

# ANNUAL LINE PERFORMANCE REPORT

**metrobus**

FY 2019: July 2018 – June 2019

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## 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.<sup>1</sup>

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 2019, primarily using data from the period from July 2018-June 2019. 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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<sup>1</sup> 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.

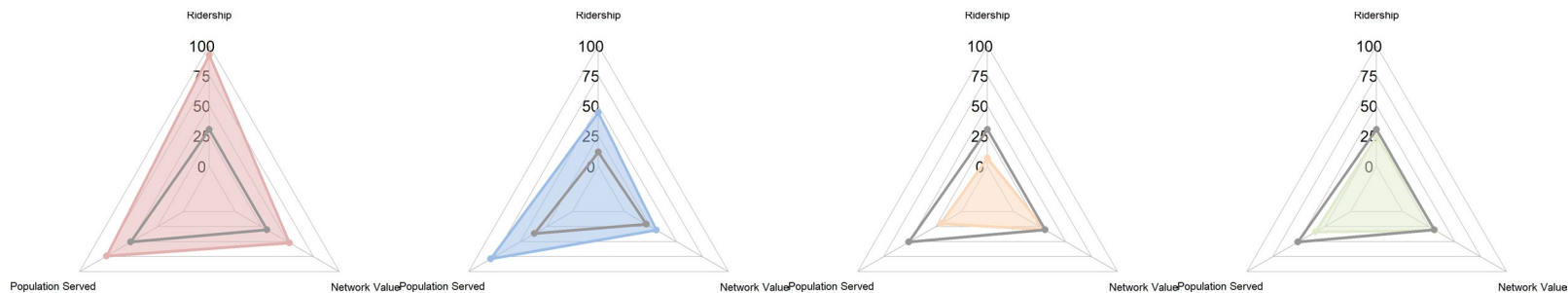
- **Ridership (red):** This metric focuses in on routes that are highly used by assessing total average weekday ridership, which measures the demand for the line.
- **Population Served (blue):** Each service type has its own function within the transit network. Therefore, each line will be measured against 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.
  - **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.
  - **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.
  - **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

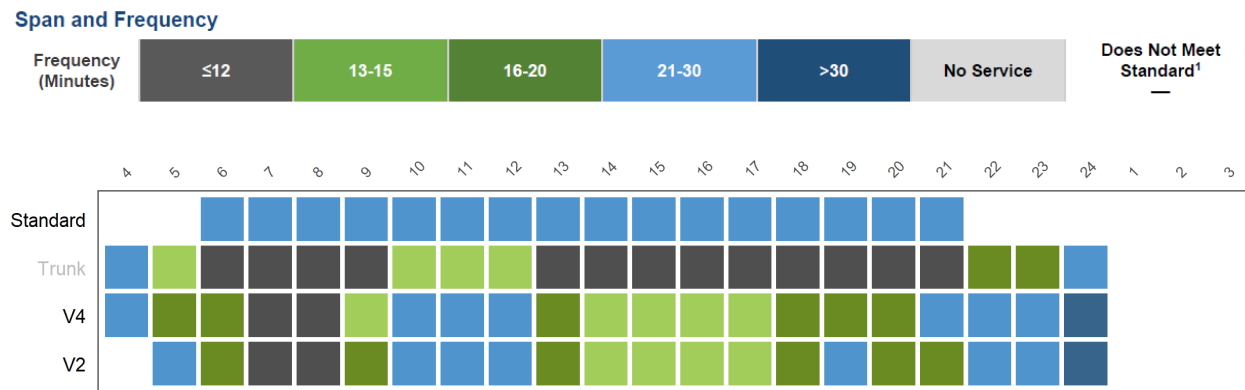


### Span and Frequency Graphic

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
<b>Line</b>	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
<b>Route</b>	Number of Stops per Mile	Circuitry	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

Class	Tier	Span of Service			Weekday		Saturday		Sunday		Stops per Mile
		Weekday	Saturday	Sunday	Peak	Off-Peak	Peak	Off-peak	Peak	Off-Peak	
<b>BRT</b>	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
<b>Framework</b>	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
<b>Coverage</b>	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
<b>Commuter</b>	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	Circuitry	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		
<b>BRT</b>	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%
<b>Framework</b>	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%
<b>Coverage</b>	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%
<b>Commuter</b>	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
<b>MW1</b>	Metroway Potomac Yard	BRT	1	D	21	VA
<b>16Y</b>	Columbia Pike-Farragut Square	Commuter	1	B	34	VA
<b>S1</b>	16th Street-Potomac Park	Commuter	1	B	30	DC
<b>G9</b>	Rhode Island Avenue Limited	Commuter	1	A	29	DC
<b>H1</b>	Brookland-Potomac Park	Commuter	1	B	26	DC
<b>X1, X3</b>	Benning Road	Commuter	1	A	25	DC
<b>5A</b>	DC-Dulles	Commuter	1	D	19	VA
<b>21A, 21D</b>	Landmark-Bren Mar Park-Pentagon	Commuter	1	A	18	VA
<b>V1</b>	Benning Heights-M Street	Commuter	1	A	16	DC
<b>A9</b>	Martin Luther King Jr. Avenue Limited	Commuter	1	A	13	DC
<b>28F, 28G</b>	Skyline City	Commuter	1	A	13	VA
<b>D1</b>	Glover Park-Franklin Square	Commuter	1	B	10	DC
<b>7W</b>	Lincolnia-Pentagon	Commuter	1	A	10	VA
<b>37</b>	Wisconsin Avenue Limited	Commuter	1	A	6	DC
<b>7C, 7P</b>	Park Center-Pentagon	Commuter	1	A	3	VA
<b>3Y</b>	Lee Highway-Farragut Square	Commuter	2	B	29	VA
<b>17B, 17M</b>	Kings Park-North Springfield	Commuter	2	C	28	VA
<b>8S, 8W, 8Z</b>	Foxchase-Seminary Valley	Commuter	2	A	22	VA
<b>16L</b>	Annandale-Skyline City-Pentagon	Commuter	2	B	20	VA
<b>29C, 29G</b>	Annandale	Commuter	2	A	15	VA
<b>Z11</b>	Burtonsville-Greencastle Express	Commuter	2	A	13	MD
<b>11Y</b>	Mount Vernon Express	Commuter	2	B	13	VA



Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
D5	MacArthur Blvd-Georgetown	Commuter	2	A	11	DC
17G, 17H, 17K, 17L	Kings Park Express	Commuter	3	B	39	VA
18G, 18H, 18J	Orange Hunt	Commuter	3	B	30	VA
18P	Burke Centre	Commuter	3	B	25	VA
87	Laurel Express	Commuter	3	B	20	MD
W14	Bock Road	Commuter	3	A	20	MD
15K	Chain Bridge Road	Commuter	3	A	20	VA
Z2	Colesville-Ashton	Commuter	3	A	16	MD
Z7	Laurel-Burtonsville Express	Commuter	3	A	14	MD
B29	Crofton-New Carrollton	Commuter	3	B	12	MD
B30	Greenbelt-BWI Airport Express	Commuter	3	C	12	MD
29W	Braeburn Drive - Pentagon Express	Commuter	3	B	11	VA
B21, B22	Bowie State University	Commuter	3	B	10	MD
C11, C13	Clinton	Commuter	3	A	3	MD
P6	Anacostia-Eckington	Coverage	1	B	39	DC
W6, W8	Garfield-Anacostia Loop	Coverage	1	B	37	DC
D8	Hospital Center	Coverage	1	B	29	DC
G2	P Street-Ledroit Park	Coverage	1	C	24	DC
D4	Ivy City-Franklin Square	Coverage	1	B	23	DC
X8	Maryland Avenue	Coverage	1	B	21	DC
D2	Glover Park-Dupont Circle	Coverage	1	C	14	DC
A2, A6, A7, A8	Anacostia-Congress Heights	Coverage	2	B	72	DC
W2, W3	United Medical Center-Anacostia	Coverage	2	B	45	DC
V7, V8	Benning Heights-Alabama Avenue	Coverage	2	A	43	DC
W1	Shipleigh Terrace-Fort Drum	Coverage	2	B	34	DC
U5, U6	Marshall Heights	Coverage	2	B	33	DC
U7	Deanwood- Minnesota Ave.	Coverage	2	B	26	DC
F8	Langley Park -Cheverly	Coverage	2	B	26	MD

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
4A, 4B	Pershing Drive-Arlington Blvd	Coverage	2	B	26	VA
26A	Annandale-East Falls Church	Coverage	2	C	18	VA
R4	Queens Chapel Road	Coverage	2	B	17	MD
2B	Fair Oaks-Jermantown Road	Coverage	2	C	16	VA
3T	Pimmit Hills	Coverage	2	D	13	VA
A4, W5	Anacostia-Fort Drum	Coverage	3	B	28	DC
F14	Sheriff Road-Capitol Heights	Coverage	3	B	28	MD
G12, G14	Greenbelt-New Carrollton	Coverage	3	B	27	MD
L8	Connecticut Avenue-Maryland	Coverage	3	A	25	MD
U4	Sheriff Road-River Terrace	Coverage	3	A	22	DC
V14	District Heights-Seat Pleasant	Coverage	3	B	22	MD
K12	Forestville	Coverage	3	B	22	MD
NH1	National Harbor-Southern Avenue	Coverage	3	B	18	MD
M6	Fairfax Village	Coverage	3	A	17	DC
3A	Annandale Road	Coverage	3	B	17	VA
H6	Brookland-Fort Lincoln	Coverage	3	B	16	DC
E2	Ivy City - Fort Totten	Coverage	3	B	16	DC
P18, P19	Oxon Hill-Fort Washington	Coverage	3	A	16	MD
T2	River Road	Coverage	3	B	16	MD
C21, C22, C26, C29	Central Avenue	Coverage	3	B	15	MD
K2	Takoma-Fort Totten	Coverage	3	B	14	DC
F12	Ardwick Industrial Park Shuttle	Coverage	3	B	14	MD
J12	Marlboro Pike	Coverage	3	B	13	MD
H11, H12, H13	Marlow Heights-Temple Hills	Coverage	3	B	13	MD
F13	Cheverly-Washington Business Park	Coverage	3	A	13	MD
B24	Bowie-Belair	Coverage	3	A	12	MD
E6	Chevy Chase	Coverage	3	B	11	DC
B27	Bowie-New Carrollton	Coverage	3	C	9	MD

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
89, 89M	Laurel	Coverage	3	A	9	MD
B8, B9	Fort Lincoln Shuttle	Coverage	3	B	8	DC
M4	Nebraska Avenue	Coverage	3	A	8	DC
C12, C14	Hillcrest Heights	Coverage	3	B	8	MD
S80, S91	Springfield Circulator	Coverage	3	B	8	VA
C28	Pointer Ridge	Coverage	3	B	5	MD
90, 92	U Street-Garfield	Framework	1	B	77	DC
70	Georgia Avenue-7th Street	Framework	1	B	67	DC
52, 54	14th Street	Framework	1	B	62	DC
X2	Benning Road-H Street	Framework	1	B	59	DC
96, 97	East Capitol Street-Cardozo	Framework	1	C	55	DC
S2, S4	16th Street	Framework	1	B	51	DC
79	Georgia Avenue Limited	Framework	1	B	48	DC
32, 34, 36	Pennsylvania Avenue	Framework	1	C	47	DC
80	North Capitol Street	Framework	1	C	46	DC
30N, 30S	Friendship Heights - Southeast	Framework	1	C	45	DC
16A, 16C, 16E	Columbia Pike	Framework	1	C	42	VA
60, 64	Fort Totten-Petworth	Framework	1	B	40	DC
D6	Sibley Hospital - Stadium Armory	Framework	1	C	40	DC
H2, H3, H4	Crosstown	Framework	1	B	39	DC
S9	16th Street Limited	Framework	1	C	38	DC
42, 43	Mount Pleasant	Framework	1	B	37	DC
L1, L2	Connecticut Avenue	Framework	1	B	36	DC
62, 63	Takoma-Petworth	Framework	1	C	36	DC
G8	Rhode Island Avenue	Framework	1	C	36	DC
H8, H9	Park Road-Brookland	Framework	1	B	33	DC
31, 33	Wisconsin Avenue	Framework	1	C	30	DC
16G, 16H	Columbia Pike- Pentagon City	Framework	1	B	30	VA

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
X9	Benning Road-H St Limited	Framework	1	C	28	DC
25B	Landmark-Ballston	Framework	1	D	28	VA
7A, 7F, 7Y	Lincolnia-North Fairlington	Framework	1	C	27	VA
59	14th Street Limited	Framework	1	B	26	DC
10B	Hunting Point-Ballston	Framework	1	D	26	VA
10A, 10E, 10N	Alexandria-Pentagon	Framework	1	D	24	VA
38B	Ballston-Farragut Square	Framework	1	C	24	VA
J4	College Park-Bethesda Limited	Framework	1	D	22	MD
39	Pennsylvania Avenue Limited	Framework	1	C	17	DC
74	Convention Center- Southwest Waterfront	Framework	1	C	15	DC
NH2	National Harbor-Alexandria	Framework	1	D	6	VA
C2, C4	Greenbelt-Twinbrook	Framework	2	A	62	MD
B2	Bladensburg Road-Anacostia	Framework	2	B	53	DC
V2, V4	Capitol Heights - Minnesota Ave.	Framework	2	B	48	DC
W4	Deanwood-Alabama Avenue	Framework	2	B	47	DC
K6	New Hampshire Ave. - Maryland	Framework	2	B	43	MD
F4	New Carrollton-Silver Spring	Framework	2	B	42	MD
28A	Leesburg Pike	Framework	2	B	42	VA
E4	Military Road-Crosstown	Framework	2	B	39	DC
Y2, Y7, Y8	Georgia Avenue-Maryland	Framework	2	B	39	MD
Q1, Q2, Q4, Q5, Q6	Veirs Mill Road	Framework	2	A	38	MD
J1, J2	Bethesda-Silver Spring	Framework	2	B	34	MD
23A, 23B, 23T	Mclean-Crystal City	Framework	2	C	32	VA
C8	College Park-White Flint	Framework	2	C	30	MD
1A, 1B	Wilson Blvd. -Vienna	Framework	2	B	30	VA
N2, N4, N6	Massachusetts Avenue	Framework	2	B	28	DC
2A	Washington Blvd. -Dunn Loring	Framework	2	C	28	VA
Z8	Fairland	Framework	2	B	26	MD

Routes	Name	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
<b>29K, 29N</b>	Alexandria-Fairfax	Framework	2	C	26	VA
<b>22A, 22C, 22F</b>	Barcroft-South Fairlington	Framework	2	D	26	VA
<b>Z6</b>	Calverton-Westfarm	Framework	2	B	23	MD
<b>1C</b>	Fair Oaks-Fairfax Blvd.	Framework	2	D	21	VA
<b>K9</b>	New Hampshire Ave. - Maryland Limited	Framework	2	B	19	MD
<b>P12</b>	Eastover-Addison Road	Framework	3	B	38	MD
<b>D12, D13, D14</b>	Oxon Hill-Suitland	Framework	3	B	36	MD
<b>R1, R2</b>	Riggs Road	Framework	3	B	36	MD
<b>83, 86</b>	College Park	Framework	3	A	32	MD
<b>T18</b>	Annapolis Road	Framework	3	B	29	MD
<b>A12</b>	Martin Luther King Jr. Highway	Framework	3	B	27	MD
<b>REX</b>	Richmond Highway Express	Framework	3	B	27	VA
<b>F1, F2</b>	Chillum Road	Framework	3	B	24	MD
<b>F6</b>	New Carrollton-Fort Totten	Framework	3	B	24	MD
<b>T14</b>	Rhode Island Avenue - New Carrollton	Framework	3	B	24	MD
<b>R12</b>	Kenilworth Avenue	Framework	3	B	20	MD
<b>V12</b>	District Heights-Suitland	Framework	3	B	20	MD
<b>A31, A32, A33</b>	Minnesota Avenue -Anacostia	Gap	1	-	16	DC
<b>S41</b>	Rhode Island Avenue- Carver Terrace	Gap	1	-	12	DC
<b>7M</b>	Mark Center-Pentagon	Gap	1	-	7	VA
<b>D31, D32, D33, D34</b>	16th Street-Tenleytown	Gap	2	-	22	DC
<b>W45, W47</b>	Mt. Pleasant - Tenleytown Line	Gap	2	-	18	DC
<b>D51</b>	Congress Heights-Georgetown	Gap	2	-	12	DC
<b>S35</b>	Fort Dupont Shuttle	Gap	3	-	12	DC
<b>C27</b>	Central Avenue Supplemental Service	Gap	3	-	6	MD

## 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 circuitry 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.

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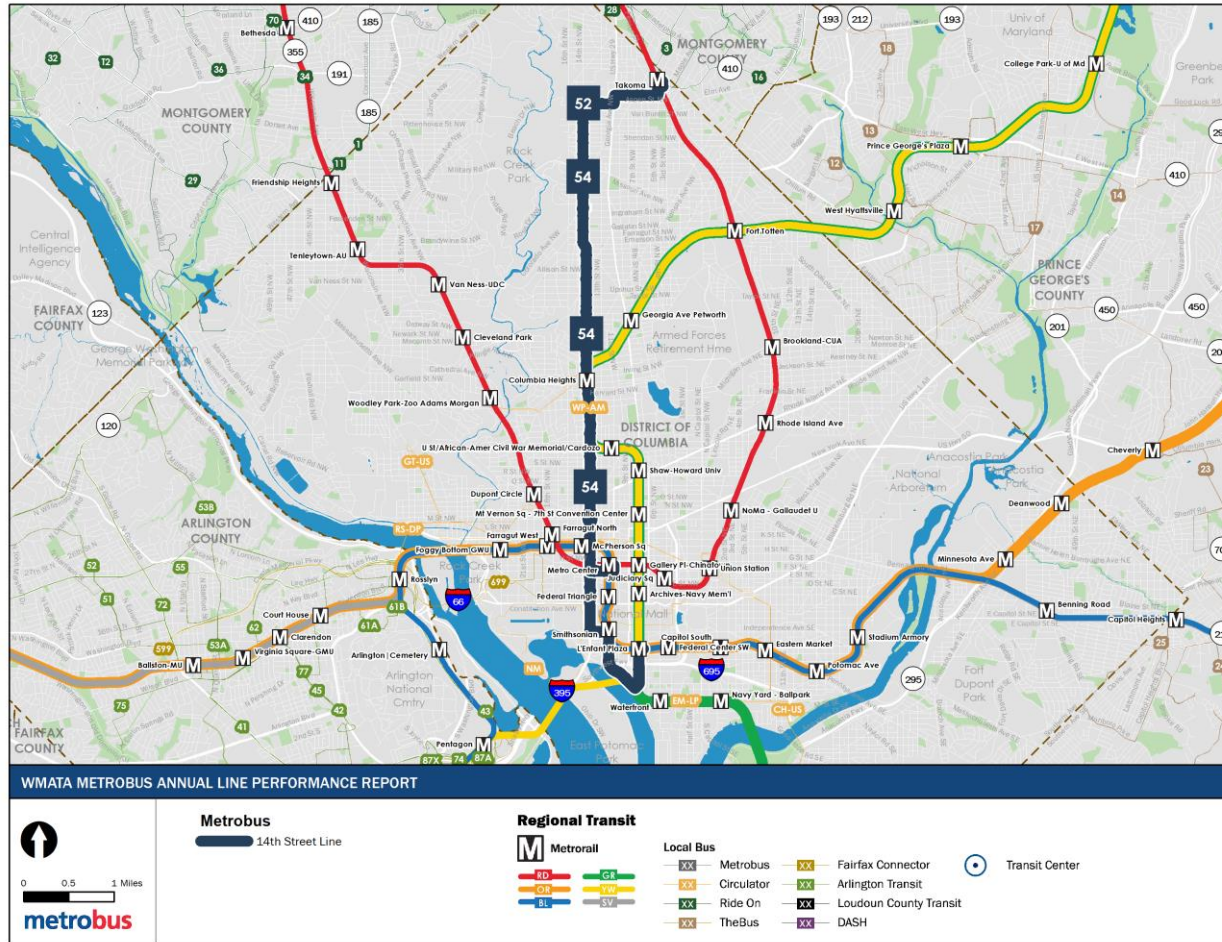
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About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Grade
14th Street Line	B

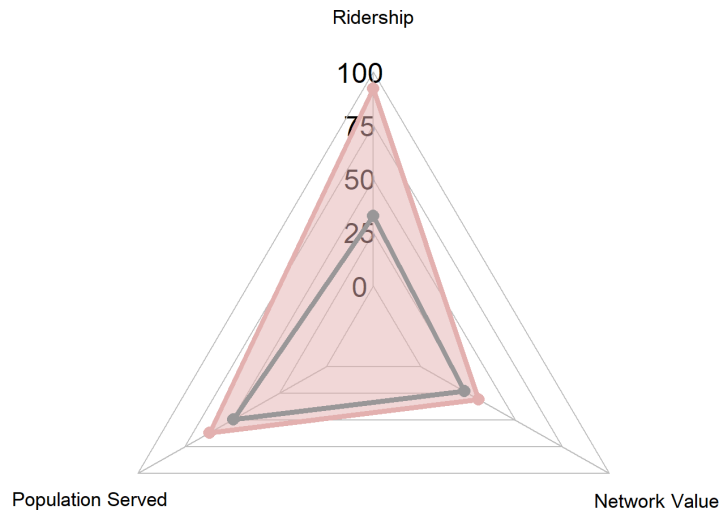
**Legend**

■ Exceeds	■ Meets
■ Approaches	■ Below
■ Significantly Below	

## Line Benefit Score

62

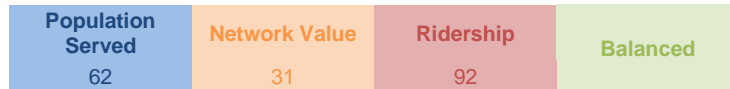
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$11,264,216</b>
	<b>Peak Vehicles</b>	<b>22</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

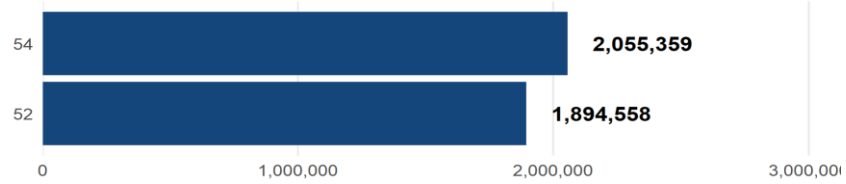
	<b>Service Area Population</b>	<b>106,993</b>	
	<b>People of Color Population</b>	Service Area	<b>45,918</b>
		% Riders Surveyed	<b>70%</b>
	<b>Low Income Household</b>	Service Area	<b>30,189</b>
		% Riders Surveyed	<b>46%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>126</b>
	<b>% Stops With Shelters</b>	<b>34%</b>
	<b>% Stops With Benches</b>	<b>27%</b>
	<b>% Stops With Real-Time Signs</b>	<b>9%</b>



### Annual Ridership

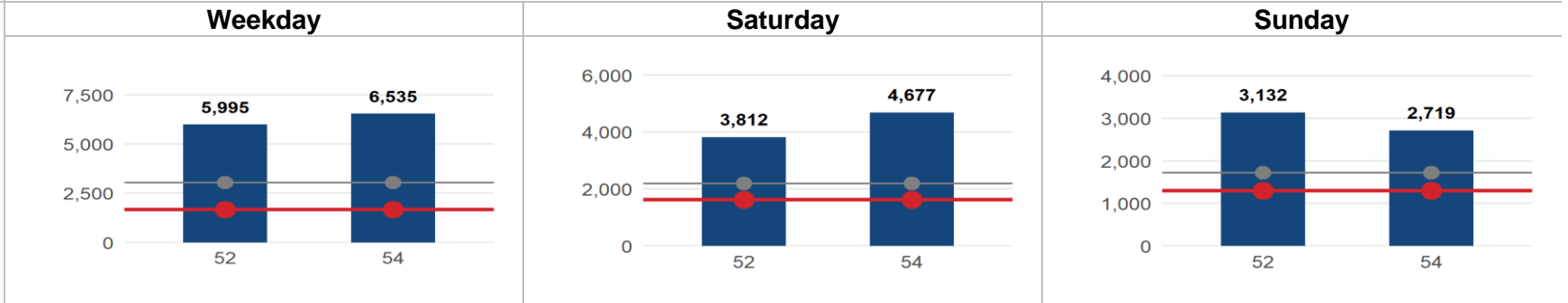


### Top Transfer Locations

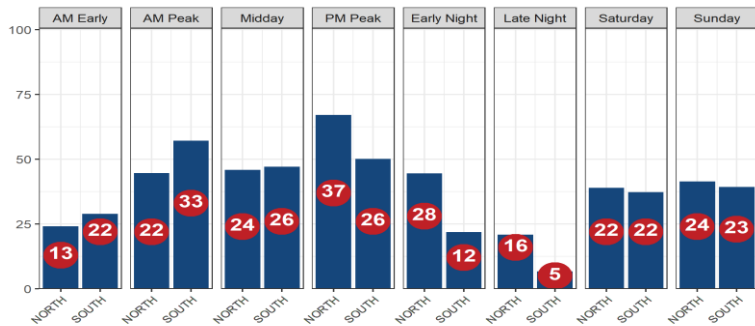
#### Columbia Heights, McPherson Square, Takoma

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



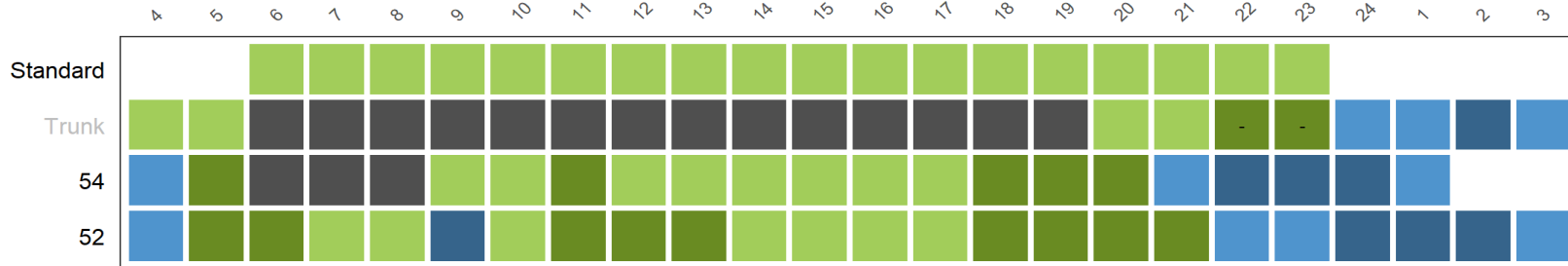
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.82	0.74
	<b>Off-Peak</b> Maximum Target: 1.0	0.59	0.5
<b>Saturday</b> Maximum Target: 1.0		0.56	0.55
<b>Sunday</b> Maximum Target: 1.0		0.61	0.58

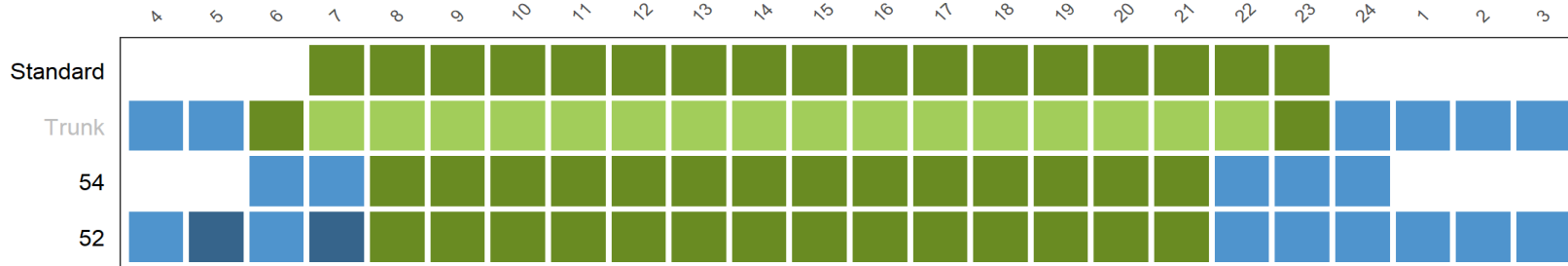
# Span and Frequency



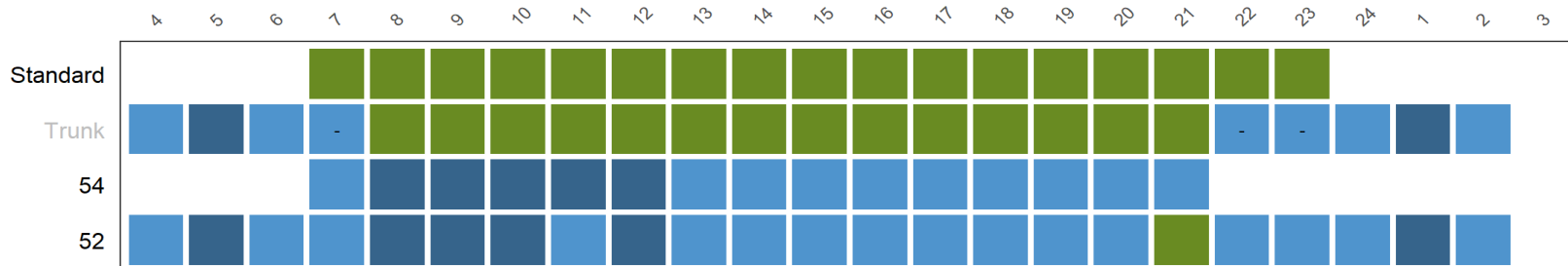
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### 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 - 3:54 AM	-	A	4:00 AM - 3:29 AM	-	A	4:00 AM - 2:53 AM	-	A
	Frequency of Service   varies	Peak: 10.7 / Off-Peak: 10.6	Peak: 17.4 / Off-Peak: 39	B	15.2	25.4	B	21.5	29.4	C
Productivity	Passengers per Revenue Hour   30	43.3	33.7	A	37.6	26.8	A	41.0	25.8	A
	Passengers per Revenue Mile   4	6.6	4.5	A	5.6	3.4	A	5.6	3.1	A
Reliability	On-Time Performance   79%	78%	76%	C	71%	74%	D	75%	78%	C
	Crowding   5%	9%	3%	E	13%	3%	E	10%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.77	Off-Peak: 0.39 Peak: 0.55	A	0.56	0.37	A	0.59	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.75	\$ 4.02	A	\$3.18	\$ 5.16	A	\$2.91	\$ 5.25	A
	Cost Recovery   25%	44%	33%	A	38%	27%	A	41%	25%	A

# Route 52

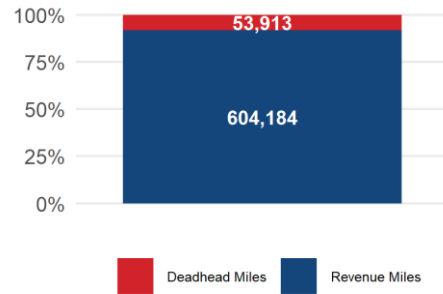
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.8			5			E		
Route Design	Circuitry   1.75	1.31			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	37.3	33.7	A	29.9	26.8	C	33.5	25.8	A
	Passengers per Revenue Mile   4	5.8	4.5	A	4.6	3.4	A	4.4	3.1	A
	Unique Segment Ridership   10%	3%	12%	E	7%	22%	D	6%	23%	D
Reliability	On-Time Performance   79%	77%	76%	C	71%	74%	D	73%	78%	D
	Crowding   5%	6%	3%	E	4%	3%	A	9%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.71	Off-Peak: 0.39 Peak: 0.54	A	0.46	0.36	A	0.5	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.20	\$ 4.02	A	\$4.00	\$ 5.16	A	\$3.56	\$ 5.25	A
	Cost Recovery   25%	38%	34%	A	30%	26%	A	34%	25%	A

# Route 54

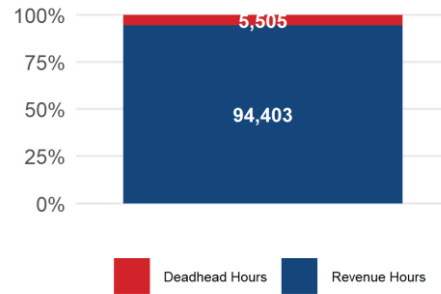
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.1			5			E		
	Circuitry   1.75	1.14			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	50.9	33.7	A	47.8	26.8	A	55.2	25.8	A
	Passengers per Revenue Mile   4	7.4	4.5	A	6.8	3.4	A	7.9	3.1	A
	Unique Segment Ridership   10%	4%	12%	E	4%	22%	E	4%	23%	E
Reliability	On-Time Performance   79%	78%	76%	C	72%	74%	D	79%	78%	C
	Crowding   5%	11%	3%	E	19%	3%	E	12%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.63 Peak: 0.85	Off-Peak: 0.39 Peak: 0.54	B	0.68	0.36	B	0.77	0.34	B
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.34	\$ 4.02	A	\$2.50	\$ 5.16	A	\$2.16	\$ 5.25	A
	Cost Recovery   25%	51%	34%	A	48%	26%	A	55%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

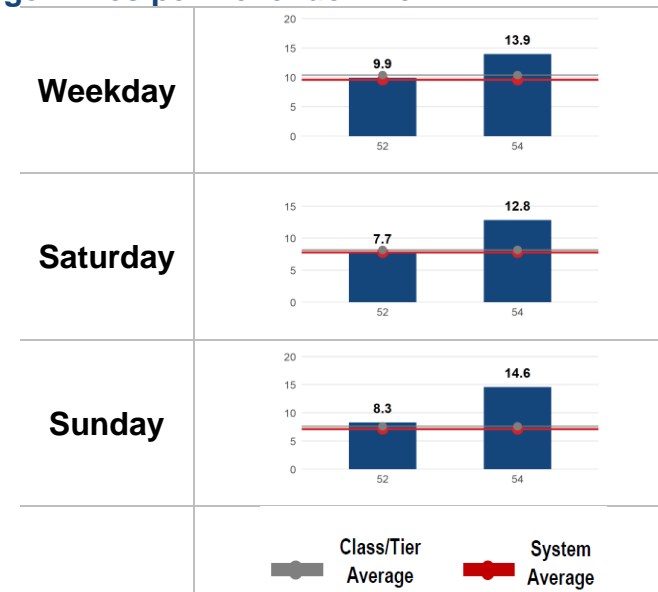
Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
52	18.10	4,259	4,224 (99.2%)
54	14.70	3,372	3,339 (99.0%)

## Service Change Summary

Route 52 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;

Route 54 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
159 - 14th Street Limited	B

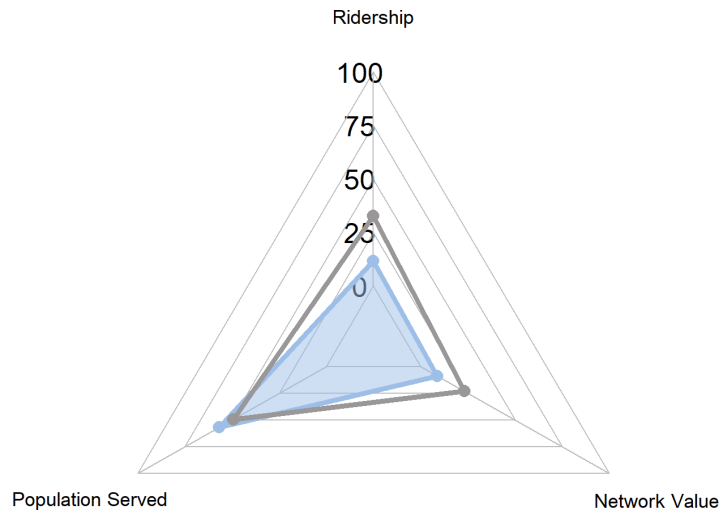
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

26

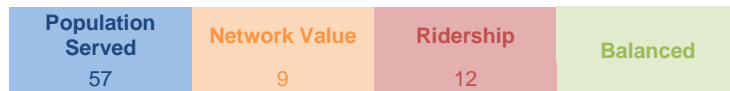
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,163,531</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>46,194</b>	
	<b>People of Color Population</b>	Service Area	<b>19,852</b>
		% Riders Surveyed	<b>72%</b>
	<b>Low Income Household</b>	Service Area	<b>13,568</b>
		% Riders Surveyed	<b>38%</b>

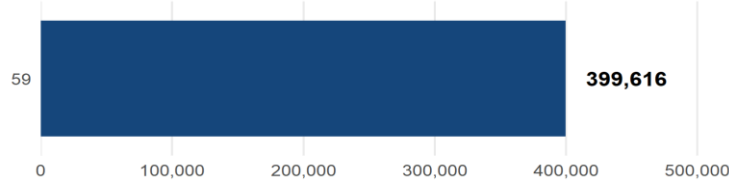
## Facilities/Amenities

	<b>Bus Stops</b>	<b>35</b>
	<b>% Stops With Shelters</b>	<b>49%</b>
	<b>% Stops With Benches</b>	<b>40%</b>
	<b>% Stops With Real-Time Signs</b>	<b>23%</b>



## Ridership

### Annual Ridership

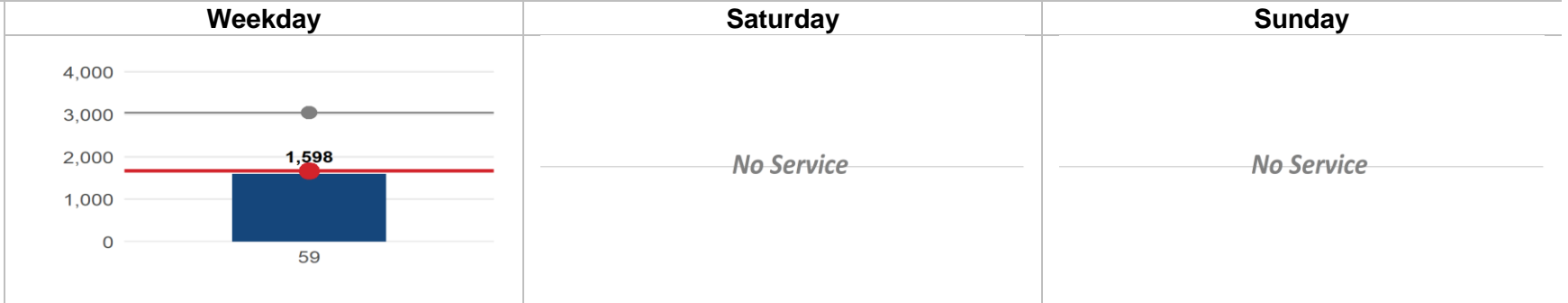


### Top Transfer Locations

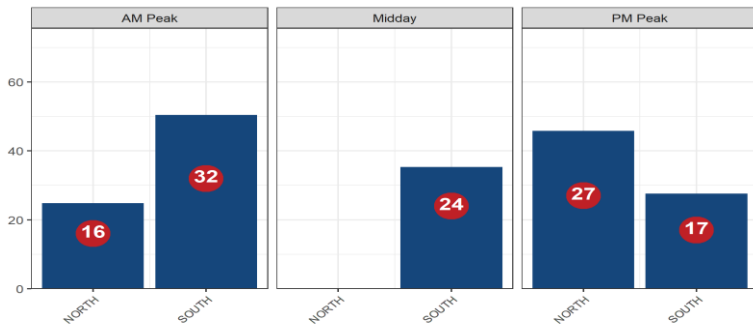
#### McPherson Square, Columbia Heights, Takoma

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



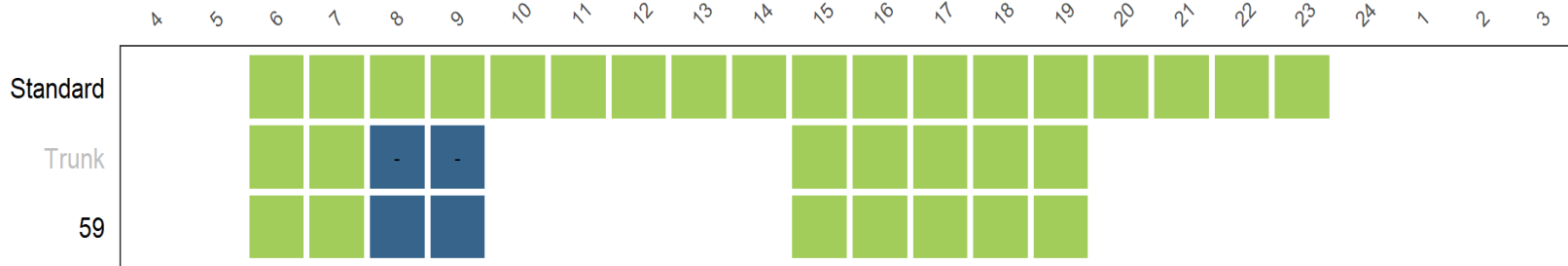
### Vehicle Load Factor

		Direction:	SOUTH	NORTH
Weekday	Peak Maximum Target: 1.2		0.66	0.59
	Off-Peak Maximum Target: 1.0		0.63	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### B 14th Street Limited

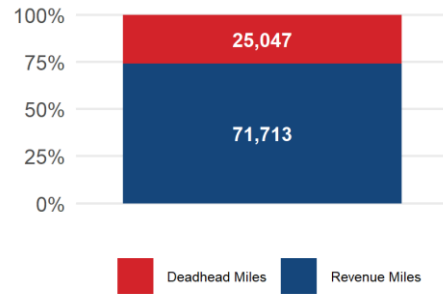
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:21 AM - 9:50 AM; 3:45 PM - 7:39 PM	-	E	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 22.4 / Off-Peak: 229.6	Peak: 17.4 / Off-Peak: 39	D	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   30	41.3	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	5.5	4.5	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	76%	D	-	-	-	-	-	-
	Crowding   5%	4%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.63 Peak: 0.62	Off-Peak: 0.39 Peak: 0.55	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.89	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	48%	33%	A	-	-	-	-	-	-

# Route 59

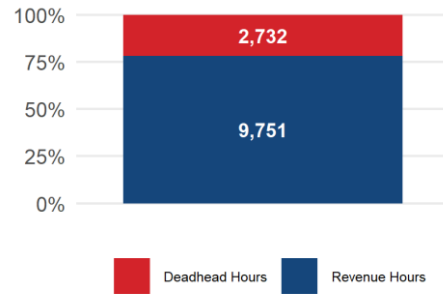
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.5			5			E		
	Circuitry   1.75	1.09			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	41.3	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	5.5	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	9%	12%	C	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	76%	D	-	-	-	-	-	-
	Crowding   5%	4%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.63 Peak: 0.62	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.89	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	48%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



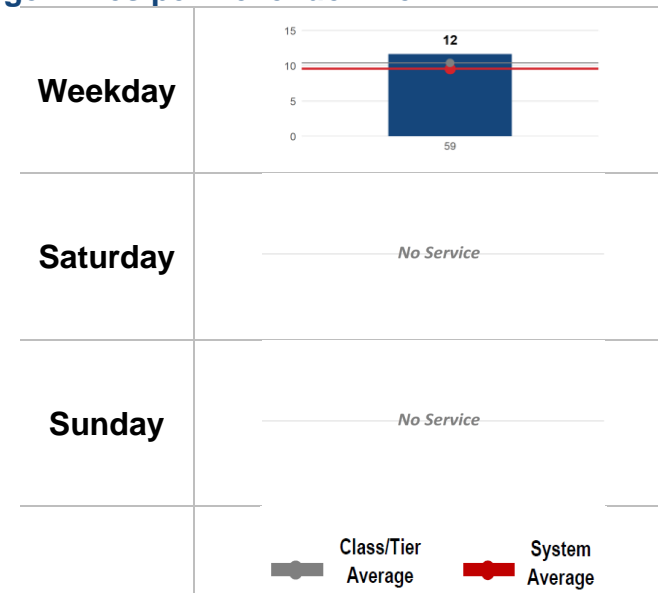
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
59	14.60	902	902 (100.0%)

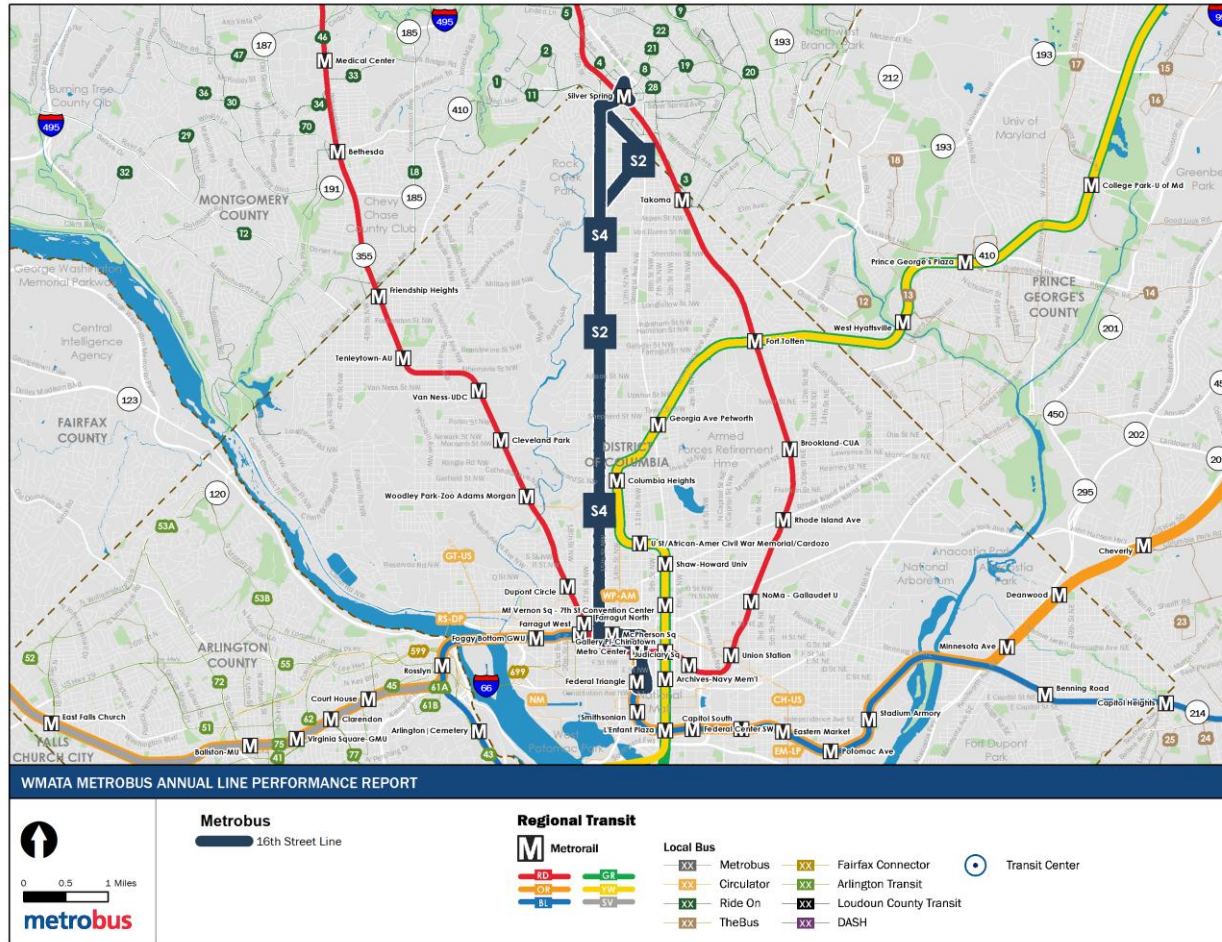
## Service Change Summary

Route 59 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
108 - 16th Street	<b>B</b>

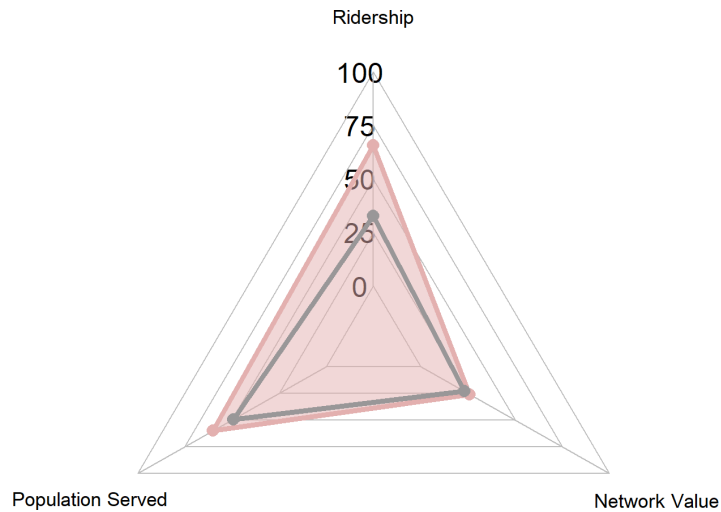
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

51

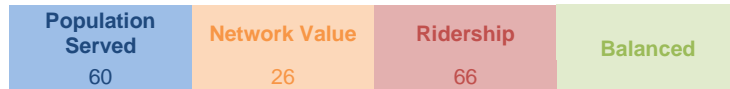
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$9,274,404
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot, 60 Foot

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

	Service Area Population	82,555	
	People of Color Population	Service Area	32,563
		% Riders Surveyed	61%
	Low Income Household	Service Area	20,037
		% Riders Surveyed	31%

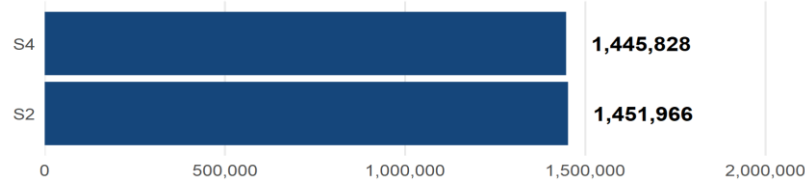
## Facilities/Amenities

	Bus Stops	131
	% Stops With Shelters	27%
	% Stops With Benches	23%
	% Stops With Real-Time Signs	22%



# Ridership

## Annual Ridership

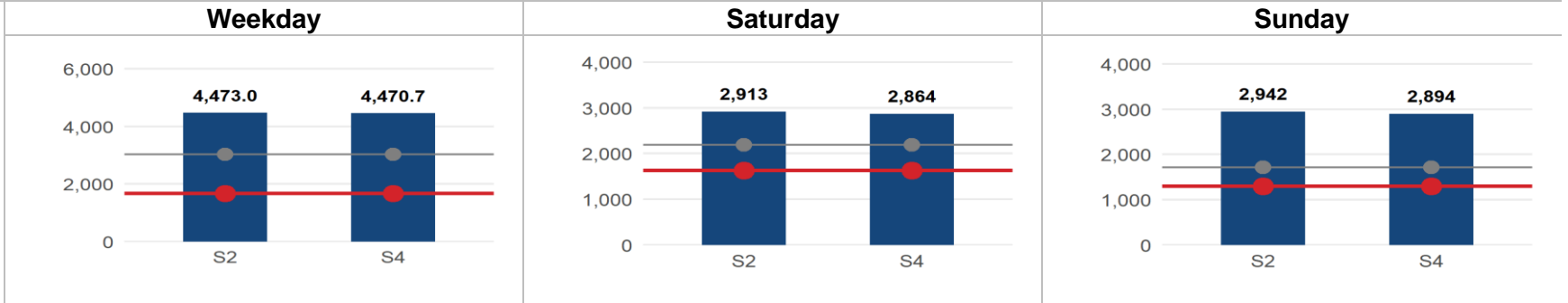


## Top Transfer Locations

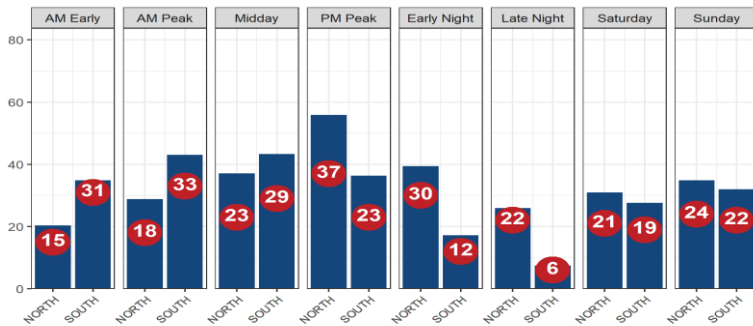
### McPherson Square, Columbia Heights, Silver Spring

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



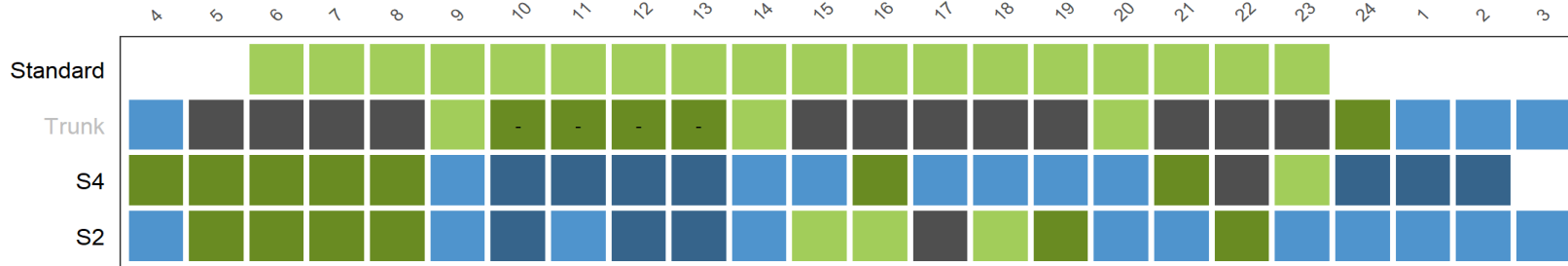
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.63	0.64
	<b>Off-Peak</b> Maximum Target: 1.0	0.51	0.43
	<b>Saturday</b> Maximum Target: 1.0	0.54	0.48
<b>Sunday</b> Maximum Target: 1.0		0.6	0.55

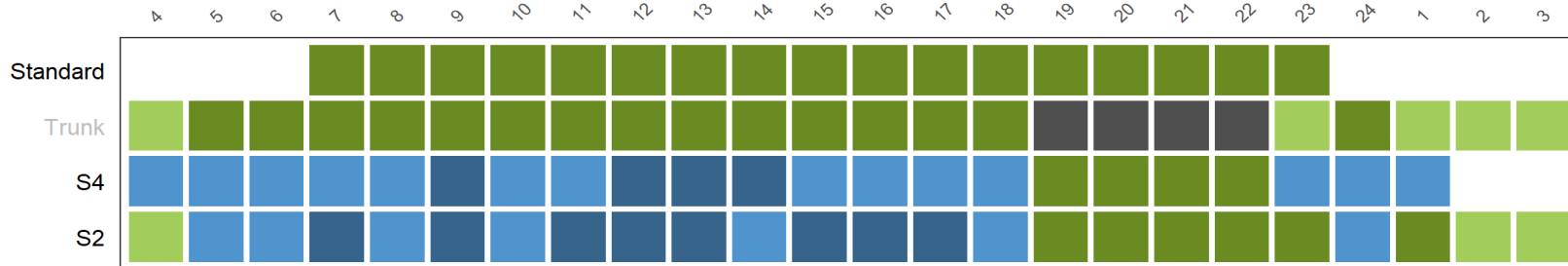
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	4:09 AM - 4:15 AM	-	A	4:14 AM - 4:05 AM	-	A	4:33 AM - 3:26 AM	-	A
	Frequency of Service   varies	Peak: 10.6 / Off-Peak: 16.6	Peak: 17.4 / Off-Peak: 39	B	15.8	25.4	B	17.2	29.4	B
Productivity	Passengers per Revenue Hour   30	36.2	33.7	A	31.2	26.8	B	36.3	25.8	A
	Passengers per Revenue Mile   4	4.6	4.5	A	3.6	3.4	D	4.1	3.1	B
Reliability	On-Time Performance   79%	77%	76%	C	75%	74%	C	74%	78%	D
	Crowding   5%	9%	3%	E	11%	3%	E	14%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.64	Off-Peak: 0.39 Peak: 0.55	A	0.51	0.37	A	0.57	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.30	\$ 4.02	A	\$3.82	\$ 5.16	A	\$3.29	\$ 5.25	A
	Cost Recovery   25%	40%	33%	A	35%	27%	A	40%	25%	A



# Route S2

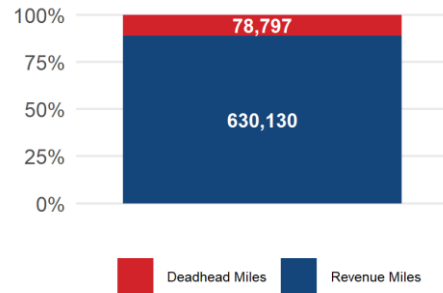
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			5			E		
Route Design	Circuitry   1.75	1.2			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	33.9	33.7	A	28.5	26.8	C	34.8	25.8	A
	Passengers per Revenue Mile   4	4.3	4.5	B	3.2	3.4	D	3.9	3.1	C
	Unique Segment Ridership   10%	3%	12%	E	2%	22%	E	6%	23%	D
Reliability	On-Time Performance   79%	76%	76%	C	75%	74%	C	74%	78%	D
	Crowding   5%	9%	3%	E	7%	3%	E	12%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.61	Off-Peak: 0.39 Peak: 0.54	A	0.48	0.36	A	0.56	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.52	\$ 4.02	A	\$4.19	\$ 5.16	A	\$3.43	\$ 5.25	A
	Cost Recovery   25%	38%	34%	A	32%	26%	A	39%	25%	A

# Route S4

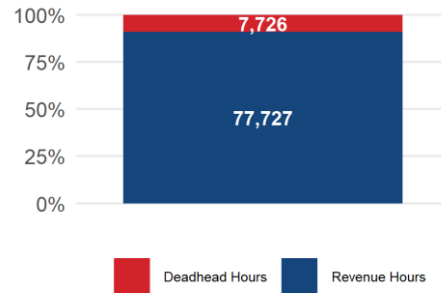
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.4			5			E		
Route Design	Circuitry   1.75	1.15			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	38.9	33.7	A	34.6	26.8	A	38.0	25.8	A
	Passengers per Revenue Mile   4	4.9	4.5	A	4.0	3.4	C	4.3	3.1	B
	Unique Segment Ridership   10%	0%	12%	E	2%	22%	E	2%	23%	E
Reliability	On-Time Performance   79%	79%	76%	C	74%	74%	C	73%	78%	D
	Crowding   5%	9%	3%	E	15%	3%	E	16%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.67	Off-Peak: 0.39 Peak: 0.54	A	0.55	0.36	A	0.59	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.07	\$ 4.02	A	\$3.45	\$ 5.16	A	\$3.14	\$ 5.25	A
	Cost Recovery   25%	43%	34%	A	38%	26%	A	42%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



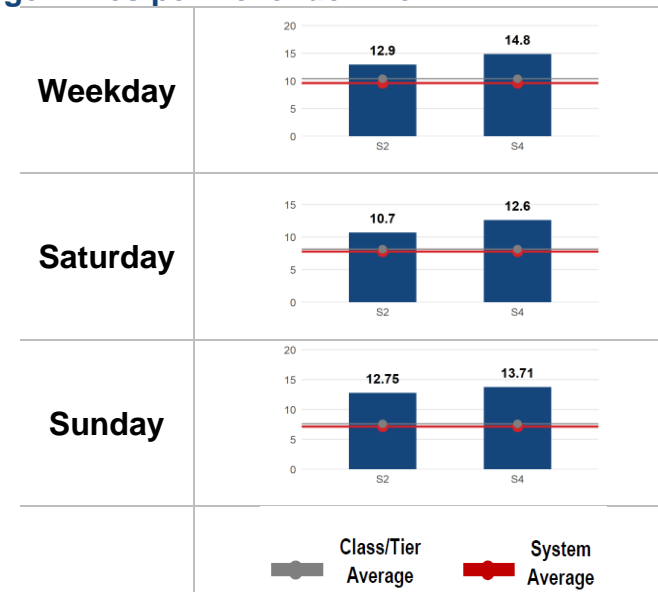
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S2	17.60	3,950	3,921 (99.3%)
S4	16.80	3,528	3,497 (99.1%)

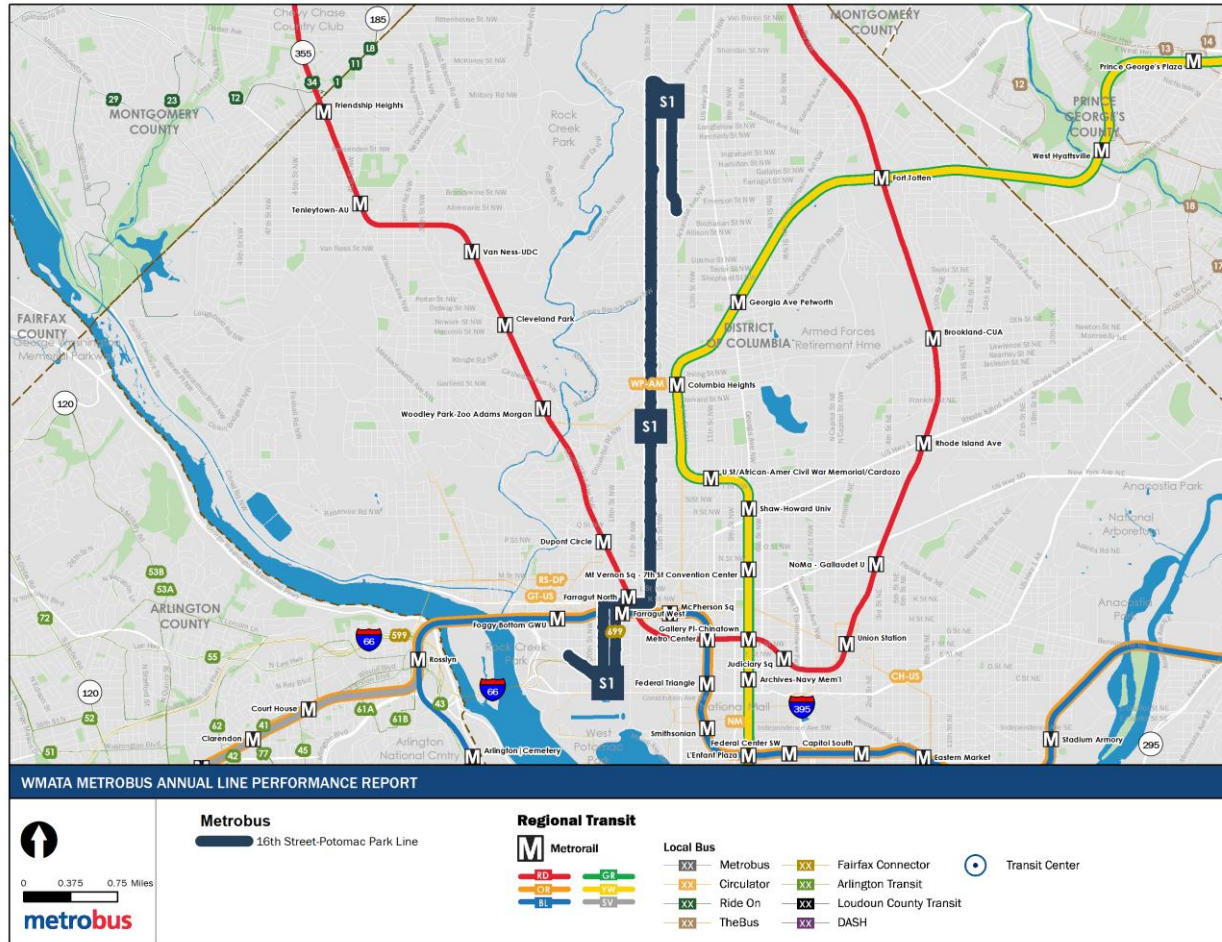
## Service Change Summary

Route S2 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;  
 NA

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

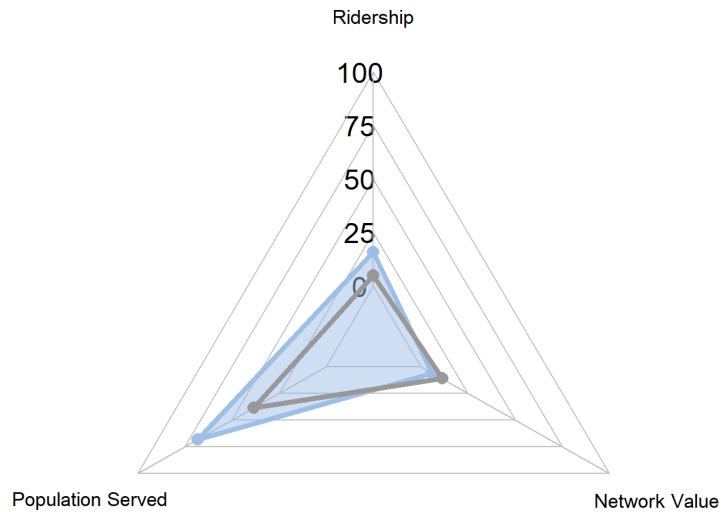
Line	Grade
16th Street-Potomac Park Line	B



## Line Benefit Score

**30**

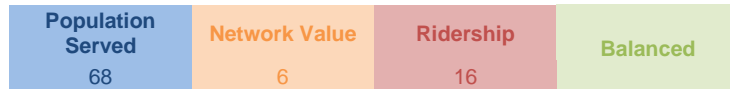
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$818,531</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot, 60 Foot</b>

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

	<b>Service Area Population</b>	<b>45,507</b>	
	<b>People of Color Population</b>	Service Area	<b>16,405</b>
		% Riders Surveyed	<b>47%</b>
	<b>Low Income Household</b>	Service Area	<b>10,940</b>
		% Riders Surveyed	<b>20%</b>

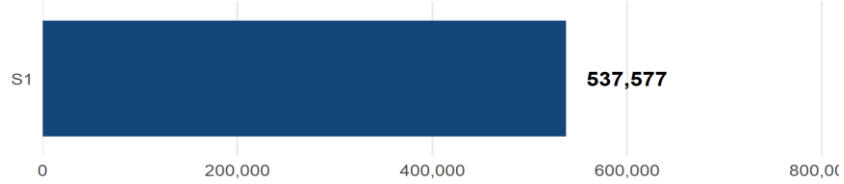
## Facilities/Amenities

	<b>Bus Stops</b>	<b>84</b>
	<b>% Stops With Shelters</b>	<b>31%</b>
	<b>% Stops With Benches</b>	<b>30%</b>
	<b>% Stops With Real-Time Signs</b>	<b>23%</b>



## Ridership

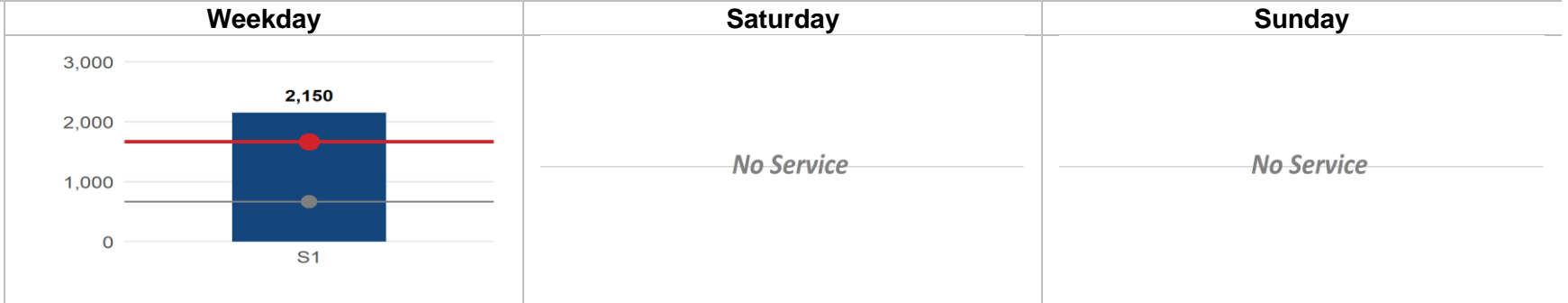
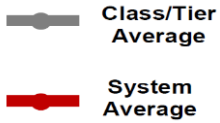
### Annual Ridership



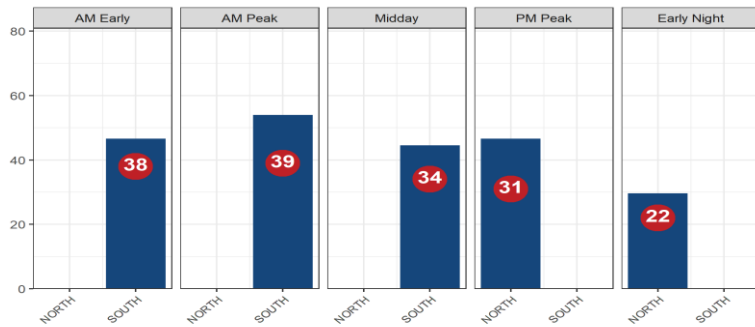
### Top Transfer Locations

Farragut West, Farragut North, Columbia Heights

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.65	0.89
	Off-Peak Maximum Target: 1.0		0.48	0.74
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** 16th Street-Potomac 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	5:50 AM - 10:05 AM; 3:54 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 11.6 / Off-Peak: 10.8	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	56.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	8.4	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	75%	D	-	-	-	-	-	-
	Crowding   5%	19%	4%	E	0%	0%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.68 Peak: 0.79	Off-Peak: 0.4 Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.11	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	79%	48%	A	-	-	-	-	-	-

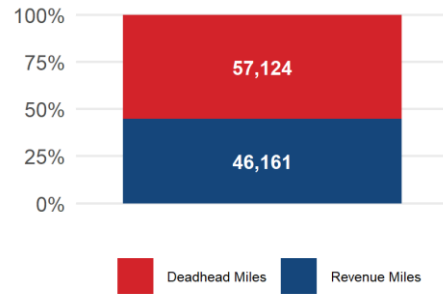


# Route S1

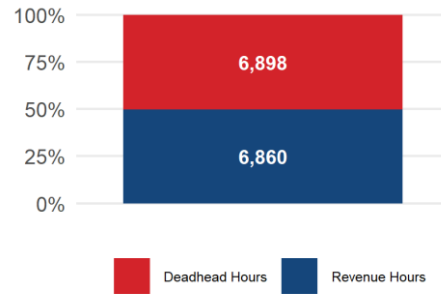
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	6			3.2			-		
Route Design	Circuitry   N/A	1.59			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	56.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	8.4	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	75%	D	-	-	-	-	-	-
	Crowding   5%	19%	3%	E	0%	0%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.68 Peak: 0.79	Off-Peak: 0.37 Peak: 0.49	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.11	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	79%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



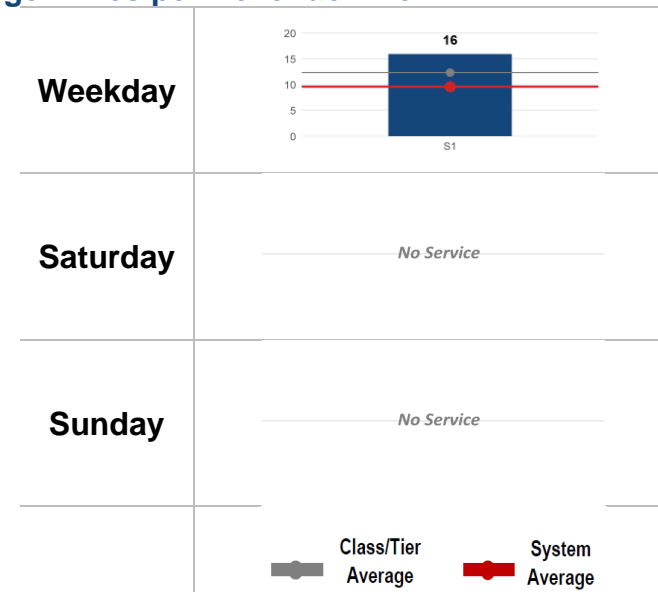
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S1	14.10	858	849 (99.0%)

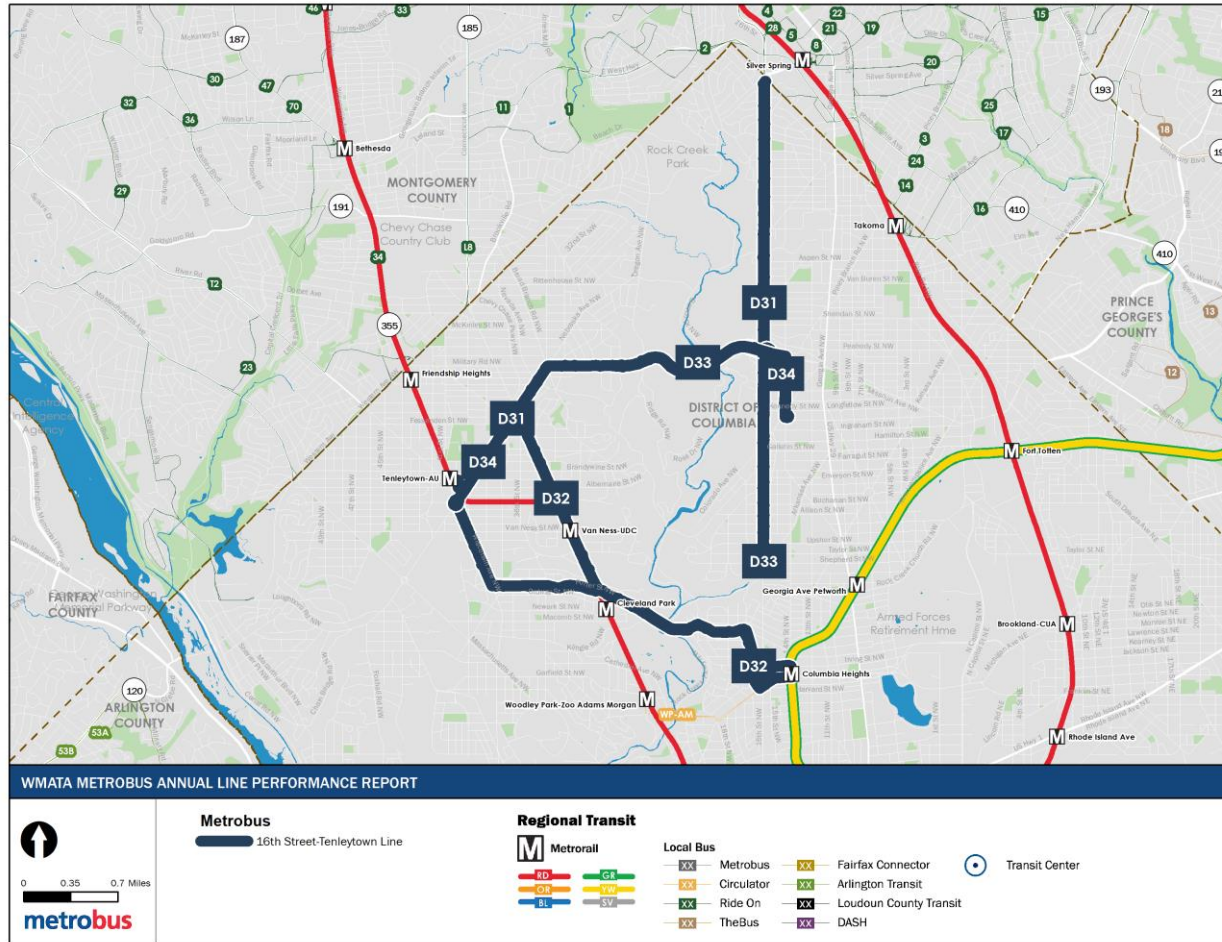
## Service Change Summary

Route S1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Gap

Activity Tier

2

Overall Grade

Line	Overall Grade
16th Street-Tenleytown	-

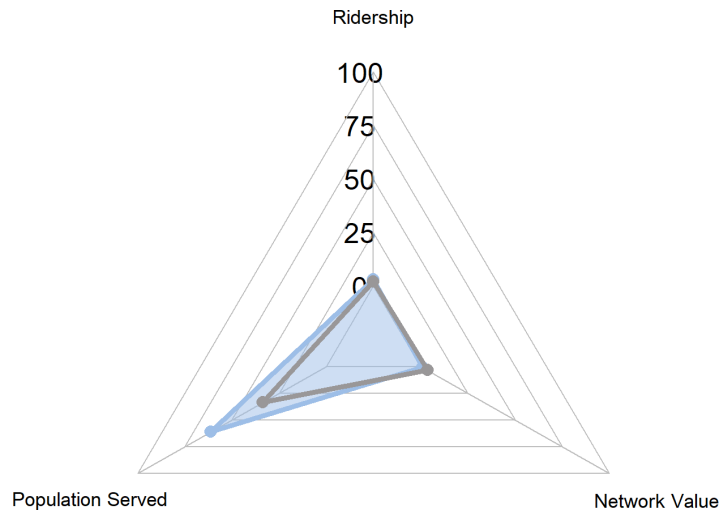
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

22

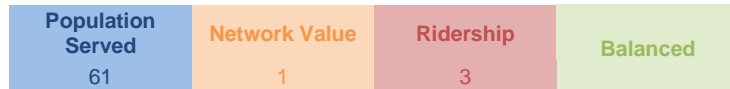
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$147,336</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>90,018</b>	
	<b>People of Color Population</b>	Service Area	<b>31,451</b>
		% Riders Surveyed	
	<b>Low Income Household</b>	Service Area	<b>19,468</b>
		% Riders Surveyed	

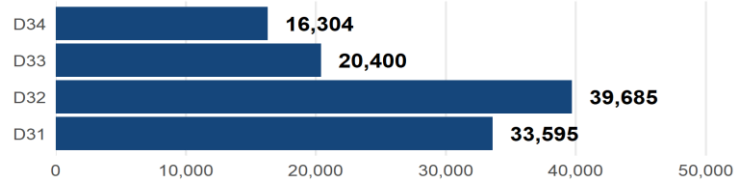
## Facilities/Amenities

	<b>Bus Stops</b>	<b>136</b>
	<b>% Stops With Shelters</b>	<b>21%</b>
	<b>% Stops With Benches</b>	<b>19%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

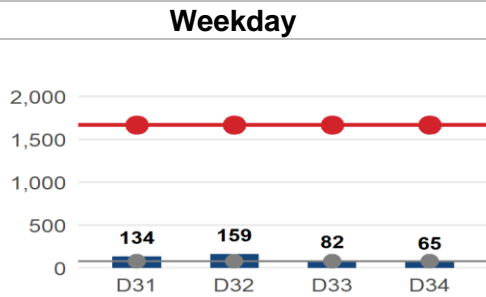
### Annual Ridership



### Top Transfer Locations

Cleveland Park, Tenleytown-AU, Columbia Heights

### Average Daily Ridership



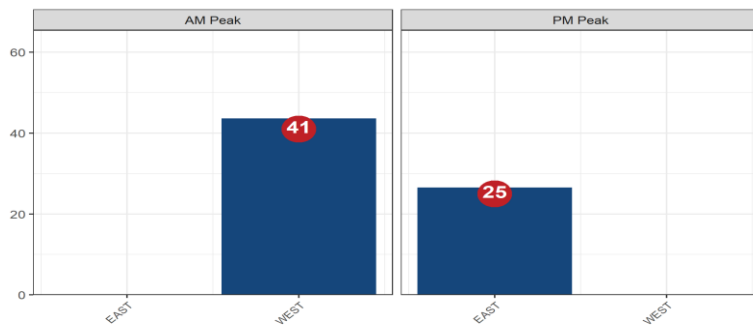
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



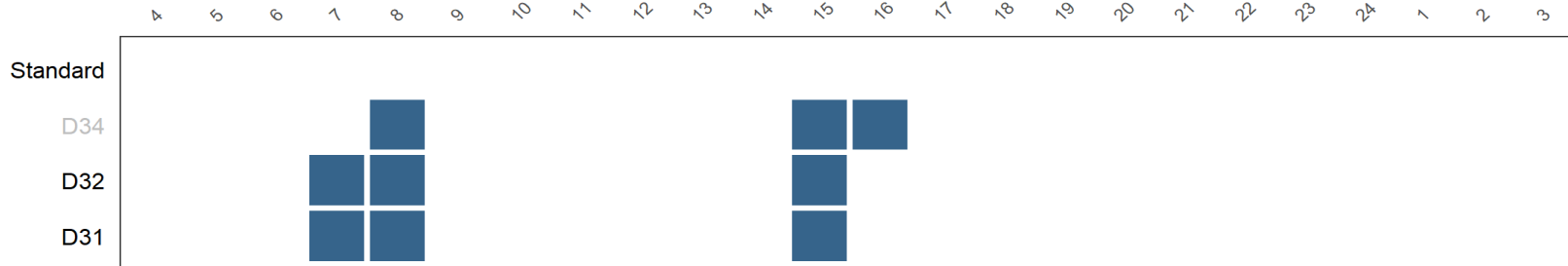
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.59	0.92
Saturday Maximum Target: NA			
Sunday Maximum Target: NA			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# 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	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	68.3	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	7.7	6.9	-	-	-	-	-	-	-
Reliability	On-Time Performance	72%	71%	-	-	-	-	-	-	-
	Crowding	26%	13%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$1.75	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	88%	58%	-	-	-	-	-	-	-

# Route D31

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.8			5.4			-		
	Circuitry	1.05			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	47	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	6.6	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	56%	71%	-	-	-	-	-	-	-
	Crowding	20%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.54	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	64%	77%	-	-	-	-	-	-	-



# Route D32

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	6.1			5.4			-		
	Circuitry	1.27			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	95.6	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	9.9	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	74%	71%	-	-	-	-	-	-	-
	Crowding	31%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$1.25	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	118%	77%	-	-	-	-	-	-	-

# Route D33

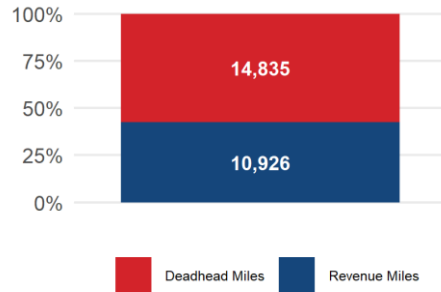
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.9			5.4			-		
	Circuitry	1.62			1.3			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	110.3	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	8.4	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	92%	71%	-	-	-	-	-	-	-
	Crowding	35%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$1.08	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	144%	77%	-	-	-	-	-	-	-

# Route D34

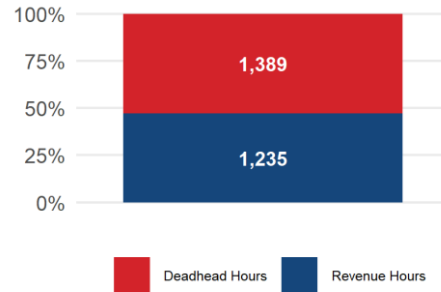
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.8			5.4			-		
	Circuitry	1.07			1.3			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	56.1	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	6.1	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	71%	71%	-	-	-	-	-	-	-
	Crowding	0%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.13	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	70%	77%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



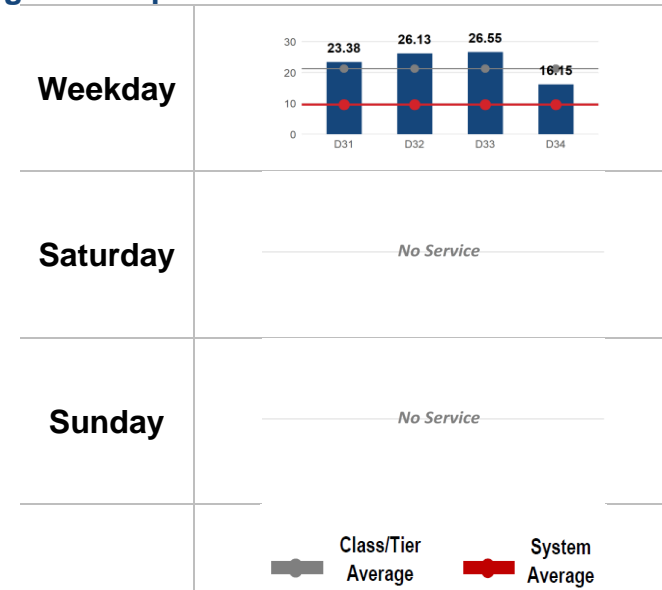
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D31	9.80	60	59 (98.3%)
D32	8.20	60	60 (100.0%)
D33	9.20	30	30 (100.0%)
D34	7.10	45	45 (100.0%)

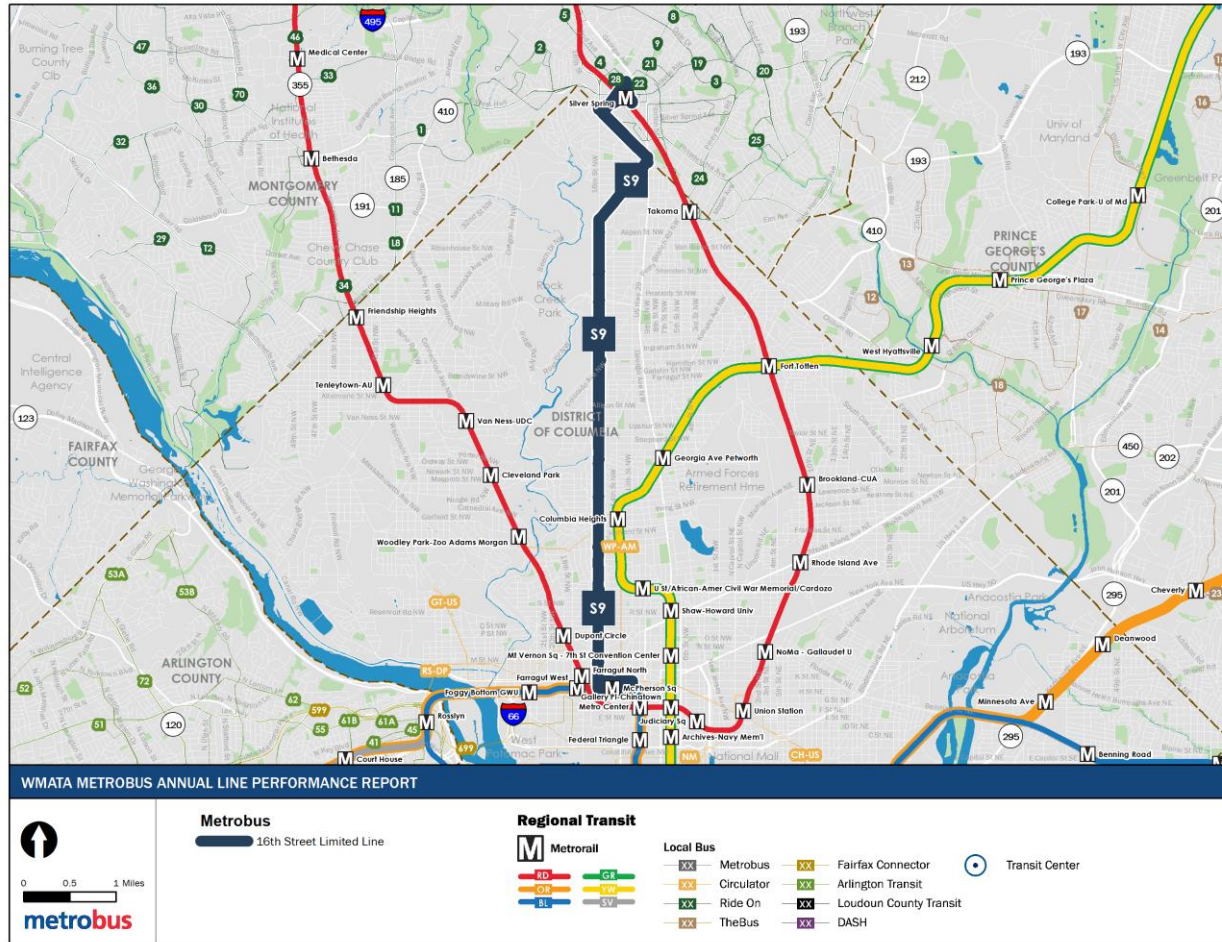
## Service Change Summary

Route D31 - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route D32 - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route D33 - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route D34 - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

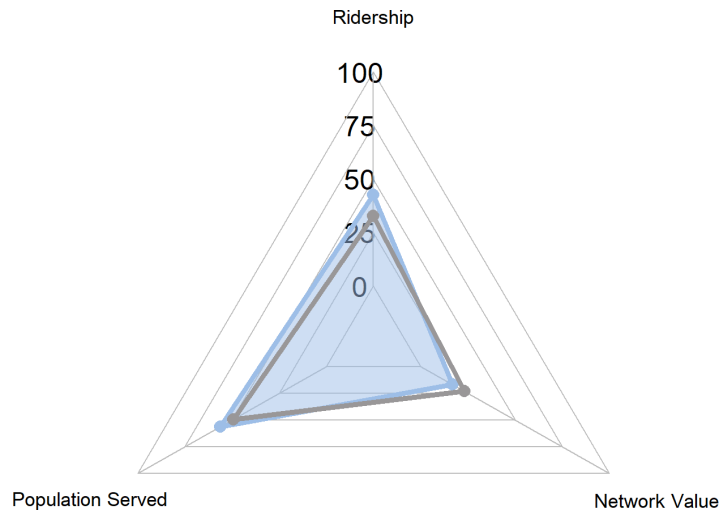
Overall Grade

Line	Grade
16th Street Limited Line	C

## Line Benefit Score

**38**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,146,655</b>
	<b>Peak Vehicles</b>	<b>21</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>35,572</b>	
	<b>People of Color Population</b>	Service Area	<b>13,644</b>
		% Riders Surveyed	<b>60%</b>
	<b>Low Income Household</b>	Service Area	<b>8,757</b>
		% Riders Surveyed	<b>31%</b>

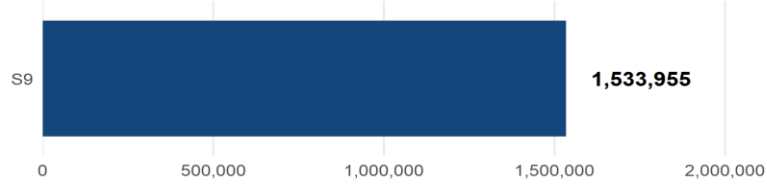
## Facilities/Amenities

	<b>Bus Stops</b>	<b>34</b>
	<b>% Stops With Shelters</b>	<b>50%</b>
	<b>% Stops With Benches</b>	<b>44%</b>
	<b>% Stops With Real-Time Signs</b>	<b>62%</b>



## Ridership

### Annual Ridership

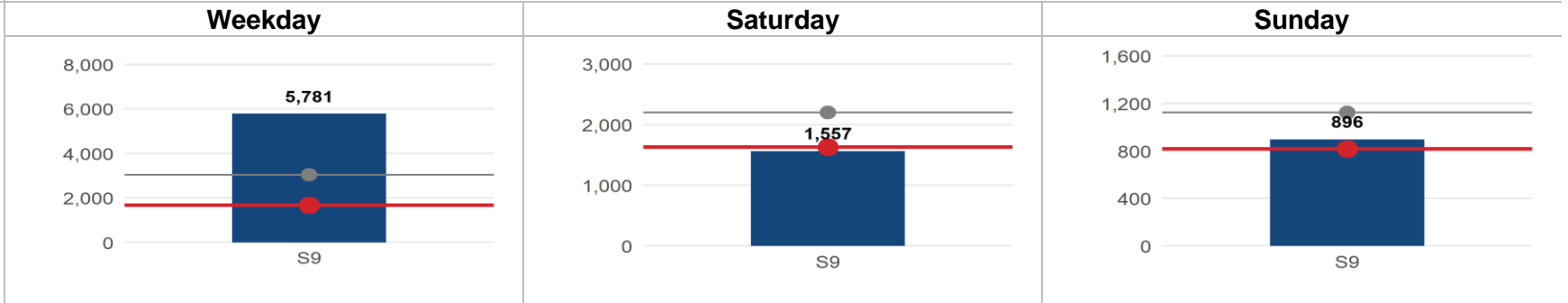


### Top Transfer Locations

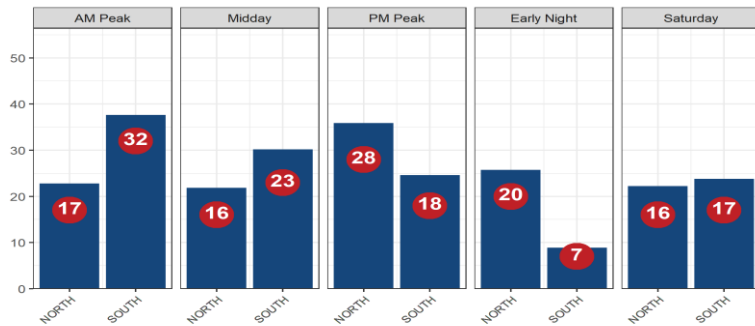
#### McPherson Square, Columbia Heights, Farragut West

