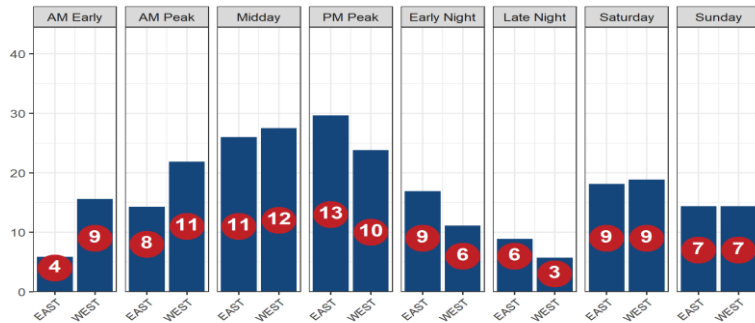
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.25	0.26
	Off-Peak Maximum Target: 1.0	0.23	0.24
	Saturday Maximum Target: 1.0	0.22	0.22
	Sunday Maximum Target: 1.0	0.19	0.18

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Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

375
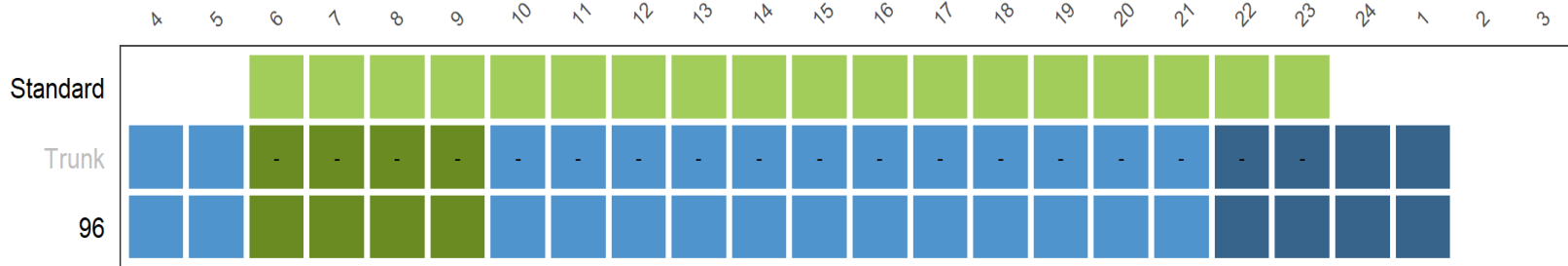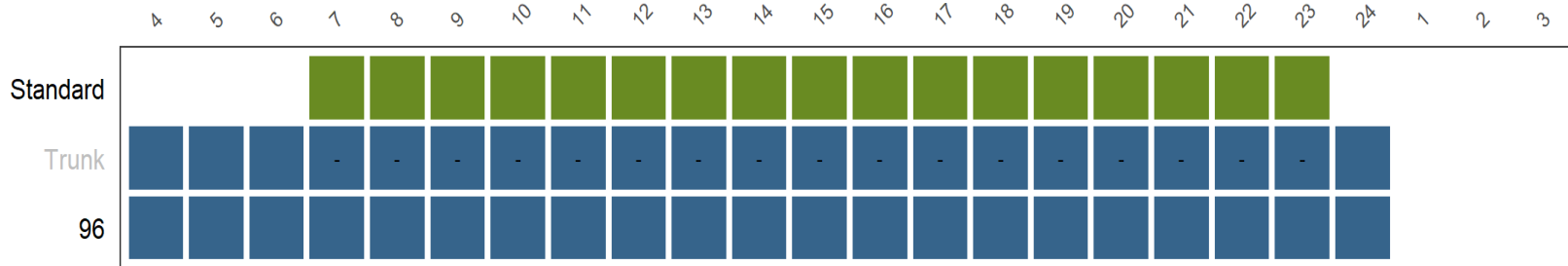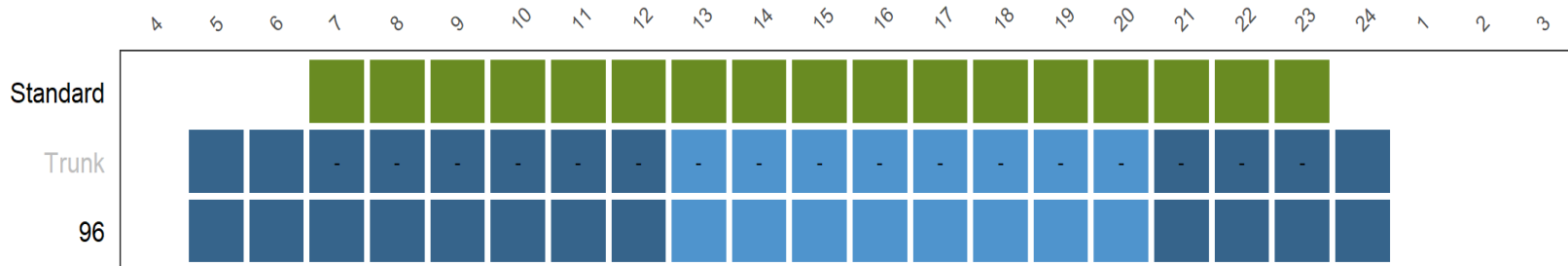
D East Capitol Street-Cardozo

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:45 AM - 1:02 AM	-	A	4:57 AM - 12:59 AM	-	A	5:02 AM - 12:41 AM	-	A
	Frequency of Service | varies	Peak: 21.9 / Off-Peak: 23.4	Peak: 19.2 / Off-Peak: 28	D	33.1	25.6	E	30.9	28.5	E
Productivity	**Passengers per Revenue Hour | 30**	14.8	16.6	E	13.3	17.6	E	11.8	16.0	E
	Passengers per Revenue Mile | 4	1.6	2.1	E	1.5	2.1	E	1.1	1.9	E
Reliability	**On-Time Performance | 79%**	70%	77%	D	70%	76%	D	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.26	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.24	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$8.08	$ 8.27	E	$8.99	$ 7.67	E	$10.14	$ 8.52	E
	Cost Recovery | 25%	13%	12%	E	12%	12%	E	10%	11%	E

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Route 96

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	5.1	E
Route Design	**Circuity |** 1.75	1.17	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	14.8	16.6	E	13.3	17.6	E	11.8	16.0	E
	Passengers per Revenue Mile | 4	1.6	2.1	E	1.5	2.1	E	1.1	1.9	E
	Unique Segment Ridership | 10%	38%	19%	A	35%	26%	A	38%	28%	A
Reliability	**On-Time Performance |** 79%	70%	77%	D	70%	76%	D	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.26	Off-Peak: 0.23 Peak: 0.25	A	0.22	0.25	A	0.18	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.08	$ 8.27	E	$8.99	$ 7.67	E	$10.14	$ 8.52	E
	Cost Recovery | 25%	13%	12%	E	12%	13%	E	10%	11%	E
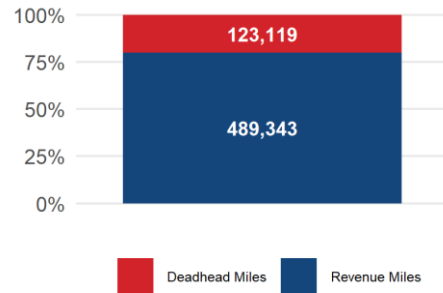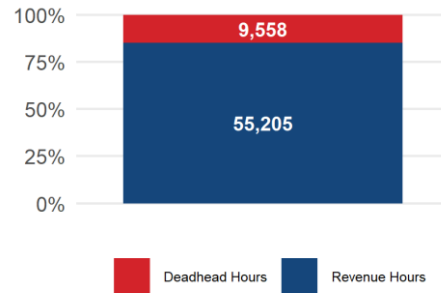
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Operational Analysis

Miles Allocation

- Deadhead Miles: 123,119
- Revenue Miles: 489,343

Hours Allocation

- Deadhead Hours: 9,558
- Revenue Hours: 55,205

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
96	25.80	2,762	2,749 (99.5%)

Service Change Summary

Route 96 - June 2021:
Weekday: running time; Saturday: running time; Sunday: running time;

Passenger Miles per Revenue Mile

Weekday	5
Saturday	5
Sunday	4

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Eastover-Addison Road Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector		⊙ Transit Center
XX Circulator	XX Arlington Transit	
XX Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

0   0.375   0.75 Miles

metrobus

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

Legend

■ Exceeds ■ Meets
■ Approaches ■ Below ■ Significantly Below

metrobus

Line Benefit Score

40
Out of 100

Ridership

100
75
50
25
0

Population Served
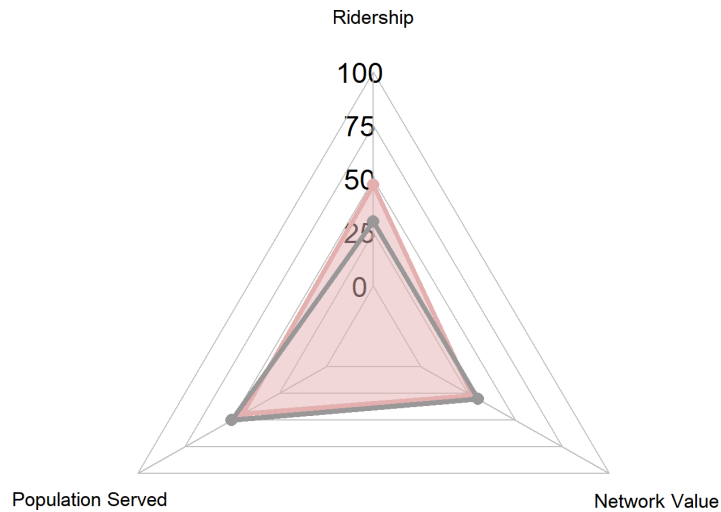
Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
44	**27**	**47**	

Line Score:

Operating Statistics

	Annual Operating Costs	$4,994,610
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		35,850
	People of Color Population	Service Area	32,214
		% Riders Surveyed	99%
	Low Income Household	Service Area	13,199
		% Riders Surveyed	71%

Facilities/Amenities

	Bus Stops	156
	% Stops With Shelters	8%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership

P12 — 1,006,618

| | 0 | 500,000 | 1,000,000 | 1,500,0 |

Top Transfer Locations

Southern Avenue, Suitland, Addison Road

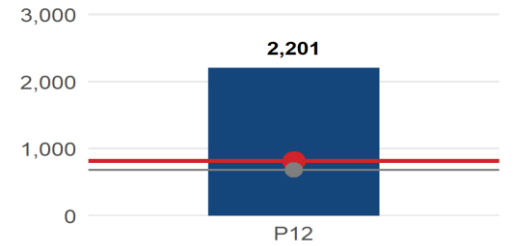**Average Daily Ridership**
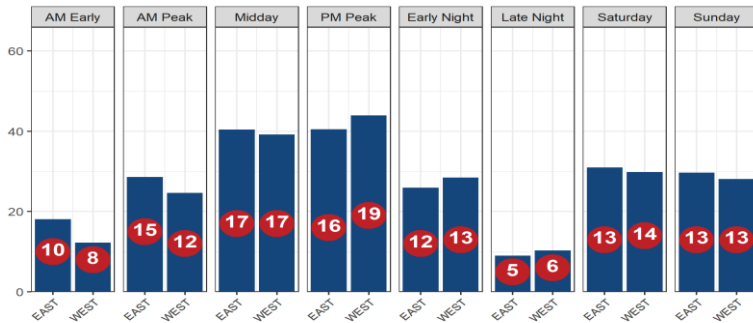
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
3,215 (P12)	2,916 (P12)	2,201 (P12)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 10 / WEST 8	EAST 15 / WEST 12	EAST 17 / WEST 17	EAST 16 / WEST 19	EAST 12 / WEST 13	EAST 5 / WEST 6	EAST 13 / WEST 14	EAST 13 / WEST 13
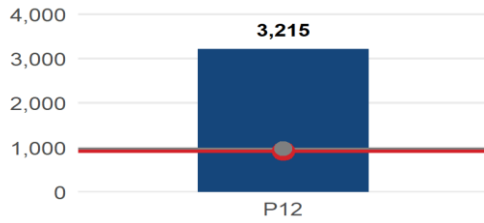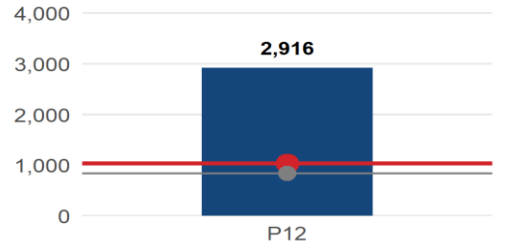
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.39	0.39
	Off-Peak Maximum Target: 1.0	0.34	0.35
	Saturday Maximum Target: 1.0	0.33	0.34
	Sunday Maximum Target: 1.0	0.32	0.32

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Span and Frequency
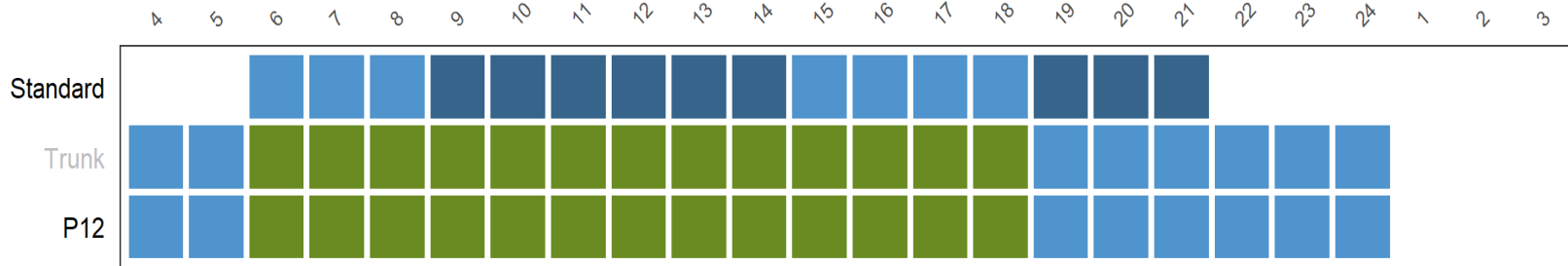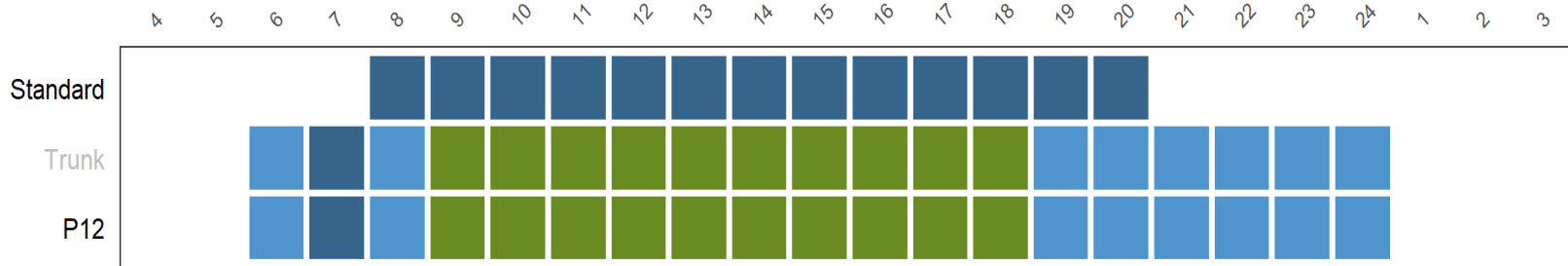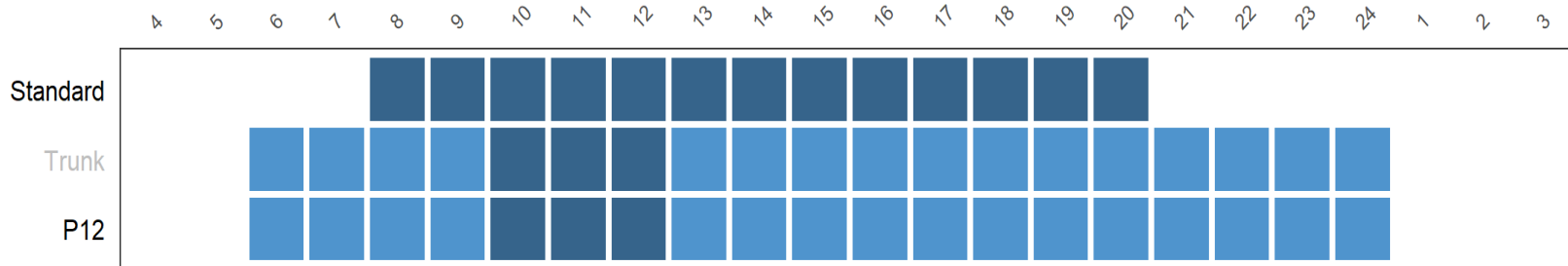
A Eastover-Addison Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:44 AM - 12:38 AM	-	A	6:30 AM - 12:51 AM	-	A	6:30 AM - 12:37 AM	-	A
Frequency of Service | varies	Peak: 19.2 / Off-Peak: 19.0	Peak: 30.9 / Off-Peak: 41.3	A	22.6	47.9	A	30.0	51.5	A
Productivity									
Passengers per Revenue Hour | 15	26.6	16.7	A	26.3	17.6	A	24.3	17.9	A
Passengers per Revenue Mile | 1	2.3	1.4	A	2.1	1.5	A	2.0	1.4	A
Reliability									
On-Time Performance | 79%	81%	81%	B	72%	79%	D	78%	82%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.39	Off-Peak: 0.23 Peak: 0.27	A	0.34	0.26	A	0.32	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$4.48	$ 7.78	A	$4.54	$ 7.44	A	$4.91	$ 7.21	A
Cost Recovery | 20%	10%	11%	E	10%	12%	E	9%	12%	E

metrobus

Route P12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.7	4.7	E
Route Design	**Circuity |** 1.75	1.66	2.4	B

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	26.6	16.7	A	26.3	17.6	A	24.3	17.9	A
	Passengers per Revenue Mile | 1	2.3	1.4	A	2.1	1.5	A	2.0	1.4	A
	Unique Segment Ridership | 10%	48%	32%	A	57%	53%	A	56%	58%	A
Reliability	**On-Time Performance |** 79%	81%	81%	B	72%	79%	D	78%	82%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.39	Off-Peak: 0.24 Peak: 0.26	A	0.34	0.25	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.48	$ 7.78	A	$4.54	$ 7.44	A	$4.91	$ 7.21	A
	Cost Recovery | 20%	10%	11%	E	10%	11%	E	9%	11%	E
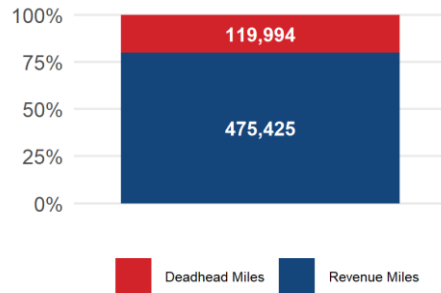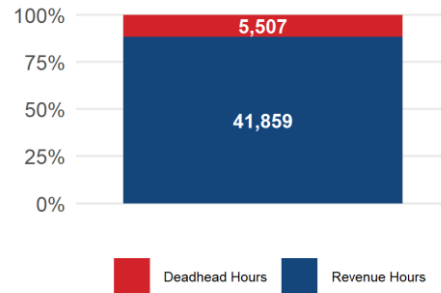
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Operational Analysis

Miles Allocation

- Deadhead Miles: 119,994
- Revenue Miles: 475,425

Hours Allocation

- Deadhead Hours: 5,507
- Revenue Hours: 41,859

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P12	28.10	3,085	3,058 (99.1%)

Service Change Summary

Route P12 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
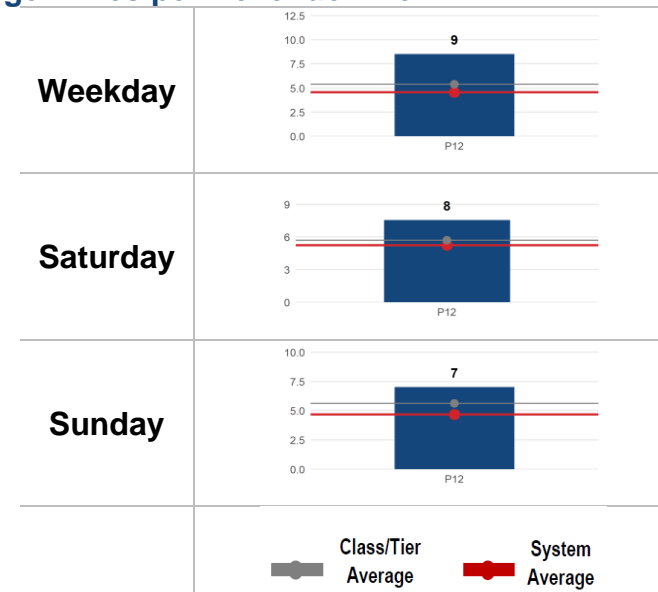
Passenger Miles per Revenue Mile

Weekday — P12: 9

Saturday — P12: 8

Sunday — P12: 7

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

22

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	**Population Served**	**Network Value**	**Ridership**	**Balanced**
Line Score:	30	29	5	
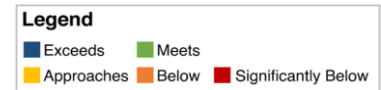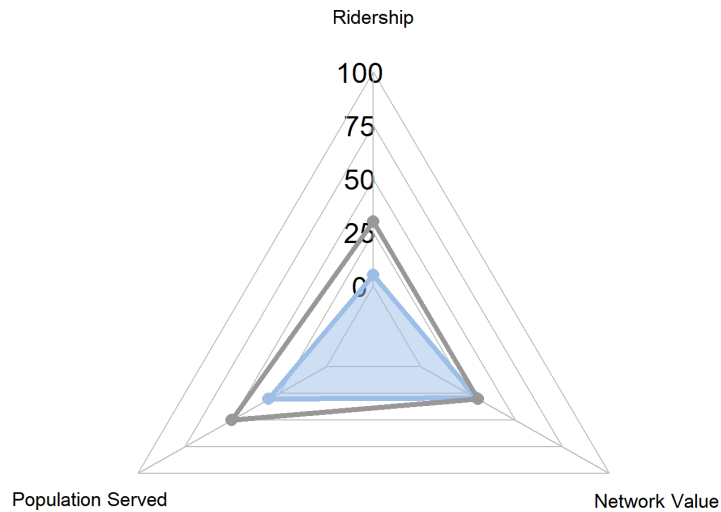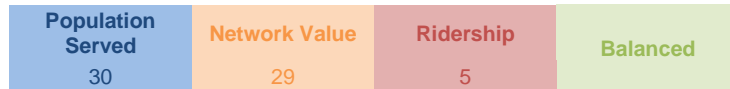
Operating Statistics

Annual Operating Costs	$2,459,080
Peak Vehicles	0
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		24,204
People of Color Population	Service Area	9,183
	% Riders Surveyed	84%
Low Income Household	Service Area	4,053
	% Riders Surveyed	60%

Facilities/Amenities

Bus Stops	85
% Stops With Shelters	18%
% Stops With Benches	20%
% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

1C	100,562

Chart axis: 0, 50,000, 100,000, 150,00

Top Transfer Locations

Dunn Loring

Average Daily Ridership
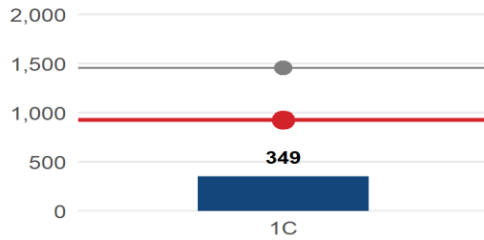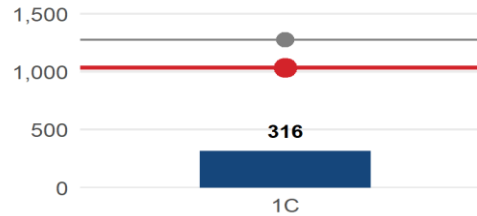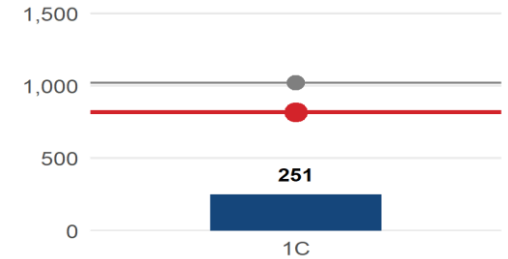
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
349	316	251
1C	1C	1C

Average Trip Ridership and Maximum Load by Time Period

Time Period	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
EAST	6	7	9	6	7	6
WEST	10	9	8	5	8	6
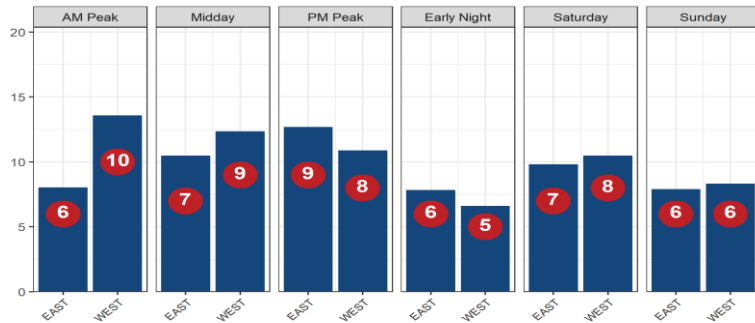
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.2	0.23
	Off-Peak Maximum Target: 1.0	0.17	0.18
	Saturday Maximum Target: 1.0	0.17	0.19
	Sunday Maximum Target: 1.0	0.14	0.15

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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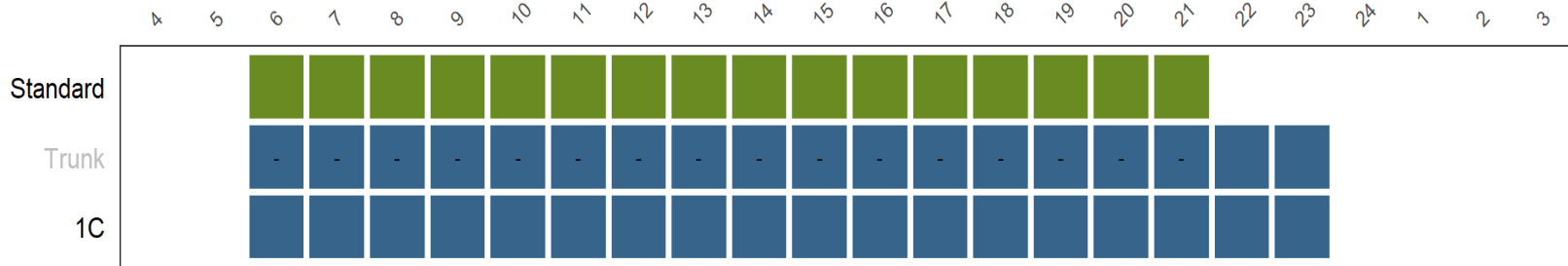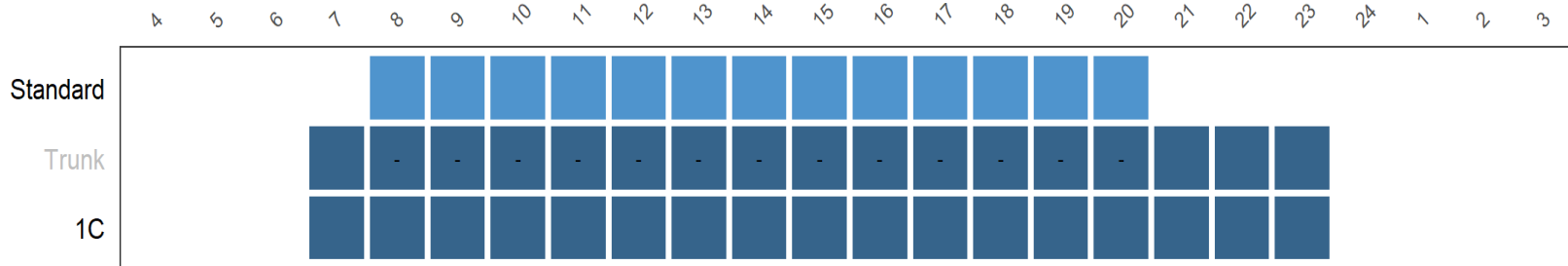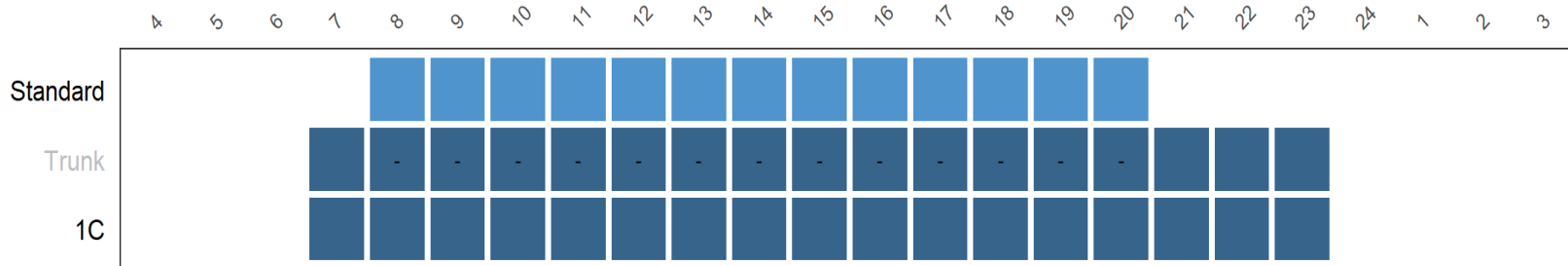
D Fair Oaks-Fairfax Blvd.

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:31 AM - 11:34 PM	-	A	7:20 AM - 11:05 PM	-	A	7:20 AM - 11:09 PM	-	A
	Frequency of Service | varies	Peak: 58.4 / Off-Peak: 61.0	Peak: 26.4 / Off-Peak: 28.8	E	60.0	33.3	E	60.2	34.5	E
Productivity	**Passengers per Revenue Hour | 20**	9.2	18.1	E	9.6	19.9	E	7.6	18.1	E
	Passengers per Revenue Mile | 2	0.8	1.7	E	0.7	1.8	E	0.6	1.6	E
Reliability	**On-Time Performance | 79%**	79%	79%	C	85%	78%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.27 Peak: 0.3	A	0.18	0.28	A	0.15	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$13.02	$ 7.79	E	$12.38	$ 7.16	E	$15.69	$ 8.20	E
	Cost Recovery | 20%	8%	14%	E	8%	15%	E	6%	14%	E

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Route 1C

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	2.8	4.6	E
Route Design — **Circuity |** 1.75	1.9	1.48	C

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	9.2	18.1	E	9.6	19.9	E	7.6	18.1	E
	Passengers per Revenue Mile | 2	0.8	1.7	E	0.7	1.8	E	0.6	1.6	E
	Unique Segment Ridership | 10%	75%	27%	A	76%	36%	A	76%	45%	A
Reliability	**On-Time Performance |** 79%	79%	79%	C	85%	78%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.27 Peak: 0.3	A	0.18	0.29	A	0.15	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$13.02	$ 7.79	E	$12.38	$ 7.16	E	$15.69	$ 8.20	E
	Cost Recovery | 20%	8%	15%	E	8%	16%	E	6%	14%	E
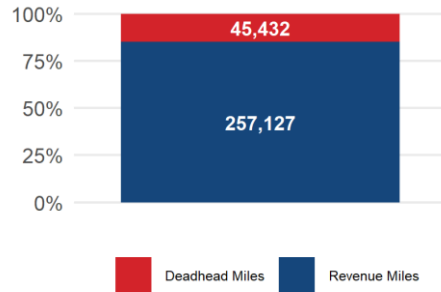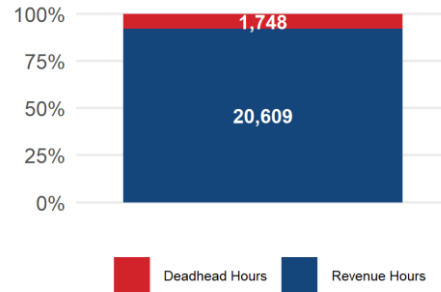
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Operational Analysis

Miles Allocation

45,432 — Deadhead Miles
257,127 — Revenue Miles

Hours Allocation

1,748 — Deadhead Hours
20,609 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1C	34.40	996	994 (99.8%)

Service Change Summary

Route 1C - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Fair Oaks-Jermantown Rd. Line

Regional Transit

Ⓜ Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

0   0.375   0.75 Miles

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Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

16
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	13	30	4	
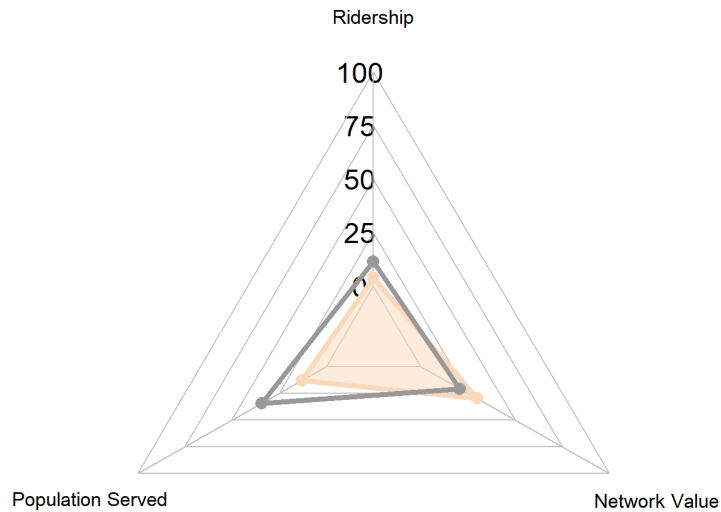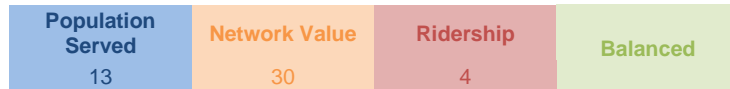
Operating Statistics

Annual Operating Costs	$1,847,495
Peak Vehicles	0
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		23,002	
People of Color Population	Service Area	9,231	
	% Riders Surveyed	31%	
Low Income Household	Service Area	3,704	
	% Riders Surveyed	49%	

Facilities/Amenities

Bus Stops	88	
% Stops With Shelters	10%	
% Stops With Benches	12%	
% Stops With Real-Time Signs	0%	

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	

2B ▮ 78,831

0 · 30,000 · 60,000 · 90,000
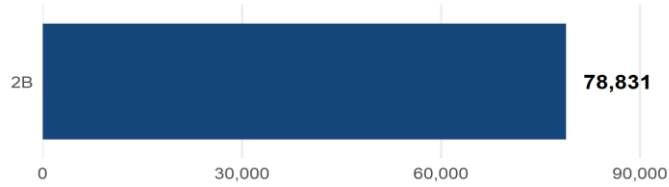
Top Transfer Locations	Vienna, Dunn Loring

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership	275	244	198

Class/Tier Average

System Average

Average Trip Ridership and Maximum Load by Time Period

AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
EAST 6 / WEST 7	EAST 6 / WEST 6	EAST 7 / WEST 6	EAST 5 / WEST 5	EAST 5 / WEST 5	EAST 5 / WEST 5

Vehicle Load Factor

Direction:		EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.19	0.16
	Off-Peak Maximum Target: 1.0	0.15	0.13
	Saturday Maximum Target: 1.0	0.13	0.13
	Sunday Maximum Target: 1.0	0.11	0.12

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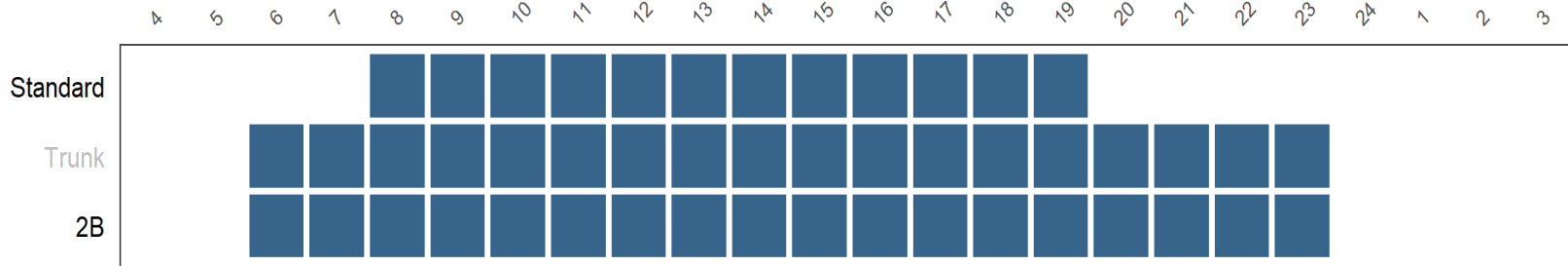# Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

C Fair Oaks-Jermantown Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:20 AM - 11:34 PM	-	A	6:20 AM - 11:35 PM	-	A	6:20 AM - 10:54 PM	-	A
	Frequency of Service | varies	Peak: 60.4 / Off-Peak: 59.9	Peak: 32.2 / Off-Peak: 36.1	E	60.0	40.5	B	59.9	42.4	B
Productivity	**Passengers per Revenue Hour | 15**	7.9	20.2	E	7.3	23.0	E	6.2	21.6	E
	Passengers per Revenue Mile | 2	0.7	2.3	E	0.6	2.3	E	0.5	2.1	E
Reliability	**On-Time Performance | 79%**	84%	82%	A	89%	80%	A	91%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.17	Off-Peak: 0.2 Peak: 0.21	A	0.13	0.19	A	0.12	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$15.18	$ 7.03	E	$16.24	$ 6.68	E	$19.09	$ 7.26	E
	Cost Recovery | 20%	7%	9%	E	6%	10%	E	5%	9%	E

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Route 2B

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.7	6.4	E
Route Design	**Circuity |** N/A	1.82	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	7.9	20.2	E	7.3	23.0	E	6.2	21.6	E
	Passengers per Revenue Mile | 2	0.7	2.3	E	0.6	2.3	E	0.5	2.1	E
	Unique Segment Ridership | 10%	82%	28%	A	81%	50%	A	82%	51%	A
Reliability	**On-Time Performance |** 79%	84%	82%	A	89%	80%	A	91%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.17	Off-Peak: 0.21 Peak: 0.22	A	0.13	0.2	A	0.12	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$15.18	$ 7.03	E	$16.24	$ 6.68	E	$19.09	$ 7.26	E
	Cost Recovery | 20%	7%	9%	E	6%	10%	E	5%	9%	E

Operational Analysis
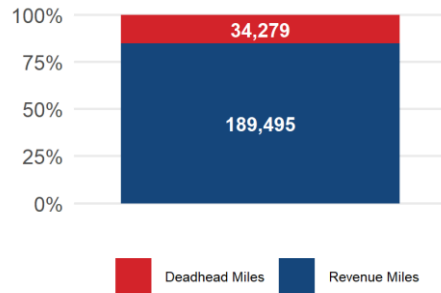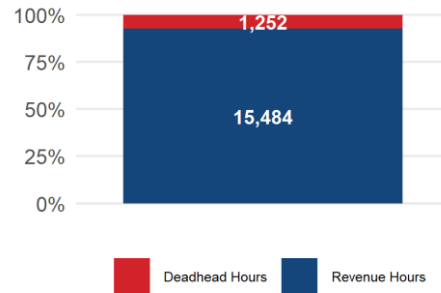
Miles Allocation

- Deadhead Miles
- Revenue Miles

Hours Allocation

- Deadhead Hours
- Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2B	33.10	1,016	1,011 (99.5%)

Service Change Summary

Route 2B - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

16

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	16	10	
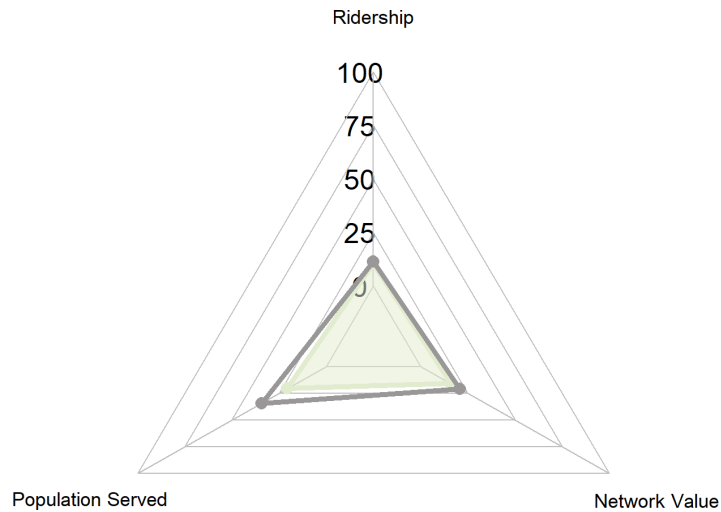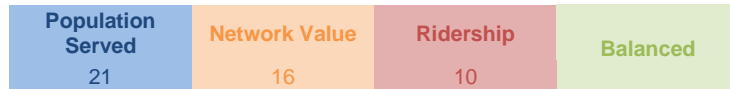
Operating Statistics

Annual Operating Costs	$1,557,325
Peak Vehicles	4
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			16,149
People of Color Population	Service Area	12,912
	% Riders Surveyed	95%
Low Income Household	Service Area	4,795
	% Riders Surveyed	60%

Facilities/Amenities

Bus Stops	30
% Stops With Shelters	23%
% Stops With Benches	20%
% Stops With Real-Time Signs	7%

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Ridership

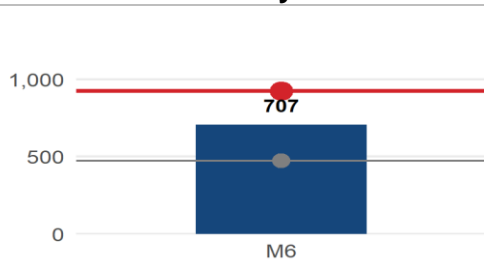|	
Annual Ridership	M6 — 148,126
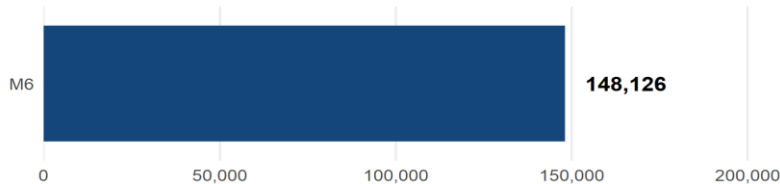
Top Transfer Locations

Potomac Avenue

Average Daily Ridership
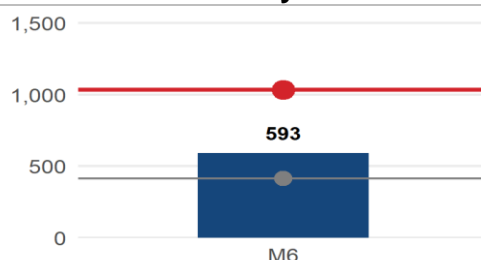
— Class/Tier Average (grey)
— System Average (red)

Weekday	Saturday	Sunday
707	593	299

Average Trip Ridership and Maximum Load by Time Period

AM Early: EAST –, WEST 14
AM Peak: EAST 3, WEST 8
Midday: EAST 5, WEST 7
PM Peak: EAST 8, WEST 5
Early Night: EAST 5, WEST 3
Late Night: EAST 4, WEST 2
Saturday: EAST 5, WEST 5
Sunday: EAST 5, WEST 5
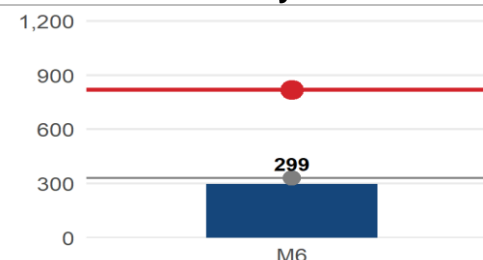
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.15	0.15
	Off-Peak Maximum Target: 1.0	0.12	0.14
	Saturday Maximum Target: 1.0	0.11	0.12
	Sunday Maximum Target: 1.0	0.11	0.13

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard ⸻

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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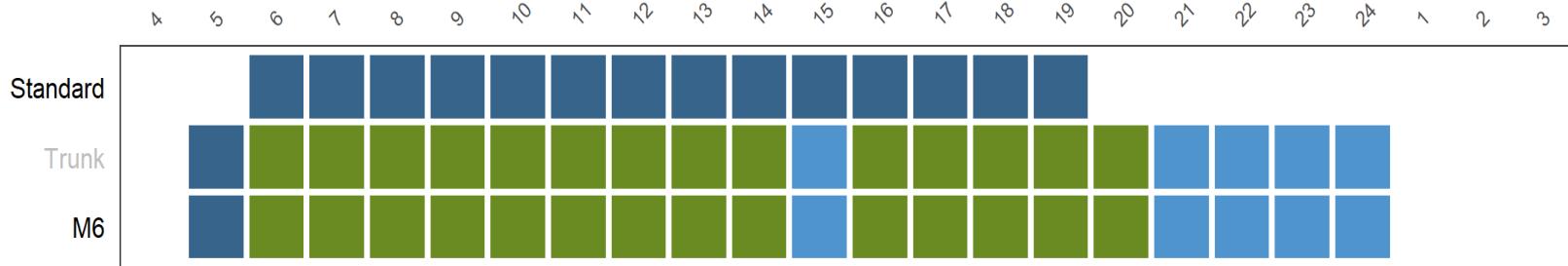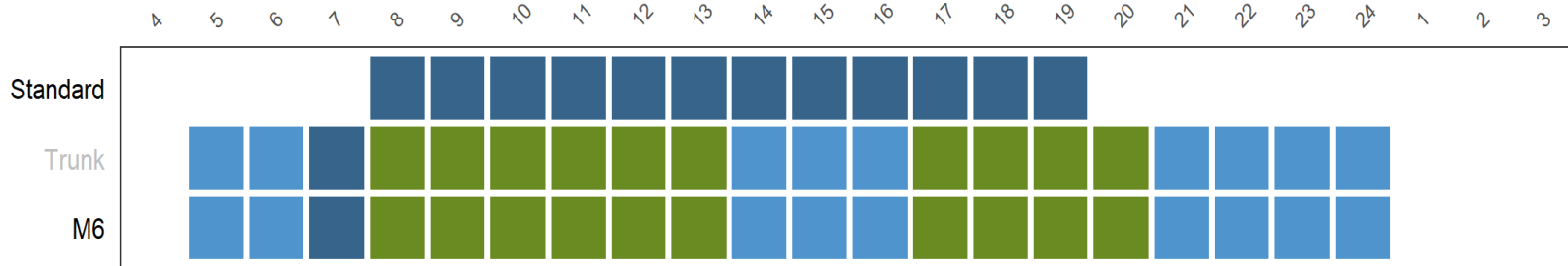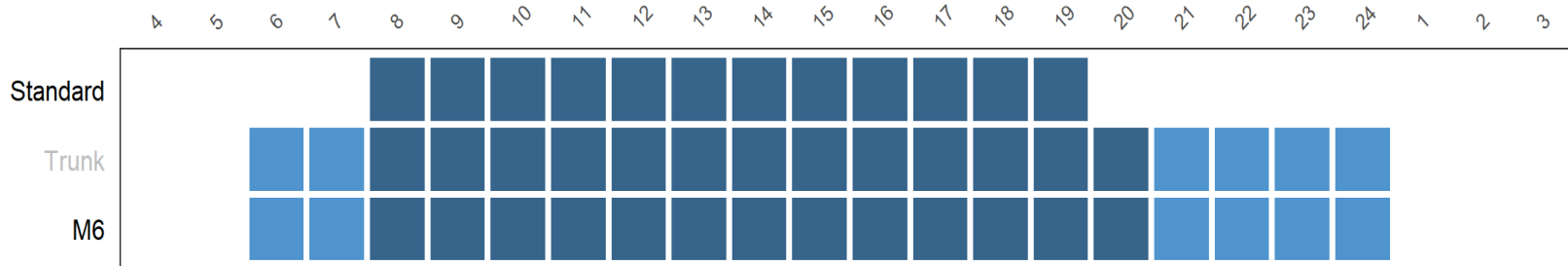
A Fairfax Village

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:32 AM - 12:07 AM	-	A	5:30 AM - 12:25 AM	-	A	6:30 AM - 12:09 AM	-	A
Frequency of Service | varies	Peak: 20.1 / Off-Peak: 20.0	Peak: 37 / Off-Peak: 49.1	A	22.7	49.1	A	36.4	49.7	A
Productivity — Passengers per Revenue Hour | 10	22.0	13.0	A	19.2	16.3	A	20.9	15.3	A
Passengers per Revenue Mile | 1	2.1	1.1	A	1.8	1.3	A	1.9	1.2	A
Reliability — On-Time Performance | 79%	86%	83%	A	85%	83%	A	86%	84%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.15	Off-Peak: 0.15 Peak: 0.17	A	0.12	0.19	A	0.12	0.17	A
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$5.43	$10.30	A	$6.20	$ 8.05	A	$5.71	$ 8.47	A
Cost Recovery | 20%	12%	9%	E	11%	9%	E	12%	8%	E

Route M6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.1	5	E
Route Design Circuity | N/A	1.42	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	22.0	13.0	A	19.2	16.3	A	20.9	15.3	A
	Passengers per Revenue Mile | 1	2.1	1.1	A	1.8	1.3	A	1.9	1.2	A
	Unique Segment Ridership | 10%	32%	43%	A	40%	56%	A	45%	58%	A
Reliability	On-Time Performance | 79%	86%	83%	A	85%	83%	A	86%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.15	Off-Peak: 0.16 Peak: 0.17	A	0.12	0.19	A	0.12	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$5.43	$10.30	A	$6.20	$ 8.05	A	$5.71	$ 8.47	A
	Cost Recovery | 20%	12%	8%	E	11%	9%	E	12%	8%	E
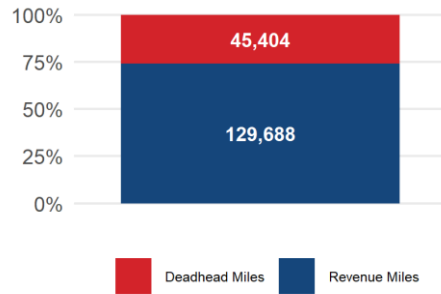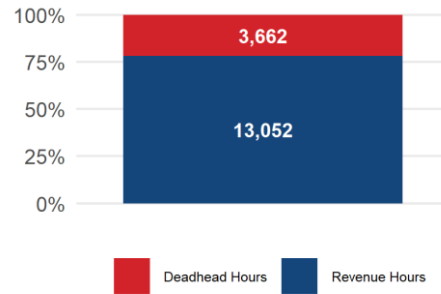
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 45,404
- Revenue Miles: 129,688

Hours Allocation

- Deadhead Hours: 3,662
- Revenue Hours: 13,052

Service Delivery (Month sample)

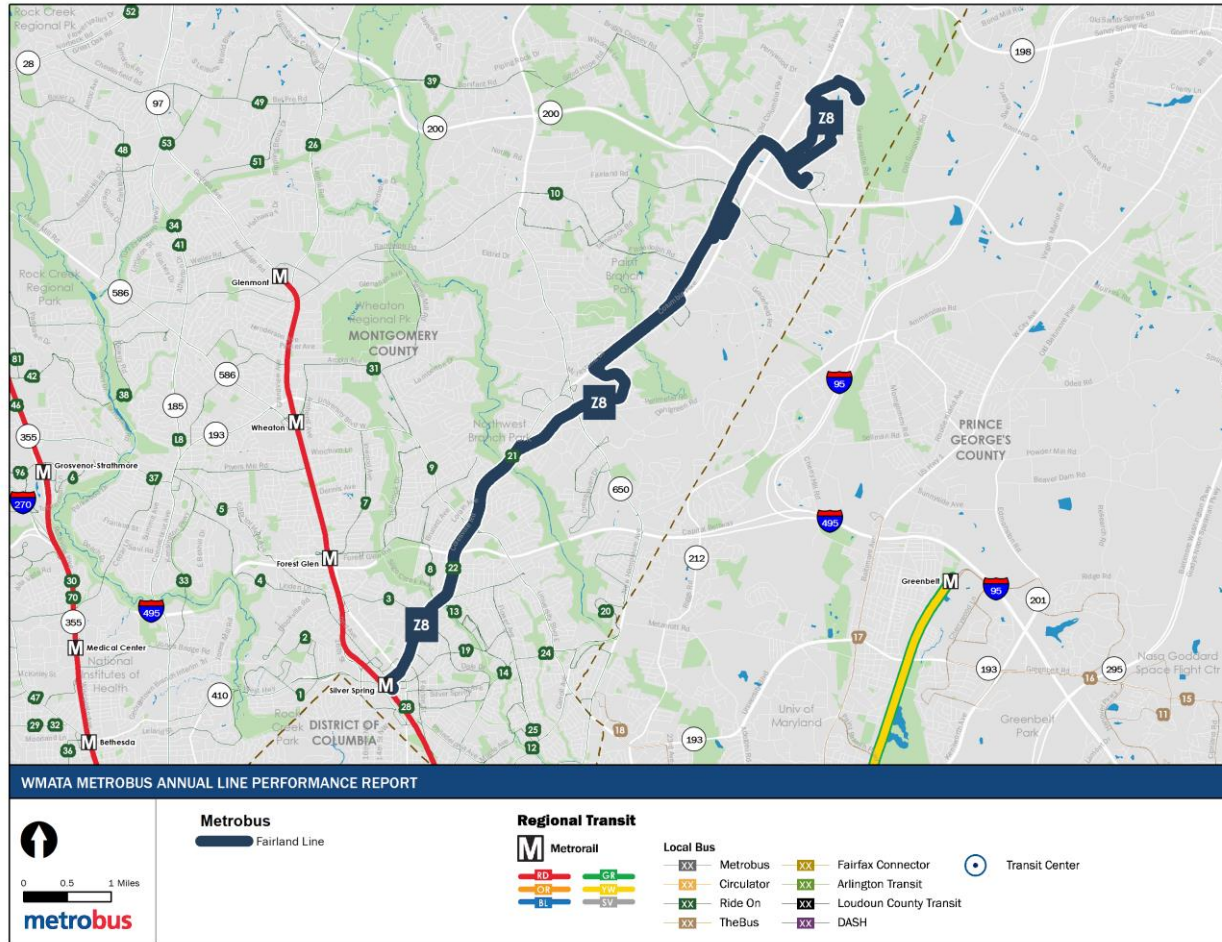| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M6	6.20	2,924	2,917 (99.8%)

Service Change Summary

Route M6 - June 2021:
Weekday: late night trip adjustment; Saturday: late night trip adjustment; Sunday: late night trip adjustment;

Passenger Miles per Revenue Mile
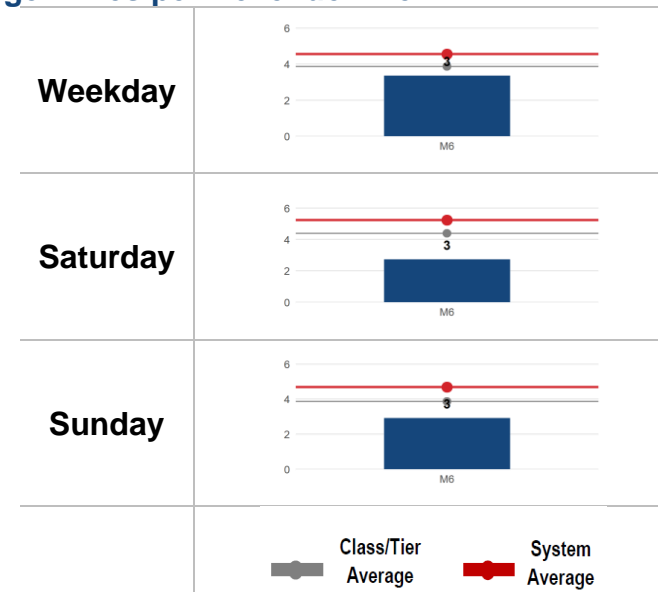
Weekday | Saturday | Sunday

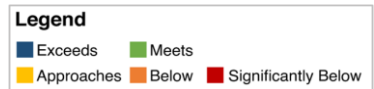- Class/Tier Average
- System Average

LINE: 147 - Fairland   ROUTE(S): Z8

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Fairland Line

Regional Transit
M Metrorail

RD
OR
BL

GR
YW
SV

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

● Transit Center

0   0.5   1 Miles

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Service Classification
Framework

Activity Tier
2

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

26
Out of 100
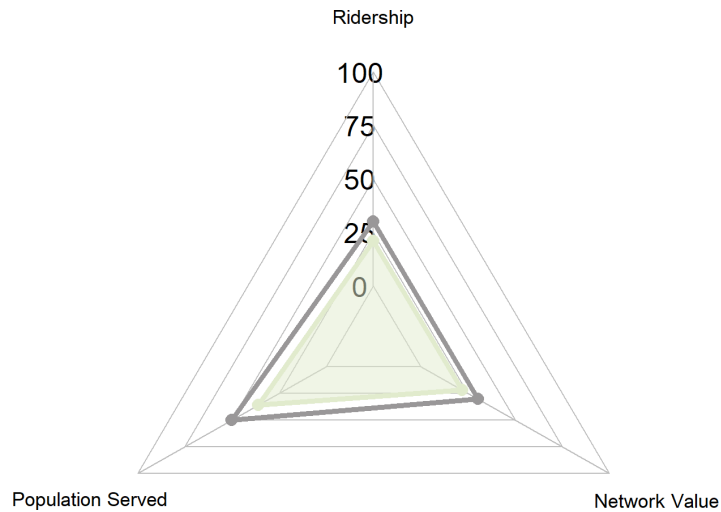
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	36	22	21	

Operating Statistics

Annual Operating Costs	$3,667,241
Peak Vehicles	12
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		31,950
People of Color Population	Service Area	19,429
	% Riders Surveyed	94%
Low Income Household	Service Area	9,306
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	123
% Stops With Shelters	25%
% Stops With Benches	28%
% Stops With Real-Time Signs	1%

metrobus

Ridership

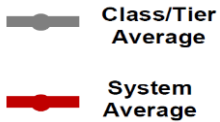**Annual Ridership**

Z8 — 451,865

(x-axis: 0, 200,000, 400,000, 600,000)

Top Transfer Locations

Silver Spring

Average Daily Ridership

- Class/Tier Average (gray)
- System Average (red)

	Weekday	Saturday	Sunday
Z8	1,427	1,231	1,126

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	4	9	12	14	12	6	11	8
SOUTH	12	11	15	12	7	2	12	9
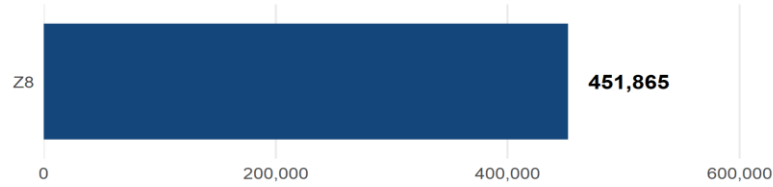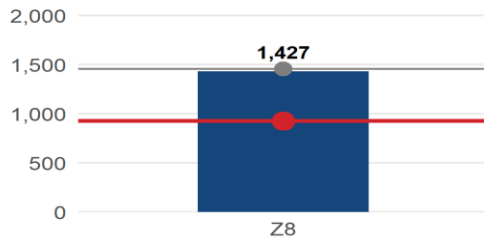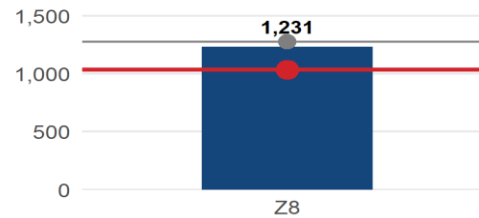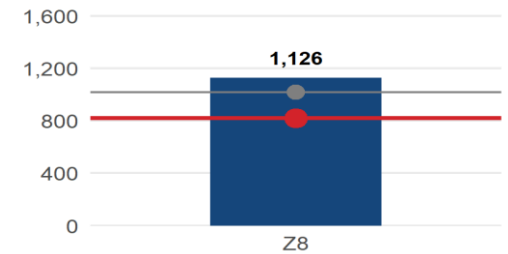
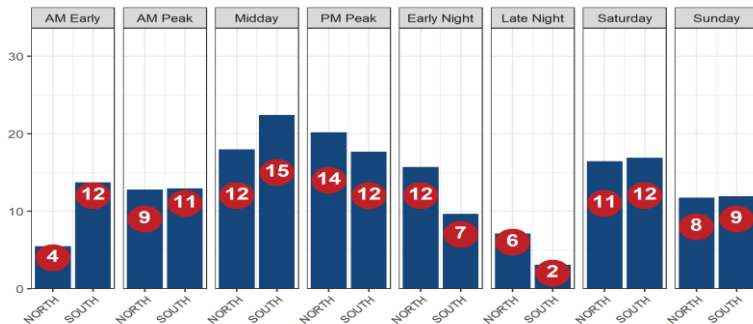## Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.31	0.27
	Off-Peak Maximum Target: 1.0	0.26	0.28
	Saturday Maximum Target: 1.0	0.28	0.3
	Sunday Maximum Target: 1.0	0.21	0.22

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard ——

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Fairland

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:50 AM - 12:20 AM	-	A	5:05 AM - 12:23 AM	-	A	5:33 AM - 12:21 AM	-	A
	Frequency of Service | varies	Peak: 33.1 / Off-Peak: 30.2	Peak: 26.4 / Off-Peak: 28.8	E	30.1	33.3	C	21.5	34.5	A
Productivity	**Passengers per Revenue Hour | 20**	17.0	18.1	D	18.8	19.9	C	14.9	18.1	E
	Passengers per Revenue Mile | 2	1.4	1.7	E	1.5	1.8	E	1.1	1.6	E
Reliability	**On-Time Performance | 79%**	72%	79%	D	80%	78%	B	79%	78%	B
	Crowding | 5%	0%	0%	A	11%	1%	E	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.28	A	0.21	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$7.02	$ 7.79	E	$6.36	$ 7.16	E	$8.01	$ 8.20	E
	Cost Recovery | 20%	12%	14%	E	13%	15%	E	10%	14%	E

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Route Z8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.7	4.6	A
Route Design Circuity | 1.75	1.53	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	17.0	18.1	D	18.8	19.9	C	14.9	18.1	E
	Passengers per Revenue Mile | 2	1.4	1.7	E	1.5	1.8	E	1.1	1.6	E
	Unique Segment Ridership | 10%	23%	27%	A	29%	36%	A	95%	45%	A
Reliability	On-Time Performance | 79%	72%	79%	D	80%	78%	B	79%	78%	B
	Crowding | 5%	0%	0%	A	11%	0%	E	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.29	A	0.21	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.02	$ 7.79	E	$6.36	$ 7.16	E	$8.01	$ 8.20	E
	Cost Recovery | 20%	12%	15%	E	13%	16%	E	10%	14%	E
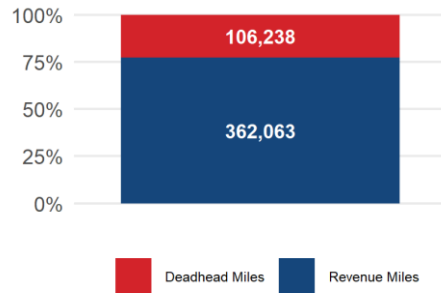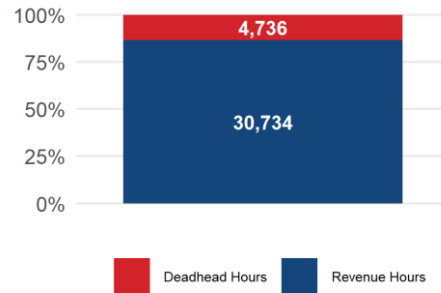
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles	106,238
Revenue Miles	362,063

Hours Allocation

Deadhead Hours	4,736
Revenue Hours	30,734

Service Delivery (Month sample)

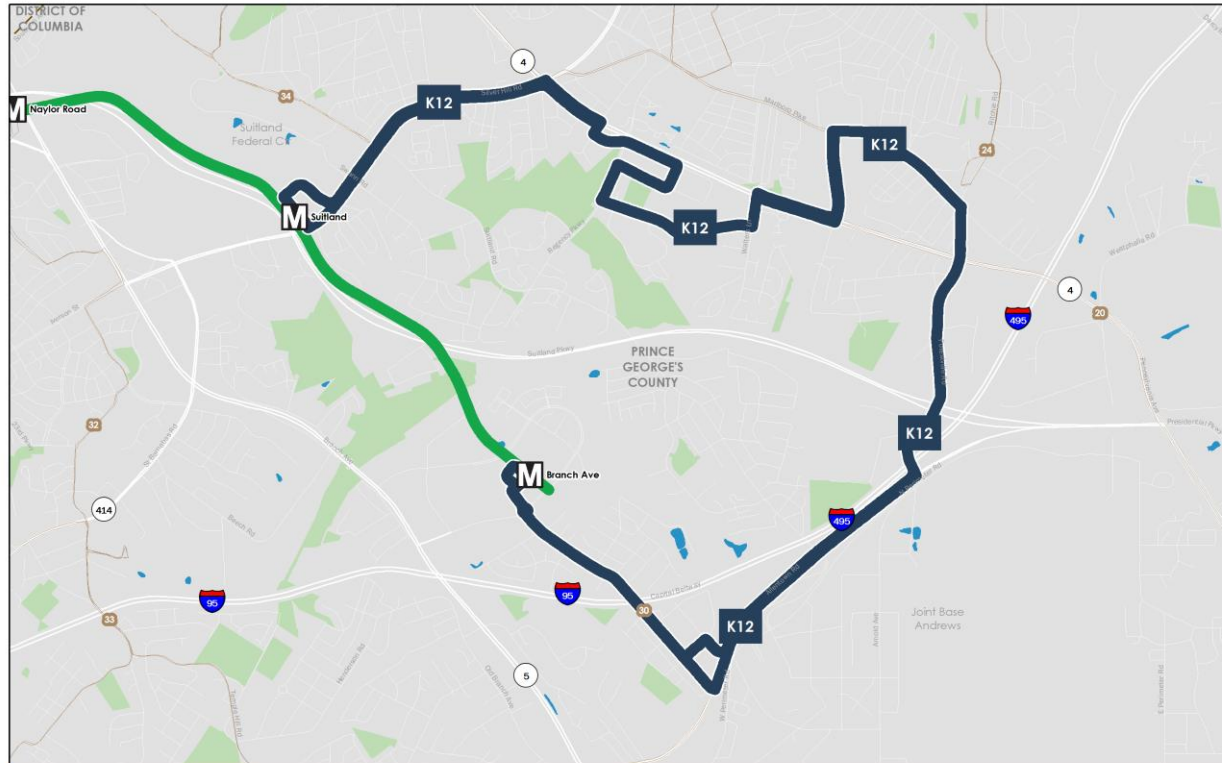| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z8	28.60	2,442	2,437 (99.8%)

Service Change Summary

Route Z8 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
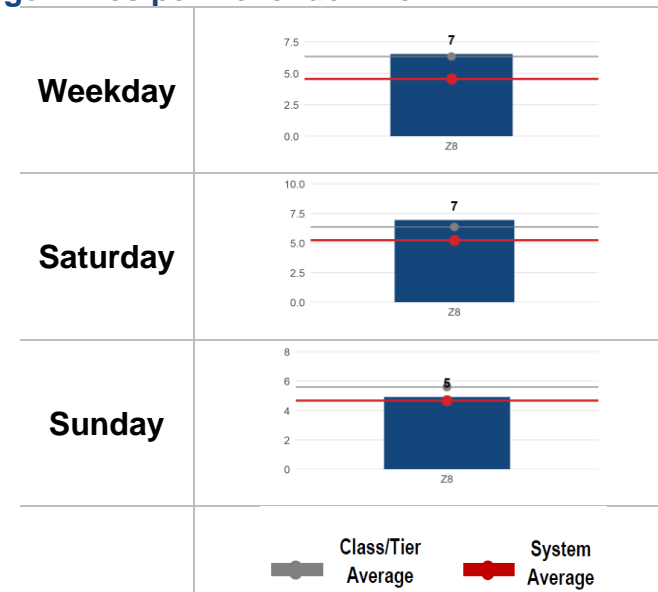
Passenger Miles per Revenue Mile

Weekday — 7

Saturday — 7

Sunday — 5

Class/Tier Average   System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

20

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	25	14	
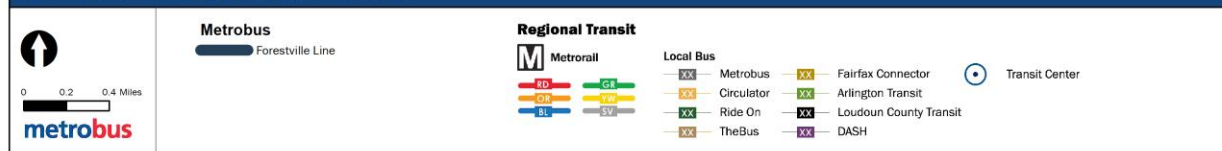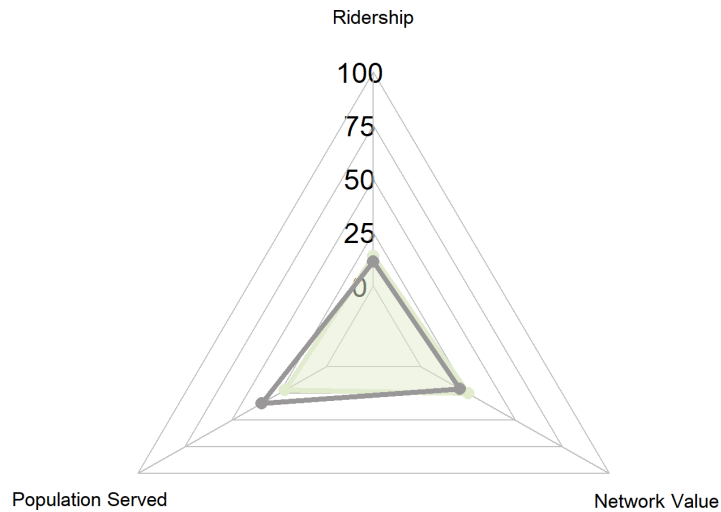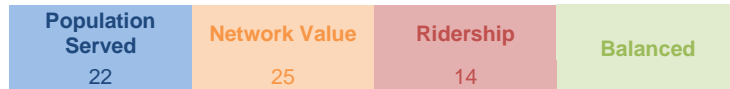
Operating Statistics

	Annual Operating Costs	$1,961,680
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		19,525
	People of Color Population	Service Area	17,274
		% Riders Surveyed	99%
	Low Income Household	Service Area	5,822
		% Riders Surveyed	70%

Facilities/Amenities

	Bus Stops	92
	% Stops With Shelters	11%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	1%

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Ridership

Annual Ridership	K12 — 251,883
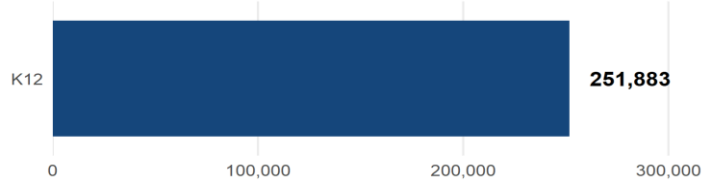
Top Transfer Locations

Suitland, Branch Avenue

Average Daily Ridership
- Class/Tier Average
- System Average
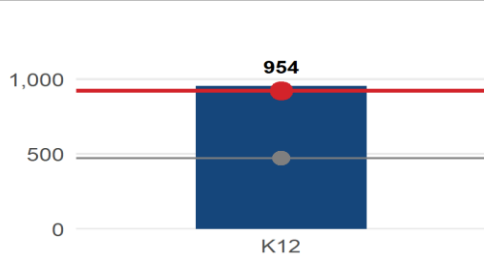
Weekday	Saturday	Sunday
954	539	397

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 9, SOUTH 5
AM Peak: NORTH 9, SOUTH 8
Midday: NORTH 15, SOUTH 12
PM Peak: NORTH 12, SOUTH 10
Early Night: NORTH 7, SOUTH 8
Late Night: NORTH 4, SOUTH 5
Saturday: NORTH 14, SOUTH 11
Sunday: NORTH 11, SOUTH 9
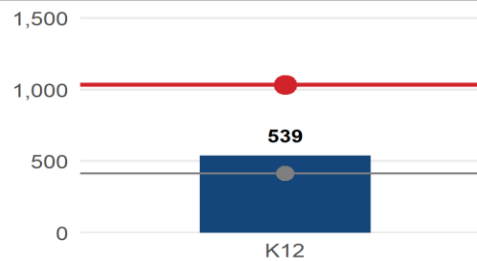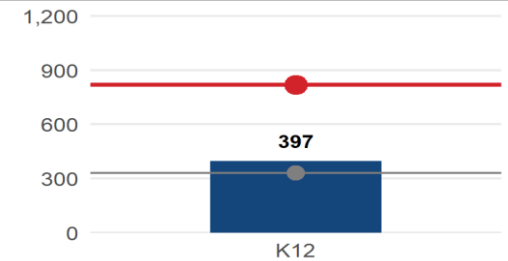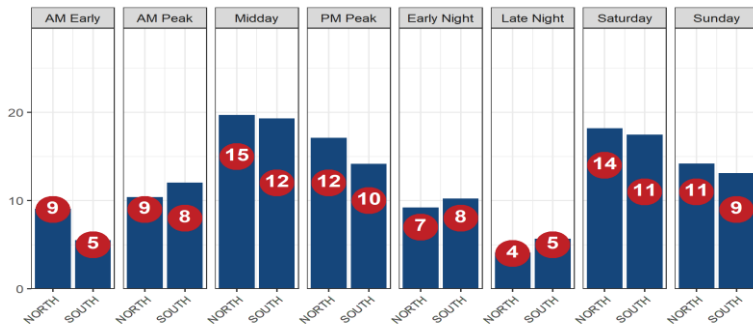
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.25	0.24
	Off-Peak Maximum Target: 1.0	0.26	0.23
Saturday Maximum Target: 1.0		0.34	0.28
Sunday Maximum Target: 1.0		0.28	0.22

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
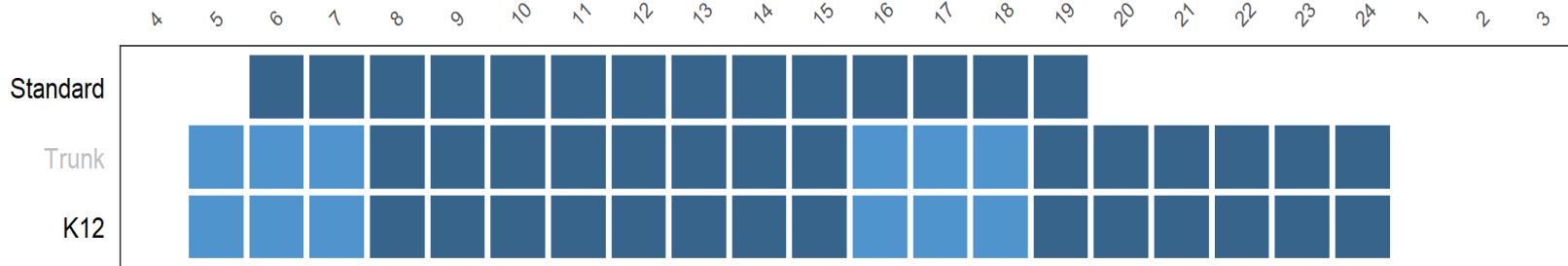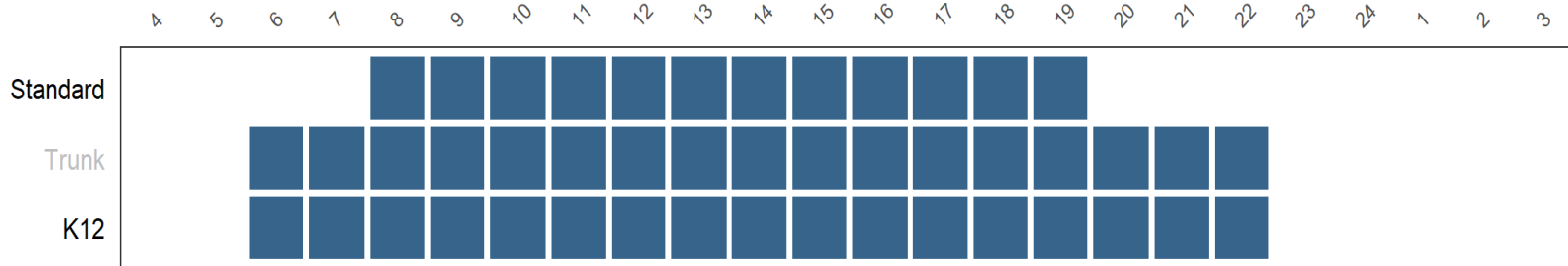
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
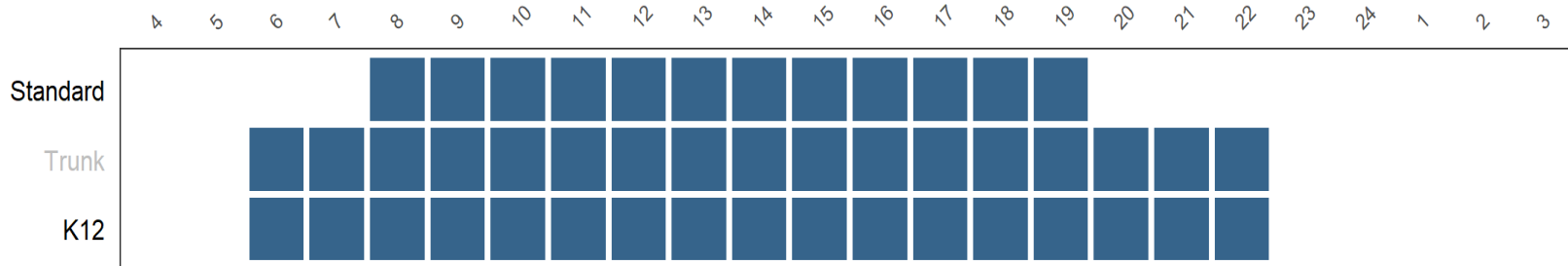
B Forestville

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:10 AM - 12:05 AM	-	A	6:50 AM - 10:43 PM	-	A	6:50 AM - 10:35 PM	-	A
	Frequency of Service | varies	Peak: 26.4 / Off-Peak: 44.2	Peak: 37 / Off-Peak: 49.1	A	60.1	49.1	C	60.0	49.7	B
Productivity	**Passengers per Revenue Hour | 10**	18.7	13.0	A	20.7	16.3	A	16.9	15.3	A
	Passengers per Revenue Mile | 1	1.5	1.1	A	1.8	1.3	A	1.4	1.2	A
Reliability	**On-Time Performance | 79%**	80%	83%	B	89%	83%	A	87%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.24	Off-Peak: 0.15 Peak: 0.17	A	0.31	0.19	A	0.25	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$6.37	$10.30	B	$5.75	$ 8.05	A	$7.06	$ 8.47	C
	Cost Recovery | 20%	9%	9%	E	9%	9%	E	8%	8%	E

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Route K12

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.5	5	A
Route Design — **Circuity |** N/A	3.03	1.82	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	18.7	13.0	A	20.7	16.3	A	16.9	15.3	A
	Passengers per Revenue Mile | 1	1.5	1.1	A	1.8	1.3	A	1.4	1.2	A
	Unique Segment Ridership | 10%	67%	43%	A	63%	56%	A	64%	58%	A
Reliability	**On-Time Performance |** 79%	80%	83%	B	89%	83%	A	87%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.24	Off-Peak: 0.16 Peak: 0.17	A	0.31	0.19	A	0.25	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.37	$10.30	B	$5.75	$ 8.05	A	$7.06	$ 8.47	C
	Cost Recovery | 20%	9%	8%	E	9%	9%	E	8%	8%	E

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Operational Analysis

Miles Allocation

- **Deadhead Miles**: 27,476
- **Revenue Miles**: 200,474

Hours Allocation

- **Deadhead Hours**: 2,920
- **Revenue Hours**: 16,440
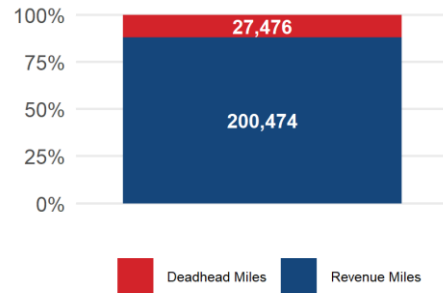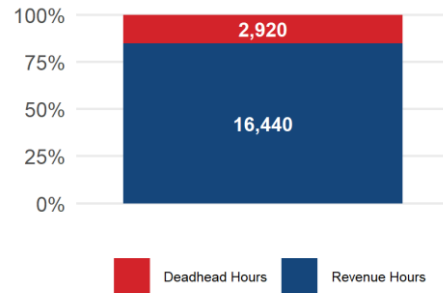
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K12	20.80	1,920	1,906 (99.3%)

Service Change Summary

Route K12 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — K12: 6

Saturday — K12: 7

Sunday — K12: 5

- Class/Tier Average
- System Average

About the Line

Service Classification

Gap

Activity Tier

3

Overall Grade

Line	-

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

Out of 100

(Radar chart with axes: Ridership, Population Served, Network Value)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	29	0	

Operating Statistics

	Annual Operating Costs	$18,821
	Peak Vehicles	
	Vehicle Type(s)	

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		18,516
	People of Color Population	*Service Area*	17,662
		% Riders Surveyed	
	Low Income Household	*Service Area*	8,487
		% Riders Surveyed	

Facilities/Amenities

	Bus Stops	29
	% Stops With Shelters	0%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	0%

Ridership

Annual Ridership

S35	348

Scale: 0, 100, 200, 300, 400, 500

Top Transfer Locations

NA

	Weekday	Saturday	Sunday
Average Daily Ridership		*No Service*	*No Service*

Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday chart:
- Scale: 0, 500, 1,000
- S35: 5

Average Trip Ridership and Maximum Load by Time Period

AM Peak: NORTH 2, SOUTH

PM Peak: NORTH, SOUTH 2
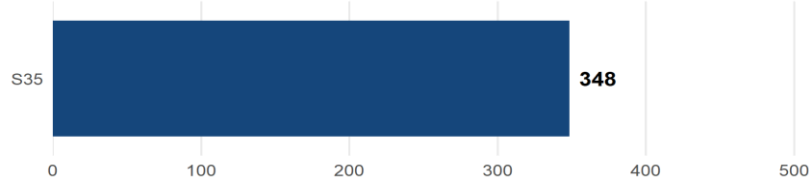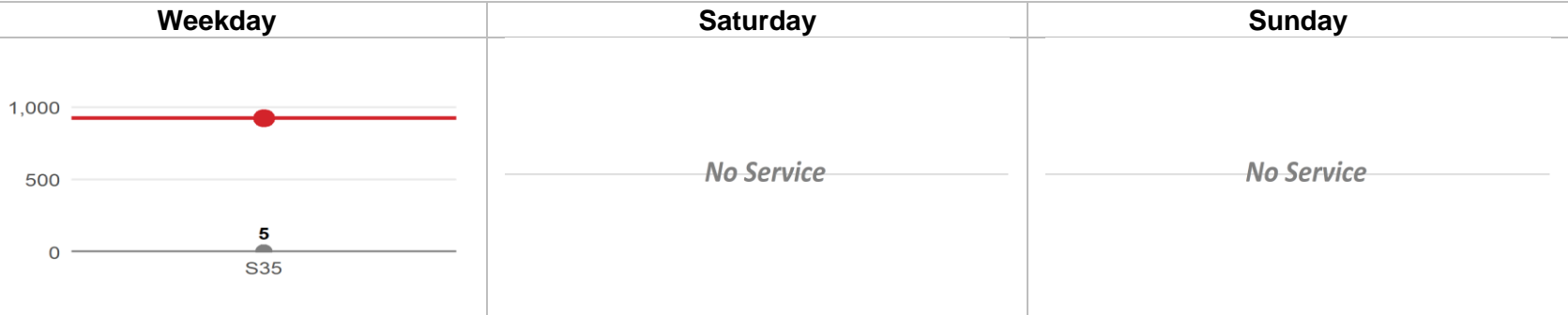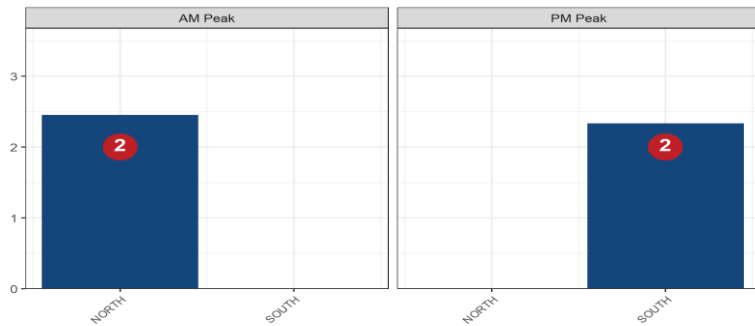
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.05	0.06
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Standard

Trunk

S35

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
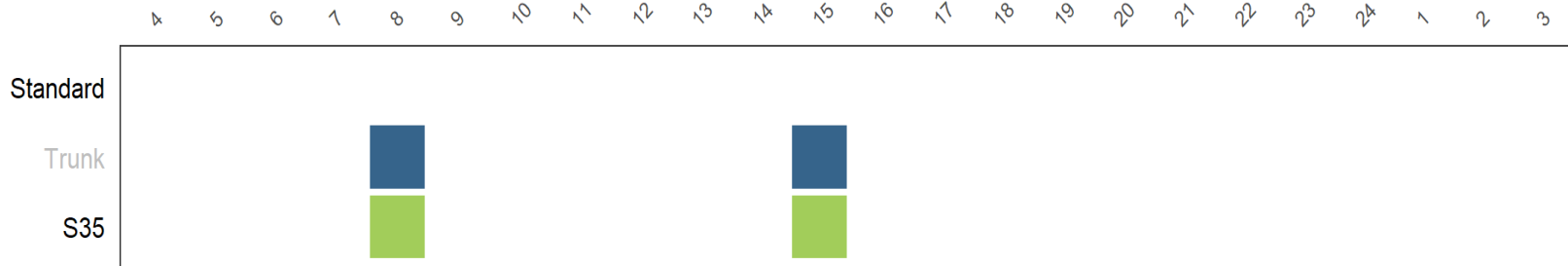
Fort Dupont Shuttle

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	8:13 AM - 8:30 AM; 3:35 PM - 3:53 PM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour |	6.4	6.4	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.6	0.6	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	97%	97%	-	-	-	-	-	-	-
Crowding |	-	-	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$18.74	$18.74	-	-	-	-	-	-	-
Cost Recovery |	3%	3%	-	-	-	-	-	-	-

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Route S35

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile		6.2	6.2	-
Route Design Circuity		7	7	-

	Measure	Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	6.4	6.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile	0.6	0.6	-	-	-	-	-	-	-
	Unique Segment Ridership	86%	86%	-	-	-	-	-	-	-
Reliability	On-Time Performance	97%	97%	-	-	-	-	-	-	-
	Crowding	-	-	-	-	-	-	-	-	-
	Load Factor Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	$18.74	$18.74	-	-	-	-	-	-	-
	Cost Recovery	3%	3%	-	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- 3,396 — Deadhead Miles
- 1,571 — Revenue Miles

Hours Allocation

- 221 — Deadhead Hours
- 158 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S35	8.50	34	34 (100.0%)

Service Change Summary

Route S35 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Fort Totten-Petworth Line

Regional Transit

Ⓜ Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

0   0.35   0.7 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D
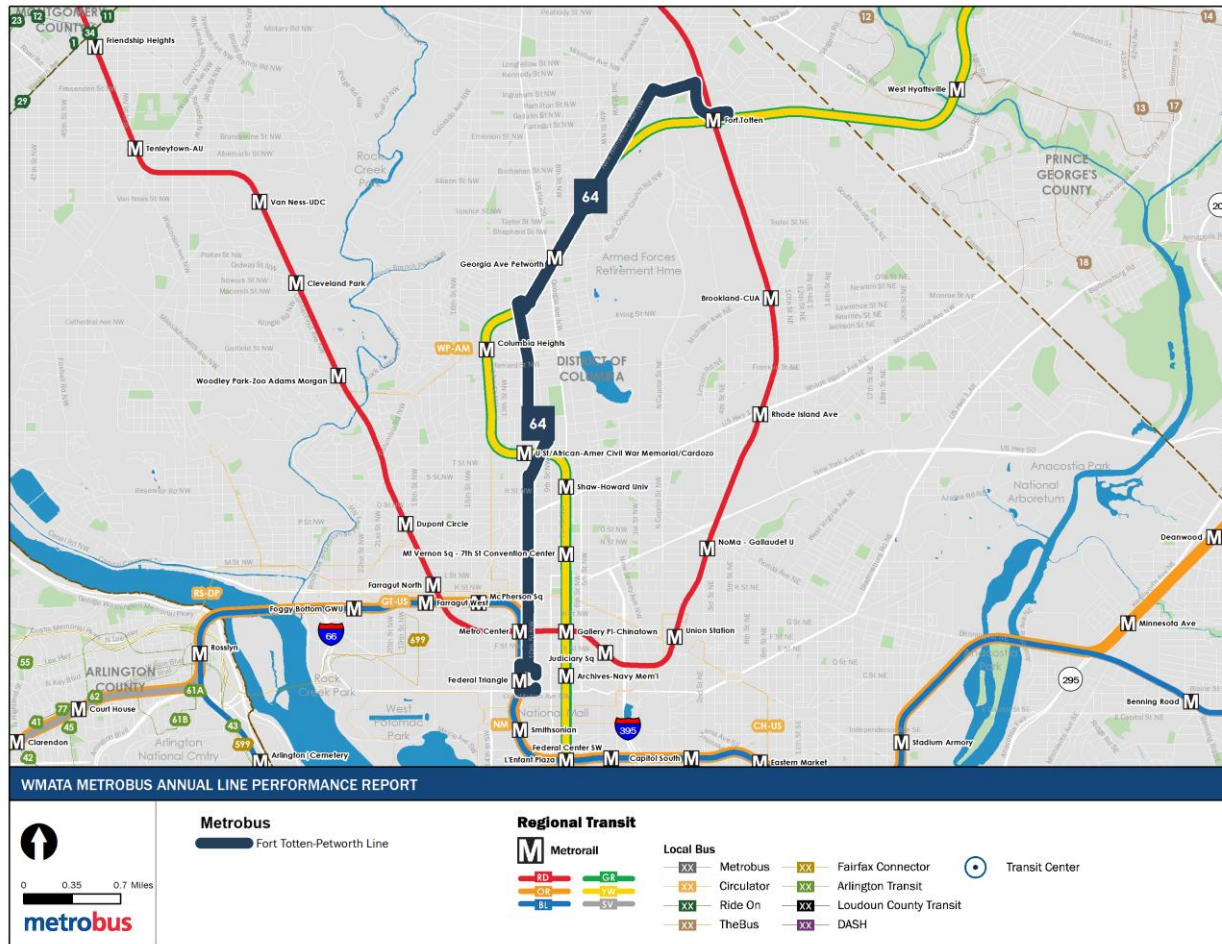
Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

36

Out of 100

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
59	31	19	

Line Score:

Operating Statistics

	Annual Operating Costs	$4,775,071
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		47,727
	People of Color Population	Service Area	23,093
		% Riders Surveyed	82%
	Low Income Household	Service Area	10,596
		% Riders Surveyed	55%

Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	16%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	6%

metrobus

Ridership

Annual Ridership	64 — 374,791
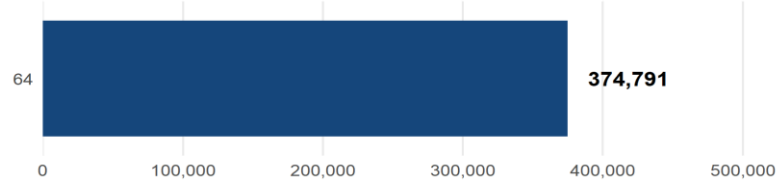
Top Transfer Locations

Fort Totten, Georgia Avenue-Petworth, Metro Center

Average Daily Ridership
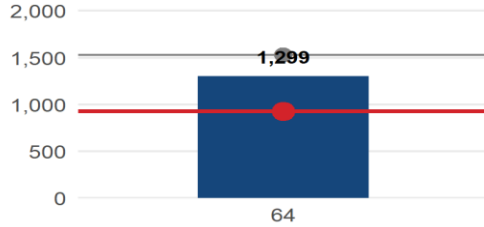
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,299	912	735
64	64	64
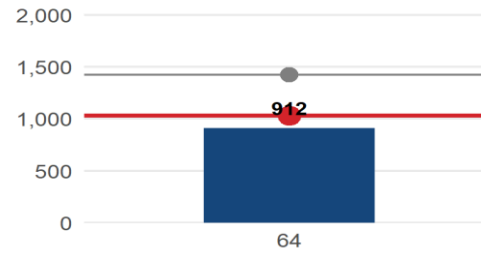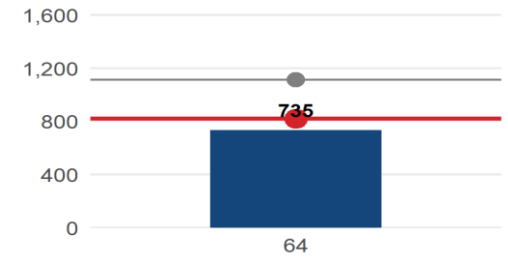
Average Trip Ridership and Maximum Load by Time Period
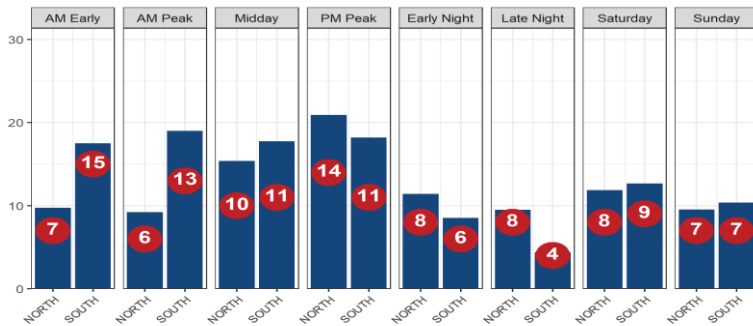
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.26	0.29
	Off-Peak Maximum Target: 1.0	0.22	0.24
	Saturday Maximum Target: 1.0	0.2	0.22
	Sunday Maximum Target: 1.0	0.16	0.18

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
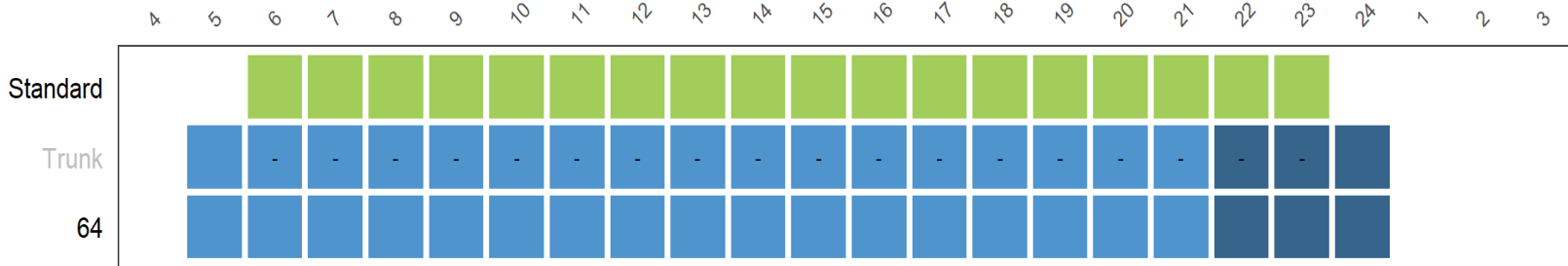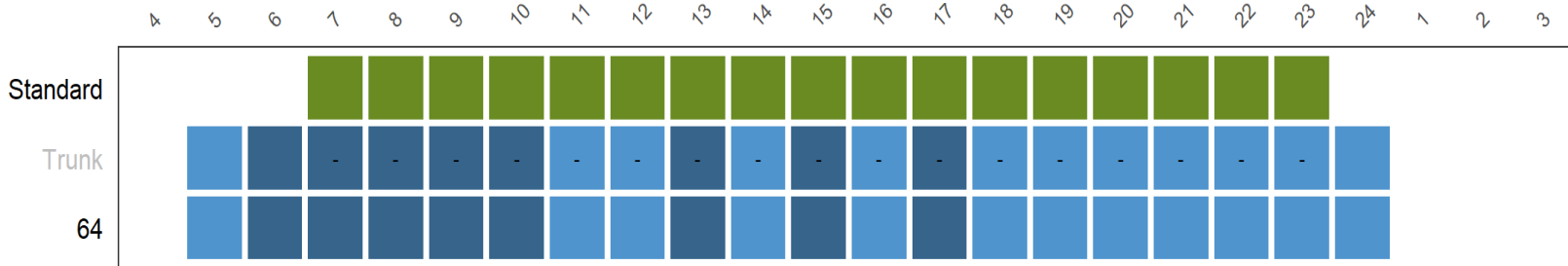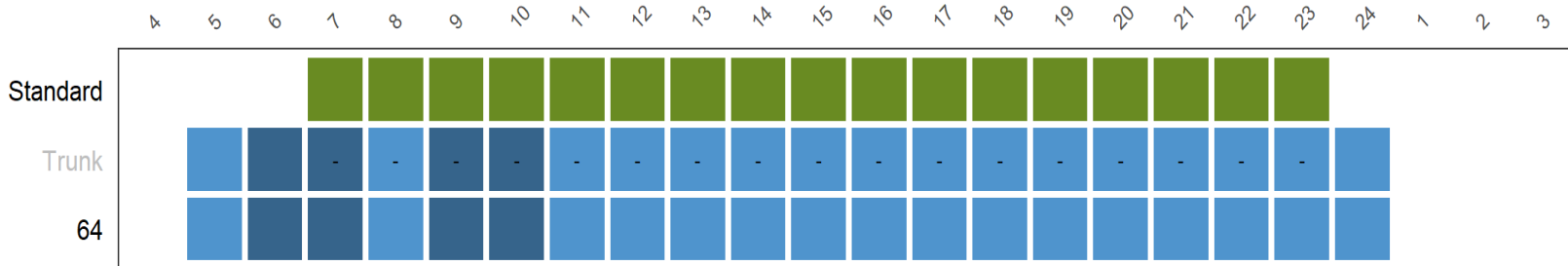
D Fort Totten-Petworth

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 12:26 AM	-	A	5:00 AM - 12:20 AM	-	A	5:45 AM - 12:28 AM	-	A
	Frequency of Service | varies	Peak: 24.9 / Off-Peak: 24.3	Peak: 19.2 / Off-Peak: 28	D	30.1	25.6	E	30.1	28.5	E
Productivity	**Passengers per Revenue Hour** | 30	18.8	16.6	E	16.9	17.6	E	13.8	16.0	E
	Passengers per Revenue Mile | 4	2.6	2.1	E	2.1	2.1	E	1.7	1.9	E
Reliability	**On-Time Performance** | 79%	78%	77%	C	75%	76%	C	80%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.28	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.24	A	0.17	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.34	$ 8.27	E	$7.05	$ 7.67	E	$8.65	$ 8.52	E
	Cost Recovery | 25%	16%	12%	E	14%	12%	E	12%	11%	E

metrobus

Route 64

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.6	5.1	E
Route Design — **Circuity |** 1.75	1.07	1.31	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	18.8	16.6	E	16.9	17.6	E	13.8	16.0	E
	Passengers per Revenue Mile | 4	2.6	2.1	E	2.1	2.1	E	1.7	1.9	E
	Unique Segment Ridership | 10%	45%	19%	A	53%	26%	A	54%	28%	A
Reliability	**On-Time Performance |** 79%	78%	77%	C	75%	76%	C	80%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.28	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.25	A	0.17	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.34	$ 8.27	E	$7.05	$ 7.67	E	$8.65	$ 8.52	E
	Cost Recovery | 25%	16%	12%	E	14%	13%	E	12%	11%	E
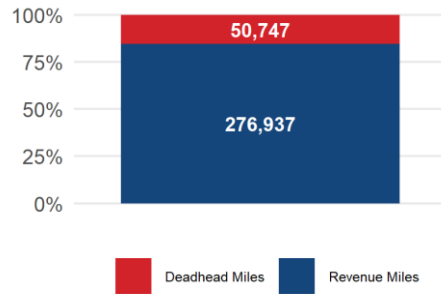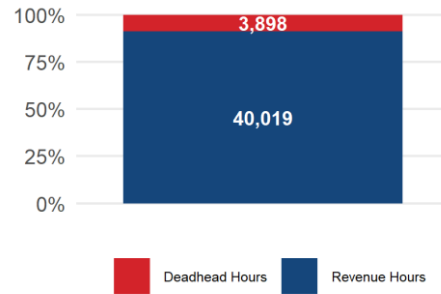
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 50,747
- Revenue Miles: 276,937

Hours Allocation

- Deadhead Hours: 3,898
- Revenue Hours: 40,019

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
64	12.10	2,532	2,516 (99.4%)

Service Change Summary

Route 64 - June 2021:
Weekday: new line name; Saturday: new line name;
Sunday: new line name;

Passenger Miles per Revenue Mile

Weekday — 64

Saturday — 64

Sunday — 64

- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | D |

Legend

Exceeds — Meets — Approaches — Below — Significantly Below

Line Benefit Score

51

Out of 100
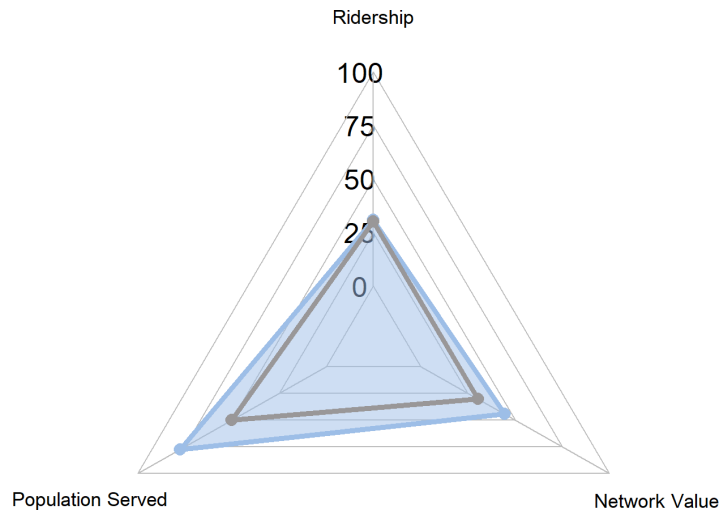
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	77	44	31	

Operating Statistics

Annual Operating Costs	$6,180,681
Peak Vehicles	7
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			116,502
People of Color Population	Service Area		53,064
	% Riders Surveyed		69%
Low Income Household	Service Area		30,621
	% Riders Surveyed		44%

Facilities/Amenities

Bus Stops	180
% Stops With Shelters	34%
% Stops With Benches	34%
% Stops With Real-Time Signs	18%

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Ridership

Annual Ridership

30S	300,359
30N	234,845

(Bar chart with x-axis: 0, 100,000, 200,000, 300,000, 400,000)
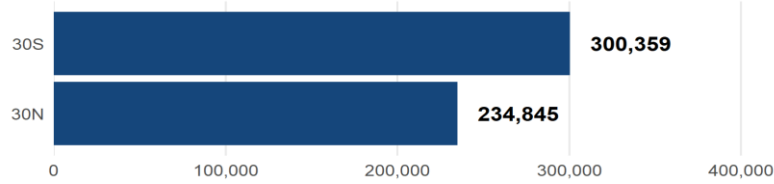
Top Transfer Locations

Potomac Avenue, Tenleytown-AU, Foggy Bottom

Average Daily Ridership
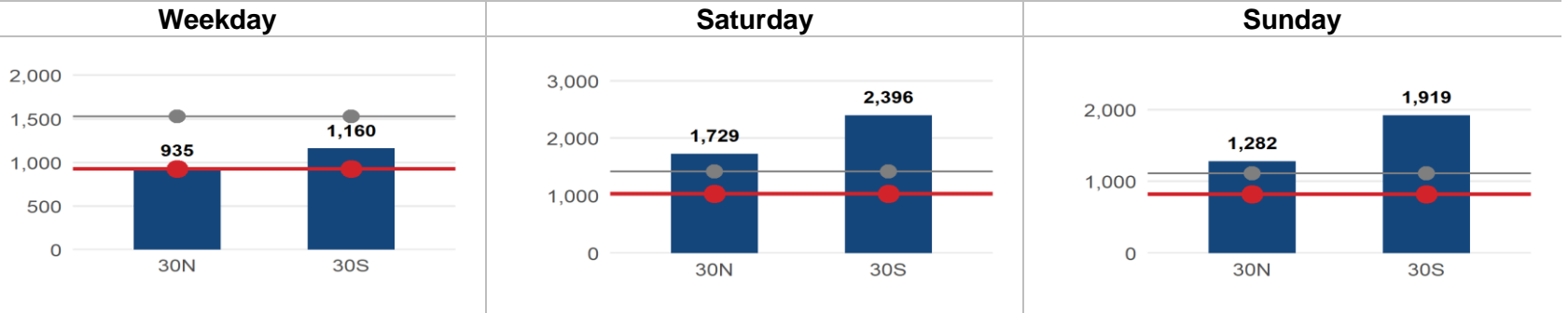
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
30N: 935, 30S: 1,160	30N: 1,729, 30S: 2,396	30N: 1,282, 30S: 1,919

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	8	13
AM Peak	11	13
Midday	14	15
PM Peak	15	12
Early Night	9	10
Late Night	7	6
Saturday	16	14
Sunday	14	12
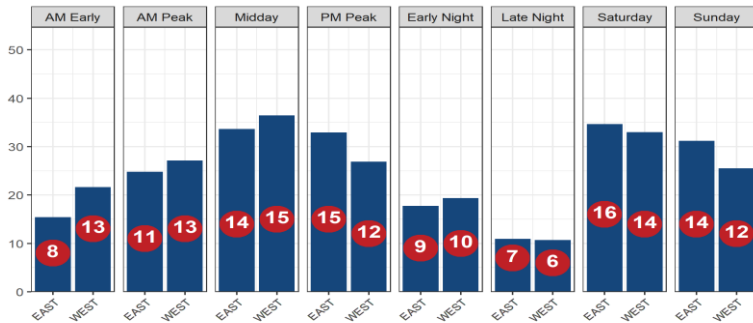
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.34	0.31
	Off-Peak Maximum Target: 1.0	0.29	0.32
	Saturday Maximum Target: 1.0	0.39	0.36
	Sunday Maximum Target: 1.0	0.35	0.29

metrobus

D Friendship Heights - Southeast

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:04 AM - 12:57 AM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 38.2 / Off-Peak: 37.4	Peak: 19.2 / Off-Peak: 28	E	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 30	16.6	16.6	E	23.8	17.6	E	19.9	16.0	E
Passengers per Revenue Mile | 4	1.9	2.1	E	2.4	2.1	E	2.1	1.9	E
Reliability									
On-Time Performance | 79%	70%	77%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.33	Off-Peak: 0.23 Peak: 0.25	A	0.37	0.24	A	0.32	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$7.21	$ 8.27	E	$5.01	$ 7.67	C	$5.99	$ 8.52	D
Cost Recovery | 25%	11%	12%	E	16%	12%	E	14%	11%	E

metrobus

Route 30N

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	5.1	5.1	E
Route Design — Circuity | 1.75	1.21	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	15.1	16.6	E	21.2	17.6	E	16.3	16.0	E
	Passengers per Revenue Mile | 4	1.7	2.1	E	2.2	2.1	E	1.7	1.9	E
	Unique Segment Ridership | 10%	6%	19%	D	5%	26%	E	5%	28%	D
Reliability	On-Time Performance | 79%	72%	77%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.31	Off-Peak: 0.23 Peak: 0.25	A	0.35	0.25	A	0.27	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.89	$ 8.27	E	$5.62	$ 7.67	D	$7.34	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	16%	13%	E	12%	11%	E

metrobus

Route 30S

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5	5.1	A
Route Design — **Circuity |** 1.75	1.21	1.31	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — **Passengers per Revenue Hour |** 30	17.9	16.6	E	26.1	17.6	D	23.4	16.0	E
Passengers per Revenue Mile | 4	2.1	2.1	E	2.7	2.1	E	2.4	1.9	E
Unique Segment Ridership | 10%	0%	19%	E	0%	26%	E	0%	28%	E
Reliability — **On-Time Performance |** 79%	68%	77%	E	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.34	Off-Peak: 0.23 Peak: 0.25	A	0.4	0.25	A	0.37	0.22	A
Cost Effectiveness — **Operating Cost per Passenger Trip |** $5	$6.67	$ 8.27	E	$4.57	$ 7.67	B	$5.09	$ 8.52	C
Cost Recovery | 25%	11%	12%	E	16%	13%	E	15%	11%	E
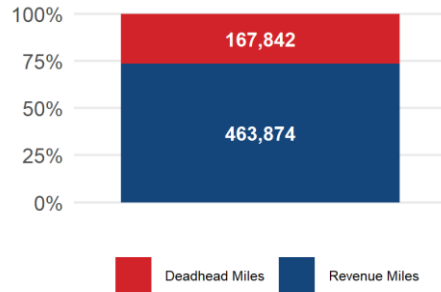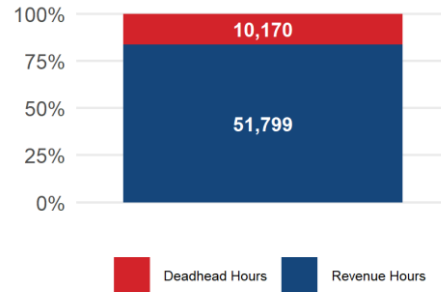
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles	167,842
Revenue Miles	463,874

Hours Allocation

Deadhead Hours	10,170
Revenue Hours	51,799

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
30N	28.60	880	879 (99.9%)
30S	29.50	880	875 (99.4%)

Service Change Summary

Route 30N - June 2021:
Weekday: cut last trips; Saturday: No change; Sunday: No change;
Route 30S - June 2021:
Weekday: cut last trips; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 30N: 5.8, 30S: 7.0

Saturday — 30N: 7.0, 30S: 8.2

Sunday — 30N: 5.6, 30S: 7.6

Class/Tier Average   System Average

metrobus
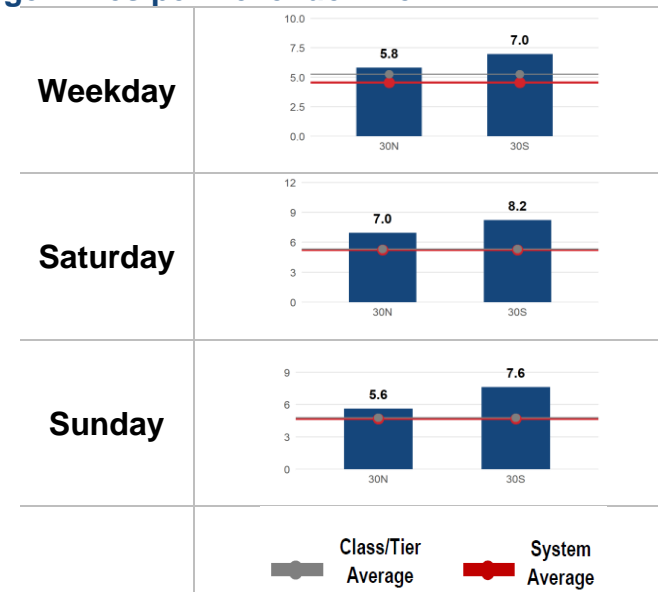
LINE: 15 - Garfield-Anacostia Loop

ROUTE(S): W6, W8

About the Line
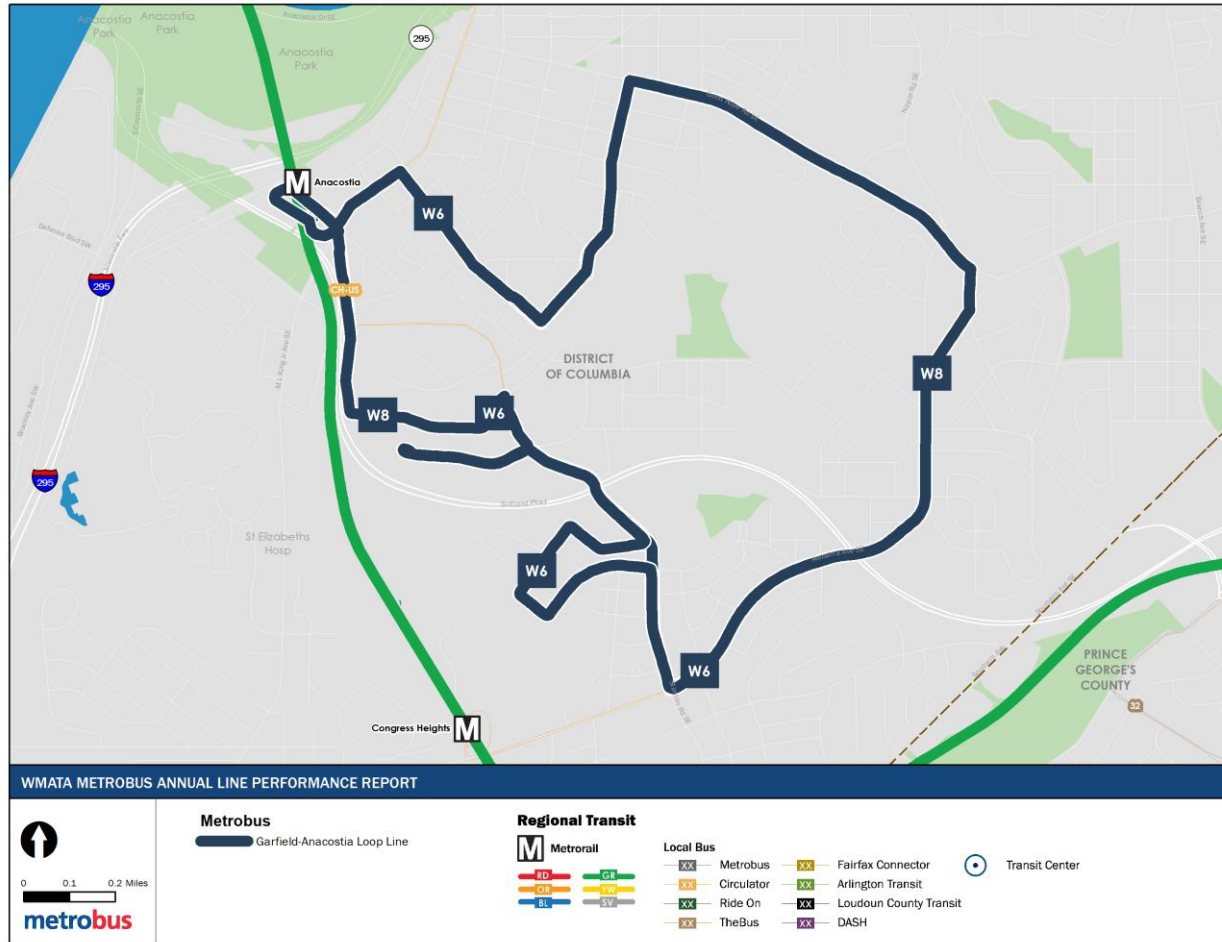
Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

34

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	78	8	14	
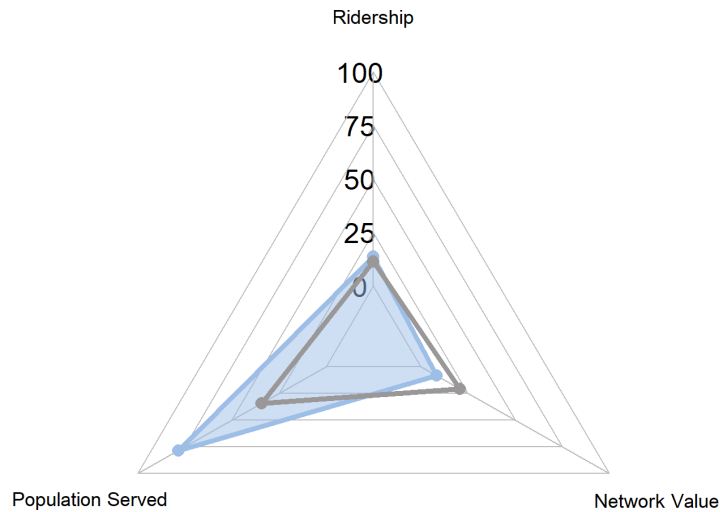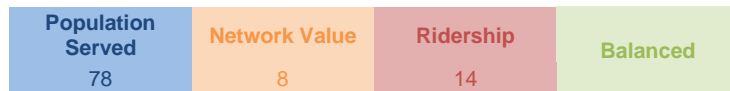
Operating Statistics

Annual Operating Costs	$3,091,154	
Peak Vehicles	4	
Vehicle Type(s)	30 Foot, 35 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		67,590	
People of Color Population	*Service Area*	63,340	
	% Riders Surveyed	98%	
Low Income Household	*Service Area*	37,856	
	% Riders Surveyed	80%	

Facilities/Amenities

Bus Stops	89	
% Stops With Shelters	17%	
% Stops With Benches	15%	
% Stops With Real-Time Signs	6%	

metrobus

Ridership

Annual Ridership

W8	144,266
W6	149,970

Top Transfer Locations

Anacostia

Average Daily Ridership

- Class/Tier Average
- System Average
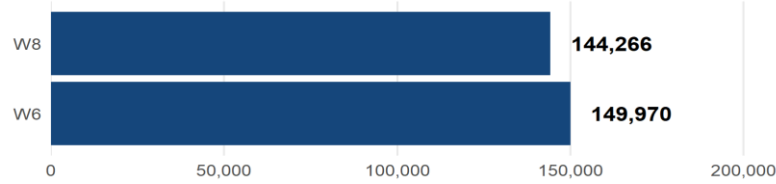
Weekday	Saturday	Sunday
W6: 481, W8: 463	W6: 469, W8: 456	W6: 362.5, W8: 358.6
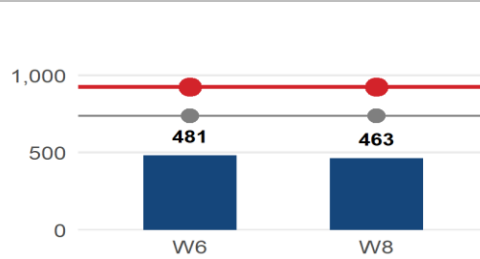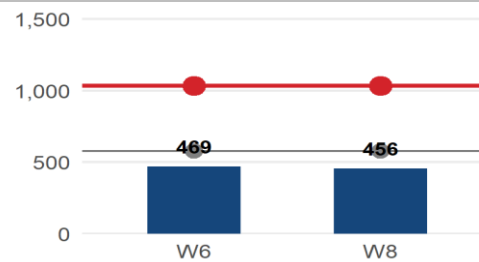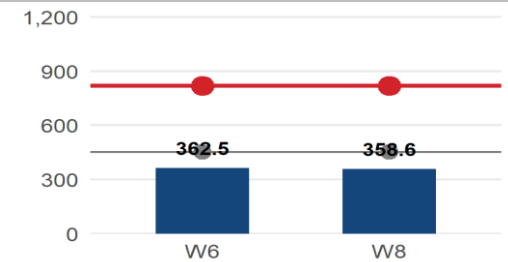
Average Trip Ridership and Maximum Load by Time Period
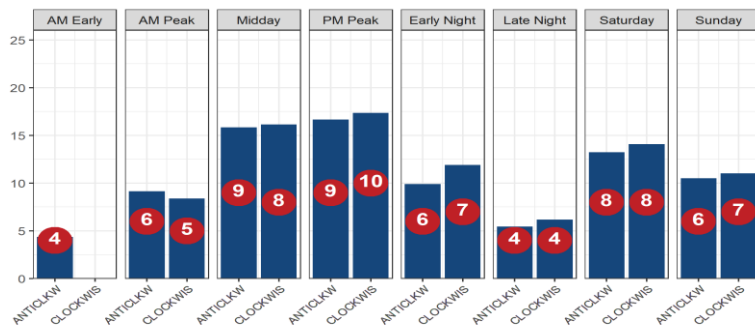
Vehicle Load Factor

	Direction:	ANTICLKW	CLOCKWIS
Weekday	**Peak** Maximum Target: 1.2	0.28	0.28
	Off-Peak Maximum Target: 1.0	0.26	0.27
	Saturday Maximum Target: 1.0	0.28	0.29
	Sunday Maximum Target: 1.0	0.23	0.24

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Span and Frequency

Frequency (Minutes) legend: ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, W8, W6 across hours 4–24, 1–3

Saturday (by Hour)

Rows: Standard, Trunk, W8, W6 across hours 4–24, 1–3

Sunday (by Hour)