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



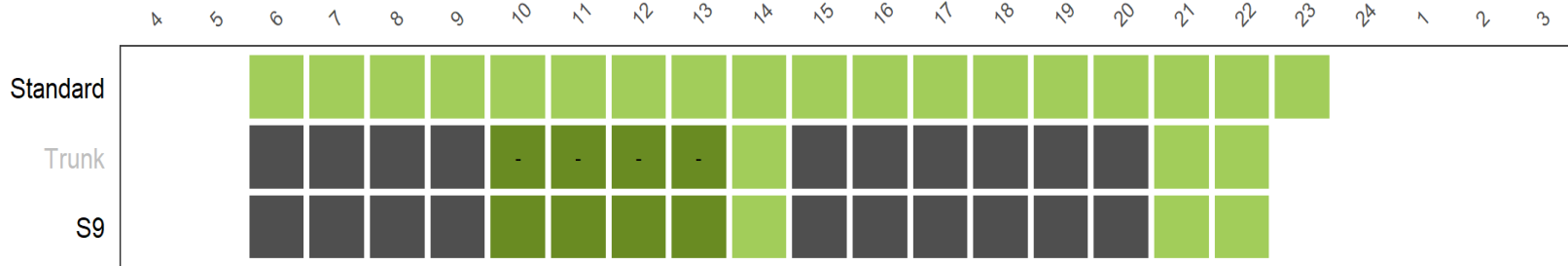
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.66	0.65
	<b>Off-Peak</b> Maximum Target: 1.0	0.45	0.48
<b>Saturday</b> Maximum Target: 1.0		0.41	0.45
<b>Sunday</b> Maximum Target: 1.0			

# Span and Frequency



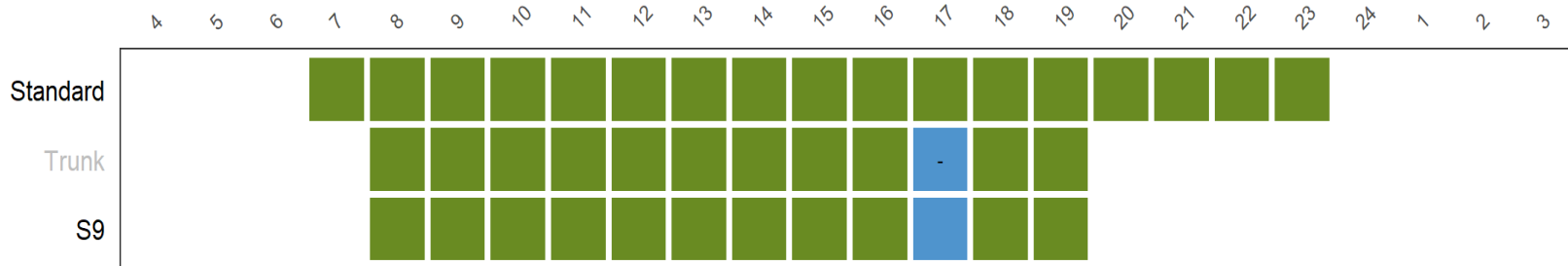
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**C** 16th Street Limited

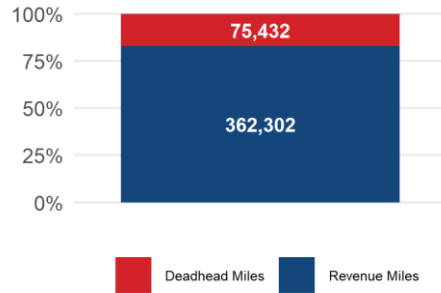
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:30 AM - 10:12 PM	-	<b>C</b>	8:00 AM - 7:41 PM	-	<b>D</b>	-	-	-
	Frequency of Service   varies	Peak: 6.6 / Off-Peak: 15.7	Peak: 17.4 / Off-Peak: 39	<b>A</b>	19.9	25.4	<b>B</b>	-	-	-
Productivity	Passengers per Revenue Hour   30	36.9	33.7	<b>A</b>	25.1	26.8	<b>D</b>	-	-	-
	Passengers per Revenue Mile   4	4.4	4.5	<b>B</b>	3.1	3.4	<b>E</b>	-	-	-
Reliability	On-Time Performance   79%	80%	76%	<b>B</b>	79%	74%	<b>B</b>	-	-	-
	Crowding   5%	10%	3%	<b>E</b>	5%	3%	<b>B</b>	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.66	Off-Peak: 0.39 Peak: 0.55	<b>A</b>	0.43	0.37	<b>A</b>	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.24	\$ 4.02	<b>A</b>	\$4.74	\$ 5.16	<b>B</b>	-	-	-
	Cost Recovery   25%	45%	33%	<b>A</b>	31%	27%	<b>A</b>	-	-	-

# Route S9

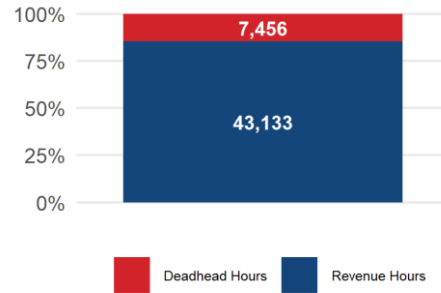
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.3			5			E		
Route Design	Circuitry   1.75	1.17			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	36.9	33.7	A	25.1	26.8	D	-	-	-
	Passengers per Revenue Mile   4	4.4	4.5	B	3.1	3.4	E	-	-	-
	Unique Segment Ridership   10%	16%	12%	A	14%	22%	A	-	-	-
Reliability	On-Time Performance   79%	80%	76%	B	79%	74%	B	-	-	-
	Crowding   5%	10%	3%	E	5%	3%	B	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.66	Off-Peak: 0.39 Peak: 0.54	A	0.43	0.36	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.24	\$ 4.02	A	\$4.74	\$ 5.16	B	-	-	-
	Cost Recovery   25%	45%	34%	A	31%	26%	A	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



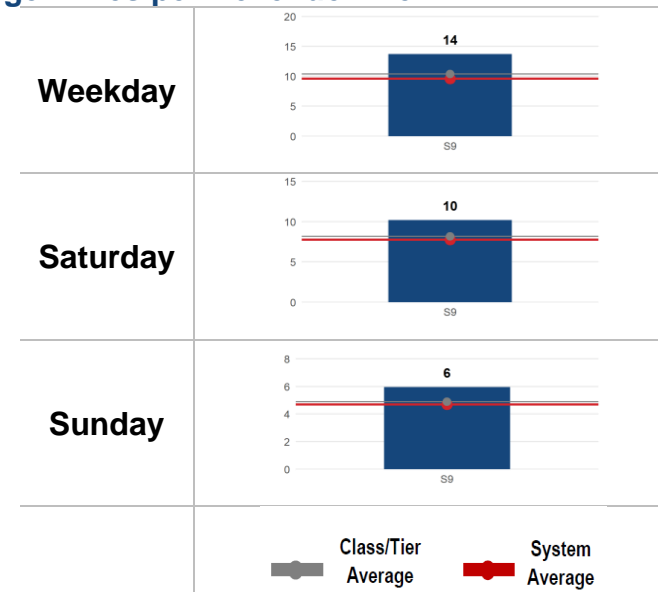
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S9	15.60	4,606	4,583 (99.5%)

## Service Change Summary

Route S9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

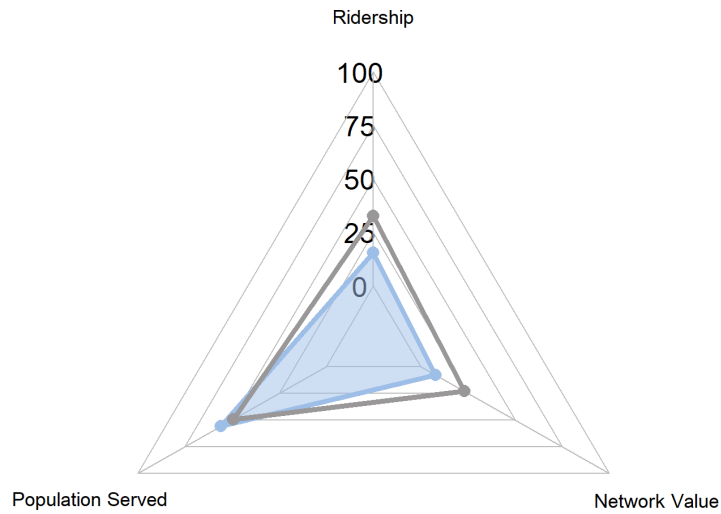
Overall Grade

Line	Overall Grade
Alexandria-Fairfax	C

## Line Benefit Score

26

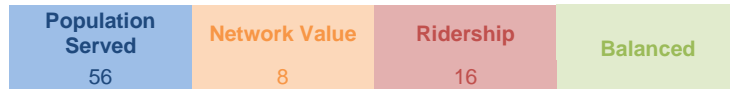
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,629,430
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	67,496	
	People of Color Population	Service Area	27,355
		% Riders Surveyed	78%
	Low Income Household	Service Area	16,496
		% Riders Surveyed	63%

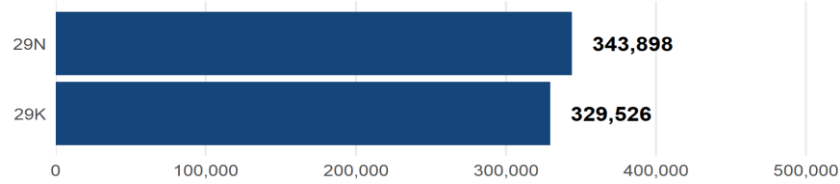
## Facilities/Amenities

	Bus Stops	137
	% Stops With Shelters	34%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	0%



## Ridership

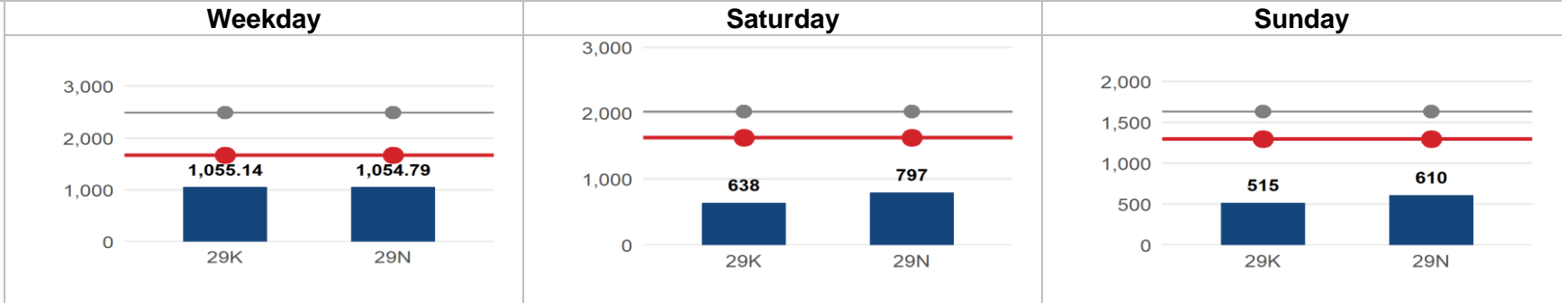
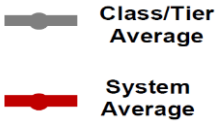
### Annual Ridership



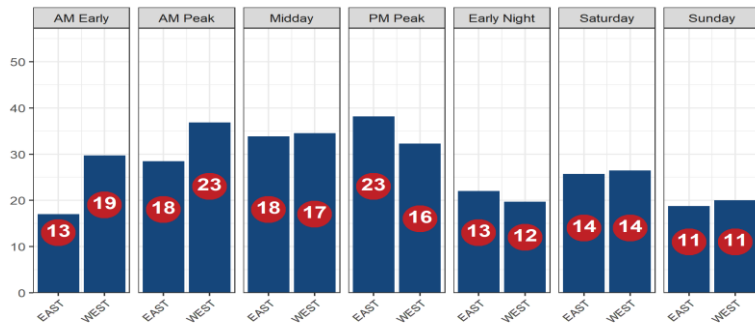
### Top Transfer Locations

#### King Street, Vienna

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



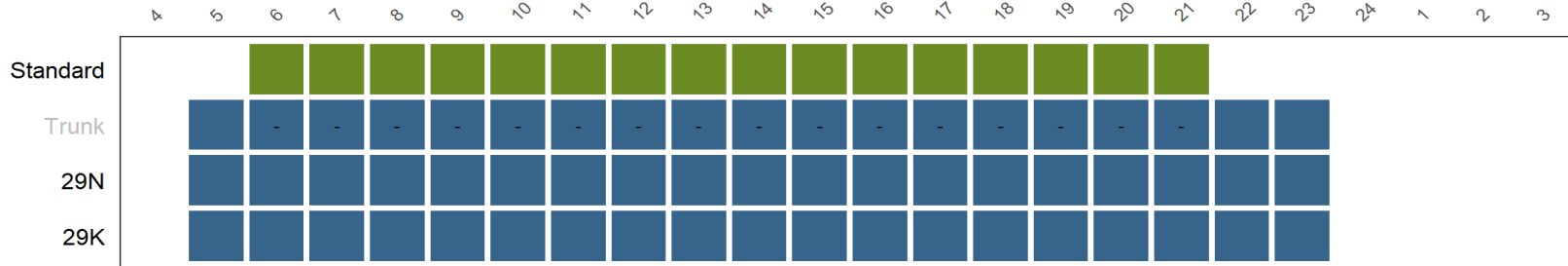
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.52	0.48
	Off-Peak Maximum Target: 1.0	0.4	0.39
Saturday Maximum Target: 1.0		0.35	0.34
Sunday Maximum Target: 1.0		0.27	0.27

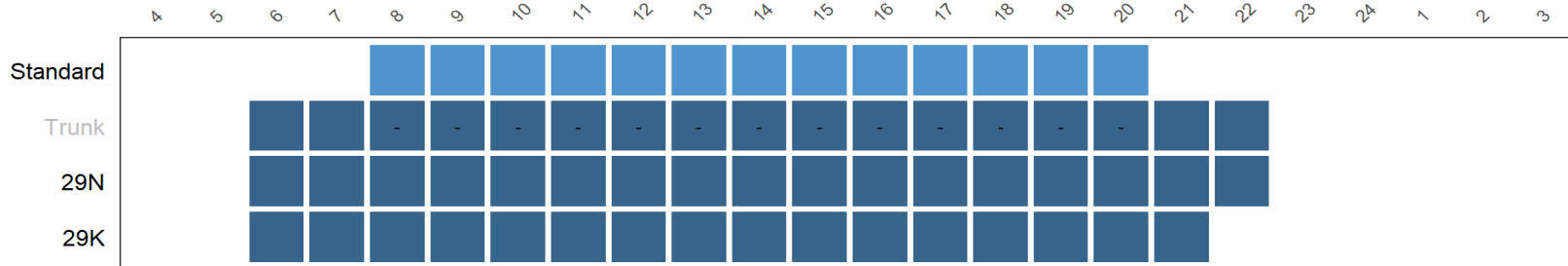
# Span and Frequency



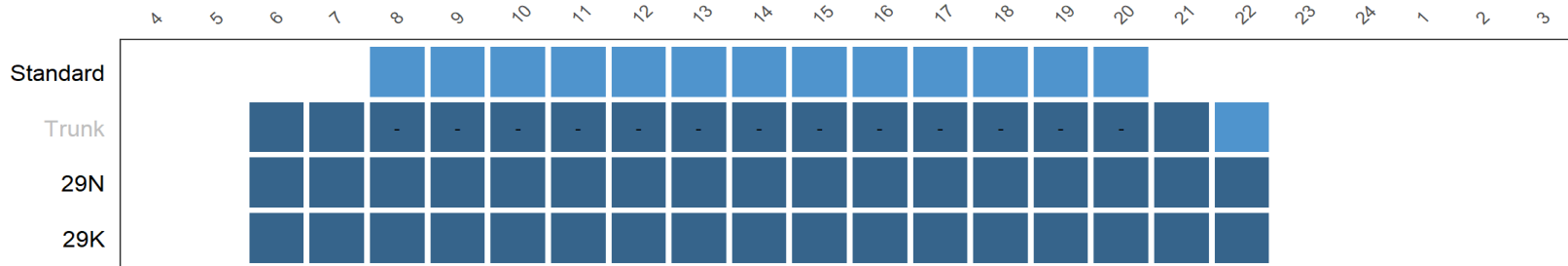
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** 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: 38.2	Peak: 19.3 / Off-Peak: 34	E	46.5	30.1	E	38.5	33.7	D
Productivity	Passengers per Revenue Hour   20	24.3	29.6	A	19.5	28.8	C	15.5	26.9	E
	Passengers per Revenue Mile   2	1.9	3.0	C	1.6	2.7	D	1.2	2.4	E
Reliability	On-Time Performance   79%	72%	78%	D	79%	79%	B	82%	81%	B
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.5	Off-Peak: 0.45 Peak: 0.52	A	0.34	0.41	A	0.27	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.91	\$ 4.59	B	\$6.11	\$ 4.84	E	\$7.69	\$ 5.41	E
	Cost Recovery   20%	28%	31%	A	23%	28%	A	18%	27%	D



# Route 29K

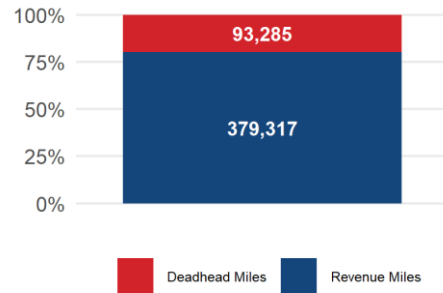
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.4			4.5			E		
Route Design	Circuitry   1.75	1.19			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	23.6	29.6	A	18.6	28.8	C	14.6	26.9	E
	Passengers per Revenue Mile   2	1.9	3.0	C	1.5	2.7	E	1.1	2.4	E
	Unique Segment Ridership   10%	11%	16%	B	14%	35%	A	15%	45%	A
Reliability	On-Time Performance   79%	74%	78%	D	81%	79%	B	83%	81%	B
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.5	Off-Peak: 0.42 Peak: 0.52	A	0.33	0.42	A	0.27	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.06	\$ 4.59	C	\$6.41	\$ 4.84	E	\$8.15	\$ 5.41	E
	Cost Recovery   20%	28%	30%	A	22%	27%	B	17%	26%	D

# Route 29N

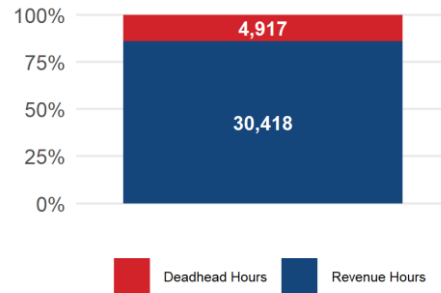
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.9			4.5			E		
Route Design	Circuitry   1.75	1.28			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	25.0	29.6	A	20.3	28.8	B	16.3	26.9	D
	Passengers per Revenue Mile   2	1.9	3.0	C	1.7	2.7	D	1.2	2.4	E
	Unique Segment Ridership   10%	8%	16%	C	9%	35%	C	9%	45%	C
Reliability	On-Time Performance   79%	69%	78%	D	79%	79%	C	80%	81%	B
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.5	Off-Peak: 0.42 Peak: 0.52	A	0.35	0.42	A	0.27	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.77	\$ 4.59	B	\$5.88	\$ 4.84	D	\$7.31	\$ 5.41	E
	Cost Recovery   20%	29%	30%	A	23%	27%	A	19%	26%	C

# Operational Analysis

## Miles Allocation



## Hours Allocation



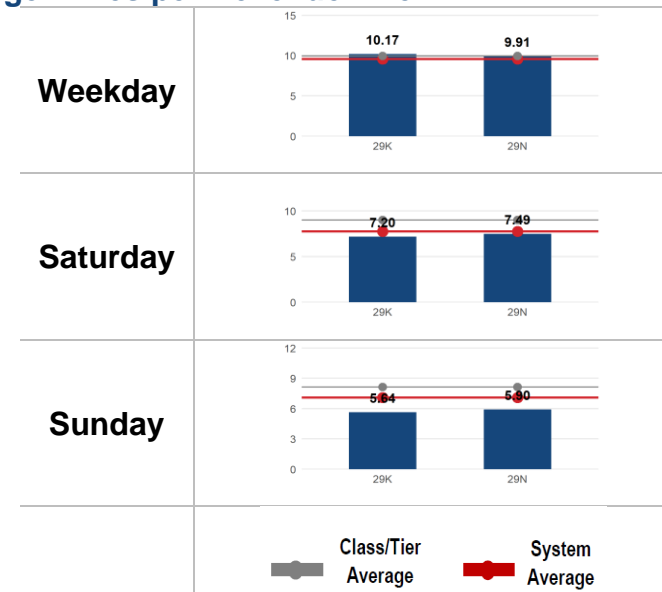
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29K	34.80	962	958 (99.6%)
29N	35.40	958	952 (99.4%)

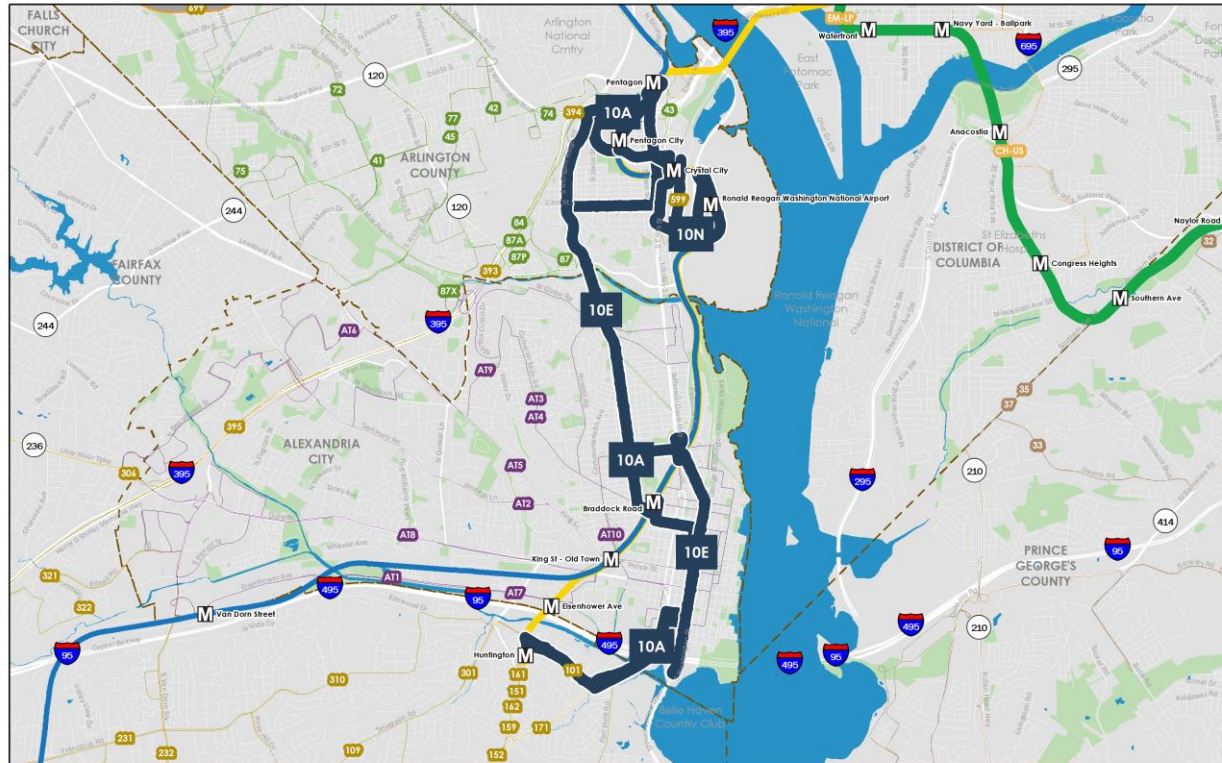
## Service Change Summary

Route 29K - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 29N - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

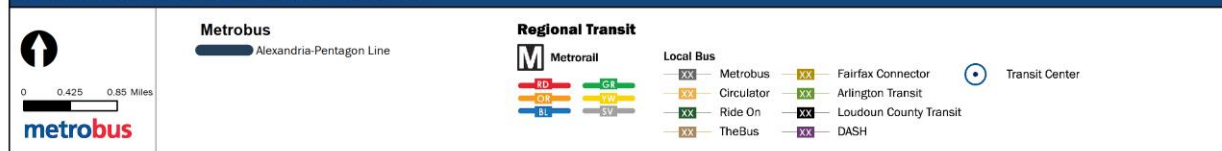
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

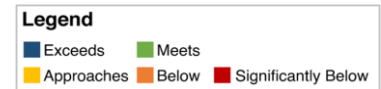
Framework

Activity Tier

1

Overall Grade

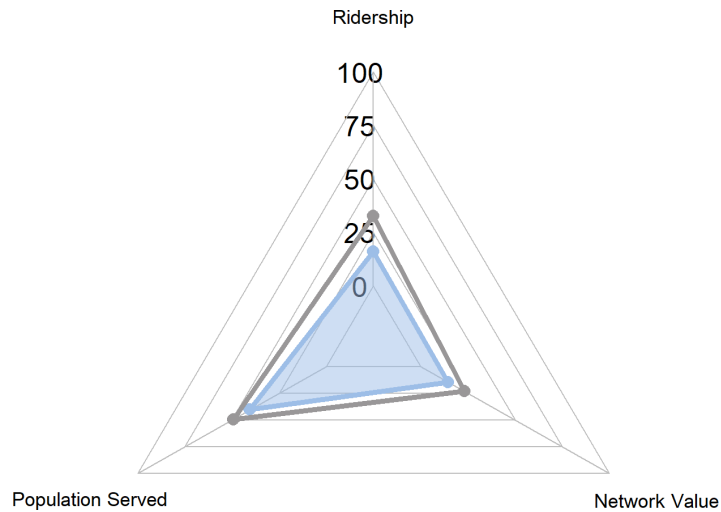
Line	D



## Line Benefit Score

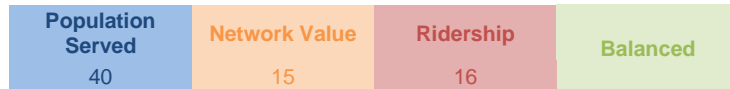
24

Out of 100



### Classification Average

Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,880,656</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>68,859</b>	
	<b>People of Color Population</b>	Service Area	<b>16,545</b>
		% Riders Surveyed	<b>62%</b>
	<b>Low Income Household</b>	Service Area	<b>8,736</b>
		% Riders Surveyed	<b>34%</b>

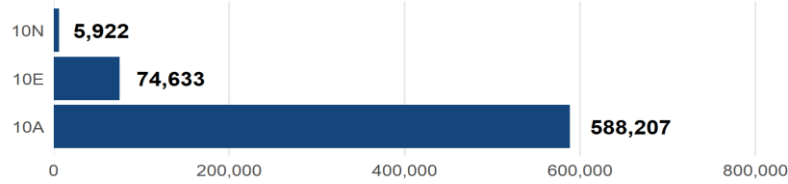
## Facilities/Amenities

	<b>Bus Stops</b>	<b>154</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>24%</b>
	<b>% Stops With Real-Time Signs</b>	<b>4%</b>



## Ridership

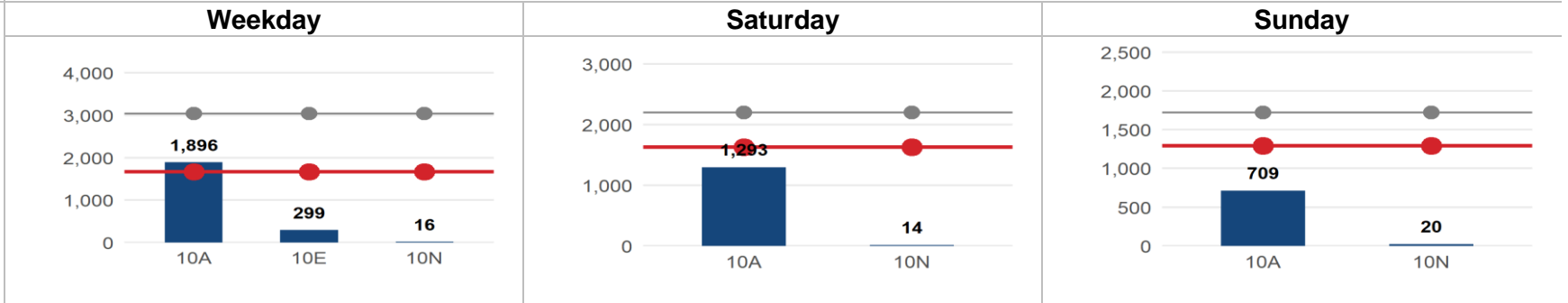
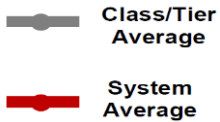
### Annual Ridership



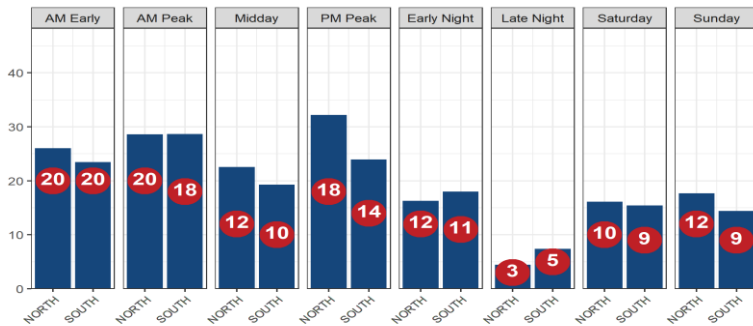
### Top Transfer Locations

#### Pentagon, Braddock Road, Crystal City

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.48	0.39
	<b>Off-Peak</b> Maximum Target: 1.0	0.29	0.24
<b>Saturday</b> Maximum Target: 1.0		0.25	0.23
<b>Sunday</b> Maximum Target: 1.0		0.29	0.22

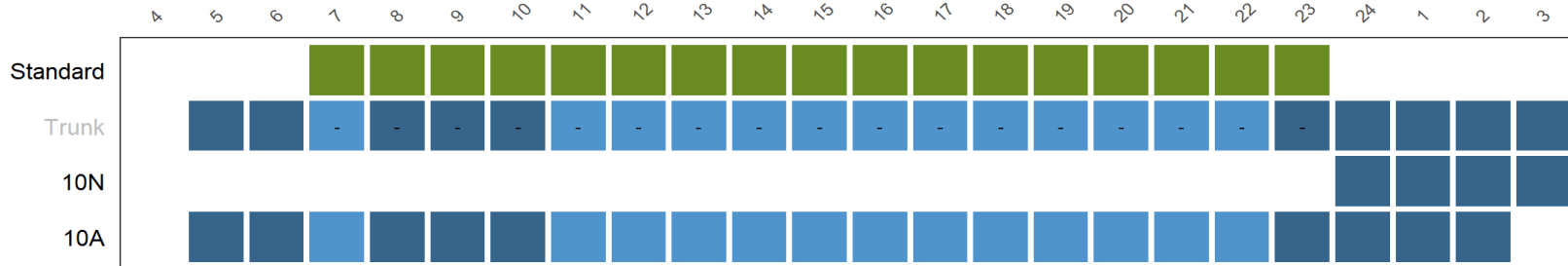
# Span and Frequency



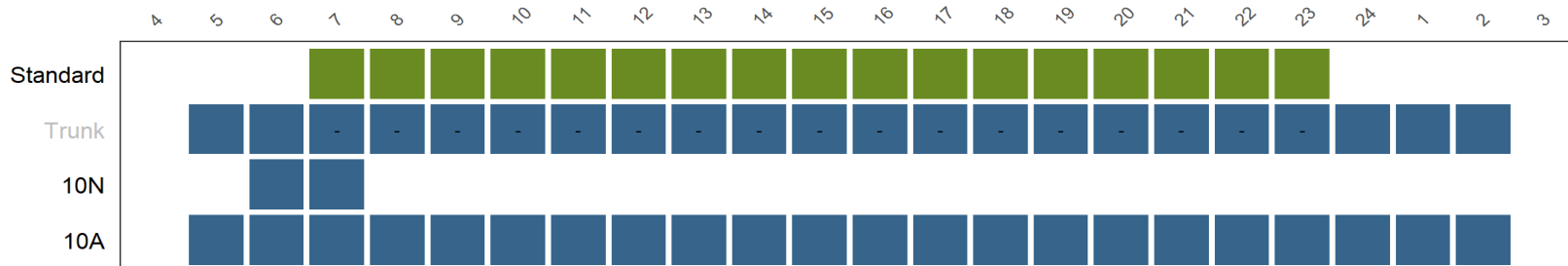
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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 - 1:46 AM	-	A	5:25 AM - 3:07 AM	-	A	5:25 AM - 2:10 AM	-	A
	Frequency of Service   varies	Peak: 23.6 / Off-Peak: 30.2	Peak: 17.4 / Off-Peak: 39	D	31.1	25.4	E	59.8	29.4	E
Productivity	Passengers per Revenue Hour   30	22.1	33.7	E	16.9	26.8	E	17.9	25.8	E
	Passengers per Revenue Mile   4	2.3	4.5	E	1.6	3.4	E	1.7	3.1	E
Reliability	On-Time Performance   79%	81%	76%	B	84%	74%	B	87%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.43	Off-Peak: 0.39 Peak: 0.55	A	0.24	0.37	A	0.25	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.40	\$ 4.02	C	\$7.05	\$ 5.16	E	\$6.67	\$ 5.25	E
	Cost Recovery   25%	27%	33%	B	21%	27%	D	22%	25%	D



# Route 10A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			5			A		
	Circuitry   1.75	1.47			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   30	22.6	33.7	E	17.2	26.8	E	18.2	25.8	E
	Passengers per Revenue Mile   4	2.4	4.5	E	1.7	3.4	E	1.7	3.1	E
	Unique Segment Ridership   10%	21%	12%	A	26%	22%	A	29%	23%	A
Reliability	On-Time Performance   79%	82%	76%	B	83%	74%	B	86%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.46	Off-Peak: 0.39 Peak: 0.54	A	0.26	0.36	A	0.27	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.28	\$ 4.02	C	\$6.95	\$ 5.16	E	\$6.56	\$ 5.25	E
	Cost Recovery   25%	27%	34%	B	21%	26%	D	22%	25%	D

# Route 10E

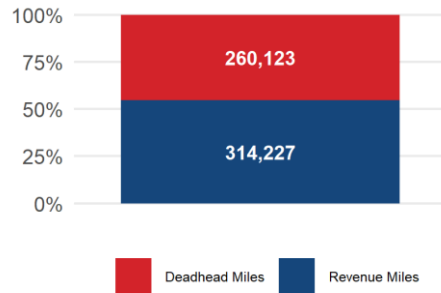
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5			5			A		
	Circuitry   1.75	1.32			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	20.8	33.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile   4	2.3	4.5	E	-	-	-	-	-	-
	Unique Segment Ridership   10%	11%	12%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	76%	D	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.38	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.74	\$ 4.02	D	-	-	-	-	-	-
	Cost Recovery   25%	29%	34%	A	-	-	-	-	-	-

# Route 10N

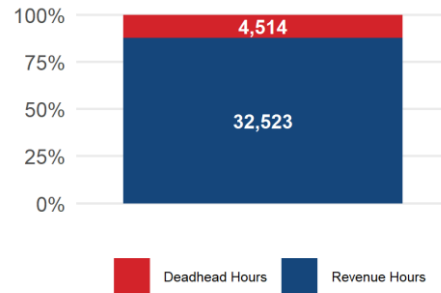
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.2			5			E		
	Circuitry   1.75	1.19			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	7.6	33.7	E	7.1	26.8	E	11.0	25.8	E
	Passengers per Revenue Mile   4	0.8	4.5	E	0.8	3.4	E	1.6	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	97%	76%	A	91%	74%	A	94%	78%	A
	Crowding   5%	-	-	-	-	-	-	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.04	Off-Peak: 0.39	A	0.04	0.36	A	0.11	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$15.66	\$ 4.02	E	\$16.83	\$ 5.16	E	\$10.88	\$ 5.25	E
	Cost Recovery   25%	9%	34%	E	8%	26%	E	13%	25%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10A	22.30	2,172	2,171 (100.0%)
10E	17.00	374	374 (100.0%)
10N	7.40	80	80 (100.0%)

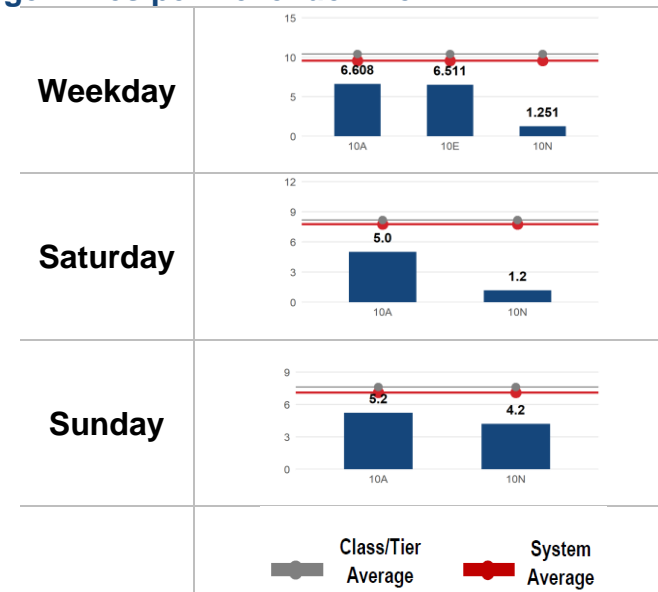
## Service Change Summary

Route 10A - June 2019:  
 Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

Route 10E - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

Route 10N - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

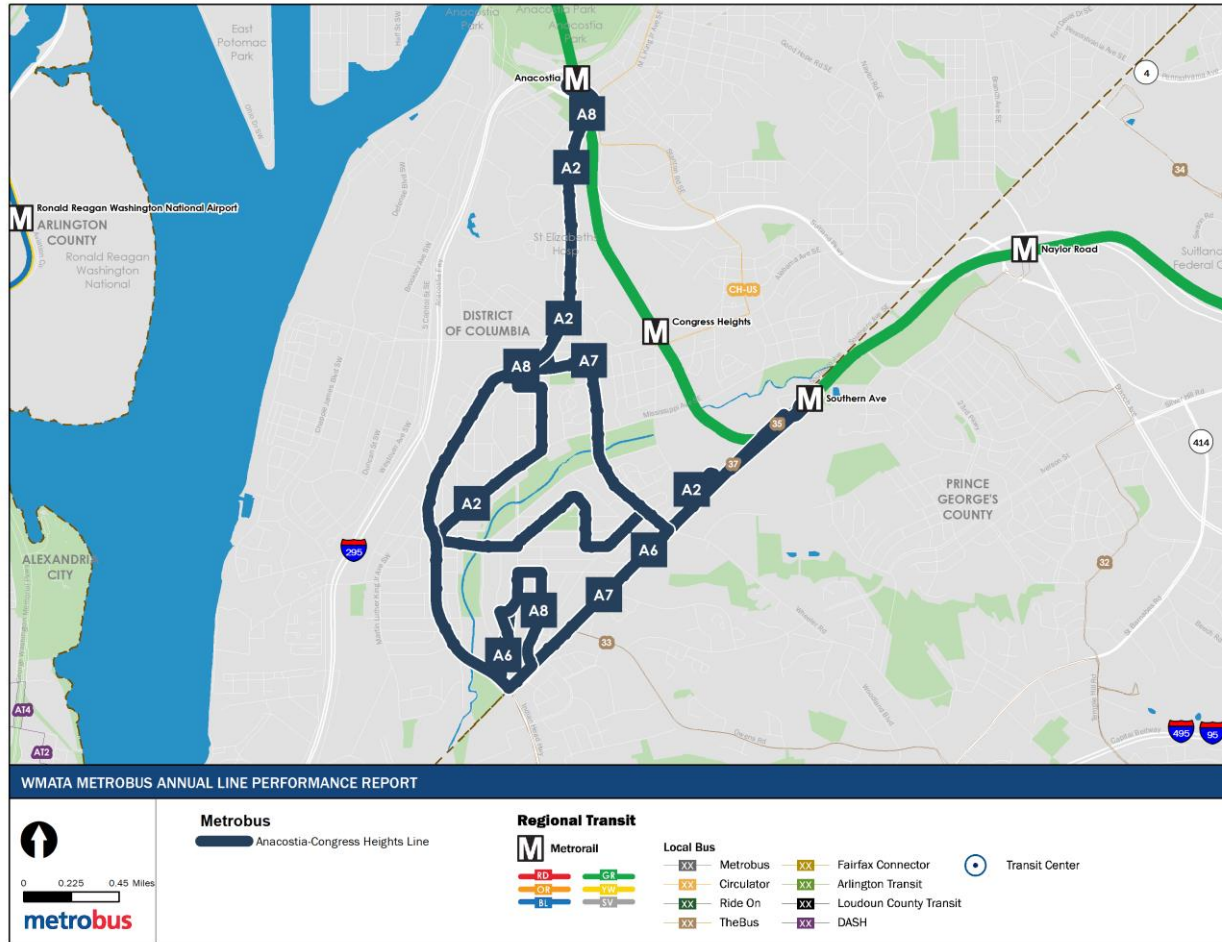
## Passenger Miles per Revenue Mile



**LINE: 581 - Anacostia-Congress Heights**

**ROUTE(S): A2, A6, A7, A8**

**About the Line**



**Service Classification**

Coverage

**Activity Tier**

2

**Overall Grade**

Line	<b>B</b>

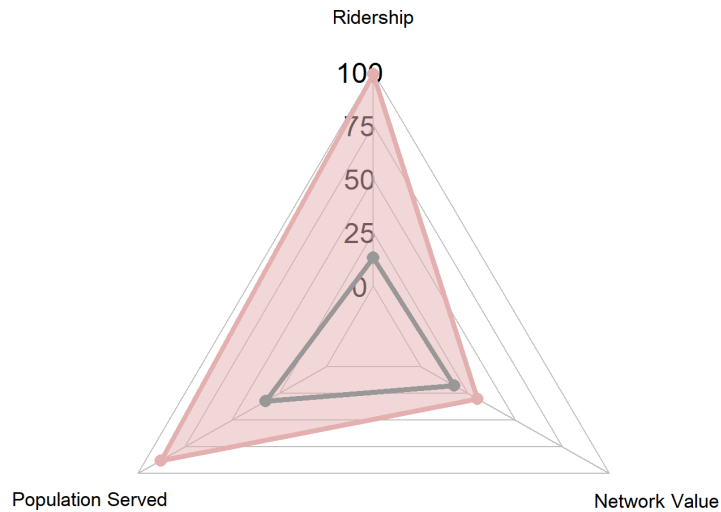
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

72

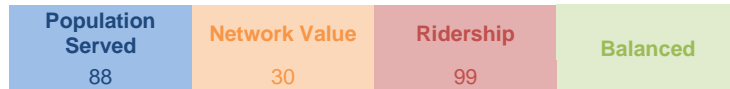
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$8,172,917</b>
	<b>Peak Vehicles</b>	<b>23</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>98,736</b>	
	<b>People of Color Population</b>	Service Area	<b>93,463</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>54,490</b>
		% Riders Surveyed	<b>78%</b>

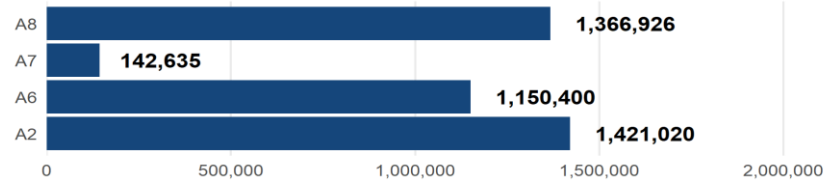
## Facilities/Amenities

	<b>Bus Stops</b>	<b>147</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>12%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

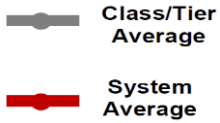
### Annual Ridership



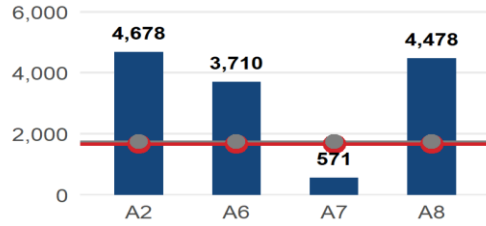
### Top Transfer Locations

#### Anacostia, Southern Avenue

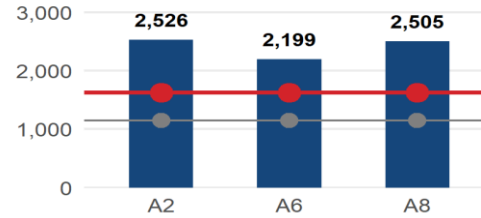
### Average Daily Ridership



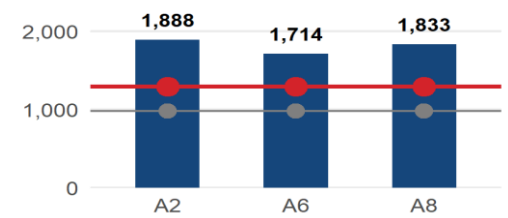
#### Weekday



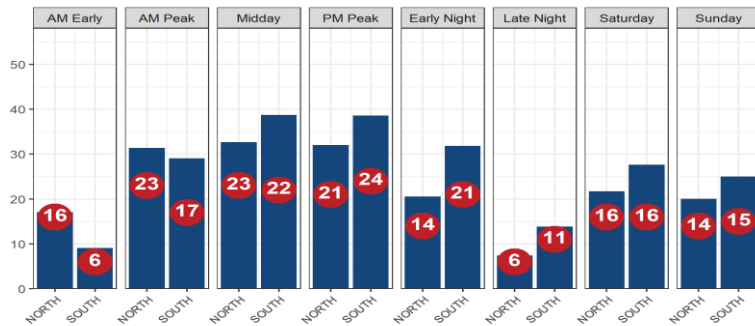
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



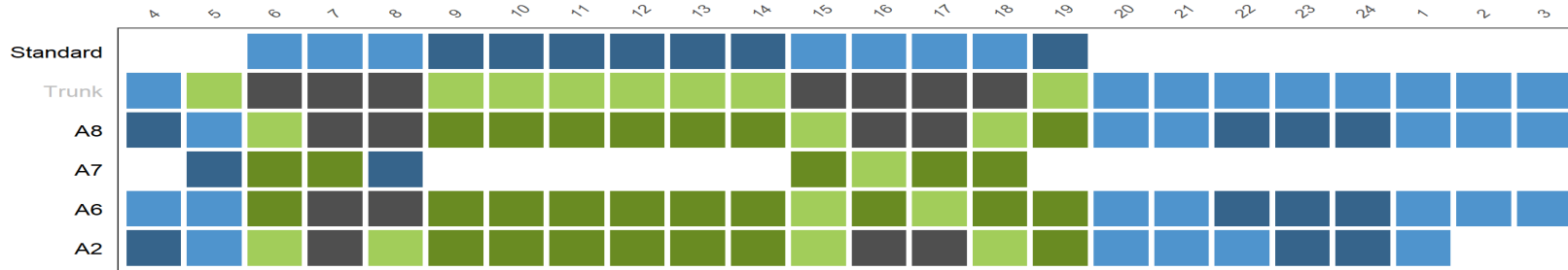
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.55	0.54
	Off-Peak Maximum Target: 1.0	0.44	0.46
Saturday Maximum Target: 1.0		0.38	0.4
Sunday Maximum Target: 1.0		0.35	0.36

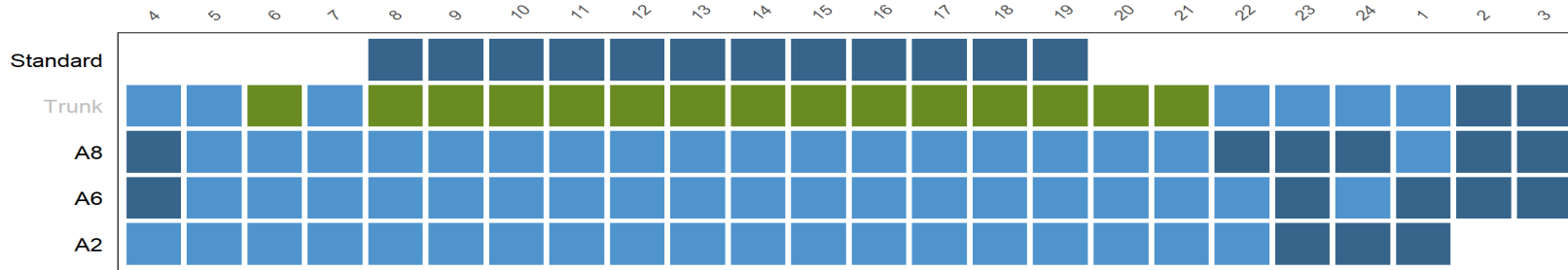
# Span and Frequency



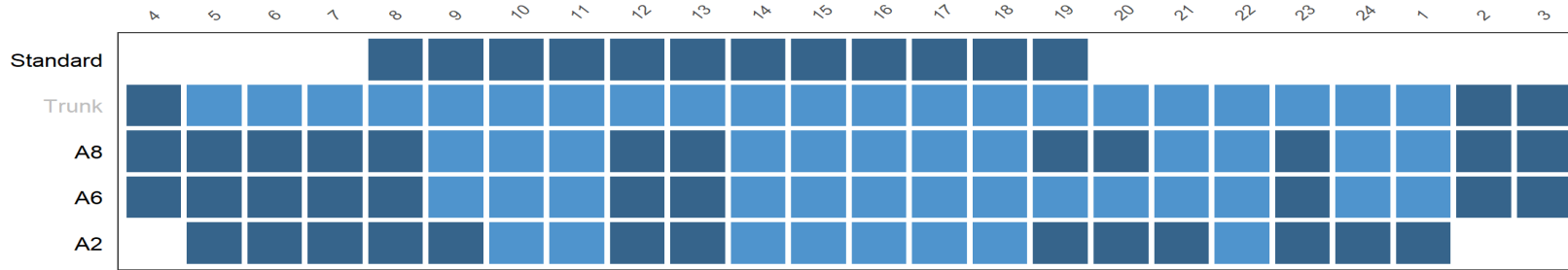
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### B 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 - 3:58 AM	-	A	3:54 AM - 3:56 AM	-	A	4:01 AM - 3:52 AM	-	A
	Frequency of Service   varies	Peak: 9.5 / Off-Peak: 14.7	Peak: 26.2 / Off-Peak: 64	A	19.8	42.7	A	23.8	42.4	A
Productivity	Passengers per Revenue Hour   15	61.1	36.4	A	53.0	33.5	A	49.6	32.4	A
	Passengers per Revenue Mile   2	6.7	4.2	A	5.4	3.5	A	4.9	3.3	A
Reliability	On-Time Performance   79%	81%	82%	B	82%	80%	B	84%	83%	A
	Crowding   5%	5%	2%	B	5%	1%	C	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.54	Off-Peak: 0.31 Peak: 0.41	A	0.39	0.27	A	0.36	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.95	\$ 4.43	A	\$2.25	\$ 5.10	A	\$2.40	\$ 4.84	A
	Cost Recovery   20%	37%	25%	A	32%	24%	A	30%	22%	A

# Route A2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.2			6			E		
Route Design	Circuitry   N/A	2.2			2.49			-		
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	57.0	36.4	A	48.0	33.5	A	45.6	32.4	A
	Passengers per Revenue Mile   2	6.2	4.2	A	4.8	3.5	A	4.5	3.3	A
	Unique Segment Ridership   10%	29%	28%	A	70%	44%	A	67%	50%	A
Reliability	On-Time Performance   79%	82%	82%	B	87%	80%	A	84%	83%	B
	Crowding   5%	4%	2%	A	5%	2%	C	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.62	Off-Peak: 0.33 Peak: 0.43	A	0.42	0.3	A	0.39	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.09	\$ 4.43	A	\$2.48	\$ 5.10	A	\$2.62	\$ 4.84	A
	Cost Recovery   20%	35%	27%	A	29%	24%	A	28%	23%	A

# Route A6

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7			6			E		
Route Design	Circuitry   N/A	1.73			2.49			-		
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	59.0	36.4	A	48.6	33.5	A	46.5	32.4	A
	Passengers per Revenue Mile   2	6.4	4.2	A	5.2	3.5	A	5.0	3.3	A
	Unique Segment Ridership   10%	0%	28%	E	31%	44%	A	30%	50%	A
Reliability	On-Time Performance   79%	81%	82%	B	85%	80%	A	86%	83%	A
	Crowding   5%	3%	2%	A	3%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.49	Off-Peak: 0.33 Peak: 0.43	A	0.35	0.3	A	0.34	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.02	\$ 4.43	A	\$2.46	\$ 5.10	A	\$2.57	\$ 4.84	A
	Cost Recovery   20%	34%	27%	A	28%	24%	A	27%	23%	A

# Route A7

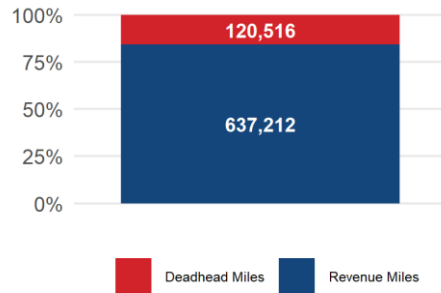
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.3			6			E		
Route Design	Circuitry   N/A	1.32			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	53.8	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	7.2	4.2	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	28%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	89%	82%	A	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.52	Off-Peak: 0.33 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.22	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   20%	41%	27%	A	-	-	-	-	-	-

# Route A8

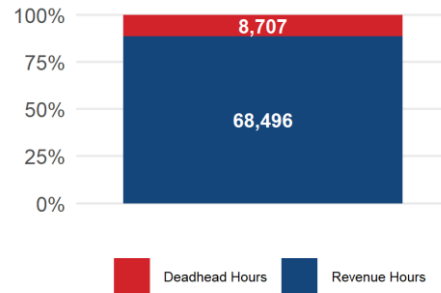
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			6			E		
Route Design	Circuitry   N/A	1.64			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	69.6	36.4	A	64.9	33.5	A	58.7	32.4	A
	Passengers per Revenue Mile   2	7.5	4.2	A	6.3	3.5	A	5.4	3.3	A
	Unique Segment Ridership   10%	31%	28%	A	40%	44%	A	41%	50%	A
Reliability	On-Time Performance   79%	79%	82%	B	75%	80%	C	83%	83%	B
	Crowding   5%	7%	2%	E	7%	2%	E	4%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.52	Off-Peak: 0.33 Peak: 0.43	A	0.4	0.3	A	0.34	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.72	\$ 4.43	A	\$1.84	\$ 5.10	A	\$2.03	\$ 4.84	A
	Cost Recovery   20%	40%	27%	A	37%	24%	A	34%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A2	11.40	3,722	3,701 (99.4%)
A6	10.20	3,662	3,649 (99.6%)
A7	8.00	448	448 (100.0%)
A8	9.70	3,934	3,917 (99.6%)

## Service Change Summary

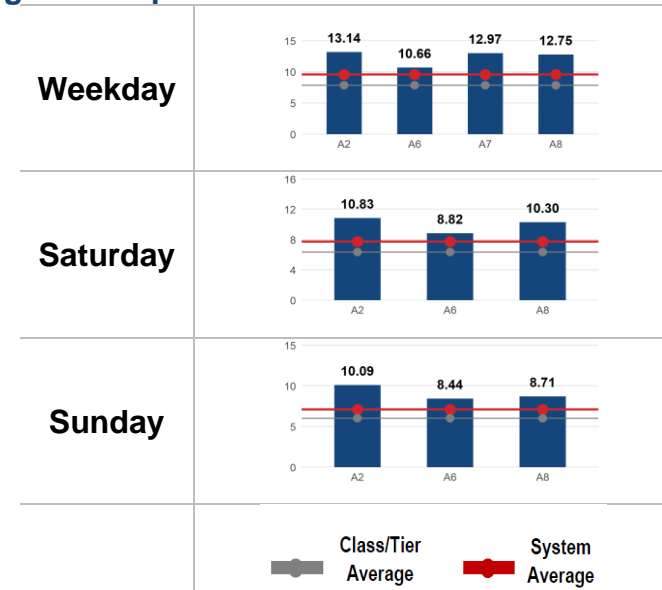
Route A2 - June 2019:  
 Weekday: separate line (Anac-Wash. Highlands);  
 Saturday: separate line (Anac-Wash. Highlands);  
 Sunday: separate line (Anac-Wash. Highlands);

Route A6 - June 2019:  
 Weekday: separate line (Anac-Livingston); 2 a.m.;  
 Saturday: separate line (Anac-Livingston); 2 a.m.;  
 Sunday: separate line (Anac-Livingston); 2 a.m.;

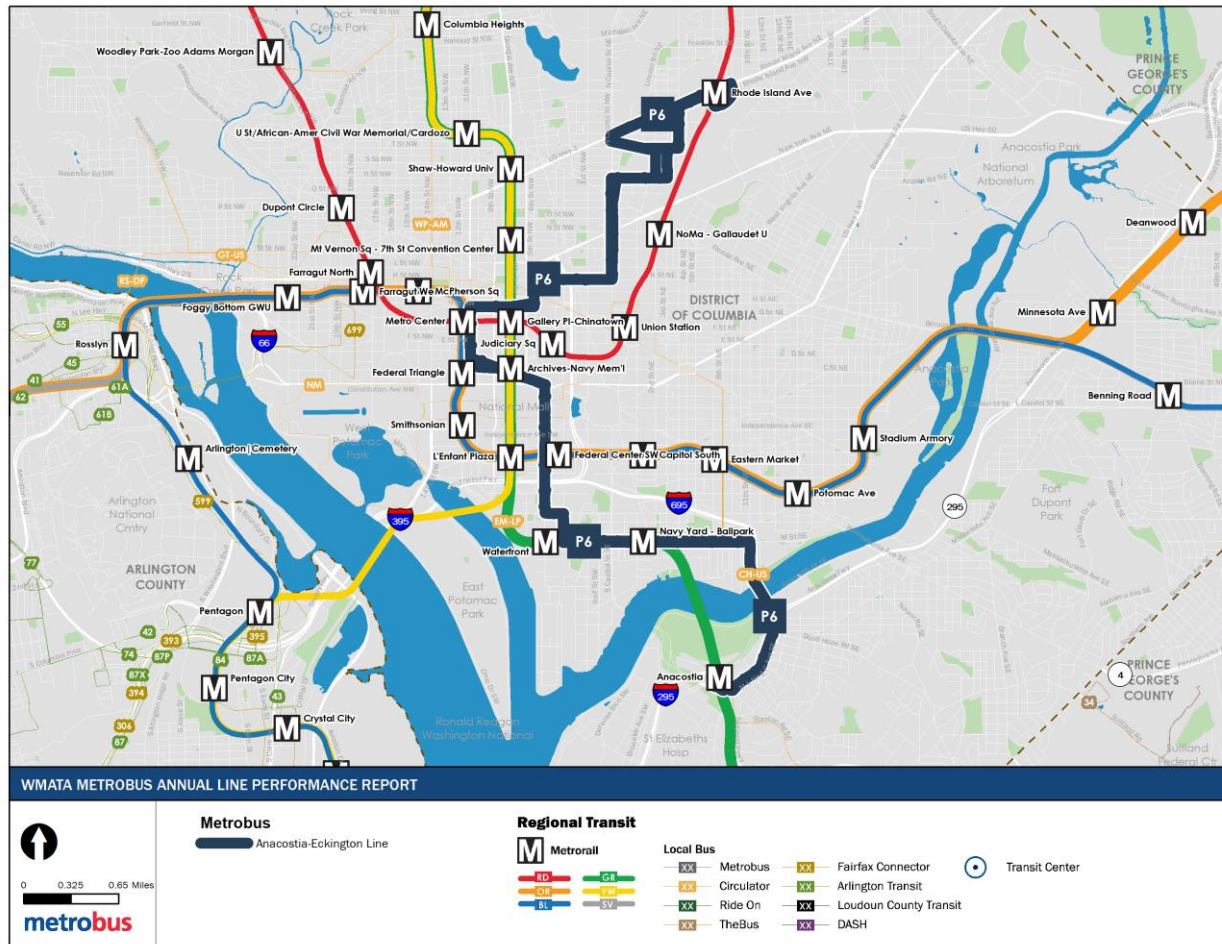
Route A7 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

Route A8 - June 2019:  
 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



About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	Overall Grade
Anacostia-Eckington	B

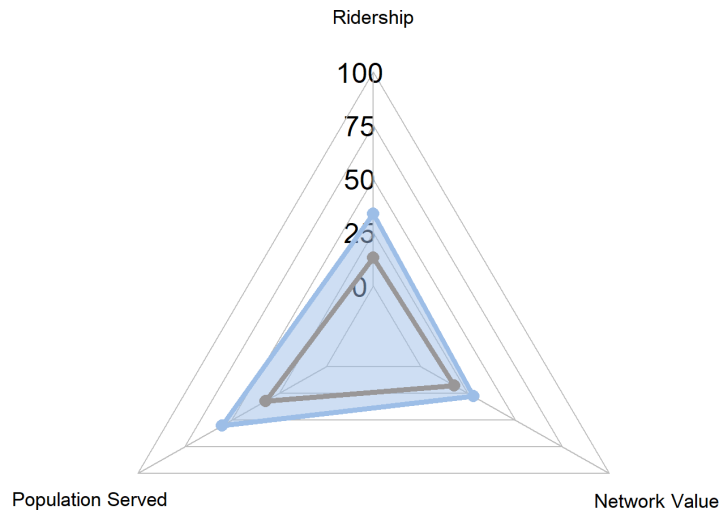
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**39**

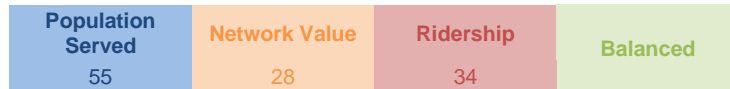
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,711,099</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>34,754</b>	
	<b>People of Color Population</b>	Service Area	<b>19,773</b>
		% Riders Surveyed	<b>96%</b>
	<b>Low Income Household</b>	Service Area	<b>10,153</b>
		% Riders Surveyed	<b>71%</b>

## Facilities/Amenities

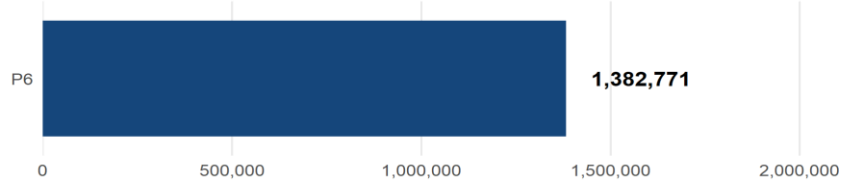
	<b>Bus Stops</b>	<b>100</b>
	<b>% Stops With Shelters</b>	<b>28%</b>
	<b>% Stops With Benches</b>	<b>25%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>





## Ridership

### Annual Ridership



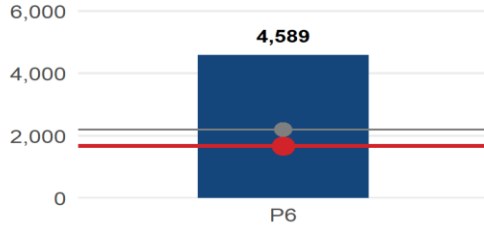
### Top Transfer Locations

#### Gallery Place-Chinatown, Rhode Island Avenue, Navy Yard

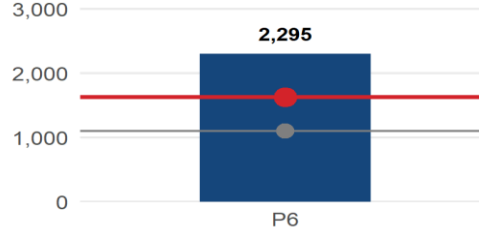
### Average Daily Ridership

- Class/Tier Average
- System Average

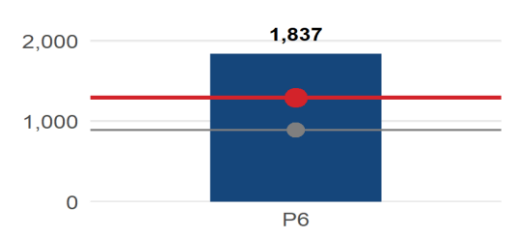
#### Weekday



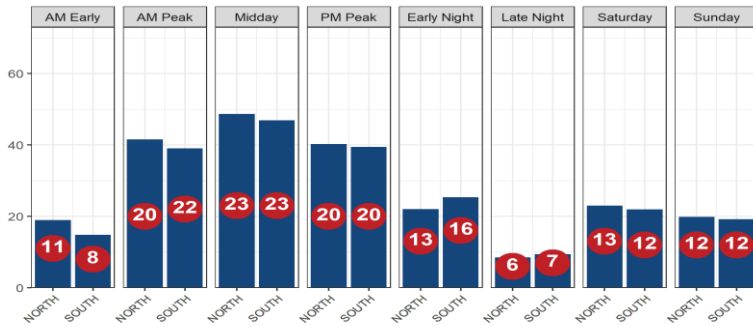
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



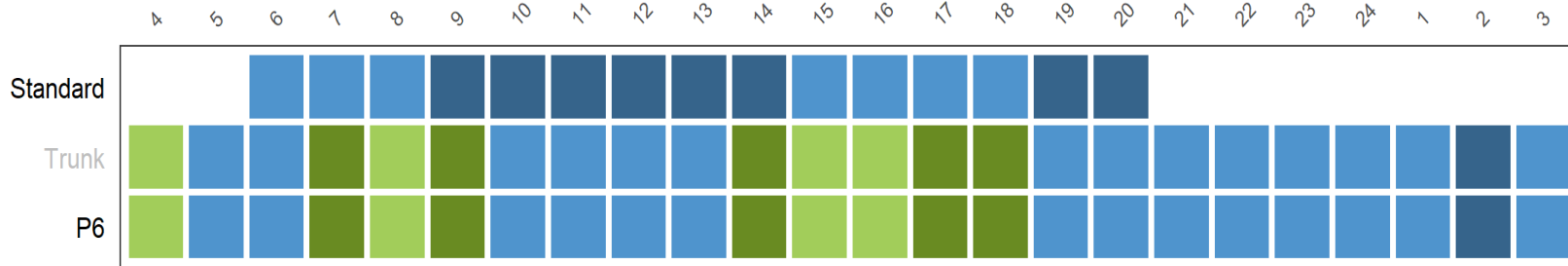
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.5	0.5
	Off-Peak Maximum Target: 1.0	0.38	0.38
Saturday Maximum Target: 1.0		0.32	0.31
Sunday Maximum Target: 1.0		0.29	0.29

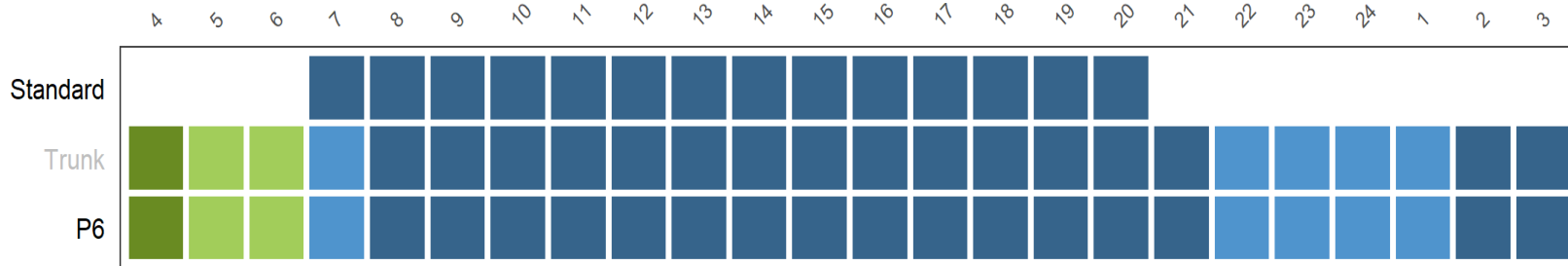
# Span and Frequency



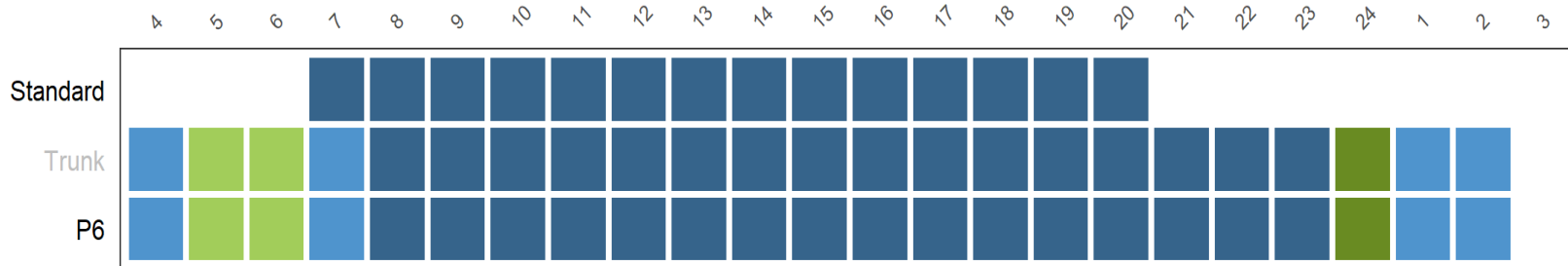
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Anacostia-Eckington

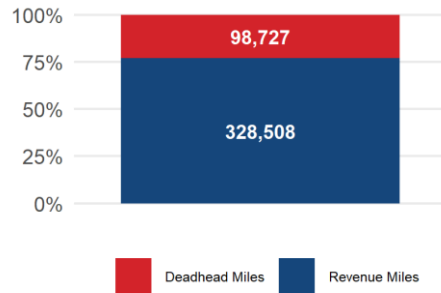
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:10 AM - 3:35 AM	-	A	4:08 AM - 3:12 AM	-	A	4:20 AM - 2:39 AM	-	A
	Frequency of Service   varies	Peak: 17.2 / Off-Peak: 21.3	Peak: 17.1 / Off-Peak: 26.8	A	29.5	30.0	A	30.9	30.4	A
Productivity	Passengers per Revenue Hour   20	30.6	32.7	A	24.0	25.1	A	21.7	22.2	B
	Passengers per Revenue Mile   4	4.5	4.5	A	3.1	3.1	E	2.8	2.7	E
Reliability	On-Time Performance   79%	77%	79%	C	71%	77%	D	82%	81%	B
	Crowding   5%	0%	3%	A	1%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.5	Off-Peak: 0.3 Peak: 0.48	A	0.31	0.28	A	0.29	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.90	\$ 3.77	A	\$4.96	\$ 5.04	B	\$5.49	\$ 5.56	C
	Cost Recovery   25%	21%	28%	D	16%	21%	E	15%	19%	E

# Route P6

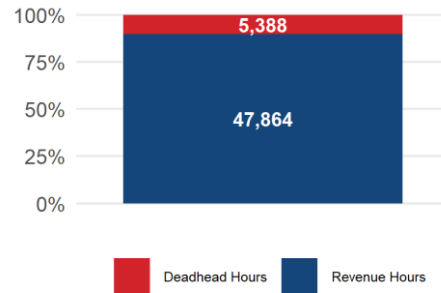
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.1			6.7			E		
Route Design	Circuity   N/A	1.66			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	30.6	32.7	A	24.0	25.1	A	21.7	22.2	B
	Passengers per Revenue Mile   4	4.5	4.5	A	3.1	3.1	E	2.8	2.7	E
	Unique Segment Ridership   10%	33%	35%	A	48%	42%	A	51%	42%	A
Reliability	On-Time Performance   79%	77%	79%	C	71%	77%	D	82%	81%	B
	Crowding   5%	0%	3%	A	1%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.5	Off-Peak: 0.32 Peak: 0.5	A	0.31	0.3	A	0.29	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.90	\$ 3.77	A	\$4.96	\$ 5.04	B	\$5.49	\$ 5.56	C
	Cost Recovery   25%	21%	28%	D	16%	21%	E	15%	19%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



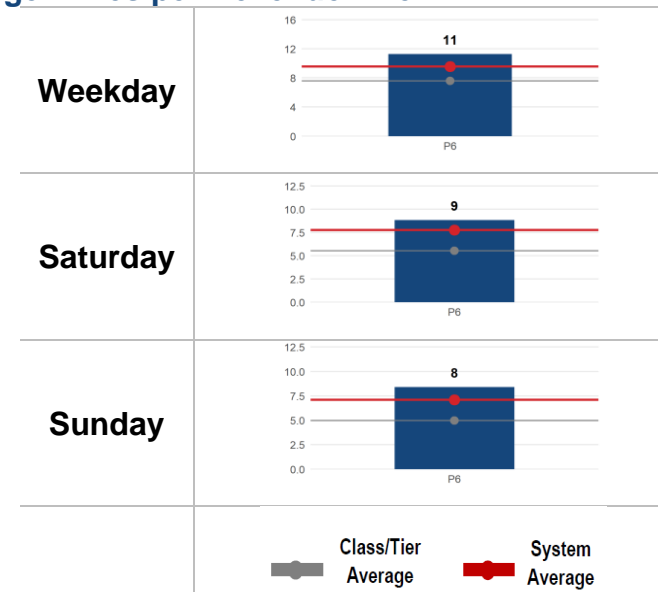
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P6	17.00	3,764	3,752 (99.7%)

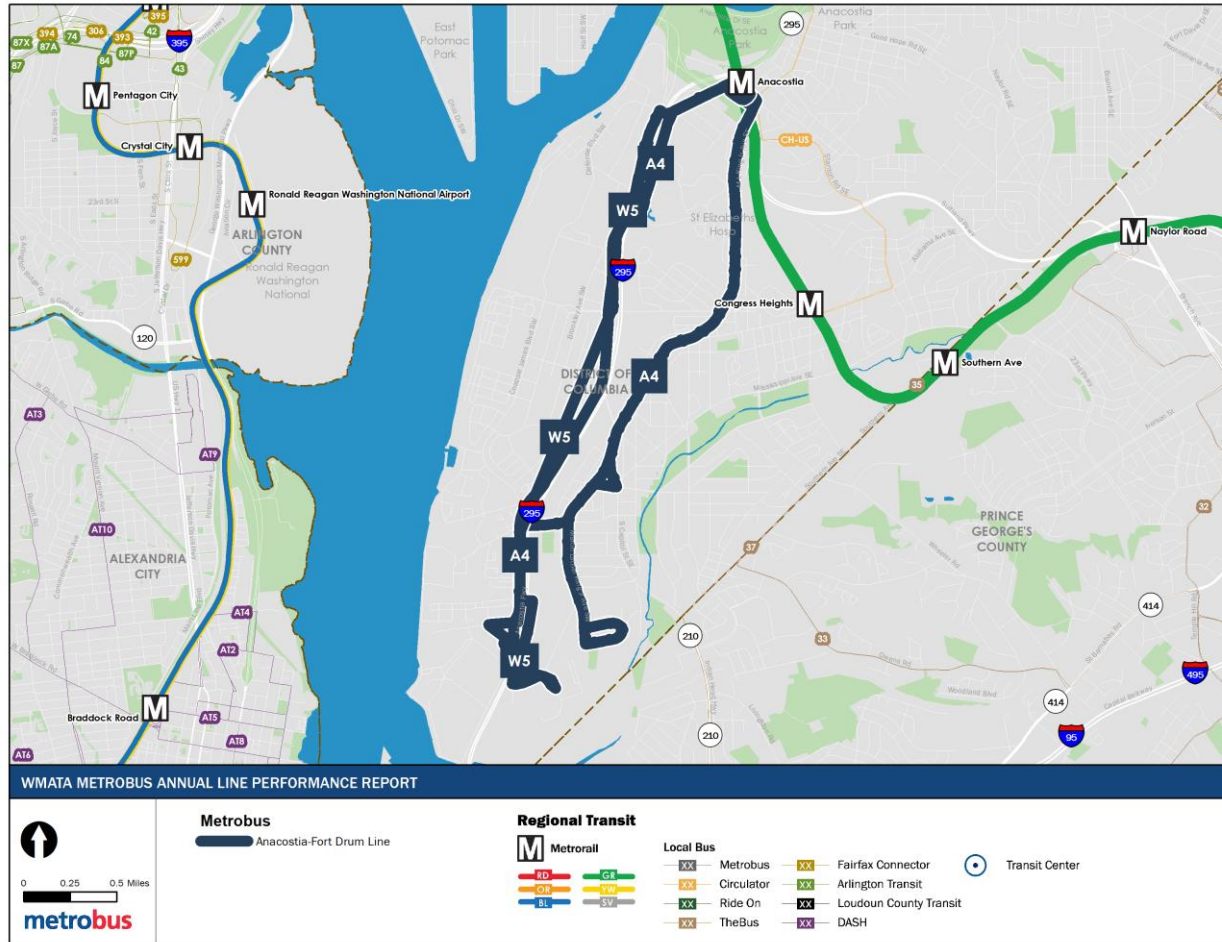
## Service Change Summary

Route P6 - June 2019:  
 Weekday: 2 a.m. (Anac.-Archives); Saturday: 2 a.m. (Anac.-Archives); Sunday: 2 a.m. (Anac.-Archives);

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
	B

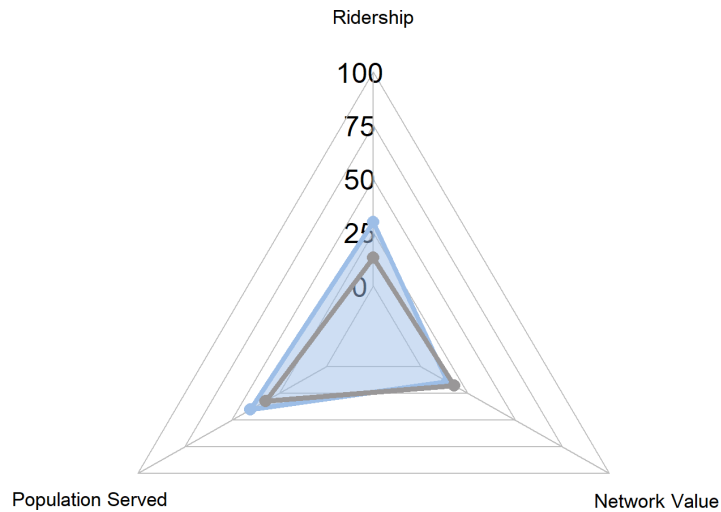
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

28

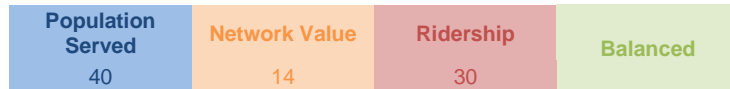
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,135,271</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

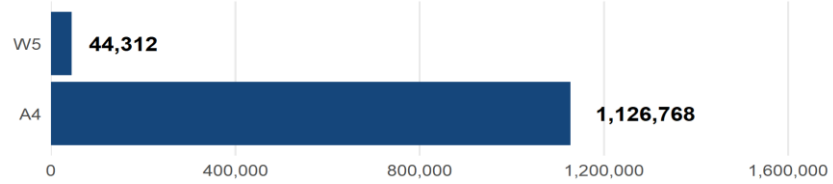
	<b>Service Area Population</b>	<b>20,558</b>	
	<b>People of Color Population</b>	Service Area	<b>19,352</b>
		% Riders Surveyed	<b>83%</b>
	<b>Low Income Household</b>	Service Area	<b>11,093</b>
		% Riders Surveyed	<b>50%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>79</b>
	<b>% Stops With Shelters</b>	<b>20%</b>
	<b>% Stops With Benches</b>	<b>11%</b>
	<b>% Stops With Real-Time Signs</b>	<b>8%</b>



### Annual Ridership



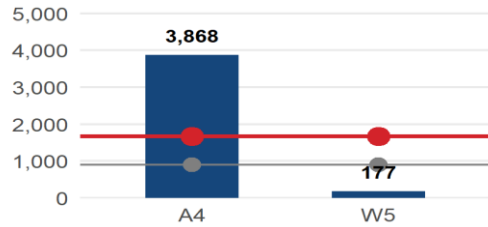
### Top Transfer Locations

#### Anacostia

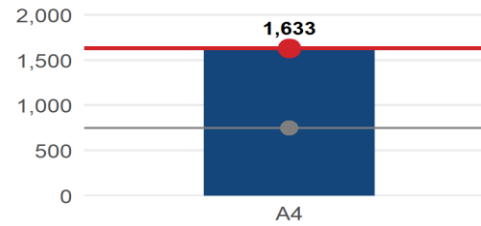
### Average Daily Ridership

- Class/Tier Average
- System Average

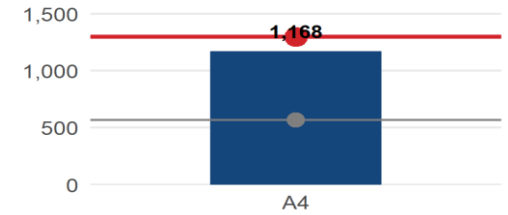
#### Weekday



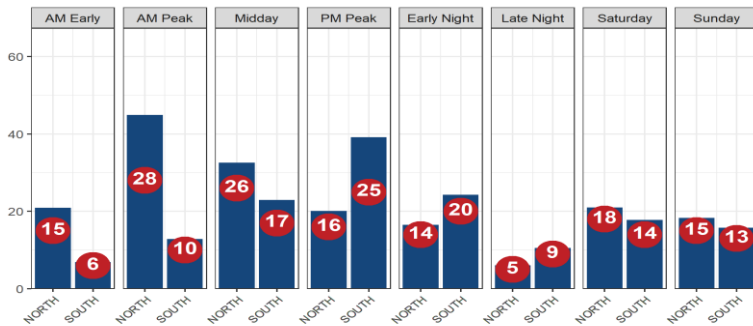
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

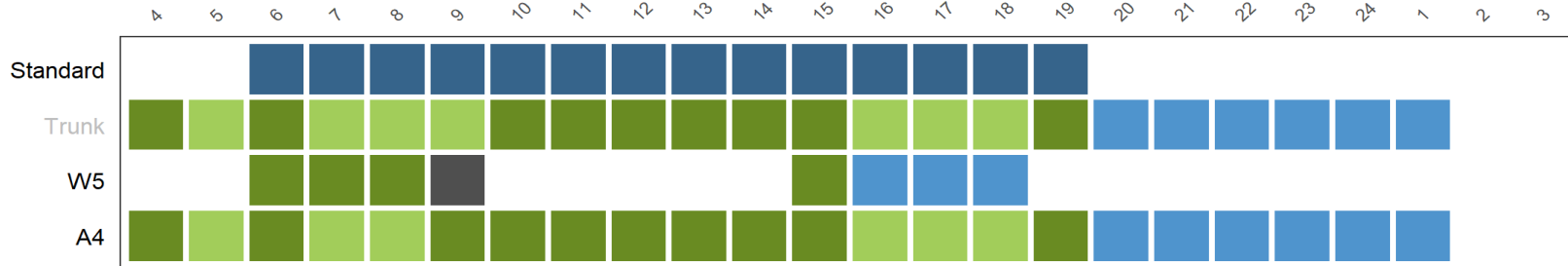
		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.54	0.46
	Off-Peak Maximum Target: 1.0	0.48	0.37
Saturday Maximum Target: 1.0		0.43	0.35
Sunday Maximum Target: 1.0		0.38	0.31



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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 - 1:23 AM	-	A	5:35 AM - 3:15 AM	-	A	5:30 AM - 12:51 AM	-	A
	Frequency of Service   varies	Peak: 15.2 / Off-Peak: 18.8	Peak: 28.1 / Off-Peak: 66.7	A	26.1	48.0	A	30.1	49.5	A
Productivity	Passengers per Revenue Hour   10	39.6	24.8	A	37.8	27.2	A	36.1	23.6	A
	Passengers per Revenue Mile   1	4.1	2.1	A	3.3	2.2	A	2.9	1.9	A
Reliability	On-Time Performance   79%	82%	83%	B	79%	80%	B	84%	81%	B
	Crowding   5%	6%	1%	E	7%	1%	E	2%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.5	Off-Peak: 0.26 Peak: 0.34	A	0.39	0.31	A	0.34	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.01	\$ 5.43	A	\$3.15	\$ 4.89	A	\$3.31	\$ 5.77	A
	Cost Recovery   20%	25%	23%	A	24%	23%	A	23%	20%	A

# Route A4

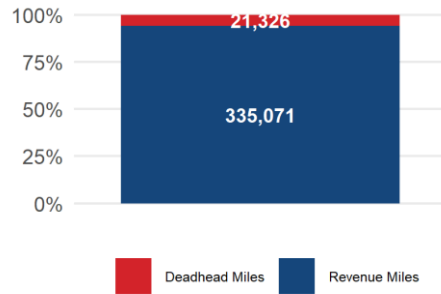
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.9			4.9			E		
Route Design	Circuity   N/A	2.49			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	42.9	24.8	A	37.8	27.2	A	36.1	23.6	A
	Passengers per Revenue Mile   1	4.4	2.1	A	3.3	2.2	A	2.9	1.9	A
	Unique Segment Ridership   10%	2%	33%	E	55%	55%	A	57%	56%	A
Reliability	On-Time Performance   79%	82%	83%	B	79%	80%	B	84%	81%	B
	Crowding   5%	6%	0%	E	7%	1%	E	2%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.58	Off-Peak: 0.26 Peak: 0.34	A	0.39	0.31	A	0.34	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.78	\$ 5.43	A	\$3.15	\$ 4.89	A	\$3.31	\$ 5.77	A
	Cost Recovery   20%	27%	23%	A	24%	23%	A	22%	20%	A

# Route W5

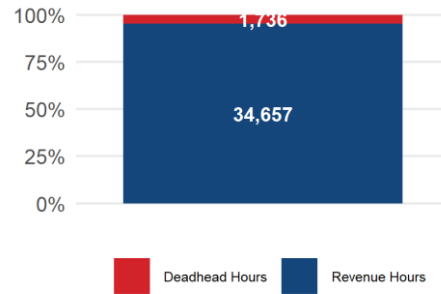
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.1			4.9			E		
Route Design	Circuitry   N/A	1.99			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	14.8	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	1%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	82%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.22	Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$8.05	\$ 5.43	D	-	-	-	-	-	-
	Cost Recovery   20%	12%	23%	E	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



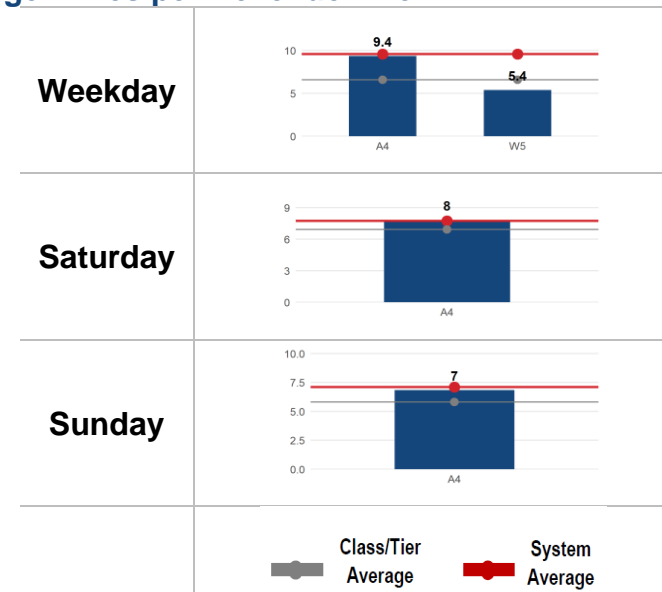
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A4	15.20	3,666	3,641 (99.3%)
W5	12.10	396	392 (99.0%)

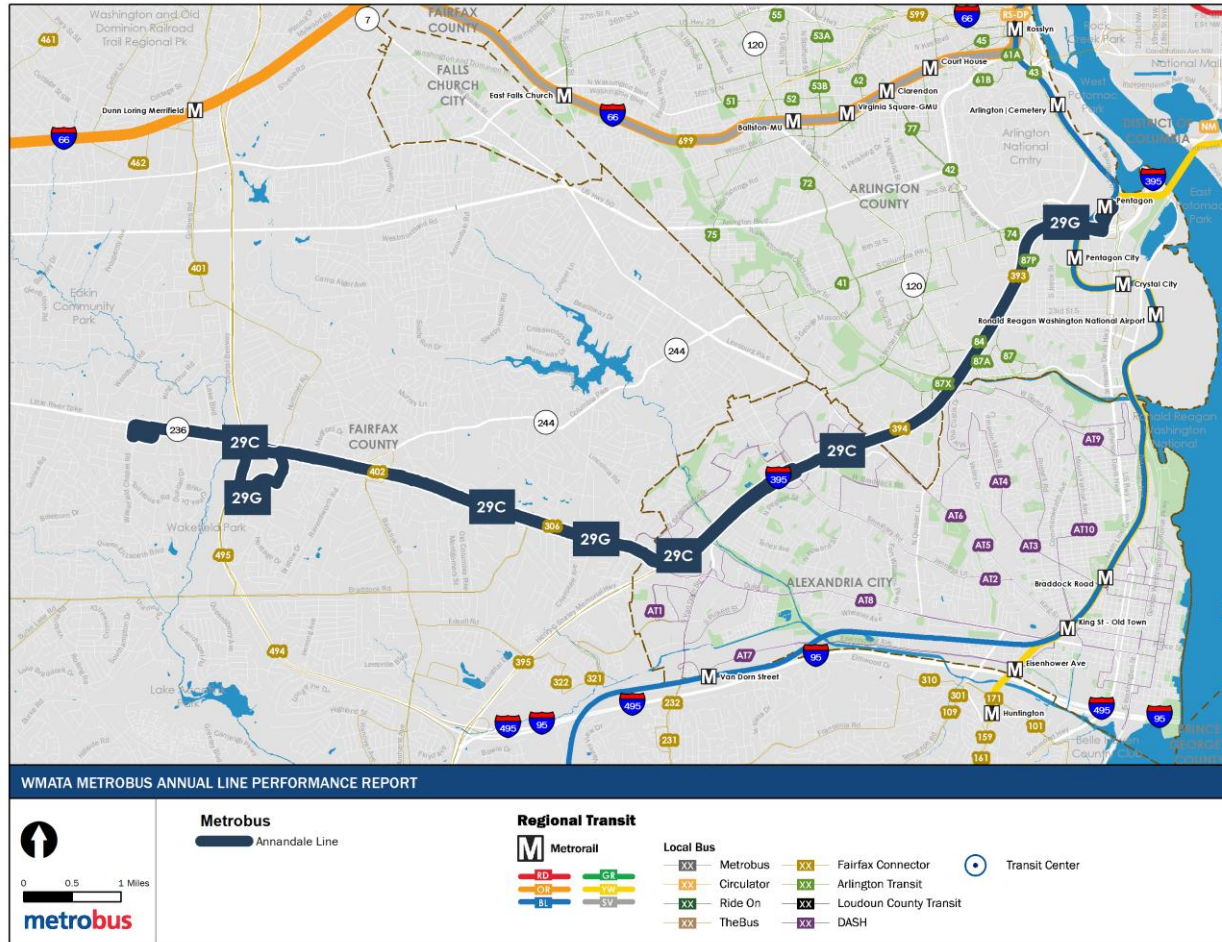
## Service Change Summary

Route A4 - June 2019:  
 Weekday: separate line (Anac-Fort Drum);  
 Saturday: separate line (Anac-Fort Drum); Sunday:  
 separate line (Anac-Fort Drum);  
 Route W5 - June 2019:  
 Weekday: separate line (Anac-Blue Plains); Saturday: No  
 change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

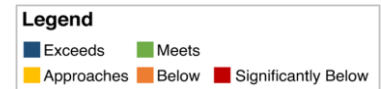
Commuter

Activity Tier

2

Overall Grade

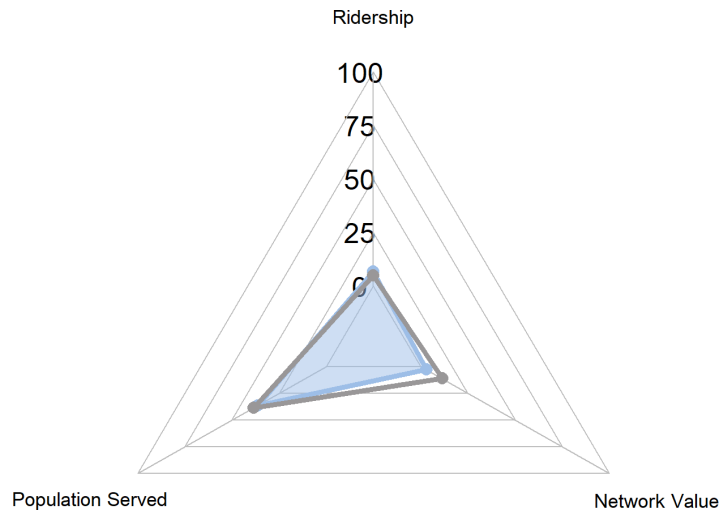
Line	Grade
Annandale	A



## Line Benefit Score

**15**

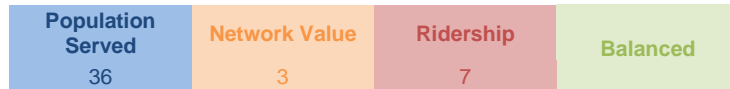
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,025,993</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>38,712</b>	
	<b>People of Color Population</b>	Service Area	<b>16,264</b>
		% Riders Surveyed	<b>56%</b>
	<b>Low Income Household</b>	Service Area	<b>11,783</b>
		% Riders Surveyed	<b>17%</b>

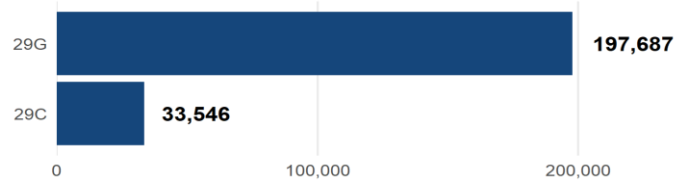
## Facilities/Amenities

	<b>Bus Stops</b>	<b>63</b>
	<b>% Stops With Shelters</b>	<b>35%</b>
	<b>% Stops With Benches</b>	<b>37%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

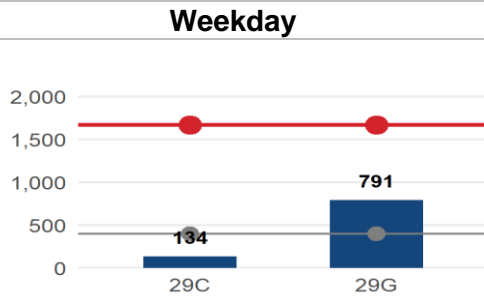
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



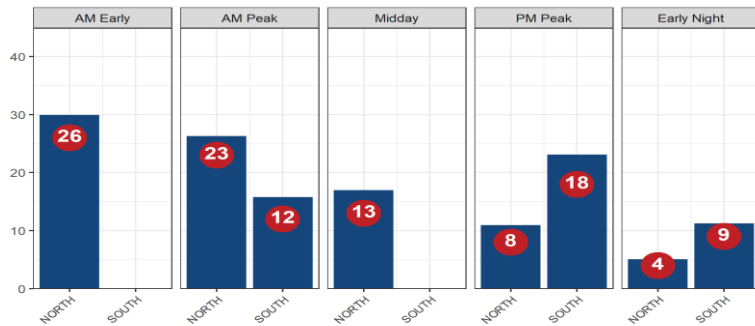
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.45	0.42
	Off-Peak Maximum Target: 1.0		0.43	0.22
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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: 27.2 / Off-Peak: 344.9	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	26.7	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	69%	77%	D	-	-	-	-	-	-
	Crowding   5%	2%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.43	Off-Peak: 0.35 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.47	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	36%	44%	A	-	-	-	-	-	-

# Route 29C

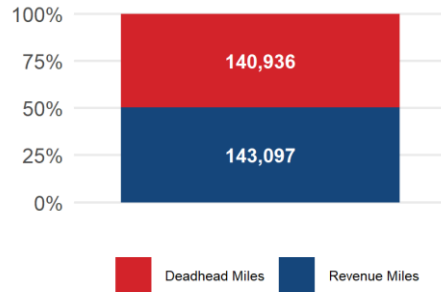
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.9			2.8			-		
Route Design	Circuitry   N/A	1.17			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	20.3	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1	1.7	C	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	77%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.24	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.87	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	29%	39%	A	-	-	-	-	-	-

# Route 29G

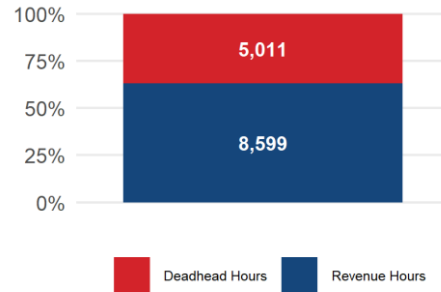
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.5			2.8			-		
Route Design	Circuitry   N/A	1.3			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	28.2	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.8	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	77%	E	-	-	-	-	-	-
	Crowding   5%	3%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.5	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.23	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	37%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



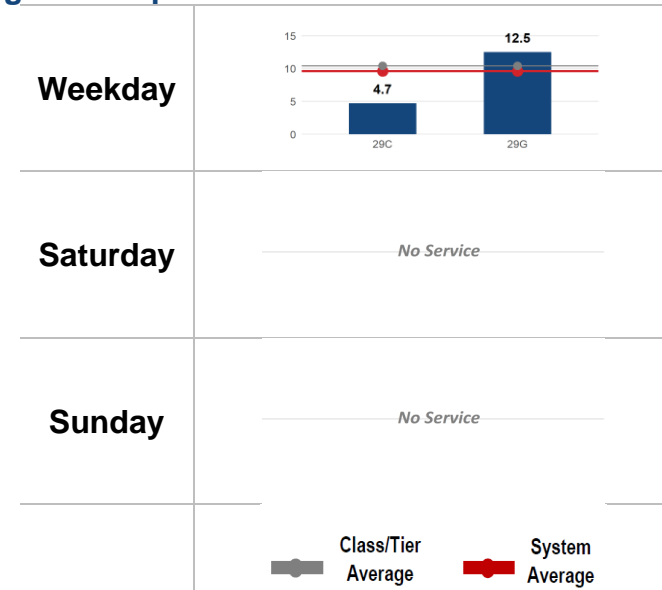
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29C	27.30	242	242 (100.0%)
29G	26.90	770	767 (99.6%)

## Service Change Summary

Route 29C - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 29G - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

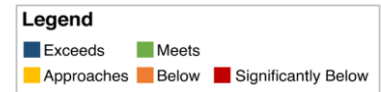
Coverage

Activity Tier

2

Overall Grade

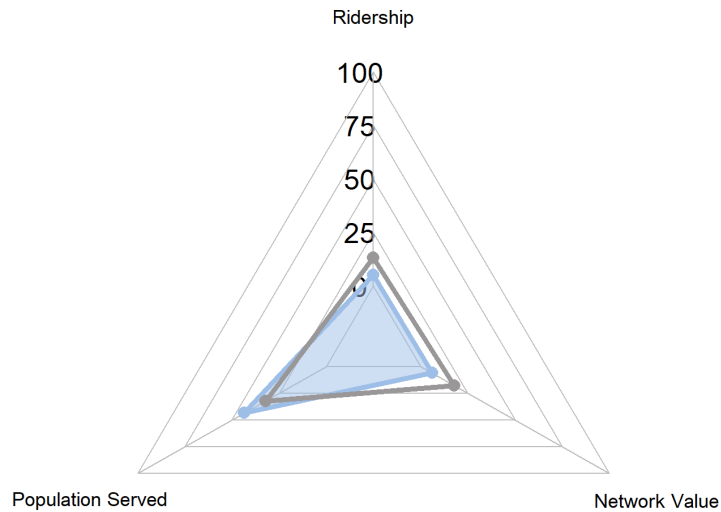
Line	Overall Grade
Annandale-East Falls Church	C



## Line Benefit Score

18

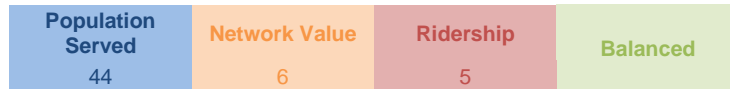
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,208,455</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot</b>

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

	<b>Service Area Population</b>	<b>42,888</b>	
	<b>People of Color Population</b>	Service Area	<b>12,463</b>
		% Riders Surveyed	<b>68%</b>
	<b>Low Income Household</b>	Service Area	<b>12,343</b>
		% Riders Surveyed	<b>59%</b>

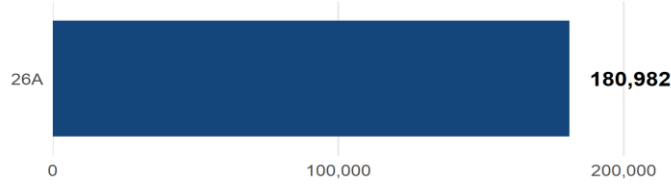
## Facilities/Amenities

	<b>Bus Stops</b>	<b>128</b>
	<b>% Stops With Shelters</b>	<b>17%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

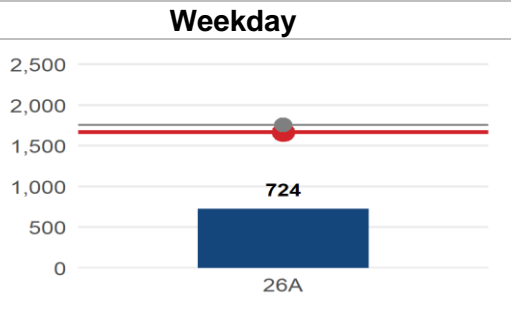
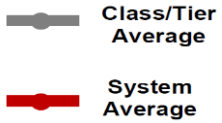
### Annual Ridership



### Top Transfer Locations

#### East Falls Church

### Average Daily Ridership



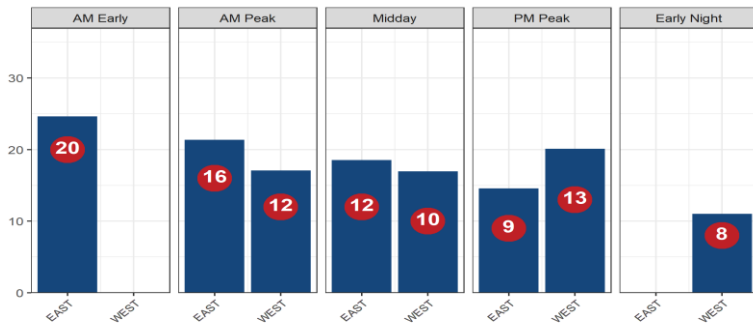
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

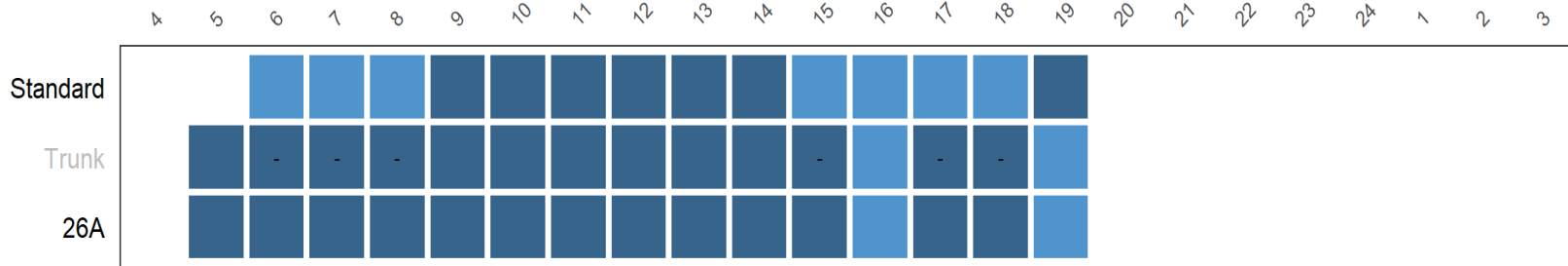
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.39	0.4
	Off-Peak Maximum Target: 1.0	0.46	0.31
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Annandale-East Falls Church

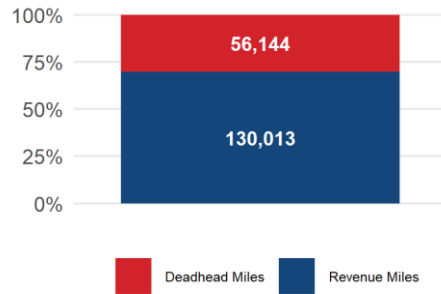
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:28 AM - 7:48 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 33.7 / Off-Peak: 59.4	Peak: 26.2 / Off-Peak: 64	C	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   15	17.9	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	1.4	4.2	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	82%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.39	Off-Peak: 0.31 Peak: 0.41	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.66	\$ 4.43	E	-	-	-	-	-	-
	Cost Recovery   20%	22%	25%	B	-	-	-	-	-	-

# Route 26A

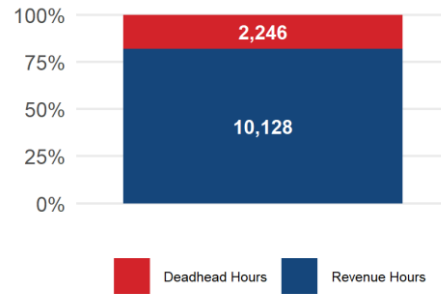
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			6			A		
Route Design	Circuitry   N/A	2.1			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	17.9	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	1.4	4.2	E	-	-	-	-	-	-
	Unique Segment Ridership   10%	12%	28%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	82%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.39	Off-Peak: 0.33 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.66	\$ 4.43	E	-	-	-	-	-	-
	Cost Recovery   20%	22%	27%	B	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



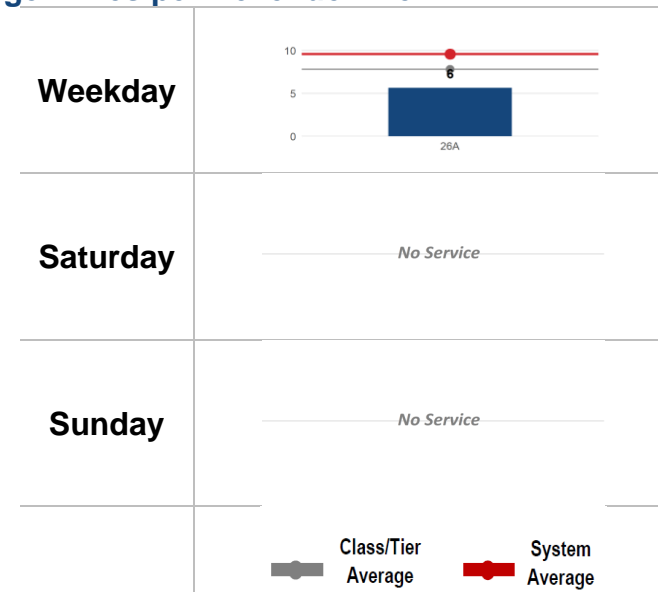
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
26A	30.40	880	875 (99.4%)

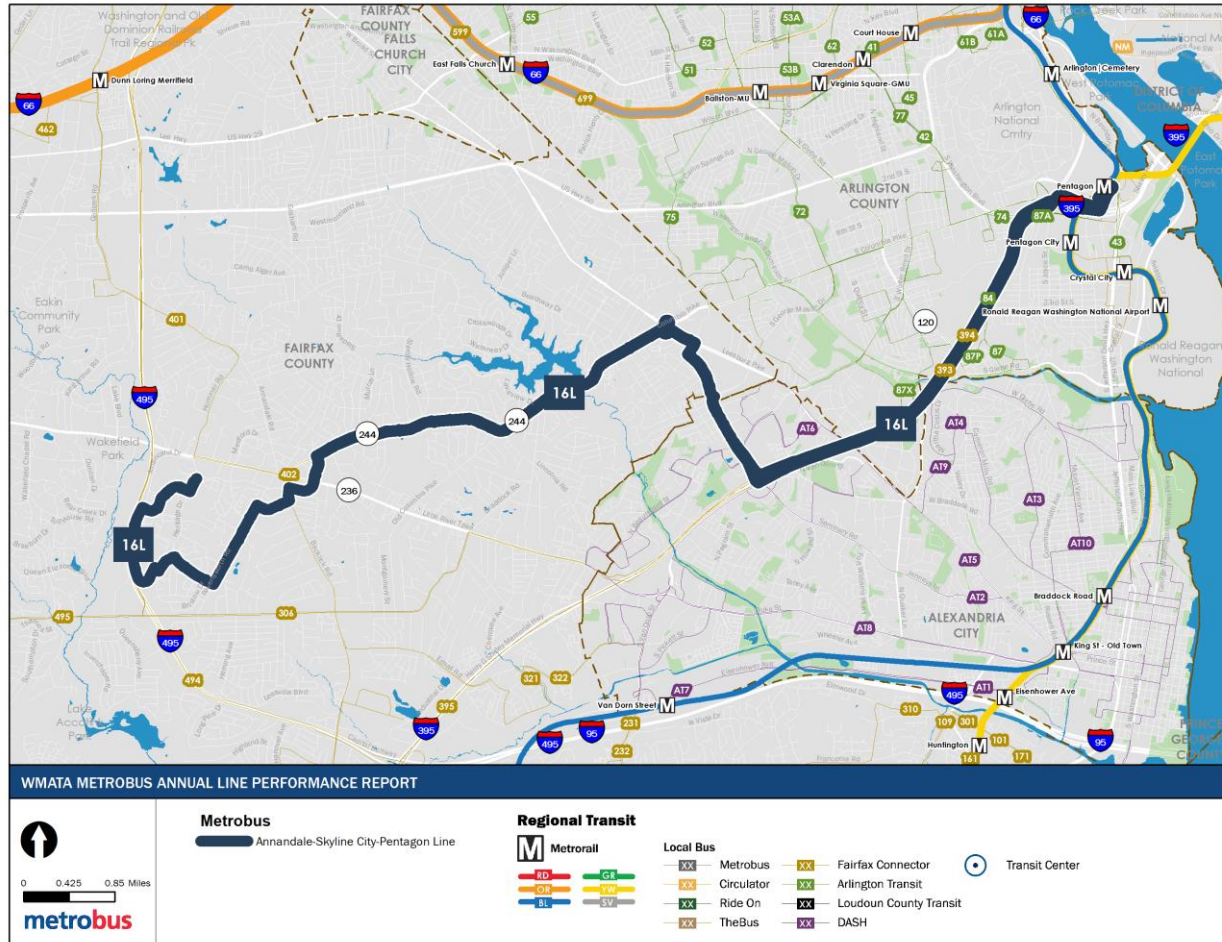
## Service Change Summary

Route 26A - June 2019:  
 Weekday: Restore service; Saturday: No change;  
 Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

2

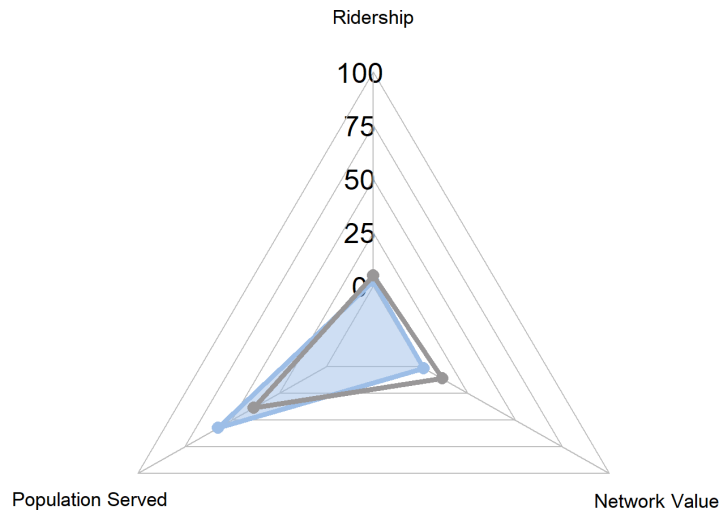
Overall Grade

Line	B

## Line Benefit Score

**20**

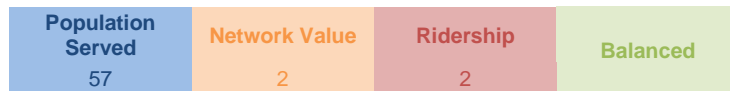
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$356,498</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>36,834</b>	
	<b>People of Color Population</b>	Service Area	<b>13,567</b>
		% Riders Surveyed	<b>56%</b>
	<b>Low Income Household</b>	Service Area	<b>10,791</b>
		% Riders Surveyed	<b>14%</b>

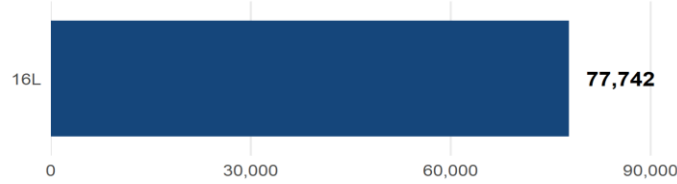
## Facilities/Amenities

	<b>Bus Stops</b>	<b>104</b>
	<b>% Stops With Shelters</b>	<b>19%</b>
	<b>% Stops With Benches</b>	<b>20%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership

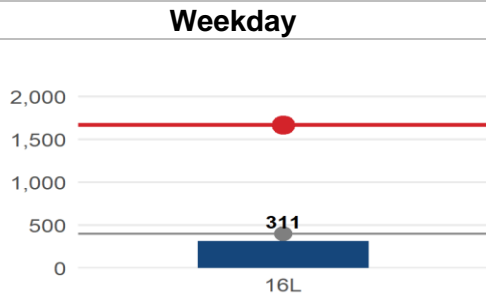


### Top Transfer Locations

#### Pentagon

### Average Daily Ridership

- Class/Tier Average
- System Average



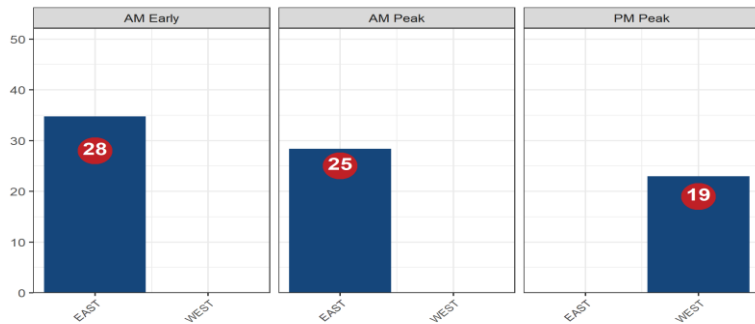
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.6	0.47
	Off-Peak Maximum Target: 1.0		0.7	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**B** Annandale-Skyline City-Pentagon

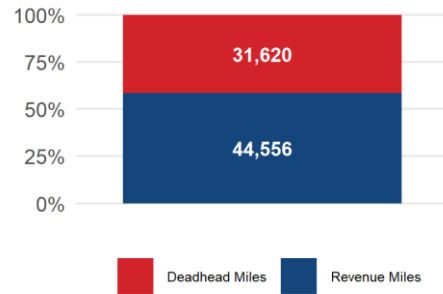
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:55 AM - 9:05 AM; 4:15 PM - 7:35 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 29.0 / Off-Peak: NA	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	26.8	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.8	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	77%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.7 Peak: 0.53	Off-Peak: 0.35 Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.46	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	37%	44%	A	-	-	-	-	-	-

# Route 16L

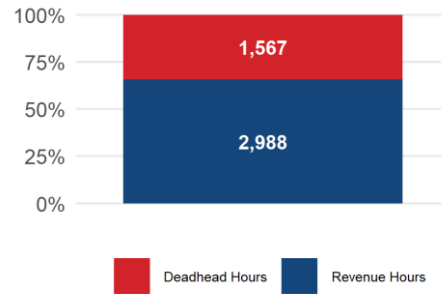
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	3.3			2.8			-		
	Circuitry   N/A	1.56			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	26.8	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.8	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	77%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.7 Peak: 0.53	Off-Peak: 0.29 Peak: 0.45	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.46	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	37%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



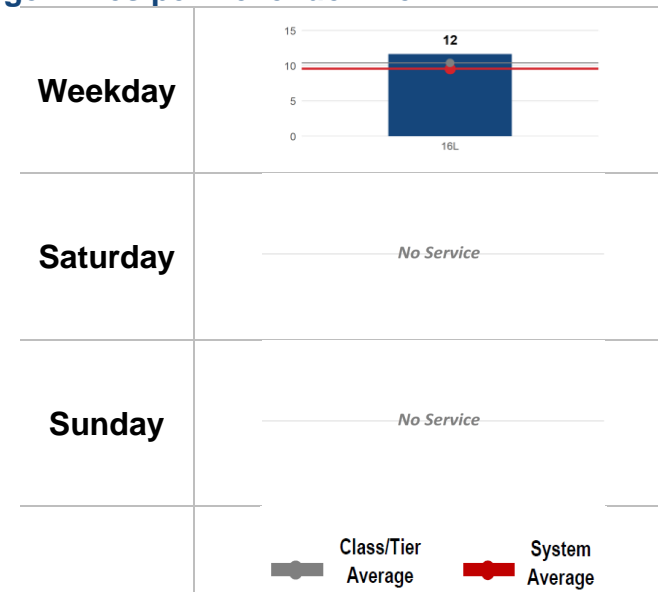
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16L	32.20	264	262 (99.2%)

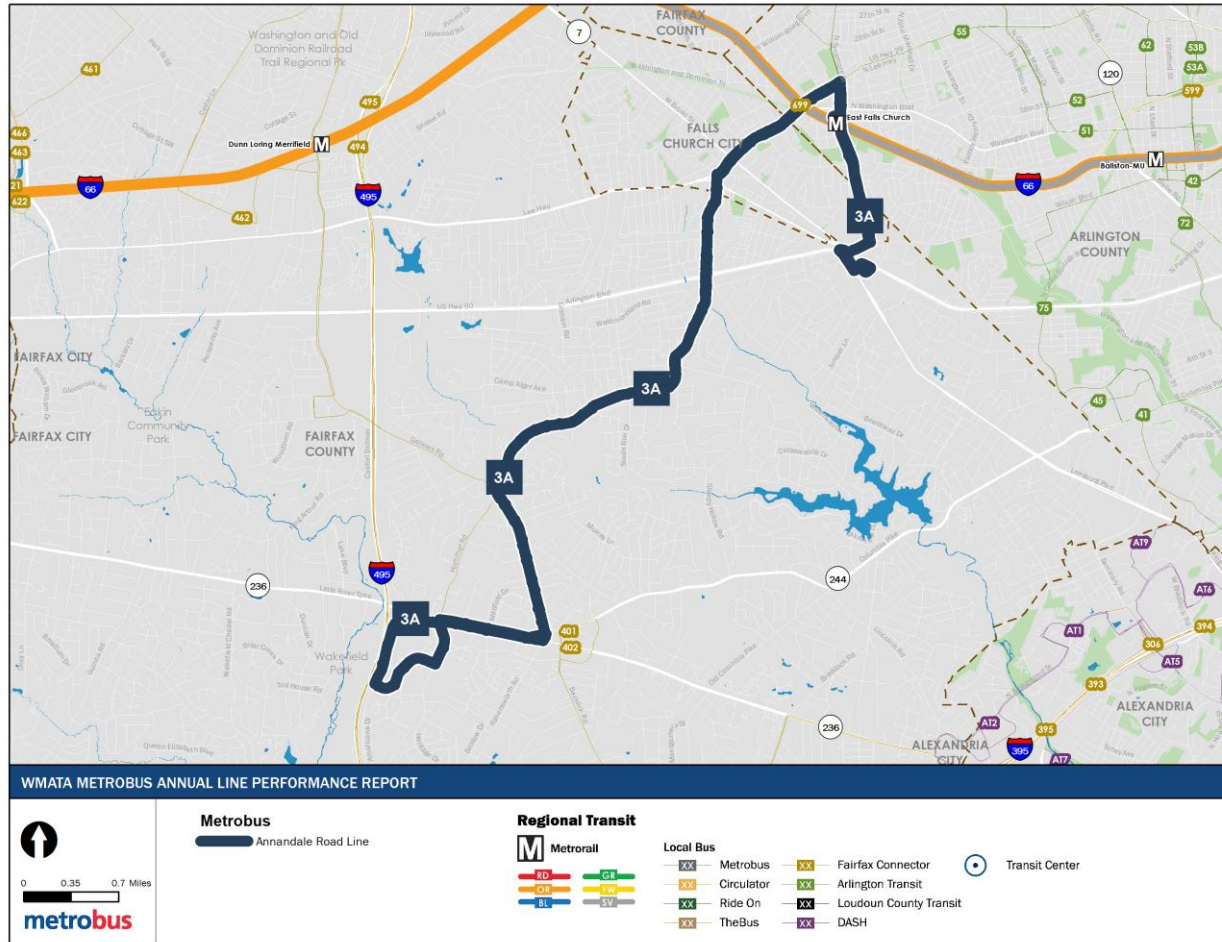
## Service Change Summary

Route 16L - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

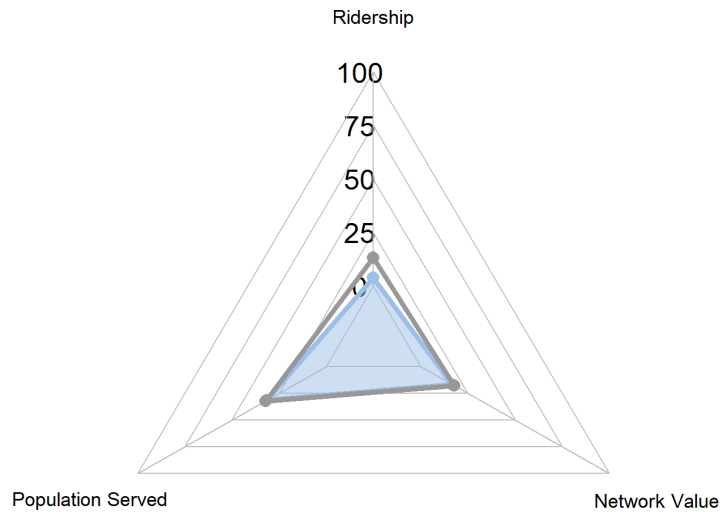
Overall Grade

Line	B

## Line Benefit Score

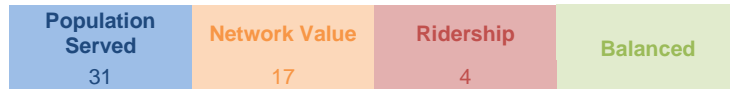
17

Out of 100



### Classification Average

Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,263,293</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>35,936</b>	
	<b>People of Color Population</b>	Service Area	<b>10,021</b>
		% Riders Surveyed	<b>75%</b>
	<b>Low Income Household</b>	Service Area	<b>9,093</b>
		% Riders Surveyed	<b>43%</b>

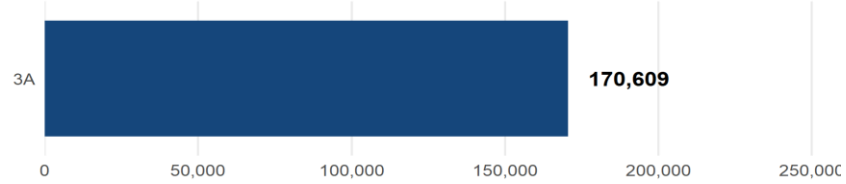
## Facilities/Amenities

	<b>Bus Stops</b>	<b>106</b>
	<b>% Stops With Shelters</b>	<b>8%</b>
	<b>% Stops With Benches</b>	<b>11%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

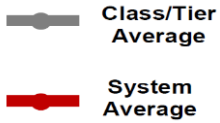
### Annual Ridership



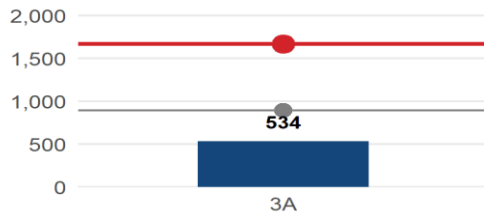
### Top Transfer Locations

#### East Falls Church

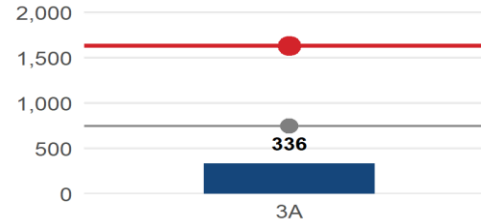
### Average Daily Ridership



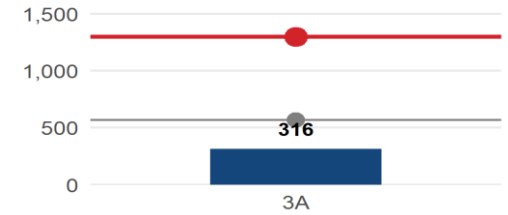
#### Weekday



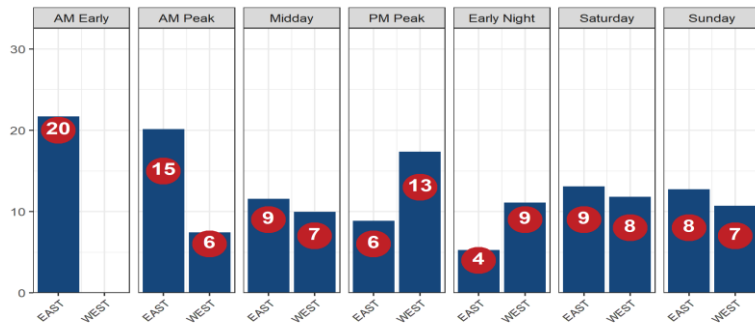
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



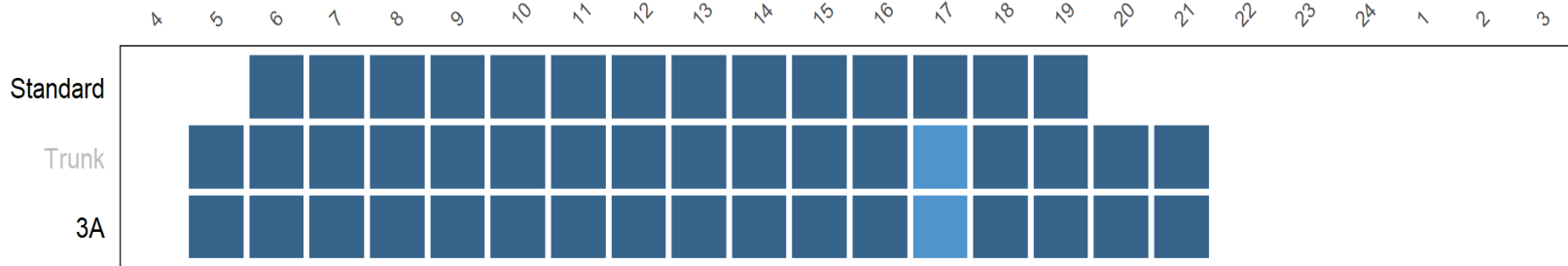
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.32
	Off-Peak Maximum Target: 1.0	0.28	0.23
	Saturday Maximum Target: 1.0	0.22	0.2
Sunday Maximum Target: 1.0		0.2	0.18

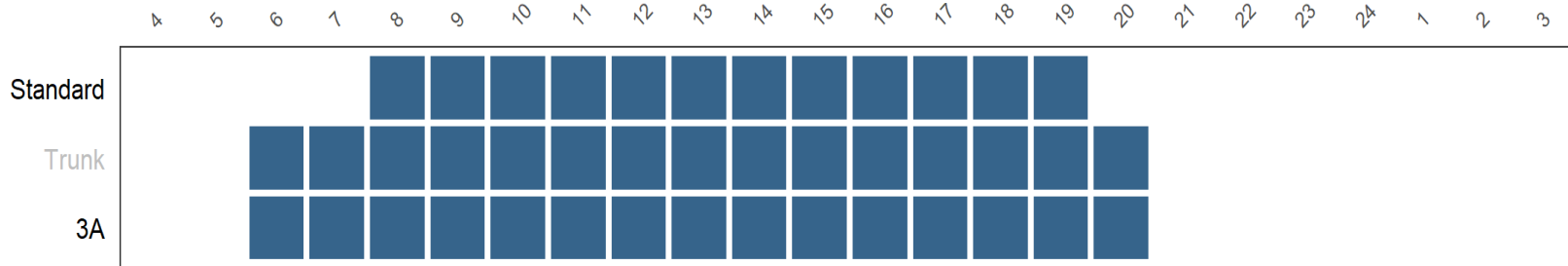
# Span and Frequency



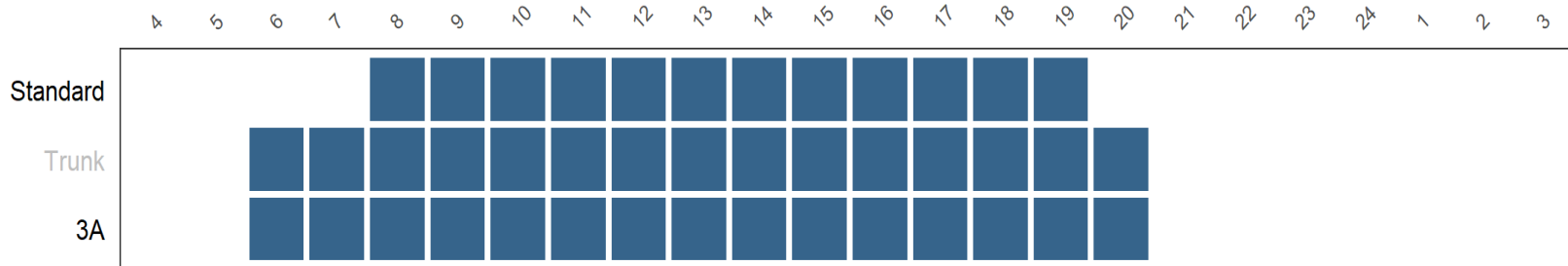
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	5:40 AM - 9:43 PM	-	A	6:57 AM - 8:35 PM	-	A	6:57 AM - 8:36 PM	-	A
	Frequency of Service   varies	Peak: 34.4 / Off-Peak: 60.2	Peak: 28.1 / Off-Peak: 66.7	A	60.1	48.0	C	60.1	49.5	C
Productivity	Passengers per Revenue Hour   10	17.4	24.8	A	13.2	27.2	A	14.5	23.6	A
	Passengers per Revenue Mile   1	1.6	2.1	A	1.3	2.2	A	1.3	1.9	A
Reliability	On-Time Performance   79%	84%	83%	B	88%	80%	A	86%	81%	A
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	0.21	0.31	A	0.19	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.86	\$ 5.43	B	\$9.04	\$ 4.89	E	\$8.20	\$ 5.77	D
	Cost Recovery   20%	20%	23%	B	15%	23%	D	17%	20%	D

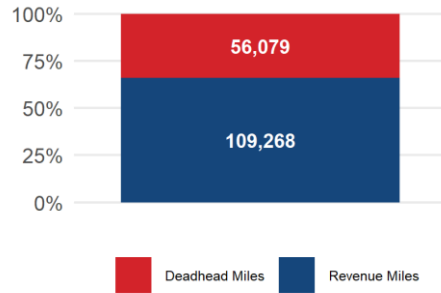


# Route 3A

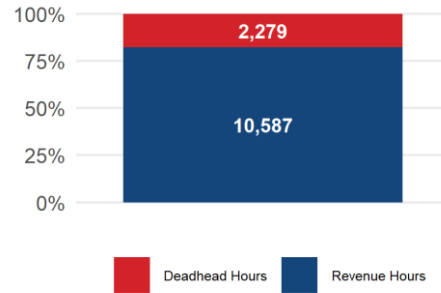
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			4.9			E		
Route Design	Circuitry   N/A	1.73			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	17.4	24.8	A	13.2	27.2	A	14.5	23.6	A
	Passengers per Revenue Mile   1	1.6	2.1	A	1.3	2.2	A	1.3	1.9	A
	Unique Segment Ridership   10%	43%	33%	A	46%	55%	A	42%	56%	A
Reliability	On-Time Performance   79%	84%	83%	B	88%	80%	A	86%	81%	A
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	0.21	0.31	A	0.19	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.86	\$ 5.43	B	\$9.04	\$ 4.89	E	\$8.20	\$ 5.77	D
	Cost Recovery   20%	20%	23%	B	15%	23%	D	17%	20%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



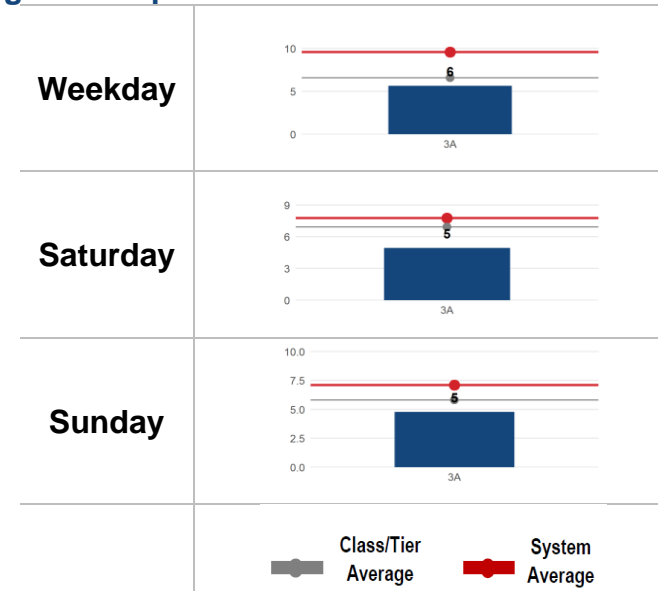
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3A	20.10	1,162	1,156 (99.5%)

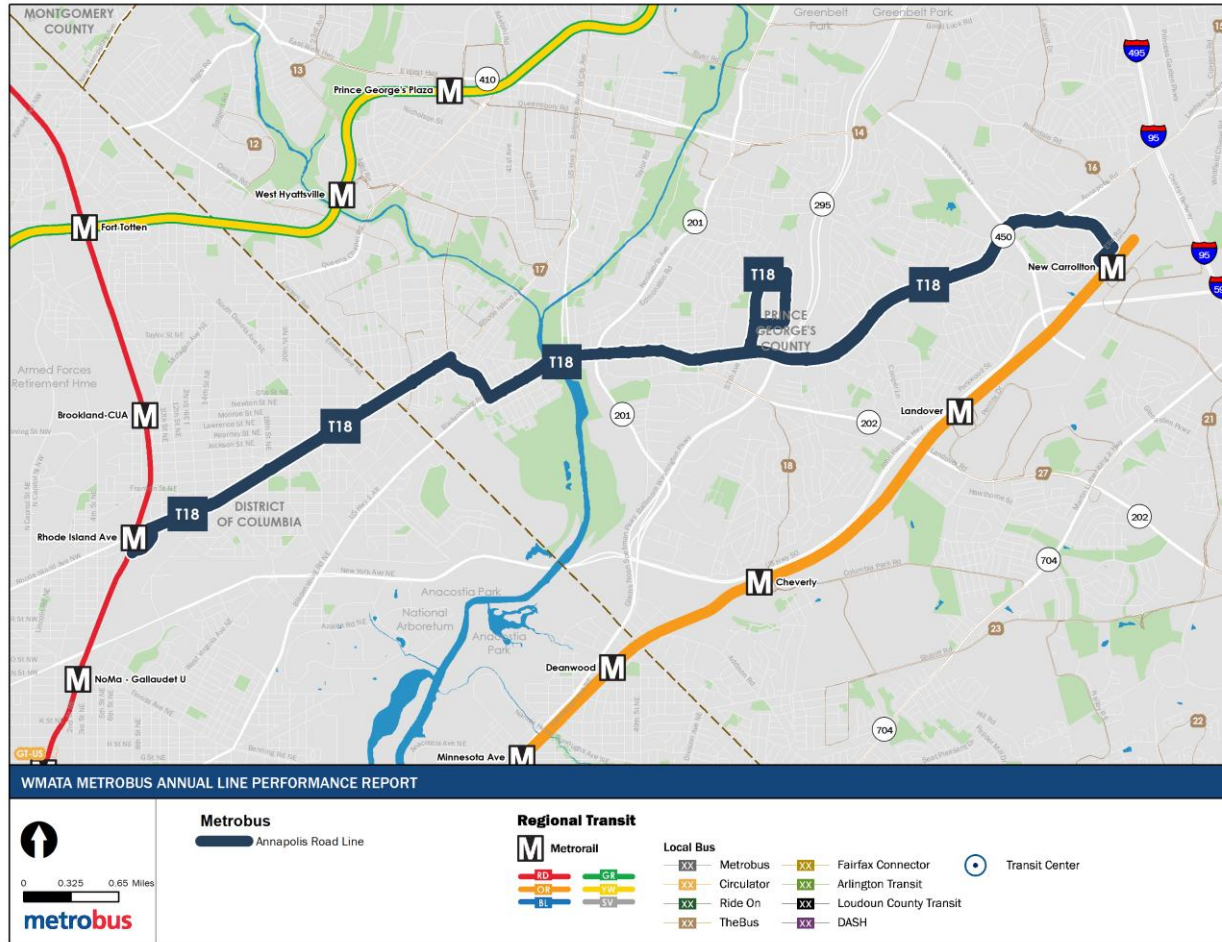
## Service Change Summary

Route 3A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

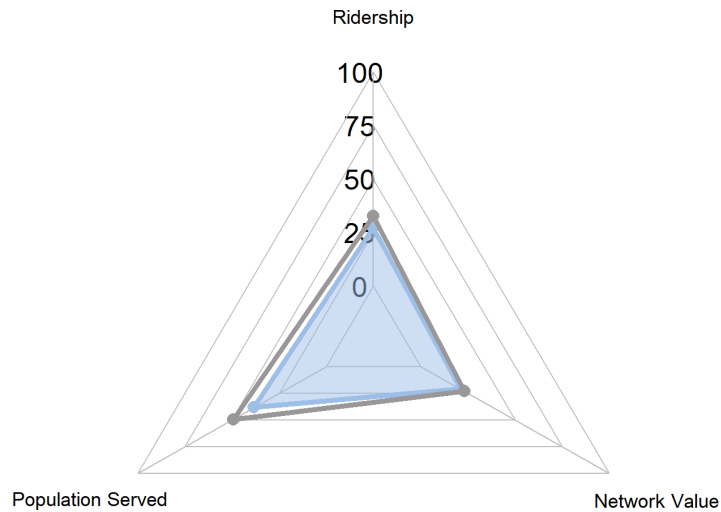
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

29

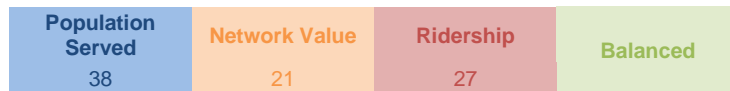
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,102,071
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	29,066	
	People of Color Population	Service Area	17,477
		% Riders Surveyed	96%
	Low Income Household	Service Area	9,435
		% Riders Surveyed	78%

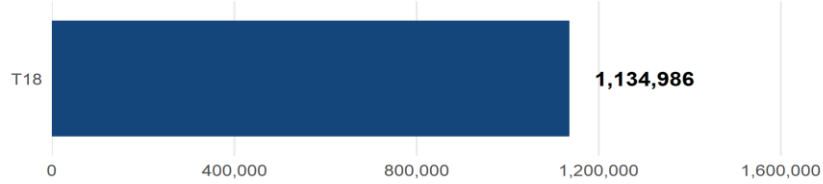
## Facilities/Amenities

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



## Ridership

### Annual Ridership



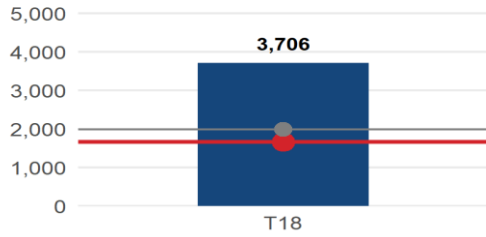
### Top Transfer Locations

#### Rhode Island Avenue, New Carrollton

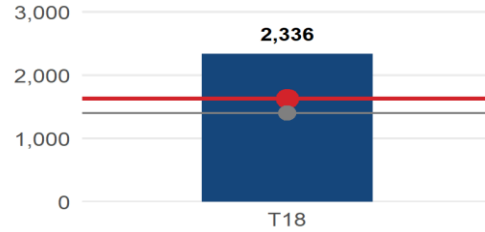
### Average Daily Ridership

- Class/Tier Average
- System Average

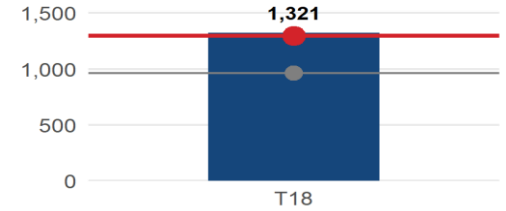
#### Weekday



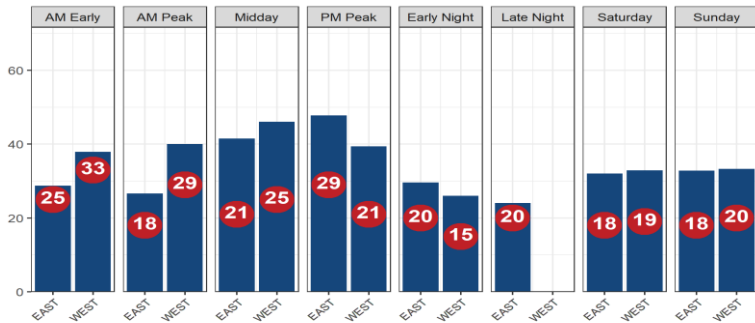
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.6	0.64
	Off-Peak Maximum Target: 1.0	0.53	0.6
Saturday Maximum Target: 1.0		0.44	0.47
Sunday Maximum Target: 1.0		0.45	0.49

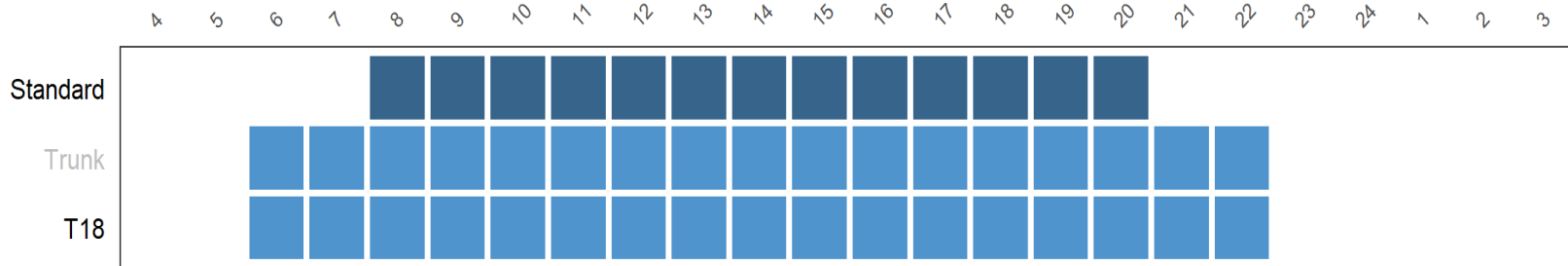
# Span and Frequency



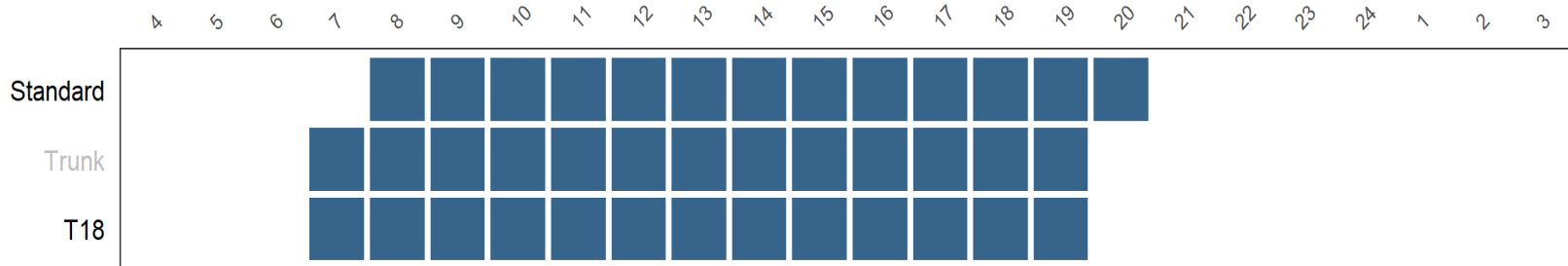
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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: 17.4 / Off-Peak: 25.9	Peak: 23.7 / Off-Peak: 39.6	A	25.0	47.6	A	35.0	52.8	A
Productivity	Passengers per Revenue Hour   15	44.4	30.4	A	40.4	29.1	A	39.9	27.2	A
	Passengers per Revenue Mile   1	4.1	2.6	A	3.4	2.4	A	3.5	2.1	A
Reliability	On-Time Performance   79%	80%	78%	B	75%	72%	C	87%	80%	A
	Crowding   5%	2%	1%	A	1%	1%	A	3%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.62	Off-Peak: 0.39 Peak: 0.48	A	0.46	0.39	A	0.47	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.69	\$ 4.26	A	\$2.95	\$ 4.33	A	\$2.99	\$ 4.58	A
	Cost Recovery   20%	40%	29%	A	36%	28%	A	36%	25%	A

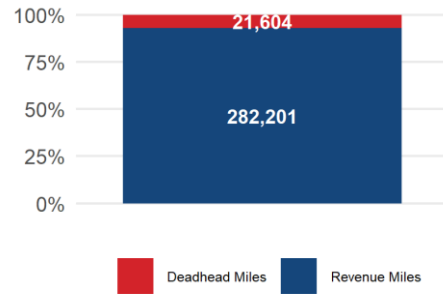
# Route T18

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			4.6			A		
	Circuitry   1.75	1.27			2.49			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	44.4	30.4	A	40.4	29.1	A	39.9	27.2	A
	Passengers per Revenue Mile   1	4.1	2.6	A	3.4	2.4	A	3.5	2.1	A
	Unique Segment Ridership   10%	30%	31%	A	45%	54%	A	45%	55%	A
Reliability	On-Time Performance   79%	80%	78%	B	75%	72%	C	87%	80%	A
	Crowding   5%	2%	1%	A	1%	1%	A	3%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.62	Off-Peak: 0.41 Peak: 0.47	A	0.46	0.39	A	0.47	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.69	\$ 4.26	A	\$2.95	\$ 4.33	A	\$2.99	\$ 4.58	A
	Cost Recovery   20%	40%	29%	A	36%	27%	A	36%	25%	A

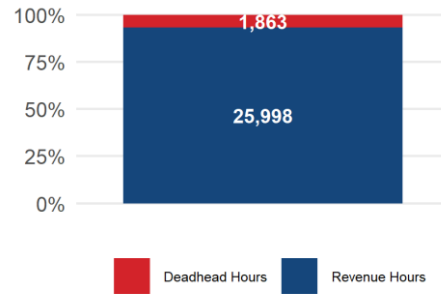


# Operational Analysis

## Miles Allocation



## Hours Allocation



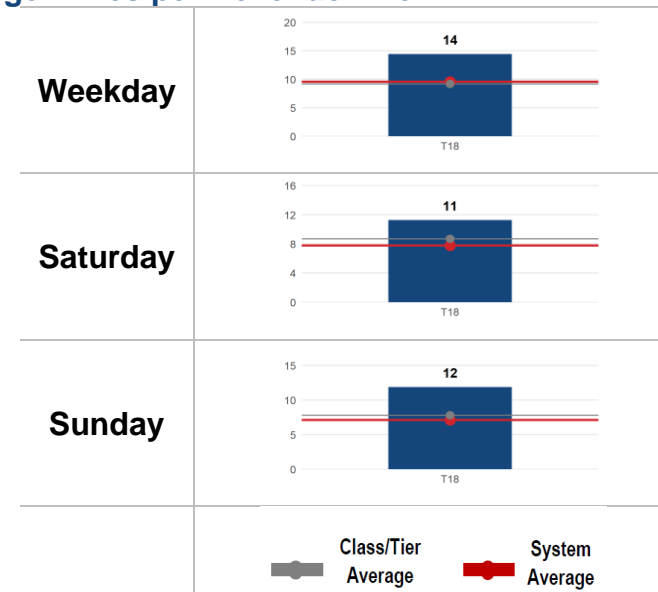
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T18	20.00	2,531	2,515 (99.4%)

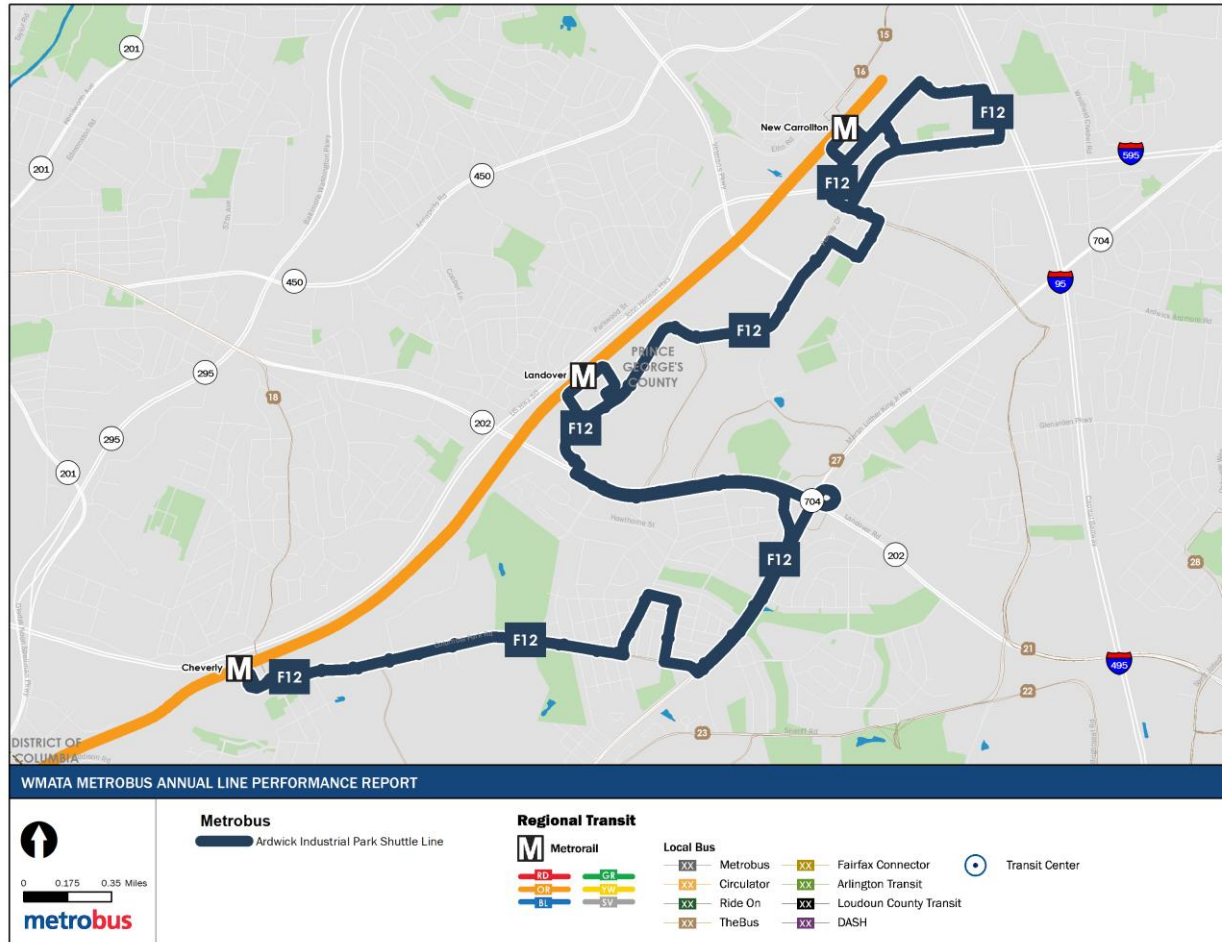
## Service Change Summary

Route T18 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Ardwick Industrial Park Shuttle	B

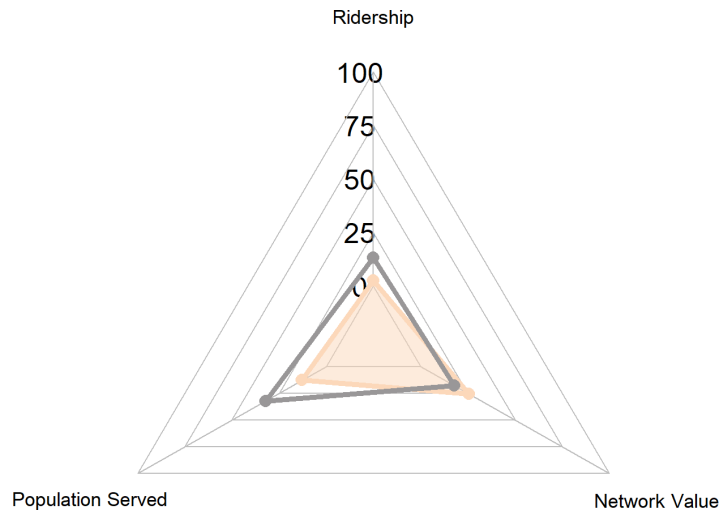
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

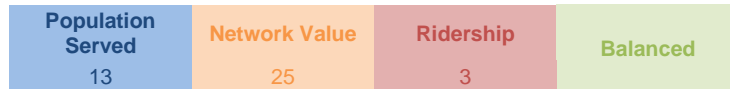
14

Out of 100



### Classification Average

Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$747,456
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 40 Foot

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

	Service Area Population	10,461	
	People of Color Population	Service Area	8,078
		% Riders Surveyed	98%
	Low Income Household	Service Area	3,593
		% Riders Surveyed	79%

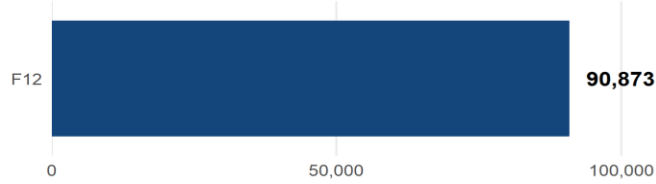
## Facilities/Amenities

	Bus Stops	70
	% Stops With Shelters	50%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership

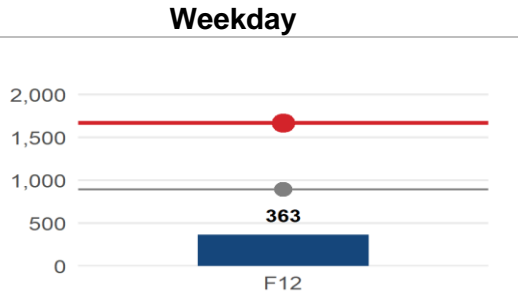


### Top Transfer Locations

#### Landover, Cheverly, New Carrollton

### Average Daily Ridership

- Class/Tier Average
- System Average



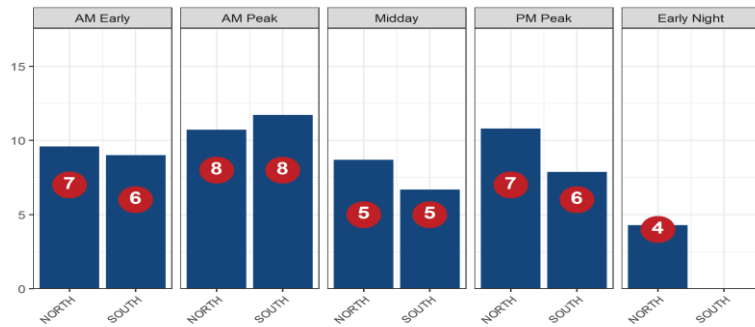
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



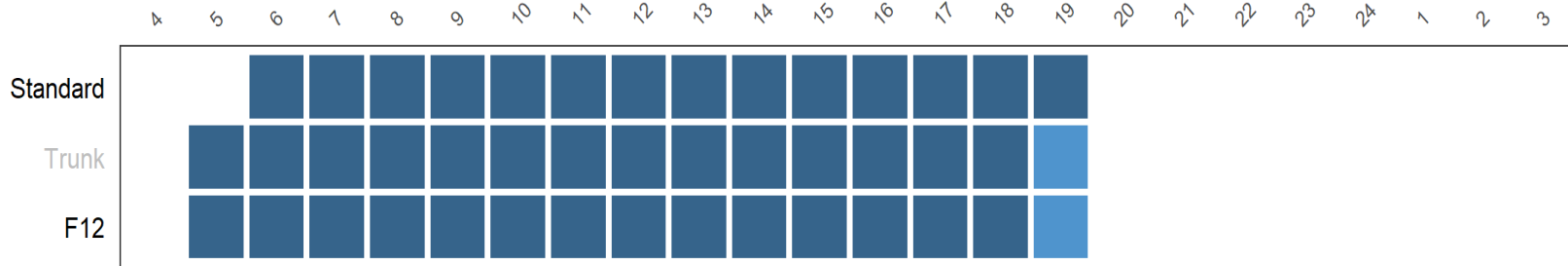
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.2	0.18
	Off-Peak Maximum Target: 1.0		0.14	0.12
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Ardwick Industrial Park Shuttle

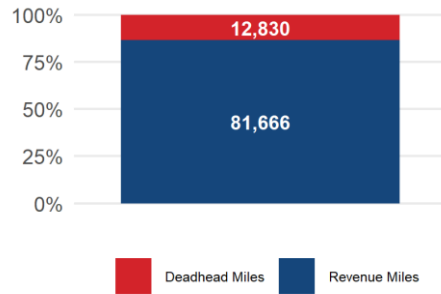
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:40 AM - 7:39 PM	-	B	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 33.6 / Off-Peak: 55.0	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	15	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	93%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.19	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.97	\$ 5.43	D	-	-	-	-	-	-
	Cost Recovery   20%	14%	23%	E	-	-	-	-	-	-

# Route F12

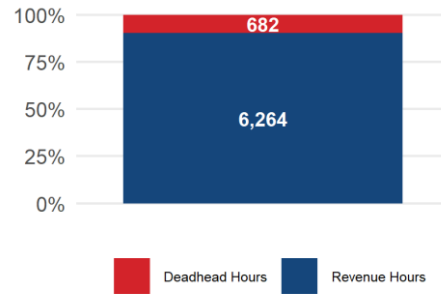
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.1			4.9			A		
	Circuitry   N/A	2.04			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	15	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	74%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	93%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.19	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.97	\$ 5.43	D	-	-	-	-	-	-
	Cost Recovery   20%	14%	23%	E	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



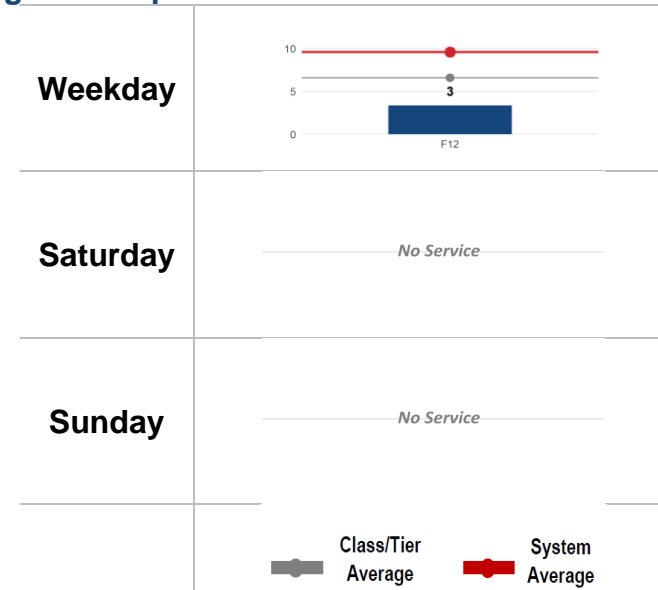
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F12	18.00	880	877 (99.7%)

## Service Change Summary

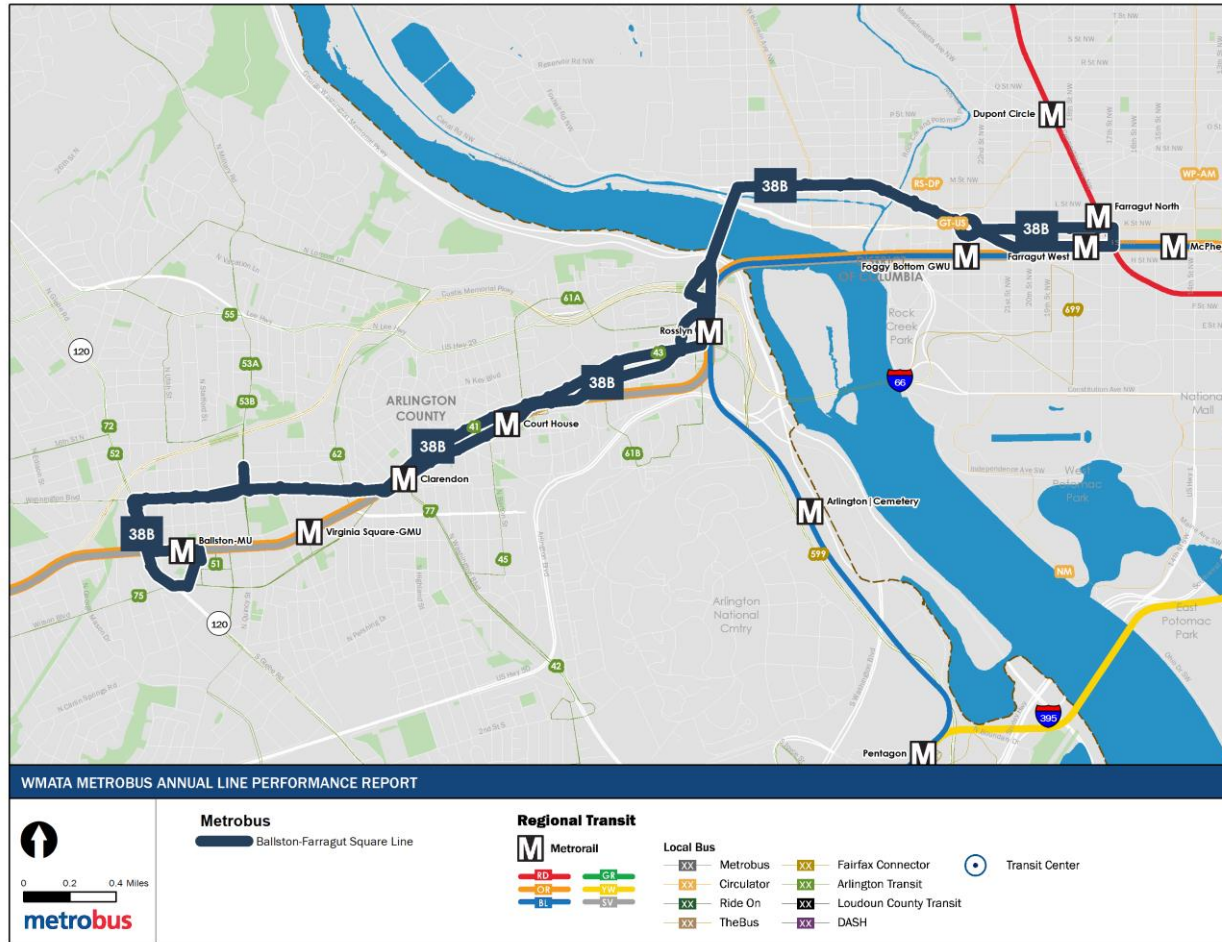
Route F12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

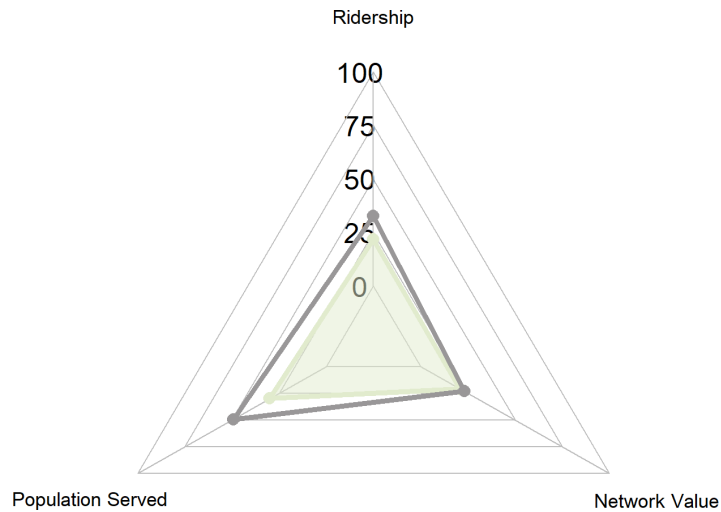
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

24

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,107,696</b>
	<b>Peak Vehicles</b>	<b>10</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,932</b>	
	<b>People of Color Population</b>	Service Area	<b>5,707</b>
		% Riders Surveyed	<b>59%</b>
	<b>Low Income Household</b>	Service Area	<b>3,558</b>
		% Riders Surveyed	<b>34%</b>

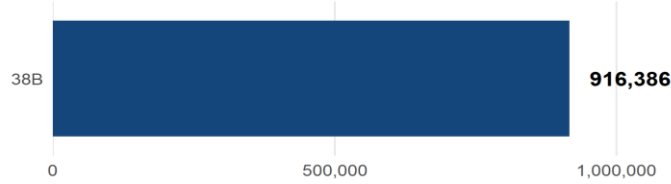
## Facilities/Amenities

	<b>Bus Stops</b>	<b>70</b>
	<b>% Stops With Shelters</b>	<b>34%</b>
	<b>% Stops With Benches</b>	<b>34%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



# Ridership

## Annual Ridership



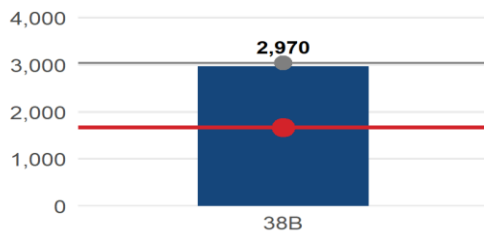
## Top Transfer Locations

### Farragut North, Rosslyn, Foggy Bottom

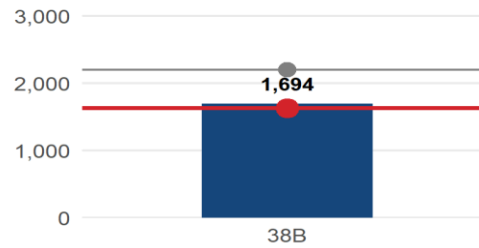
## Average Daily Ridership

- Class/Tier Average
- System Average

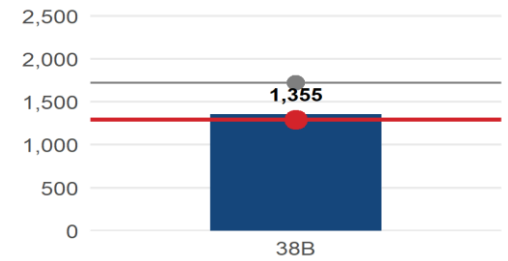
### Weekday



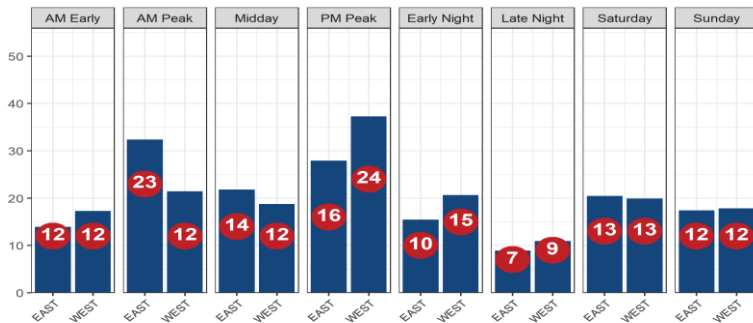
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



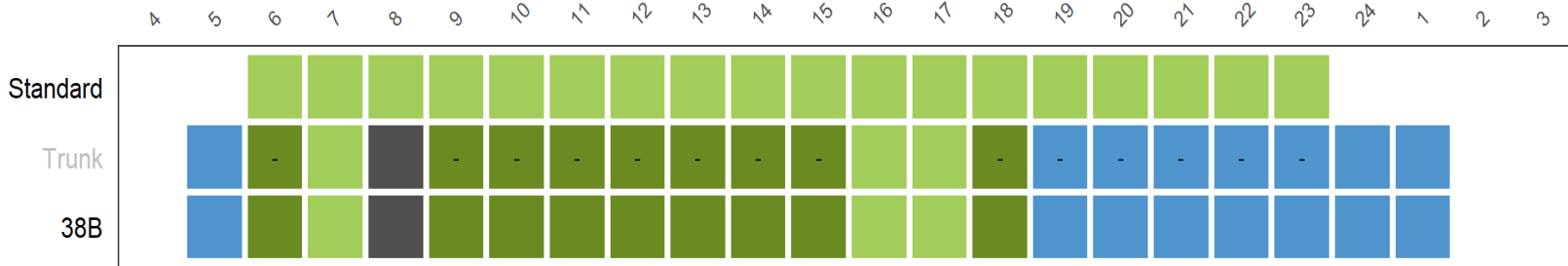
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.49	0.49
	Off-Peak Maximum Target: 1.0	0.29	0.29
Saturday Maximum Target: 1.0		0.34	0.33
Sunday Maximum Target: 1.0		0.3	0.31

# Span and Frequency



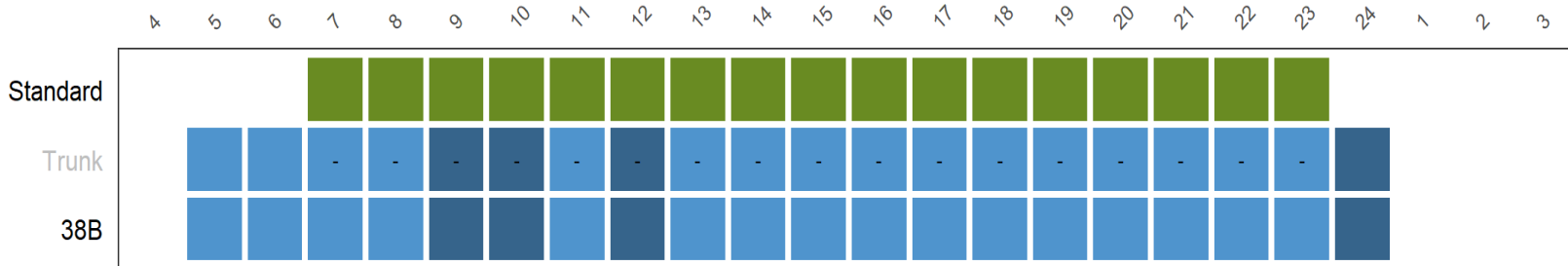
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Ballston-Farragut Square

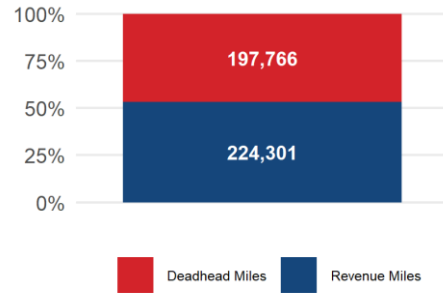
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:20 AM - 1:47 AM	-	A	5:30 AM - 2:48 AM	-	A	5:30 AM - 12:54 AM	-	A
	Frequency of Service   varies	Peak: 15.6 / Off-Peak: 19.3	Peak: 17.4 / Off-Peak: 39	C	30.0	25.4	D	30.1	29.4	E
Productivity	Passengers per Revenue Hour   30	26.2	33.7	D	23.7	26.8	E	22.2	25.8	E
	Passengers per Revenue Mile   4	3.9	4.5	C	3.4	3.4	D	3.0	3.1	E
Reliability	On-Time Performance   79%	85%	76%	A	81%	74%	B	84%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.49	Off-Peak: 0.39 Peak: 0.55	A	0.33	0.37	A	0.3	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.55	\$ 4.02	B	\$5.03	\$ 5.16	C	\$5.37	\$ 5.25	C
	Cost Recovery   25%	27%	33%	B	25%	27%	C	23%	25%	C

# Route 38B

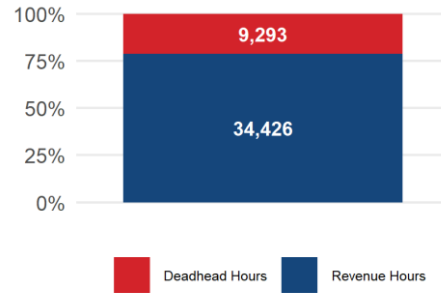
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.5			5			E		
Route Design	Circuitry   1.75	1.37			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	26.2	33.7	D	23.7	26.8	E	22.2	25.8	E
	Passengers per Revenue Mile   4	3.9	4.5	C	3.4	3.4	D	3.0	3.1	E
	Unique Segment Ridership   10%	21%	12%	A	36%	22%	A	35%	23%	A
Reliability	On-Time Performance   79%	85%	76%	A	81%	74%	B	84%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.49	Off-Peak: 0.39 Peak: 0.54	A	0.33	0.36	A	0.3	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.55	\$ 4.02	B	\$5.03	\$ 5.16	C	\$5.37	\$ 5.25	C
	Cost Recovery   25%	27%	34%	B	25%	26%	C	23%	25%	C

# Operational Analysis

## Miles Allocation



## Hours Allocation



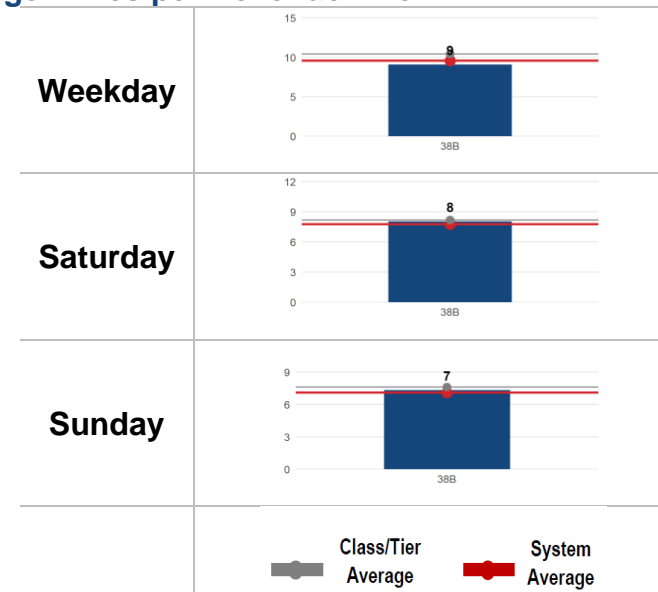
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
38B	13.30	3,312	3,304 (99.8%)

## Service Change Summary

Route 38B - June 2019:  
 Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

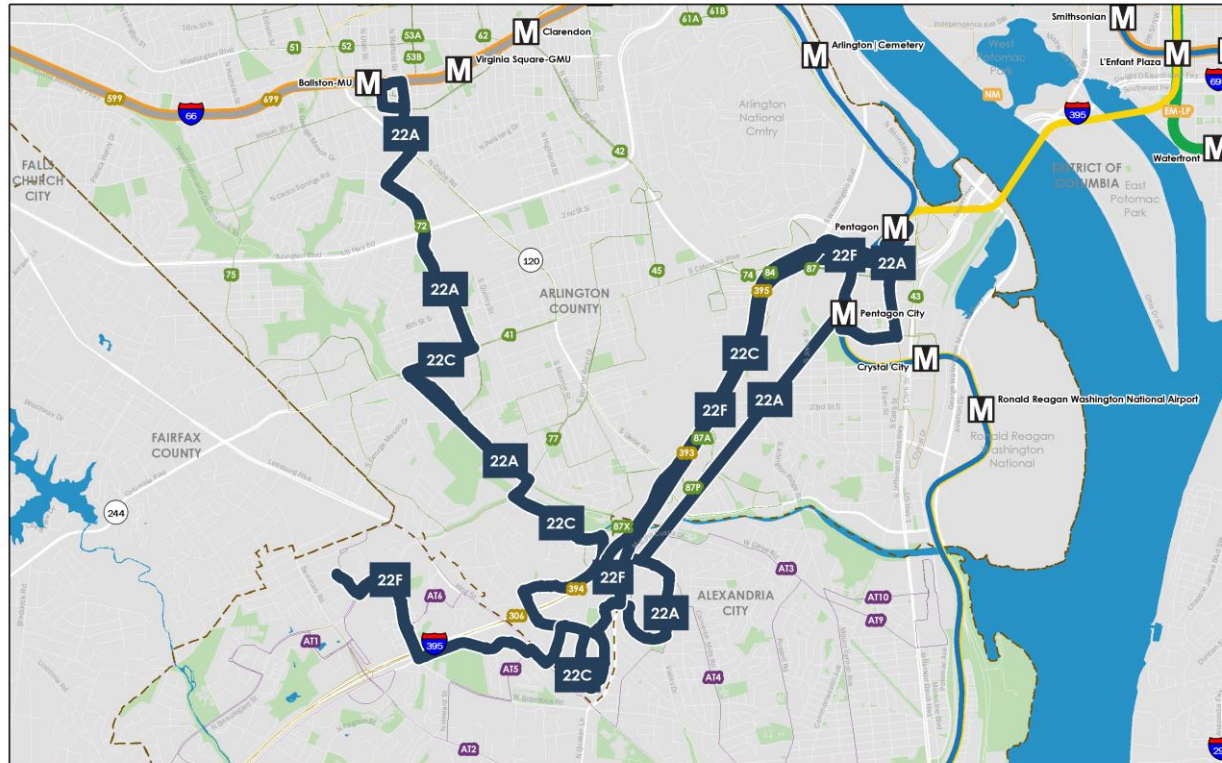
## Passenger Miles per Revenue Mile



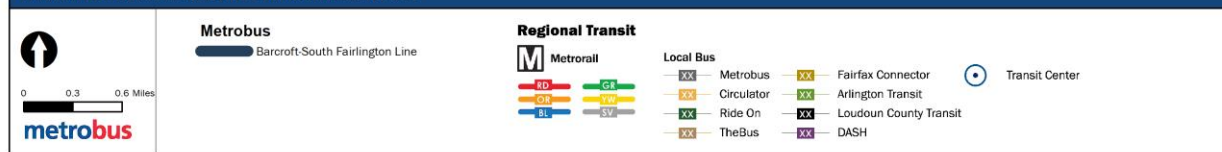
# LINE: 512 - Barcroft-South Fairlington

ROUTE(S): 22A, 22C, 22F

## About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



### Service Classification

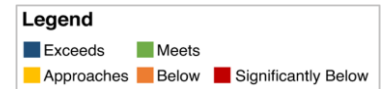
Framework

### Activity Tier

2

### Overall Grade

Line	D

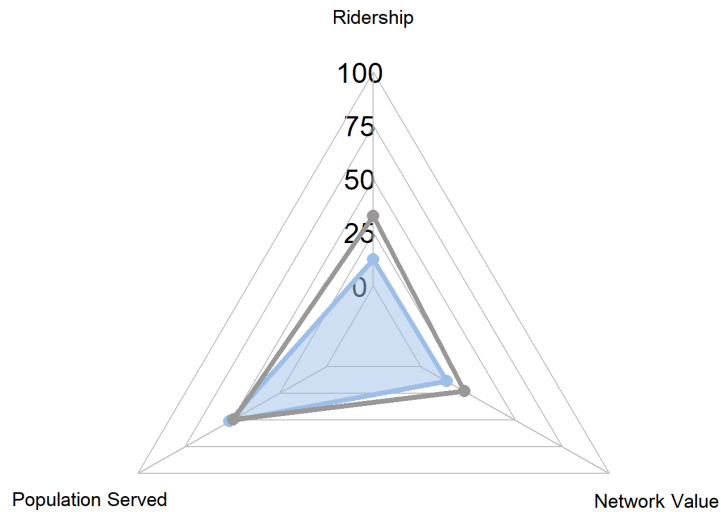




## Line Benefit Score

26

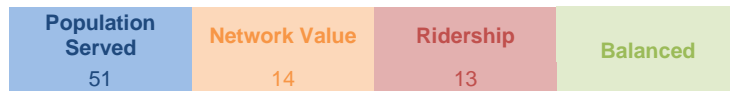
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,167,590
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	76,285	
	People of Color Population	Service Area	19,930
		% Riders Surveyed	57%
	Low Income Household	Service Area	15,771
		% Riders Surveyed	27%

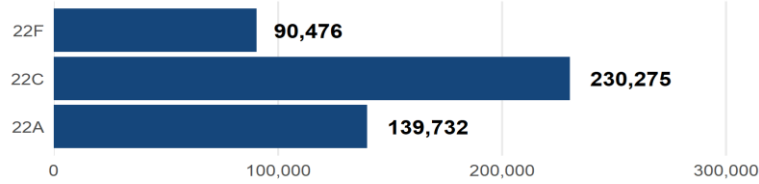
## Facilities/Amenities

	Bus Stops	132
	% Stops With Shelters	21%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	3%



# Ridership

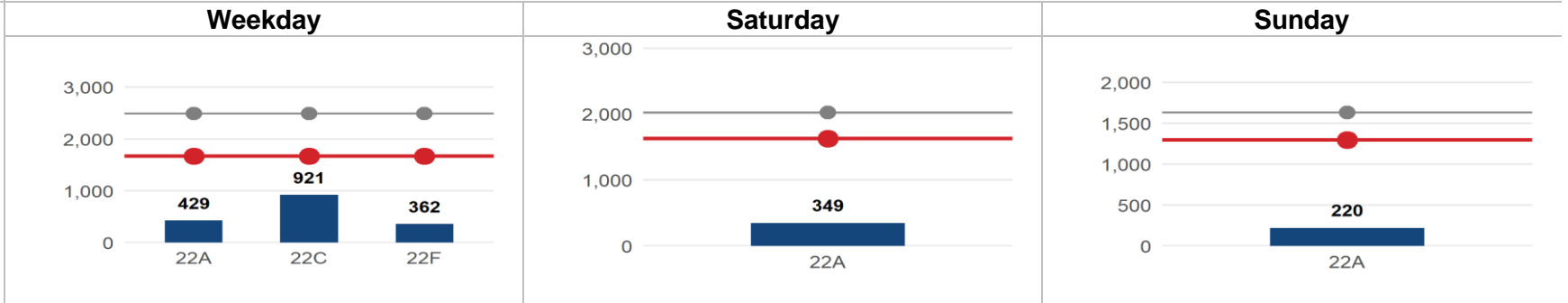
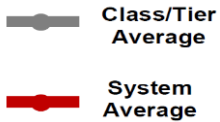
## Annual Ridership



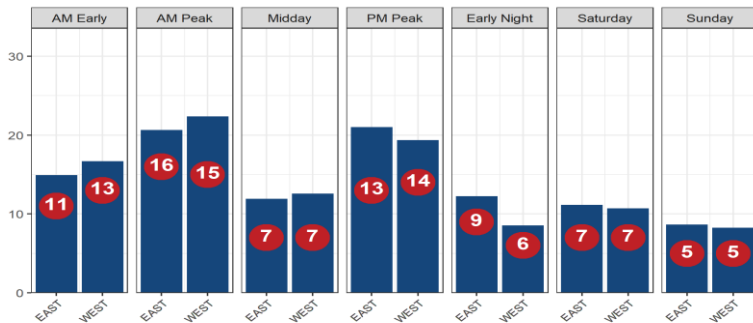
## Top Transfer Locations

### Pentagon, Ballston, Pentagon City

## Average Daily Ridership



## Average Trip Ridership and Maximum Load by Time Period



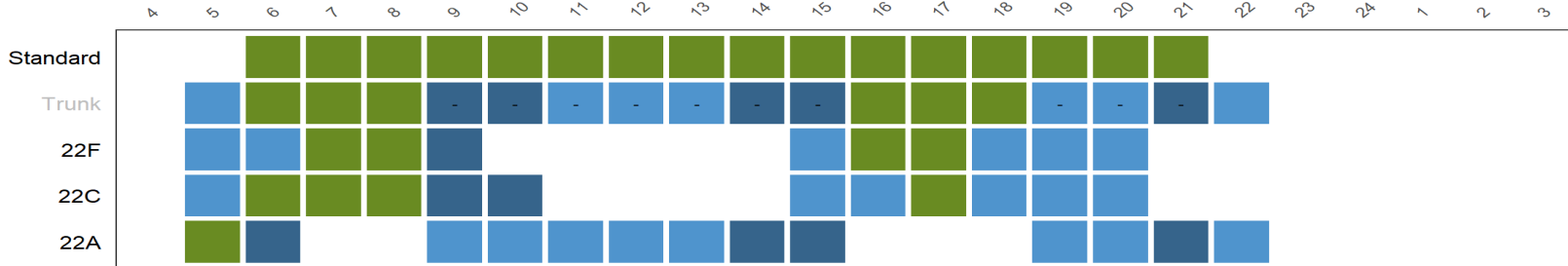
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.38	0.36
	Off-Peak Maximum Target: 1.0	0.2	0.17
Saturday Maximum Target: 1.0		0.16	0.17
Sunday Maximum Target: 1.0		0.13	0.13