Rows: Standard, Trunk, W8, W6 across hours 4–24, 1–3
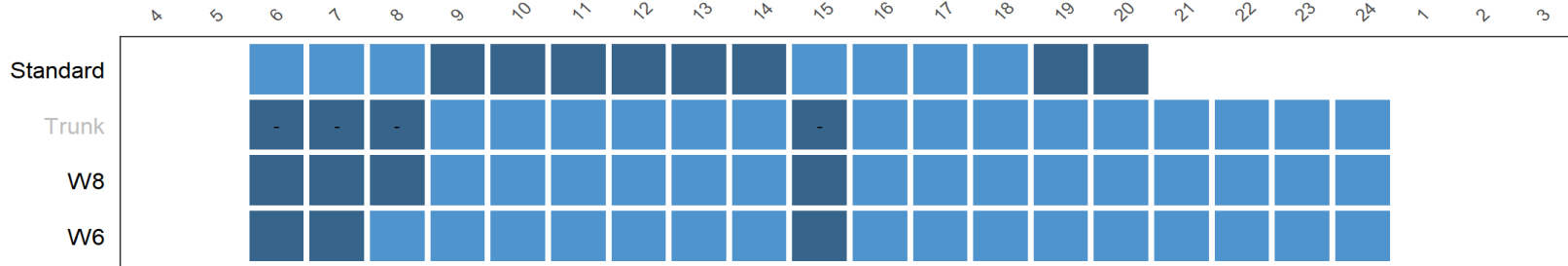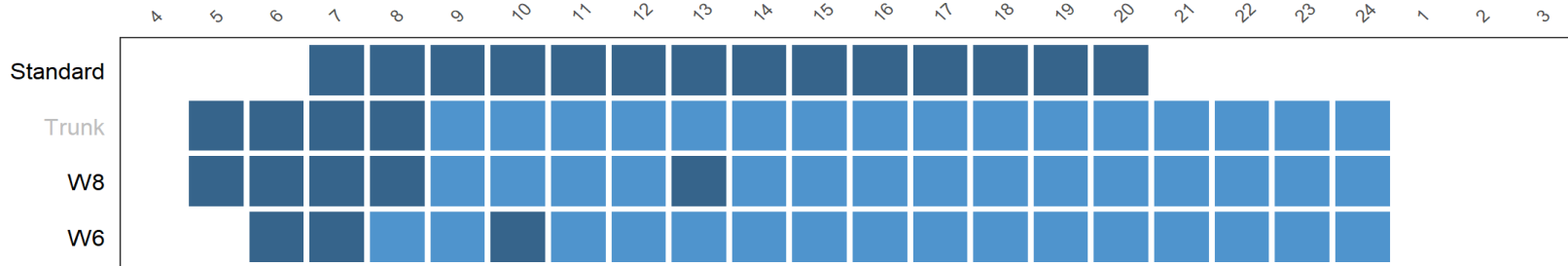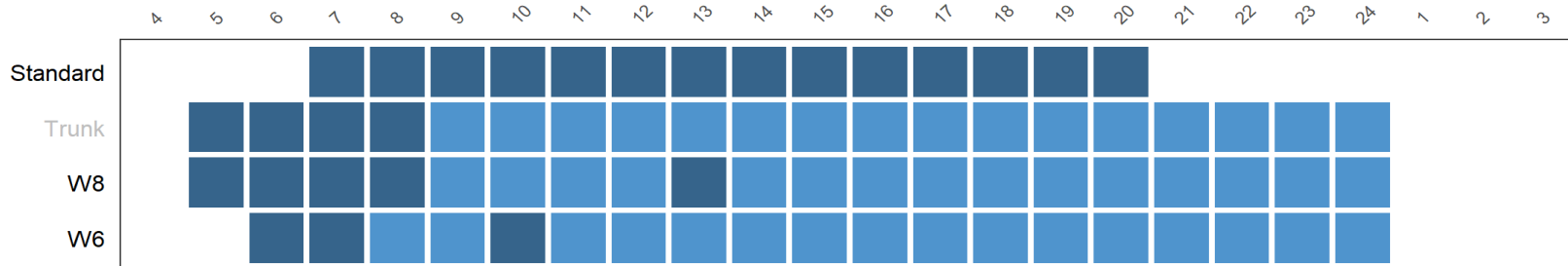
C Garfield-Anacostia Loop

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:00 AM - 12:37 AM	-	A	5:58 AM - 12:31 AM	-	A	5:58 AM - 12:31 AM	-	A
	Frequency of Service | varies	Peak: 32.9 / Off-Peak: 29.3	Peak: 28.8 / Off-Peak: 28.5	C	30.3	29.8	A	30.3	30.3	A
Productivity	**Passengers per Revenue Hour** | 20	18.1	14.7	C	19.4	14.3	C	15.2	12.1	E
	Passengers per Revenue Mile | 4	2.0	2.0	E	2.0	1.7	E	1.6	1.4	E
Reliability	**On-Time Performance** | 79%	79%	75%	C	79%	78%	C	75%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.28	Off-Peak: 0.18 Peak: 0.2	A	0.29	0.17	A	0.23	0.14	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.60	$ 8.96	E	$6.15	$ 9.07	E	$7.83	$10.50	E
	Cost Recovery | 25%	4%	8%	E	5%	8%	E	4%	7%	E

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Route W6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	7.5	6.5	E
Route Design Circuity | N/A	Inf (route is a loop)	1.58	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	18.5	14.7	C	20.1	14.3	B	15.5	12.1	E
	Passengers per Revenue Mile | 4	2.0	2.0	E	2.0	1.7	E	1.6	1.4	E
	Unique Segment Ridership | 10%	18%	43%	A	23%	46%	A	23%	47%	A
Reliability	On-Time Performance | 79%	76%	75%	C	81%	78%	B	75%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.28	Off-Peak: 0.19 Peak: 0.21	A	0.29	0.18	A	0.24	0.16	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.47	$ 8.96	E	$5.94	$ 9.07	D	$7.70	$10.50	E
	Cost Recovery | 25%	4%	8%	E	4%	7%	E	3%	6%	E

metrobus

Route W8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	7.6	6.5	E
Route Design Circuity | N/A	Inf (route is a loop)	1.58	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	17.7	14.7	D	18.6	14.3	C	15.0	12.1	E
	Passengers per Revenue Mile | 4	2.0	2.0	E	2.0	1.7	E	1.6	1.4	E
	Unique Segment Ridership | 10%	24%	43%	A	21%	46%	A	19%	47%	A
Reliability	On-Time Performance | 79%	81%	75%	B	77%	78%	C	75%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.28	Off-Peak: 0.19 Peak: 0.21	A	0.28	0.18	A	0.23	0.16	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.74	$ 8.96	E	$6.40	$ 9.07	E	$7.94	$10.50	E
	Cost Recovery | 25%	4%	8%	E	5%	7%	E	4%	6%	E

Operational Analysis
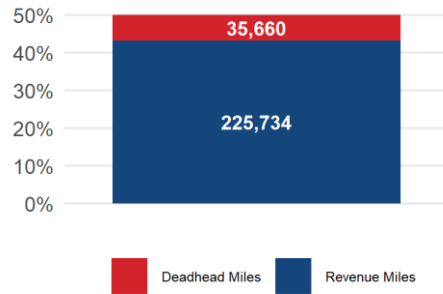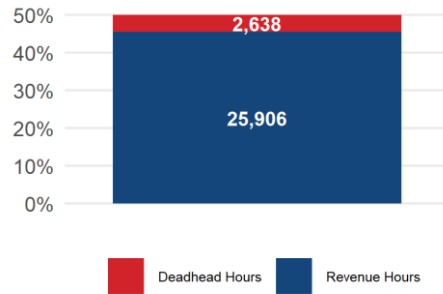
Miles Allocation

- Deadhead Miles: 35,660
- Revenue Miles: 225,734

Hours Allocation

- Deadhead Hours: 2,638
- Revenue Hours: 25,906

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W6	7.00	1,080	1,068 (98.9%)
W8	6.50	1,080	1,065 (98.6%)

Service Change Summary

Route W6 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route W8 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- W6: 3.727
- W8: 3.681

Saturday
- W6: 3.903
- W8: 3.830

Sunday
- W6: 3.31
- W8: 2.90

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

Legend

Exceeds	Meets	
Approaches	Below	Significantly Below
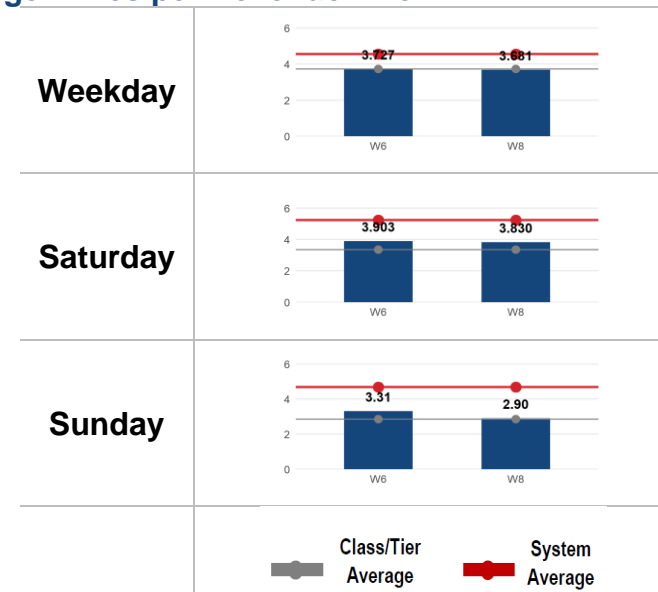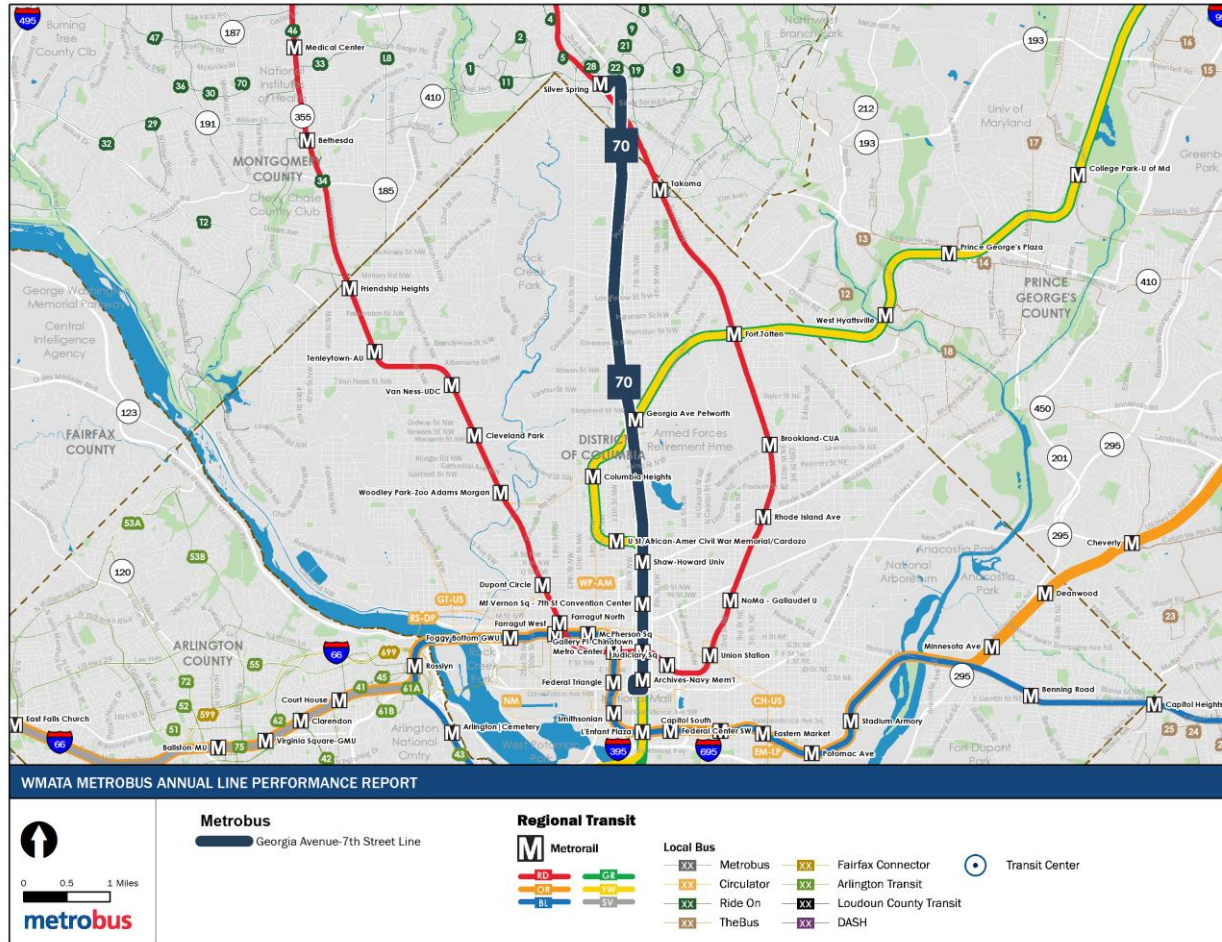
Line Benefit Score

72

Out of 100
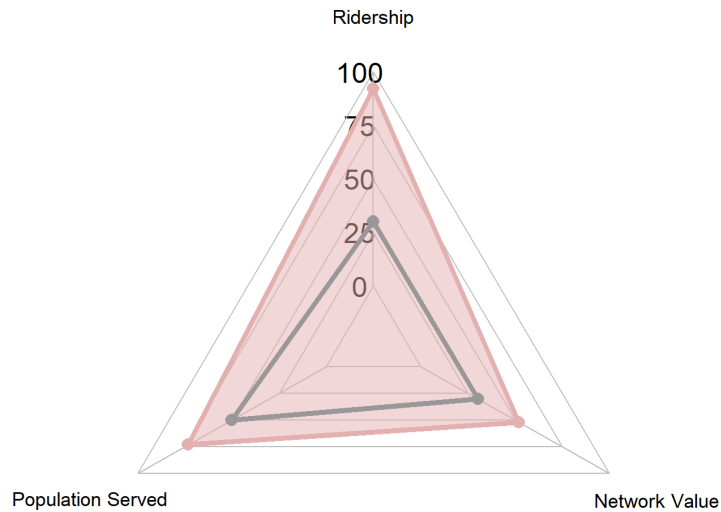
Ridership

```
           100
            75
            50
            25
             0
Population Served        Network Value
```

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	73	52	92	
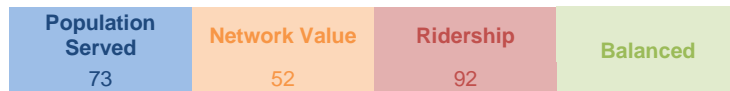
Operating Statistics

Annual Operating Costs	$9,552,053
Peak Vehicles	14
Vehicle Type(s)	40 Foot, 60 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			60,784
People of Color Population	*Service Area*		31,481
	% Riders Surveyed		90%
Low Income Household	*Service Area*		14,838
	% Riders Surveyed		64%

Facilities/Amenities

Bus Stops		103
% Stops With Shelters		36%
% Stops With Benches		34%
% Stops With Real-Time Signs		19%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

452

Ridership

Annual Ridership	70 — **1,936,008**
Top Transfer Locations	**Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown**

Average Daily Ridership

— **Class/Tier Average**
— **System Average**

Weekday	Saturday	Sunday
6,274 (70)	**5,036** (70)	**4,105** (70)

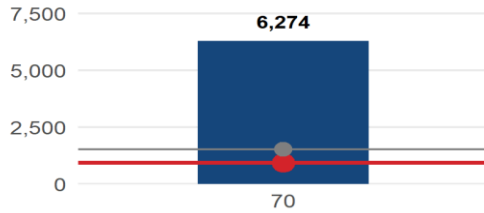## Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 15, SOUTH 16
AM Peak: NORTH 13, SOUTH 16
Midday: NORTH 21, SOUTH 20
PM Peak: NORTH 20, SOUTH 20
Early Night: NORTH 17, SOUTH 14
Late Night: NORTH 11, SOUTH 8
Saturday: NORTH 20, SOUTH 19
Sunday: NORTH 17, SOUTH 17
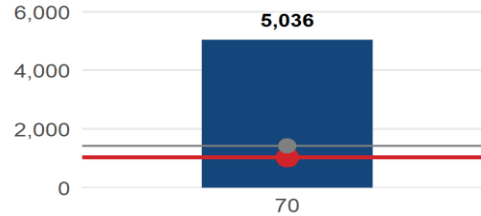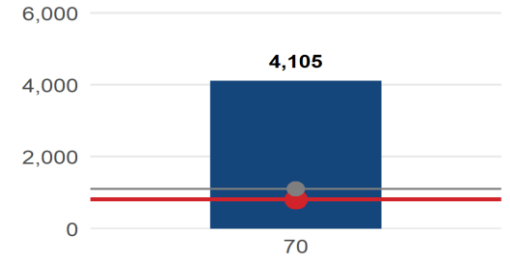
Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1.2	0.32	0.35
	Off-Peak Maximum Target: 1.0	0.35	0.33
	Saturday Maximum Target: 1.0	0.43	0.43
	Sunday Maximum Target: 1.0	0.41	0.39

Span and Frequency
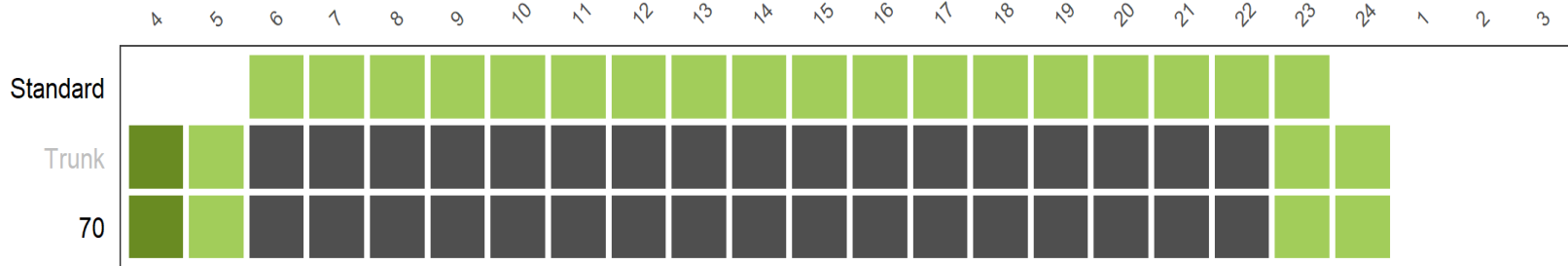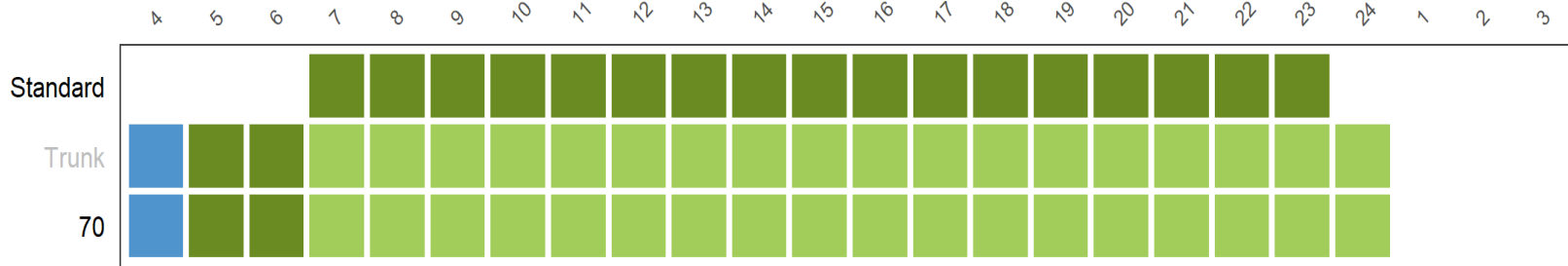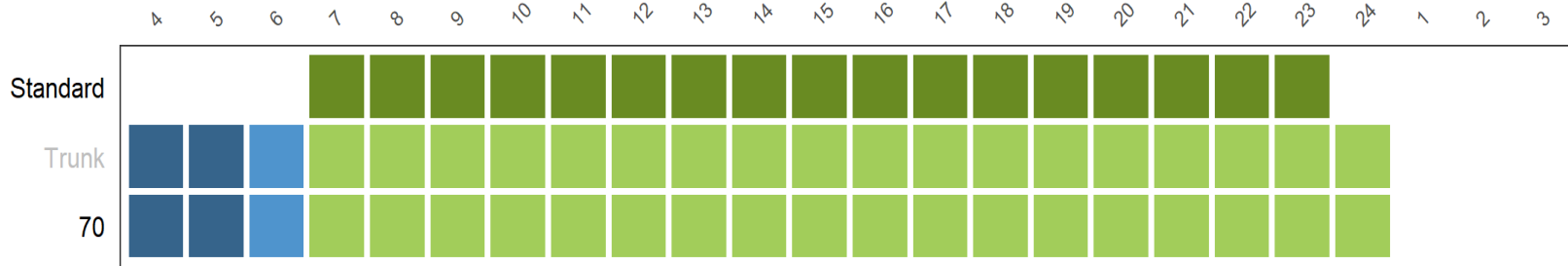
B Georgia Avenue-7th Street

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | *varies*	4:00 AM - 12:45 AM	-	A	4:00 AM - 12:42 AM	-	A	4:00 AM - 12:35 AM	-	A
	Frequency of Service | *varies*	Peak: 12.2 / Off-Peak: 12.1	Peak: 19.2 / Off-Peak: 28	B	15.7	25.6	B	16.2	28.5	B
Productivity	**Passengers per Revenue Hour** | 30	28.1	16.6	C	32.6	17.6	B	29.2	16.0	C
	Passengers per Revenue Mile | 4	4.1	2.1	B	4.4	2.1	B	3.7	1.9	C
Reliability	**On-Time Performance** | 79%	63%	77%	E	66%	76%	E	65%	78%	E
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.34	Off-Peak: 0.23 Peak: 0.25	A	0.43	0.24	A	0.4	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.24	$ 8.27	A	$3.66	$ 7.67	A	$4.08	$ 8.52	A
	Cost Recovery | 25%	17%	12%	E	20%	12%	D	18%	11%	E

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Route 70

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.1	E
Route Design	**Circuity |** 1.75	1.11	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	28.1	16.6	C	32.6	17.6	B	29.2	16.0	C
	Passengers per Revenue Mile | 4	4.1	2.1	B	4.4	2.1	B	3.7	1.9	C
	Unique Segment Ridership | 10%	47%	19%	A	53%	26%	A	53%	28%	A
Reliability	**On-Time Performance |** 79%	63%	77%	E	66%	76%	E	65%	78%	E
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.34	Off-Peak: 0.23 Peak: 0.25	A	0.43	0.25	A	0.4	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.24	$ 8.27	A	$3.66	$ 7.67	A	$4.08	$ 8.52	A
	Cost Recovery | 25%	17%	12%	E	20%	13%	D	18%	11%	E

Operational Analysis
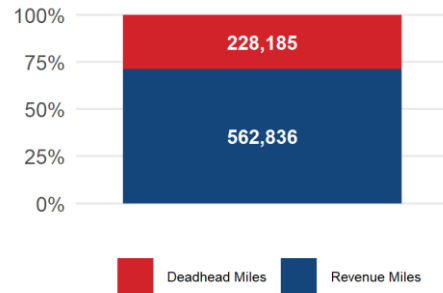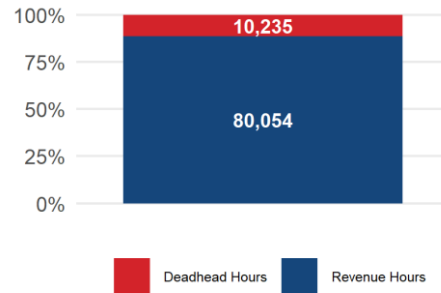
Miles Allocation

Deadhead Miles	228,185
Revenue Miles	562,836

Hours Allocation

Deadhead Hours	10,235
Revenue Hours	80,054

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
70	16.00	5,533	5,476 (99.0%)

Service Change Summary

Route 70 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;
Sunday: extend to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — 10

Saturday — 11

Sunday — 10

Class/Tier Average	System Average

LINE: 53 - Georgia Avenue-Maryland   ROUTE(S): Y2, Y7, Y8

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Georgia Avenue-Maryland Line

Regional Transit

Ⓜ Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector	⊙ Transit Center
XX Circulator	XX Arlington Transit	
XX Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

0 0.75 1.5 Miles

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Service Classification
Framework

Activity Tier
2

Overall Grade

Line	B

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

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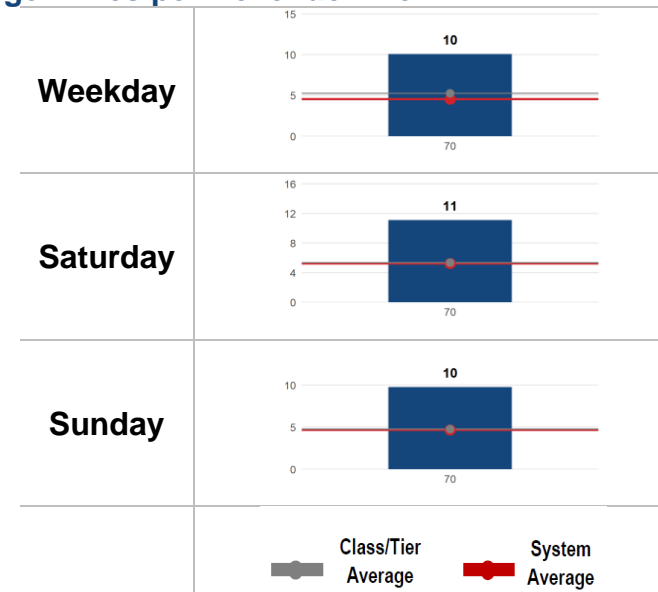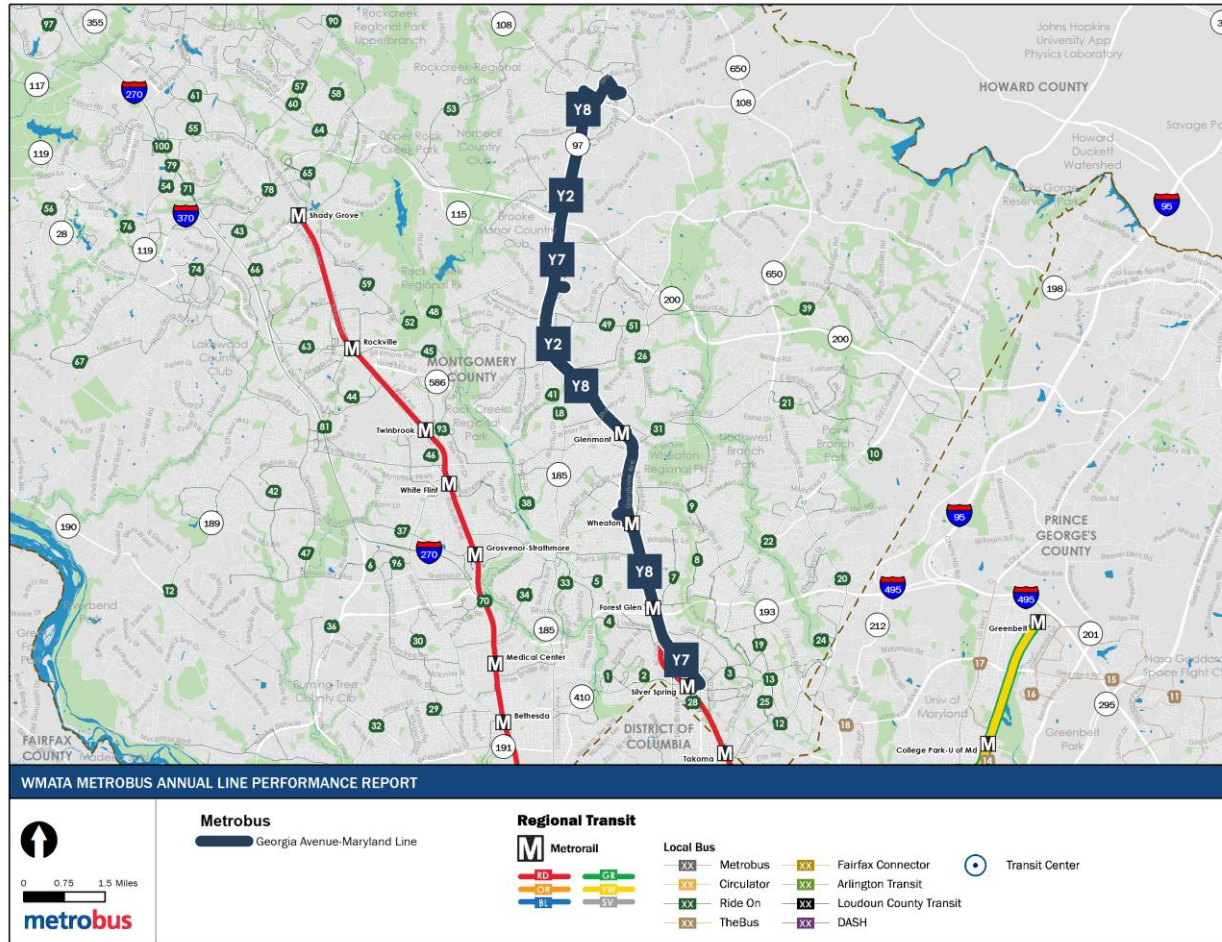
Line Benefit Score

46

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	54	26	58	
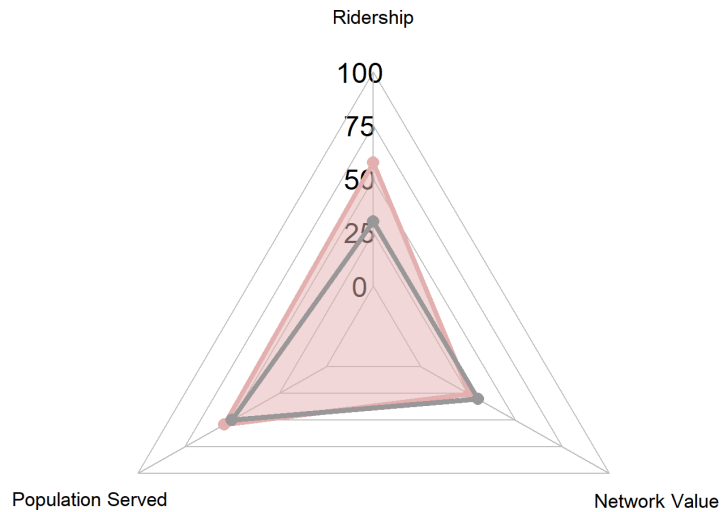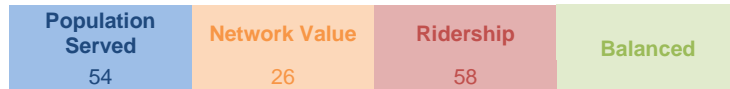
Operating Statistics

	Annual Operating Costs	$7,544,675
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		120,726
	People of Color Population	Service Area	39,642
		% Riders Surveyed	88%
	Low Income Household	Service Area	24,364
		% Riders Surveyed	59%

Facilities/Amenities

	Bus Stops	143
	% Stops With Shelters	29%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	5%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

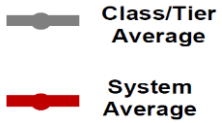|	
Y8	401,737
Y7	326,139
Y2	443,814

(axis: 0, 200,000, 400,000, 600,000)
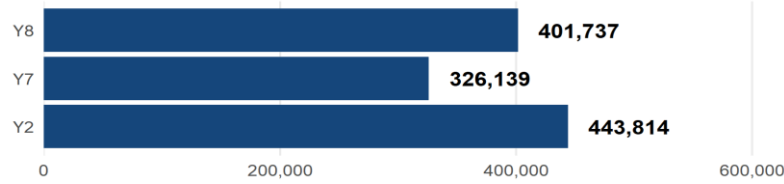
Top Transfer Locations

Glenmont, Silver Spring, Wheaton

Average Daily Ridership
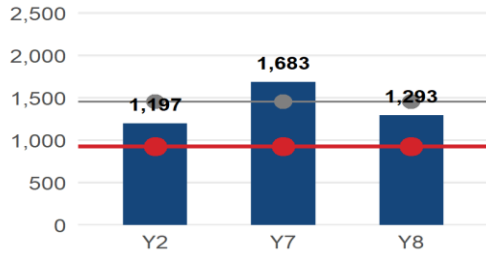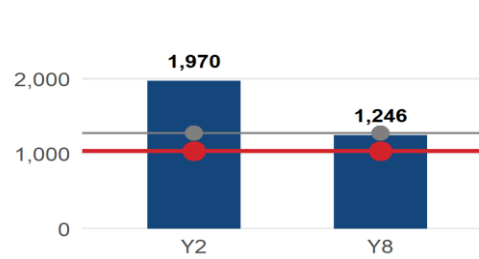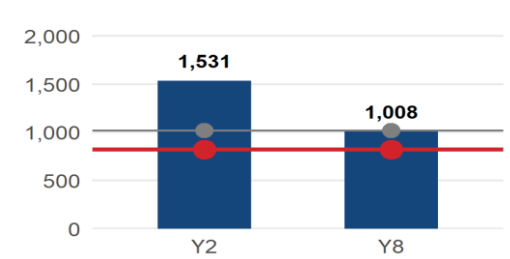
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
Y2: 1,197	Y2: 1,970	Y2: 1,531
Y7: 1,683	Y8: 1,246	Y8: 1,008
Y8: 1,293		

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	11	14
AM Peak	13	13
Midday	15	18
PM Peak	16	14
Early Night	13	10
Late Night	7	5
Saturday	16	16
Sunday	13	13
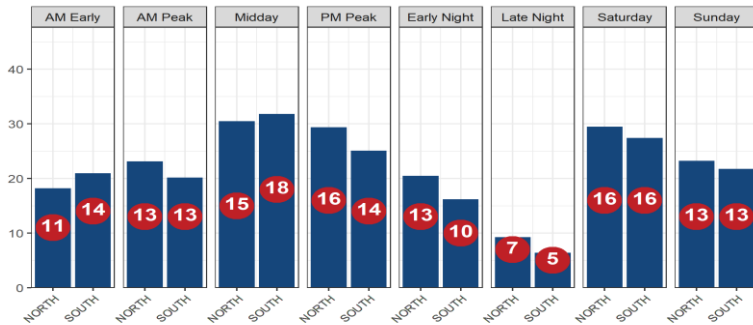
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.35	0.32
	Off-Peak Maximum Target: 1.0	0.33	0.35
	Saturday Maximum Target: 1.0	0.39	0.39
	Sunday Maximum Target: 1.0	0.32	0.32

Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

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B Georgia Avenue-Maryland

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:18 AM - 12:45 AM	-	A	4:56 AM - 12:44 AM	-	A	4:56 AM - 12:44 AM	-	A
	Frequency of Service | varies	Peak: 12.8 / Off-Peak: 16.2	Peak: 26.4 / Off-Peak: 28.8	A	22.7	33.3	A	22.7	34.5	A
Productivity	**Passengers per Revenue Hour | 20**	21.4	18.1	B	24.8	19.9	A	19.8	18.1	C
	Passengers per Revenue Mile | 2	1.9	1.7	C	2.0	1.8	C	1.6	1.6	E
Reliability	**On-Time Performance | 79%**	75%	79%	C	70%	78%	D	74%	78%	C
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.33	Off-Peak: 0.27 Peak: 0.3	A	0.39	0.28	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.57	$ 7.79	D	$4.81	$ 7.16	B	$6.02	$ 8.20	E
	Cost Recovery | 20%	21%	14%	B	24%	15%	A	19%	14%	C

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Route Y2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.1	4.6	E
Route Design	Circuity | 1.75	1.06	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	19.9	18.1	C	24.2	19.9	A	19.1	18.1	C
	Passengers per Revenue Mile | 2	1.6	1.7	E	1.9	1.8	C	1.5	1.6	E
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	On-Time Performance | 79%	74%	79%	C	71%	78%	D	74%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.35	Off-Peak: 0.27 Peak: 0.3	A	0.36	0.29	A	0.29	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.00	$ 7.79	D	$4.94	$ 7.16	B	$6.25	$ 8.20	E
	Cost Recovery | 20%	16%	15%	D	19%	16%	C	15%	14%	D

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Route Y7

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	5.3	4.6	E
Route Design — **Circuity** | 1.75	1.12	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour | 20**	22.3	18.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.3	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	2%	27%	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	75%	79%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.32	Off-Peak: 0.27 Peak: 0.3	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.34	$ 7.79	C	-	-	-	-	-	-
	Cost Recovery | 20%	24%	15%	A	-	-	-	-	-	-

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Route Y8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile	4-5	5	4.6	A
Route Design Circuity	1.75	1.12	1.48	A

	Measure	Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	23.4	18.1	A	25.9	19.9	A	21.2	18.1	B
	Passengers per Revenue Mile | 2	2.1	1.7	B	2.3	1.8	A	1.8	1.6	C
	Unique Segment Ridership | 10%	0%	27%	E	2%	36%	E	2%	45%	E
Reliability	On-Time Performance | 79%	76%	79%	C	69%	78%	D	74%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.37	Off-Peak: 0.27 Peak: 0.3	A	0.44	0.29	A	0.37	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.10	$ 7.79	C	$4.60	$ 7.16	B	$5.62	$ 8.20	D
	Cost Recovery | 20%	24%	15%	A	26%	16%	A	21%	14%	B
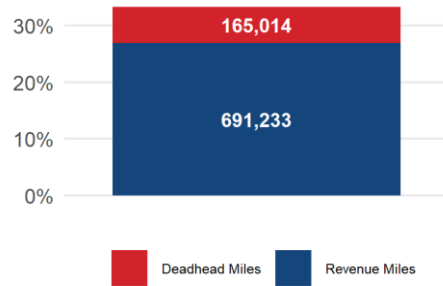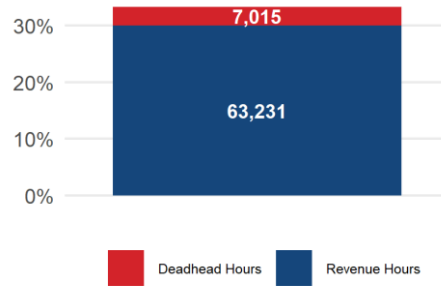
metrobus

Operational Analysis

Miles Allocation

30% — 165,014
20% —
10% — 691,233
0% —

■ Deadhead Miles   ■ Revenue Miles

Hours Allocation

30% — 7,015
20% —
10% — 63,231
0% —

■ Deadhead Hours   ■ Revenue Hours

Service Delivery (Month sample)

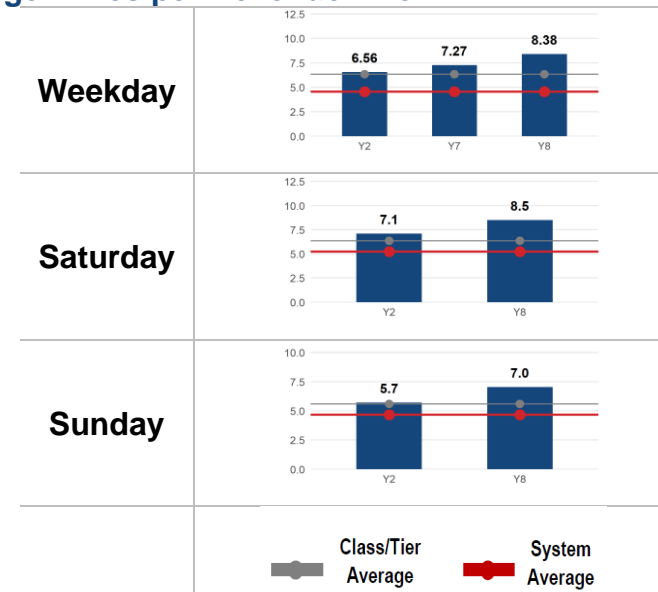| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Y2	28.00	1,654	1,653 (99.9%)
Y7	22.50	1,518	1,507 (99.3%)
Y8	29.70	1,272	1,266 (99.5%)

Service Change Summary

Route Y2 - June 2021:
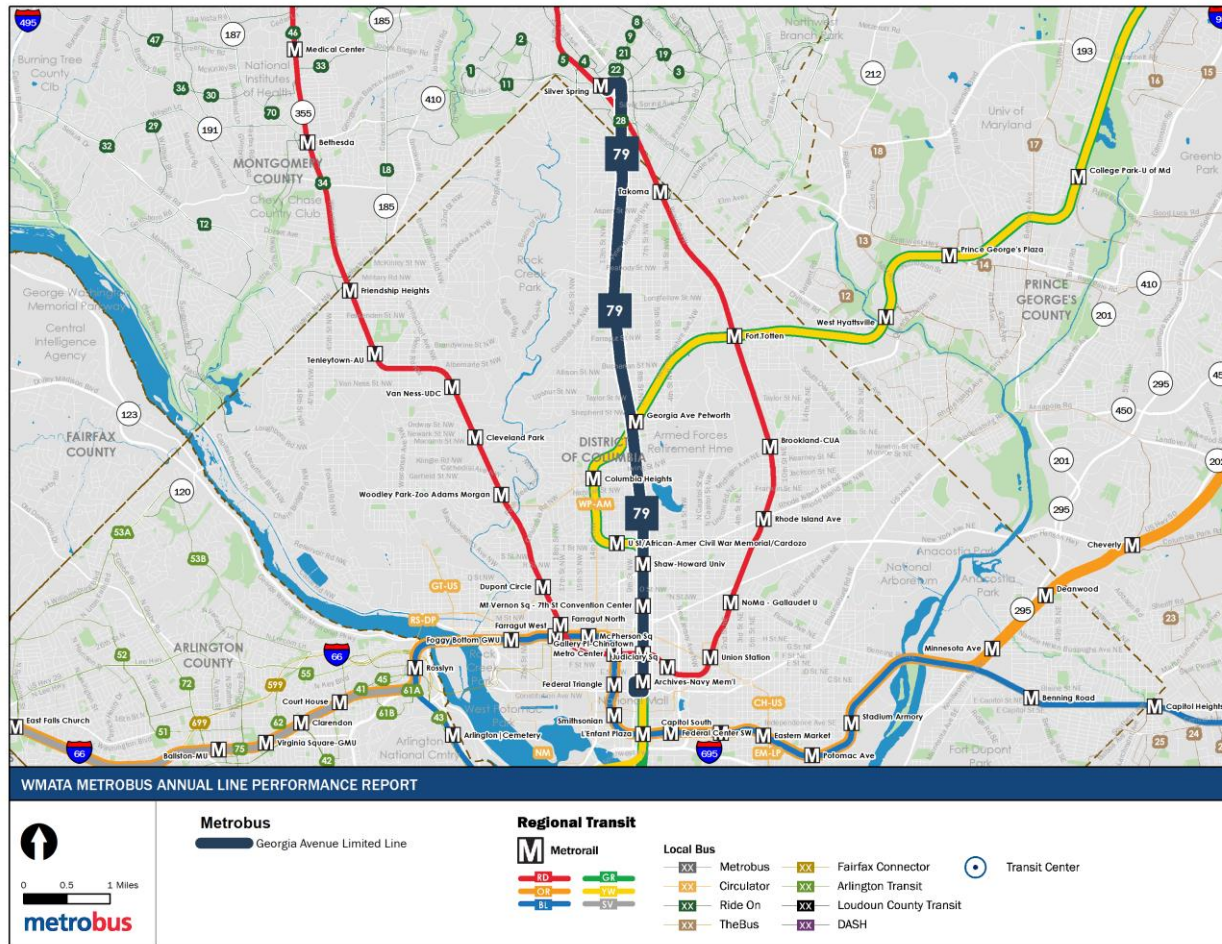Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
Route Y7 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Y8 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
Y2: 6.56   Y7: 7.27   Y8: 8.38

Saturday
Y2: 7.1   Y8: 8.5

Sunday
Y2: 5.7   Y8: 7.0

■ Class/Tier Average   ■ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Georgia Avenue Limited Line

Regional Transit

M Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	● Transit Center
RD	Circulator	XX	Arlington Transit
OR	Ride On	XX	Loudoun County Transit
BL			
XX	TheBus	XX	DASH

0   0.5   1 Miles

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Service Classification

Framework

Activity Tier

1

Overall Grade

Line	**C**

Legend
| ■ Exceeds | ■ Meets |
| ■ Approaches | ■ Below | ■ Significantly Below |

metrobus

Line Benefit Score

48

Out of 100
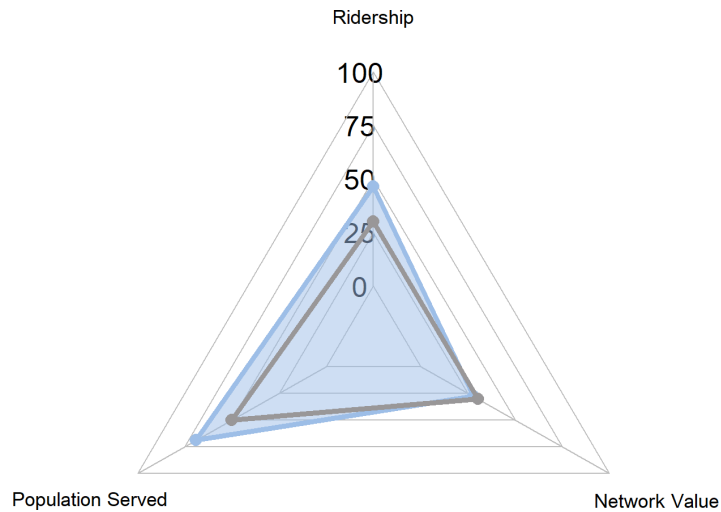
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	69	28	47	
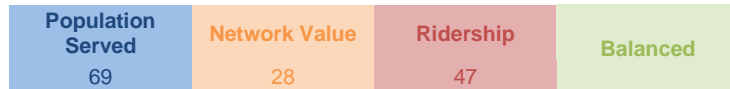
Operating Statistics

	Annual Operating Costs	$5,795,207
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		50,210
	People of Color Population	Service Area	26,000
		% Riders Surveyed	87%
	Low Income Household	Service Area	12,347
		% Riders Surveyed	61%

Facilities/Amenities

	Bus Stops	31
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	42%
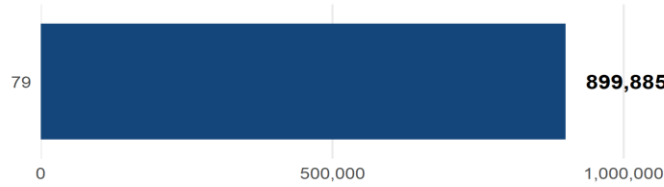
metrobus

Ridership

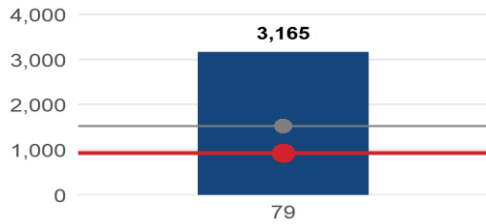|	
Annual Ridership	79 **899,885** (bar chart, scale 0 to 1,000,000)

| **Top Transfer Locations** | **Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown** |

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
3,165 (79)	**2,151** (79)	**1,691** (79)

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Saturday, Sunday (NORTH / SOUTH)

Values (red circles):
- AM Early: SOUTH 14
- AM Peak: NORTH 10, SOUTH 13
- Midday: NORTH 15, SOUTH 14
- PM Peak: NORTH 16, SOUTH 13
- Early Night: NORTH 10, SOUTH 8
- Saturday: NORTH 15, SOUTH 14
- Sunday: NORTH 11, SOUTH 11
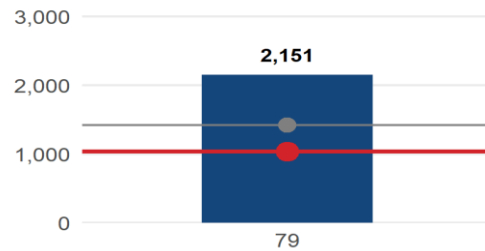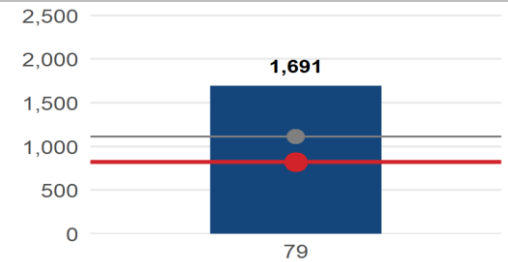
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.34	0.33
	Off-Peak Maximum Target: 1.0	0.38	0.34
	Saturday Maximum Target: 1.0	0.37	0.35
	Sunday Maximum Target: 1.0	0.27	0.28

Span and Frequency
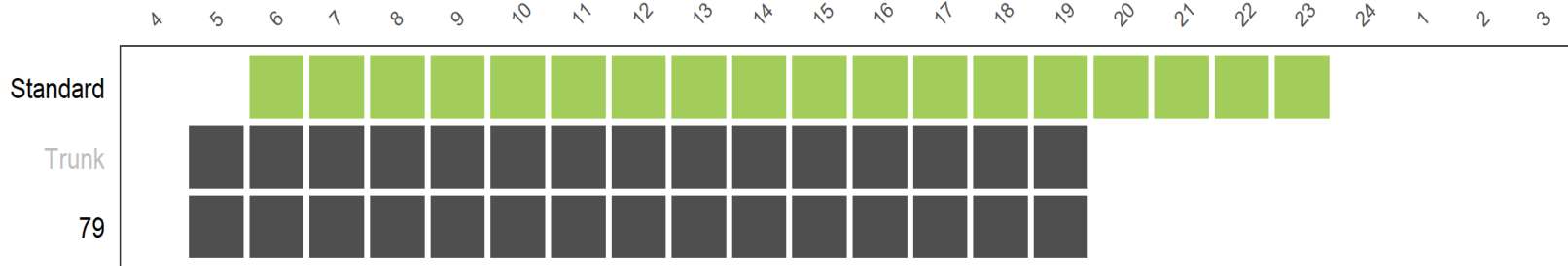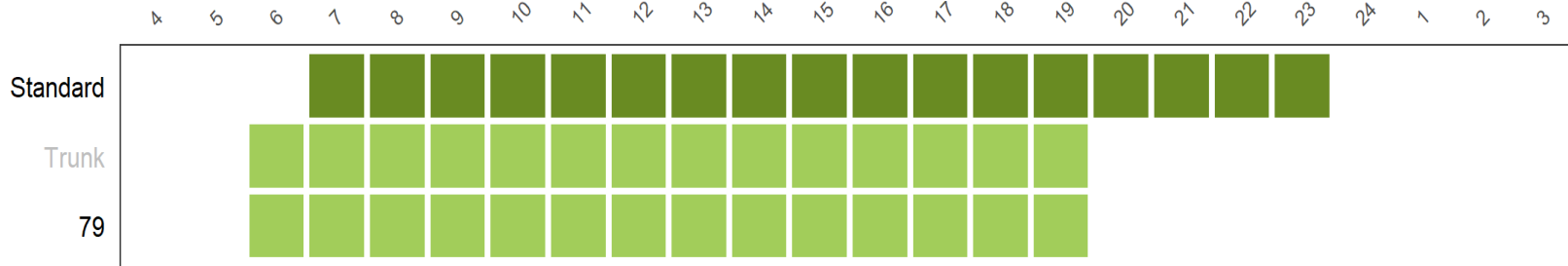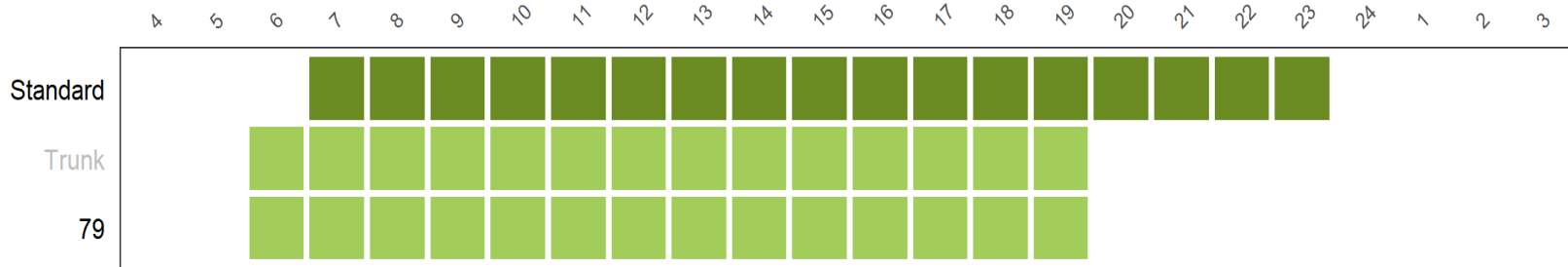
C Georgia Avenue Limited

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:54 AM - 7:51 PM	-	C	6:03 AM - 7:52 PM	-	C	6:03 AM - 7:45 PM	-	C
Frequency of Service | varies	Peak: 9.1 / Off-Peak: 11.8	Peak: 19.2 / Off-Peak: 28	A	15.1	25.6	B	15.0	28.5	A
Productivity — Passengers per Revenue Hour | 30	22.7	16.6	E	24.8	17.6	D	20.2	16.0	E
Passengers per Revenue Mile | 4	2.8	2.1	E	2.9	2.1	E	2.2	1.9	E
Reliability — On-Time Performance | 79%	71%	77%	D	77%	76%	C	79%	78%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.34	Off-Peak: 0.23 Peak: 0.25	A	0.36	0.24	A	0.28	0.21	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$5.25	$ 8.27	C	$4.80	$ 7.67	B	$5.91	$ 8.52	D
Cost Recovery | 25%	14%	12%	E	16%	12%	E	13%	11%	E

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Route 79

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	2.2	5.1	E
Route Design **Circuity |** 1.75	1.07	1.31	A

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** 30	22.7	16.6	E	24.8	17.6	D	20.2	16.0	E
Passengers per Revenue Mile | 4	2.8	2.1	E	2.9	2.1	E	2.2	1.9	E
Unique Segment Ridership | 10%	12%	19%	B	11%	26%	B	12%	28%	B
Reliability **On-Time Performance |** 79%	71%	77%	D	77%	76%	C	79%	78%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.34	Off-Peak: 0.23 Peak: 0.25	A	0.36	0.25	A	0.28	0.22	A
Cost Effectiveness **Operating Cost per Passenger Trip |** $5	$5.25	$ 8.27	C	$4.80	$ 7.67	B	$5.91	$ 8.52	D
Cost Recovery | 25%	14%	12%	E	16%	13%	E	13%	11%	E

Operational Analysis
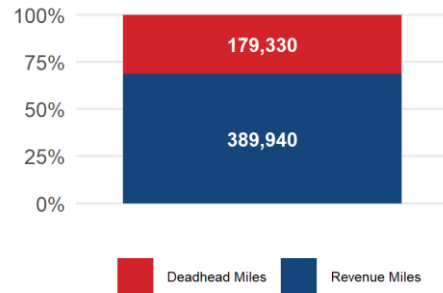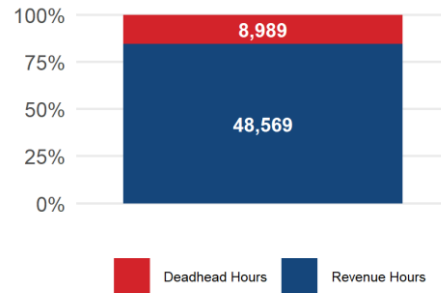
Miles Allocation

- Deadhead Miles: 179,330
- Revenue Miles: 389,940

Hours Allocation

- Deadhead Hours: 8,989
- Revenue Hours: 48,569

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
79	15.50	4,272	4,244 (99.3%)

Service Change Summary

Route 79 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday 79: 8

Saturday 79: 8

Sunday 79: 6

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

<div>15</div>

Out of 100

Ridership — 100 / 75 / 50 / 25 / 0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	15	26	4	

Operating Statistics

	Annual Operating Costs	$1,976,078
	Peak Vehicles	4
	Vehicle Type(s)	30 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		14,197
	People of Color Population	Service Area	2,474
		% Riders Surveyed	38%
	Low Income Household	Service Area	2,569
		% Riders Surveyed	21%

Facilities/Amenities

	Bus Stops	44
	% Stops With Shelters	20%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

D2: 60,722 (bar chart, axis 0 to 75,000)

Top Transfer Locations

Dupont Circle

Average Daily Ridership

- ●━ Class/Tier Average
- ●━ System Average
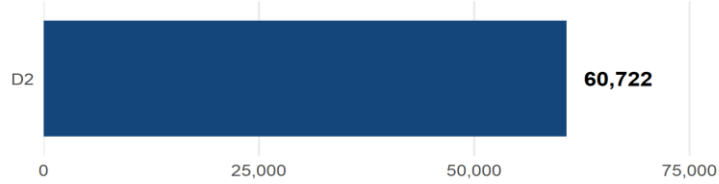
Weekday	Saturday	Sunday
D2: 290	D2: 318	D2: 284

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Peak	3	4
Midday	3	3
PM Peak	4	3
Early Night	2	3
Late Night	3	2
Saturday	3	3
Sunday	3	3
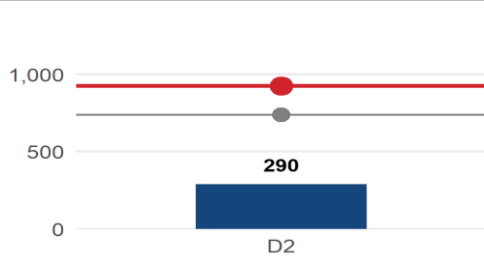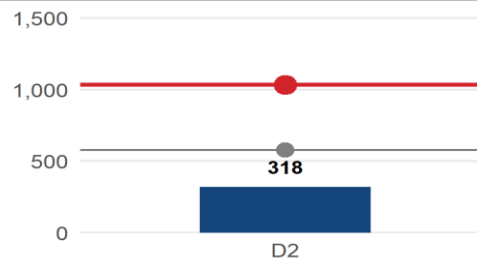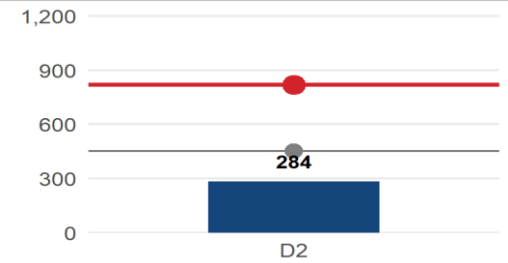
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.14	0.12
	Off-Peak Maximum Target: 1.0	0.1	0.11
	Saturday Maximum Target: 1.0	0.11	0.12
	Sunday Maximum Target: 1.0	0.1	0.12

metrobus

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
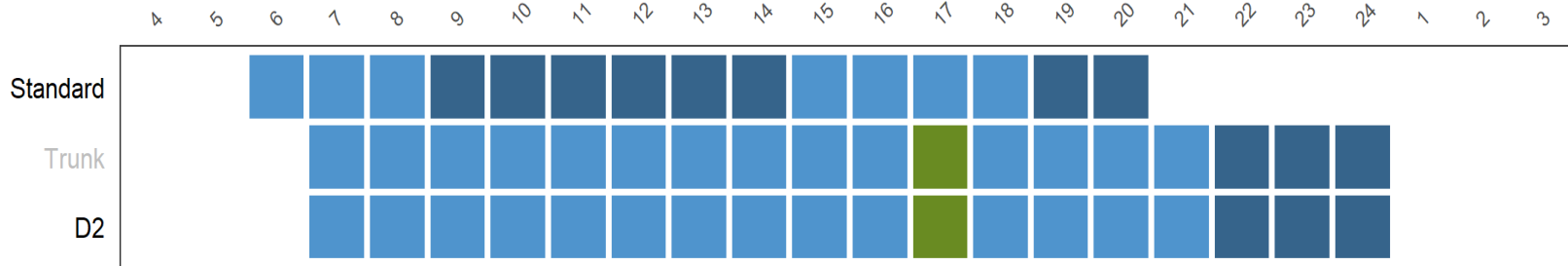
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
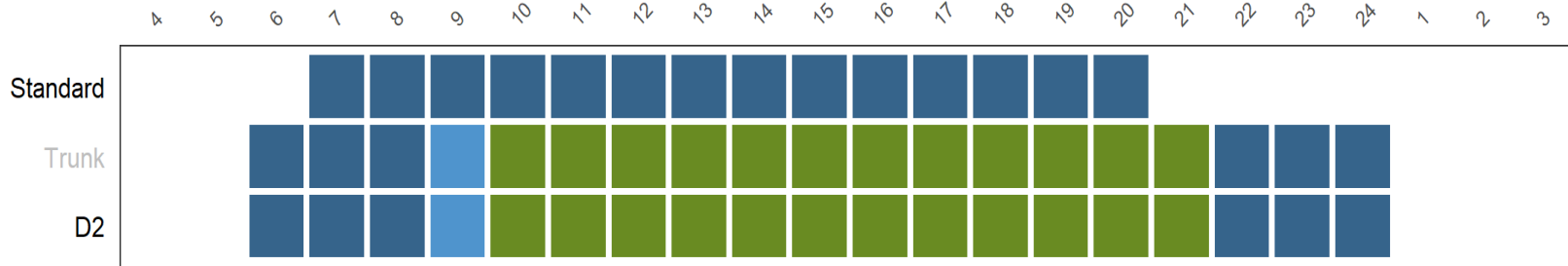
C Glover Park-Dupont Circle

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	7:02 AM - 12:04 AM	-	A	6:33 AM - 12:08 AM	-	A	6:47 AM - 12:04 AM	-	A
	Frequency of Service | varies	Peak: 22.9 / Off-Peak: 23.9	Peak: 28.8 / Off-Peak: 28.5	A	21.9	29.8	A	22.8	30.3	A
Productivity	**Passengers per Revenue Hour** | 20	9.4	14.7	E	10.6	14.3	E	10.1	12.1	E
	Passengers per Revenue Mile | 4	1.2	2.0	E	1.1	1.7	E	1.1	1.4	E
Reliability	**On-Time Performance** | 79%	86%	75%	A	85%	78%	A	89%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.13	Off-Peak: 0.18 Peak: 0.2	A	0.11	0.17	A	0.11	0.14	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$12.67	$ 8.96	E	$11.28	$ 9.07	E	$11.82	$10.50	E
	Cost Recovery | 25%	12%	8%	E	13%	8%	E	12%	7%	E

Route D2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	6.5	E
Route Design	**Circuity |** N/A	1.62	1.58	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	9.4	14.7	E	10.6	14.3	E	10.1	12.1	E
	Passengers per Revenue Mile | 4	1.2	2.0	E	1.1	1.7	E	1.1	1.4	E
	Unique Segment Ridership | 10%	63%	43%	A	70%	46%	A	72%	47%	A
Reliability	**On-Time Performance |** 79%	86%	75%	A	85%	78%	A	89%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.13	Off-Peak: 0.19 Peak: 0.21	A	0.11	0.18	A	0.11	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$12.67	$ 8.96	E	$11.28	$ 9.07	E	$11.82	$10.50	E
	Cost Recovery | 25%	12%	8%	E	13%	7%	E	12%	6%	E
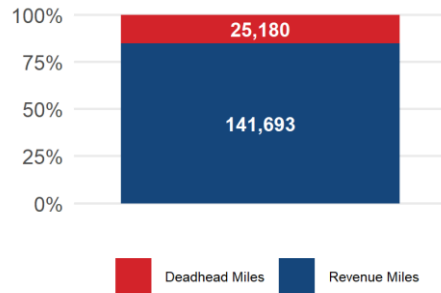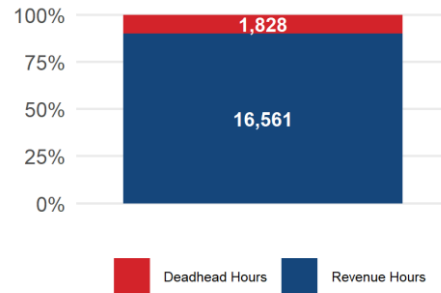
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 25,180
Revenue Miles: 141,693

Hours Allocation

Deadhead Hours: 1,828
Revenue Hours: 16,561

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D2	7.50	2,497	2,472 (99.0%)

Service Change Summary

Route D2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
Saturday
Sunday

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Greenbelt-New Carrollton Line

Regional Transit

Ⓜ Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	⊙ Transit Center
RD	Circulator	XX	Arlington Transit	
XX	Ride On	XX	Loudoun County Transit	
XX	TheBus	XX	DASH	

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **B**

Legend
- ■ Exceeds ■ Meets
- ■ Approaches ■ Below ■ Significantly Below

Line Benefit Score

28

Out of 100

Ridership

100
75
50
25
0

Population Served   Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	22	23	
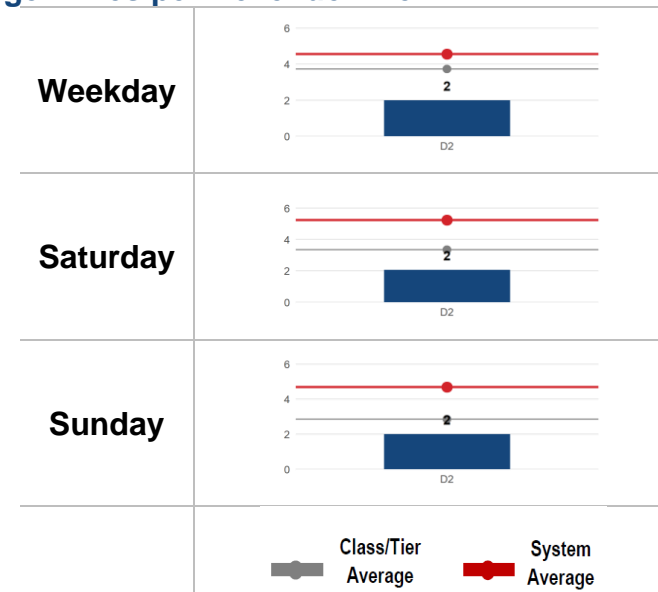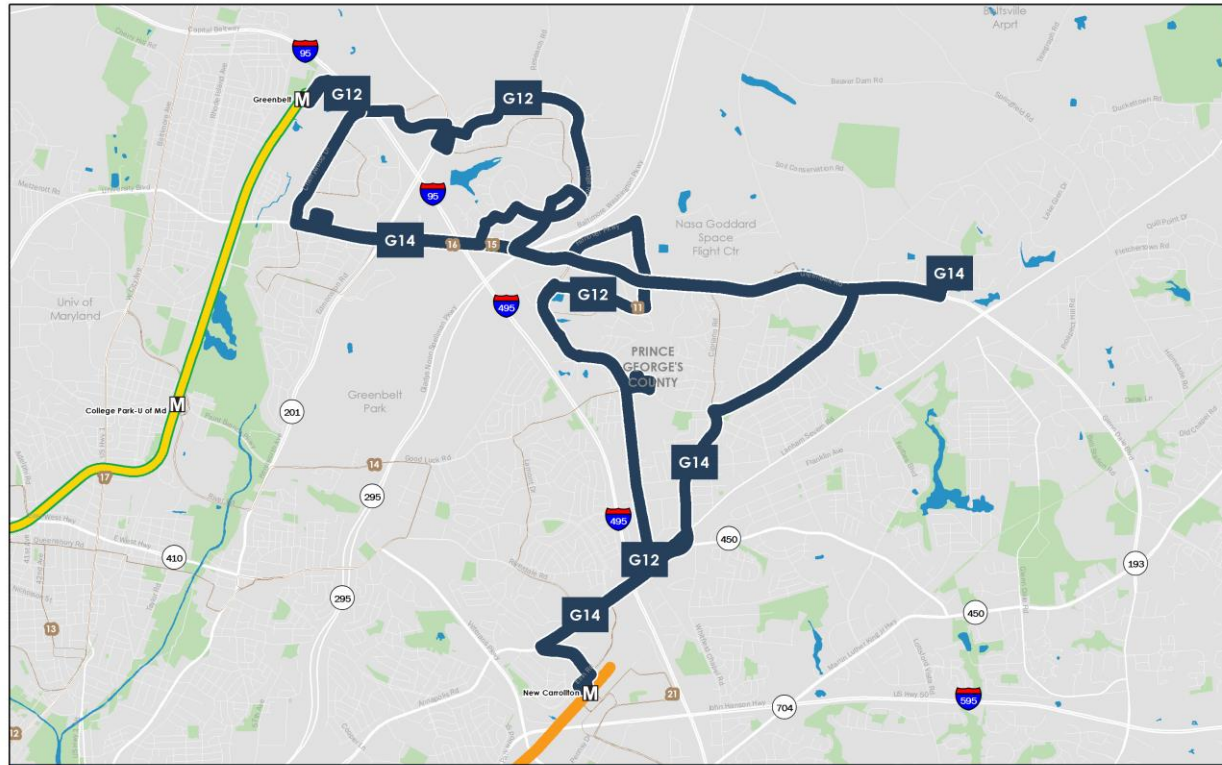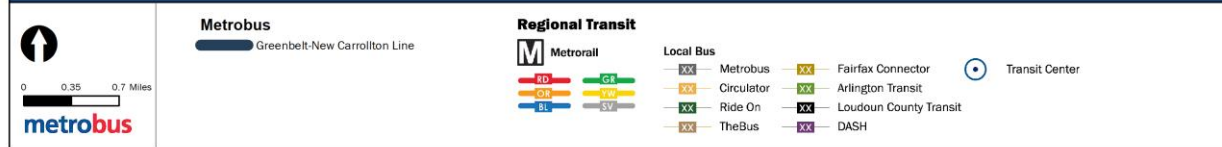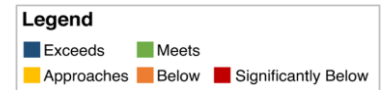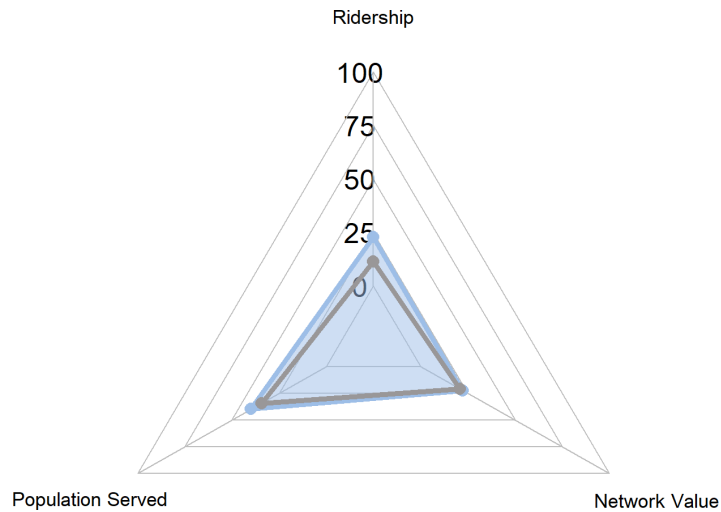
Operating Statistics

Annual Operating Costs	$3,982,647
Peak Vehicles	10
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			54,361
People of Color Population	*Service Area*	34,886
	% Riders Surveyed	92%
Low Income Household	*Service Area*	14,828
	% Riders Surveyed	48%

Facilities/Amenities

Bus Stops	204
% Stops With Shelters	21%
% Stops With Benches	25%
% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
G14	290,494
G12	141,741

(Scale: 0 – 100,000 – 200,000 – 300,000 – 400,000)
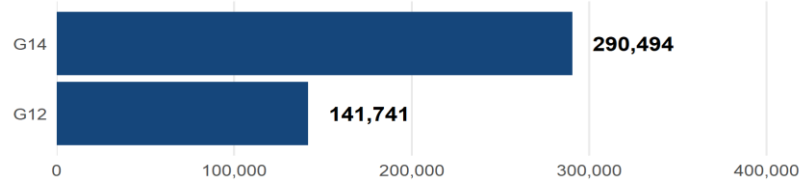
Top Transfer Locations

Greenbelt, New Carrollton

Average Daily Ridership
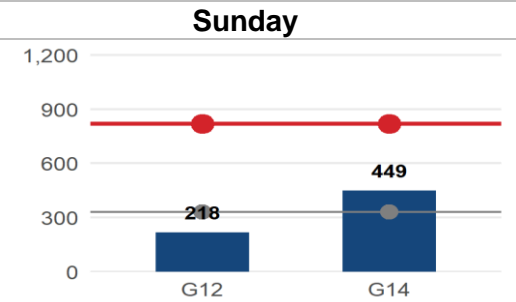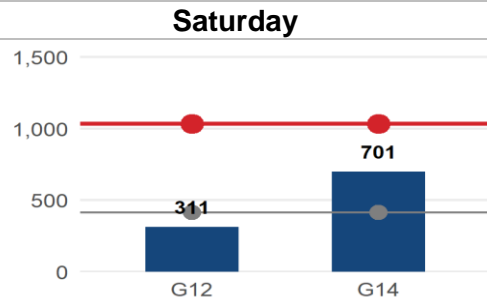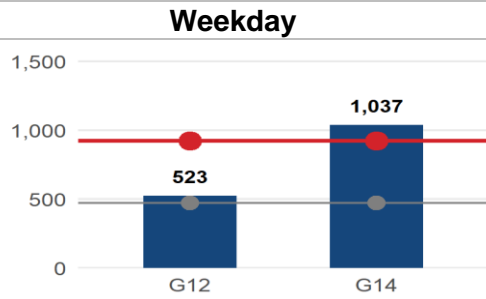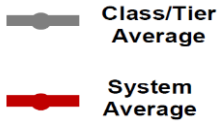
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday

Route	Value
G12	523
G14	1,037

Saturday

Route	Value
G12	311
G14	701

Sunday

Route	Value
G12	218
G14	449

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	9
AM Peak	10	9
Midday	10	11
PM Peak	11	11
Early Night	8	8
Late Night	3	3
Saturday	10	10
Sunday	8	8
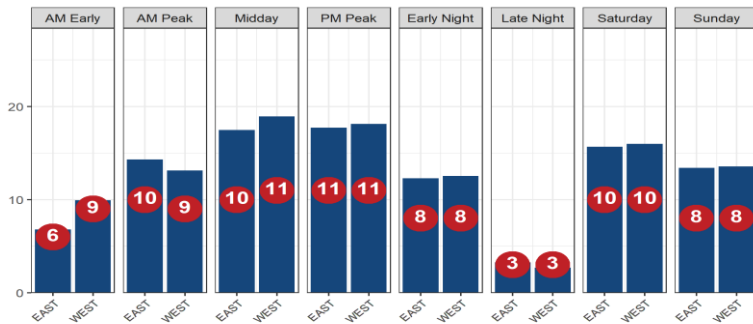
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.26	0.25
	Off-Peak Maximum Target: 1.0	0.22	0.25
	Saturday Maximum Target: 1.0	0.25	0.25
	Sunday Maximum Target: 1.0	0.21	0.21

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Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Greenbelt-New Carrollton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 11:48 PM	-	A	6:30 AM - 10:47 PM	-	A	8:00 AM - 8:47 PM	-	A
	Frequency of Service | varies	Peak: 28.4 / Off-Peak: 45.4	Peak: 37 / Off-Peak: 49.1	A	53.7	49.1	A	53.6	49.7	A
Productivity	**Passengers per Revenue Hour** | 10	15.5	13.0	A	16.7	16.3	A	14.2	15.3	A
	Passengers per Revenue Mile | 1	1.2	1.1	A	1.2	1.3	A	1.0	1.2	B
Reliability	**On-Time Performance** | 79%	86%	83%	A	85%	83%	A	88%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.25	Off-Peak: 0.15 Peak: 0.17	A	0.25	0.19	A	0.21	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$7.71	$10.30	D	$7.13	$ 8.05	C	$8.37	$ 8.47	D
	Cost Recovery | 20%	10%	9%	E	11%	9%	E	9%	8%	E

metrobus

Route G12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	3.7	5	E
Route Design	Circuity | N/A	2.01	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	10.5	13.0	B	10.6	16.3	B	9.6	15.3	C
	Passengers per Revenue Mile | 1	0.8	1.1	D	0.8	1.3	E	0.7	1.2	E
	Unique Segment Ridership | 10%	53%	43%	A	48%	56%	A	51%	58%	A
Reliability	On-Time Performance | 79%	88%	83%	A	88%	83%	A	89%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.16 Peak: 0.17	A	0.17	0.19	A	0.15	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$11.35	$10.30	E	$11.21	$ 8.05	E	$12.47	$ 8.47	E
	Cost Recovery | 20%	7%	8%	E	7%	9%	E	7%	8%	E

Route G14

 Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3.5	5	E
Route Design Circuity | N/A	2.13	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	20.3	13.0	A	22.4	16.3	A	18.7	15.3	A
	Passengers per Revenue Mile | 1	1.5	1.1	A	1.6	1.3	A	1.3	1.2	A
	Unique Segment Ridership | 10%	31%	43%	A	30%	56%	A	55%	58%	A
Reliability	On-Time Performance | 79%	83%	83%	B	83%	83%	B	87%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.32	Off-Peak: 0.16 Peak: 0.17	A	0.33	0.19	A	0.27	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$5.87	$10.30	A	$5.33	$ 8.05	A	$6.39	$ 8.47	B
	Cost Recovery | 20%	13%	8%	E	14%	9%	E	12%	8%	E

Operational Analysis
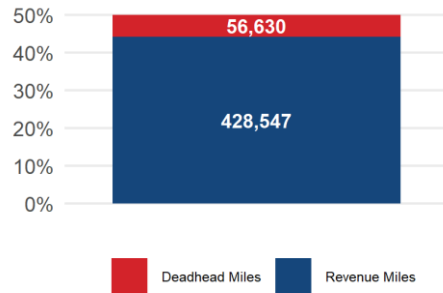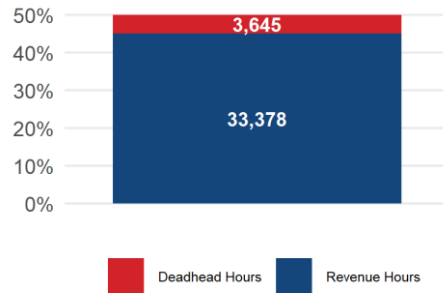
Miles Allocation

Deadhead Miles: 56,630
Revenue Miles: 428,547

Hours Allocation

Deadhead Hours: 3,645
Revenue Hours: 33,378

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G12	34.70	1,394	1,390 (99.7%)
G14	36.80	1,394	1,389 (99.6%)

Service Change Summary

Route G12 - June 2021:
Weekday: split into its own line; Saturday: split into its own line; Sunday: split into its own line;
Route G14 - June 2021:
Weekday: split into its own line; Saturday: split into its own line; Sunday: split into its own line;

Passenger Miles per Revenue Mile
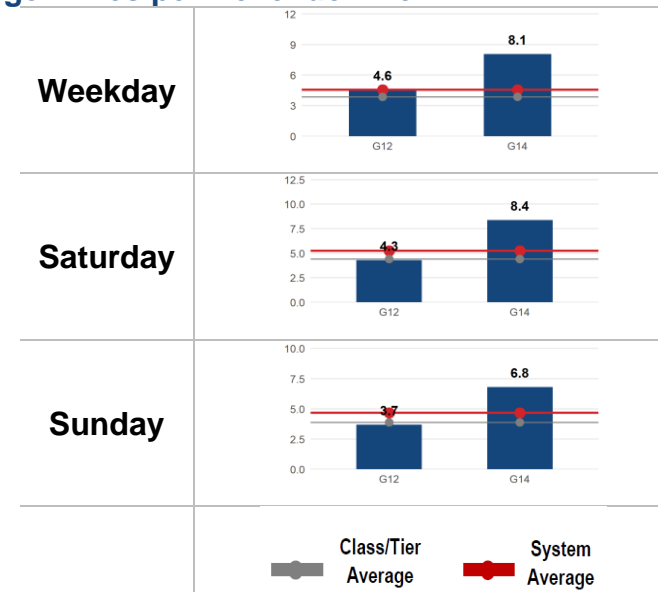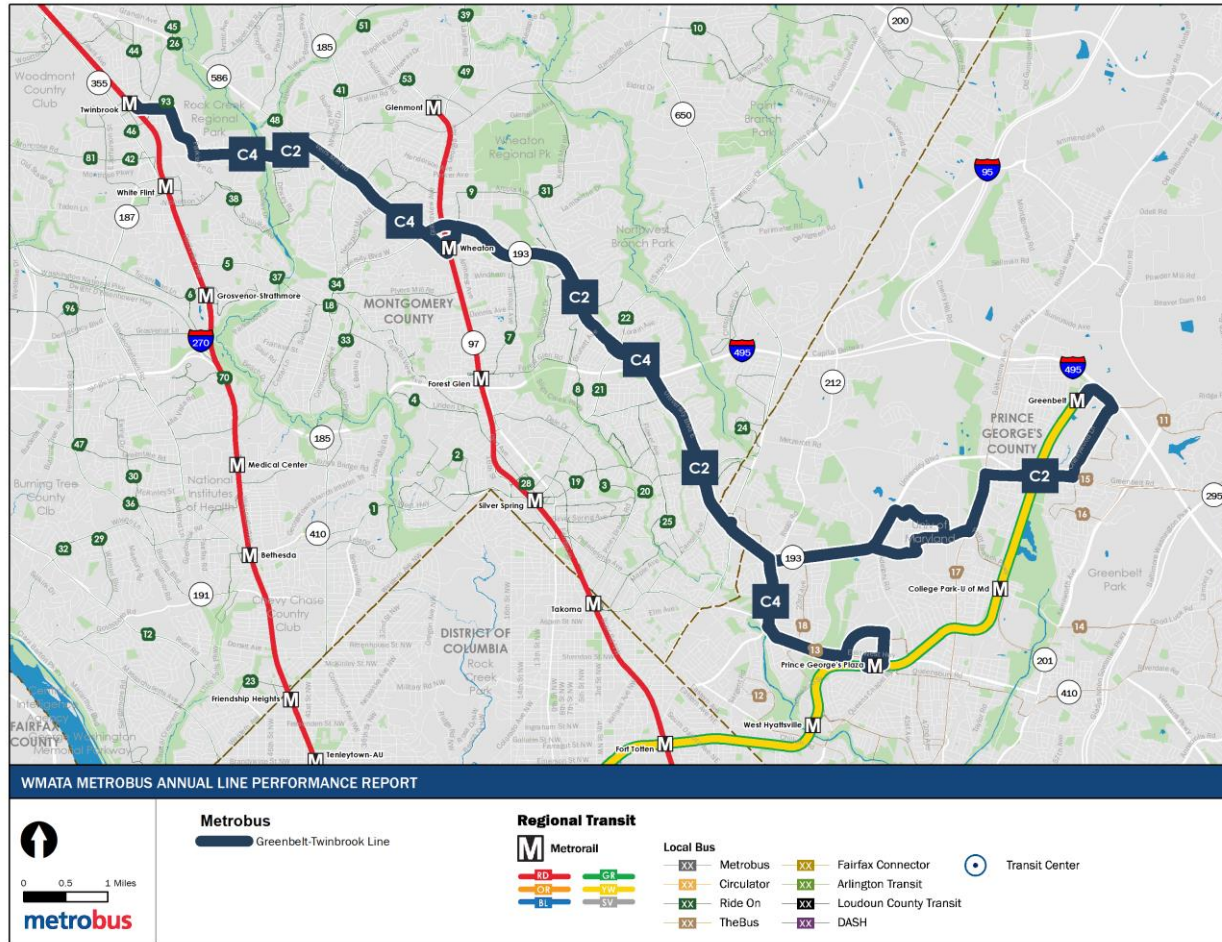
Weekday
G12: 4.6
G14: 8.1

Saturday
G12: 4.3
G14: 8.4

Sunday
G12: 3.7
G14: 6.8

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Greenbelt-Twinbrook Line

Regional Transit

Ⓜ Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	⦿ Transit Center
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   B

Legend
- ■ Exceeds   ■ Meets
- ■ Approaches ■ Below ■ Significantly Below

Line Benefit Score

71

Out of 100
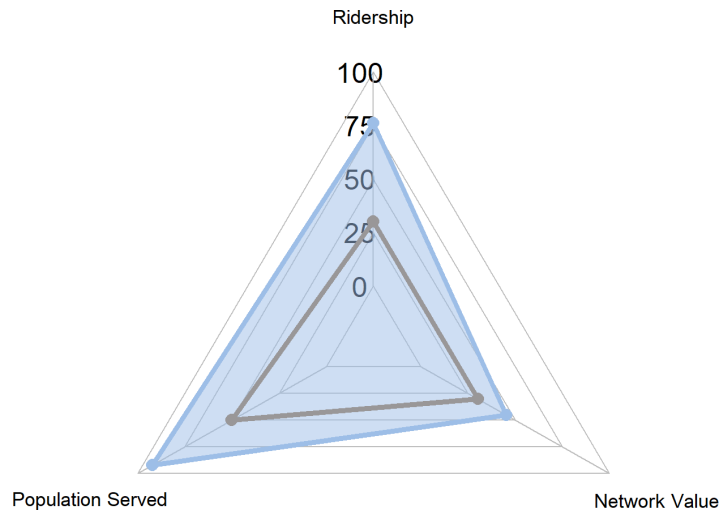
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	92	45	76	
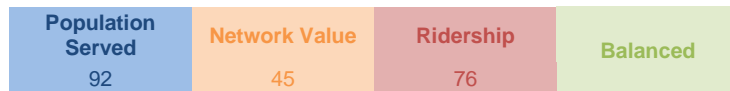
Operating Statistics

	Annual Operating Costs	$10,003,777
	Peak Vehicles	20
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		117,688
	People of Color Population	Service Area	37,321
		% Riders Surveyed	89%
	Low Income Household	Service Area	38,495
		% Riders Surveyed	67%

Facilities/Amenities

	Bus Stops	182
	% Stops With Shelters	29%
	% Stops With Benches	37%
	% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

C4	1,101,204
C2	515,006

(bar chart: horizontal axis 0 to 1,600,000)
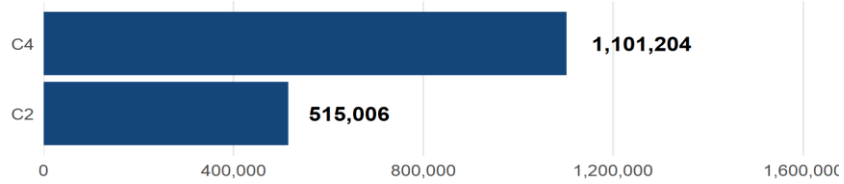
Top Transfer Locations

Wheaton, Twinbrook, Greenbelt

Average Daily Ridership
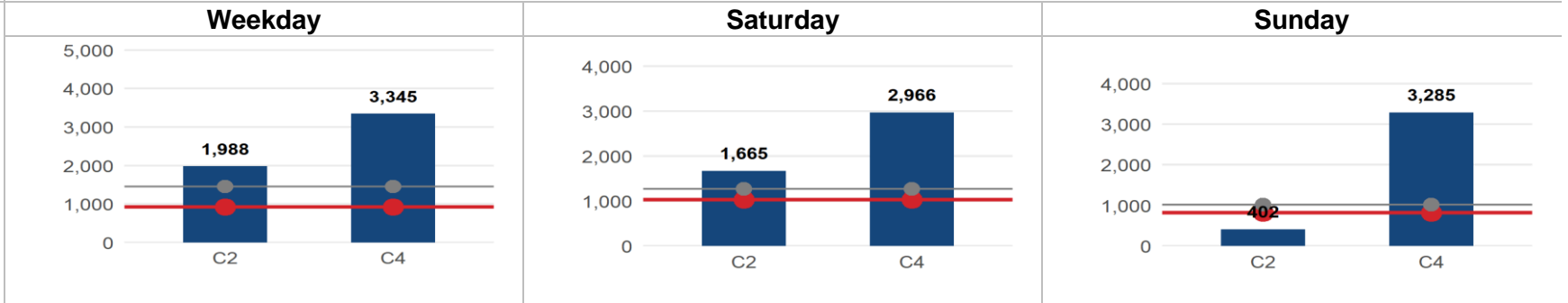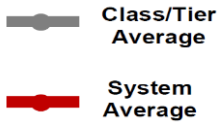
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
C2: 1,988 C4: 3,345	C2: 1,665 C4: 2,966	C2: 402 C4: 3,285

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	12	9
AM Peak	13	15
Midday	16	15
PM Peak	17	16
Early Night	11	9
Late Night	5	4
Saturday	16	14
Sunday	13	14
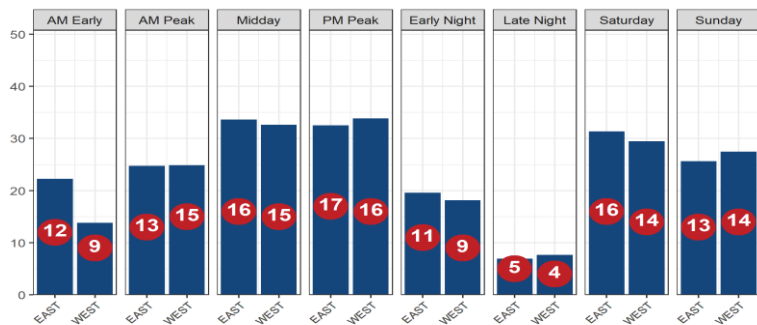
Vehicle Load Factor

Direction:	EAST	WEST
Peak Maximum Target: 1	0.38	0.38
Off-Peak Maximum Target: 1.0	0.34	0.3
Saturday Maximum Target: 1.0	0.39	0.35
Sunday Maximum Target: 1.0	0.33	0.34

(Weekday spans Peak and Off-Peak rows)

metrobus

Span and Frequency
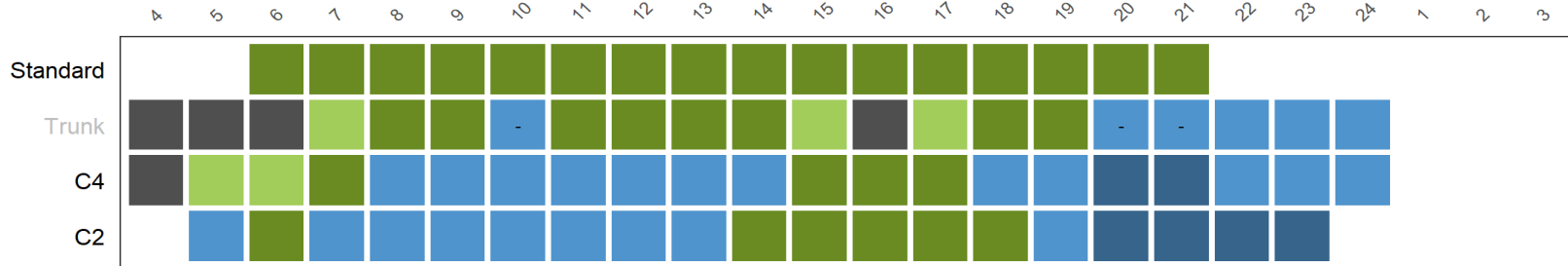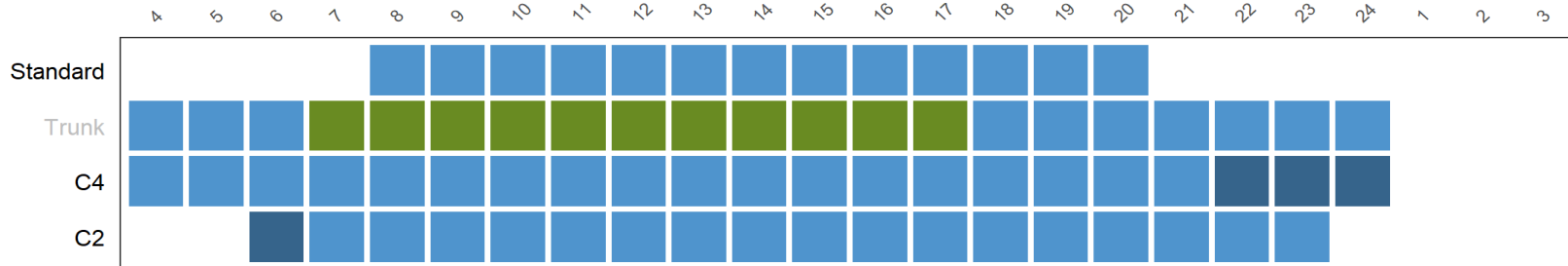
B Greenbelt-Twinbrook

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:20 AM - 12:57 AM	-	A	4:50 AM - 12:48 AM	-	A	5:26 AM - 12:49 AM	-	A
	Frequency of Service | varies	Peak: 14.2 / Off-Peak: 18.9	Peak: 26.4 / Off-Peak: 28.8	A	19.9	33.3	A	19.8	34.5	A
Productivity	**Passengers per Revenue Hour | 20**	22.0	18.1	B	24.2	19.9	A	21.5	18.1	B
	Passengers per Revenue Mile | 2	2.0	1.7	B	2.1	1.8	B	2.0	1.6	C
Reliability	**On-Time Performance | 79%**	70%	79%	D	78%	78%	C	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	1%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.38	Off-Peak: 0.27 Peak: 0.3	A	0.37	0.28	A	0.33	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.43	$ 7.79	C	$4.94	$ 7.16	B	$5.54	$ 8.20	D
	Cost Recovery | 20%	19%	14%	C	21%	15%	B	19%	14%	C

metrobus

Route C2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	3.4	4.6	E
Route Design — **Circuity |** 1.75	1.41	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	19.8	18.1	C	20.6	19.9	B	18.9	18.1	C
	Passengers per Revenue Mile | 2	1.9	1.7	C	1.8	1.8	C	2.1	1.6	B
	Unique Segment Ridership | 10%	12%	27%	B	12%	36%	B	27%	45%	A
Reliability	**On-Time Performance |** 79%	76%	79%	C	77%	78%	C	90%	78%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.32	Off-Peak: 0.27 Peak: 0.3	A	0.31	0.29	A	0.25	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.02	$ 7.79	E	$5.79	$ 7.16	D	$6.32	$ 8.20	E
	Cost Recovery | 20%	20%	15%	C	21%	16%	B	19%	14%	C

metrobus

Route C4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	4.6	A
Route Design	**Circuity |** 1.75	1.28	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	23.6	18.1	A	27.0	19.9	A	22.0	18.1	B
	Passengers per Revenue Mile | 2	2.2	1.7	B	2.4	1.8	A	2.0	1.6	C
	Unique Segment Ridership | 10%	15%	27%	A	19%	36%	A	64%	45%	A
Reliability	**On-Time Performance |** 79%	65%	79%	E	79%	78%	C	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.43	Off-Peak: 0.27 Peak: 0.3	A	0.42	0.29	A	0.35	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.05	$ 7.79	C	$4.42	$ 7.16	A	$5.43	$ 8.20	C
	Cost Recovery | 20%	20%	15%	C	22%	16%	A	18%	14%	C
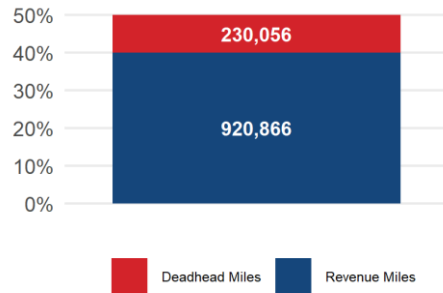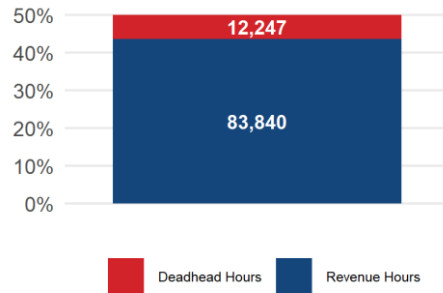
metrobus

Operational Analysis

Miles Allocation

- **Deadhead Miles:** 230,056
- **Revenue Miles:** 920,866

Hours Allocation

- **Deadhead Hours:** 12,247
- **Revenue Hours:** 83,840

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C2	36.70	2,570	2,553 (99.3%)
C4	32.90	3,164	3,152 (99.6%)

Service Change Summary

Route C2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C4 - June 2021:
Weekday: 2 a.m. & PG Plaza detour; Saturday: 2 a.m. & PG Plaza detour; Sunday: 2 a.m. & PG Plaza detour;

Passenger Miles per Revenue Mile

Weekday
- C2: 7.3
- C4: 8.6

Saturday
- C2: 6.9
- C4: 9.2

Sunday
- C2: 6.51
- C4: 7.41

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line | **C**

Legend: Exceeds | Meets | Approaches | Below | Significantly Below
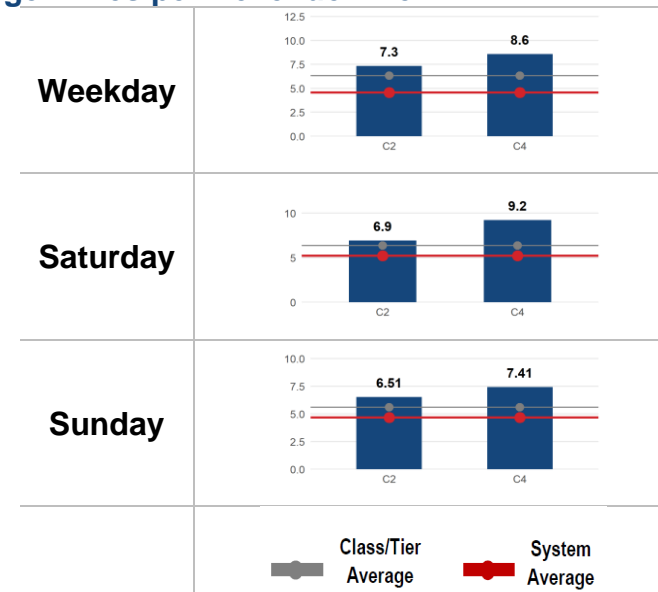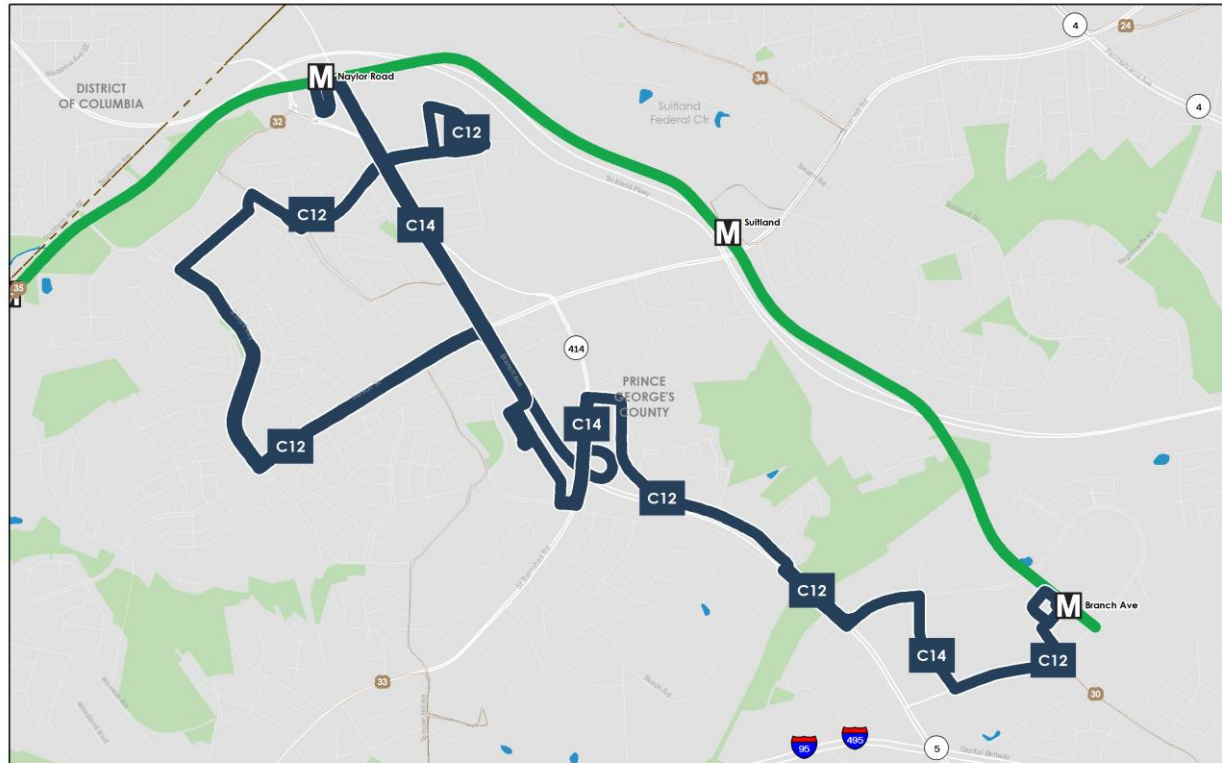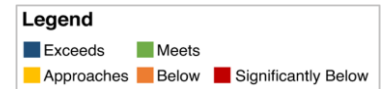
Line Benefit Score

8

Out of 100

Classification Average

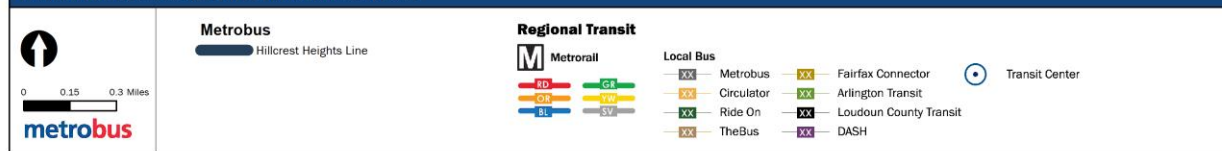| Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	11	11	3	
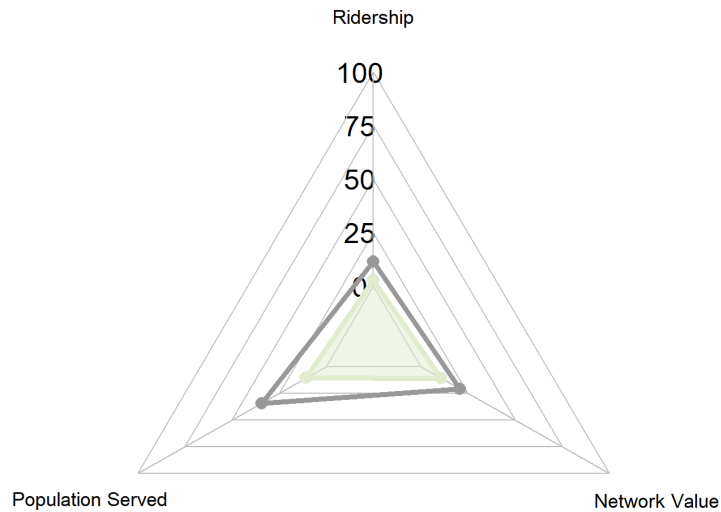
Operating Statistics

	Annual Operating Costs	$1,086,560
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		17,719
	People of Color Population	Service Area	15,934
		% Riders Surveyed	100%
	Low Income Household	Service Area	4,093
		% Riders Surveyed	59%

Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	23%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership

C14	23,216
C12	14,845

(Bar chart axis: 0, 10,000, 20,000, 30,000)
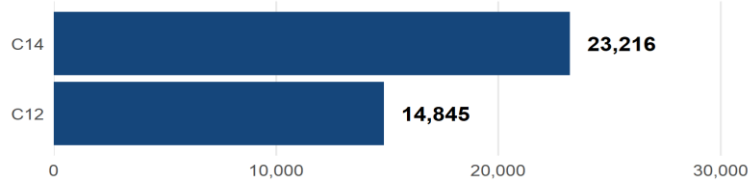
Top Transfer Locations

Naylor Road, Branch Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
C12: 77, C14: 113	C14: 104	*No Service*

Average Trip Ridership and Maximum Load by Time Period

(AM Early, AM Peak, Midday, PM Peak, Early Night, Saturday — EAST/WEST values with load circles: AM Early WEST 6; AM Peak EAST 4, WEST 6; Midday EAST 5, WEST 4; PM Peak EAST 7, WEST 5; Early Night EAST 4, WEST 4; Saturday EAST 4, WEST 4)

Vehicle Load Factor

Direction:	EAST	WEST
Weekday		
Peak Maximum Target: 1	0.14	0.13
Off-Peak Maximum Target: 1.0	0.11	0.11
Saturday Maximum Target: 1.0	0.1	0.11
Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard
Trunk
C14
C12

Saturday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard
Trunk
C14

Sunday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3

No Service
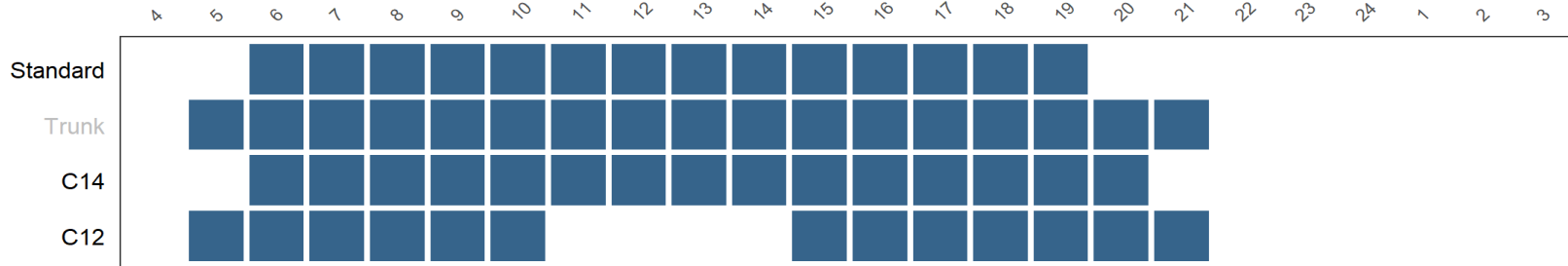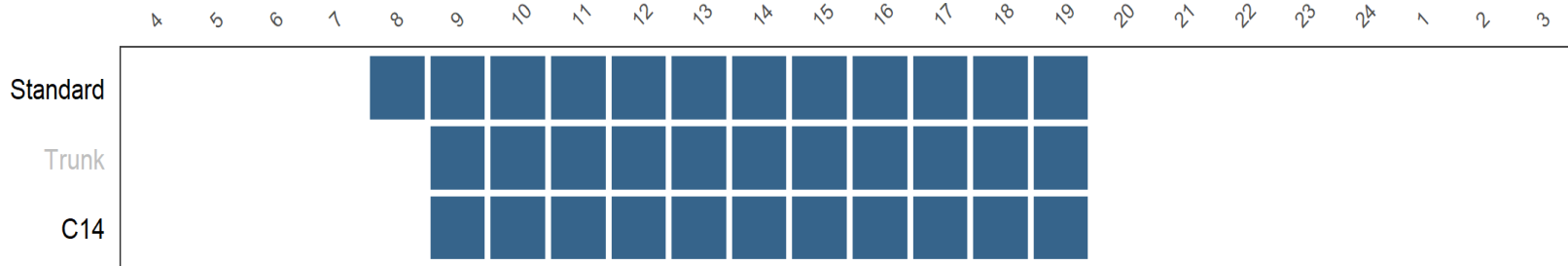
C Hillcrest Heights

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:25 AM - 9:04 PM	-	A	9:15 AM - 7:42 PM	-	C	-	-	-
Frequency of Service | varies	Peak: 60.1 / Off-Peak: 60.2	Peak: 37 / Off-Peak: 49.1	C	60.1	49.1	C	-	-	-
Productivity — **Passengers per Revenue Hour** | 10	8.3	13.0	D	10.1	16.3	B	-	-	-
Passengers per Revenue Mile | 1	0.9	1.1	C	0.9	1.3	D	-	-	-
Reliability — **On-Time Performance** | 79%	87%	83%	A	90%	83%	A	-	-	-
Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.13	Off-Peak: 0.15 Peak: 0.17	A	0.1	0.19	A	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$14.39	$10.30	E	$11.83	$ 8.05	E	-	-	-
Cost Recovery | 20%	5%	9%	E	6%	9%	E	-	-	-

metrobus

Route C12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.1	5	E
Route Design	Circuity | N/A	2.2	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	8.4	13	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.1	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	7%	43%	D	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	83%	83%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.16	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$14.17	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	8%	E	-	-	-	-	-	-

metrobus

Route C14

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	5	A
Route Design	**Circuity |** N/A	1.75	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	8.2	13.0	D	10.1	16.3	B	-	-	-
	Passengers per Revenue Mile | 1	1.0	1.1	C	0.9	1.3	D	-	-	-
	Unique Segment Ridership | 10%	6%	43%	D	73%	56%	A	-	-	-
Reliability	**On-Time Performance |** 79%	89%	83%	A	90%	83%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.1	Off-Peak: 0.16 Peak: 0.17	A	0.1	0.19	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$14.53	$10.30	E	$11.83	$ 8.05	E	-	-	-
	Cost Recovery | 20%	5%	8%	E	6%	9%	E	-	-	-
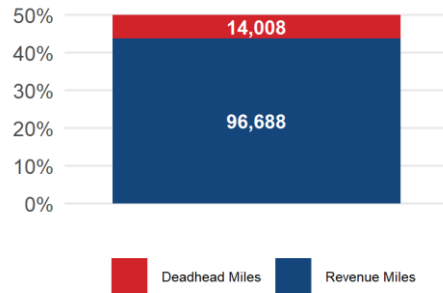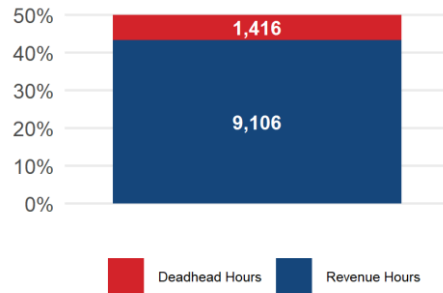
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 14,008
- Revenue Miles: 96,688

Hours Allocation

- Deadhead Hours: 1,416
- Revenue Hours: 9,106

Service Delivery (Month sample)

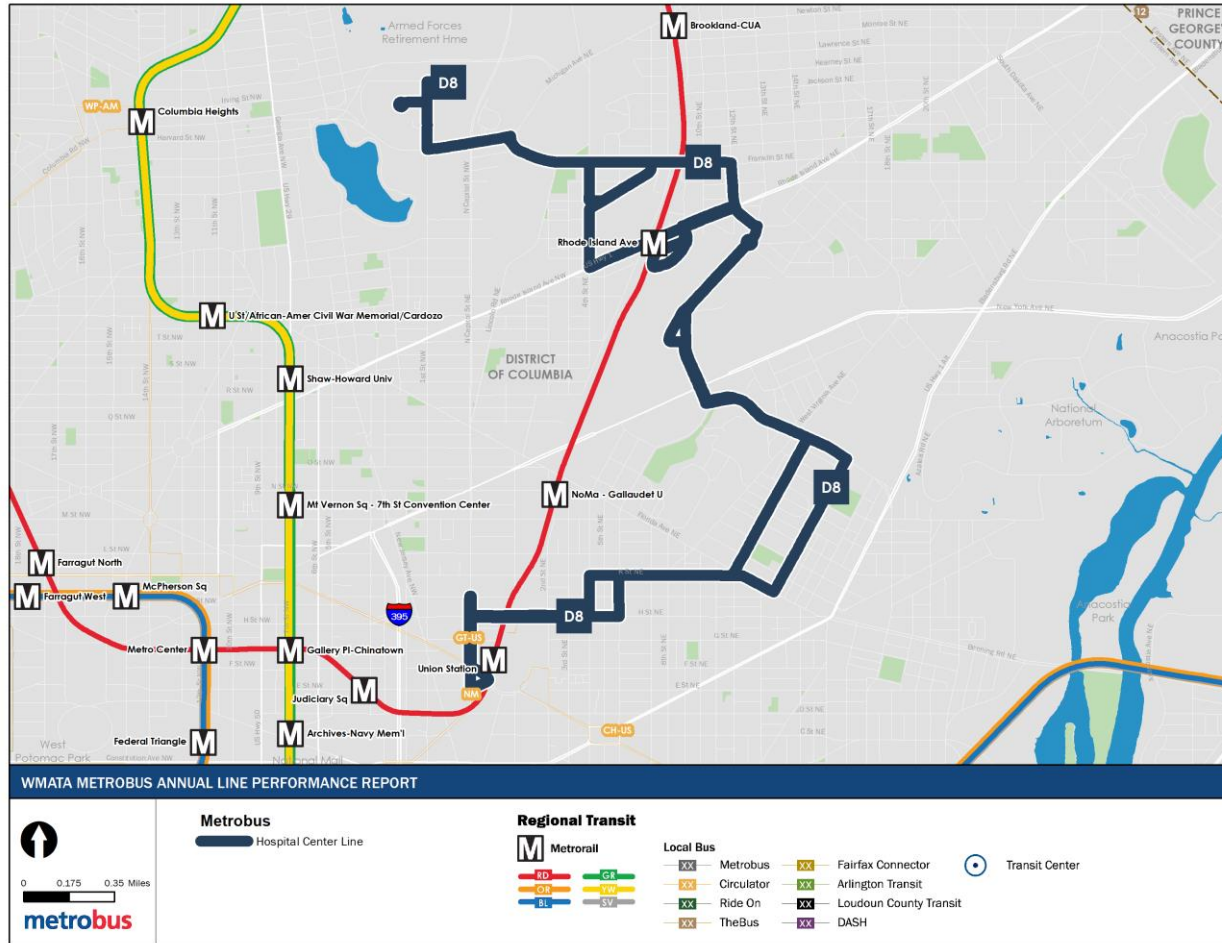| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C12	15.50	242	240 (99.2%)
C14	12.30	524	522 (99.6%)

Service Change Summary

Route C12 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C14 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- C12: 2.63
- C14: 2.49

Saturday
- C14: 2

Sunday
- No Service

Legend:
- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
—— Hospital Center Line

Regional Transit

Ⓜ Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector	⊙ Transit Center
RD Circulator	XX Arlington Transit	
OR	YW	
BL Ride On	XX Loudoun County Transit	
SV		
XX TheBus	XX DASH	

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

Legend
■ Exceeds	■ Meets
■ Approaches	■ Below ■ Significantly Below

Line Benefit Score

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Line Score:

Population Served	Network Value	Ridership	Balanced
42	18	22	
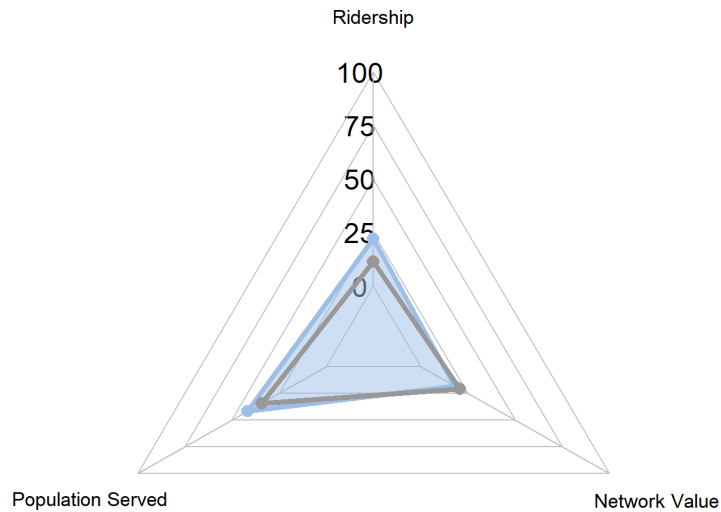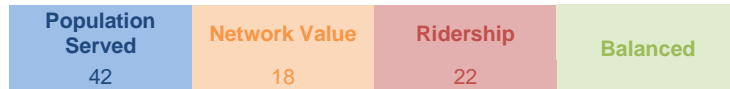
Operating Statistics

	Annual Operating Costs	$4,429,723
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		28,863
	People of Color Population	Service Area	16,857
		% Riders Surveyed	92%
	Low Income Household	Service Area	8,250
		% Riders Surveyed	76%

Facilities/Amenities

	Bus Stops	67
	% Stops With Shelters	18%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	4%

metrobus

Ridership

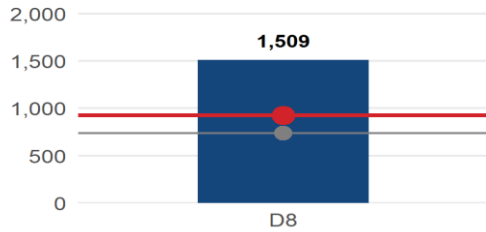|	
Annual Ridership	D8 — 432,154

Top Transfer Locations

Rhode Island Avenue, Union Station

Average Daily Ridership
- Class/Tier Average (grey)
- System Average (red)

Weekday	Saturday	Sunday
1,509	1,056	787

Average Trip Ridership and Maximum Load by Time Period

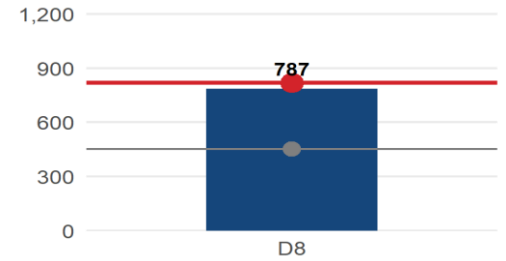| Time Period	NORTH	SOUTH
AM Peak	12	10
Midday	13	12
PM Peak	11	12
Early Night	7	7
Late Night	4	4
Saturday	7	8
Sunday	6	6
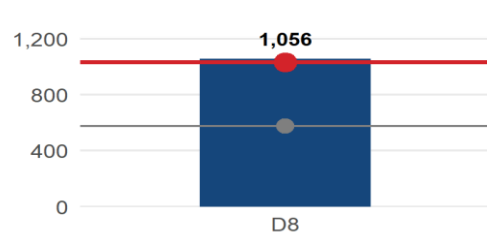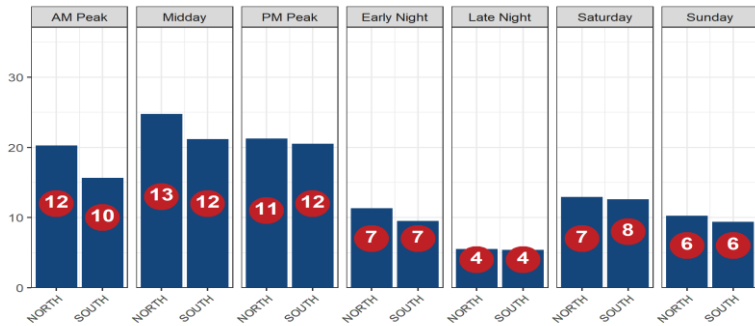
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.29	0.28
	Off-Peak Maximum Target: 1.0	0.25	0.24
	Saturday Maximum Target: 1.0	0.19	0.19
	Sunday Maximum Target: 1.0	0.16	0.15

metrobus

Span and Frequency
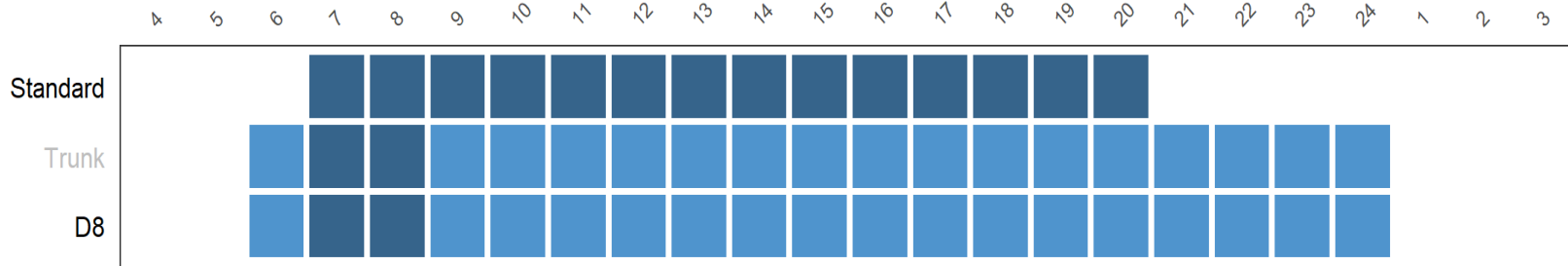
C Hospital Center

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	6:00 AM - 12:40 AM	-	A	6:00 AM - 12:40 AM	-	A	6:15 AM - 12:35 AM	-	A
Frequency of Service | varies	Peak: 27.7 / Off-Peak: 23.7	Peak: 28.8 / Off-Peak: 28.5	B	26.4	29.8	A	26.5	30.3	A
Productivity									
Passengers per Revenue Hour | 20	18.7	14.7	C	15.6	14.3	E	13.1	12.1	E
Passengers per Revenue Mile | 4	2.7	2.0	E	1.9	1.7	E	1.4	1.4	E
Reliability									
On-Time Performance | 79%	69%	75%	D	74%	78%	D	74%	81%	D
Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.28	Off-Peak: 0.18 Peak: 0.2	A	0.19	0.17	A	0.16	0.14	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.38	$ 8.96	E	$7.67	$ 9.07	E	$9.12	$10.50	E
Cost Recovery | 25%	8%	8%	E	7%	8%	E	6%	7%	E

metrobus

Route D8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	6.5	E
Route Design	**Circuity |** N/A	2.65	1.58	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.7	14.7	C	15.6	14.3	E	13.1	12.1	E
	Passengers per Revenue Mile | 4	2.7	2.0	E	1.9	1.7	E	1.4	1.4	E
	Unique Segment Ridership | 10%	21%	43%	A	22%	46%	A	22%	47%	A
Reliability	**On-Time Performance |** 79%	69%	75%	D	74%	78%	D	74%	81%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.28	Off-Peak: 0.19 Peak: 0.21	A	0.19	0.18	A	0.16	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.38	$ 8.96	E	$7.67	$ 9.07	E	$9.12	$10.50	E
	Cost Recovery | 25%	8%	8%	E	7%	7%	E	6%	6%	E

Operational Analysis
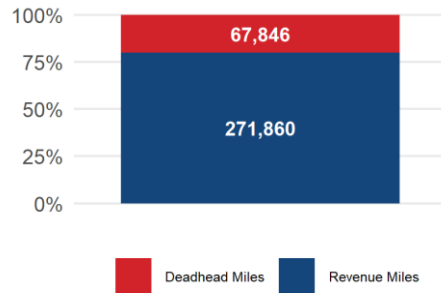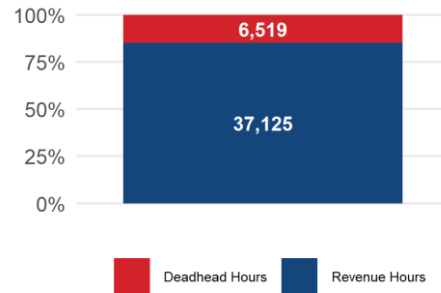
Miles Allocation