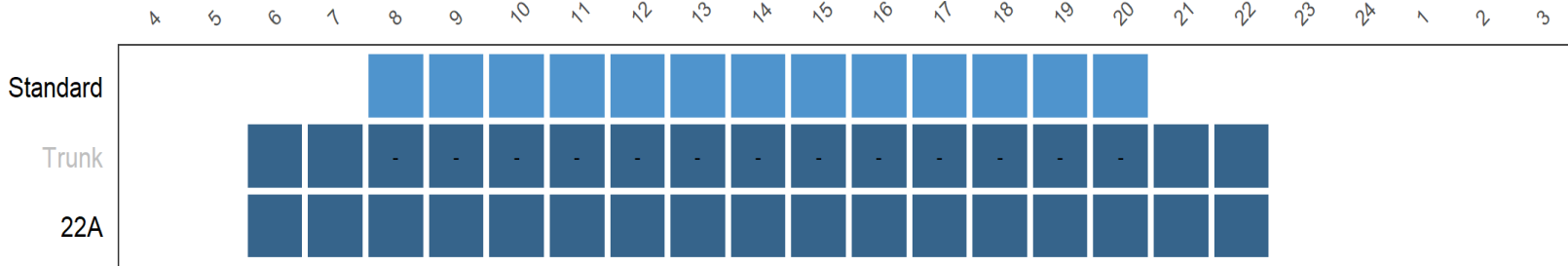
# Span and Frequency



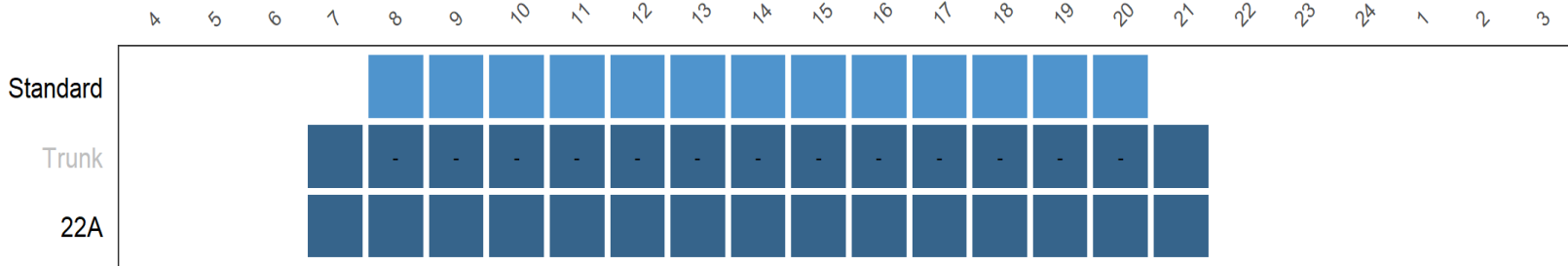
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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	5:30 AM - 10:49 PM	-	A	6:30 AM - 10:19 PM	-	A	7:30 AM - 9:16 PM	-	A
	Frequency of Service   varies	Peak: 21.9 / Off-Peak: 30.1	Peak: 19.3 / Off-Peak: 34	C	60.0	30.1	E	60.0	33.7	E
Productivity	Passengers per Revenue Hour   20	19.1	29.6	C	11.5	28.8	E	8.1	26.9	E
	Passengers per Revenue Mile   2	1.7	3.0	D	0.9	2.7	E	0.7	2.4	E
Reliability	On-Time Performance   79%	90%	78%	A	86%	79%	A	87%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.37	Off-Peak: 0.45 Peak: 0.52	A	0.17	0.41	A	0.13	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.25	\$ 4.59	E	\$10.34	\$ 4.84	E	\$14.77	\$ 5.41	E
	Cost Recovery   20%	24%	31%	A	14%	28%	E	10%	27%	E

# Route 22A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.9			4.5			E		
Route Design	Circuitry   1.75	3			1.47			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   20	13.3	29.6	E	11.5	28.8	E	8.1	26.9	E
	Passengers per Revenue Mile   2	1.1	3.0	E	0.9	2.7	E	0.7	2.4	E
	Unique Segment Ridership   10%	3%	16%	E	67%	35%	A	60%	45%	A
Reliability	On-Time Performance   79%	91%	78%	A	86%	79%	A	87%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.31	Off-Peak: 0.42 Peak: 0.52	A	0.17	0.42	A	0.13	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$8.97	\$ 4.59	E	\$10.34	\$ 4.84	E	\$14.77	\$ 5.41	E
	Cost Recovery   20%	15%	30%	D	13%	27%	E	9%	26%	E

# Route 22C

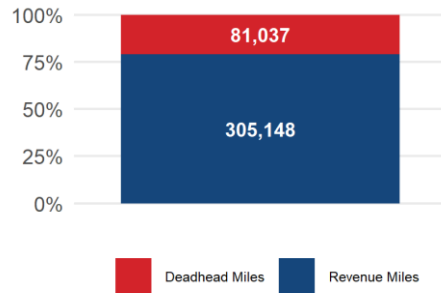
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.5			4.5			E		
Route Design	Circuitry   1.75	2.62			1.47			E		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	24.1	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	2.1	3	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	16%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.36	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.96	\$ 4.59	B	-	-	-	-	-	-
	Cost Recovery   20%	30%	30%	A	-	-	-	-	-	-

# Route 22F

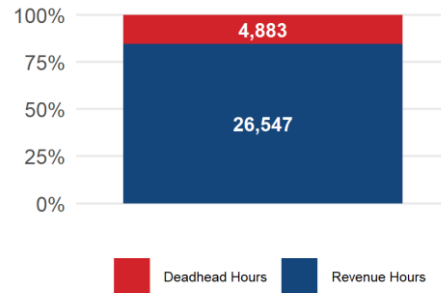
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.9			4.5			E		
	Circuitry   1.75	1.51			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	19.1	29.6	C	-	-	-	-	-	-
	Passengers per Revenue Mile   2	2.2	3	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	22%	16%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.39	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.26	\$ 4.59	E	-	-	-	-	-	-
	Cost Recovery   20%	27%	30%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



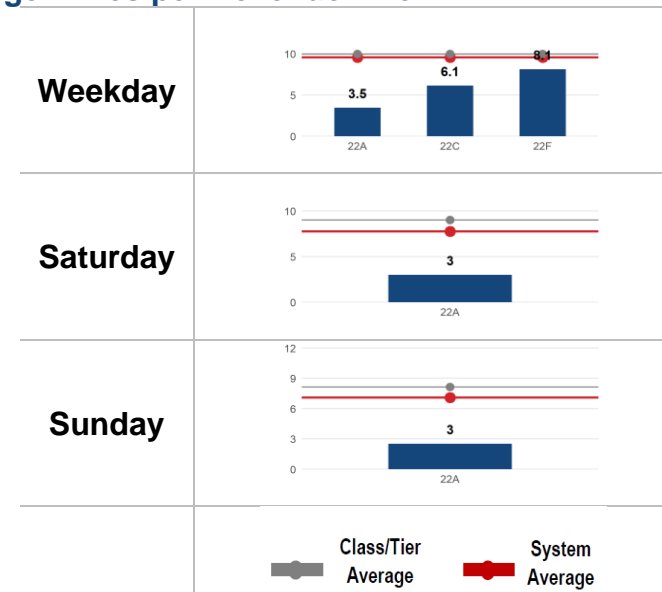
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
22A	27.50	1,002	999 (99.7%)
22C	24.00	946	946 (100.0%)
22F	16.20	550	549 (99.8%)

## Service Change Summary

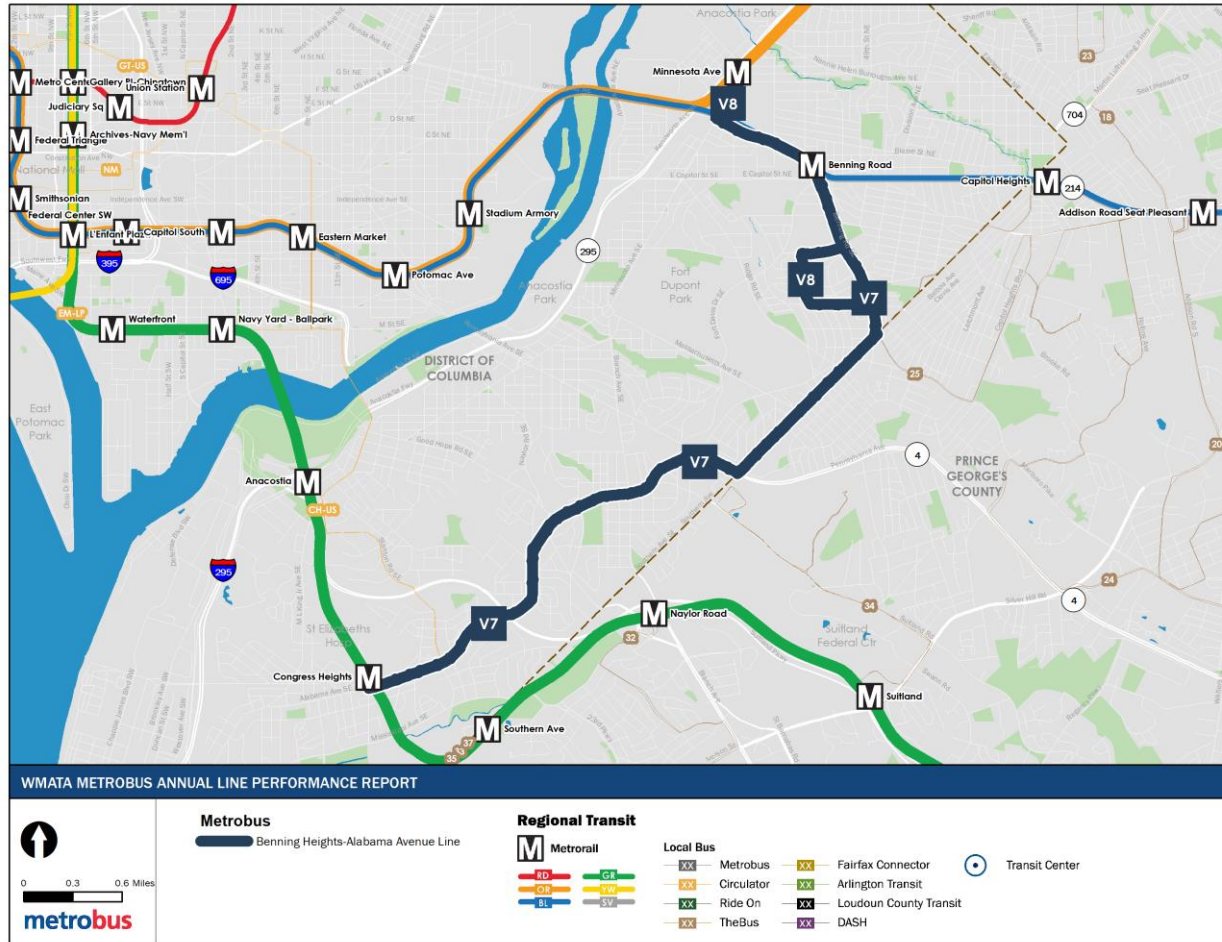
Route 22A - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route 22C - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route 22F - June 2019:  
 Weekday:Extend to Skyline City; Saturday:No change;  
 Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	<b>A</b>

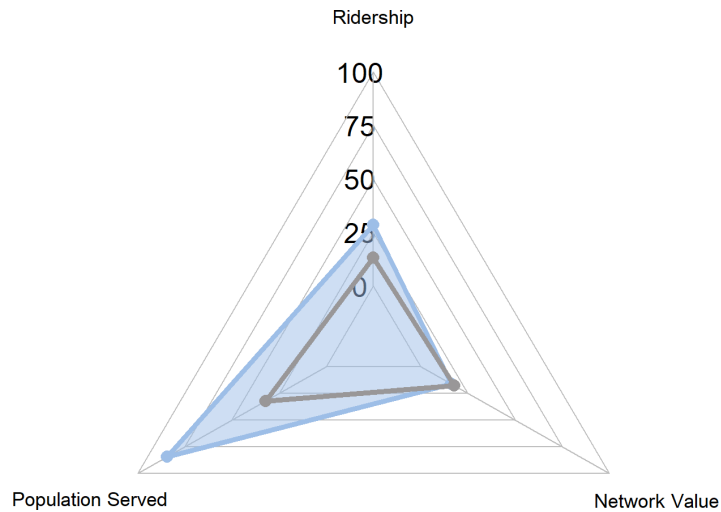
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

43

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

84




16

29





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,193,042</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>55,464</b>	
	<b>People of Color Population</b>	Service Area	<b>52,295</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>26,543</b>
		% Riders Surveyed	<b>79%</b>

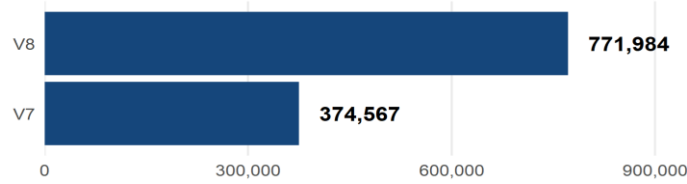
## Facilities/Amenities

	<b>Bus Stops</b>	<b>108</b>
	<b>% Stops With Shelters</b>	<b>23%</b>
	<b>% Stops With Benches</b>	<b>20%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>



## Ridership

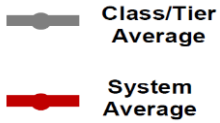
### Annual Ridership



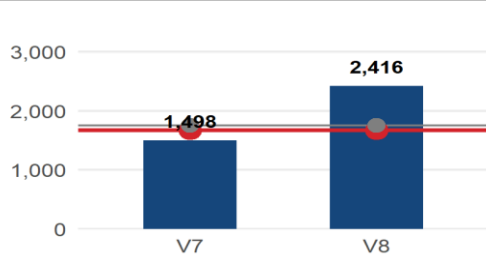
### Top Transfer Locations

#### Benning Road, Congress Heights, Minnesota Avenue

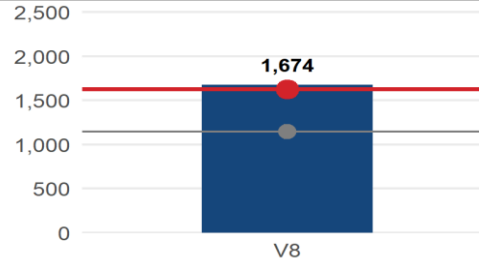
### Average Daily Ridership



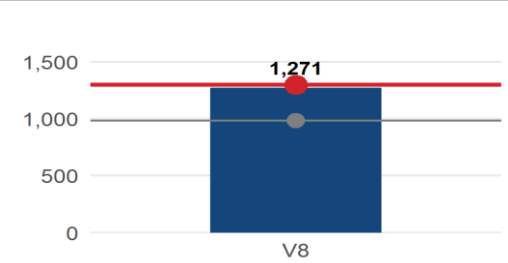
#### Weekday



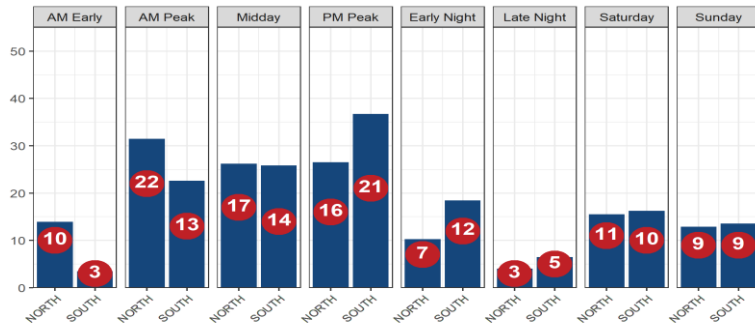
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



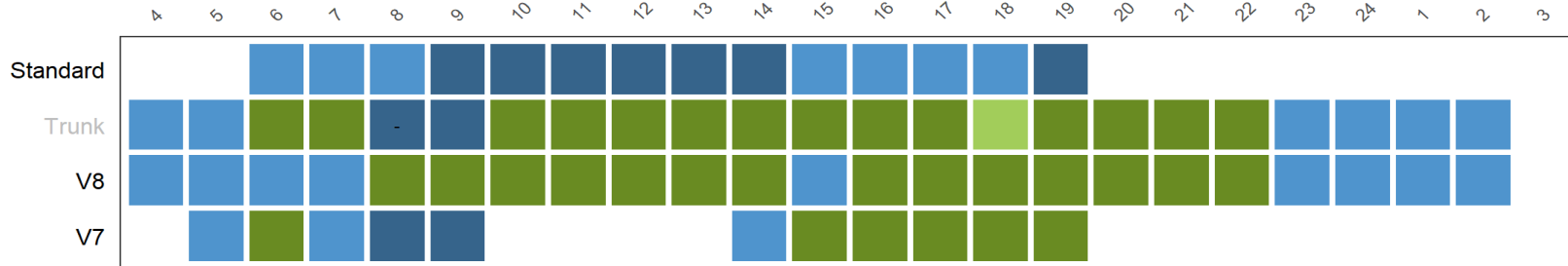
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1	0.47	0.44
	<b>Off-Peak</b> Maximum Target: 1.0	0.27	0.27
	<b>Saturday</b> Maximum Target: 1.0	0.26	0.25
	<b>Sunday</b> Maximum Target: 1.0	0.22	0.21

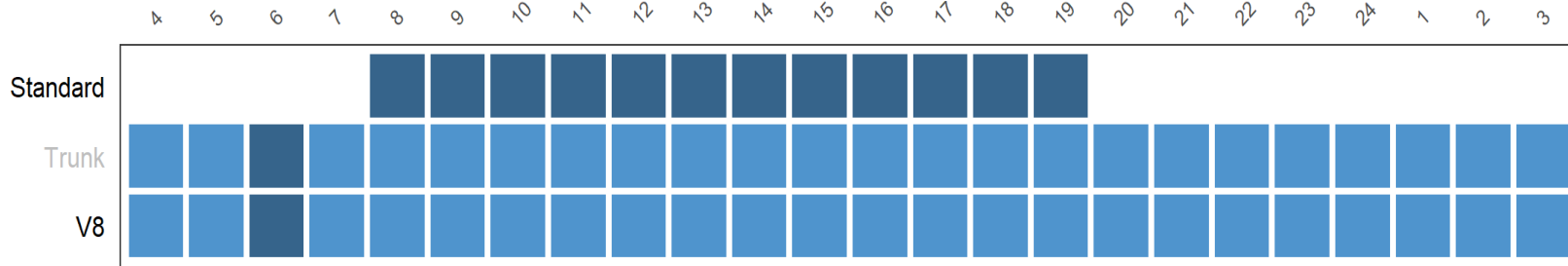
# Span and Frequency



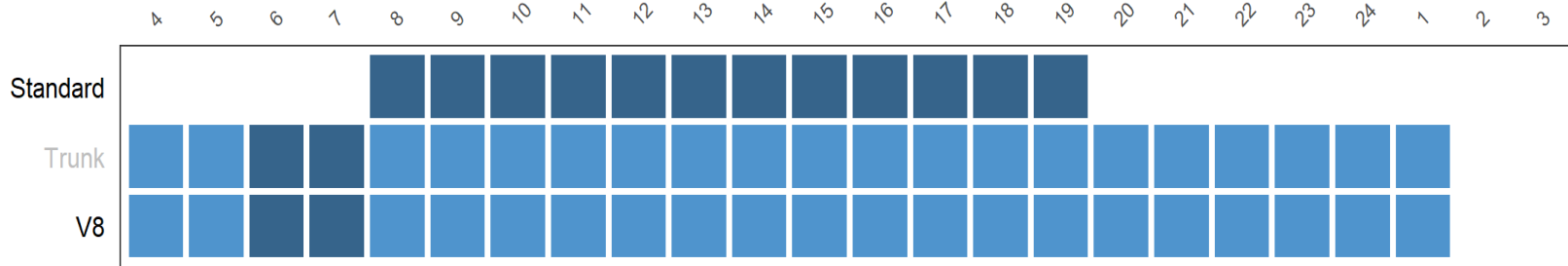
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A 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 - 2:29 AM	-	A	4:40 AM - 3:51 AM	-	A	4:40 AM - 1:21 AM	-	A
	Frequency of Service   varies	Peak: 24.5 / Off-Peak: 37.4	Peak: 26.2 / Off-Peak: 64	A	26.0	42.7	A	25.6	42.4	A
Productivity	Passengers per Revenue Hour   15	49.2	36.4	A	58.8	33.5	A	47.8	32.4	A
	Passengers per Revenue Mile   2	7.0	4.2	A	7.3	3.5	A	6.1	3.3	A
Reliability	On-Time Performance   79%	81%	82%	B	86%	80%	A	90%	83%	A
	Crowding   5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.45	Off-Peak: 0.31 Peak: 0.41	A	0.26	0.27	A	0.22	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.43	\$ 4.43	A	\$2.03	\$ 5.10	A	\$2.50	\$ 4.84	A
	Cost Recovery   20%	35%	25%	A	42%	24%	A	34%	22%	A

# Route V7

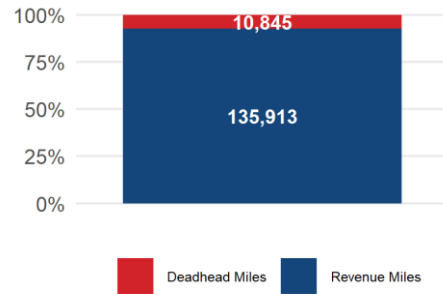
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7			6			E		
Route Design	Circuitry   N/A	1.46			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	39.7	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	5.5	4.2	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	9%	28%	C	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	82%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.51	Off-Peak: 0.33 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.01	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   20%	32%	27%	A	-	-	-	-	-	-

# Route V8

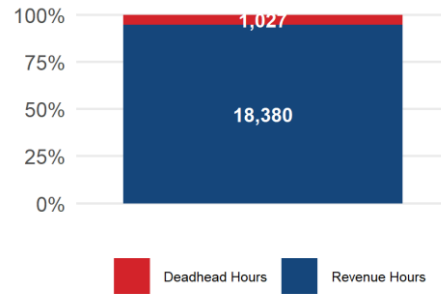
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			6			E		
Route Design	Circuitry   N/A	1.41			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	58.2	36.4	A	58.8	33.5	A	47.8	32.4	A
	Passengers per Revenue Mile   2	8.5	4.2	A	7.3	3.5	A	6.1	3.3	A
	Unique Segment Ridership   10%	19%	28%	A	58%	44%	A	56%	50%	A
Reliability	On-Time Performance   79%	85%	82%	A	86%	80%	A	90%	83%	A
	Crowding   5%	1%	2%	A	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.39	Off-Peak: 0.33 Peak: 0.43	A	0.26	0.3	A	0.22	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.05	\$ 4.43	A	\$2.03	\$ 5.10	A	\$2.50	\$ 4.84	A
	Cost Recovery   20%	39%	27%	A	40%	24%	A	32%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



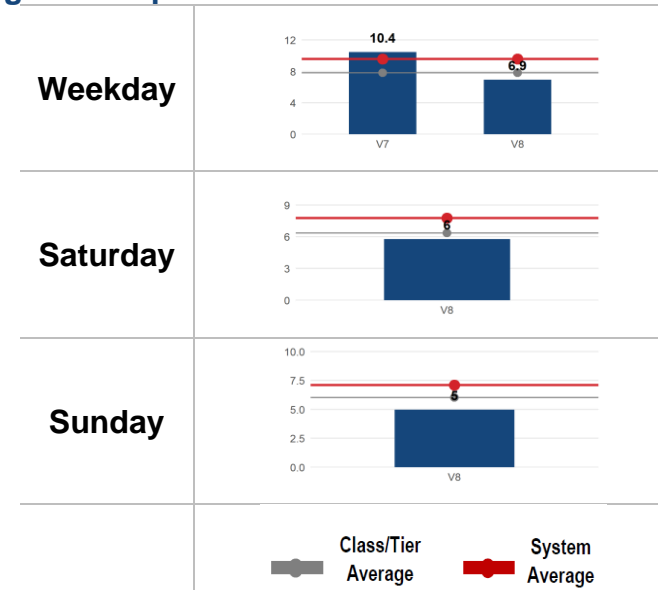
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V7	14.30	924	921 (99.7%)
V8	5.50	3,564	3,533 (99.1%)

## Service Change Summary

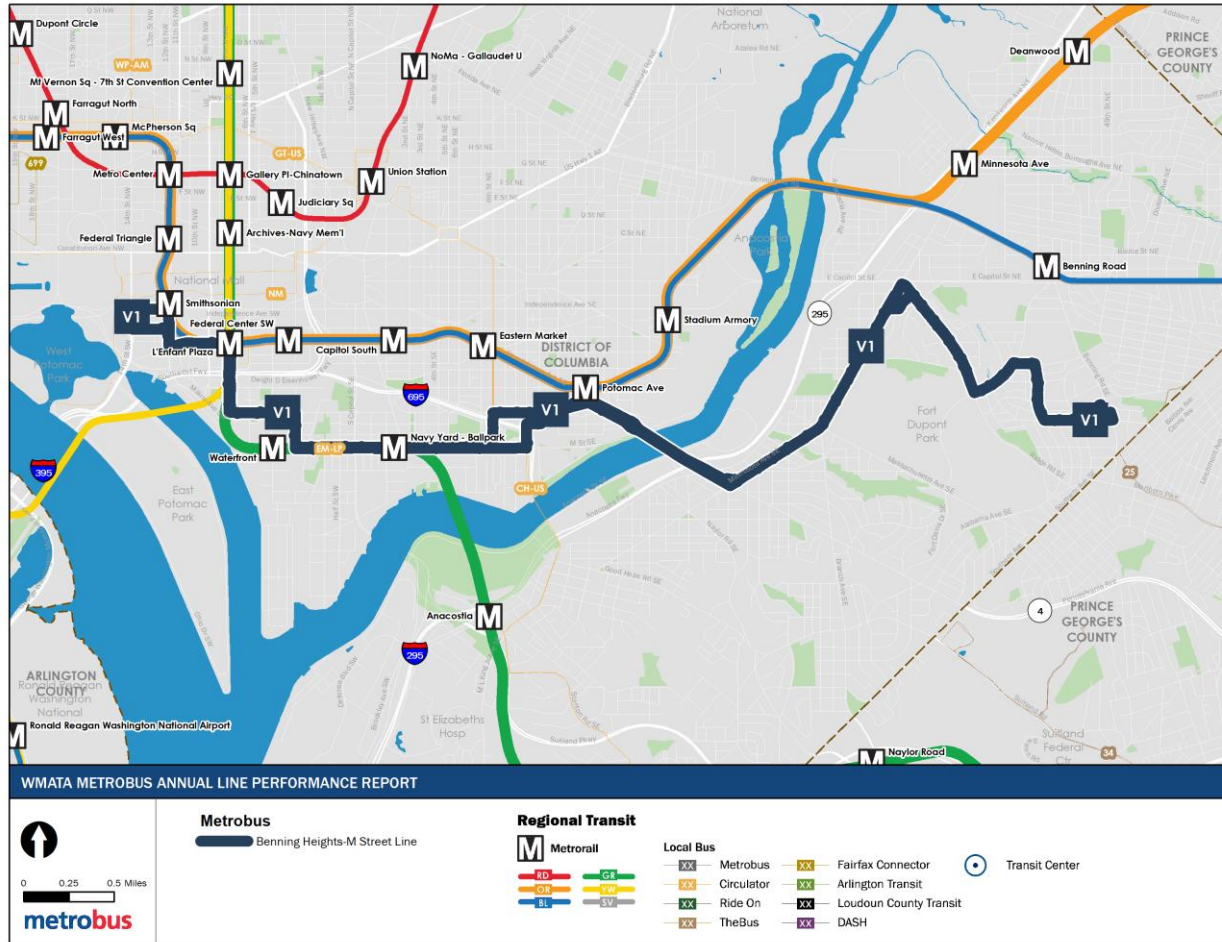
Route V7 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route V8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	Grade
Line	A

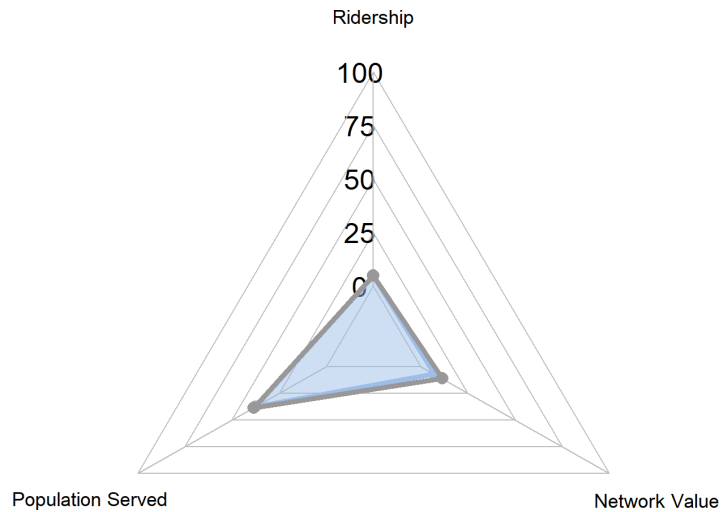
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**16**

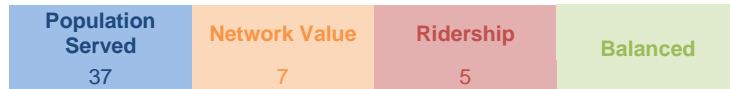
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$656,389</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>32,917</b>	
	<b>People of Color Population</b>	Service Area	<b>25,832</b>
		% Riders Surveyed	<b>93%</b>
	<b>Low Income Household</b>	Service Area	<b>15,480</b>
		% Riders Surveyed	<b>29%</b>

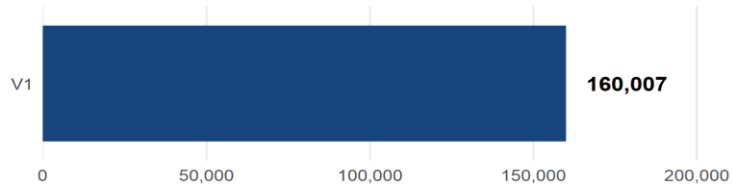
## Facilities/Amenities

	<b>Bus Stops</b>	<b>102</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

### Annual Ridership

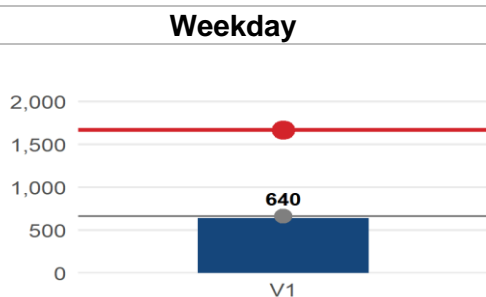


### Top Transfer Locations

Potomac Avenue, Navy Yard, L'Enfant Plaza

### Average Daily Ridership

- Class/Tier Average
- System Average



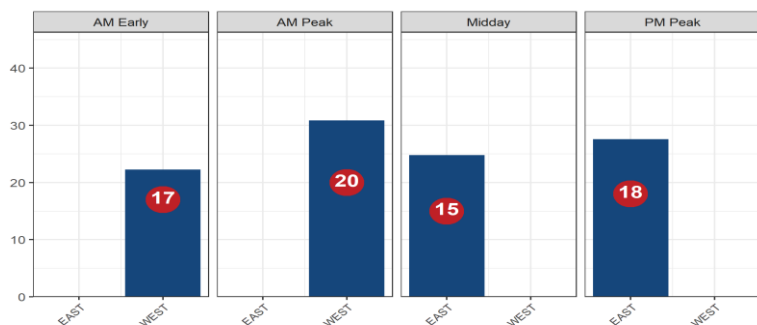
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



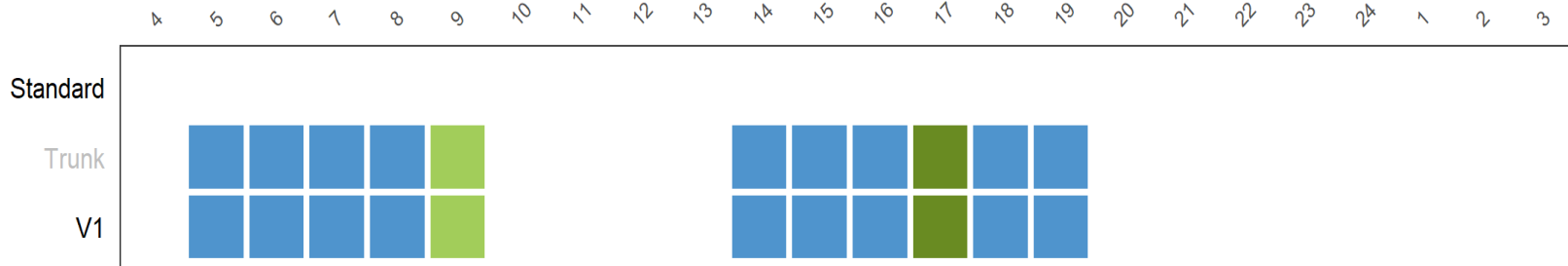
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.44	0.5
	Off-Peak Maximum Target: 1.0	0.39	0.42
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**A** Benning Heights-M Street

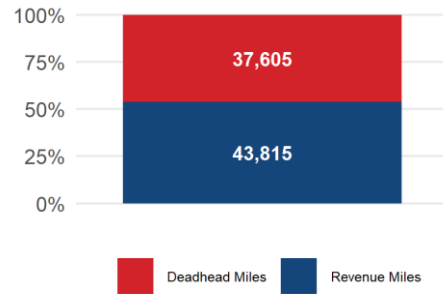
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:04 AM - 9:33 AM; 2:55 PM - 7:44 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 21.9 / Off-Peak: 16.9	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	29.2	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.6	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	71%	75%	D	-	-	-	-	-	-
	Crowding   5%	1%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.47	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.09	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	30%	48%	A	-	-	-	-	-	-

# Route V1

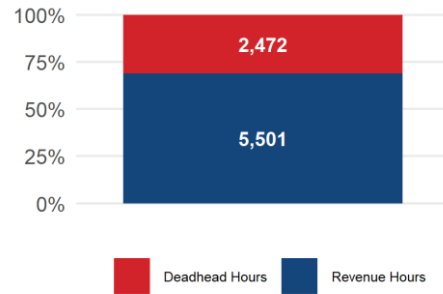
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	6.5			3.2			-		
Route Design	Circuitry   N/A	1.3			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	29.2	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.6	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	12%	12%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	71%	75%	D	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.47	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.09	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	30%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



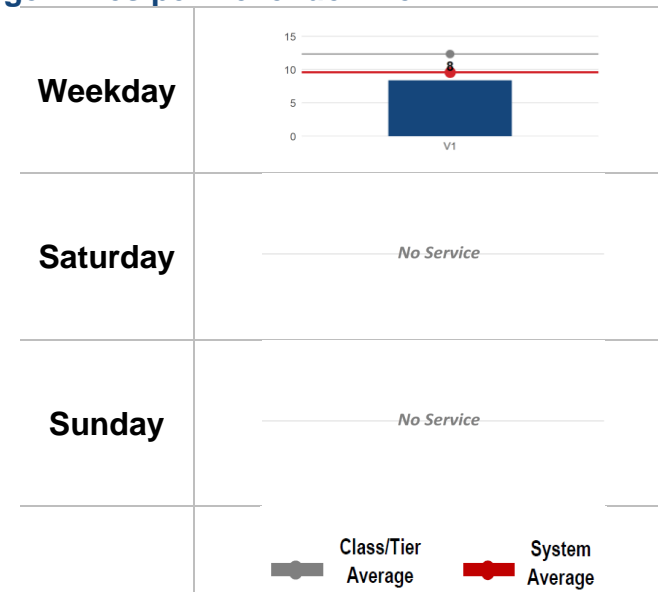
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V1	15.90	506	503 (99.4%)

## Service Change Summary

Route V1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	<b>A</b>

**Legend**

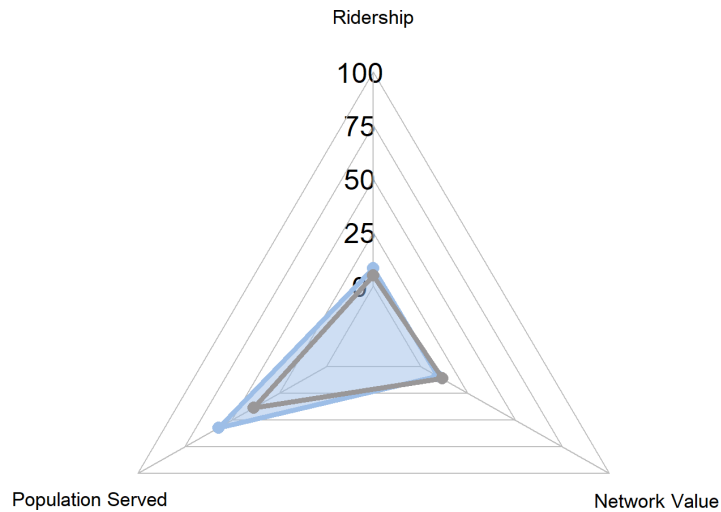
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below



## Line Benefit Score

**25**

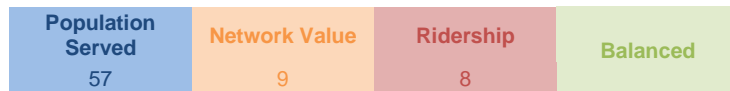
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$803,348
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	76,710	
	People of Color Population	Service Area	40,125
		% Riders Surveyed	82%
	Low Income Household	Service Area	18,400
		% Riders Surveyed	42%

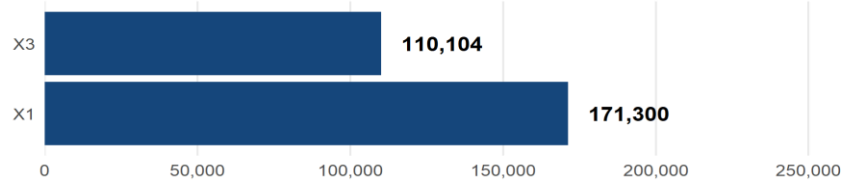
## Facilities/Amenities

	Bus Stops	123
	% Stops With Shelters	24%
	% Stops With Benches	27%
	% Stops With Real-Time Signs	15%



## Ridership

### Annual Ridership

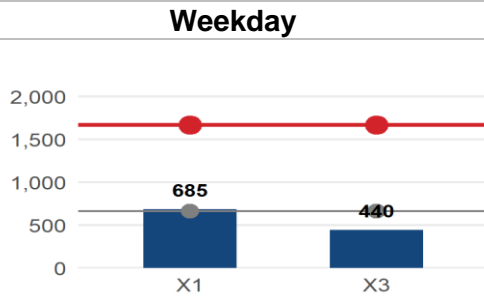


### Top Transfer Locations

Union Station, New York Ave. W, U Street-Cardozo

### Average Daily Ridership

- Class/Tier Average
- System Average



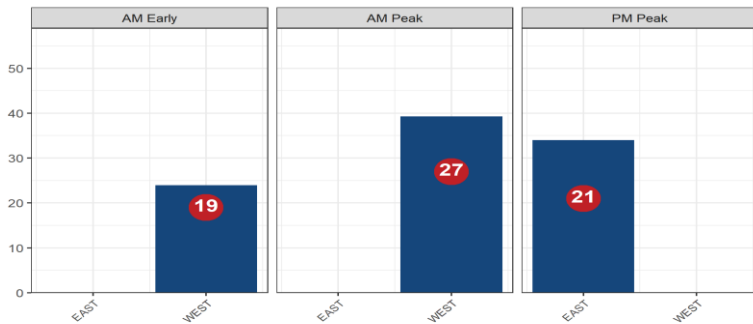
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



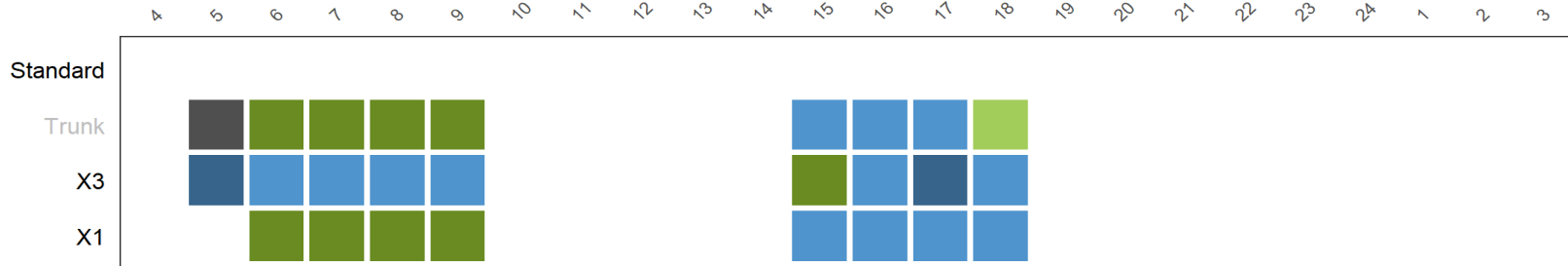
### Vehicle Load Factor

		Direction:	WEST	EAST
Weekday	Peak Maximum Target: 1		0.65	0.56
	Off-Peak Maximum Target: 1.0		0.47	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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	5:56 AM - 9:21 AM; 3:39 PM - 6:49 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 20.4 / Off-Peak: 16.0	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	40.4	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	5.7	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	62%	75%	E	-	-	-	-	-	-
	Crowding   5%	2%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.61	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.96	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	43%	48%	A	-	-	-	-	-	-

# Route X1

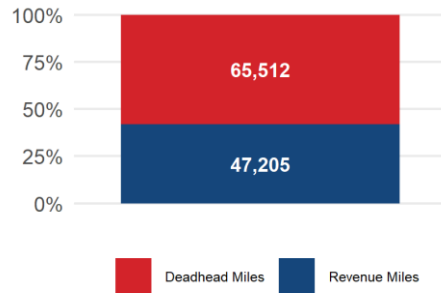
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	3.6			3.2			-		
Route Design	Circuitry   N/A	1.57			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	46.5	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	6.1	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	11%	12%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	60%	75%	E	-	-	-	-	-	-
	Crowding   5%	2%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.65	Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.57	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	53%	45%	A	-	-	-	-	-	-

# Route X3

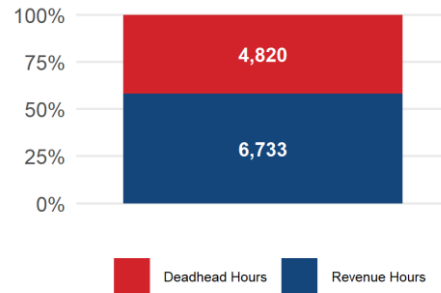
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	5.9			3.2			-		
Route Design	Circuitry   N/A	1.04			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	33.5	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	5.2	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	6%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	64%	75%	E	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.54	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.56	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	33%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



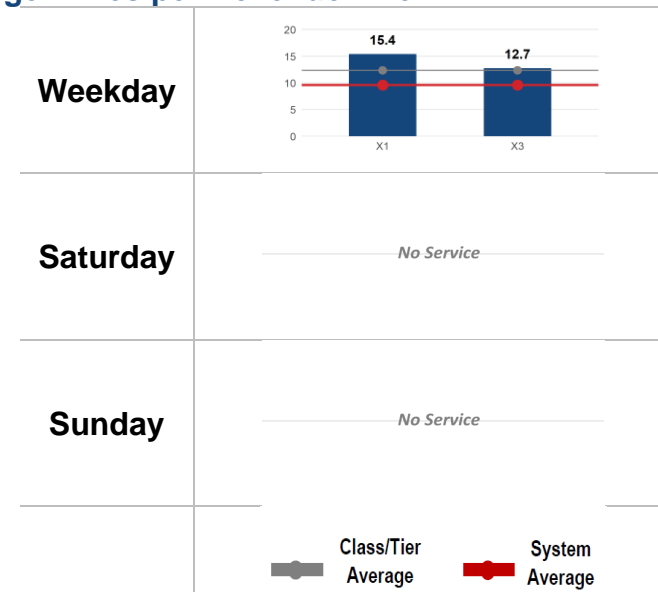
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X1	18.50	374	371 (99.2%)
X3	13.00	279	276 (98.9%)

## Service Change Summary

Route X1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route X3 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

**Legend**

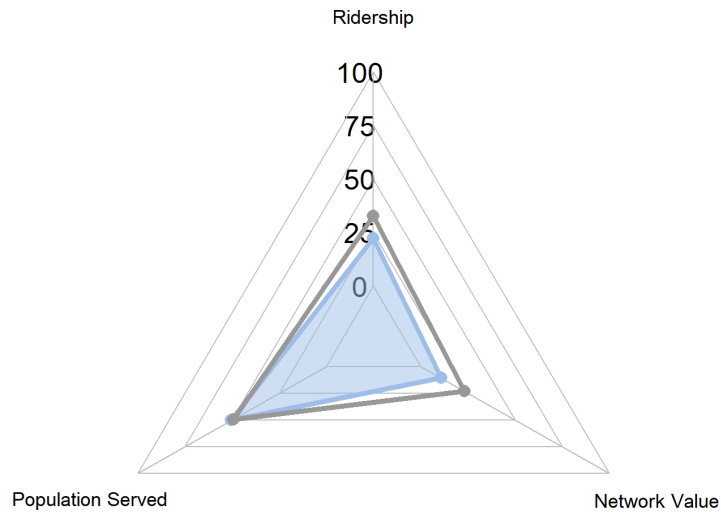
- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)



## Line Benefit Score

28

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

50

11

22

## Operating Statistics

	Annual Operating Costs	\$1,156,044
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	34,910	
	People of Color Population	Service Area	24,417
		% Riders Surveyed	93%
	Low Income Household	Service Area	12,165
		% Riders Surveyed	66%

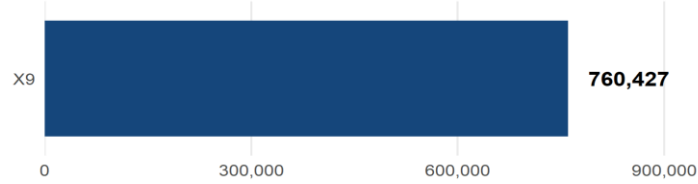
## Facilities/Amenities

	Bus Stops	34
	% Stops With Shelters	47%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	41%



## Ridership

### Annual Ridership

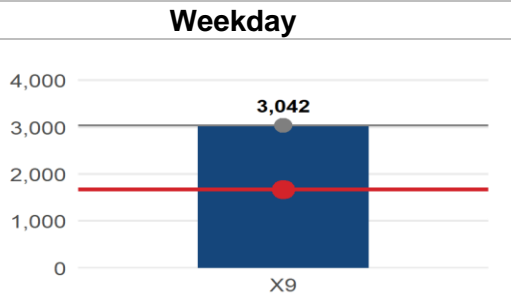


### Top Transfer Locations

Gallery Place-Chinatown, Union Station, Minnesota Avenue

### Average Daily Ridership

- Class/Tier Average
- System Average



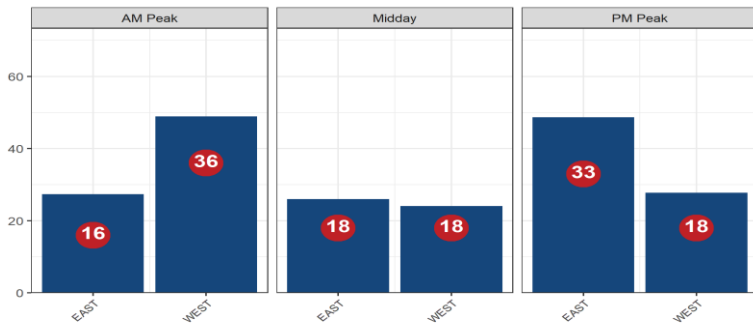
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



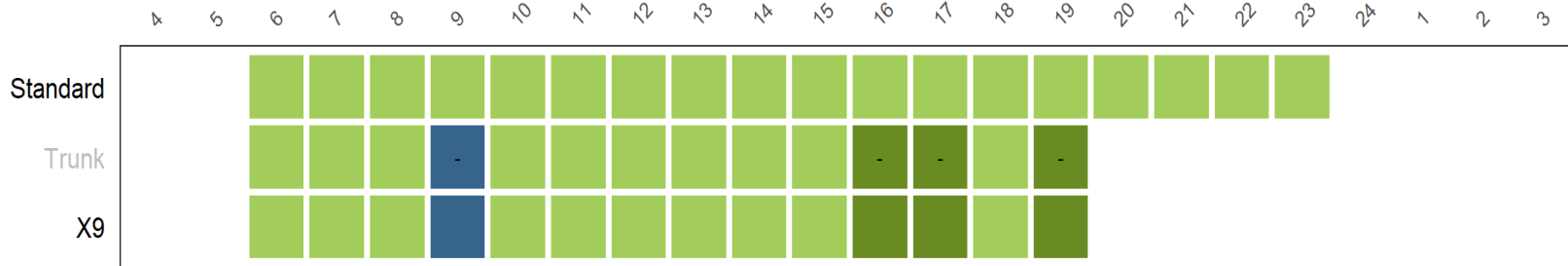
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1.2		0.65	0.64
	Off-Peak Maximum Target: 1.0		0.46	0.44
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Benning Road-H St Limited

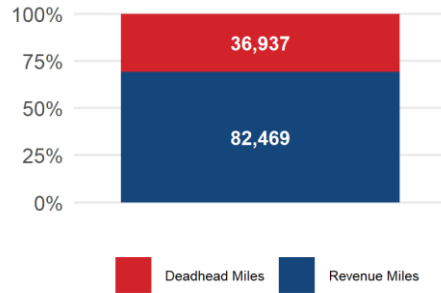
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:15 AM - 7:24 PM	-	C	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 15.8 / Off-Peak: 23.7	Peak: 17.4 / Off-Peak: 39	C	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   30	42.8	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	5.3	4.5	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	64%	76%	E	-	-	-	-	-	-
	Crowding   5%	7%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.65	Off-Peak: 0.39 Peak: 0.55	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.79	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	32%	33%	A	-	-	-	-	-	-

# Route X9

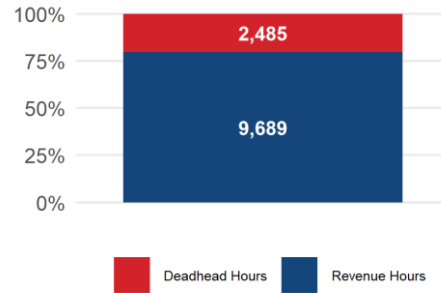
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.3			5			E		
	Circuitry   1.75	1.11			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	42.8	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	5.3	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	64%	76%	E	-	-	-	-	-	-
	Crowding   5%	7%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.65	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.79	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	32%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



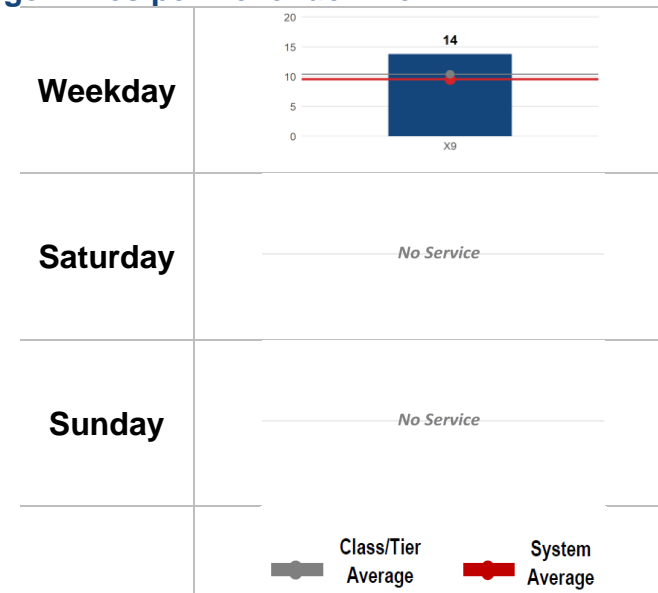
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X9	15.30	2,090	2,063 (98.7%)

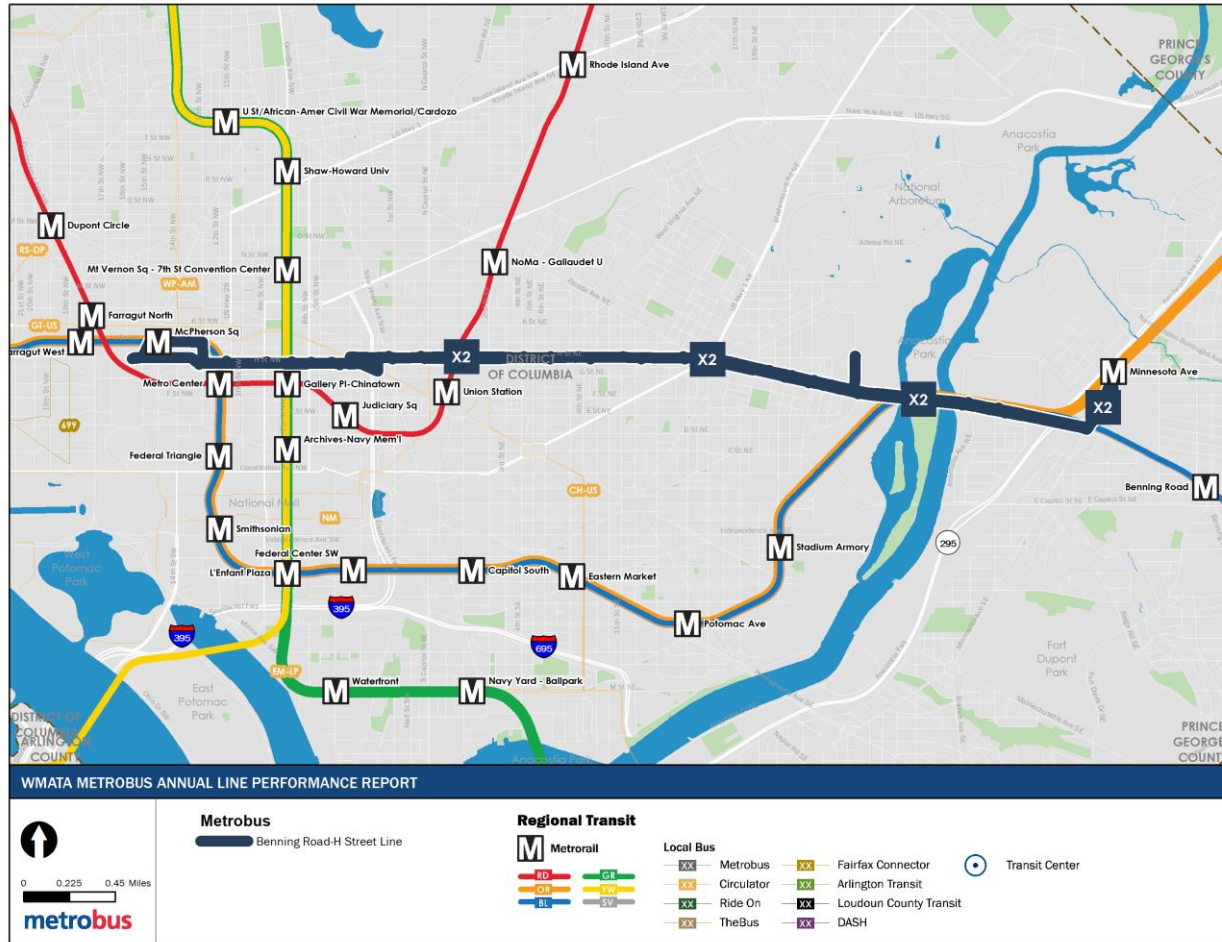
## Service Change Summary

Route X9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

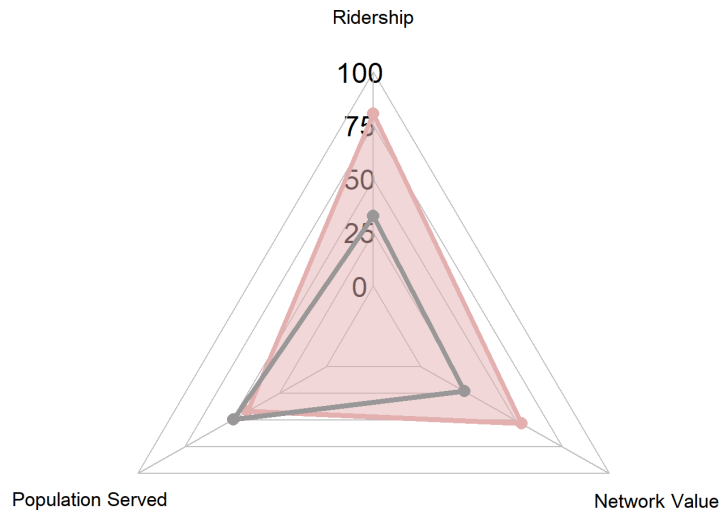
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**59**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$7,966,010</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot, 60 Foot</b>

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

	<b>Service Area Population</b>	<b>30,957</b>	
	<b>People of Color Population</b>	Service Area	<b>17,784</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>8,903</b>
		% Riders Surveyed	<b>62%</b>

## Facilities/Amenities

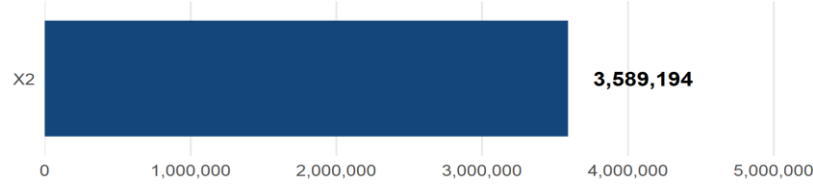
	<b>Bus Stops</b>	<b>51</b>
	<b>% Stops With Shelters</b>	<b>51%</b>
	<b>% Stops With Benches</b>	<b>45%</b>
	<b>% Stops With Real-Time Signs</b>	<b>37%</b>





## Ridership

### Annual Ridership

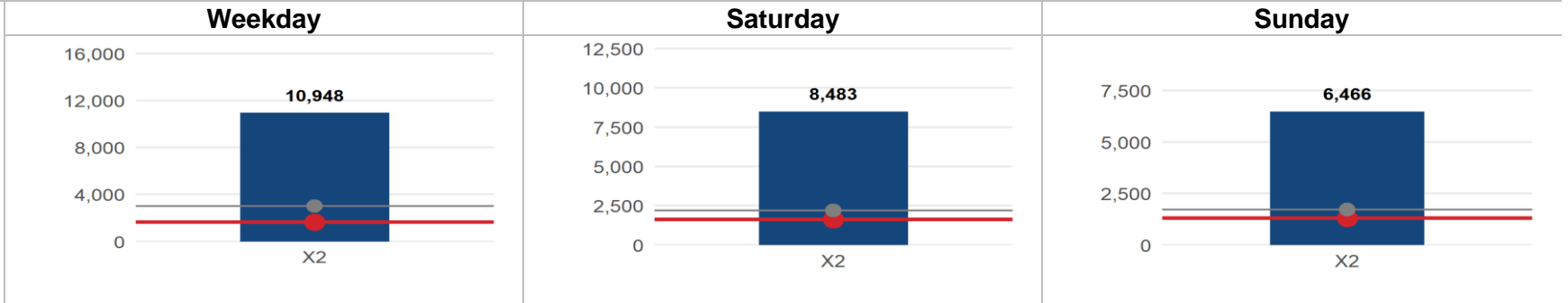


### Top Transfer Locations

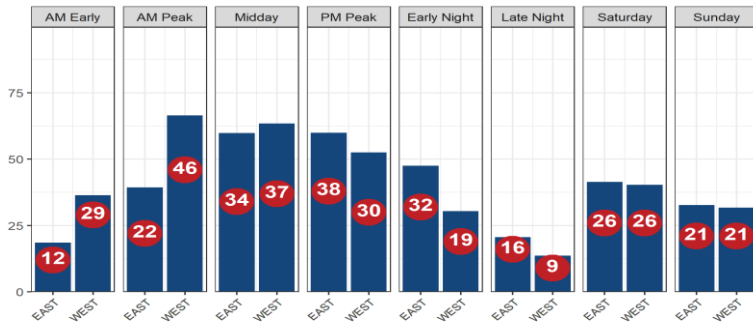
#### Gallery Place-Chinatown, Union Station, Minnesota Avenue

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	<b>Peak</b> Maximum Target: 1.2	0.55	0.63
	<b>Off-Peak</b> Maximum Target: 1.0	0.51	0.49
<b>Saturday</b> Maximum Target: 1.0		0.51	0.5
<b>Sunday</b> Maximum Target: 1.0		0.43	0.42

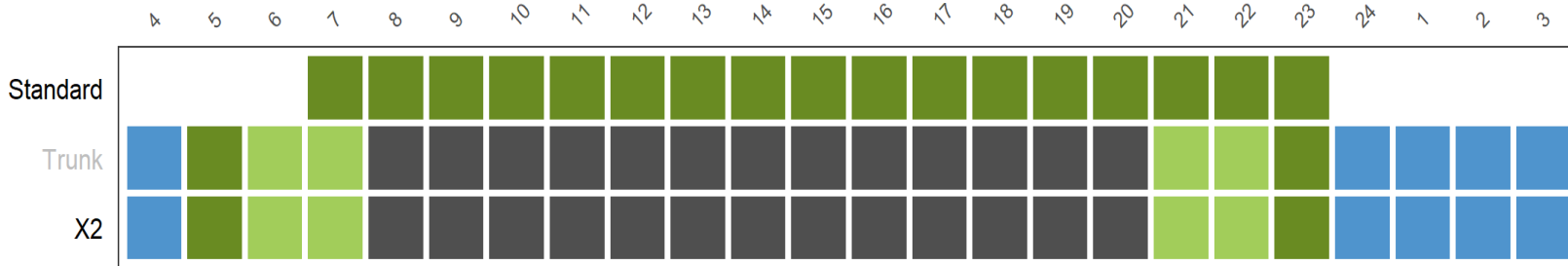
# Span and Frequency



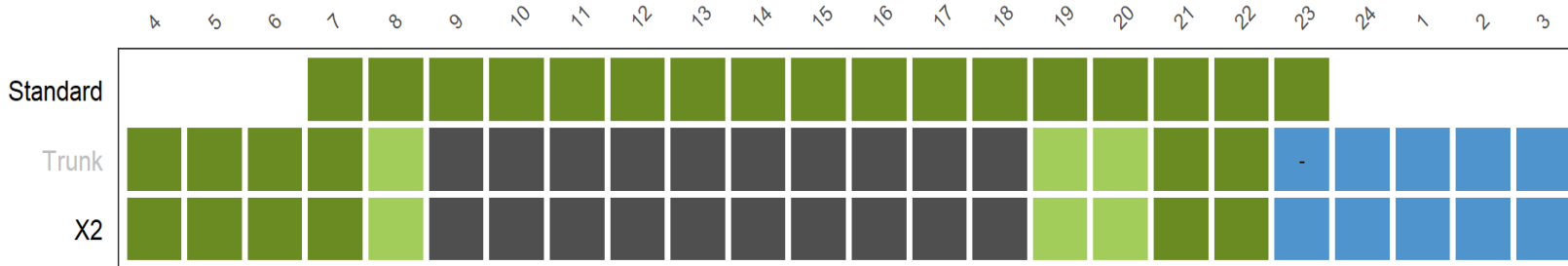
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Benning Road-H Street

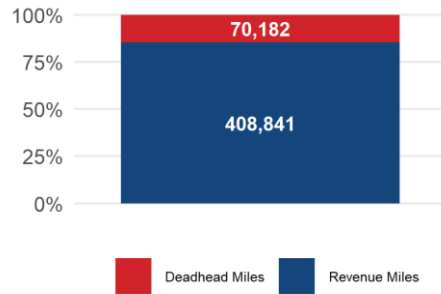
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:00 AM - 3:56 AM	-	A	4:08 AM - 4:20 AM	-	A	4:10 AM - 3:59 AM	-	A
	Frequency of Service   varies	Peak: 10.1 / Off-Peak: 11.7	Peak: 17.4 / Off-Peak: 39	B	13.7	25.4	A	14.0	29.4	A
Productivity	Passengers per Revenue Hour   30	59.9	33.7	A	58.7	26.8	A	51.3	25.8	A
	Passengers per Revenue Mile   4	9.4	4.5	A	7.9	3.4	A	6.2	3.1	A
Reliability	On-Time Performance   79%	79%	76%	C	66%	74%	E	70%	78%	D
	Crowding   5%	4%	3%	A	8%	3%	E	4%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.59	Off-Peak: 0.39 Peak: 0.55	A	0.51	0.37	A	0.43	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.99	\$ 4.02	A	\$2.03	\$ 5.16	A	\$2.33	\$ 5.25	A
	Cost Recovery   25%	41%	33%	A	40%	27%	A	35%	25%	A

# Route X2

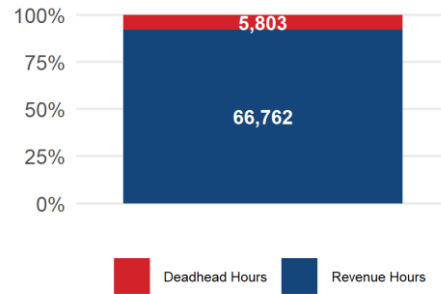
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			5			E		
	Circuitry   1.75	1.02			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	59.9	33.7	A	58.7	26.8	A	51.3	25.8	A
	Passengers per Revenue Mile   4	9.4	4.5	A	7.9	3.4	A	6.2	3.1	A
	Unique Segment Ridership   10%	35%	12%	A	89%	22%	A	89%	23%	A
Reliability	On-Time Performance   79%	79%	76%	C	66%	74%	E	70%	78%	D
	Crowding   5%	4%	3%	A	8%	3%	E	4%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.59	Off-Peak: 0.39 Peak: 0.54	A	0.51	0.36	A	0.43	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.99	\$ 4.02	A	\$2.03	\$ 5.16	A	\$2.33	\$ 5.25	A
	Cost Recovery   25%	41%	34%	A	40%	26%	A	35%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



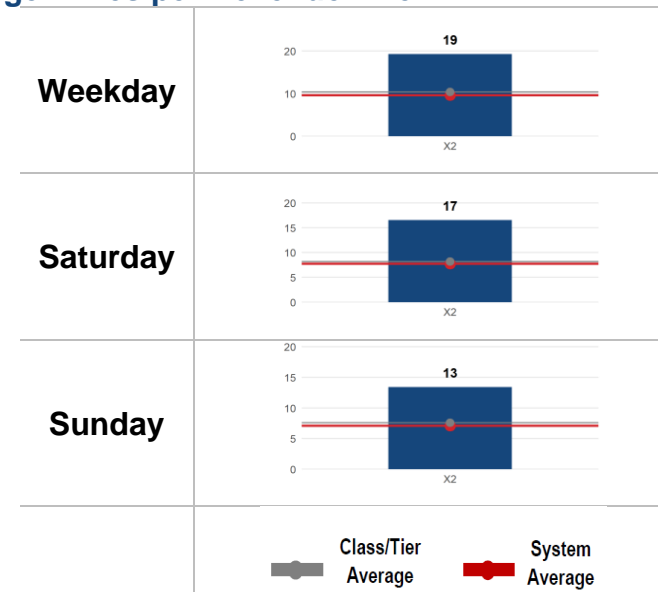
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X2	10.30	6,617	6,530 (98.7%)

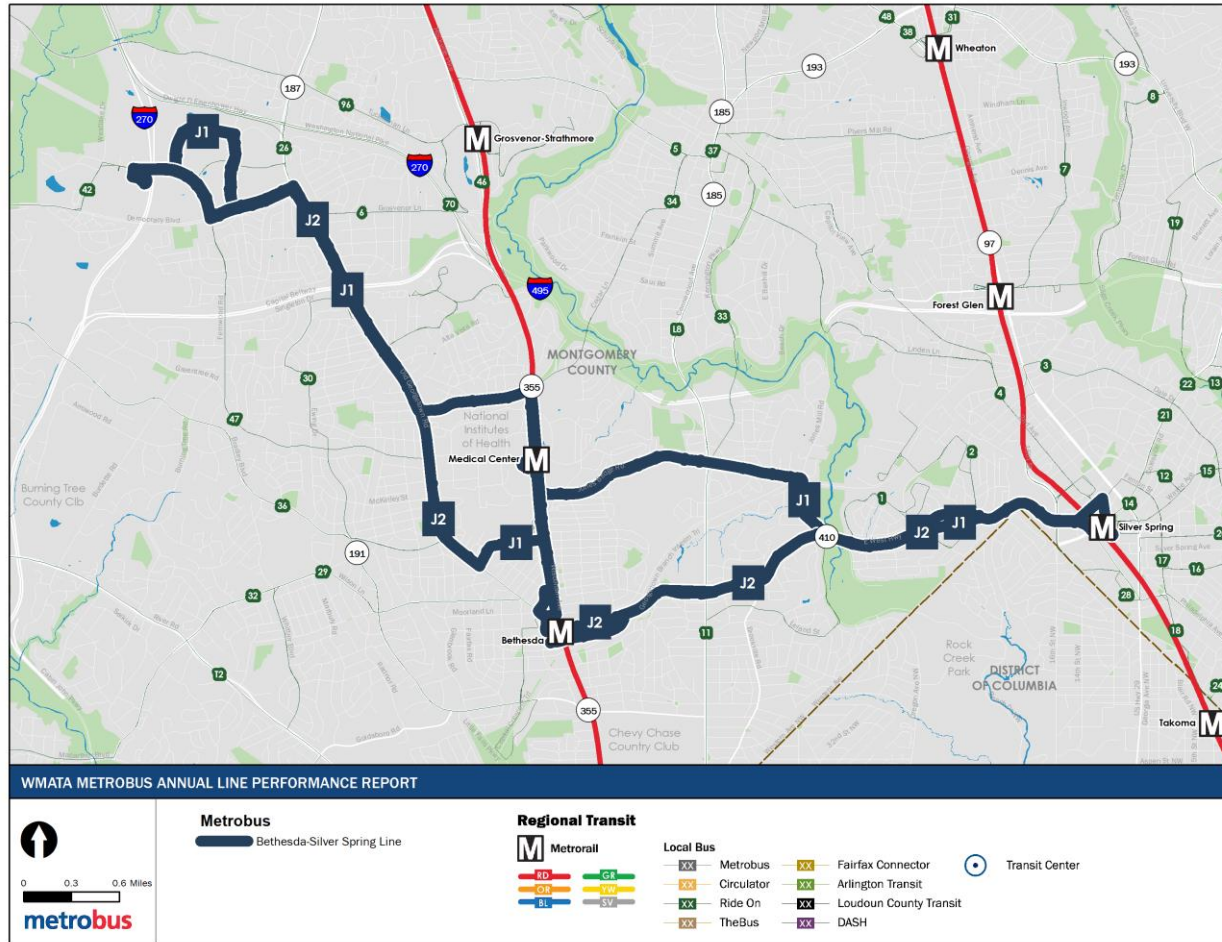
## Service Change Summary

Route X2 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Grade
Bethesda-Silver Spring	B

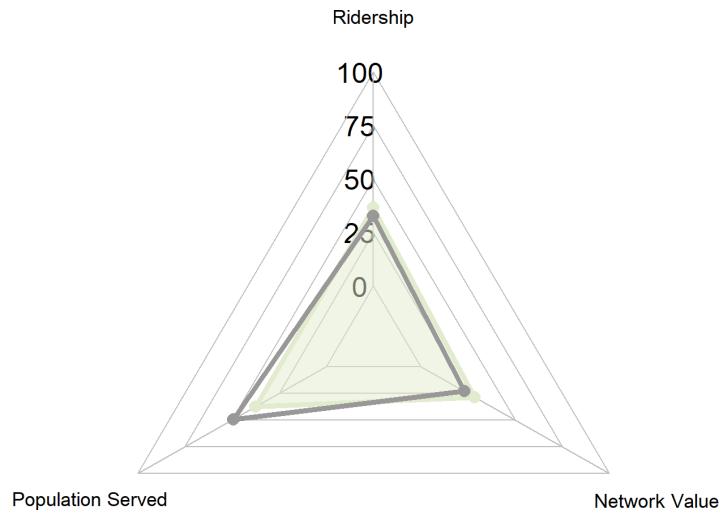
**Legend**

Exceeds Meets  
 Approaches Below Significantly Below

## Line Benefit Score

**34**

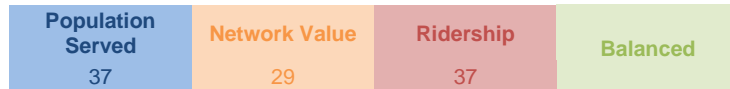
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,393,848</b>
	<b>Peak Vehicles</b>	<b>18</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>54,872</b>	
	<b>People of Color Population</b>	Service Area	<b>13,158</b>
		% Riders Surveyed	<b>73%</b>
	<b>Low Income Household</b>	Service Area	<b>7,279</b>
		% Riders Surveyed	<b>43%</b>

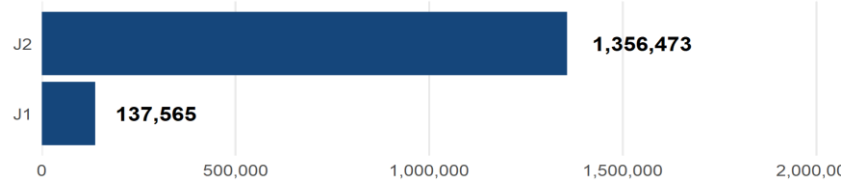
## Facilities/Amenities

	<b>Bus Stops</b>	<b>145</b>
	<b>% Stops With Shelters</b>	<b>27%</b>
	<b>% Stops With Benches</b>	<b>35%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>



## Ridership

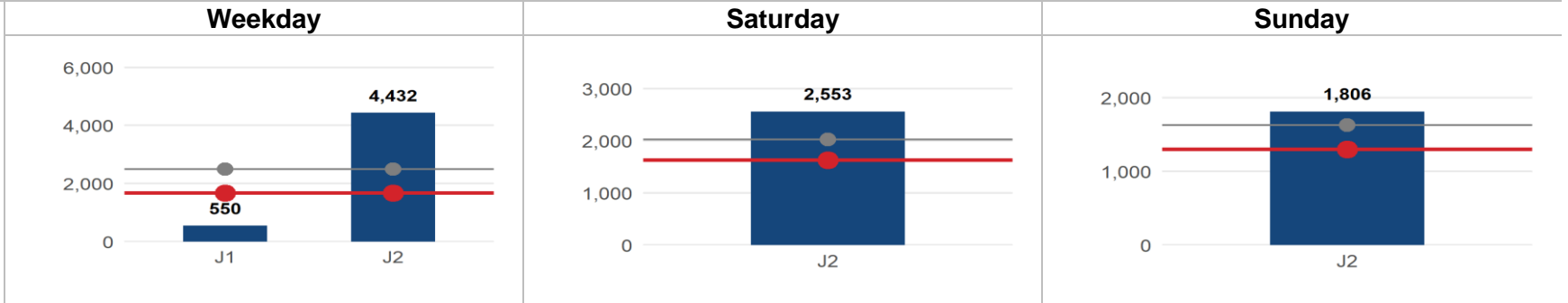
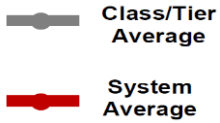
### Annual Ridership



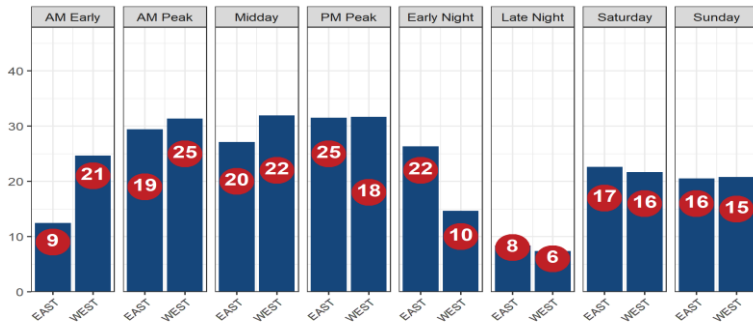
### Top Transfer Locations

#### Silver Spring, Bethesda, Medical Center

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

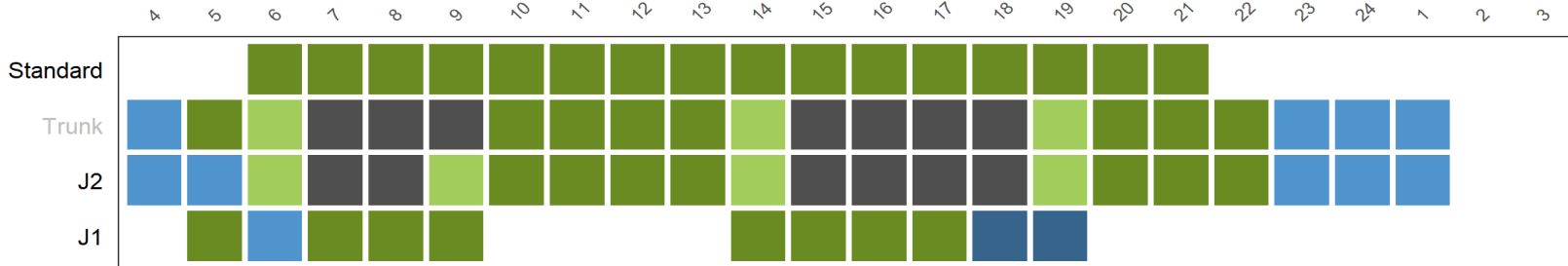
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.59	0.55
	Off-Peak Maximum Target: 1.0	0.47	0.41
Saturday Maximum Target: 1.0		0.44	0.39
Sunday Maximum Target: 1.0		0.4	0.39



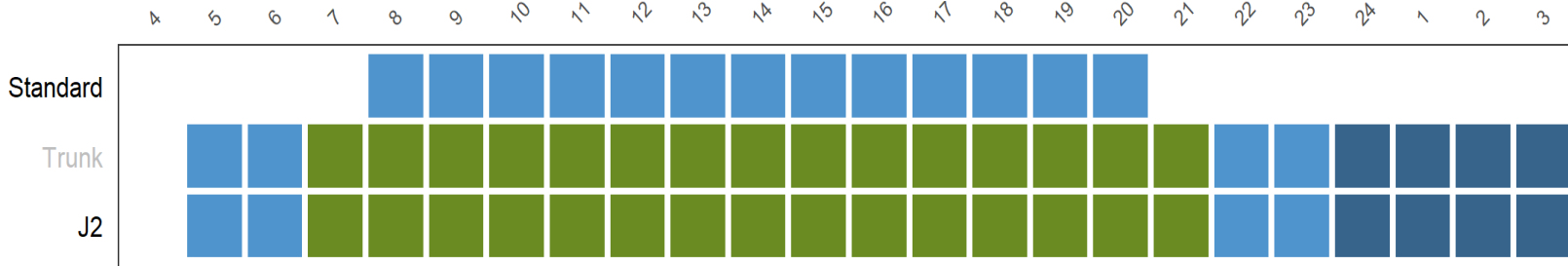
# Span and Frequency



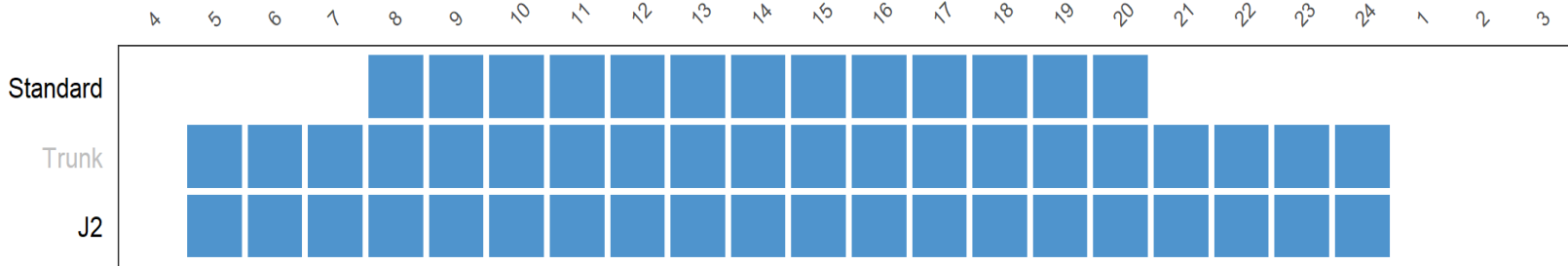
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 1:21 AM	-	A	5:05 AM - 3:18 AM	-	A	5:08 AM - 12:57 AM	-	A
	Frequency of Service   varies	Peak: 11.3 / Off-Peak: 15.9	Peak: 19.3 / Off-Peak: 34	A	21.8	30.1	A	26.1	33.7	B
Productivity	Passengers per Revenue Hour   20	29.7	29.6	A	27.2	28.8	A	26.1	26.9	A
	Passengers per Revenue Mile   2	2.9	3.0	A	2.4	2.7	A	2.2	2.4	B
Reliability	On-Time Performance   79%	79%	78%	B	79%	79%	C	80%	81%	B
	Crowding   5%	2%	2%	A	2%	2%	A	3%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.57	Off-Peak: 0.45 Peak: 0.52	A	0.42	0.41	A	0.39	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.01	\$ 4.59	A	\$4.39	\$ 4.84	A	\$4.58	\$ 5.41	B
	Cost Recovery   20%	32%	31%	A	30%	28%	A	28%	27%	A

# Route J1

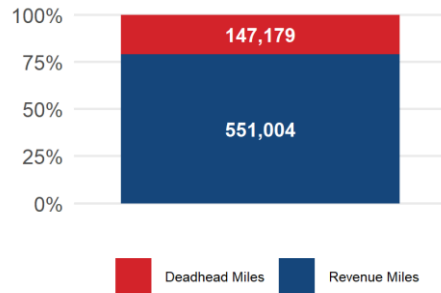
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.2			4.5			E		
	Circuitry   1.75	1.23			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	26.7	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	2.5	3	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	27%	16%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	71%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.52	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.47	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	29%	30%	A	-	-	-	-	-	-

# Route J2

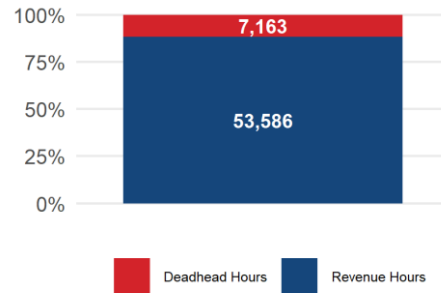
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.9			4.5			A		
Route Design	Circuitry   1.75	1.32			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	30.2	29.6	A	27.2	28.8	A	26.1	26.9	A
	Passengers per Revenue Mile   2	2.9	3.0	A	2.4	2.7	A	2.2	2.4	B
	Unique Segment Ridership   10%	12%	16%	B	96%	35%	A	100%	45%	A
Reliability	On-Time Performance   79%	80%	78%	B	79%	79%	C	80%	81%	B
	Crowding   5%	2%	2%	A	2%	2%	A	3%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.58	Off-Peak: 0.42 Peak: 0.52	A	0.42	0.42	A	0.39	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.95	\$ 4.59	A	\$4.39	\$ 4.84	A	\$4.58	\$ 5.41	B
	Cost Recovery   20%	33%	30%	A	30%	27%	A	28%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



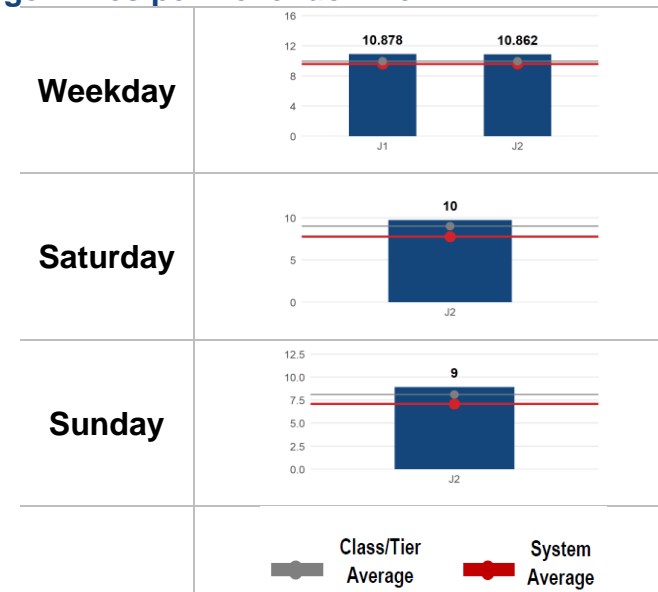
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J1	20.50	506	504 (99.6%)
J2	22.10	4,260	4,250 (99.8%)

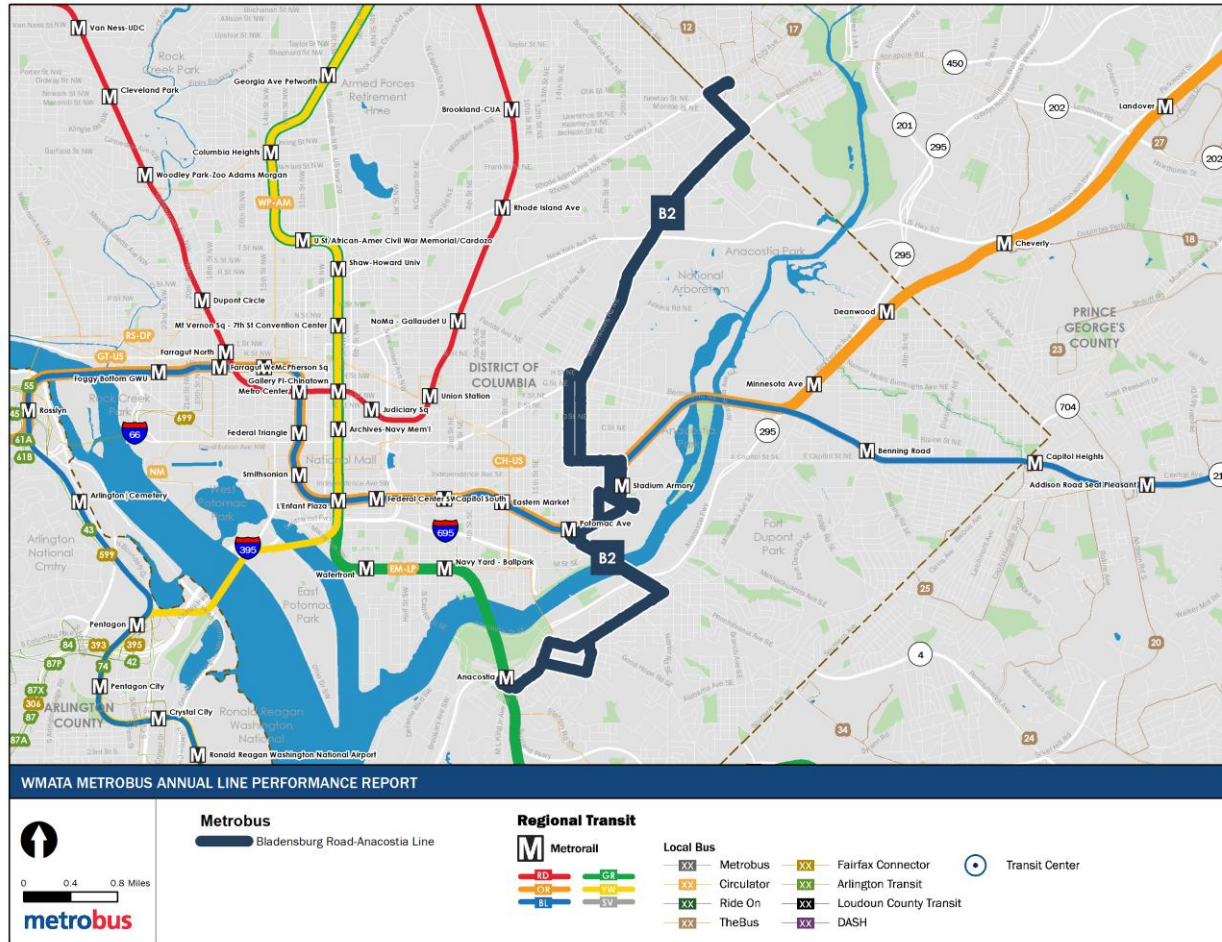
## Service Change Summary

Route J1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route J2 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Overall Grade
B2	B

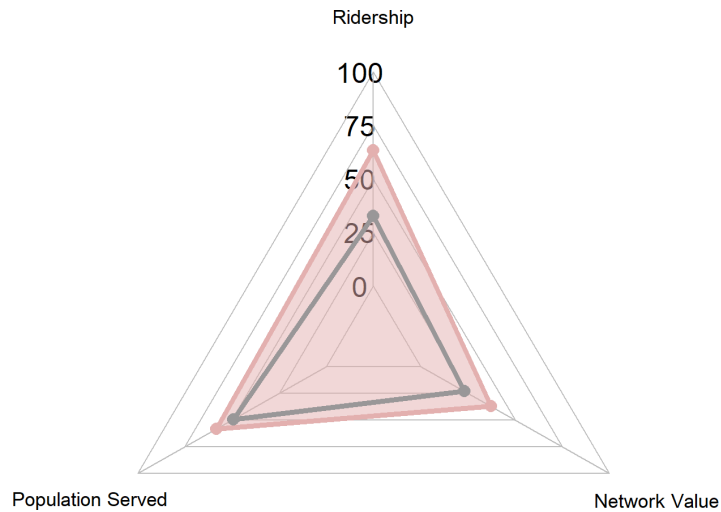
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**53**

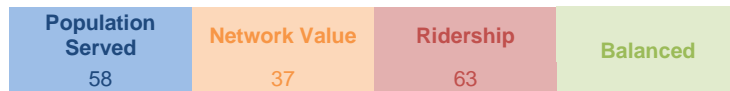
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,744,088</b>
	<b>Peak Vehicles</b>	<b>17</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>49,047</b>	
	<b>People of Color Population</b>	Service Area	<b>31,945</b>
		% Riders Surveyed	<b>96%</b>
	<b>Low Income Household</b>	Service Area	<b>15,764</b>
		% Riders Surveyed	<b>72%</b>

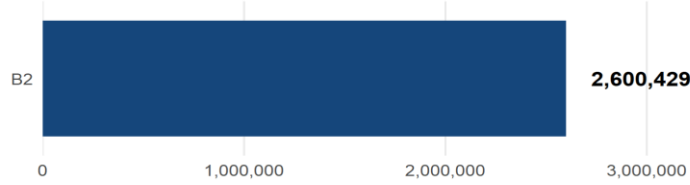
## Facilities/Amenities

	<b>Bus Stops</b>	<b>107</b>
	<b>% Stops With Shelters</b>	<b>22%</b>
	<b>% Stops With Benches</b>	<b>20%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

### Annual Ridership



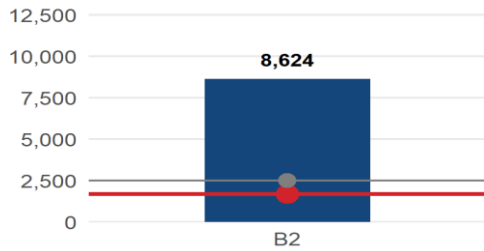
### Top Transfer Locations

#### Potomac Avenue, Anacostia, Stadium-Armory

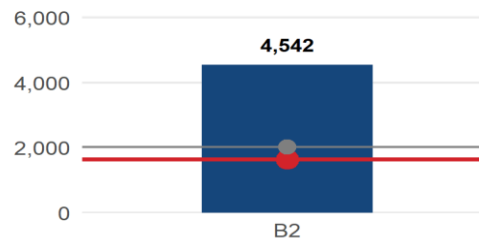
### Average Daily Ridership

- Class/Tier Average
- System Average

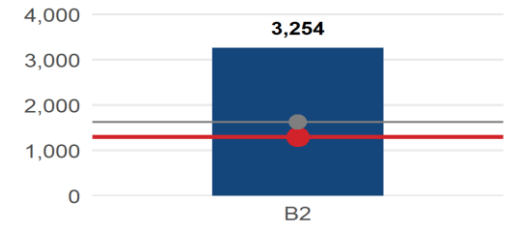
#### Weekday



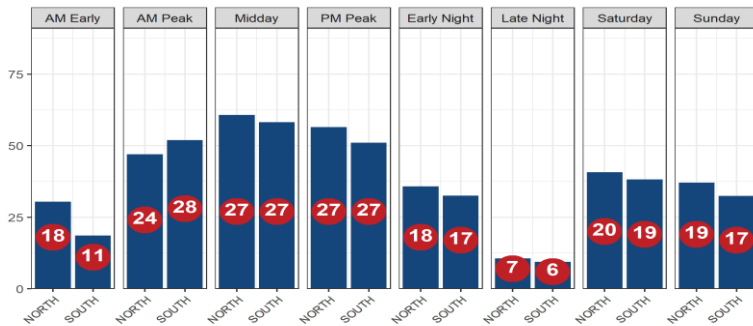
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.64	0.68
	Off-Peak Maximum Target: 1.0	0.52	0.48
Saturday Maximum Target: 1.0		0.5	0.48
Sunday Maximum Target: 1.0		0.46	0.43



# Span and Frequency



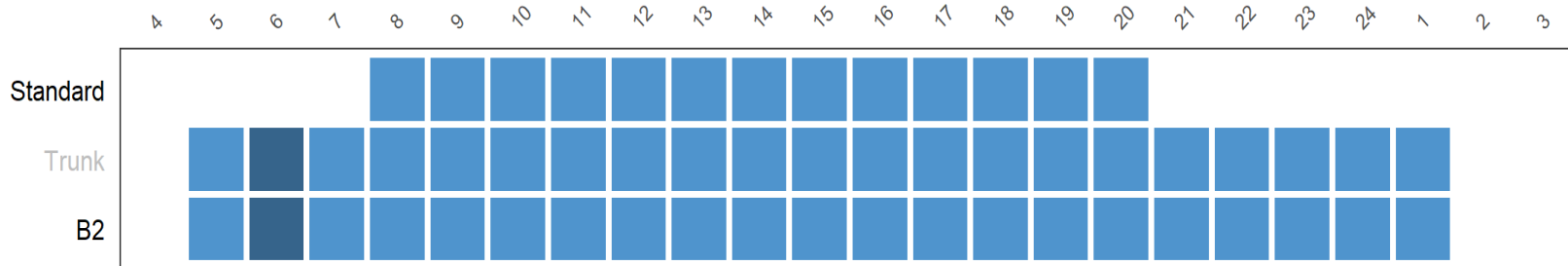
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Bladensburg Road-Anacostia

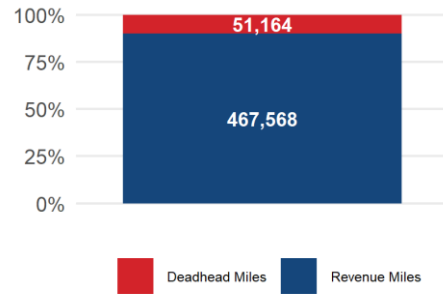
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:25 AM - 1:44 AM	-	A	4:27 AM - 2:35 AM	-	A	5:18 AM - 1:28 AM	-	A
	Frequency of Service   varies	Peak: 10.5 / Off-Peak: 14.9	Peak: 19.3 / Off-Peak: 34	A	22.5	30.1	A	25.6	33.7	B
Productivity	Passengers per Revenue Hour   20	46.2	29.6	A	44.0	28.8	A	44.8	26.9	A
	Passengers per Revenue Mile   2	5.7	3.0	A	4.7	2.7	A	4.1	2.4	A
Reliability	On-Time Performance   79%	77%	78%	C	77%	79%	C	68%	81%	E
	Crowding   5%	4%	2%	A	1%	2%	A	6%	2%	D
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.66	Off-Peak: 0.45 Peak: 0.52	A	0.49	0.41	A	0.45	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.58	\$ 4.59	A	\$2.71	\$ 4.84	A	\$2.66	\$ 5.41	A
	Cost Recovery   20%	30%	31%	A	28%	28%	A	29%	27%	A

# Route B2

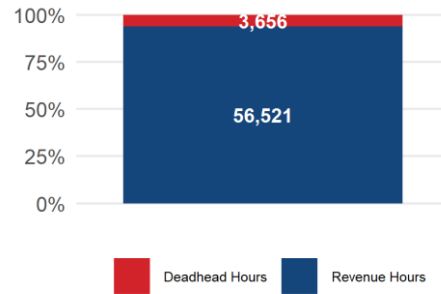
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.9			4.5			E		
	Circuitry   1.75	1.43			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	46.2	29.6	A	44.0	28.8	A	44.8	26.9	A
	Passengers per Revenue Mile   2	5.7	3.0	A	4.7	2.7	A	4.1	2.4	A
	Unique Segment Ridership   10%	51%	16%	A	57%	35%	A	64%	45%	A
Reliability	On-Time Performance   79%	77%	78%	C	77%	79%	C	68%	81%	E
	Crowding   5%	4%	2%	A	1%	2%	A	6%	2%	D
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.66	Off-Peak: 0.42 Peak: 0.52	A	0.49	0.42	A	0.45	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.58	\$ 4.59	A	\$2.71	\$ 4.84	A	\$2.66	\$ 5.41	A
	Cost Recovery   20%	30%	30%	A	28%	27%	A	29%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



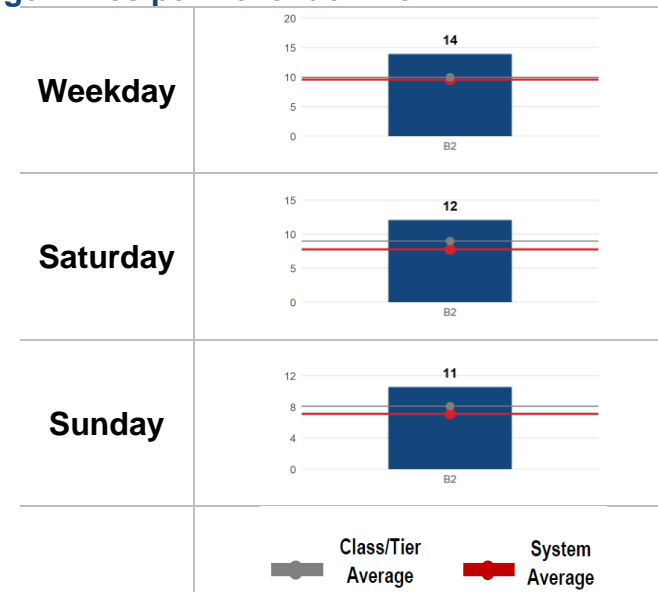
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B2	18.60	4,780	4,722 (98.8%)

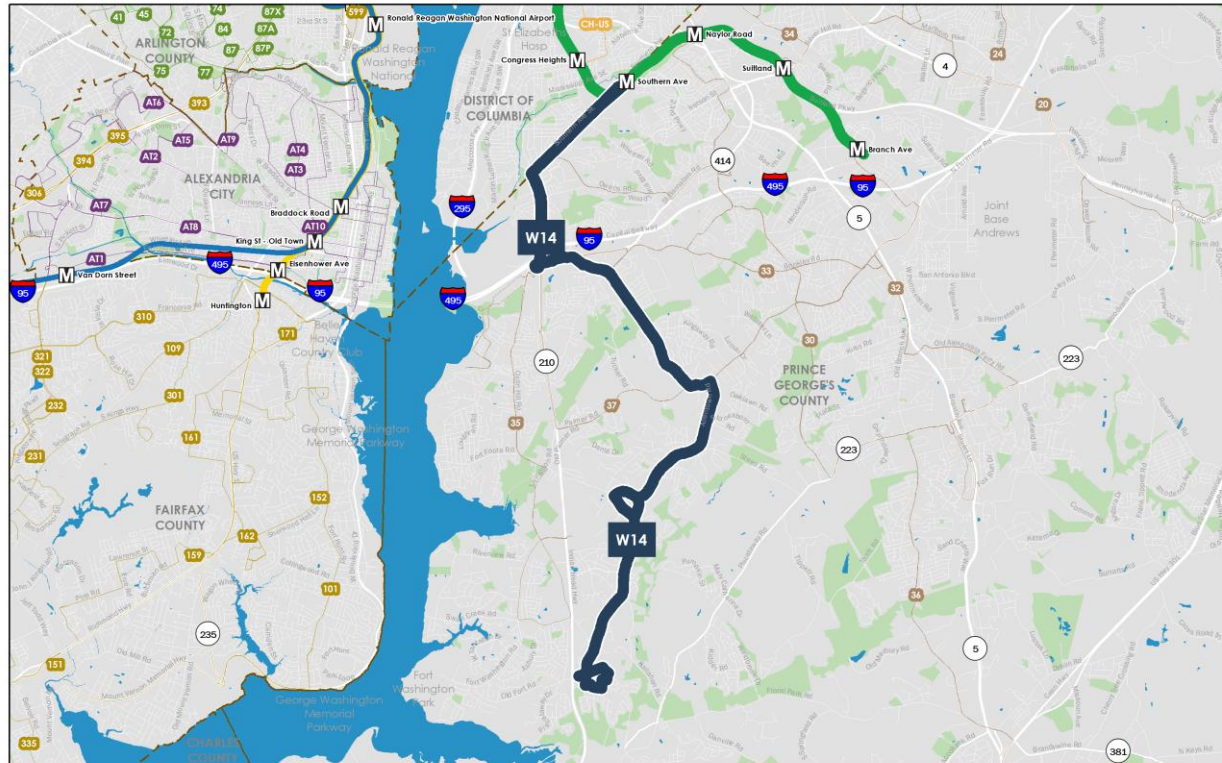
## Service Change Summary

Route B2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

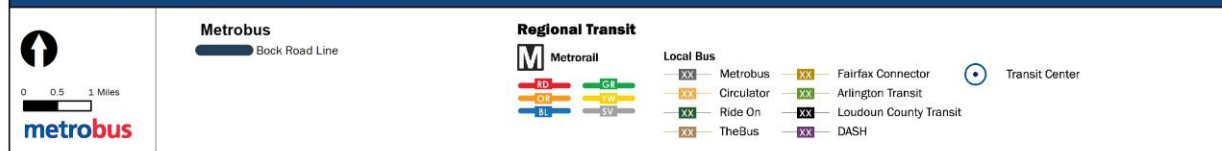
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Commuter

Activity Tier

3

Overall Grade

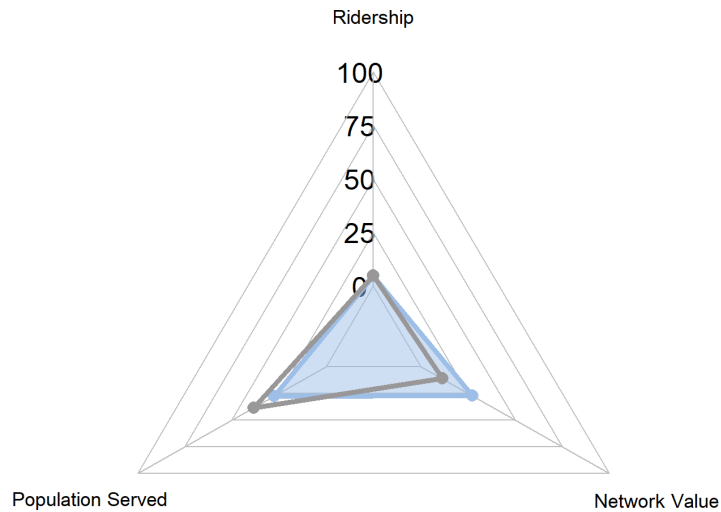
Line	Grade
W14	A



## Line Benefit Score

20

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$967,268
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	21,659	
	People of Color Population	Service Area	18,608
		% Riders Surveyed	100%
	Low Income Household	Service Area	7,693
		% Riders Surveyed	36%

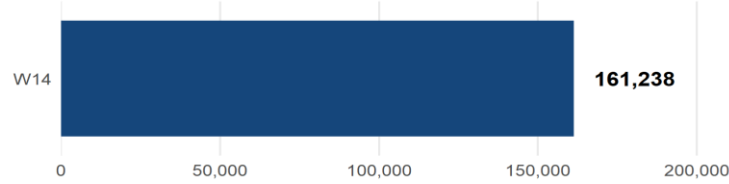
## Facilities/Amenities

	Bus Stops	133
	% Stops With Shelters	5%
	% Stops With Benches	2%
	% Stops With Real-Time Signs	1%



## Ridership

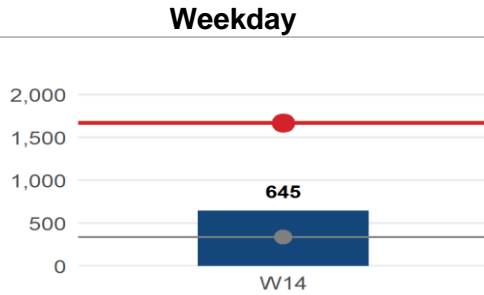
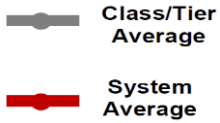
### Annual Ridership



### Top Transfer Locations

#### Southern Avenue

### Average Daily Ridership



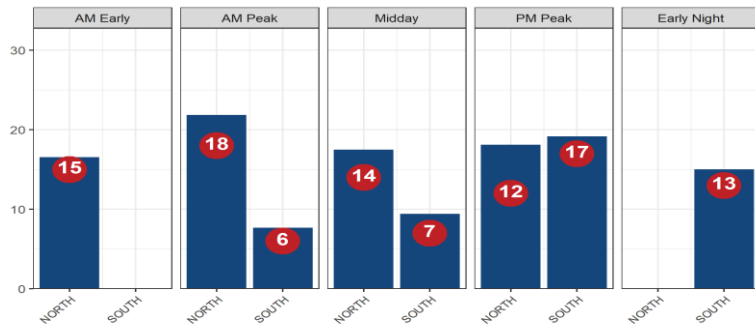
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



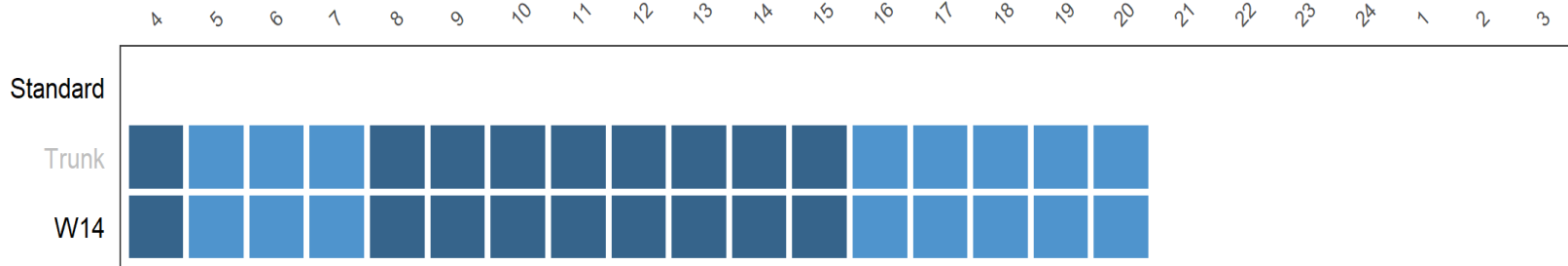
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.41	0.38
	Off-Peak Maximum Target: 1.0		0.35	0.2
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### A Bock Road

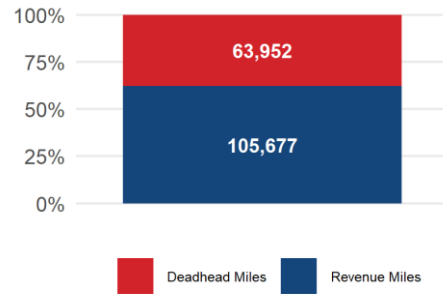
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:31 AM - 8:01 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 31.4 / Off-Peak: 60.6	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	19.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	79%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.09	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	42%	B	-	-	-	-	-	-

# Route W14

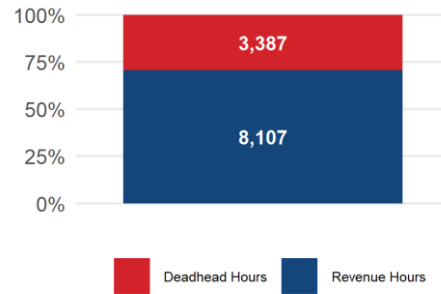
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	4.5			2.1			-		
	Circuity   N/A	1.57			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	19.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	80%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	79%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.09	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	45%	B	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



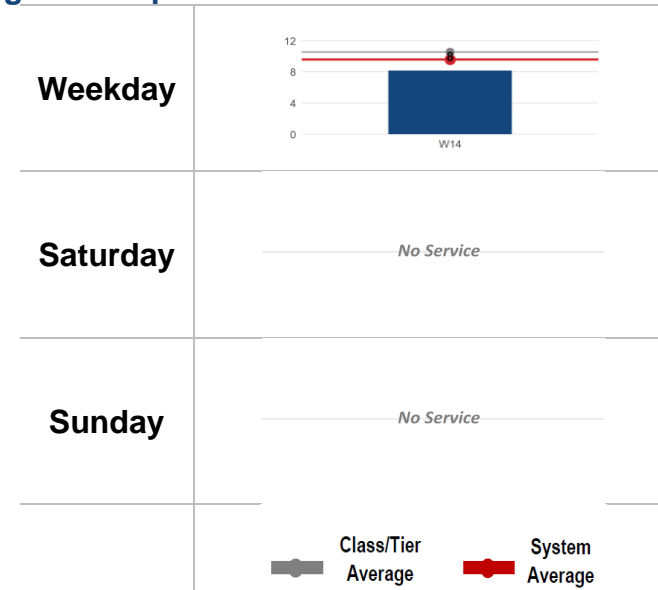
## Service Delivery (Monthly)

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

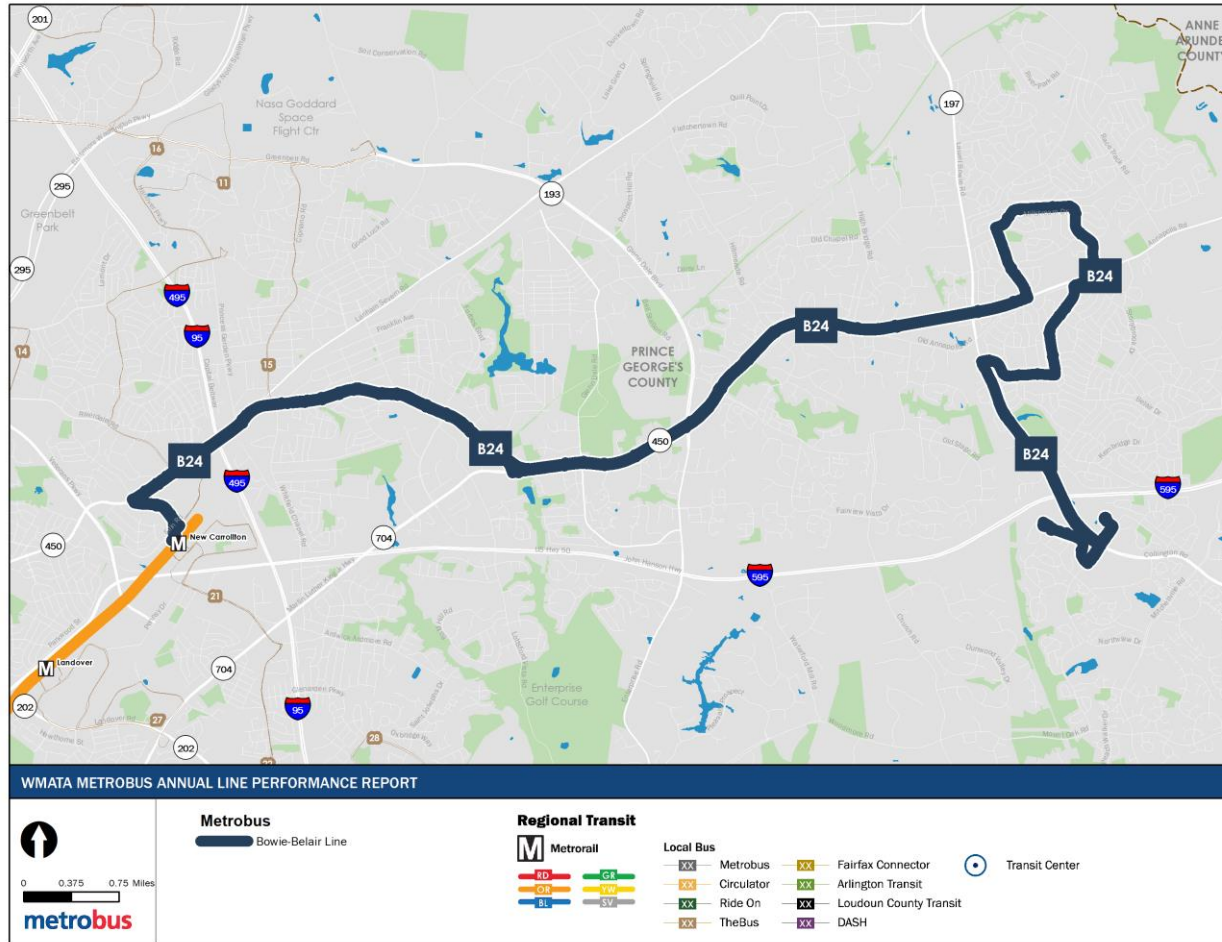
## Service Change Summary

Route W14 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	<b>A</b>

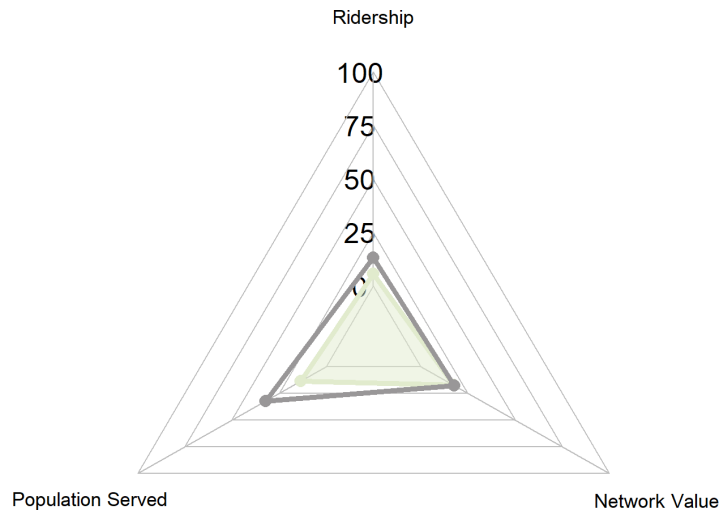
**Legend**

■ Exceeds    ■ Meets  
■ Approaches    ■ Below    ■ Significantly Below

## Line Benefit Score

12

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

14

17

6

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,187,025</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,252</b>	
	<b>People of Color Population</b>	Service Area	<b>15,828</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>3,633</b>
		% Riders Surveyed	<b>57%</b>

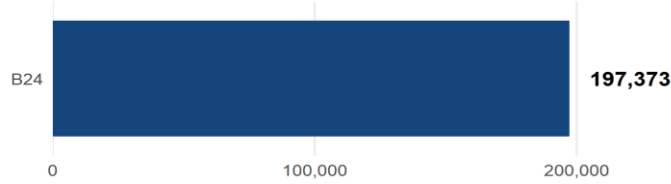
## Facilities/Amenities

	<b>Bus Stops</b>	<b>132</b>
	<b>% Stops With Shelters</b>	<b>14%</b>
	<b>% Stops With Benches</b>	<b>14%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

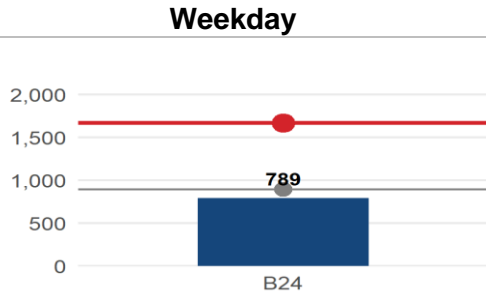
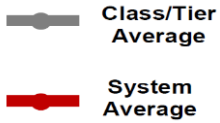
### Annual Ridership



### Top Transfer Locations

### New Carrollton

### Average Daily Ridership



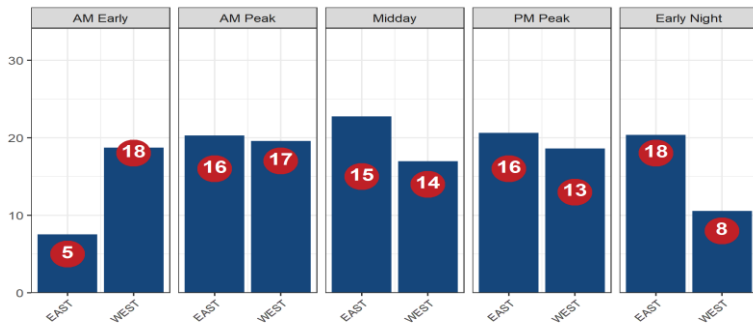
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



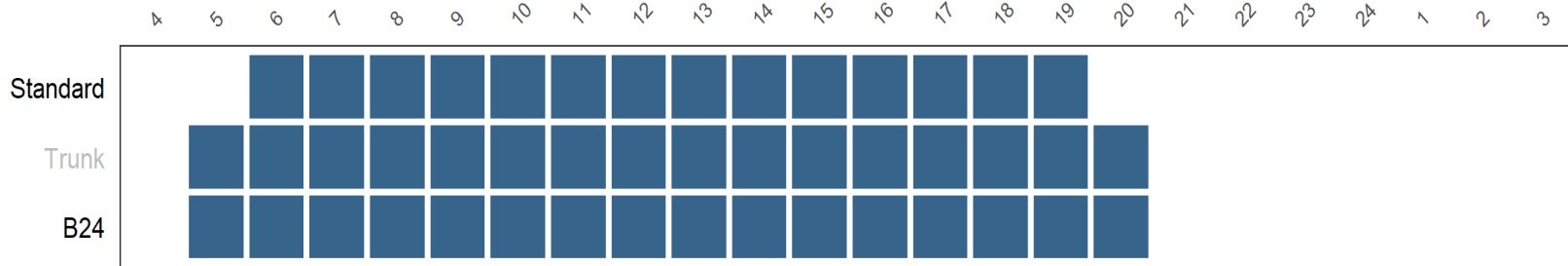
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.4	0.38
	Off-Peak Maximum Target: 1.0		0.37	0.34
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	20.5	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.3	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	88%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.39	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.81	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	23%	B	-	-	-	-	-	-

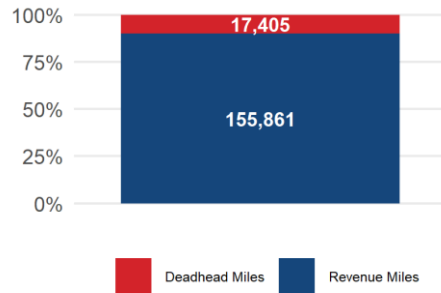


# Route B24

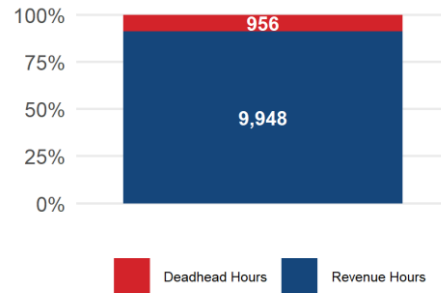
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			4.9			A		
Route Design	Circuitry   N/A	1.52			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	20.5	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.3	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	46%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	88%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.39	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.81	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	23%	B	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



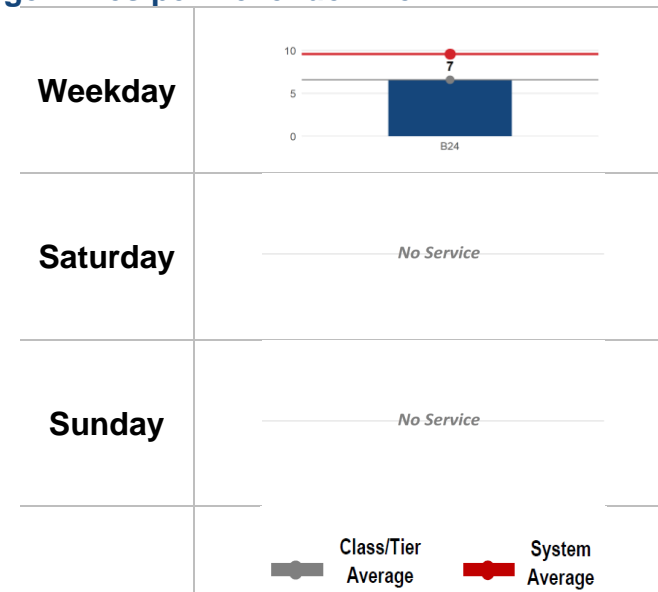
## Service Delivery (Monthly)

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

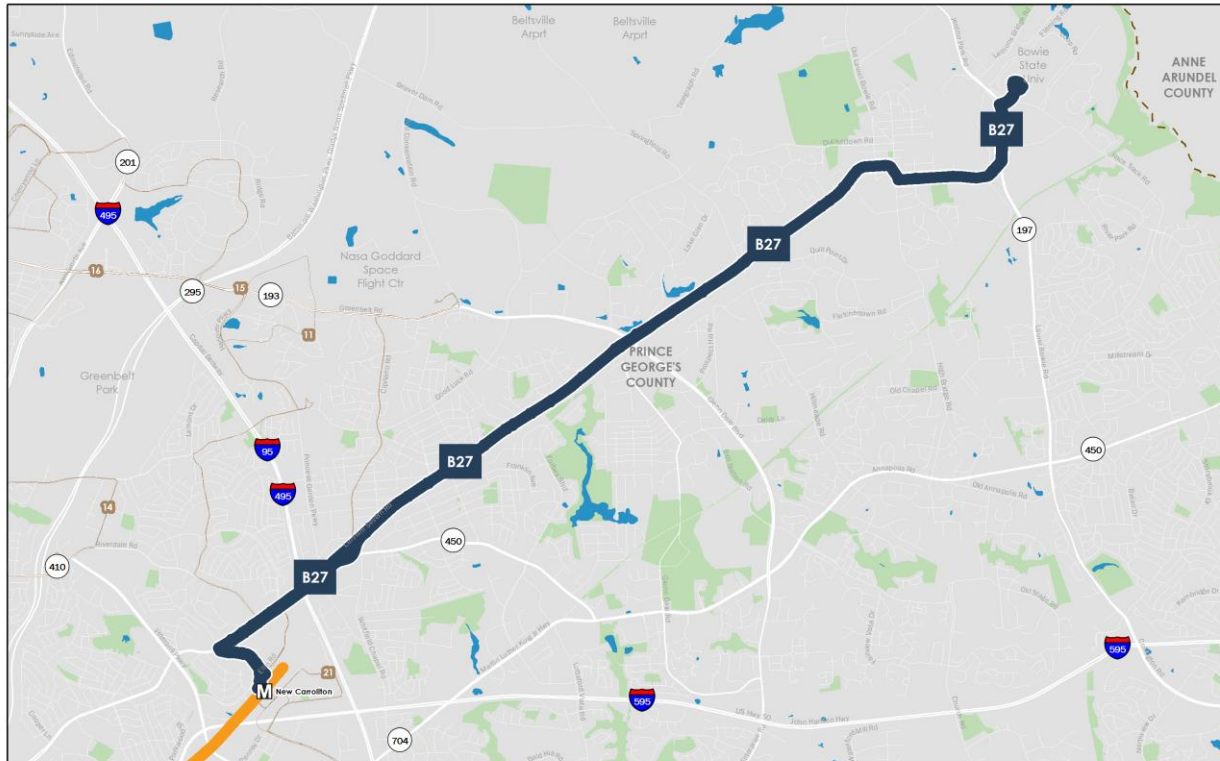
## Service Change Summary

Route B24 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

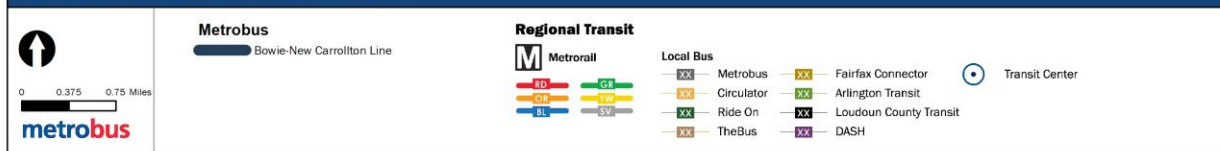
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

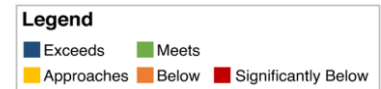
Coverage

Activity Tier

3

Overall Grade

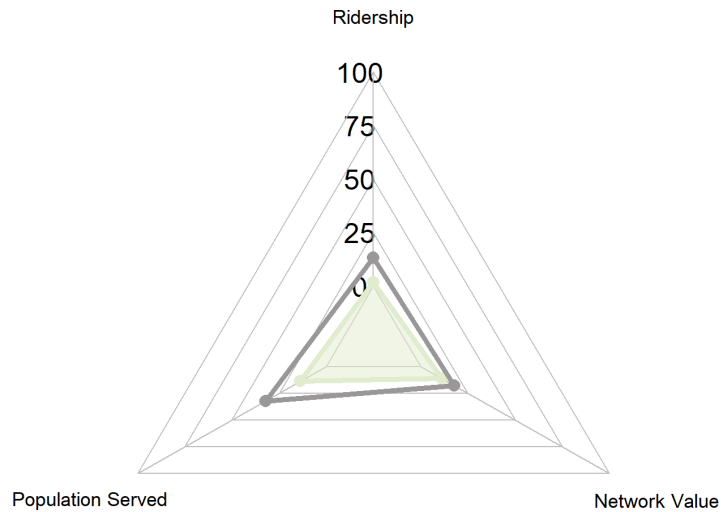
Line	C



## Line Benefit Score

9

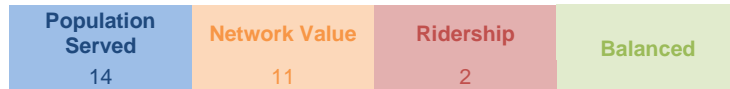
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$372,370</b>
	<b>Peak Vehicles</b>	<b>2</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>13,803</b>	
	<b>People of Color Population</b>	Service Area	<b>9,649</b>
		% Riders Surveyed	<b>89%</b>
	<b>Low Income Household</b>	Service Area	<b>3,816</b>
		% Riders Surveyed	<b>46%</b>

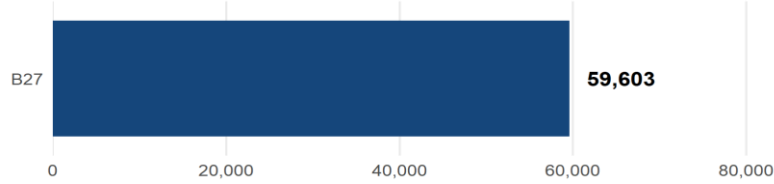
## Facilities/Amenities

	<b>Bus Stops</b>	<b>64</b>
	<b>% Stops With Shelters</b>	<b>9%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

### Annual Ridership

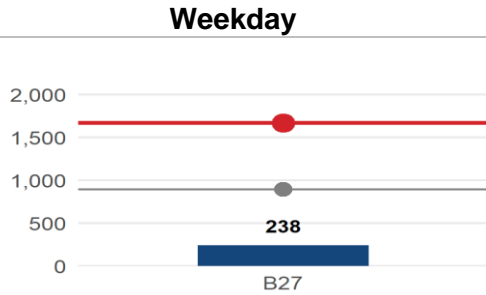


### Top Transfer Locations

#### New Carrollton

### Average Daily Ridership

- Class/Tier Average
- System Average



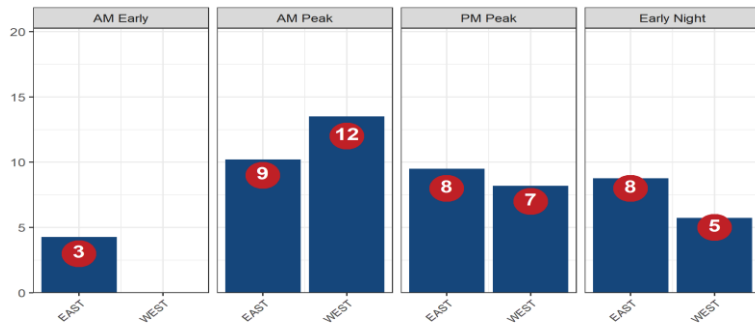
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



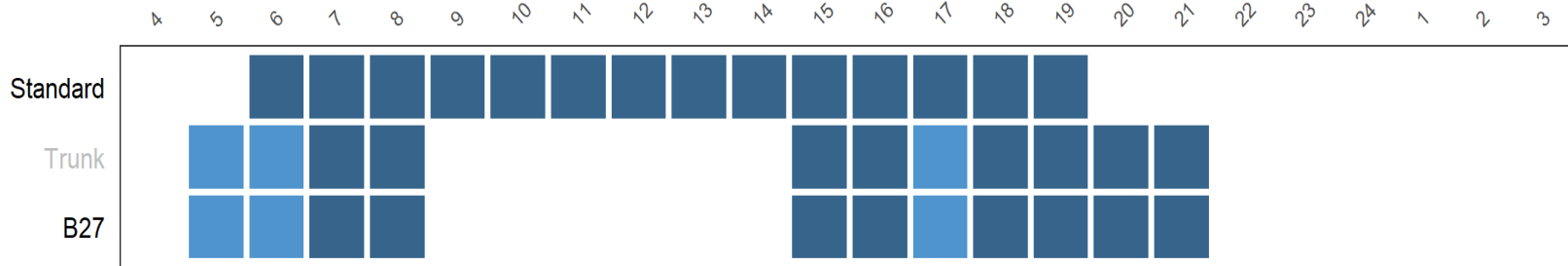
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.2	0.23
	Off-Peak Maximum Target: 1.0		0.16	0.13
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** 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: 89.9 / Off-Peak: NA	Peak: 28.1 / Off-Peak: 66.7	E	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	18.9	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1	2.1	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	95%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.21	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.31	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	20%	23%	C	-	-	-	-	-	-

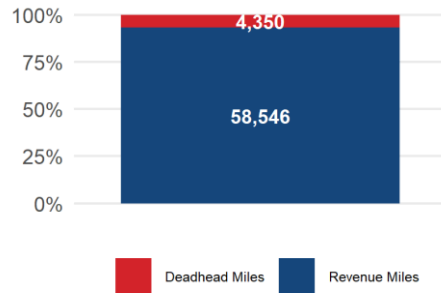
# Route B27

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.5			4.9			E		
Route Design	Circuitry   N/A	1.09			12.83			-		
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	18.9	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1	2.1	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	31%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	95%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.21	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.31	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	20%	23%	C	-	-	-	-	-	-

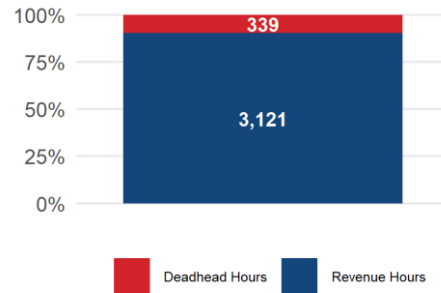


# Operational Analysis

## Miles Allocation



## Hours Allocation



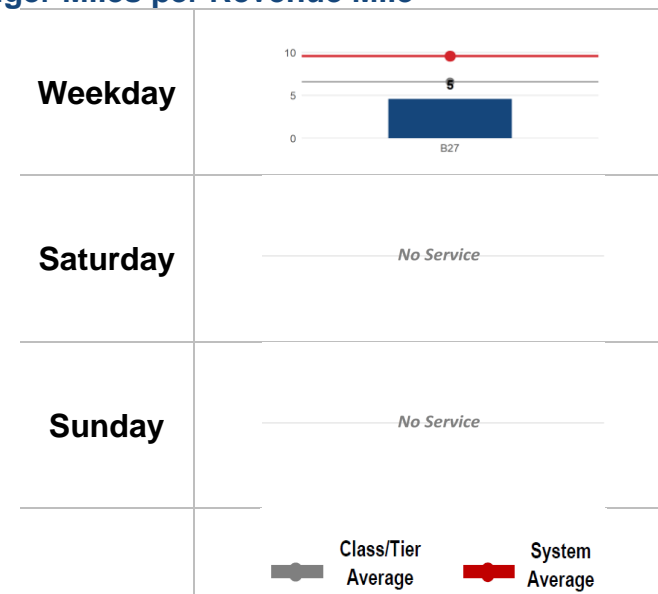
## Service Delivery (Monthly)

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

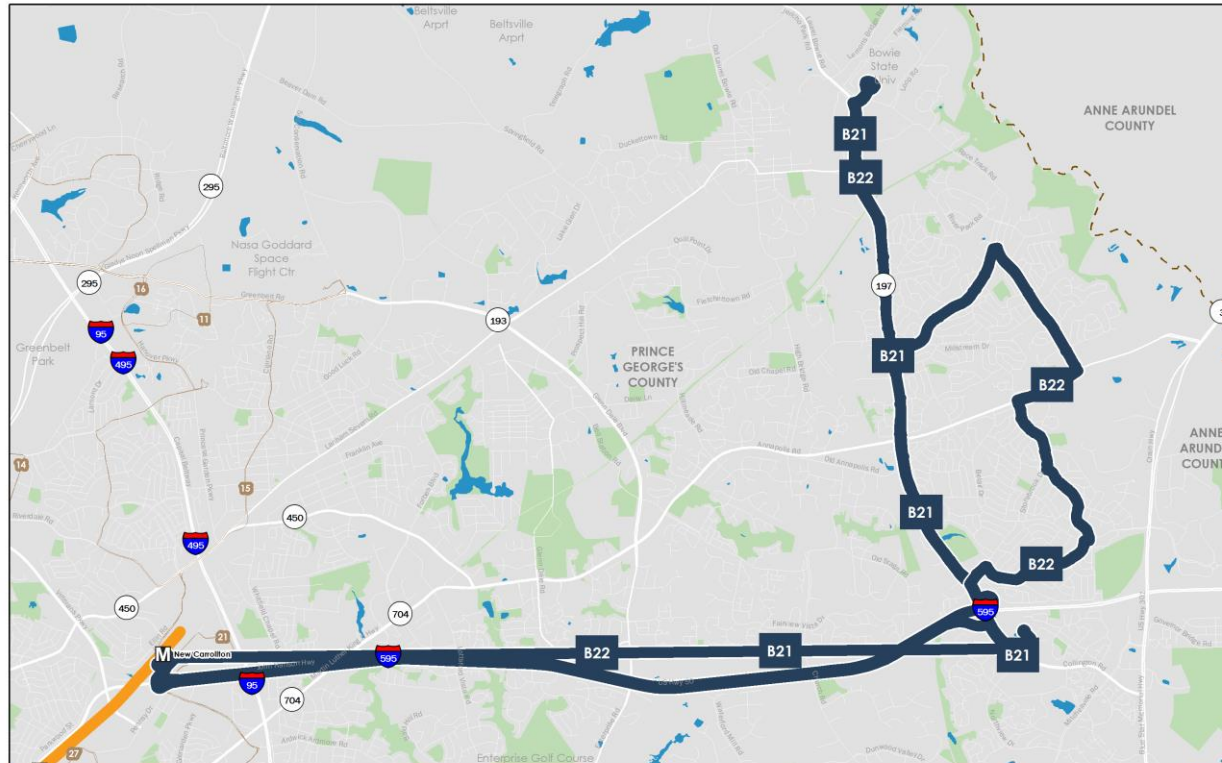
## Service Change Summary

Route B27 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

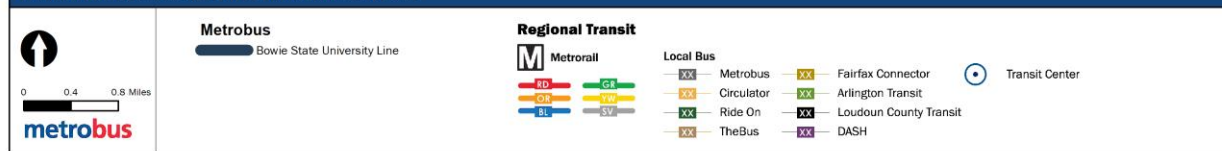
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

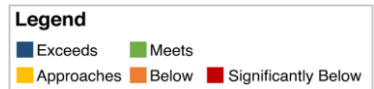
Commuter

Activity Tier

3

Overall Grade

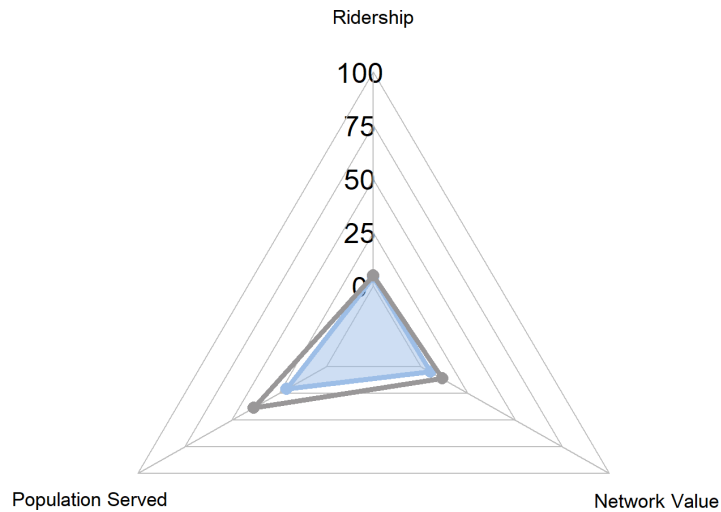
Line	Grade
Bowie State University	B



## Line Benefit Score

**10**

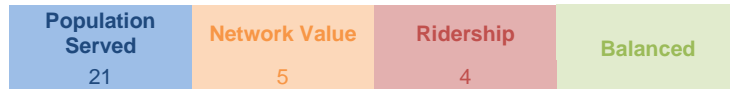
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$813,556</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>19,014</b>	
	<b>People of Color Population</b>	Service Area	<b>9,071</b>
		% Riders Surveyed	<b>85%</b>
	<b>Low Income Household</b>	Service Area	<b>1,959</b>
		% Riders Surveyed	<b>29%</b>

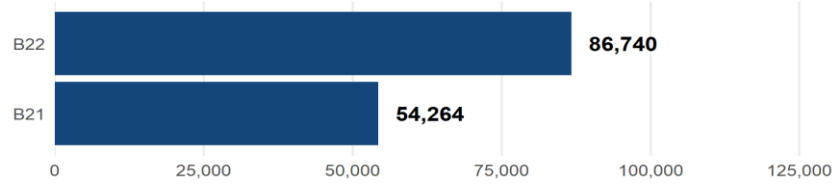
## Facilities/Amenities

	<b>Bus Stops</b>	<b>88</b>
	<b>% Stops With Shelters</b>	<b>15%</b>
	<b>% Stops With Benches</b>	<b>11%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

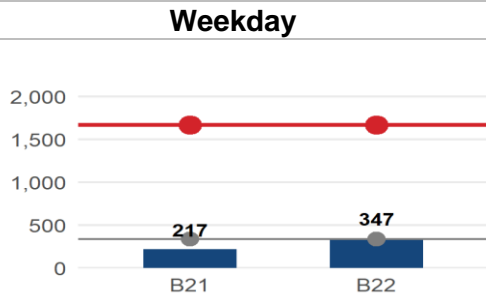
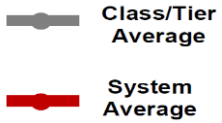
### Annual Ridership



### Top Transfer Locations

#### New Carrollton

### Average Daily Ridership



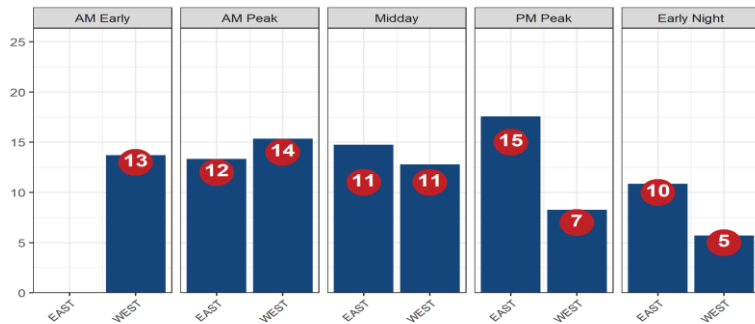
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.34	0.25
	Off-Peak Maximum Target: 1.0	0.27	0.26
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** 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: 60.7	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	21.1	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	93%	78%	A	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.66	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	24%	42%	A	-	-	-	-	-	-

# Route B21

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.4			2.1			-		
Route Design	Circuitry   N/A	1.46			1.47			-		
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	22.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	7%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	95%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.23	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.29	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	45%	A	-	-	-	-	-	-

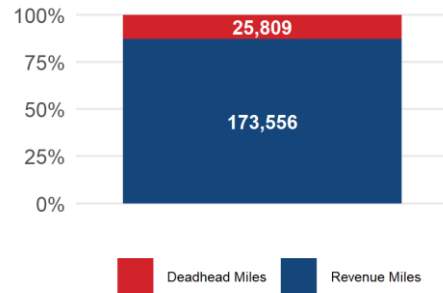
# Route B22

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.1			2.1			-		
Route Design	Circuitry   N/A	1.82			1.47			-		
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	20.3	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	17%	33%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	92%	78%	A	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.36	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.89	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	25%	45%	A	-	-	-	-	-	-

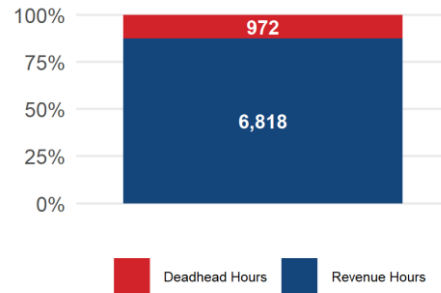


# Operational Analysis

## Miles Allocation



## Hours Allocation



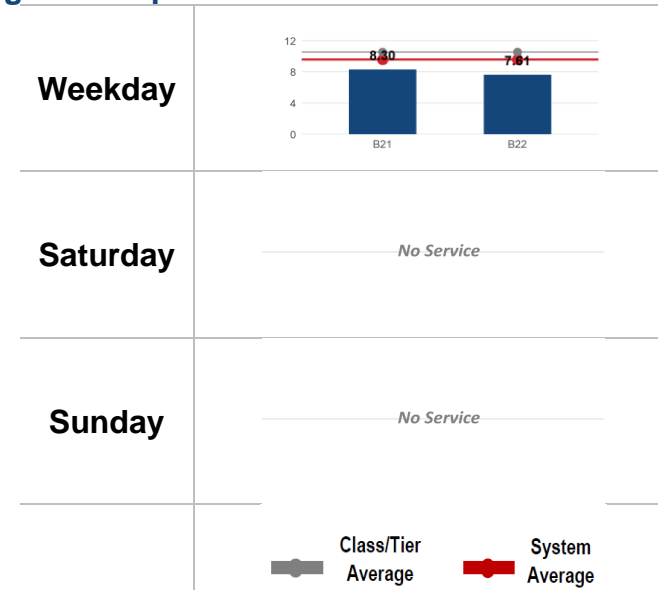
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B21	28.70	418	418 (100.0%)
B22	35.80	528	524 (99.2%)

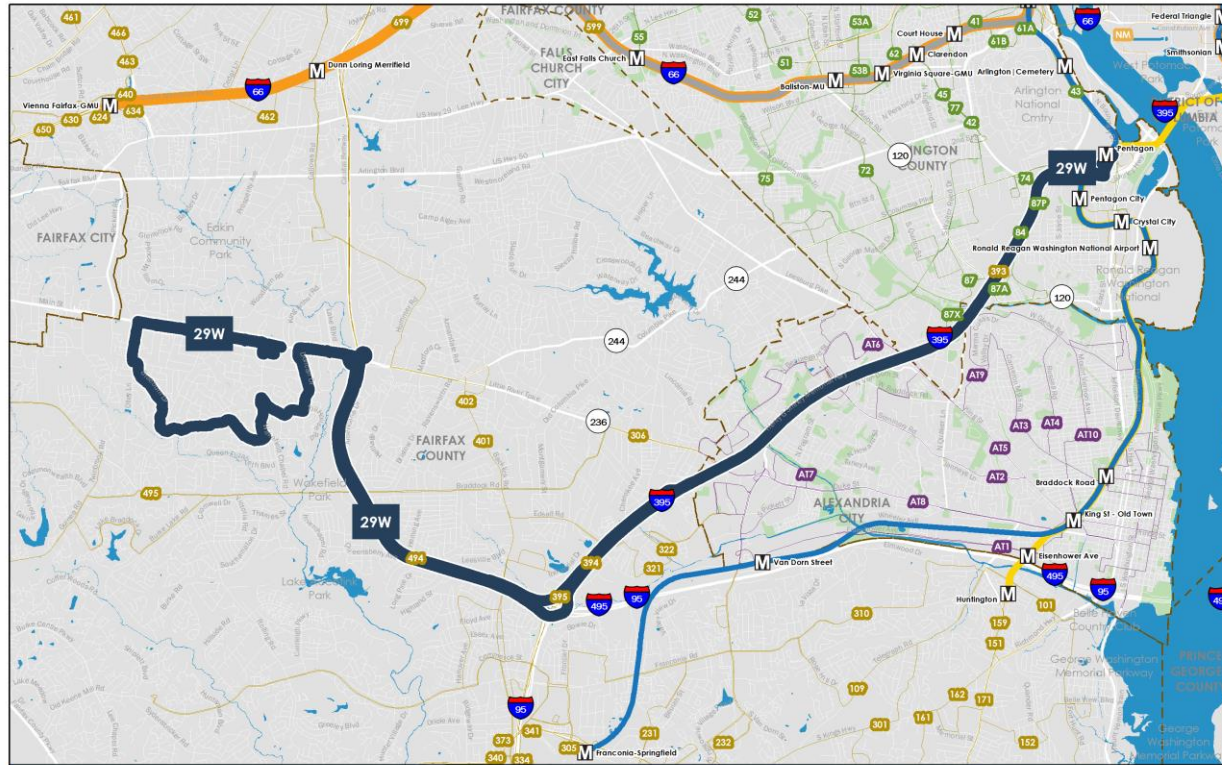
## Service Change Summary

Route B21 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route B22 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**  
Braeburn Drive - Pentagon Express Line

**Regional Transit**

**M** Metrorail  
 RD Metrorail Red Line  
 OR Metrorail Orange Line  
 BL Metrorail Blue Line  
 SV Metrorail Silver Line

**Local Bus**  
 XX Metrobus  
 XX Circulator  
 XX Ride On  
 XX TheBus

**Regional Transit**  
 XX Fairfax Connector  
 XX Arlington Transit  
 XX Loudoun County Transit  
 XX DASH

Transit Center

Scale: 0, 0.5, 1 Miles  
 metrobus logo

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Grade
29W	B

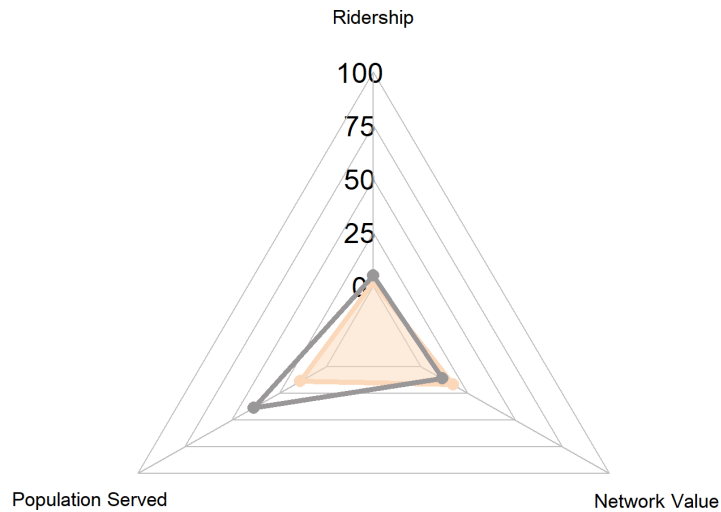
**Legend**

Exceeds (Dark Blue)  
 Approaches (Yellow)  
 Meets (Green)  
 Below (Orange)  
 Significantly Below (Red)

## Line Benefit Score

11

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

14

17

2

## Operating Statistics

	Annual Operating Costs	\$393,334
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	10,268	
	People of Color Population	Service Area	2,658
		% Riders Surveyed	22%
	Low Income Household	Service Area	1,023
		% Riders Surveyed	

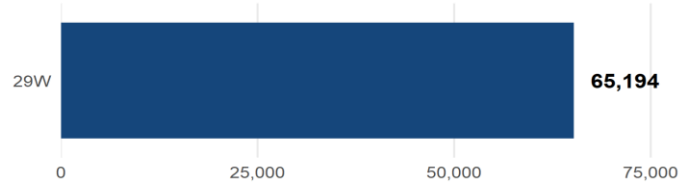
## Facilities/Amenities

	Bus Stops	82
	% Stops With Shelters	4%
	% Stops With Benches	2%
	% Stops With Real-Time Signs	2%



## Ridership

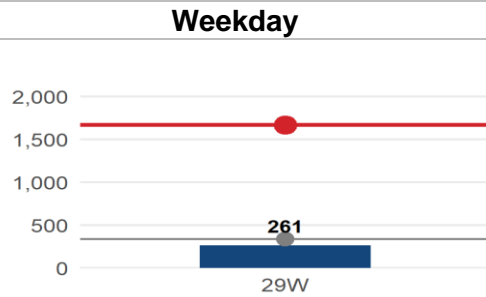
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



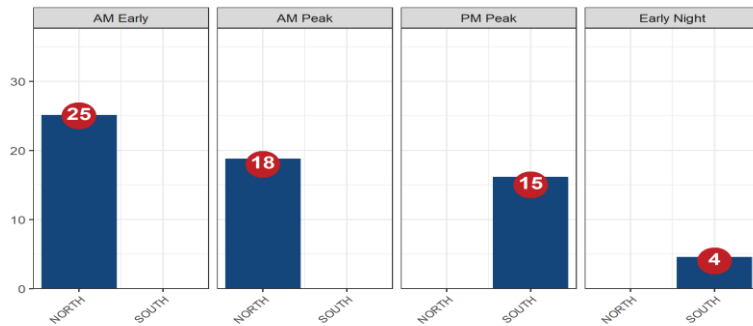
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



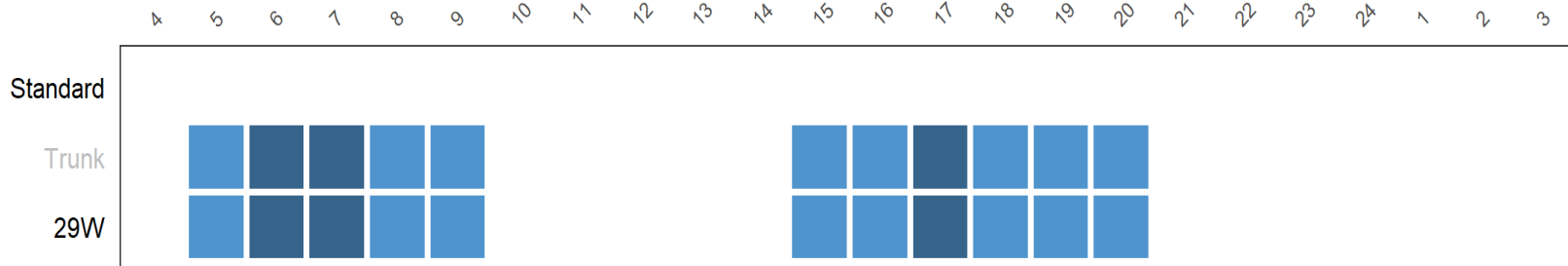
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.46	0.38
	Off-Peak Maximum Target: 1.0		0.63	0.1
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B Braeburn Drive - Pentagon Express**

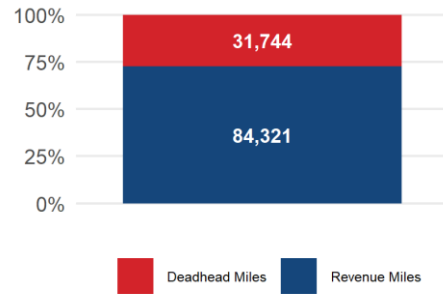
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:50 AM - 9:28 AM; 3:35 PM - 8:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 30.5 / Off-Peak: 28.0	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	19.8	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	67%	78%	E	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.42	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.03	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	59%	42%	A	-	-	-	-	-	-

# Route 29W

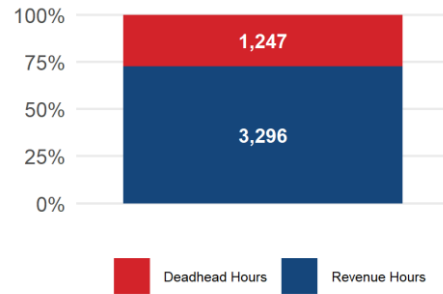
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.3			2.1			-		
Route Design	Circuitry   N/A	1.54			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	19.8	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	49%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	67%	78%	E	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.42	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.03	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	59%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



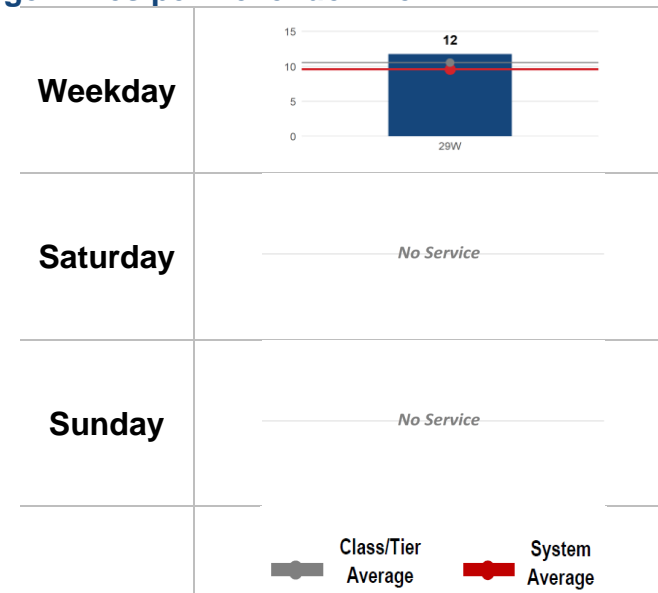
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29W	35.70	352	352 (100.0%)

## Service Change Summary

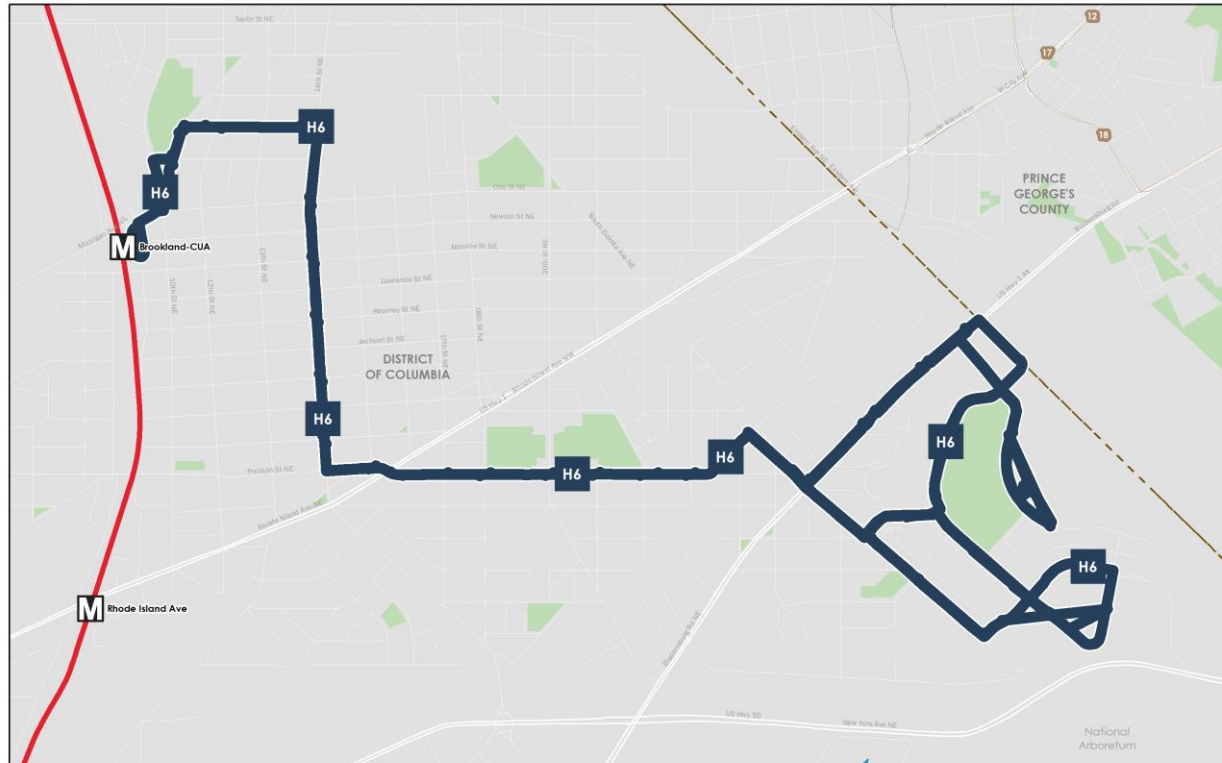
Route 29W - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

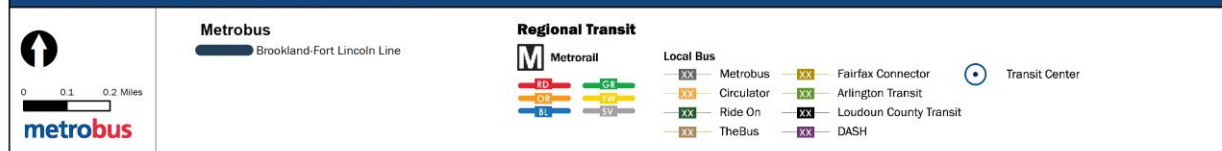




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

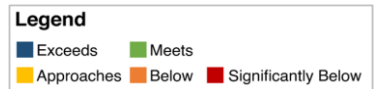
Coverage

Activity Tier

3

Overall Grade

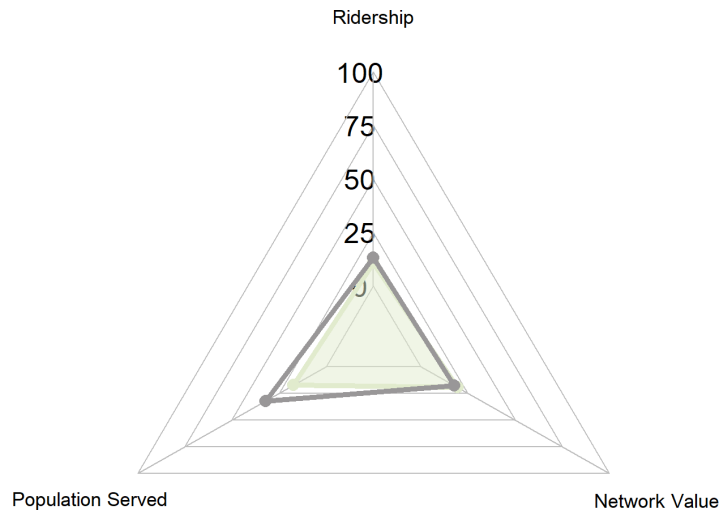
Line	B



## Line Benefit Score

**16**

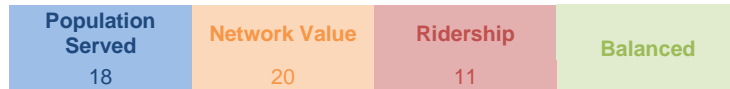
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,288,667</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

	<b>Service Area Population</b>	<b>16,110</b>	
	<b>People of Color Population</b>	Service Area	<b>10,135</b>
		% Riders Surveyed	<b>95%</b>
	<b>Low Income Household</b>	Service Area	<b>3,956</b>
		% Riders Surveyed	<b>51%</b>

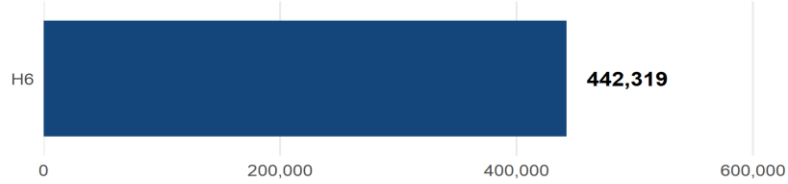
## Facilities/Amenities

	<b>Bus Stops</b>	<b>58</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

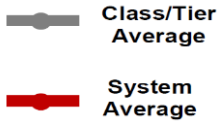
### Annual Ridership



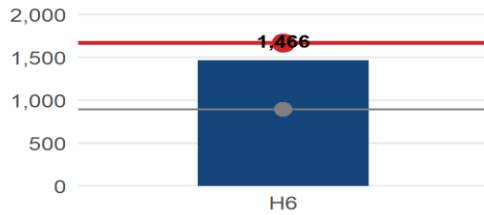
### Top Transfer Locations

#### Brookland

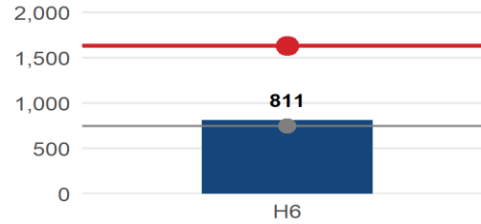
### Average Daily Ridership



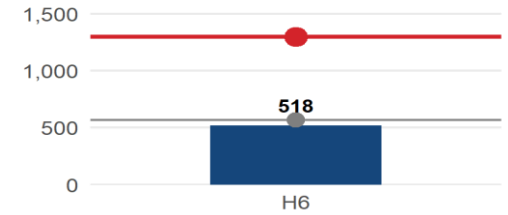
#### Weekday



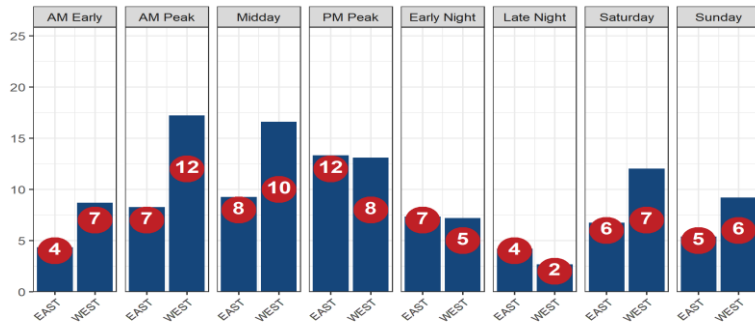
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



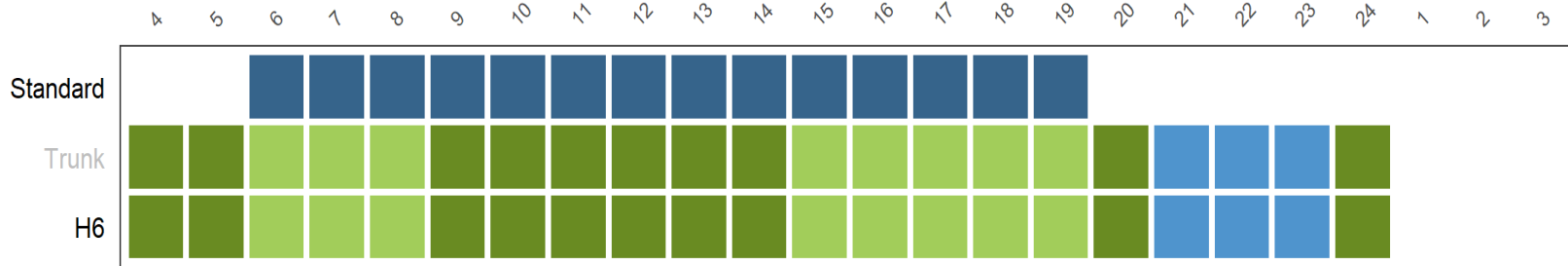
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.33
	Off-Peak Maximum Target: 1.0	0.24	0.25
	Saturday Maximum Target: 1.0	0.19	0.23
	Sunday Maximum Target: 1.0	0.15	0.18

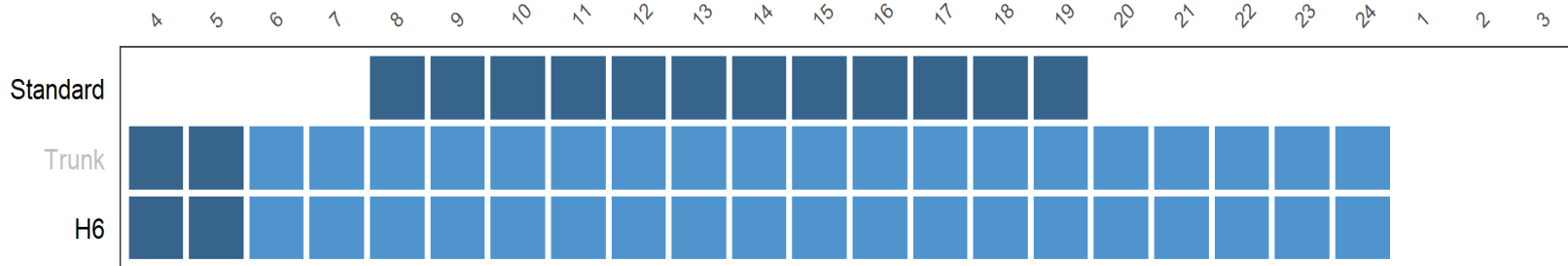
# Span and Frequency



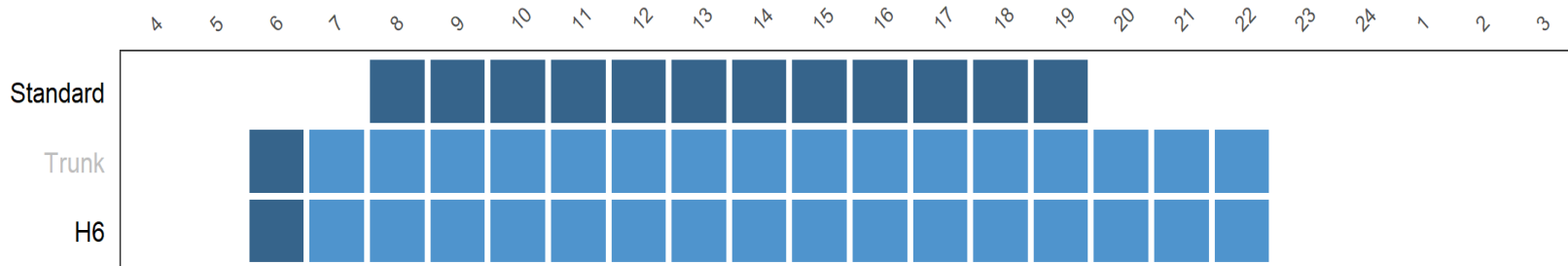
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Brookland-Fort Lincoln

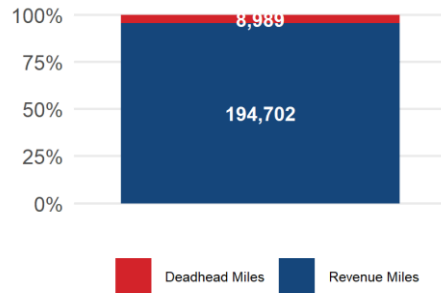
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:31 AM - 12:33 AM	-	A	4:56 AM - 12:39 AM	-	A	6:26 AM - 10:58 PM	-	A
	Frequency of Service   varies	Peak: 14.6 / Off-Peak: 17.1	Peak: 28.1 / Off-Peak: 66.7	A	24.8	48.0	A	25.2	49.5	A
Productivity	Passengers per Revenue Hour   10	24.3	24.8	A	22.7	27.2	A	17.6	23.6	A
	Passengers per Revenue Mile   1	2.4	2.1	A	2.1	2.2	A	1.6	1.9	A
Reliability	On-Time Performance   79%	82%	83%	B	81%	80%	B	78%	81%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	0.21	0.31	A	0.16	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.91	\$ 5.43	A	\$5.26	\$ 4.89	A	\$6.77	\$ 5.77	B
	Cost Recovery   20%	19%	23%	C	18%	23%	D	14%	20%	E

# Route H6

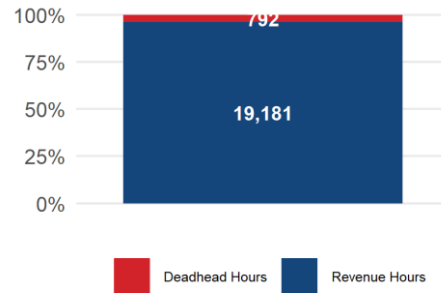
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			4.9			E		
Route Design	Circuitry   N/A	2.7			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	24.3	24.8	A	22.7	27.2	A	17.6	23.6	A
	Passengers per Revenue Mile   1	2.4	2.1	A	2.1	2.2	A	1.6	1.9	A
	Unique Segment Ridership   10%	19%	33%	A	80%	55%	A	77%	56%	A
Reliability	On-Time Performance   79%	82%	83%	B	81%	80%	B	78%	81%	C
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	0.21	0.31	A	0.16	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.91	\$ 5.43	A	\$5.26	\$ 4.89	A	\$6.77	\$ 5.77	B
	Cost Recovery   20%	19%	23%	C	18%	23%	D	14%	20%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



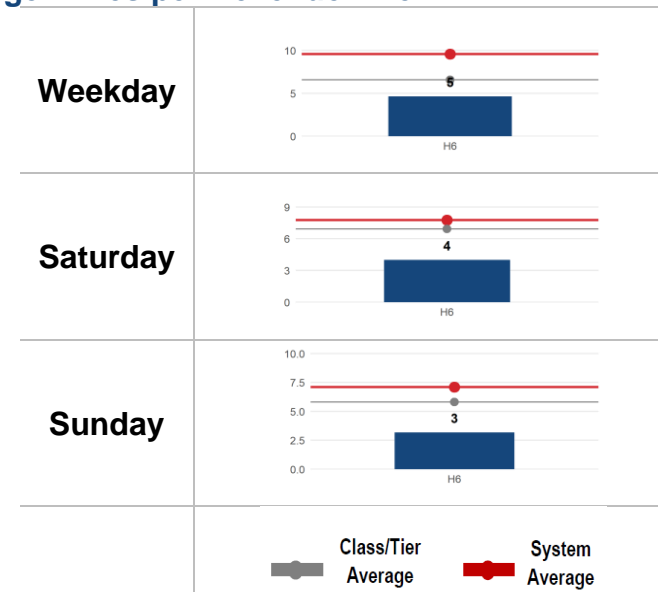
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H6	9.60	3,582	3,541 (98.9%)

## Service Change Summary

Route H6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	B

**Legend**

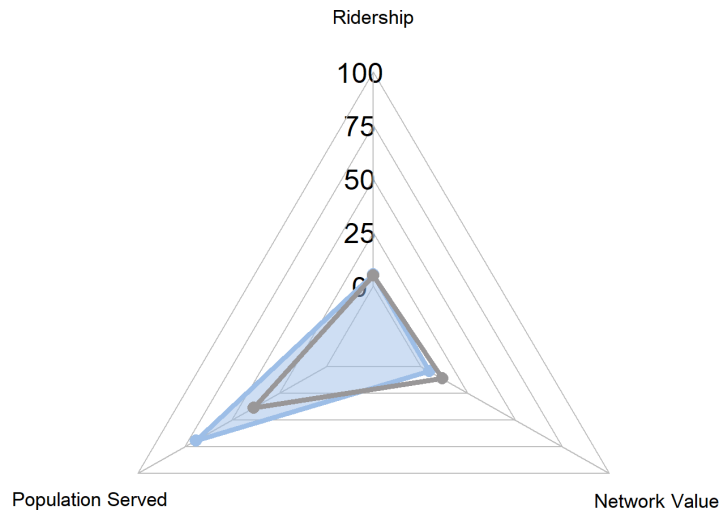
■ Exceeds    ■ Meets  
■ Approaches    ■ Below    ■ Significantly Below



## Line Benefit Score

26

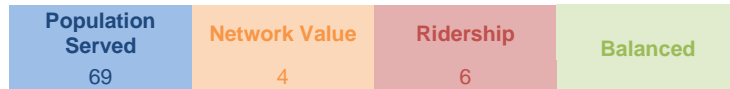
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$474,198
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	45,770	
	People of Color Population	Service Area	14,888
		% Riders Surveyed	25%
	Low Income Household	Service Area	8,953
		% Riders Surveyed	19%

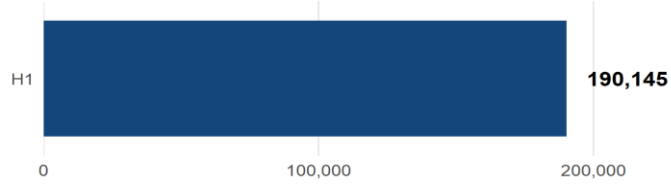
## Facilities/Amenities

	Bus Stops	78
	% Stops With Shelters	32%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	8%



## Ridership

### Annual Ridership

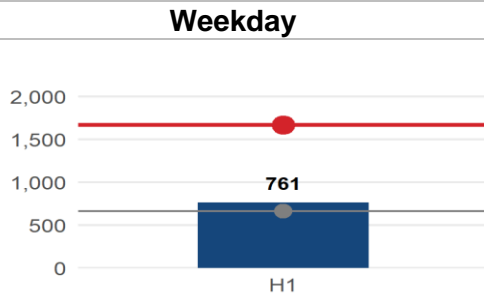


### Top Transfer Locations

Foggy Bottom, Dupont Circle, Columbia Heights

### Average Daily Ridership

- Class/Tier Average
- System Average



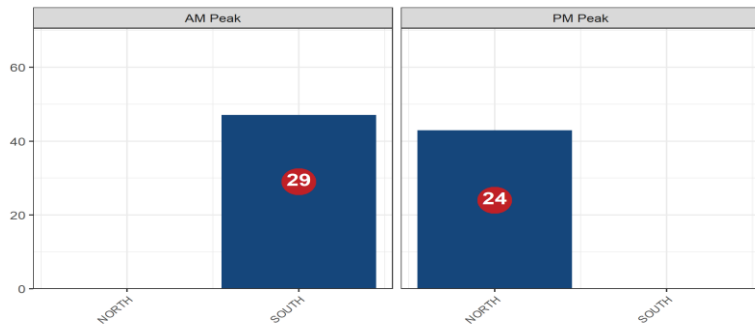
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1			
	Off-Peak Maximum Target: 1.0		0.64	0.73
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Brookland-Potomac Park

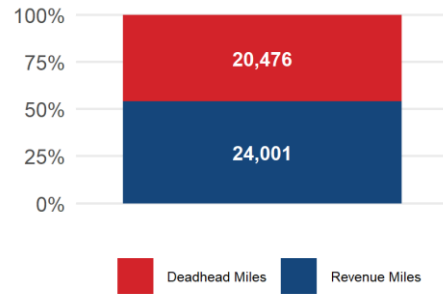
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:28 AM - 9:50 AM; 4:15 PM - 7:04 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 21.0 / Off-Peak: 15.9	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	43.2	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	7	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	67%	75%	E	-	-	-	-	-	-
	Crowding   5%	1%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.69	Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.76	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	55%	48%	A	-	-	-	-	-	-

# Route H1

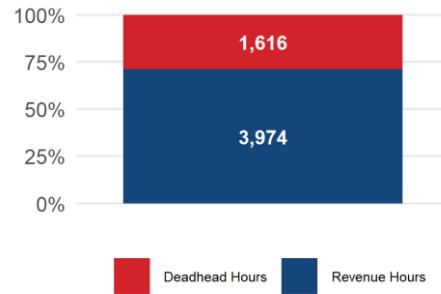
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	6.3			3.2			-		
Route Design	Circuitry   N/A	1.36			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	43.2	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	7	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	67%	75%	E	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.69	Peak: 0.49	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.76	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	55%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



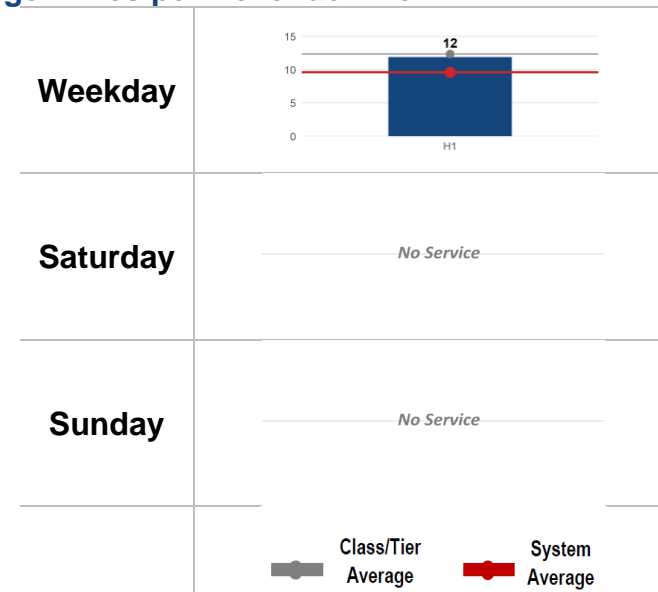
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H1	12.50	330	330 (100.0%)

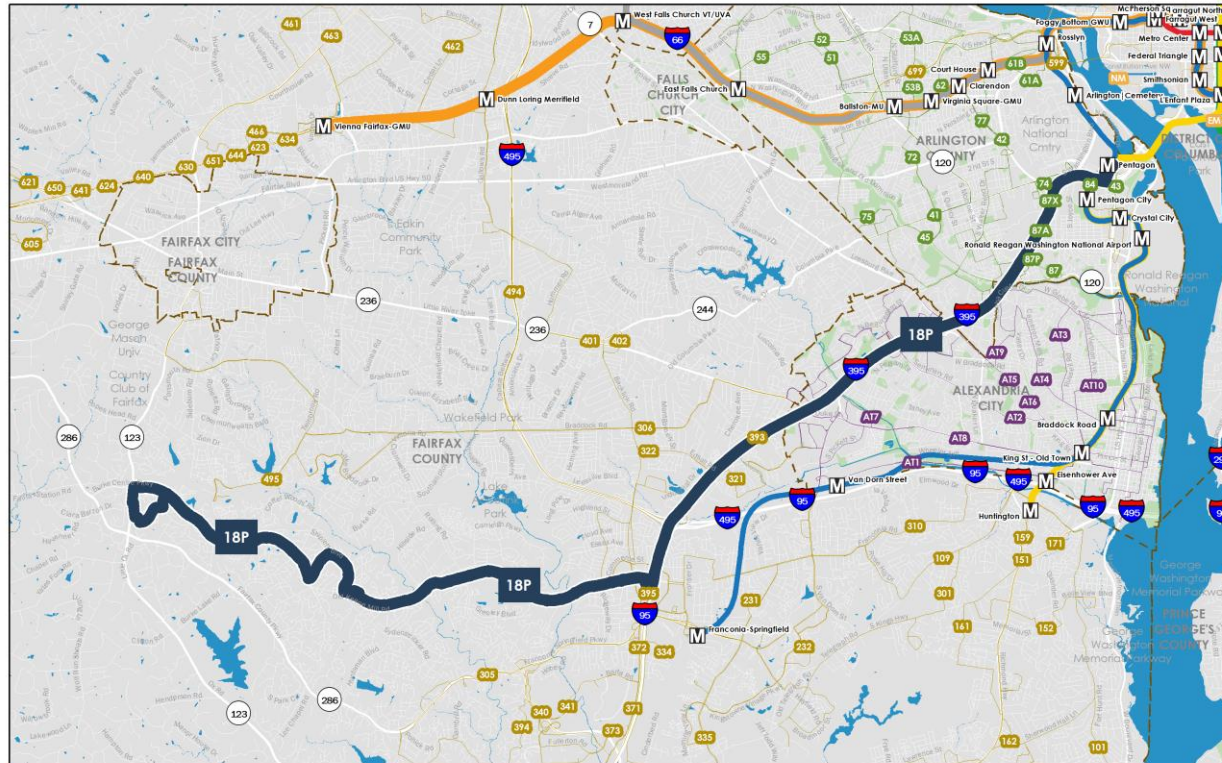
## Service Change Summary

Route H1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

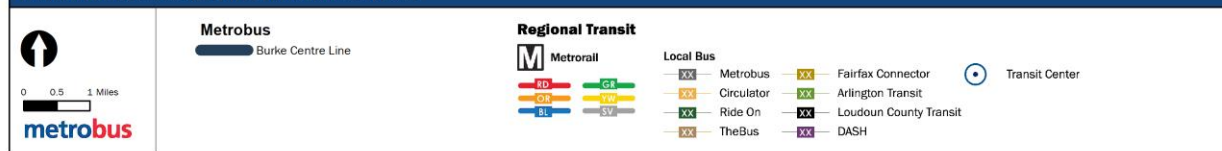
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

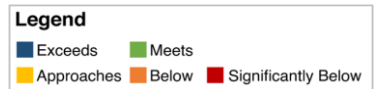
Commuter

Activity Tier

3

Overall Grade

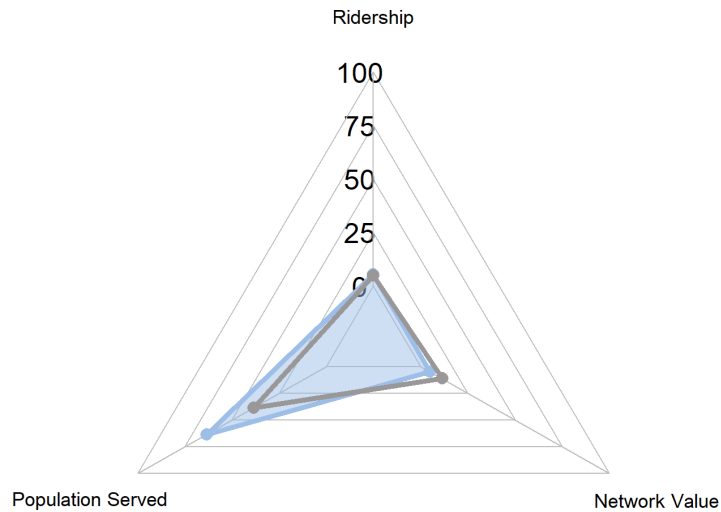
Line	B



## Line Benefit Score

25

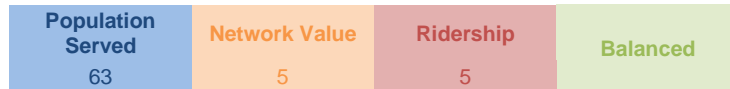
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$721,795
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	22,301	
	People of Color Population	Service Area	6,852
		% Riders Surveyed	44%
	Low Income Household	Service Area	2,817
		% Riders Surveyed	5%

## Facilities/Amenities

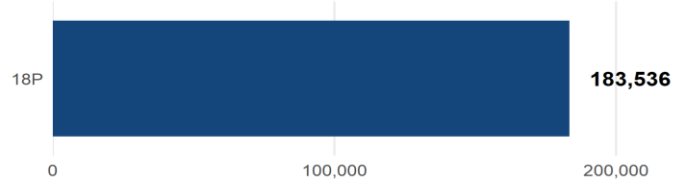
	Bus Stops	90
	% Stops With Shelters	14%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	1%





## Ridership

### Annual Ridership

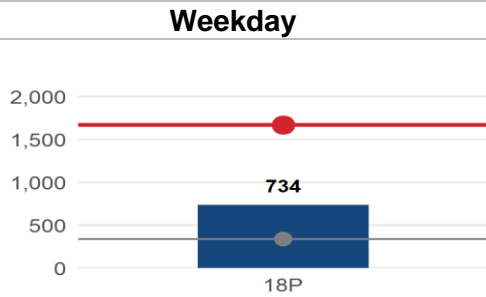


### Top Transfer Locations

#### Pentagon

### Average Daily Ridership

- Class/Tier Average
- System Average



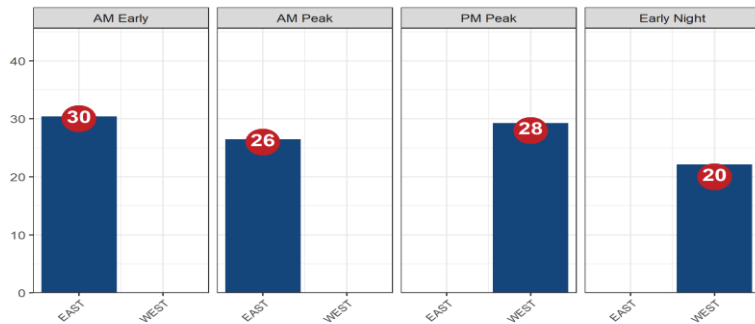
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