Deadhead Miles: 67,846
Revenue Miles: 271,860

(Deadhead Miles / Revenue Miles)

Hours Allocation

Deadhead Hours: 6,519
Revenue Hours: 37,125

(Deadhead Hours / Revenue Hours)

Service Delivery (Month sample)

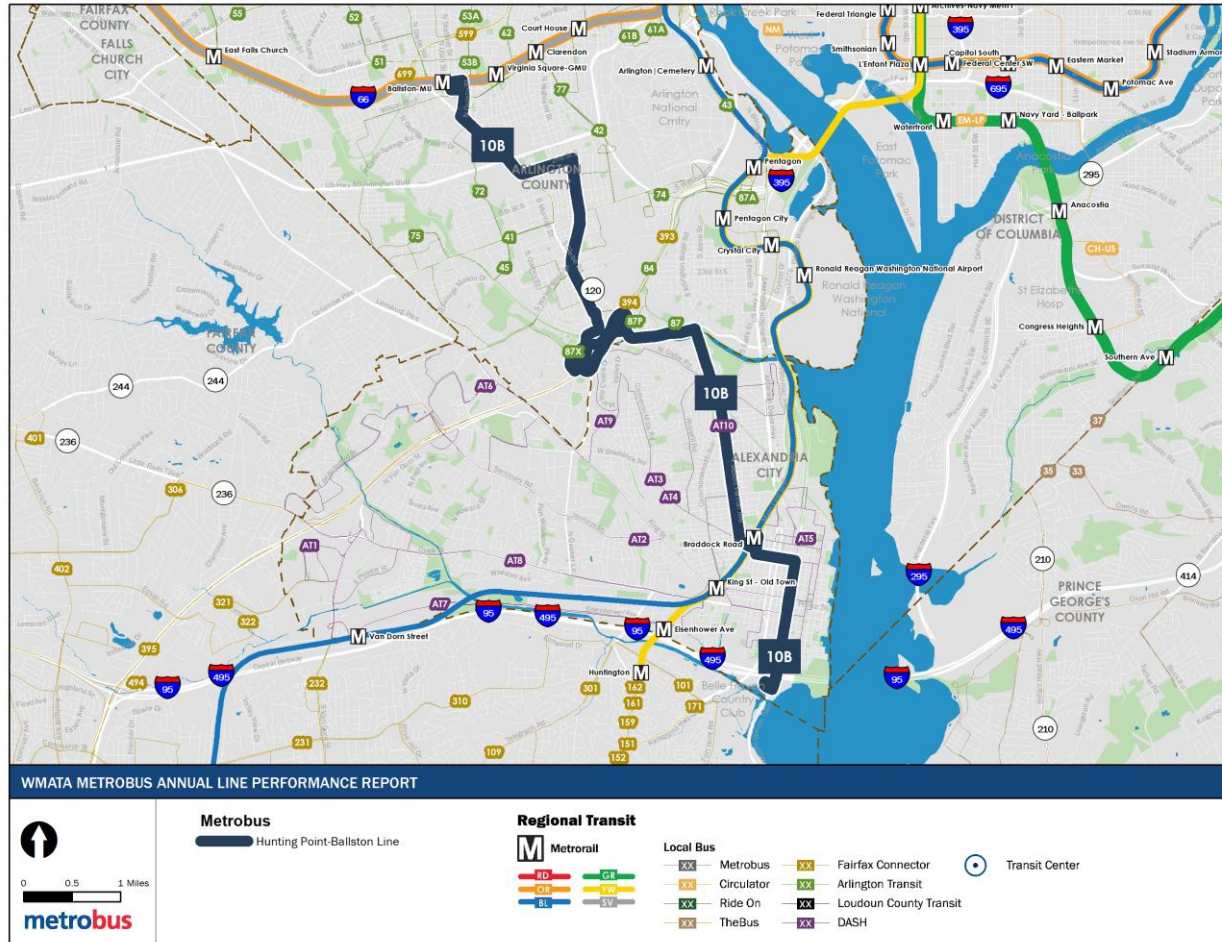| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D8	13.10	2,482	2,470 (99.5%)

Service Change Summary

Route D8 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — D8: 5

Saturday — D8: 4

Sunday — D8: 3

Class/Tier Average | System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | D |

Legend
Exceeds Meets
Approaches Below Significantly Below

Line Benefit Score

31
Out of 100

Radar chart axes: Ridership (top), Population Served (bottom left), Network Value (bottom right), scale 0–100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	52	21	20	

Operating Statistics

Annual Operating Costs		$3,783,949
Peak Vehicles		7
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			43,121
People of Color Population	Service Area		9,553
	% Riders Surveyed		75%
Low Income Household	Service Area		7,468
	% Riders Surveyed		50%

Facilities/Amenities

Bus Stops		129
% Stops With Shelters		21%
% Stops With Benches		32%
% Stops With Real-Time Signs		2%

metrobus

Ridership

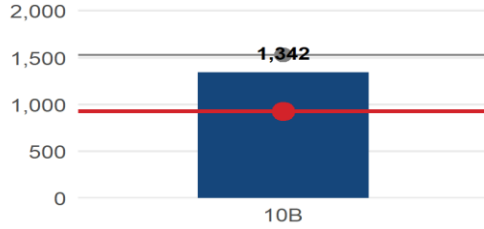|	
Annual Ridership	Bar chart showing Annual Ridership: **411,259** (scale 0 to 600,000, label 10B)
Top Transfer Locations	**Braddock Road, Ballston**

Average Daily Ridership
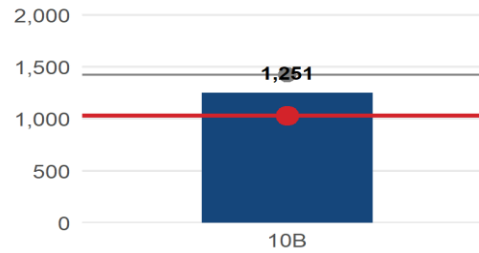
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,342	**1,251**	**917**

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday

	NORTH	SOUTH
AM Early	15	11
AM Peak	9	12
Midday	9	10
PM Peak	12	13
Early Night	8	7
Late Night	8	4
Saturday	9	10
Sunday	8	8
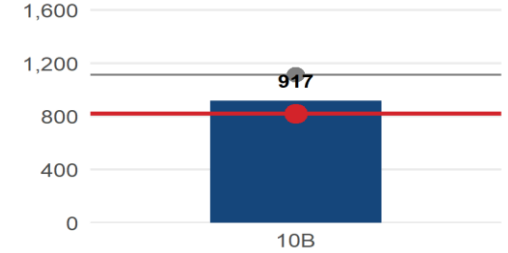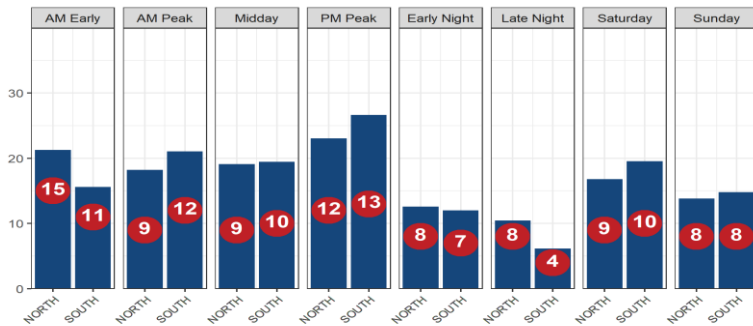
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.27	0.31
	Off-Peak Maximum Target: 1.0	0.24	0.22
	Saturday Maximum Target: 1.0	0.24	0.26
	Sunday Maximum Target: 1.0	0.19	0.21

Span and Frequency

FY 2021 ANNUAL LINE PERFORMANCE REPORT

515
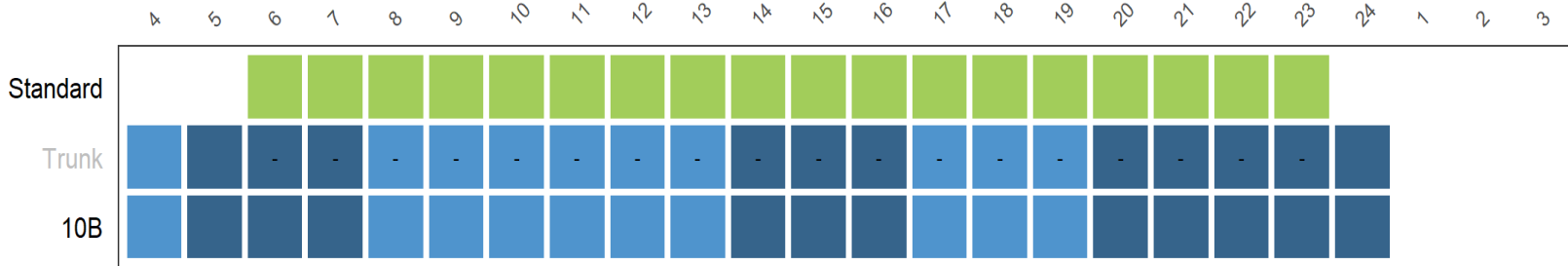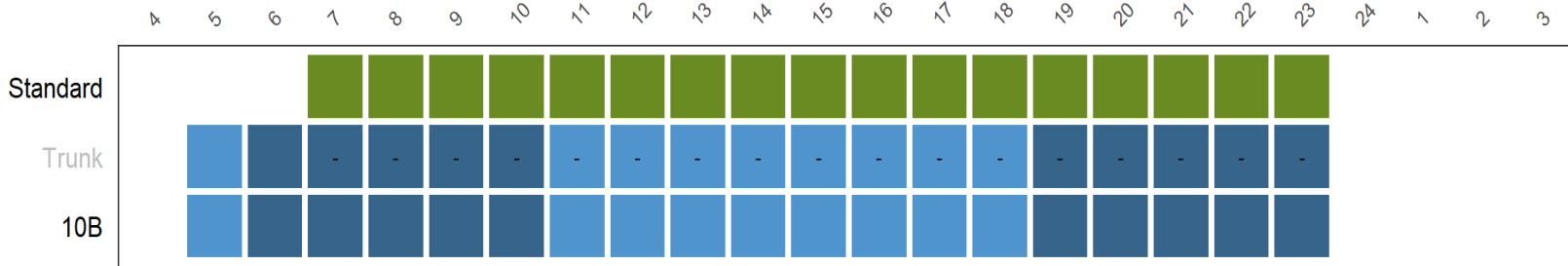
D Hunting Point-Ballston

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:45 AM - 12:33 AM	-	A	5:45 AM - 12:34 AM	-	A	5:45 AM - 11:38 PM	-	A
	Frequency of Service | varies	Peak: 30.5 / Off-Peak: 30.1	Peak: 19.2 / Off-Peak: 28	E	32.0	25.6	E	31.7	28.5	E
Productivity	**Passengers per Revenue Hour** | 30	15.6	16.6	E	14.9	17.6	E	11.8	16.0	E
	Passengers per Revenue Mile | 4	1.7	2.1	E	1.6	2.1	E	1.3	1.9	E
Reliability	**On-Time Performance** | 79%	91%	77%	A	81%	76%	B	91%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.25	0.24	A	0.2	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.67	$ 8.27	E	$8.02	$ 7.67	E	$10.12	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	11%	12%	E	9%	11%	E

metrobus

Route 10B

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.6	5.1	E
Route Design	**Circuity |** 1.75	1.41	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	15.6	16.6	E	14.9	17.6	E	11.8	16.0	E
	Passengers per Revenue Mile | 4	1.7	2.1	E	1.6	2.1	E	1.3	1.9	E
	Unique Segment Ridership | 10%	23%	19%	A	21%	26%	A	22%	28%	A
Reliability	**On-Time Performance |** 79%	91%	77%	A	81%	76%	B	91%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.29	Off-Peak: 0.23 Peak: 0.25	A	0.25	0.25	A	0.2	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.67	$ 8.27	E	$8.02	$ 7.67	E	$10.12	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	11%	13%	E	9%	11%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 48,596
- Revenue Miles: 295,827

Hours Allocation

- Deadhead Hours: 3,053
- Revenue Hours: 31,713
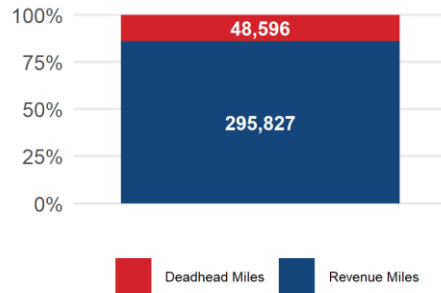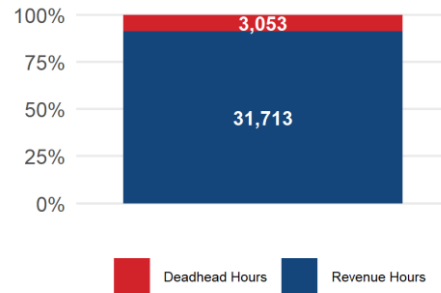
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10B	23.50	2,116	2,115 (100.0%)

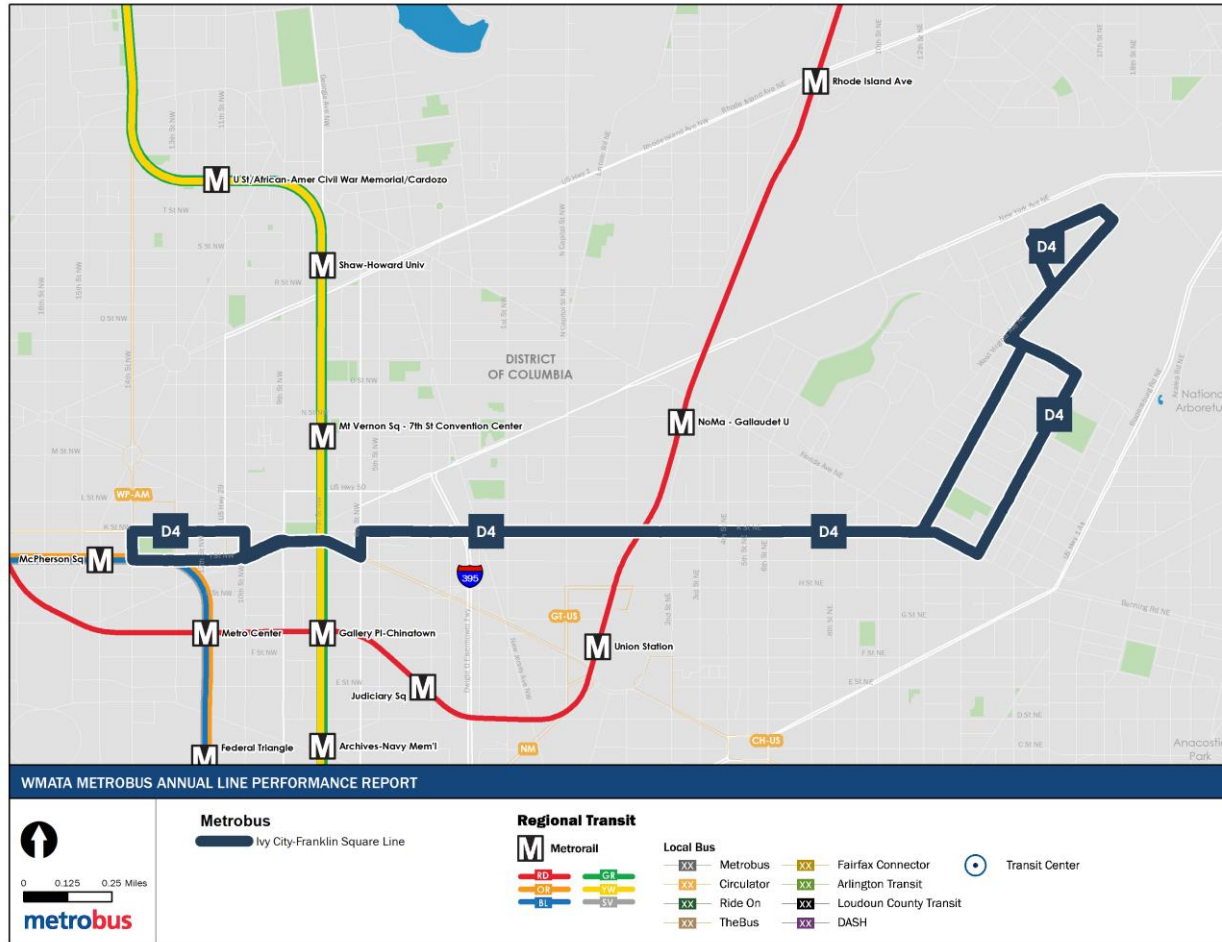## Service Change Summary

Route 10B - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 10B: 5

Saturday — 10B: 5

Sunday — 10B: 4

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Ivy City-Franklin Square Line

Regional Transit

Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

⊙ Transit Center

RD | GR
OR | YW
BL | SV

0   0.125   0.25 Miles

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line | C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

519

Line Benefit Score

21
Out of 100

Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	17	9	

Operating Statistics

Annual Operating Costs	$2,180,098	
Peak Vehicles	4	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		23,639	
People of Color Population	Service Area	12,583	
	% Riders Surveyed	82%	
Low Income Household	Service Area	6,855	
	% Riders Surveyed	50%	

Facilities/Amenities

Bus Stops	51	
% Stops With Shelters	20%	
% Stops With Benches	8%	
% Stops With Real-Time Signs	4%	

Ridership

Annual Ridership

D4 — 188,042
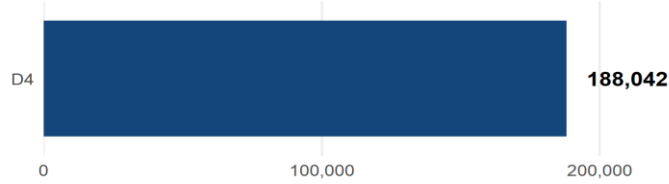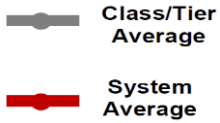
Top Transfer Locations

Gallery Place-Chinatown, McPherson Square, Mt. Vernon Square-UDC
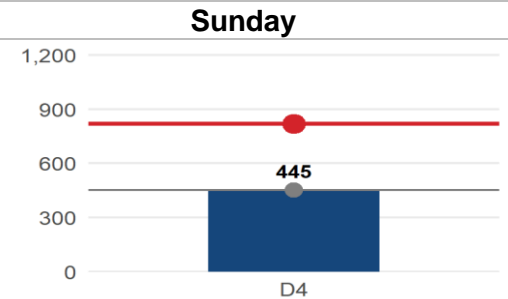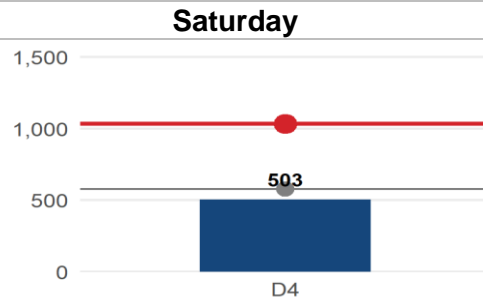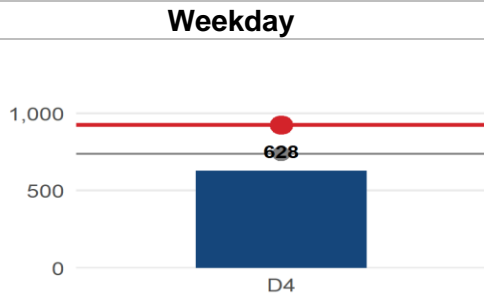
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
628	503	445

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	5	5	7	9	5	4	6	5
WEST	6	10	8	7	4	3	6	5
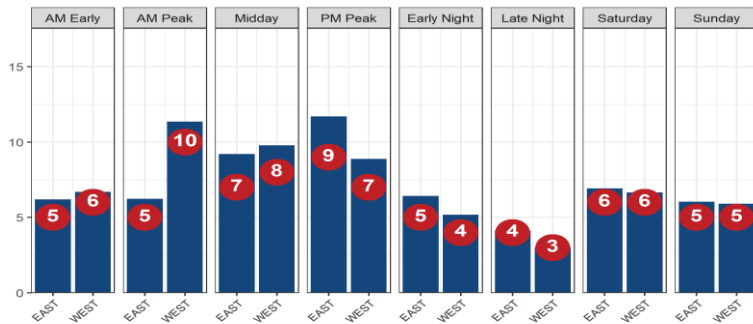
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.18	0.21
	Off-Peak Maximum Target: 1.0	0.16	0.15
	Saturday Maximum Target: 1.0	0.14	0.14
	Sunday Maximum Target: 1.0	0.13	0.13

metrobus

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
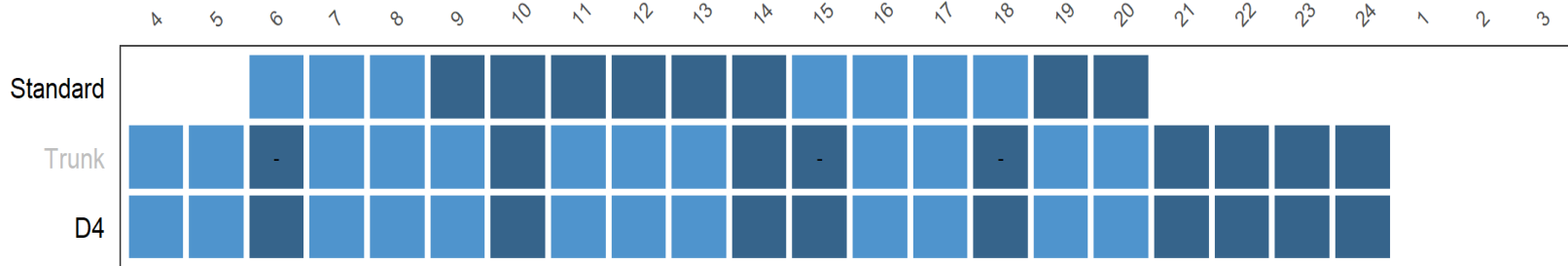
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
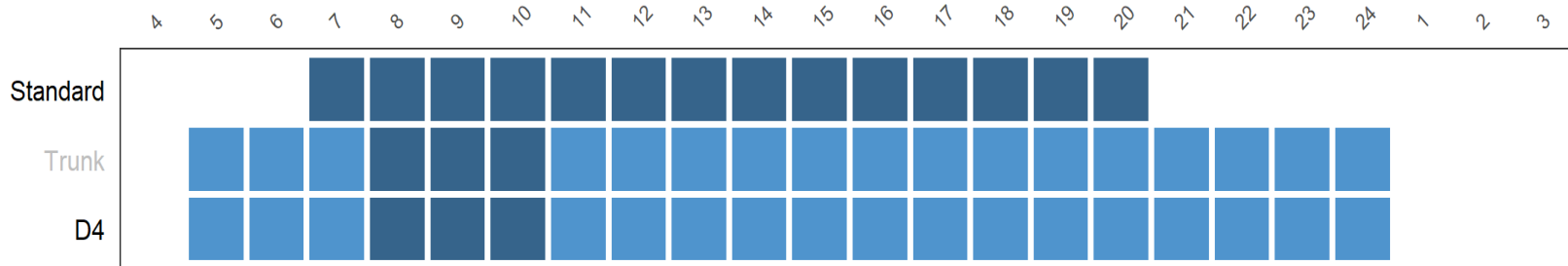
C Ivy City-Franklin Square

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:43 AM - 12:18 AM	-	A	5:15 AM - 12:08 AM	-	A	5:18 AM - 12:08 AM	-	A
Frequency of Service | varies	Peak: 30.0 / Off-Peak: 30.0	Peak: 28.8 / Off-Peak: 28.5	B	30.0	29.8	A	30.0	30.3	A
Productivity — Passengers per Revenue Hour | 20	13.3	14.7	E	14.1	14.3	E	12.6	12.1	E
Passengers per Revenue Mile | 4	2.2	2.0	E	1.8	1.7	E	1.6	1.4	E
Reliability — On-Time Performance | 79%	79%	75%	C	80%	78%	B	87%	81%	A
Crowding | 5%	0%	0%	A	0%	0%	A	9%	1%	E
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.2	Off-Peak: 0.18 Peak: 0.2	A	0.14	0.17	A	0.13	0.14	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$8.99	$ 8.96	E	$8.49	$ 9.07	E	$9.46	$10.50	E
Cost Recovery | 25%	7%	8%	E	7%	8%	E	7%	7%	E

metrobus

Route D4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.7	6.5	E
Route Design **Circuity |** N/A	1.25	1.58	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	13.3	14.7	E	14.1	14.3	E	12.6	12.1	E
	Passengers per Revenue Mile | 4	2.2	2.0	E	1.8	1.7	E	1.6	1.4	E
	Unique Segment Ridership | 10%	18%	43%	A	23%	46%	A	23%	47%	A
Reliability	**On-Time Performance |** 79%	79%	75%	C	80%	78%	B	87%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	9%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.2	Off-Peak: 0.19 Peak: 0.21	A	0.14	0.18	A	0.13	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.99	$ 8.96	E	$8.49	$ 9.07	E	$9.46	$10.50	E
	Cost Recovery | 25%	7%	8%	E	7%	7%	E	7%	6%	E

Operational Analysis
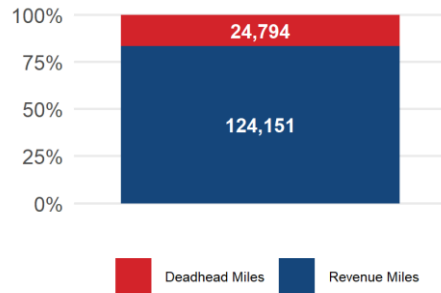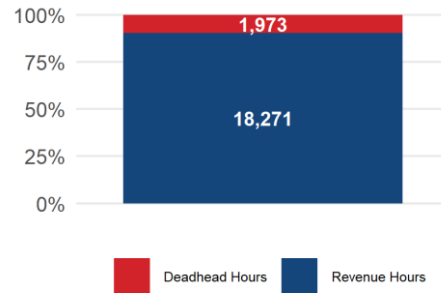
Miles Allocation

- Deadhead Miles: 24,794
- Revenue Miles: 124,151

Hours Allocation

- Deadhead Hours: 1,973
- Revenue Hours: 18,271

Service Delivery (Month sample)

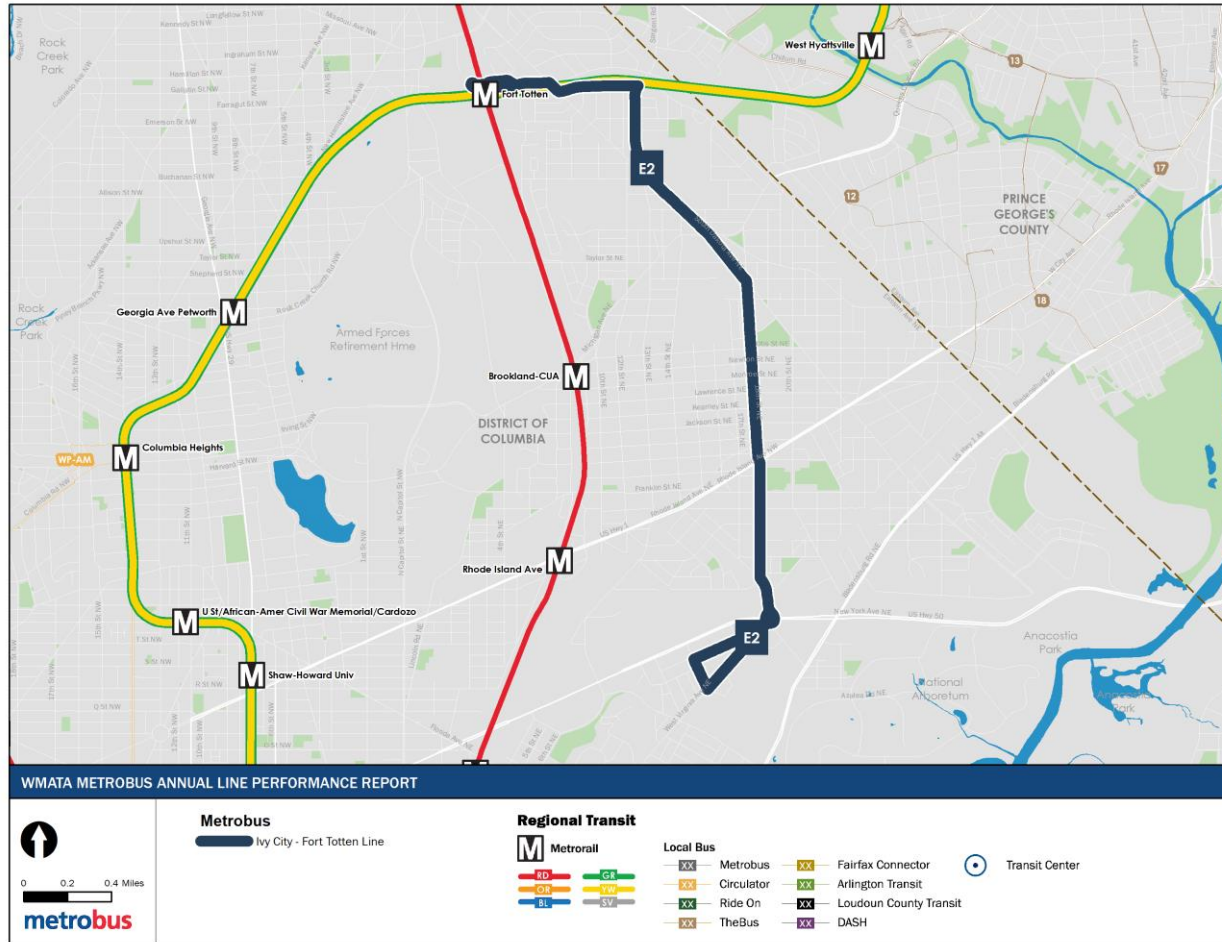| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D4	7.90	2,294	2,285 (99.6%)

Service Change Summary

Route D4 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — D4: 4

Saturday — D4: 3

Sunday — D4: 3

Class/Tier Average   System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend

Exceeds — Meets — Approaches — Below — Significantly Below

Line Benefit Score

13

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	13	4	
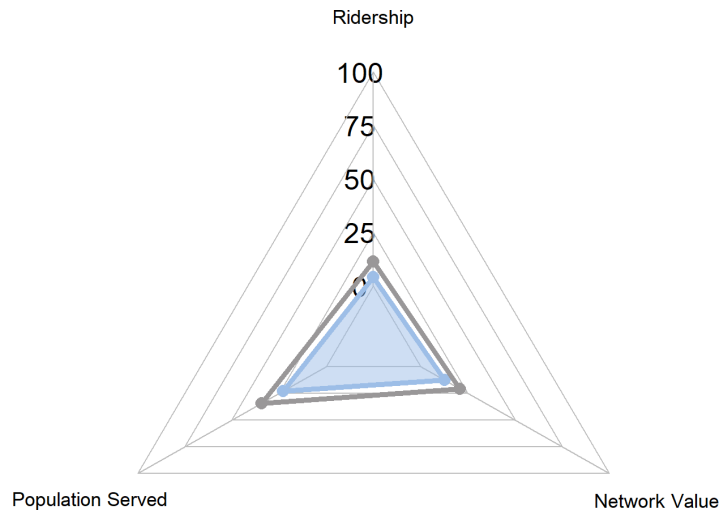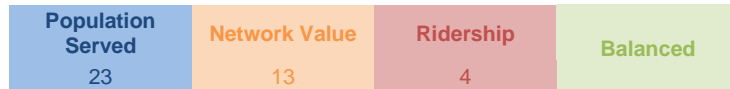
Operating Statistics

📅	**Annual Operating Costs**	$1,589,599
🚌	**Peak Vehicles**	0
🚌	**Vehicle Type(s)**	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

👥	**Service Area Population**		19,202
👥	**People of Color Population**	*Service Area*	14,828
		% Riders Surveyed	84%
🏠	**Low Income Household**	*Service Area*	5,403
		% Riders Surveyed	40%

Facilities/Amenities

Ⓜ metro	**Bus Stops**	57
🚏	**% Stops With Shelters**	4%
🪑	**% Stops With Benches**	2%
9:00	**% Stops With Real-Time Signs**	0%
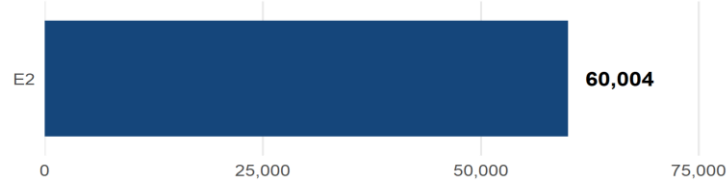
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

E2 — 60,004

Top Transfer Locations

Fort Totten

Average Daily Ridership

— Class/Tier Average
— System Average

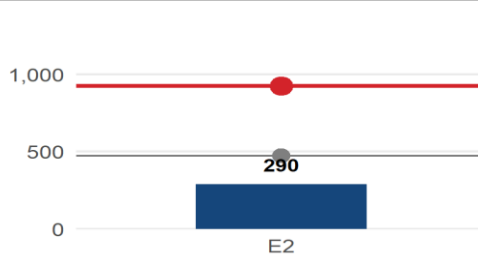| Weekday	Saturday	Sunday
E2 — 290	E2 — 185	E2 — 115

Average Trip Ridership and Maximum Load by Time Period

| AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday |
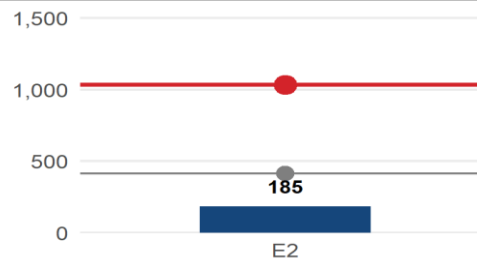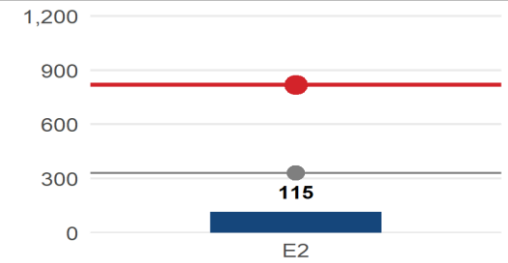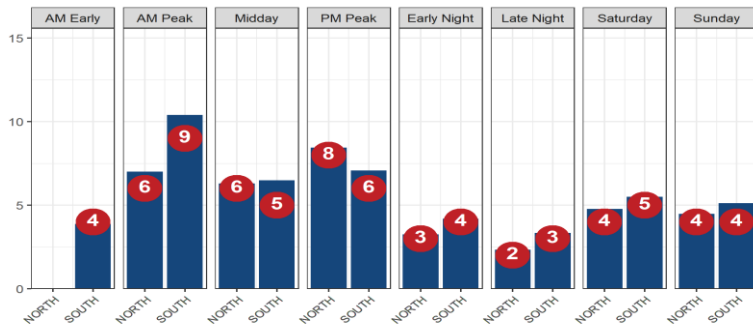
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.17	0.18
	Off-Peak Maximum Target: 1.0	0.11	0.11
	Saturday Maximum Target: 1.0	0.11	0.12
	Sunday Maximum Target: 1.0	0.1	0.11

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

528

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —— |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
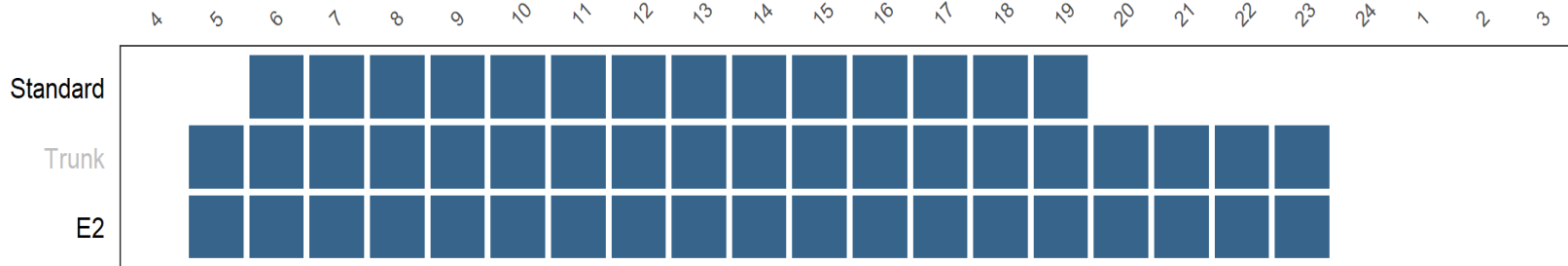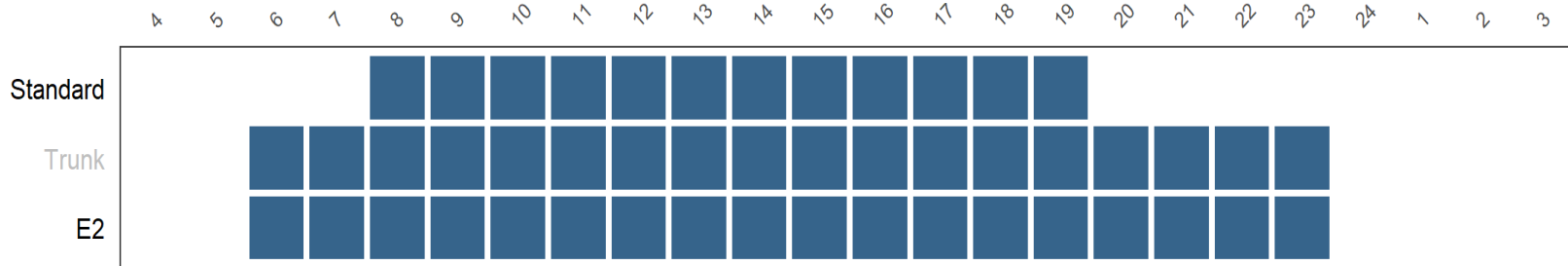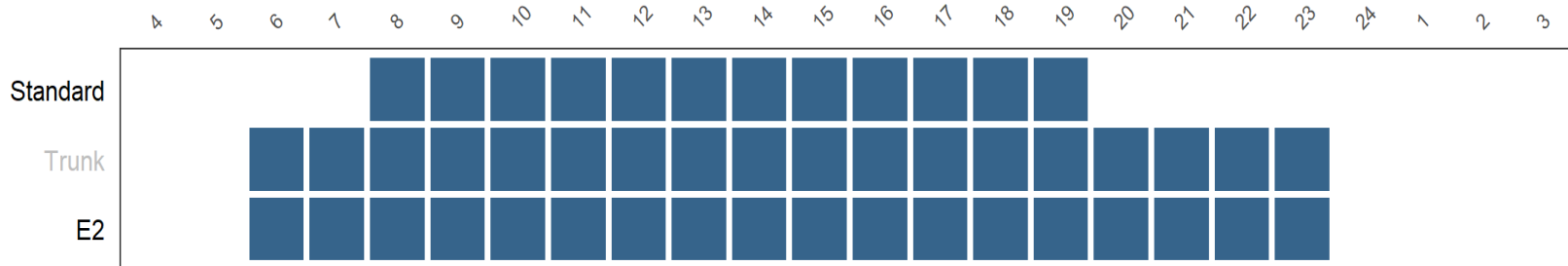
B Ivy City - Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:40 AM - 11:53 PM	-	A	6:05 AM - 11:50 PM	-	A	6:05 AM - 11:50 PM	-	A
	Frequency of Service | varies	Peak: 47.9 / Off-Peak: 48.0	Peak: 37 / Off-Peak: 49.1	A	60.0	49.1	B	60.0	49.7	B
Productivity	**Passengers per Revenue Hour** | 10	11.9	13.0	A	10.8	16.3	B	10.0	15.3	C
	Passengers per Revenue Mile | 1	1.5	1.1	A	1.2	1.3	A	1.2	1.2	A
Reliability	**On-Time Performance** | 79%	83%	83%	B	83%	83%	B	84%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.17	Off-Peak: 0.15 Peak: 0.17	A	0.12	0.19	A	0.11	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$10.04	$10.30	E	$11.09	$ 8.05	E	$11.97	$ 8.47	E
	Cost Recovery | 20%	12%	9%	E	10%	9%	E	10%	8%	E

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Route E2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.4	5	E
Route Design	**Circuity |** N/A	1.13	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	11.9	13.0	A	10.8	16.3	B	10.0	15.3	C
	Passengers per Revenue Mile | 1	1.5	1.1	A	1.2	1.3	A	1.2	1.2	A
	Unique Segment Ridership | 10%	33%	43%	A	31%	56%	A	30%	58%	A
Reliability	**On-Time Performance |** 79%	83%	83%	B	83%	83%	B	84%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.17	Off-Peak: 0.16 Peak: 0.17	A	0.12	0.19	A	0.11	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.04	$10.30	E	$11.09	$ 8.05	E	$11.97	$ 8.47	E
	Cost Recovery | 20%	12%	8%	E	10%	9%	E	10%	8%	E
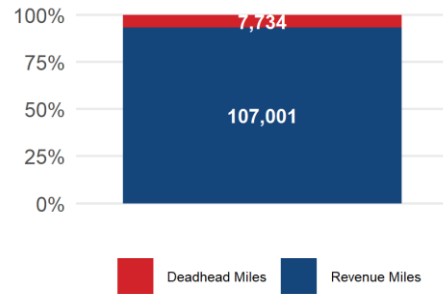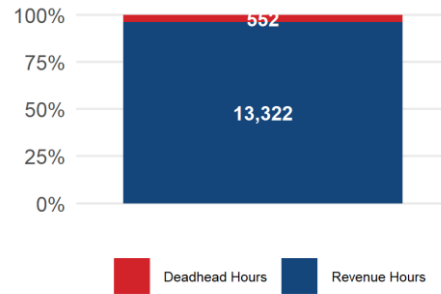
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Operational Analysis

Miles Allocation

Deadhead Miles: 7,734
Revenue Miles: 107,001

Hours Allocation

Deadhead Hours: 552
Revenue Hours: 13,322

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E2	8.00	1,300	1,299 (99.9%)

Service Change Summary

Route E2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Kenilworth Avenue Line

0   0.5   1 Miles

metrobus

Regional Transit

Ⓜ Metrorail

RD	GR
OR	YW
BL	SV

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙ Transit Center
XX	Circulator	XX	Arlington Transit	
XX	Ride On	XX	Loudoun County Transit	
XX	TheBus	XX	DASH	

Service Classification

Framework

Activity Tier

3

Overall Grade

| Line | **C** |

Legend

| ■ Exceeds | ■ Meets | |
| ■ Approaches | ■ Below | ■ Significantly Below |

Line Benefit Score

18
Out of 100

Radar chart axes: Ridership (top), Population Served (bottom left), Network Value (bottom right). Scale 0, 25, 50, 75, 100.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	19	7	

Operating Statistics

Annual Operating Costs	$1,770,076
Peak Vehicles	4
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		25,713
People of Color Population	Service Area	10,857
	% Riders Surveyed	89%
Low Income Household	Service Area	9,916
	% Riders Surveyed	45%

Facilities/Amenities

Bus Stops	108
% Stops With Shelters	10%
% Stops With Benches	21%
% Stops With Real-Time Signs	0%

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Ridership
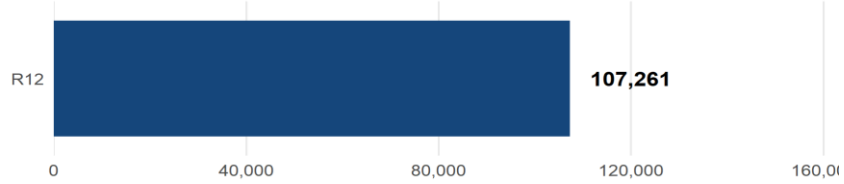
Annual Ridership	R12 **107,261** 0 40,000 80,000 120,000 160,00
Top Transfer Locations	**Greenbelt, Deanwood, College Park-U of MD**
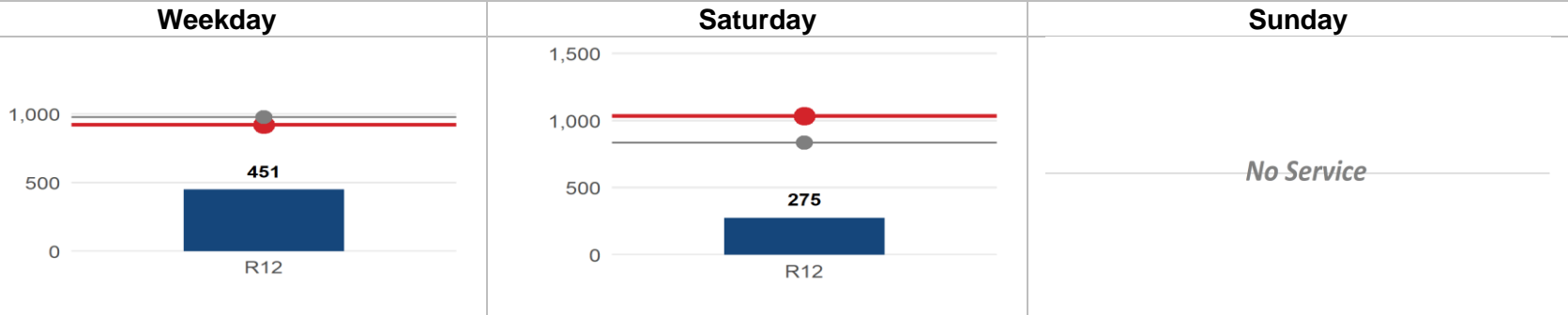
Average Daily Ridership

— **Class/Tier Average**
— **System Average**

Weekday	Saturday	Sunday
451 (R12)	275 (R12)	*No Service*

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday
NORTH	8	9	8	10	5	6
SOUTH	10	9	7	11	6	7
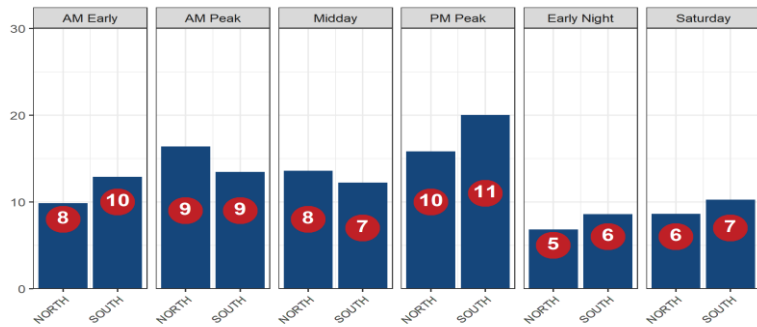
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.23	0.25
	Off-Peak Maximum Target: 1.0	0.18	0.17
	Saturday Maximum Target: 1.0	0.15	0.17
	Sunday Maximum Target: 1.0		

Span and Frequency
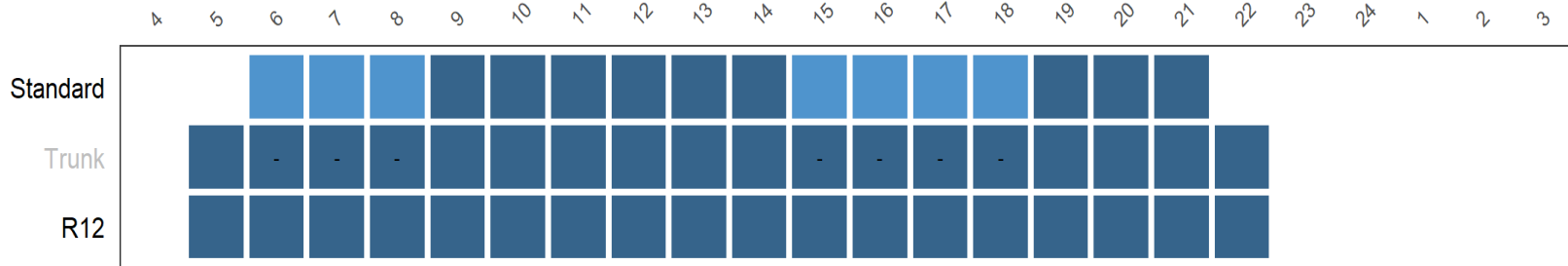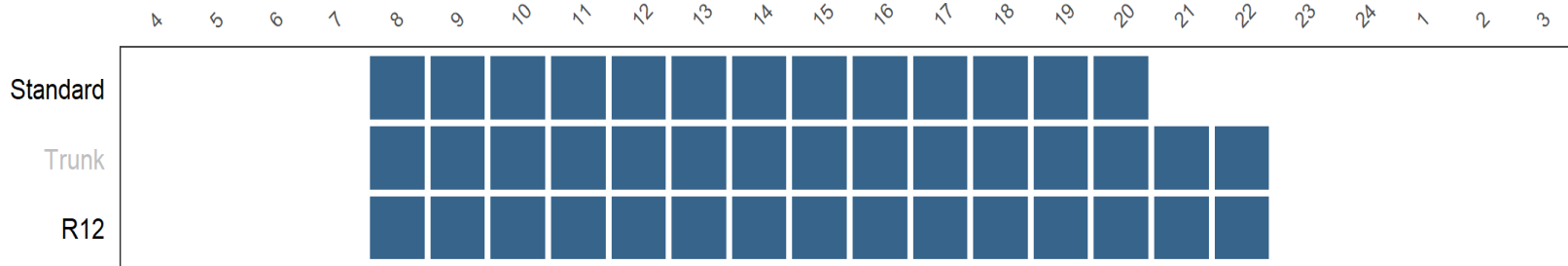
C Kenilworth Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 10:43 PM	-	A	8:00 AM - 10:43 PM	-	A	-	-	-
	Frequency of Service | varies	Peak: 60.7 / Off-Peak: 59.7	Peak: 30.9 / Off-Peak: 41.3	E	60.0	47.9	B	-	-	-
Productivity	**Passengers per Revenue Hour** | 15	13.7	16.7	C	9.9	17.6	E	-	-	-
	Passengers per Revenue Mile | 1	1.0	1.4	B	0.7	1.5	E	-	-	-
Reliability	**On-Time Performance** | 79%	85%	81%	A	94%	79%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.24	Off-Peak: 0.23 Peak: 0.27	A	0.16	0.26	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$8.74	$ 7.78	E	$12.03	$ 7.44	E	-	-	-
	Cost Recovery | 20%	10%	11%	E	7%	12%	E	-	-	-

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Route R12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	3.3	4.7	E
Route Design — **Circuity |** 1.75	1.55	2.4	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	13.7	16.7	C	9.9	17.6	E	-	-	-
	Passengers per Revenue Mile | 1	1.0	1.4	B	0.7	1.5	E	-	-	-
	Unique Segment Ridership | 10%	47%	32%	A	44%	53%	A	-	-	-
Reliability	**On-Time Performance |** 79%	85%	81%	A	94%	79%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.24	Off-Peak: 0.24 Peak: 0.26	A	0.16	0.25	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.74	$ 7.78	E	$12.03	$ 7.44	E	-	-	-
	Cost Recovery | 20%	10%	11%	E	7%	11%	E	-	-	-
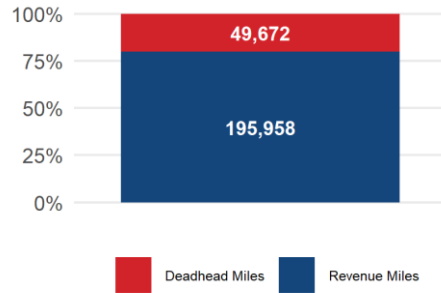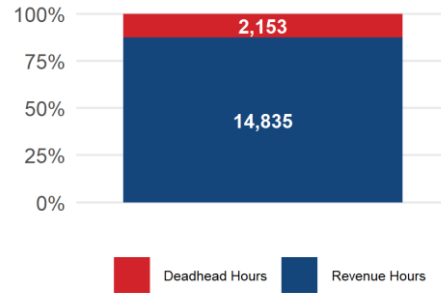
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Operational Analysis

Miles Allocation

Deadhead Miles: 49,672
Revenue Miles: 195,958

Hours Allocation

Deadhead Hours: 2,153
Revenue Hours: 14,835

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R12	34.40	886	878 (99.1%)

Service Change Summary

Route R12 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — R12: 5

Saturday — R12: 4

Sunday — *No Service*

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Kings Park-North Springfield Line

Regional Transit
Ⓜ Metrorail

Local Bus
XX Metrobus　　XX Fairfax Connector　　◉ Transit Center
XX Circulator　　XX Arlington Transit
XX Ride On　　　XX Loudoun County Transit
XX TheBus　　　XX DASH

0　0.5　1 Miles

metrobus

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

Legend
■ Exceeds　　■ Meets
■ Approaches　■ Below　■ Significantly Below

Line Benefit Score

37
Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	9	1	
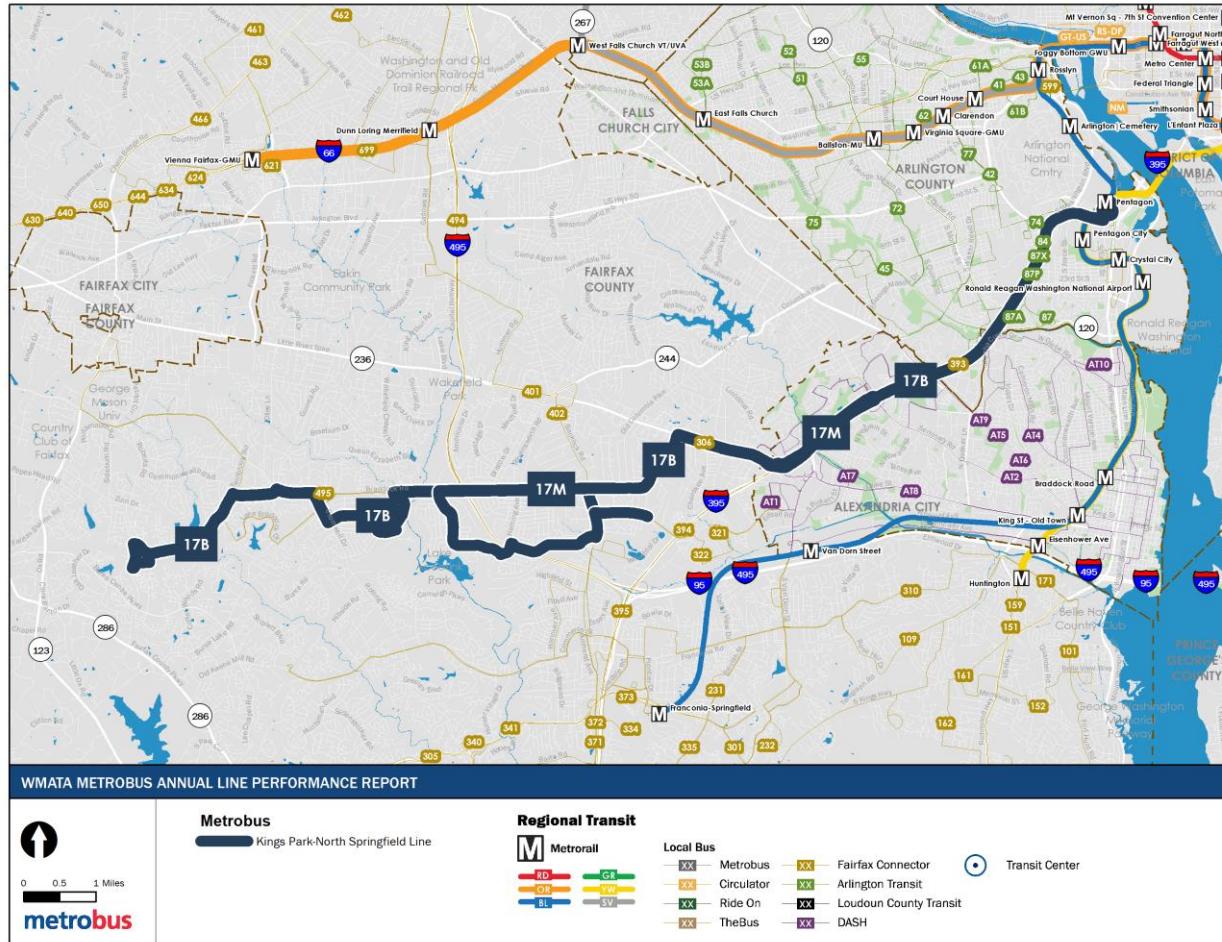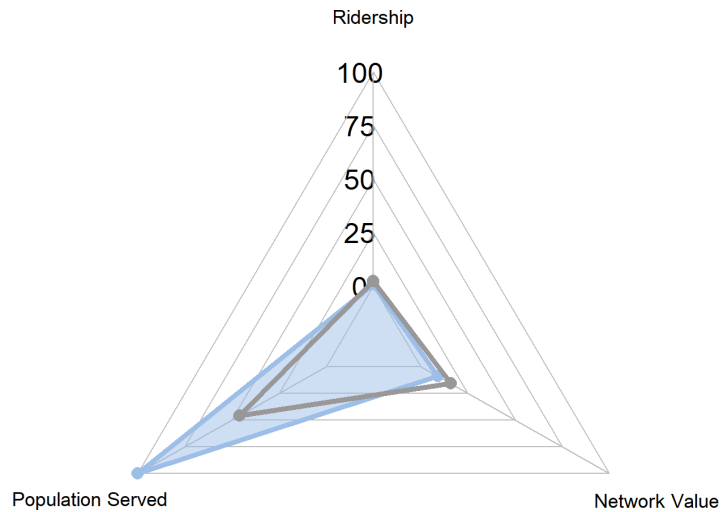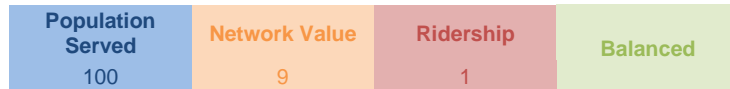
Operating Statistics

Annual Operating Costs		$393,464
Peak Vehicles		0
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			44,294
People of Color Population	Service Area	15,373	
	% Riders Surveyed	69%	
Low Income Household	Service Area	7,853	
	% Riders Surveyed	13%	

Facilities/Amenities

Bus Stops		148
% Stops With Shelters		8%
% Stops With Benches		8%
% Stops With Real-Time Signs		1%

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Ridership

Annual Ridership

17M	8,225
17B	2,972

(scale: 0 — 3,000 — 6,000 — 9,000 — 12,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	*No Service*

- Class/Tier Average
- System Average

Weekday chart values: 17B = 15, 17M = 43 (Class/Tier Average shown, System Average ~1,000)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH: 4	NORTH: 3	NORTH: 3	SOUTH: 3	SOUTH: 3
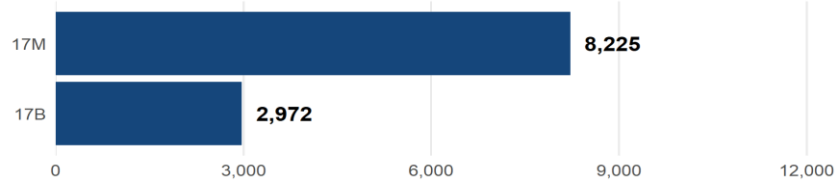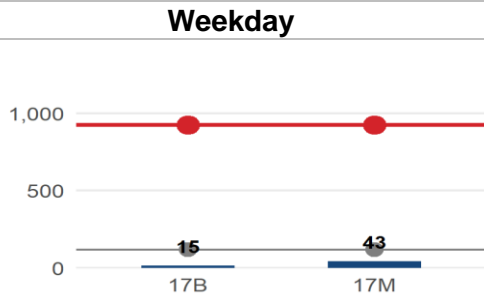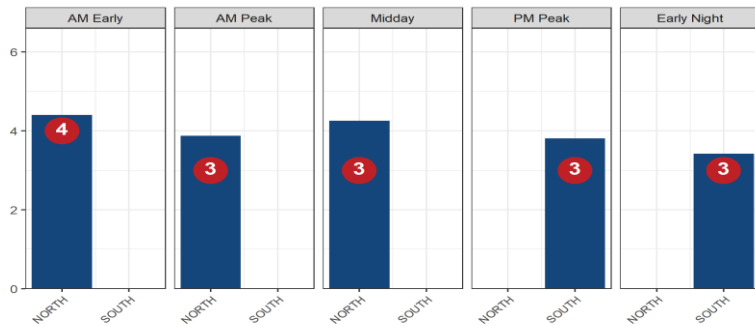
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.08	0.07
	Off-Peak Maximum Target: 1.0	0.09	0.07
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency
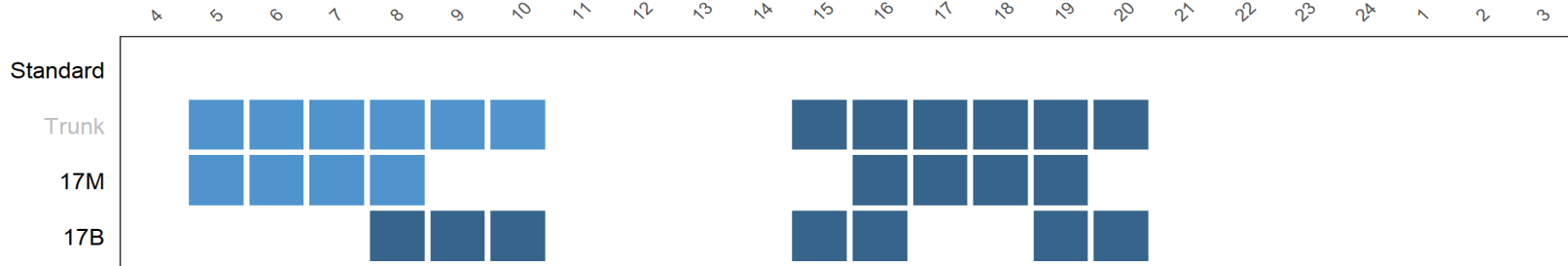
C **Kings Park-North Springfield**

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:56 AM - 10:00 AM; 3:40 PM - 8:08 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 48.8 / Off-Peak: 50.0	Peak: 32 / Off-Peak: 32.5	-	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | N/A	4.3	6.7	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%	90%	92%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.07	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$27.89	$22.12	E	-	-	-	-	-	-
Cost Recovery | 20%	22%	35%	A	-	-	-	-	-	-

metrobus

Route 17B

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.9	2.7	-
Route Design	**Circuity |** N/A	1.42	1.64	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	4.2	6.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	26%	15%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	92%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.07	Off-Peak: 0.11 Peak: 0.1	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$28.20	$22.12	E	-	-	-	-	-	-
	Cost Recovery | 20%	44%	35%	A	-	-	-	-	-	-

Route 17M

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.8	2.7	-
Route Design	**Circuity |** N/A	2.03	1.64	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	4.3	6.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	19%	15%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	92%	92%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.07	Off-Peak: 0.11 Peak: 0.1	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$27.78	$22.12	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	35%	E	-	-	-	-	-	-

Operational Analysis
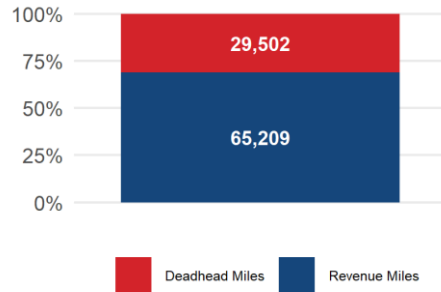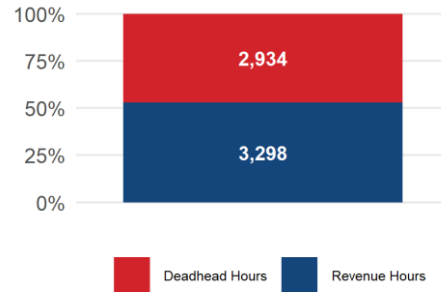
Miles Allocation

Deadhead Miles: 29,502
Revenue Miles: 65,209

Hours Allocation

Deadhead Hours: 2,934
Revenue Hours: 3,298

Service Delivery (Month sample)

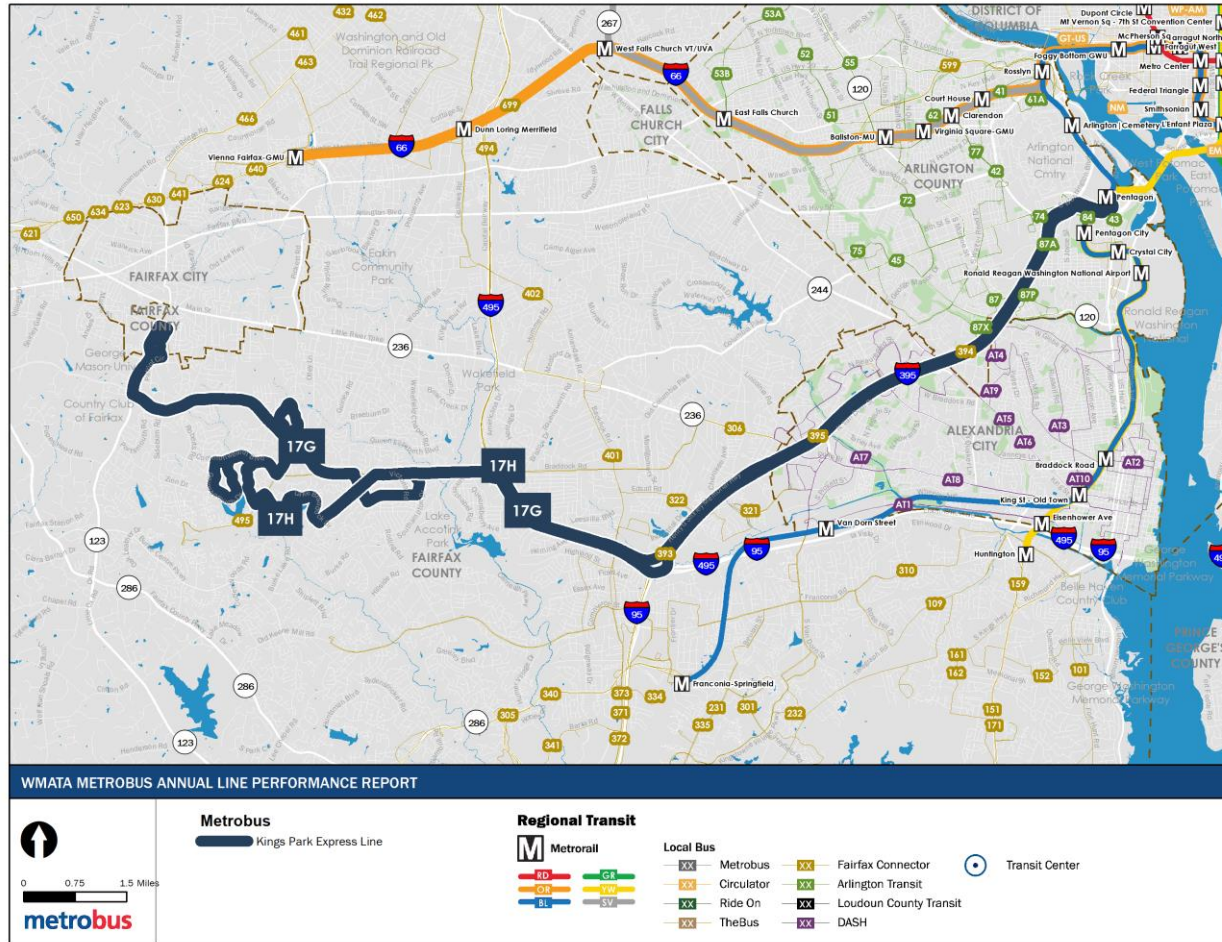| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17B	45.90	88	88 (100.0%)
17M	34.70	242	241 (99.6%)

Service Change Summary

Route 17B - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 17M - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
17B: 1.641
17M: 1.726

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average
System Average

About the Line

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Line Benefit Score

26

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	65	13	2	
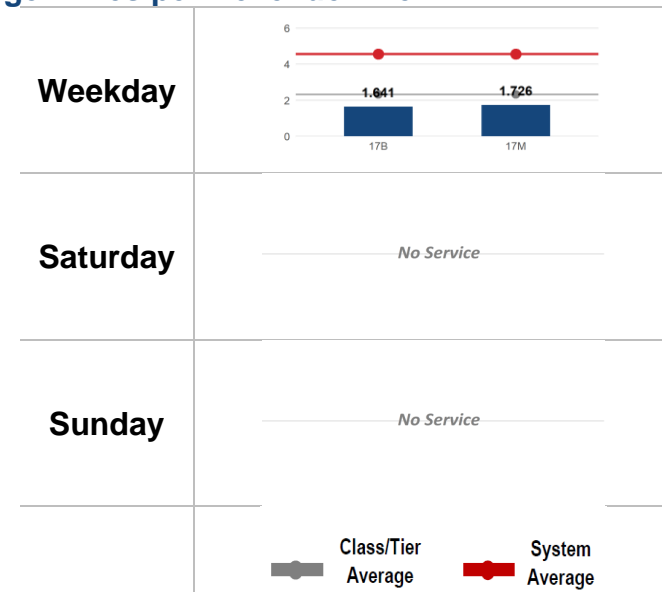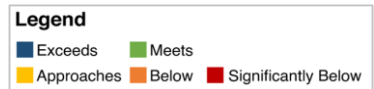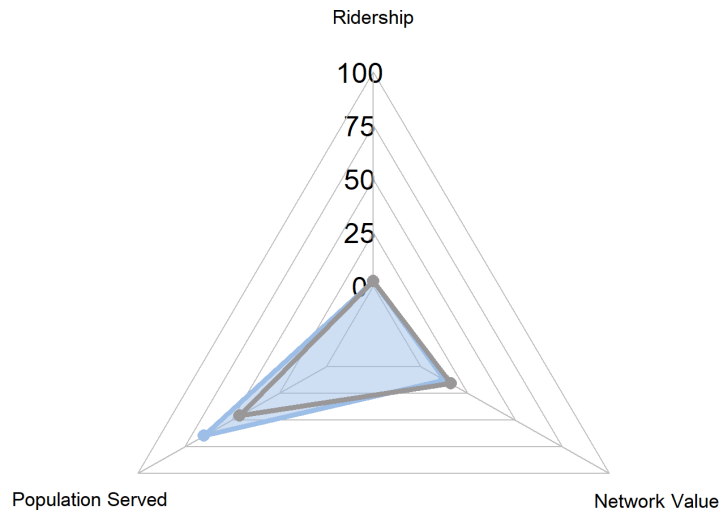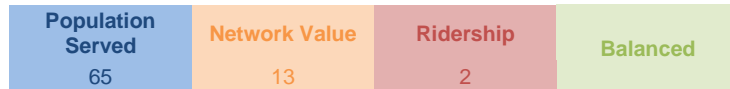
Operating Statistics

Annual Operating Costs	$1,623,693
Peak Vehicles	13
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		29,906
People of Color Population	Service Area	7,896
	% Riders Surveyed	45%
Low Income Household	Service Area	3,350
	% Riders Surveyed	9%

Facilities/Amenities

Bus Stops	154
% Stops With Shelters	7%
% Stops With Benches	7%
% Stops With Real-Time Signs	1%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

549

Ridership

Annual Ridership

17H	16,668
17G	13,557

(Bar chart axis: 0, 5,000, 10,000, 15,000, 20,000, 25,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

Weekday	Saturday	Sunday
(chart)	No Service	No Service

Legend:
- Class/Tier Average
- System Average

Weekday chart: 17G = 70, 17H = 85 (axis: 0, 500, 1,000)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	PM Peak
NORTH: 5	NORTH: 5	SOUTH: 4

(axis: 0, 2, 4, 6)
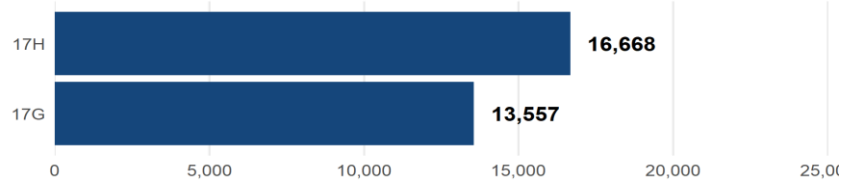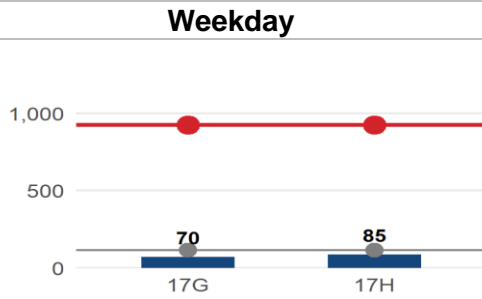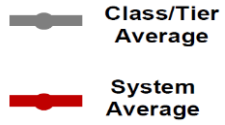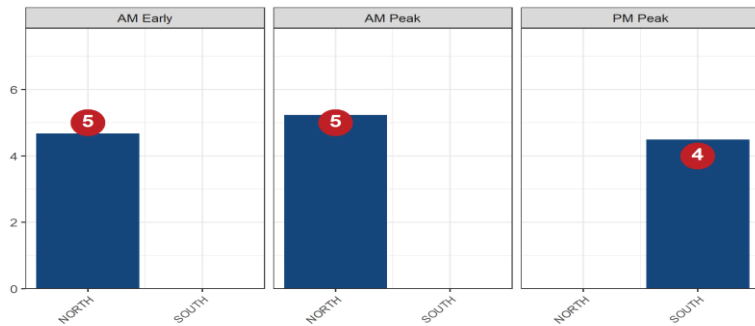
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.13	0.1
	Off-Peak Maximum Target: 1.0	0.12	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard	
Trunk	
17H	
17G	

Saturday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Sunday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

551
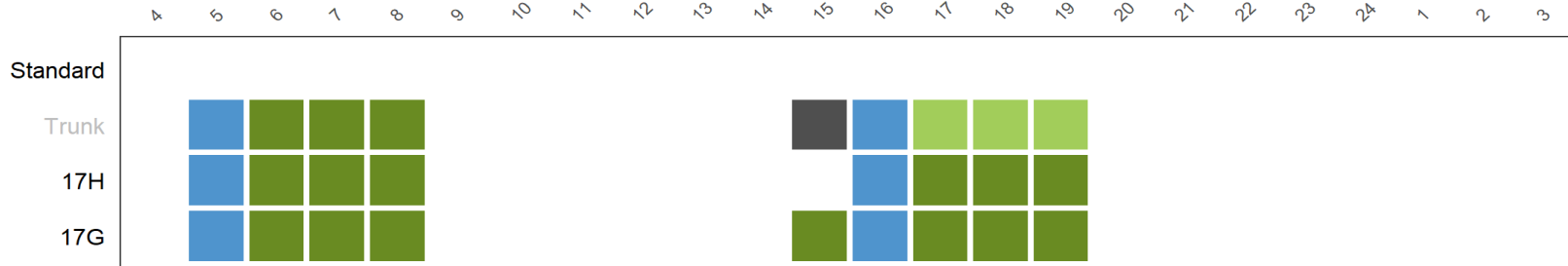
C Kings Park Express

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:23 AM - 8:58 AM; 3:55 PM - 7:42 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 18.8 / Off-Peak: NA	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	4.4	7.4	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	83%	82%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.11	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$27.23	$17.53	E	-	-	-	-	-	-
Cost Recovery | 20%	12%	12%	E	-	-	-	-	-	-

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Route 17G

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.9	2.4	-
Route Design	**Circuity |** N/A	1.44	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	3.8	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	15%	36%	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.09	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$31.46	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	11%	E	-	-	-	-	-	-

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Route 17H

Measure	Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.3	2.4	-
Route Design	**Circuity |** N/A	1.5	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	5	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.2	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	46%	36%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.12	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$23.77	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	15%	11%	D	-	-	-	-	-	-

Operational Analysis
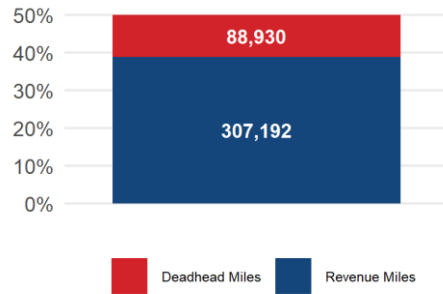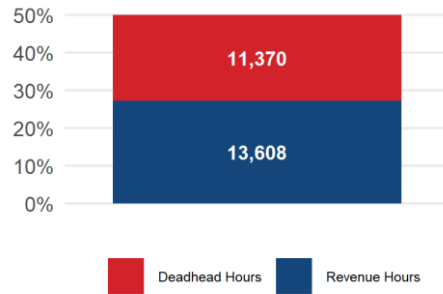
Miles Allocation

- Deadhead Miles: 88,930
- Revenue Miles: 307,192

Hours Allocation

- Deadhead Hours: 11,370
- Revenue Hours: 13,608

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17G	44.40	352	352 (100.0%)
17H	41.80	374	374 (100.0%)

Service Change Summary

Route 17G - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 17H - June 2021:
Weekday: Eliminate; Saturday: No change; Sunday: No change;
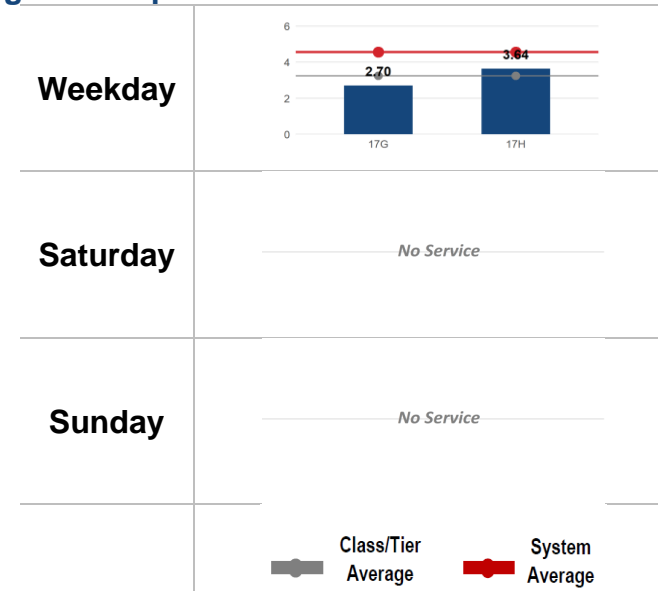
Passenger Miles per Revenue Mile

Weekday

- 17G: 2.70
- 17H: 3.84

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | D |

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

31
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average
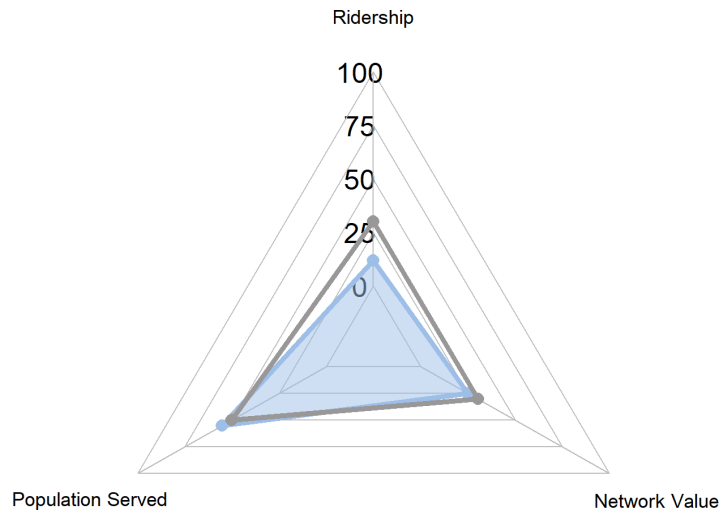
	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	55	25	12	
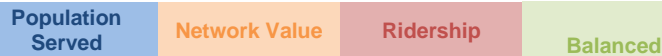
Operating Statistics

Annual Operating Costs	$3,061,914
Peak Vehicles	9
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		50,280
People of Color Population	Service Area	19,132
	% Riders Surveyed	71%
Low Income Household	Service Area	12,390
	% Riders Surveyed	57%

Facilities/Amenities

Bus Stops	126
% Stops With Shelters	17%
% Stops With Benches	18%
% Stops With Real-Time Signs	0%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	25B ████████████ **208,398** 0 — 100,000 — 200,000 — 300,000
Top Transfer Locations	**Ballston, Van Dorn Street**

Average Daily Ridership

— Class/Tier Average (grey)
— System Average (red)

Weekday	Saturday	Sunday
824 (25B)	**515** (25B)	**186** (25B)

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH	10	8	8	6	4	6	6
SOUTH		5	6	8	6	6	5
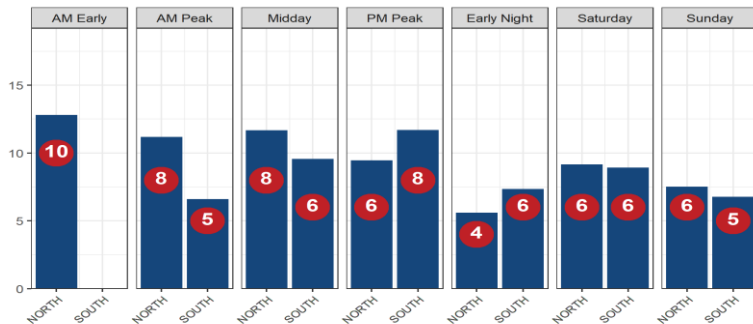
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.18	0.16
	Off-Peak Maximum Target: 1.0	0.17	0.15
	Saturday Maximum Target: 1.0	0.16	0.15
	Sunday Maximum Target: 1.0	0.14	0.13

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Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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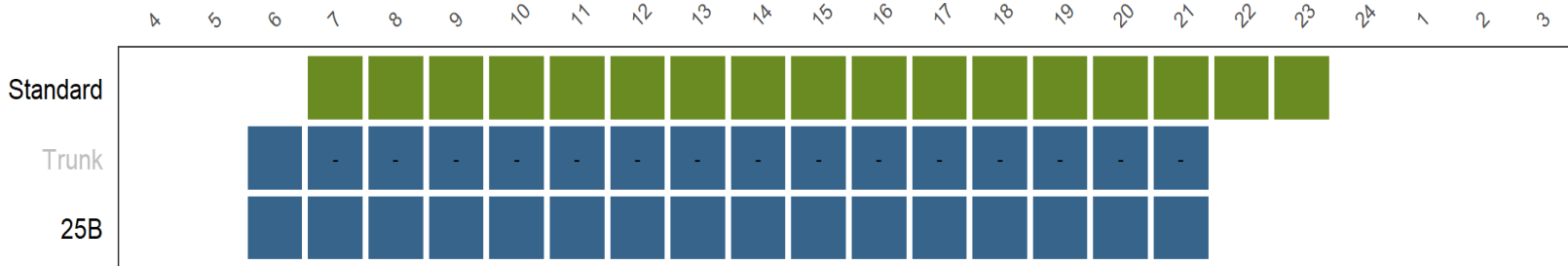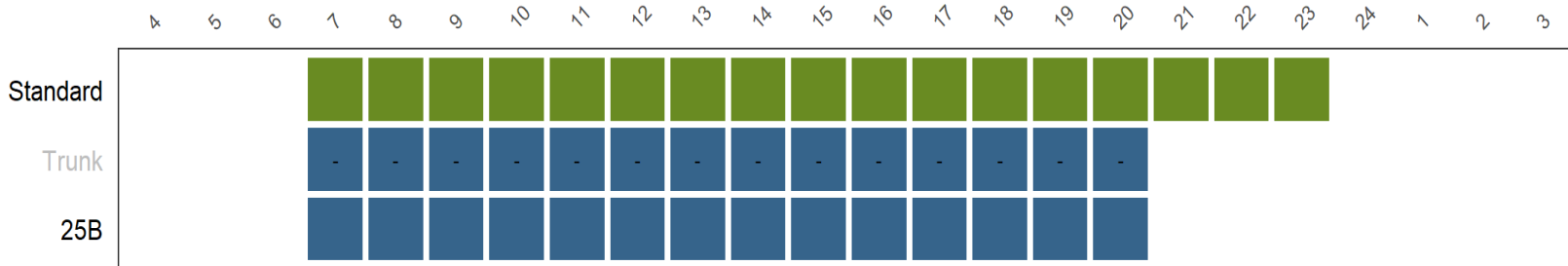
D Landmark-Ballston

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:48 AM - 11:09 PM	-	C	6:10 AM - 9:44 PM	-	C	7:38 AM - 8:35 PM	-	C
Frequency of Service | varies	Peak: 21.4 / Off-Peak: 38.3	Peak: 19.2 / Off-Peak: 28	D	40.4	25.6	E	60.0	28.5	E
Productivity									
Passengers per Revenue Hour | 30	9.9	16.6	E	9.8	17.6	E	13.7	16.0	E
Passengers per Revenue Mile | 4	1.0	2.1	E	1.0	2.1	E	1.2	1.9	E
Reliability									
On-Time Performance | 79%	86%	77%	A	82%	76%	B	88%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.17	Off-Peak: 0.23 Peak: 0.25	A	0.16	0.24	A	0.14	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$12.06	$ 8.27	E	$12.21	$ 7.67	E	$8.68	$ 8.52	E
Cost Recovery | 25%	8%	12%	E	7%	12%	E	11%	11%	E

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Route 25B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.4	5.1	A
Route Design — Circuity | 1.75	1.95	1.31	D

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	9.9	16.6	E	9.8	17.6	E	13.7	16.0	E
	Passengers per Revenue Mile | 4	1.0	2.1	E	1.0	2.1	E	1.2	1.9	E
	Unique Segment Ridership | 10%	47%	19%	A	50%	26%	A	41%	28%	A
Reliability	On-Time Performance | 79%	86%	77%	A	82%	76%	B	88%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.17	Off-Peak: 0.23 Peak: 0.25	A	0.16	0.25	A	0.14	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$12.06	$ 8.27	E	$12.21	$ 7.67	E	$8.68	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	7%	13%	E	11%	11%	E

Operational Analysis
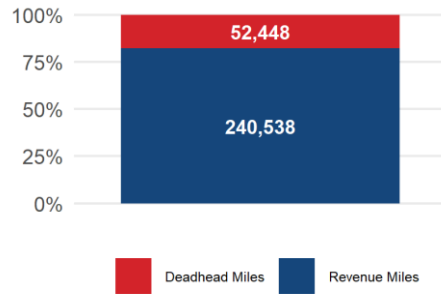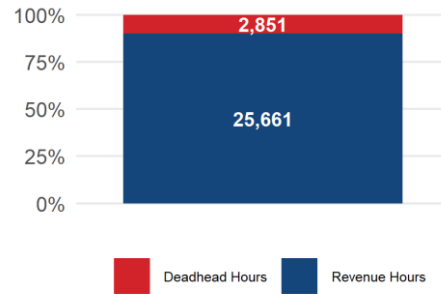
Miles Allocation

- Deadhead Miles
- Revenue Miles

(Deadhead Miles: 52,448; Revenue Miles: 240,538)

Hours Allocation

- Deadhead Hours
- Revenue Hours

(Deadhead Hours: 2,851; Revenue Hours: 25,661)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
25B	30.20	2,290	2,282 (99.7%)

Service Change Summary

Route 25B - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

26
Out of 100

Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	55	16	6	
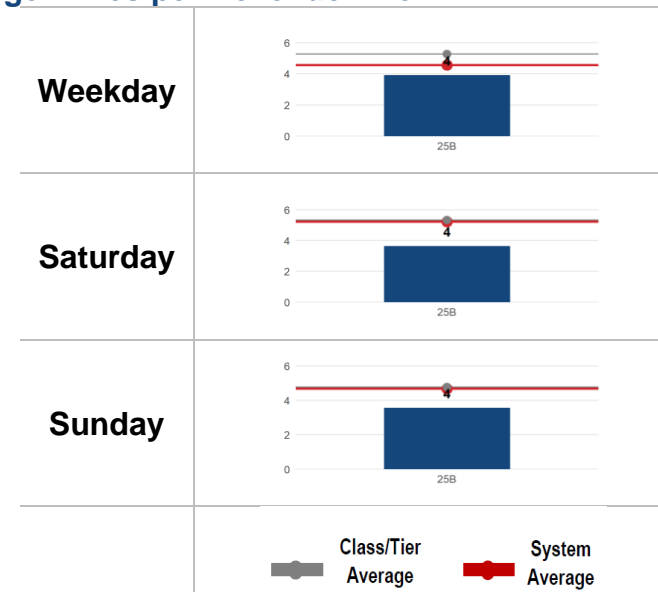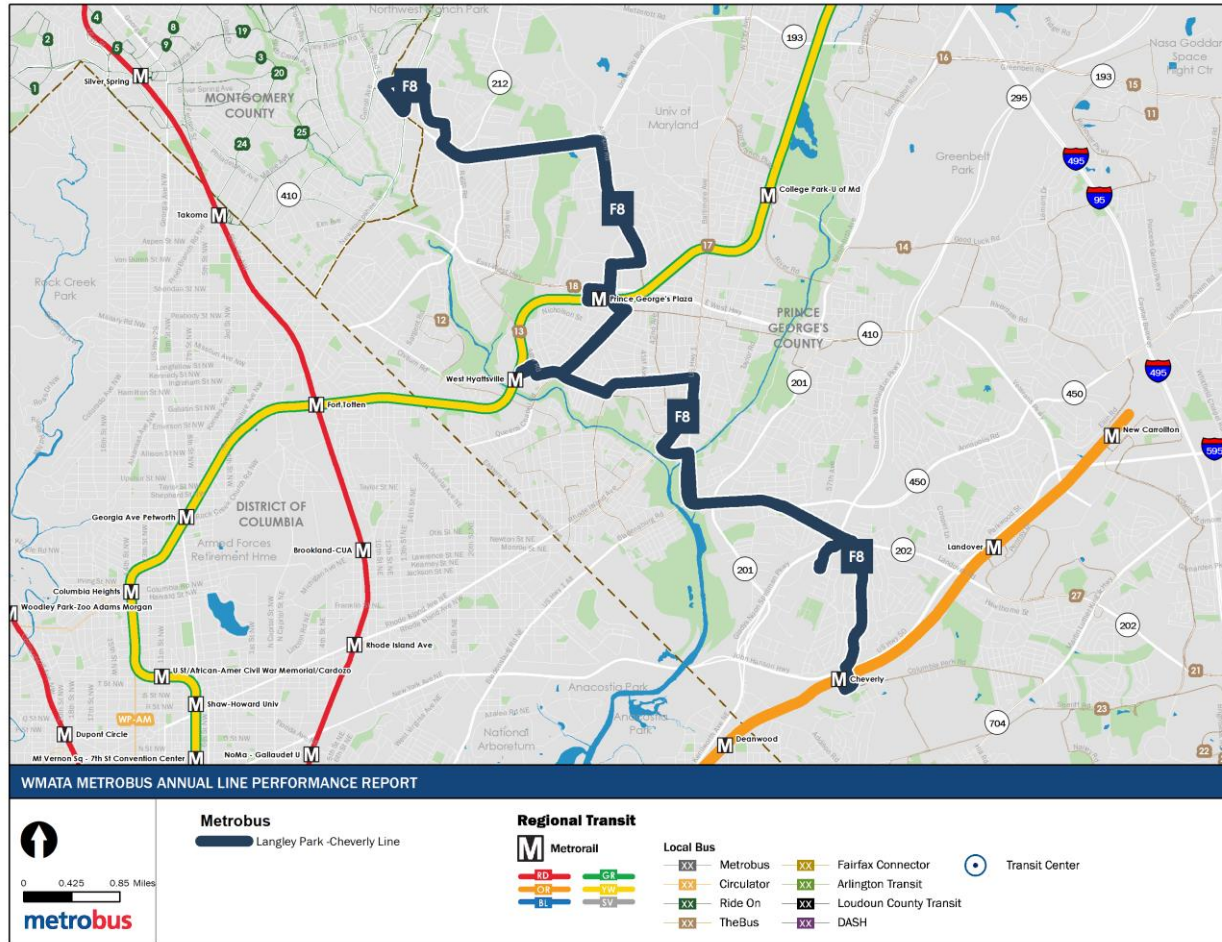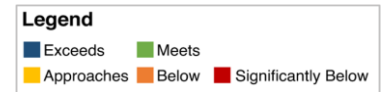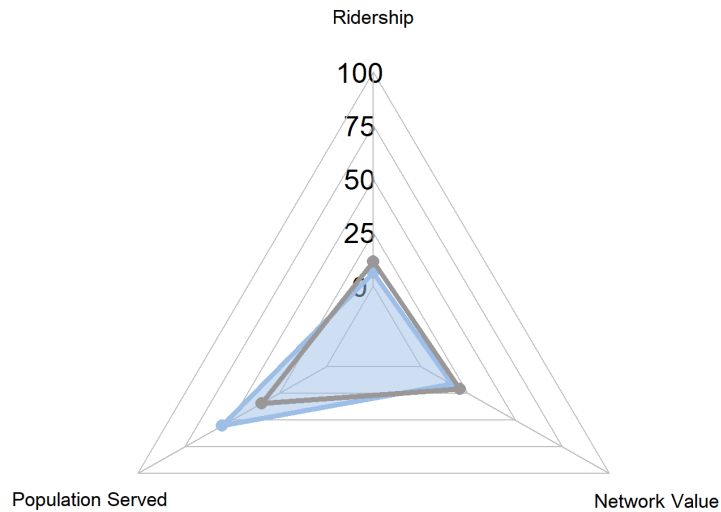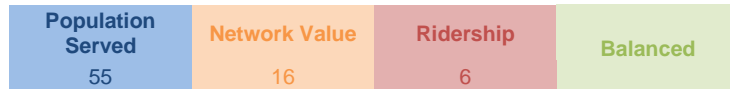
Operating Statistics

	Annual Operating Costs	$1,801,529
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		40,818
	People of Color Population	Service Area	11,582
		% Riders Surveyed	84%
	Low Income Household	Service Area	15,345
		% Riders Surveyed	64%

Facilities/Amenities

	Bus Stops	138
	% Stops With Shelters	14%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	1%

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Annual Ridership

F8   134,228

(bar chart: 0, 50,000, 100,000, 150,000, 200,00)
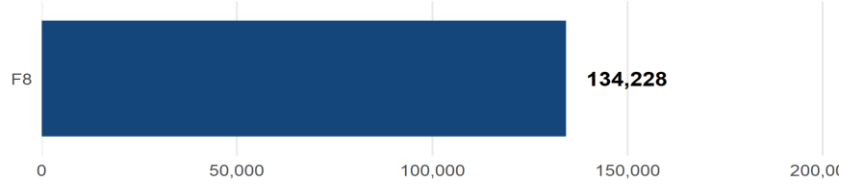
Top Transfer Locations

West Hyattsville, Prince George's Plaza, Cheverly

Average Daily Ridership
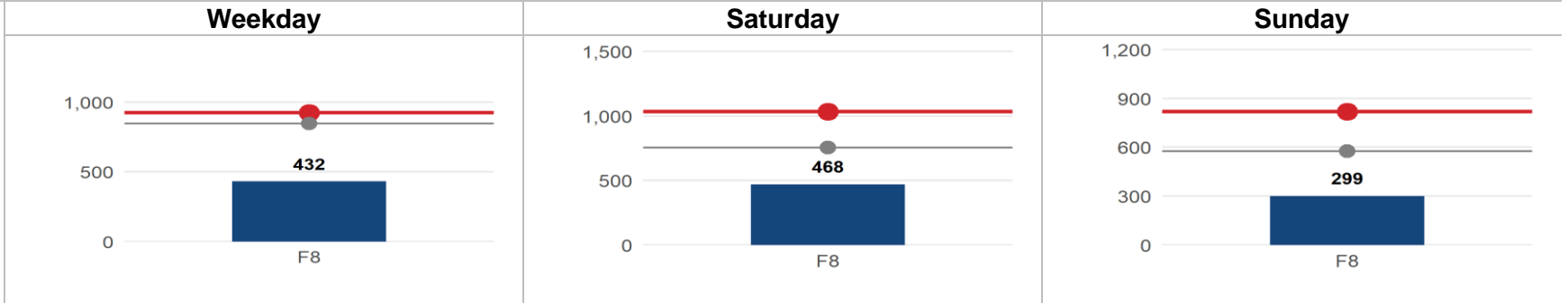
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
F8: 432	F8: 468	F8: 299

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH	9	9	10	10	6	10	9
SOUTH	7	7	10	10	7	10	9
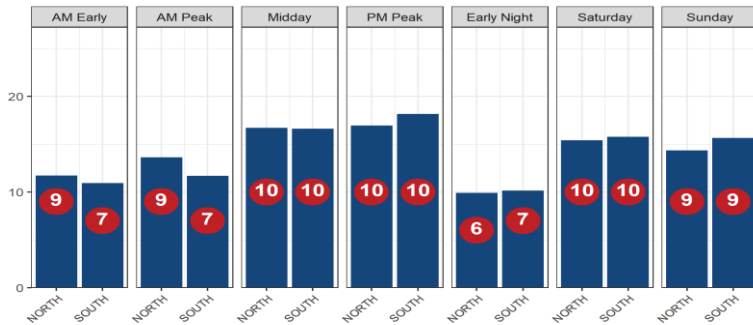
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.23	0.23
	Off-Peak Maximum Target: 1.0	0.22	0.22
	Saturday Maximum Target: 1.0	0.24	0.24
	Sunday Maximum Target: 1.0	0.23	0.24

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Span and Frequency

Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard ___

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3

Saturday (by Hour)

Sunday (by Hour)

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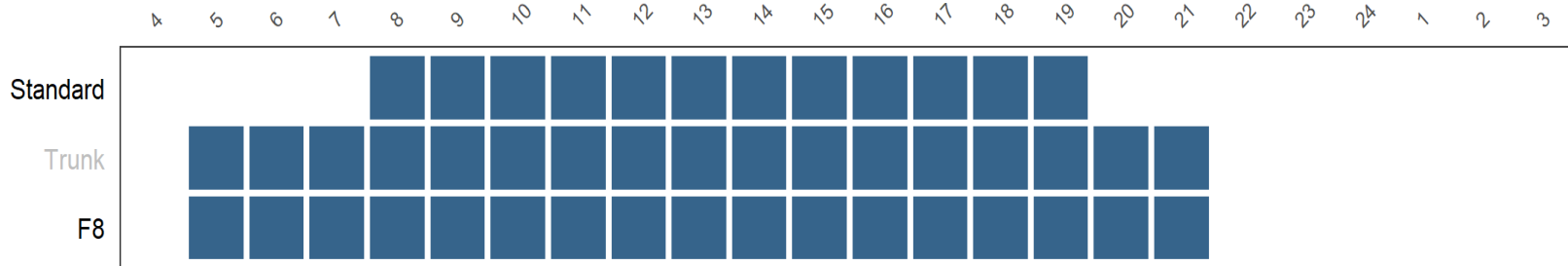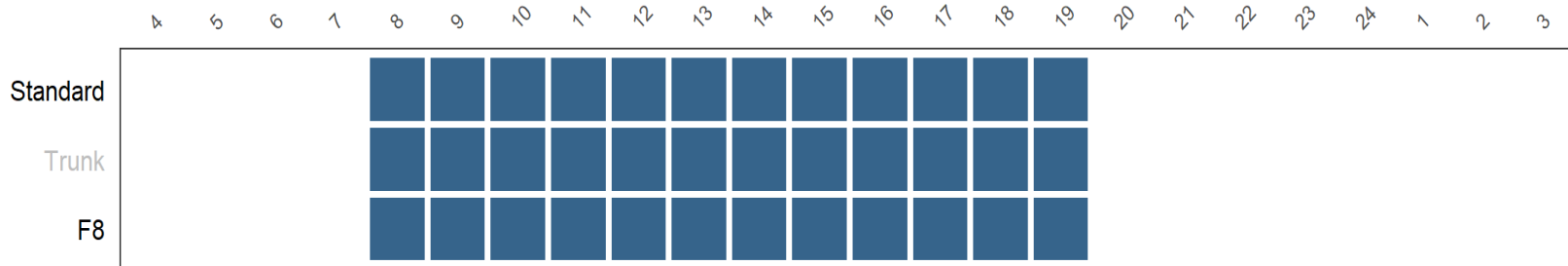
C Langley Park -Cheverly

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability Span of Service | varies	5:40 AM - 9:21 PM	-	A	5:42 AM - 9:22 PM	-	A	8:53 AM - 7:51 PM	-	C
Frequency of Service | varies	Peak: 63.4 / Off-Peak: 64.7	Peak: 32.2 / Off-Peak: 36.1	E	63.1	40.5	C	60.8	42.4	C
Productivity Passengers per Revenue Hour | 15	14.4	20.2	C	15.1	23.0	B	15.4	21.6	B
Passengers per Revenue Mile | 2	1.1	2.3	E	1.2	2.3	E	1.1	2.1	E
Reliability On-Time Performance | 79%	73%	82%	D	73%	80%	D	76%	84%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.23	Off-Peak: 0.2 Peak: 0.21	A	0.24	0.19	A	0.23	0.17	A
Cost Effectiveness Operating Cost per Passenger Trip | $5	$8.29	$ 7.03	E	$7.92	$ 6.68	E	$7.76	$ 7.26	E
Cost Recovery | 20%	11%	9%	E	11%	10%	E	12%	9%	E

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Route F8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	6.4	A
Route Design	**Circuity |** N/A	2.1	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.4	20.2	C	15.1	23.0	B	15.4	21.6	B
	Passengers per Revenue Mile | 2	1.1	2.3	E	1.2	2.3	E	1.1	2.1	E
	Unique Segment Ridership | 10%	37%	28%	A	42%	50%	A	39%	51%	A
Reliability	**On-Time Performance |** 79%	73%	82%	D	73%	80%	D	76%	84%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.23	Off-Peak: 0.21 Peak: 0.22	A	0.24	0.2	A	0.23	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.29	$ 7.03	E	$7.92	$ 6.68	E	$7.76	$ 7.26	E
	Cost Recovery | 20%	11%	9%	E	11%	10%	E	12%	9%	E

Operational Analysis
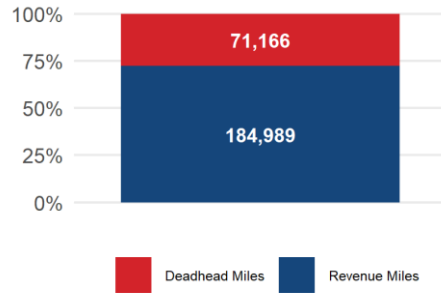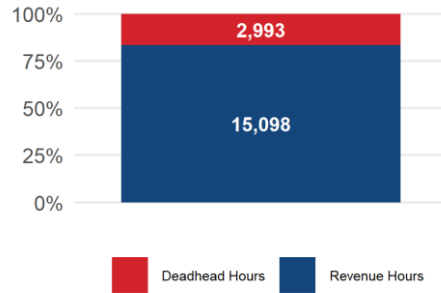
Miles Allocation

Deadhead Miles: 71,166	Revenue Miles: 184,989

Hours Allocation

Deadhead Hours: 2,993	Revenue Hours: 15,098

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F8	34.70	860	855 (99.4%)

Service Change Summary

Route F8 - June 2021:
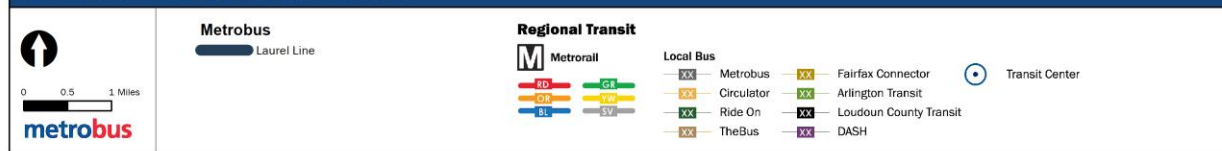Weekday: PG Plaza detour; Saturday: PG Plaza detour;
Sunday: PG Plaza detour;

Passenger Miles per Revenue Mile

Weekday — F8: 5

Saturday — F8: 5

Sunday — F8: 5

Class/Tier Average   System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   C

Legend
Exceeds Meets
Approaches Below Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Laurel Line

Regional Transit
M Metrorail

Local Bus
XX Metrobus   XX Fairfax Connector   ⊙ Transit Center
XX Circulator   XX Arlington Transit
XX Ride On   XX Loudoun County Transit
XX TheBus   XX DASH

Line Benefit Score

<div style="font-size:3em">18</div>

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	17	31	7	
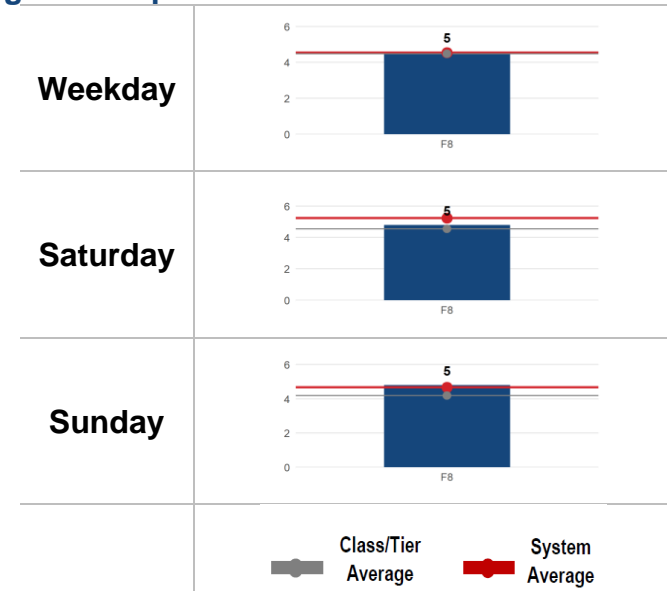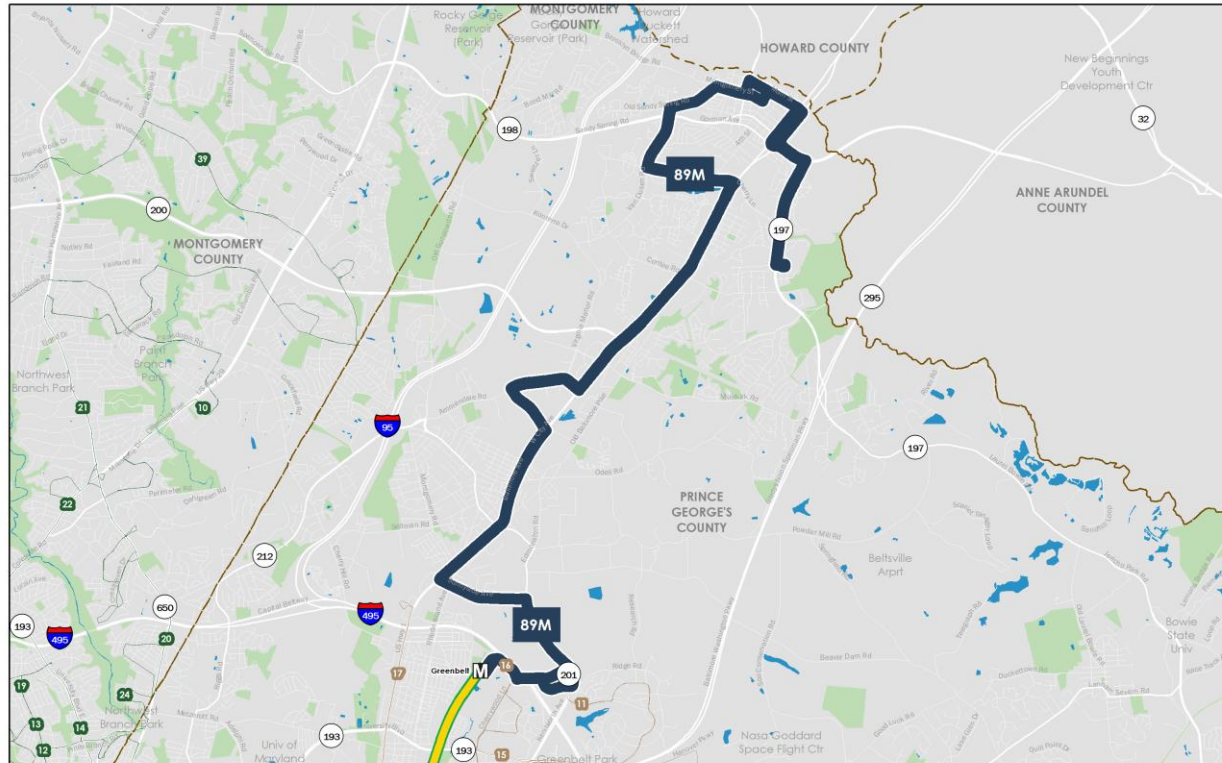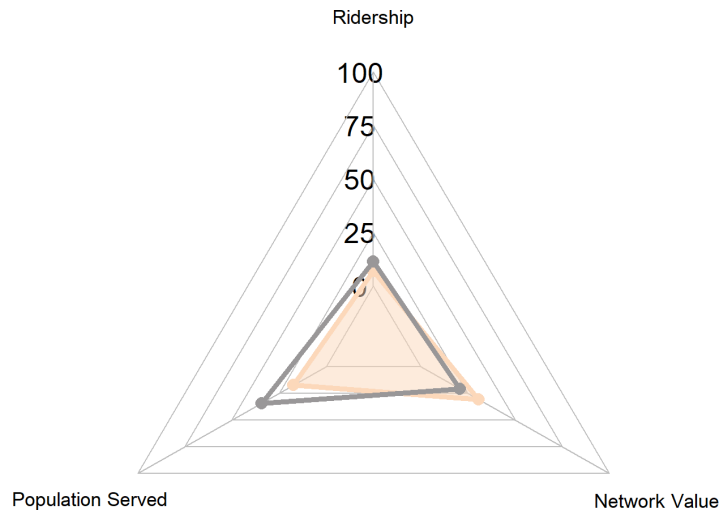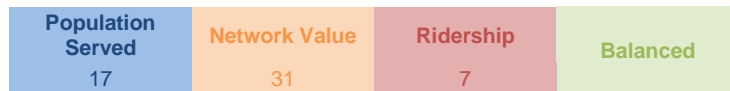
Operating Statistics

	Annual Operating Costs	$1,090,525
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		20,186
	People of Color Population	*Service Area*	10,414
		% Riders Surveyed	91%
	Low Income Household	*Service Area*	4,948
		% Riders Surveyed	53%

Facilities/Amenities

	Bus Stops	90
	% Stops With Shelters	16%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership	89M → **111,030**

Top Transfer Locations	**Greenbelt**

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership	**483** (89M)	*No Service*	*No Service*

Class/Tier Average

System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 8, SOUTH 20
AM Peak: NORTH 14, SOUTH 8
Midday: NORTH 10, SOUTH 10
PM Peak: NORTH 12, SOUTH 11
Early Night: NORTH 7, SOUTH 6
Late Night: SOUTH 3
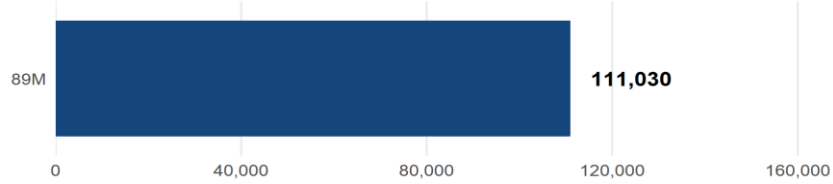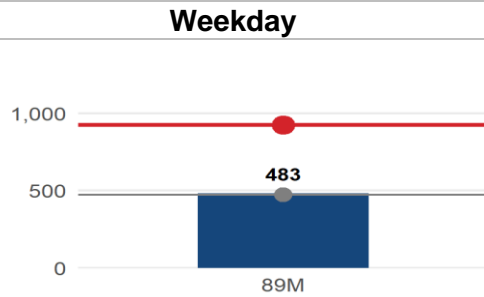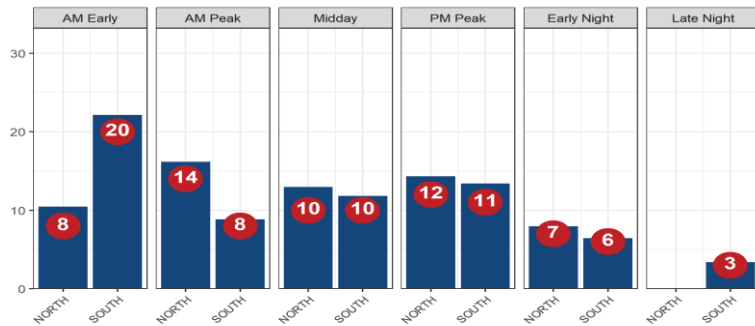
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.32	0.24
	Off-Peak Maximum Target: 1.0	0.22	0.23
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
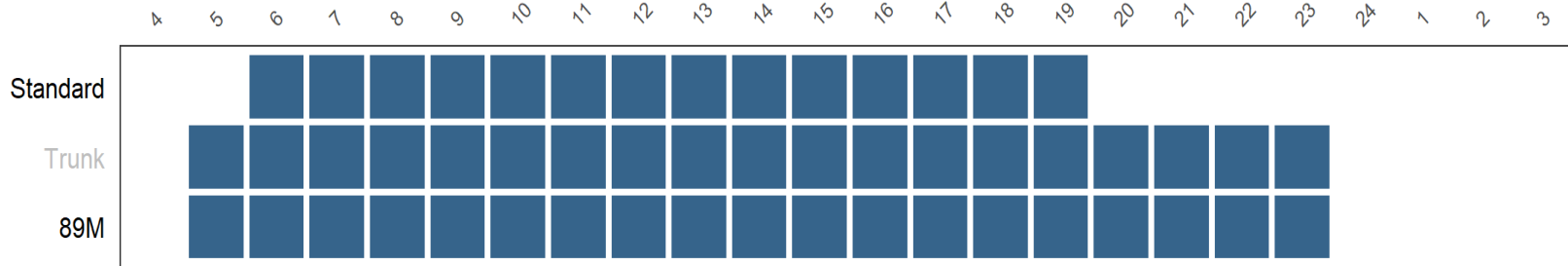
Performance Report Card

C **Laurel**

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:45 AM - 11:36 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 45.2 / Off-Peak: 55.8	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	13.9	13	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	80%	83%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.28	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.59	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	11%	9%	E	-	-	-	-	-	-

metrobus

Route 89M

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.4	5	E
Route Design	**Circuity |** N/A	2.19	1.82	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	13.9	13	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	82%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	83%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.28	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.59	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	8%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- **Deadhead Miles:** 48,291
- **Revenue Miles:** 144,292

Hours Allocation

- **Deadhead Hours:** 1,655
- **Revenue Hours:** 9,140

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
89M	37.60	924	919 (99.5%)

Service Change Summary

Route 89M - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	6 (89M)
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

20

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	21	2	
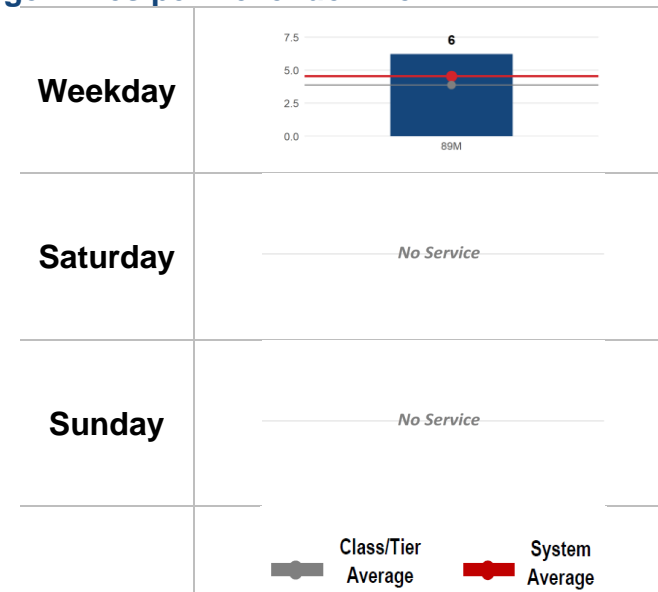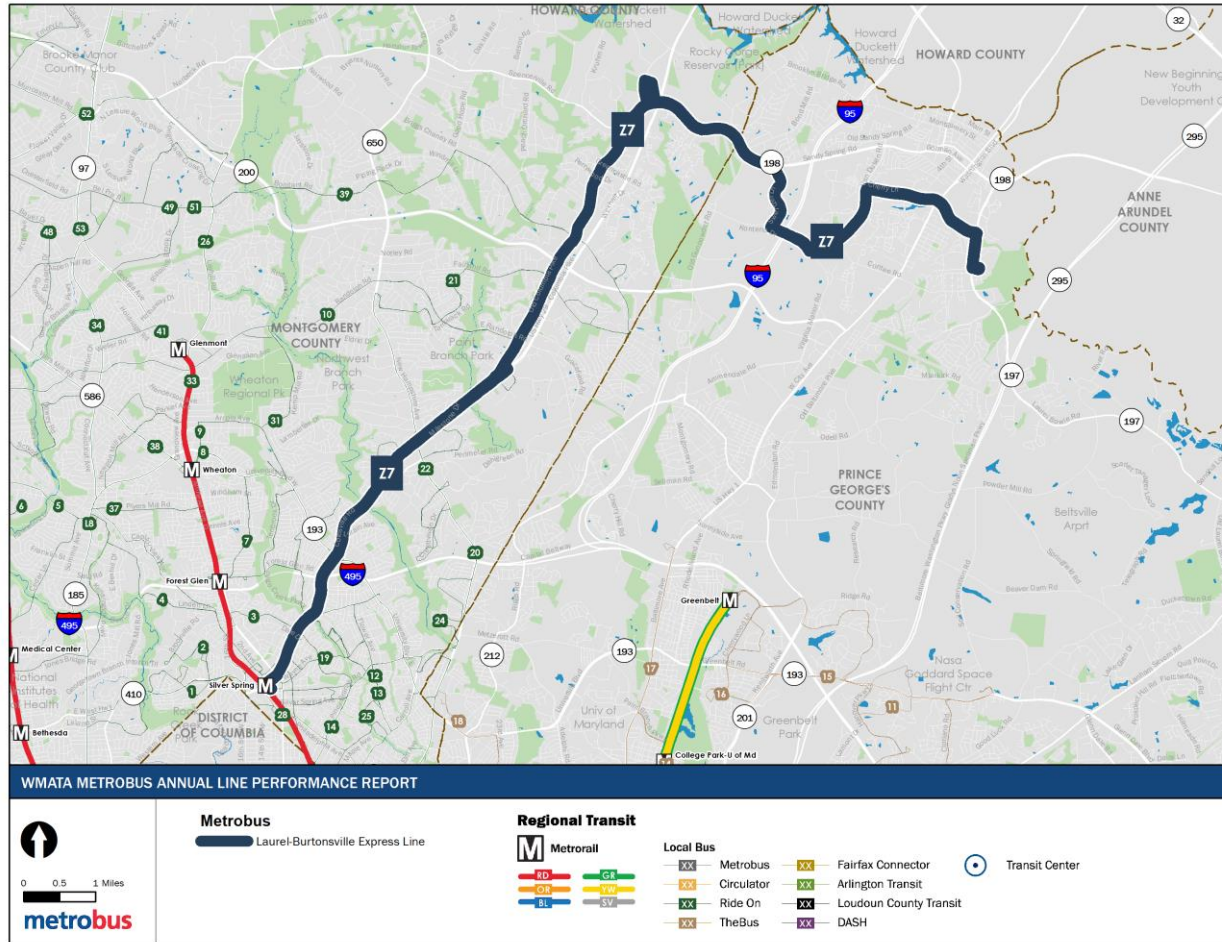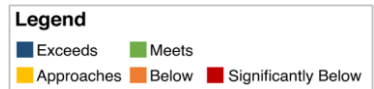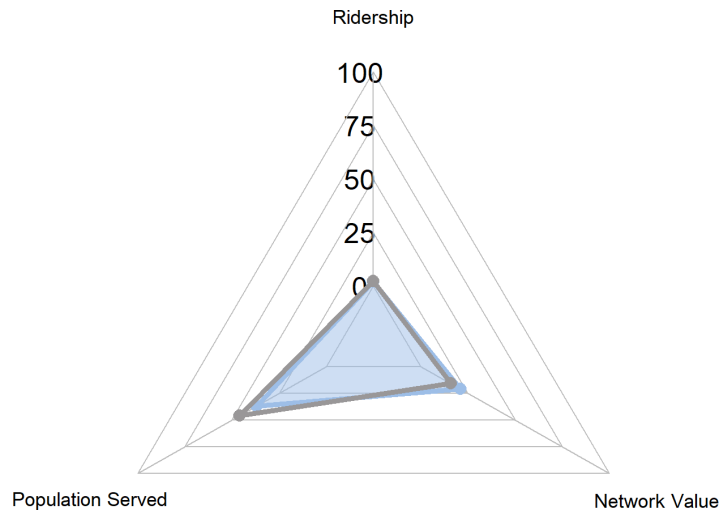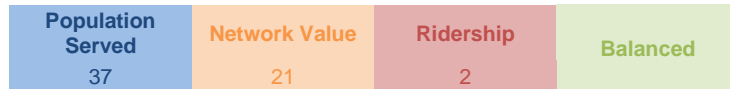
Operating Statistics

Annual Operating Costs	$603,642
Peak Vehicles	2
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		20,764
People of Color Population	Service Area	12,460
	% Riders Surveyed	86%
Low Income Household	Service Area	4,582
	% Riders Surveyed	54%

Facilities/Amenities

Bus Stops	95
% Stops With Shelters	21%
% Stops With Benches	24%
% Stops With Real-Time Signs	1%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