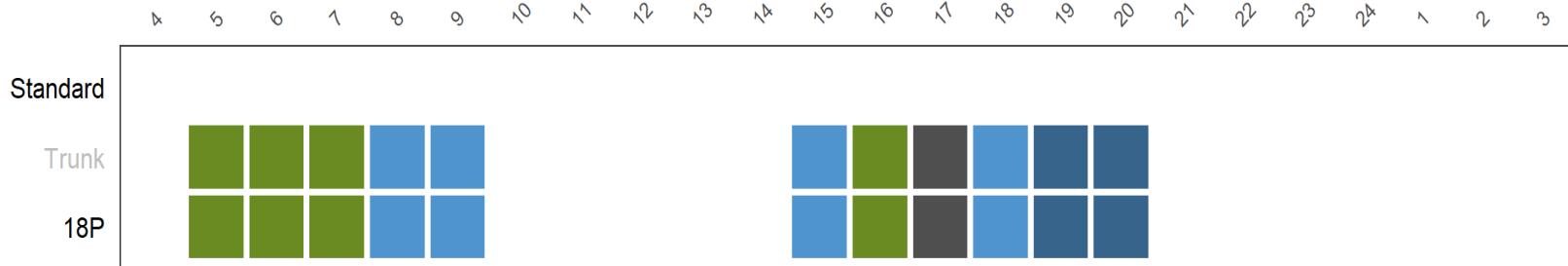
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.65	0.7
	Off-Peak Maximum Target: 1.0	0.75	0.51
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Burke Centre

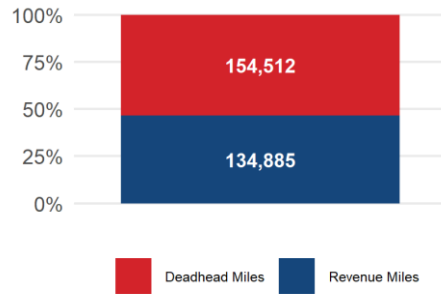
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:07 AM - 9:05 AM; 3:20 PM - 8:05 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 18.8 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	31.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	70%	78%	D	-	-	-	-	-	-
	Crowding   5%	16%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.69 Peak: 0.68	Off-Peak: 0.4 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.77	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	100%	42%	A	-	-	-	-	-	-

# Route 18P

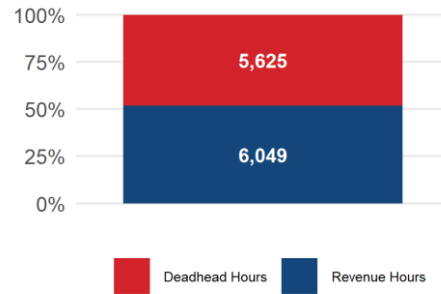
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.2			2.1			-		
	Circuitry   N/A	1.24			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	31.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	11%	33%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	70%	78%	D	-	-	-	-	-	-
	Crowding   5%	16%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.69 Peak: 0.68	Off-Peak: 0.43 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.77	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	100%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



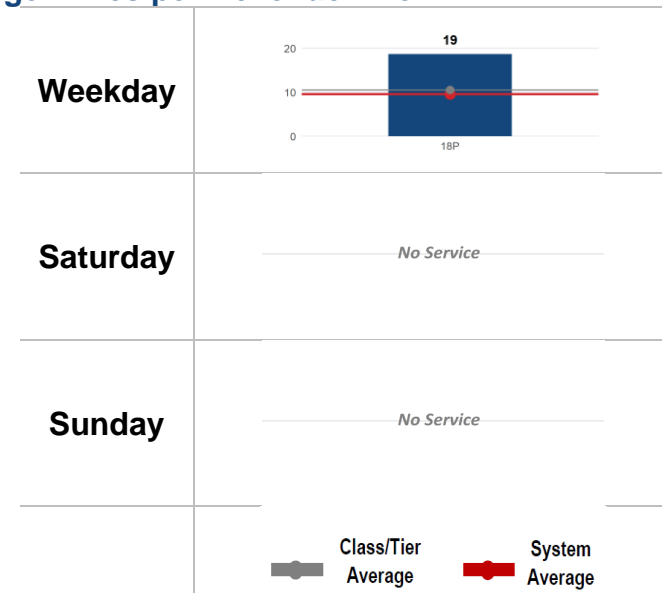
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18P	44.60	572	568 (99.3%)

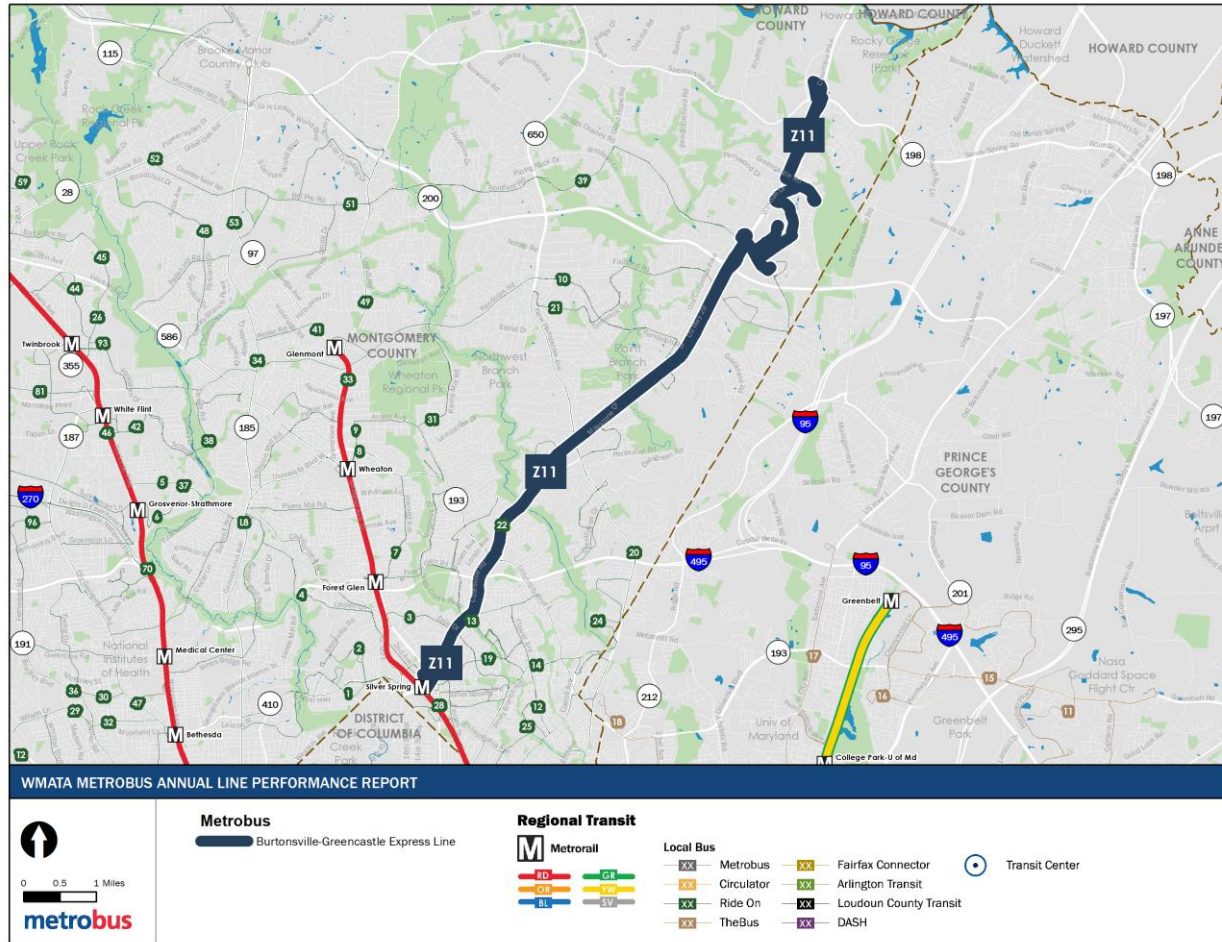
## Service Change Summary

Route 18P - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

2

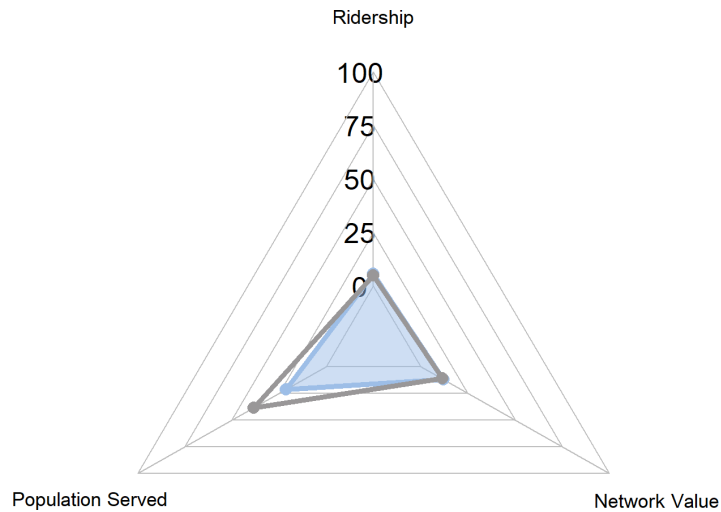
Overall Grade

Line	Grade
	<b>A</b>

## Line Benefit Score

13

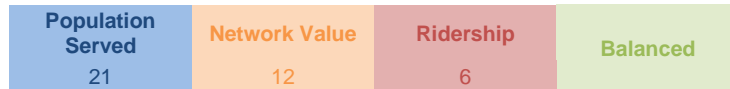
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$1,045,293
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	16,103	
	People of Color Population	Service Area	10,841
		% Riders Surveyed	97%
	Low Income Household	Service Area	4,470
		% Riders Surveyed	78%

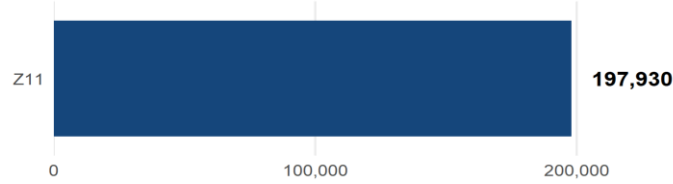
## Facilities/Amenities

	Bus Stops	51
	% Stops With Shelters	24%
	% Stops With Benches	24%
	% Stops With Real-Time Signs	2%



## Ridership

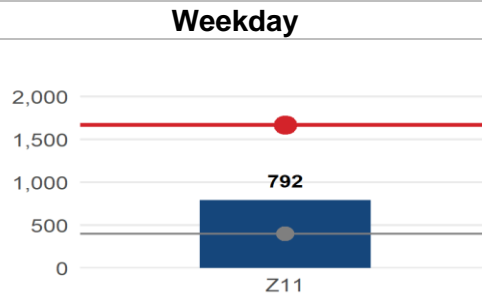
### Annual Ridership



### Top Transfer Locations

#### Silver Spring

### Average Daily Ridership



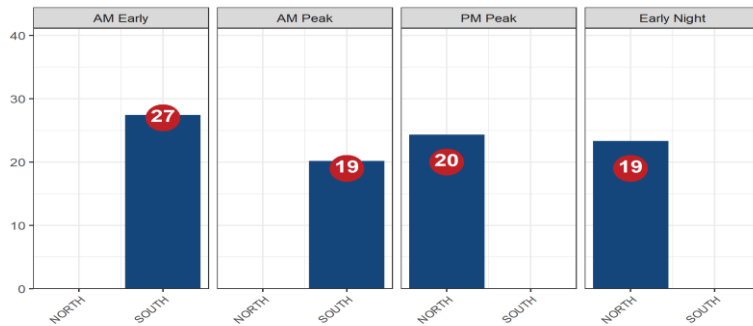
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

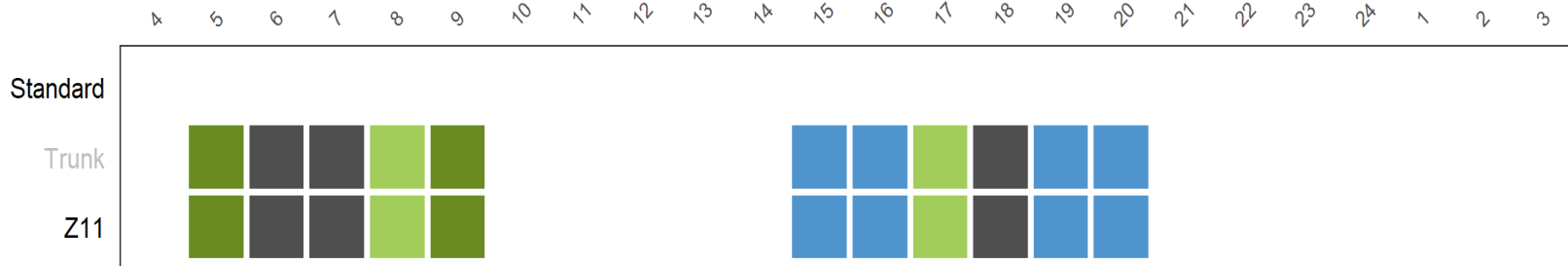
		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.51	0.48
	Off-Peak Maximum Target: 1.0		0.49	0.66
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Burtonsville-Greencastle Express

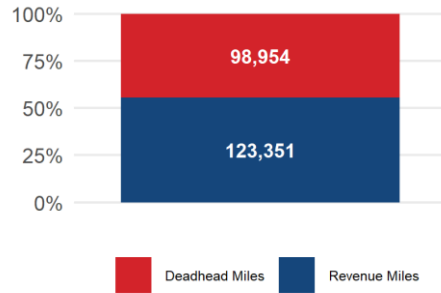
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:09 AM - 9:27 AM; 3:36 PM - 8:21 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 12.7 / Off-Peak: 20.0	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	22.9	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	77%	C	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.49	Off-Peak: 0.35 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.22	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	26%	44%	A	-	-	-	-	-	-

# Route Z11

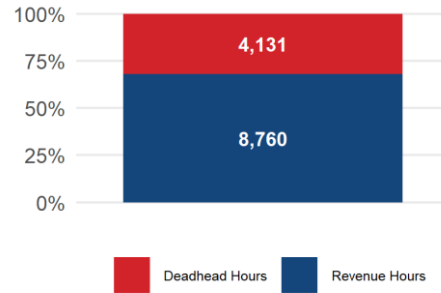
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.4			2.8			-		
	Circuitry   N/A	1.38			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	22.9	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	30%	17%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	77%	C	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.49	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.22	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	26%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



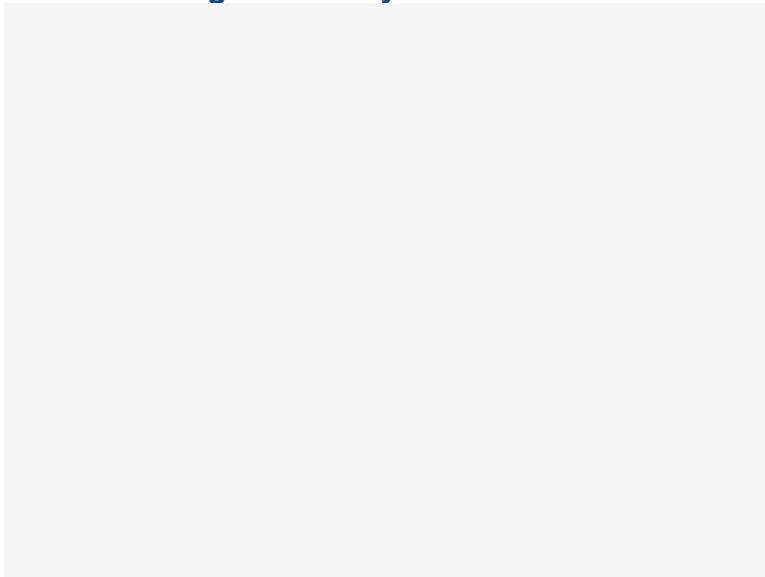
## Hours Allocation



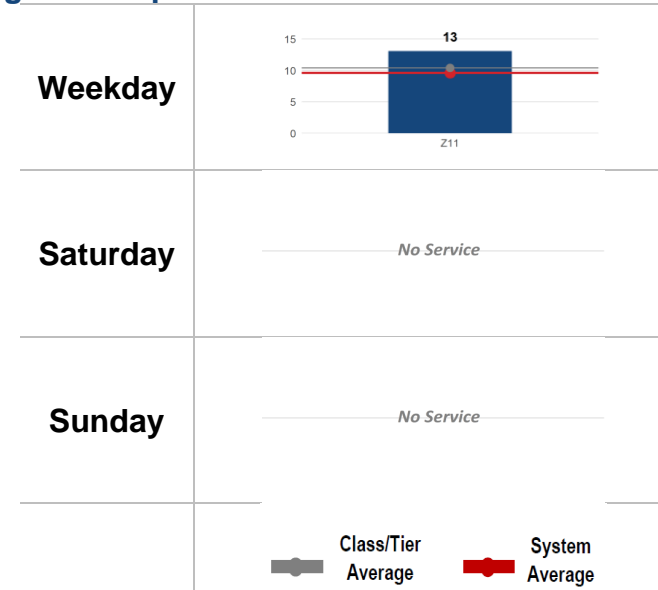
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z11	28.70	770	767 (99.6%)

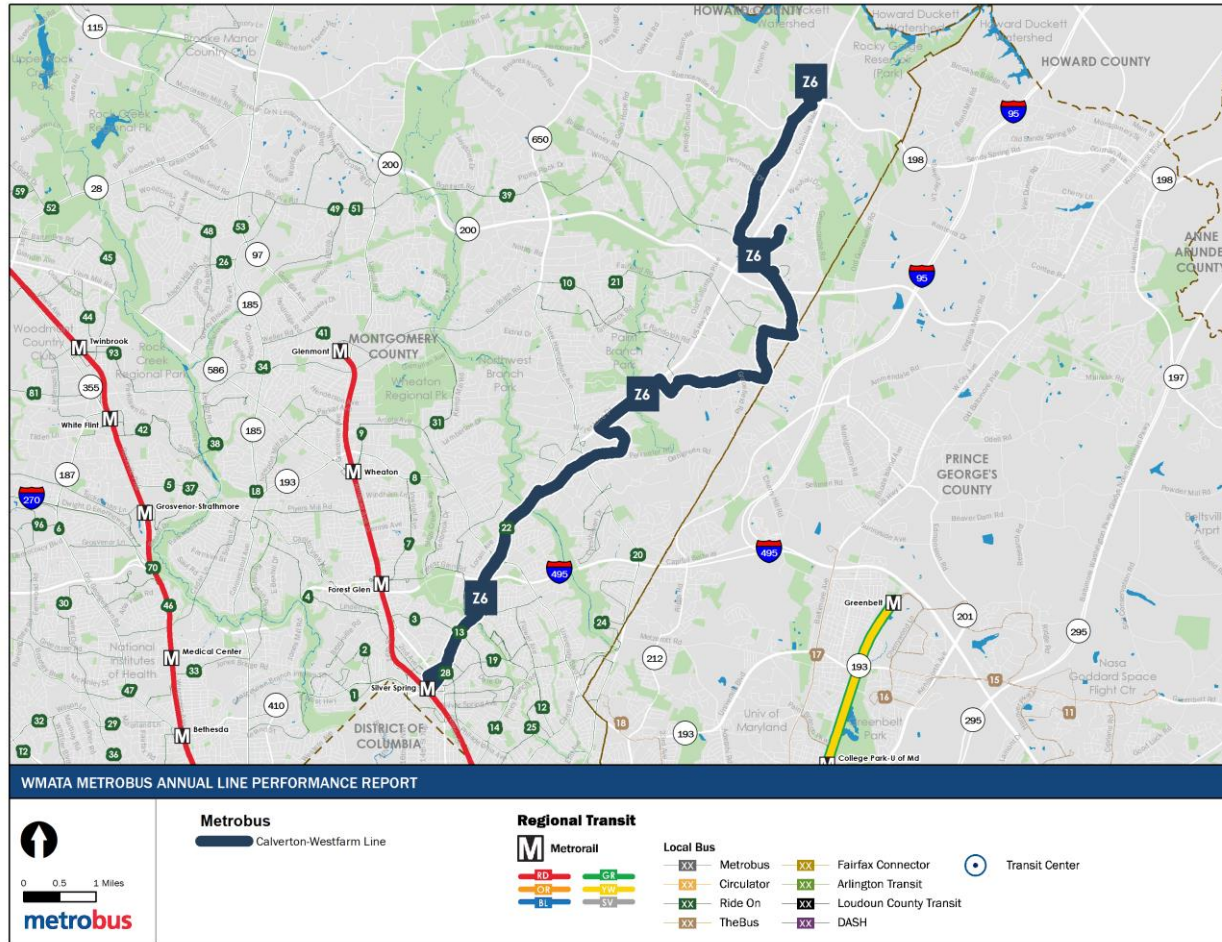
## Service Change Summary



## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

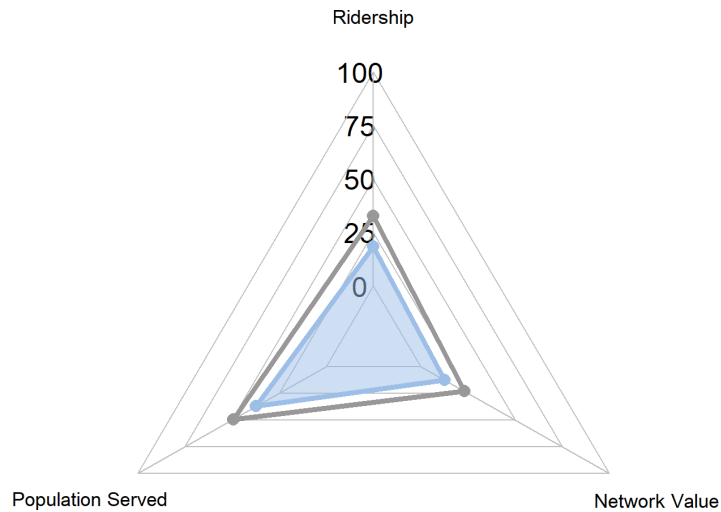
Overall Grade

Line	Grade
Calverton-Westfarm Line	B

## Line Benefit Score

23

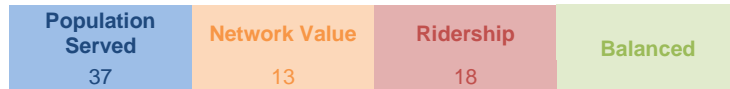
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$2,742,013
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population	29,839	
	People of Color Population	Service Area	17,571
		% Riders Surveyed	91%
	Low Income Household	Service Area	8,092
		% Riders Surveyed	64%

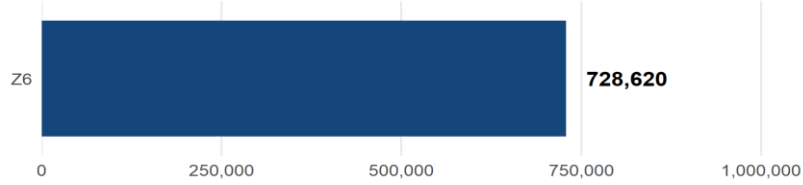
## Facilities/Amenities

	Bus Stops	139
	% Stops With Shelters	19%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	1%



## Ridership

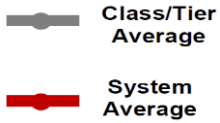
### Annual Ridership



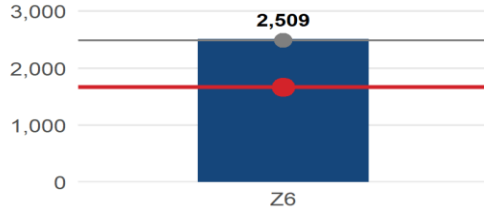
### Top Transfer Locations

### Silver Spring

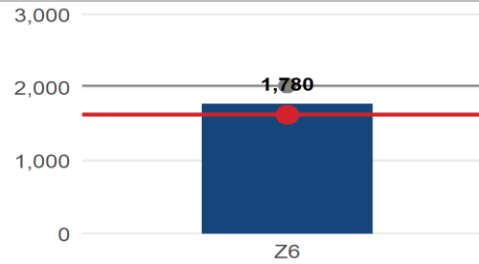
### Average Daily Ridership



#### Weekday



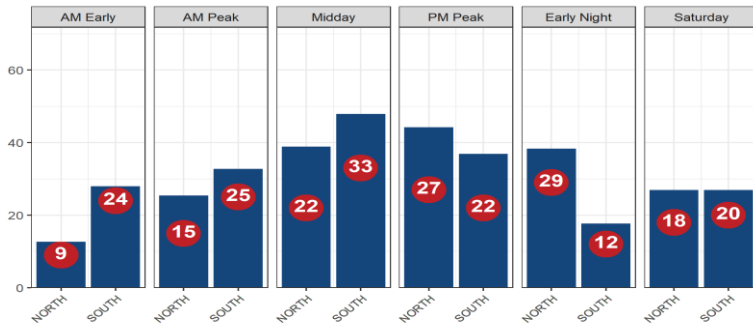
#### Saturday



#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



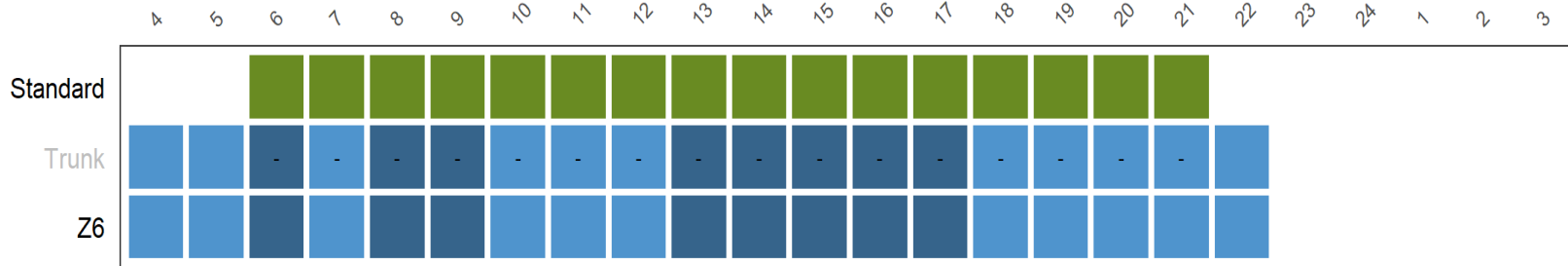
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.55	0.58
	Off-Peak Maximum Target: 1.0	0.6	0.64
Saturday Maximum Target: 1.0		0.45	0.5
Sunday Maximum Target: 1.0			

# Span and Frequency



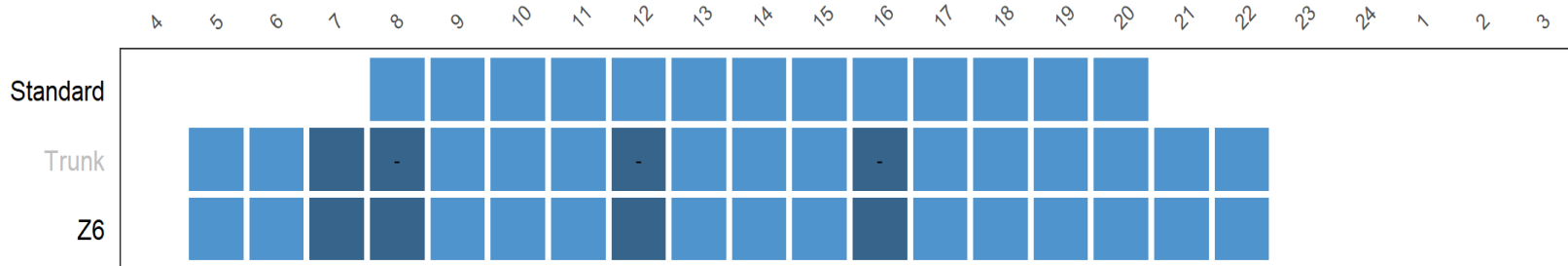
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### B Calverton-Westfarm

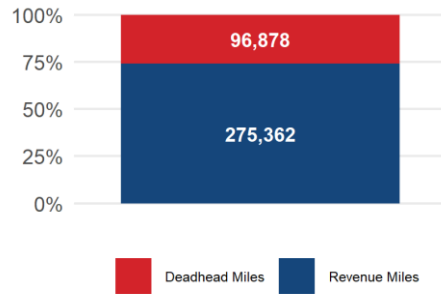
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:55 AM - 10:48 PM	-	A	5:45 AM - 10:40 PM	-	A	-	-	-
	Frequency of Service   varies	Peak: 31.7 / Off-Peak: 30.3	Peak: 19.3 / Off-Peak: 34	E	30.1	30.1	C	-	-	-
Productivity	Passengers per Revenue Hour   20	32.1	29.6	A	30.0	28.8	A	-	-	-
	Passengers per Revenue Mile   2	2.7	3.0	A	2.4	2.7	A	-	-	-
Reliability	On-Time Performance   79%	70%	78%	D	79%	79%	C	-	-	-
	Crowding   5%	5%	2%	C	3%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.62 Peak: 0.57	Off-Peak: 0.45 Peak: 0.52	A	0.48	0.41	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.72	\$ 4.59	A	\$3.98	\$ 4.84	A	-	-	-
	Cost Recovery   20%	31%	31%	A	29%	28%	A	-	-	-

# Route Z6

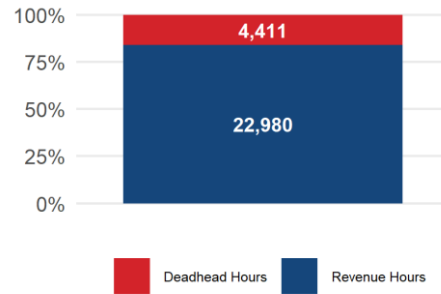
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.9			4.5			A		
	Circuitry   1.75	1.48			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	32.1	29.6	A	30.0	28.8	A	-	-	-
	Passengers per Revenue Mile   2	2.7	3.0	A	2.4	2.7	A	-	-	-
	Unique Segment Ridership   10%	17%	16%	A	27%	35%	A	-	-	-
Reliability	On-Time Performance   79%	70%	78%	D	79%	79%	C	-	-	-
	Crowding   5%	5%	2%	C	3%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.62 Peak: 0.57	Off-Peak: 0.42 Peak: 0.52	A	0.48	0.42	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.72	\$ 4.59	A	\$3.98	\$ 4.84	A	-	-	-
	Cost Recovery   20%	31%	30%	A	29%	27%	A	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



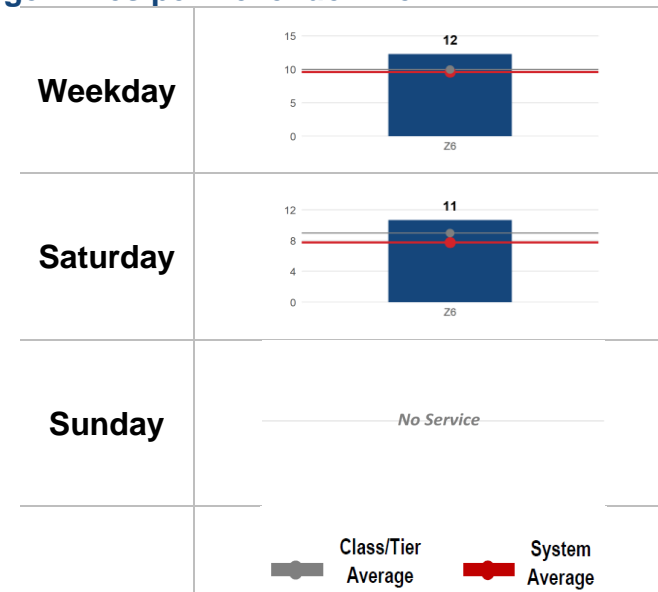
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z6	30.40	1,782	1,776 (99.7%)

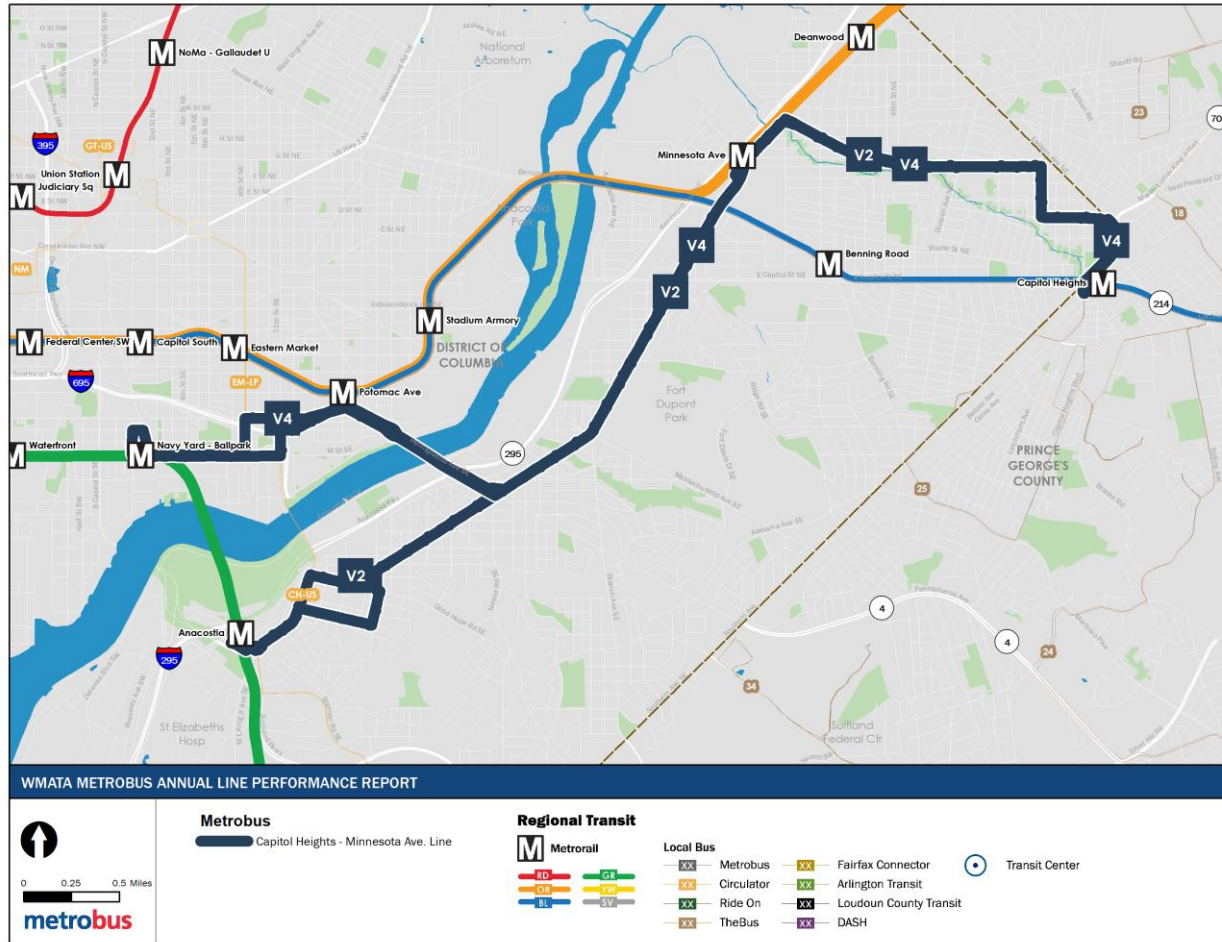
## Service Change Summary

Route Z6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Overall Grade
Capitol Heights - Minnesota Ave. Line	B

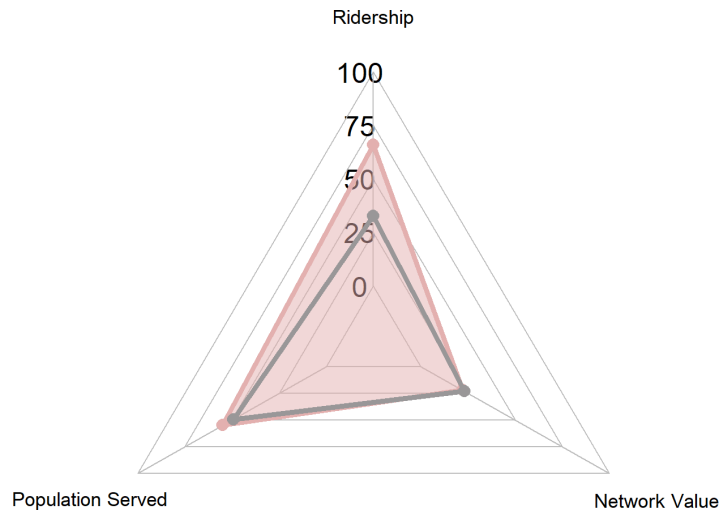
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

48

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

55




22

66





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,148,058</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>73,179</b>	
	<b>People of Color Population</b>	Service Area	<b>65,040</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>35,083</b>
		% Riders Surveyed	<b>76%</b>

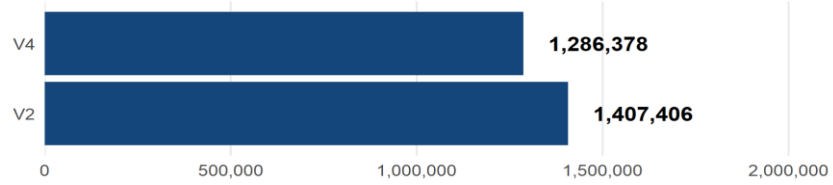
## Facilities/Amenities

	<b>Bus Stops</b>	<b>114</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>



# Ridership

## Annual Ridership

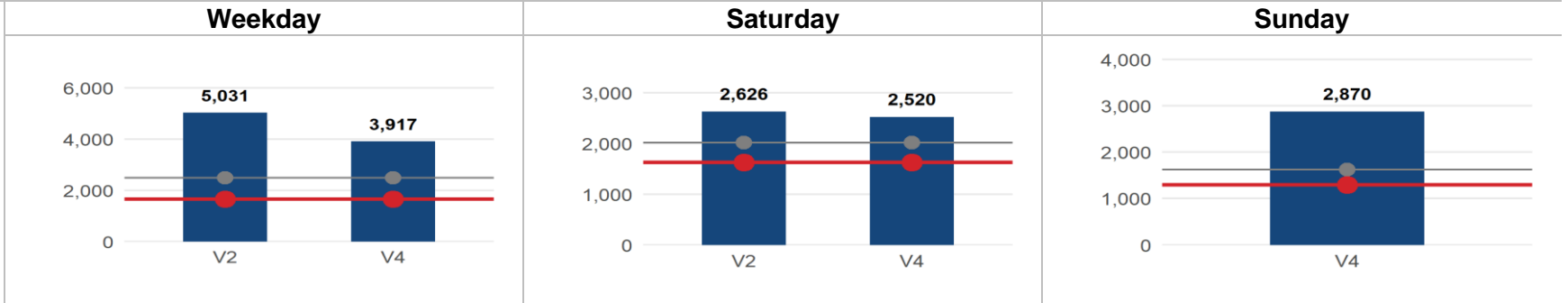


## Top Transfer Locations

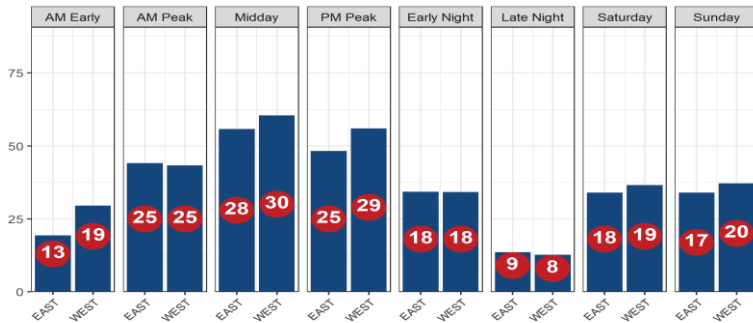
Minnesota Avenue, Capitol Heights, Potomac Avenue

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



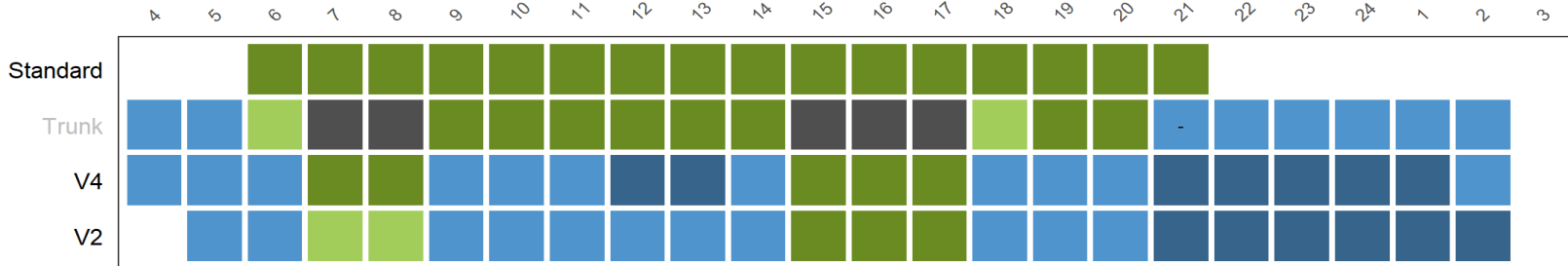
## Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.62	0.68
	Off-Peak Maximum Target: 1.0		0.51	0.56
Saturday Maximum Target: 1.0			0.44	0.48
Sunday Maximum Target: 1.0			0.43	0.49

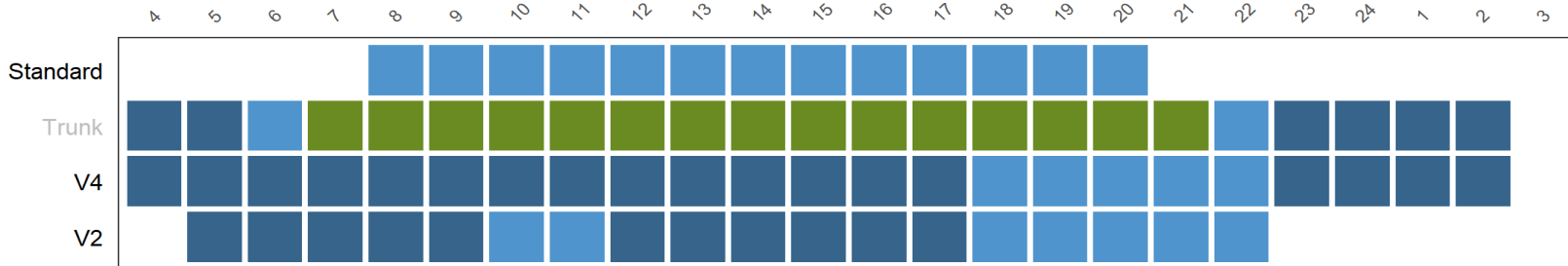
# Span and Frequency



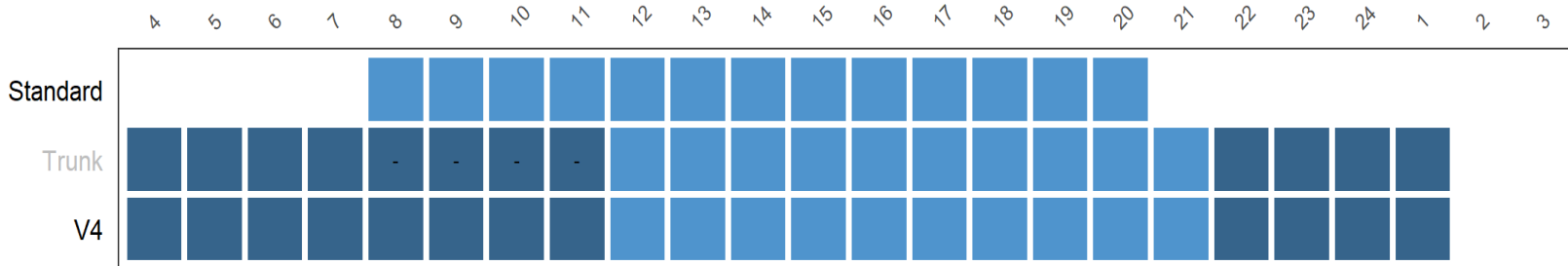
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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 - 2:56 AM	-	A	4:30 AM - 2:53 AM	-	A	4:30 AM - 1:38 AM	-	A
	Frequency of Service   varies	Peak: 11.3 / Off-Peak: 18.4	Peak: 19.3 / Off-Peak: 34	A	21.3	30.1	A	30.9	33.7	C
Productivity	Passengers per Revenue Hour   20	53.0	29.6	A	48.3	28.8	A	51.8	26.9	A
	Passengers per Revenue Mile   2	6.2	3.0	A	4.9	2.7	A	4.8	2.4	A
Reliability	On-Time Performance   79%	71%	78%	D	71%	79%	D	68%	81%	E
	Crowding   5%	6%	2%	E	3%	2%	A	5%	2%	C
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.65	Off-Peak: 0.45 Peak: 0.52	A	0.46	0.41	A	0.46	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.25	\$ 4.59	A	\$2.47	\$ 4.84	A	\$2.30	\$ 5.41	A
	Cost Recovery   20%	34%	31%	A	31%	28%	A	33%	27%	A



# Route V2

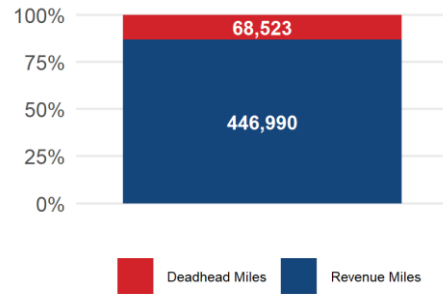
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			4.5			E		
Route Design	Circuitry   1.75	1.26			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	60.9	29.6	A	54.9	28.8	A	-	-	-
	Passengers per Revenue Mile   2	7.4	3.0	A	5.9	2.7	A	-	-	-
	Unique Segment Ridership   10%	8%	16%	C	8%	35%	C	-	-	-
Reliability	On-Time Performance   79%	68%	78%	E	75%	79%	C	-	-	-
	Crowding   5%	9%	2%	E	3%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.65 Peak: 0.74	Off-Peak: 0.42 Peak: 0.52	B	0.53	0.42	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.96	\$ 4.59	A	\$2.17	\$ 4.84	A	-	-	-
	Cost Recovery   20%	38%	30%	A	34%	27%	A	-	-	-

# Route V4

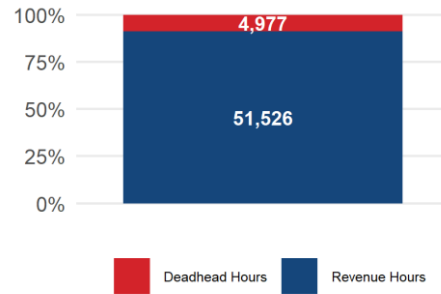
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.7			4.5			E		
	Circuitry   1.75	1.29			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	45.3	29.6	A	42.8	28.8	A	51.8	26.9	A
	Passengers per Revenue Mile   2	5.0	3.0	A	4.2	2.7	A	4.8	2.4	A
	Unique Segment Ridership   10%	1%	16%	E	7%	35%	D	78%	45%	A
Reliability	On-Time Performance   79%	73%	78%	D	66%	79%	E	68%	81%	E
	Crowding   5%	2%	2%	A	2%	2%	A	5%	2%	C
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.56	Off-Peak: 0.42 Peak: 0.52	A	0.4	0.42	A	0.46	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.63	\$ 4.59	A	\$2.79	\$ 4.84	A	\$2.30	\$ 5.41	A
	Cost Recovery   20%	30%	30%	A	28%	27%	A	34%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



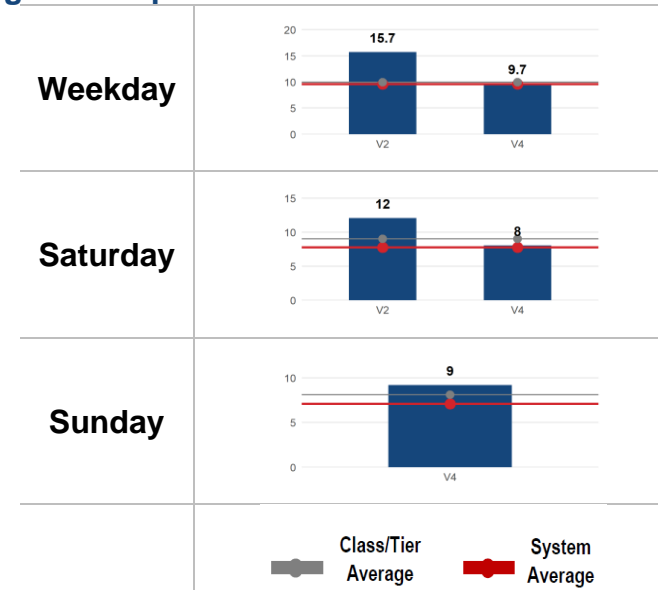
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V2	14.40	2,412	2,380 (98.7%)
V4	15.30	2,966	2,922 (98.5%)

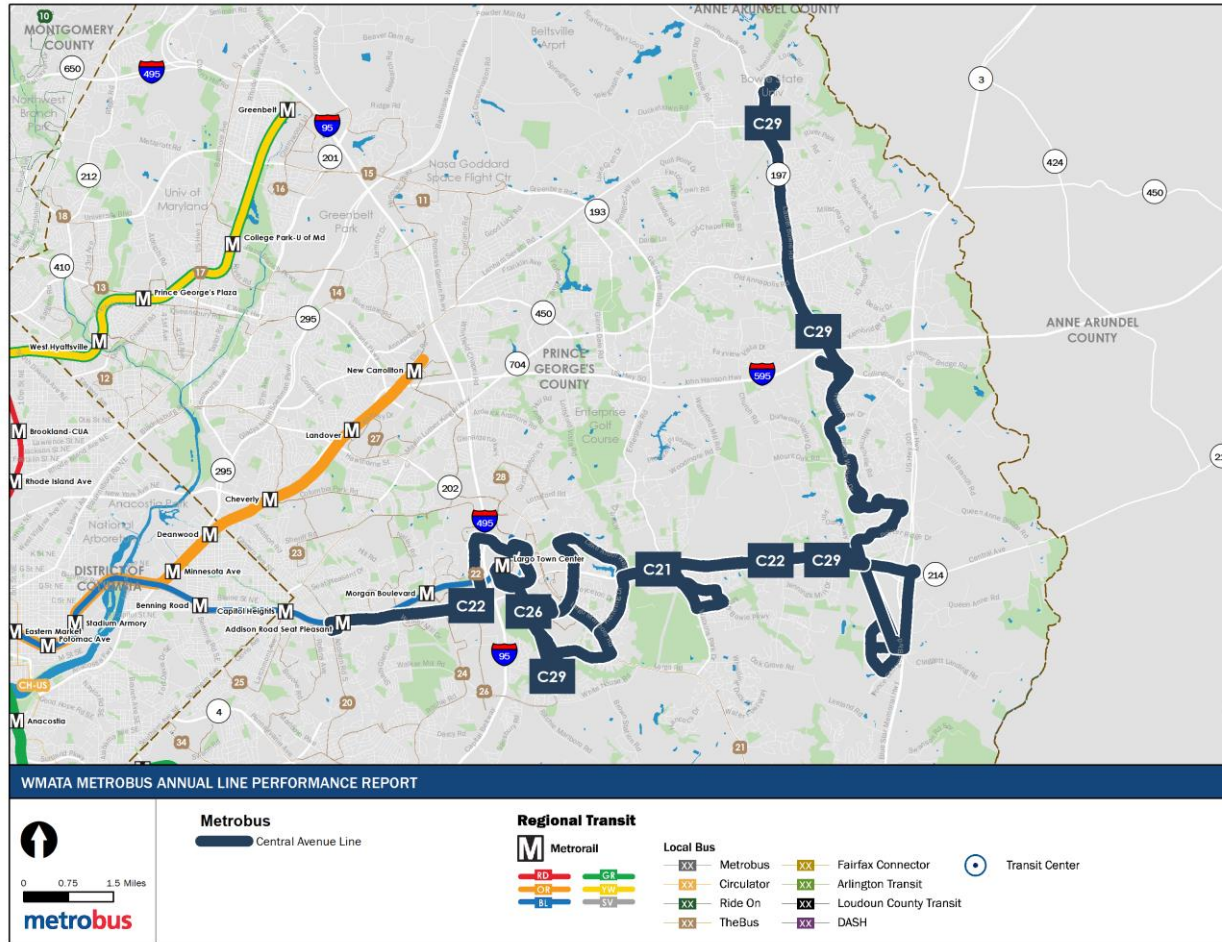
## Service Change Summary

Route V2 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 12 midnight-2 a.m. only;  
 Route V4 - June 2019:  
 Weekday: relocate Navy Yard terminal; Saturday: relocate Navy Yard terminal; Sunday: relocate Navy Yard terminal;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Line 152 - Central Avenue	<b>B</b>

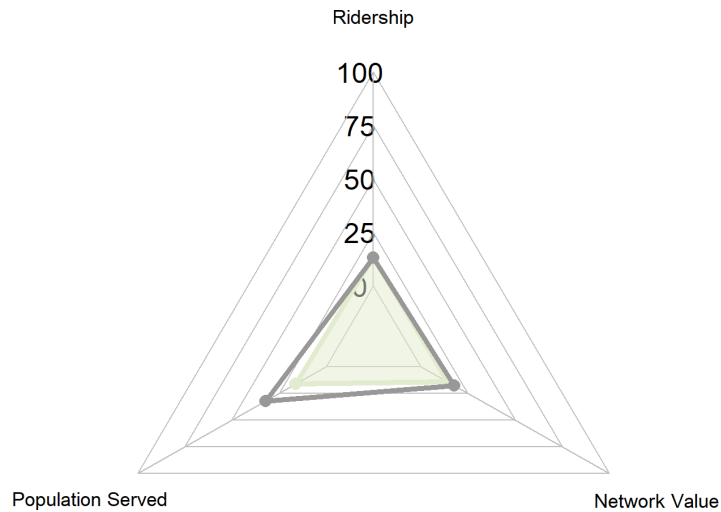
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**15**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

16

14

14

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,886,194</b>
	<b>Peak Vehicles</b>	<b>7</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>73,543</b>	
	<b>People of Color Population</b>	Service Area	<b>63,572</b>
		% Riders Surveyed	<b>100%</b>
	<b>Low Income Household</b>	Service Area	<b>9,870</b>
		% Riders Surveyed	<b>49%</b>

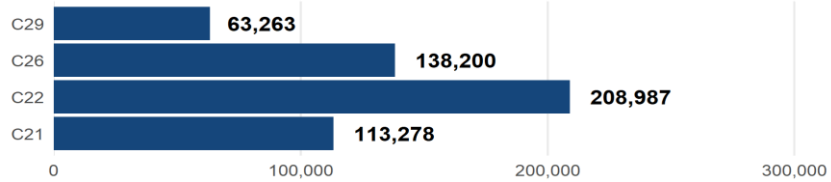
## Facilities/Amenities

	<b>Bus Stops</b>	<b>289</b>
	<b>% Stops With Shelters</b>	<b>45%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

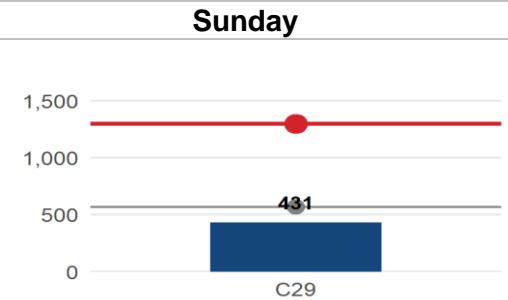
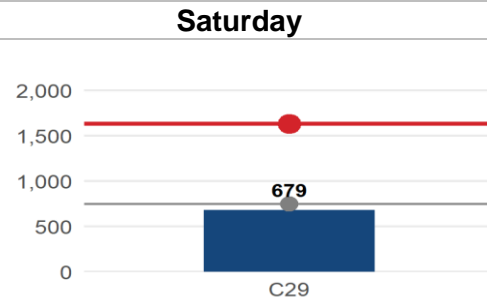
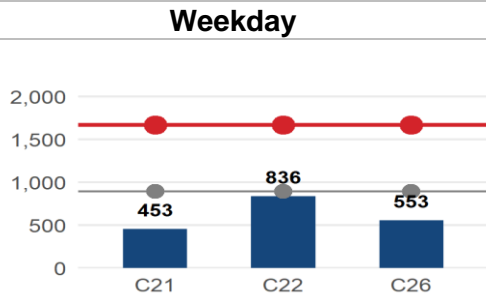
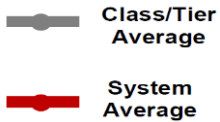
### Annual Ridership



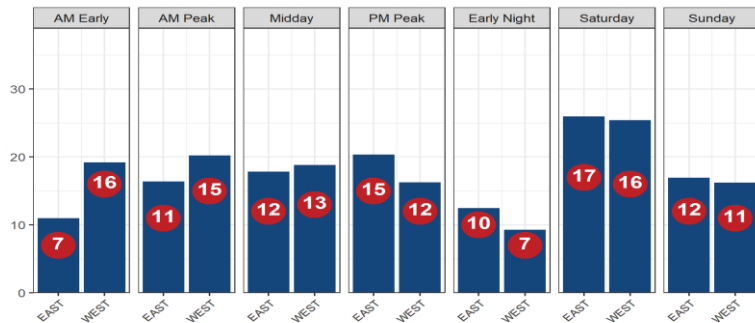
### Top Transfer Locations

#### Largo Town Center, Addison Road

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



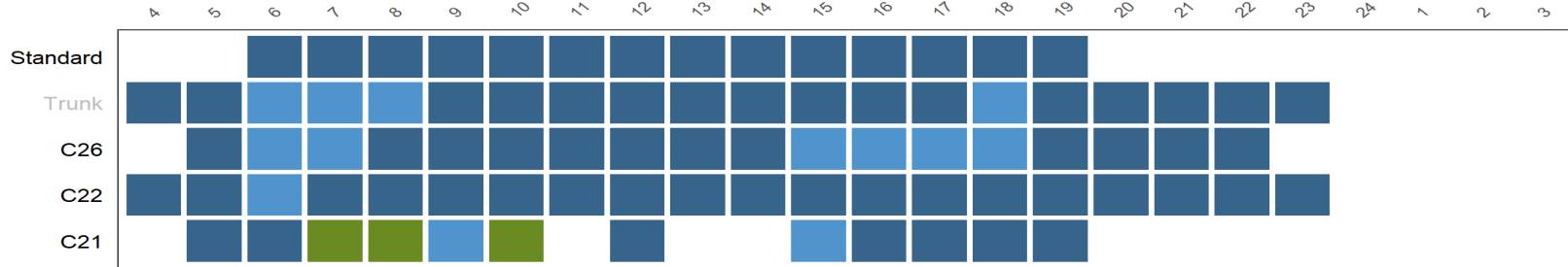
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.33
	Off-Peak Maximum Target: 1.0	0.27	0.3
Saturday Maximum Target: 1.0		0.42	0.41
Sunday Maximum Target: 1.0		0.31	0.28

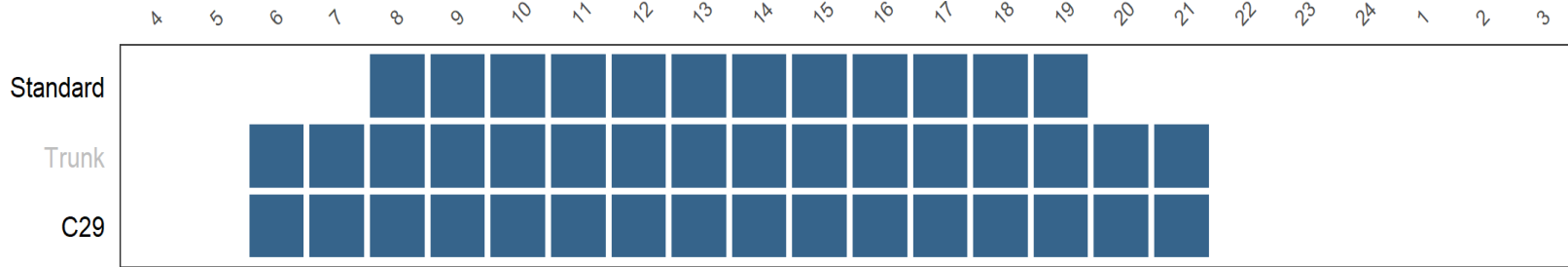
# Span and Frequency



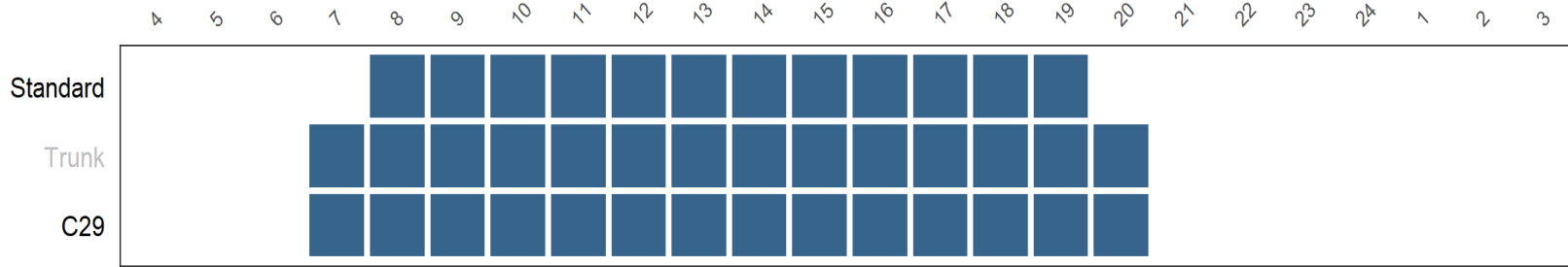
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	6:41 AM - 9:05 PM	-	A	7:33 AM - 8:28 PM	-	A
	Frequency of Service   varies	Peak: 29.1 / Off-Peak: 47.5	Peak: 28.1 / Off-Peak: 66.7	A	60.5	48.0	C	60.1	49.5	C
Productivity	Passengers per Revenue Hour   10	22.3	24.8	A	17.4	27.2	A	17.1	23.6	A
	Passengers per Revenue Mile   1	1.4	2.1	A	0.9	2.2	D	0.9	1.9	C
Reliability	On-Time Performance   79%	89%	83%	A	75%	80%	C	78%	81%	C
	Crowding   5%	2%	1%	A	5%	1%	B	5%	1%	B
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	0.41	0.31	A	0.29	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.34	\$ 5.43	A	\$6.86	\$ 4.89	B	\$6.96	\$ 5.77	B
	Cost Recovery   20%	21%	23%	B	16%	23%	D	16%	20%	D



# Route C21

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.7			4.9			E		
Route Design	Circuitry   N/A	1.82			12.83			-		
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	25.3	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	5%	33%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	88%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.42	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.72	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	23%	B	-	-	-	-	-	-

# Route C22

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.8			4.9			E		
Route Design	Circuitry   N/A	1.61			12.83			-		
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	22.1	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	6%	33%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	86%	83%	A	-	-	-	-	-	-
	Crowding   5%	3%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.4	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.40	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	19%	23%	C	-	-	-	-	-	-

# Route C26

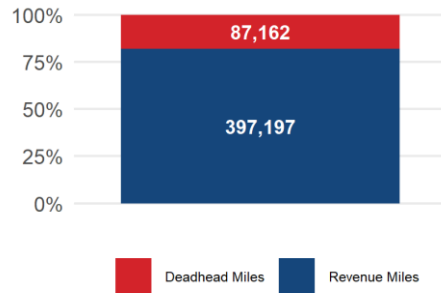
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			4.9			E		
Route Design	Circuitry   N/A	1.81			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	20.8	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	62%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	92%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.26	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.74	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	23%	A	-	-	-	-	-	-

# Route C29

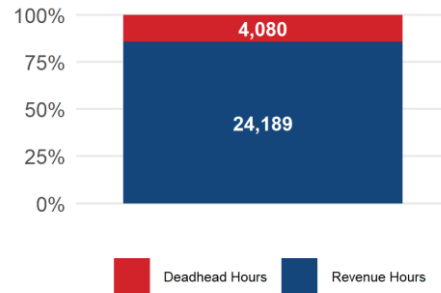
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			4.9			A		
Route Design	Circuity   N/A	2.12			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	-	-	-	17.4	27.2	A	17.1	23.6	A
	Passengers per Revenue Mile   1	-	-	-	0.9	2.2	D	0.9	1.9	C
	Unique Segment Ridership   10%	-	-	-	48%	55%	A	40%	56%	A
Reliability	On-Time Performance   79%	-	-	-	75%	80%	C	78%	81%	C
	Crowding   5%	-	-	-	5%	1%	B	5%	1%	B
	Load Factor   Peak: 1 / Off-Peak: 1.0	-	-	-	0.41	0.31	A	0.29	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	-	-	-	\$6.86	\$ 4.89	B	\$6.96	\$ 5.77	B
	Cost Recovery   20%	-	-	-	14%	23%	E	14%	20%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



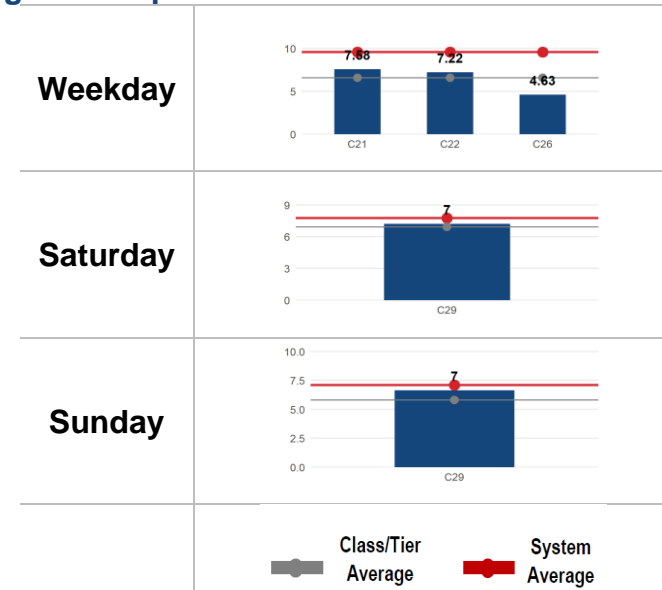
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C21	40.90	418	417 (99.8%)
C22	36.20	792	790 (99.7%)
C26	15.70	1,144	1,137 (99.4%)
C29	60.40	212	210 (99.1%)

## Service Change Summary

Route C21 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route C22 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route C26 - June 2019:  
 Weekday: extend; Saturday: No change; Sunday: No change;  
 Route C29 - June 2019:  
 Weekday: No change; Saturday: extension; Sunday: No change;

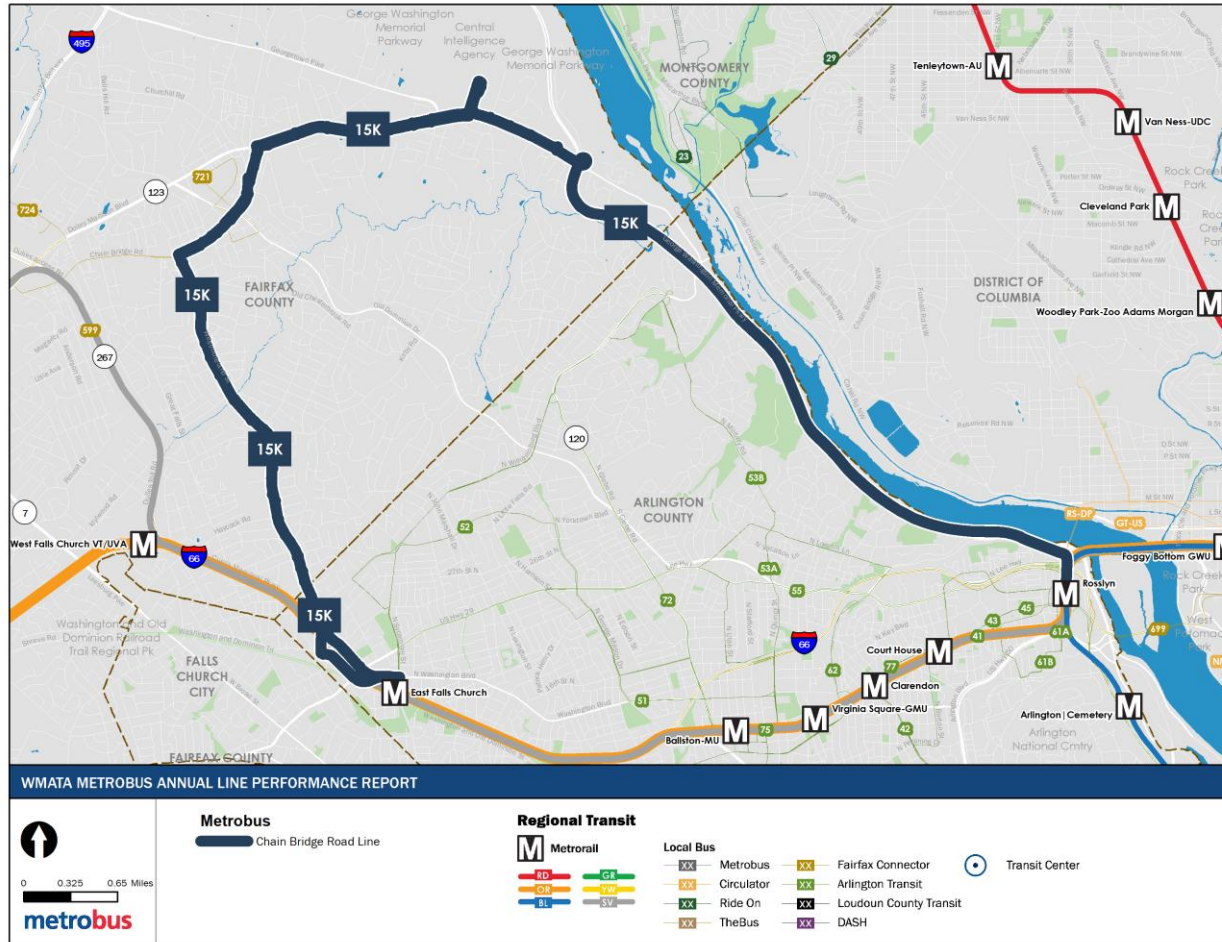
## Passenger Miles per Revenue Mile



# LINE: 27 - Chain Bridge Road

ROUTE(S): 15K

## About the Line



### Service Classification

Commuter

### Activity Tier

3

### Overall Grade

Line	Grade
Chain Bridge Road Line	A

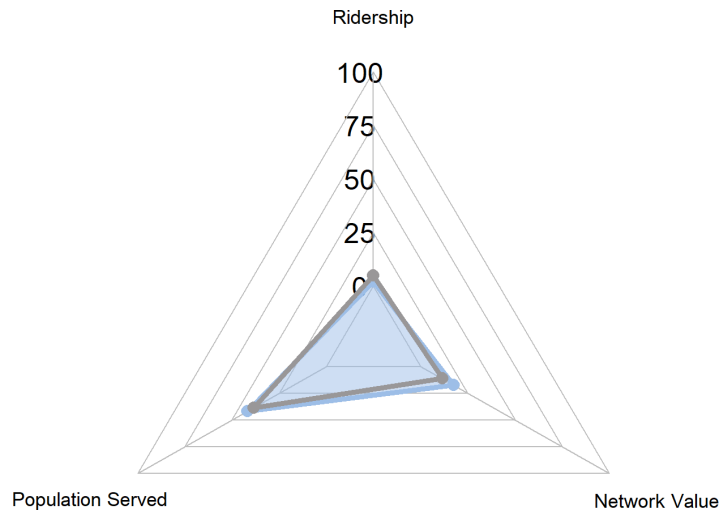
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

20

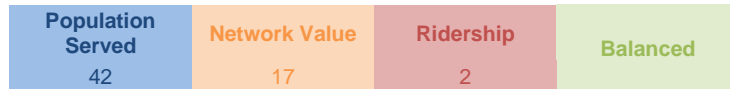
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$379,358
	Peak Vehicles	2
	Vehicle Type(s)	35 Foot

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

	Service Area Population	15,057	
	People of Color Population	Service Area	3,262
		% Riders Surveyed	78%
	Low Income Household	Service Area	887
		% Riders Surveyed	31%

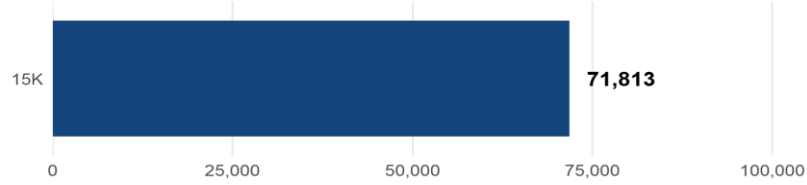
## Facilities/Amenities

	Bus Stops	80
	% Stops With Shelters	1%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership

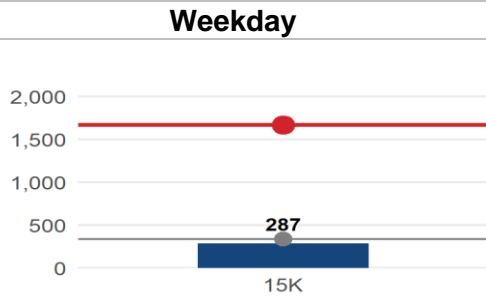


### Top Transfer Locations

#### East Falls Church

### Average Daily Ridership

- Class/Tier Average
- System Average



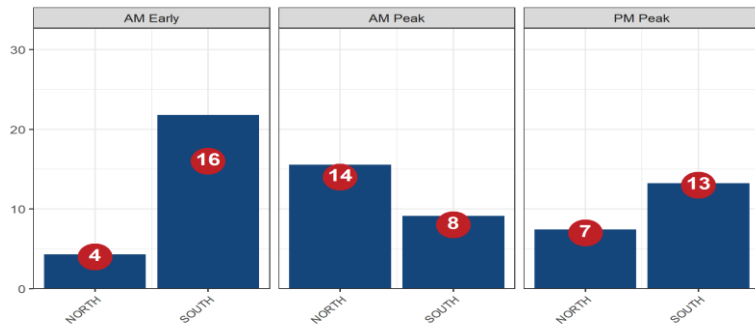
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

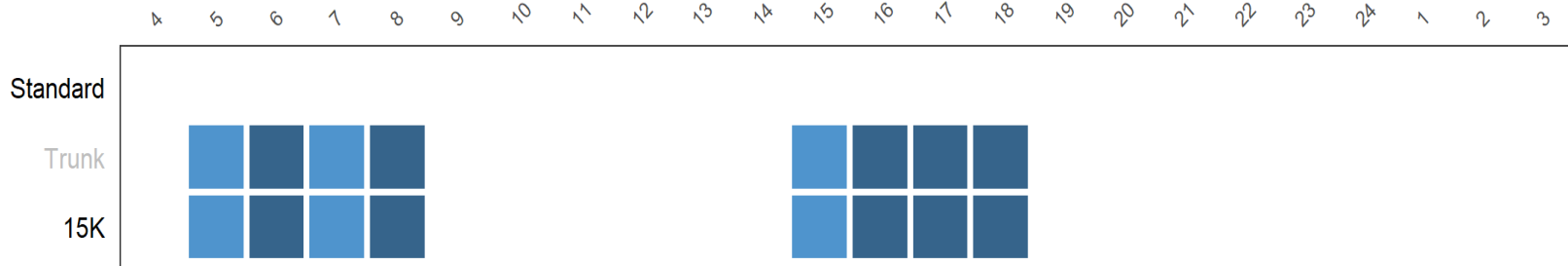
		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.33	0.36
	Off-Peak Maximum Target: 1.0		0.14	0.51
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Chain Bridge Road

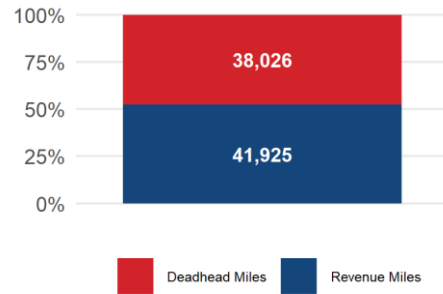
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:40 AM - 8:49 AM; 3:15 PM - 6:56 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 66.1 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	22.7	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.7	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	86%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.34	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.26	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	42%	A	-	-	-	-	-	-

# Route 15K

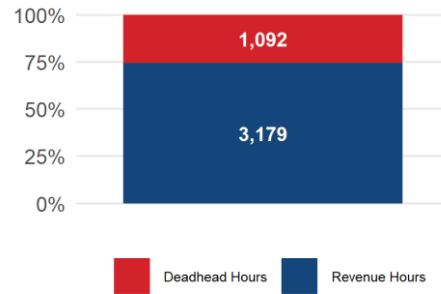
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	4			2.1			-		
Route Design	Circuitry   N/A	1.88			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	22.7	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.7	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	47%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	86%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.34	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.26	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



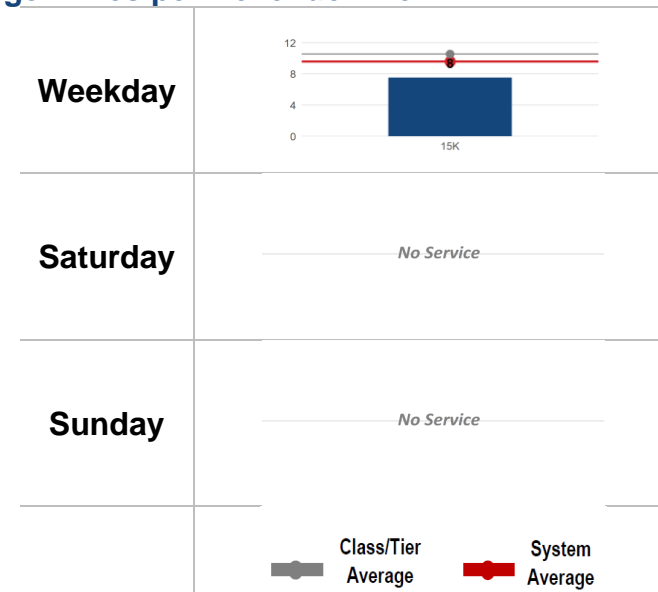
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
15K	20.70	550	550 (100.0%)

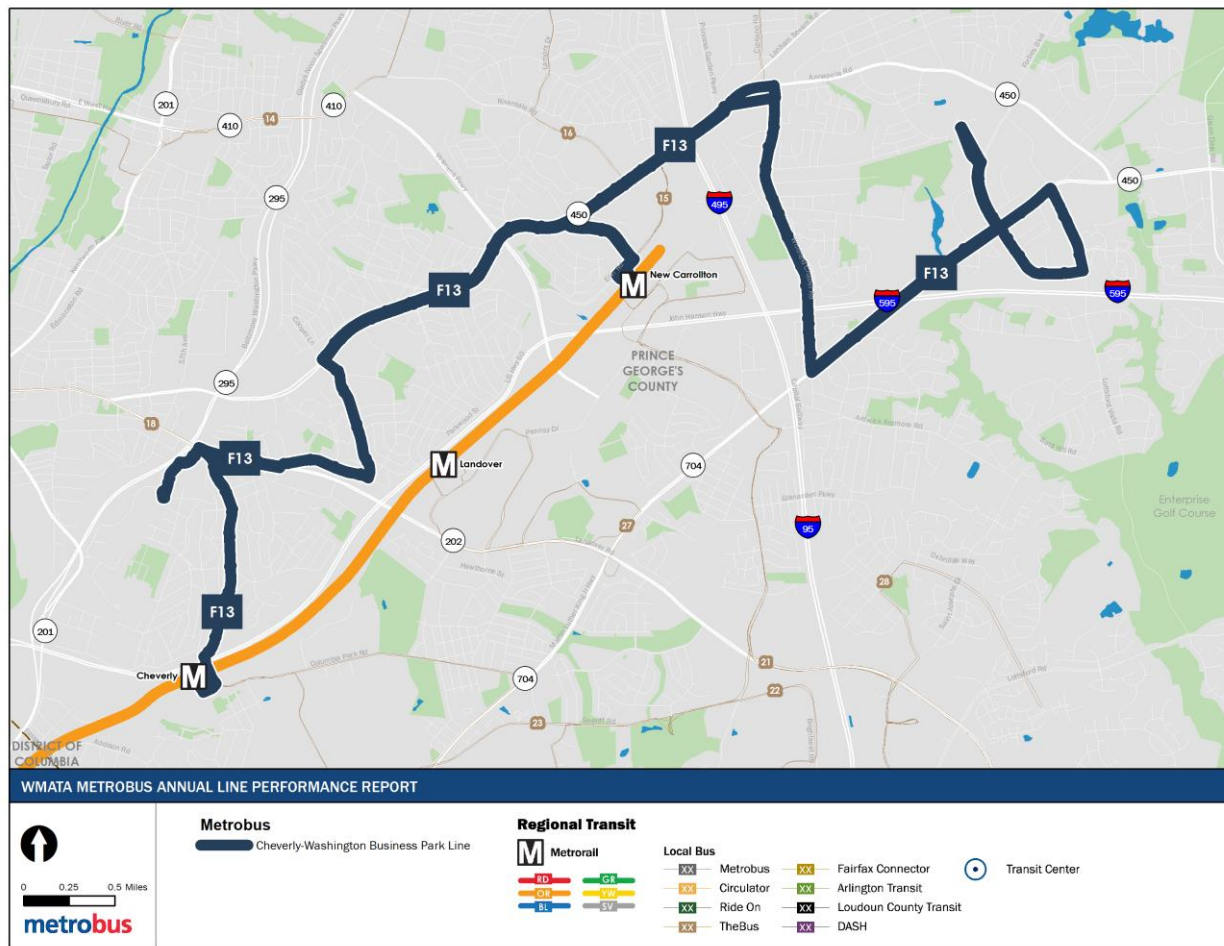
## Service Change Summary

Route 15K - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

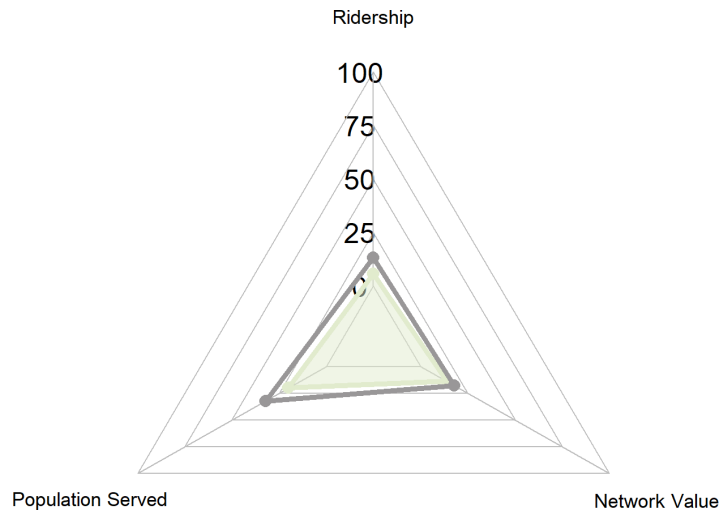
Overall Grade

Line	Overall Grade
F13	A

## Line Benefit Score

**13**

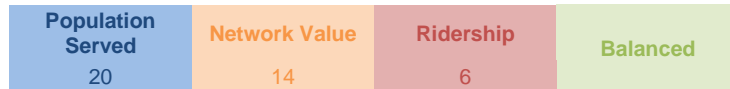
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,030,448</b>
	<b>Peak Vehicles</b>	<b>2</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>22,151</b>	
	<b>People of Color Population</b>	Service Area	<b>13,351</b>
		% Riders Surveyed	<b>100%</b>
	<b>Low Income Household</b>	Service Area	<b>5,532</b>
		% Riders Surveyed	<b>70%</b>

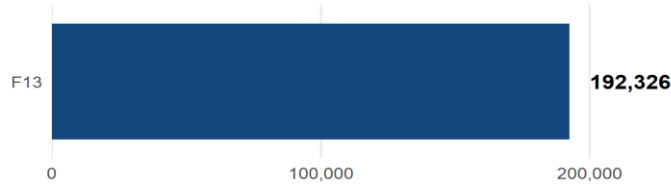
## Facilities/Amenities

	<b>Bus Stops</b>	<b>116</b>
	<b>% Stops With Shelters</b>	<b>20%</b>
	<b>% Stops With Benches</b>	<b>19%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

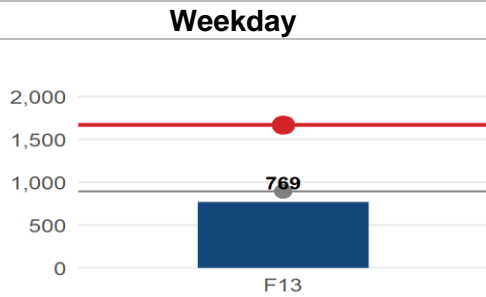
### Annual Ridership



### Top Transfer Locations

#### New Carrollton, Cheverly

### Average Daily Ridership



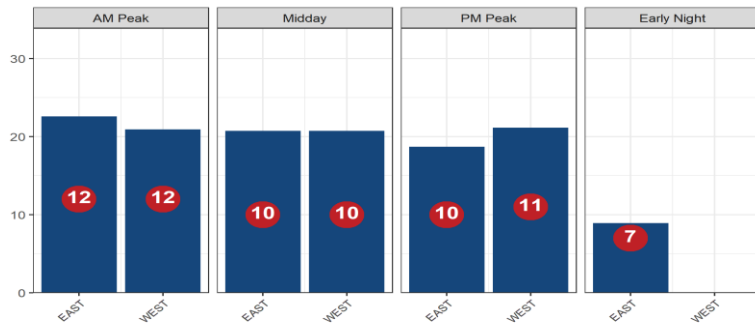
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



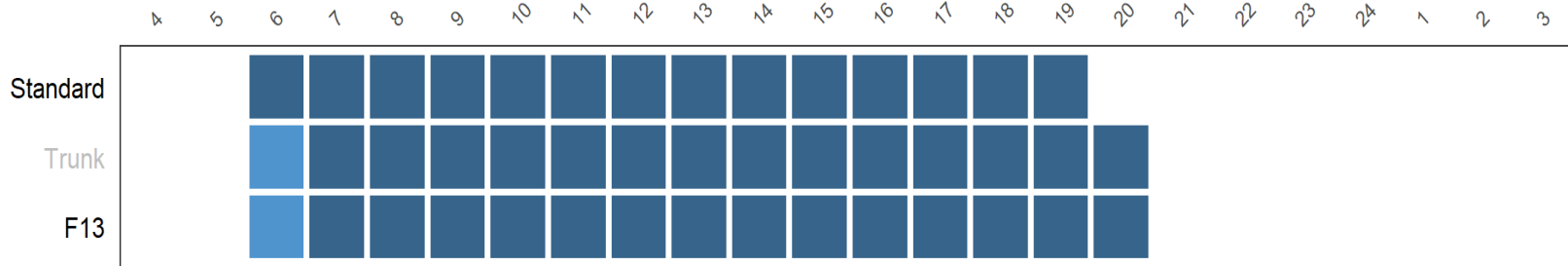
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.3	0.31
	Off-Peak Maximum Target: 1.0	0.25	0.27
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**A** Cheverly-Washington Business Park

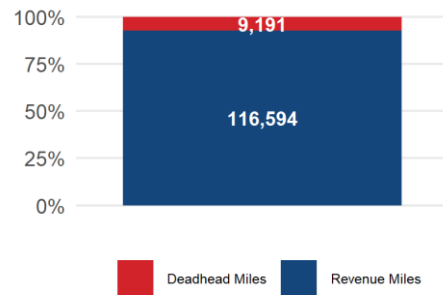
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:00 AM - 8:18 PM	-	<b>A</b>	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 33.4 / Off-Peak: 57.2	Peak: 28.1 / Off-Peak: 66.7	<b>A</b>	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	23	24.8	<b>A</b>	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.7	2.1	<b>A</b>	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	83%	<b>A</b>	-	-	-	-	-	-
	Crowding   5%	0%	1%	<b>A</b>	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.31	Off-Peak: 0.26 Peak: 0.34	<b>A</b>	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.19	\$ 5.43	<b>A</b>	-	-	-	-	-	-
	Cost Recovery   20%	23%	23%	<b>A</b>	-	-	-	-	-	-

# Route F13

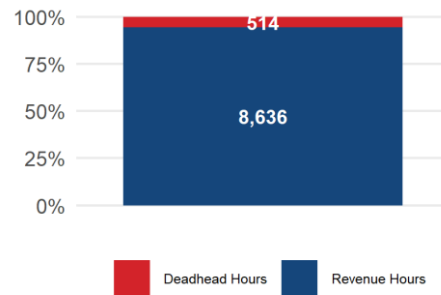
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.8			4.9			E		
Route Design	Circuitry   N/A	2.83			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	23	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.7	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	35%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.31	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.19	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



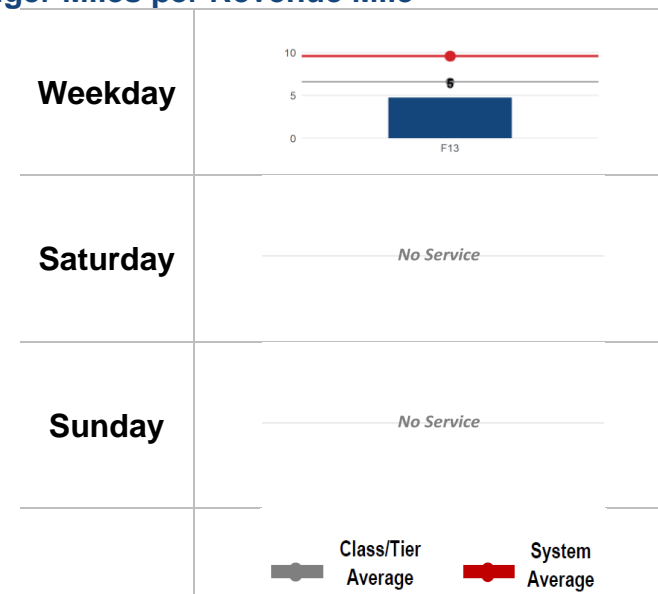
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F13	33.70	836	826 (98.8%)

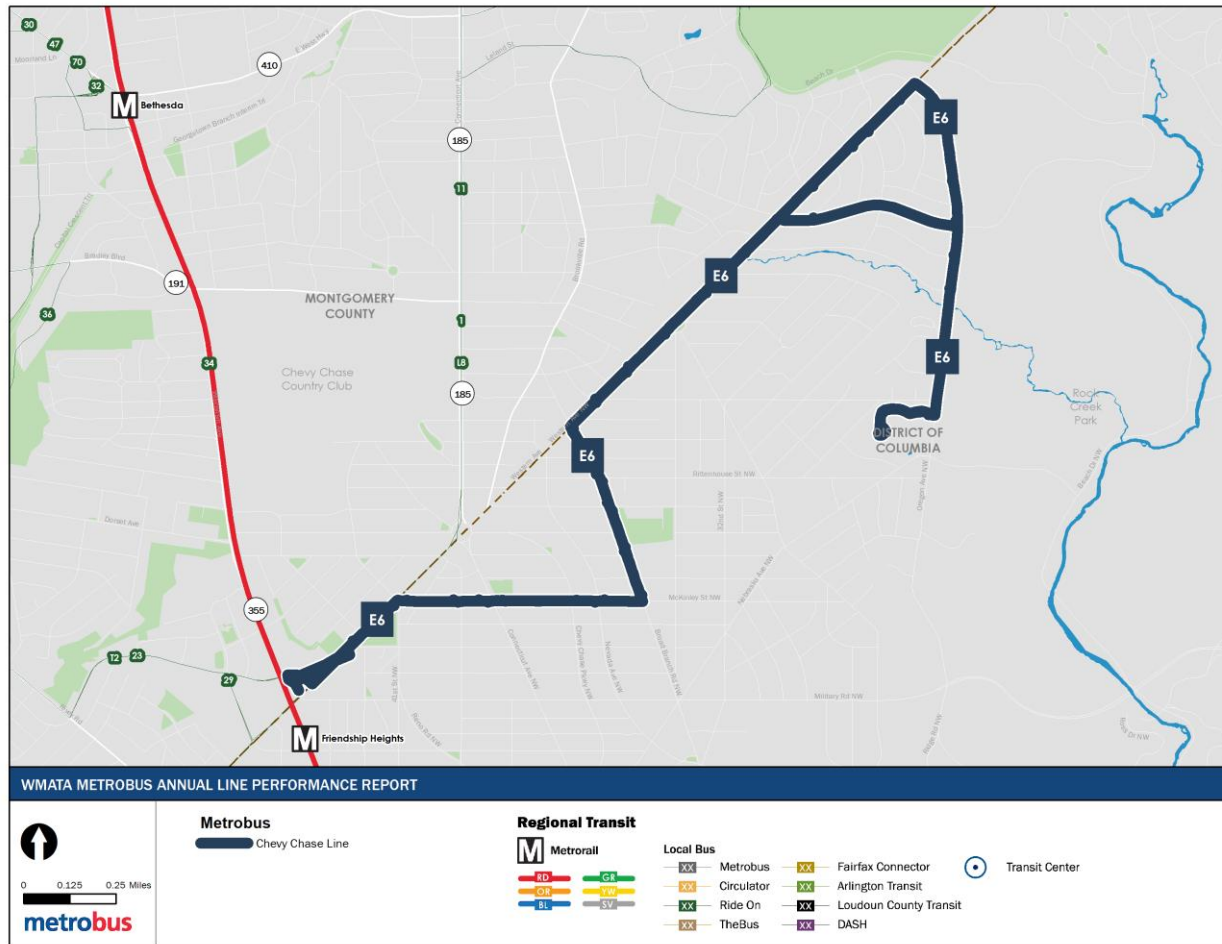
## Service Change Summary

Route F13 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

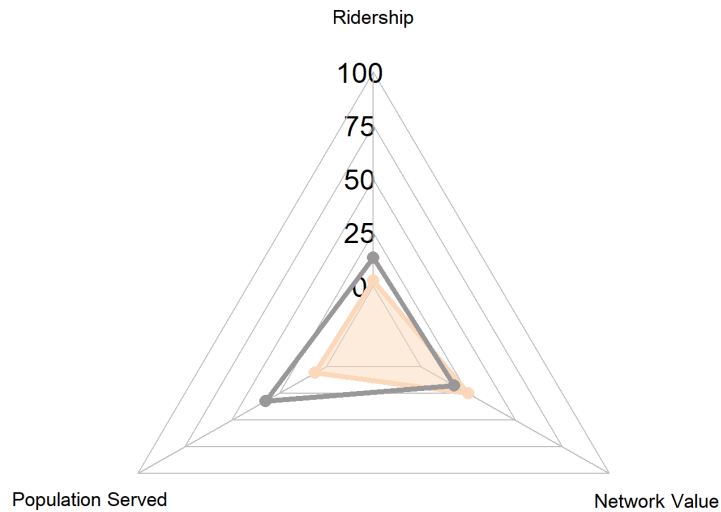
Overall Grade

Line	Grade
	<b>B</b>

## Line Benefit Score

11

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$690,831</b>
	<b>Peak Vehicles</b>	<b>2</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