578

Ridership

Annual Ridership

Z7 — 28,920

Top Transfer Locations

Silver Spring

Average Daily Ridership

	Weekday	Saturday	Sunday

Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday: Z7 — 149

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early — SOUTH: 8
AM Peak — NORTH: 5, SOUTH: 6
PM Peak — NORTH: 8, SOUTH: 8
Early Night — NORTH: 6
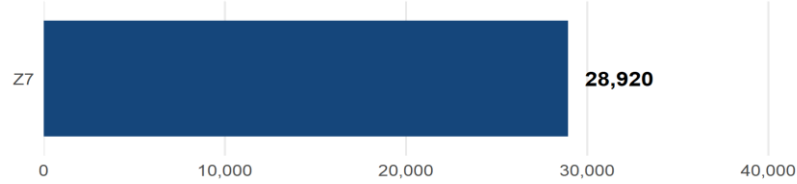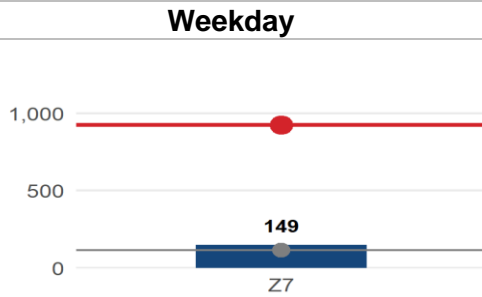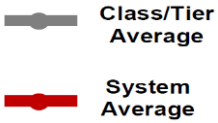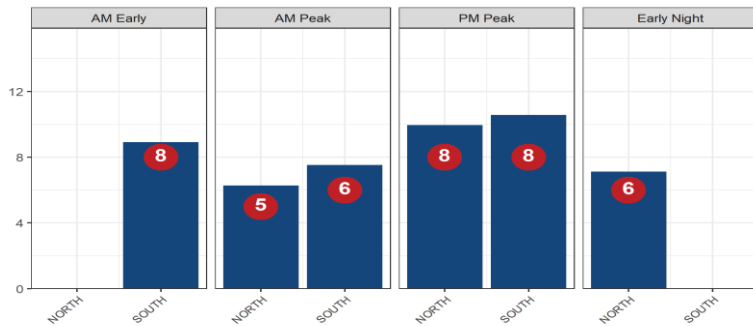
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.17	0.17
	Off-Peak Maximum Target: 1.0	0.14	0.2
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
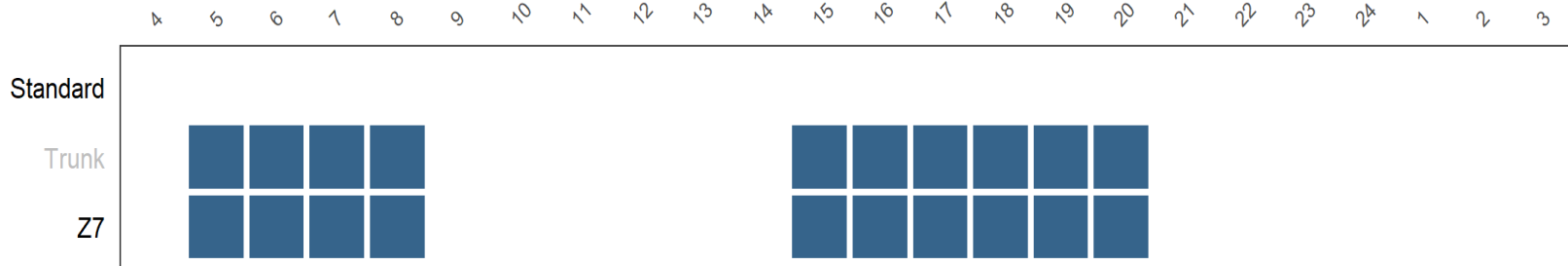
C Laurel-Burtonsville Express

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:00 AM - 8:58 AM; 3:22 PM - 8:25 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 110.2 / Off-Peak: NA	Peak: 58.6 / Off-Peak: 112.2	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	7.5	7.4	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.5	0.4	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	78%	82%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.17	Off-Peak: 0.12 Peak: 0.14	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$15.86	$17.53	E	-	-	-	-	-	-
Cost Recovery | 20%	8%	12%	E	-	-	-	-	-	-

metrobus

Route Z7

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	2.6	2.4	-
Route Design Circuity | N/A	1.39	1.41	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	7.5	7.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	0.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	57%	36%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	78%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.17	Off-Peak: 0.12 Peak: 0.12	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$15.86	$17.53	E	-	-	-	-	-	-
	Cost Recovery | 20%	8%	11%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles	87,791
Revenue Miles	78,861

Hours Allocation

Deadhead Hours	2,750
Revenue Hours	5,059

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z7	37.40	374	373 (99.7%)

Service Change Summary

Route Z7 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday *No Service*

Sunday *No Service*

Class/Tier Average	System Average

LINE: 5 - Leesburg Pike   ROUTE(S): 28A

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Leesburg Pike Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
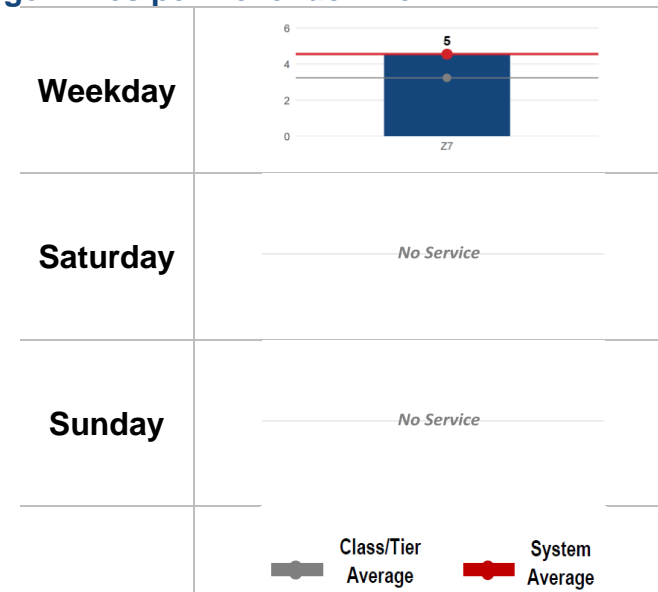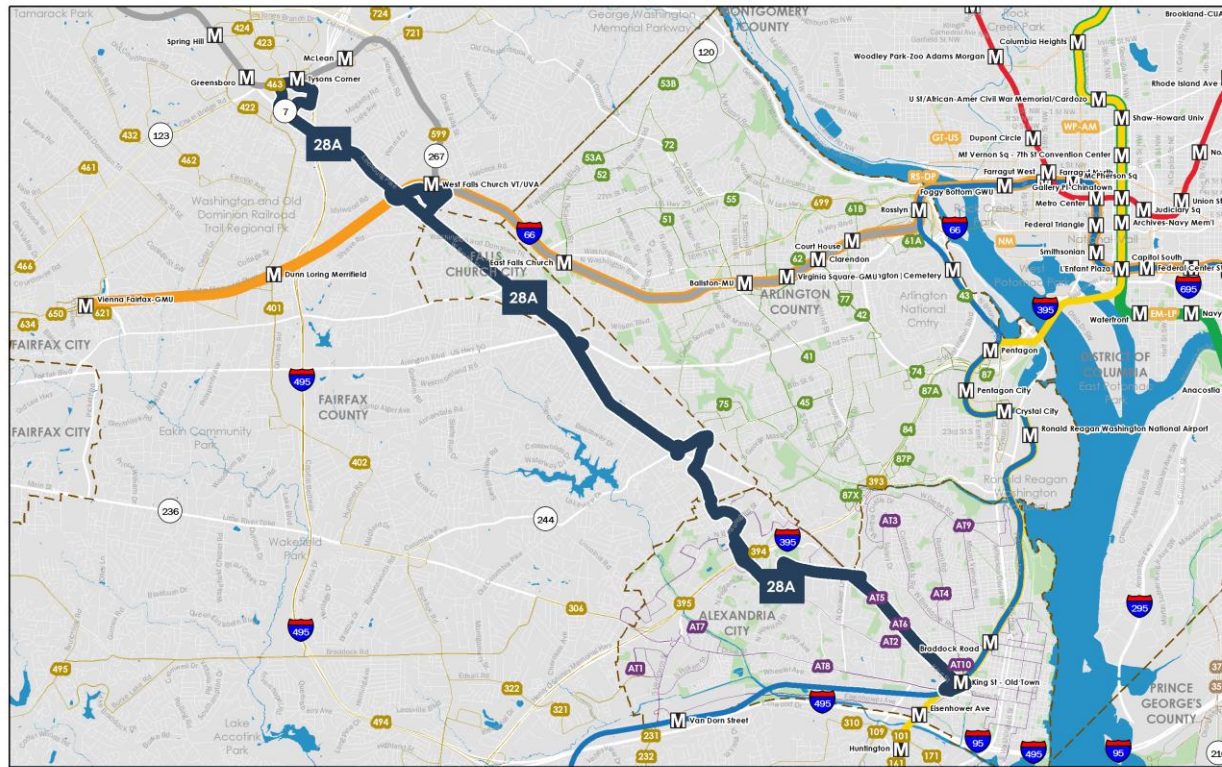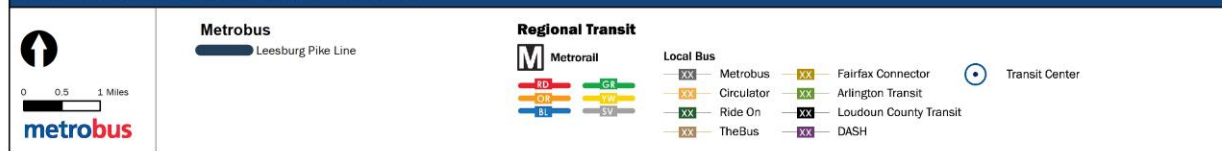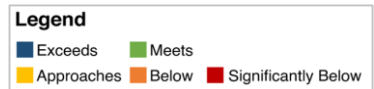
Line Benefit Score

50
Out of 100
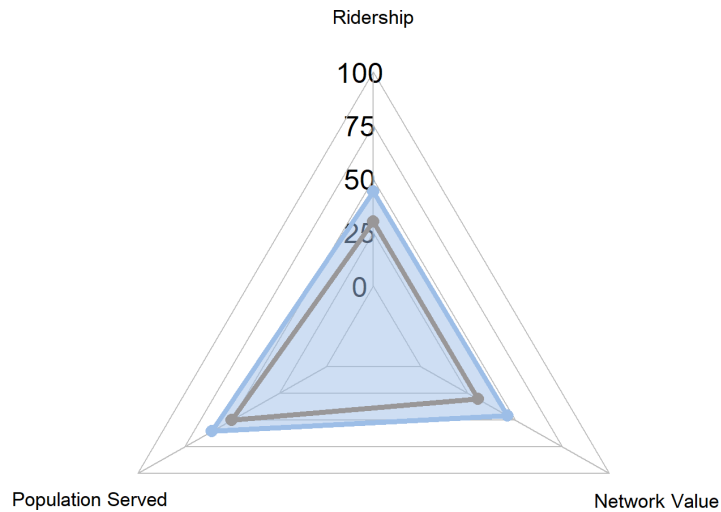
Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	61	46	44	
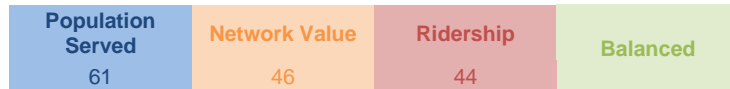
Operating Statistics

Annual Operating Costs		$6,804,194
Peak Vehicles		14
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			48,392
People of Color Population	Service Area		17,595
	% Riders Surveyed		83%
Low Income Household	Service Area		11,348
	% Riders Surveyed		62%

Facilities/Amenities

Bus Stops		133
% Stops With Shelters		24%
% Stops With Benches		30%
% Stops With Real-Time Signs		2%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Annual Ridership

28A — 945,495

| 0 | 500,000 | 1,000,000 |
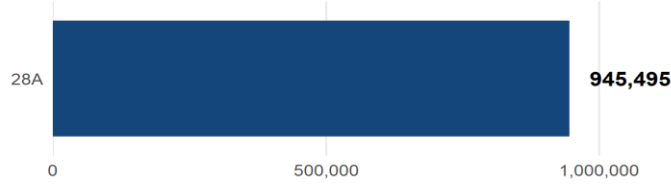
Top Transfer Locations

West Falls Church, Tysons Corner, King Street

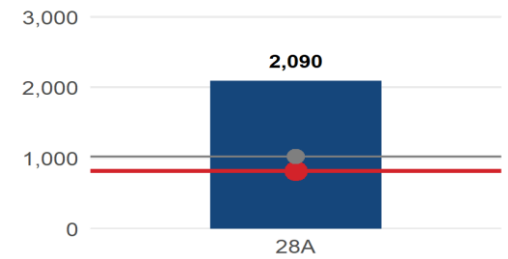**Average Daily Ridership**
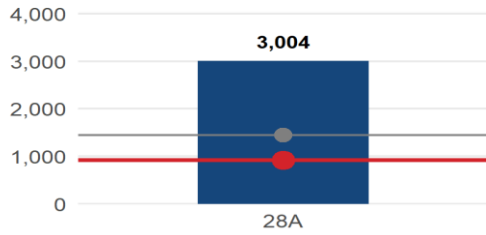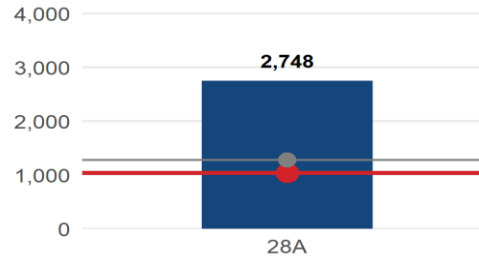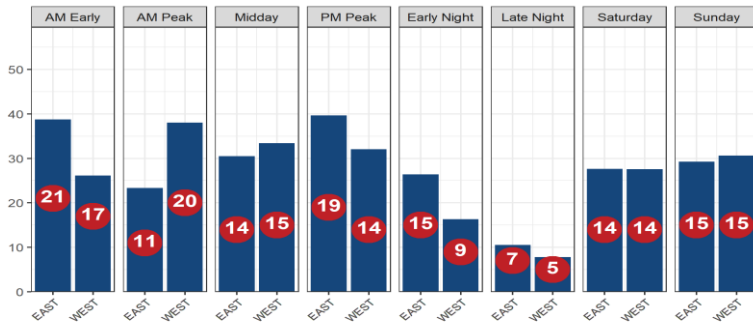
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
3,004	2,748	2,090
28A	28A	28A

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	21	11	14	19	15	7	14	15
WEST	17	20	15	14	9	5	14	15

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.4	0.42
	Off-Peak Maximum Target: 1.0	0.35	0.32
	Saturday Maximum Target: 1.0	0.34	0.34
	Sunday Maximum Target: 1.0	0.36	0.38

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

Standard

Trunk

28A

Saturday (by Hour)

| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

Standard

Trunk

28A

Sunday (by Hour)

| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

Standard

Trunk

28A

metrobus
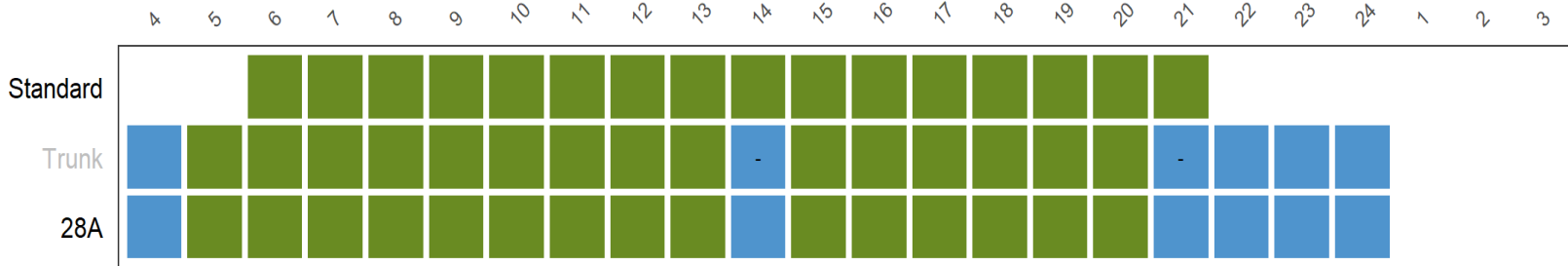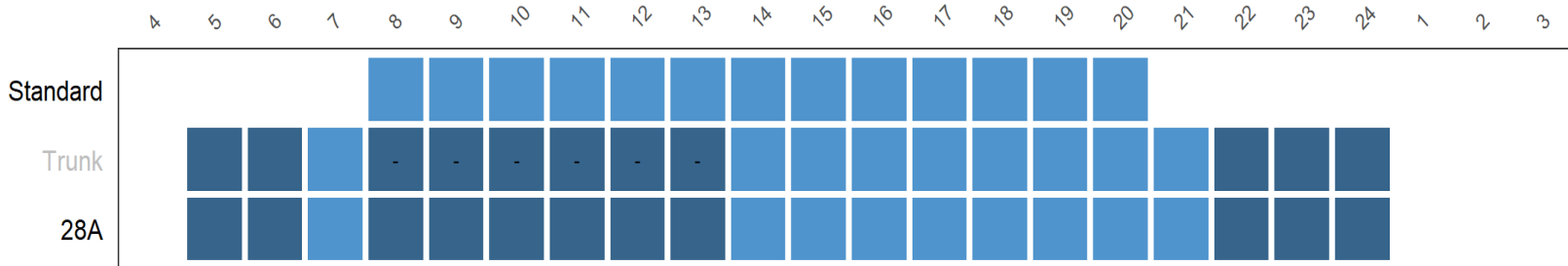
Performance Report Card

C Leesburg Pike

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:18 AM - 12:51 AM	-	A	5:50 AM - 1:07 AM	-	A	5:50 AM - 12:35 AM	-	A
	Frequency of Service | varies	Peak: 20.2 / Off-Peak: 20.5	Peak: 26.4 / Off-Peak: 28.8	C	21.2	33.3	A	30.5	34.5	C
Productivity	**Passengers per Revenue Hour** | 20	19.4	18.1	C	19.8	19.9	C	22.8	18.1	A
	Passengers per Revenue Mile | 2	1.8	1.7	D	1.6	1.8	D	1.8	1.6	D
Reliability	**On-Time Performance** | 79%	88%	79%	A	84%	78%	A	82%	78%	B
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.41	Off-Peak: 0.27 Peak: 0.3	A	0.34	0.28	A	0.37	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.16	$ 7.79	E	$6.01	$ 7.16	E	$5.24	$ 8.20	C
	Cost Recovery | 20%	15%	14%	D	16%	15%	D	18%	14%	D

Route 28A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	4.6	E
Route Design	**Circuity |** 1.75	1.41	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	19.4	18.1	C	19.8	19.9	C	22.8	18.1	A
	Passengers per Revenue Mile | 2	1.8	1.7	D	1.6	1.8	D	1.8	1.6	D
	Unique Segment Ridership | 10%	56%	27%	A	53%	36%	A	57%	45%	A
Reliability	**On-Time Performance |** 79%	88%	79%	A	84%	78%	A	82%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.41	Off-Peak: 0.27 Peak: 0.3	A	0.34	0.29	A	0.37	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.16	$ 7.79	E	$6.01	$ 7.16	E	$5.24	$ 8.20	C
	Cost Recovery | 20%	15%	15%	D	16%	16%	D	18%	14%	D

Operational Analysis
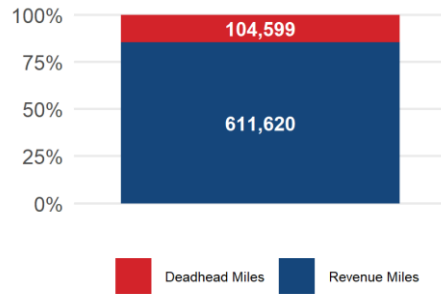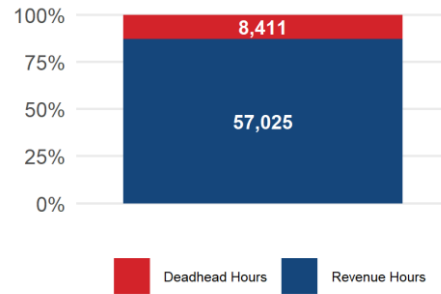
Miles Allocation

- 104,599 — Deadhead Miles
- 611,620 — Revenue Miles

Hours Allocation

- 8,411 — Deadhead Hours
- 57,025 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28A	36.80	3,160	3,150 (99.7%)

Service Change Summary

Route 28A - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — 28A: 7

Saturday — 28A: 7

Sunday — 28A: 7

- Class/Tier Average
- System Average
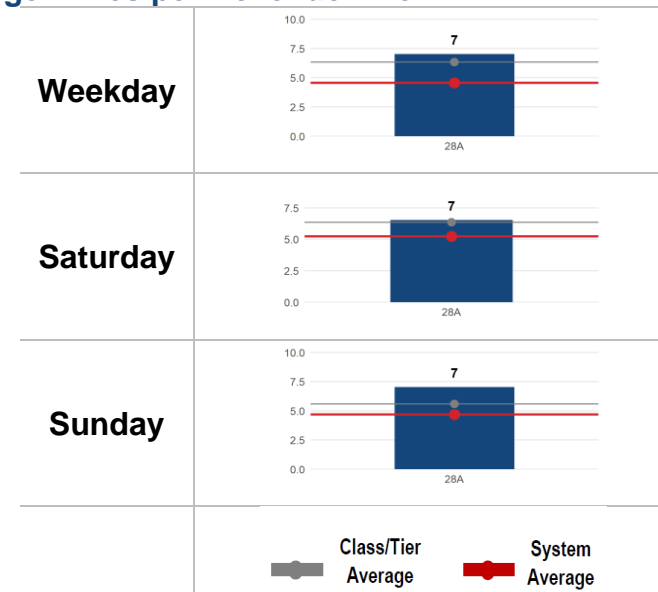
LINE: 70 - Lincolnia-North Fairlington   ROUTE(S): 7A, 7F, 7Y

About the Line
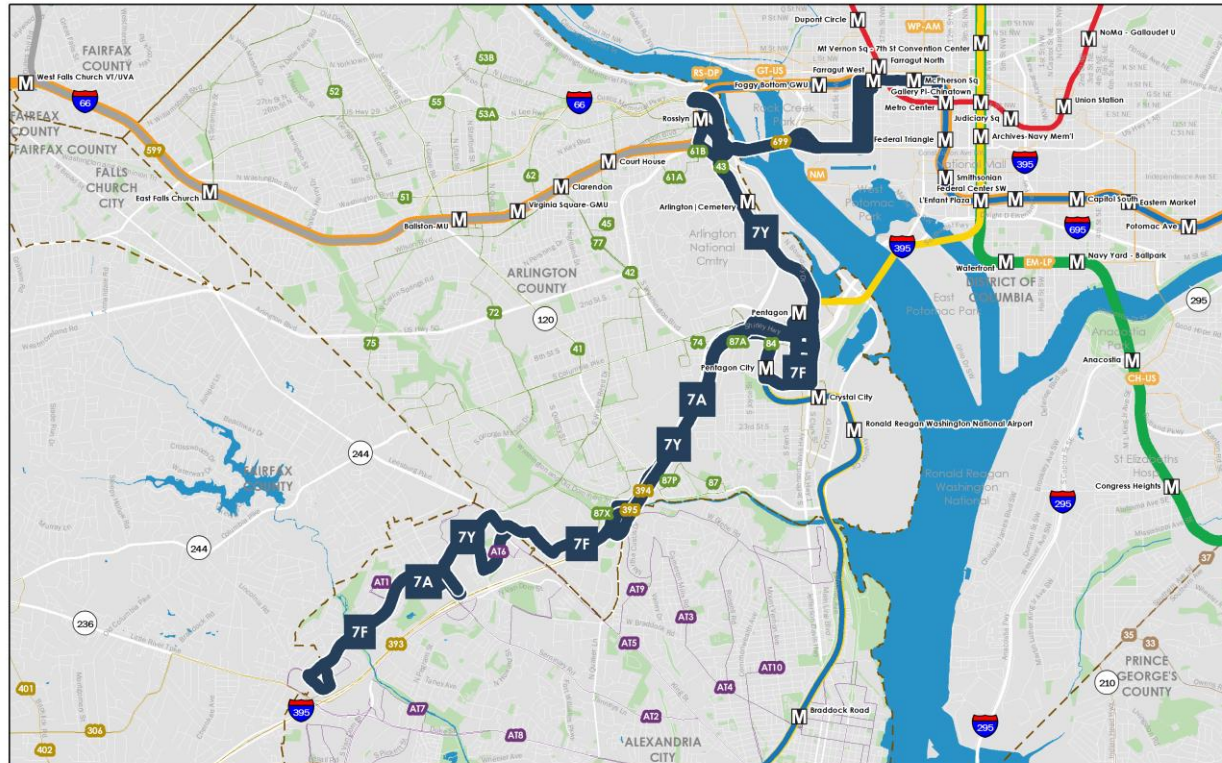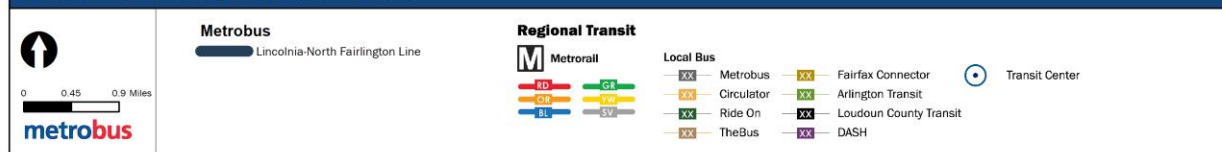
Service Classification
Framework

Activity Tier
1

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Lincolnia-North Fairlington Line

Regional Transit
- **M** Metrorail
  - RD
  - OR
  - BL
  - GR
  - YW
  - SV

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ● Transit Center

0   0.45   0.9 Miles

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Line Benefit Score

30
Out of 100
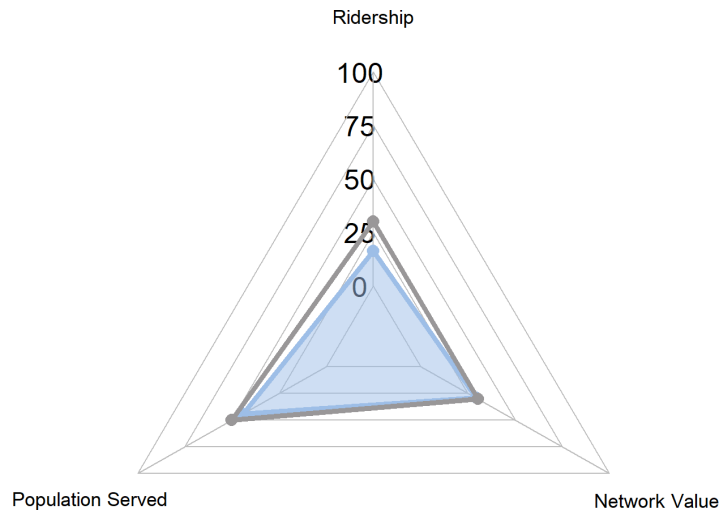
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	29	16	
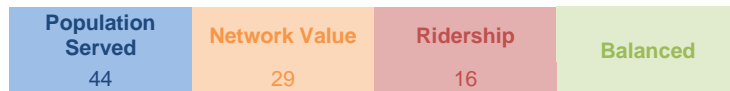
Operating Statistics

Annual Operating Costs	$3,501,747
Peak Vehicles	14
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		71,777
People of Color Population	Service Area	28,216
	% Riders Surveyed	62%
Low Income Household	Service Area	16,743
	% Riders Surveyed	34%

Facilities/Amenities

Bus Stops	108
% Stops With Shelters	16%
% Stops With Benches	18%
% Stops With Real-Time Signs	6%

metrobus

Ridership

Annual Ridership

7Y	24,320
7F	106,922
7A	156,428
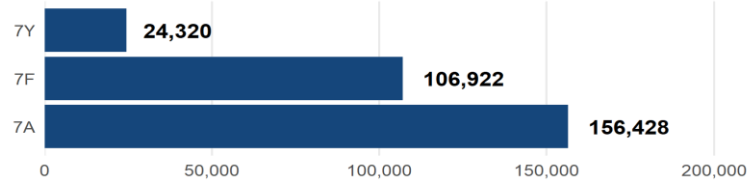
Top Transfer Locations

Pentagon City, Pentagon, Farragut West

Average Daily Ridership
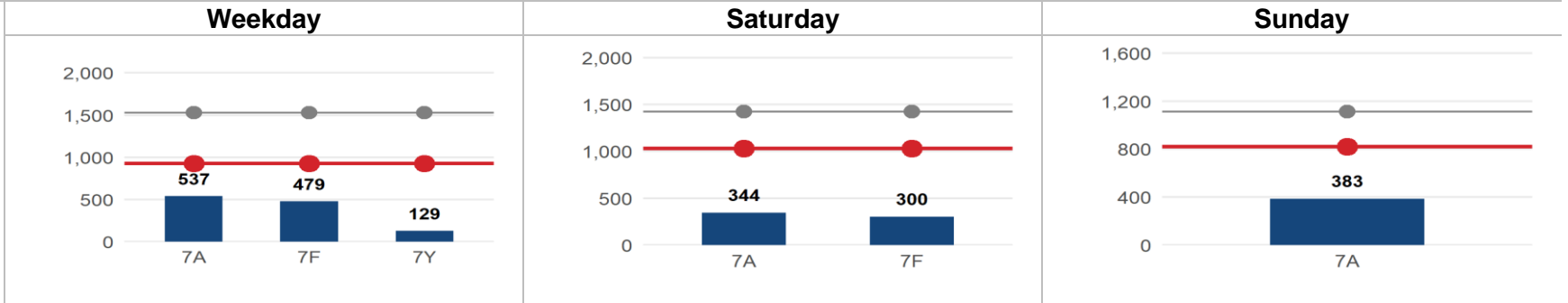
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
7A: 537, 7F: 479, 7Y: 129	7A: 344, 7F: 300	7A: 383

Average Trip Ridership and Maximum Load by Time Period
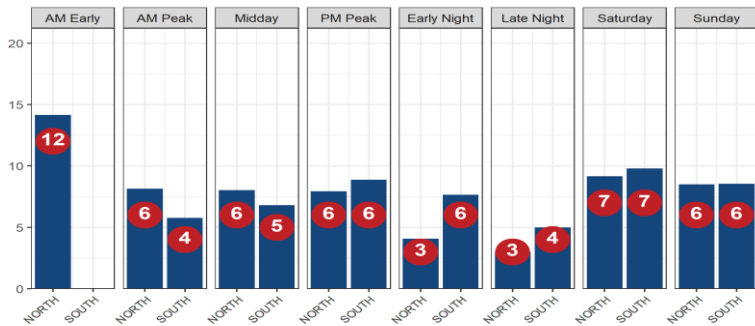
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.14	0.14
	Off-Peak Maximum Target: 1.0	0.13	0.13
	Saturday Maximum Target: 1.0	0.17	0.18
	Sunday Maximum Target: 1.0	0.16	0.16

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Lincolnia-North Fairlington

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:45 AM - 12:36 AM	-	A	6:12 AM - 12:38 AM	-	A	7:30 AM - 12:37 AM	-	A
Frequency of Service | varies	Peak: 15.6 / Off-Peak: 16.6	Peak: 19.2 / Off-Peak: 28	C	33.7	25.6	E	44.9	28.5	E
Productivity									
Passengers per Revenue Hour | 30	8.9	16.6	E	10.8	17.6	E	11.5	16.0	E
Passengers per Revenue Mile | 4	0.7	2.1	E	1.0	2.1	E	0.9	1.9	E
Reliability									
On-Time Performance | 79%	91%	77%	A	90%	76%	A	87%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.14	Off-Peak: 0.23 Peak: 0.25	A	0.17	0.24	A	0.16	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$13.41	$ 8.27	E	$11.07	$ 7.67	E	$10.37	$ 8.52	E
Cost Recovery | 25%	7%	12%	E	9%	12%	E	9%	11%	E

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Route 7A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.4	5.1	E
Route Design — Circuity | 1.75	1.54	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	9.9	16.6	E	11.0	17.6	E	11.5	16.0	E
	Passengers per Revenue Mile | 4	0.9	2.1	E	1.0	2.1	E	0.9	1.9	E
	Unique Segment Ridership | 10%	0%	19%	E	3%	26%	E	51%	28%	A
Reliability	On-Time Performance | 79%	91%	77%	A	92%	76%	A	87%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.23 Peak: 0.25	A	0.17	0.25	A	0.16	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$11.99	$ 8.27	E	$10.83	$ 7.67	E	$10.37	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	9%	13%	E	9%	11%	E

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Route 7F

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.4	5.1	E
Route Design	**Circuity |** 1.75	1.6	1.31	B

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	8.9	16.6	E	10.5	17.6	E	-	-	-
	Passengers per Revenue Mile | 4	0.7	2.1	E	1.0	2.1	E	-	-	-
	Unique Segment Ridership | 10%	4%	19%	E	4%	26%	E	-	-	-
Reliability	**On-Time Performance |** 79%	90%	77%	A	88%	76%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.23 Peak: 0.25	A	0.17	0.25	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$13.38	$ 8.27	E	$11.36	$ 7.67	E	-	-	-
	Cost Recovery | 25%	7%	12%	E	9%	13%	E	-	-	-

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Route 7Y

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	2.4	5.1	E
Route Design **Circuity |** 1.75	1.61	1.31	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	6.4	16.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	0.5	2.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	4%	19%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	90%	77%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.11	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$18.62	$ 8.27	E	-	-	-	-	-	-
	Cost Recovery | 25%	6%	12%	E	-	-	-	-	-	-
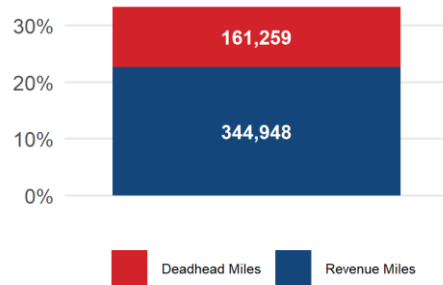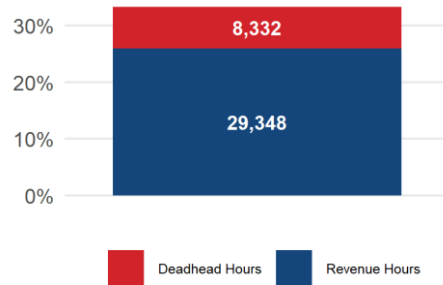
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Operational Analysis

Miles Allocation

Deadhead Miles: 161,259
Revenue Miles: 344,948

Hours Allocation

Deadhead Hours: 8,332
Revenue Hours: 29,348

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7A	22.10	1,912	1,912 (100.0%)
7F	23.00	1,598	1,597 (99.9%)
7Y	25.60	440	437 (99.3%)

Service Change Summary

Route 7A - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;
Route 7F - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 7Y - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
7A: 3.43
7F: 3.05
7Y: 2.48

Saturday
7A: 3.87
7F: 4.10

Sunday
7A: 4

Class/Tier Average — System Average

About the Line

Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

Legend

- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

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Line Benefit Score

18
Out of 100
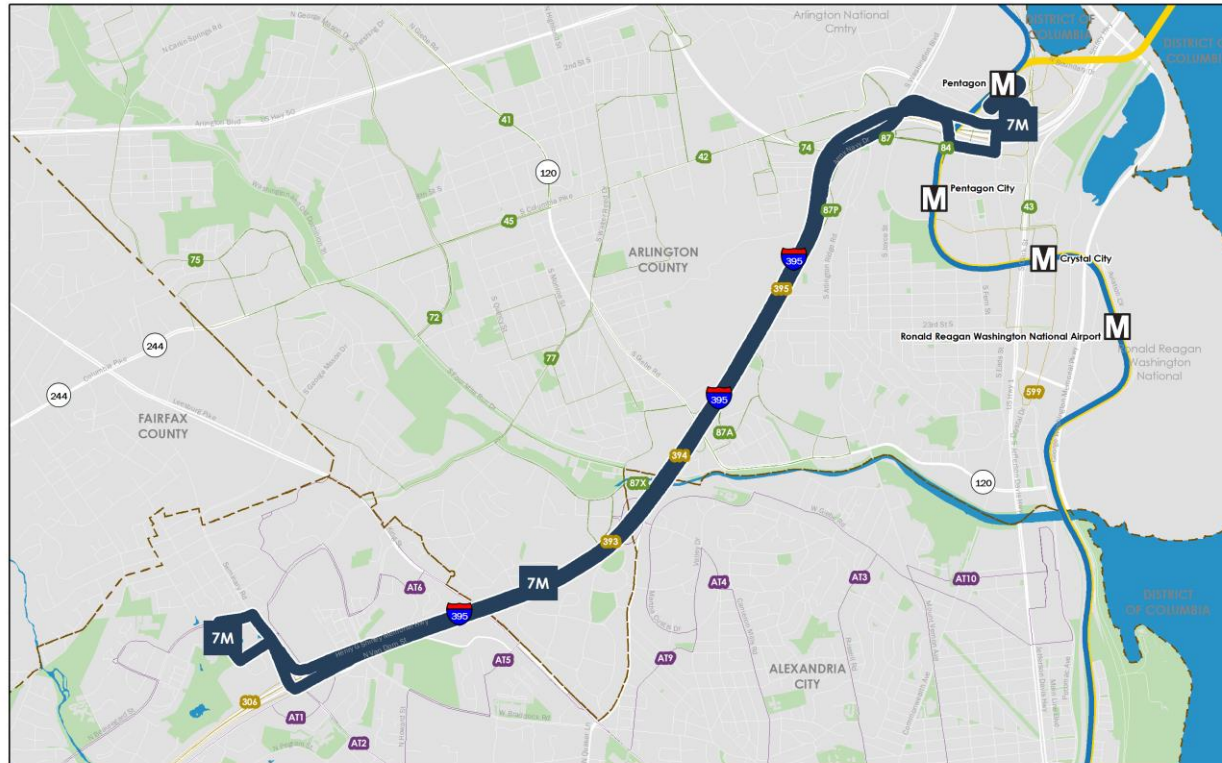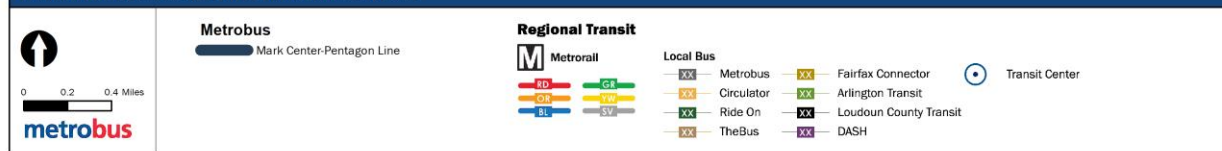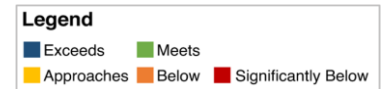
Ridership

Population Served
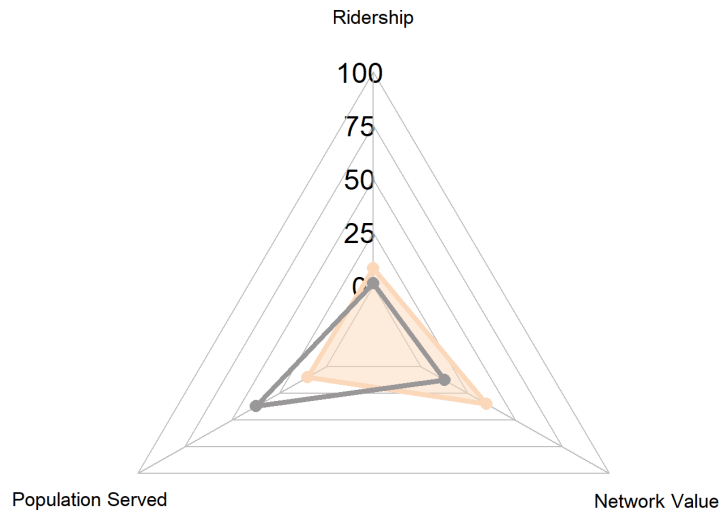
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	10	35	8	

Operating Statistics

	Annual Operating Costs	$925,434
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		4,691
	People of Color Population	Service Area	3,036
		% Riders Surveyed	39%
	Low Income Household	Service Area	1,132
		% Riders Surveyed	6%

Facilities/Amenities

	Bus Stops	6
	% Stops With Shelters	33%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	33%
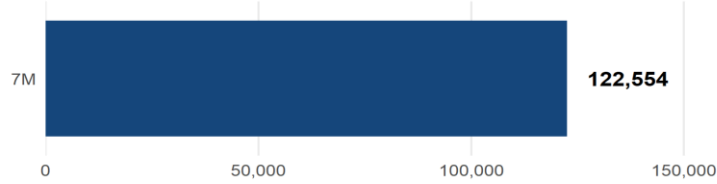
metrobus

Ridership

Annual Ridership

7M	122,554

(bar chart, horizontal axis: 0 – 50,000 – 100,000 – 150,000)

Top Transfer Locations

Pentagon

Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday: 571 (chart axis: 1,000 / 500 / 0, labeled 7M)

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak

(bar chart, vertical axis 0.0 – 2.5 – 5.0 – 7.5 – 10.0, with NORTH / SOUTH bars)

- AM Early: SOUTH 3
- AM Peak: NORTH 7, SOUTH 3
- Midday: NORTH 4, SOUTH 4
- PM Peak: NORTH 4, SOUTH 6
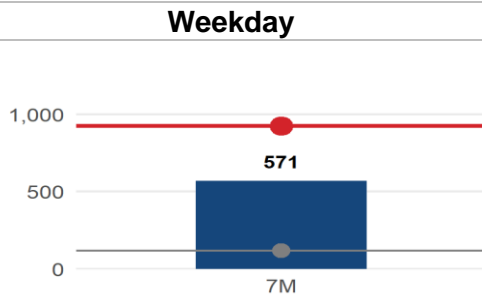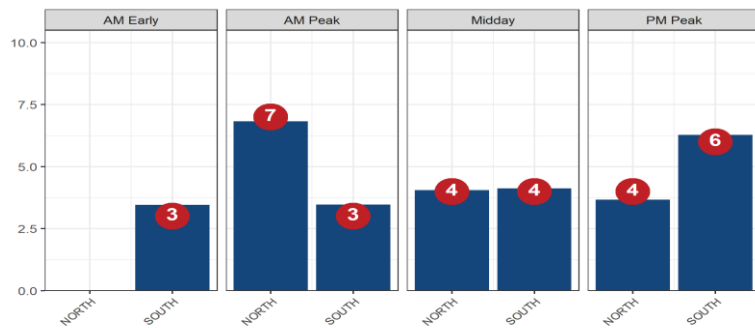
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA	0.13	0.12
	Off-Peak Maximum Target: NA	0.1	0.1
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Standard

Trunk

7M

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

Mark Center-Pentagon

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:40 AM - 6:55 PM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: 10.5 / Off-Peak: 14.9	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour |**	15.4	9.2	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.8	1.1	-	-	-	-	-	-	-
Reliability — **On-Time Performance |**	96%	96%	-	-	-	-	-	-	-
Crowding |	0%	0%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip |**	$7.77	$15.08	-	-	-	-	-	-	-
Cost Recovery |	4%	4%	-	-	-	-	-	-	-

metrobus

Route 7M

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile		0.5	4.5	-
Route Design Circuity		1.12	1.39	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour		15.4	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile		0.8	1.1	-	-	-	-	-	-	-
	Unique Segment Ridership		98%	23%	-	-	-	-	-	-	-
Reliability	On-Time Performance		96%	96%	-	-	-	-	-	-	-
	Crowding		0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA		-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip		$7.77	$15.08	-	-	-	-	-	-	-
	Cost Recovery		4%	4%	-	-	-	-	-	-	-

Operational Analysis
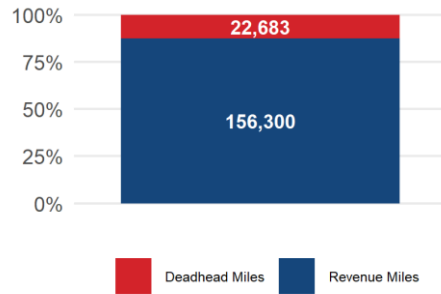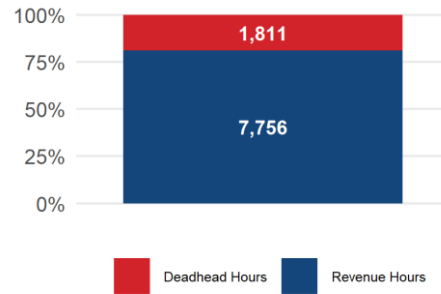
Miles Allocation

- Deadhead Miles: 22,683
- Revenue Miles: 156,300

Hours Allocation

- Deadhead Hours: 1,811
- Revenue Hours: 7,756

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7M	12.90	2,794	2,780 (99.5%)

Service Change Summary

Route 7M - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	4
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Marlboro Pike Line

Regional Transit

Ⓜ Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Coverage

Activity Tier

3
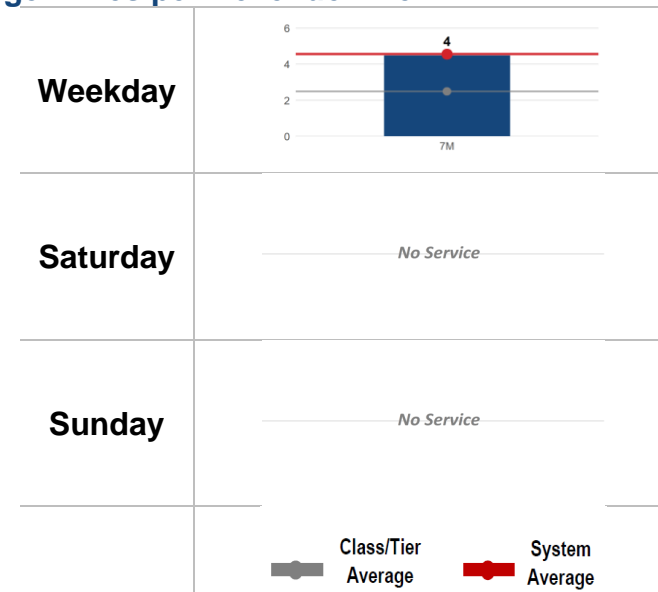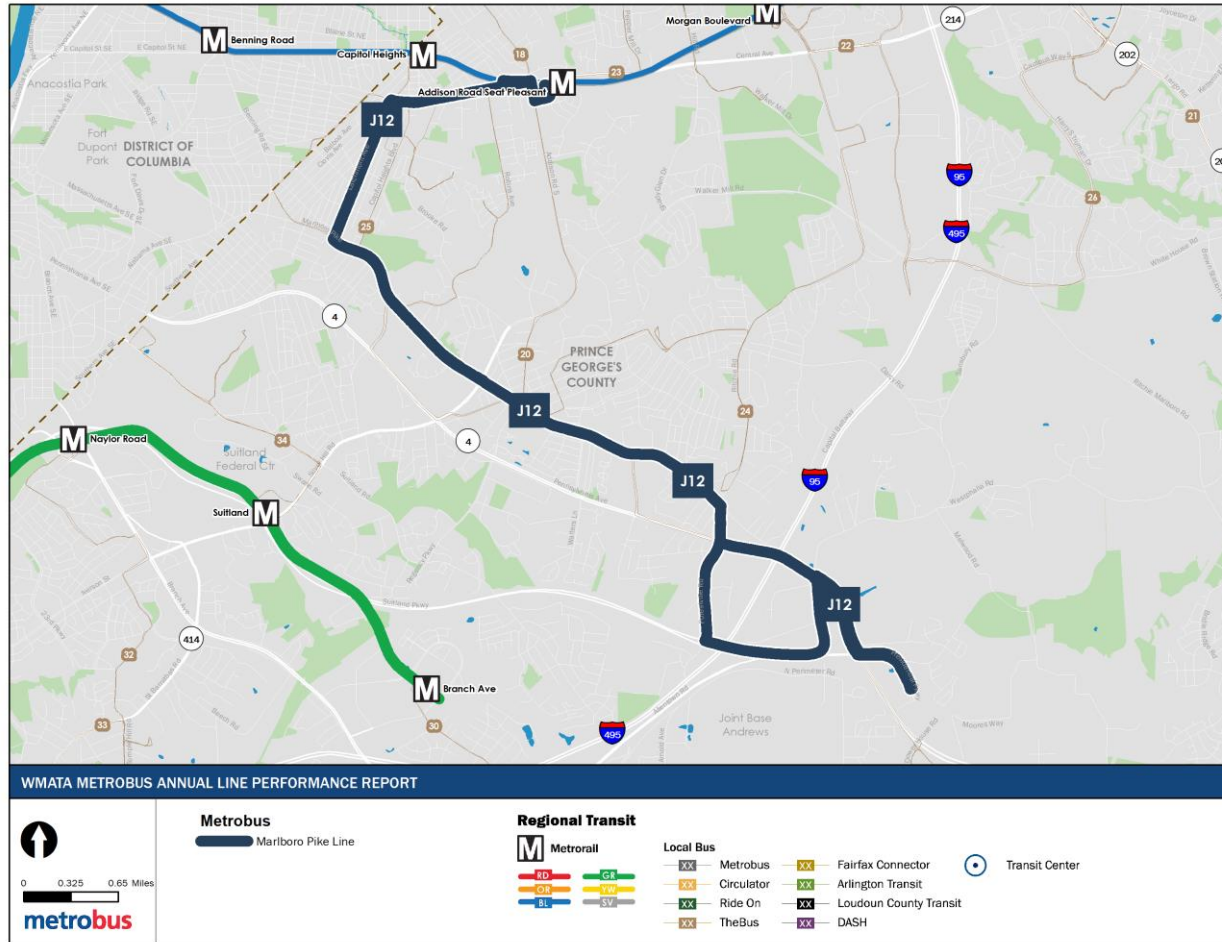
Overall Grade

Line   **B**

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

13
Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	20	13	7	
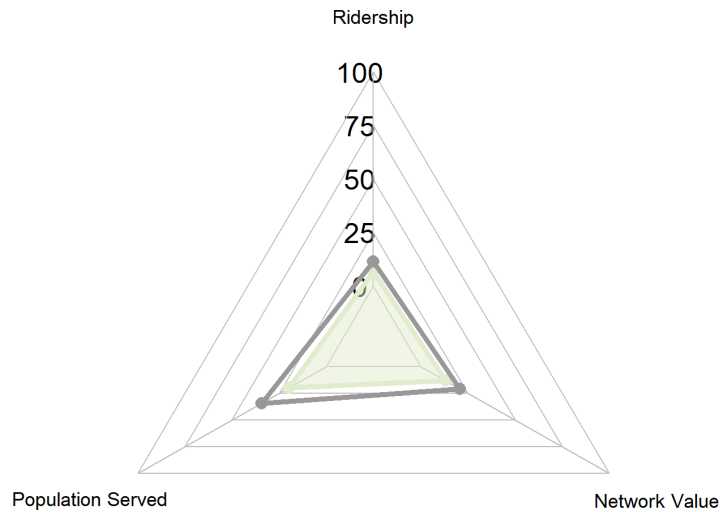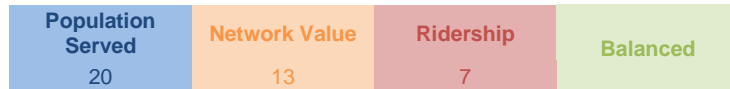
Operating Statistics

Annual Operating Costs	$1,283,428
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		18,747
People of Color Population	Service Area	16,394
	% Riders Surveyed	98%
Low Income Household	Service Area	5,185
	% Riders Surveyed	78%

Facilities/Amenities

Bus Stops	80
% Stops With Shelters	9%
% Stops With Benches	9%
% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

J12 — 127,732

| 0 | 50,000 | 100,000 | 150,000 |
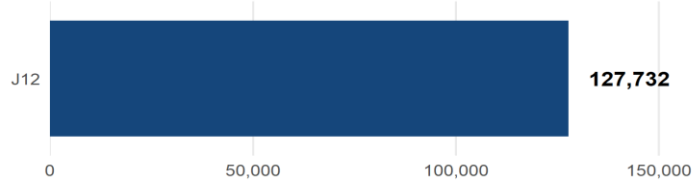
Top Transfer Locations

Addison Road

Average Daily Ridership
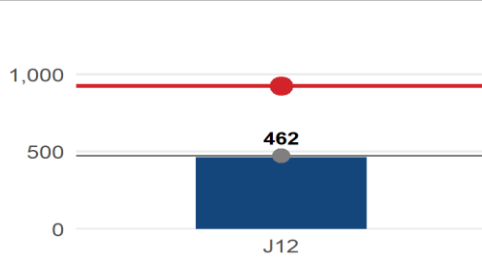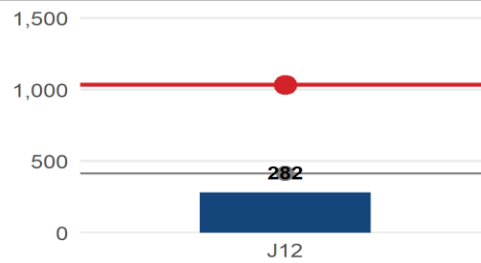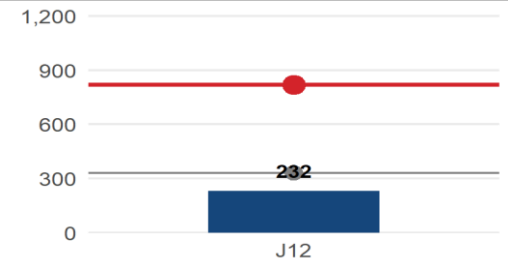
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
J12 — 462	J12 — 282	J12 — 232

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	5	5	9	9	6	3	8	7
WEST	7	8	8	9	6	4	9	7

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.17	0.2
	Off-Peak Maximum Target: 1.0	0.17	0.18
	Saturday Maximum Target: 1.0	0.2	0.22
	Sunday Maximum Target: 1.0	0.18	0.18

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
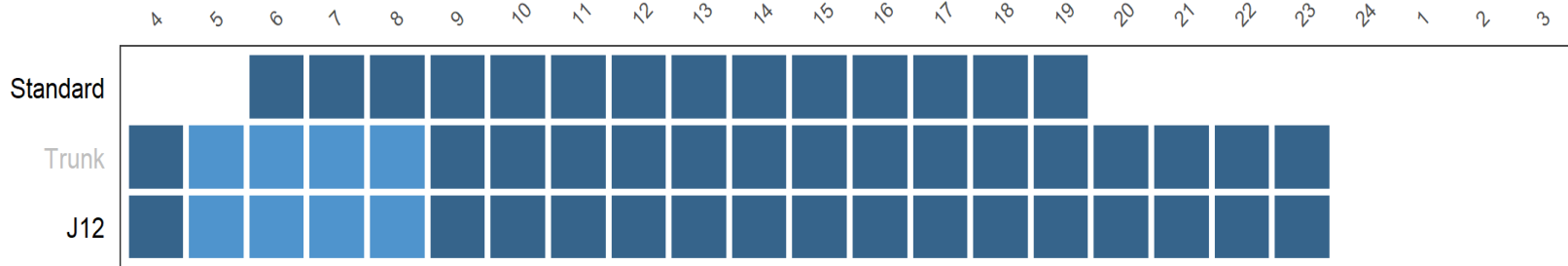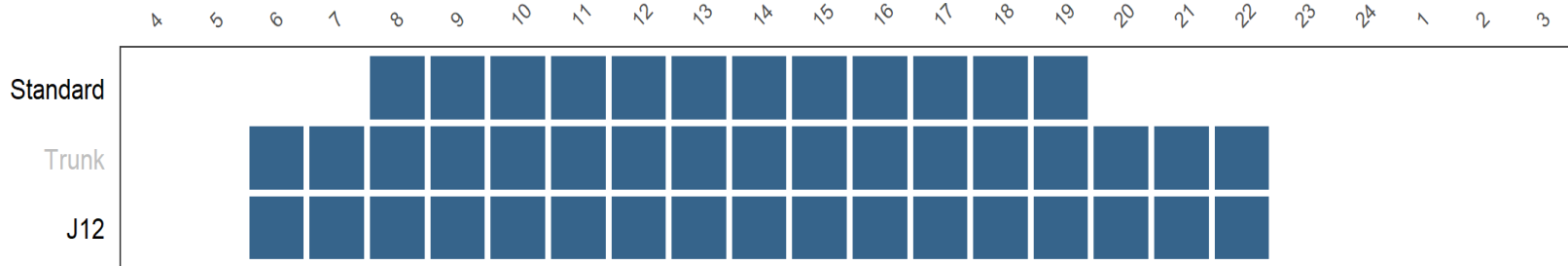
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
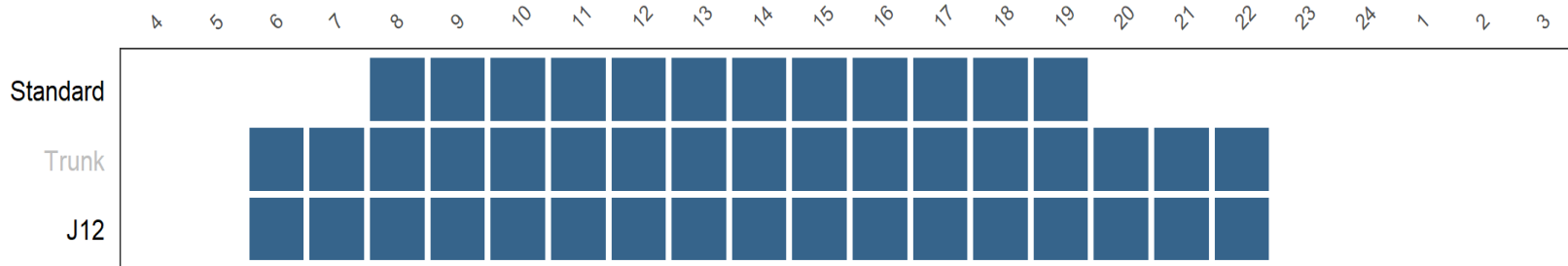
B Marlboro Pike

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:25 AM - 11:56 PM	-	A	6:15 AM - 10:26 PM	-	A	6:15 AM - 10:26 PM	-	A
	Frequency of Service | varies	Peak: 29.1 / Off-Peak: 64.5	Peak: 37 / Off-Peak: 49.1	A	70.0	49.1	D	70.1	49.7	E
Productivity	**Passengers per Revenue Hour** | 10	14.8	13.0	A	19.0	16.3	A	16.4	15.3	A
	Passengers per Revenue Mile | 1	1.1	1.1	A	1.4	1.3	A	1.2	1.2	A
Reliability	**On-Time Performance** | 79%	87%	83%	A	91%	83%	A	89%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.19	Off-Peak: 0.15 Peak: 0.17	A	0.21	0.19	A	0.18	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$8.07	$10.30	D	$6.29	$ 8.05	A	$7.29	$ 8.47	C
	Cost Recovery | 20%	8%	9%	E	10%	9%	E	9%	8%	E

Route J12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.5	5	A
Route Design — Circuity | N/A	1.79	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	14.8	13.0	A	19.0	16.3	A	16.4	15.3	A
	Passengers per Revenue Mile | 1	1.1	1.1	A	1.4	1.3	A	1.2	1.2	A
	Unique Segment Ridership | 10%	32%	43%	A	33%	56%	A	48%	58%	A
Reliability	On-Time Performance | 79%	87%	83%	A	91%	83%	A	89%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.19	Off-Peak: 0.16 Peak: 0.17	A	0.21	0.19	A	0.18	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$8.07	$10.30	D	$6.29	$ 8.05	A	$7.29	$ 8.47	C
	Cost Recovery | 20%	8%	8%	E	10%	9%	E	9%	8%	E

Operational Analysis

Miles Allocation

- Deadhead Miles: 18,922
- Revenue Miles: 141,608

Hours Allocation

- Deadhead Hours: 985
- Revenue Hours: 10,756

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J12	18.00	1,434	1,427 (99.5%)

Service Change Summary

Route J12 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — J12

Saturday — J12

Sunday — J12

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | B |

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

15
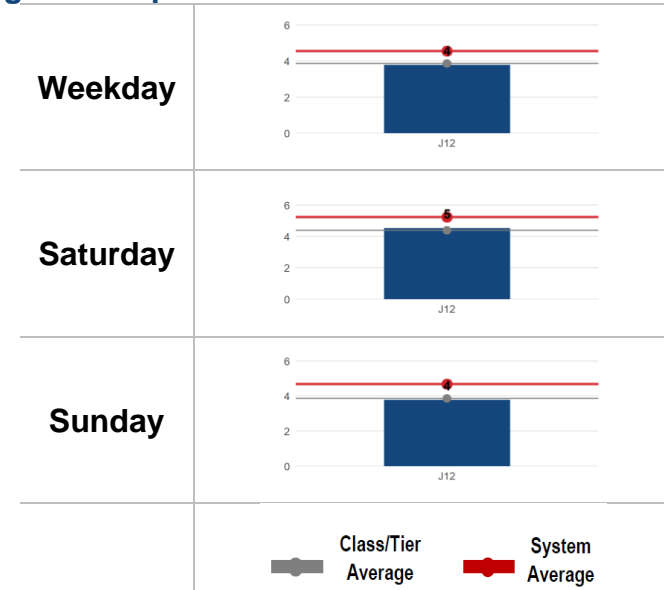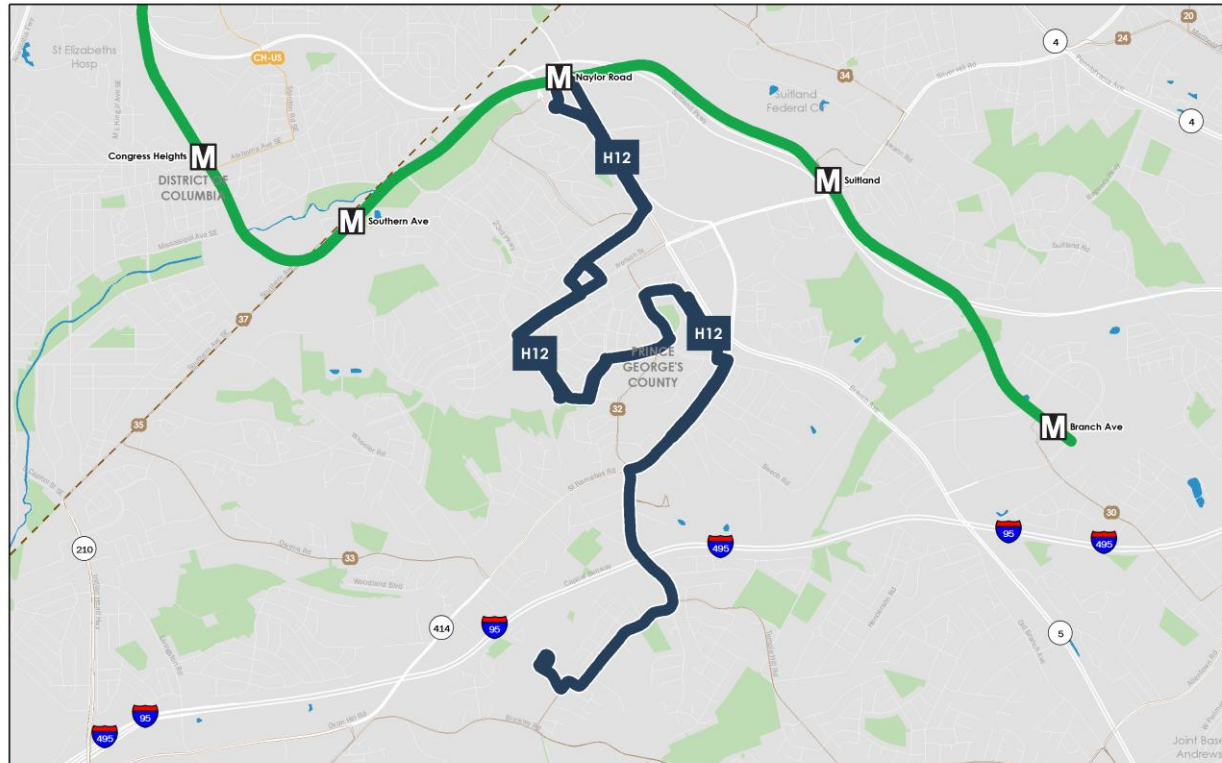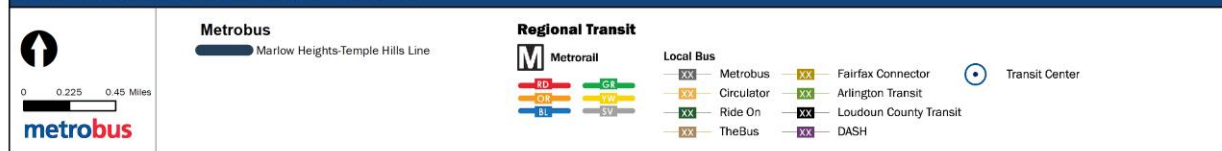
Out of 100

Ridership / Population Served / Network Value radar chart
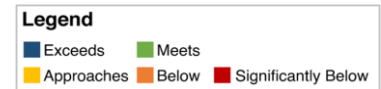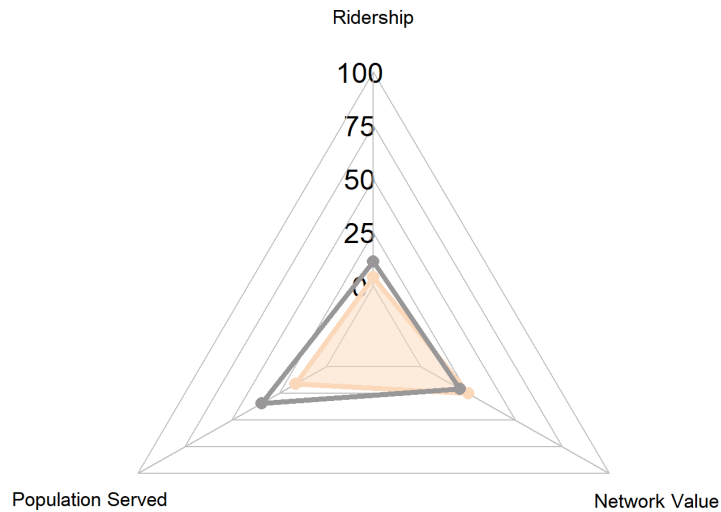
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	16	25	4	

Operating Statistics

Annual Operating Costs	$1,619,646	
Peak Vehicles	3	
Vehicle Type(s)	40 Foot	

Service Area Context (1/4 Mile, Survey Weekday Only)

		Service Area	13,658
	Service Area Population		13,658
	People of Color Population	Service Area	12,376
		% Riders Surveyed	99%
	Low Income Household	Service Area	4,074
		% Riders Surveyed	56%

Facilities/Amenities

Bus Stops	80	
% Stops With Shelters	10%	
% Stops With Benches	6%	
% Stops With Real-Time Signs	0%	

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

615

Ridership

Annual Ridership

H12	80,202

Scale: 0 — 30,000 — 60,000 — 90,000 — 120,0
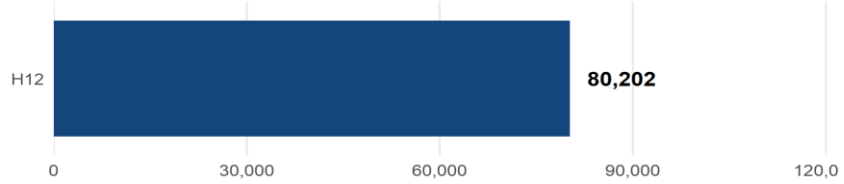
Top Transfer Locations

Naylor Road

Average Daily Ridership
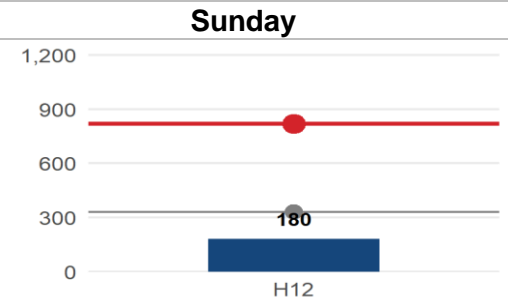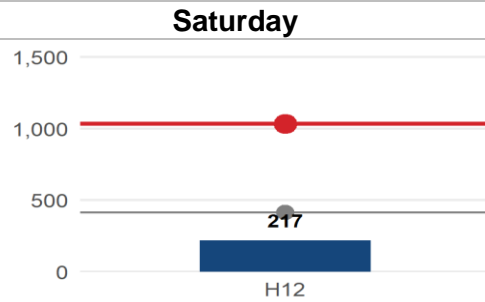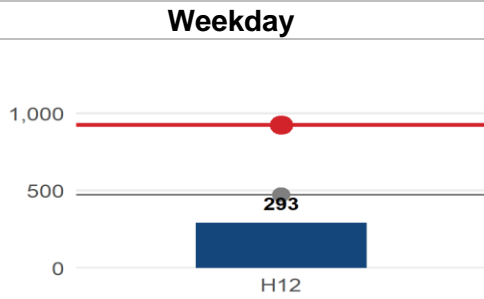
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
H12: 293	H12: 217	H12: 180

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	14	—
AM Peak	10	5
Midday	8	7
PM Peak	6	10
Early Night	4	6
Saturday	6	6
Sunday	5	6

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.2	0.21
	Off-Peak Maximum Target: 1.0	0.19	0.16
	Saturday Maximum Target: 1.0	0.15	0.16
	Sunday Maximum Target: 1.0	0.12	0.15

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —— |
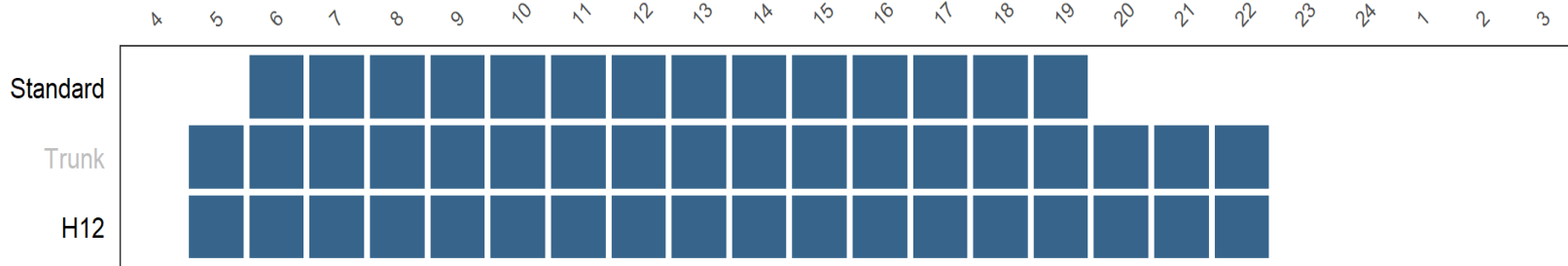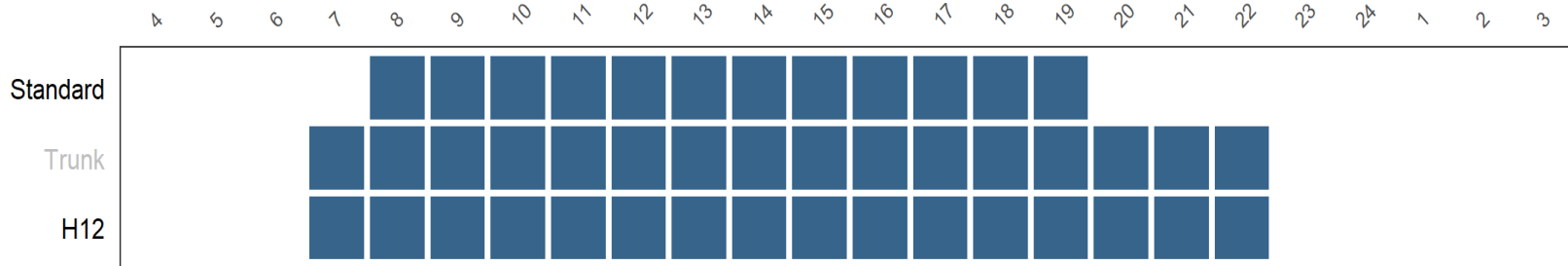
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
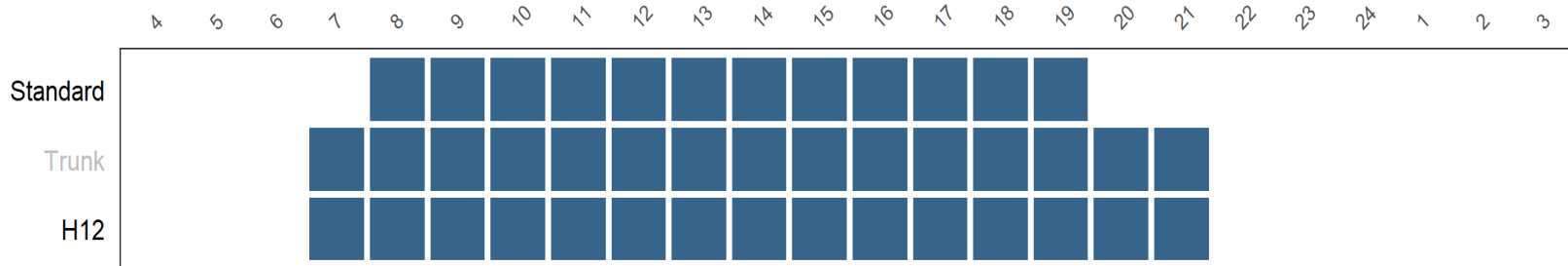
B Marlow Heights-Temple Hills

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:55 AM - 10:52 PM	-	A	7:48 AM - 10:16 PM	-	A	7:50 AM - 9:48 PM	-	A
Frequency of Service | varies	Peak: 59.9 / Off-Peak: 60.2	Peak: 37 / Off-Peak: 49.1	B	60.0	49.1	B	60.0	49.7	B
Productivity									
Passengers per Revenue Hour | 10	15.3	13.0	A	15.6	16.3	A	13.6	15.3	A
Passengers per Revenue Mile | 1	1.4	1.1	A	1.2	1.3	A	1.0	1.2	B
Reliability									
On-Time Performance | 79%	86%	83%	A	83%	83%	B	86%	84%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.21	Off-Peak: 0.15 Peak: 0.17	A	0.15	0.19	A	0.14	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$7.82	$10.30	D	$7.66	$ 8.05	C	$8.78	$ 8.47	E
Cost Recovery | 20%	9%	9%	E	9%	9%	E	8%	8%	E

metrobus

Route H12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6.6	5	E
Route Design Circuity | N/A	1.51	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	15.3	13.0	A	15.6	16.3	A	13.6	15.3	A
	Passengers per Revenue Mile | 1	1.4	1.1	A	1.2	1.3	A	1.0	1.2	B
	Unique Segment Ridership | 10%	73%	43%	A	68%	56%	A	81%	58%	A
Reliability	On-Time Performance | 79%	86%	83%	A	83%	83%	B	86%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.21	Off-Peak: 0.16 Peak: 0.17	A	0.15	0.19	A	0.14	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.82	$10.30	D	$7.66	$ 8.05	C	$8.78	$ 8.47	E
	Cost Recovery | 20%	9%	8%	E	9%	9%	E	8%	8%	E

metrobus

Operational Analysis

Miles Allocation

- 27,513 — Deadhead Miles
- 145,452 — Revenue Miles

Hours Allocation

- 2,068 — Deadhead Hours
- 13,574 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H12	12.60	954	946 (99.2%)

Service Change Summary

Route H12 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — H12: 4

Saturday — H12: 4

Sunday — H12: 3

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Marshall Heights Line

Regional Transit

M Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙ Transit Center
RD OR BL	Circulator	XX	Arlington Transit	
XX	Ride On	XX	Loudoun County Transit	
GR YW SV				
XX	TheBus	XX	DASH	

0   0.075   0.15 Miles

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Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   **B**

Legend
- ■ Exceeds   ■ Meets
- ■ Approaches   ■ Below   ■ Significantly Below

metrobus

Line Benefit Score

31

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	6	20	
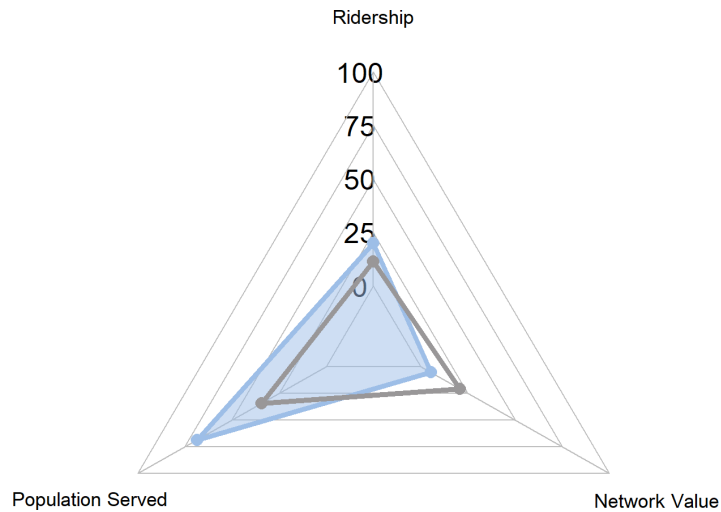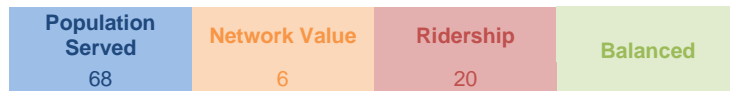
Operating Statistics

Annual Operating Costs	$3,022,705
Peak Vehicles	9
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		59,863
People of Color Population	Service Area	56,733
	% Riders Surveyed	100%
Low Income Household	Service Area	32,532
	% Riders Surveyed	70%

Facilities/Amenities

Bus Stops	73
% Stops With Shelters	10%
% Stops With Benches	7%
% Stops With Real-Time Signs	3%

metrobus

Ridership

Annual Ridership

U6	188,235
U5	201,528

Scale: 0, 100,000, 200,000, 300,00(

Top Transfer Locations

Minnesota Avenue, Benning Road

Average Daily Ridership
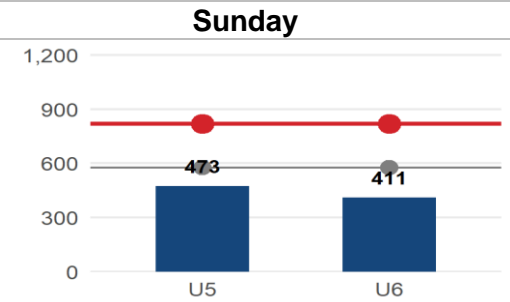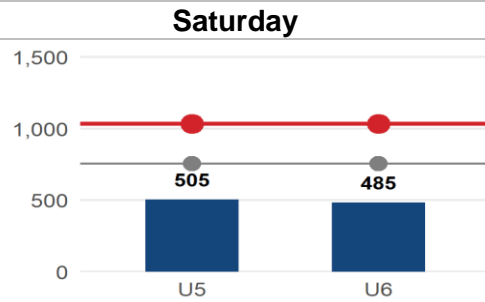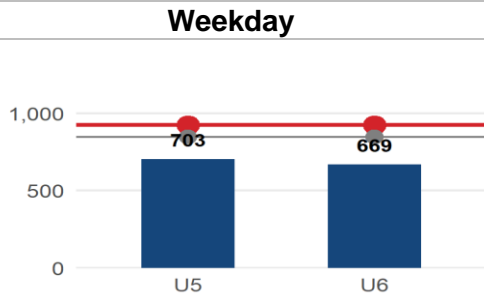
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday
- U5: 703
- U6: 669

Saturday
- U5: 505
- U6: 485

Sunday
- U5: 473
- U6: 411

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	3	4
AM Peak	5	6
Midday	11	8
PM Peak	14	6
Early Night	9	4
Late Night	5	3
Saturday	9	5
Sunday	8	5
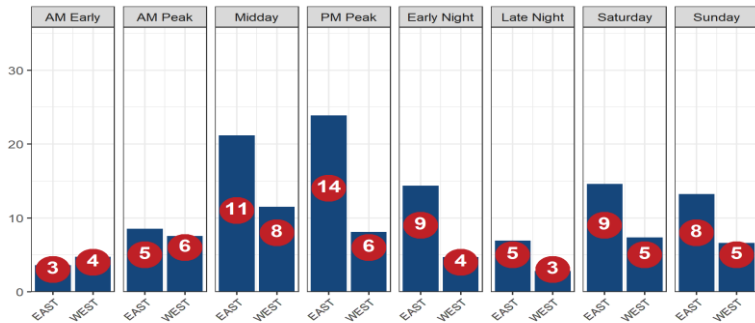
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.24	0.14
	Off-Peak Maximum Target: 1.0	0.24	0.14
	Saturday Maximum Target: 1.0	0.21	0.13
	Sunday Maximum Target: 1.0	0.2	0.12

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —
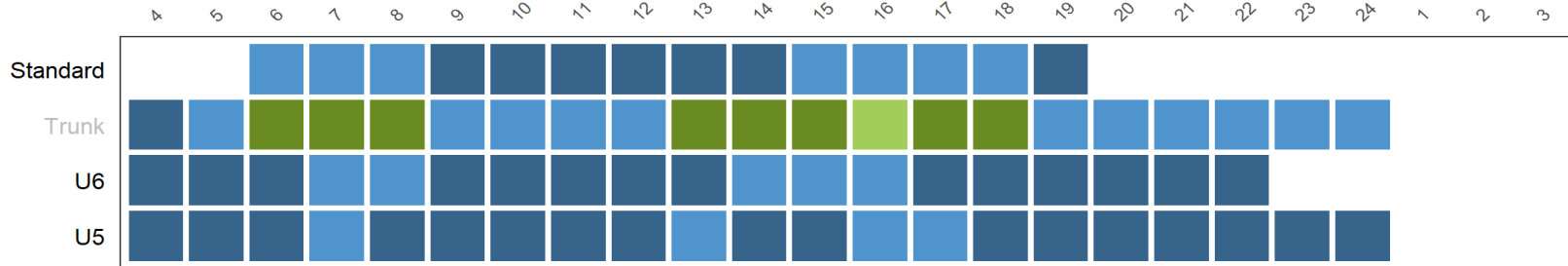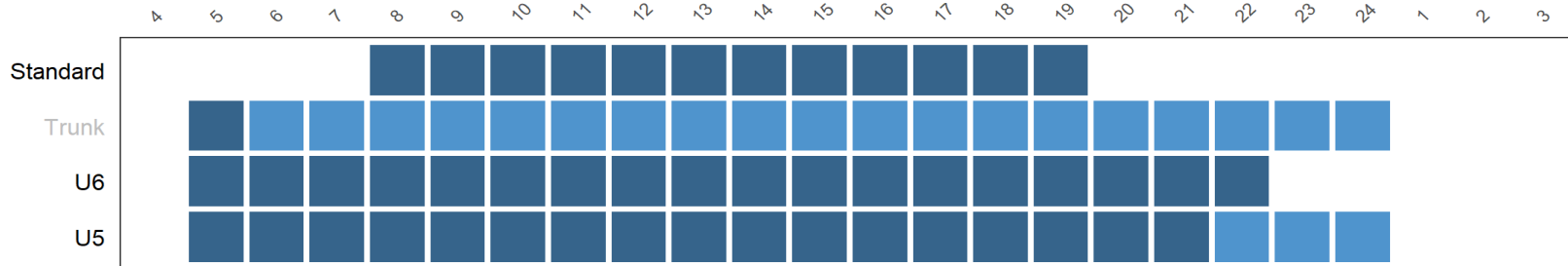
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
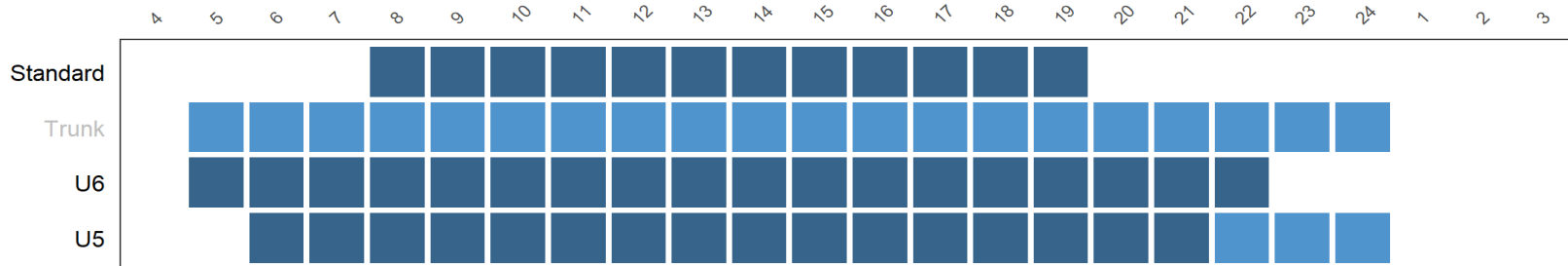
B Marshall Heights

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:18 AM - 12:01 AM	-	A	5:06 AM - 12:10 AM	-	A	5:36 AM - 12:12 AM	-	A
Frequency of Service | varies	Peak: 16.4 / Off-Peak: 20.7	Peak: 32.2 / Off-Peak: 36.1	A	27.5	40.5	A	27.3	42.4	A
Productivity									
Passengers per Revenue Hour | 15	24.5	20.2	A	24.3	23.0	A	22.5	21.6	A
Passengers per Revenue Mile | 2	3.0	2.3	A	2.6	2.3	A	2.3	2.1	A
Reliability									
On-Time Performance | 79%	83%	82%	B	75%	80%	C	87%	84%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.19	Off-Peak: 0.2 Peak: 0.21	A	0.17	0.19	A	0.16	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.87	$ 7.03	B	$4.92	$ 6.68	B	$5.30	$ 7.26	C
Cost Recovery | 20%	10%	9%	E	10%	10%	E	9%	9%	E

metrobus

Route U5

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	6.4	E
Route Design	**Circuity |** N/A	3.64	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	24.0	20.2	A	23.4	23.0	A	22.6	21.6	A
	Passengers per Revenue Mile | 2	2.9	2.3	A	2.5	2.3	A	2.3	2.1	A
	Unique Segment Ridership | 10%	11%	28%	B	10%	50%	B	10%	51%	C
Reliability	**On-Time Performance |** 79%	82%	82%	B	75%	80%	C	85%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.2	Off-Peak: 0.21 Peak: 0.22	A	0.16	0.2	A	0.16	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.98	$ 7.03	B	$5.09	$ 6.68	C	$5.27	$ 7.26	C
	Cost Recovery | 20%	9%	9%	E	9%	10%	E	9%	9%	E

Route U6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.7	6.4	E
Route Design	**Circuity |** N/A	3.8	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	25.1	20.2	A	25.2	23.0	A	22.3	21.6	A
	Passengers per Revenue Mile | 2	3.0	2.3	A	2.7	2.3	A	2.4	2.1	A
	Unique Segment Ridership | 10%	4%	28%	E	8%	50%	C	8%	51%	C
Reliability	**On-Time Performance |** 79%	84%	82%	A	75%	80%	C	90%	84%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.18	Off-Peak: 0.21 Peak: 0.22	A	0.18	0.2	A	0.16	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.76	$ 7.03	B	$4.73	$ 6.68	B	$5.34	$ 7.26	C
	Cost Recovery | 20%	11%	9%	E	11%	10%	E	10%	9%	E

Operational Analysis
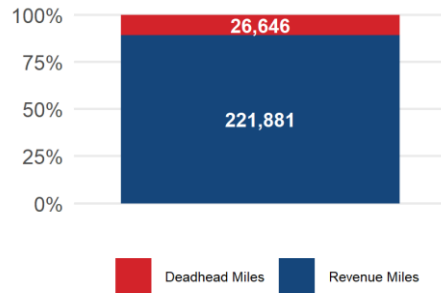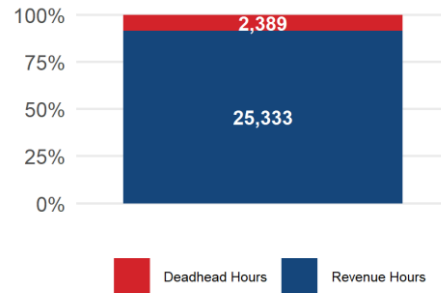
Miles Allocation

Deadhead Miles: 26,646
Revenue Miles: 221,881

Hours Allocation

Deadhead Hours: 2,389
Revenue Hours: 25,333

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U5	9.30	1,926	1,922 (99.8%)
U6	9.70	1,836	1,830 (99.7%)

Service Change Summary

Route U5 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
Route U6 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

	U5	U6
Weekday	3.85	4.10
Saturday	3.44	3.82
Sunday	3.09	3.21

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Martin Luther King Jr. Highway Line

Regional Transit

Metrorail

Local Bus

	Metrobus		Fairfax Connector	• Transit Center
RD	Circulator		Arlington Transit
OR	Ride On		Loudoun County Transit
BL	TheBus		DASH
GR			
YW			
SV			

Service Classification

Framework

Activity Tier

3

Overall Grade

| Line | **B** |

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

27

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
Line Score:			
32	30	19	
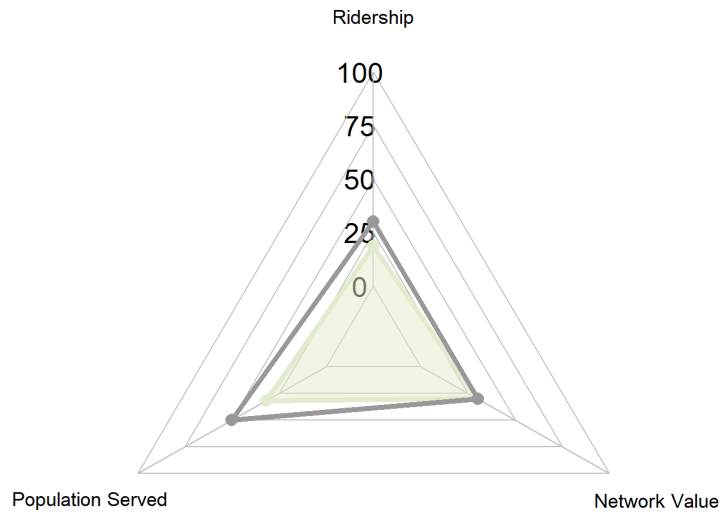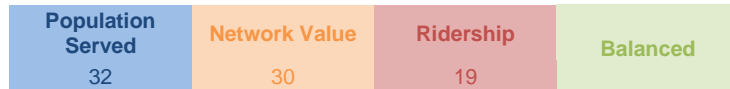
Operating Statistics

Annual Operating Costs	$3,793,270
Peak Vehicles	10
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		25,638
People of Color Population	Service Area	19,478
	% Riders Surveyed	96%
Low Income Household	Service Area	7,781
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	126
% Stops With Shelters	36%
% Stops With Benches	14%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership	A12 344,087
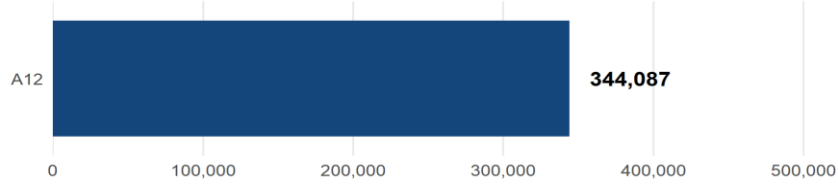
Top Transfer Locations

Landover, Addison Road, Capitol Heights

Average Daily Ridership
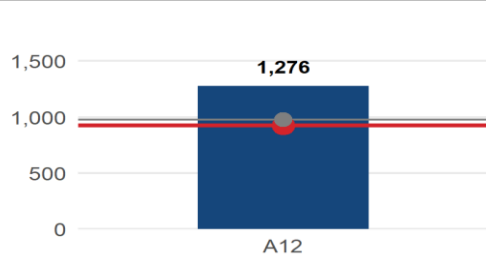
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
A12 — 1,276	A12 — 781	A12 — 535

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	9	9	10	10	8	4	10	10
SOUTH	10	9	9	11	7	4	10	9
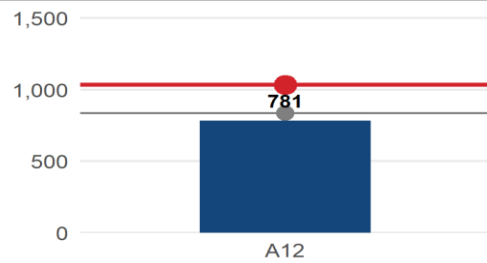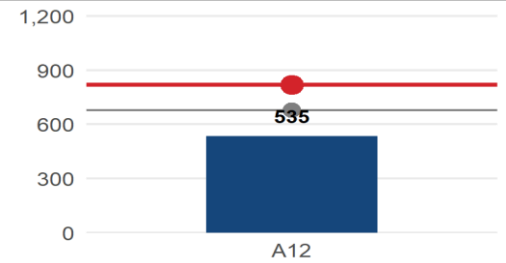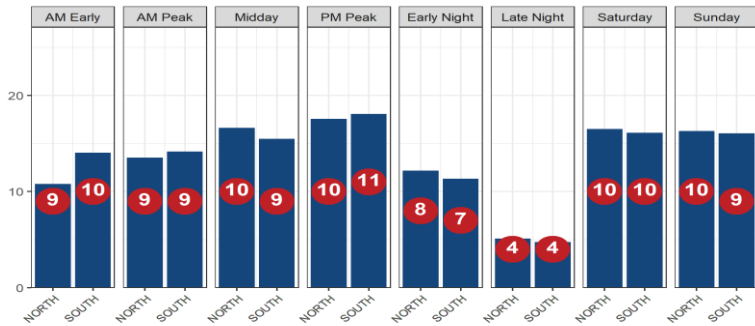
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.23	0.25
	Off-Peak Maximum Target: 1.0	0.21	0.2
	Saturday Maximum Target: 1.0	0.25	0.25
	Sunday Maximum Target: 1.0	0.24	0.22

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus

632
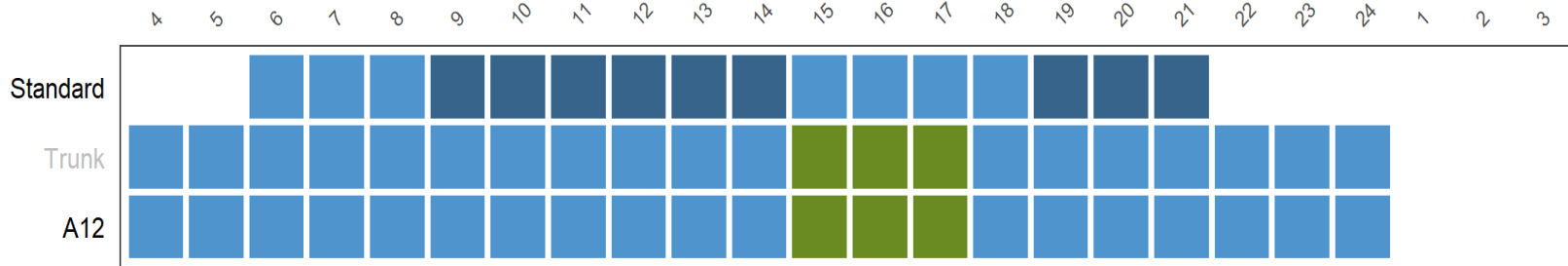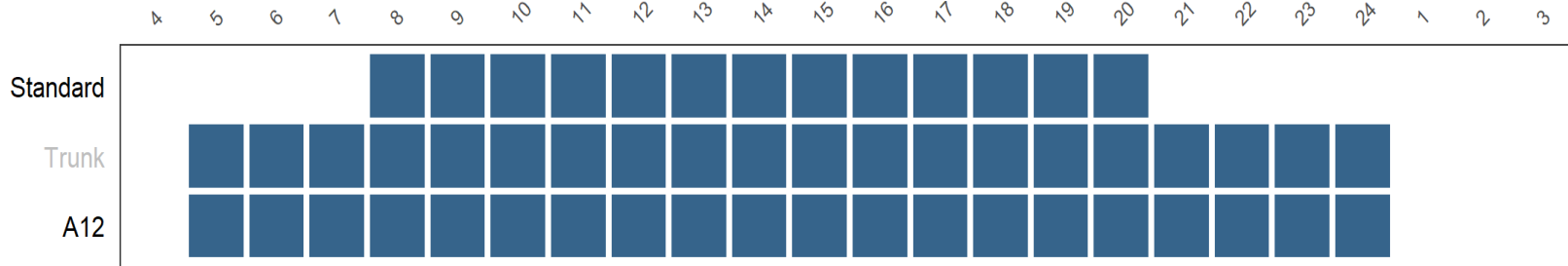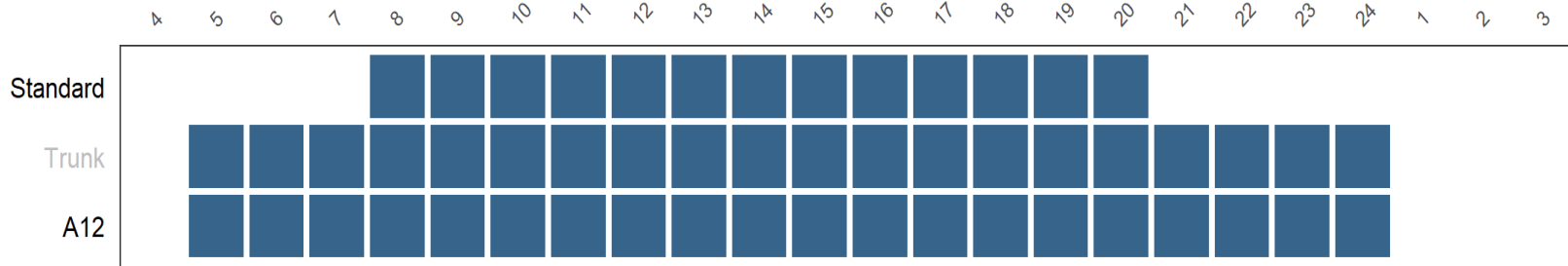
B Martin Luther King Jr. Highway

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:55 AM - 12:45 AM	-	A	5:40 AM - 12:03 AM	-	A	5:55 AM - 12:06 AM	-	A
	Frequency of Service | varies	Peak: 21.4 / Off-Peak: 27.3	Peak: 30.9 / Off-Peak: 41.3	A	45.5	47.9	A	60.6	51.5	C
Productivity	**Passengers per Revenue Hour** | 15	12.9	16.7	D	14.0	17.6	C	16.0	17.9	B
	Passengers per Revenue Mile | 1	1.0	1.4	C	1.1	1.5	A	1.0	1.4	B
Reliability	**On-Time Performance** | 79%	80%	81%	B	83%	79%	B	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.23 Peak: 0.27	A	0.25	0.26	A	0.23	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$9.26	$ 7.78	E	$8.55	$ 7.44	E	$7.48	$ 7.21	C
	Cost Recovery | 20%	6%	11%	E	7%	12%	E	8%	12%	E

metrobus

Route A12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4	4.7	A
Route Design	**Circuity |** 1.75	3.76	2.4	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	12.9	16.7	D	14.0	17.6	C	16.0	17.9	B
	Passengers per Revenue Mile | 1	1.0	1.4	C	1.1	1.5	A	1.0	1.4	B
	Unique Segment Ridership | 10%	69%	32%	A	78%	53%	A	88%	58%	A
Reliability	**On-Time Performance |** 79%	80%	81%	B	83%	79%	B	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.24 Peak: 0.26	A	0.25	0.25	A	0.23	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.26	$ 7.78	E	$8.55	$ 7.44	E	$7.48	$ 7.21	C
	Cost Recovery | 20%	6%	11%	E	7%	11%	E	8%	11%	E
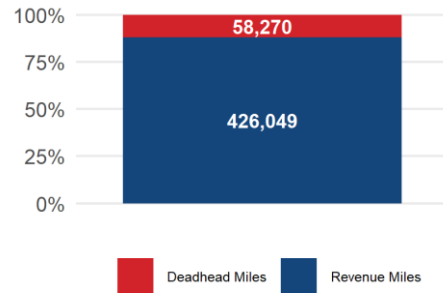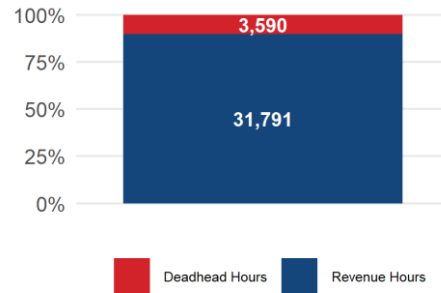
metrobus

Operational Analysis

Miles Allocation

58,270	Deadhead Miles
426,049	Revenue Miles

Hours Allocation

3,590	Deadhead Hours
31,791	Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A12	39.40	2,418	2,411 (99.7%)

Service Change Summary

Route A12 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — A12: 5

Saturday — A12: 6

Sunday — A12: 5

Class/Tier Average

System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Maryland Avenue Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

⊙ Transit Center

RD OR BL   GR YW SV

0   0.1   0.2 Miles

metrobus

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   **C**

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

21
Out of 100

Ridership

100
75
50
25
0

Population Served
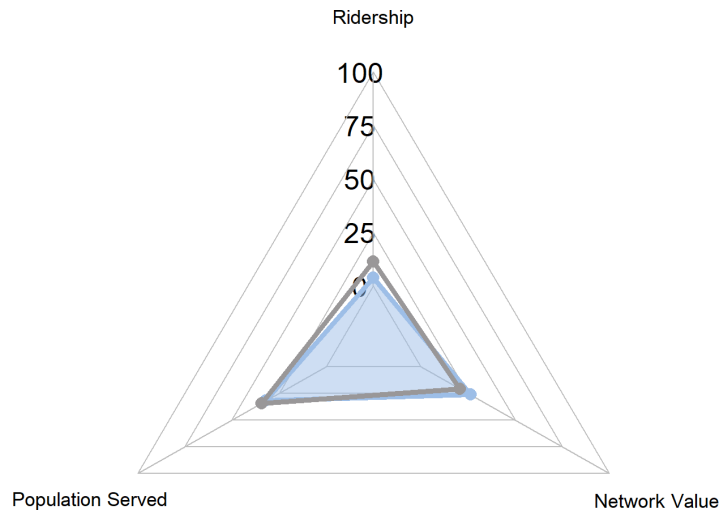
Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
32	26	4	

Line Score:

Operating Statistics

Annual Operating Costs	$980,693
Peak Vehicles	1
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			26,025
People of Color Population	Service Area		12,344
	% Riders Surveyed		74%
Low Income Household	Service Area		6,474
	% Riders Surveyed		37%

Facilities/Amenities

Bus Stops		32
% Stops With Shelters		12%
% Stops With Benches		16%
% Stops With Real-Time Signs		0%

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Ridership

Annual Ridership

X8 — 54,505

| | 0 | 20,000 | 40,000 | 60,000 | 80,000 |
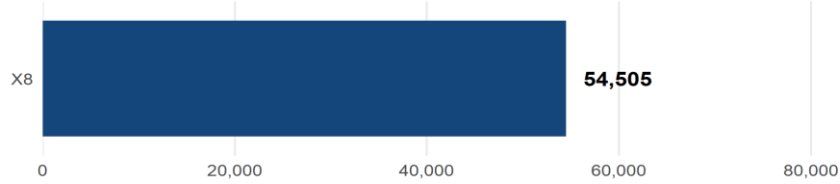
Top Transfer Locations

Union Station

Average Daily Ridership

— Class/Tier Average (gray)
— System Average (red)

Weekday	Saturday	Sunday
262 (X8)	204 (X8)	162 (X8)

Average Trip Ridership and Maximum Load by Time Period

AM Peak — EAST 3, WEST 7
Midday — EAST 5, WEST 5
PM Peak — EAST 7, WEST 4
Early Night — EAST 4, WEST 3
Saturday — EAST 4, WEST 4
Sunday — EAST 3, WEST 3

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.13	0.13
	Off-Peak Maximum Target: 1.0	0.12	0.11
	Saturday Maximum Target: 1.0	0.1	0.09
	Sunday Maximum Target: 1.0	0.08	0.08

metrobus

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, X8

Saturday (by Hour)

Rows: Standard, Trunk, X8

Sunday (by Hour)

Rows: Standard, Trunk, X8

C Maryland Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:40 AM - 9:54 PM	-	A	6:40 AM - 9:54 PM	-	A	6:40 AM - 9:53 PM	-	A
	Frequency of Service | varies	Peak: 39.6 / Off-Peak: 39.9	Peak: 28.8 / Off-Peak: 28.5	D	39.9	29.8	A	39.8	30.3	A
Productivity	**Passengers per Revenue Hour | 20**	17.7	14.7	D	13.8	14.3	E	11.0	12.1	E
	Passengers per Revenue Mile | 4	2.3	2.0	E	1.8	1.7	E	1.4	1.4	E
Reliability	**On-Time Performance | 79%**	82%	75%	B	89%	78%	A	81%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.13	Off-Peak: 0.18 Peak: 0.2	A	0.1	0.17	A	0.08	0.14	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$6.72	$ 8.96	E	$8.64	$ 9.07	E	$10.86	$10.50	E
	Cost Recovery | 25%	12%	8%	E	9%	8%	E	8%	7%	E

metrobus

Route X8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.7	6.5	E
Route Design	**Circuity |** N/A	1.1	1.58	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	17.7	14.7	D	13.8	14.3	E	11.0	12.1	E
	Passengers per Revenue Mile | 4	2.3	2.0	E	1.8	1.7	E	1.4	1.4	E
	Unique Segment Ridership | 10%	66%	43%	A	74%	46%	A	74%	47%	A
Reliability	**On-Time Performance |** 79%	82%	75%	B	89%	78%	A	81%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.13	Off-Peak: 0.19 Peak: 0.21	A	0.1	0.18	A	0.08	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.72	$ 8.96	E	$8.64	$ 9.07	E	$10.86	$10.50	E
	Cost Recovery | 25%	12%	8%	E	9%	7%	E	8%	6%	E

Operational Analysis
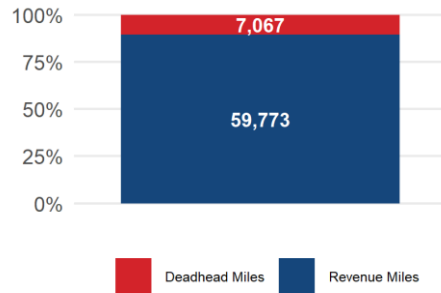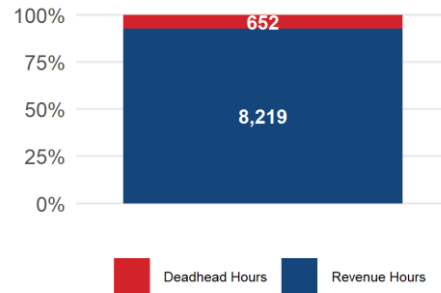
Miles Allocation

Legend: Deadhead Miles (red), Revenue Miles (blue)
- 7,067 (Deadhead)
- 59,773 (Revenue)

Hours Allocation

Legend: Deadhead Hours (red), Revenue Hours (blue)
- 652 (Deadhead)
- 8,219 (Revenue)

Service Delivery (Month sample)

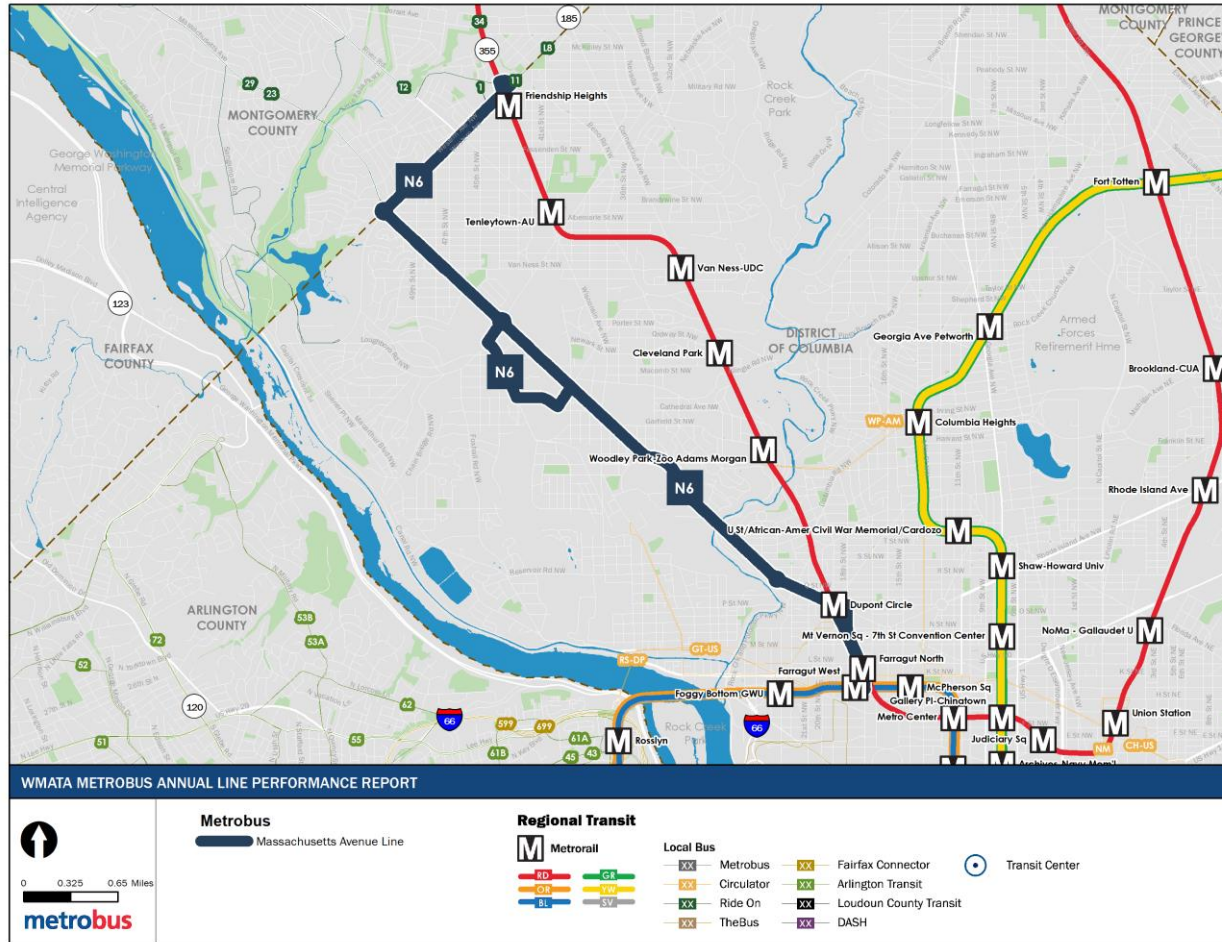| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X8	4.90	1,380	1,376 (99.7%)

Service Change Summary

Route X8 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — X8: 3

Saturday — X8: 2

Sunday — X8: 2

Legend: Class/Tier Average (grey), System Average (red)

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Massachusetts Avenue Line

Regional Transit
M Metrorail

Local Bus
XX Metrobus   XX Fairfax Connector   • Transit Center
XX Circulator   XX Arlington Transit
XX Ride On   XX Loudoun County Transit
XX TheBus   XX DASH

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   D

Legend
Exceeds   Meets
Approaches   Below   Significantly Below

Line Benefit Score

25

Out of 100

Ridership

100
75
50
25
0

Population Served
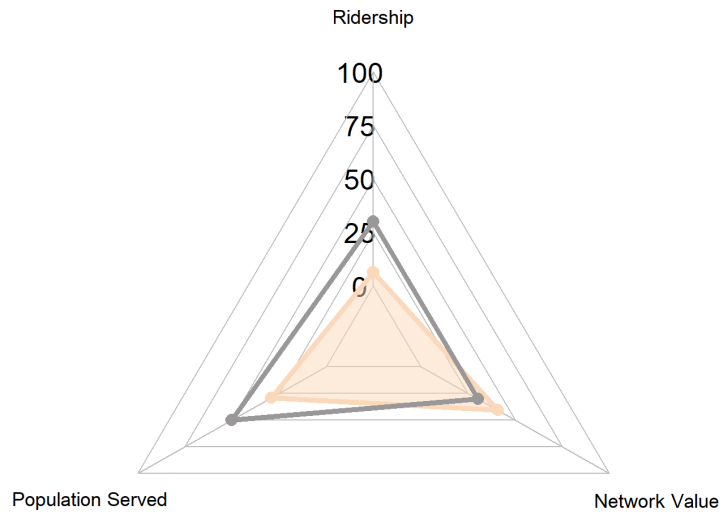
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	41	6	

Operating Statistics

	Annual Operating Costs	$4,309,564
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		15,316
	People of Color Population	*Service Area*	2,746
		% Riders Surveyed	49%
	Low Income Household	*Service Area*	2,390
		% Riders Surveyed	39%

Facilities/Amenities

	Bus Stops	83
	% Stops With Shelters	37%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	7%

metrobus

Ridership

Annual Ridership

N6 — 126,617

(scale: 0, 50,000, 100,000, 150,000)
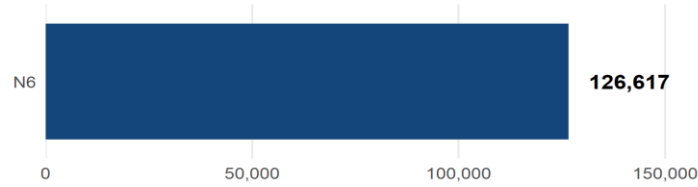
Top Transfer Locations

Dupont Circle, Friendship Heights, Farragut West

Average Daily Ridership
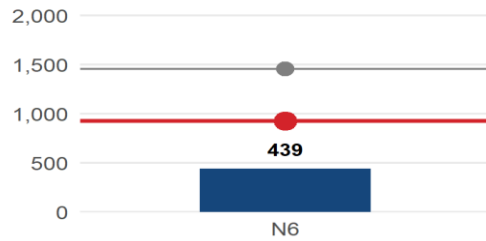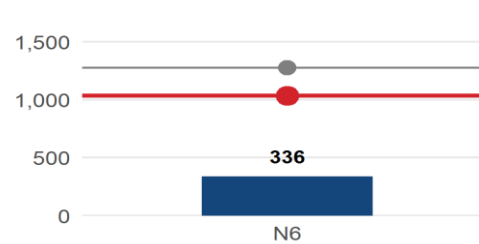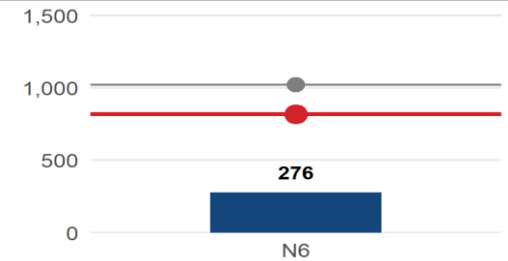
— Class/Tier Average

— System Average

Weekday	Saturday	Sunday
N6 — 439	N6 — 336	N6 — 276

Average Trip Ridership and Maximum Load by Time Period

	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
EAST	8	6	7	3	5	4
WEST	7	6	7	4	5	5
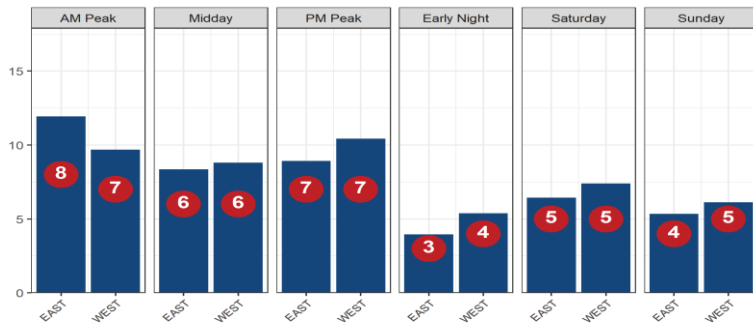
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.18	0.18
	Off-Peak Maximum Target: 1.0	0.14	0.13
	Saturday Maximum Target: 1.0	0.13	0.13
	Sunday Maximum Target: 1.0	0.11	0.12

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, N6

Saturday (by Hour)

Rows: Standard, Trunk, N6

Sunday (by Hour)

Rows: Standard, Trunk, N6
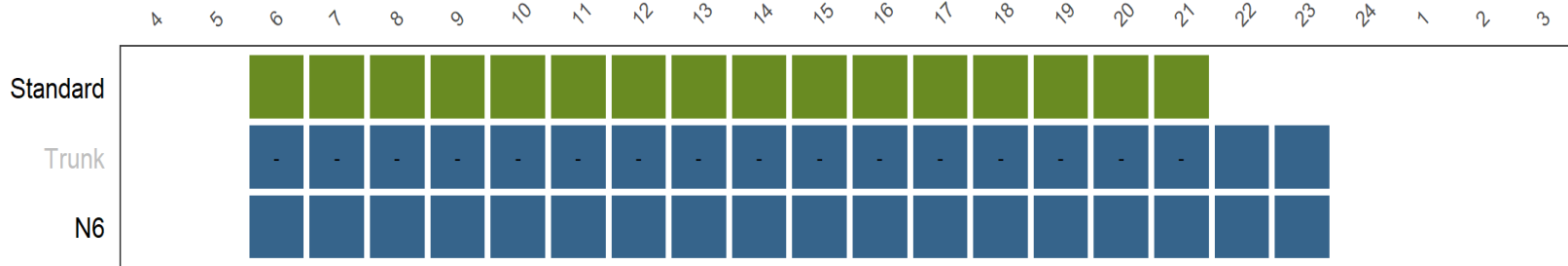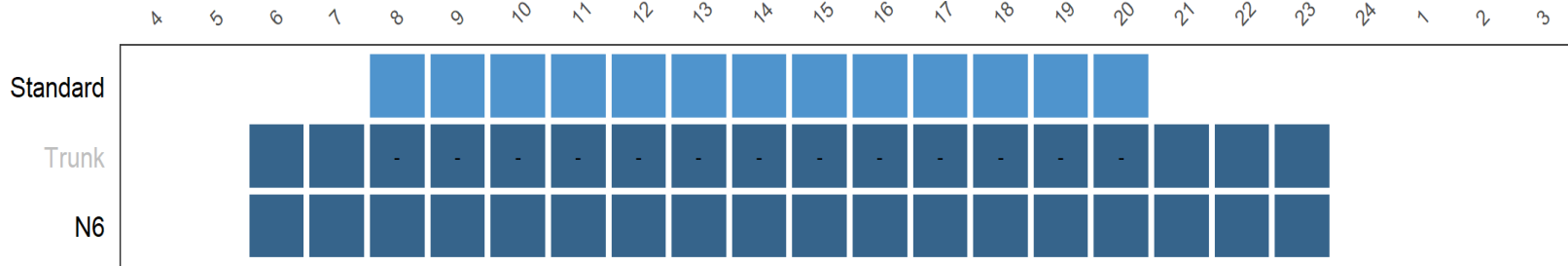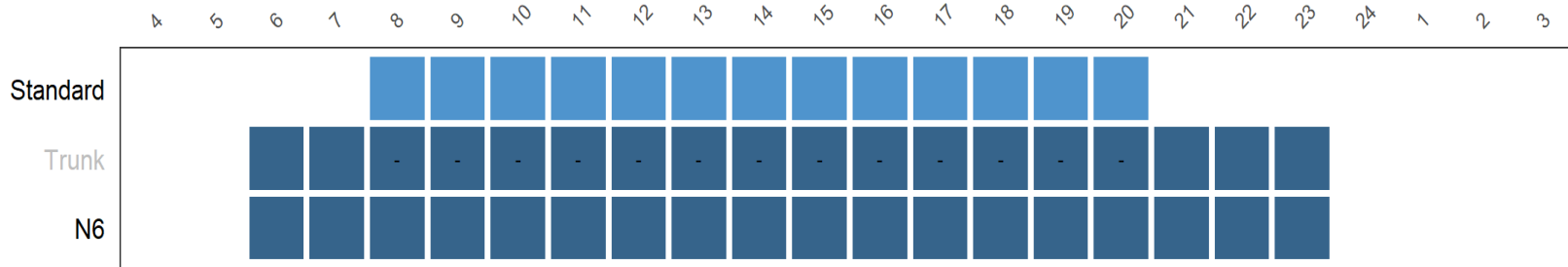
D Massachusetts Avenue

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:06 AM - 11:31 PM	-	A	6:12 AM - 11:22 PM	-	A	6:15 AM - 11:22 PM	-	A
	Frequency of Service | varies	Peak: 39.9 / Off-Peak: 33.6	Peak: 26.4 / Off-Peak: 28.8	E	36.5	33.3	D	36.3	34.5	D
Productivity	**Passengers per Revenue Hour** | 20	9.9	18.1	E	9.0	19.9	E	7.6	18.1	E
	Passengers per Revenue Mile | 2	1.0	1.7	E	0.8	1.8	E	0.7	1.6	E
Reliability	**On-Time Performance** | 79%	67%	79%	E	68%	78%	E	74%	78%	D
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.18	Off-Peak: 0.27 Peak: 0.3	A	0.13	0.28	A	0.11	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$12.00	$ 7.79	E	$13.32	$ 7.16	E	$15.75	$ 8.20	E
	Cost Recovery | 20%	10%	14%	E	9%	15%	E	8%	14%	E

metrobus

Route N6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile** | 4-5	6	4.6	E
Route Design	**Circuity** | 1.75	1.53	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 20	9.9	18.1	E	9.0	19.9	E	7.6	18.1	E
	Passengers per Revenue Mile | 2	1.0	1.7	E	0.8	1.8	E	0.7	1.6	E
	Unique Segment Ridership | 10%	91%	27%	A	92%	36%	A	92%	45%	A
Reliability	**On-Time Performance** | 79%	67%	79%	E	68%	78%	E	74%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.18	Off-Peak: 0.27 Peak: 0.3	A	0.13	0.29	A	0.11	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$12.00	$ 7.79	E	$13.32	$ 7.16	E	$15.75	$ 8.20	E
	Cost Recovery | 20%	10%	15%	E	9%	16%	E	8%	14%	E

Operational Analysis
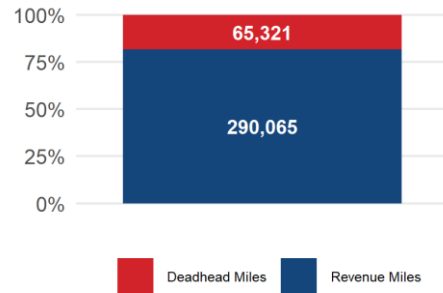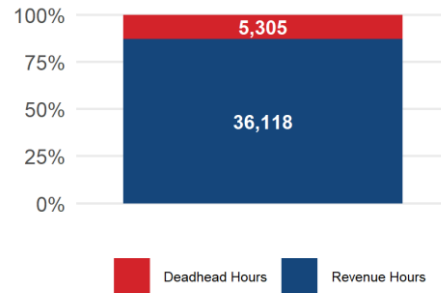
Miles Allocation

- Deadhead Miles: 65,321
- Revenue Miles: 290,065

Hours Allocation

- Deadhead Hours: 5,305
- Revenue Hours: 36,118

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
N6	16.00	1,560	1,552 (99.5%)

Service Change Summary

Route N6 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — N6

Saturday — N6

Sunday — N6

- Class/Tier Average
- System Average

LINE: 54 - Mclean-Crystal City

ROUTE(S): 23A, 23B, 23T

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

38
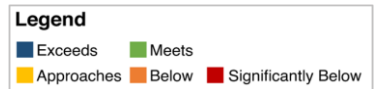
Out of 100
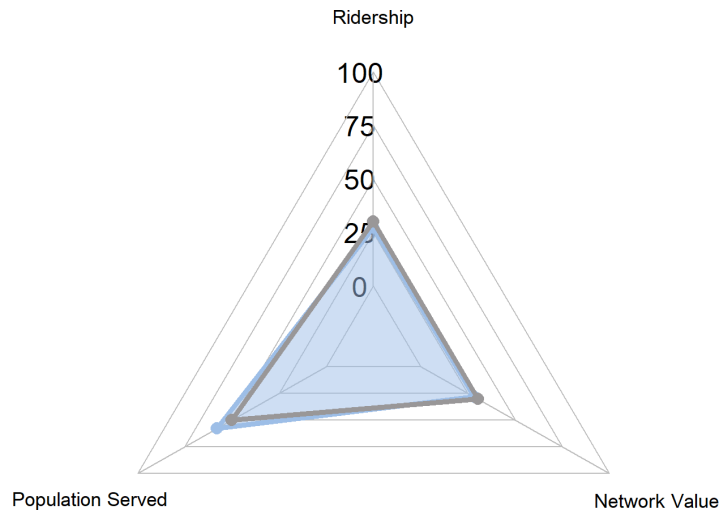
Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
58	28	27	

Operating Statistics

	Annual Operating Costs	$5,889,599
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		113,125
	People of Color Population	Service Area	24,977
		% Riders Surveyed	66%
	Low Income Household	Service Area	21,486
		% Riders Surveyed	47%

Facilities/Amenities

	Bus Stops	159
	% Stops With Shelters	20%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	4%

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Ridership

Annual Ridership

Route	Annual Ridership
23T	51,952
23B	41,454
23A	402,916
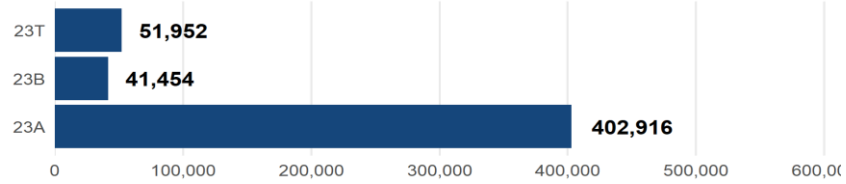
Top Transfer Locations

Ballston, Crystal City, McLean

Average Daily Ridership
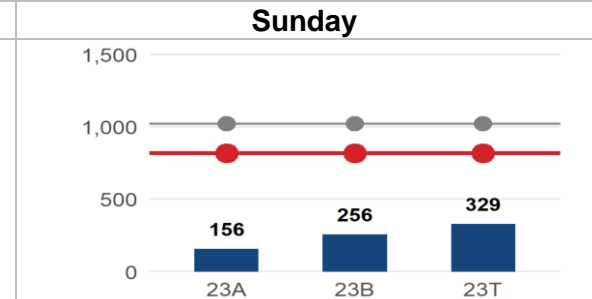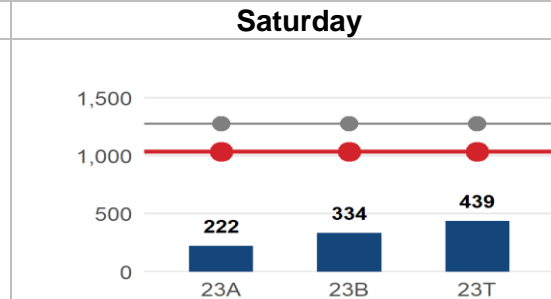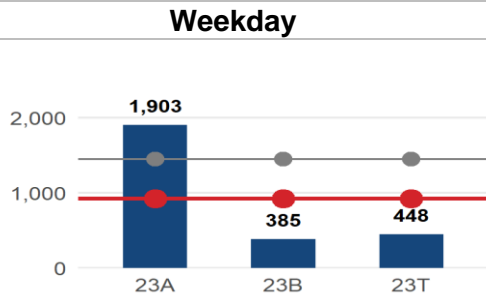
- Class/Tier Average
- System Average

Weekday

Route	Ridership
23A	1,903
23B	385
23T	448

Saturday

Route	Ridership
23A	222
23B	334
23T	439

Sunday

Route	Ridership
23A	156
23B	256
23T	329

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	14	24
AM Peak	7	13
Midday	7	8
PM Peak	11	9
Early Night	10	5
Late Night	4	
Saturday	9	10
Sunday	7	8
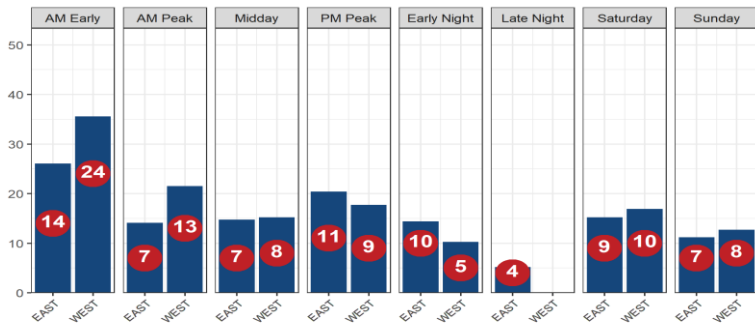
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.23	0.25
	Off-Peak Maximum Target: 1.0	0.2	0.19
	Saturday Maximum Target: 1.0	0.23	0.26
	Sunday Maximum Target: 1.0	0.17	0.2

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —
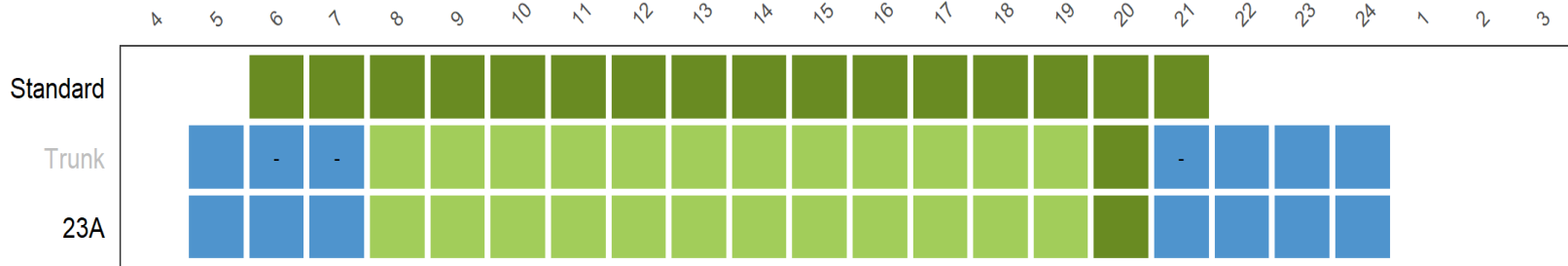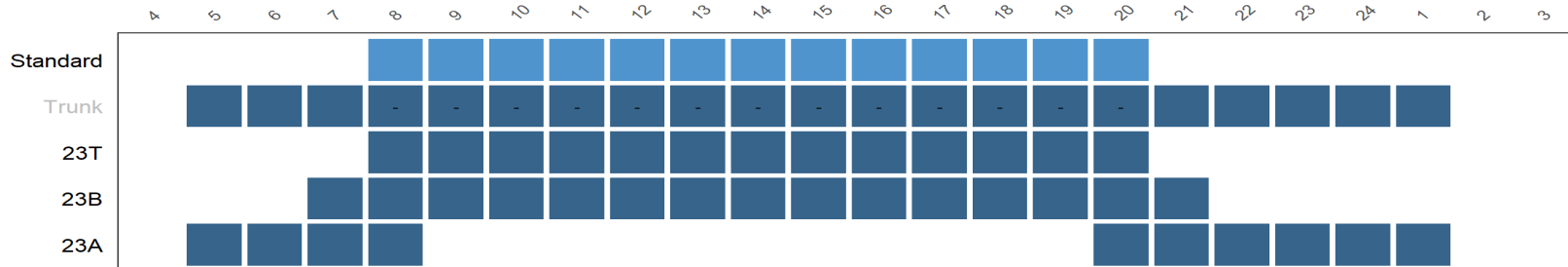
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
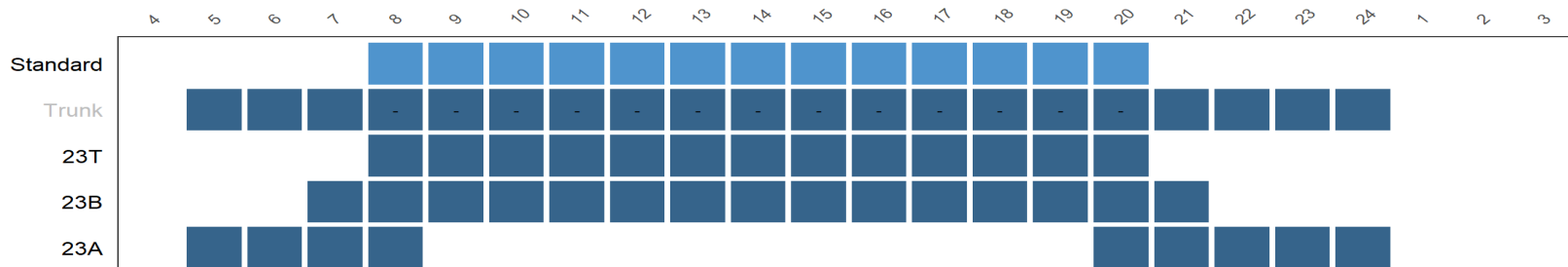
D Mclean-Crystal City

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:46 AM - 12:58 AM	-	A	5:44 AM - 1:00 AM	-	A	5:45 AM - 12:57 AM	-	A
	Frequency of Service | varies	Peak: 18.4 / Off-Peak: 15.0	Peak: 26.4 / Off-Peak: 28.8	B	50.2	33.3	E	50.2	34.5	E
Productivity	**Passengers per Revenue Hour** | 20	11.6	18.1	E	15.8	19.9	E	11.8	18.1	E
	Passengers per Revenue Mile | 2	0.9	1.7	E	1.3	1.8	E	1.0	1.6	E
Reliability	**On-Time Performance** | 79%	82%	79%	B	76%	78%	C	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.27 Peak: 0.3	A	0.24	0.28	A	0.19	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$10.28	$ 7.79	E	$7.57	$ 7.16	E	$10.14	$ 8.20	E
	Cost Recovery | 20%	8%	14%	E	11%	15%	E	9%	14%	E

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Route 23A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.6	A
Route Design	**Circuity |** 1.75	1.64	1.48	B

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	11.4	18.1	E	14.3	19.9	E	10.0	18.1	E
	Passengers per Revenue Mile | 2	0.9	1.7	E	1.0	1.8	E	0.7	1.6	E
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	**On-Time Performance |** 79%	82%	79%	B	64%	78%	E	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.29	A	0.21	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$10.47	$ 7.79	E	$8.37	$ 7.16	E	$11.92	$ 8.20	E
	Cost Recovery | 20%	8%	15%	E	10%	16%	E	7%	14%	E

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Route 23B

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	4.6	4.6	A
Route Design **Circuity** | 1.75	1.98	1.48	D

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 20	16.0	18.1	D	13.8	19.9	E	10.7	18.1	E
	Passengers per Revenue Mile | 2	1.7	1.7	D	1.5	1.8	E	1.2	1.6	E
	Unique Segment Ridership | 10%	1%	27%	E	0%	36%	E	0%	45%	E
Reliability	**On-Time Performance** | 79%	-	-	-	71%	78%	D	89%	78%	A
	Crowding | 5%	-	-	-	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.22	Off-Peak: 0.27 Peak: 0.3	A	0.19	0.29	A	0.15	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.46	$ 7.79	E	$8.66	$ 7.16	E	$11.18	$ 8.20	E
	Cost Recovery | 20%	13%	15%	E	11%	16%	E	9%	14%	E

Route 23T

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.2	4.6	A
Route Design	Circuity | 1.75	1.44	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	19.2	18.1	C	18.9	19.9	C	14.1	18.1	E
	Passengers per Revenue Mile | 2	1.4	1.7	E	1.4	1.8	E	1.0	1.6	E
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	On-Time Performance | 79%	-	-	-	88%	78%	A	71%	78%	D
	Crowding | 5%	-	-	-	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.28	Off-Peak: 0.27 Peak: 0.3	A	0.28	0.29	A	0.22	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.21	$ 7.79	E	$6.33	$ 7.16	E	$8.46	$ 8.20	E
	Cost Recovery | 20%	13%	15%	E	13%	16%	E	10%	14%	E
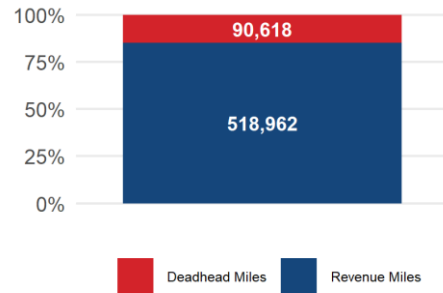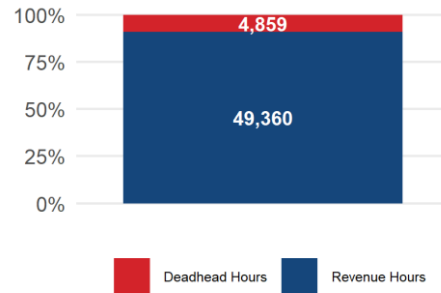
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Operational Analysis

Miles Allocation

- Deadhead Miles: 90,618
- Revenue Miles: 518,962

Hours Allocation

- Deadhead Hours: 4,859
- Revenue Hours: 49,360

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
23A	38.60	2,758	2,748 (99.6%)
23B	18.30	208	206 (99.0%)
23T	27.80	192	192 (100.0%)

Service Change Summary

Route 23A - June 2021:
Weekday: Early AM only; Saturday: No change; Sunday: No change;
Route 23B - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;
Route 23T - June 2021:
Weekday: Restore service; Saturday: No change; Sunday: No change;
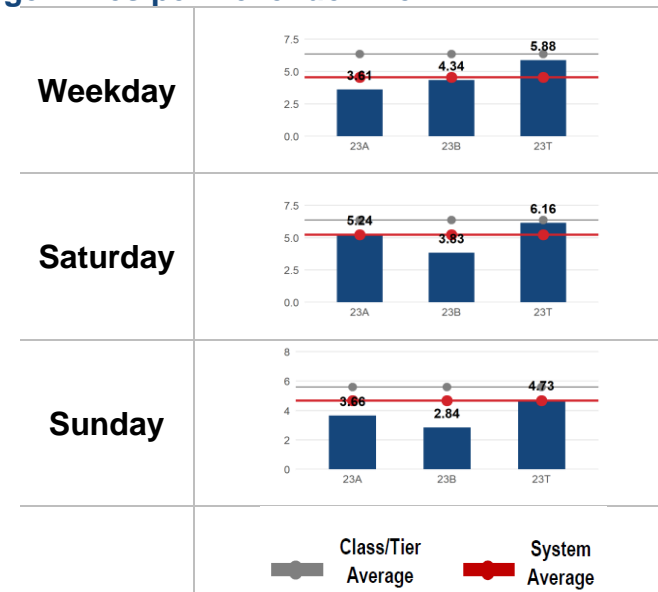
Passenger Miles per Revenue Mile

Weekday
- 23A: 3.61
- 23B: 4.34
- 23T: 5.88

Saturday
- 23A: 5.24
- 23B: 3.83
- 23T: 6.16

Sunday
- 23A: 3.86
- 23B: 2.84
- 23T: 4.73

- Class/Tier Average
- System Average

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About the Line
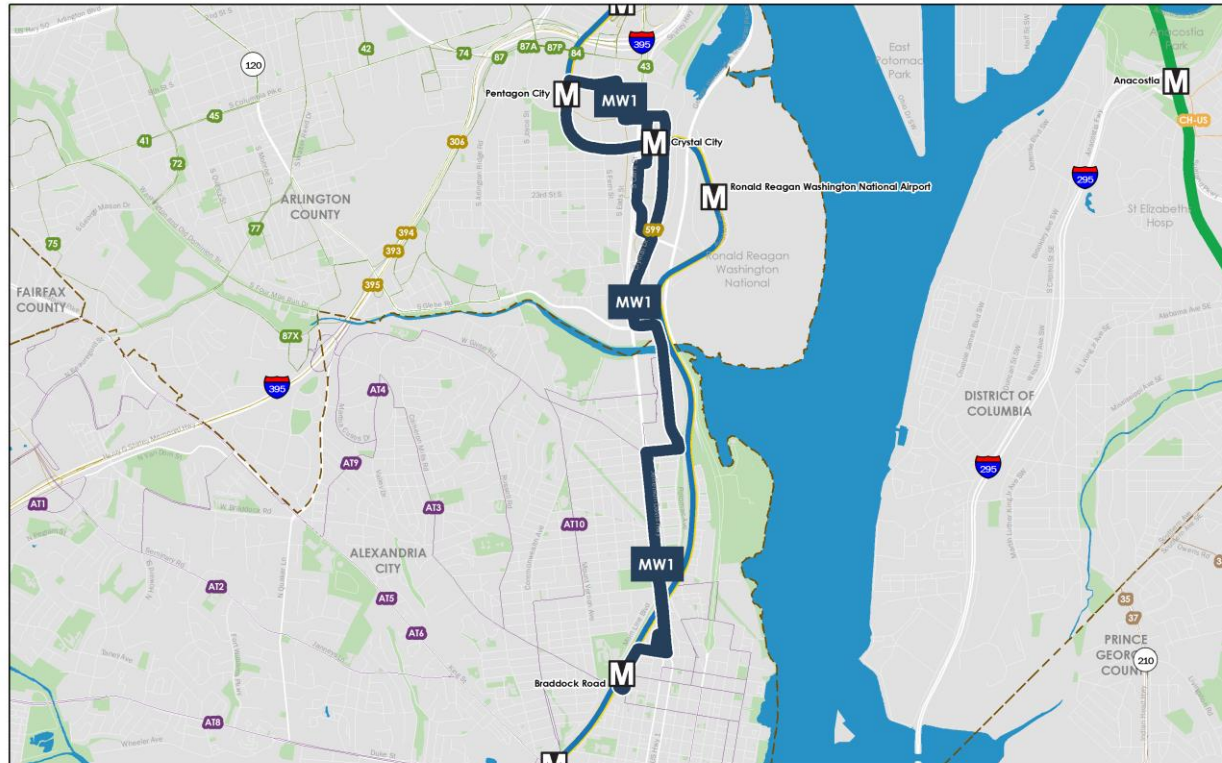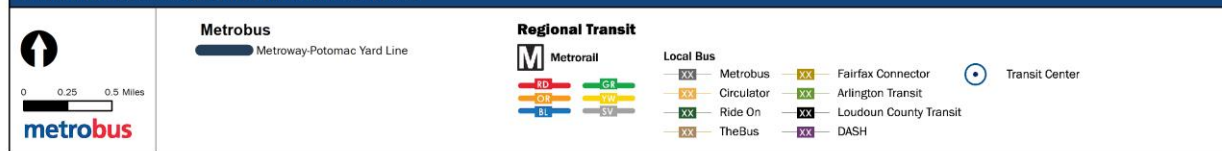
Service Classification

BRT

Activity Tier

1

Overall Grade
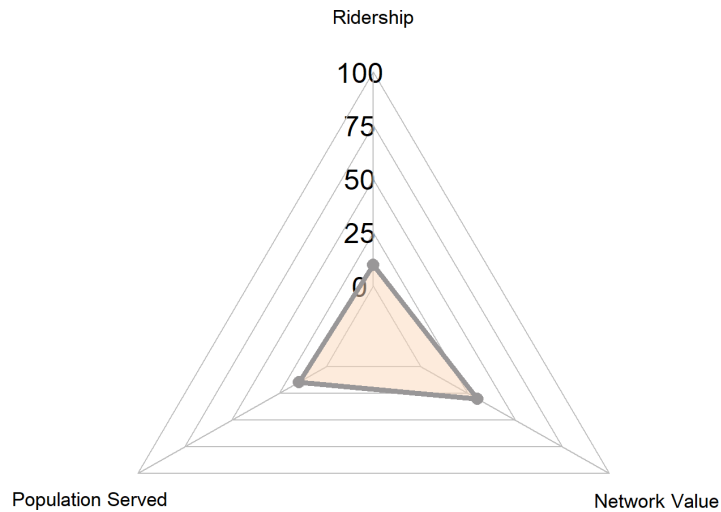
| Line | D |

Legend: Exceeds · Meets · Approaches · Below · Significantly Below

Line Benefit Score

18
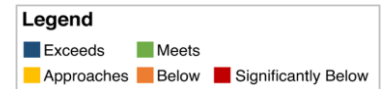
Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	15	30	10	

Operating Statistics

Annual Operating Costs	$3,785,272
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		9,285
People of Color Population	Service Area	2,264
	% Riders Surveyed	55%
Low Income Household	Service Area	948
	% Riders Surveyed	23%

Facilities/Amenities

Bus Stops	28
% Stops With Shelters	21%
% Stops With Benches	14%
% Stops With Real-Time Signs	79%

Ridership

Annual Ridership	MW1 **201,122** (bar chart, axis: 0 – 100,000 – 200,000 – 300,000)
Top Transfer Locations	**Crystal City, Braddock Road, Pentagon City**

Average Daily Ridership
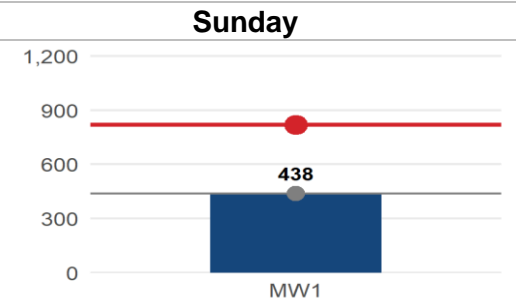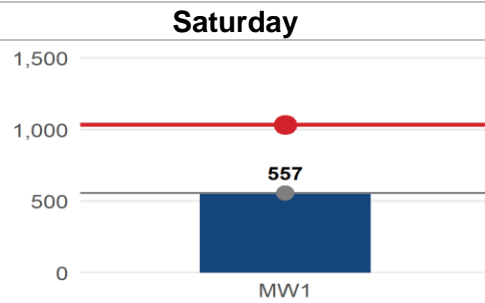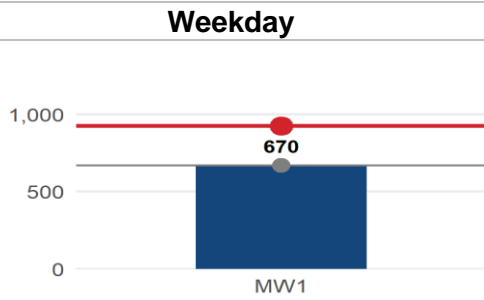
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
670	**557**	**438**
MW1	MW1	MW1

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	4	4
AM Peak	6	5
Midday	5	5
PM Peak	7	7
Early Night	5	4
Saturday	5	5
Sunday	4	4
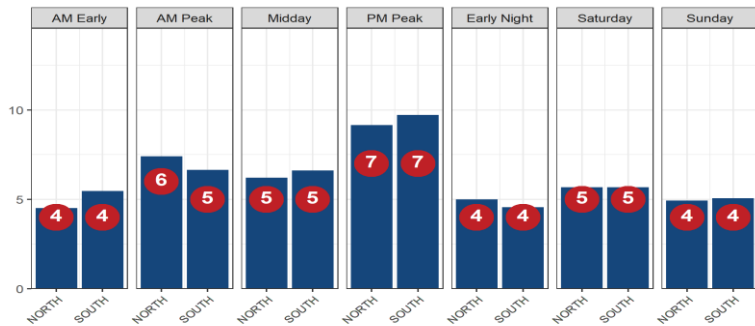
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.16	0.16
	Off-Peak Maximum Target: 1.0	0.11	0.12
	Saturday Maximum Target: 1.0	0.12	0.12
	Sunday Maximum Target: 1.0	0.1	0.1

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
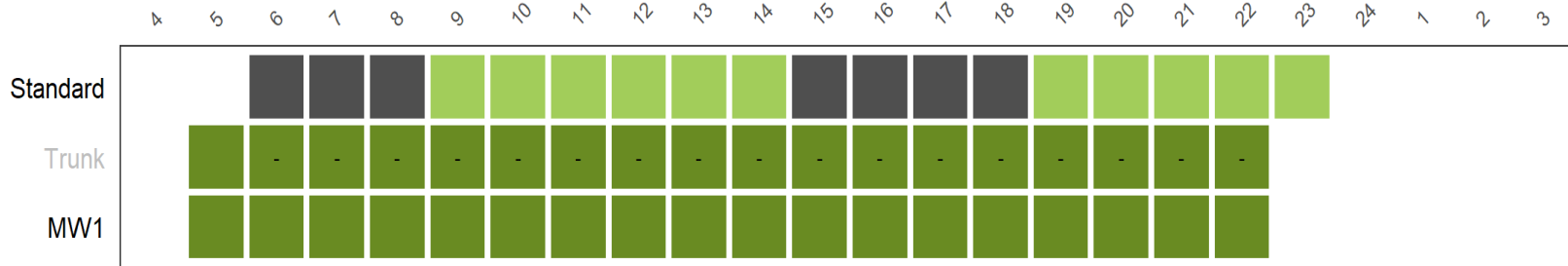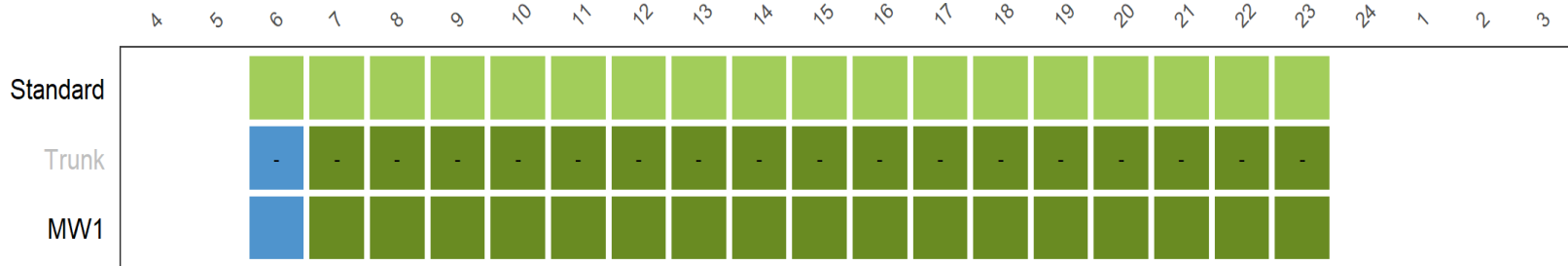
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
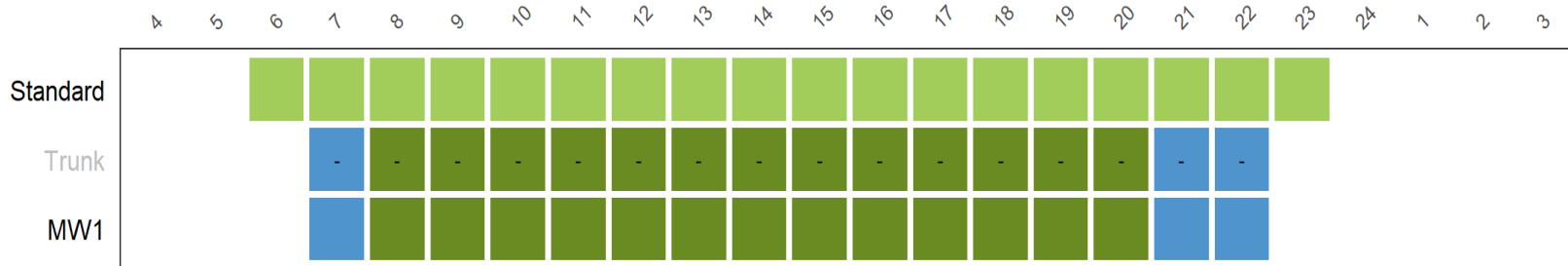
D Metroway Potomac Yard

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 10:24 PM	-	C	6:30 AM - 11:03 PM	-	C	7:30 AM - 10:25 PM	-	C
Frequency of Service | varies	Peak: 20.1 / Off-Peak: 20.0	Peak: 20.1 / Off-Peak: 20	E	20.1	20.1	D	20.3	20.3	D
Productivity									
Passengers per Revenue Hour | 35	13.7	13.7	E	10.9	10.9	E	9.6	9.6	E
Passengers per Revenue Mile | 5	1.5	1.5	E	1.2	1.2	E	1.1	1.1	E
Reliability									
On-Time Performance | 79%	92%	92%	A	96%	96%	A	93%	93%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.12 Peak: 0.16	A	0.12	0.12	A	0.1	0.1	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $3.5	$8.70	$ 8.70	E	$10.97	$10.97	E	$12.40	$12.40	E
Cost Recovery | 30%	11%	11%	E	9%	9%	E	8%	8%	E

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Route MW1

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 2-3	3	3	A
Route Design Circuity | 1.75	1.27	1.27	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 35	13.7	13.7	E	10.9	10.9	E	9.6	9.6	E
	Passengers per Revenue Mile | 5	1.5	1.5	E	1.2	1.2	E	1.1	1.1	E
	Unique Segment Ridership | 25%	71%	71%	A	67%	67%	A	67%	67%	A
Reliability	On-Time Performance | 79%	92%	92%	A	96%	96%	A	93%	93%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.12 Peak: 0.16	A	0.12	0.12	A	0.1	0.1	A
Cost Effectiveness	Operating Cost per Passenger Trip | $3.5	$8.70	$ 8.70	E	$10.97	$10.97	E	$12.40	$12.40	E
	Cost Recovery | 30%	11%	11%	E	9%	9%	E	8%	8%	E

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Operational Analysis

Miles Allocation

- Deadhead Miles: 14,904
- Revenue Miles: 285,817

Hours Allocation

- Deadhead Hours: 1,310
- Revenue Hours: 31,724

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
MW1	10.00	2,944	2,935 (99.7%)

Service Change Summary

Route MW1 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — MW1: 3

Saturday — MW1: 3

Sunday — MW1: 3

Legend:
- Class/Tier Average
- System Average

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Military Road-Crosstown Line

0   0.25   0.5 Miles

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Regional Transit

M Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector
XX Circulator	XX Arlington Transit
XX Ride On	XX Loudoun County Transit
XX TheBus	XX DASH

⊙ Transit Center

RD OR BL — GR YW SV

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend

■ Exceeds ■ Meets
■ Approaches ■ Below ■ Significantly Below

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

666

Line Benefit Score

37
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	48	40	23	

Operating Statistics

Annual Operating Costs	$4,268,866
Peak Vehicles	7
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			42,721
People of Color Population	*Service Area*		22,644
	% Riders Surveyed		82%
Low Income Household	*Service Area*		11,057
	% Riders Surveyed		50%

Facilities/Amenities

Bus Stops		89
% Stops With Shelters		17%
% Stops With Benches		15%
% Stops With Real-Time Signs		4%

Ridership
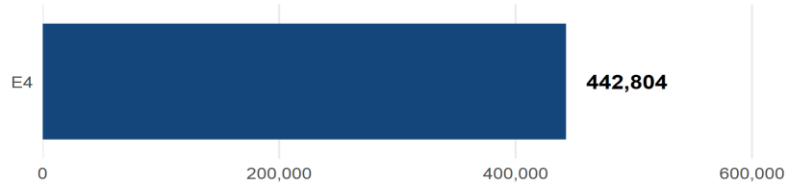
Annual Ridership	E4 442,804 (bar chart, axis 0 – 600,000)
Top Transfer Locations	**Fort Totten, Friendship Heights**
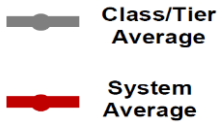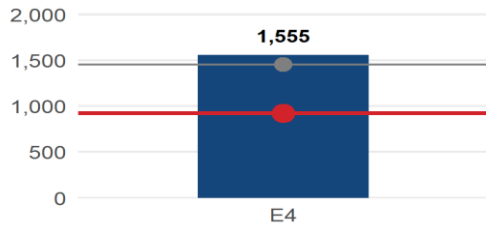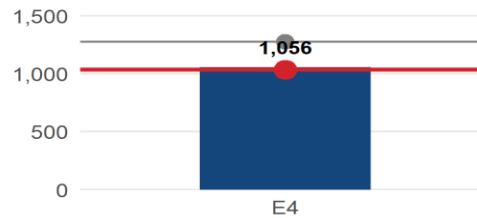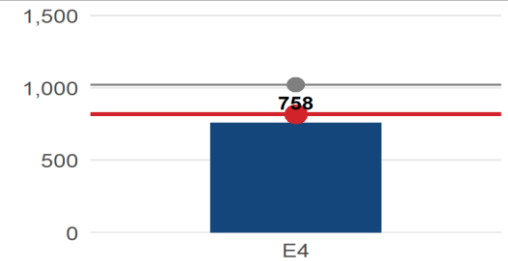
Average Daily Ridership

— Class/Tier Average (gray)
— System Average (red)

Weekday	Saturday	Sunday
E4 — **1,555**	E4 — **1,056**	E4 — **758**

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	12	11	11	16	9	4	10	7
WEST	18	18	13	11	6	3	10	8
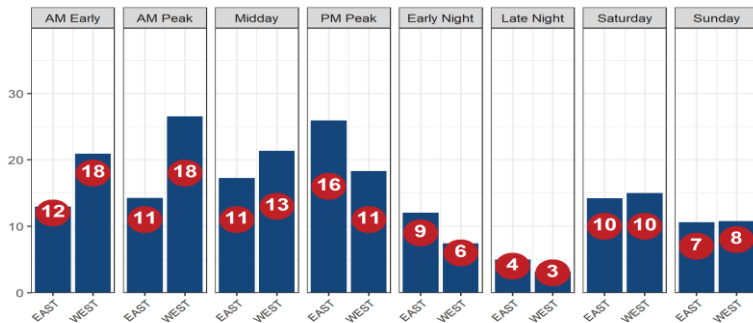
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.34	0.36
	Off-Peak Maximum Target: 1.0	0.24	0.25
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.19	0.19

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard ——

Weekday (by Hour) — Standard, Trunk, E4
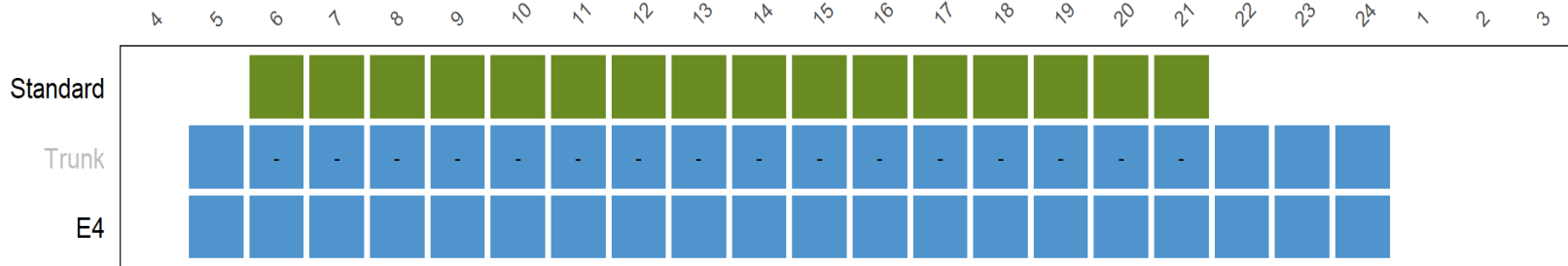
Saturday (by Hour) — Standard, Trunk, E4

Sunday (by Hour) — Standard, Trunk, E4
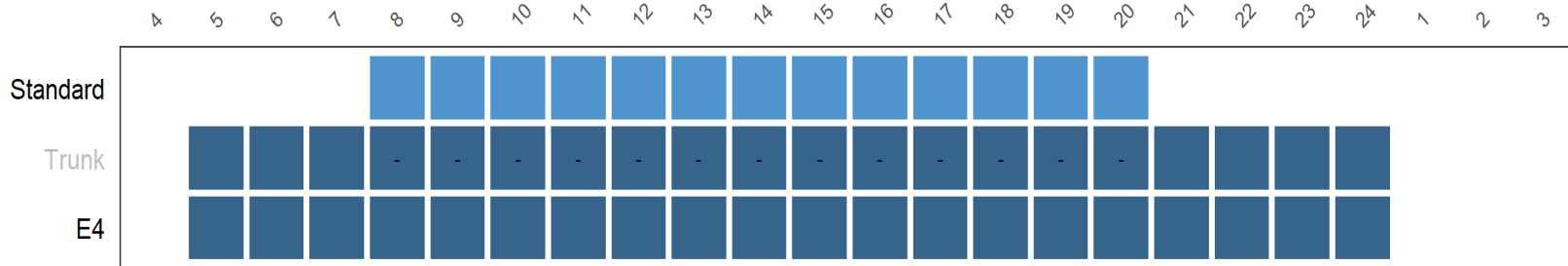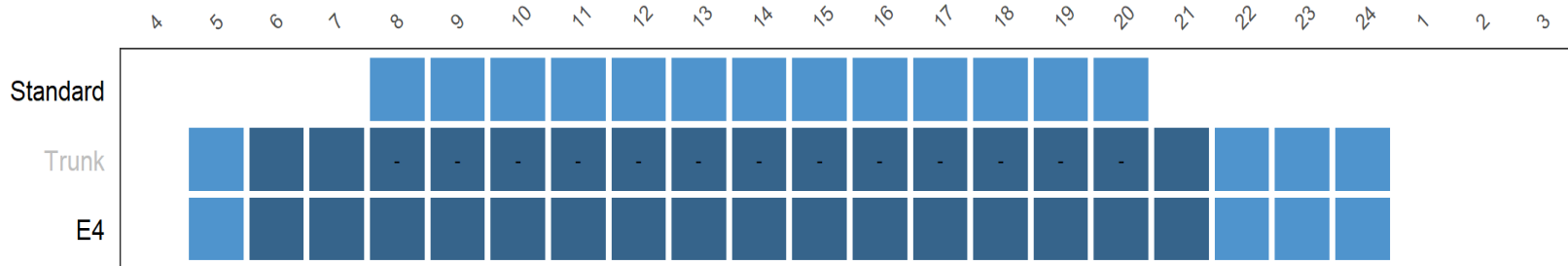
C Military Road-Crosstown

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:23 AM - 12:27 AM	-	A	5:20 AM - 12:13 AM	-	A	5:20 AM - 12:24 AM	-	A
	Frequency of Service | varies	Peak: 26.4 / Off-Peak: 26.9	Peak: 26.4 / Off-Peak: 28.8	D	33.1	33.3	C	32.6	34.5	C
Productivity	**Passengers per Revenue Hour** | 20	24.5	18.1	A	20.9	19.9	B	16.1	18.1	D
	Passengers per Revenue Mile | 2	2.7	1.7	A	2.3	1.8	A	1.7	1.6	D
Reliability	**On-Time Performance** | 79%	81%	79%	B	84%	78%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.35	Off-Peak: 0.27 Peak: 0.3	A	0.24	0.28	A	0.19	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.86	$ 7.79	B	$5.71	$ 7.16	D	$7.40	$ 8.20	E
	Cost Recovery | 20%	23%	14%	A	19%	15%	C	15%	14%	D

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Route E4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	6.6	4.6	E
Route Design	Circuity | 1.75	1.29	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	24.5	18.1	A	20.9	19.9	B	16.1	18.1	D
	Passengers per Revenue Mile | 2	2.7	1.7	A	2.3	1.8	A	1.7	1.6	D
	Unique Segment Ridership | 10%	57%	27%	A	78%	36%	A	78%	45%	A
Reliability	On-Time Performance | 79%	81%	79%	B	84%	78%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.35	Off-Peak: 0.27 Peak: 0.3	A	0.24	0.29	A	0.19	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.86	$ 7.79	B	$5.71	$ 7.16	D	$7.40	$ 8.20	E
	Cost Recovery | 20%	23%	15%	A	19%	16%	C	15%	14%	D

Operational Analysis
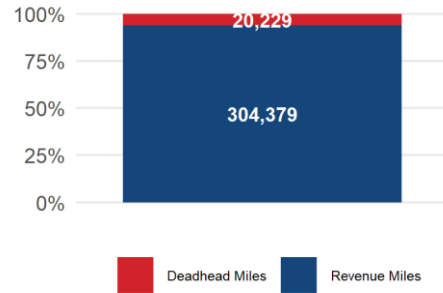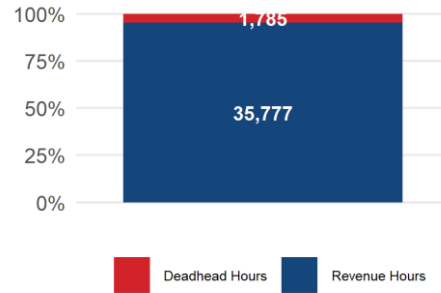
Miles Allocation

Legend: ■ Deadhead Miles ■ Revenue Miles
(20,229 / 304,379)

Hours Allocation

Legend: ■ Deadhead Hours ■ Revenue Hours
(1,785 / 35,777)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E4	14.10	2,646	2,626 (99.2%)

Service Change Summary

Route E4 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — E4: 7

Saturday — E4: 6

Sunday — E4: 5

Legend: ▬ Class/Tier Average ▬ System Average
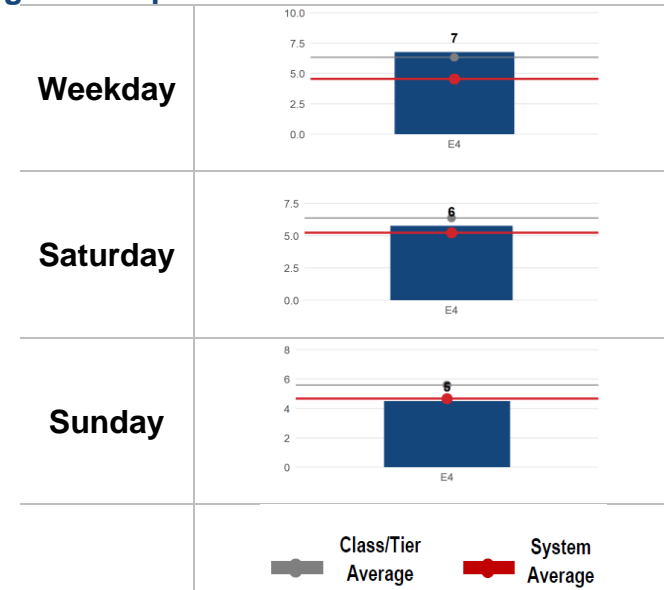
LINE: 504 - Minnesota Avenue -Anacostia

ROUTE(S): A31, A32, A33

About the Line

Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	1	0	
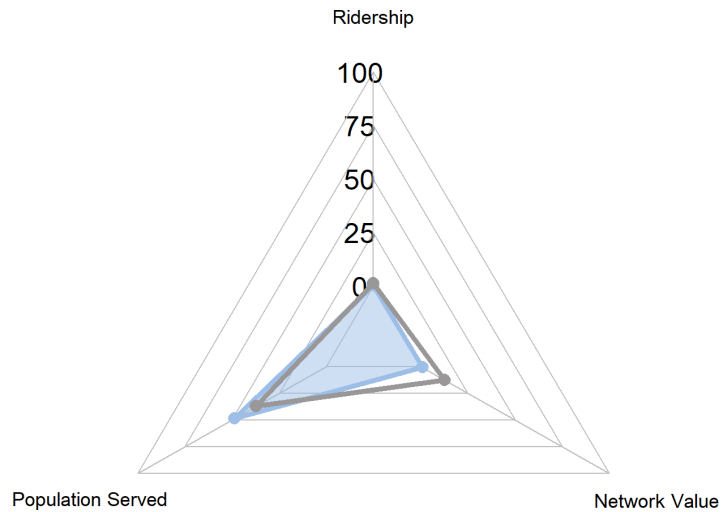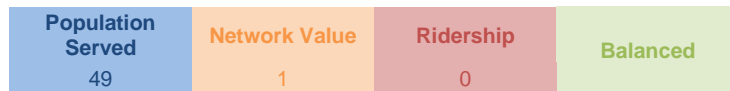
Operating Statistics

Annual Operating Costs		$19,907
Peak Vehicles		
Vehicle Type(s)		

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			58,544
People of Color Population	Service Area		54,496
	% Riders Surveyed		
Low Income Household	Service Area		31,787
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		54
% Stops With Shelters		15%
% Stops With Benches		13%
% Stops With Real-Time Signs		6%
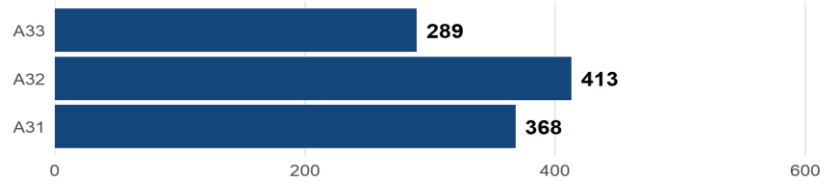
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

674

Ridership

Annual Ridership

	Annual Ridership
A33	289
A32	413
A31	368

Top Transfer Locations

NA

Average Daily Ridership

	Weekday	Saturday	Sunday
Class/Tier Average — System Average	A31: 3.82, A32: 4.89, A33: 3.43	No Service	No Service

Average Trip Ridership and Maximum Load by Time Period

PM Peak
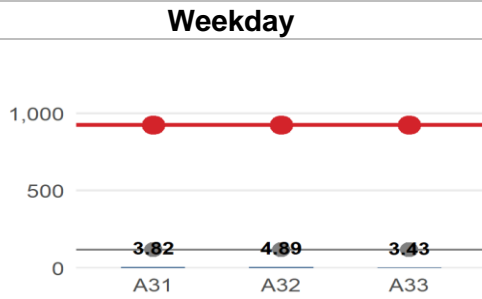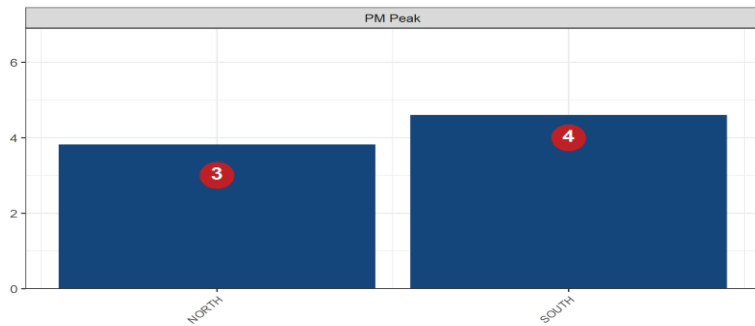
NORTH: 3
SOUTH: 4

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.08	0.1
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard ——

Weekday (by Hour)

| | Standard | Trunk | A33 | A32 | A31 |

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
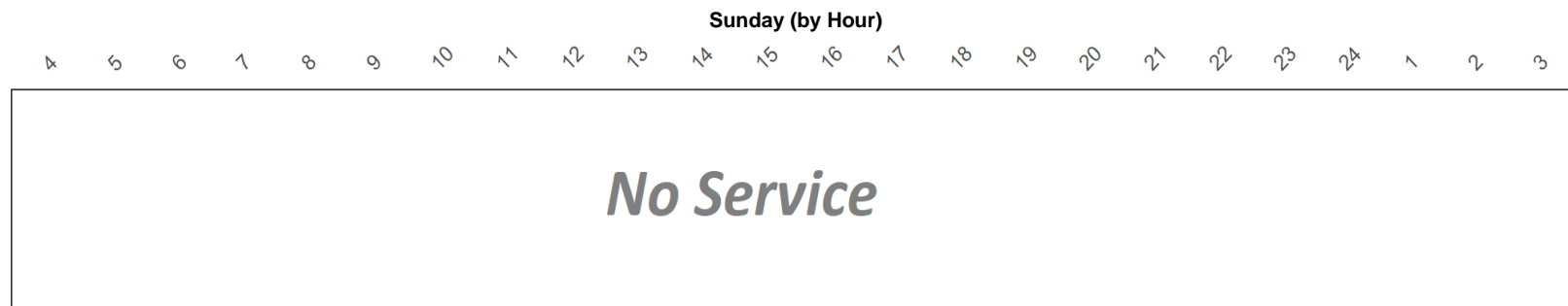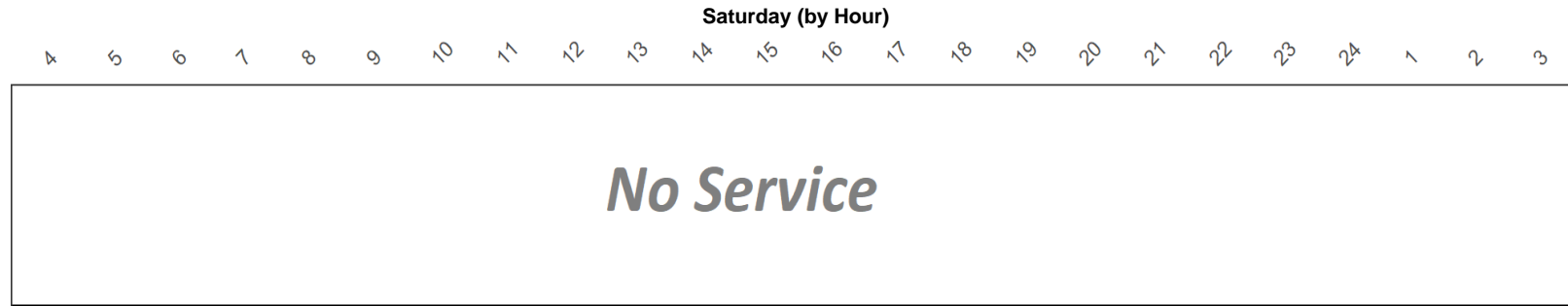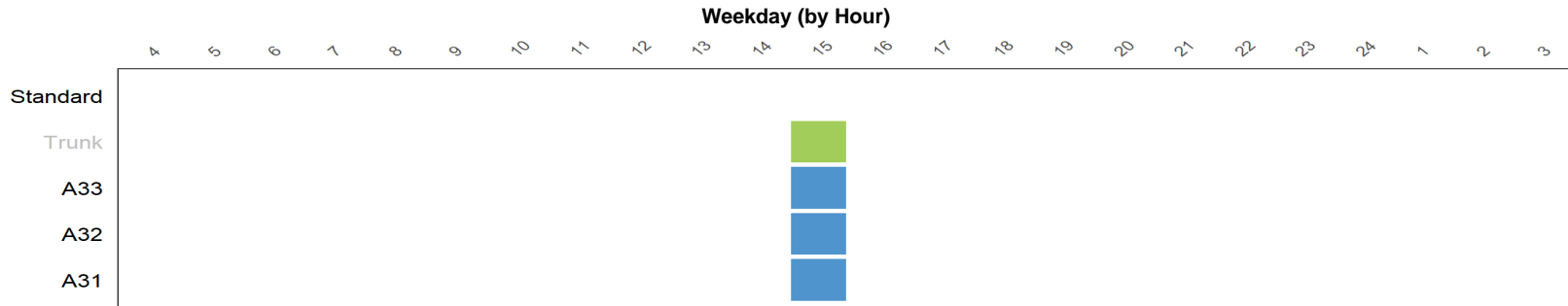
Minnesota Avenue -Anacostia

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	3:20 PM - 3:40 PM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 0.0 / Off-Peak: NA	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	9.7	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.5	1.1	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	85%	96%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$12.29	$15.08	-	-	-	-	-	-	-
	Cost Recovery |	5%	4%	-	-	-	-	-	-	-

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Route A31

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile		5.4	4.5	-
Route Design Circuity		1.39	1.39	-

	Measure	Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour		7.3	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile		1.1	1.1	-	-	-	-	-	-	-
	Unique Segment Ridership		0%	23%	-	-	-	-	-	-	-
Reliability	On-Time Performance		75%	96%	-	-	-	-	-	-	-
	Crowding		0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA		-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip		$16.25	$15.08	-	-	-	-	-	-	-
	Cost Recovery		2%	4%	-	-	-	-	-	-	-

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Route A32

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	6.5	4.5	-
Route Design	**Circuity |**	1.13	1.39	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	10.2	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.5	1.1	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	23%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	95%	96%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$11.71	$15.08	-	-	-	-	-	-	-
	Cost Recovery |	5%	4%	-	-	-	-	-	-	-

Route A33

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile |	5.3	4.5	-
Route Design Circuity |	2.08	1.39	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Passengers per Revenue Hour |	8.2	9.2	-	-	-	-	-	-	-
Passengers per Revenue Mile |	1.5	1.1	-	-	-	-	-	-	-
Unique Segment Ridership |	13%	23%	-	-	-	-	-	-	-
On-Time Performance |	86%	96%	-	-	-	-	-	-	-
Crowding |	0%	0%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Operating Cost per Passenger Trip |	$14.62	$15.08	-	-	-	-	-	-	-
Cost Recovery |	5%	4%	-	-	-	-	-	-	-
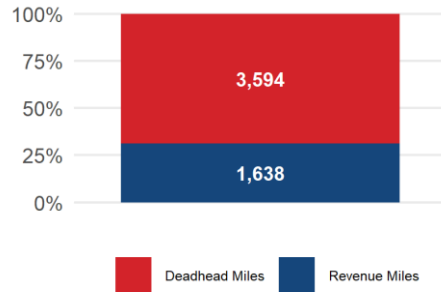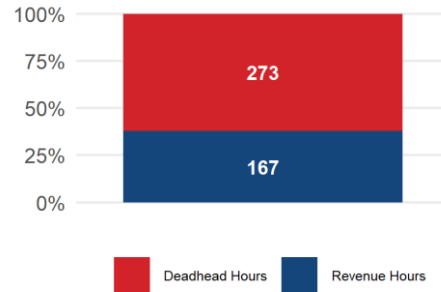
Row categories: Productivity, Reliability, Cost Effectiveness

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Operational Analysis

Miles Allocation

■ Deadhead Miles	■ Revenue Miles

3,594 (Deadhead Miles)
1,638 (Revenue Miles)

Hours Allocation

■ Deadhead Hours	■ Revenue Hours

273 (Deadhead Hours)
167 (Revenue Hours)

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A31	4.10	17	17 (100.0%)
A32	3.20	17	17 (100.0%)
A33	2.50	17	17 (100.0%)

Service Change Summary

Route A31 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route A32 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route A33 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

A31	A32	A33
1.95	2.33	2.09

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average	System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Mount Pleasant Line

Regional Transit

Ⓜ **Metrorail**

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

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Line Benefit Score

	34
	Out of 100

Radar chart axes: Ridership (top), Population Served (bottom left), Network Value (bottom right). Scale 0, 25, 50, 75, 100.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	41	25	
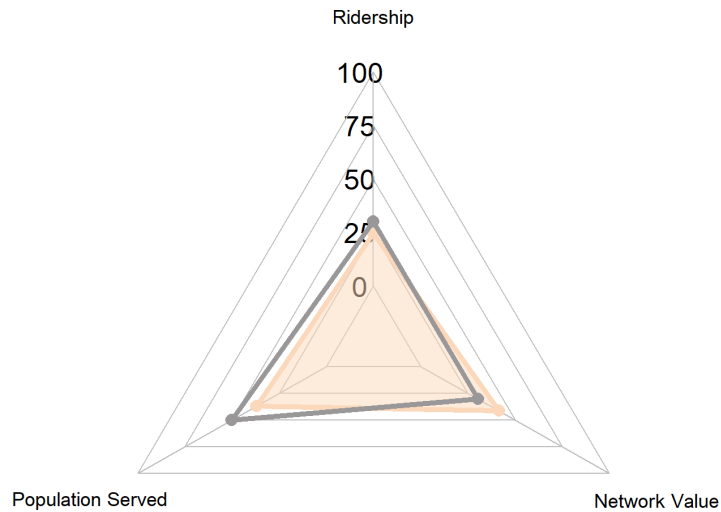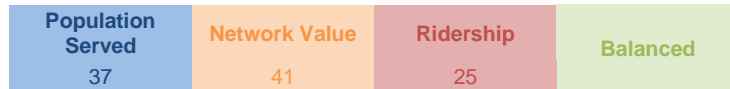
Operating Statistics

	Annual Operating Costs	$6,312,410
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		52,048
	People of Color Population	Service Area	11,355
		% Riders Surveyed	51%
	Low Income Household	Service Area	8,879
		% Riders Surveyed	23%

Facilities/Amenities

	Bus Stops	48
	% Stops With Shelters	71%
	% Stops With Benches	69%
	% Stops With Real-Time Signs	25%

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Ridership

Annual Ridership

43	191,972
42	286,915

(x-axis: 0 — 100,000 — 200,000 — 300,000 — 400,000)
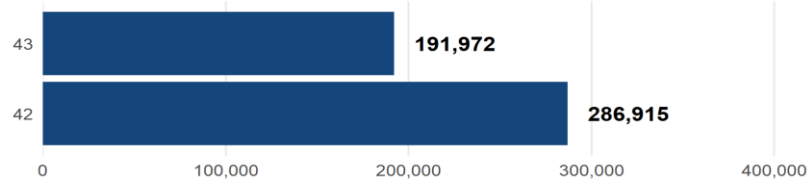
Top Transfer Locations

Farragut West, Columbia Heights, Dupont Circle

Average Daily Ridership

— Class/Tier Average (grey)
— System Average (red)

Weekday

42	43
1,066	779

Saturday

42	43
646	531

Sunday

42	43
518	428

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	3	7
AM Peak	5	11
Midday	9	9
PM Peak	12	8
Early Night	10	4
Late Night	5	3
Saturday	8	7
Sunday	6	6
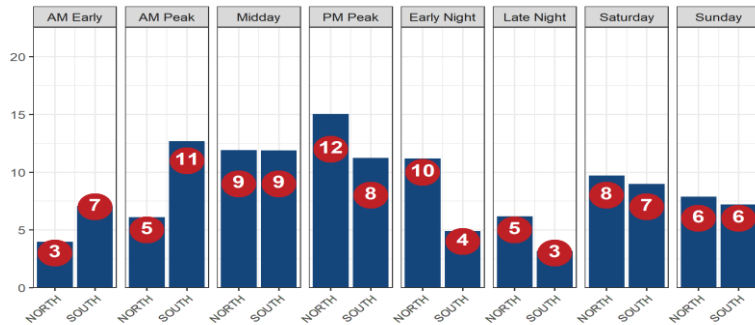
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.24	0.24
	Off-Peak Maximum Target: 1.0	0.22	0.18
	Saturday Maximum Target: 1.0	0.19	0.18
	Sunday Maximum Target: 1.0	0.16	0.15

Span and Frequency

Frequency (Minutes) legend: ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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C Mount Pleasant

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:29 AM - 12:30 AM	-	A	4:30 AM - 12:19 AM	-	A	4:30 AM - 12:23 AM	-	A
Frequency of Service | varies	Peak: 14.2 / Off-Peak: 12.9	Peak: 19.2 / Off-Peak: 28	B	18.9	25.6	B	19.1	28.5	B
Productivity — **Passengers per Revenue Hour** | 30	16.0	16.6	E	14.2	17.6	E	12.8	16.0	E
Passengers per Revenue Mile | 4	2.9	2.1	E	2.5	2.1	E	2.0	1.9	E
Reliability — **On-Time Performance** | 79%	81%	77%	B	81%	76%	B	83%	78%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.23 Peak: 0.25	A	0.19	0.24	A	0.15	0.21	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$7.44	$ 8.27	E	$8.38	$ 7.67	E	$9.34	$ 8.52	E
Cost Recovery | 25%	14%	12%	E	13%	12%	E	11%	11%	E

Route 42

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	5.1	E
Route Design	**Circuity |** 1.75	1.24	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	16.8	16.6	E	14.1	17.6	E	12.6	16.0	E
	Passengers per Revenue Mile | 4	3.0	2.1	E	2.5	2.1	E	2.0	1.9	E
	Unique Segment Ridership | 10%	14%	19%	A	14%	26%	A	16%	28%	A
Reliability	**On-Time Performance |** 79%	79%	77%	B	78%	76%	C	83%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.25	Off-Peak: 0.23 Peak: 0.25	A	0.19	0.25	A	0.15	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.10	$ 8.27	E	$8.49	$ 7.67	E	$9.48	$ 8.52	E
	Cost Recovery | 25%	14%	12%	E	12%	13%	E	11%	11%	E

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Route 43

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6.3	5.1	E
Route Design Circuity | 1.75	1.23	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	16.0	16.6	E	14.5	17.6	E	13.0	16.0	E
	Passengers per Revenue Mile | 4	2.8	2.1	E	2.4	2.1	E	2.0	1.9	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	26%	E	0%	28%	E
Reliability	On-Time Performance | 79%	84%	77%	B	85%	76%	A	83%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.22	Off-Peak: 0.23 Peak: 0.25	A	0.18	0.25	A	0.15	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.47	$ 8.27	E	$8.23	$ 7.67	E	$9.18	$ 8.52	E
	Cost Recovery | 25%	15%	12%	E	13%	13%	E	12%	11%	E

Operational Analysis
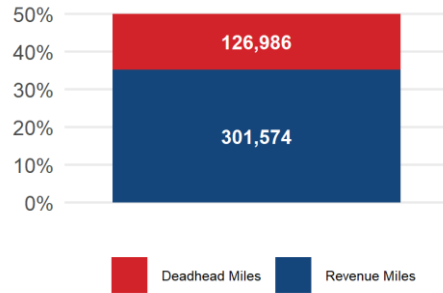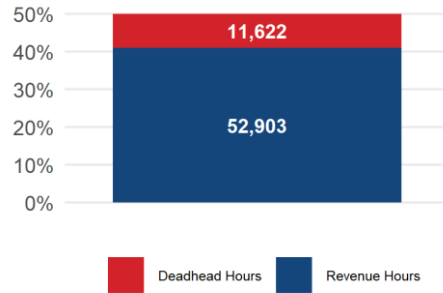
Miles Allocation

- 126,986 (Deadhead Miles)
- 301,574 (Revenue Miles)

Deadhead Miles | Revenue Miles

Hours Allocation

- 11,622 (Deadhead Hours)
- 52,903 (Revenue Hours)

Deadhead Hours | Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
42	7.20	2,404	2,379 (99.0%)
43	7.20	2,100	2,089 (99.5%)

Service Change Summary

Route 42 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route 43 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
- 42: 4.63
- 43: 4.45

Saturday
- 42: 3.899
- 43: 3.823

Sunday
- 42: 3.201
- 43: 3.279

Class/Tier Average | System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Mt. Pleasant - Tenleytown Line Line

Regional Transit

Ⓜ **Metrorail**

Local Bus
XX Metrobus	XX Fairfax Connector	⊙ Transit Center
XX Circulator	XX Arlington Transit	
XX Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

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Line Benefit Score

18
Out of 100

Ridership
Population Served
Network Value
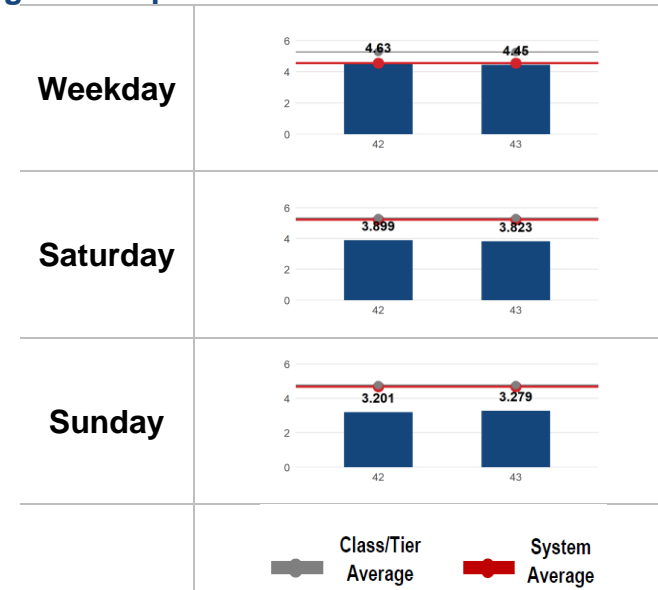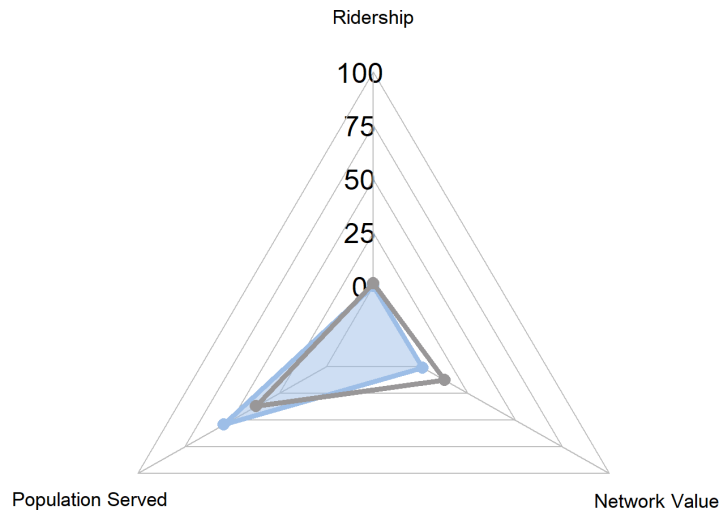
Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	54	1	0	

Operating Statistics

Annual Operating Costs	$25,698
Peak Vehicles	
Vehicle Type(s)	

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			47,569
People of Color Population	Service Area		16,257
	% Riders Surveyed		
Low Income Household	Service Area		11,037
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		78
% Stops With Shelters		17%
% Stops With Benches		12%
% Stops With Real-Time Signs		8%

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Ridership

Annual Ridership

Route	Ridership
W47	429
W45	162

(bar chart axis: 0, 200, 400, 600)
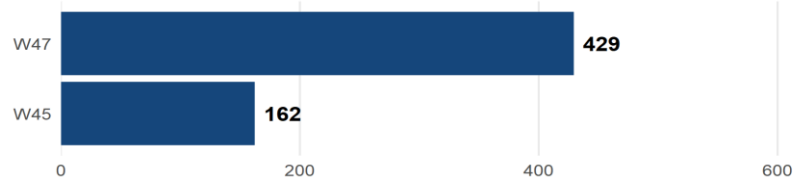
Top Transfer Locations

Columbia Heights, Tenleytown-AU, Cleveland Park

Average Daily Ridership
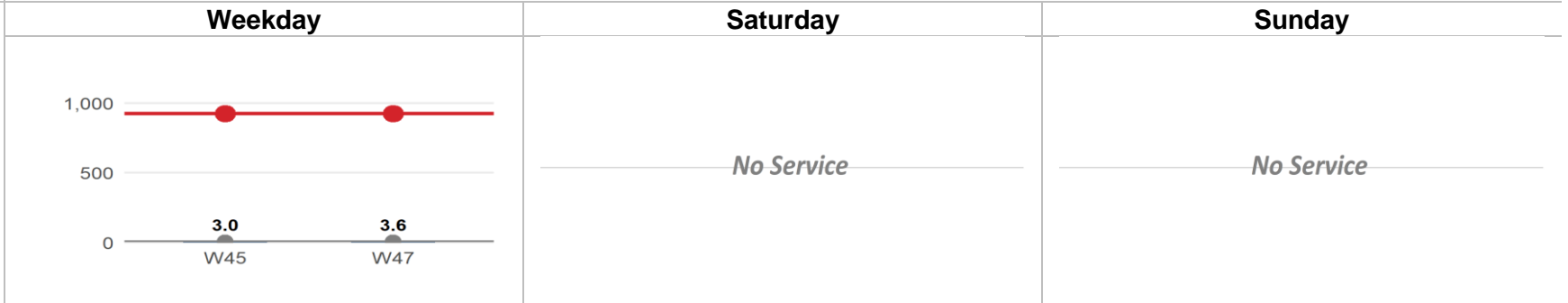
	Weekday	Saturday	Sunday
Class/Tier Average			
System Average		*No Service*	*No Service*

Weekday chart: Class/Tier Average: W45 = 3.0, W47 = 3.6 (System Average line near 1,000)

Average Trip Ridership and Maximum Load by Time Period

AM Peak: WEST = 3.0, max load 2
PM Peak: EAST = 3.6, max load 3
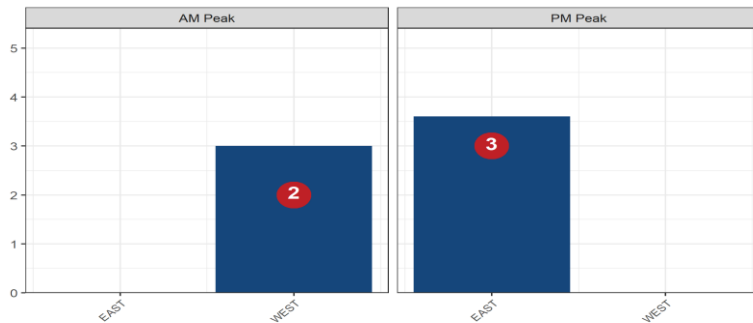
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.08	0.03
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard ___

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

Mt. Pleasant - Tenleytown Line

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	8:00 AM - 8:30 AM; 3:35 PM - 3:56 PM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: 0.0 / Off-Peak: NA	Peak: 4.3 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour |	5.3	6.6	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.8	0.7	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	89%	72%	-	-	-	-	-	-	-
Crowding |	0%	0%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$22.57	$21.79	-	-	-	-	-	-	-
Cost Recovery |	7%	8%	-	-	-	-	-	-	-

metrobus

Route W45

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	5.7	5.5	-
Route Design	**Circuity |**	1.62	1.3	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	6	6.6	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.6	0.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	86%	72%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$19.89	$21.79	-	-	-	-	-	-	-
	Cost Recovery |	12%	11%	-	-	-	-	-	-	-

metrobus

Route W47

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile |	6	5.5	-
Route Design — Circuity |	1.15	1.3	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour |	4.9	6.6	-	-	-	-	-	-	-
Passengers per Revenue Mile |	1	0.7	-	-	-	-	-	-	-
Unique Segment Ridership |	0%	8%	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	94%	72%	-	-	-	-	-	-	-
Crowding |	0%	0%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$24.17	$21.79	-	-	-	-	-	-	-
Cost Recovery |	6%	11%	-	-	-	-	-	-	-
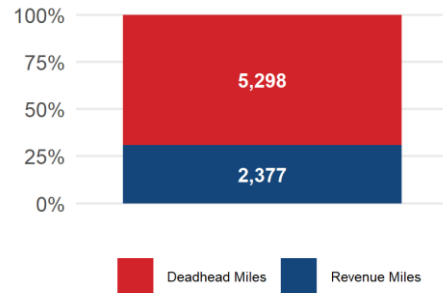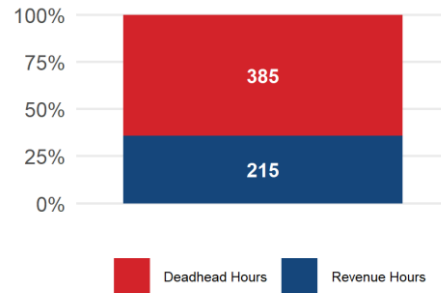
metrobus

Operational Analysis

Miles Allocation

5,298	Deadhead Miles
2,377	Revenue Miles

Hours Allocation

385	Deadhead Hours
215	Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W45	9.90	34	34 (100.0%)
W47	3.80	17	17 (100.0%)

Service Change Summary

Route W45 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route W47 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- W45: 0.9
- W47: 2.0

Saturday
No Service

Sunday
No Service

Class/Tier Average — System Average

About the Line
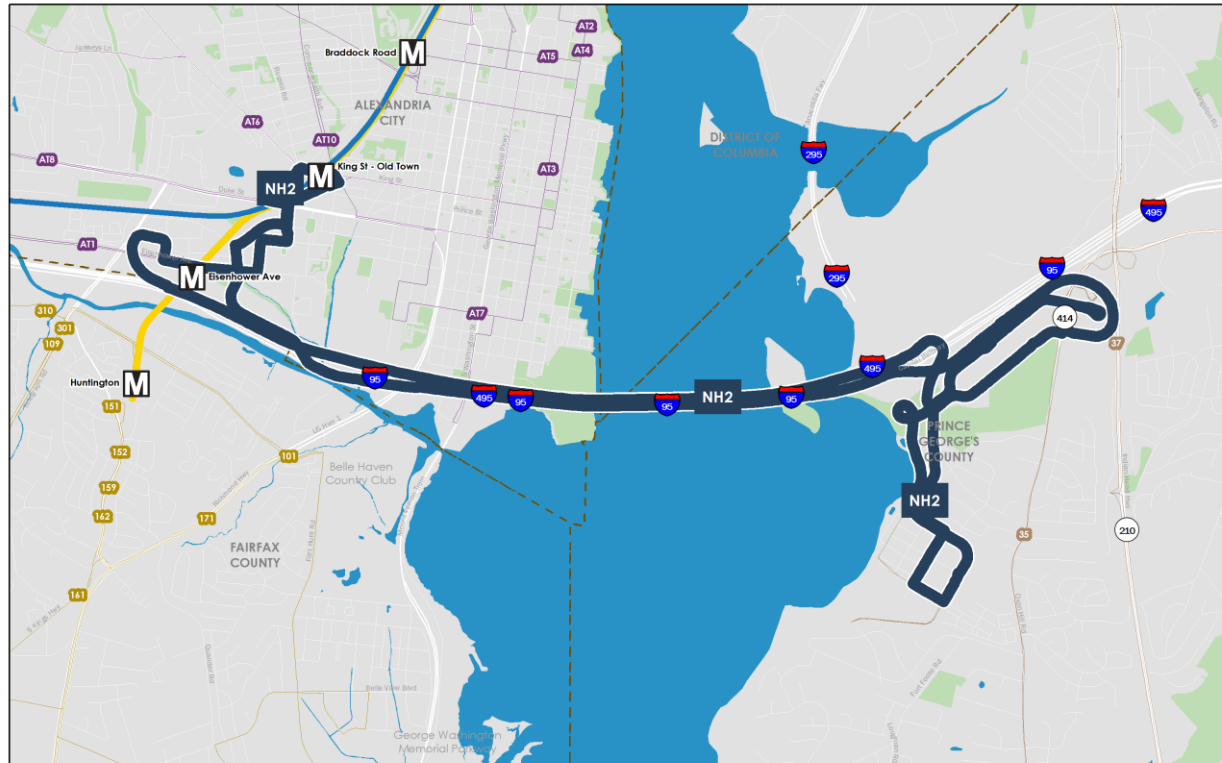

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
National Harbor-Alexandria Line

Regional Transit
Ⓜ Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector
XX Circulator	XX Arlington Transit
XX Ride On	XX Loudoun County Transit
XX TheBus	XX DASH

● Transit Center

RD OR BL (red/orange/blue)
GR YW SV (green/yellow/silver)

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   **D**

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
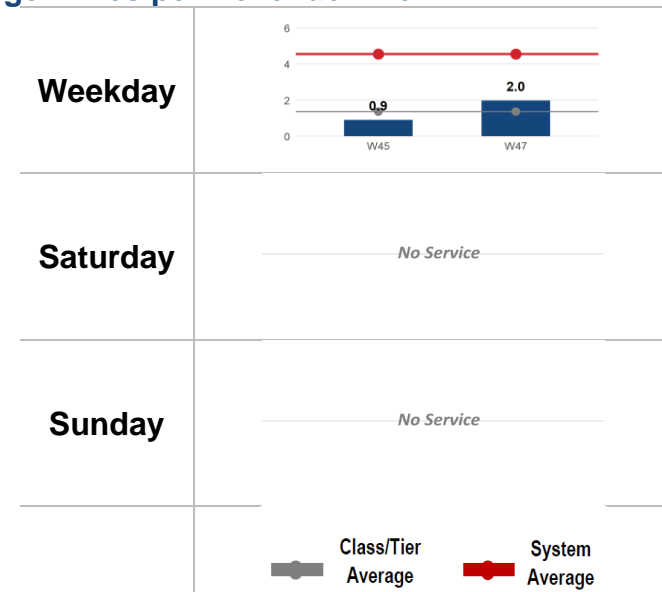
metrobus
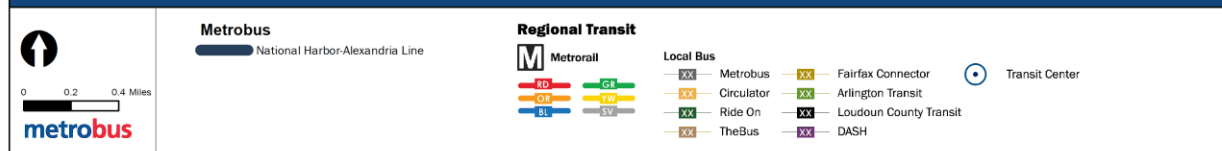
Line Benefit Score

5

Out of 100
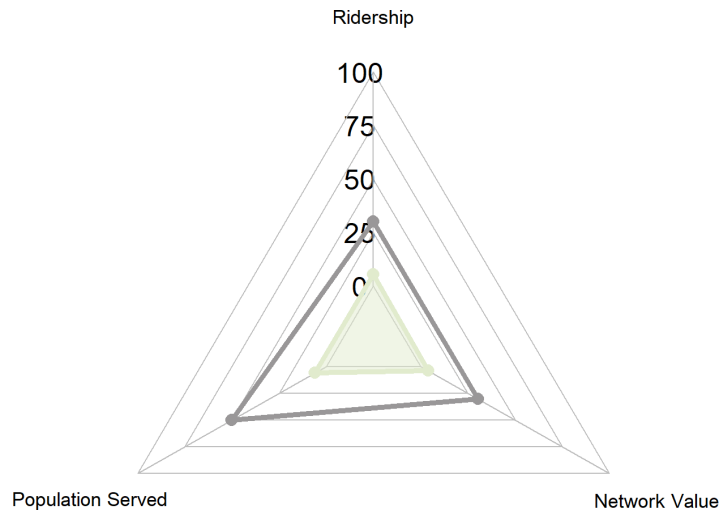
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	6	4	6	
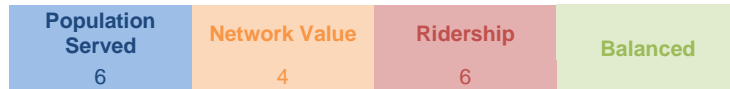
Operating Statistics

	Annual Operating Costs	$2,526,154
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		2,496
	People of Color Population	Service Area	908
		% Riders Surveyed	83%
	Low Income Household	Service Area	231
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	9
	% Stops With Shelters	11%
	% Stops With Benches	33%
	% Stops With Real-Time Signs	0%

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Ridership

Annual Ridership

NH2   81,521

| | 0 | 30,000 | 60,000 | 90,000 | 120,000 |
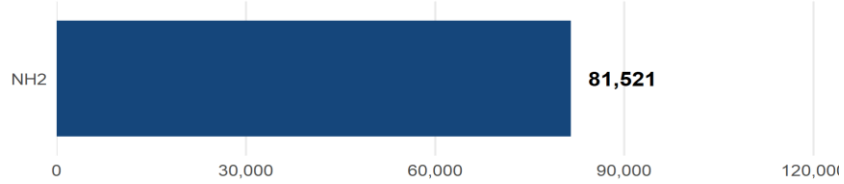
Top Transfer Locations

King Street, Eisenhower Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
375	385	336

Average Trip Ridership and Maximum Load by Time Period

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.13	0.13
	Off-Peak Maximum Target: 1.0	0.11	0.1
	Saturday Maximum Target: 1.0	0.11	0.12
	Sunday Maximum Target: 1.0	0.1	0.11

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D National Harbor-Alexandria

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A
Frequency of Service | varies	Peak: 30.0 / Off-Peak: 30.0	Peak: 19.2 / Off-Peak: 28	E	30.0	25.6	D	30.0	28.5	D
Productivity									
Passengers per Revenue Hour | 30	10.6	16.6	E	10.8	17.6	E	9.4	16.0	E
Passengers per Revenue Mile | 4	0.6	2.1	E	0.7	2.1	E	0.6	1.9	E
Reliability									
On-Time Performance | 79%	93%	77%	A	91%	76%	A	92%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.13	Off-Peak: 0.23 Peak: 0.25	A	0.12	0.24	A	0.1	0.21	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$11.26	$ 8.27	E	$11.02	$ 7.67	E	$12.64	$ 8.52	E
Cost Recovery | 25%	8%	12%	E	8%	12%	E	7%	11%	E

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Route NH2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	0.3	5.1	E
Route Design **Circuity |** 1.75	1.18	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	10.6	16.6	E	10.8	17.6	E	9.4	16.0	E
	Passengers per Revenue Mile | 4	0.6	2.1	E	0.7	2.1	E	0.6	1.9	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	26%	E	0%	28%	E
Reliability	**On-Time Performance |** 79%	93%	77%	A	91%	76%	A	92%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.13	Off-Peak: 0.23 Peak: 0.25	A	0.12	0.25	A	0.1	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.26	$ 8.27	E	$11.02	$ 7.67	E	$12.64	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	8%	13%	E	7%	11%	E

Operational Analysis
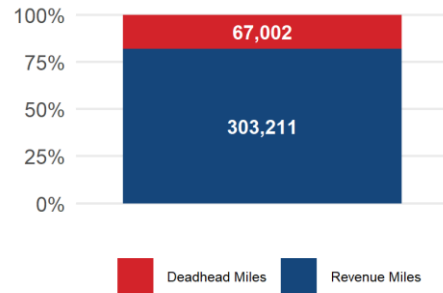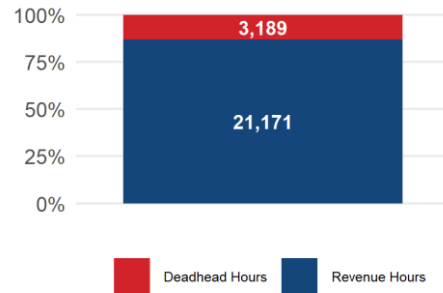
Miles Allocation

100% | 67,002
75% |
50% | 303,211
25% |
0% |

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% | 3,189
75% |
50% | 21,171
25% |
0% |

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH2	41.70	2,220	2,210 (99.5%)

Service Change Summary

Route NH2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route NH2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — NH2: 4

Saturday — NH2: 4

Sunday — NH2: 3

━ Class/Tier Average   ━ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ National Harbor-Southern Avenue Line

Regional Transit

Ⓜ **Metrorail**

Local Bus

XX Metrobus	XX Fairfax Connector	⊙ Transit Center
XX Circulator	XX Arlington Transit	
XX Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

RD OR BL GR YW SV

0   0.325   0.65 Miles

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Service Classification
Coverage

Activity Tier
3

Overall Grade

Line	A

Legend

■ Exceeds	■ Meets	
■ Approaches	■ Below	■ Significantly Below

Line Benefit Score

18

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	28	13	12	
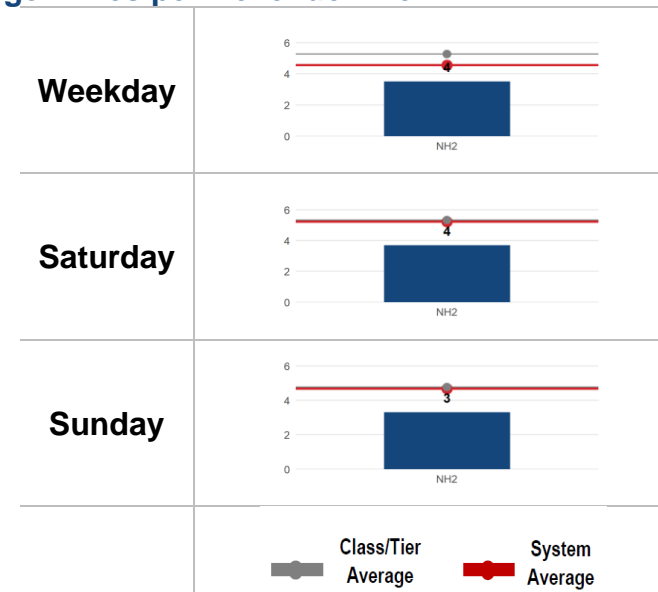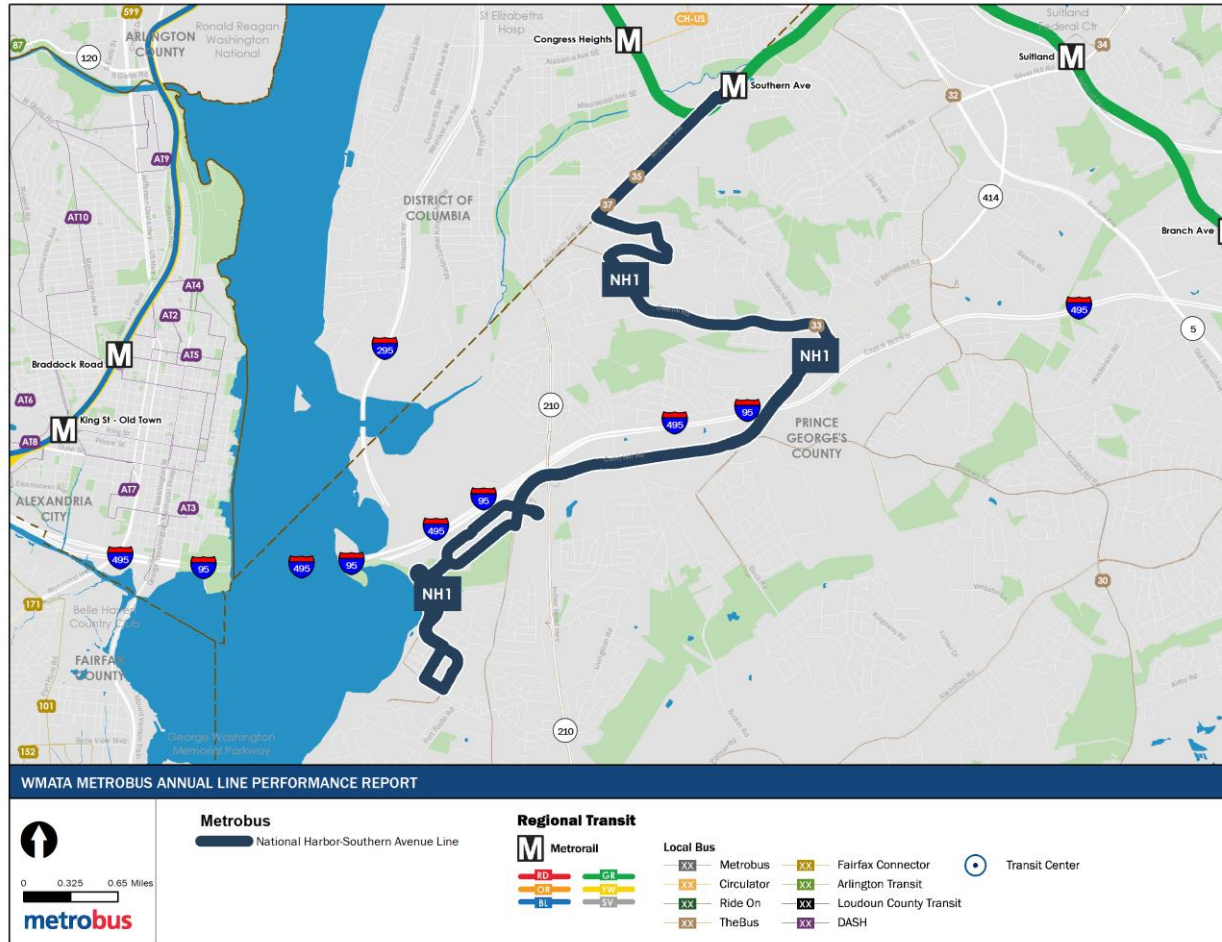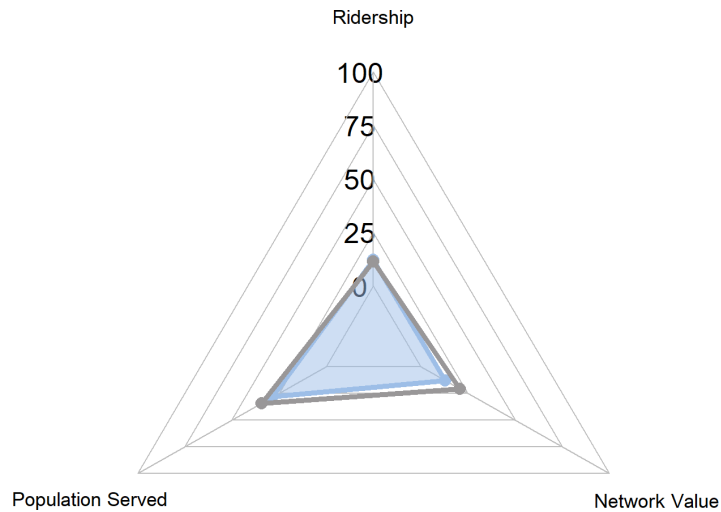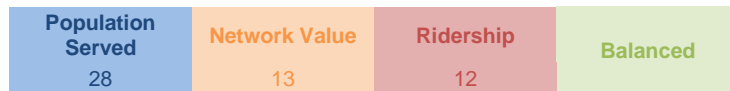
Operating Statistics

Annual Operating Costs	$1,811,852
Peak Vehicles	4
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		17,848
People of Color Population	Service Area	15,269
	% Riders Surveyed	98%
Low Income Household	Service Area	6,971
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	67
% Stops With Shelters	12%
% Stops With Benches	9%
% Stops With Real-Time Signs	1%

Ridership

| Annual Ridership | NH1 — 251,284 |
| Top Transfer Locations | Southern Avenue |

Average Daily Ridership

Class/Tier Average
System Average

| Weekday | Saturday | Sunday |
| NH1 — 826 | NH1 — 716 | NH1 — 623 |

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

EAST/WEST values: 4 | 9, 7 | 9, 11 | 10, 13 | 8, 8 | 3, 4 | 10, 10 | 9, 9
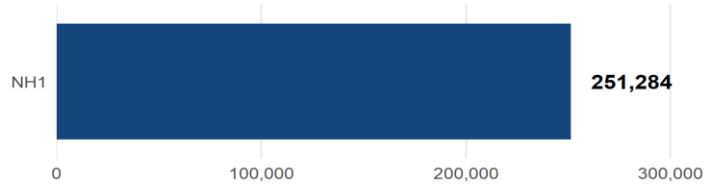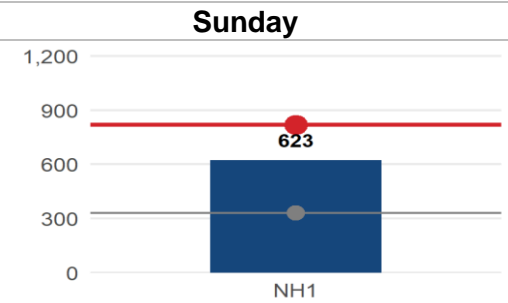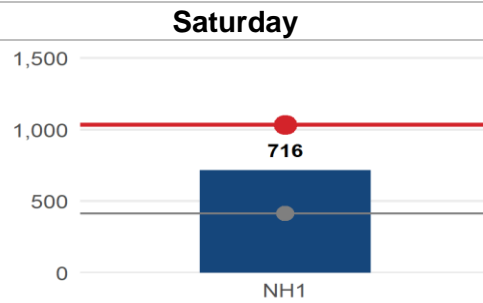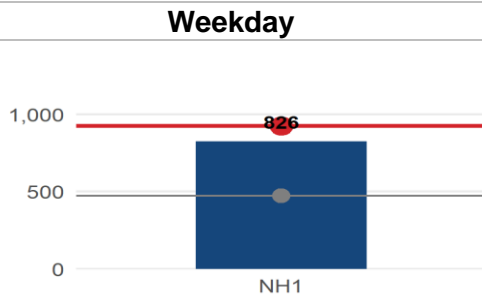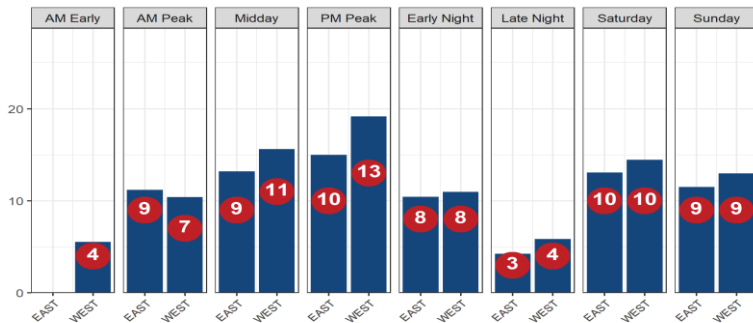
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.24	0.26
	Off-Peak Maximum Target: 1.0	0.21	0.22
	Saturday Maximum Target: 1.0	0.25	0.26
	Sunday Maximum Target: 1.0	0.22	0.23

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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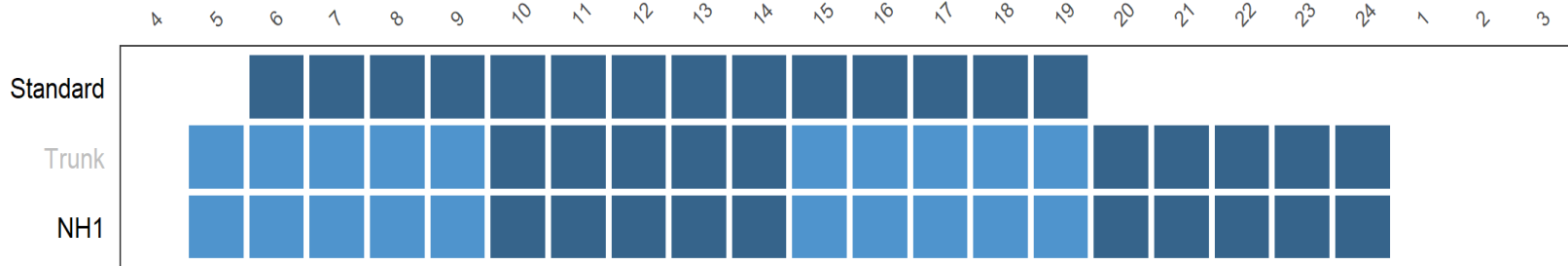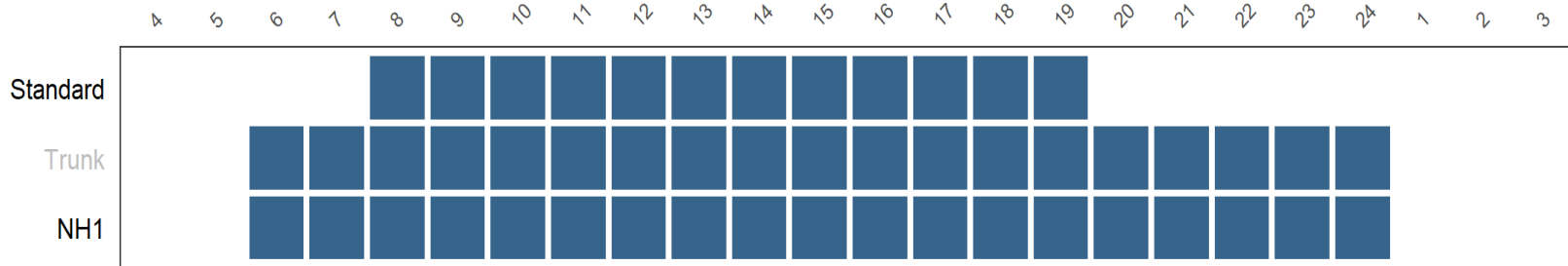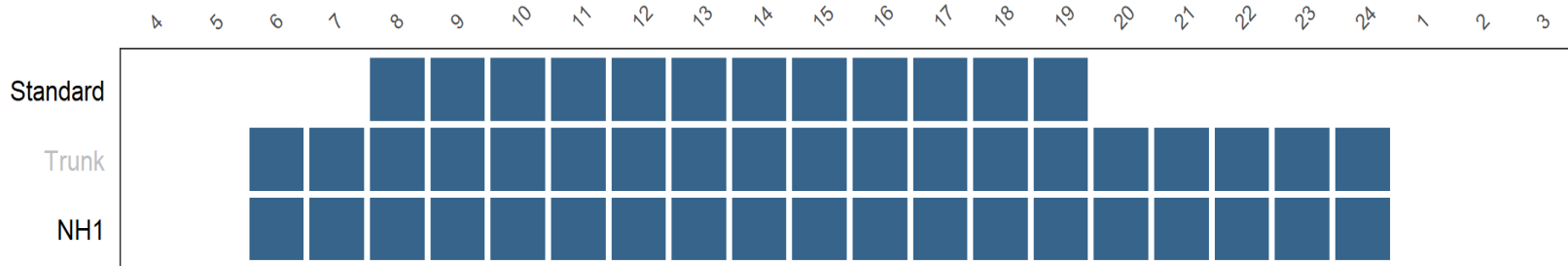
A National Harbor-Southern Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:45 AM - 12:03 AM	-	A	6:15 AM - 12:04 AM	-	A	6:15 AM - 12:25 AM	-	A
Frequency of Service | varies	Peak: 29.9 / Off-Peak: 36.2	Peak: 37 / Off-Peak: 49.1	A	39.9	49.1	A	40.8	49.7	A
Productivity									
Passengers per Revenue Hour | 10	19.8	13.0	A	21.8	16.3	A	19.2	15.3	A
Passengers per Revenue Mile | 1	1.4	1.1	A	1.5	1.3	A	1.3	1.2	A
Reliability									
On-Time Performance | 79%	83%	83%	B	72%	83%	D	78%	84%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.25	Off-Peak: 0.15 Peak: 0.17	A	0.25	0.19	A	0.23	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$6.03	$10.30	A	$5.46	$ 8.05	A	$6.20	$ 8.47	A
Cost Recovery | 20%	8%	9%	E	9%	9%	E	8%	8%	E

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Route NH1

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	3.7	5	E
Route Design	Circuity | N/A	1.74	1.82	-

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	19.8	13.0	A	21.8	16.3	A	19.2	15.3	A
	Passengers per Revenue Mile | 1	1.4	1.1	A	1.5	1.3	A	1.3	1.2	A
	Unique Segment Ridership | 10%	30%	43%	A	32%	56%	A	32%	58%	A
Reliability	On-Time Performance | 79%	83%	83%	B	72%	83%	D	78%	84%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.25	Off-Peak: 0.16 Peak: 0.17	A	0.25	0.19	A	0.23	0.17	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$6.03	$10.30	A	$5.46	$ 8.05	A	$6.20	$ 8.47	A
	Cost Recovery | 20%	8%	8%	E	9%	9%	E	8%	8%	E

Operational Analysis
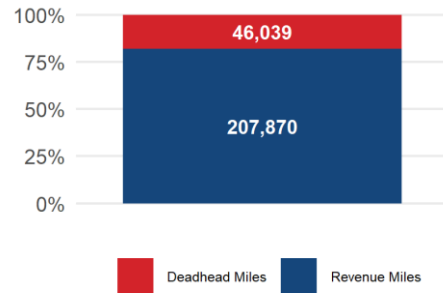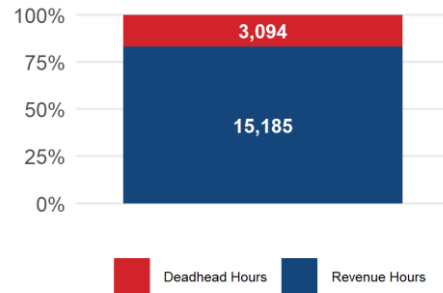
Miles Allocation

Deadhead Miles: 46,039
Revenue Miles: 207,870

Hours Allocation

Deadhead Hours: 3,094
Revenue Hours: 15,185

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH1	18.80	1,850	1,833 (99.1%)

Service Change Summary

Route NH1 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — NH1: 5

Saturday — NH1: 6

Sunday — NH1: 5

Class/Tier Average
System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line | C

Legend: Exceeds (blue), Meets (green), Approaches (yellow), Below (orange), Significantly Below (red)

Line Benefit Score

8
Out of 100

Ridership

100
75
50
25
0

Population Served — *Network Value*

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	10	9	6	
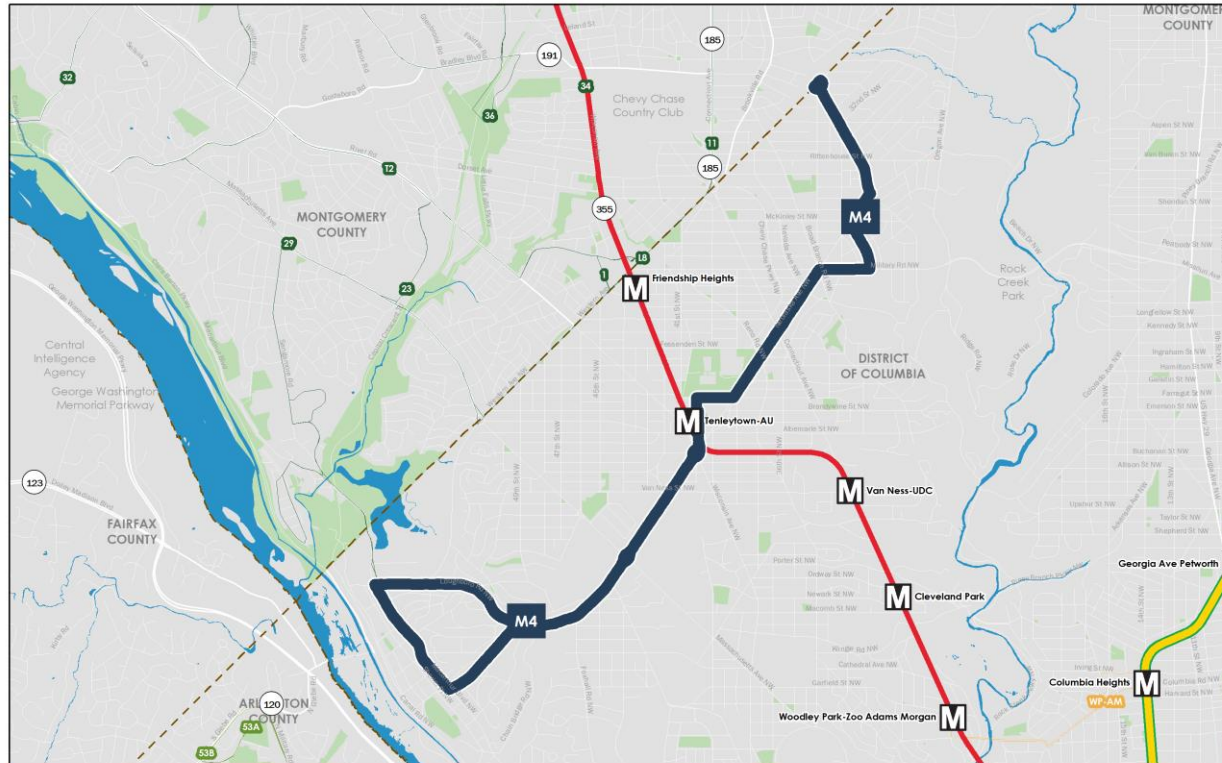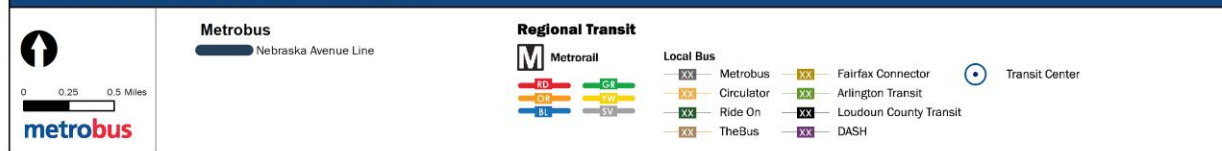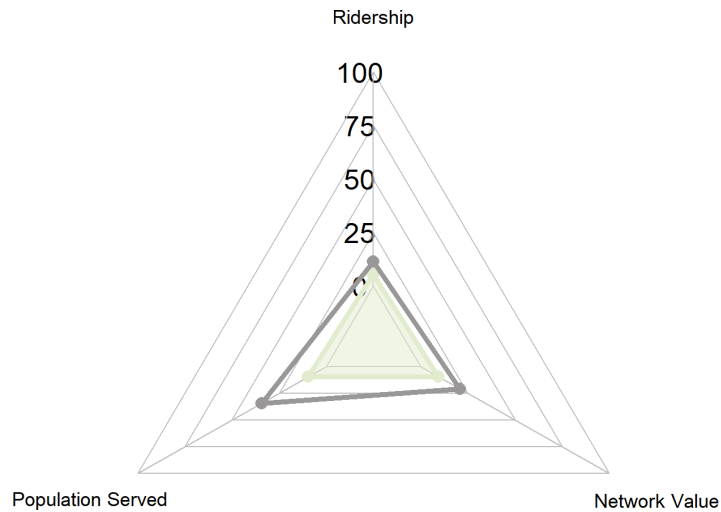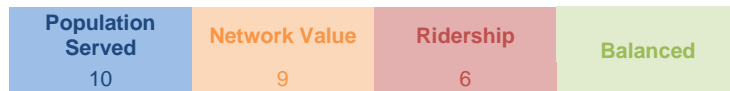
Operating Statistics

	Annual Operating Costs	$1,177,328
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		15,302
	People of Color Population	Service Area	2,702
		% Riders Surveyed	49%
	Low Income Household	Service Area	1,609
		% Riders Surveyed	40%

Facilities/Amenities

	Bus Stops	83
	% Stops With Shelters	11%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	1%

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Ridership

Annual Ridership	M4 — 72,518 (bar chart, axis 0 to 100,000)
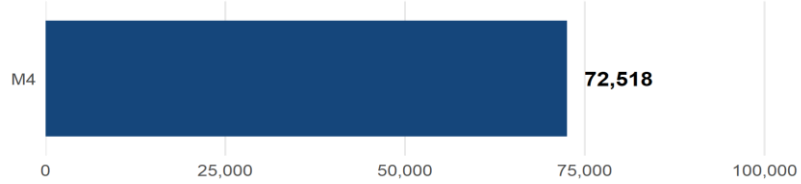
Top Transfer Locations	Tenleytown-AU
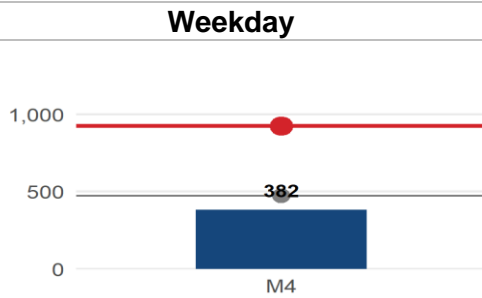
	Weekday	**Saturday**	**Sunday**
Average Daily Ridership	M4 — 382 (Class/Tier Average ~500, System Average ~950)	*No Service*	*No Service*

Legend:
- Class/Tier Average
- System Average

Average Trip Ridership and Maximum Load by Time Period

Bar chart with panels: AM Early, AM Peak, Midday, PM Peak, Early Night. Each with NORTH and SOUTH bars.
- AM Early: SOUTH (5)
- AM Peak: NORTH (2), SOUTH (3)
- Midday: NORTH (3), SOUTH (3)
- PM Peak: NORTH (3), SOUTH (3)
- Early Night: NORTH (3), SOUTH (2)

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.07	0.08
	Off-Peak Maximum Target: 1.0	0.07	0.08
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		
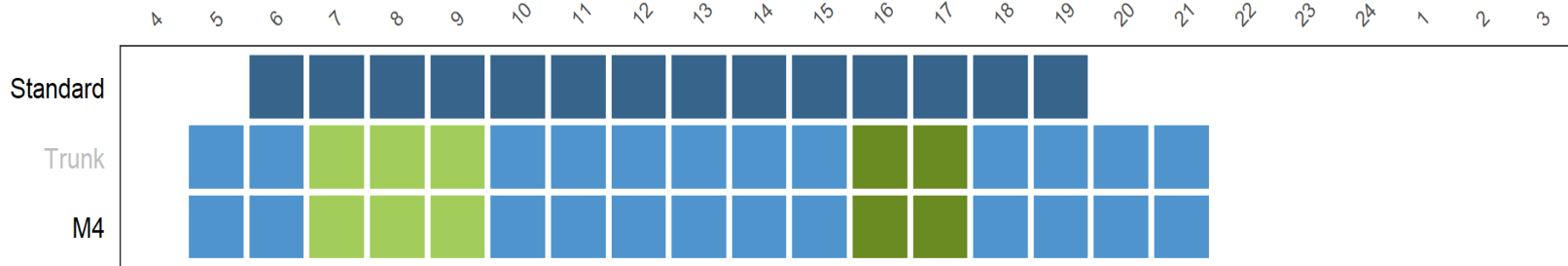
Performance Report Card

C Nebraska Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:56 AM - 9:33 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 19.1 / Off-Peak: 29.3	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	9.9	13	C	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.9	1.1	D	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	88%	83%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.07	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$12.07	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	12%	9%	E	-	-	-	-	-	-

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Route M4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	10.5	5	E
Route Design Circuity | N/A	1.33	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	9.9	13	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.1	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	20%	43%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	88%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.07	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$12.07	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	8%	E	-	-	-	-	-	-

Operational Analysis
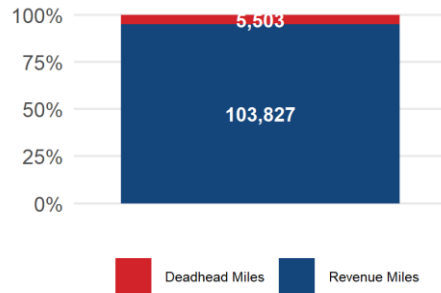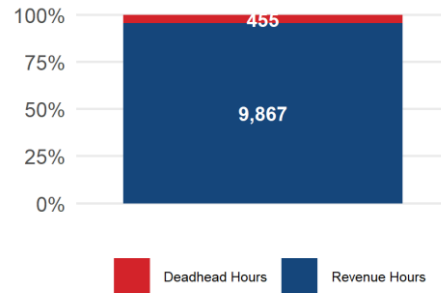
Miles Allocation

Deadhead Miles: 5,503
Revenue Miles: 103,827

Hours Allocation

Deadhead Hours: 455
Revenue Hours: 9,867

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M4	8.20	2,515	2,510 (99.8%)

Service Change Summary

Route M4 - June 2021:
Weekday: Extend to Oregon & Western; Saturday: No change; Sunday: No change;
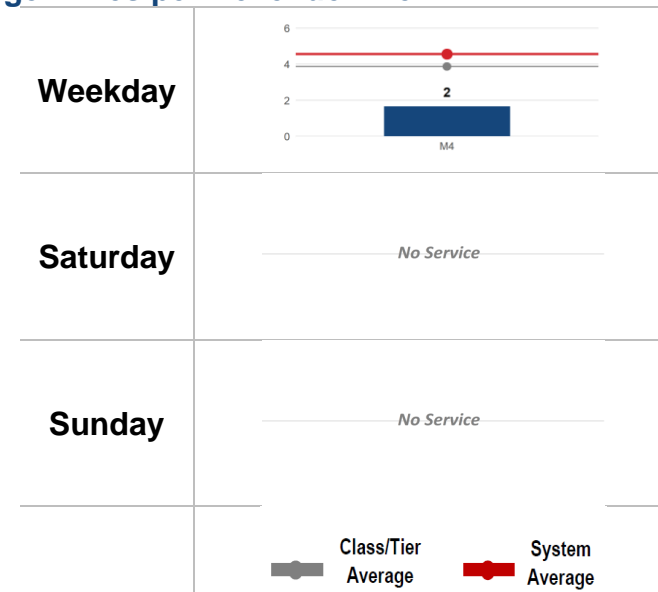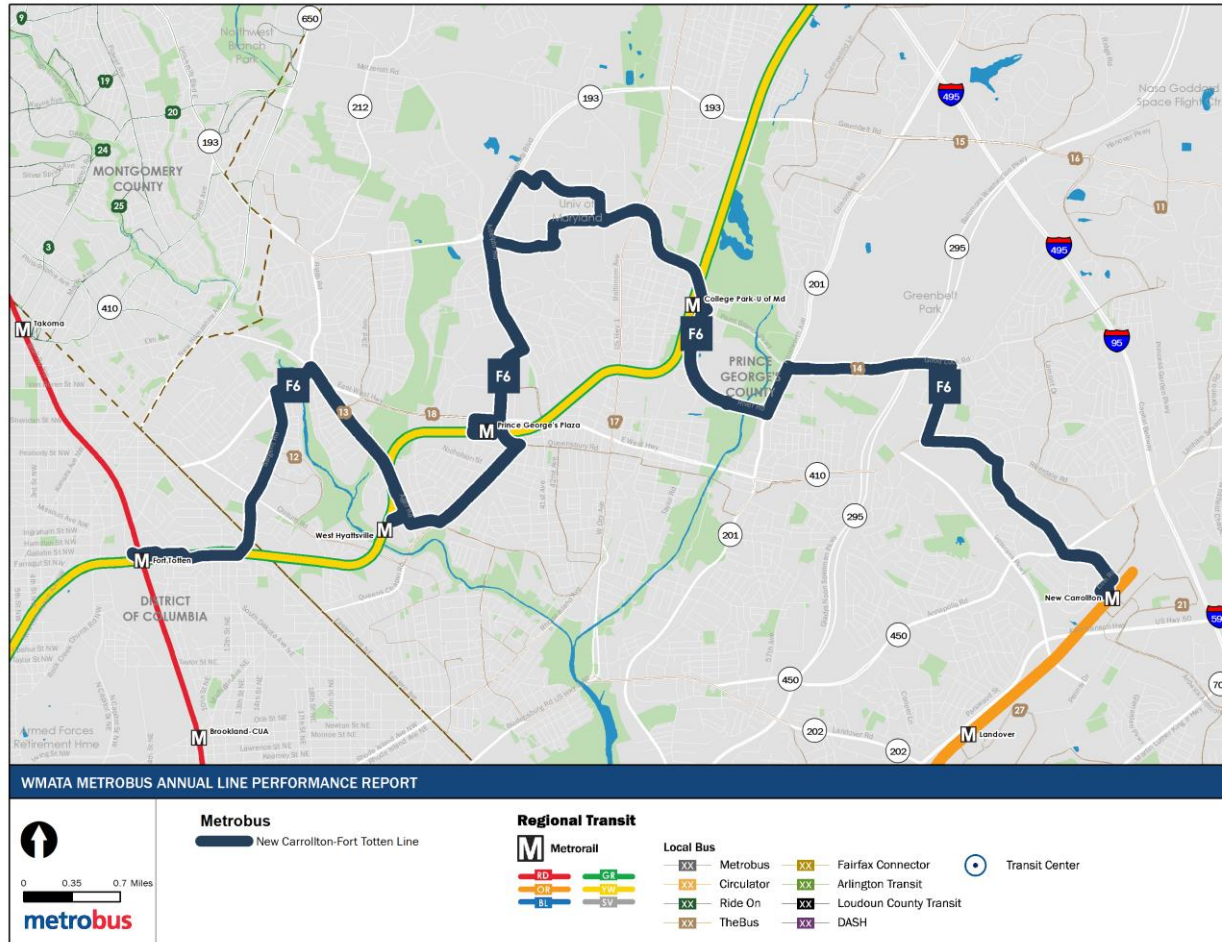
Passenger Miles per Revenue Mile

Weekday — M4: 2

Saturday — No Service

Sunday — No Service

Class/Tier Average — System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

22
Out of 100

Ridership
100
75
50
25
0

Population Served
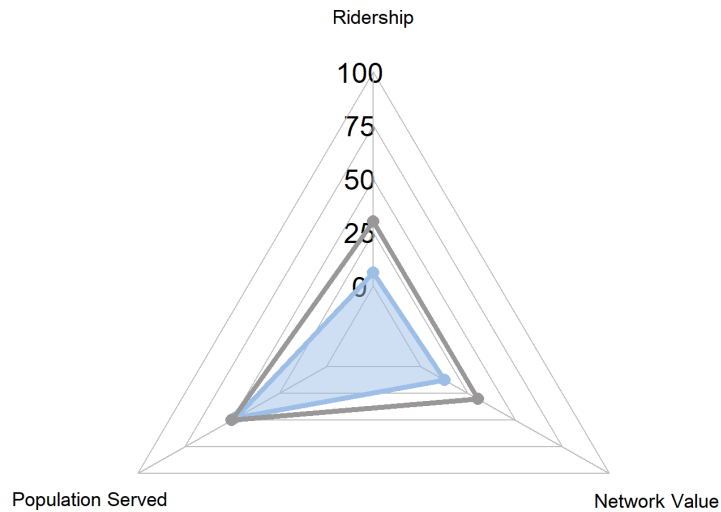
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	12	6	

Operating Statistics

Annual Operating Costs	$1,910,357
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			38,977
People of Color Population	Service Area	19,579
	% Riders Surveyed	92%
Low Income Household	Service Area	12,373
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	149
% Stops With Shelters	15%
% Stops With Benches	19%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership	F6 ▬ 83,170 (bar chart: 0 to 100,000, value at ~83,170)
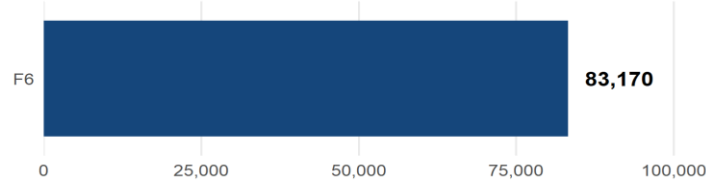
Top Transfer Locations

Fort Totten, West Hyattsville, New Carrollton
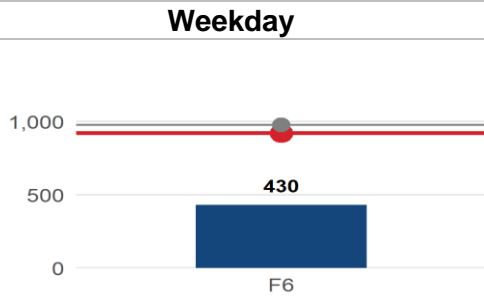
	Weekday	Saturday	Sunday
Average Daily Ridership	430 (F6)	*No Service*	*No Service*

Legend:
— Class/Tier Average
— System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
EAST 6, WEST 9	EAST 5, WEST 9	EAST 6, WEST 7	EAST 8, WEST 8	EAST 5, WEST 5
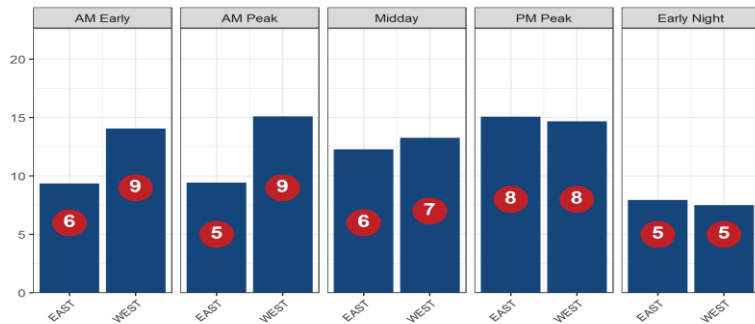
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.17	0.21
	Off-Peak Maximum Target: 1.0	0.14	0.17
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk		-	-	-								-	-	-	-									
F6																								

Saturday (by Hour)

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

No Service

Sunday (by Hour)