	<b>Service Area Population</b>	<b>14,748</b>	
	<b>People of Color Population</b>	Service Area	<b>2,035</b>
		% Riders Surveyed	<b>63%</b>
	<b>Low Income Household</b>	Service Area	<b>965</b>
		% Riders Surveyed	<b>46%</b>

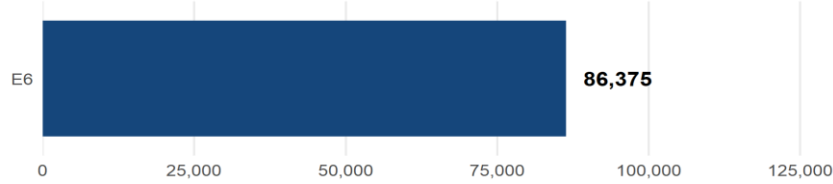
## Facilities/Amenities

	<b>Bus Stops</b>	<b>50</b>
	<b>% Stops With Shelters</b>	<b>4%</b>
	<b>% Stops With Benches</b>	<b>8%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

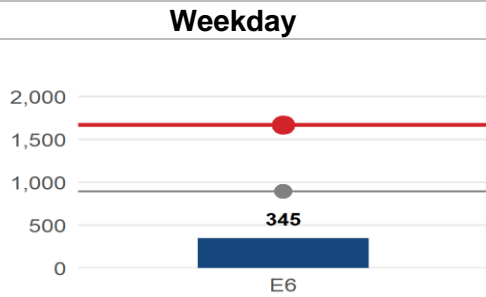
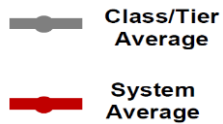
### Annual Ridership



### Top Transfer Locations

### Friendship Heights

#### Average Daily Ridership



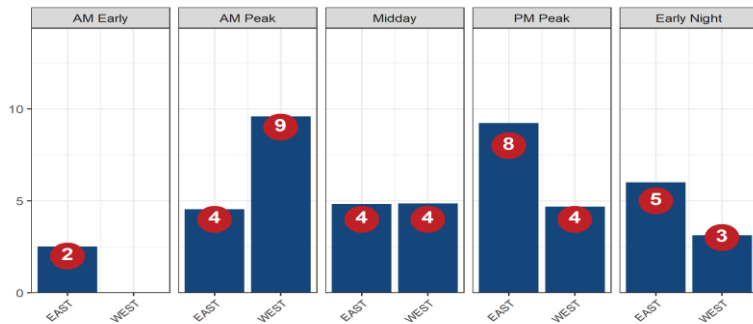
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



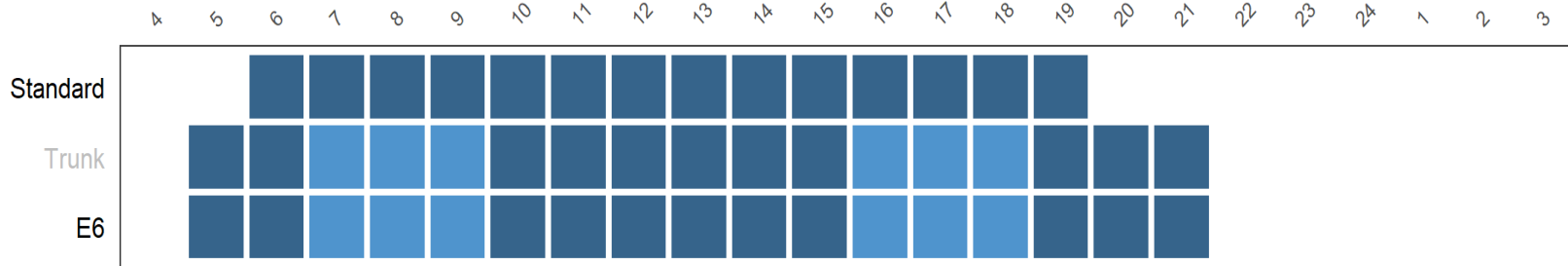
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.22	0.23
	Off-Peak Maximum Target: 1.0		0.16	0.14
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Chevy Chase

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	5:36 AM - 9:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 26.0 / Off-Peak: 43.1	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	15	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	95%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.23	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.96	\$ 5.43	D	-	-	-	-	-	-
	Cost Recovery   20%	17%	23%	D	-	-	-	-	-	-

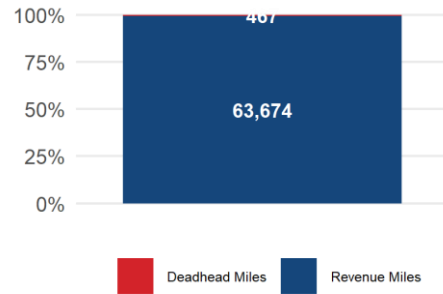


# Route E6

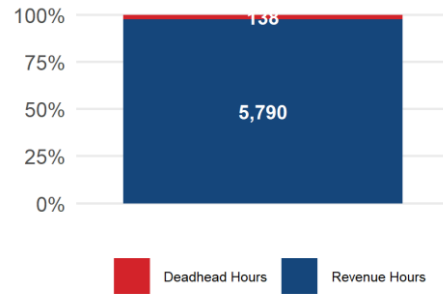
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			4.9			E		
Route Design	Circuity   N/A	1.68			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	15	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	73%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	95%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.23	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.96	\$ 5.43	D	-	-	-	-	-	-
	Cost Recovery   20%	17%	23%	D	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



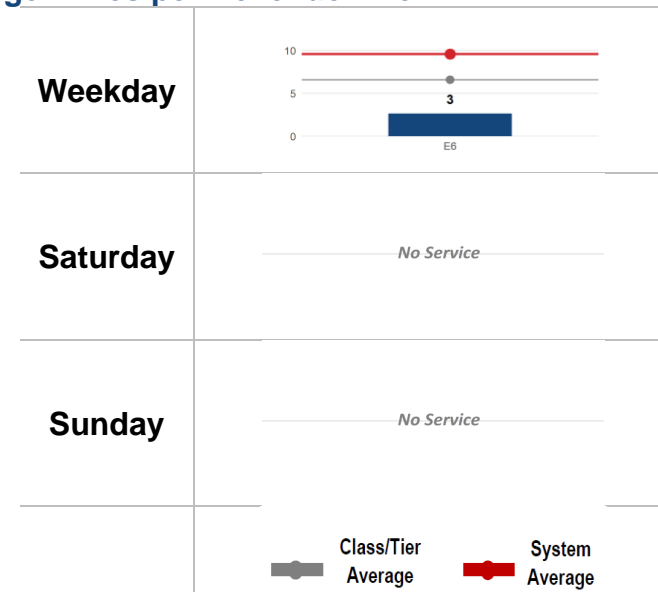
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E6	7.70	1,276	1,267 (99.3%)

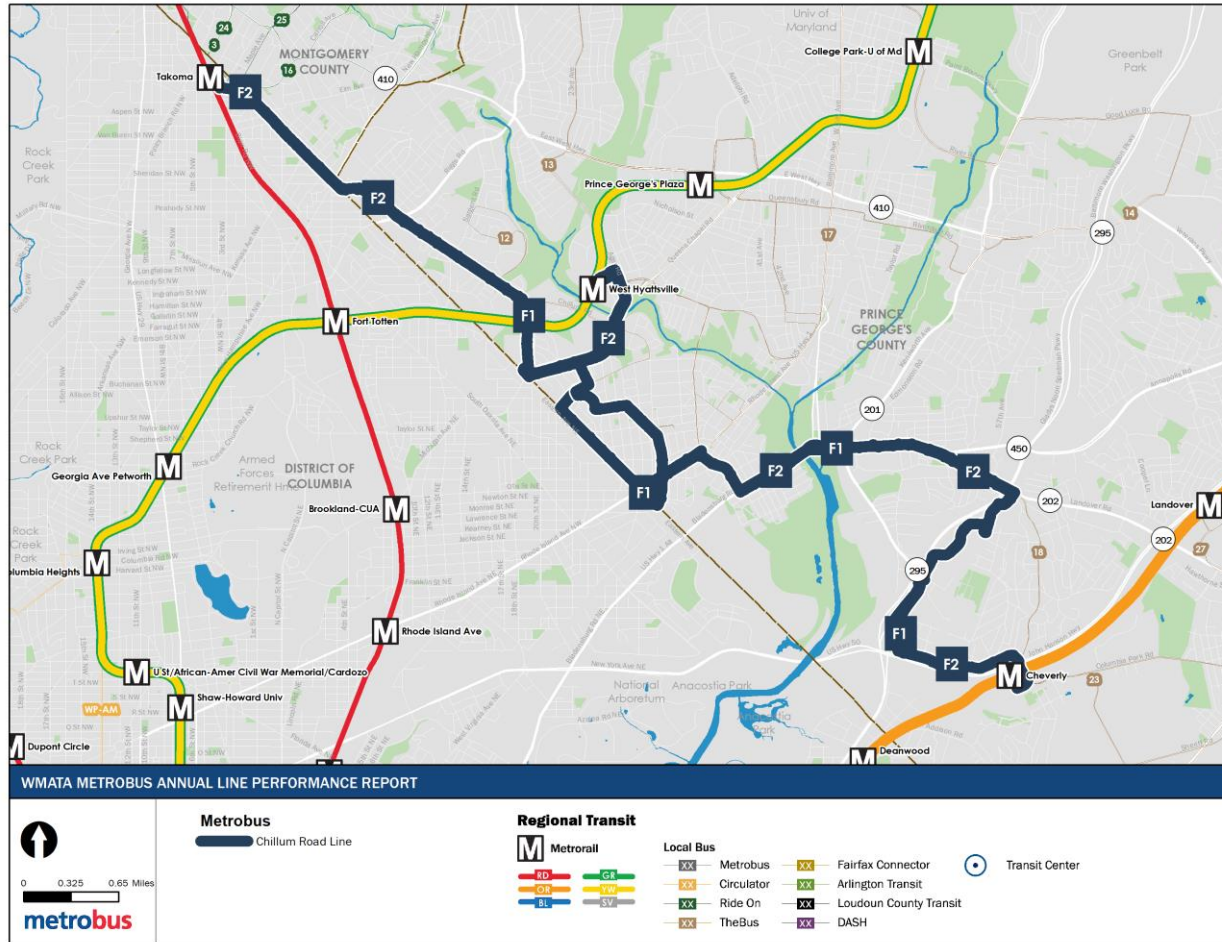
## Service Change Summary

Route E6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

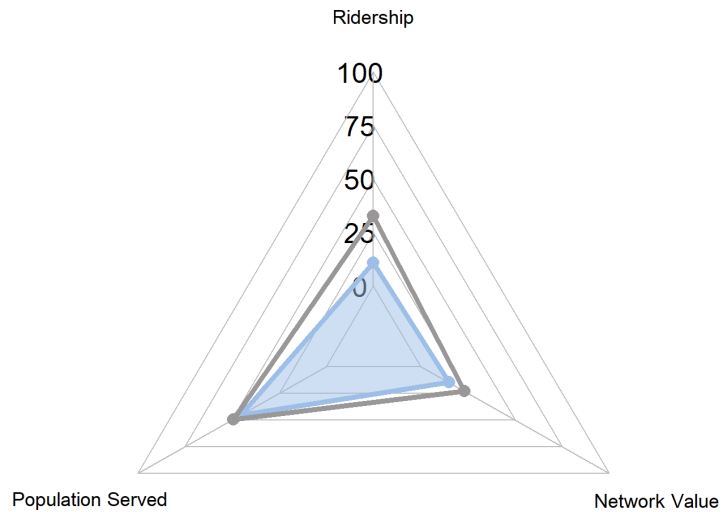
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

24

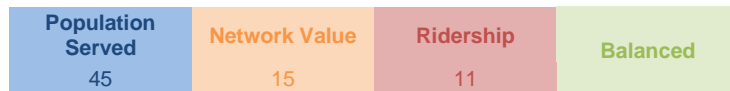
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,102,404</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>74,827</b>	
	<b>People of Color Population</b>	Service Area	<b>37,644</b>
		% Riders Surveyed	<b>87%</b>
	<b>Low Income Household</b>	Service Area	<b>20,240</b>
		% Riders Surveyed	<b>56%</b>

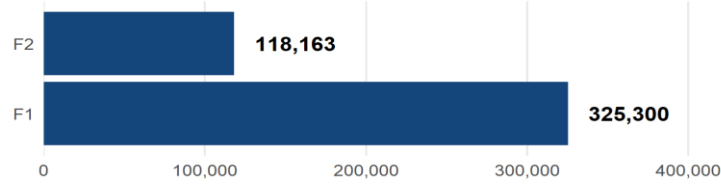
## Facilities/Amenities

	<b>Bus Stops</b>	<b>158</b>
	<b>% Stops With Shelters</b>	<b>30%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

### Annual Ridership

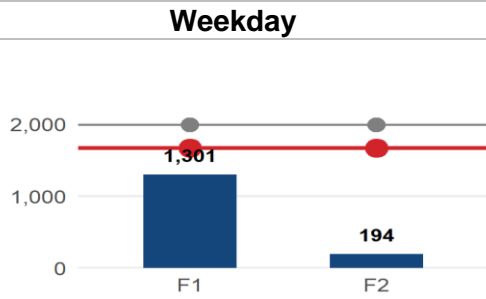


### Top Transfer Locations

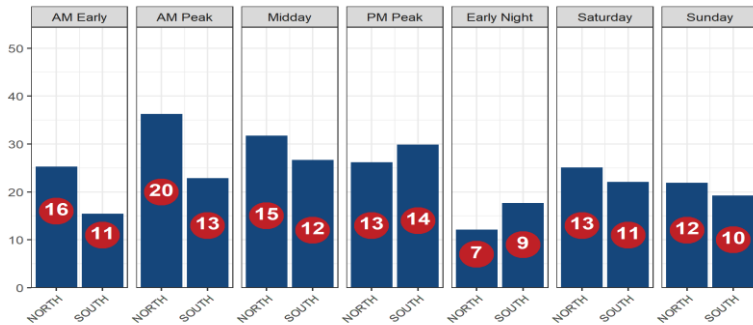
#### West Hyattsville, Takoma, Cheverly

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.41	0.35
	Off-Peak Maximum Target: 1.0	0.33	0.28
Saturday Maximum Target: 1.0		0.33	0.28
Sunday Maximum Target: 1.0		0.29	0.26

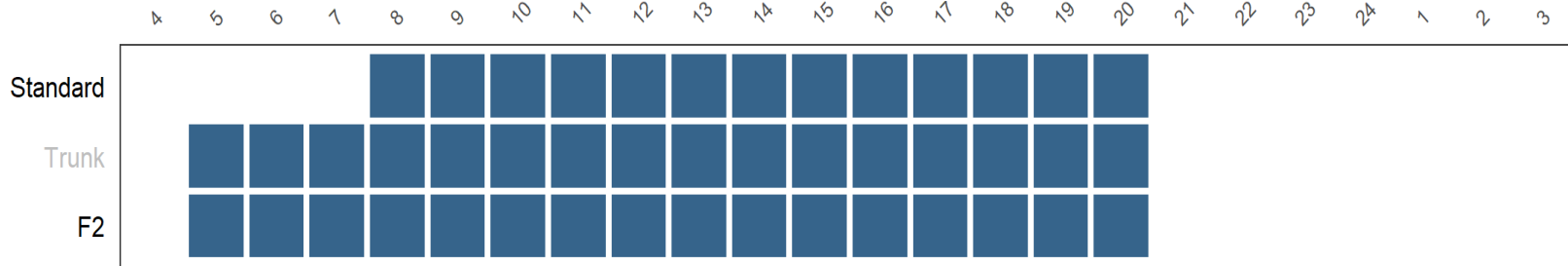
# Span and Frequency



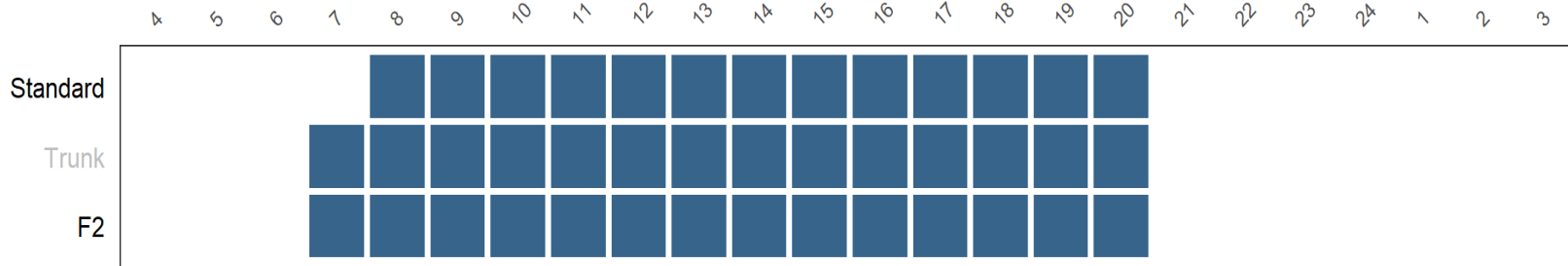
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 10:28 PM	-	A	5:32 AM - 8:24 PM	-	A	7:31 AM - 8:20 PM	-	B
	Frequency of Service   varies	Peak: 27.1 / Off-Peak: 58.6	Peak: 23.7 / Off-Peak: 39.6	B	60.0	47.6	B	60.1	52.8	C
Productivity	Passengers per Revenue Hour   15	25.7	30.4	A	23.9	29.1	A	22.1	27.2	A
	Passengers per Revenue Mile   1	2.1	2.6	A	1.9	2.4	A	1.6	2.1	A
Reliability	On-Time Performance   79%	73%	78%	D	68%	72%	E	72%	80%	D
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.38	Off-Peak: 0.39 Peak: 0.48	A	0.31	0.39	A	0.27	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.64	\$ 4.26	A	\$5.00	\$ 4.33	A	\$5.41	\$ 4.58	A
	Cost Recovery   20%	25%	29%	A	23%	28%	A	22%	25%	B

# Route F1

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5			4.6			A		
	Circuitry   1.75	1.72			2.49			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	27.4	30.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.3	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	3%	31%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.38	Off-Peak: 0.41 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.36	\$ 4.26	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	29%	A	-	-	-	-	-	-

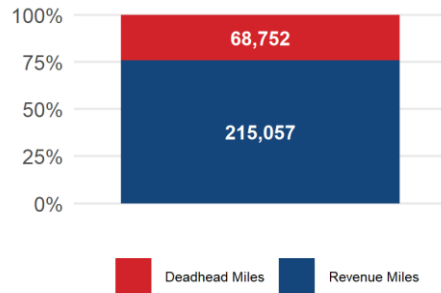


# Route F2

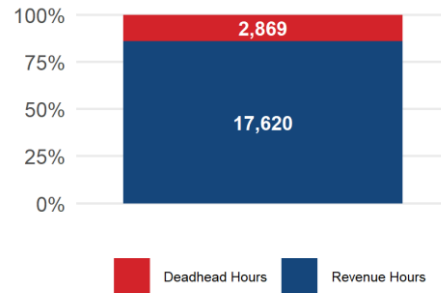
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.1			4.6			E		
Route Design	Circuitry   1.75	1.76			2.49			C		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	18.2	30.4	A	23.9	29.1	A	22.1	27.2	A
	Passengers per Revenue Mile   1	1.4	2.6	A	1.9	2.4	A	1.6	2.1	A
	Unique Segment Ridership   10%	4%	31%	E	60%	54%	A	59%	55%	A
Reliability	On-Time Performance   79%	73%	78%	D	68%	72%	E	72%	80%	D
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.25	Off-Peak: 0.41 Peak: 0.47	A	0.31	0.39	A	0.27	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.54	\$ 4.26	B	\$5.00	\$ 4.33	A	\$5.41	\$ 4.58	A
	Cost Recovery   20%	18%	29%	C	24%	27%	A	22%	25%	B

# Operational Analysis

## Miles Allocation



## Hours Allocation



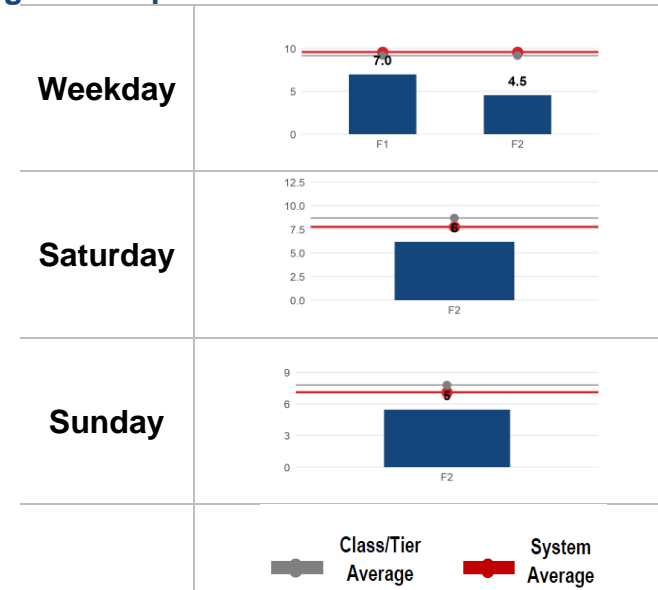
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F1	30.30	990	978 (98.8%)
F2	31.00	484	479 (99.0%)

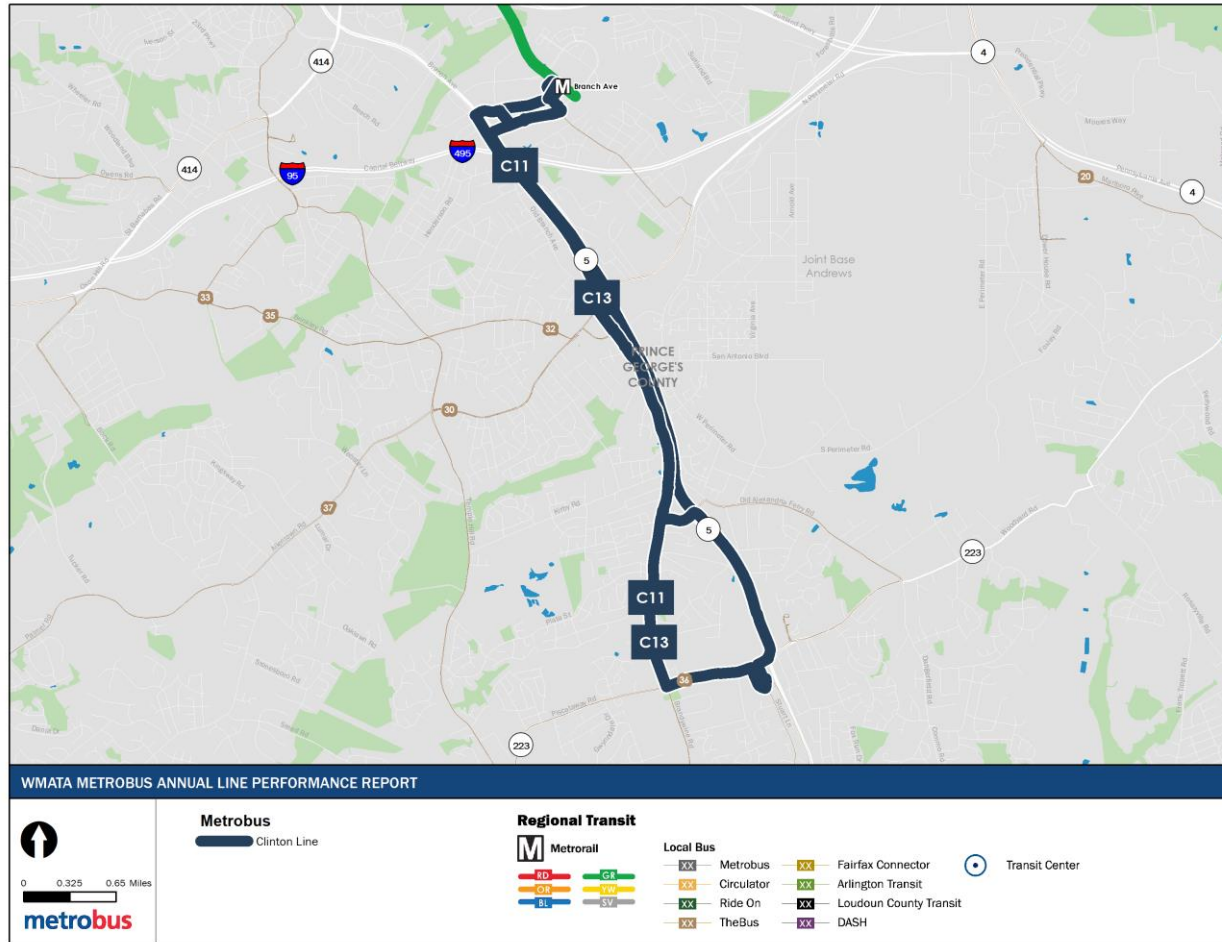
## Service Change Summary

Route F1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route F2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Grade
Clinton	A

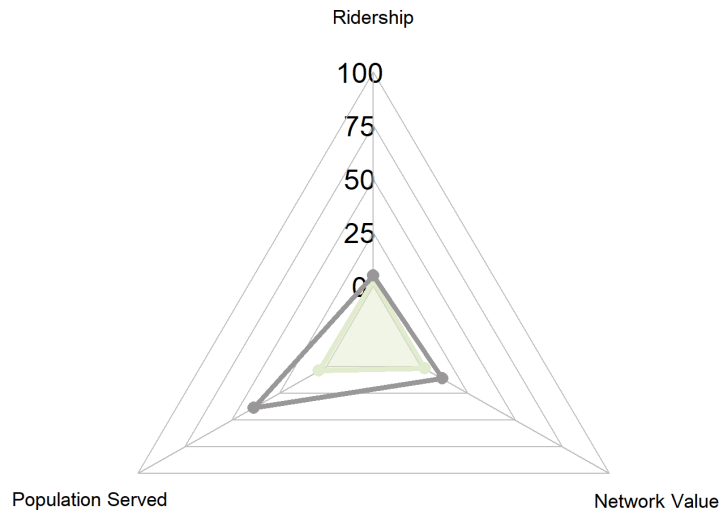
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

3

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

4

2

3

## Operating Statistics

	Annual Operating Costs	\$330,940
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	6,038	
	People of Color Population	Service Area	4,874
		% Riders Surveyed	92%
	Low Income Household	Service Area	663
		% Riders Surveyed	37%

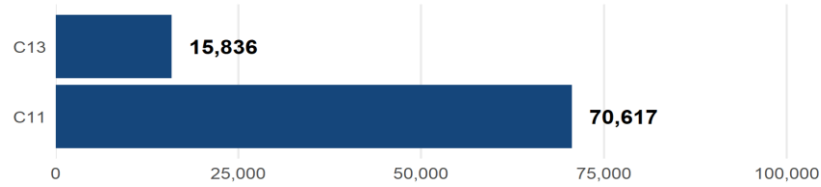
## Facilities/Amenities

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



## Ridership

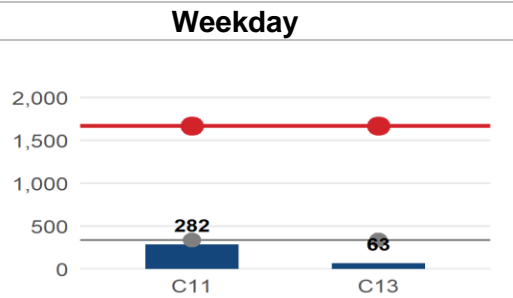
### Annual Ridership



### Top Transfer Locations

#### Branch Avenue

### Average Daily Ridership



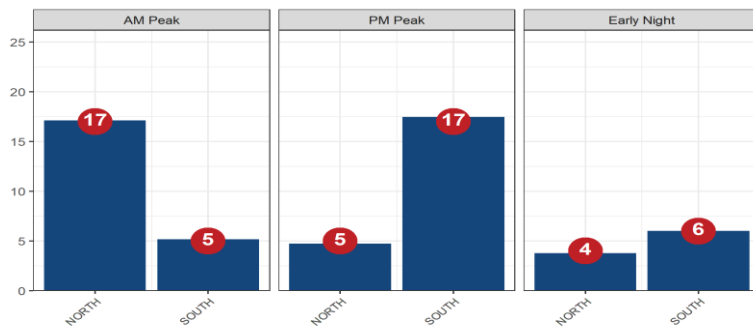
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



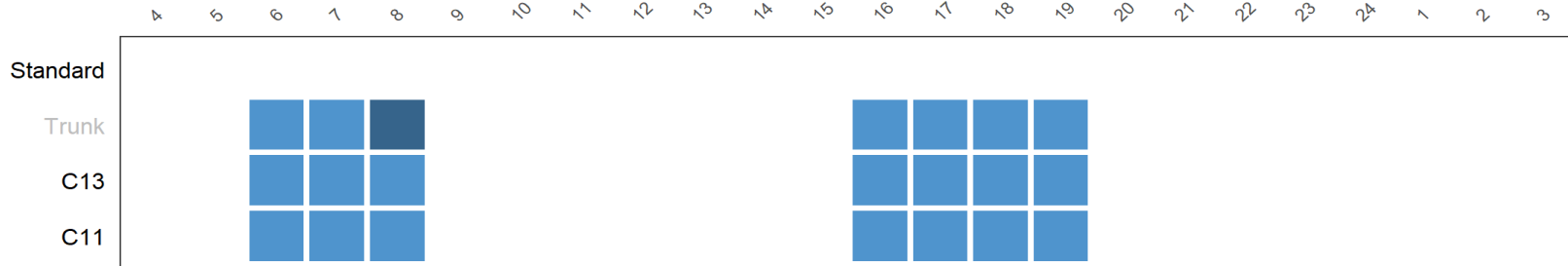
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.3	0.3
	Off-Peak Maximum Target: 1.0	0.09	0.15
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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 - 8:49 AM; 4:15 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 44.1 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	31.5	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.3	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.79	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	38%	42%	A	-	-	-	-	-	-

# Route C11

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.6			2.1			-		
Route Design	Circuitry   N/A	1.03			1.47			-		
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	46.7	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.9	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.44	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.56	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	56%	45%	A	-	-	-	-	-	-

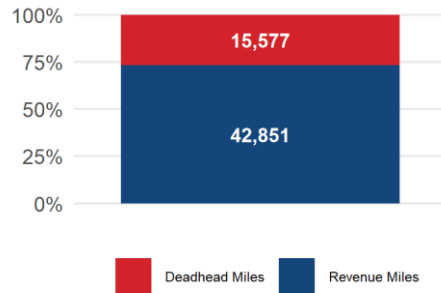


# Route C13

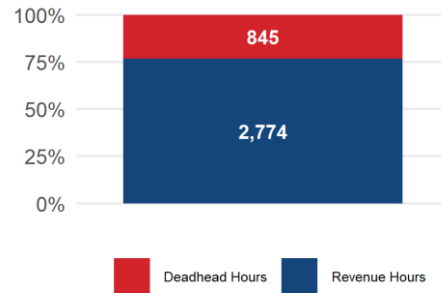
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.8			2.1			-		
	Circuity   N/A	1.09			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	12.8	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	16%	33%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.12	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$9.34	\$ 6.43	E	-	-	-	-	-	-
	Cost Recovery   20%	15%	45%	D	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



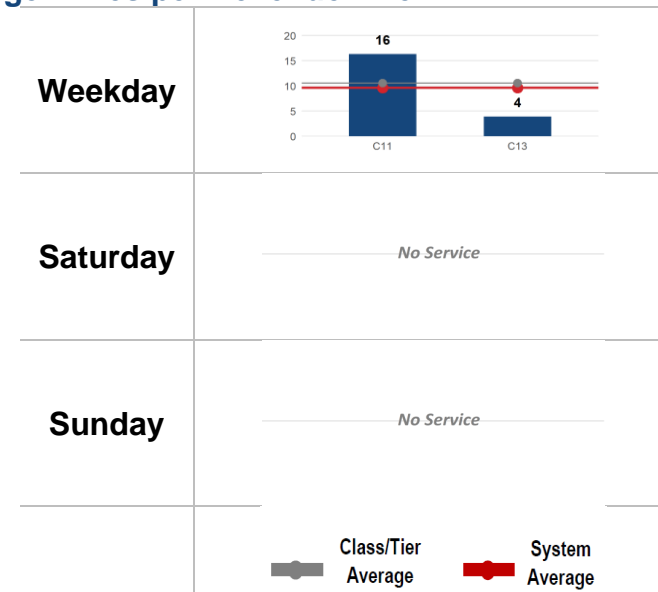
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C11	11.00	374	372 (99.5%)
C13	11.60	286	286 (100.0%)

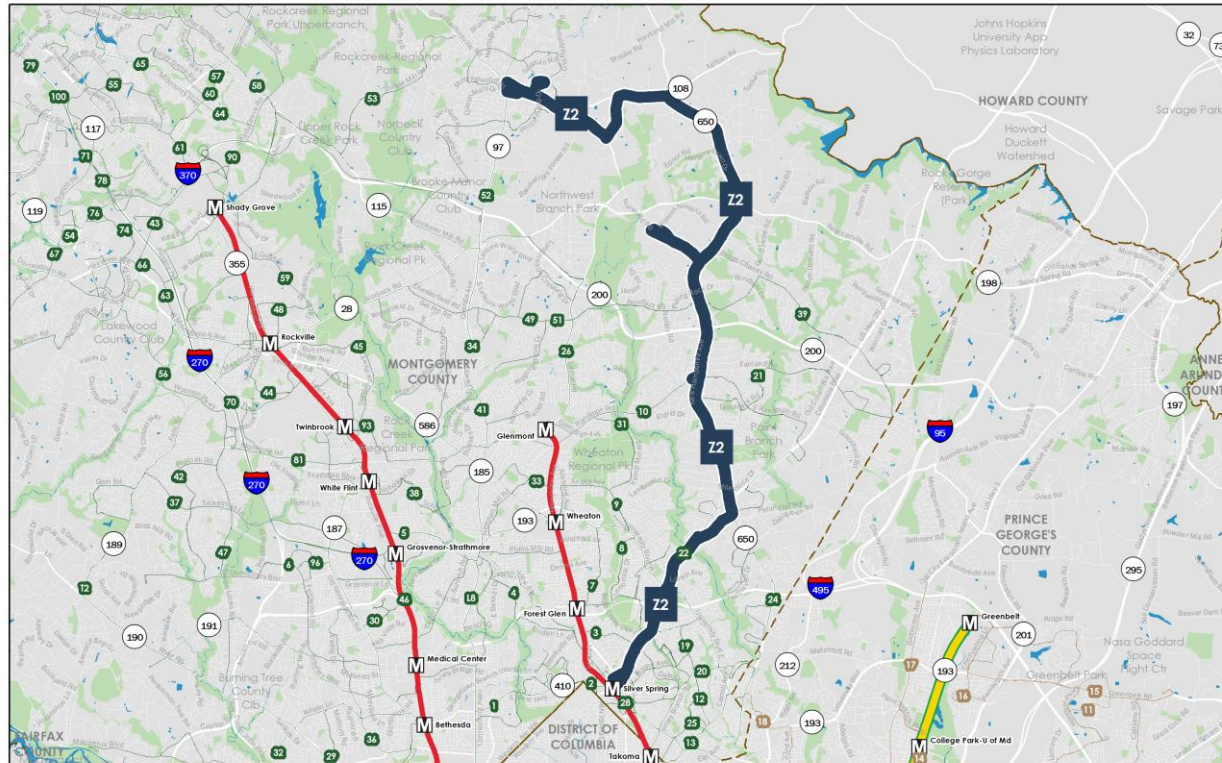
## Service Change Summary

Route C11 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route C13 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

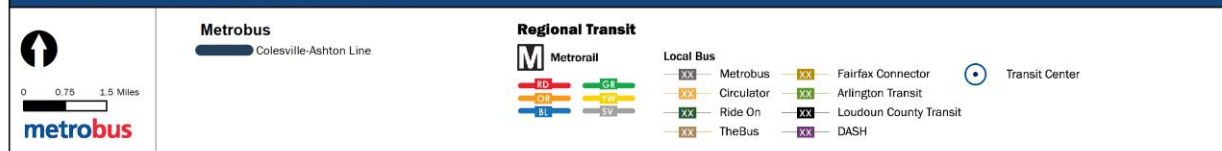
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Commuter

Activity Tier

3

Overall Grade

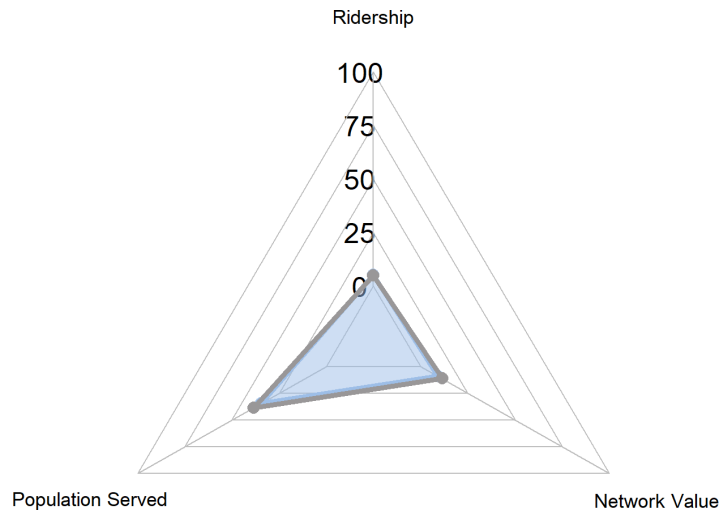
Line	Grade
Colesville-Ashton	A



## Line Benefit Score

**16**

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$1,086,162
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population	23,955	
	People of Color Population	Service Area	10,588
		% Riders Surveyed	85%
	Low Income Household	Service Area	4,043
		% Riders Surveyed	55%

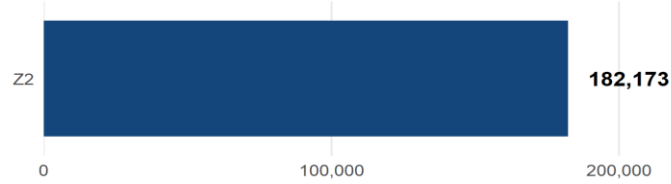
## Facilities/Amenities

	Bus Stops	165
	% Stops With Shelters	10%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	1%



## Ridership

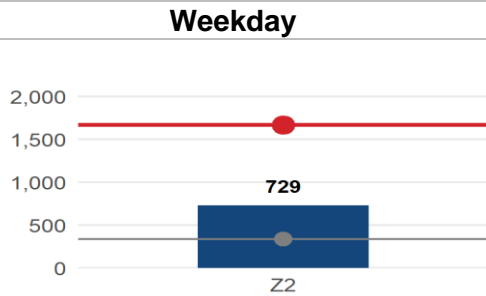
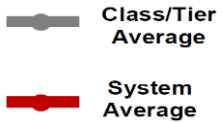
### Annual Ridership



### Top Transfer Locations

#### Silver Spring

### Average Daily Ridership



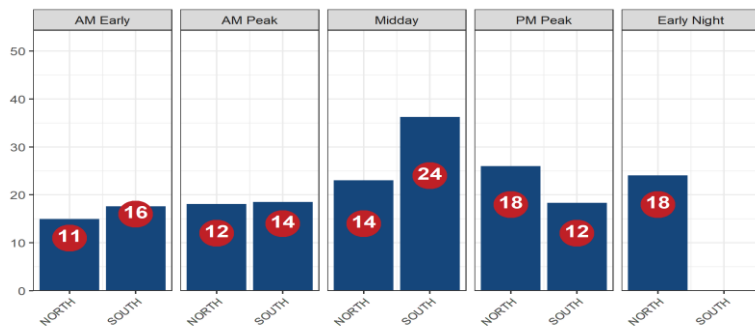
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.4	0.33
	Off-Peak Maximum Target: 1.0		0.35	0.48
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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	5:26 AM - 9:41 AM; 2:01 PM - 8:06 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 51.6 / Off-Peak: 85.1	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	19.5	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.3	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.36	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.12	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	20%	42%	B	-	-	-	-	-	-

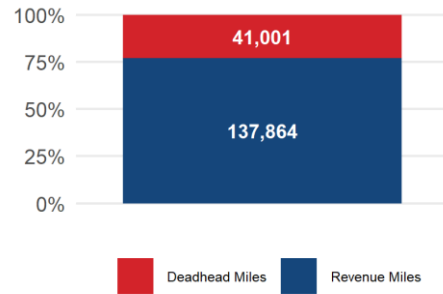
# Route Z2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	4.1			2.1			-		
Route Design	Circuity   N/A	1.71			1.47			-		
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	19.5	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.3	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	21%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.36	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.12	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	20%	45%	B	-	-	-	-	-	-

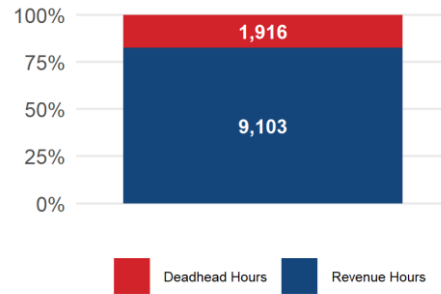


## Operational Analysis

### Miles Allocation



### Hours Allocation



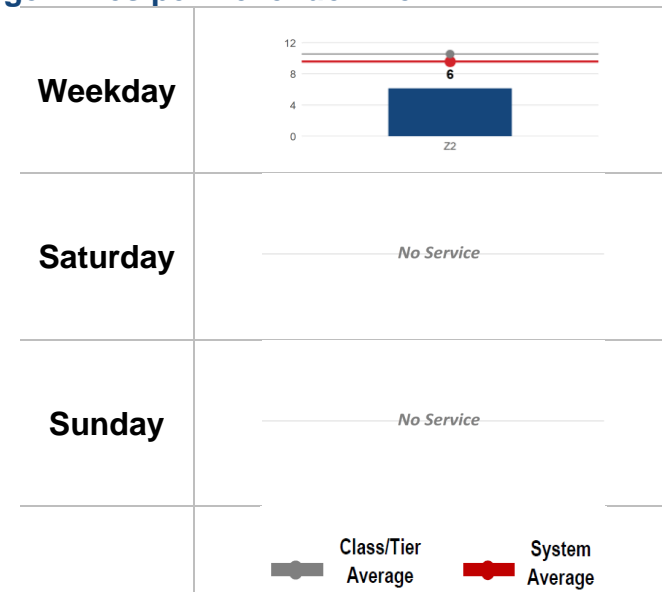
### Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z2	41.50	748	748 (100.0%)

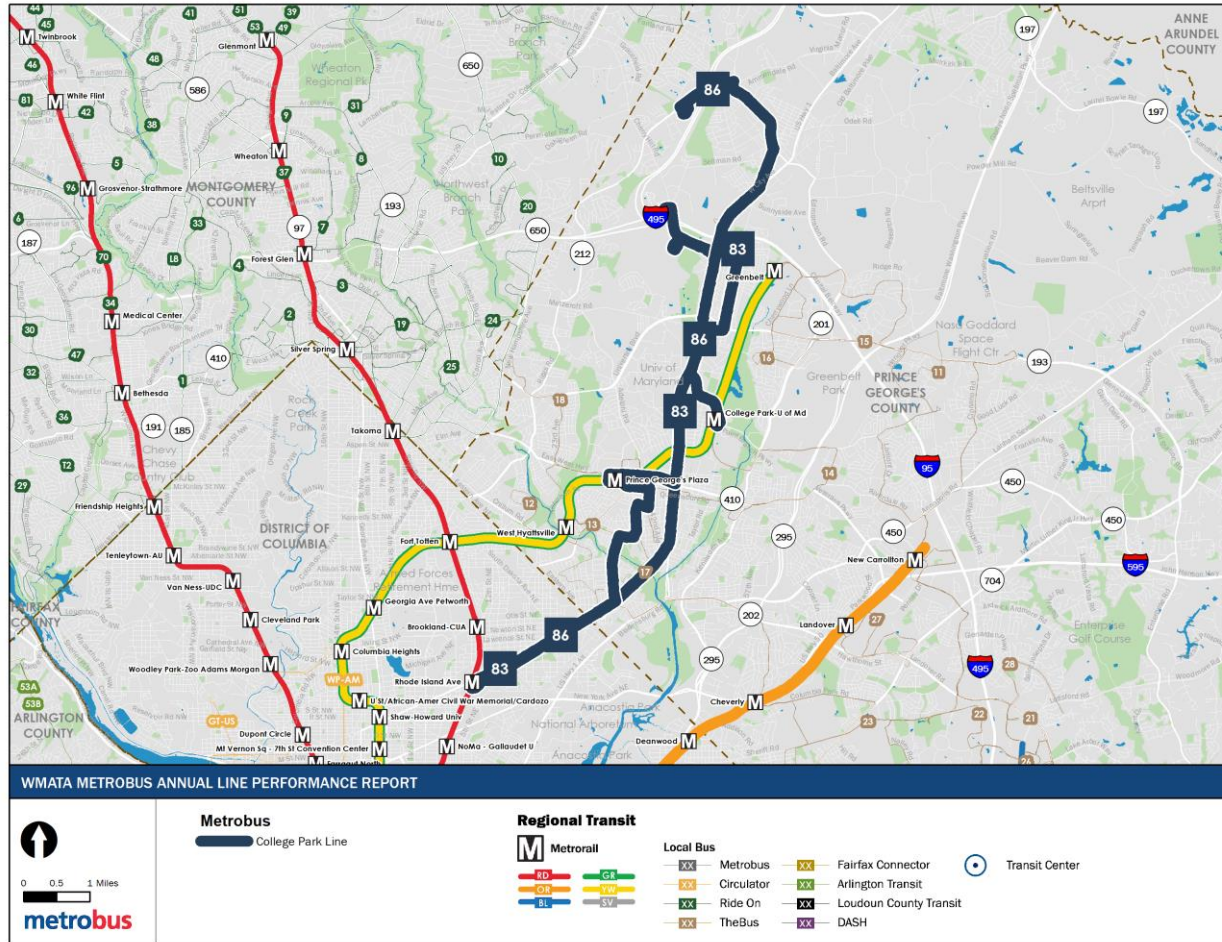
### Service Change Summary

Route Z2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

### Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	<b>A</b>

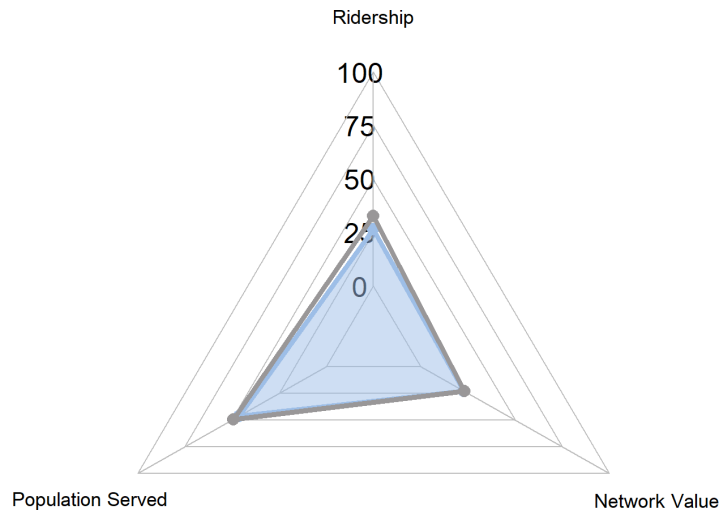
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**32**

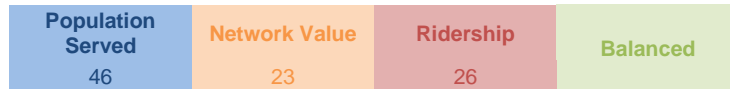
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,366,107</b>
	<b>Peak Vehicles</b>	<b>13</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>58,779</b>	
	<b>People of Color Population</b>	Service Area	<b>30,759</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>17,652</b>
		% Riders Surveyed	<b>60%</b>

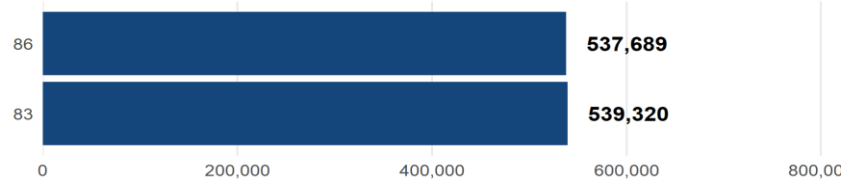
## Facilities/Amenities

	<b>Bus Stops</b>	<b>206</b>
	<b>% Stops With Shelters</b>	<b>21%</b>
	<b>% Stops With Benches</b>	<b>28%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership

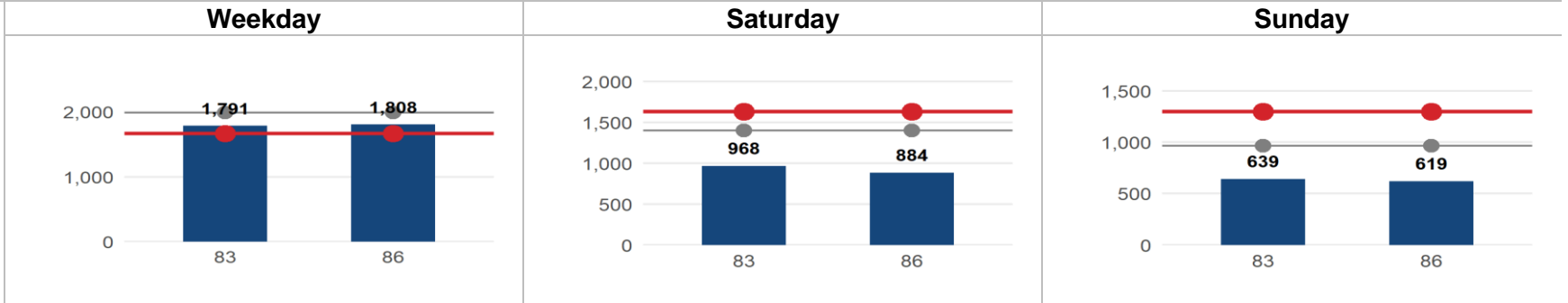


### Top Transfer Locations

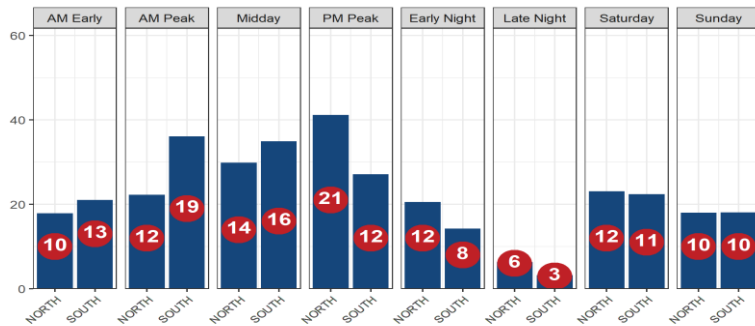
#### College Park-U of MD, Rhode Island Avenue, Prince George's Plaza

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



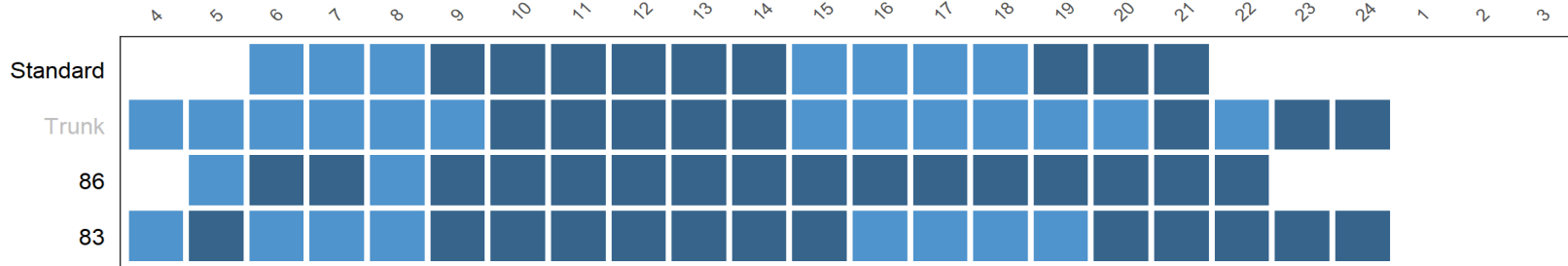
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.43	0.39
	Off-Peak Maximum Target: 1.0	0.29	0.29
Saturday Maximum Target: 1.0		0.29	0.28
Sunday Maximum Target: 1.0		0.26	0.25

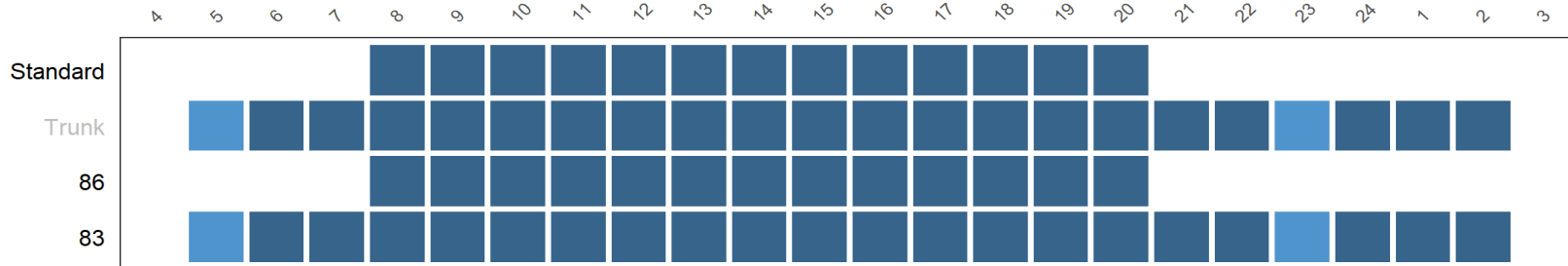
# Span and Frequency



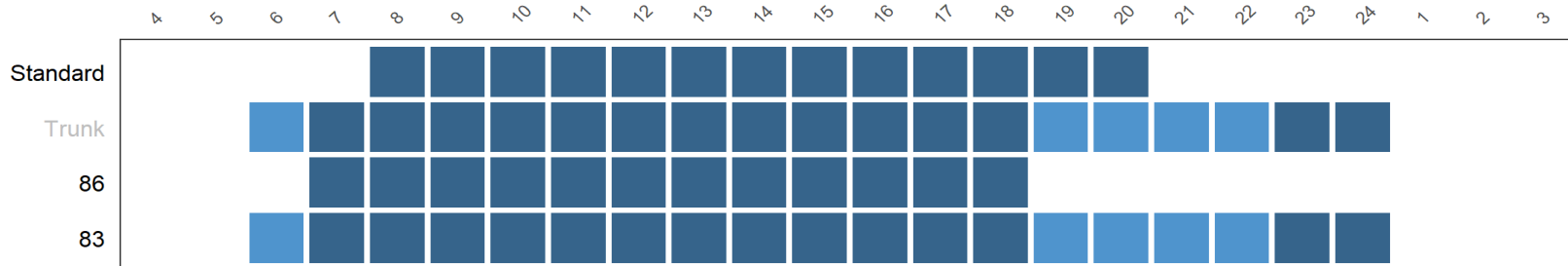
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A 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	4:35 AM - 12:32 AM	-	A	5:35 AM - 2:27 AM	-	A	6:35 AM - 12:30 AM	-	A
	Frequency of Service   varies	Peak: 23.0 / Off-Peak: 35.9	Peak: 23.7 / Off-Peak: 39.6	A	48.1	47.6	A	45.7	52.8	A
Productivity	Passengers per Revenue Hour   15	23.9	30.4	A	25.6	29.1	A	22.6	27.2	A
	Passengers per Revenue Mile   1	2.0	2.6	A	2.2	2.4	A	1.9	2.1	A
Reliability	On-Time Performance   79%	75%	78%	C	62%	72%	E	84%	80%	A
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.41	Off-Peak: 0.39 Peak: 0.48	A	0.29	0.39	A	0.25	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.99	\$ 4.26	A	\$4.66	\$ 4.33	A	\$5.28	\$ 4.58	A
	Cost Recovery   20%	23%	29%	A	25%	28%	A	22%	25%	B

# Route 83

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			4.6			A		
	Circuitry   1.75	1.54			2.49			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	23.1	30.4	A	23.5	29.1	A	21.0	27.2	A
	Passengers per Revenue Mile   1	1.9	2.6	A	2.1	2.4	A	1.9	2.1	A
	Unique Segment Ridership   10%	26%	31%	A	29%	54%	A	31%	55%	A
Reliability	On-Time Performance   79%	76%	78%	C	68%	72%	E	91%	80%	A
	Crowding   5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.4	Off-Peak: 0.41 Peak: 0.47	A	0.24	0.39	A	0.21	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.16	\$ 4.26	A	\$5.08	\$ 4.33	A	\$5.67	\$ 4.58	A
	Cost Recovery   20%	22%	29%	B	22%	27%	A	20%	25%	C

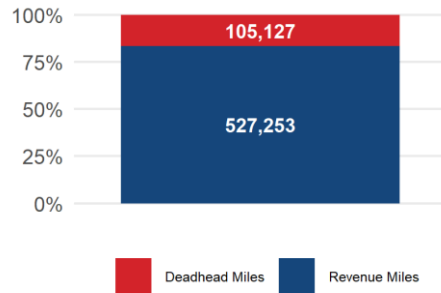
# Route 86

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			4.6			A		
	Circuitry   1.75	1.7			2.49			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	24.8	30.4	A	28.3	29.1	A	24.5	27.2	A
	Passengers per Revenue Mile   1	2.1	2.6	A	2.3	2.4	A	1.8	2.1	A
	Unique Segment Ridership   10%	43%	31%	A	48%	54%	A	49%	55%	A
Reliability	On-Time Performance   79%	73%	78%	D	52%	72%	E	74%	80%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.43	Off-Peak: 0.41 Peak: 0.47	A	0.4	0.39	A	0.35	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.82	\$ 4.26	A	\$4.21	\$ 4.33	A	\$4.88	\$ 4.58	A
	Cost Recovery   20%	25%	29%	A	28%	27%	A	24%	25%	A

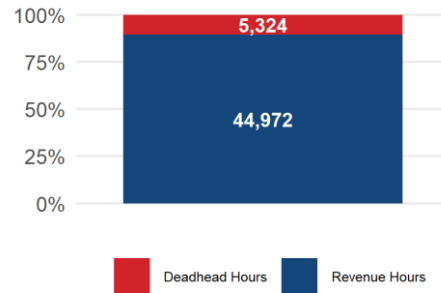


# Operational Analysis

## Miles Allocation



## Hours Allocation



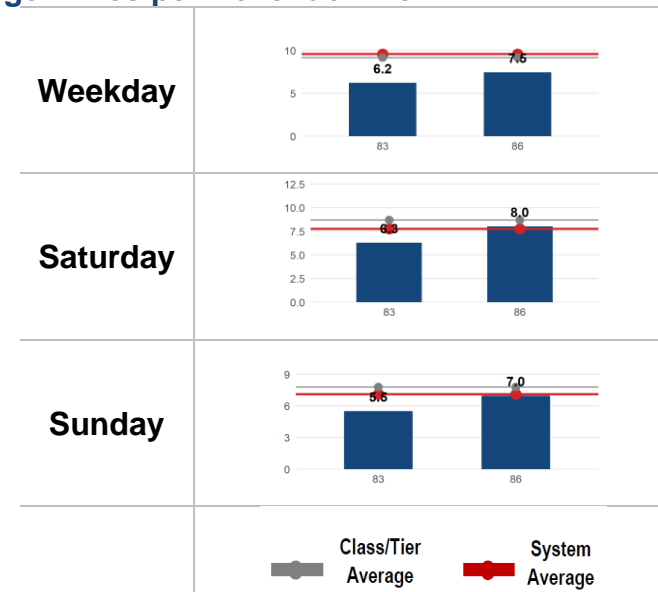
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
83	29.00	2,150	2,132 (99.2%)
86	36.20	1,320	1,309 (99.2%)

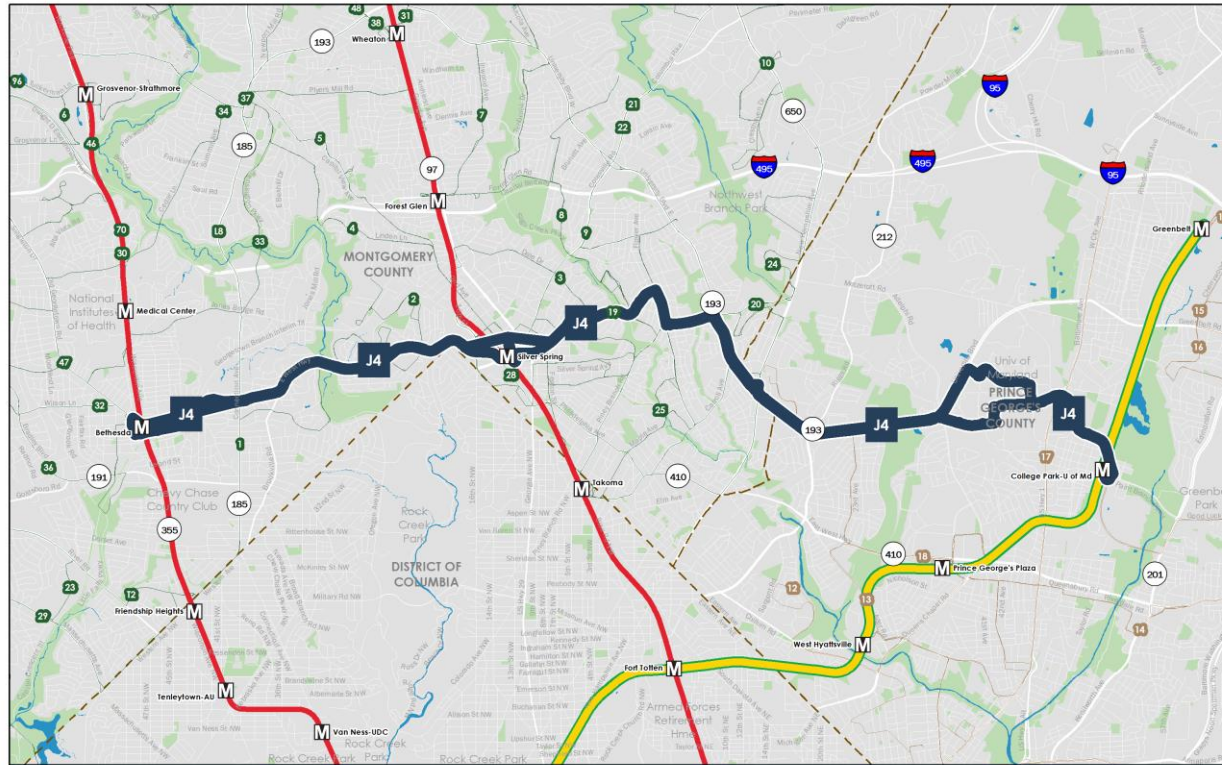
## Service Change Summary

Route 83 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 86 - June 2019:  
 Weekday: PG Plaza detour; Saturday: PG Plaza detour;  
 Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**metrobus**

**Metrobus**

College Park-Bethesda Limited Line

**Regional Transit**


Service Classification

Framework

Activity Tier

1

Overall Grade

Line	<b>D</b>

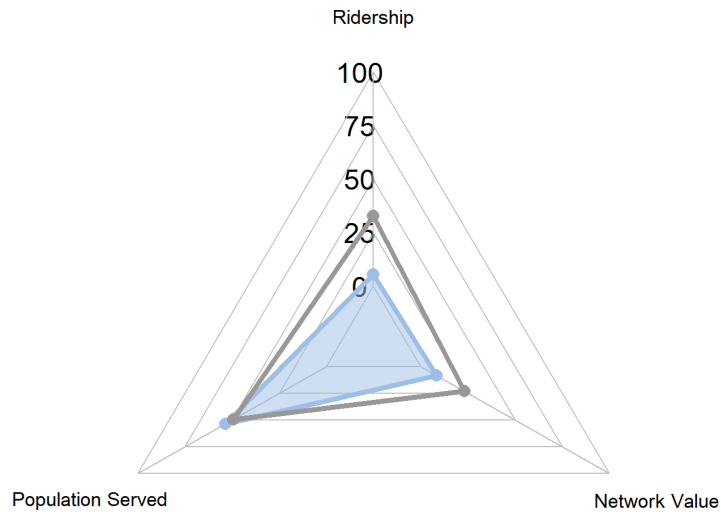
**Legend**

	Exceeds		Meets
	Approaches		Below
	Significantly Below		

## Line Benefit Score

22

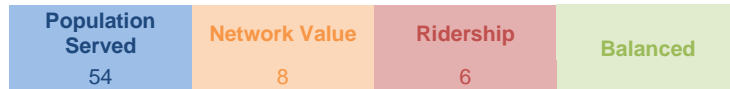
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$1,091,653
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	34,817	
	People of Color Population	Service Area	9,003
		% Riders Surveyed	84%
	Low Income Household	Service Area	11,890
		% Riders Surveyed	48%

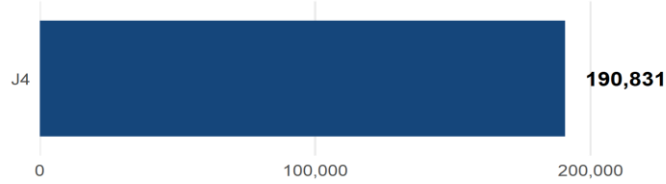
## Facilities/Amenities

	Bus Stops	44
	% Stops With Shelters	39%
	% Stops With Benches	48%
	% Stops With Real-Time Signs	23%



## Ridership

### Annual Ridership

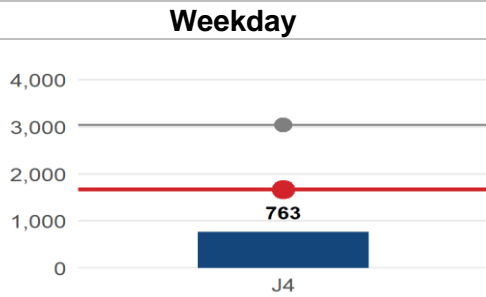


### Top Transfer Locations

Silver Spring, Bethesda, College Park-U of MD

### Average Daily Ridership

- Class/Tier Average
- System Average



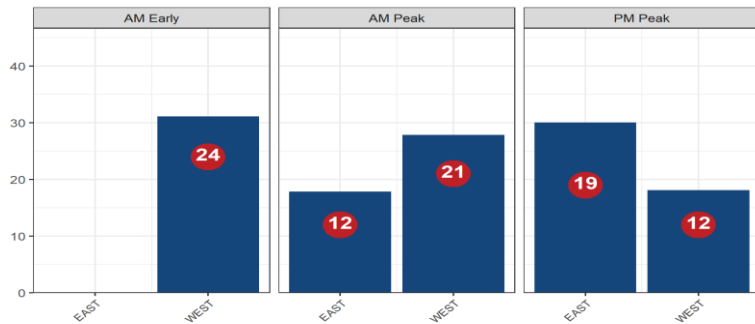
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



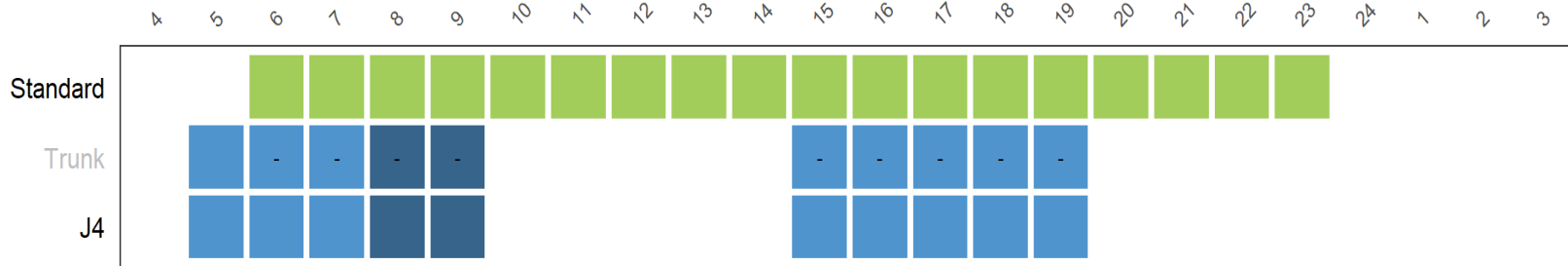
### Vehicle Load Factor

		Direction:	WEST	EAST
Weekday	Peak Maximum Target: 1.2		0.41	0.41
	Off-Peak Maximum Target: 1.0		0.59	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**D** College Park-Bethesda Limited

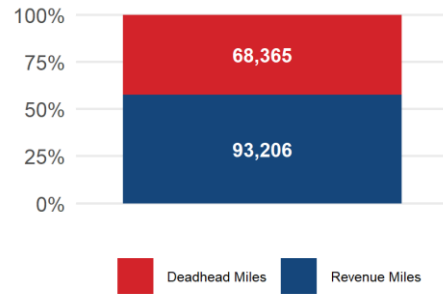
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:20 AM - 9:28 AM; 3:24 PM - 7:44 PM	-	E	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 48.9 / Off-Peak: 390.1	Peak: 17.4 / Off-Peak: 39	E	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   30	21	33.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile   4	2	4.5	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	76%	C	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.41	Off-Peak: 0.39 Peak: 0.55	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.69	\$ 4.02	D	-	-	-	-	-	-
	Cost Recovery   25%	22%	33%	D	-	-	-	-	-	-

# Route J4

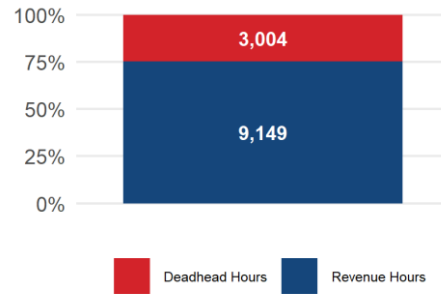
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	1.8			5			E		
Route Design	Circuitry   1.75	1.16			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	21	33.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile   4	2	4.5	E	-	-	-	-	-	-
	Unique Segment Ridership   10%	16%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	76%	C	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.41	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.69	\$ 4.02	D	-	-	-	-	-	-
	Cost Recovery   25%	22%	34%	D	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



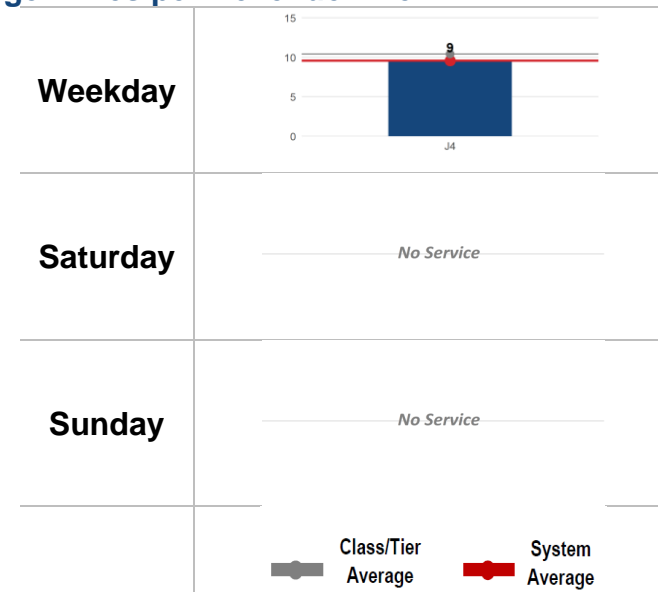
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J4	26.30	682	680 (99.7%)

## Service Change Summary

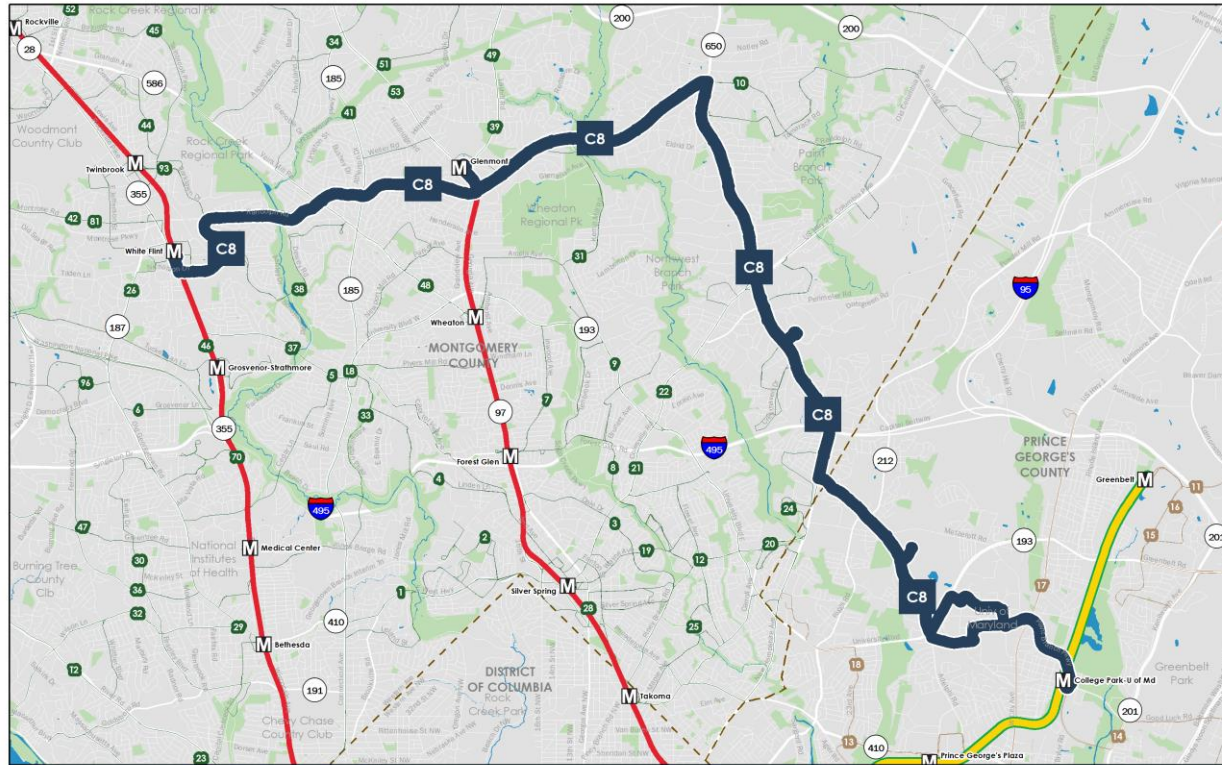
Route J4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

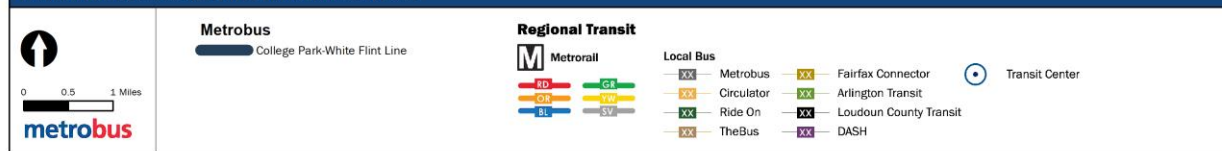




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

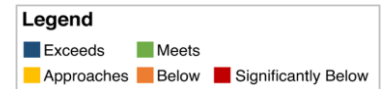
Framework

Activity Tier

2

Overall Grade

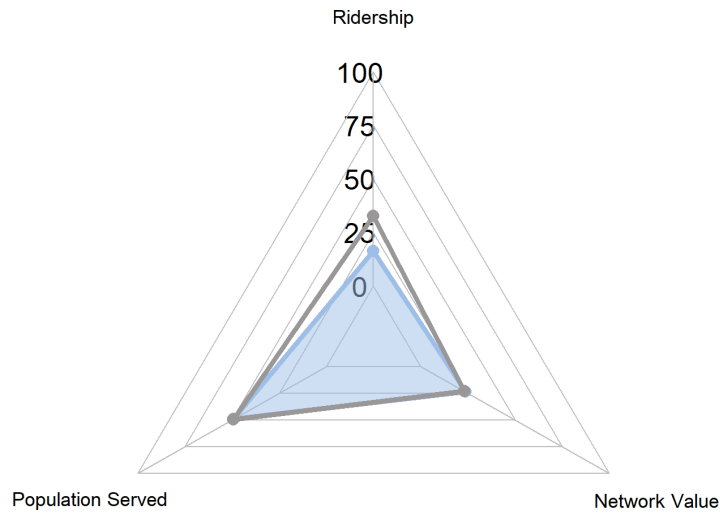
Line	C



## Line Benefit Score

**30**

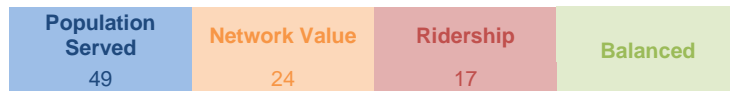
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,174,998</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>40,159</b>	
	<b>People of Color Population</b>	Service Area	<b>16,661</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>10,424</b>
		% Riders Surveyed	<b>63%</b>

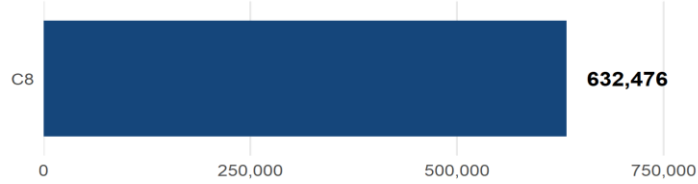
## Facilities/Amenities

	<b>Bus Stops</b>	<b>153</b>
	<b>% Stops With Shelters</b>	<b>21%</b>
	<b>% Stops With Benches</b>	<b>29%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

### Annual Ridership



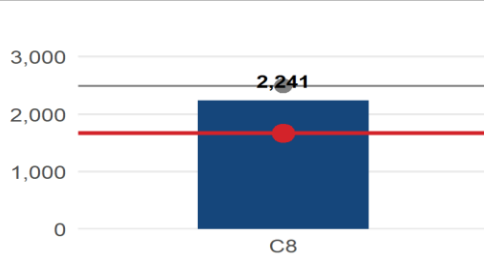
### Top Transfer Locations

Glenmont, White Flint, College Park-U of MD

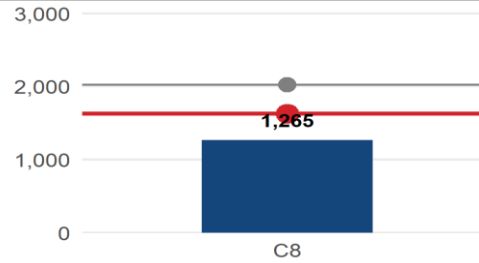
### Average Daily Ridership



#### Weekday



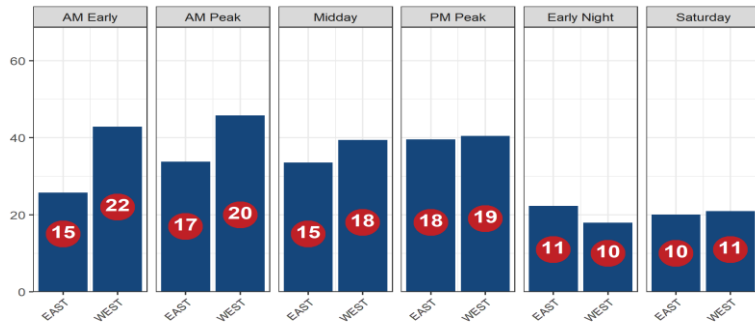
#### Saturday



#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



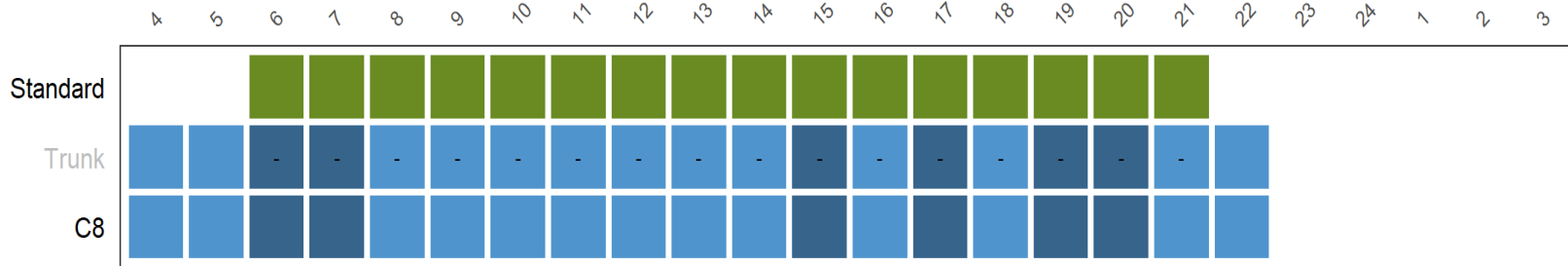
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.44	0.49
	Off-Peak Maximum Target: 1.0		0.37	0.41
Saturday Maximum Target: 1.0			0.26	0.27
Sunday Maximum Target: 1.0				

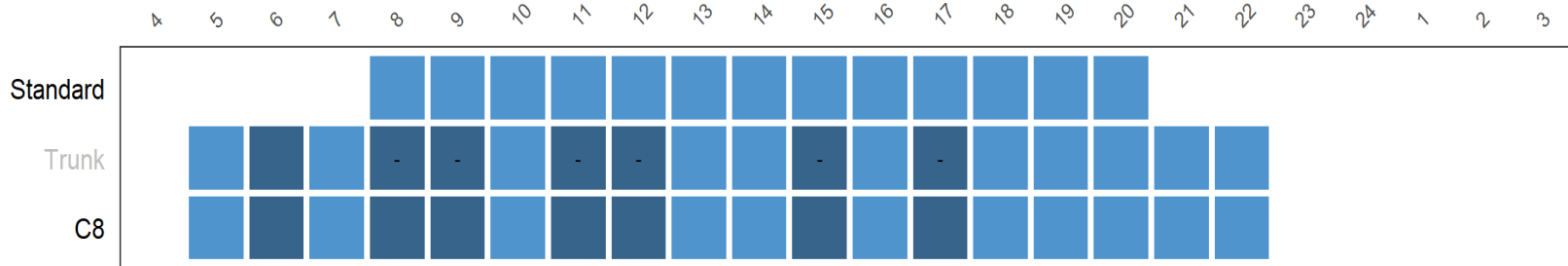
# Span and Frequency



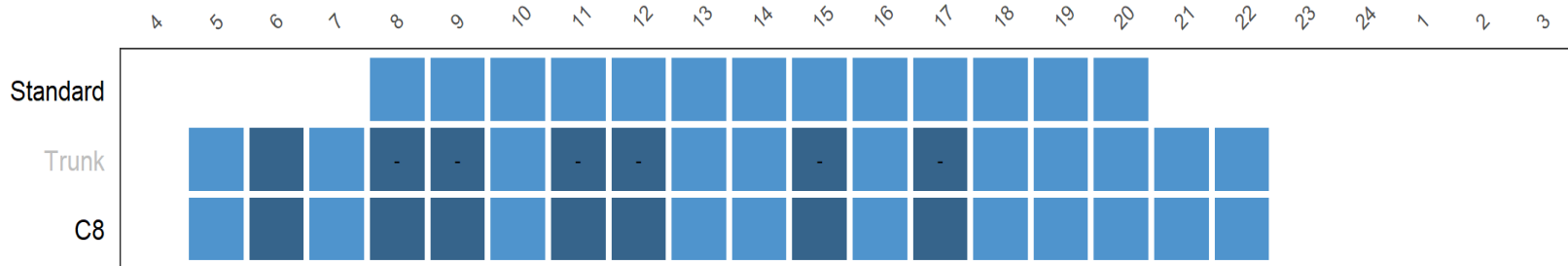
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** College Park-White Flint

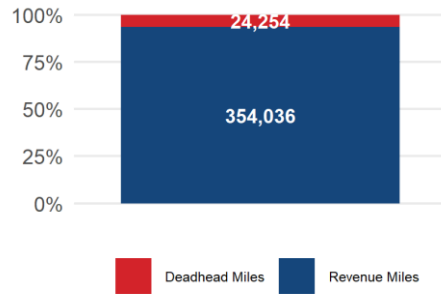
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:59 AM - 10:14 PM	-	A	5:50 AM - 10:15 PM	-	A	-	-	-
	Frequency of Service   varies	Peak: 30.1 / Off-Peak: 29.9	Peak: 19.3 / Off-Peak: 34	E	30.0	30.1	B	-	-	-
Productivity	Passengers per Revenue Hour   20	25.1	29.6	A	17.2	28.8	D	-	-	-
	Passengers per Revenue Mile   2	1.9	3.0	C	1.1	2.7	E	-	-	-
Reliability	On-Time Performance   79%	82%	78%	B	83%	79%	B	-	-	-
	Crowding   5%	1%	2%	A	1%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.46	Off-Peak: 0.45 Peak: 0.52	A	0.26	0.41	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.75	\$ 4.59	B	\$6.94	\$ 4.84	E	-	-	-
	Cost Recovery   20%	27%	31%	A	18%	28%	C	-	-	-

# Route C8

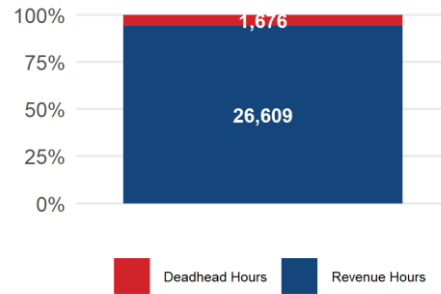
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			4.5			A		
	Circuitry   1.75	1.39			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	25.1	29.6	A	17.2	28.8	D	-	-	-
	Passengers per Revenue Mile   2	1.9	3.0	C	1.1	2.7	E	-	-	-
	Unique Segment Ridership   10%	50%	16%	A	65%	35%	A	-	-	-
Reliability	On-Time Performance   79%	82%	78%	B	83%	79%	B	-	-	-
	Crowding   5%	1%	2%	A	1%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.46	Off-Peak: 0.42 Peak: 0.52	A	0.26	0.42	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.75	\$ 4.59	B	\$6.94	\$ 4.84	E	-	-	-
	Cost Recovery   20%	27%	30%	A	18%	27%	C	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



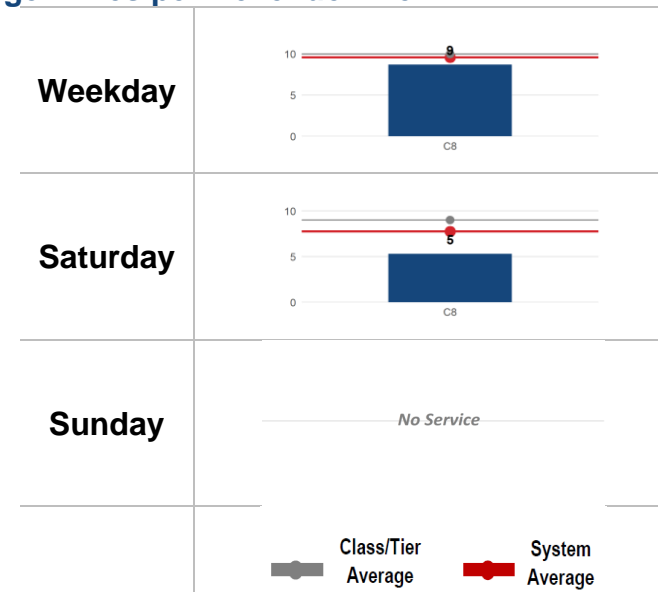
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C8	39.70	1,634	1,621 (99.2%)

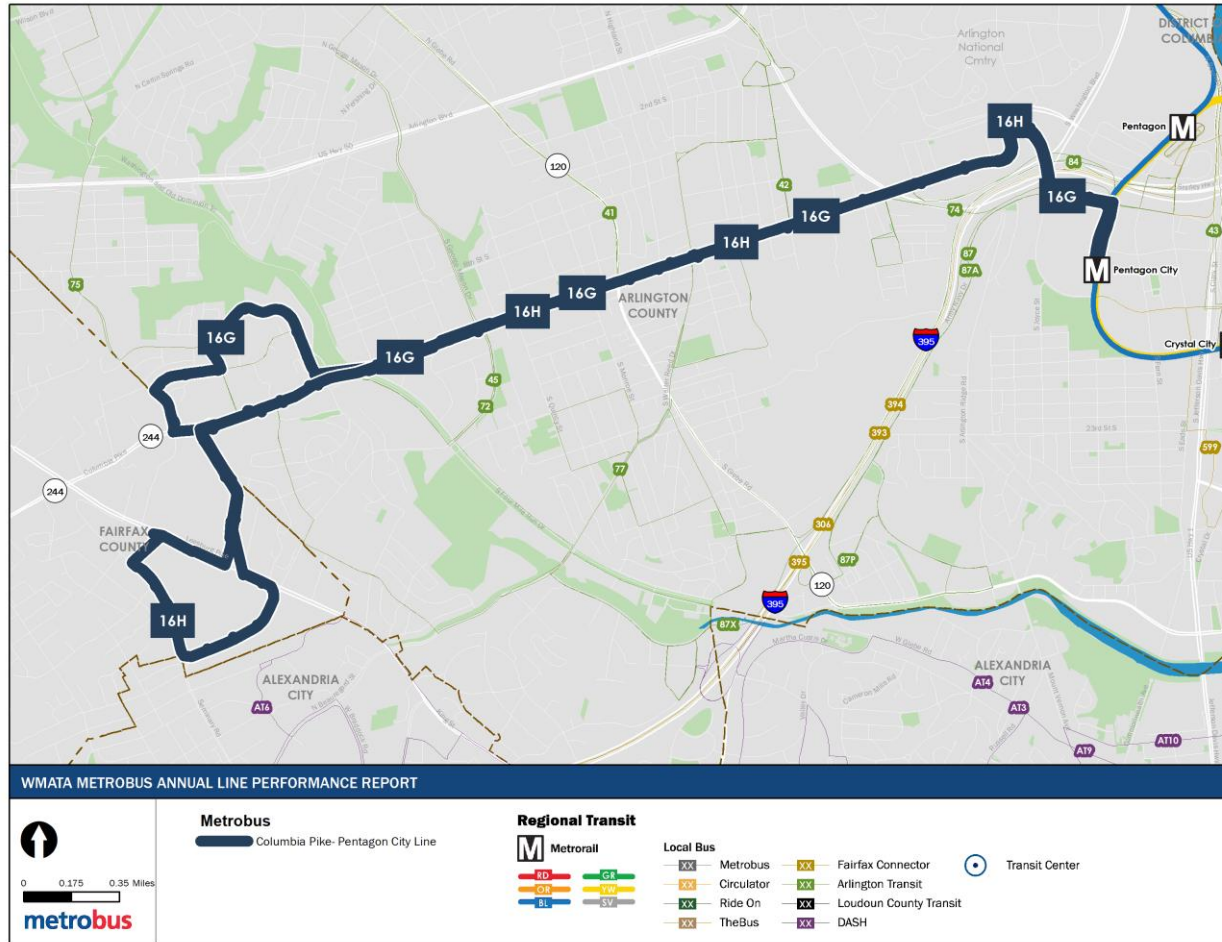
## Service Change Summary

Route C8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

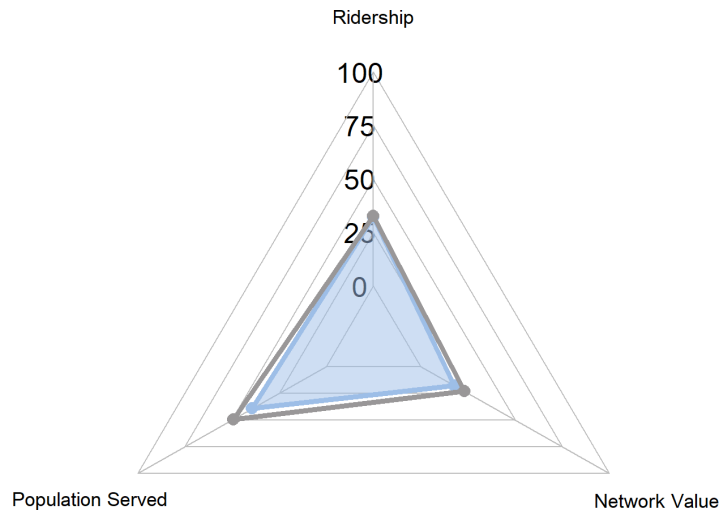
Line	Overall Grade
Columbia Pike- Pentagon City Line	B