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 1 | 2 | 3 |

No Service

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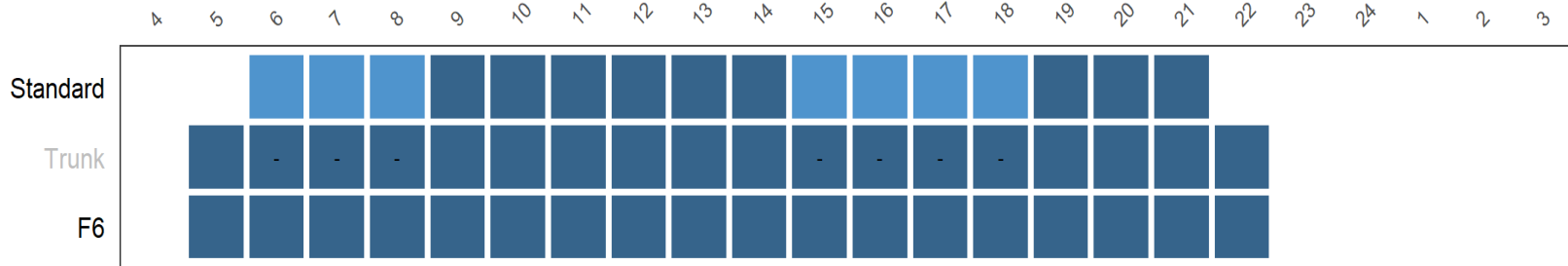
D New Carrollton-Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 10:13 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 58.2 / Off-Peak: 60.0	Peak: 30.9 / Off-Peak: 41.3	E	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 15	10.7	16.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.4	D	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	79%	81%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.19	Off-Peak: 0.23 Peak: 0.27	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$11.17	$ 7.78	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	11%	E	-	-	-	-	-	-

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Route F6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.8	4.7	A
Route Design Circuity | 1.75	1.88	2.4	C

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	10.7	16.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.4	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	25%	32%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	79%	81%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.19	Off-Peak: 0.24 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$11.17	$ 7.78	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	11%	E	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

- Deadhead Miles: 34,293
- Revenue Miles: 202,071

Hours Allocation

- Deadhead Hours: 2,998
- Revenue Hours: 16,010

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F6	32.10	765	758 (99.1%)

Service Change Summary

Route F6 - June 2021:
Weekday: PG Plaza detour; Saturday: No change;
Sunday: No change;
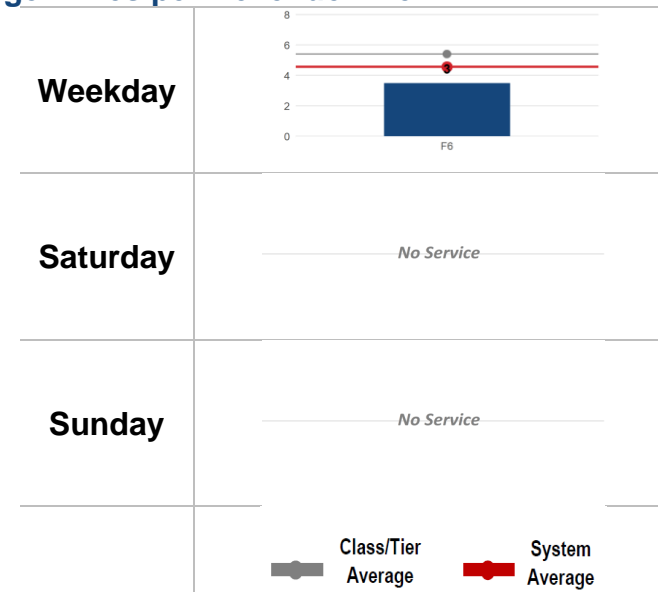
Passenger Miles per Revenue Mile

Weekday — F6

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | B |

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

47

Out of 100

Ridership

100
75
50
25
0

Population Served
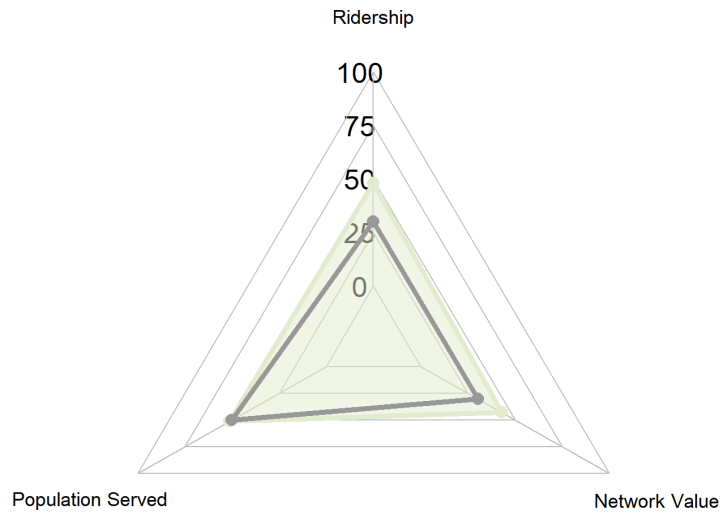
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	51	43	48	

Operating Statistics

	Annual Operating Costs	$5,442,050
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		39,597
	People of Color Population	Service Area	18,149
		% Riders Surveyed	94%
	Low Income Household	Service Area	12,264
		% Riders Surveyed	73%

Facilities/Amenities

	Bus Stops	134
	% Stops With Shelters	17%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	2%

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Ridership

Annual Ridership

F4 — 971,357
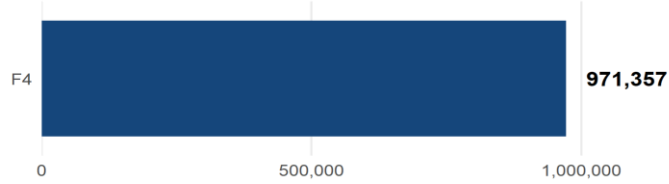
Top Transfer Locations

Prince George's Plaza, New Carrollton, Silver Spring

Average Daily Ridership
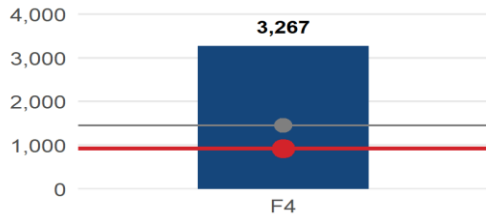
Weekday	Saturday	Sunday

Class/Tier Average

System Average

Weekday: 3,267 (F4)
Saturday: 2,480 (F4)
Sunday: 1,685 (F4)

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	12	19
AM Peak	15	16
Midday	15	17
PM Peak	19	15
Early Night	13	12
Saturday	17	16
Sunday	16	16
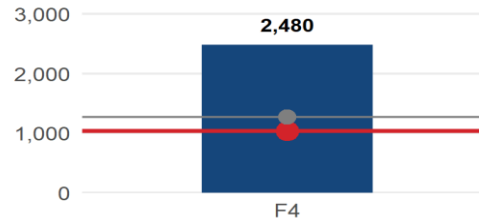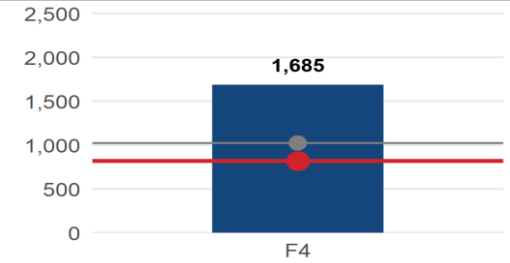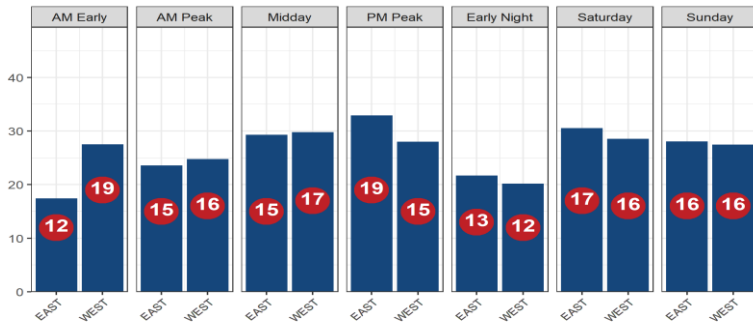
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.43	0.38
	Off-Peak Maximum Target: 1.0	0.36	0.4
	Saturday Maximum Target: 1.0	0.42	0.4
	Sunday Maximum Target: 1.0	0.39	0.39

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Span and Frequency

Frequency (Minutes): ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B New Carrollton-Silver Spring

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:51 AM - 11:03 PM	-	A	5:00 AM - 12:34 AM	-	A	6:00 AM - 12:22 AM	-	A
Frequency of Service | varies	Peak: 13.6 / Off-Peak: 17.7	Peak: 26.4 / Off-Peak: 28.8	A	25.4	33.3	B	35.6	34.5	D
Productivity — Passengers per Revenue Hour | 20	23.6	18.1	A	26.2	19.9	A	26.3	18.1	A
Passengers per Revenue Mile | 2	2.3	1.7	A	2.4	1.8	A	2.3	1.6	A
Reliability — On-Time Performance | 79%	82%	79%	B	81%	78%	B	85%	78%	A
Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.4	Off-Peak: 0.27 Peak: 0.3	A	0.41	0.28	A	0.39	0.26	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$5.06	$ 7.79	C	$4.55	$ 7.16	B	$4.54	$ 8.20	B
Cost Recovery | 20%	16%	14%	D	18%	15%	C	18%	14%	C

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Route F4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	5.4	4.6	E
Route Design — **Circuity** | 1.75	1.27	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 20	23.6	18.1	A	26.2	19.9	A	26.3	18.1	A
	Passengers per Revenue Mile | 2	2.3	1.7	A	2.4	1.8	A	2.3	1.6	A
	Unique Segment Ridership | 10%	57%	27%	A	71%	36%	A	73%	45%	A
Reliability	**On-Time Performance** | 79%	82%	79%	B	81%	78%	B	85%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.4	Off-Peak: 0.27 Peak: 0.3	A	0.41	0.29	A	0.39	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.06	$ 7.79	C	$4.55	$ 7.16	B	$4.54	$ 8.20	B
	Cost Recovery | 20%	16%	15%	D	18%	16%	C	18%	14%	C

Operational Analysis
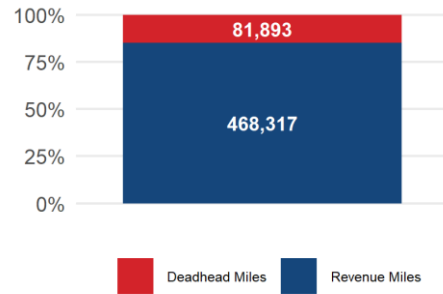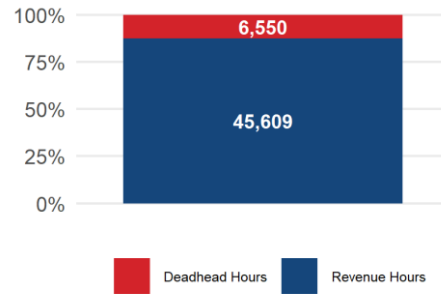
Miles Allocation

Deadhead Miles: 81,893
Revenue Miles: 468,317

Hours Allocation

Deadhead Hours: 6,550
Revenue Hours: 45,609

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F4	25.30	3,456	3,449 (99.8%)

Service Change Summary

Route F4 - June 2021:
Weekday: 2 a.m. & PG Plaza detour; Saturday: 2 a.m. &
PG Plaza detour; Sunday: 2 a.m. & PG Plaza detour;

Passenger Miles per Revenue Mile

Weekday — F4: 10

Saturday — F4: 10

Sunday — F4: 10

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
New Hampshire Ave. - Maryland Line

Regional Transit
Ⓜ **Metrorail**

Local Bus
XX	Metrobus	XX	Fairfax Connector
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

● Transit Center

0   0.5   1 Miles

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Service Classification

Framework

Activity Tier

2

Overall Grade

Line   B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

733
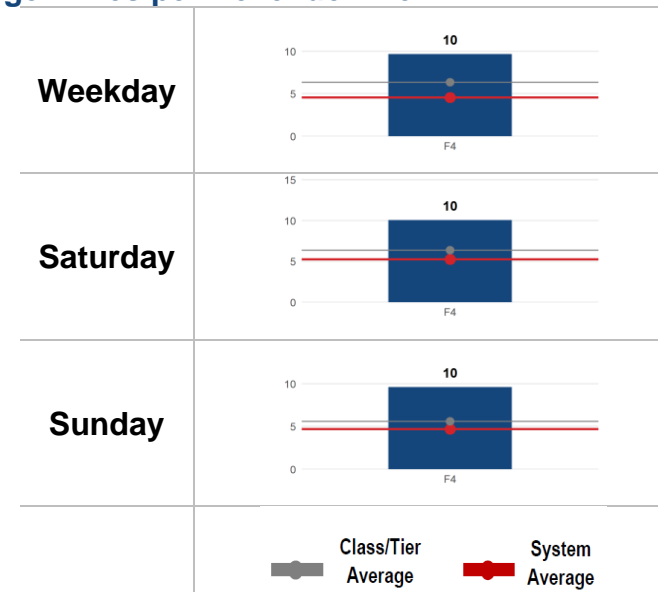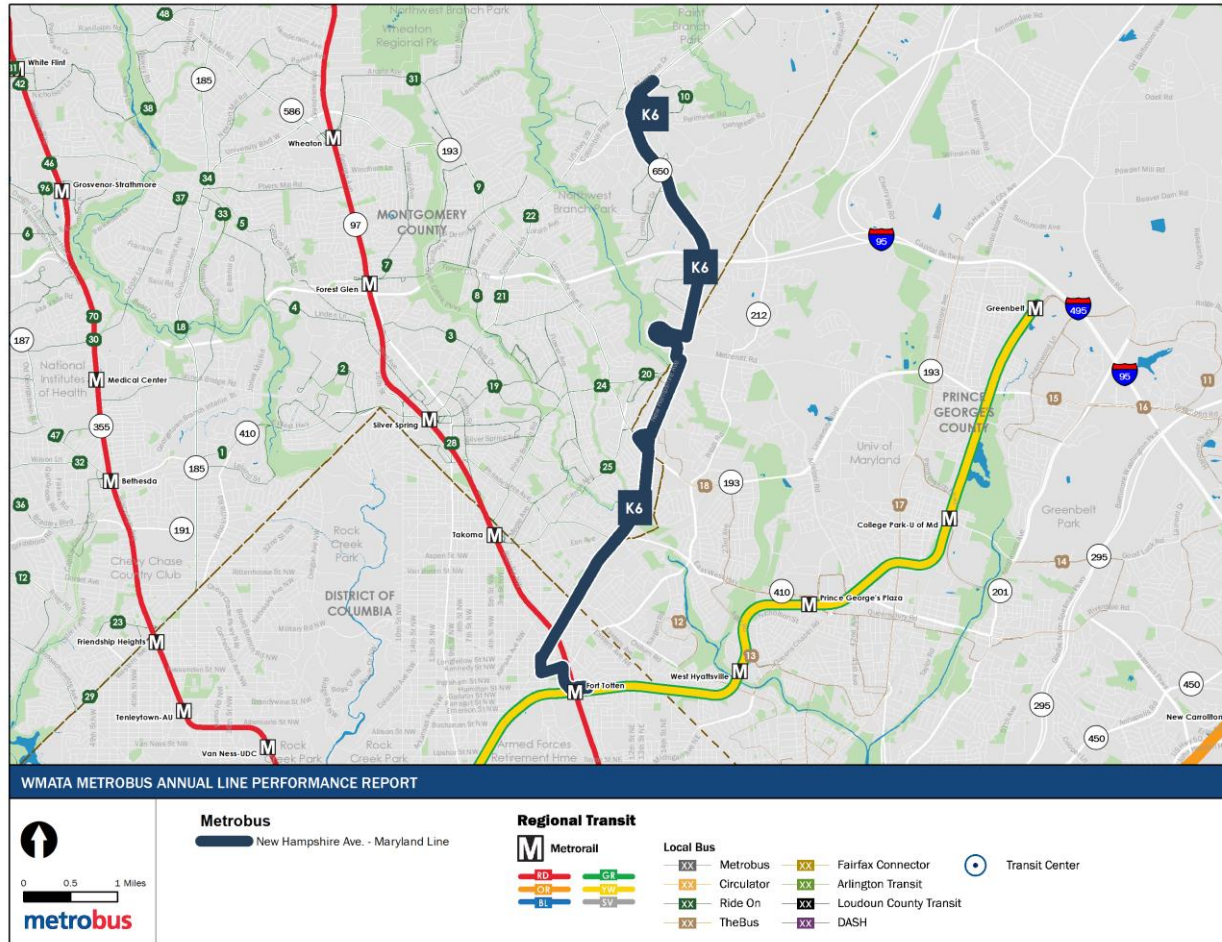
Line Benefit Score

55

Out of 100
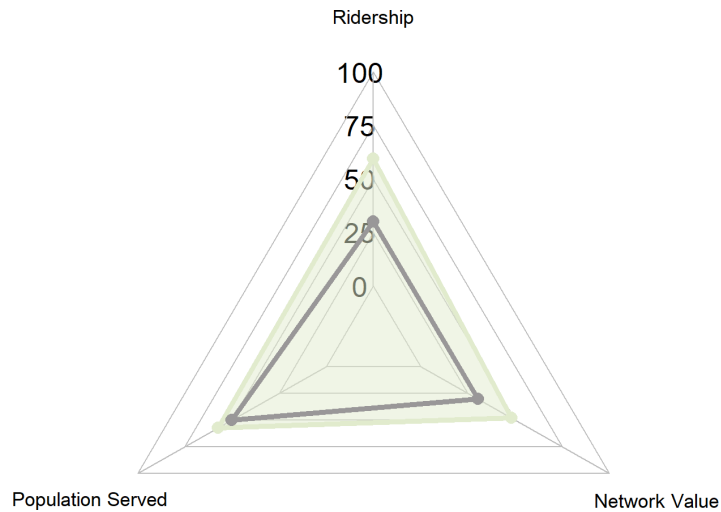
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	57	48	60	
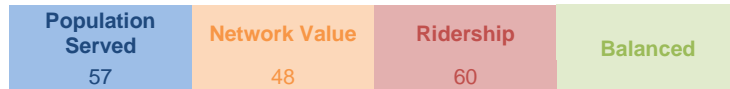
Operating Statistics

Annual Operating Costs	$4,674,150
Peak Vehicles	11
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		49,013
People of Color Population	Service Area	22,542
	% Riders Surveyed	95%
Low Income Household	Service Area	18,726
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	98
% Stops With Shelters	32%
% Stops With Benches	44%
% Stops With Real-Time Signs	7%
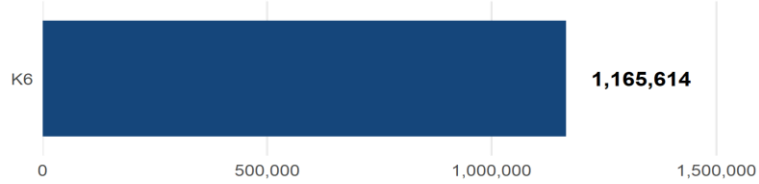
metrobus

Ridership

Annual Ridership

K6 — 1,165,614

Top Transfer Locations

Fort Totten

Average Daily Ridership

Class/Tier Average
System Average

Weekday	Saturday	Sunday
4,048	2,911	1,832

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

NORTH 11 / SOUTH 22
NORTH 15 / SOUTH 17
NORTH 12 / SOUTH 14
NORTH 18 / SOUTH 15
NORTH 14 / SOUTH 9
NORTH 8 / SOUTH 4
NORTH 17 / SOUTH 17
NORTH 19 / SOUTH 19
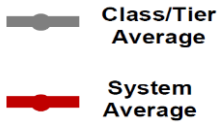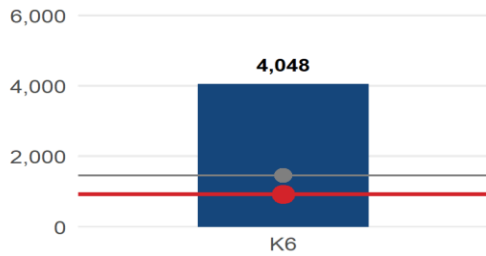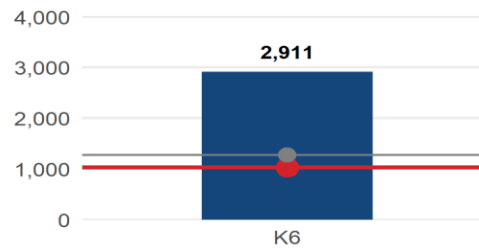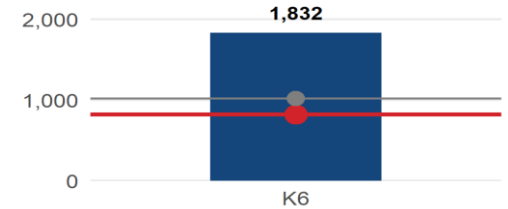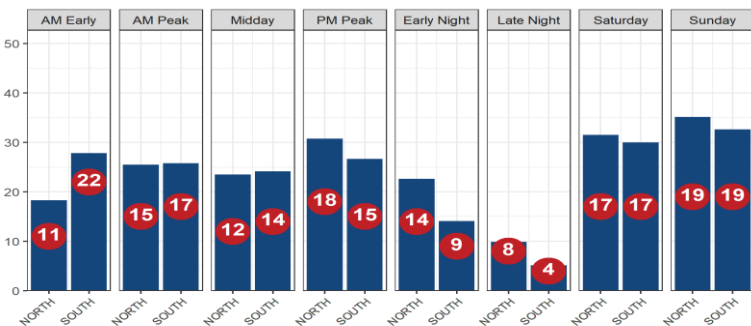
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.42	0.39
	Off-Peak Maximum Target: 1.0	0.31	0.32
	Saturday Maximum Target: 1.0	0.43	0.43
	Sunday Maximum Target: 1.0	0.46	0.46

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
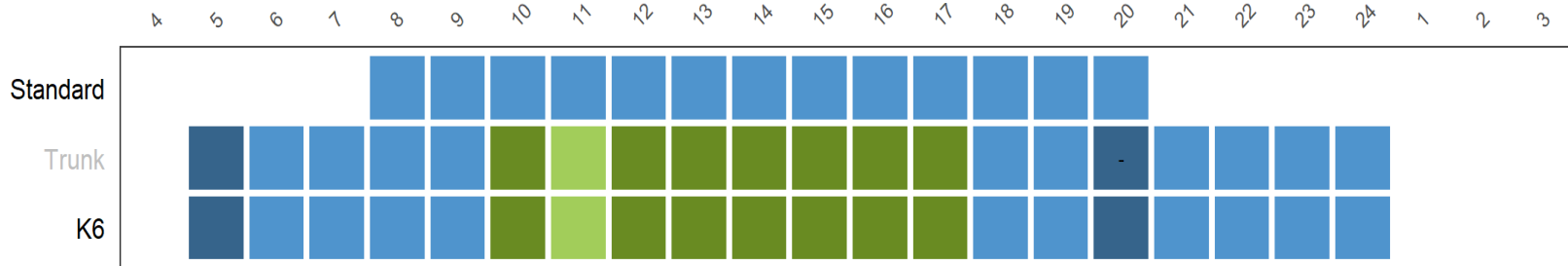
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
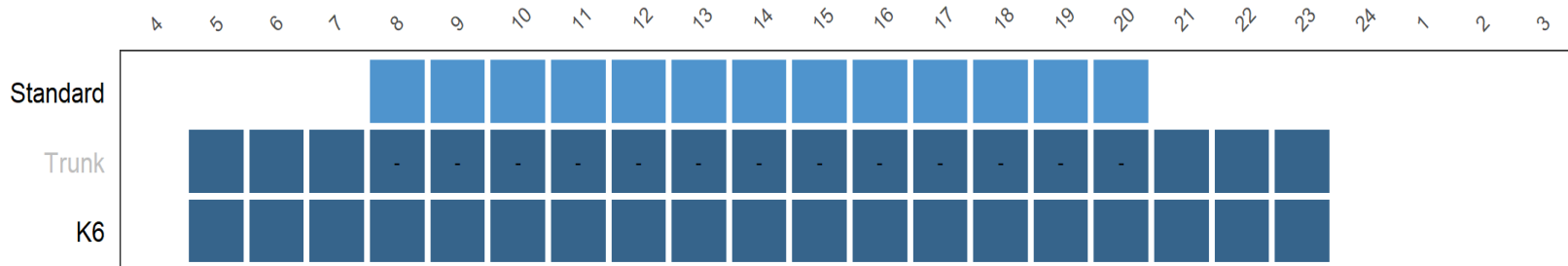
B New Hampshire Ave. - Maryland

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:54 AM - 12:19 AM	-	A	5:33 AM - 12:31 AM	-	A	5:30 AM - 11:22 PM	-	A
	Frequency of Service | varies	Peak: 13.4 / Off-Peak: 10.4	Peak: 26.4 / Off-Peak: 28.8	A	22.4	33.3	A	39.6	34.5	D
Productivity	**Passengers per Revenue Hour** | 20	28.3	18.1	A	37.2	19.9	A	40.2	18.1	A
	Passengers per Revenue Mile | 2	2.8	1.7	A	3.5	1.8	A	3.8	1.6	A
Reliability	**On-Time Performance** | 79%	79%	79%	B	66%	78%	E	66%	78%	E
	Crowding | 5%	0%	0%	A	0%	1%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.27 Peak: 0.3	A	0.43	0.28	A	0.46	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.22	$ 7.79	A	$3.21	$ 7.16	A	$2.97	$ 8.20	A
	Cost Recovery | 20%	21%	14%	B	28%	15%	A	30%	14%	A

Route K6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	4.6	E
Route Design	**Circuity |** 1.75	1.31	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	28.3	18.1	A	37.2	19.9	A	40.2	18.1	A
	Passengers per Revenue Mile | 2	2.8	1.7	A	3.5	1.8	A	3.8	1.6	A
	Unique Segment Ridership | 10%	70%	27%	A	71%	36%	A	88%	45%	A
Reliability	**On-Time Performance |** 79%	79%	79%	B	66%	78%	E	66%	78%	E
	Crowding | 5%	0%	0%	A	0%	0%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.27 Peak: 0.3	A	0.43	0.29	A	0.46	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.22	$ 7.79	A	$3.21	$ 7.16	A	$2.97	$ 8.20	A
	Cost Recovery | 20%	21%	15%	B	28%	16%	A	30%	14%	A

Operational Analysis
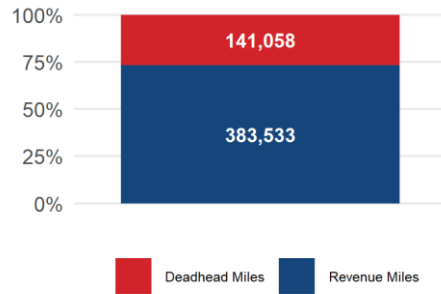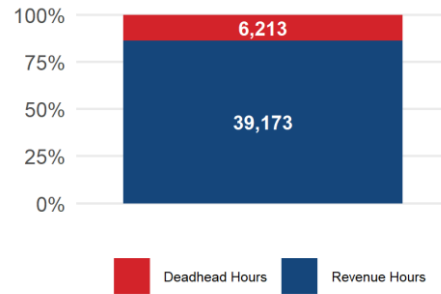
Miles Allocation

Deadhead Miles: 141,058	Revenue Miles: 383,533

Hours Allocation

Deadhead Hours: 6,213	Revenue Hours: 39,173

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K6	18.80	4,472	4,448 (99.5%)

Service Change Summary

Route K6 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

Passenger Miles per Revenue Mile

	K6
Weekday	8
Saturday	10
Sunday	11

Class/Tier Average — System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   D

Line Benefit Score

46

Out of 100

Radar chart with axes: Ridership, Network Value, Population Served. Scale: 0, 25, 50, 75, 100.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	46	55	37	

Operating Statistics

Annual Operating Costs		$7,174,455
Peak Vehicles		18
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			40,949
People of Color Population	Service Area		19,669
	% Riders Surveyed		84%
Low Income Household	Service Area		7,623
	% Riders Surveyed		54%

Facilities/Amenities

Bus Stops		127
% Stops With Shelters		33%
% Stops With Benches		30%
% Stops With Real-Time Signs		10%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	80 — 662,785
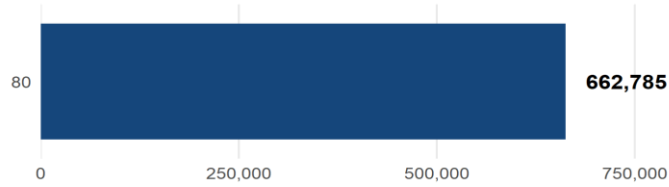
Top Transfer Locations

Fort Totten, Brookland, Gallery Place-Chinatown

Average Daily Ridership

- Class/Tier Average (grey)
- System Average (red)

Weekday	Saturday	Sunday
2,531	1,171	911

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	8	8
AM Peak	10	8
Midday	11	11
PM Peak	9	8
Early Night	8	5
Late Night	5	4
Saturday	9	8
Sunday	8	6
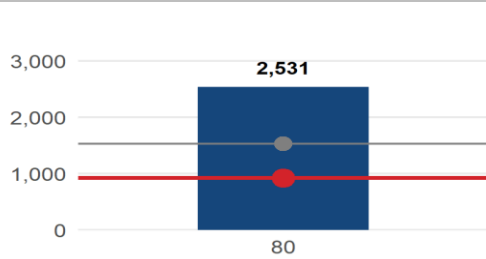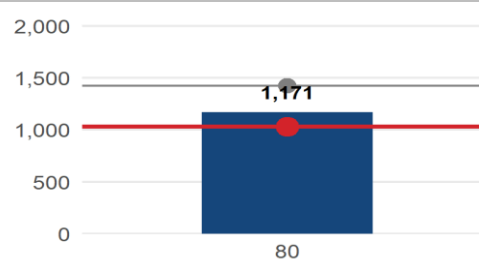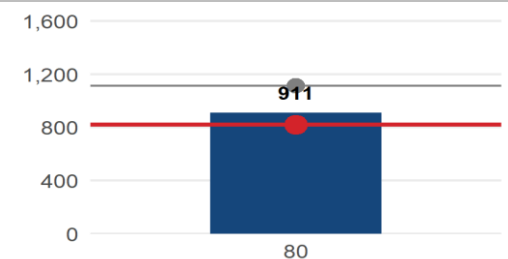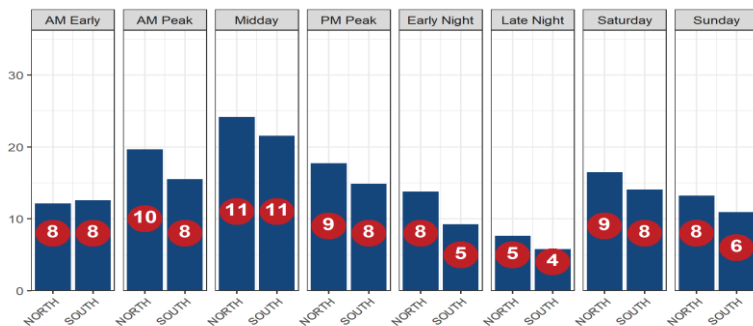
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.23	0.2
	Off-Peak Maximum Target: 1.0	0.24	0.22
	Saturday Maximum Target: 1.0	0.22	0.19
	Sunday Maximum Target: 1.0	0.19	0.16

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Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
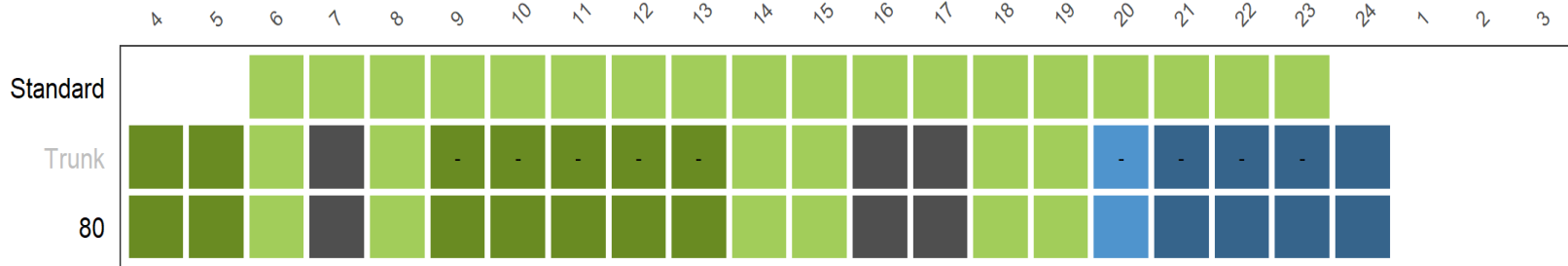
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
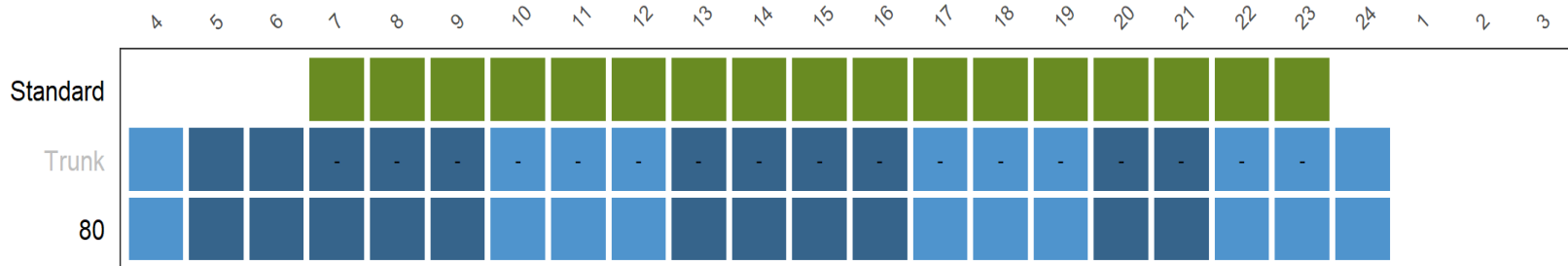
D North Capitol Street

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service | varies**		4:29 AM - 12:45 AM	-	A	4:40 AM - 12:28 AM	-	A	4:54 AM - 12:41 AM	-	A
Frequency of Service | varies		Peak: 13.0 / Off-Peak: 18.1	Peak: 19.2 / Off-Peak: 28	B	30.2	25.6	E	30.8	28.5	E
Productivity — **Passengers per Revenue Hour | 30**		14.1	16.6	E	13.7	17.6	E	11.1	16.0	E
Passengers per Revenue Mile | 4		2.0	2.1	E	1.6	2.1	E	1.3	1.9	E
Reliability — **On-Time Performance | 79%**		68%	77%	E	69%	76%	E	67%	78%	E
Crowding | 5%		0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0		Off-Peak: 0.23 Peak: 0.21	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.24	A	0.18	0.21	A
Cost Effectiveness — **Operating Cost per Passenger Trip | $5**		$8.46	$ 8.27	E	$8.73	$ 7.67	E	$10.77	$ 8.52	E
Cost Recovery | 25%		7%	12%	E	7%	12%	E	6%	11%	E

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Route 80

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	6.4	5.1	**E**
Route Design **Circuity** | 1.75	1.71	1.31	**B**

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour** | 30	14.1	16.6	**E**	13.7	17.6	**E**	11.1	16.0	**E**
Passengers per Revenue Mile | 4	2.0	2.1	**E**	1.6	2.1	**E**	1.3	1.9	**E**
Unique Segment Ridership | 10%	52%	19%	**A**	56%	26%	**A**	54%	28%	**A**
Reliability **On-Time Performance** | 79%	68%	77%	**E**	69%	76%	**E**	67%	78%	**E**
Crowding | 5%	0%	0%	**A**	0%	0%	**A**	0%	0%	**A**
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.21	Off-Peak: 0.23 Peak: 0.25	**A**	0.21	0.25	**A**	0.18	0.22	**A**
Cost Effectiveness **Operating Cost per Passenger Trip** | $5	$8.46	$ 8.27	**E**	$8.73	$ 7.67	**E**	$10.77	$ 8.52	**E**
Cost Recovery | 25%	7%	12%	**E**	7%	13%	**E**	6%	11%	**E**

Operational Analysis

Miles Allocation

- 59,466 — Deadhead Miles
- 430,846 — Revenue Miles

Hours Allocation

- 4,573 — Deadhead Hours
- 60,128 — Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
80	20.30	4,026	4,000 (99.4%)

Service Change Summary

Route 80 - June 2021:
Weekday: 2 a.m. McPherson only; Saturday: 2 a.m. McPherson only; Sunday: 2 a.m. McPherson only;

Passenger Miles per Revenue Mile

Weekday — 5 (Route 80)

Saturday — 4 (Route 80)

Sunday — 3 (Route 80)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Oxon Hill-Fort Washington Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- RD/OR/BL Circulator
- Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ● Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

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Line Benefit Score

20

Out of 100

Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	26	5	
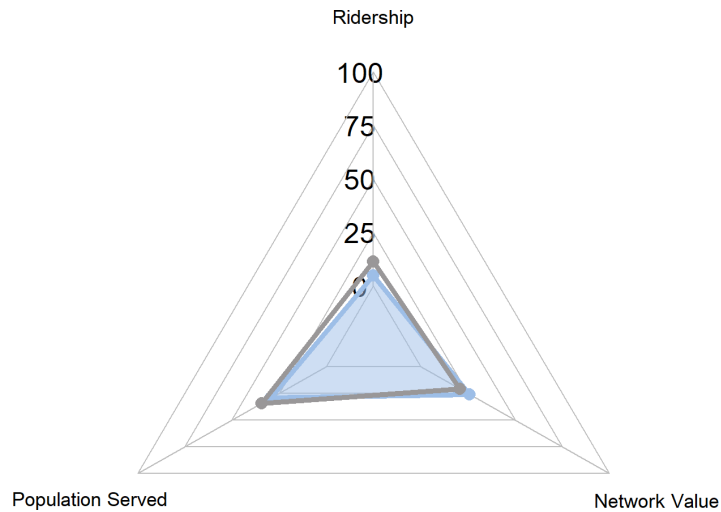
Operating Statistics

Annual Operating Costs	$1,874,559
Peak Vehicles	9
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			22,254
People of Color Population	*Service Area*		19,085
	% Riders Surveyed		97%
Low Income Household	*Service Area*		7,440
	% Riders Surveyed		42%

Facilities/Amenities

Bus Stops	82
% Stops With Shelters	6%
% Stops With Benches	6%
% Stops With Real-Time Signs	0%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

P18	64,987

Scale: 0 — 25,000 — 50,000 — 75,000

Top Transfer Locations

Southern Avenue

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
P18 — 335	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH 5 / SOUTH 2	NORTH 6 / SOUTH 4	NORTH 8 / SOUTH 5	NORTH 6 / SOUTH 7	SOUTH 6
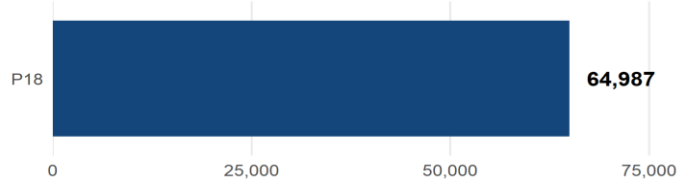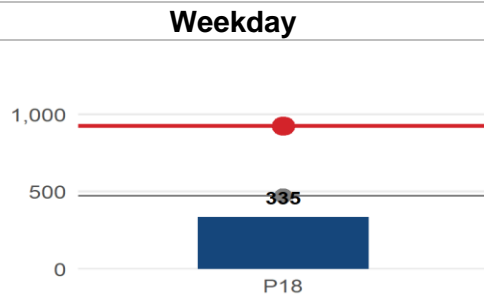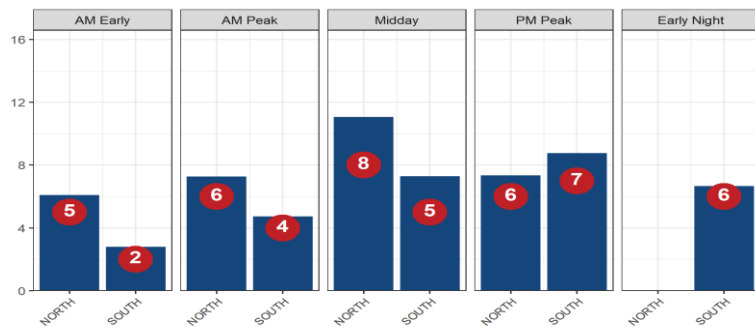
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.14	0.14
	Off-Peak Maximum Target: 1.0	0.17	0.13
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
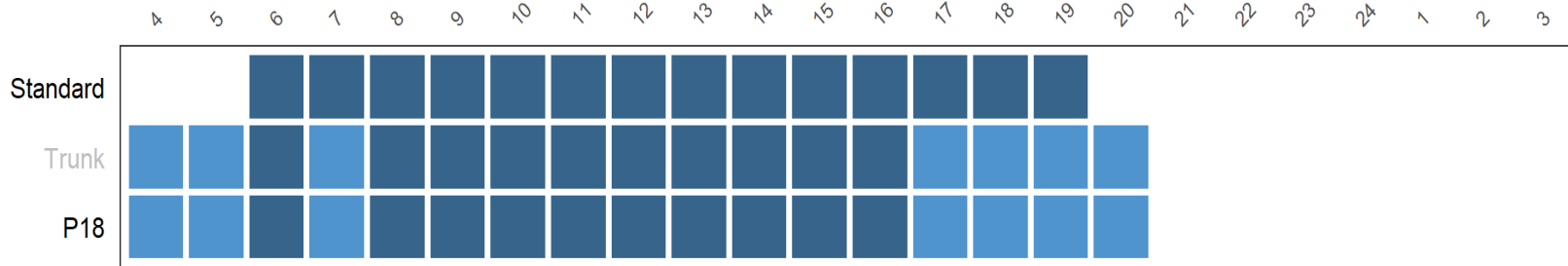
C Oxon Hill-Fort Washington

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:32 AM - 8:14 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 32.2 / Off-Peak: 57.7	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | 10	8.3	13	D	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.5	1.1	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	83%	83%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.14	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$14.32	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	5%	9%	E	-	-	-	-	-	-

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Route P18

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	2.8	5	**E**
Route Design — **Circuity |** N/A	1.74	1.82	**-**

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	8.3	13	**D**	-	-	**-**	-	-	**-**
	Passengers per Revenue Mile | 1	0.5	1.1	**E**	-	-	**-**	-	-	**-**
	Unique Segment Ridership | 10%	74%	43%	**A**	-	-	**-**	-	-	**-**
Reliability	**On-Time Performance |** 79%	83%	83%	**B**	-	-	**-**	-	-	**-**
	Crowding | 5%	0%	0%	**A**	-	-	**-**	-	-	**-**
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.14	Off-Peak: 0.16 Peak: 0.17	**A**	-	-	**-**	-	-	**-**
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$14.32	$10.30	**E**	-	-	**-**	-	-	**-**
	Cost Recovery | 20%	5%	8%	**E**	-	-	**-**	-	-	**-**

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 96,698
- Revenue Miles: 224,030

Hours Allocation

- Deadhead Hours: 5,151
- Revenue Hours: 15,710

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P18	30.90	990	987 (99.7%)

Service Change Summary

Route P18 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — P18

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Oxon Hill-Suitland Line

Regional Transit
Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	●	Transit Center
RD		GR			
OR	Circulator	YW	Arlington Transit		
BL	Ride On	SV	Loudoun County Transit		
XX	TheBus	XX	DASH		

0   0.375   0.75 Miles

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Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

metrobus   FY 2021 ANNUAL LINE PERFORMANCE REPORT

754

Line Benefit Score

<div style="text-align:center; font-size:2em; font-weight:bold;">35</div>

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	60	17	28	
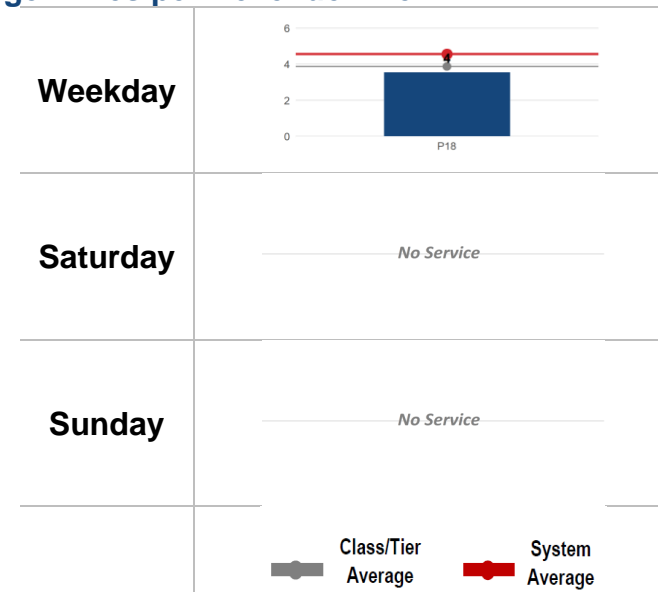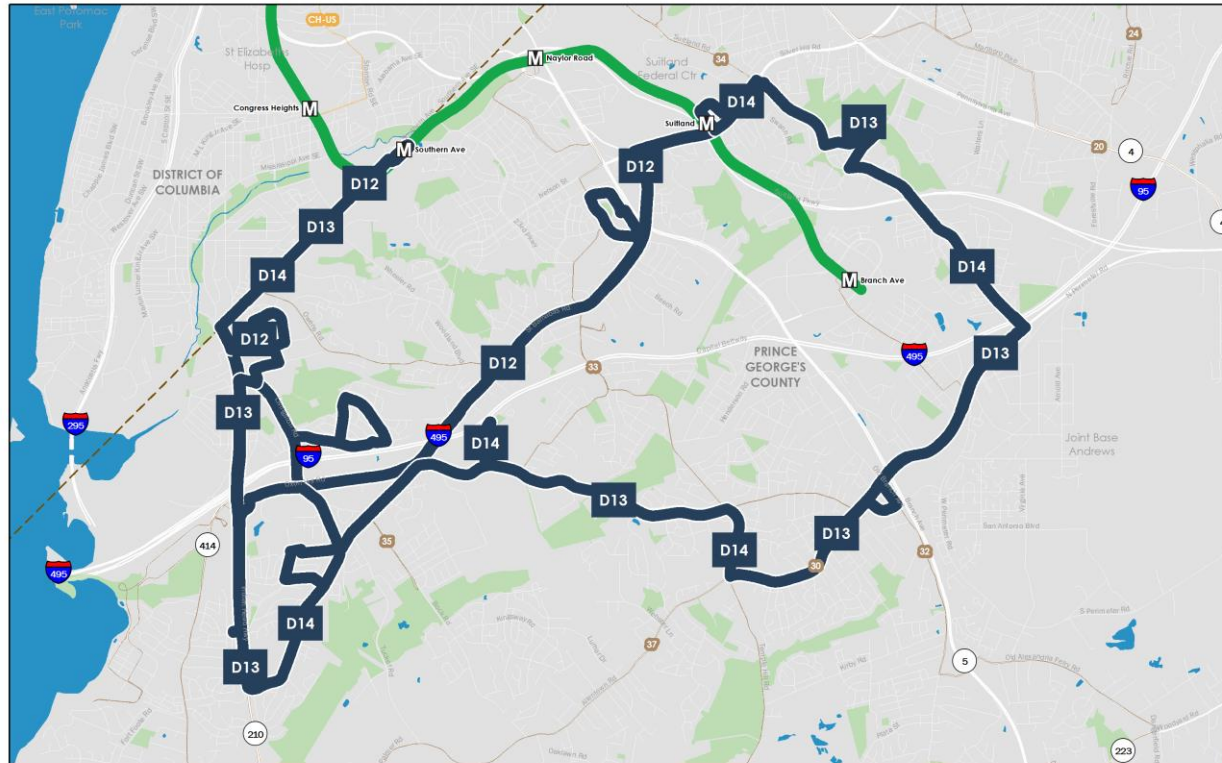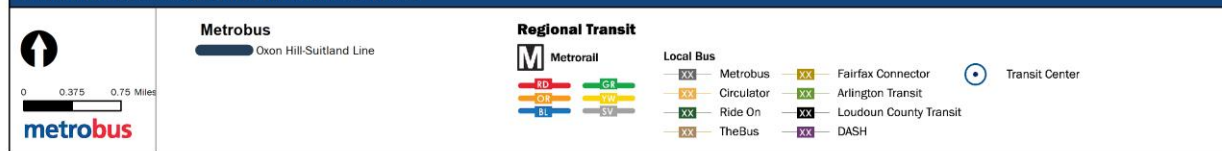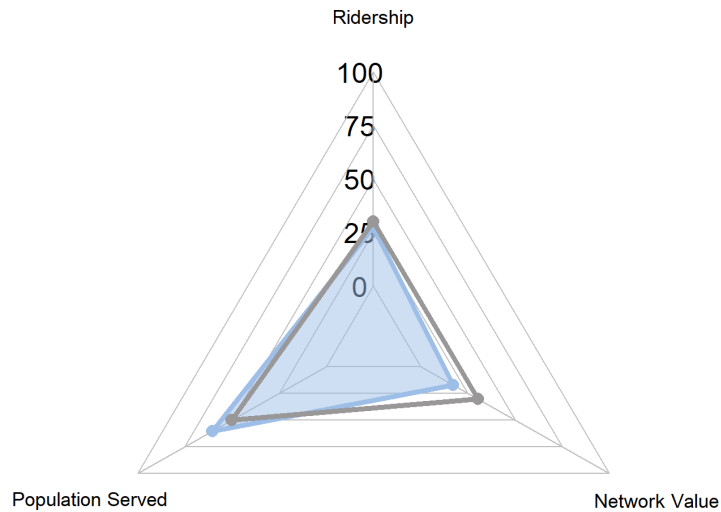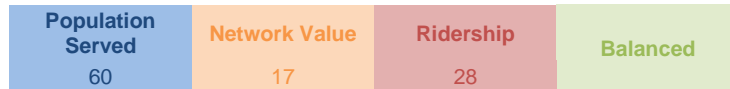
Operating Statistics

Annual Operating Costs		$5,561,863
Peak Vehicles		14
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			114,932
People of Color Population	Service Area		97,247
	% Riders Surveyed		98%
Low Income Household	Service Area		39,745
	% Riders Surveyed		78%

Facilities/Amenities

Bus Stops		275
% Stops With Shelters		8%
% Stops With Benches		4%
% Stops With Real-Time Signs		1%

Annual Ridership

D14	220,931
D13	34,391
D12	280,481
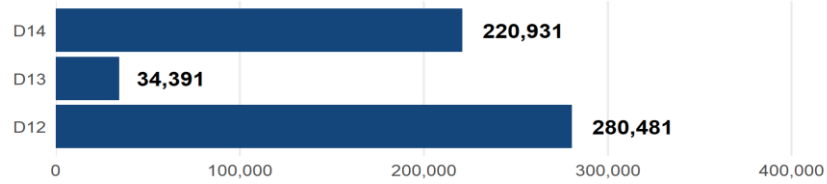
Top Transfer Locations

Southern Avenue, Suitland

Average Daily Ridership
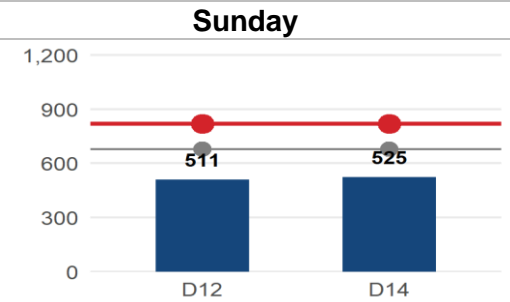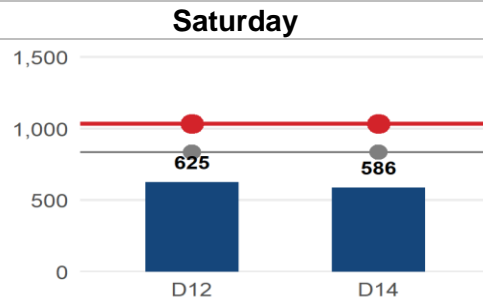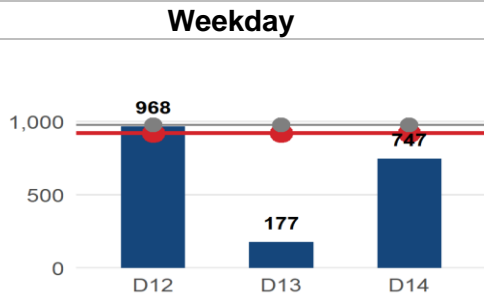
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
D12: 968, D13: 177, D14: 747	D12: 625, D14: 586	D12: 511, D14: 525

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	11
AM Peak	8	9
Midday	11	12
PM Peak	11	10
Early Night	9	7
Late Night	5	3
Saturday	10	11
Sunday	10	12
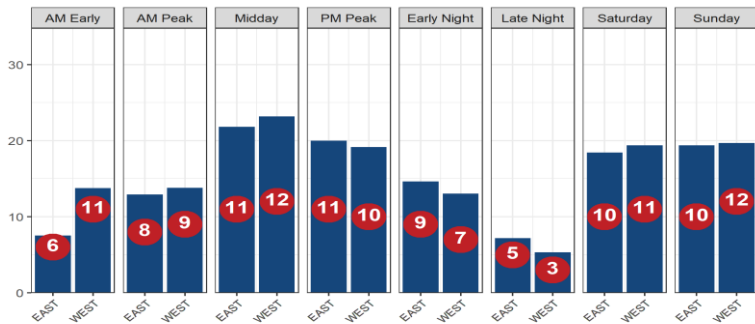
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.24	0.24
	Off-Peak Maximum Target: 1.0	0.22	0.25
	Saturday Maximum Target: 1.0	0.25	0.27
	Sunday Maximum Target: 1.0	0.27	0.29

Span and Frequency

Frequency (Minutes) legend: ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —

Weekday (by Hour)

Rows: Standard, Trunk, D14, D13, D12 across hours 4–24, 1–3

Saturday (by Hour)

Rows: Standard, Trunk, D14, D12 across hours 4–24, 1–3

Sunday (by Hour)

Rows: Standard, Trunk, D14, D12 across hours 4–24, 1–3
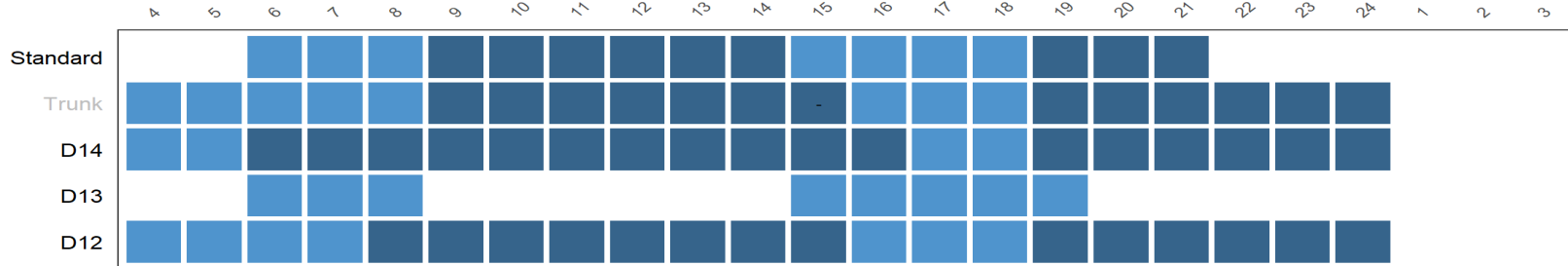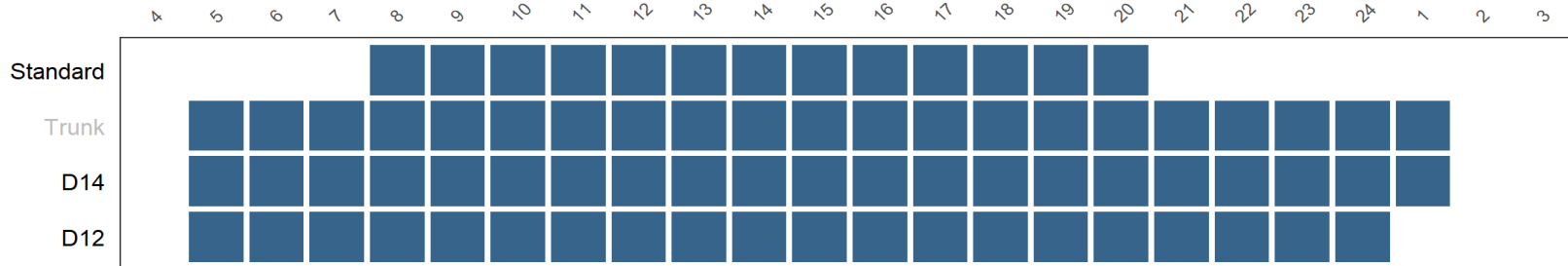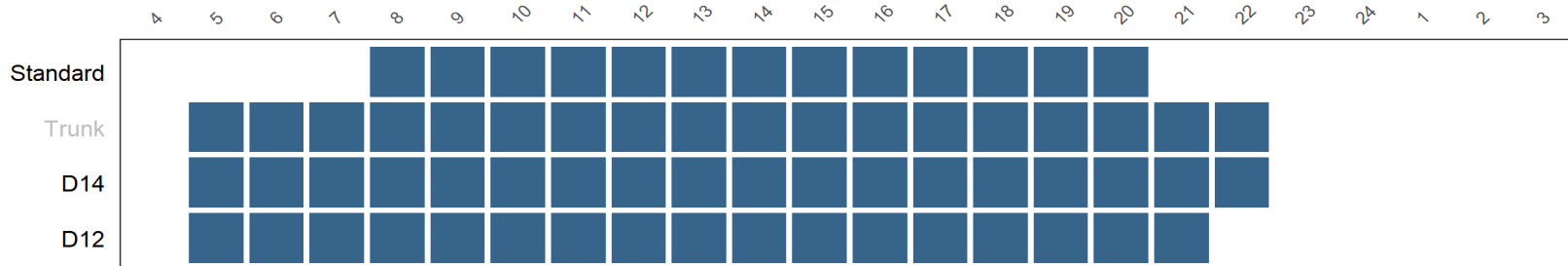
B Oxon Hill-Suitland

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:10 AM - 12:55 AM	-	A	5:52 AM - 1:03 AM	-	A	5:52 AM - 10:35 PM	-	A
Frequency of Service | varies	Peak: 26.7 / Off-Peak: 48.9	Peak: 30.9 / Off-Peak: 41.3	B	52.0	47.9	A	52.0	51.5	A
Productivity									
Passengers per Revenue Hour | 15	13.8	16.7	C	13.4	17.6	D	16.1	17.9	B
Passengers per Revenue Mile | 1	1.0	1.4	B	1.1	1.5	B	1.2	1.4	A
Reliability									
On-Time Performance | 79%	76%	81%	C	73%	79%	D	77%	82%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.24	Off-Peak: 0.23 Peak: 0.27	A	0.26	0.26	A	0.28	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.66	$ 7.78	E	$8.92	$ 7.44	E	$7.40	$ 7.21	C
Cost Recovery | 20%	8%	11%	E	8%	12%	E	9%	12%	E

Route D12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.6	4.7	E
Route Design	**Circuity |** 1.75	3.66	2.4	E

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	16.7	16.7	A	16.6	17.6	A	18.6	17.9	A
	Passengers per Revenue Mile | 1	1.3	1.4	A	1.5	1.5	A	1.4	1.4	A
	Unique Segment Ridership | 10%	31%	32%	A	29%	53%	A	29%	58%	A
Reliability	**On-Time Performance |** 79%	78%	81%	C	74%	79%	D	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.26	Off-Peak: 0.24 Peak: 0.26	A	0.27	0.25	A	0.27	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.16	$ 7.78	C	$7.17	$ 7.44	C	$6.43	$ 7.21	B
	Cost Recovery | 20%	9%	11%	E	9%	11%	E	10%	11%	E

Route D13

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.8	4.7	E
Route Design	**Circuity |** 1.75	6.34	2.4	E

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	9.6	16.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	32%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	72%	81%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.2	Off-Peak: 0.24 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$12.43	$ 7.78	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	11%	E	-	-	-	-	-	-

metrobus

Route D14

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.7	A
Route Design	**Circuity |** 1.75	6.55	2.4	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	12.2	16.7	D	11.1	17.6	E	14.2	17.9	C
	Passengers per Revenue Mile | 1	0.9	1.4	D	0.8	1.5	D	1.0	1.4	C
	Unique Segment Ridership | 10%	1%	32%	E	54%	53%	A	53%	58%	A
Reliability	**On-Time Performance |** 79%	74%	81%	D	72%	79%	D	71%	82%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.23	Off-Peak: 0.24 Peak: 0.26	A	0.25	0.25	A	0.29	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.75	$ 7.78	E	$10.76	$ 7.44	E	$8.41	$ 7.21	E
	Cost Recovery | 20%	8%	11%	E	7%	11%	E	9%	11%	E

Operational Analysis
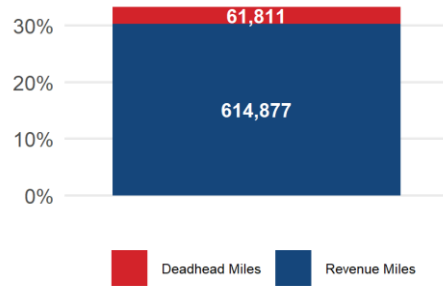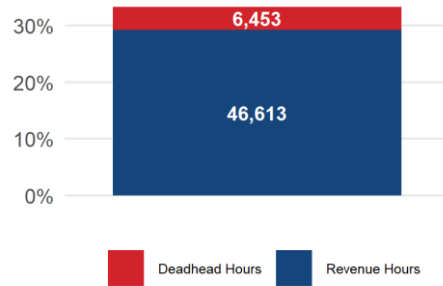
Miles Allocation

- 61,811 (Deadhead Miles)
- 614,877 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 6,453 (Deadhead Hours)
- 46,613 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D12	27.30	1,584	1,582 (99.9%)
D13	47.30	286	283 (99.0%)
D14	48.80	1,324	1,317 (99.5%)

Service Change Summary

Route D12 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;
Route D13 - June 2021:
Weekday: remove MD 210 detour; Saturday: No change;
Sunday: No change;
Route D14 - June 2021:
Weekday: remove MD 210 detour; Saturday: remove MD
210 detour; Sunday: remove MD 210 detour;

Passenger Miles per Revenue Mile
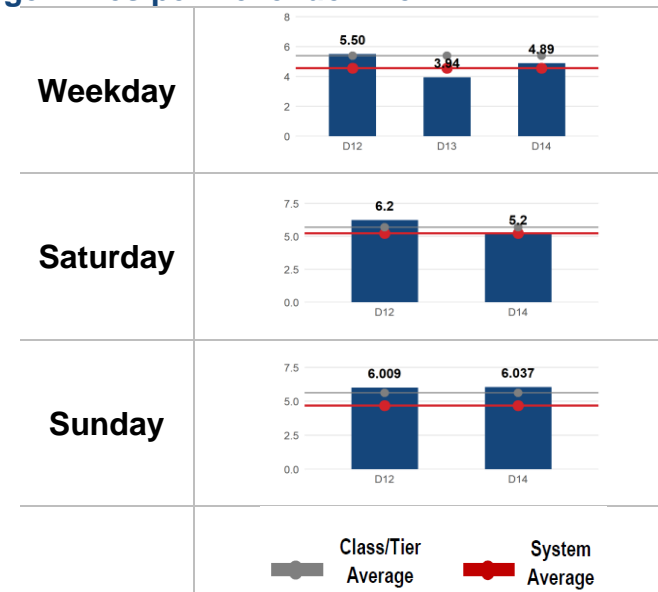
Weekday
- D12: 5.50
- D13: 3.84
- D14: 4.89

Saturday
- D12: 6.2
- D14: 5.2

Sunday
- D12: 6.009
- D14: 6.037

Legend: — Class/Tier Average   — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	35	6	
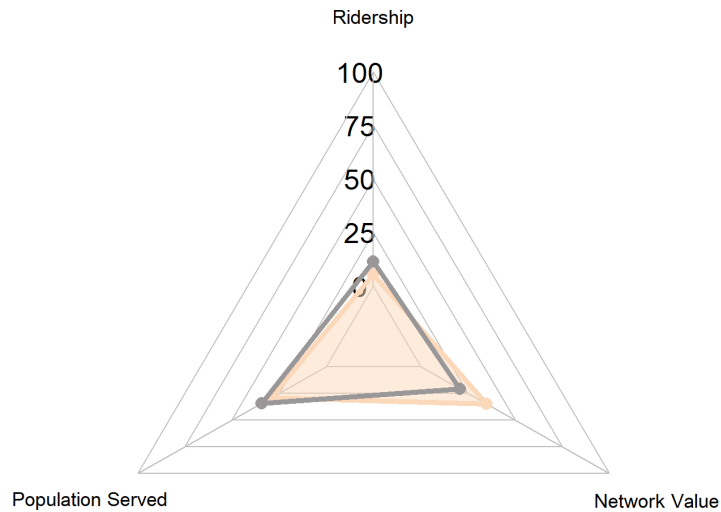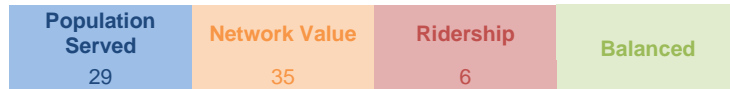
Operating Statistics

Annual Operating Costs	$2,740,613
Peak Vehicles	3
Vehicle Type(s)	30 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		26,656
People of Color Population	Service Area	10,169
	% Riders Surveyed	74%
Low Income Household	Service Area	4,975
	% Riders Surveyed	36%

Facilities/Amenities

Bus Stops	59
% Stops With Shelters	25%
% Stops With Benches	22%
% Stops With Real-Time Signs	0%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

G2	80,663

(Bar chart: G2 = 80,663; axis 0, 30,000, 60,000, 90,000, 120,00)
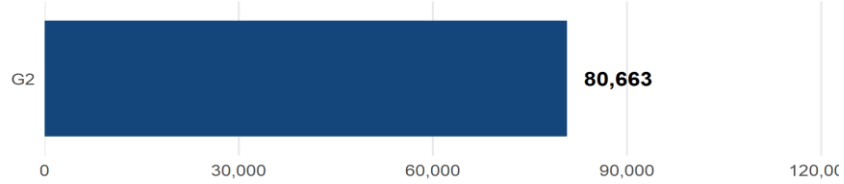
Top Transfer Locations

Dupont Circle, Shaw-Howard University, Mt. Vernon Square-UDC

Average Daily Ridership

- ● Class/Tier Average (gray)
- ● System Average (red)

Weekday	Saturday	Sunday
G2 = 377	G2 = 379	G2 = 294

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Peak	3	5
Midday	4	5
PM Peak	6	4
Early Night	4	3
Late Night	3	2
Saturday	4	4
Sunday	4	4

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.18	0.16
	Off-Peak Maximum Target: 1.0	0.14	0.13
	Saturday Maximum Target: 1.0	0.14	0.14
	Sunday Maximum Target: 1.0	0.13	0.12

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

766

C P Street-Ledroit Park

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:28 AM - 12:30 AM	-	A	6:05 AM - 12:34 AM	-	A	6:30 AM - 12:14 AM	-	A
	Frequency of Service | varies	Peak: 31.1 / Off-Peak: 31.1	Peak: 28.8 / Off-Peak: 28.5	C	30.5	29.8	A	31.4	30.3	A
Productivity	**Passengers per Revenue Hour | 20**	7.6	14.7	E	7.5	14.3	E	6.8	12.1	E
	Passengers per Revenue Mile | 4	1.3	2.0	E	1.2	1.7	E	1.0	1.4	E
Reliability	**On-Time Performance | 79%**	79%	75%	B	78%	78%	C	85%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.18 Peak: 0.2	A	0.14	0.17	A	0.13	0.14	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$15.65	$ 8.96	E	$15.91	$ 9.07	E	$17.52	$10.50	E
	Cost Recovery | 25%	8%	8%	E	8%	8%	E	7%	7%	E

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Route G2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.5	E
Route Design	**Circuity |** N/A	1.2	1.58	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	7.6	14.7	E	7.5	14.3	E	6.8	12.1	E
	Passengers per Revenue Mile | 4	1.3	2.0	E	1.2	1.7	E	1.0	1.4	E
	Unique Segment Ridership | 10%	85%	43%	A	88%	46%	A	87%	47%	A
Reliability	**On-Time Performance |** 79%	79%	75%	B	78%	78%	C	85%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.19 Peak: 0.21	A	0.14	0.18	A	0.13	0.16	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$15.65	$ 8.96	E	$15.91	$ 9.07	E	$17.52	$10.50	E
	Cost Recovery | 25%	8%	8%	E	8%	7%	E	7%	6%	E

Operational Analysis
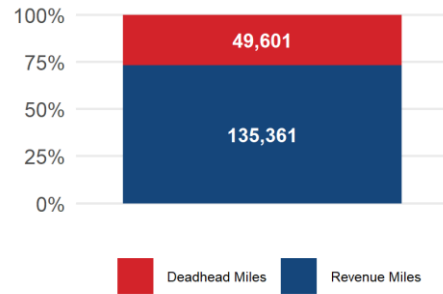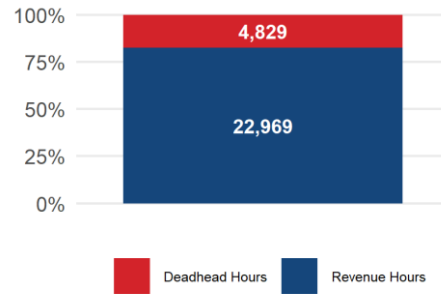
Miles Allocation

Deadhead Miles: 49,601
Revenue Miles: 135,361

Hours Allocation

Deadhead Hours: 4,829
Revenue Hours: 22,969

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G2	8.80	2,026	2,012 (99.3%)

Service Change Summary

Route G2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — G2: 2

Saturday — G2: 2

Sunday — G2: 2

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Park Road-Brookland Line

Regional Transit
Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector	● Transit Center
RD Circulator	XX Arlington Transit	
GR Ride On	XX Loudoun County Transit	
BL TheBus	XX DASH	

Service Classification

Framework

Activity Tier

1
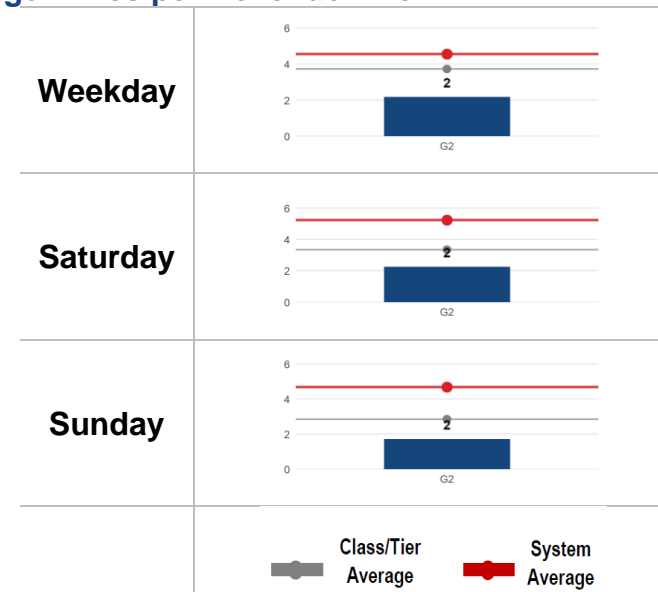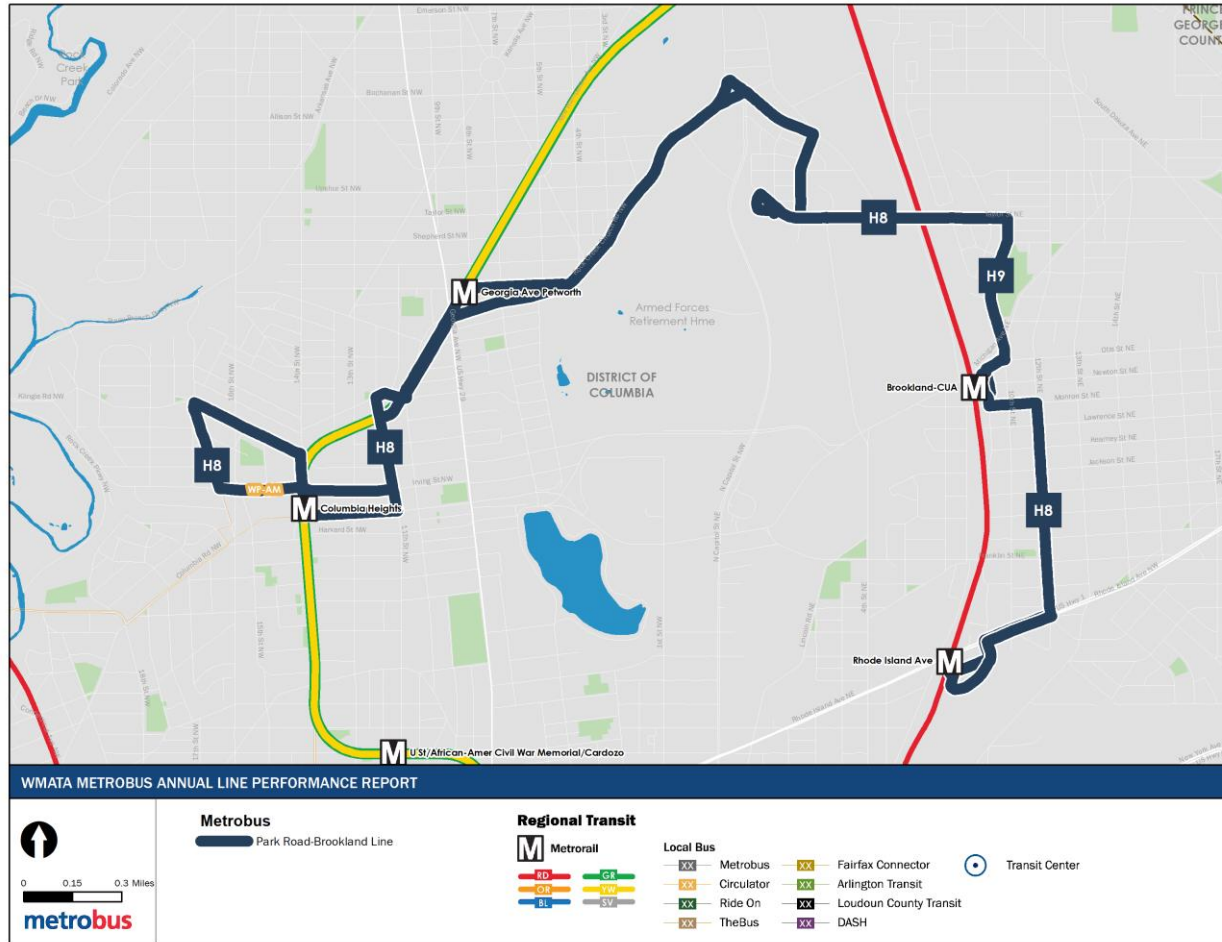
Overall Grade

Line   C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

35

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	32	26	
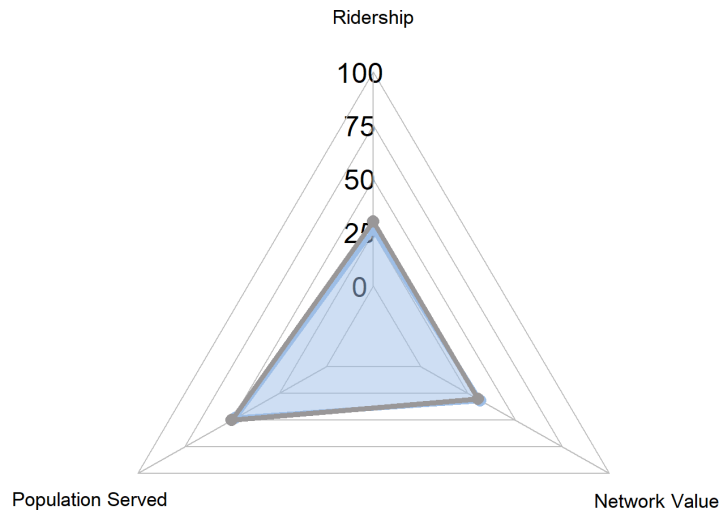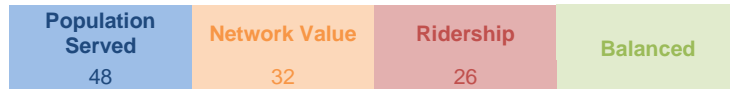
Operating Statistics

Annual Operating Costs	$3,563,804
Peak Vehicles	8
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		54,221
People of Color Population	Service Area	24,119
	% Riders Surveyed	90%
Low Income Household	Service Area	13,608
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	75
% Stops With Shelters	13%
% Stops With Benches	7%
% Stops With Real-Time Signs	8%

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Ridership
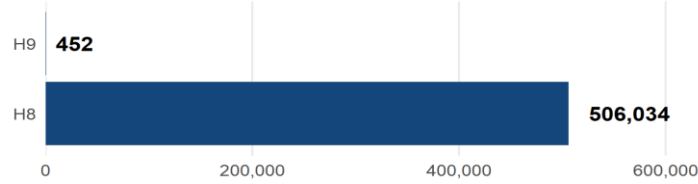
Annual Ridership	H9 **452** H8 **506,034** (0 — 200,000 — 400,000 — 600,000)
Top Transfer Locations	**Brookland, Georgia Avenue-Petworth, Columbia Heights**

Average Daily Ridership
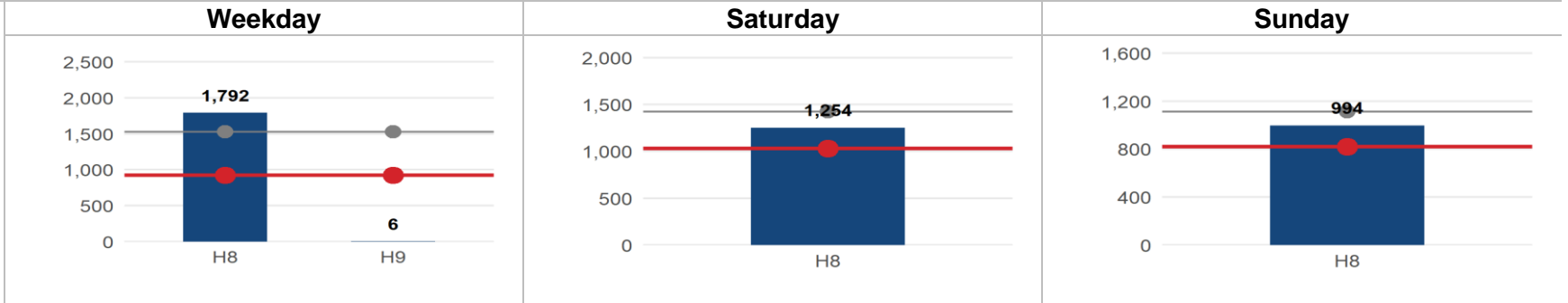
— Class/Tier Average (grey)

— System Average (red)

Weekday	Saturday	Sunday
H8 **1,792** — H9 **6**	H8 **1,254**	H8 **994**

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST **12** / WEST **7**	EAST **12** / WEST **9**	EAST **13** / WEST **14**	EAST **15** / WEST **13**	EAST **9** / WEST **7**	EAST **6** / WEST **4**	EAST **11** / WEST **10**	EAST **9** / WEST **8**
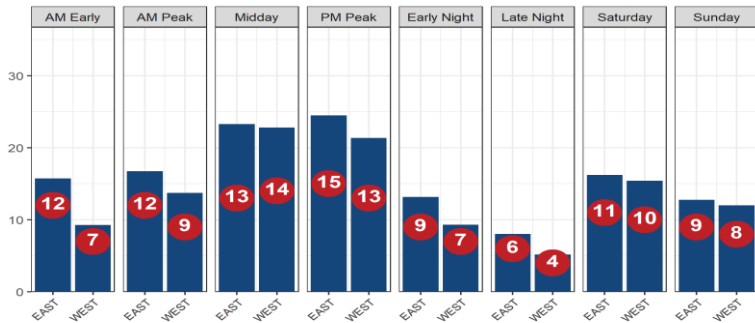
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.34	0.28
	Off-Peak Maximum Target: 1.0	0.29	0.27
	Saturday Maximum Target: 1.0	0.26	0.25
	Sunday Maximum Target: 1.0	0.21	0.2

Span and Frequency
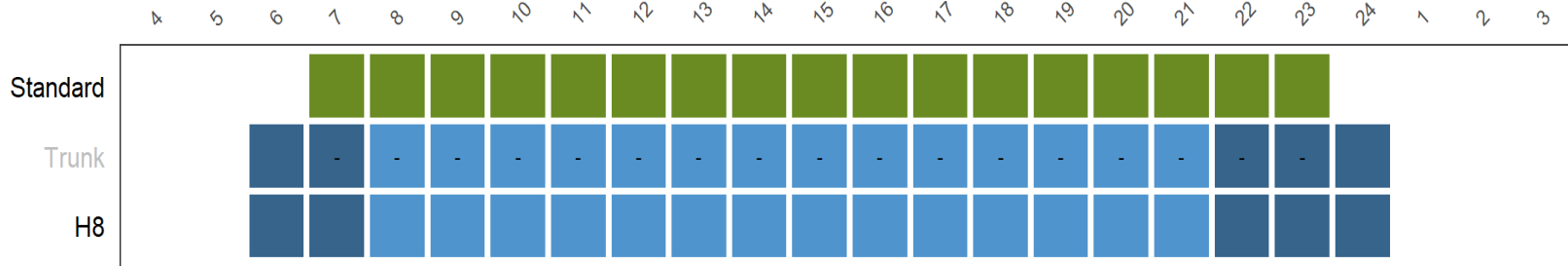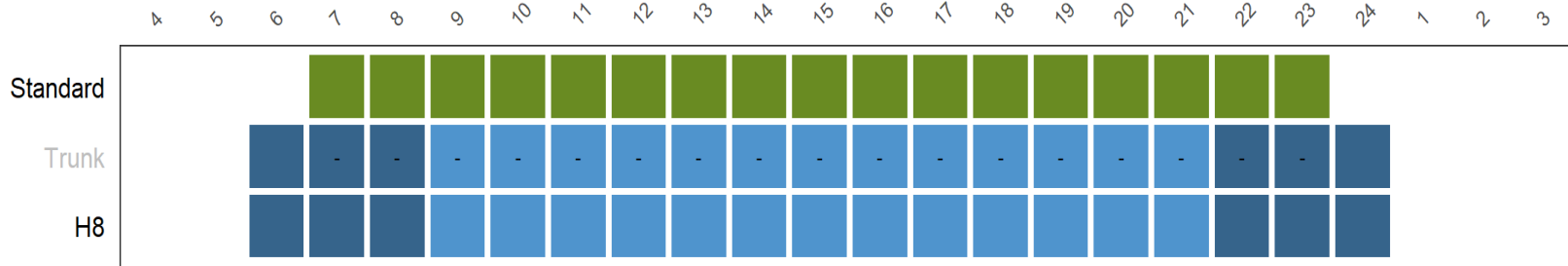
C Park Road-Brookland

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:00 AM - 12:06 AM	-	A	6:00 AM - 12:15 AM	-	A	6:00 AM - 12:15 AM	-	A
	Frequency of Service | varies	Peak: 14.9 / Off-Peak: 23.7	Peak: 19.2 / Off-Peak: 28	B	27.0	25.6	D	27.0	28.5	D
Productivity	**Passengers per Revenue Hour | 30**	23.8	16.6	E	21.8	17.6	E	17.3	16.0	E
	Passengers per Revenue Mile | 4	3.2	2.1	E	2.7	2.1	E	2.1	1.9	E
Reliability	**On-Time Performance | 79%**	81%	77%	B	68%	76%	E	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.31	Off-Peak: 0.23 Peak: 0.25	A	0.26	0.24	A	0.21	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.02	$ 8.27	C	$5.48	$ 7.67	C	$6.92	$ 8.52	E
	Cost Recovery | 25%	17%	12%	E	16%	12%	E	13%	11%	E

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Route H8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile	4-5	6.6	5.1	E
Route Design Circuity	1.75	1.75	1.31	C

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	24.0	16.6	E	21.8	17.6	E	17.3	16.0	E
	Passengers per Revenue Mile | 4	3.2	2.1	E	2.7	2.1	E	2.1	1.9	E
	Unique Segment Ridership | 10%	35%	19%	A	52%	26%	A	52%	28%	A
Reliability	On-Time Performance | 79%	81%	77%	B	68%	76%	E	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.32	Off-Peak: 0.23 Peak: 0.25	A	0.26	0.25	A	0.21	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.98	$ 8.27	B	$5.48	$ 7.67	C	$6.92	$ 8.52	E
	Cost Recovery | 25%	18%	12%	E	16%	13%	E	13%	11%	E

Route H9

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.8	5.1	E
Route Design **Circuity |** 1.75	1.22	1.31	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** 30	5	16.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 4	1	2.1	E	-	-	-	-	-	-
Unique Segment Ridership | 10%	0%	19%	E	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	94%	77%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Peak: 0.06	Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $5	$23.88	$ 8.27	E	-	-	-	-	-	-
Cost Recovery | 25%	7%	12%	E	-	-	-	-	-	-
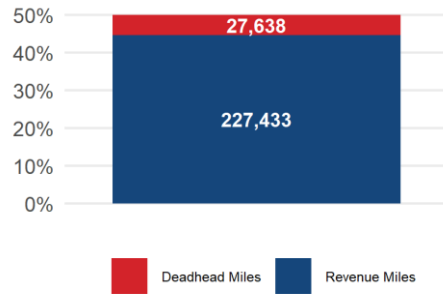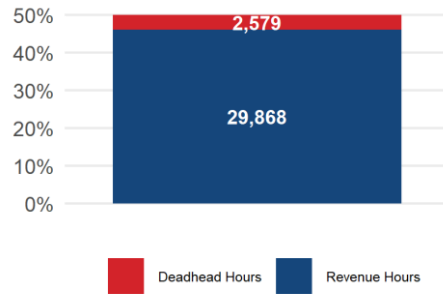
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Operational Analysis

Miles Allocation

- Deadhead Miles
- Revenue Miles

27,638
227,433

Hours Allocation

- Deadhead Hours
- Revenue Hours

2,579
29,868

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H8	11.60	3,090	3,065 (99.2%)
H9	2.80	34	34 (100.0%)

Service Change Summary

Route H8 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route H9 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
7.2 (H8)
1.5 (H9)

Saturday
6 (H8)

Sunday
5 (H8)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Pennsylvania Avenue Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

47

Out of 100

Ridership

100
75
50
25
0

Population Served   Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	54	48	37	
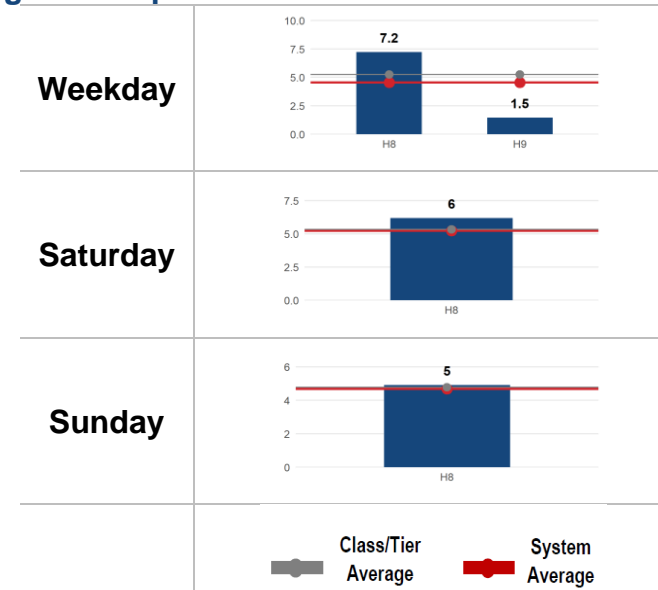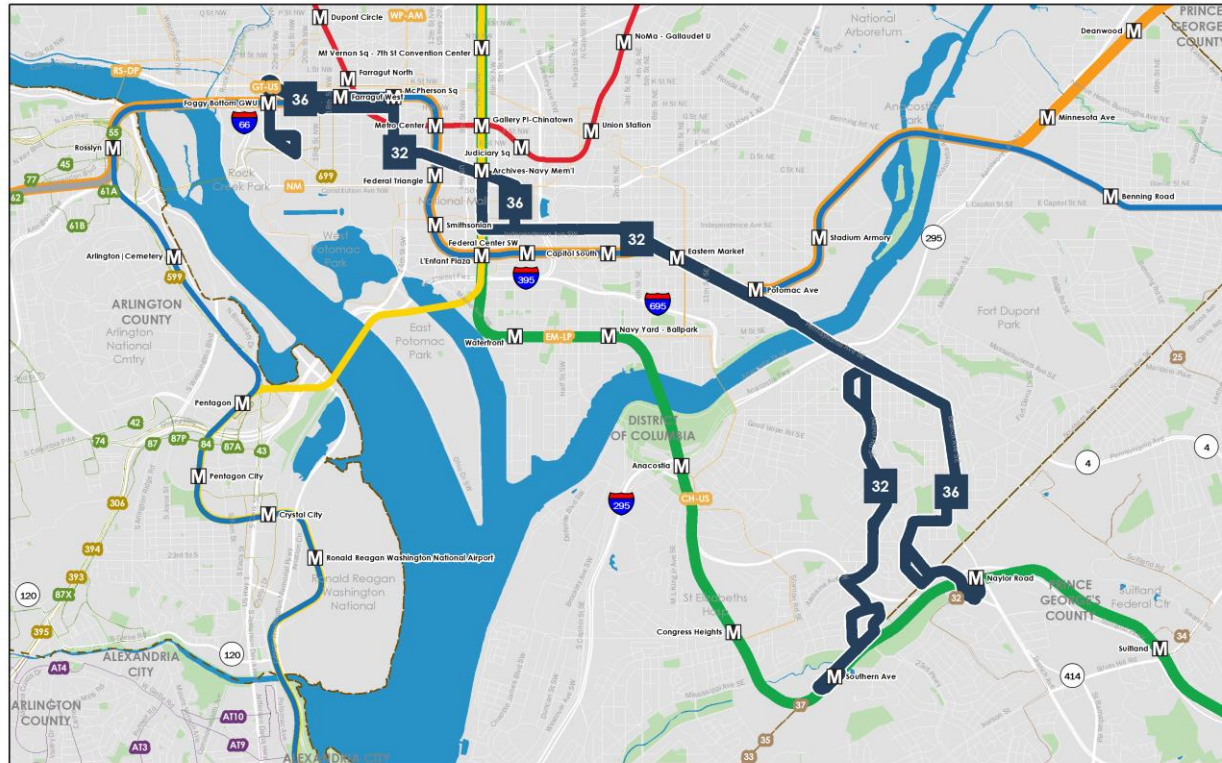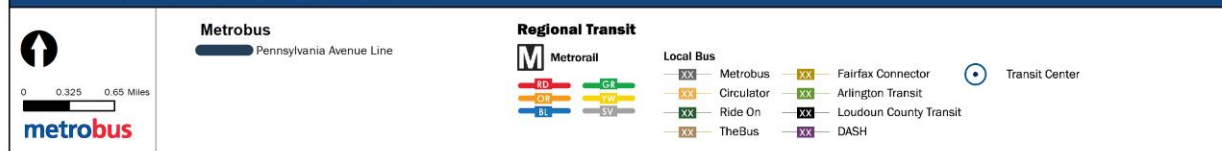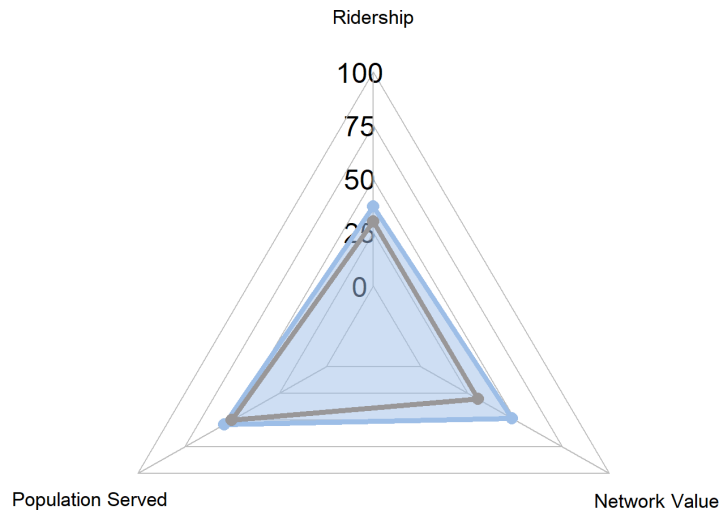
Operating Statistics

	Annual Operating Costs	$8,287,206
	Peak Vehicles	22
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		84,257
	People of Color Population	Service Area	47,776
		% Riders Surveyed	88%
	Low Income Household	Service Area	25,365
		% Riders Surveyed	57%

Facilities/Amenities

	Bus Stops	125
	% Stops With Shelters	34%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	18%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

779

Ridership

Annual Ridership

36	275,944
32	506,923
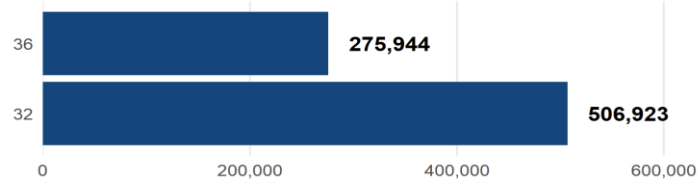
Top Transfer Locations

Potomac Avenue, Southern Avenue, Archives-Navy Memorial
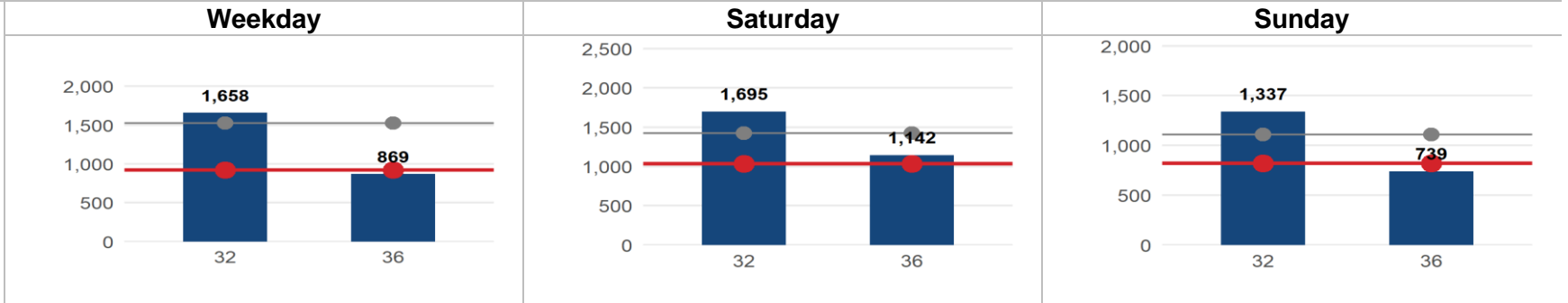
Average Daily Ridership

— Class/Tier Average
— System Average

	Weekday	Saturday	Sunday
32	1,658	1,695	1,337
36	869	1,142	739

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	5	8	13	14	9	6	10	9
WEST	12	10	12	10	6		9	8
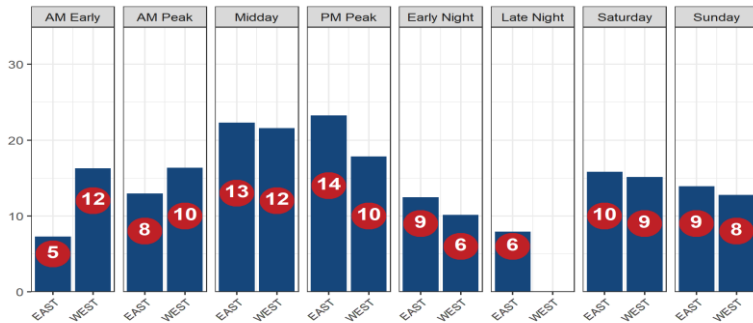
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.29	0.25
	Off-Peak Maximum Target: 1.0	0.26	0.27
	Saturday Maximum Target: 1.0	0.25	0.23
	Sunday Maximum Target: 1.0	0.23	0.2

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Span and Frequency

Frequency (Minutes) legend: ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —
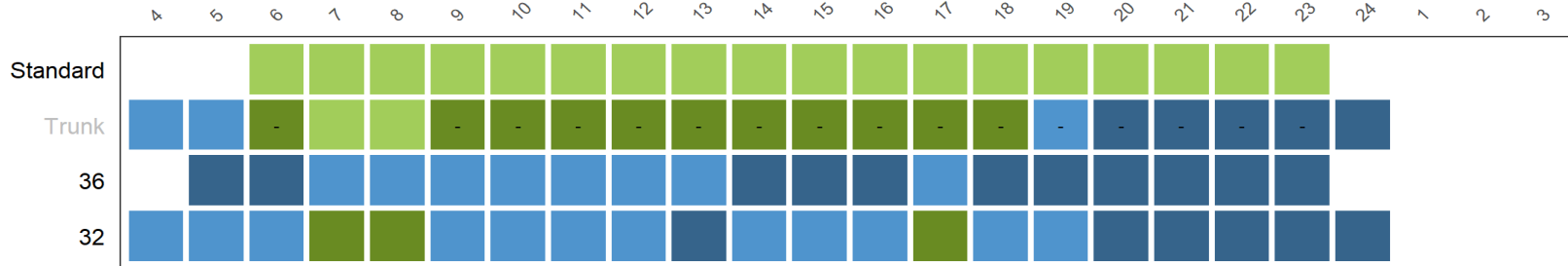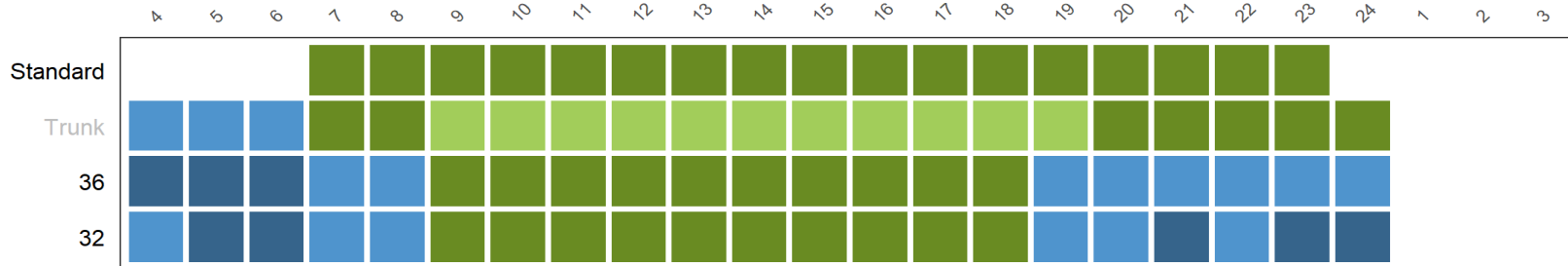
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

C Pennsylvania Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:24 AM - 12:17 AM	-	A	4:03 AM - 12:50 AM	-	A	4:03 AM - 12:39 AM	-	A
	Frequency of Service | varies	Peak: 16.7 / Off-Peak: 20.3	Peak: 19.2 / Off-Peak: 28	C	16.2	25.6	B	19.2	28.5	B
Productivity	**Passengers per Revenue Hour** | 30	15.0	16.6	E	14.6	17.6	E	13.2	16.0	E
	Passengers per Revenue Mile | 4	1.9	2.1	E	1.7	2.1	E	1.5	1.9	E
Reliability	**On-Time Performance** | 79%	71%	77%	D	72%	76%	D	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.27	Off-Peak: 0.23 Peak: 0.25	A	0.24	0.24	A	0.21	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.94	$ 8.27	E	$8.17	$ 7.67	E	$9.03	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	7%	12%	E	7%	11%	E

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Route 32

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.7	5.1	A
Route Design — **Circuity |** 1.75	1.39	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	17.3	16.6	E	17.0	17.6	E	15.6	16.0	E
	Passengers per Revenue Mile | 4	2.2	2.1	E	2.0	2.1	E	1.7	1.9	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	26%	E	0%	28%	E
Reliability	**On-Time Performance |** 79%	74%	77%	D	75%	76%	C	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.3	Off-Peak: 0.23 Peak: 0.25	A	0.27	0.25	A	0.24	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.91	$ 8.27	E	$7.03	$ 7.67	E	$7.62	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	8%	13%	E	7%	11%	E

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Route 36

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.7	5.1	A
Route Design — Circuity | 1.75	1.31	1.31	A

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | 30	12.1	16.6	E	12.1	17.6	E	10.3	16.0	E
Passengers per Revenue Mile | 4	1.6	2.1	E	1.4	2.1	E	1.2	1.9	E
Unique Segment Ridership | 10%	7%	19%	D	8%	26%	C	9%	28%	C
Reliability									
On-Time Performance | 79%	67%	77%	E	69%	76%	E	77%	78%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.23	Off-Peak: 0.23 Peak: 0.25	A	0.21	0.25	A	0.18	0.22	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$9.90	$ 8.27	E	$9.87	$ 7.67	E	$11.58	$ 8.52	E
Cost Recovery | 25%	7%	12%	E	7%	13%	E	6%	11%	E
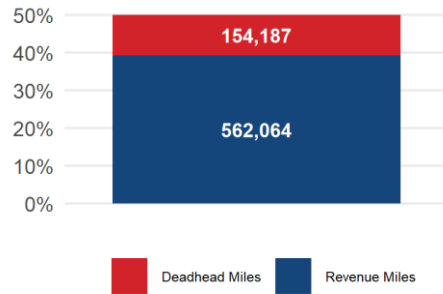
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

784

Operational Analysis

Miles Allocation

- Deadhead Miles: 154,187
- Revenue Miles: 562,064

Hours Allocation

- Deadhead Hours: 13,747
- Revenue Hours: 69,454
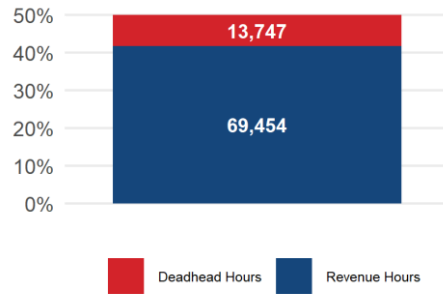
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
32	19.90	2,702	2,686 (99.4%)
36	19.00	2,142	2,135 (99.7%)

Service Change Summary

Route 32 - June 2021:
Weekday: add trips (from 30S); 2 a.m.; Saturday: add trips (from 30S); 2 a.m.; Sunday: add trips (from 30S); 2 a.m.;
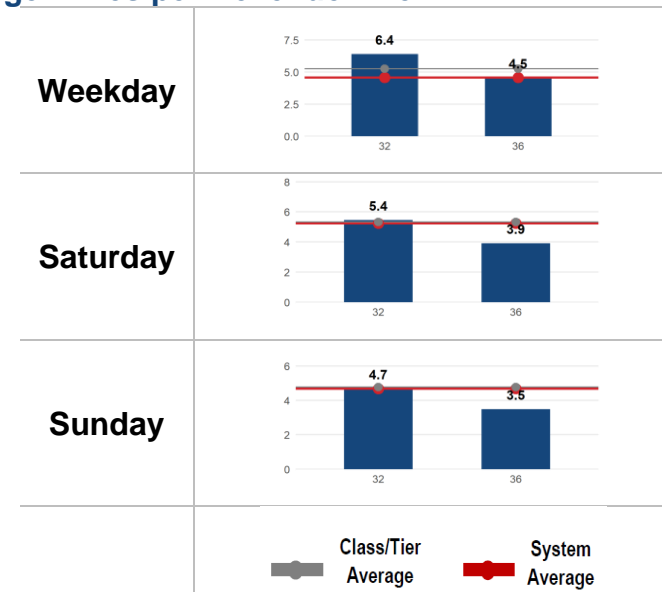Route 36 - June 2021:
Weekday: add trips (from 30N); 2 a.m.; Saturday: add trips (from 30N); 2 a.m.; Sunday: add trips (from 30N); 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — 32: 6.4, 36: 4.5
Saturday — 32: 5.4, 36: 3.9
Sunday — 32: 4.7, 36: 3.5

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Pershing Drive-Arlington Blvd. Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- RD / OR / BL Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ● Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

Legend
- Exceeds (blue)
- Meets (green)
- Approaches (yellow)
- Below (orange)
- Significantly Below (red)

Line Benefit Score

26
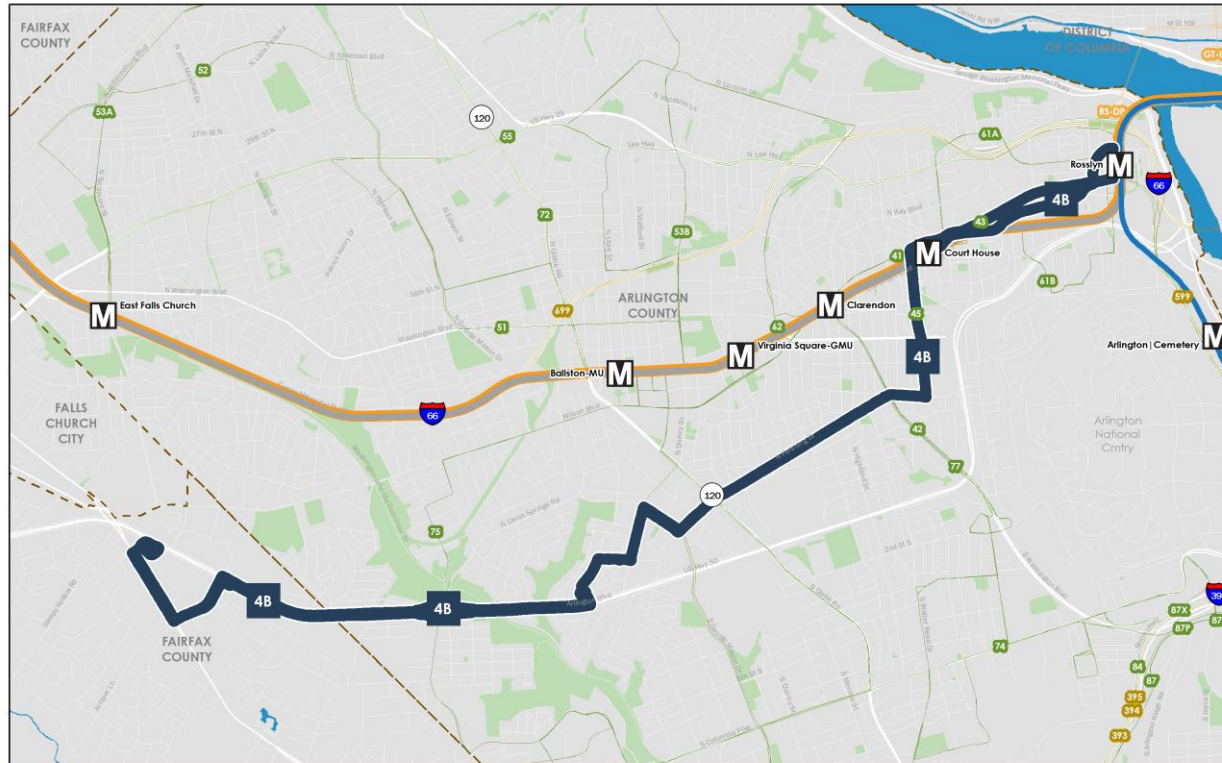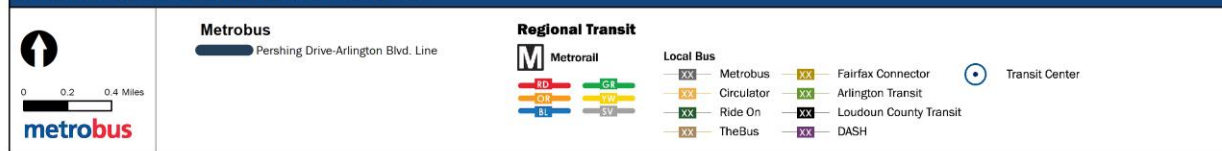
Out of 100
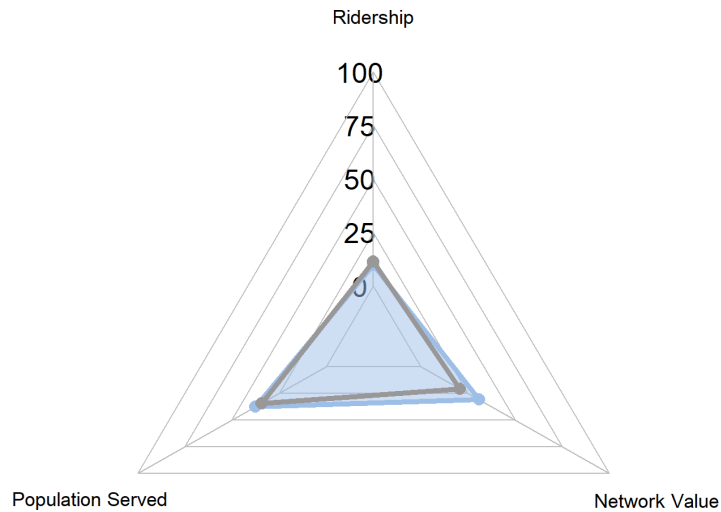
Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced

Line Score:

| 37 | 31 | 10 | |

Operating Statistics

	Annual Operating Costs	$2,760,889
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		36,890
	People of Color Population	Service Area	7,735
		% Riders Surveyed	72%
	Low Income Household	Service Area	8,594
		% Riders Surveyed	47%

Facilities/Amenities

	Bus Stops	72
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	1%

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Ridership

Annual Ridership

4B — 183,810

(axis: 0, 100,000, 200,000)
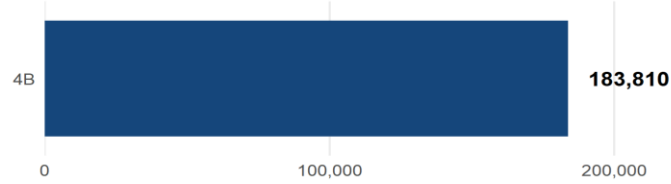
Top Transfer Locations

Rosslyn, Rosslyn East, Court House

Average Daily Ridership
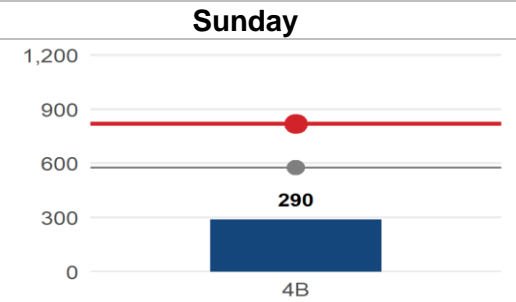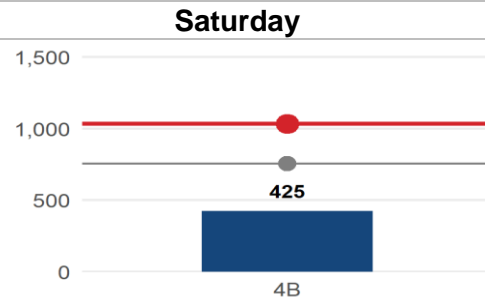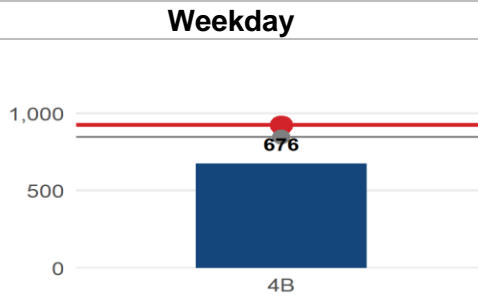
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
676	425	290

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

EAST 12 / WEST 3 | EAST 10 / WEST 5 | EAST 7 / WEST 7 | EAST 10 / WEST 10 | EAST 5 / WEST 6 | EAST 3 / WEST 5 | EAST 7 / WEST 7 | EAST 7 / WEST 7
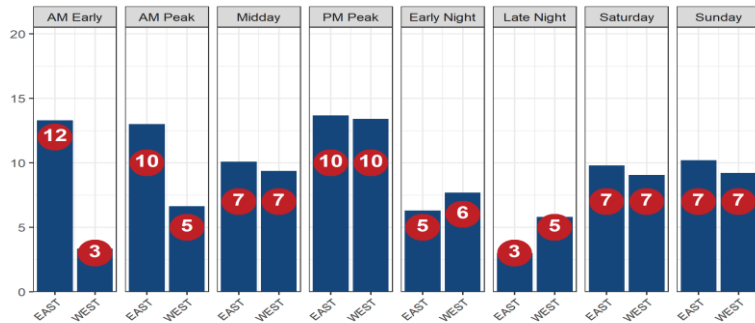
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.24	0.19
	Off-Peak Maximum Target: 1.0	0.16	0.16
	Saturday Maximum Target: 1.0	0.18	0.17
	Sunday Maximum Target: 1.0	0.19	0.17

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
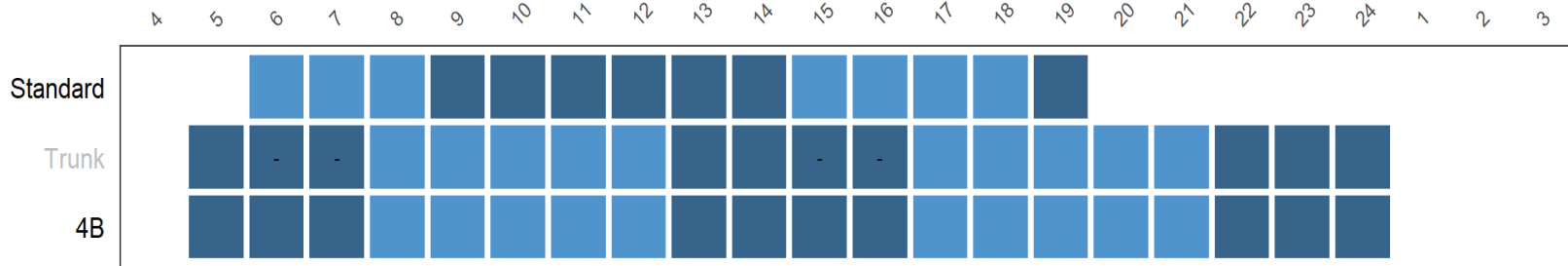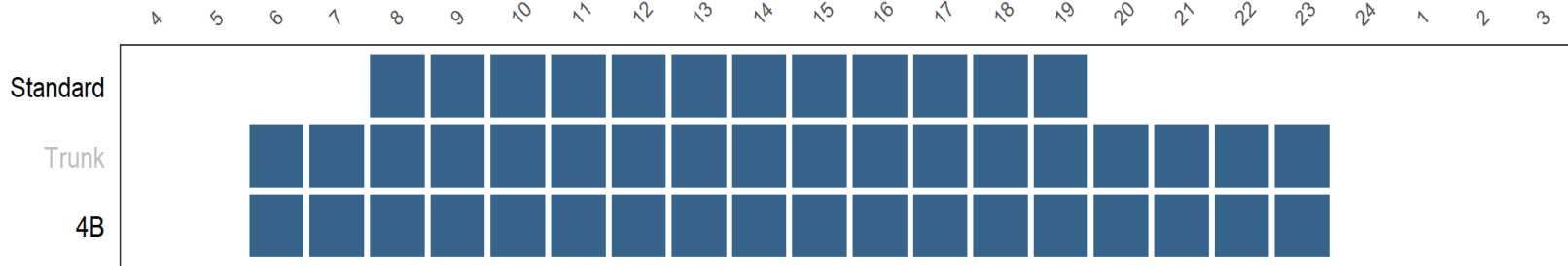
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
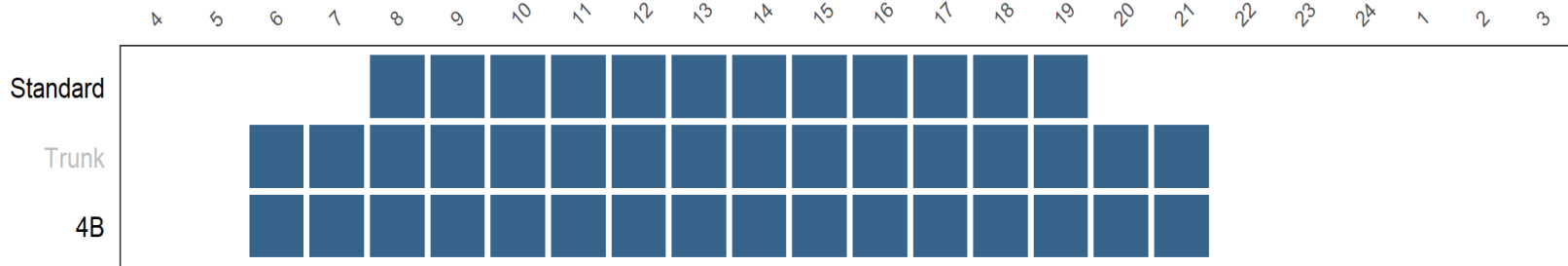
C Pershing Drive-Arlington Blvd

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:05 AM - 12:01 AM	-	A	6:20 AM - 11:31 PM	-	A	6:35 AM - 9:44 PM	-	A
Frequency of Service | varies	Peak: 30.2 / Off-Peak: 29.9	Peak: 32.2 / Off-Peak: 36.1	C	45.3	40.5	A	60.1	42.4	C
Productivity — Passengers per Revenue Hour | 15	12.8	20.2	D	13.1	23.0	D	15.6	21.6	B
Passengers per Revenue Mile | 2	1.5	2.3	E	1.4	2.3	E	1.5	2.1	E
Reliability — On-Time Performance | 79%	85%	82%	A	93%	80%	A	90%	84%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.22	Off-Peak: 0.2 Peak: 0.21	A	0.18	0.19	A	0.18	0.17	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$9.30	$ 7.03	E	$9.10	$ 6.68	E	$7.63	$ 7.26	E
Cost Recovery | 20%	10%	9%	E	10%	10%	E	12%	9%	E

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Route 4B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	6.4	E
Route Design	**Circuity |** N/A	1.26	2.62	-

	Measure | Standard	**Weekday**			**Saturday**			**Sunday**		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	12.8	20.2	D	13.1	23.0	D	15.6	21.6	B
	Passengers per Revenue Mile | 2	1.5	2.3	E	1.4	2.3	E	1.5	2.1	E
	Unique Segment Ridership | 10%	68%	28%	A	71%	50%	A	74%	51%	A
Reliability	**On-Time Performance |** 79%	85%	82%	A	93%	80%	A	90%	84%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.22	Off-Peak: 0.21 Peak: 0.22	A	0.18	0.2	A	0.18	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.30	$ 7.03	E	$9.10	$ 6.68	E	$7.63	$ 7.26	E
	Cost Recovery | 20%	10%	9%	E	10%	10%	E	12%	9%	E

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Operational Analysis

Miles Allocation

- Deadhead Miles: 57,959
- Revenue Miles: 203,998

Hours Allocation

- Deadhead Hours: 3,698
- Revenue Hours: 23,139
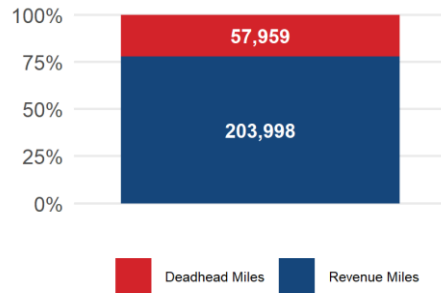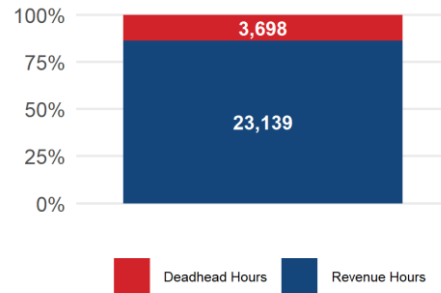
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
4B	13.60	1,906	1,901 (99.7%)

Service Change Summary

Route 4B - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 4B: 5

Saturday — 4B: 5

Sunday — 4B: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Queens Chapel Road Line

Regional Transit

Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

● Transit Center

0　0.225　0.45 Miles

metrobus

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line　　C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
24	18	8	
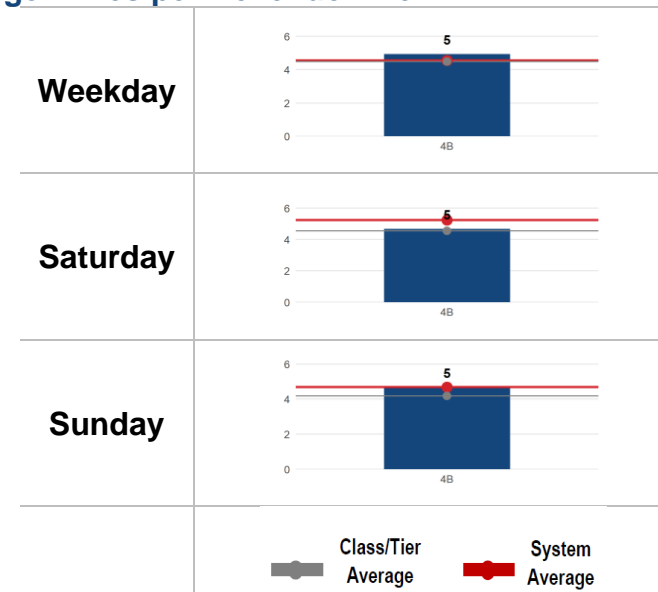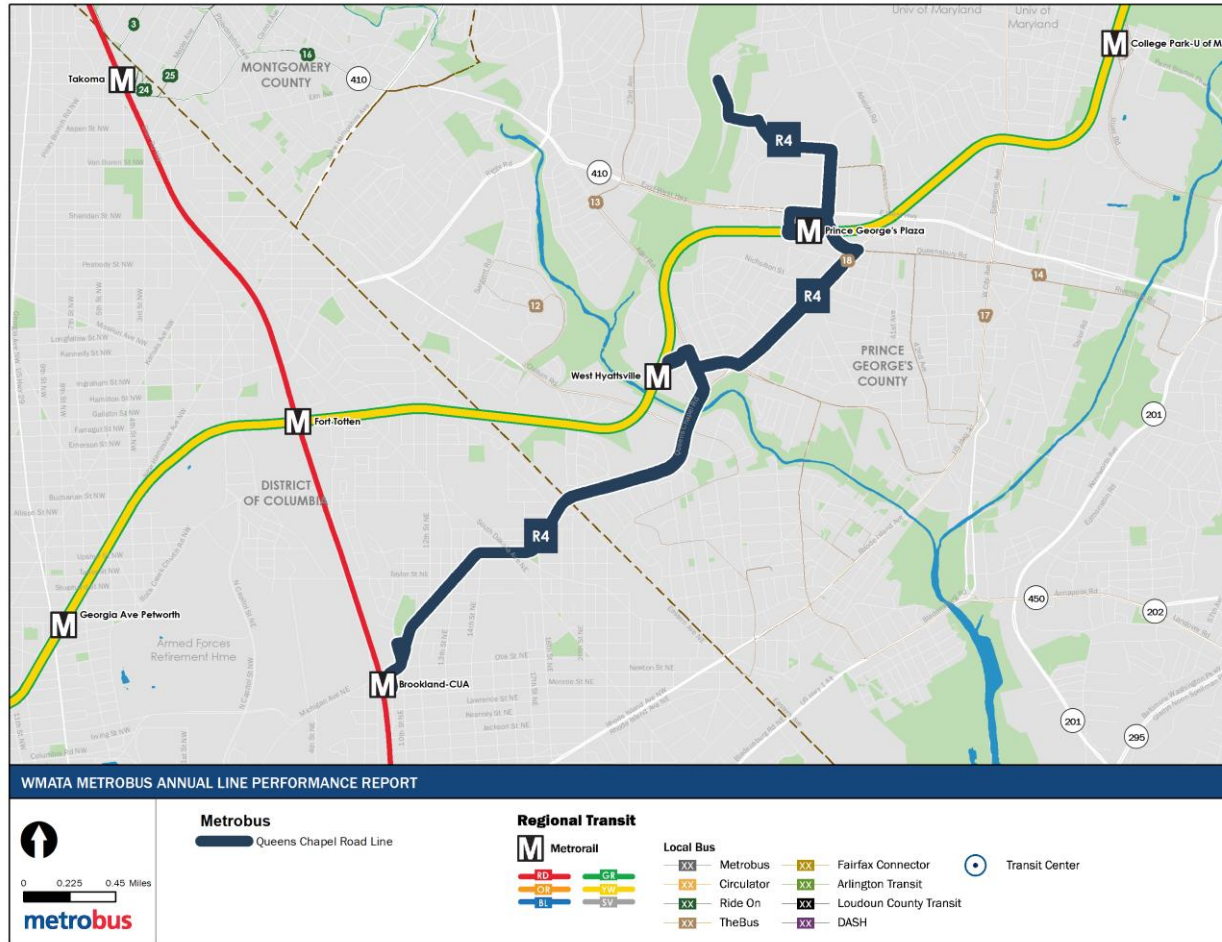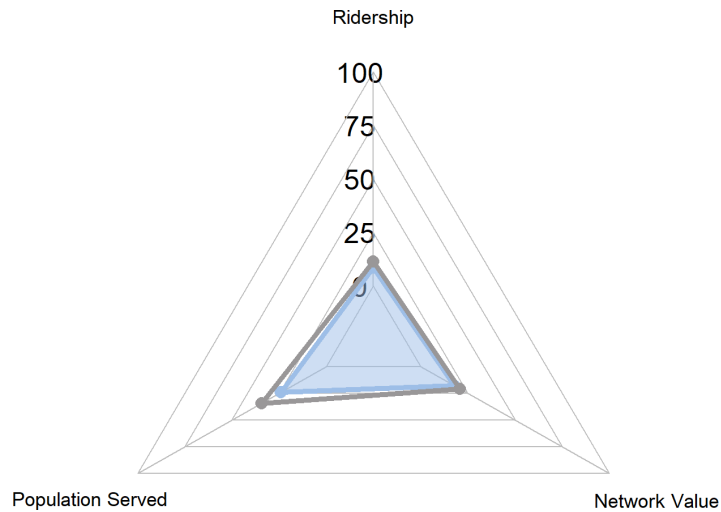
Line Score:

Operating Statistics

	Annual Operating Costs	$1,349,364
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		22,461
	People of Color Population	Service Area	10,860
		% Riders Surveyed	94%
	Low Income Household	Service Area	5,960
		% Riders Surveyed	63%

Facilities/Amenities

	Bus Stops	68
	% Stops With Shelters	24%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	1%

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Ridership

Annual Ridership

R4 — 151,571

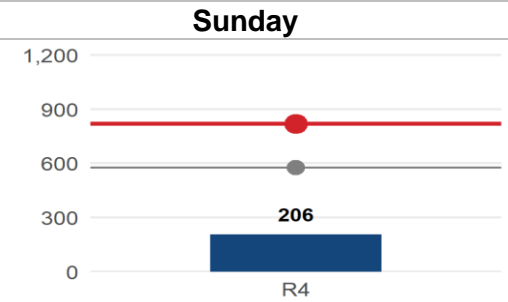(bar chart x-axis: 0, 50,000, 100,000, 150,000, 200,000)
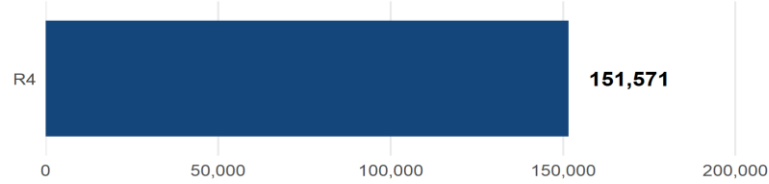
Top Transfer Locations

Brookland, Prince George's Plaza, West Hyattsville

Average Daily Ridership
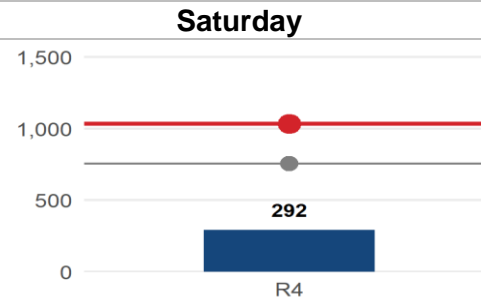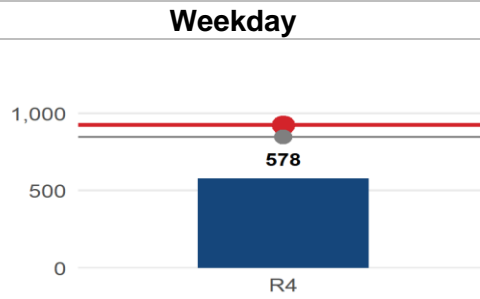
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
578	292	206

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday (each NORTH/SOUTH)

Maximum load labels:
- AM Early: NORTH 4, SOUTH 10
- AM Peak: NORTH 4, SOUTH 9
- Midday: NORTH 7, SOUTH 7
- PM Peak: NORTH 10, SOUTH 8
- Early Night: NORTH 5, SOUTH 5
- Late Night: SOUTH 3
- Saturday: NORTH 7, SOUTH 7
- Sunday: NORTH 5, SOUTH 6
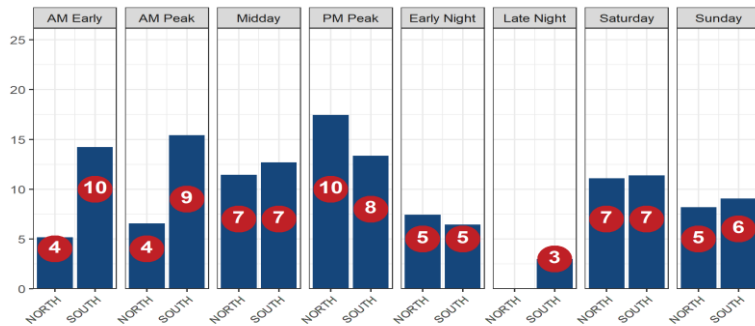
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.19	0.22
	Off-Peak Maximum Target: 1.0	0.15	0.16
	Saturday Maximum Target: 1.0	0.17	0.18
	Sunday Maximum Target: 1.0	0.14	0.15

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
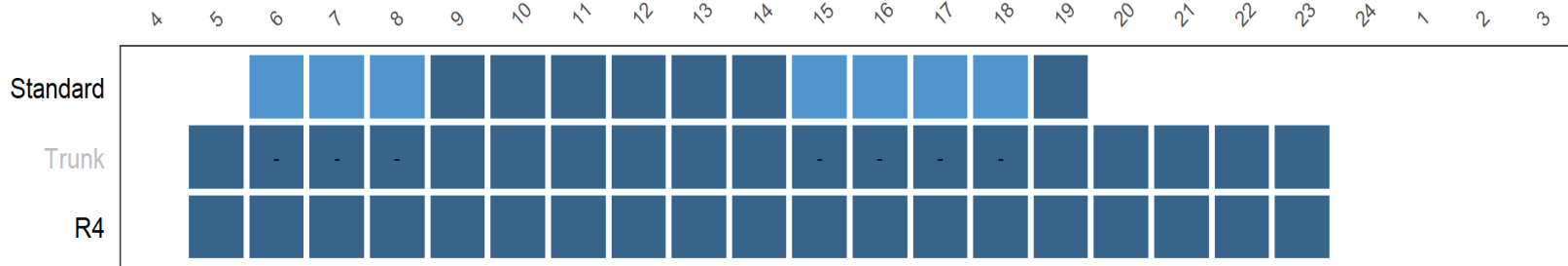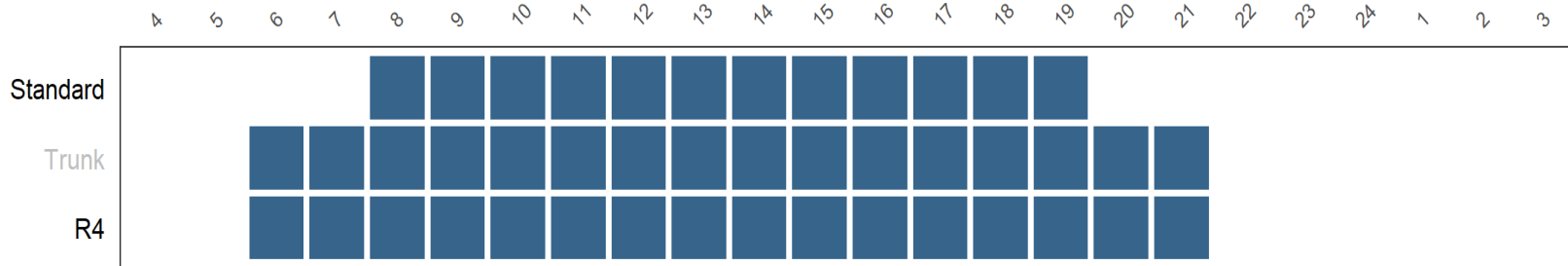
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
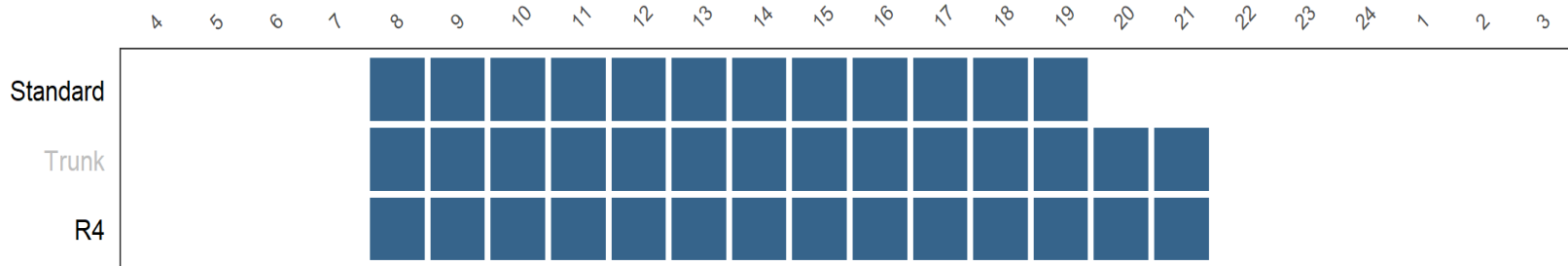
C Queens Chapel Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:00 AM - 11:37 PM	-	A	6:31 AM - 9:08 PM	-	A	8:30 AM - 9:03 PM	-	A
Frequency of Service | varies	Peak: 40.7 / Off-Peak: 39.9	Peak: 32.2 / Off-Peak: 36.1	E	68.2	40.5	D	63.5	42.4	C
Productivity									
Passengers per Revenue Hour | 15	17.7	20.2	A	20.4	23.0	A	17.1	21.6	A
Passengers per Revenue Mile | 2	1.9	2.3	C	1.9	2.3	C	1.4	2.1	E
Reliability									
On-Time Performance | 79%	81%	82%	B	68%	80%	E	78%	84%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.2	Off-Peak: 0.2 Peak: 0.21	A	0.18	0.19	A	0.14	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.75	$ 7.03	E	$5.85	$ 6.68	D	$6.98	$ 7.26	E
Cost Recovery | 20%	15%	9%	D	17%	10%	D	14%	9%	E

Route R4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6	6.4	E
Route Design	**Circuity |** N/A	1.32	2.62	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.7	20.2	A	20.4	23.0	A	17.1	21.6	A
	Passengers per Revenue Mile | 2	1.9	2.3	C	1.9	2.3	C	1.4	2.1	E
	Unique Segment Ridership | 10%	37%	28%	A	46%	50%	A	44%	51%	A
Reliability	**On-Time Performance |** 79%	81%	82%	B	68%	80%	E	78%	84%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.2	Off-Peak: 0.21 Peak: 0.22	A	0.18	0.2	A	0.14	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.75	$ 7.03	E	$5.85	$ 6.68	D	$6.98	$ 7.26	E
	Cost Recovery | 20%	15%	9%	D	17%	10%	D	14%	9%	E

Operational Analysis
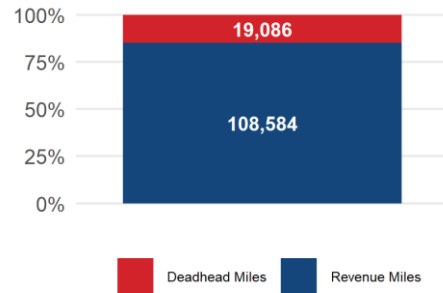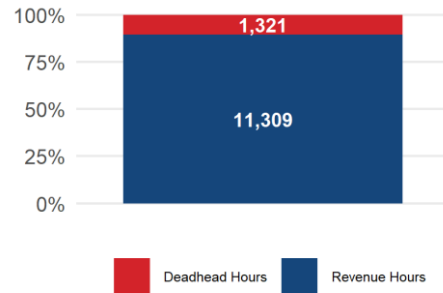
Miles Allocation

- Deadhead Miles: 19,086
- Revenue Miles: 108,584

Hours Allocation

- Deadhead Hours: 1,321
- Revenue Hours: 11,309

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R4	12.20	1,388	1,381 (99.5%)

Service Change Summary

Route R4 - June 2021:
Weekday: PG Plaza detour; Saturday: PG Plaza detour;
Sunday: PG Plaza detour;

Passenger Miles per Revenue Mile

Weekday — R4

Saturday — R4

Sunday — R4

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Gap

Activity Tier

1

Overall Grade

| Line | - |

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

10
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
27	1	0	

Line Score:

Operating Statistics

Annual Operating Costs		$14,791
Peak Vehicles		
Vehicle Type(s)		

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			21,893
People of Color Population	*Service Area*		17,145
	% Riders Surveyed		
Low Income Household	*Service Area*		9,342
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		30
% Stops With Shelters		10%
% Stops With Benches		7%
% Stops With Real-Time Signs		10%

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Ridership

Annual Ridership

S41 — 302

| | 0 | 100 | 200 | 300 | 400 |

Top Transfer Locations

NA
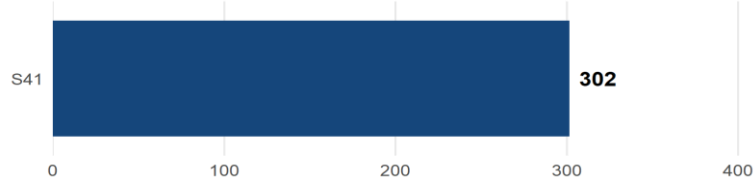
Average Daily Ridership

Class/Tier Average
System Average
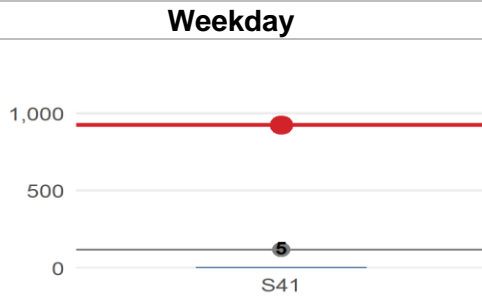
Weekday	Saturday	Sunday
	No Service	*No Service*

Average Trip Ridership and Maximum Load by Time Period
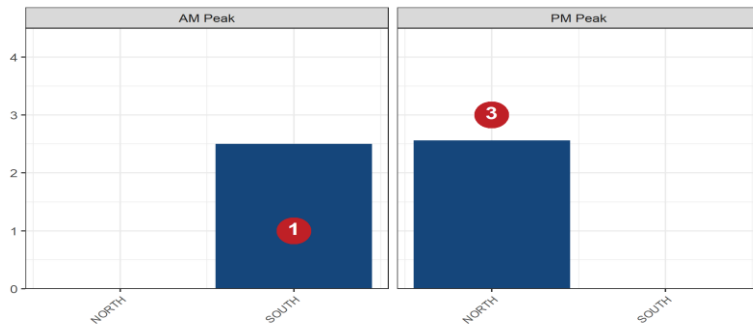
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.07	0.03
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

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Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —

Weekday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

Standard

Trunk

S41

Saturday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Sunday (by Hour)

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Rhode Island Avenue- Carver Terrace

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	8:06 AM - 8:25 AM; 3:40 PM - 3:56 PM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	4.8	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.7	1.1	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	64%	96%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$25.05	$15.08	-	-	-	-	-	-	-
	Cost Recovery |	4%	4%	-	-	-	-	-	-	-

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Route S41

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile		4.8	4.5	-
Route Design — Circuity		1.24	1.39	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour |	4.8	9.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.7	1.1	-	-	-	-	-	-	-
	Unique Segment Ridership |	3%	23%	-	-	-	-	-	-	-
Reliability	On-Time Performance |	64%	96%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip |	$25.05	$15.08	-	-	-	-	-	-	-
	Cost Recovery |	4%	4%	-	-	-	-	-	-	-

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Operational Analysis

Miles Allocation

- 1,476 (Deadhead Miles)
- 1,237 (Revenue Miles)

Deadhead Miles ■ **Revenue Miles**

Hours Allocation

- 163 (Deadhead Hours)
- 124 (Revenue Hours)

Deadhead Hours ■ **Revenue Hours**

Service Delivery (Month sample)

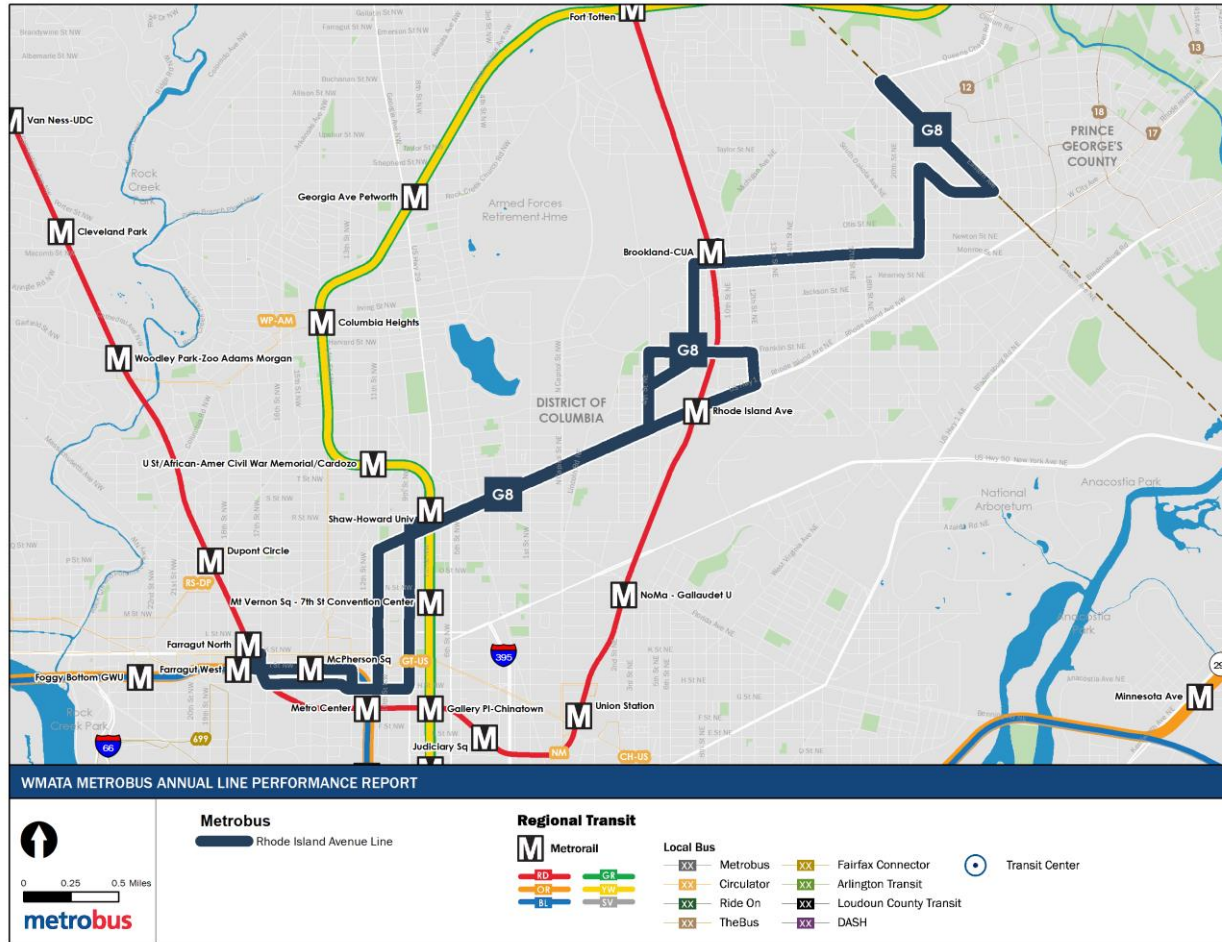| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S41	6.70	34	34 (100.0%)

Service Change Summary

Route S41 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	
Saturday	*No Service*
Sunday	*No Service*

Class/Tier Average ▬ **System Average**

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About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   D

Legend
■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

Line Benefit Score

37

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	43	20	

Operating Statistics

	Annual Operating Costs	$4,625,857
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		45,149
	People of Color Population	Service Area	23,414
		% Riders Surveyed	73%
	Low Income Household	Service Area	10,321
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	91
	% Stops With Shelters	15%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	7%

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Ridership

Annual Ridership

G8   371,527
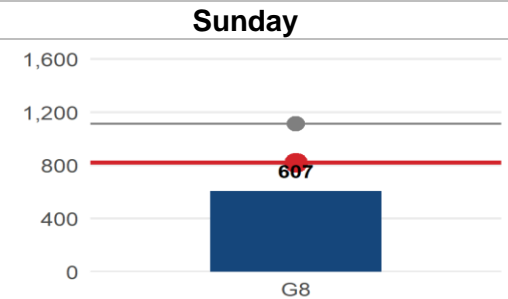
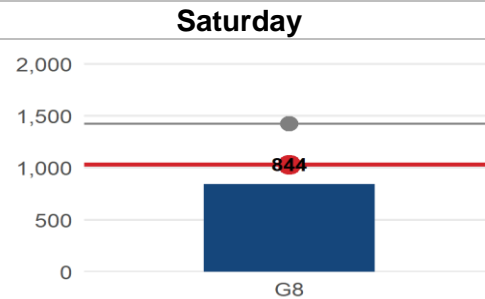| | 0 | 100,000 | 200,000 | 300,000 | 400,000 | 500,000 |
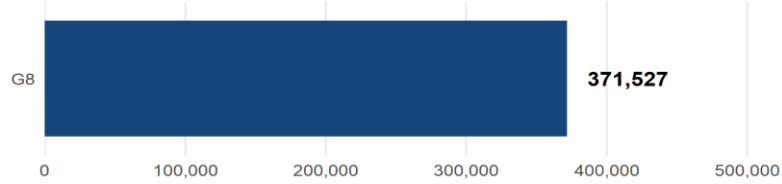
Top Transfer Locations

Brookland, Shaw-Howard University, McPherson Square

Average Daily Ridership
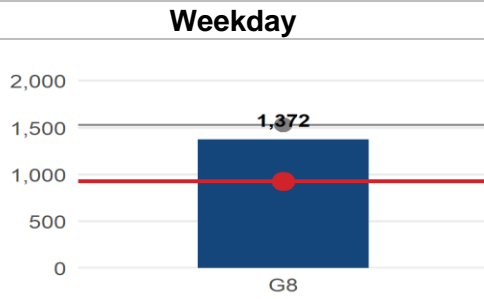
━●━ Class/Tier Average
━●━ System Average

Weekday	Saturday	Sunday
1,372	844	607
G8	G8	G8

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	4	6	8	8	7	6	7	6
WEST	7	7	10	8	5	3	8	6
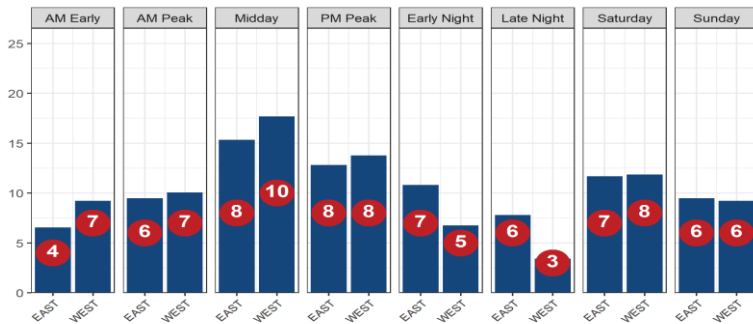
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.17	0.18
	Off-Peak Maximum Target: 1.0	0.18	0.19
	Saturday Maximum Target: 1.0	0.18	0.19
	Sunday Maximum Target: 1.0	0.15	0.15

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Span and Frequency

D Rhode Island Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:40 AM - 12:48 AM	-	A	5:15 AM - 12:45 AM	-	A	5:00 AM - 12:08 AM	-	A
Frequency of Service | varies	Peak: 13.7 / Off-Peak: 27.5	Peak: 19.2 / Off-Peak: 28	B	30.7	25.6	E	33.5	28.5	E
Productivity — Passengers per Revenue Hour | 30	12.2	16.6	E	12.7	17.6	E	10.5	16.0	E
Passengers per Revenue Mile | 4	1.5	2.1	E	1.4	2.1	E	1.1	1.9	E
Reliability — On-Time Performance | 79%	76%	77%	C	75%	76%	C	79%	78%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.18	Off-Peak: 0.23 Peak: 0.25	A	0.18	0.24	A	0.15	0.21	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$9.80	$ 8.27	E	$9.42	$ 7.67	E	$11.34	$ 8.52	E
Cost Recovery | 25%	11%	12%	E	11%	12%	E	9%	11%	E

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Route G8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.8	5.1	E
Route Design	**Circuity |** 1.75	1.56	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	12.2	16.6	E	12.7	17.6	E	10.5	16.0	E
	Passengers per Revenue Mile | 4	1.5	2.1	E	1.4	2.1	E	1.1	1.9	E
	Unique Segment Ridership | 10%	69%	19%	A	75%	26%	A	74%	28%	A
Reliability	**On-Time Performance |** 79%	76%	77%	C	75%	76%	C	79%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.18	Off-Peak: 0.23 Peak: 0.25	A	0.18	0.25	A	0.15	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.80	$ 8.27	E	$9.42	$ 7.67	E	$11.34	$ 8.52	E
	Cost Recovery | 25%	11%	12%	E	11%	13%	E	9%	11%	E

Operational Analysis
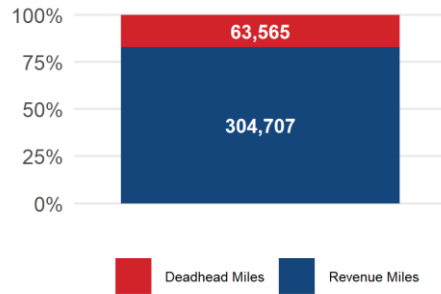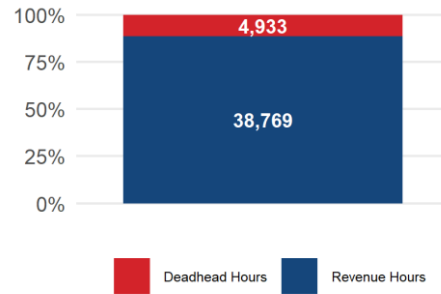
Miles Allocation

- **Deadhead Miles:** 63,565
- **Revenue Miles:** 304,707

Hours Allocation

- **Deadhead Hours:** 4,933
- **Revenue Hours:** 38,769

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G8	16.10	3,200	3,181 (99.4%)

Service Change Summary

Route G8 - June 2021:
Weekday: 2 a.m. (RI Ave Sta.-Farr. Sq.); Saturday: 2 a.m. (RI Ave Sta.-Farr. Sq.); Sunday: 2 a.m. (RI Ave Sta.-Farr. Sq.);

Passenger Miles per Revenue Mile
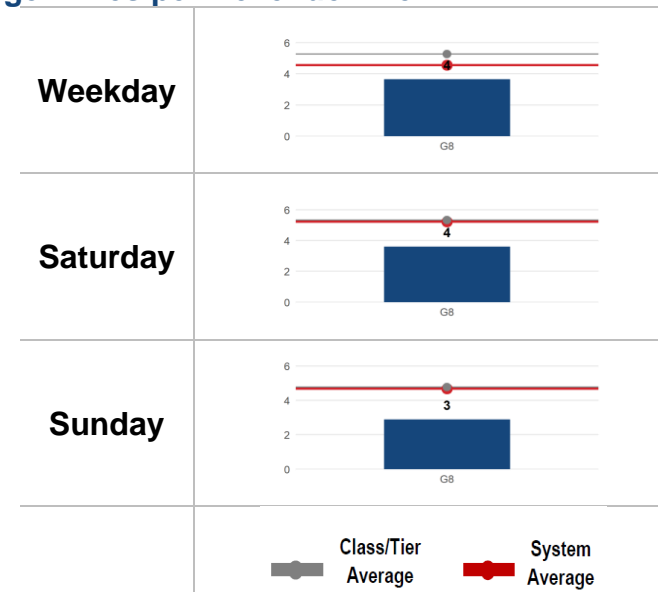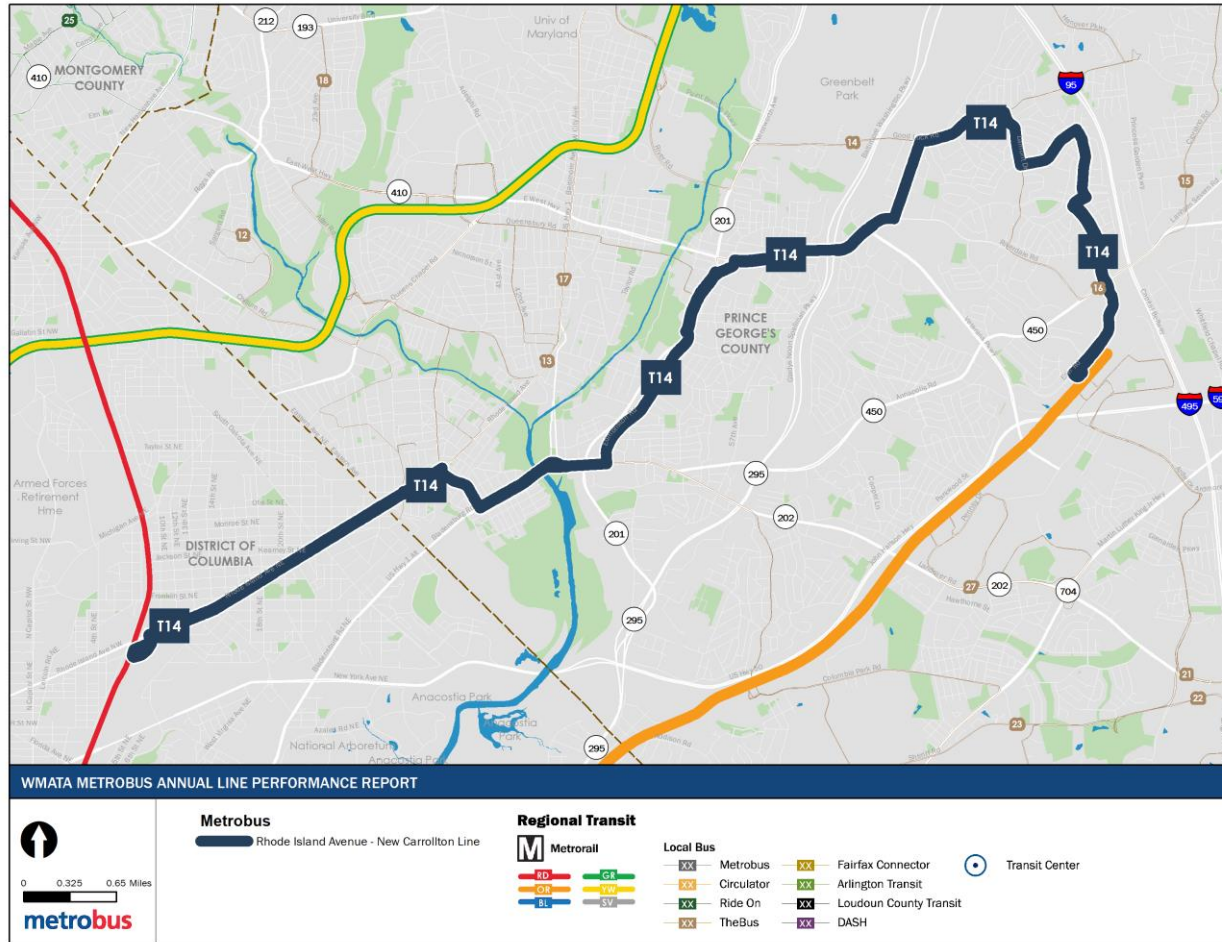
Weekday

Saturday — 4

Sunday — 3

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

25

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	16	14	
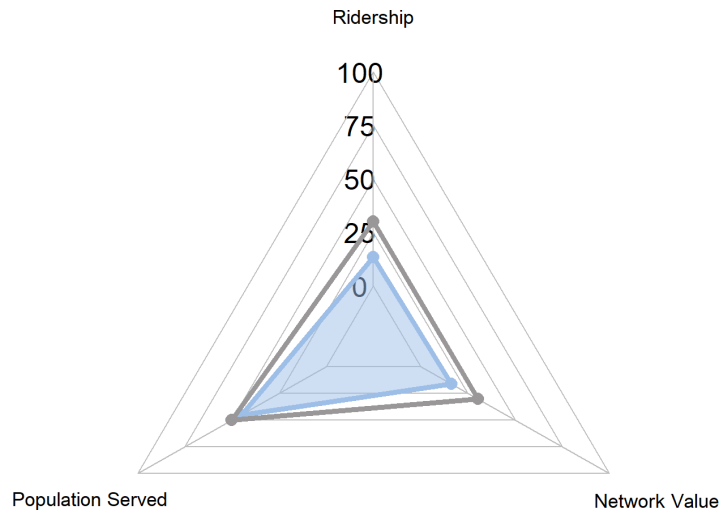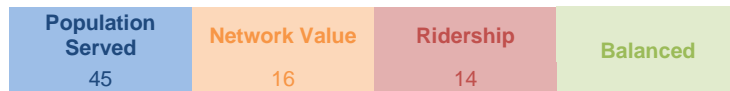
Operating Statistics

	Annual Operating Costs	$1,895,508
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		35,654
	People of Color Population	Service Area	17,924
		% Riders Surveyed	89%
	Low Income Household	Service Area	11,111
		% Riders Surveyed	54%

Facilities/Amenities

	Bus Stops	124
	% Stops With Shelters	14%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	3%

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Ridership

Annual Ridership	T14 — 220,860

Top Transfer Locations

Rhode Island Avenue, New Carrollton

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
921	348	298

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	10
AM Peak	7	12
Midday	10	11
PM Peak	15	9
Early Night	8	7
Saturday	10	10
Sunday	10	9

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.28	0.26
	Off-Peak Maximum Target: 1.0	0.22	0.25
	Saturday Maximum Target: 1.0	0.26	0.25
	Sunday Maximum Target: 1.0	0.25	0.23

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Rhode Island Avenue - New Carrollton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:37 AM - 10:28 PM	-	A	8:05 AM - 6:44 PM	-	C	8:05 AM - 6:41 PM	-	C
	Frequency of Service | varies	Peak: 27.3 / Off-Peak: 53.3	Peak: 30.9 / Off-Peak: 41.3	B	63.6	47.9	C	64.1	51.5	C
Productivity	**Passengers per Revenue Hour** | 15	17.7	16.7	A	18.7	17.6	A	17.2	17.9	A
	Passengers per Revenue Mile | 1	1.5	1.4	A	1.6	1.5	A	1.4	1.4	A
Reliability	**On-Time Performance** | 79%	82%	81%	B	87%	79%	A	84%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.27	Off-Peak: 0.23 Peak: 0.27	A	0.26	0.26	A	0.24	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$6.74	$ 7.78	B	$6.37	$ 7.44	B	$6.94	$ 7.21	B
	Cost Recovery | 20%	12%	11%	E	12%	12%	E	11%	12%	E

Route T14

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.3	4.7	E
Route Design — **Circuity |** 1.75	1.51	2.4	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.7	16.7	A	18.7	17.6	A	17.2	17.9	A
	Passengers per Revenue Mile | 1	1.5	1.4	A	1.6	1.5	A	1.4	1.4	A
	Unique Segment Ridership | 10%	31%	32%	A	37%	53%	A	39%	58%	A
Reliability	**On-Time Performance |** 79%	82%	81%	B	87%	79%	A	84%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.27	Off-Peak: 0.24 Peak: 0.26	A	0.26	0.25	A	0.24	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.74	$ 7.78	B	$6.37	$ 7.44	B	$6.94	$ 7.21	B
	Cost Recovery | 20%	12%	11%	E	12%	11%	E	11%	11%	E
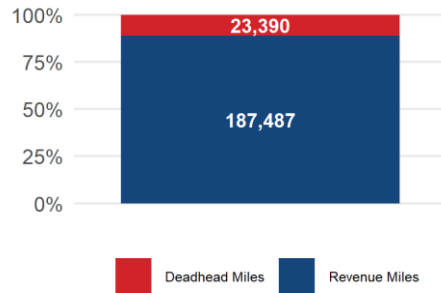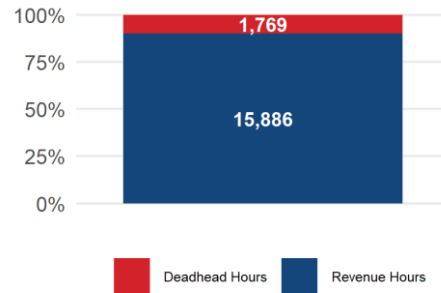
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 23,390	Revenue Miles: 187,487

Hours Allocation

Deadhead Hours: 1,769	Revenue Hours: 15,886

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T14	23.70	1,450	1,447 (99.8%)

Service Change Summary

Route T14 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — T14: 5

Saturday — T14: 6

Sunday — T14: 5

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

32

Out of 100

Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	32	25	
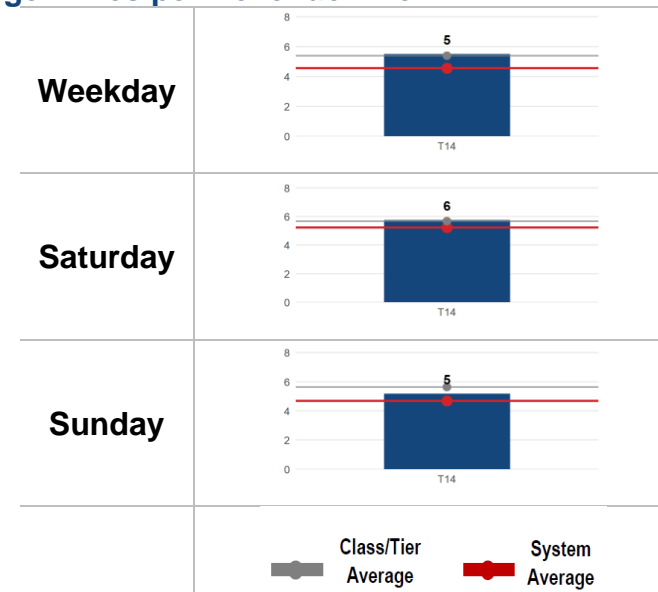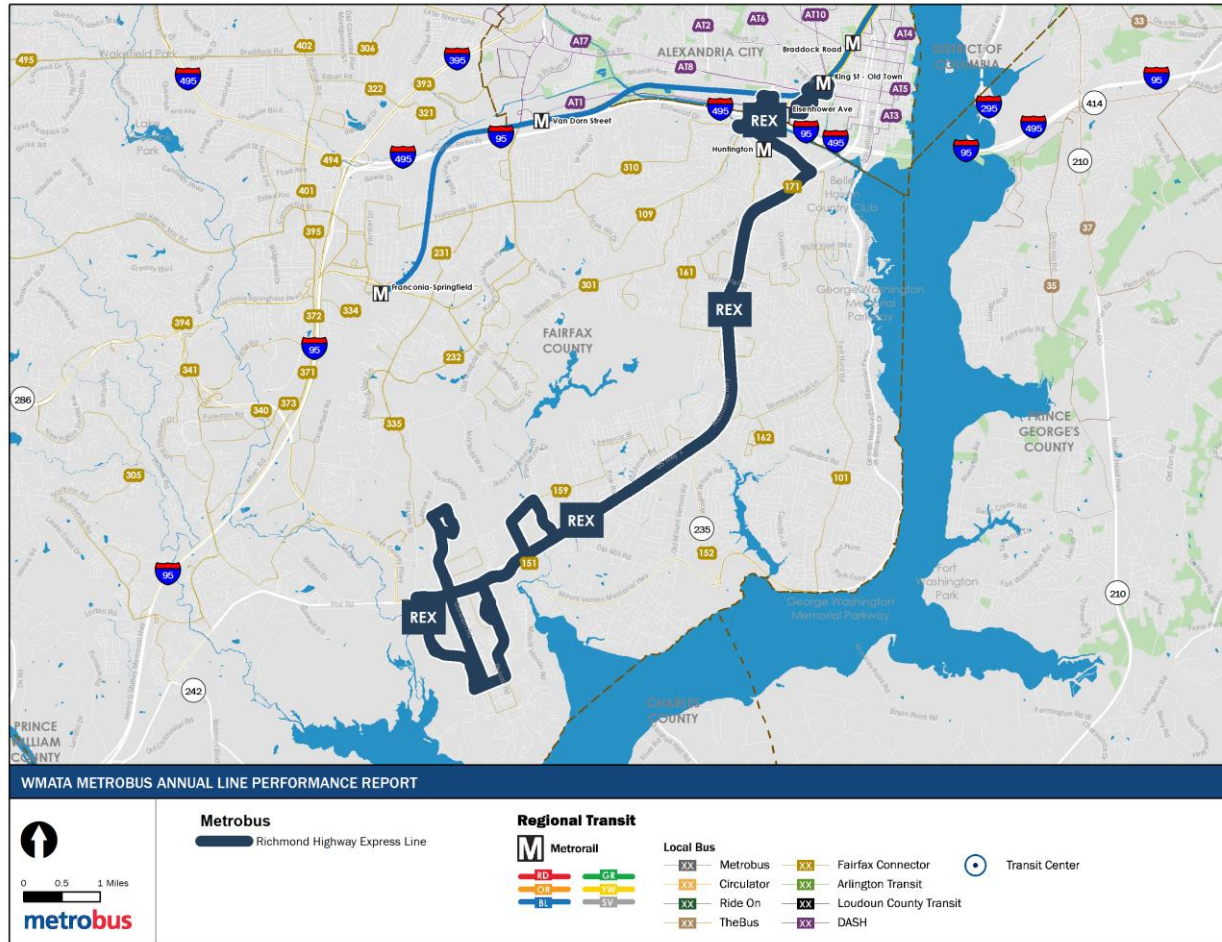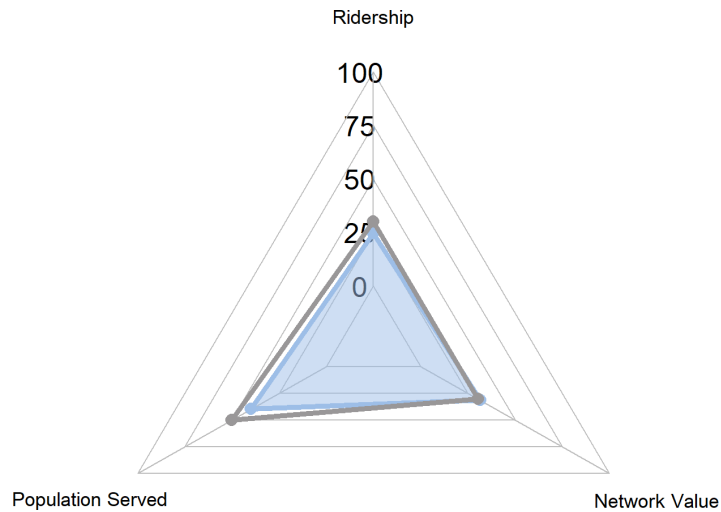
Operating Statistics

Annual Operating Costs	$4,369,576
Peak Vehicles	10
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			23,907
People of Color Population	*Service Area*		8,857
	% Riders Surveyed		86%
Low Income Household	*Service Area*		8,062
	% Riders Surveyed		63%

Facilities/Amenities

Bus Stops	42
% Stops With Shelters	38%
% Stops With Benches	38%
% Stops With Real-Time Signs	0%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership
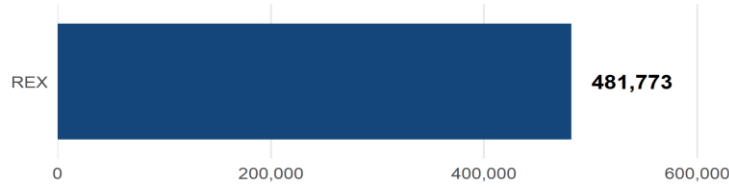
Annual Ridership	REX ▮ 481,773 (bar chart, axis 0–600,000)
Top Transfer Locations	**King Street, Huntington, Eisenhower Avenue**
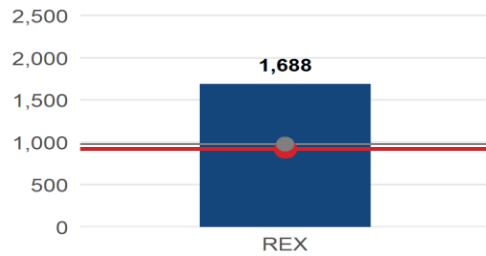
Average Daily Ridership

Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
REX **1,688**	REX **1,262**	REX **609**

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH 15 / SOUTH 5	NORTH 13 / SOUTH 10	NORTH 14 / SOUTH 12	NORTH 11 / SOUTH 14	NORTH 7 / SOUTH 10	NORTH 13 / SOUTH 11	NORTH 14 / SOUTH 12
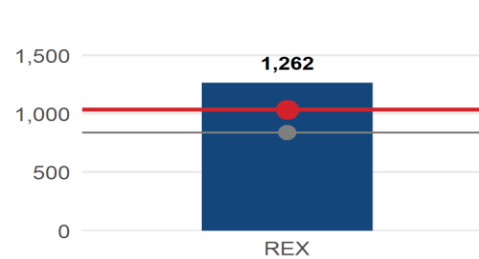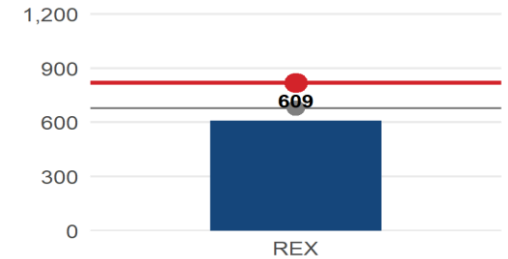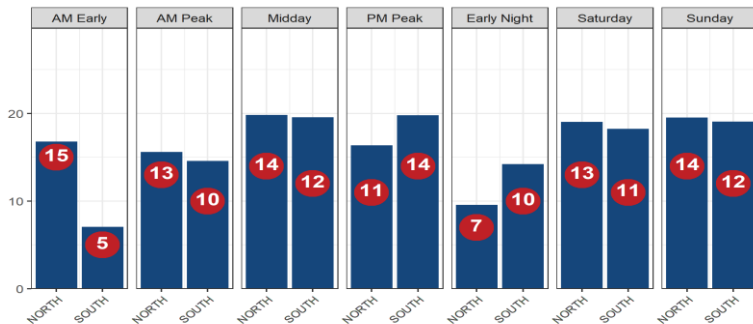
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.3	0.31
	Off-Peak Maximum Target: 1.0	0.3	0.27
	Saturday Maximum Target: 1.0	0.34	0.29
	Sunday Maximum Target: 1.0	0.35	0.32

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |

Weekday (by Hour)

Standard / Trunk / REX — hourly frequency chart from hour 4 to 3

Saturday (by Hour)

Standard / Trunk / REX — hourly frequency chart from hour 4 to 3

Sunday (by Hour)

Standard / Trunk / REX — hourly frequency chart from hour 4 to 3
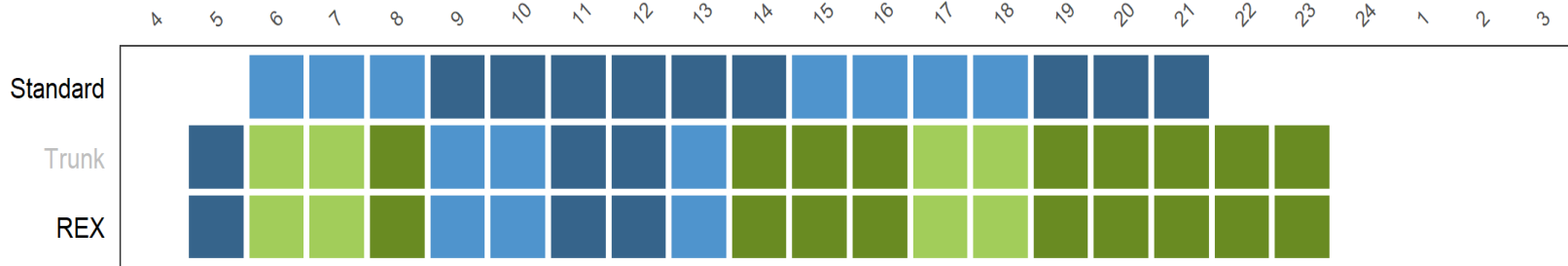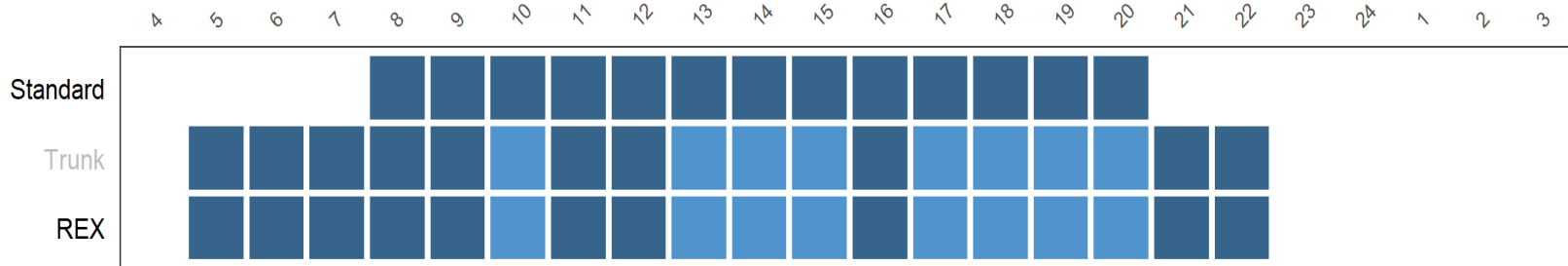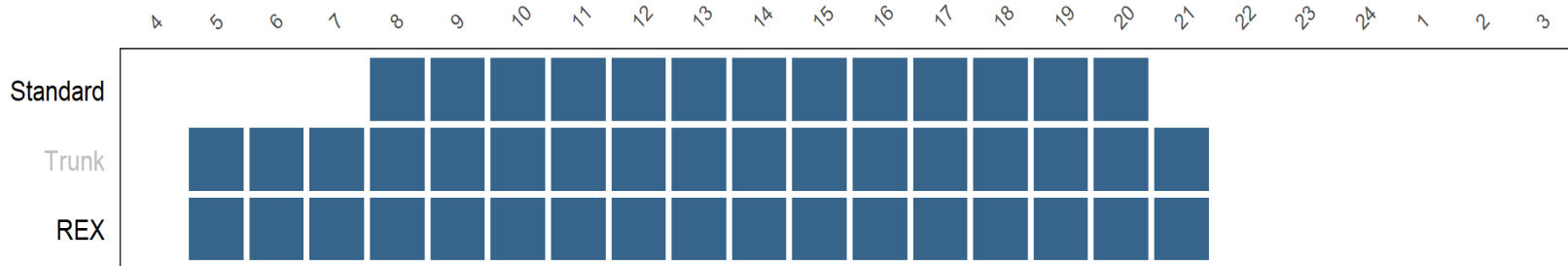
B Richmond Highway Express

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 11:39 PM	-	A	5:00 AM - 10:56 PM	-	A	5:00 AM - 9:57 PM	-	A
	Frequency of Service | varies	Peak: 15.5 / Off-Peak: 25.6	Peak: 30.9 / Off-Peak: 41.3	A	30.2	47.9	A	60.5	51.5	C
Productivity	**Passengers per Revenue Hour** | 15	14.6	16.7	C	19.0	17.6	A	19.8	17.9	A
	Passengers per Revenue Mile | 1	1.1	1.4	B	1.3	1.5	A	1.3	1.4	A
Reliability	**On-Time Performance** | 79%	91%	81%	A	88%	79%	A	87%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.31	Off-Peak: 0.23 Peak: 0.27	A	0.31	0.26	A	0.33	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$8.20	$ 7.78	D	$6.29	$ 7.44	A	$6.04	$ 7.21	A
	Cost Recovery | 20%	14%	11%	E	19%	12%	C	19%	12%	C

Route REX

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	1.6	4.7	E
Route Design — **Circuity |** 1.75	1.51	2.4	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.6	16.7	C	19.0	17.6	A	19.8	17.9	A
	Passengers per Revenue Mile | 1	1.1	1.4	B	1.3	1.5	A	1.3	1.4	A
	Unique Segment Ridership | 10%	75%	32%	A	78%	53%	A	76%	58%	A
Reliability	**On-Time Performance |** 79%	91%	81%	A	88%	79%	A	87%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.31	Off-Peak: 0.24 Peak: 0.26	A	0.31	0.25	A	0.33	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.20	$7.78	D	$6.29	$7.44	A	$6.04	$7.21	A
	Cost Recovery | 20%	14%	11%	E	19%	11%	C	19%	11%	C

Operational Analysis
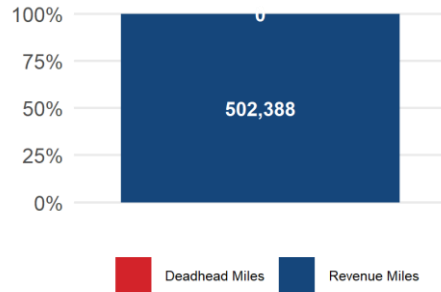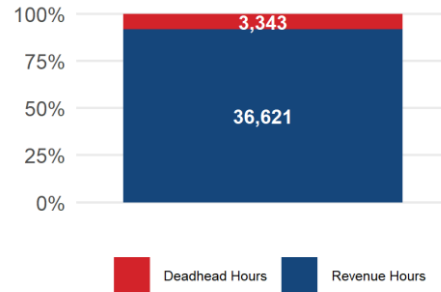
Miles Allocation

Deadhead Miles 0
Revenue Miles 502,388

Hours Allocation

Deadhead Hours 3,343
Revenue Hours 36,621

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
REX	31.10	2,784	2,771 (99.5%)

Service Change Summary

Route REX - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday REX — 6

Saturday REX — 6

Sunday REX — 7

Class/Tier Average   System Average

metrobus
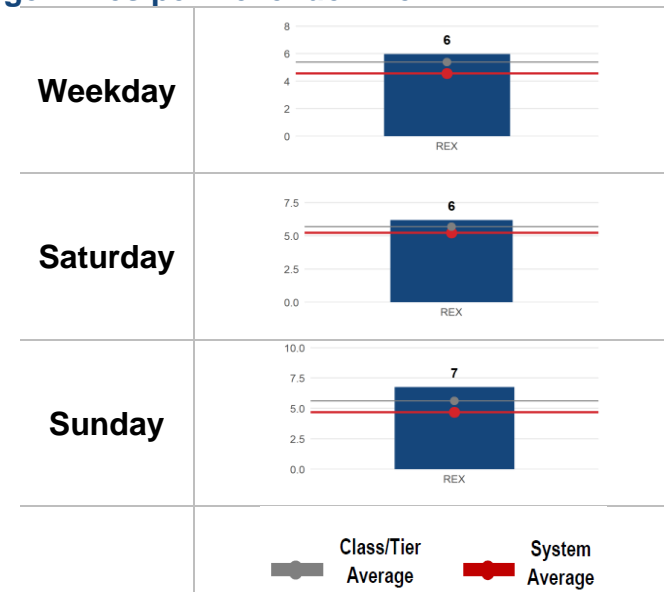
LINE: 800 - Riggs Road

ROUTE(S): R1, R2

About the Line
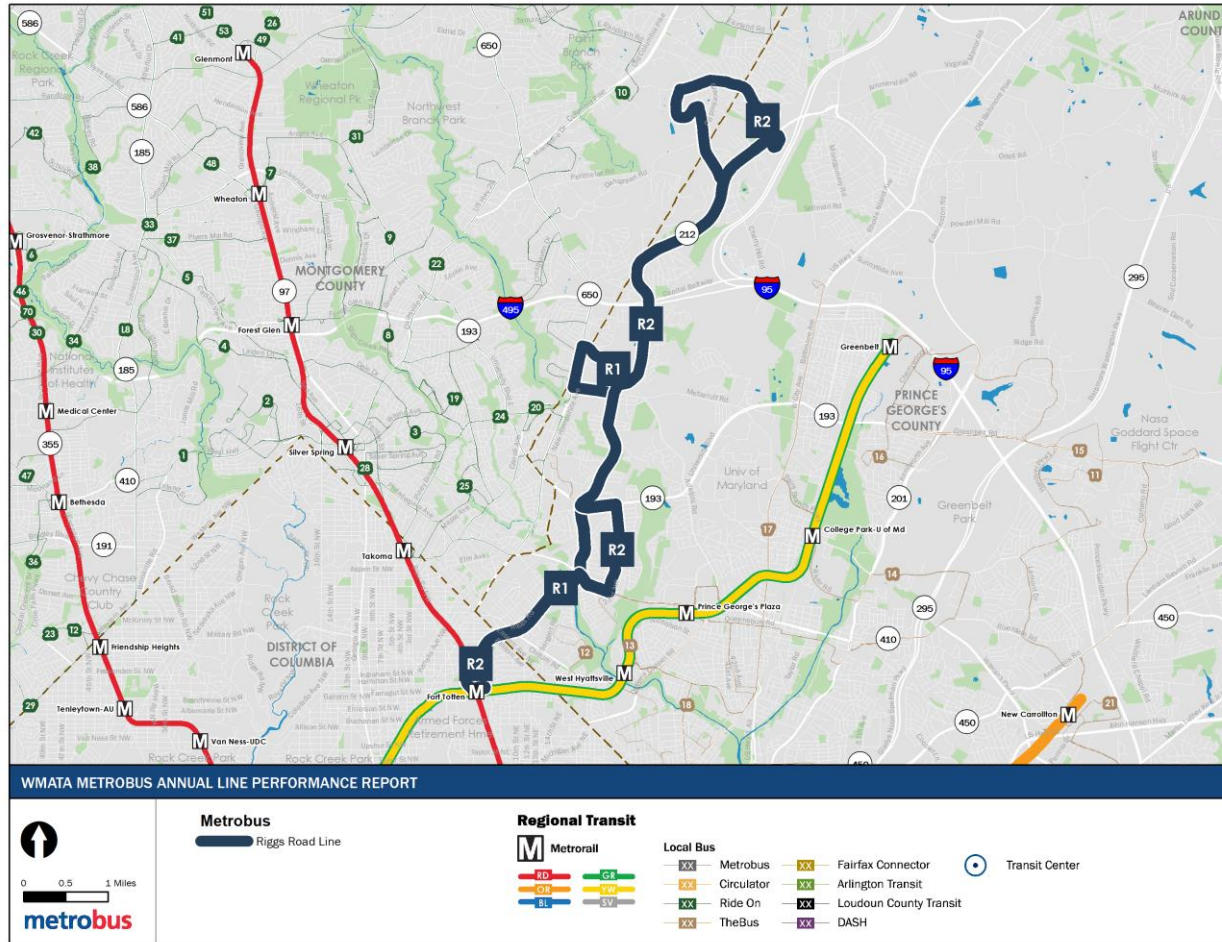
Metrobus
— Riggs Road Line

Regional Transit

Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙	Transit Center
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

RD OR BL GR YW SV

Service Classification

Framework

Activity Tier

3

Overall Grade

| Line | **B** |

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

37

Out of 100
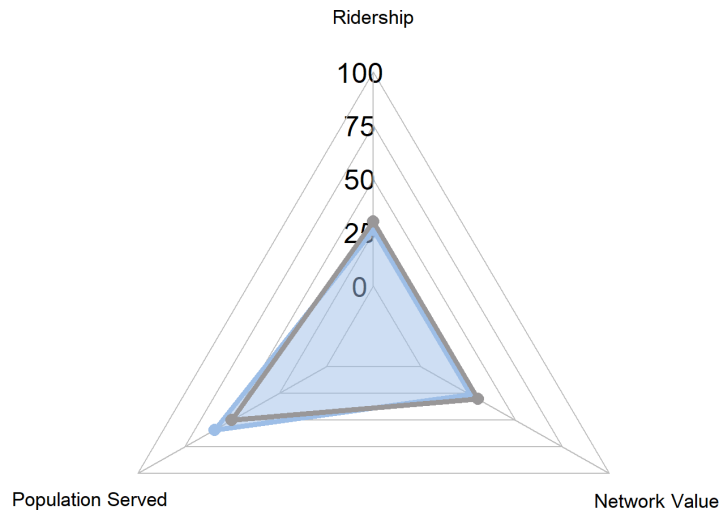
Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
59	26	26	

Line Score:

Operating Statistics

	Annual Operating Costs	$2,722,845
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		79,628
	People of Color Population	Service Area	32,669
		% Riders Surveyed	93%
	Low Income Household	Service Area	29,019
		% Riders Surveyed	66%

Facilities/Amenities

	Bus Stops	143
	% Stops With Shelters	6%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

R2: 371,726
R1: 61,542

(x-axis: 0, 100,000, 200,000, 300,000, 400,000, 500,000)

Top Transfer Locations

Fort Totten

Average Daily Ridership

Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
R1: 337, R2: 1,452	R2: 672	R2: 553
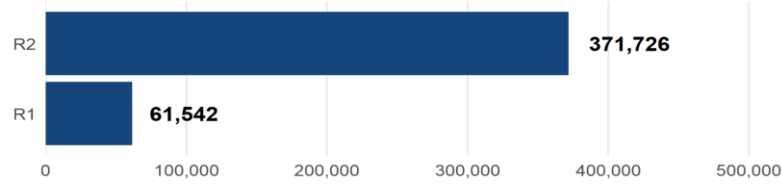
Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	5	18
AM Peak	9	12
Midday	11	13
PM Peak	15	9
Early Night	12	5
Saturday	13	12
Sunday	11	10
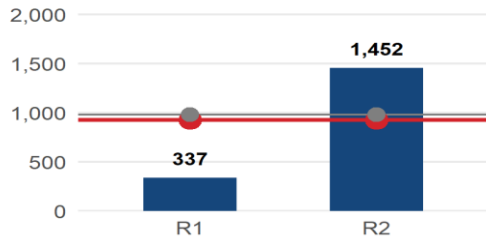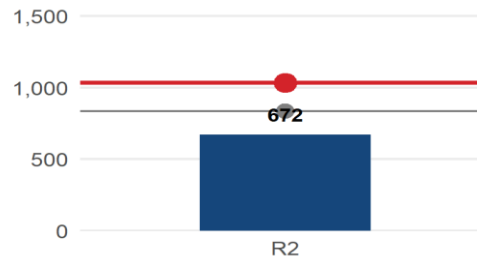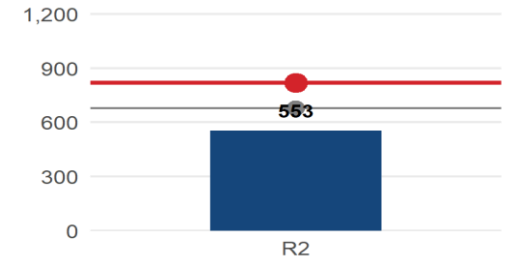
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.33	0.26
	Off-Peak Maximum Target: 1.0	0.24	0.28
	Saturday Maximum Target: 1.0	0.3	0.29
	Sunday Maximum Target: 1.0	0.28	0.25

metrobus

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard —— |

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Riggs Road

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:35 AM - 11:30 PM	-	A	7:00 AM - 9:38 PM	-	A	7:00 AM - 9:31 PM	-	A
	Frequency of Service | varies	Peak: 20.3 / Off-Peak: 33.4	Peak: 30.9 / Off-Peak: 41.3	A	60.5	47.9	C	60.2	51.5	C
Productivity	**Passengers per Revenue Hour | 15**	23.5	16.7	A	25.2	17.6	A	22.1	17.9	A
	Passengers per Revenue Mile | 1	1.9	1.4	A	2.2	1.5	A	1.8	1.4	A
Reliability	**On-Time Performance | 79%**	71%	81%	D	77%	79%	C	80%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.23 Peak: 0.27	A	0.3	0.26	A	0.26	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$5.08	$ 7.78	A	$4.73	$ 7.44	A	$5.40	$ 7.21	A
	Cost Recovery | 20%	21%	11%	B	23%	12%	A	20%	12%	C

Route R1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	4.7	E
Route Design	**Circuity |** 1.75	1.43	2.4	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.4	16.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.4	1.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	13%	32%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	79%	81%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.3	Off-Peak: 0.24 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.09	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	24%	11%	A	-	-	-	-	-	-

metrobus

Route R2

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.4	4.7	E
Route Design — **Circuity |** 1.75	1.28	2.4	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.5	16.7	A	25.2	17.6	A	22.1	17.9	A
	Passengers per Revenue Mile | 1	1.8	1.4	A	2.2	1.5	A	1.8	1.4	A
	Unique Segment Ridership | 10%	36%	32%	A	79%	53%	A	79%	58%	A
Reliability	**On-Time Performance |** 79%	69%	81%	D	77%	79%	C	80%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.29	Off-Peak: 0.24 Peak: 0.26	A	0.3	0.25	A	0.26	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.07	$ 7.78	A	$4.73	$ 7.44	A	$5.40	$ 7.21	A
	Cost Recovery | 20%	20%	11%	B	22%	11%	A	19%	11%	C

Operational Analysis
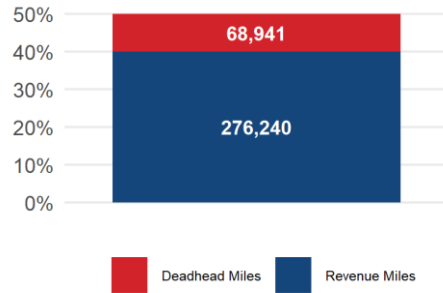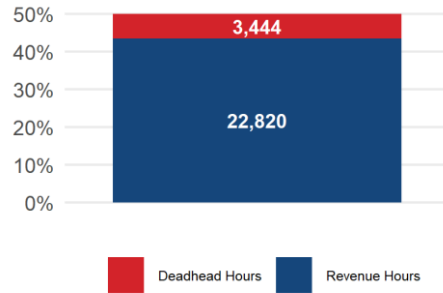
Miles Allocation

Deadhead Miles: 68,941
Revenue Miles: 276,240

Hours Allocation

Deadhead Hours: 3,444
Revenue Hours: 22,820

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R1	13.20	462	461 (99.8%)
R2	23.00	1,913	1,894 (99.0%)

Service Change Summary

Route R1 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route R2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — R1: 6.55, R2: 5.94
Saturday — R2: 7
Sunday — R2: 6

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— River Road Line

Regional Transit

M Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus

- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

⊙ Transit Center

0   0.5   1 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **D**

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

15
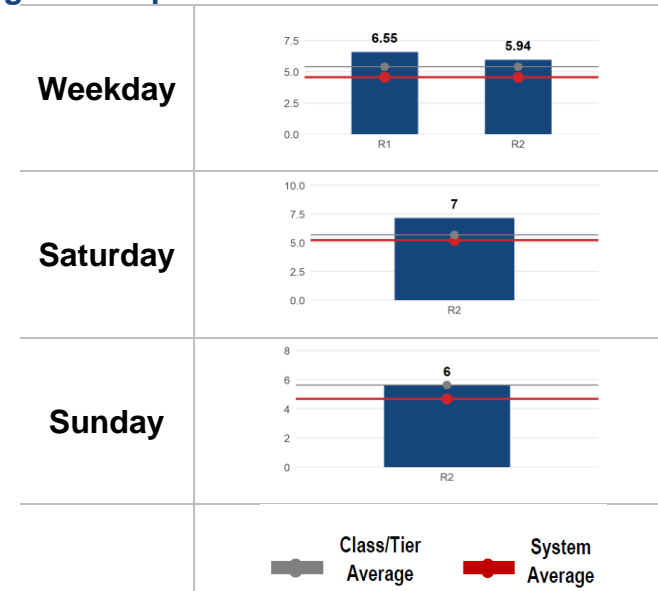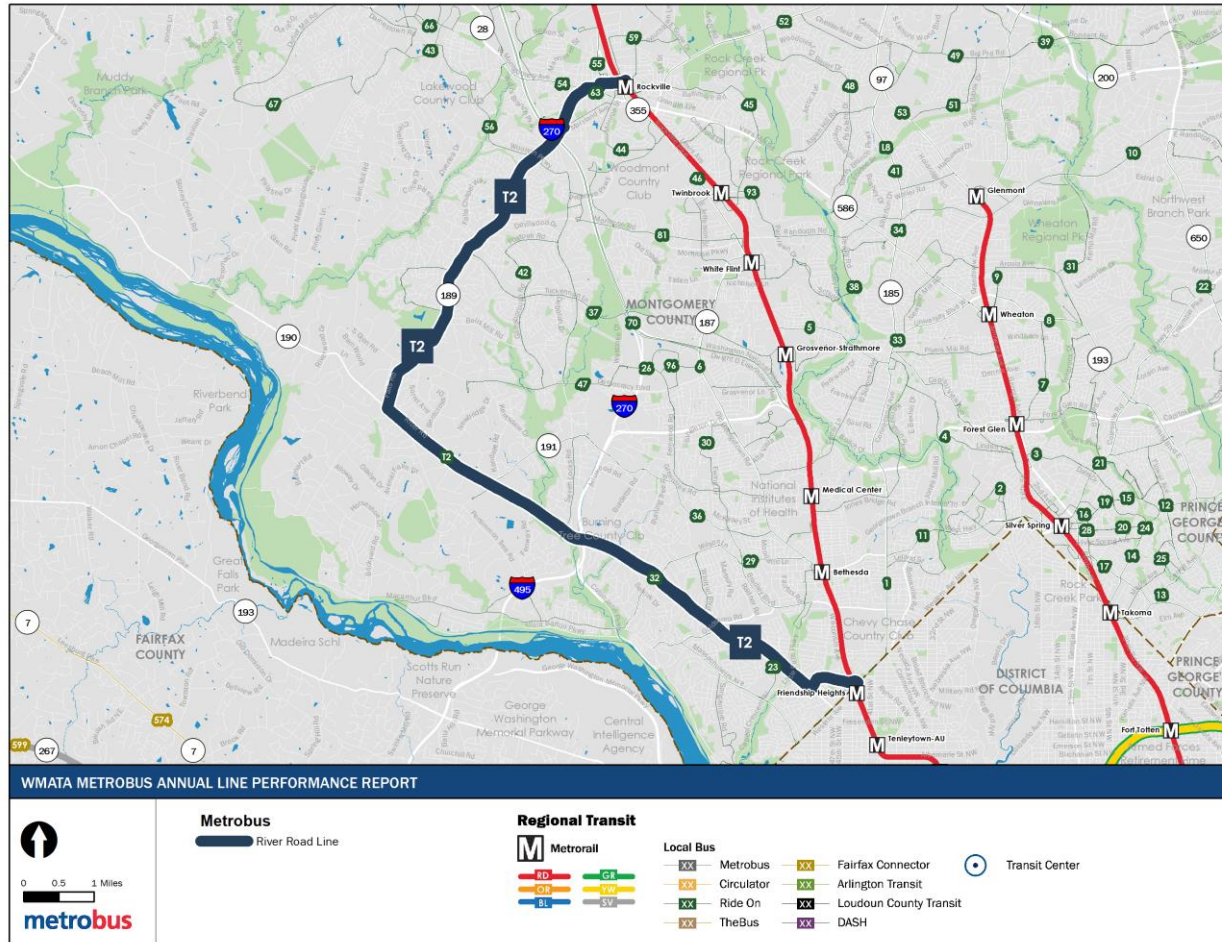
Out of 100

Ridership
100
75
50
25
0
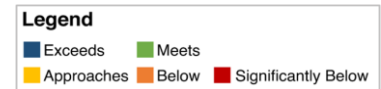
Population Served
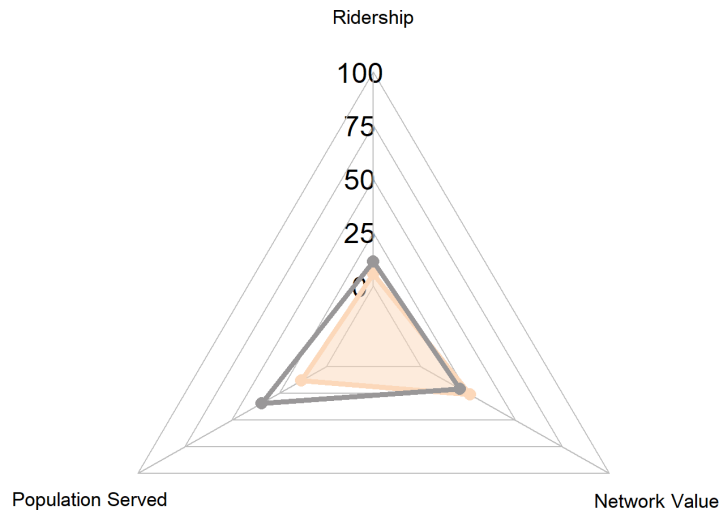
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	26	6	

Operating Statistics

	Annual Operating Costs	$1,972,686
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		27,361
	People of Color Population	Service Area	6,463
		% Riders Surveyed	71%
	Low Income Household	Service Area	2,609
		% Riders Surveyed	49%

Facilities/Amenities

	Bus Stops	132
	% Stops With Shelters	11%
	% Stops With Benches	49%
	% Stops With Real-Time Signs	1%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

837

Ridership

Annual Ridership	T2 ██████████████ 76,513

Scale: 0, 30,000, 60,000, 90,000
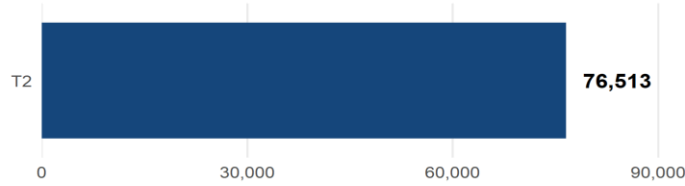
Top Transfer Locations

Friendship Heights, Rockville

Average Daily Ridership
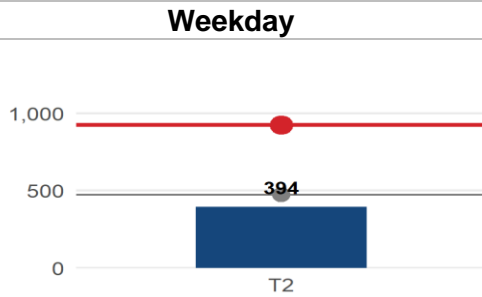
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
T2: 394	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH	3	7	5	6	
SOUTH	3	7	5	6	3
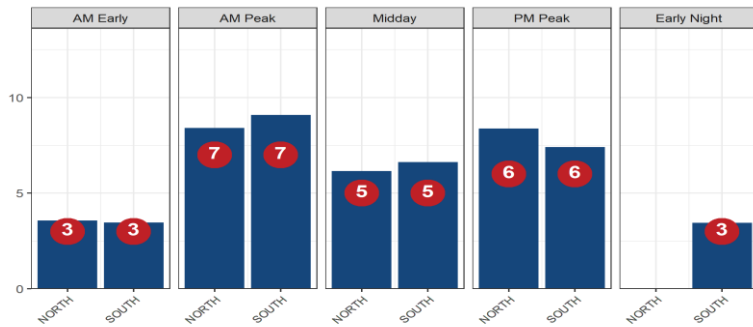
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.17	0.16
	Off-Peak Maximum Target: 1.0	0.11	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency
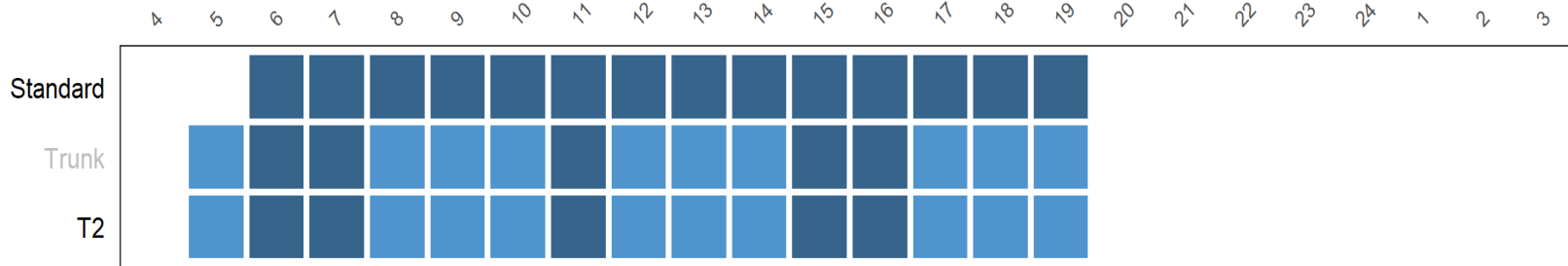
D River Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:30 AM - 7:37 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 30.5 / Off-Peak: 29.9	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | 10	7.6	13	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.5	1.1	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	76%	83%	C	-	-	-	-	-	-
Crowding | 5%	8%	0%	E	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.16	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$15.79	$10.30	E	-	-	-	-	-	-
Cost Recovery | 20%	8%	9%	E	-	-	-	-	-	-

Route T2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	5	A
Route Design	**Circuity |** N/A	1.67	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	7.6	13	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	71%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	83%	C	-	-	-	-	-	-
	Crowding | 5%	8%	0%	E	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.16	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$15.79	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	8%	8%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation

- Deadhead Miles: 10,303
- Revenue Miles: 263,340

Hours Allocation

- Deadhead Hours: 754
- Revenue Hours: 16,533

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T2	32.30	1,210	1,196 (98.8%)

Service Change Summary

Route T2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	T2
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

LINE: 105 - Sheriff Road-Capitol Heights

ROUTE(S): F14

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Sheriff Road-Capitol Heights Line

Regional Transit

Metrorail

Local Bus
XX	Metrobus	XX	Fairfax Connector	●	Transit Center
RD/OR/BL	Circulator	XX	Arlington Transit		
	Ride On	XX	Loudoun County Transit		
XX	TheBus	XX	DASH		

0   0.5   1 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | B |

Legend
| Exceeds | Meets |
| Approaches | Below | Significantly Below |

Line Benefit Score

28

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	43	27	13	
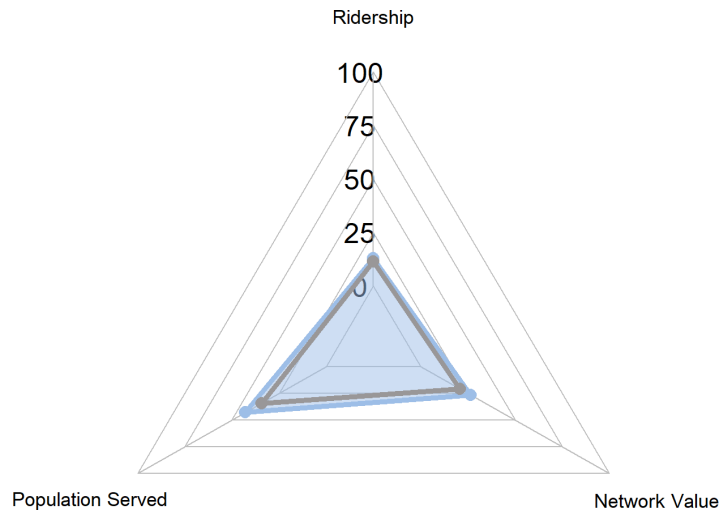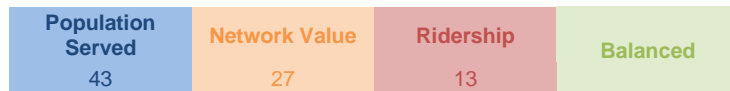
Operating Statistics

Annual Operating Costs	$2,246,925
Peak Vehicles	6
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		33,616
	People of Color Population	Service Area	29,074
		% Riders Surveyed	99%
	Low Income Household	Service Area	11,313
		% Riders Surveyed	62%

Facilities/Amenities

	Bus Stops	175
	% Stops With Shelters	21%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

F14 — 221,776

(scale: 0, 100,000, 200,000, 300,000)

Top Transfer Locations

Capitol Heights, Naylor Road, New Carrollton

Average Daily Ridership
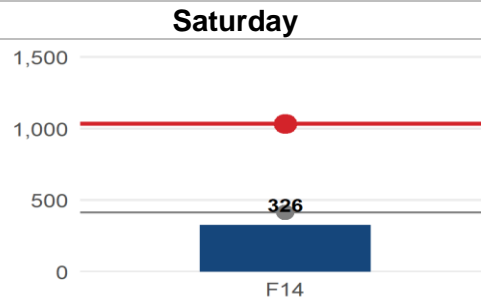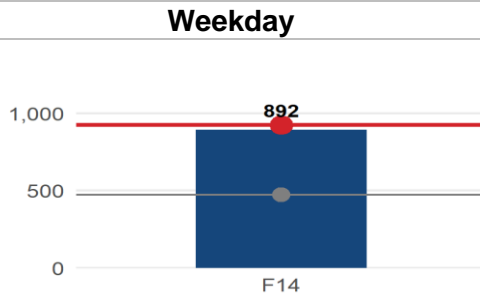
- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
F14	892	326	No Service

Average Trip Ridership and Maximum Load by Time Period

	AM Early		AM Peak		Midday		PM Peak		Early Night		Saturday	
	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH
Max Load	9	6	10	10	10	10	10	10	6	7	8	8
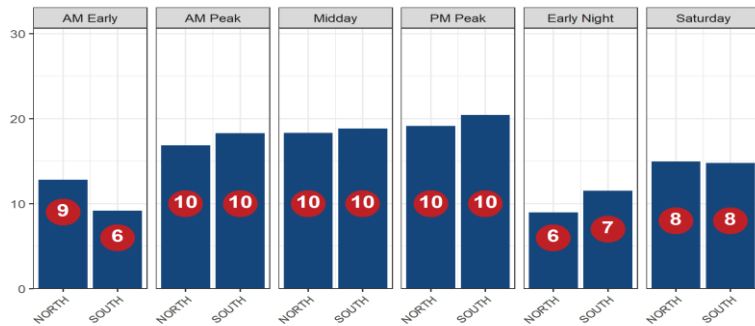
Vehicle Load Factor

Direction:		NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.25	0.25
	Off-Peak Maximum Target: 1.0	0.22	0.21
	Saturday Maximum Target: 1.0	0.21	0.21
	Sunday Maximum Target: 1.0		

Span and Frequency
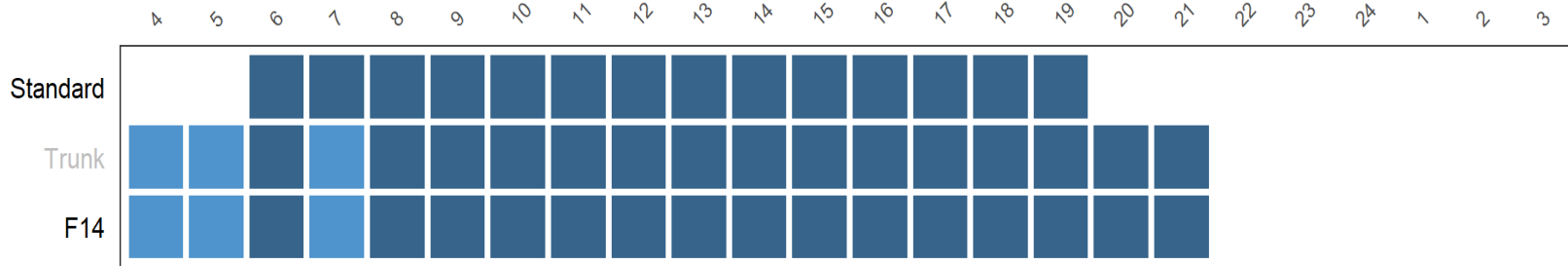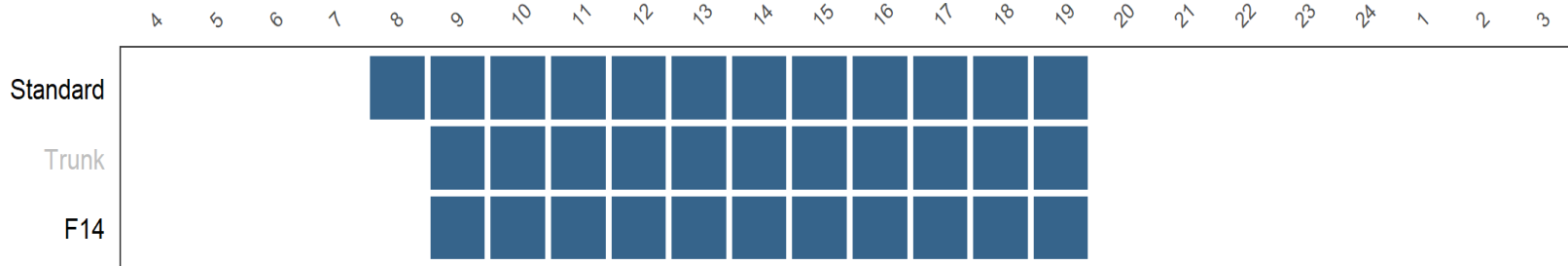
B Sheriff Road-Capitol Heights

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:39 AM - 9:48 PM	-	A	9:30 AM - 7:19 PM	-	C	-	-	-
Frequency of Service | varies	Peak: 32.2 / Off-Peak: 47.0	Peak: 37 / Off-Peak: 49.1	A	50.1	49.1	A	-	-	-
Productivity									
Passengers per Revenue Hour | 10	13.6	13.0	A	12.1	16.3	A	-	-	-
Passengers per Revenue Mile | 1	1.0	1.1	B	0.9	1.3	C	-	-	-
Reliability									
On-Time Performance | 79%	85%	83%	A	91%	83%	A	-	-	-
Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.15 Peak: 0.17	A	0.21	0.19	A	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.76	$10.30	E	$9.83	$ 8.05	E	-	-	-
Cost Recovery | 20%	9%	9%	E	8%	9%	E	-	-	-

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Route F14

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.2	5	E
Route Design	Circuity | N/A	1.84	1.82	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	13.6	13.0	A	12.1	16.3	A	-	-	-
	Passengers per Revenue Mile | 1	1.0	1.1	B	0.9	1.3	C	-	-	-
	Unique Segment Ridership | 10%	69%	43%	A	71%	56%	A	-	-	-
Reliability	On-Time Performance | 79%	85%	83%	A	91%	83%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.16 Peak: 0.17	A	0.21	0.19	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$8.76	$10.30	E	$9.83	$ 8.05	E	-	-	-
	Cost Recovery | 20%	9%	8%	E	8%	9%	E	-	-	-

metrobus

Operational Analysis

Miles Allocation

100% — 25,777
238,628

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% — 1,322
18,831

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F14	34.40	1,298	1,296 (99.8%)

Service Change Summary

Route F14 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

6
F14

Saturday

5
F14

Sunday

No Service

Legend: ━ Class/Tier Average ━ System Average

LINE: 78 - Sheriff Road-River Terrace   ROUTE(S): U4

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Sheriff Road-River Terrace Line

Regional Transit

Ⓜ **Metrorail**

RD		GR
OR		YW
BL		SV

Local Bus
- XX — Metrobus
- XX — Circulator
- XX — Ride On
- XX — TheBus
- XX — Fairfax Connector
- XX — Arlington Transit
- XX — Loudoun County Transit
- XX — DASH

◉ Transit Center

0   0.1   0.2 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | **B** |

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

22

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	32	6	
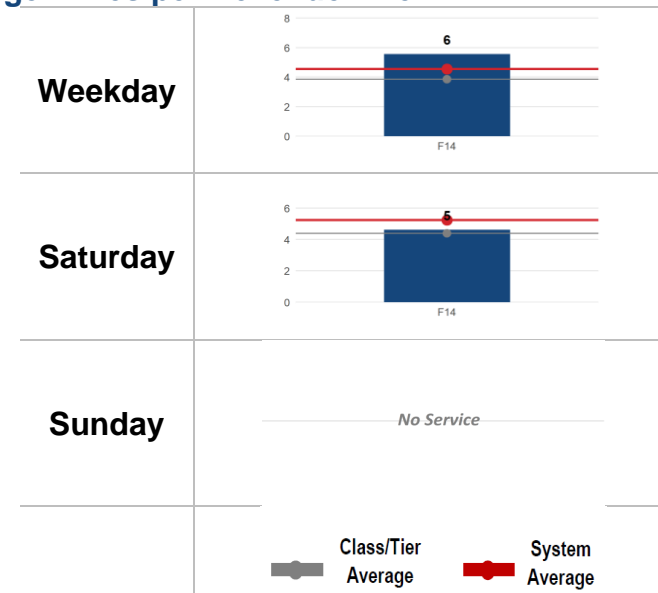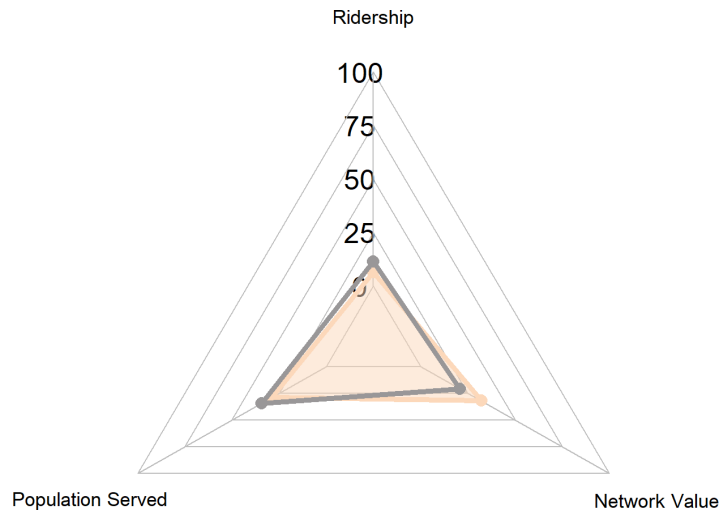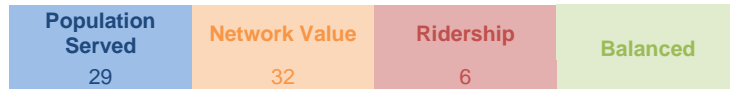
Operating Statistics

Annual Operating Costs		$1,261,220
Peak Vehicles		2
Vehicle Type(s)		30 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			14,825
People of Color Population	Service Area		14,110
	% Riders Surveyed		100%
Low Income Household	Service Area		6,647
	% Riders Surveyed		71%

Facilities/Amenities

Bus Stops		40
% Stops With Shelters		25%
% Stops With Benches		15%
% Stops With Real-Time Signs		5%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

851

Ridership

Annual Ridership

U4   110,316

(bar chart axis: 0, 40,000, 80,000, 120,000, 160,000)

Top Transfer Locations

Minnesota Avenue

Average Daily Ridership

- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
441	301	271

Average Trip Ridership and Maximum Load by Time Period

AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday
(EAST/WEST bars with red markers: AM Peak 3/3, Midday 4/4, PM Peak 4/3, Early Night 3/2, Late Night 3/2, Saturday 3/3, Sunday 3/3)
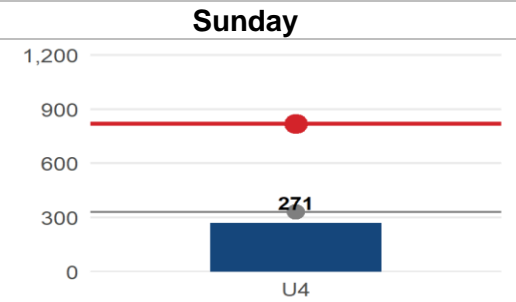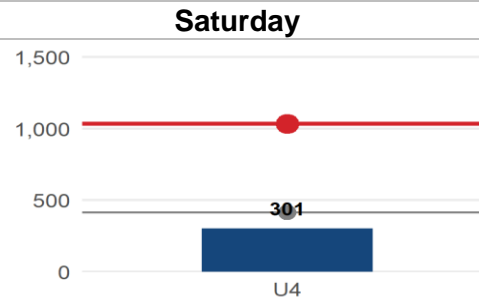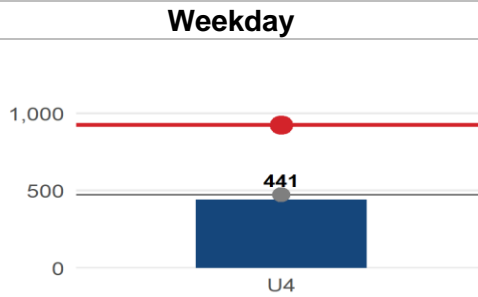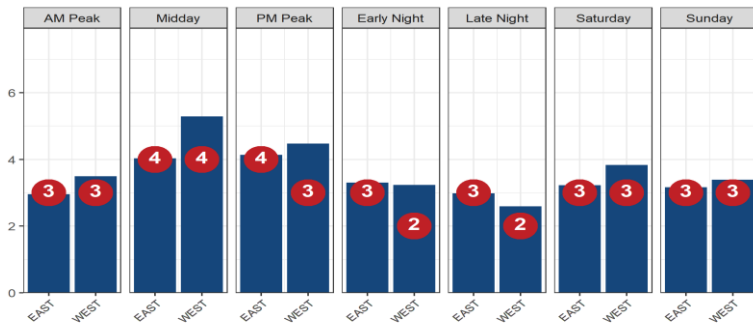
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.12	0.11
	Off-Peak Maximum Target: 1.0	0.12	0.11
	Saturday Maximum Target: 1.0	0.09	0.09
	Sunday Maximum Target: 1.0	0.08	0.08

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
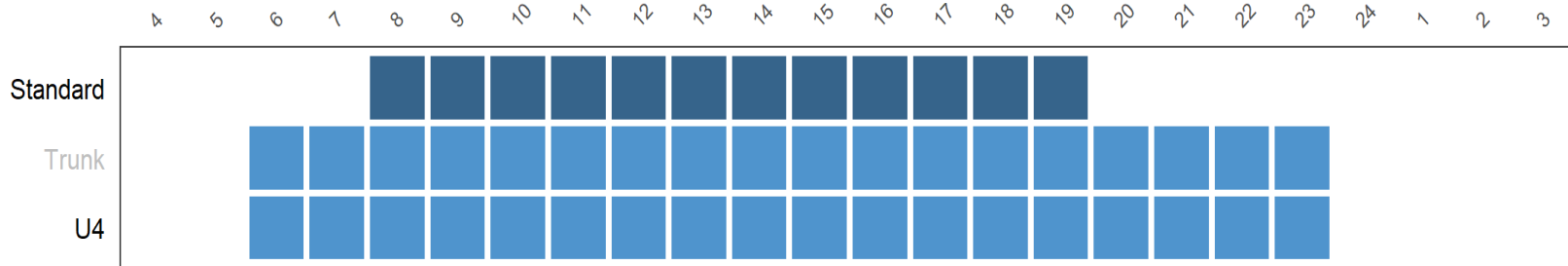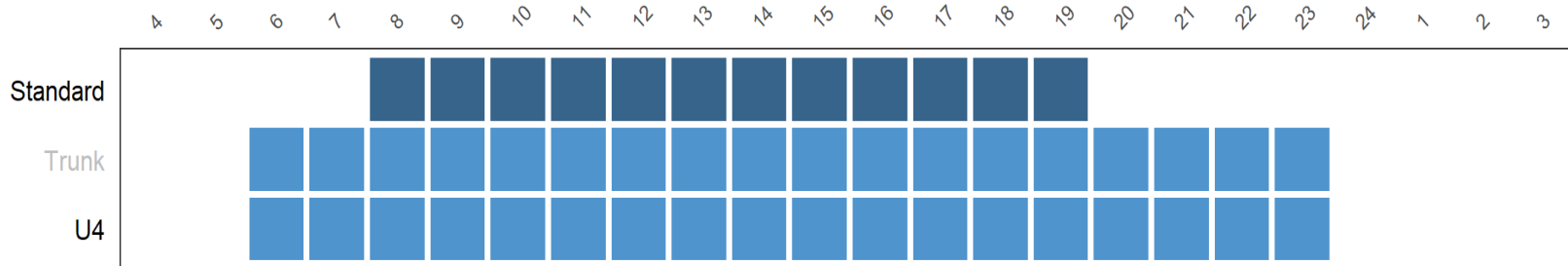
B Sheriff Road-River Terrace

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	6:00 AM - 11:26 PM	-	A	6:30 AM - 11:26 PM	-	A	6:30 AM - 11:25 PM	-	A
Frequency of Service | varies	Peak: 19.9 / Off-Peak: 33.5	Peak: 37 / Off-Peak: 49.1	A	29.3	49.1	A	29.3	49.7	A
Productivity									
Passengers per Revenue Hour | 10	18.1	13.0	A	20.8	16.3	A	19.9	15.3	A
Passengers per Revenue Mile | 1	2.0	1.1	A	1.7	1.3	A	1.6	1.2	A
Reliability									
On-Time Performance | 79%	94%	83%	A	75%	83%	C	83%	84%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.12	Off-Peak: 0.15 Peak: 0.17	A	0.09	0.19	A	0.08	0.17	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$6.58	$10.30	B	$5.72	$ 8.05	A	$5.98	$ 8.47	A
Cost Recovery | 20%	8%	9%	E	10%	9%	E	9%	8%	E

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

Route U4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	9.6	5	E
Route Design **Circuity |** N/A	1.07	1.82	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	18.1	13.0	A	20.8	16.3	A	19.9	15.3	A
	Passengers per Revenue Mile | 1	2.0	1.1	A	1.7	1.3	A	1.6	1.2	A
	Unique Segment Ridership | 10%	95%	43%	A	93%	56%	A	91%	58%	A
Reliability	**On-Time Performance |** 79%	94%	83%	A	75%	83%	C	83%	84%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.12	Off-Peak: 0.16 Peak: 0.17	A	0.09	0.19	A	0.08	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.58	$10.30	B	$5.72	$ 8.05	A	$5.98	$ 8.47	A
	Cost Recovery | 20%	8%	8%	E	10%	9%	E	9%	8%	E

Operational Analysis

Miles Allocation

- Deadhead Miles: 14,955
- Revenue Miles: 110,662

Hours Allocation

- Deadhead Hours: 1,520
- Revenue Hours: 10,570
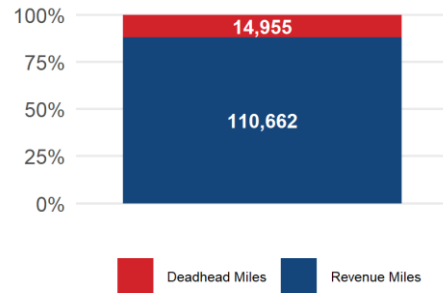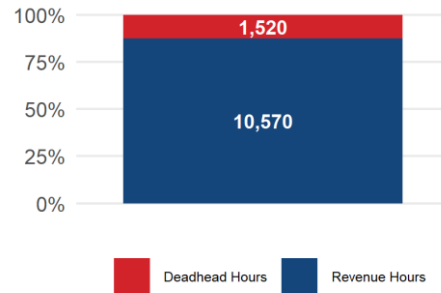
Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U4	4.40	3,390	3,371 (99.4%)

Service Change Summary

Route U4 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — U4: 2

Saturday — U4: 2

Sunday — U4: 1

- Class/Tier Average
- System Average

LINE: 82 - Shipley Terrace-Fort Drum

ROUTE(S): W1

About the Line

Service Classification
Coverage

Activity Tier
2

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Shipley Terrace-Fort Drum Line

Regional Transit

Ⓜ Metrorail

Local Bus
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ⊙ Transit Center
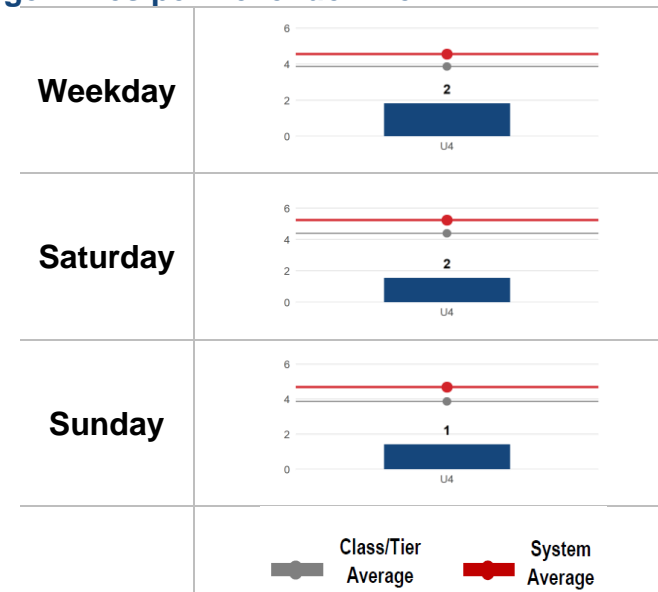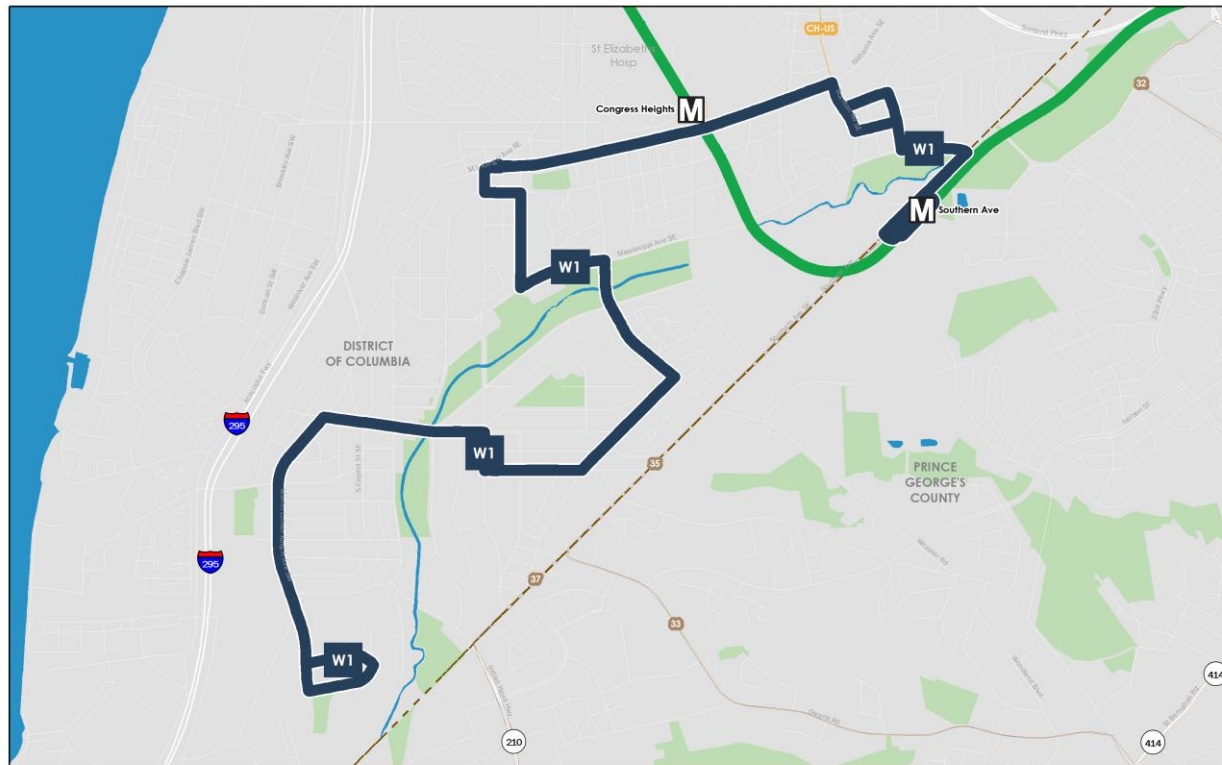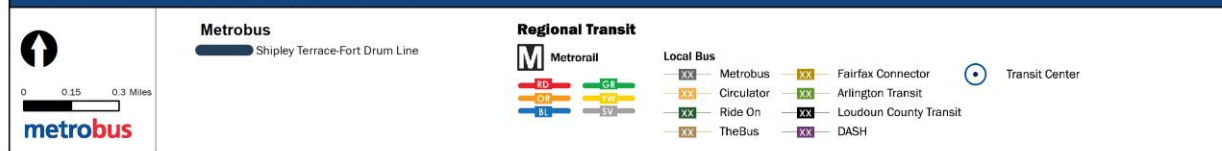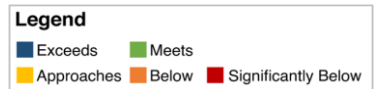
Line Benefit Score

32

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	84	6	8	
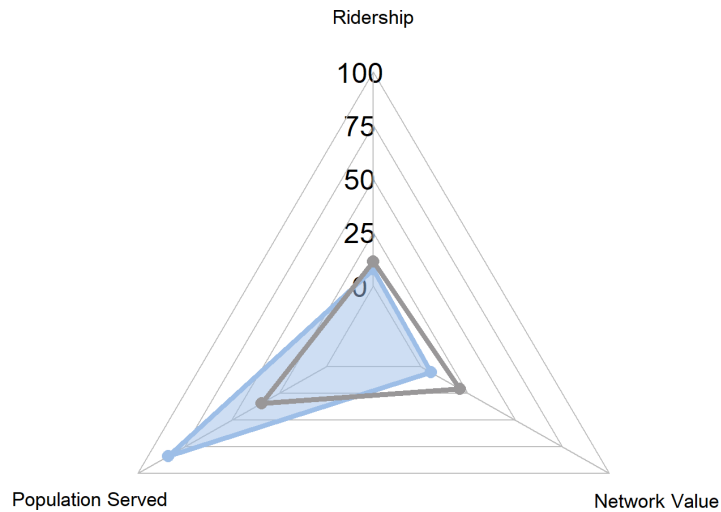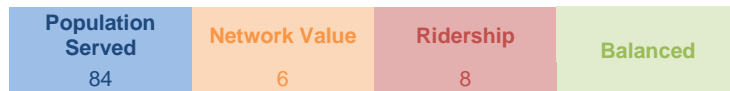
Operating Statistics

Annual Operating Costs	$1,282,970
Peak Vehicles	5
Vehicle Type(s)	30 Foot, 35 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		37,737
People of Color Population	Service Area	35,910
	% Riders Surveyed	96%
Low Income Household	Service Area	20,089
	% Riders Surveyed	74%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	7%
% Stops With Benches	6%
% Stops With Real-Time Signs	2%

metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	W1 — 104,288
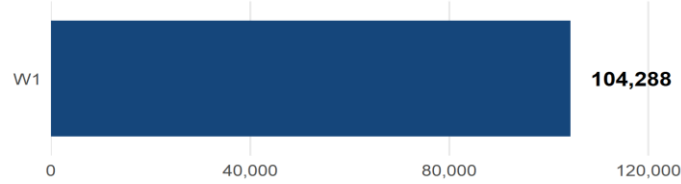
Top Transfer Locations

Congress Heights, Southern Avenue

	Weekday	Saturday	Sunday
Average Daily Ridership — Class/Tier Average, System Average	W1 — 540	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early — EAST 5, WEST 4
AM Peak — EAST 5, WEST 4
Midday — EAST 7, WEST 5
PM Peak — EAST 6, WEST 6
Early Night — EAST 5, WEST 4

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.2	0.18
	Off-Peak Maximum Target: 1.0	0.22	0.18
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

C Shipley Terrace-Fort Drum

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies		5:40 AM - 8:49 PM	-	A	-	-	-	-	-	-
Availability — Frequency of Service | varies		Peak: 20.3 / Off-Peak: 34.7	Peak: 32.2 / Off-Peak: 36.1	A	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | 15		12.7	20.2	D	-	-	-	-	-	-
Productivity — Passengers per Revenue Mile | 2		1.3	2.3	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%		83%	82%	B	-	-	-	-	-	-
Reliability — Crowding | 5%		0%	0%	A	-	-	-	-	-	-
Reliability — Load Factor | Peak: 1 / Off-Peak: 1.0		Off-Peak: 0.2 Peak: 0.19	Off-Peak: 0.2 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $5		$9.40	$ 7.03	E	-	-	-	-	-	-
Cost Effectiveness — Cost Recovery | 20%		6%	9%	E	-	-	-	-	-	-

metrobus

Route W1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.2	6.4	E
Route Design	**Circuity |** N/A	2.56	2.62	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	12.7	20.2	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.3	2.3	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	13%	28%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.19	Off-Peak: 0.21 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.40	$ 7.03	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	9%	E	-	-	-	-	-	-

Operational Analysis
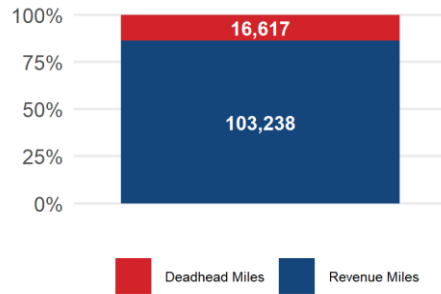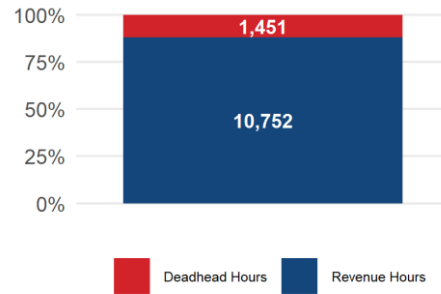
Miles Allocation

Deadhead Miles: 16,617
Revenue Miles: 103,238

Hours Allocation

Deadhead Hours: 1,451
Revenue Hours: 10,752

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W1	12.80	1,508	1,498 (99.3%)

Service Change Summary

Route W1 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — W1: 3

Saturday — No Service

Sunday — No Service

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Sibley Hospital-Stadium Armory Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector		⊙ Transit Center
XX Circulator	XX Arlington Transit		
XX Ride On	XX Loudoun County Transit		
XX TheBus	XX DASH		

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend

■ Exceeds ■ Meets
■ Approaches ■ Below ■ Significantly Below

metrobus

Line Benefit Score

40
Out of 100

Ridership / Network Value / Population Served

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	57	48	14	
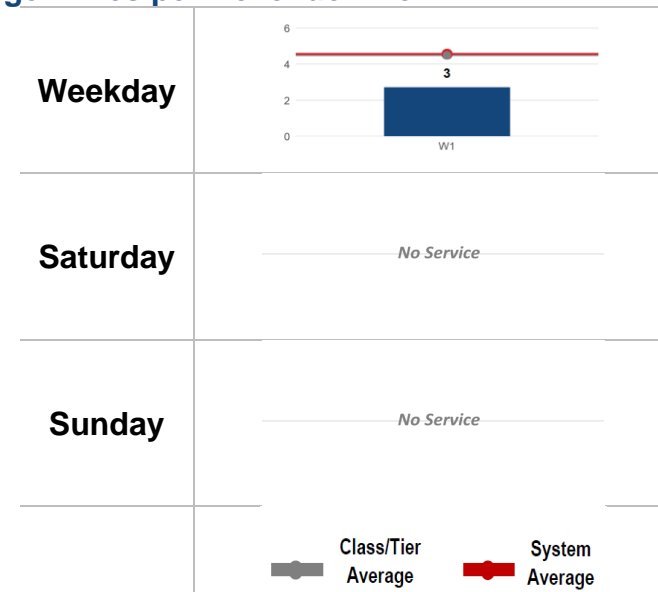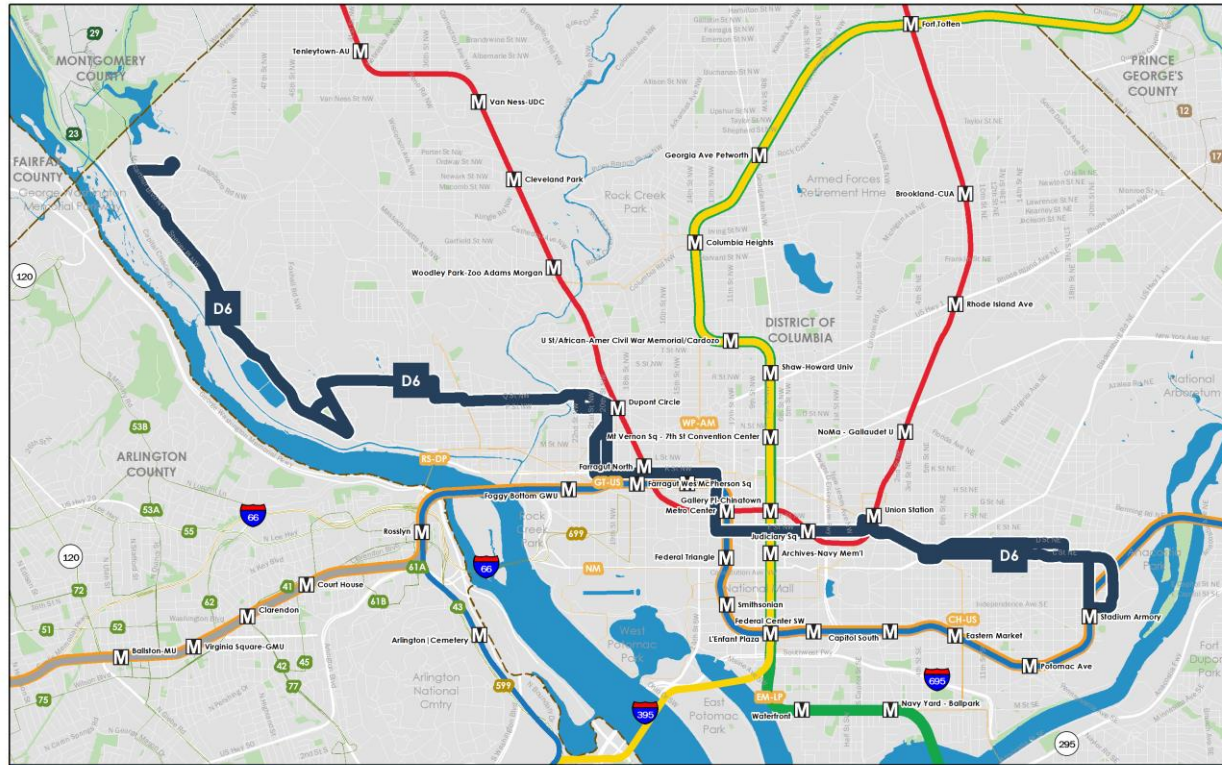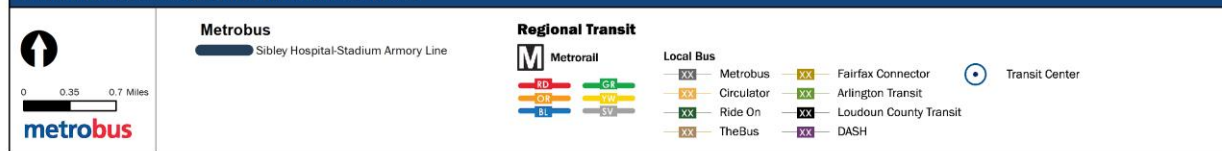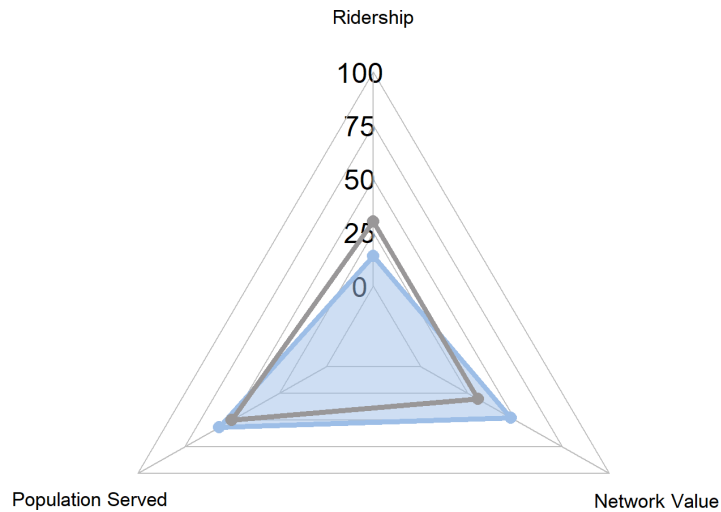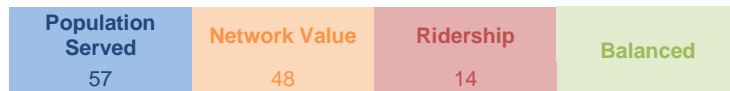
Operating Statistics

Annual Operating Costs	$5,827,575
Peak Vehicles	9
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			44,065
People of Color Population	*Service Area*		12,918
	% Riders Surveyed		57%
Low Income Household	*Service Area*		5,810
	% Riders Surveyed		29%

Facilities/Amenities

Bus Stops		157
% Stops With Shelters		27%
% Stops With Benches		24%
% Stops With Real-Time Signs		1%

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Ridership

Annual Ridership

D6 — 267,568

(Scale: 0, 100,000, 200,000, 300,000, 400,000)
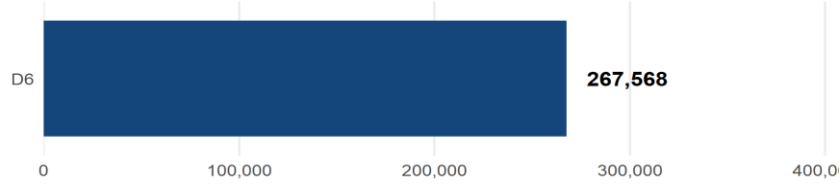
Top Transfer Locations

Dupont Circle, Farragut West, Union Station

Average Daily Ridership
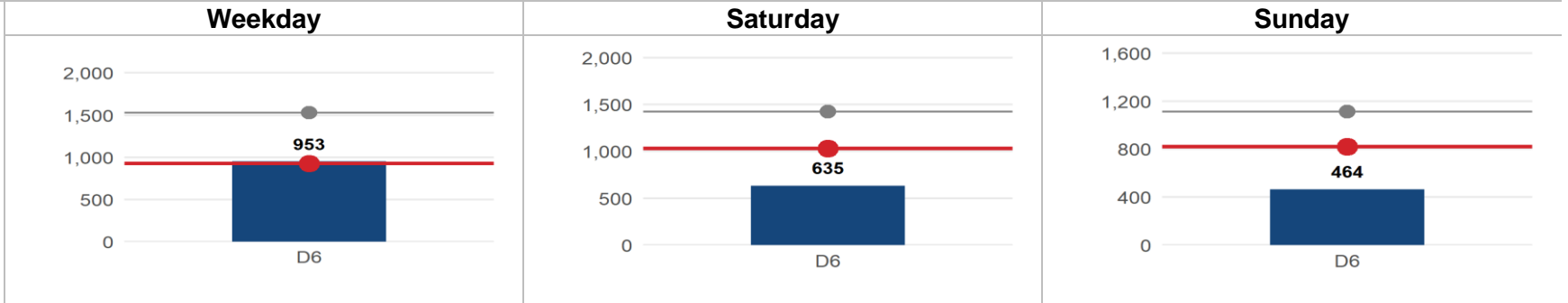
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
953	635	464

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	4	6	8	12	6	3	6	5
WEST	12	11	8	7	4	3	5	5
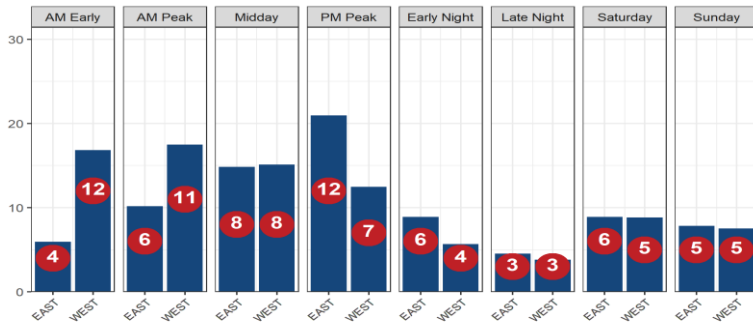
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.23	0.22
	Off-Peak Maximum Target: 1.0	0.16	0.17
	Saturday Maximum Target: 1.0	0.14	0.13
	Sunday Maximum Target: 1.0	0.12	0.12

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Span and Frequency
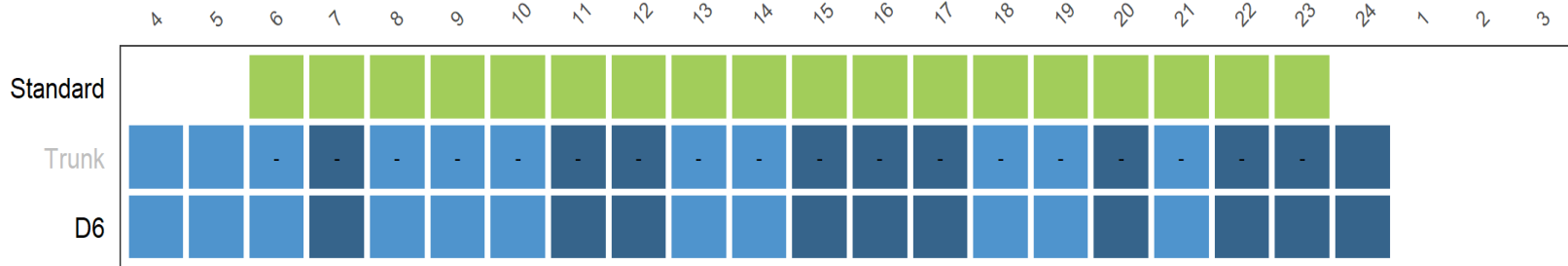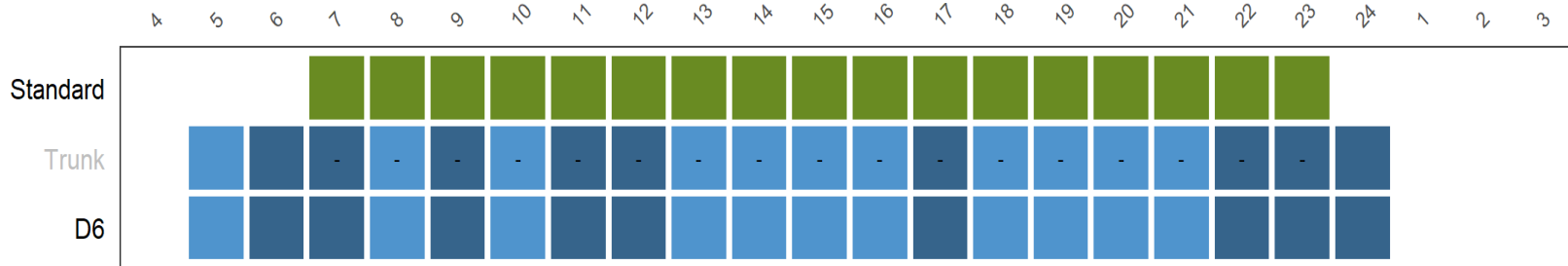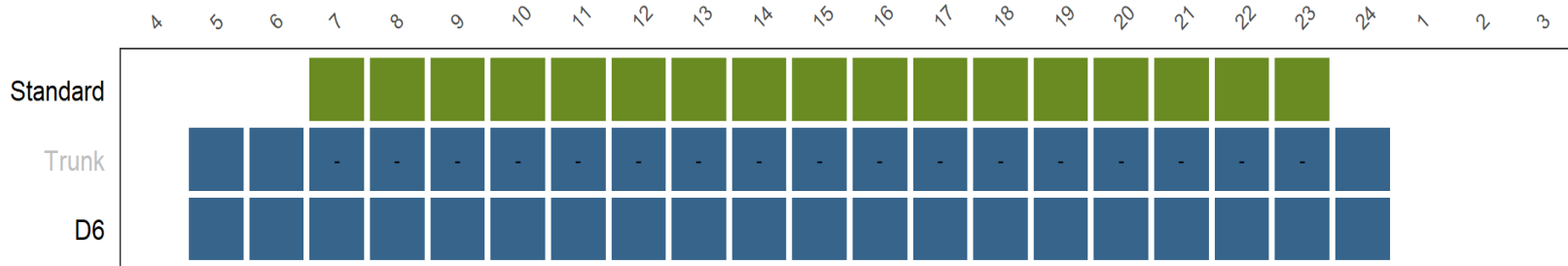
D Sibley Hospital - Stadium Armory

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:43 AM - 12:52 AM	-	A	5:15 AM - 12:55 AM	-	A	5:15 AM - 12:39 AM	-	A
	Frequency of Service | varies	Peak: 30.2 / Off-Peak: 29.8	Peak: 19.2 / Off-Peak: 28	E	30.5	25.6	E	36.4	28.5	E
Productivity	**Passengers per Revenue Hour** | 30	9.6	16.6	E	7.5	17.6	E	6.7	16.0	E
	Passengers per Revenue Mile | 4	1.1	2.1	E	0.8	2.1	E	0.7	1.9	E
Reliability	**On-Time Performance** | 79%	62%	77%	E	62%	76%	E	66%	78%	E
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.22	Off-Peak: 0.23 Peak: 0.25	A	0.14	0.24	A	0.12	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$12.42	$ 8.27	E	$15.85	$ 7.67	E	$17.70	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	6%	12%	E	6%	11%	E

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Route D6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	5.1	E
Route Design	**Circuity |** 1.75	1.39	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	9.6	16.6	E	7.5	17.6	E	6.7	16.0	E
	Passengers per Revenue Mile | 4	1.1	2.1	E	0.8	2.1	E	0.7	1.9	E
	Unique Segment Ridership | 10%	63%	19%	A	70%	26%	A	71%	28%	A
Reliability	**On-Time Performance |** 79%	62%	77%	E	62%	76%	E	66%	78%	E
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.22	Off-Peak: 0.23 Peak: 0.25	A	0.14	0.25	A	0.12	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$12.42	$ 8.27	E	$15.85	$ 7.67	E	$17.70	$ 8.52	E
	Cost Recovery | 25%	8%	12%	E	6%	13%	E	6%	11%	E
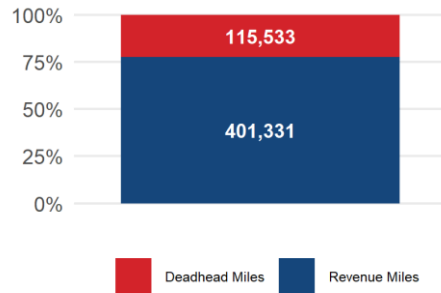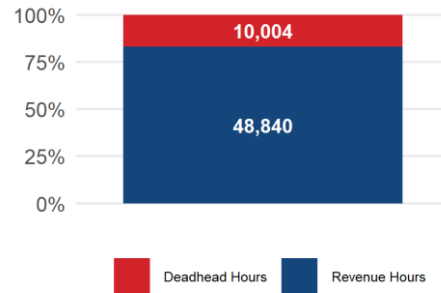
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Operational Analysis

Miles Allocation

- Deadhead Miles: 115,533
- Revenue Miles: 401,331

Hours Allocation

- Deadhead Hours: 10,004
- Revenue Hours: 48,840

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D6	23.30	2,190	2,182 (99.6%)

Service Change Summary

Route D6 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — D6: 3

Saturday — D6: 2

Sunday — D6: 2

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
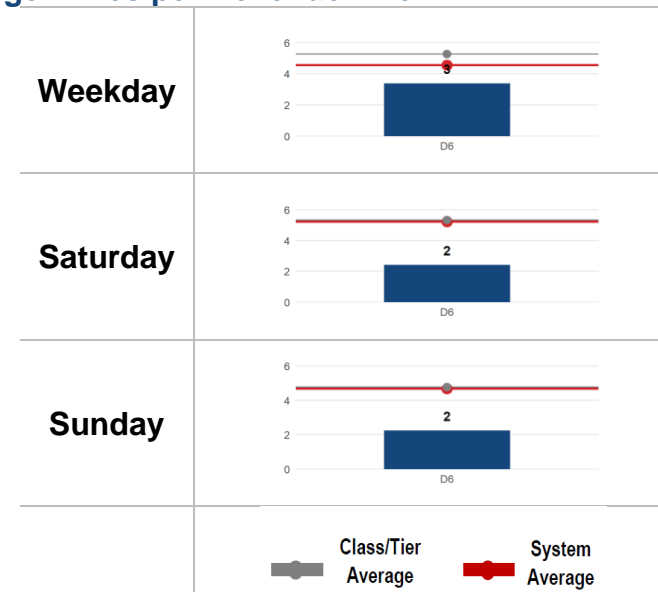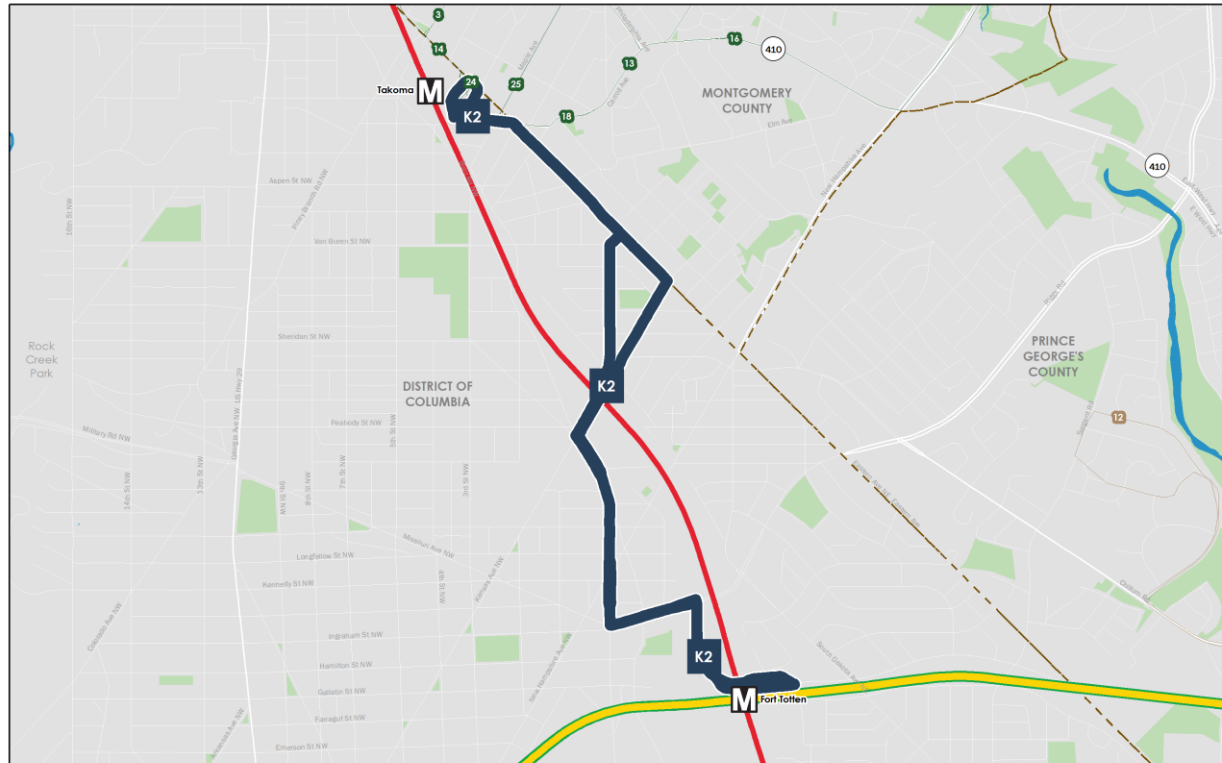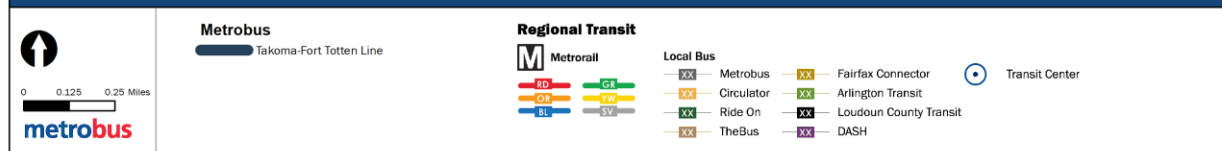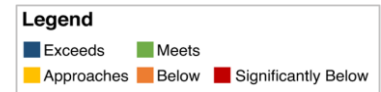
Line Benefit Score

<div style="font-size:2em; background:#888; color:#fff; padding:0.2em 0.5em;">12</div>

Out of 100
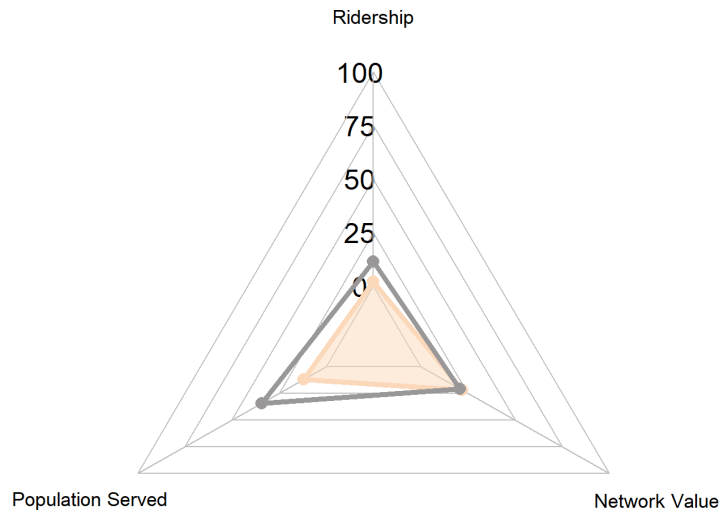
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	12	22	2	

Operating Statistics

	Annual Operating Costs	$443,316
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		12,445
	People of Color Population	*Service Area*	7,258
		% Riders Surveyed	74%
	Low Income Household	*Service Area*	2,732
		% Riders Surveyed	44%

Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	13%
	% Stops With Benches	3%
	% Stops With Real-Time Signs	10%

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Annual Ridership

K2 — 28,992
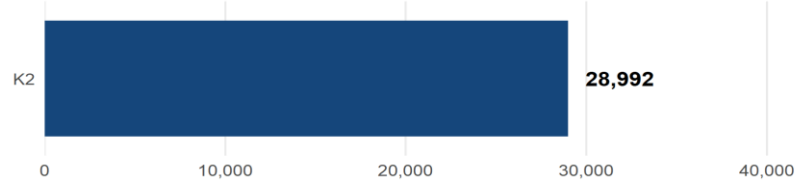
Top Transfer Locations

Takoma, Fort Totten

Average Daily Ridership
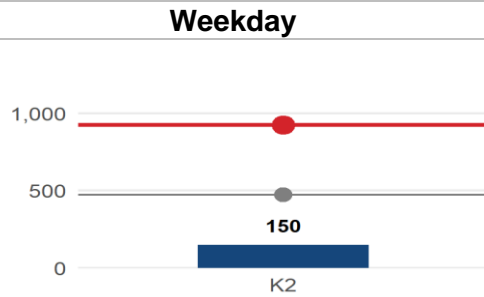
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
K2 — 150	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night
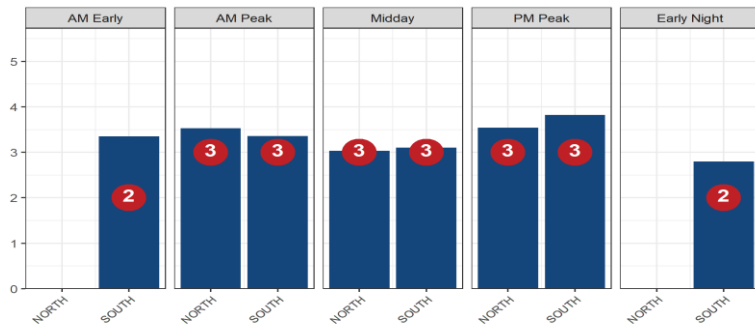
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.08	0.08
	Off-Peak Maximum Target: 1.0	0.07	0.06
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

Weekday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

- Standard
- Trunk
- K2

Saturday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service

Sunday (by Hour)

Hours: 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 1 2 3

No Service
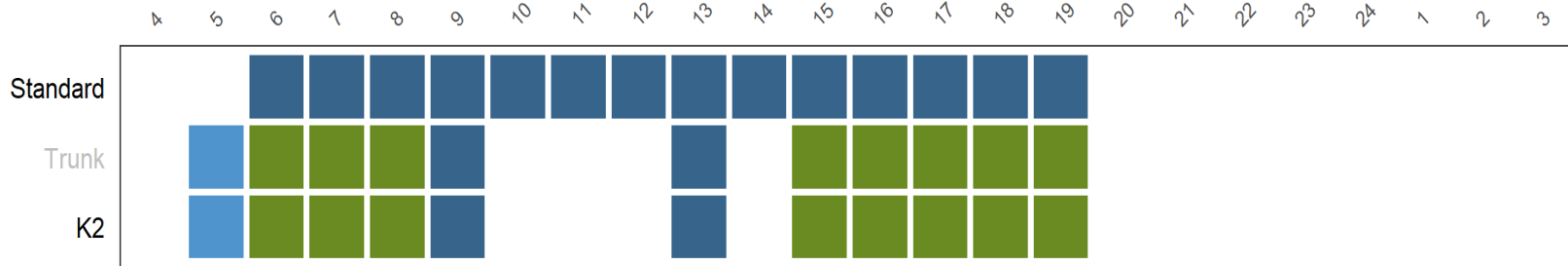
B Takoma-Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:58 AM - 9:24 AM; 1:34 PM - 7:16 PM	-	C	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 20.1 / Off-Peak: 138.2	Peak: 37 / Off-Peak: 49.1	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	10.6	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.1	A	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	85%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.06 Peak: 0.08	Off-Peak: 0.15 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$11.29	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	9%	E	-	-	-	-	-	-

metrobus

Route K2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5	E
Route Design	**Circuity |** N/A	1.09	1.82	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	10.6	13	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	64%	43%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	85%	83%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.06 Peak: 0.08	Off-Peak: 0.16 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$11.29	$10.30	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	8%	E	-	-	-	-	-	-

Operational Analysis
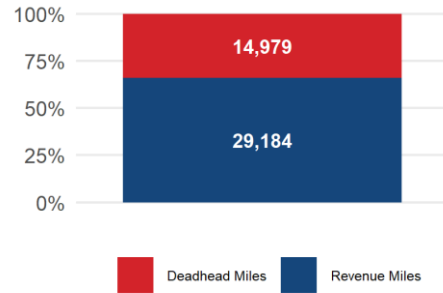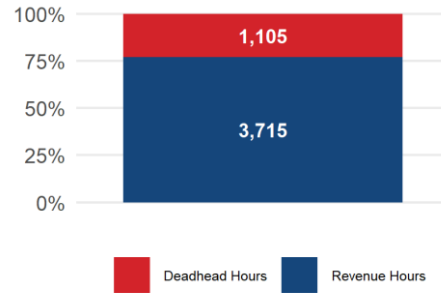
Miles Allocation

- Deadhead Miles: 14,979
- Revenue Miles: 29,184

Hours Allocation

- Deadhead Hours: 1,105
- Revenue Hours: 3,715

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K2	4.90	992	992 (100.0%)

Service Change Summary

Route K2 - June 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

K2: 2

Saturday

No Service

Sunday

No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

29
Out of 100

Radar chart axes: Ridership (top), Population Served (bottom left), Network Value (bottom right). Scale: 0, 25, 50, 75, 100.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	67	11	9	
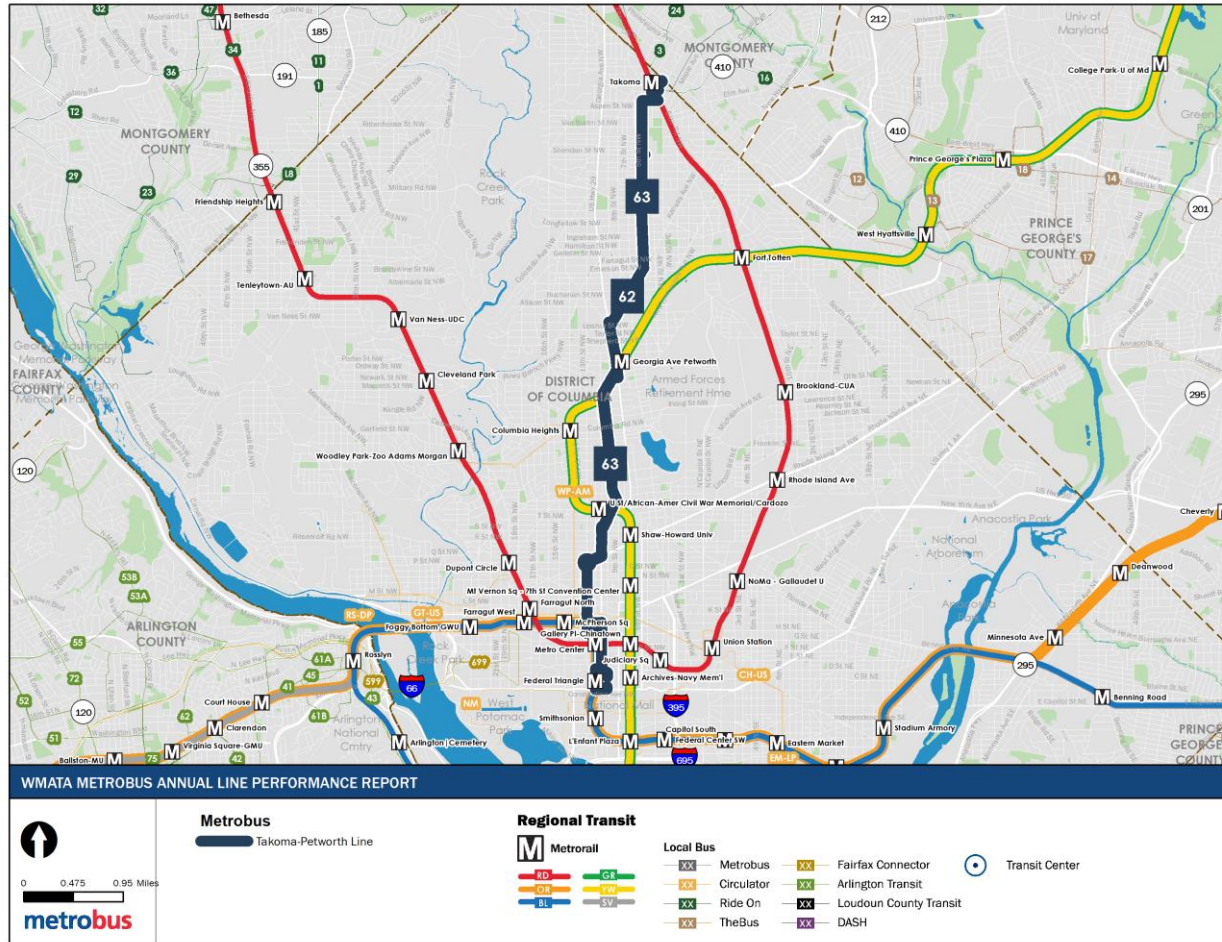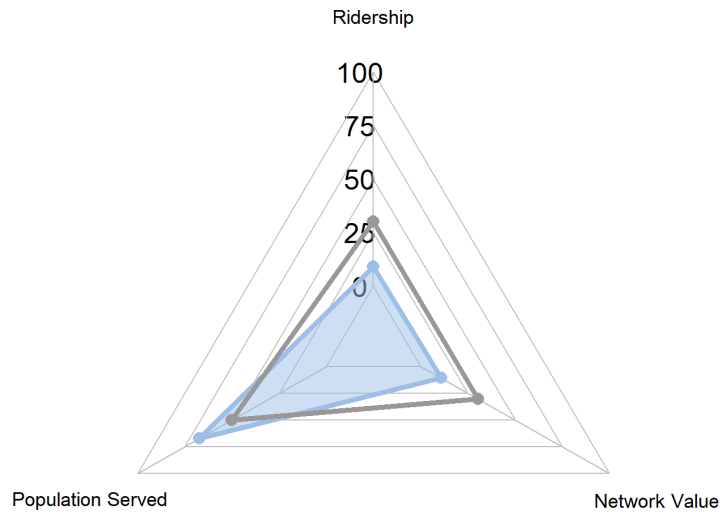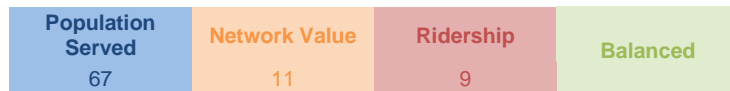
Operating Statistics

Annual Operating Costs	$3,377,311
Peak Vehicles	3
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			74,471
People of Color Population	Service Area		38,313
	% Riders Surveyed		70%
Low Income Household	*Service Area*		15,544
	% Riders Surveyed		34%

Facilities/Amenities

Bus Stops	88
% Stops With Shelters	11%
% Stops With Benches	10%
% Stops With Real-Time Signs	2%

metrobus

Ridership

Annual Ridership

63	12,200
62	107,759

(x-axis: 0, 40,000, 80,000, 120,000, 160,000)
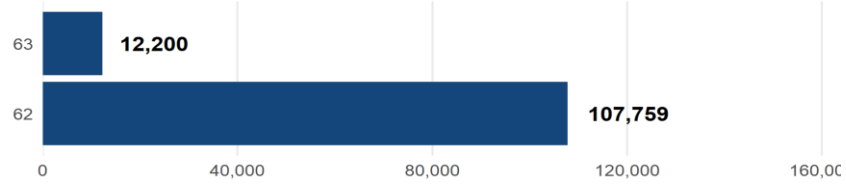
Top Transfer Locations

Georgia Avenue-Petworth, Takoma, Metro Center

Average Daily Ridership
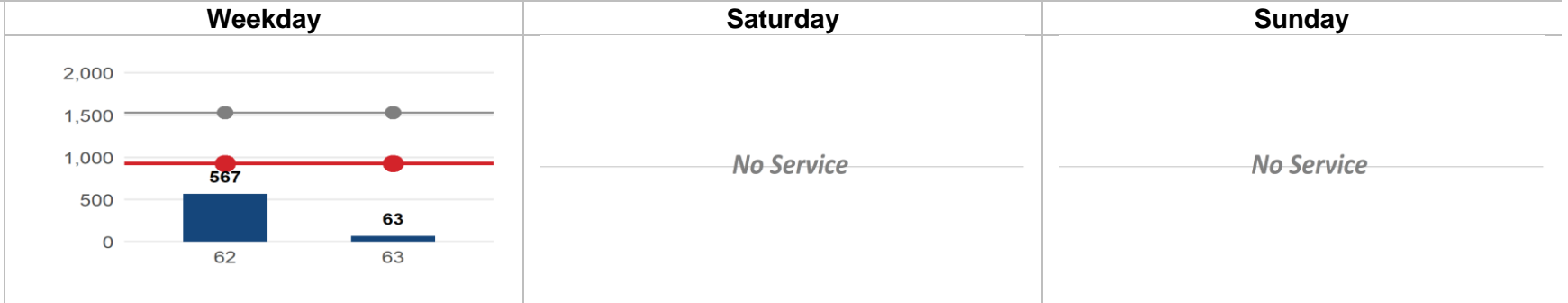
Weekday	Saturday	Sunday
567 (62), 63 (63)	*No Service*	*No Service*

- ● Class/Tier Average
- ● System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 3, SOUTH 6
AM Peak: NORTH 4, SOUTH 7
Midday: NORTH 5, SOUTH 5
PM Peak: NORTH 7, SOUTH 5
Early Night: NORTH 4, SOUTH 3
Late Night: NORTH 3, SOUTH 2
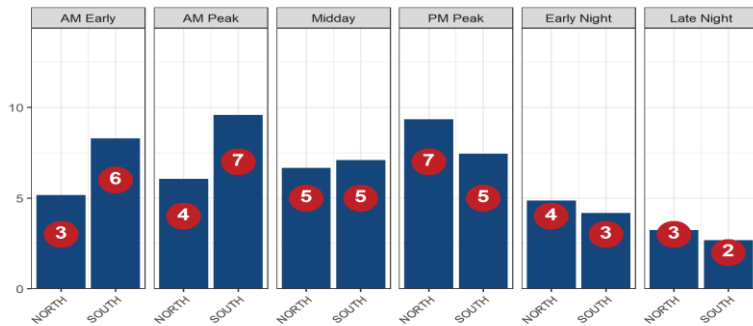
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.14	0.15
	Off-Peak Maximum Target: 1.0	0.11	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency
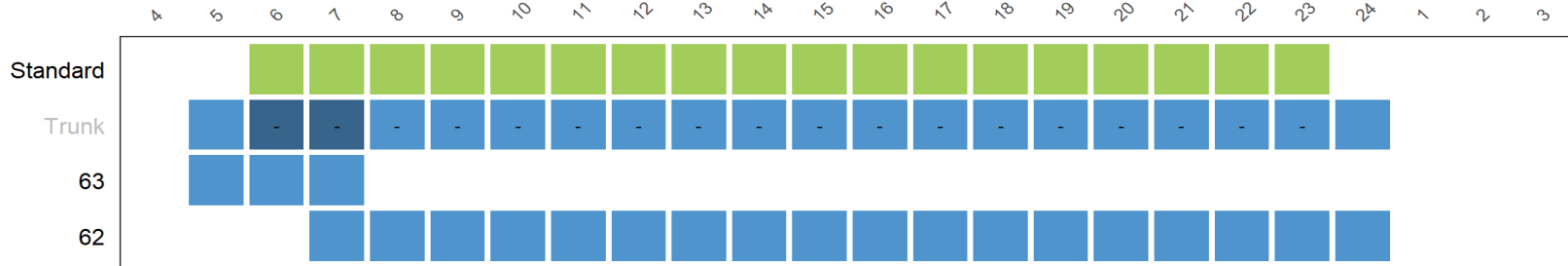
D Takoma-Petworth

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:18 AM - 12:18 AM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 24.9 / Off-Peak: 24.0	Peak: 19.2 / Off-Peak: 28	D	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 30	14.4	16.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 4	1.9	2.1	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	76%	77%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.15	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$8.28	$ 8.27	E	-	-	-	-	-	-
Cost Recovery | 25%	14%	12%	E	-	-	-	-	-	-

metrobus

Route 62

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	7.5	5.1	E
Route Design — **Circuity |** 1.75	1.05	1.31	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — **Passengers per Revenue Hour |** 30	15.2	16.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 4	2	2.1	E	-	-	-	-	-	-
Unique Segment Ridership | 10%	0%	19%	E	-	-	-	-	-	-
Reliability — **On-Time Performance |** 79%	76%	77%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.15	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip |** $5	$7.84	$ 8.27	E	-	-	-	-	-	-
Cost Recovery | 25%	15%	12%	E	-	-	-	-	-	-

metrobus

Route 63

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.4	5.1	E
Route Design — Circuity | 1.75	1.07	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	9.8	16.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	1.1	2.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	14%	19%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	75%	77%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.15	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$12.22	$ 8.27	E	-	-	-	-	-	-
	Cost Recovery | 25%	11%	12%	E	-	-	-	-	-	-
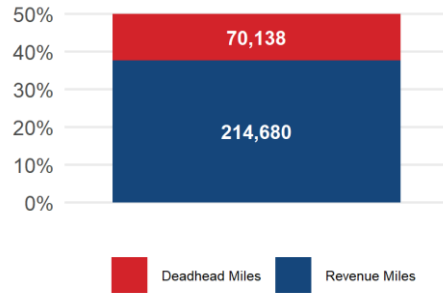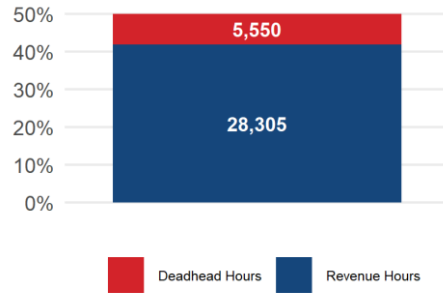
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Operational Analysis

Miles Allocation

50% | 40% | 30% | 20% | 10% | 0%

70,138

214,680

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

50% | 40% | 30% | 20% | 10% | 0%

5,550

28,305

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
62	6.30	1,887	1,868 (99.0%)
63	13.70	176	171 (97.2%)

Service Change Summary

Route 62 - June 2021:
Weekday: No change; Saturday: add service; Sunday: add service;
Route 63 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

6 | 4 | 2 | 0

2.94 (62) 2.73 (63)

Saturday

No Service

Sunday

No Service

━━ Class/Tier Average   ━━ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1
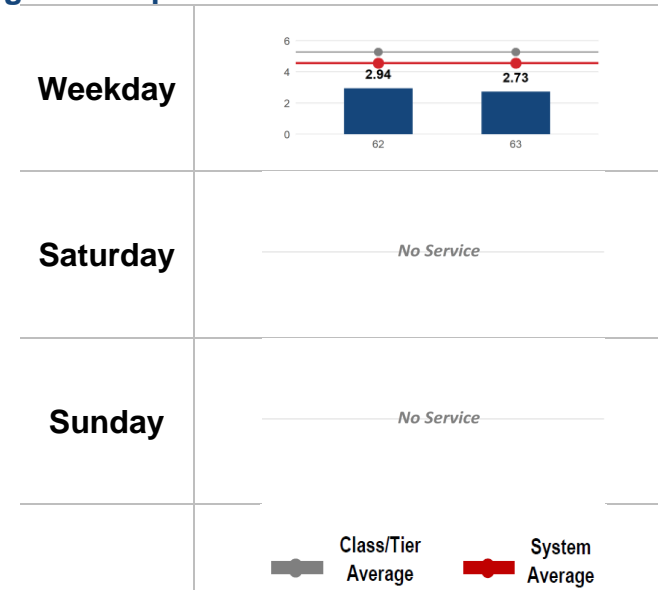
Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

79

Out of 100
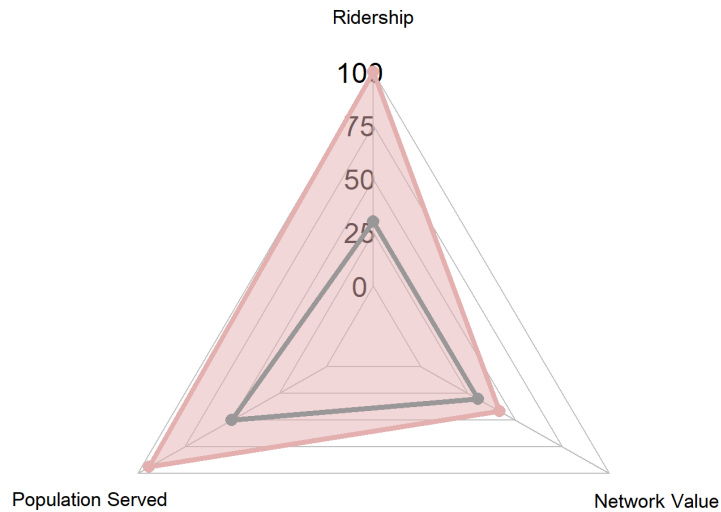
Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	94	42	100	
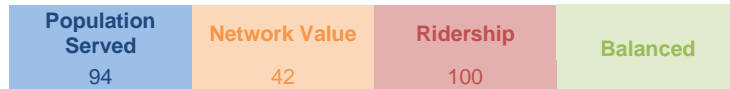
Operating Statistics

Annual Operating Costs	$12,877,002
Peak Vehicles	32
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			112,398
People of Color Population	*Service Area*	52,931
	% Riders Surveyed	89%
Low Income Household	*Service Area*	27,063
	% Riders Surveyed	68%

Facilities/Amenities

Bus Stops	141
% Stops With Shelters	27%
% Stops With Benches	26%
% Stops With Real-Time Signs	7%

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Ridership

Annual Ridership

Bar chart showing Annual Ridership:
- 92: 1,122,309
- 90: 819,194

(x-axis: 0, 400,000, 800,000, 1,200,000, 1,600,000)
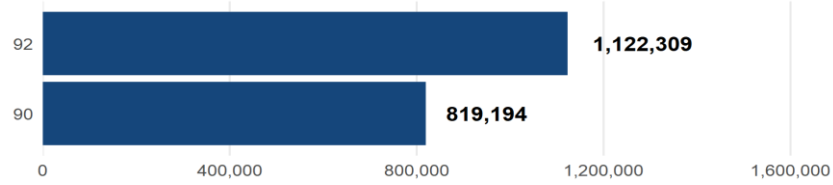
Top Transfer Locations

Eastern Market, U Street-Cardozo, New York Ave. W

Average Daily Ridership
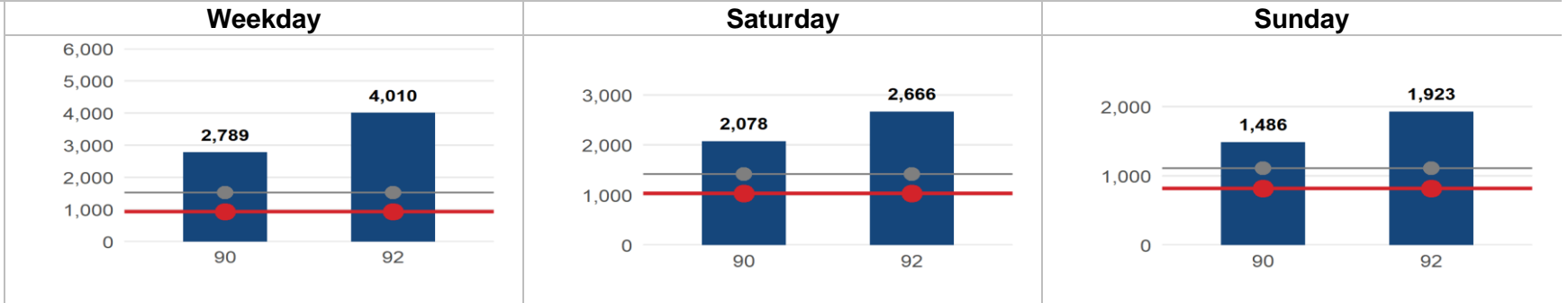
Legend:
- Class/Tier Average (gray)
- System Average (red)

	Weekday	Saturday	Sunday
90	2,789	2,078	1,486
92	4,010	2,666	1,923

Average Trip Ridership and Maximum Load by Time Period

Bar chart by time period (NORTH/SOUTH) with values:
- AM Early: 10 / 10
- AM Peak: 11 / 11
- Midday: 18 / 17
- PM Peak: 14 / 13
- Early Night: 10 / 12
- Late Night: 7 / 8
- Saturday: 14 / 15
- Sunday: 12 / 13
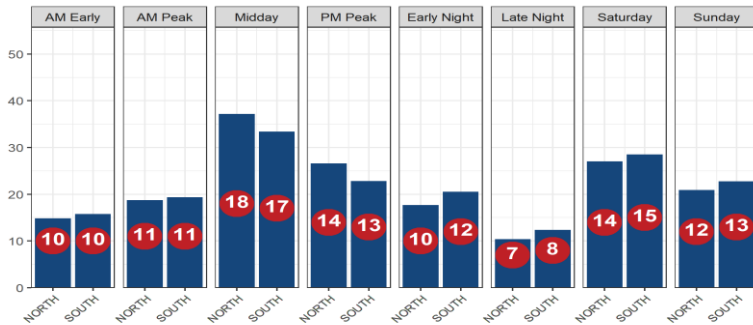
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.31	0.3
	Off-Peak Maximum Target: 1.0	0.37	0.37
	Saturday Maximum Target: 1.0	0.35	0.37
	Sunday Maximum Target: 1.0	0.29	0.32

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
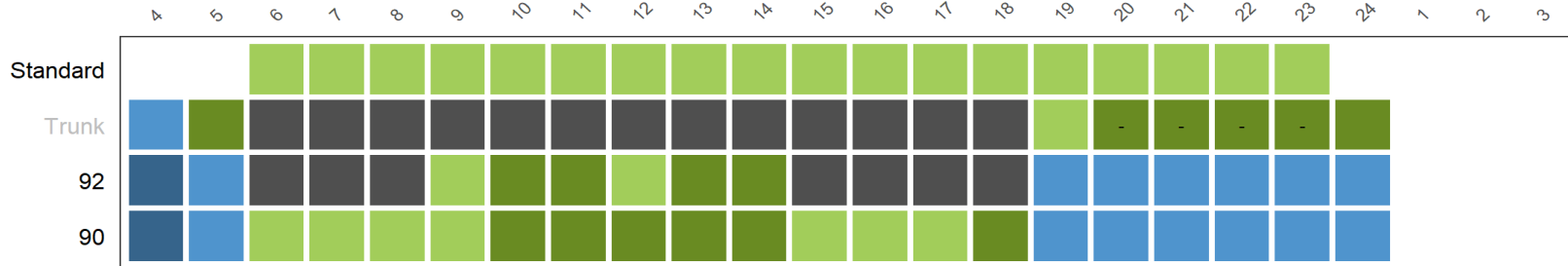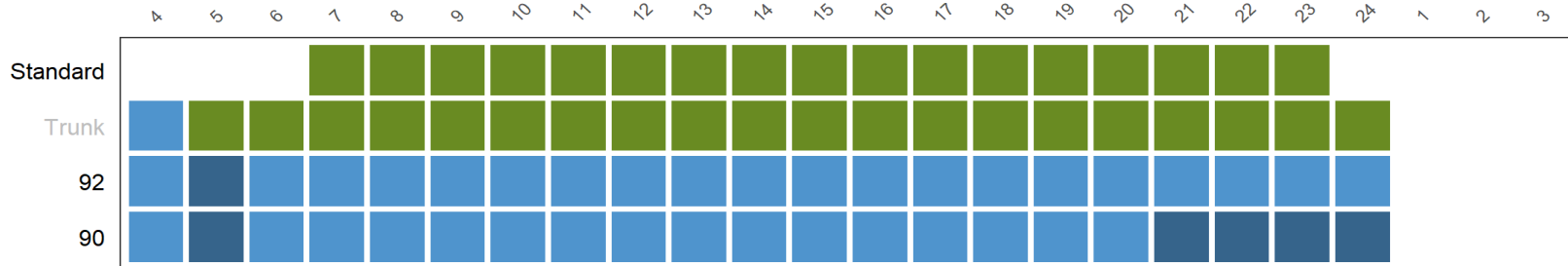
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

C U Street-Garfield

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:01 AM - 12:40 AM	-	A	4:02 AM - 12:59 AM	-	A	4:10 AM - 12:44 AM	-	A
	Frequency of Service | varies	Peak: 9.0 / Off-Peak: 11.8	Peak: 19.2 / Off-Peak: 28	A	18.8	25.6	B	20.7	28.5	C
Productivity	**Passengers per Revenue Hour | 30**	22.5	16.6	E	24.5	17.6	D	20.8	16.0	E
	Passengers per Revenue Mile | 4	3.3	2.1	D	3.5	2.1	D	2.8	1.9	E
Reliability	**On-Time Performance | 79%**	74%	77%	D	72%	76%	D	77%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.31	Off-Peak: 0.23 Peak: 0.25	A	0.36	0.24	A	0.31	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.31	$ 8.27	C	$4.87	$ 7.67	B	$5.75	$ 8.52	D
	Cost Recovery | 25%	8%	12%	E	9%	12%	E	8%	11%	E

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Route 90

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	6.5	5.1	E
Route Design	Circuity | 1.75	1.13	1.31	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	20.1	16.6	E	22.6	17.6	E	19.2	16.0	E
Productivity	Passengers per Revenue Mile | 4	3.2	2.1	E	3.5	2.1	D	2.6	1.9	E
Productivity	Unique Segment Ridership | 10%	12%	19%	B	10%	26%	B	15%	28%	A
Reliability	On-Time Performance | 79%	74%	77%	D	67%	76%	E	79%	78%	C
Reliability	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
Reliability	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.31	Off-Peak: 0.23 Peak: 0.25	A	0.36	0.25	A	0.29	0.22	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.95	$ 8.27	D	$5.28	$ 7.67	C	$6.20	$ 8.52	E
Cost Effectiveness	Cost Recovery | 25%	8%	12%	E	9%	13%	E	8%	11%	E

Route 92

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.9	5.1	E
Route Design — **Circuity |** 1.75	1.17	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	24.6	16.6	D	27.4	17.6	C	22.7	16.0	E
	Passengers per Revenue Mile | 4	3.4	2.1	D	3.7	2.1	C	3.0	1.9	E
	Unique Segment Ridership | 10%	15%	19%	A	13%	26%	A	14%	28%	A
Reliability	**On-Time Performance |** 79%	73%	77%	D	78%	76%	C	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.3	Off-Peak: 0.23 Peak: 0.25	A	0.38	0.25	A	0.33	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.86	$ 8.27	B	$4.36	$ 7.67	A	$5.25	$ 8.52	C
	Cost Recovery | 25%	8%	12%	E	9%	13%	E	8%	11%	E
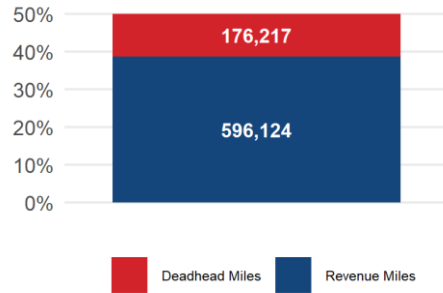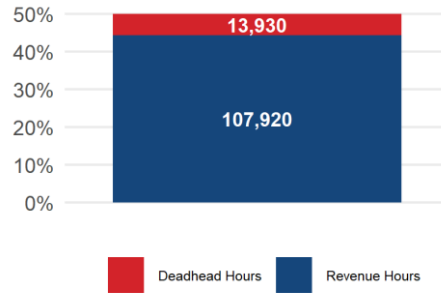
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FY 2021 ANNUAL LINE PERFORMANCE REPORT

892

Operational Analysis

Miles Allocation

- 176,217 (Deadhead Miles)
- 596,124 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 13,930 (Deadhead Hours)
- 107,920 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

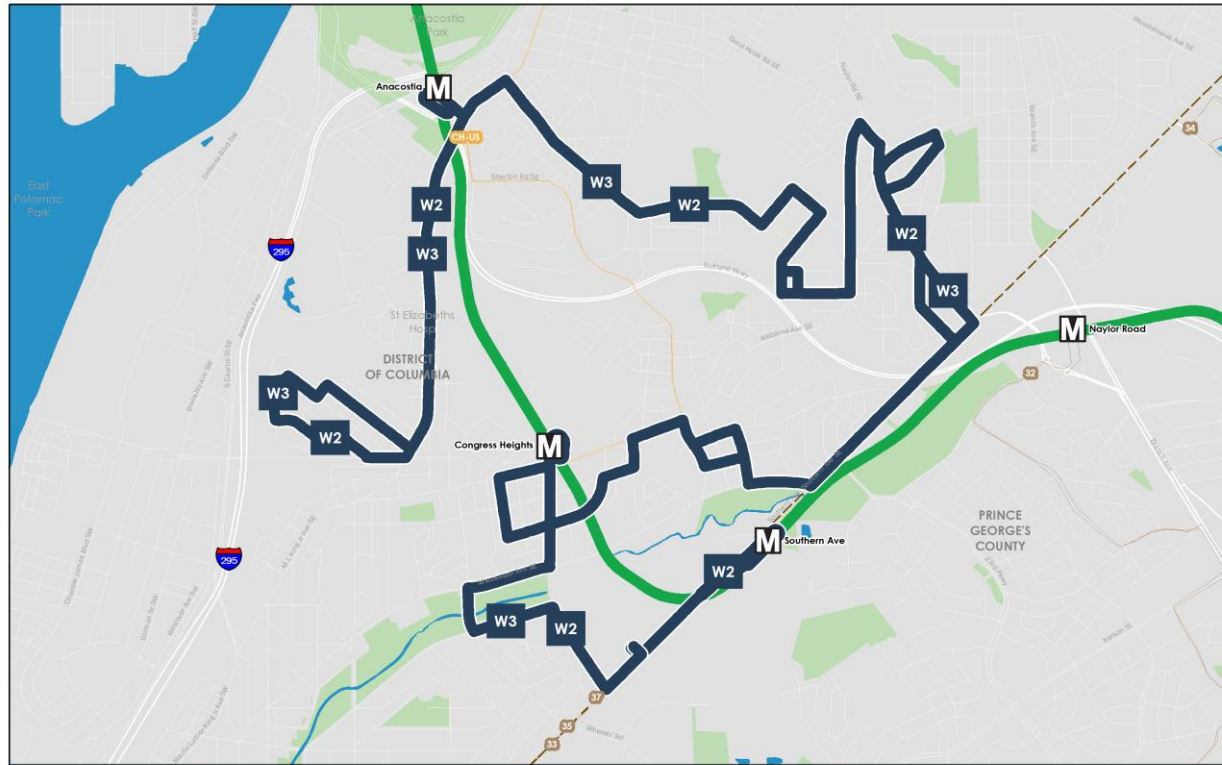| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
90	14.40	3,474	3,447 (99.2%)
92	16.60	4,236	4,190 (98.9%)

Service Change Summary

Route 90 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 92 - June 2021:
Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

Passenger Miles per Revenue Mile

Weekday
- 90: 7.79
- 92: 8.02

Saturday
- 90: 8.34
- 92: 8.72

Sunday
- 90: 6.96
- 92: 7.47

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— United Medical Center-Anacostia Line

Regional Transit

Ⓜ **Metrorail**

Local Bus
XX	Metrobus	XX	Fairfax Connector	⊙	Transit Center
XX	Circulator	XX	Arlington Transit
XX	Ride On	XX	Loudoun County Transit
XX	TheBus	XX	DASH

Service Classification

Coverage

Activity Tier

2

Overall Grade

| Line | C |

Legend
- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below

Line Benefit Score

42
Out of 100
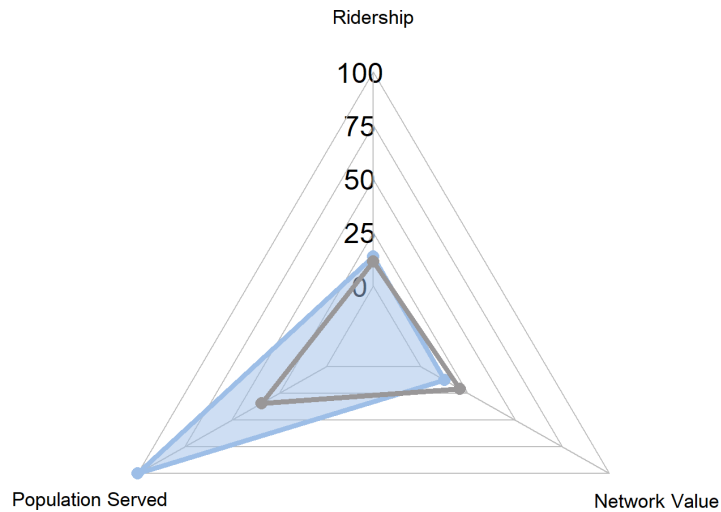
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	13	14	

Operating Statistics

	Annual Operating Costs	$4,142,556
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 35 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		90,648
	People of Color Population	Service Area	85,815
		% Riders Surveyed	99%
	Low Income Household	Service Area	48,573
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	161
	% Stops With Shelters	13%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	2%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

895

Ridership

Annual Ridership

W3	75,271
W2	208,955

Top Transfer Locations

Anacostia, Congress Heights, Southern Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
W2: 664, W3: 387	W2: 757	W2: 691

Average Trip Ridership and Maximum Load by Time Period

AM Early | AM Peak | Midday | PM Peak | Early Night | Late Night | Saturday | Sunday

EAST/WEST values:
- AM Early: EAST 4
- AM Peak: EAST 7, WEST 6
- Midday: EAST 8, WEST 8
- PM Peak: EAST 8, WEST 10
- Early Night: EAST 5, WEST 6
- Late Night: EAST 3, WEST 4
- Saturday: EAST 6, WEST 6
- Sunday: EAST 6, WEST 6

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.28	0.3
	Off-Peak Maximum Target: 1.0	0.24	0.25
	Saturday Maximum Target: 1.0	0.22	0.22
	Sunday Maximum Target: 1.0	0.2	0.22

Span and Frequency

| Frequency (Minutes) | ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
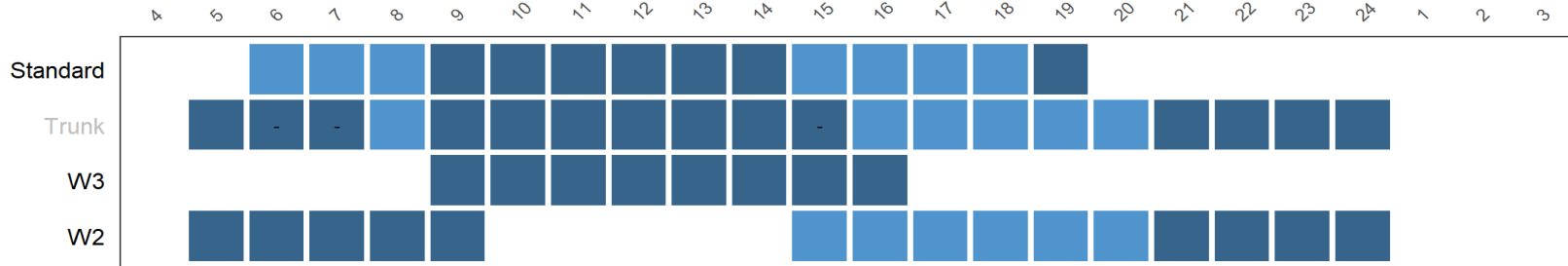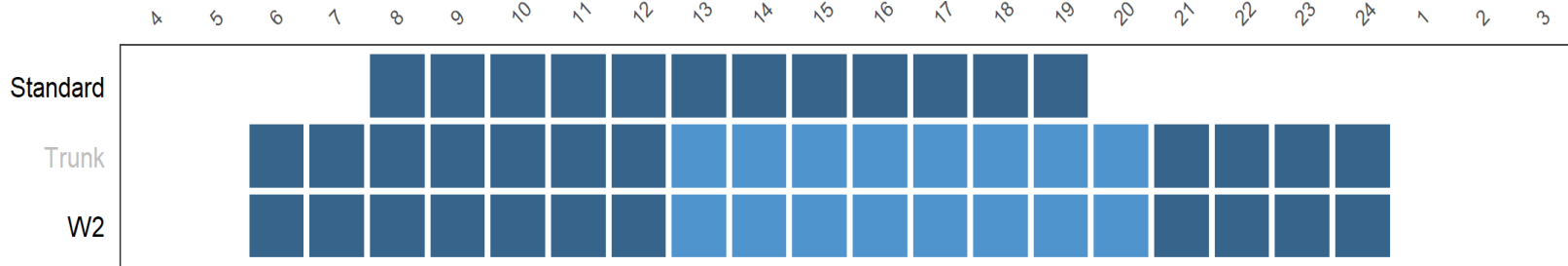
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
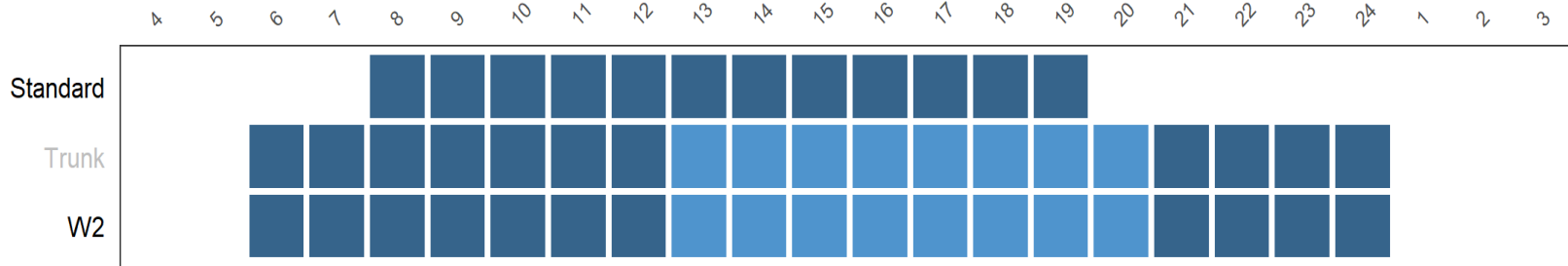
C United Medical Center-Anacostia

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:48 AM - 12:40 AM	-	A	6:10 AM - 12:24 AM	-	A	6:10 AM - 12:24 AM	-	A
	Frequency of Service | varies	Peak: 31.0 / Off-Peak: 35.5	Peak: 32.2 / Off-Peak: 36.1	C	31.5	40.5	A	31.5	42.4	A
Productivity	**Passengers per Revenue Hour | 15**	13.2	20.2	D	12.6	23.0	D	11.3	21.6	E
	Passengers per Revenue Mile | 2	1.3	2.3	E	1.1	2.3	E	1.0	2.1	E
Reliability	**On-Time Performance | 79%**	79%	82%	C	71%	80%	D	76%	84%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.2 Peak: 0.21	A	0.22	0.19	A	0.21	0.17	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$9.01	$ 7.03	E	$9.50	$ 6.68	E	$10.53	$ 7.26	E
	Cost Recovery | 20%	5%	9%	E	4%	10%	E	4%	9%	E

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Route W2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.4	E
Route Design	**Circuity |** N/A	6.25	2.62	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	12.6	20.2	D	12.6	23.0	D	11.3	21.6	E
	Passengers per Revenue Mile | 2	1.2	2.3	E	1.1	2.3	E	1.0	2.1	E
	Unique Segment Ridership | 10%	0%	28%	E	54%	50%	A	55%	51%	A
Reliability	**On-Time Performance |** 79%	79%	82%	B	71%	80%	D	76%	84%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	2%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.21 Peak: 0.22	A	0.22	0.2	A	0.21	0.19	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.47	$ 7.03	E	$9.50	$ 6.68	E	$10.53	$ 7.26	E
	Cost Recovery | 20%	4%	9%	E	4%	10%	E	3%	9%	E

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Route W3

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	6.4	E
Route Design	**Circuity |** N/A	7.3	2.62	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	15.3	20.2	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.7	2.3	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	28%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.38	Off-Peak: 0.21 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.78	$ 7.03	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	9%	E	-	-	-	-	-	-
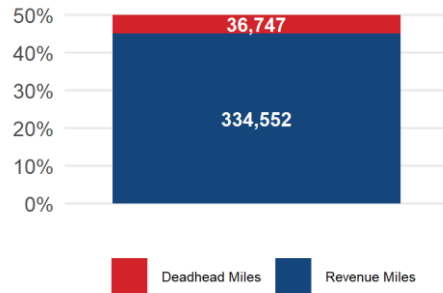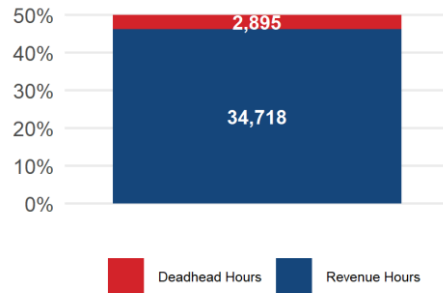
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 36,747
Revenue Miles: 334,552

Hours Allocation

Deadhead Hours: 2,895
Revenue Hours: 34,718

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W2	25.60	1,504	1,470 (97.7%)
W3	24.80	462	462 (100.0%)

Service Change Summary

Route W2 - June 2021:
Weekday: 2 a.m. (Anac.-Naylor & GH); Saturday: 2 a.m. (Anac.-Naylor & GH); Sunday: 2 a.m. (Anac.-Naylor & GH);
Route W3 - June 2021:
Weekday: No change; Saturday: restore midday svc (chg.W2 to W3); Sunday: No change;

Passenger Miles per Revenue Mile
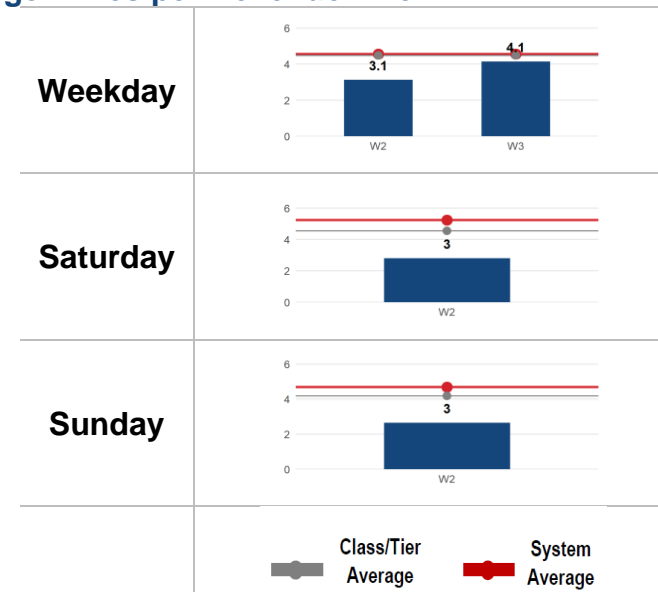
Weekday
W2: 3.1
W3: 4.1

Saturday
W2: 3

Sunday
W2: 3

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Veirs Mill Road Line

Regional Transit

M Metrorail

Local Bus

XX Metrobus	XX Fairfax Connector	⊙ Transit Center
XX Circulator	XX Arlington Transit	
XX Ride On	XX Loudoun County Transit	
XX TheBus	XX DASH	

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	**C**

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below ■ Significantly Below

metrobus
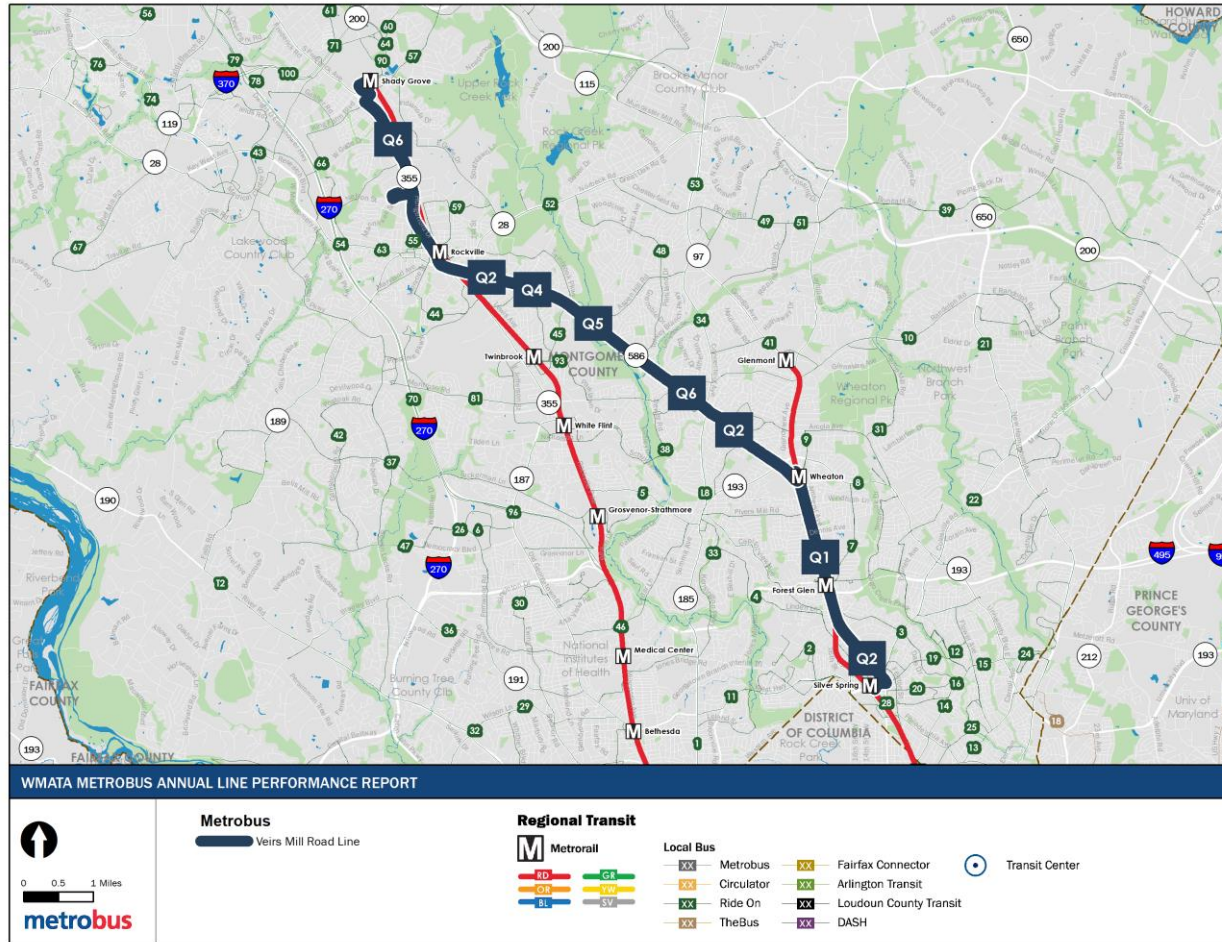
Line Benefit Score

41
Out of 100
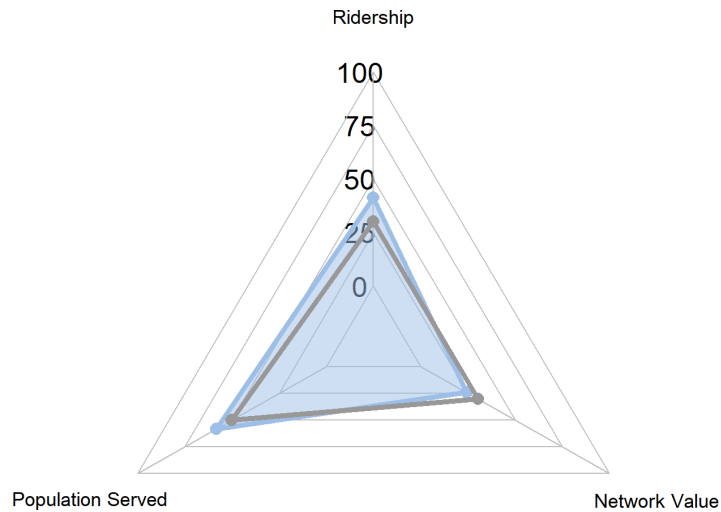
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	24	41	

Operating Statistics

Annual Operating Costs	$7,151,184
Peak Vehicles	13
Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			183,182
People of Color Population	Service Area	64,531
	% Riders Surveyed	92%
Low Income Household	Service Area	40,937
	% Riders Surveyed	68%

Facilities/Amenities

Bus Stops	140
% Stops With Shelters	42%
% Stops With Benches	48%
% Stops With Real-Time Signs	8%

Ridership

Annual Ridership

Quarter	Ridership
Q6	186,729
Q5	71,328
Q4	355,011
Q2	86,081
Q1	155,925
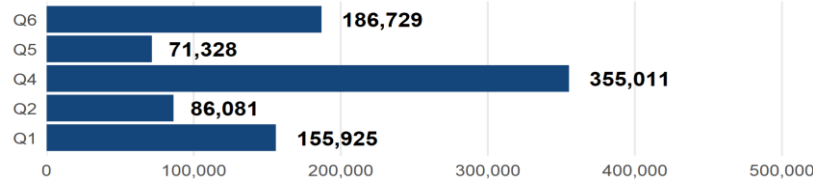
Top Transfer Locations

Wheaton, Rockville, Silver Spring

Average Daily Ridership
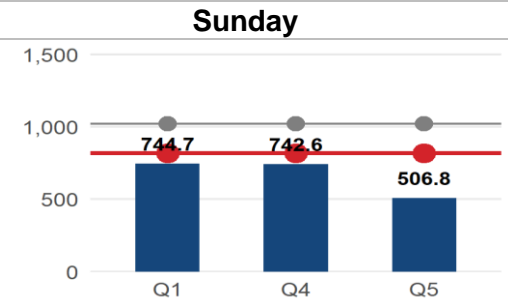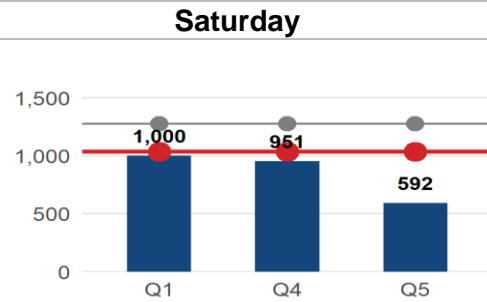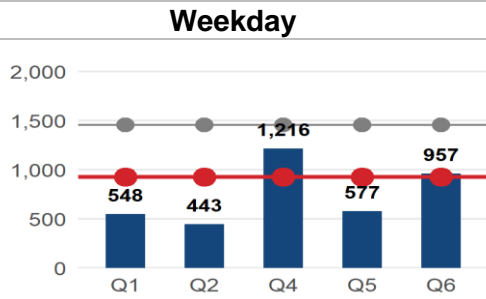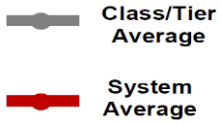
- Class/Tier Average (gray)
- System Average (red)

Weekday
Q1	Q2	Q4	Q5	Q6
548	443	1,216	577	957

Saturday
Q1	Q4	Q5
1,000	951	592

Sunday
Q1	Q4	Q5
744.7	742.6	506.8

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	16	14
AM Peak	17	12
Midday	13	15
PM Peak	15	17
Early Night	11	11
Late Night	6	7
Saturday	13	13
Sunday	11	11
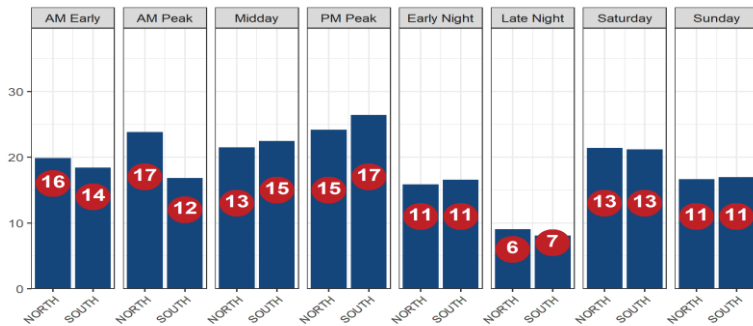
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.39	0.37
	Off-Peak Maximum Target: 1.0	0.31	0.33
	Saturday Maximum Target: 1.0	0.32	0.33
	Sunday Maximum Target: 1.0	0.26	0.27

metrobus

Span and Frequency

Frequency (Minutes)

| ≤12 | 13-15 | 16-20 | 21-30 | >30 | No Service | Does Not Meet Standard — |
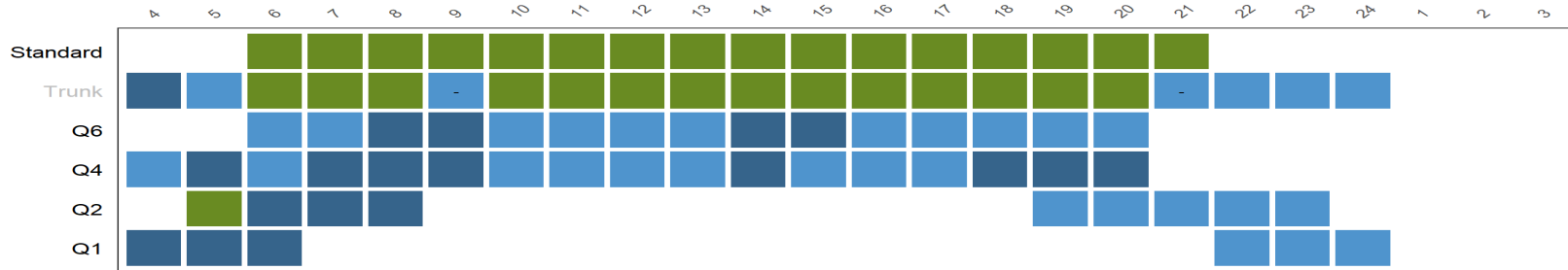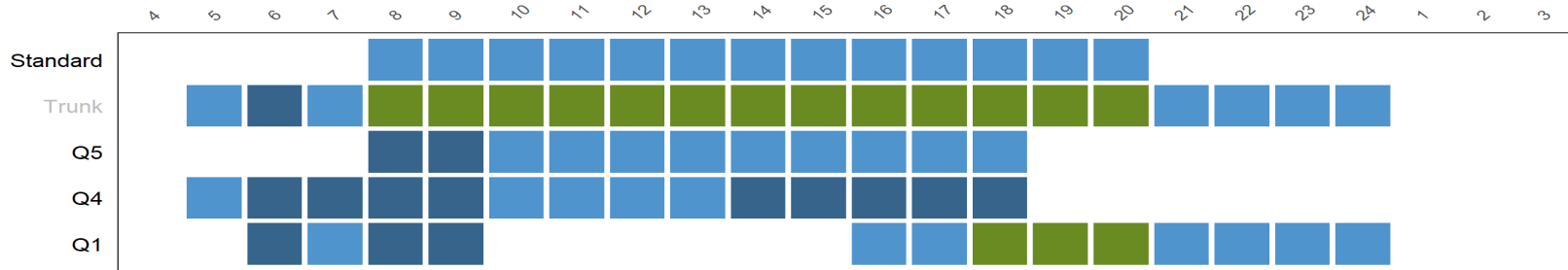
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
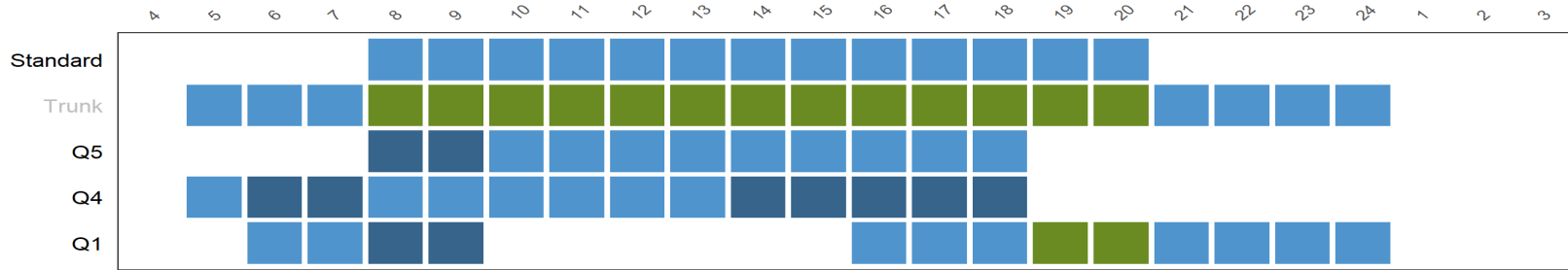
C Veirs Mill Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:28 AM - 12:33 AM	-	A	5:49 AM - 12:41 AM	-	A	5:49 AM - 12:32 AM	-	A
	Frequency of Service | varies	Peak: 20.4 / Off-Peak: 20.8	Peak: 26.4 / Off-Peak: 28.8	C	21.3	33.3	A	21.3	34.5	A
Productivity	**Passengers per Revenue Hour | 20**	20.8	18.1	B	21.4	19.9	B	17.9	18.1	D
	Passengers per Revenue Mile | 2	1.9	1.7	C	1.9	1.8	C	1.5	1.6	E
Reliability	**On-Time Performance | 79%**	81%	79%	B	71%	78%	D	74%	78%	D
	Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.38	Off-Peak: 0.27 Peak: 0.3	A	0.32	0.28	A	0.26	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$5.73	$ 7.79	D	$5.58	$ 7.16	D	$6.65	$ 8.20	E
	Cost Recovery | 20%	20%	14%	B	21%	15%	B	18%	14%	D

Route Q1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.6	A
Route Design	**Circuity |** 1.75	1.26	1.48	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	22.3	18.1	A	18.0	19.9	D	15.5	18.1	E
	Passengers per Revenue Mile | 2	1.6	1.7	D	1.5	1.8	E	1.1	1.6	E
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	**On-Time Performance |** 79%	83%	79%	B	70%	78%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.43	Off-Peak: 0.27 Peak: 0.3	A	0.31	0.29	A	0.24	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.34	$ 7.79	C	$6.64	$ 7.16	E	$7.70	$ 8.20	E
	Cost Recovery | 20%	17%	15%	D	14%	16%	E	12%	14%	E

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Route Q2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.4	4.6	A
Route Design **Circuity |** 1.75	1.32	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	17.2	18.1	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.4	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	27%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	79%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.45	Off-Peak: 0.27 Peak: 0.3	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.93	$ 7.79	E	-	-	-	-	-	-
	Cost Recovery | 20%	15%	15%	D	-	-	-	-	-	-

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Route Q4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.6	A
Route Design	**Circuity |** 1.75	1.29	1.48	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	23.7	18.1	A	29.1	19.9	A	23.1	18.1	A
	Passengers per Revenue Mile | 2	2.3	1.7	A	2.6	1.8	A	2.0	1.6	B
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	**On-Time Performance |** 79%	81%	79%	B	69%	78%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.37	Off-Peak: 0.27 Peak: 0.3	A	0.37	0.29	A	0.31	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.04	$ 7.79	C	$4.10	$ 7.16	A	$5.16	$ 8.20	C
	Cost Recovery | 20%	23%	15%	A	29%	16%	A	23%	14%	A

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Route Q5

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	3.9	4.6	E
Route Design — **Circuity |** 1.75	1.28	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.7	18.1	C	19.3	19.9	C	16.3	18.1	D
	Passengers per Revenue Mile | 2	1.8	1.7	D	1.8	1.8	C	1.6	1.6	E
	Unique Segment Ridership | 10%	0%	27%	E	0%	36%	E	0%	45%	E
Reliability	**On-Time Performance |** 79%	-	-	-	74%	78%	D	72%	78%	D
	Crowding | 5%	-	-	-	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.33	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.29	A	0.24	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.37	$ 7.79	E	$6.18	$ 7.16	E	$7.30	$ 8.20	E
	Cost Recovery | 20%	16%	15%	D	17%	16%	D	14%	14%	E

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Route Q6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.1	4.6	A
Route Design	Circuity | 1.75	1.36	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	19.8	18.1	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.9	1.7	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	27%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	82%	79%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.36	Off-Peak: 0.27 Peak: 0.3	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.03	$ 7.79	E	-	-	-	-	-	-
	Cost Recovery | 20%	24%	15%	A	-	-	-	-	-	-
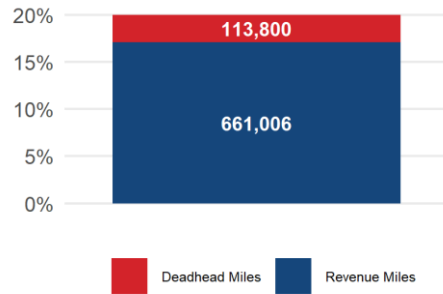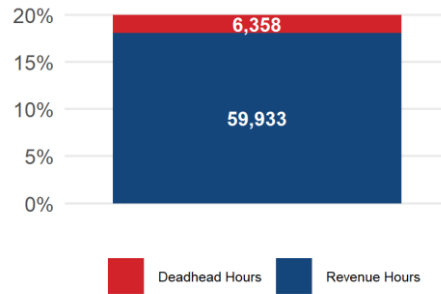
metrobus

Operational Analysis

Miles Allocation

- 113,800 (Deadhead Miles)
- 661,006 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 6,358 (Deadhead Hours)
- 59,933 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Q1	32.40	664	664 (100.0%)
Q2	33.80	484	480 (99.2%)
Q4	25.90	1,454	1,453 (99.9%)
Q5	23.80	272	272 (100.0%)
Q6	25.20	1,078	1,073 (99.5%)

Service Change Summary

Route Q1 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Q2 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Q4 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Q5 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Q6 - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — Q1: 8.233, Q2: 8.295, Q4: 9.072, Q5: 7.357, Q6: 8.264

Saturday — Q1: 7.31, Q4: 9.14, Q5: 6.99

Sunday — Q1: 5.45, Q4: 7.16, Q5: 5.67

Legend: Class/Tier Average — System Average

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About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend: Exceeds (blue), Meets (green), Approaches (yellow), Below (orange), Significantly Below (red)
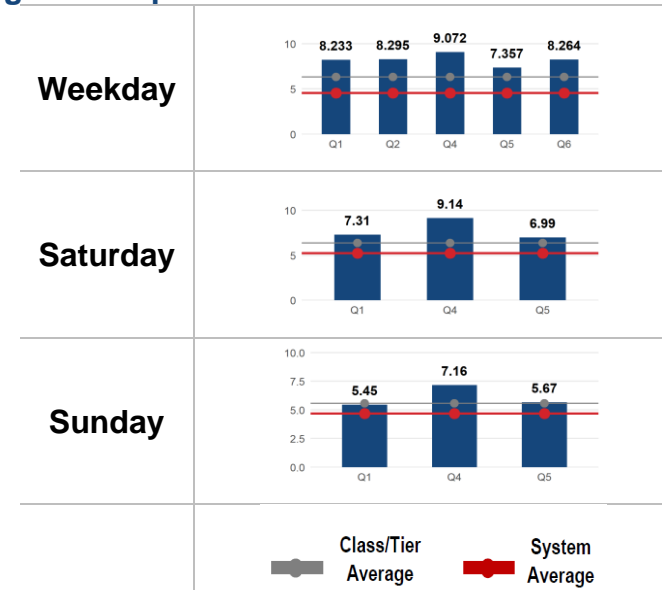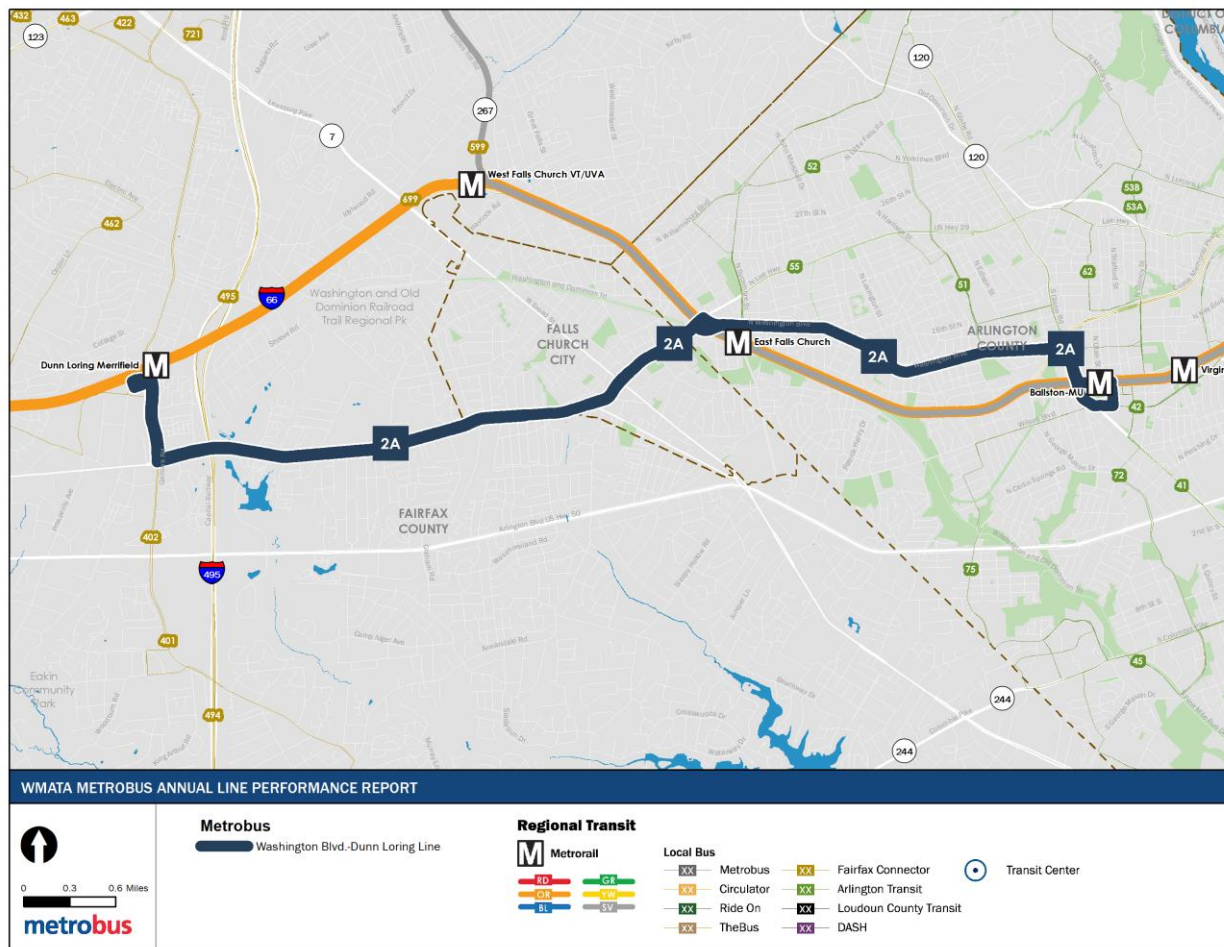
Line Benefit Score

<div style="display:inline-block; background:gray; padding:10px;">28</div>

Out of 100
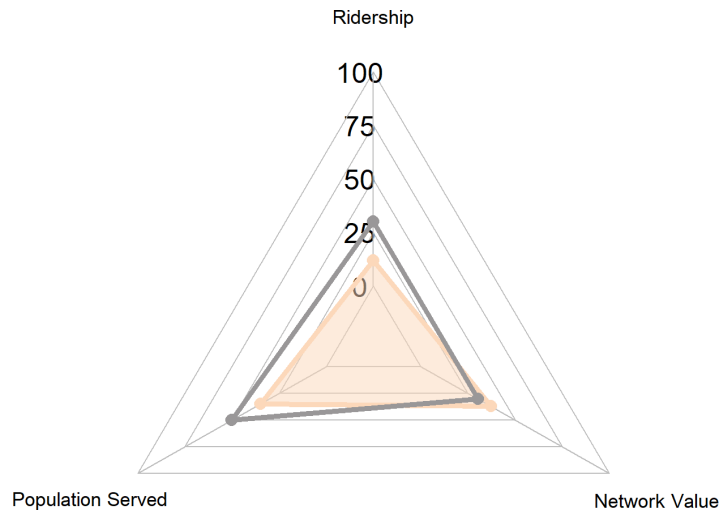
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	35	37	12	

Operating Statistics

Annual Operating Costs		$3,051,142
Peak Vehicles		13
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population			25,973
People of Color Population	Service Area		5,458
	% Riders Surveyed		57%
Low Income Household	Service Area		2,898
	% Riders Surveyed		43%

Facilities/Amenities

Bus Stops		93
% Stops With Shelters		15%
% Stops With Benches		14%
% Stops With Real-Time Signs		0%

metrobus

Ridership

Annual Ridership

2A   **219,699**

(bar chart axis: 0, 100,000, 200,000, 300,000)

Top Transfer Locations

East Falls Church, Ballston, Dunn Loring

Average Daily Ridership
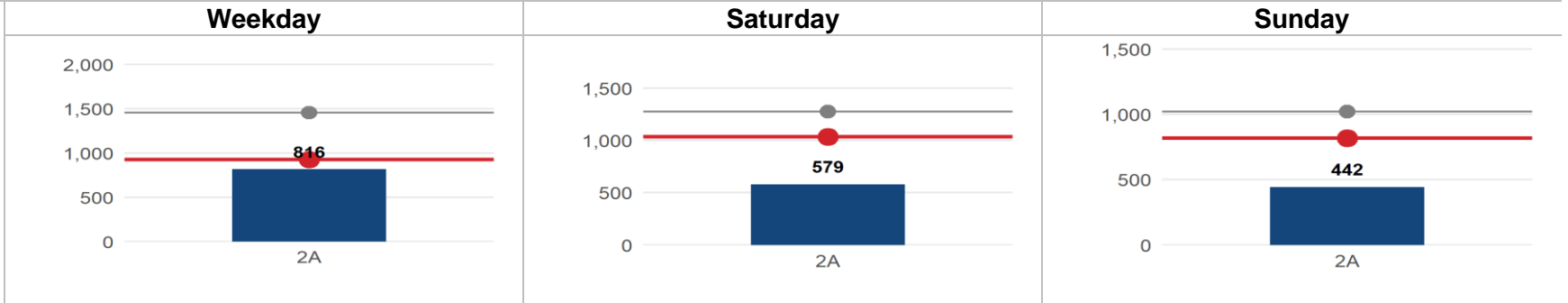
— Class/Tier Average

— System Average

Weekday	Saturday	Sunday
816	579	442

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 16	EAST 10 / WEST 13	EAST 10 / WEST 10	EAST 11 / WEST 11	EAST 7 / WEST 7	EAST 4 / WEST 4	EAST 8 / WEST 8	EAST 6 / WEST 6
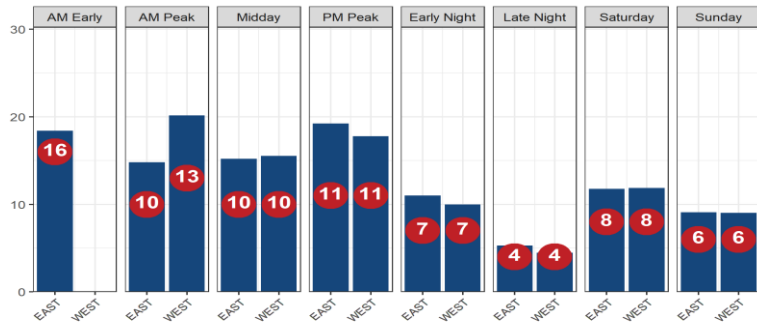
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.3
	Off-Peak Maximum Target: 1.0	0.22	0.21
	Saturday Maximum Target: 1.0	0.19	0.19
	Sunday Maximum Target: 1.0	0.15	0.16

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
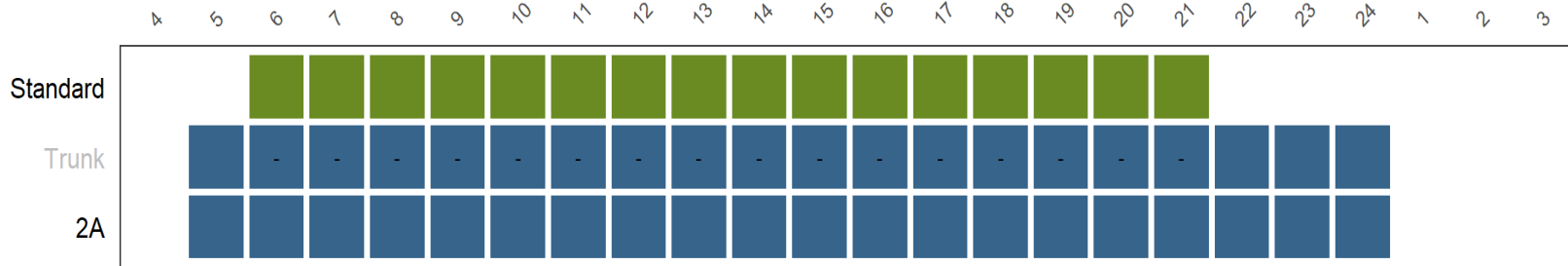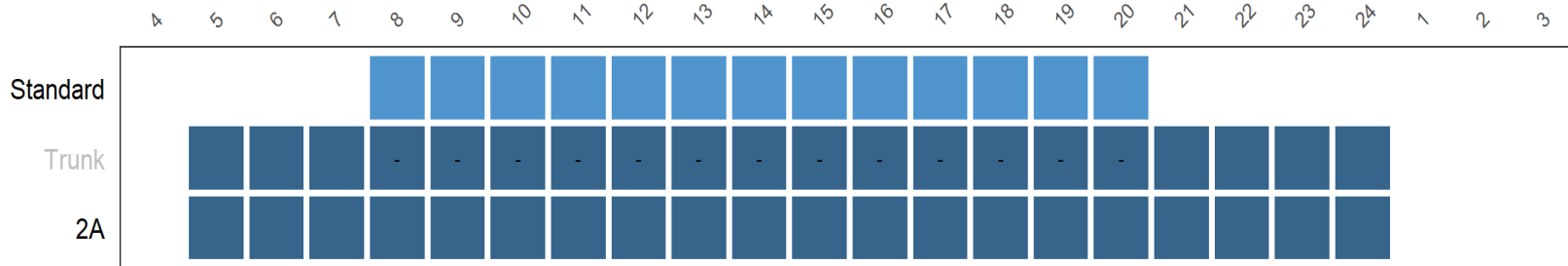
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
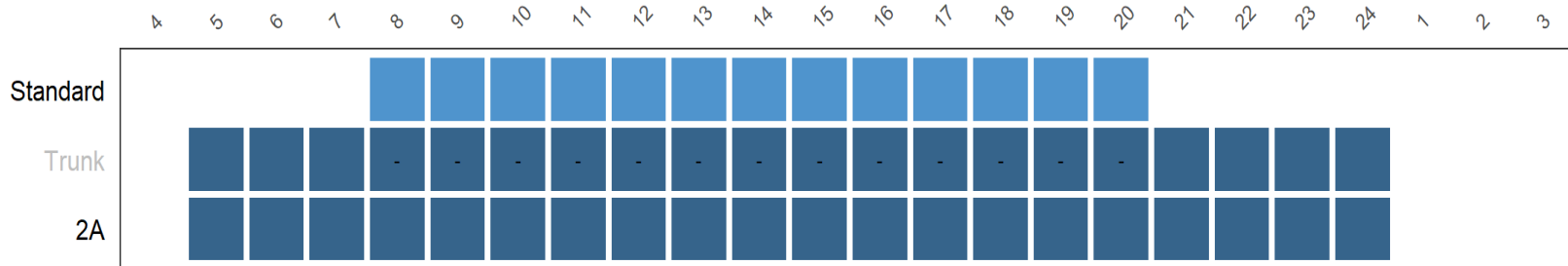
D Washington Blvd. -Dunn Loring

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A
Frequency of Service | varies	Peak: 33.2 / Off-Peak: 44.5	Peak: 26.4 / Off-Peak: 28.8	E	45.0	33.3	E	45.0	34.5	E
Productivity									
Passengers per Revenue Hour | 20	18.2	18.1	C	15.0	19.9	E	11.5	18.1	E
Passengers per Revenue Mile | 2	1.9	1.7	C	1.5	1.8	E	1.1	1.6	E
Reliability									
On-Time Performance | 79%	92%	79%	A	93%	78%	A	90%	78%	A
Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.27 Peak: 0.3	A	0.19	0.28	A	0.16	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.57	$7.79	E	$7.95	$7.16	E	$10.41	$8.20	E
Cost Recovery | 20%	13%	14%	E	10%	15%	E	8%	14%	E

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Route 2A

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3.9	4.6	E
Route Design Circuity | 1.75	1.28	1.48	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	18.2	18.1	C	15.0	19.9	E	11.5	18.1	E
	Passengers per Revenue Mile | 2	1.9	1.7	C	1.5	1.8	E	1.1	1.6	E
	Unique Segment Ridership | 10%	80%	27%	A	83%	36%	A	84%	45%	A
Reliability	On-Time Performance | 79%	92%	79%	A	93%	78%	A	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.27 Peak: 0.3	A	0.19	0.29	A	0.16	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.57	$ 7.79	E	$7.95	$ 7.16	E	$10.41	$ 8.20	E
	Cost Recovery | 20%	13%	15%	E	10%	16%	E	8%	14%	E
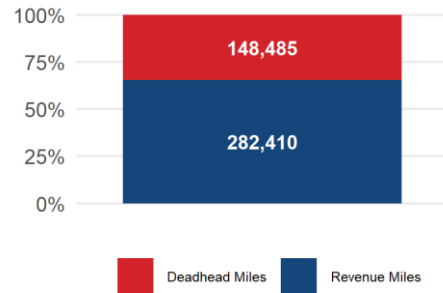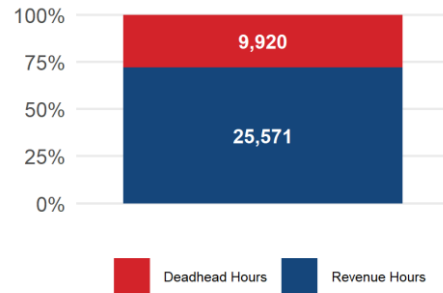
metrobus

FY 2021 ANNUAL LINE PERFORMANCE REPORT

918

Operational Analysis

Miles Allocation

- Deadhead Miles: 148,485
- Revenue Miles: 282,410

Hours Allocation

- Deadhead Hours: 9,920
- Revenue Hours: 25,571

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2A	24.30	1,624	1,615 (99.4%)

Service Change Summary

Route 2A - June 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 2A

Saturday — 2A

Sunday — 2A

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

35
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	36	26	
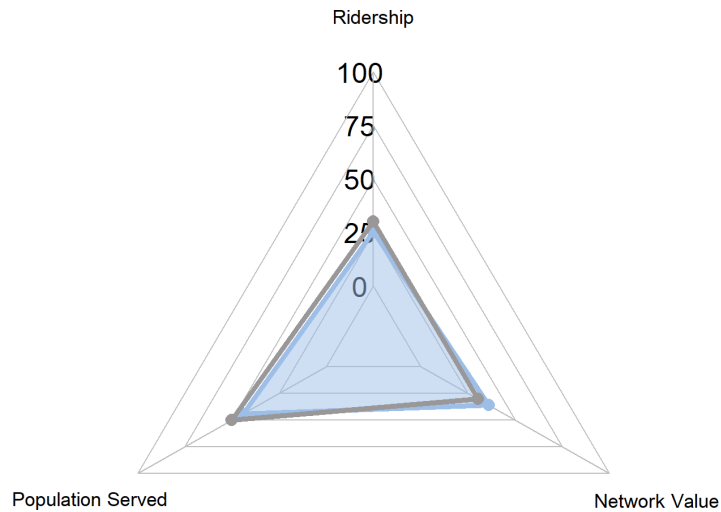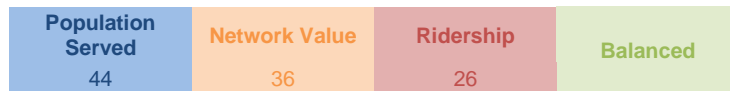
Operating Statistics

	Annual Operating Costs	$5,027,821
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		34,880
	People of Color Population	Service Area	9,135
		% Riders Surveyed	78%
	Low Income Household	Service Area	9,245
		% Riders Surveyed	60%

Facilities/Amenities

	Bus Stops	108
	% Stops With Shelters	24%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	0%

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Ridership
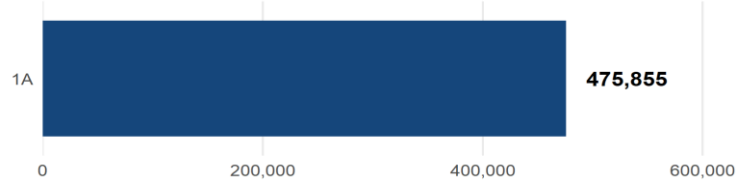
Annual Ridership	1A — **475,855** (bar chart, x-axis 0 to 600,000)
Top Transfer Locations	Ballston, Vienna

Average Daily Ridership
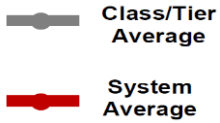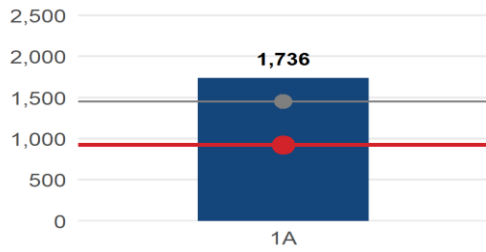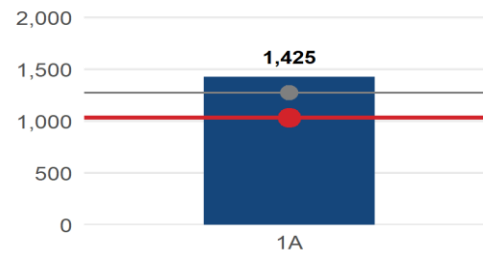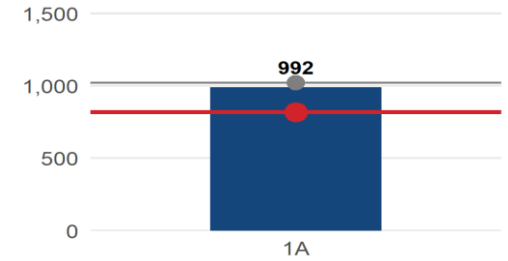
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
1A — **1,736**	1A — **1,425**	1A — **992**

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	19	14	16	16	8	5	11	11
WEST	17	15	13	15	10	5	11	10

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.39	0.37
	Off-Peak Maximum Target: 1.0	0.33	0.3
	Saturday Maximum Target: 1.0	0.29	0.28
	Sunday Maximum Target: 1.0	0.26	0.25

Span and Frequency

Frequency (Minutes)	≤12	13-15	16-20	21-30	>30	No Service	Does Not Meet Standard —
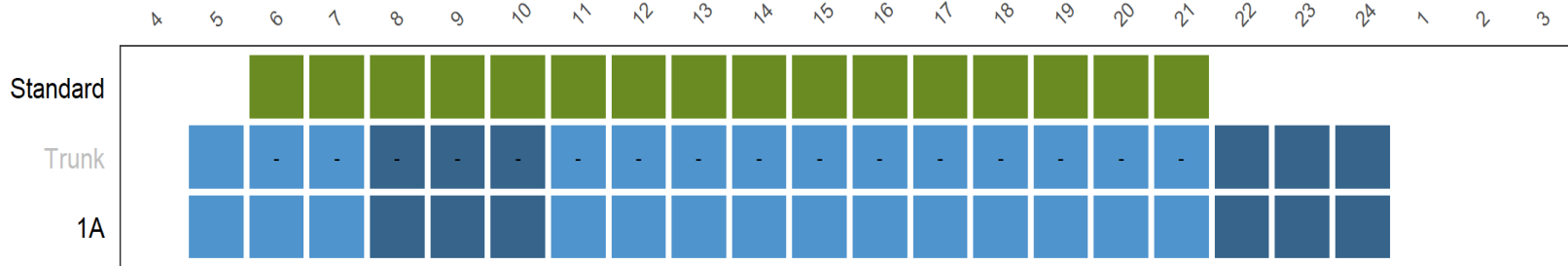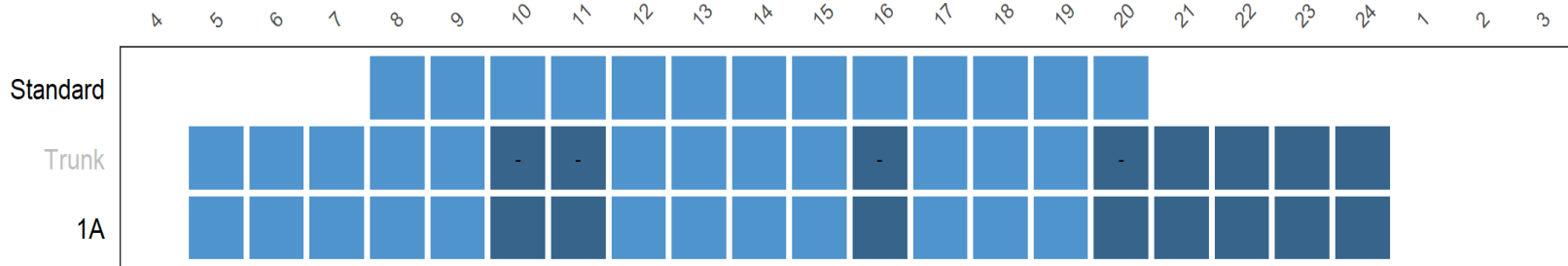
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
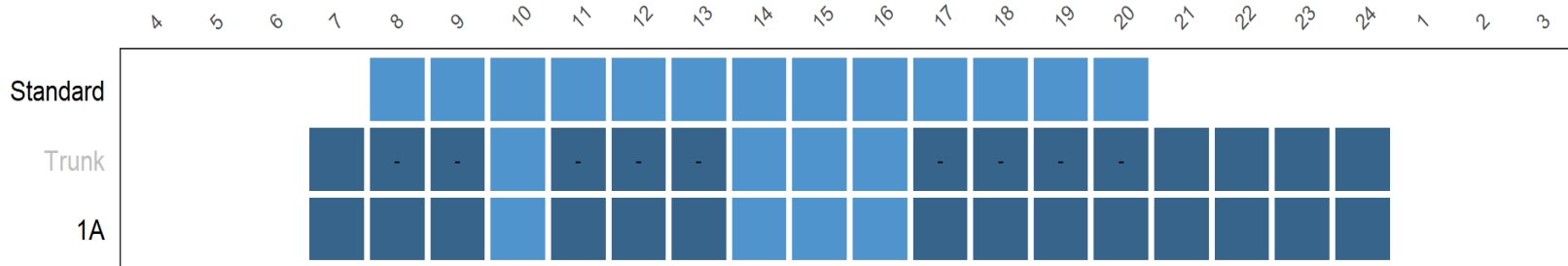
C Wilson Blvd. -Vienna

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:34 AM - 12:41 AM	-	A	5:29 AM - 12:41 AM	-	A	7:34 AM - 12:26 AM	-	A
Frequency of Service | varies	Peak: 25.4 / Off-Peak: 30.0	Peak: 26.4 / Off-Peak: 28.8	D	30.6	33.3	C	35.1	34.5	D
Productivity									
Passengers per Revenue Hour | 20	18.9	18.1	C	16.9	19.9	D	15.2	18.1	E
Passengers per Revenue Mile | 2	1.7	1.7	D	1.5	1.8	E	1.3	1.6	E
Reliability									
On-Time Performance | 79%	85%	79%	A	87%	78%	A	79%	78%	C
Crowding | 5%	0%	0%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.38	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.28	A	0.26	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.31	$ 7.79	E	$7.05	$ 7.16	E	$7.84	$ 8.20	E
Cost Recovery | 20%	16%	14%	D	14%	15%	E	13%	14%	E

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Route 1A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.1	4.6	A
Route Design — **Circuity |** 1.75	1.56	1.48	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.9	18.1	C	16.9	19.9	D	15.2	18.1	E
	Passengers per Revenue Mile | 2	1.7	1.7	D	1.5	1.8	E	1.3	1.6	E
	Unique Segment Ridership | 10%	60%	27%	A	59%	36%	A	59%	45%	A
Reliability	**On-Time Performance |** 79%	85%	79%	A	87%	78%	A	79%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.38	Off-Peak: 0.27 Peak: 0.3	A	0.29	0.29	A	0.26	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.31	$ 7.79	E	$7.05	$ 7.16	E	$7.84	$ 8.20	E
	Cost Recovery | 20%	16%	15%	D	14%	16%	E	13%	14%	E
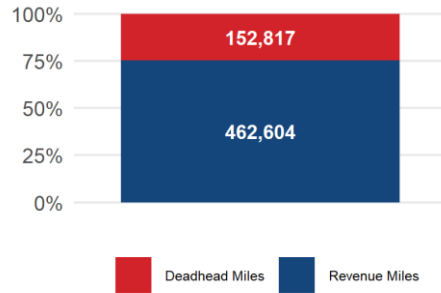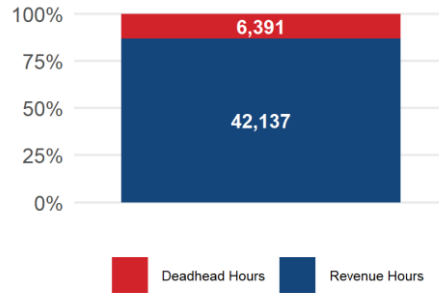
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Operational Analysis

Miles Allocation

- Deadhead Miles: 152,817
- Revenue Miles: 462,604

Hours Allocation

- Deadhead Hours: 6,391
- Revenue Hours: 42,137

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1A	28.80	2,286	2,280 (99.7%)

Service Change Summary

Route 1A - June 2021:
Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday — 1A: 7

Saturday — 1A: 6

Sunday — 1A: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Wisconsin Avenue Line

Regional Transit
M Metrorail

Local Bus
XX Metrobus   XX Fairfax Connector   Transit Center
RD Circulator   XX Arlington Transit
OR   XX
BL   XX Loudoun County Transit
XX Ride On   GR
XX TheBus   YW
SV   XX DASH

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
Exceeds   Meets
Approaches   Below   Significantly Below

Line Benefit Score

32
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	30	36	31	
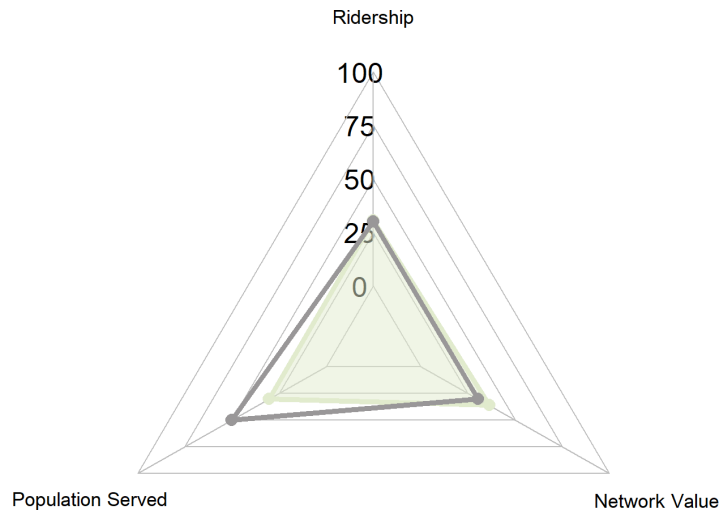
Operating Statistics

	Annual Operating Costs	$6,428,601
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)

	Service Area Population		46,675
	People of Color Population	*Service Area*	8,918
		% Riders Surveyed	50%
	Low Income Household	*Service Area*	6,704
		% Riders Surveyed	26%

Facilities/Amenities

	Bus Stops	88
	% Stops With Shelters	42%
	% Stops With Benches	41%
	% Stops With Real-Time Signs	27%

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FY 2021 ANNUAL LINE PERFORMANCE REPORT

928

Ridership

Annual Ridership

33	483,378
31	216,836

(axis: 0 — 200,000 — 400,000 — 600,000)
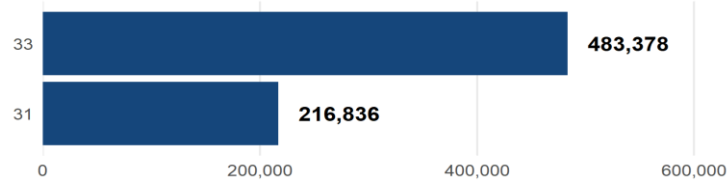
Top Transfer Locations

Foggy Bottom, Tenleytown-AU, Archives-Navy Memorial
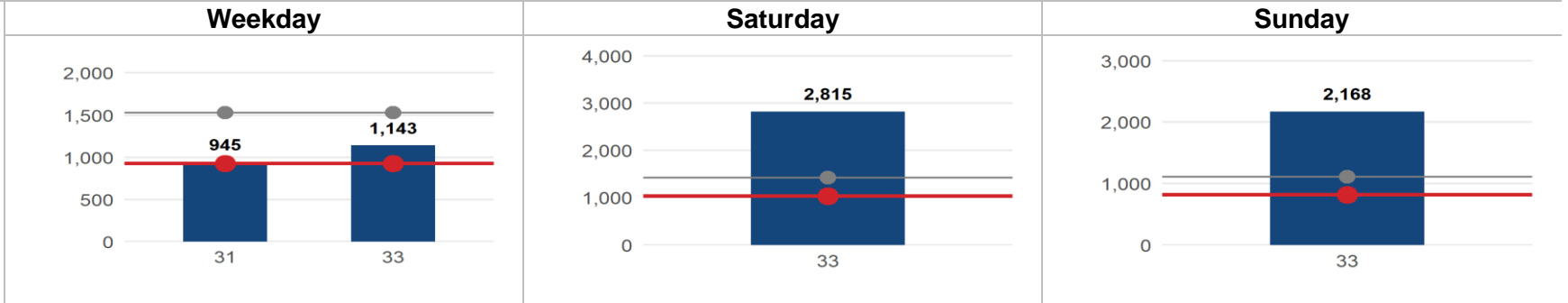
Average Daily Ridership

- Class/Tier Average (grey)
- System Average (red)

Weekday	Saturday	Sunday
31: 945, 33: 1,143	33: 2,815	33: 2,168

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	6	7
AM Peak	7	8
Midday	10	10
PM Peak	11	11
Early Night	6	6
Late Night	4	
Saturday	9	9
Sunday	8	8
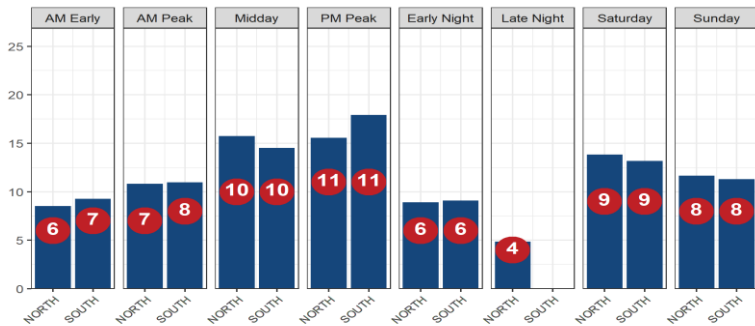
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.24	0.23
	Off-Peak Maximum Target: 1.0	0.22	0.22
	Saturday Maximum Target: 1.0	0.24	0.22
	Sunday Maximum Target: 1.0	0.2	0.19

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Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

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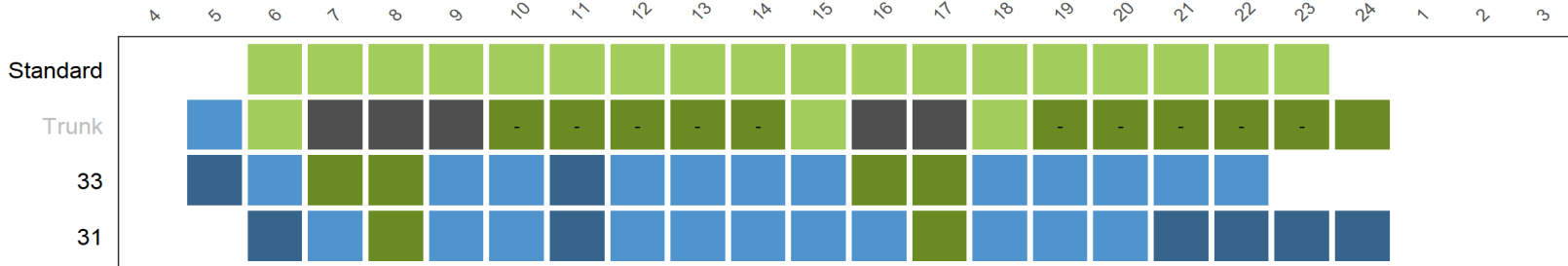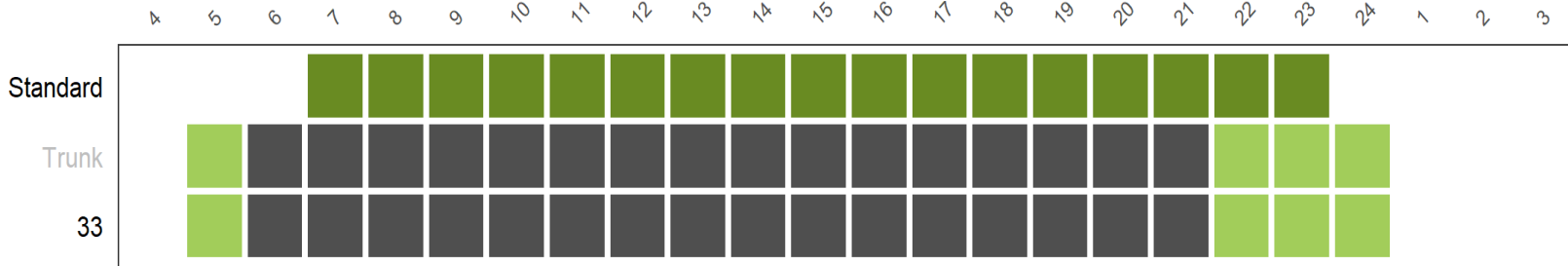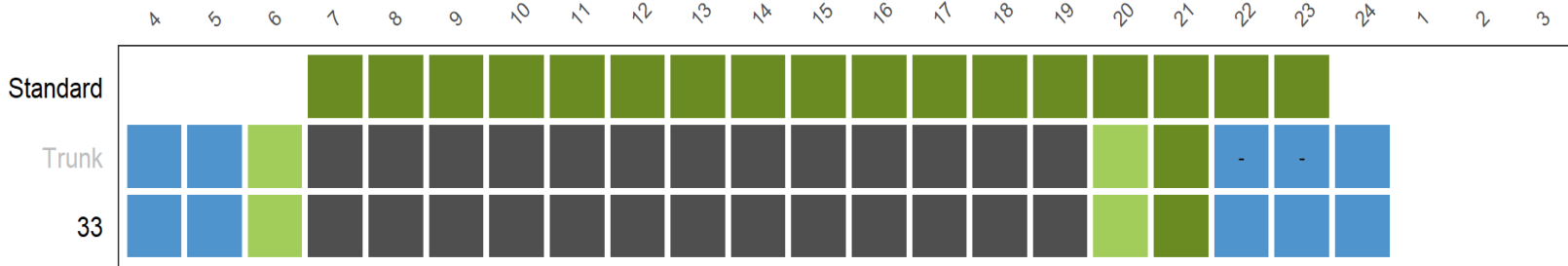
C Wisconsin Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:35 AM - 12:08 AM	-	A	5:20 AM - 12:40 AM	-	A	4:20 AM - 12:37 AM	-	A
	Frequency of Service | varies	Peak: 12.5 / Off-Peak: 16.4	Peak: 19.2 / Off-Peak: 28	B	10.7	25.6	A	12.1	28.5	A
Productivity	**Passengers per Revenue Hour** | 30	13.7	16.6	E	14.8	17.6	E	13.1	16.0	E
	Passengers per Revenue Mile | 4	2.0	2.1	E	1.8	2.1	E	1.6	1.9	E
Reliability	**On-Time Performance** | 79%	79%	77%	C	75%	76%	C	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.24	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.24	A	0.2	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$8.72	$ 8.27	E	$8.04	$ 7.67	E	$9.09	$ 8.52	E
	Cost Recovery | 25%	13%	12%	E	14%	12%	E	12%	11%	E

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Route 31

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.8	5.1	A
Route Design	Circuity | 1.75	1.29	1.31	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	14.2	16.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	2.1	2.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	19%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	81%	77%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.23	Off-Peak: 0.23 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.41	$ 8.27	E	-	-	-	-	-	-
	Cost Recovery | 25%	14%	12%	E	-	-	-	-	-	-

Route 33

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.1	5.1	E
Route Design **Circuity |** 1.75	1.25	1.31	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	13.3	16.6	E	14.8	17.6	E	13.1	16.0	E
	Passengers per Revenue Mile | 4	2.0	2.1	E	1.8	2.1	E	1.6	1.9	E
	Unique Segment Ridership | 10%	3%	19%	E	4%	26%	E	4%	28%	E
Reliability	**On-Time Performance |** 79%	77%	77%	C	75%	76%	C	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.24	Off-Peak: 0.23 Peak: 0.25	A	0.23	0.25	A	0.2	0.22	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.98	$ 8.27	E	$8.04	$ 7.67	E	$9.09	$ 8.52	E
	Cost Recovery | 25%	13%	12%	E	14%	13%	E	12%	11%	E
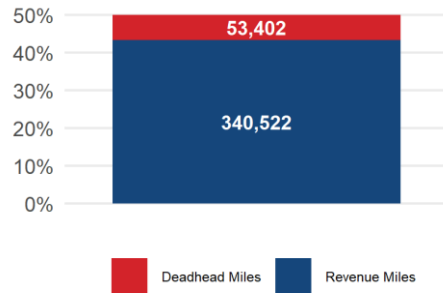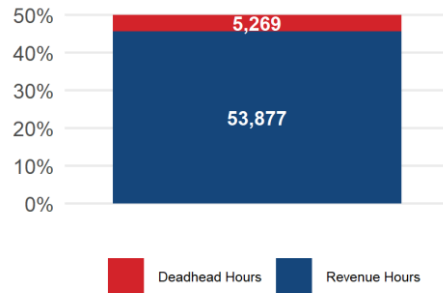
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 53,402
- Revenue Miles: 340,522

Hours Allocation

- Deadhead Hours: 5,269
- Revenue Hours: 53,877

Service Delivery (Month sample)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
31	14.90	1,760	1,748 (99.3%)
33	16.20	3,402	3,383 (99.4%)

Service Change Summary

Route 31 - June 2021:
Weekday: o change; Saturday: No change; Sunday: No change;
Route 33 - June 2021:
Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;
Sunday: extend to 2 a.m.;

Passenger Miles per Revenue Mile

Weekday
- 31: 4.80
- 33: 5.15

Saturday
- 33: 5

Sunday
- 33: 4

Legend:
- Class/Tier Average
- System Average