## Line Benefit Score

**30**

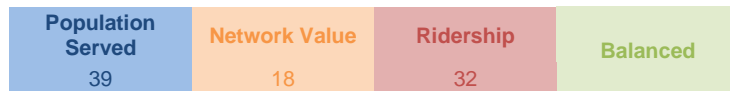
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,731,228</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>62,535</b>	
	<b>People of Color Population</b>	Service Area	<b>24,944</b>
		% Riders Surveyed	<b>61%</b>
	<b>Low Income Household</b>	Service Area	<b>16,707</b>
		% Riders Surveyed	<b>34%</b>

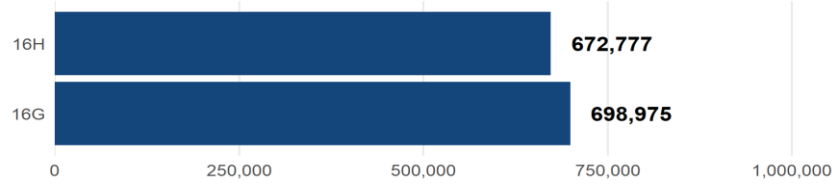
## Facilities/Amenities

	<b>Bus Stops</b>	<b>69</b>
	<b>% Stops With Shelters</b>	<b>36%</b>
	<b>% Stops With Benches</b>	<b>36%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



# Ridership

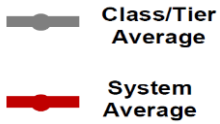
## Annual Ridership



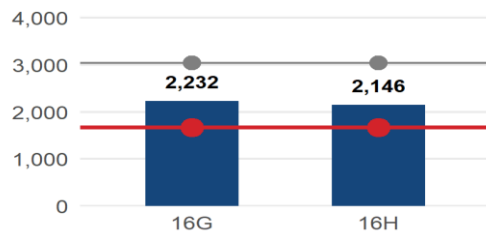
## Top Transfer Locations

### Pentagon City

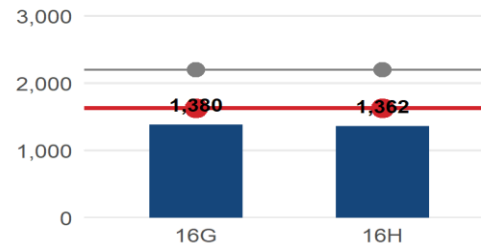
## Average Daily Ridership



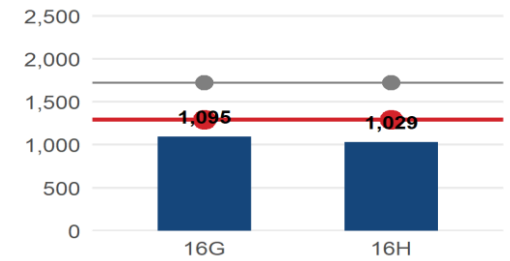
### Weekday



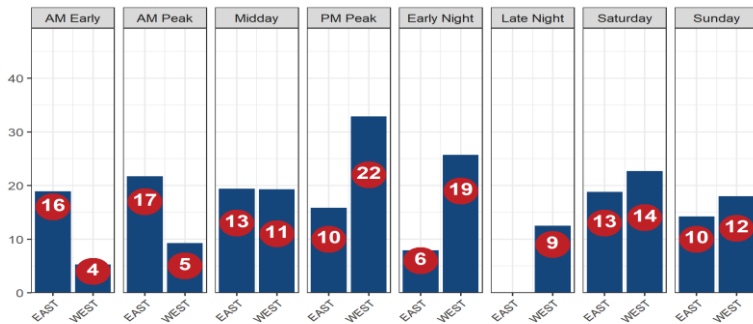
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



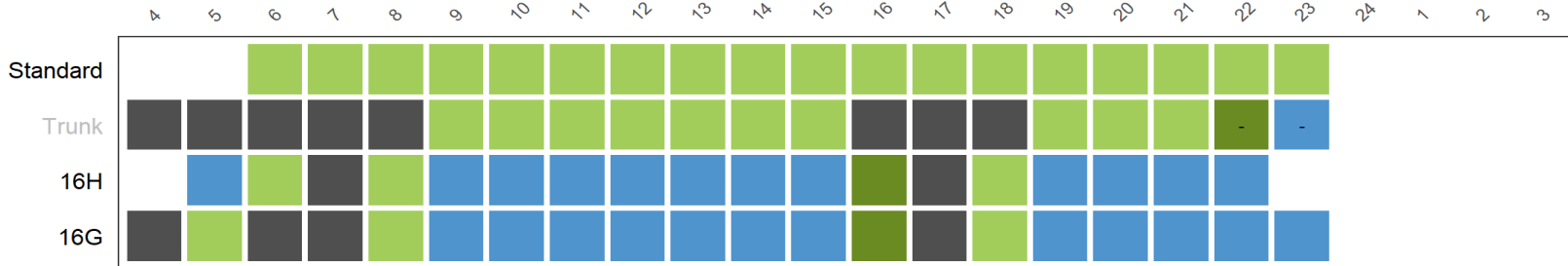
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.34	0.36
	Off-Peak Maximum Target: 1.0	0.28	0.3
Saturday Maximum Target: 1.0		0.32	0.35
Sunday Maximum Target: 1.0		0.25	0.29

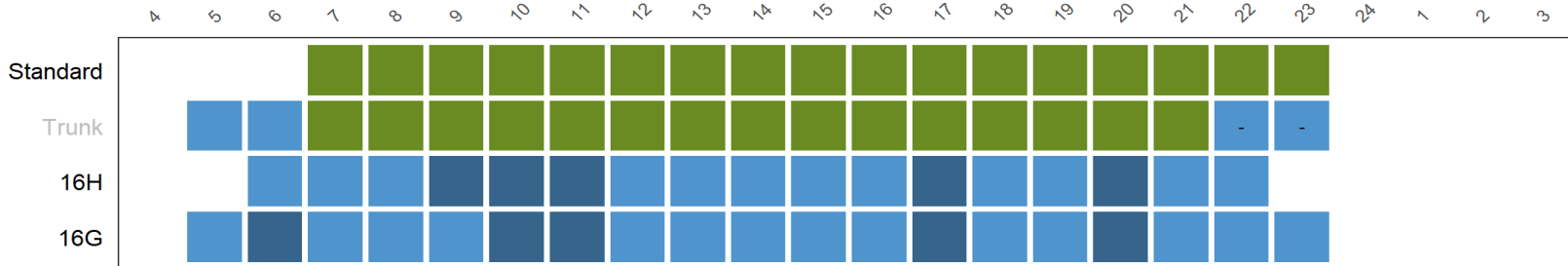
# Span and Frequency



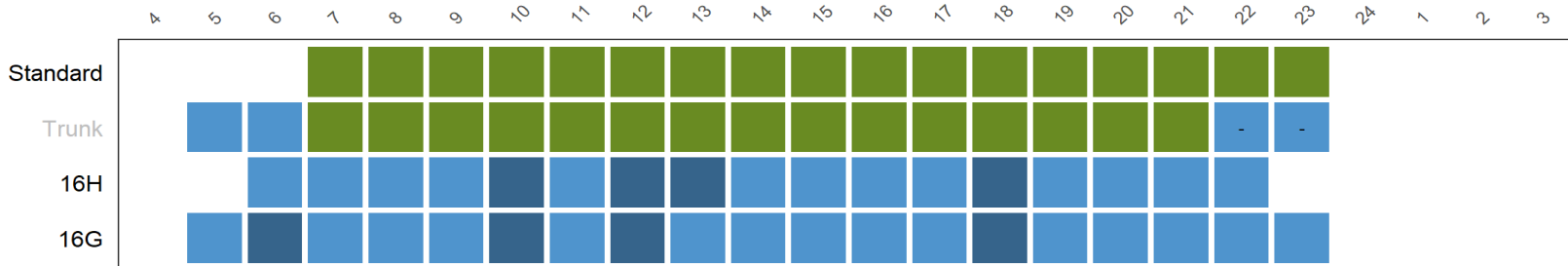
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** 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	4:52 AM - 11:24 PM	-	A	5:36 AM - 11:21 PM	-	A	5:37 AM - 11:22 PM	-	A
	Frequency of Service   varies	Peak: 9.3 / Off-Peak: 15.2	Peak: 17.4 / Off-Peak: 39	A	19.6	25.4	B	19.6	29.4	B
Productivity	Passengers per Revenue Hour   30	34.8	33.7	A	33.8	26.8	A	26.3	25.8	D
	Passengers per Revenue Mile   4	3.9	4.5	C	4.2	3.4	B	3.3	3.1	D
Reliability	On-Time Performance   79%	91%	76%	A	91%	74%	A	93%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.35	Off-Peak: 0.39 Peak: 0.55	A	0.34	0.37	A	0.27	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.43	\$ 4.02	A	\$3.53	\$ 5.16	A	\$4.54	\$ 5.25	B
	Cost Recovery   25%	38%	33%	A	37%	27%	A	28%	25%	A

# Route 16G

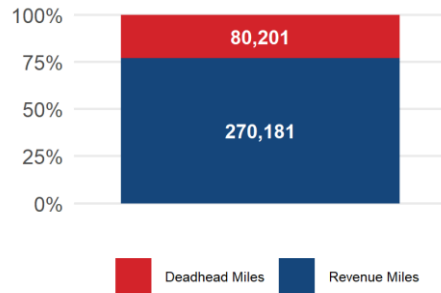
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5			5			A		
	Circuitry   1.75	1.48			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	34.1	33.7	A	32.4	26.8	B	25.6	25.8	D
	Passengers per Revenue Mile   4	4.1	4.5	B	4.3	3.4	B	3.4	3.1	D
	Unique Segment Ridership   10%	13%	12%	A	13%	22%	A	14%	23%	A
Reliability	On-Time Performance   79%	94%	76%	A	93%	74%	A	95%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.33	Off-Peak: 0.39 Peak: 0.54	A	0.32	0.36	A	0.26	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.50	\$ 4.02	A	\$3.68	\$ 5.16	A	\$4.67	\$ 5.25	B
	Cost Recovery   25%	37%	34%	A	35%	26%	A	28%	25%	A

# Route 16H

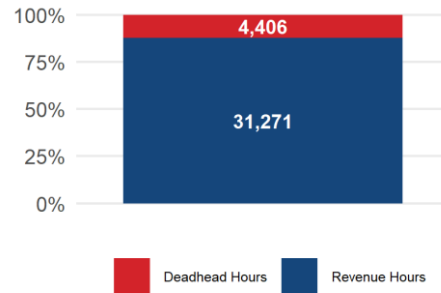
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.7			5			A		
	Circuitry   1.75	1.41			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	35.5	33.7	A	35.4	26.8	A	27.0	25.8	D
	Passengers per Revenue Mile   4	3.7	4.5	C	4.1	3.4	B	3.1	3.1	E
	Unique Segment Ridership   10%	5%	12%	D	7%	22%	D	7%	23%	D
Reliability	On-Time Performance   79%	88%	76%	A	88%	74%	A	90%	78%	A
	Crowding   5%	1%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.37	Off-Peak: 0.39 Peak: 0.54	A	0.36	0.36	A	0.28	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.36	\$ 4.02	A	\$3.37	\$ 5.16	A	\$4.42	\$ 5.25	A
	Cost Recovery   25%	39%	34%	A	38%	26%	A	29%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



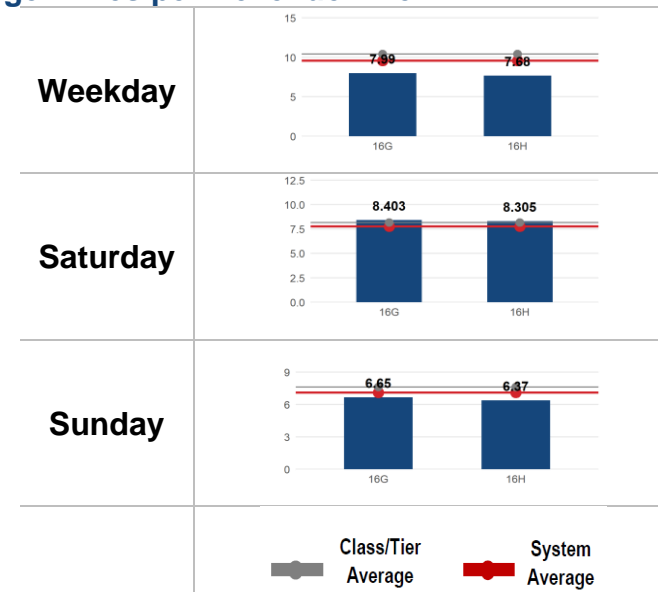
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16G	10.20	3,274	3,261 (99.6%)
16H	12.70	2,798	2,796 (99.9%)

## Service Change Summary

Route 16G - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 16H - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

**Legend**

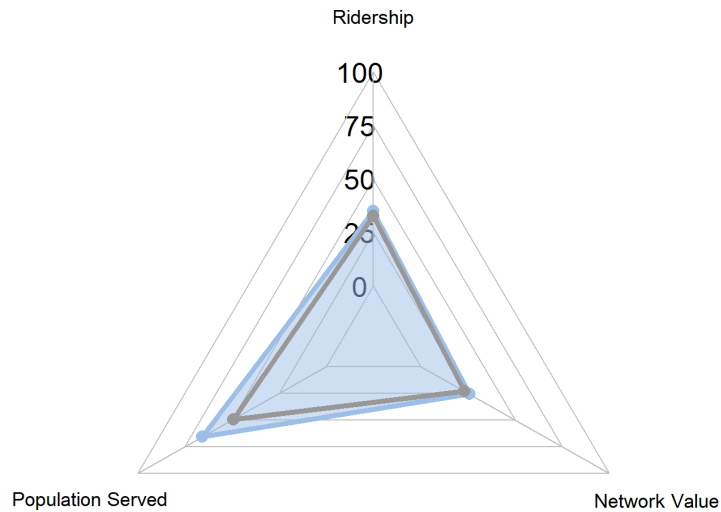
Exceeds	Meets
Approaches	Below
Significantly Below	



## Line Benefit Score

42

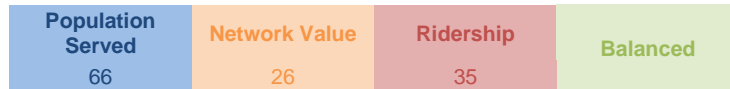
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$5,744,397
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

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

	Service Area Population	113,502	
	People of Color Population	Service Area	42,031
		% Riders Surveyed	82%
	Low Income Household	Service Area	32,438
		% Riders Surveyed	60%

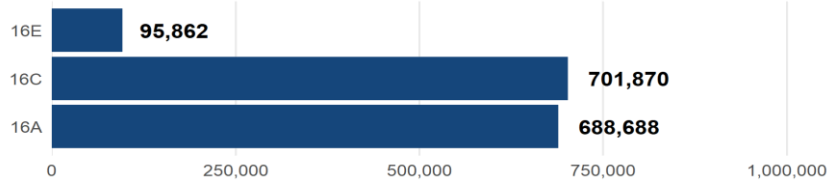
## Facilities/Amenities

	Bus Stops	171
	% Stops With Shelters	42%
	% Stops With Benches	42%
	% Stops With Real-Time Signs	6%



# Ridership

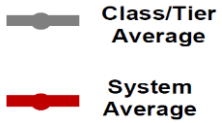
## Annual Ridership



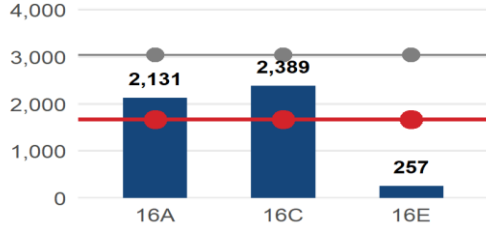
## Top Transfer Locations

### Pentagon, Smithsonian, Pentagon City

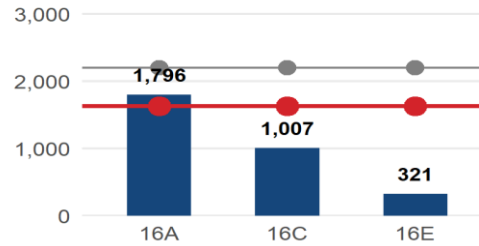
## Average Daily Ridership



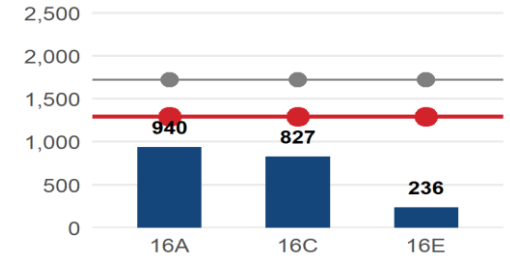
### Weekday



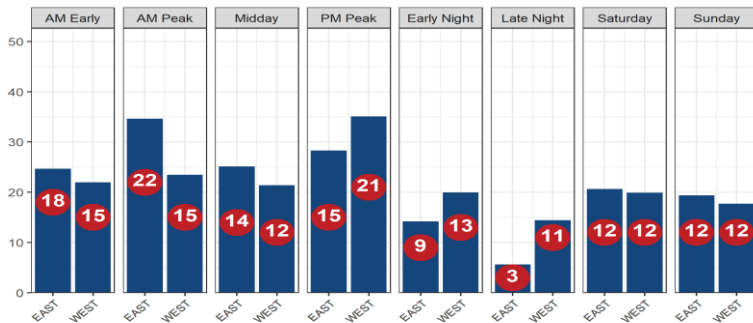
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



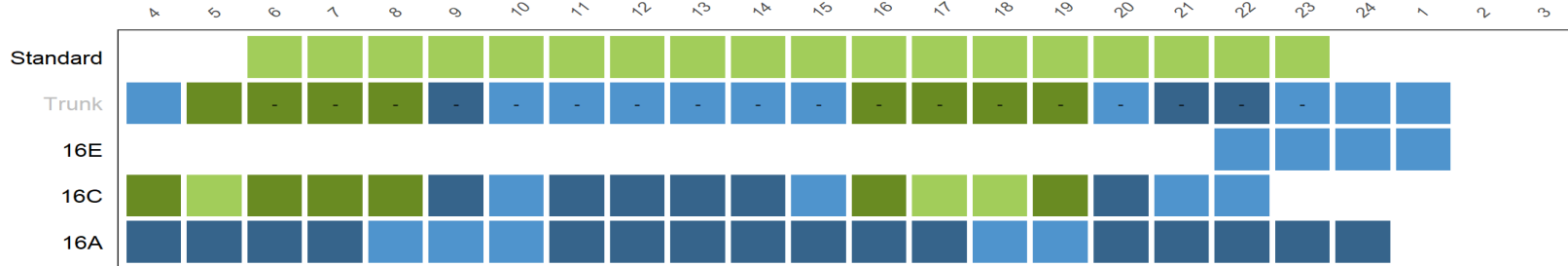
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	<b>Peak</b> Maximum Target: 1.2	0.48	0.48
	<b>Off-Peak</b> Maximum Target: 1.0	0.3	0.3
<b>Saturday</b> Maximum Target: 1.0		0.3	0.3
<b>Sunday</b> Maximum Target: 1.0		0.31	0.29

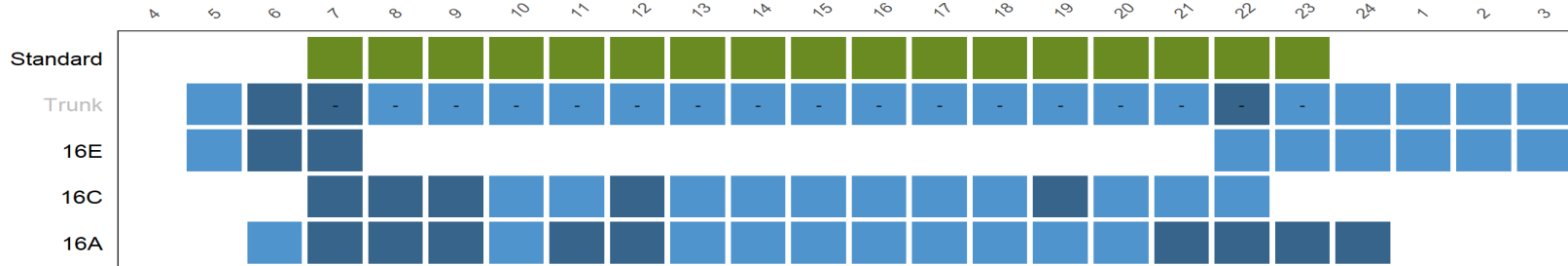
# Span and Frequency



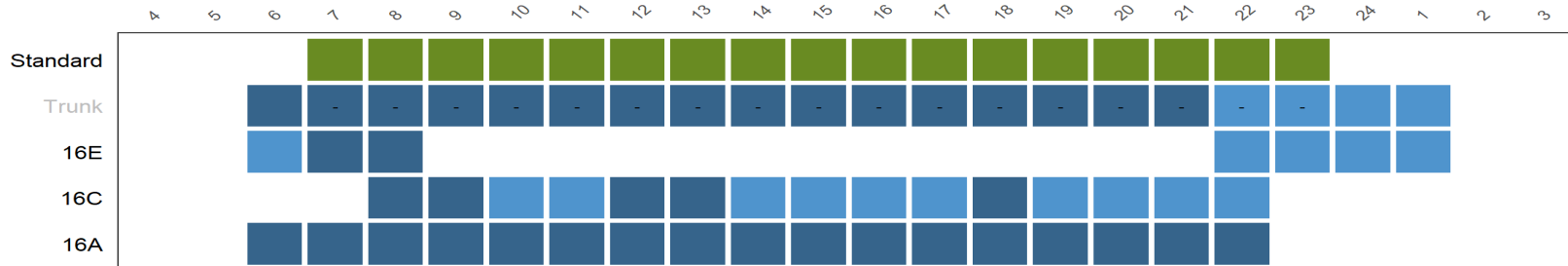
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# C 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	4:27 AM - 1:19 AM	-	A	5:06 AM - 3:48 AM	-	A	6:00 AM - 1:18 AM	-	A
	Frequency of Service   varies	Peak: 19.1 / Off-Peak: 26.6	Peak: 17.4 / Off-Peak: 39	C	31.2	25.4	E	43.0	29.4	E
Productivity	Passengers per Revenue Hour   30	25.5	33.7	D	22.4	26.8	E	21.8	25.8	E
	Passengers per Revenue Mile   4	2.6	4.5	E	2.2	3.4	E	2.2	3.1	E
Reliability	On-Time Performance   79%	89%	76%	A	88%	74%	A	92%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.48	Off-Peak: 0.39 Peak: 0.55	A	0.3	0.37	A	0.3	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.67	\$ 4.02	B	\$5.33	\$ 5.16	C	\$5.48	\$ 5.25	C
	Cost Recovery   25%	29%	33%	A	25%	27%	B	24%	25%	C

# Route 16A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.8			5			E		
	Circuitry   1.75	1.22			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   30	27.9	33.7	C	26.0	26.8	D	29.5	25.8	C
	Passengers per Revenue Mile   4	2.7	4.5	E	2.4	3.4	E	2.5	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	24%	22%	A	30%	23%	A
Reliability	On-Time Performance   79%	93%	76%	A	91%	74%	A	92%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	2%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.52	Off-Peak: 0.39 Peak: 0.54	A	0.36	0.36	A	0.43	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.28	\$ 4.02	A	\$4.60	\$ 5.16	B	\$4.04	\$ 5.25	A
	Cost Recovery   25%	31%	34%	A	29%	26%	A	33%	25%	A

# Route 16C

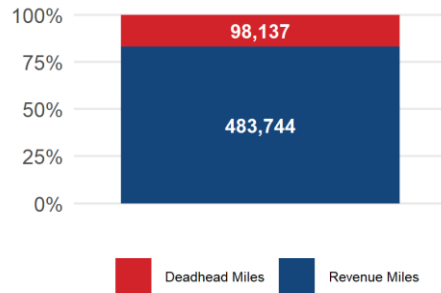
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.5			5			E		
	Circuitry   1.75	1.66			1.27			B		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	26.0	33.7	D	21.6	26.8	E	18.7	25.8	E
	Passengers per Revenue Mile   4	3.0	4.5	E	2.6	3.4	E	2.2	3.1	E
	Unique Segment Ridership   10%	2%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	86%	76%	A	89%	74%	A	91%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	1%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.46	Off-Peak: 0.39 Peak: 0.54	A	0.26	0.36	A	0.24	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.59	\$ 4.02	B	\$5.51	\$ 5.16	D	\$6.38	\$ 5.25	E
	Cost Recovery   25%	29%	34%	A	24%	26%	C	21%	25%	D

# Route 16E

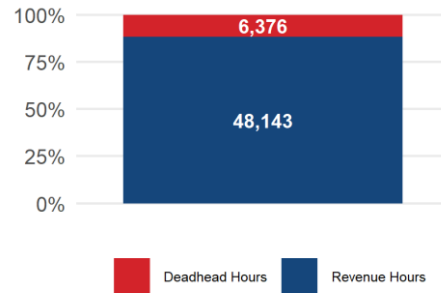
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.3			5			E		
	Circuitry   1.75	1.68			1.27			B		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	13.7	33.7	E	13.5	26.8	E	14.9	25.8	E
	Passengers per Revenue Mile   4	1.1	4.5	E	1.2	3.4	E	1.3	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	1%	22%	E	2%	23%	E
Reliability	On-Time Performance   79%	85%	76%	A	83%	74%	B	93%	78%	A
	Crowding   5%	3%	3%	A	3%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23	Off-Peak: 0.39	A	0.24	0.36	A	0.23	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$8.68	\$ 4.02	E	\$8.86	\$ 5.16	E	\$8.03	\$ 5.25	E
	Cost Recovery   25%	15%	34%	E	15%	26%	E	16%	25%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



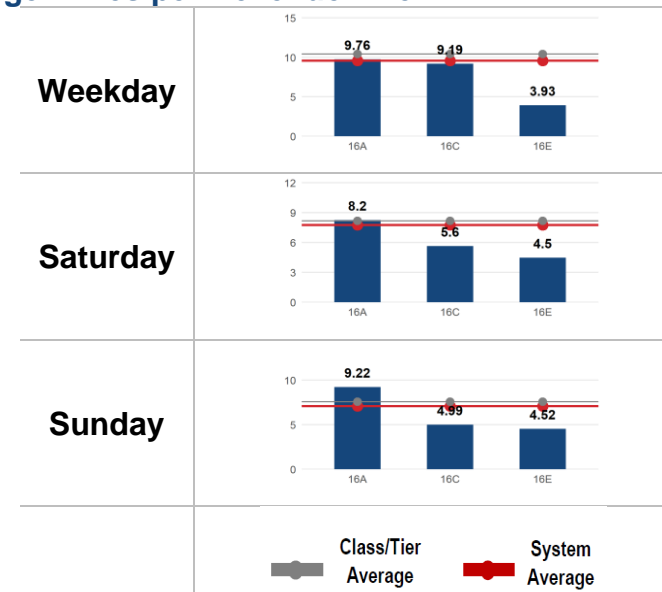
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16A	26.60	1,970	1,969 (99.9%)
16C	28.70	2,694	2,689 (99.8%)
16E	28.30	384	383 (99.7%)

## Service Change Summary

Route 16A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 16C - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 16E - June 2019:  
 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





About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	B

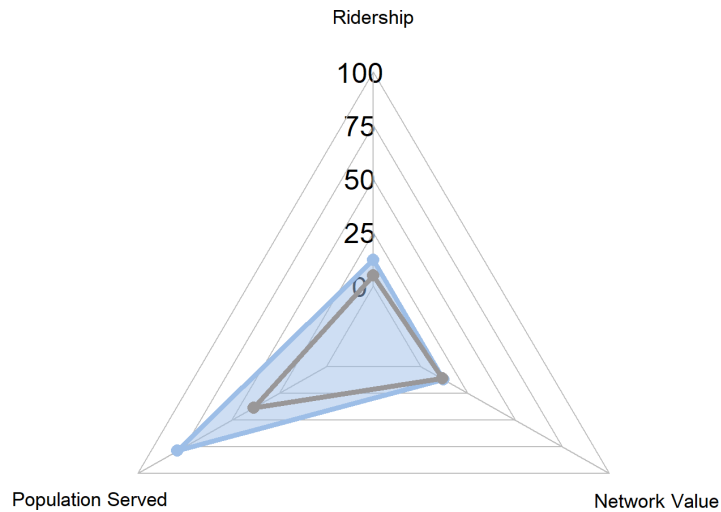
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**34**

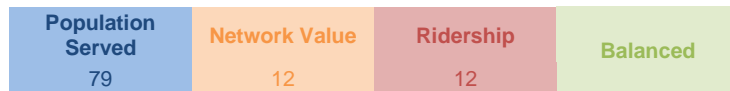
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,251,882</b>
	<b>Peak Vehicles</b>	<b>14</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>26,919</b>	
	<b>People of Color Population</b>	Service Area	<b>8,431</b>
		% Riders Surveyed	<b>46%</b>
	<b>Low Income Household</b>	Service Area	<b>5,053</b>
		% Riders Surveyed	<b>12%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>42</b>
	<b>% Stops With Shelters</b>	<b>45%</b>
	<b>% Stops With Benches</b>	<b>48%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

### Annual Ridership

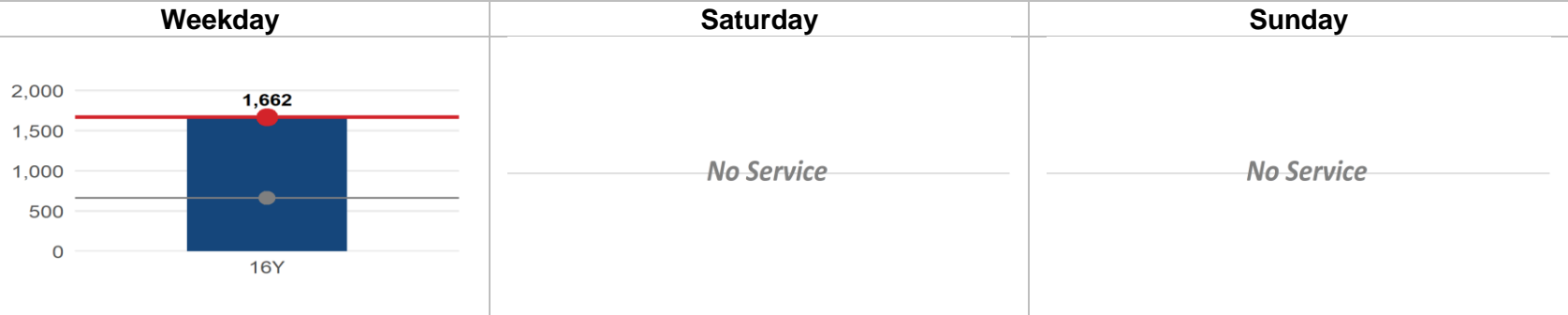


### Top Transfer Locations

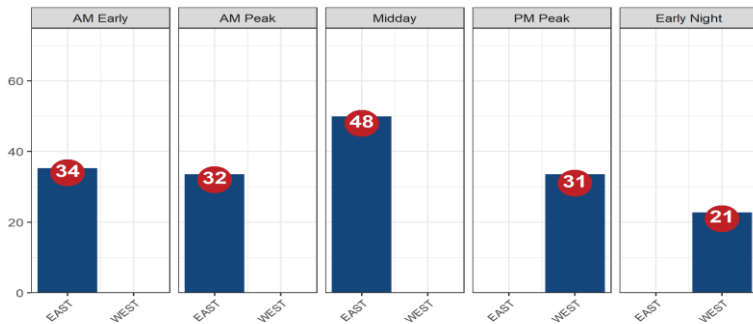
Farragut North, Farragut West, McPherson Square

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



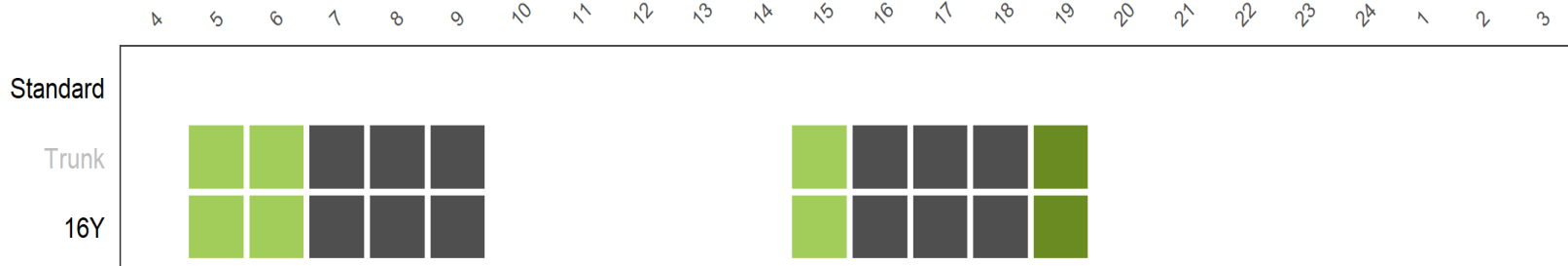
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.77	0.76
	Off-Peak Maximum Target: 1.0	1	0.52
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Columbia Pike-Farragut Square

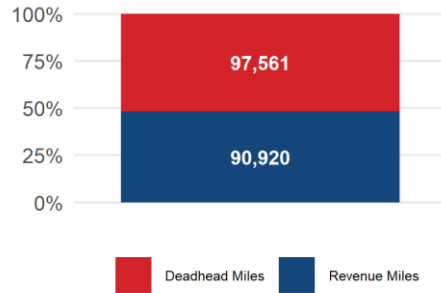
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:55 AM - 9:47 AM; 3:30 PM - 7:52 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 8.6 / Off-Peak: 7.5	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	40.1	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4.6	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	75%	D	-	-	-	-	-	-
	Crowding   5%	18%	4%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.76 Peak: 0.77	Off-Peak: 0.4 Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.98	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	60%	48%	A	-	-	-	-	-	-

# Route 16Y

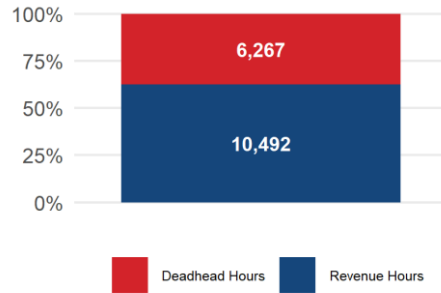
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.7			3.2			-		
Route Design	Circuitry   N/A	1.26			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	40.1	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4.6	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	18%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	75%	D	-	-	-	-	-	-
	Crowding   5%	18%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.76 Peak: 0.77	Off-Peak: 0.37 Peak: 0.49	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.98	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	60%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



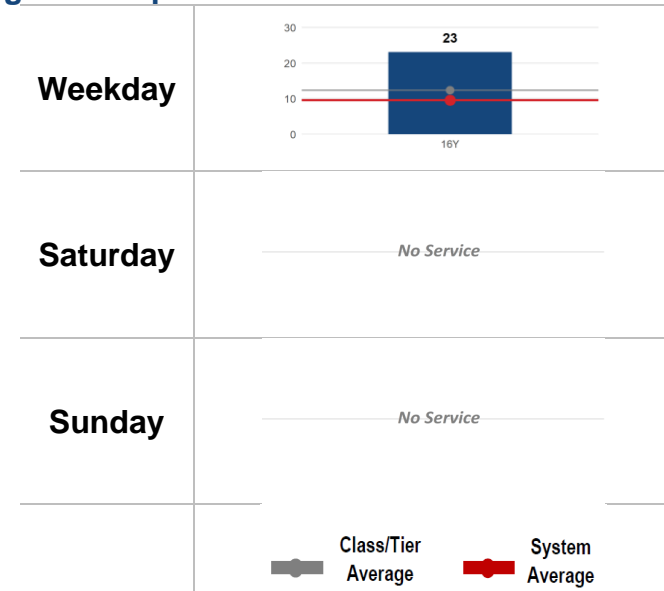
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16Y	15.80	1,100	1,099 (99.9%)

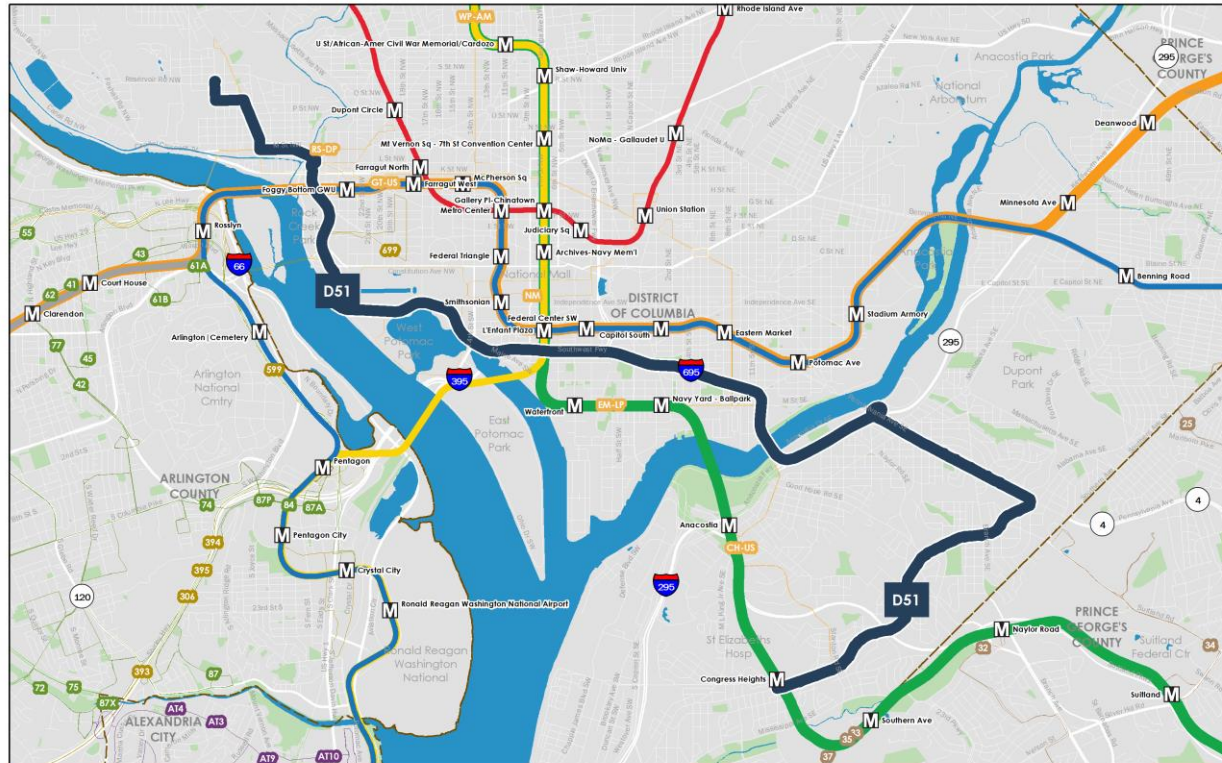
## Service Change Summary

Route 16Y - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

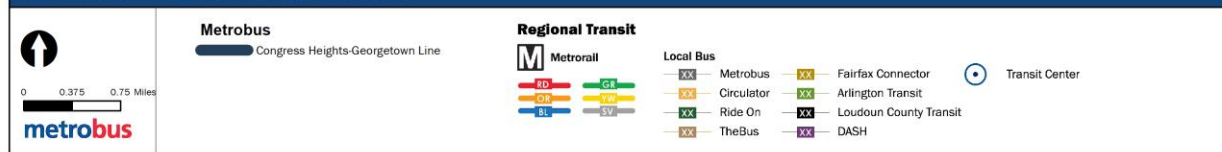
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

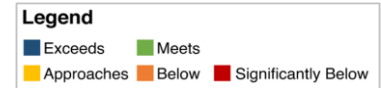
Gap

Activity Tier

2

Overall Grade

Line	Overall Grade
D51	-

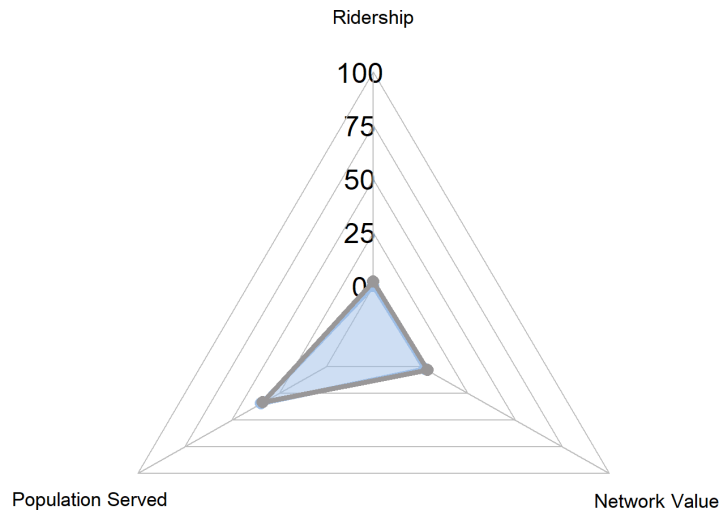




## Line Benefit Score

12

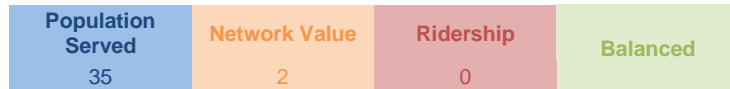
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$24,807
	Peak Vehicles	
	Vehicle Type(s)	

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

	Service Area Population	26,673	
	People of Color Population	Service Area	23,517
		% Riders Surveyed	
	Low Income Household	Service Area	12,028
		% Riders Surveyed	

## Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	37%
	% Stops With Benches	33%
	% Stops With Real-Time Signs	7%



## Ridership

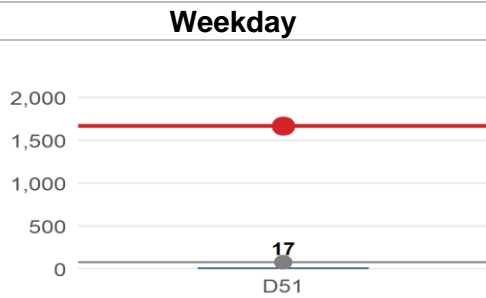
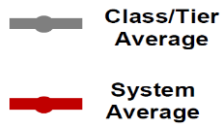
### Annual Ridership



### Top Transfer Locations

NA

### Average Daily Ridership



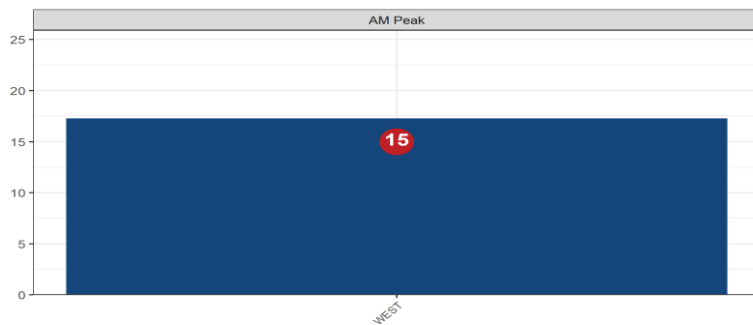
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



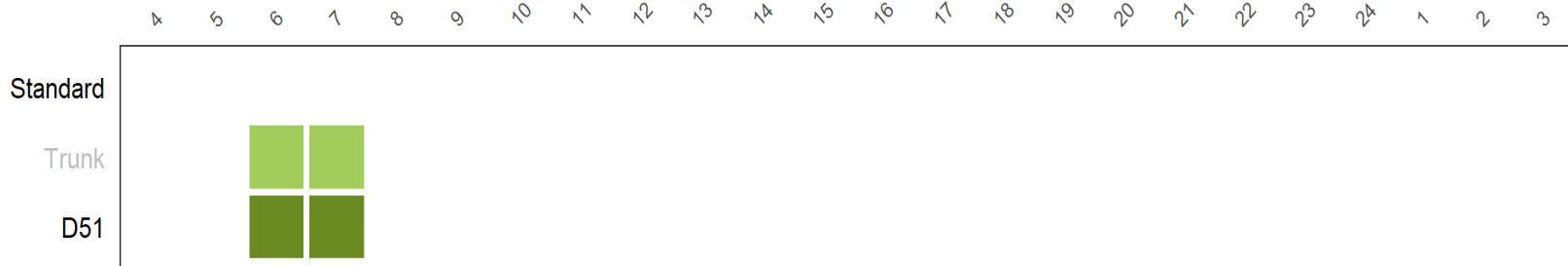
### Vehicle Load Factor

		Direction:	WEST
Weekday	Peak Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.37	
Saturday Maximum Target: NA			
Sunday Maximum Target: NA			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**Congress Heights-Georgetown**

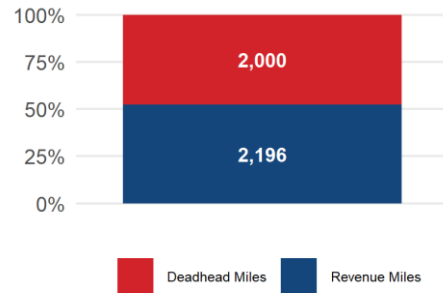
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	15.7	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	1.5	6.9	-	-	-	-	-	-	-
Reliability	On-Time Performance	-	-	-	-	-	-	-	-	-
	Crowding	-	-	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$7.59	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	22%	58%	-	-	-	-	-	-	-

# Route D51

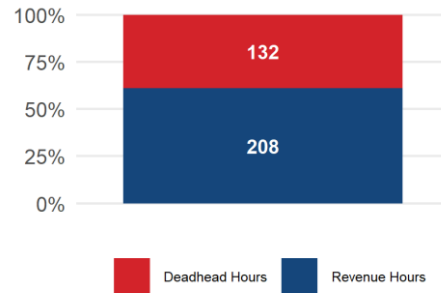
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	2.8			5.4			-		
	Circuitry	1.33			1.3			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	15.7	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	1.5	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	6%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	-	-	-	-	-	-	-	-	-
	Crowding	-	-	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$7.59	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	22%	77%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



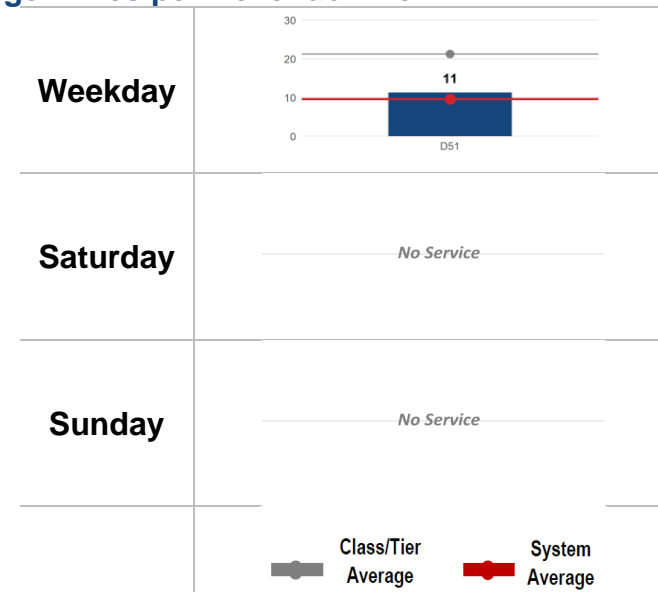
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)

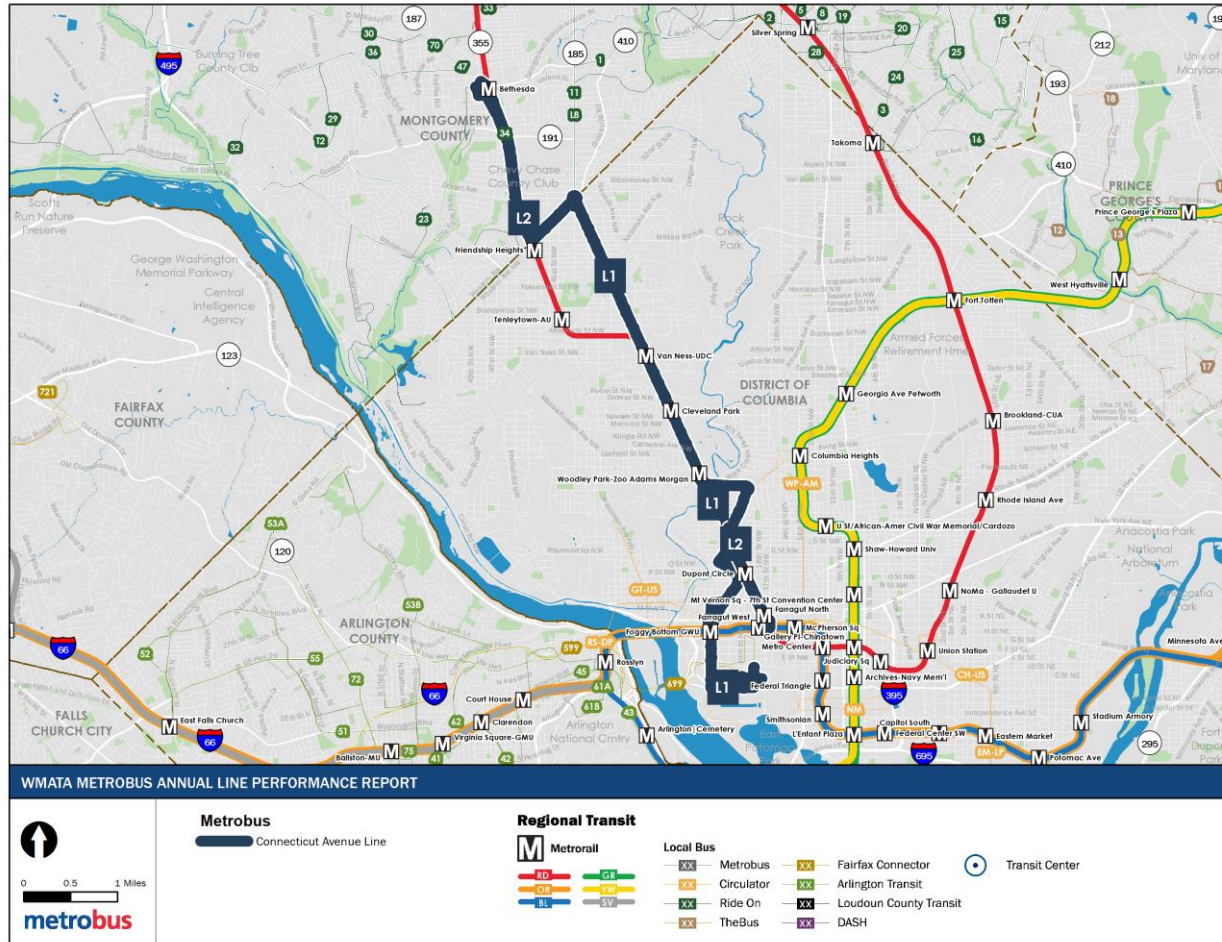
## Service Change Summary

Route D51 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

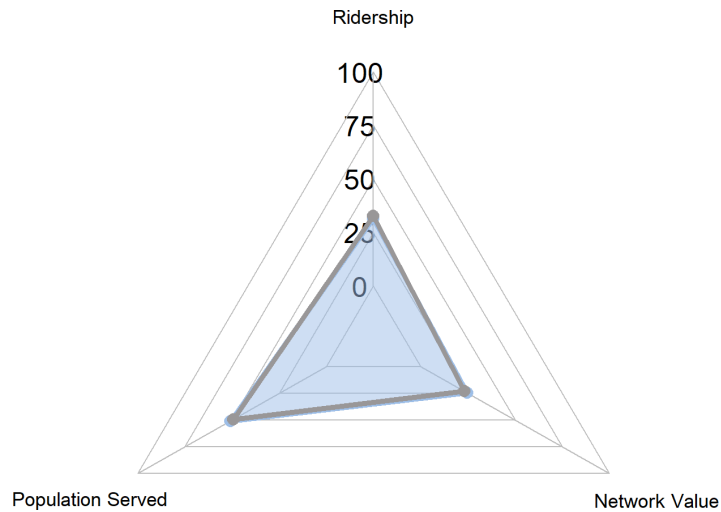
Overall Grade

Line	Overall Grade
Connecticut Avenue Line	B

## Line Benefit Score

**36**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

51

25

32

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,293,008</b>
	<b>Peak Vehicles</b>	<b>14</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>78,529</b>	
	<b>People of Color Population</b>	Service Area	<b>13,093</b>
		% Riders Surveyed	<b>50%</b>
	<b>Low Income Household</b>	Service Area	<b>7,518</b>
		% Riders Surveyed	<b>21%</b>

## Facilities/Amenities

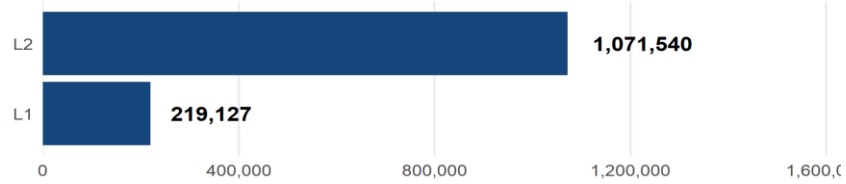
	<b>Bus Stops</b>	<b>142</b>
	<b>% Stops With Shelters</b>	<b>43%</b>
	<b>% Stops With Benches</b>	<b>44%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>





# Ridership

## Annual Ridership

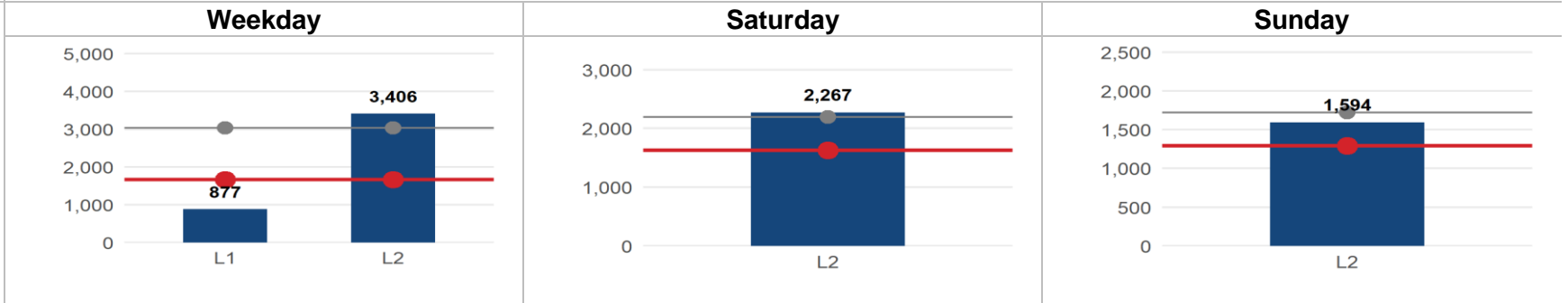


## Top Transfer Locations

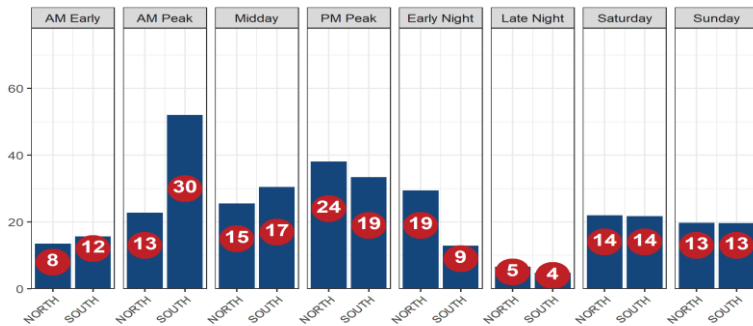
### Van Ness-UDC, Farragut West, Foggy Bottom

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



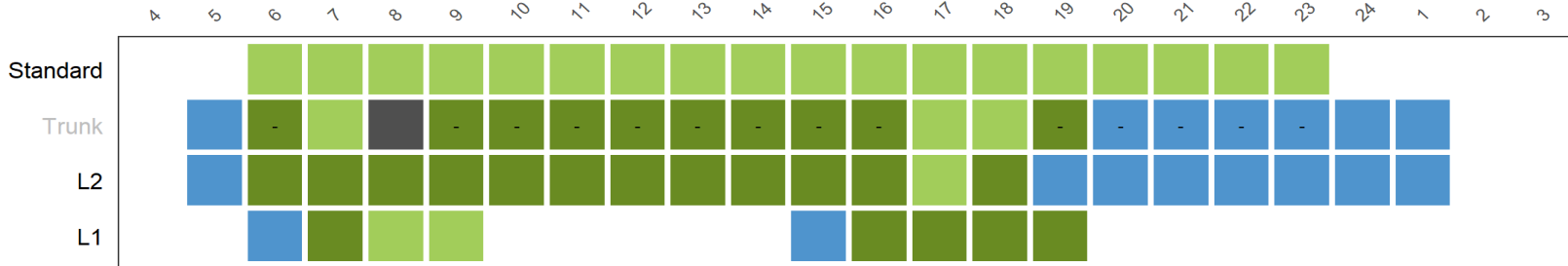
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.54	0.66
	<b>Off-Peak</b> Maximum Target: 1.0	0.34	0.31
<b>Saturday</b> Maximum Target: 1.0		0.35	0.35
<b>Sunday</b> Maximum Target: 1.0		0.32	0.32

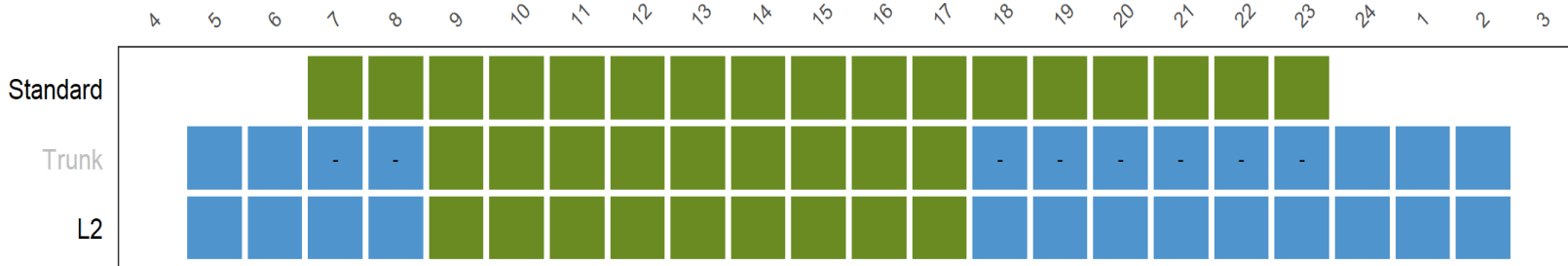
# Span and Frequency



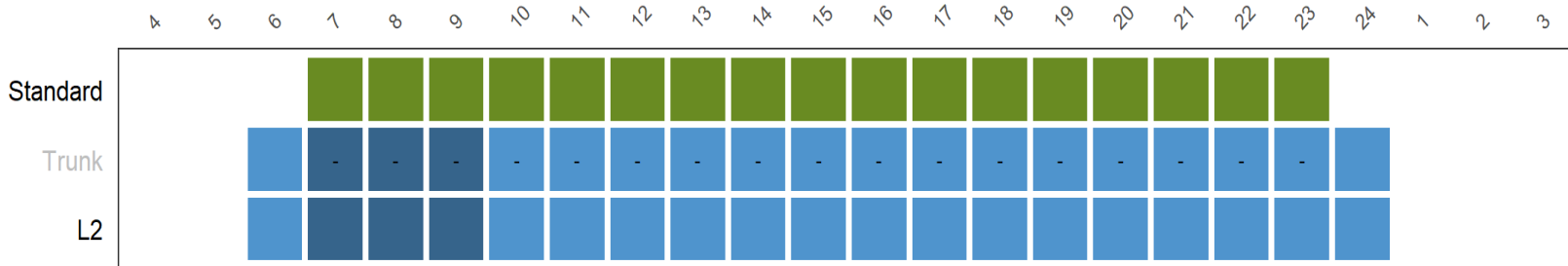
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	5:05 AM - 1:28 AM	-	A	5:42 AM - 2:47 AM	-	A	6:00 AM - 12:56 AM	-	A
	Frequency of Service   varies	Peak: 14.9 / Off-Peak: 19.3	Peak: 17.4 / Off-Peak: 39	B	23.3	25.4	C	27.3	29.4	D
Productivity	Passengers per Revenue Hour   30	36.6	33.7	A	27.8	26.8	C	25.9	25.8	D
	Passengers per Revenue Mile   4	5.3	4.5	A	3.8	3.4	C	3.6	3.1	D
Reliability	On-Time Performance   79%	76%	76%	C	84%	74%	A	74%	78%	C
	Crowding   5%	2%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.59	Off-Peak: 0.39 Peak: 0.55	A	0.35	0.37	A	0.32	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.26	\$ 4.02	A	\$4.29	\$ 5.16	A	\$4.60	\$ 5.25	B
	Cost Recovery   25%	44%	33%	A	33%	27%	A	31%	25%	A

# Route L1

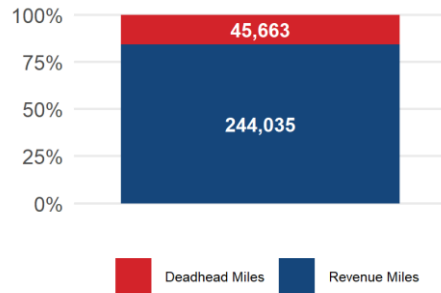
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			5			E		
Route Design	Circuitry   1.75	1.21			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	49.3	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	7.5	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	5%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	62%	76%	E	-	-	-	-	-	-
	Crowding   5%	2%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Peak: 0.7	Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.42	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	69%	34%	A	-	-	-	-	-	-

# Route L2

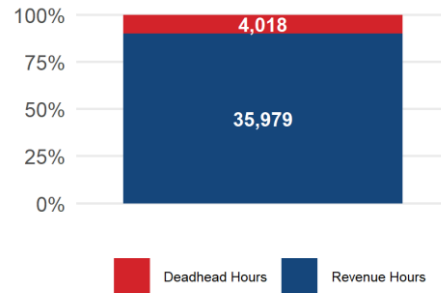
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			5			E		
	Circuitry   1.75	1.17			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	34.3	33.7	A	27.8	26.8	C	25.9	25.8	D
	Passengers per Revenue Mile   4	4.9	4.5	A	3.8	3.4	C	3.6	3.1	D
	Unique Segment Ridership   10%	1%	12%	E	63%	22%	A	61%	23%	A
Reliability	On-Time Performance   79%	79%	76%	C	84%	74%	A	74%	78%	C
	Crowding   5%	2%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.56	Off-Peak: 0.39 Peak: 0.54	A	0.35	0.36	A	0.32	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.48	\$ 4.02	A	\$4.29	\$ 5.16	A	\$4.60	\$ 5.25	B
	Cost Recovery   25%	40%	34%	A	32%	26%	A	30%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



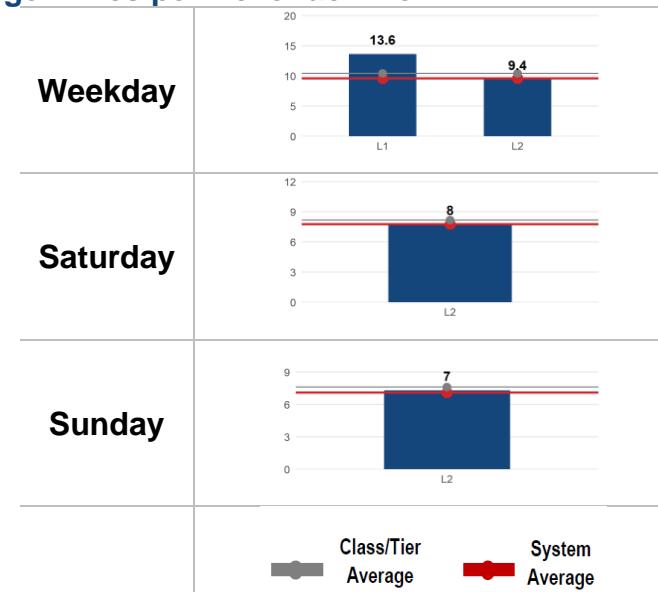
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L1	14.00	396	396 (100.0%)
L2	16.20	3,330	3,310 (99.4%)

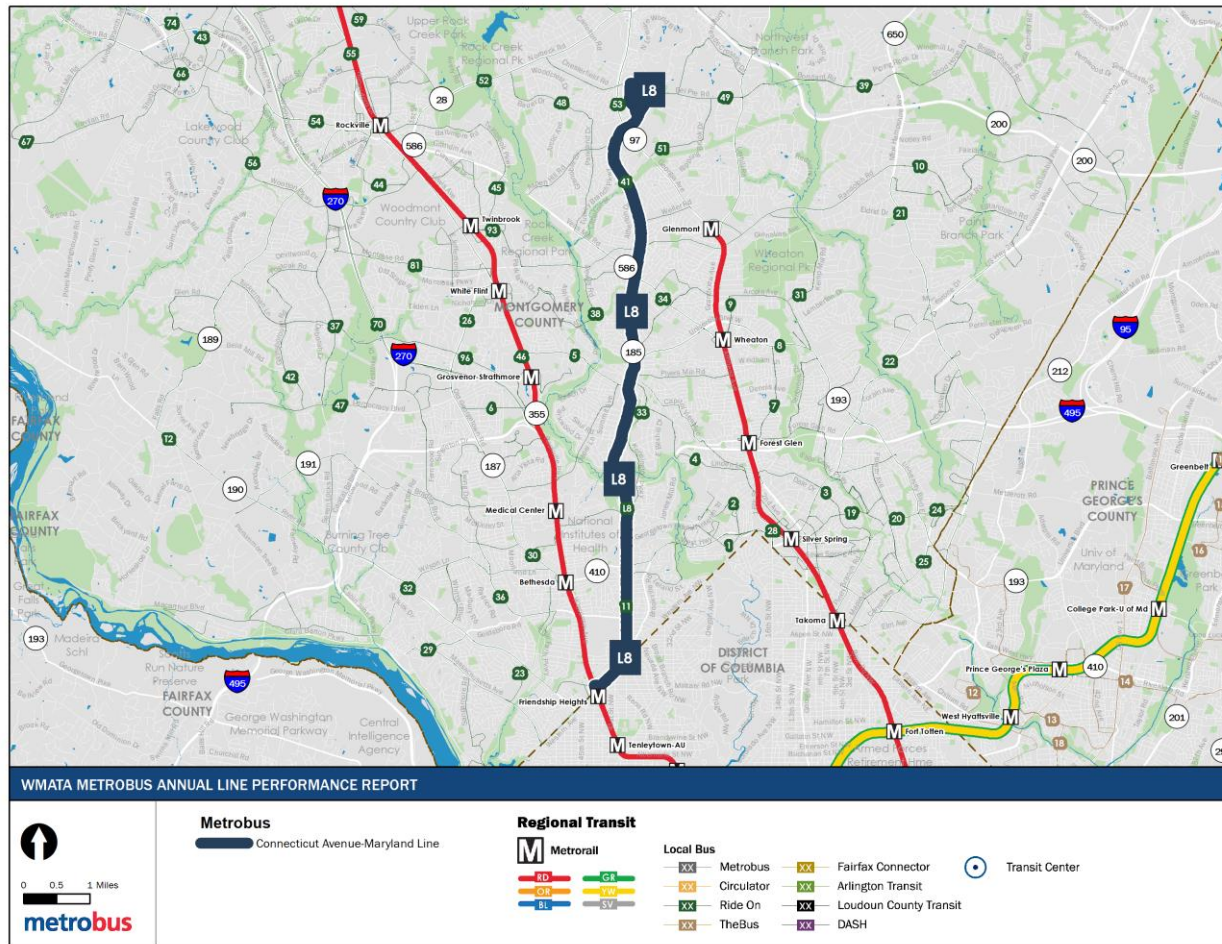
## Service Change Summary

Route L1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route L2 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

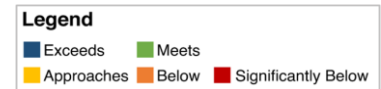
Coverage

Activity Tier

3

Overall Grade

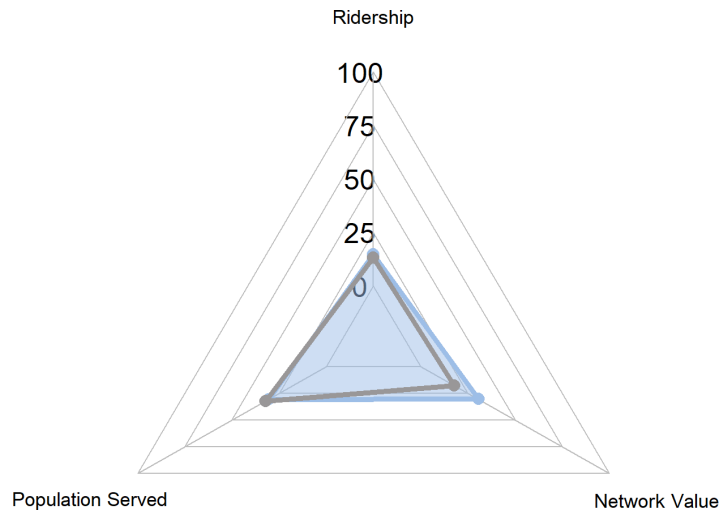
Line	A



## Line Benefit Score

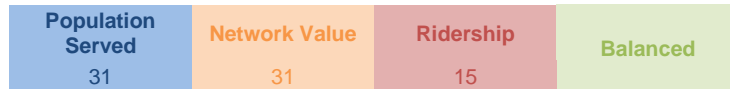
**25**

Out of 100



### Classification Average

Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,213,587</b>
	<b>Peak Vehicles</b>	<b>10</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>38,504</b>	
	<b>People of Color Population</b>	Service Area	<b>9,305</b>
		% Riders Surveyed	<b>78%</b>
	<b>Low Income Household</b>	Service Area	<b>8,138</b>
		% Riders Surveyed	<b>55%</b>

## Facilities/Amenities

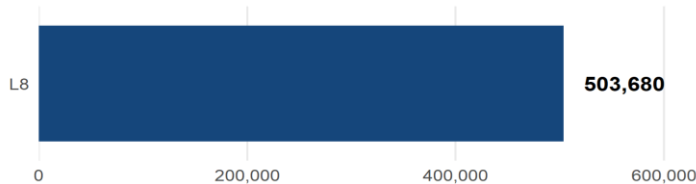
	<b>Bus Stops</b>	<b>122</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>25%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>





## Ridership

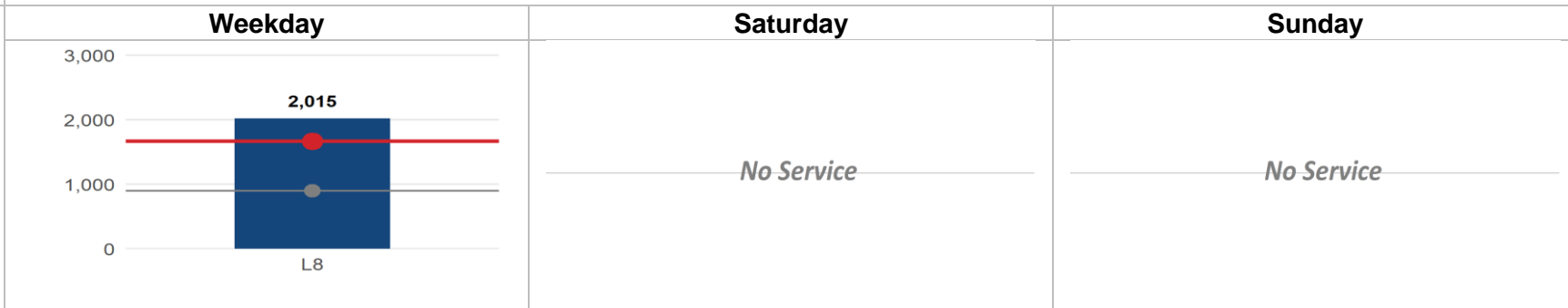
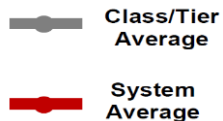
### Annual Ridership



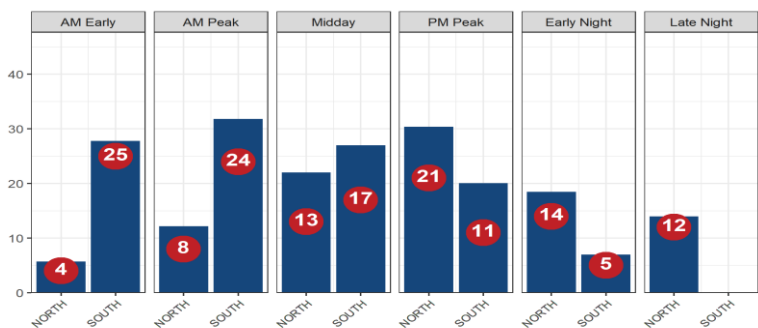
### Top Transfer Locations

### Friendship Heights

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



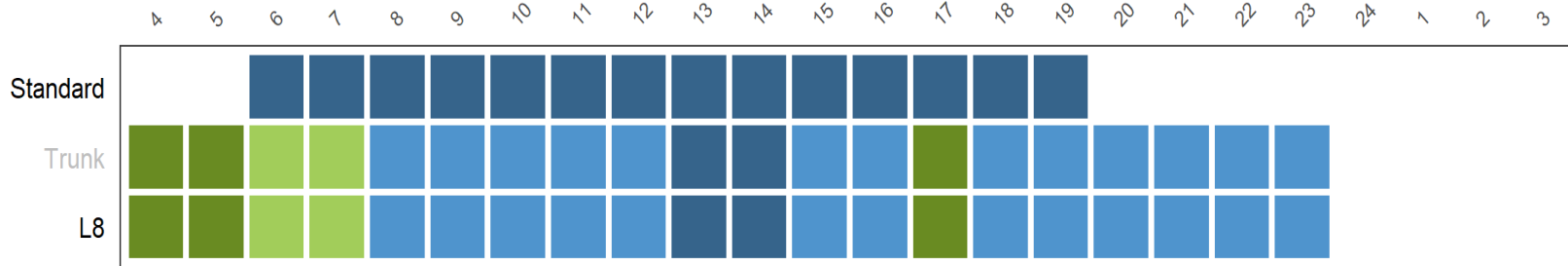
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.39	0.46
	Off-Peak Maximum Target: 1.0	0.31	0.36
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Connecticut Avenue-Maryland

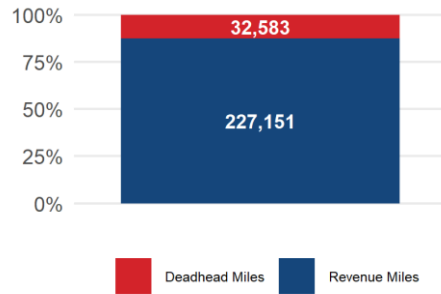
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:52 AM - 11:38 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 19.2 / Off-Peak: 30.1	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	27.6	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.2	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.43	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.33	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	23%	A	-	-	-	-	-	-

# Route L8

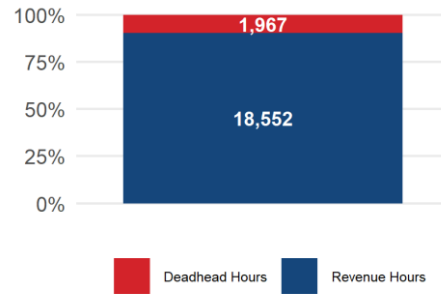
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			4.9			E		
Route Design	Circuitry   N/A	1.19			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	27.6	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.2	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	79%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.43	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.33	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



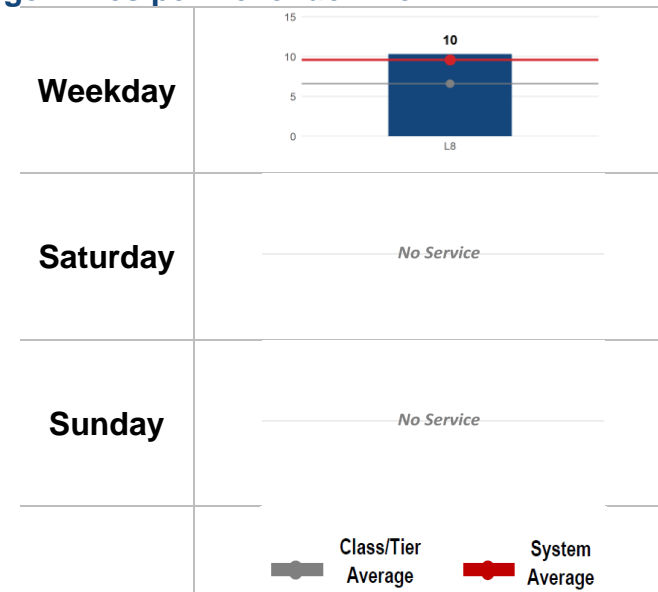
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L8	23.40	1,980	1,975 (99.7%)

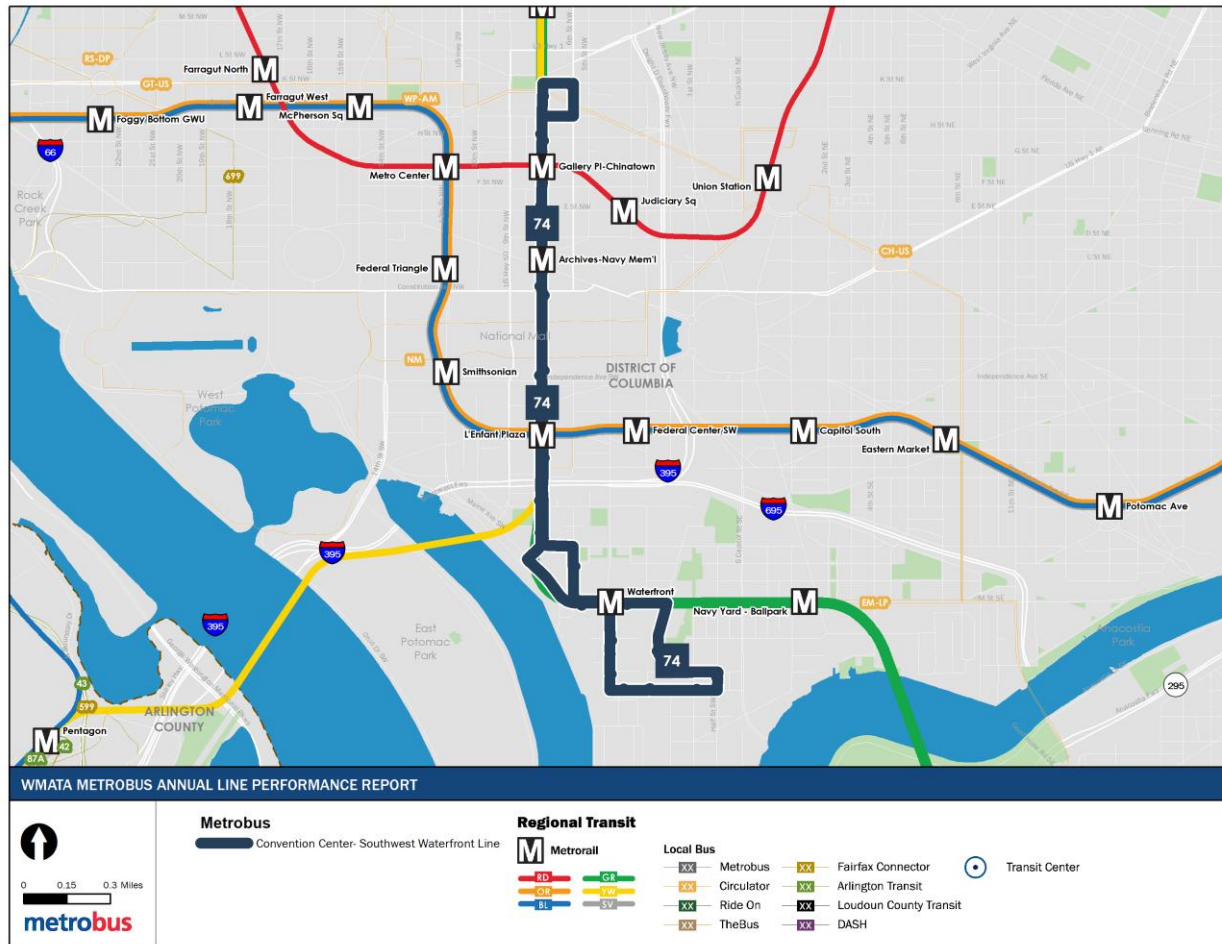
## Service Change Summary

Route L8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

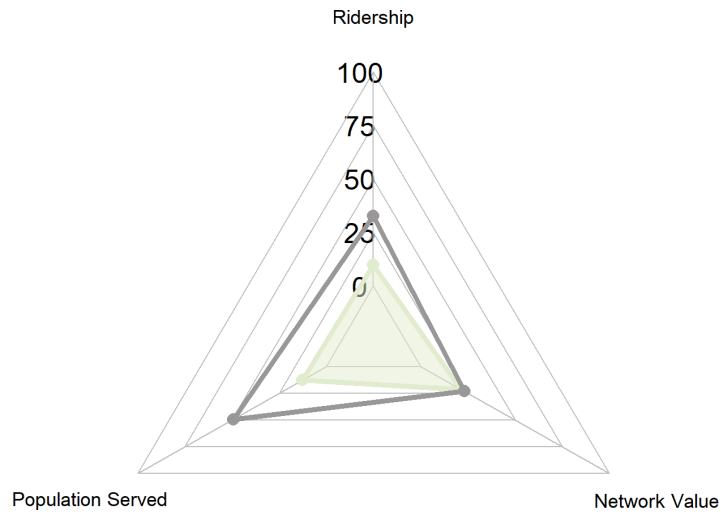
Overall Grade

Line	C

## Line Benefit Score

**15**

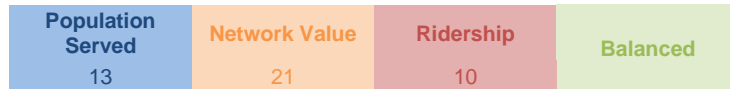
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,049,407</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>6,747</b>	
	<b>People of Color Population</b>	Service Area	<b>3,690</b>
		% Riders Surveyed	<b>75%</b>
	<b>Low Income Household</b>	Service Area	<b>2,431</b>
		% Riders Surveyed	<b>51%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>38</b>
	<b>% Stops With Shelters</b>	<b>42%</b>
	<b>% Stops With Benches</b>	<b>32%</b>
	<b>% Stops With Real-Time Signs</b>	<b>18%</b>



## Ridership

### Annual Ridership



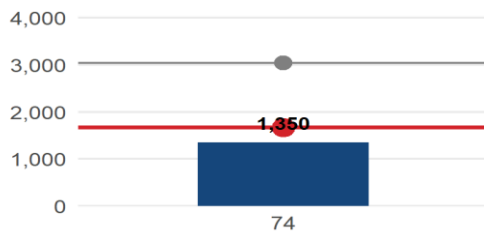
### Top Transfer Locations

#### L'Enfant Plaza, Gallery Place-Chinatown, Waterfront

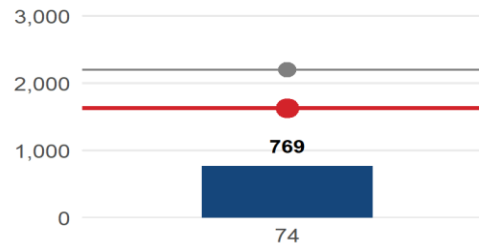
### Average Daily Ridership

- Class/Tier Average
- System Average

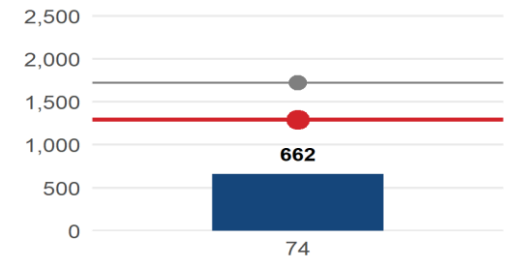
#### Weekday



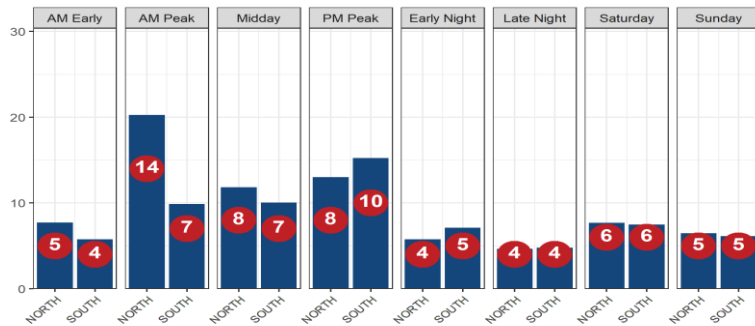
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

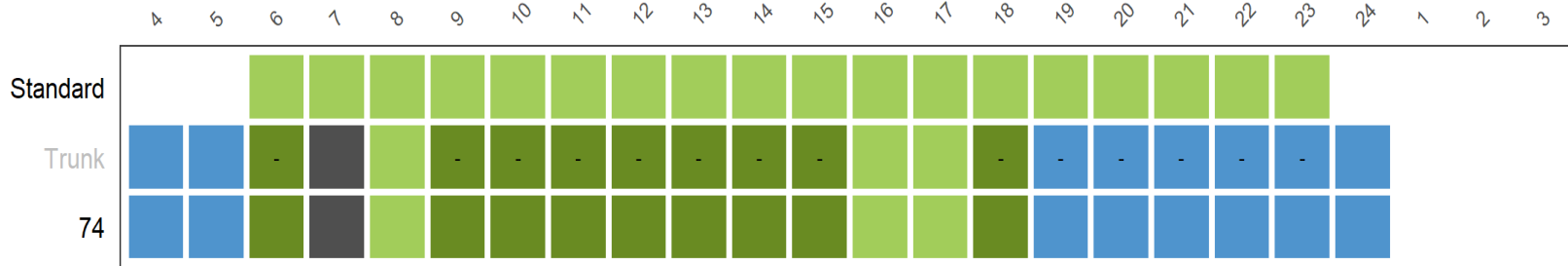
		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.34	0.28
	Off-Peak Maximum Target: 1.0	0.2	0.2
Saturday Maximum Target: 1.0		0.17	0.18
Sunday Maximum Target: 1.0		0.15	0.15



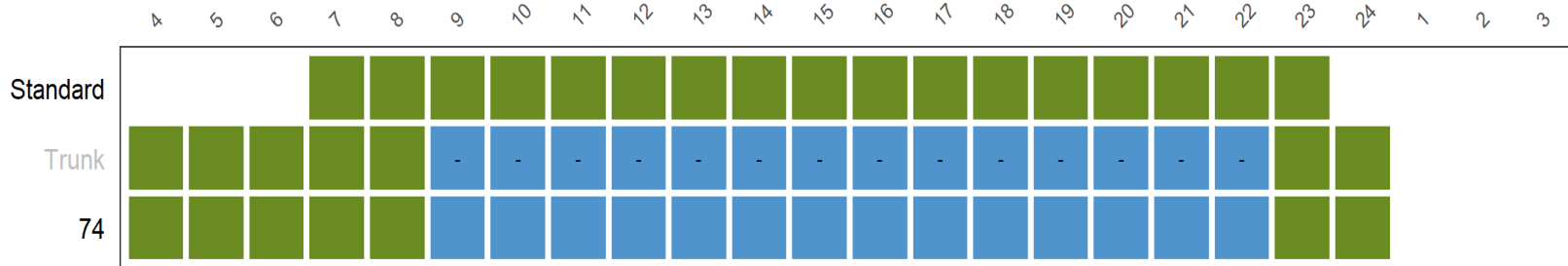
# Span and Frequency



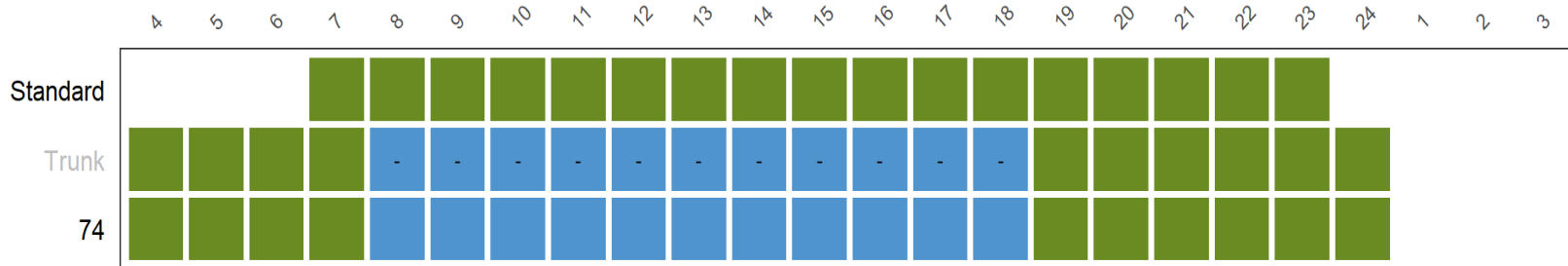
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Convention Center- Southwest Waterfront

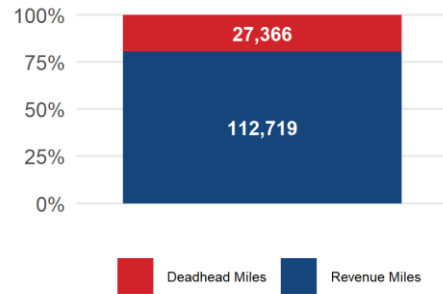
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:45 AM - 12:14 AM	-	A	4:50 AM - 12:21 AM	-	A	4:50 AM - 12:15 AM	-	A
	Frequency of Service   varies	Peak: 16.3 / Off-Peak: 19.8	Peak: 17.4 / Off-Peak: 39	C	22.8	25.4	C	21.9	29.4	C
Productivity	Passengers per Revenue Hour   30	26.0	33.7	D	21.1	26.8	E	18.2	25.8	E
	Passengers per Revenue Mile   4	3.9	4.5	C	2.7	3.4	E	2.2	3.1	E
Reliability	On-Time Performance   79%	73%	76%	D	72%	74%	D	69%	78%	E
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.31	Off-Peak: 0.39 Peak: 0.55	A	0.17	0.37	A	0.15	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.59	\$ 4.02	B	\$5.65	\$ 5.16	D	\$6.56	\$ 5.25	E
	Cost Recovery   25%	22%	33%	D	18%	27%	E	15%	25%	E

# Route 74

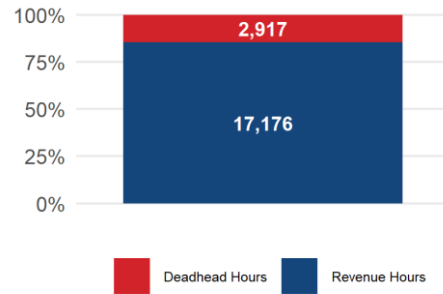
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.8			5			E		
	Circuitry   1.75	1.15			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	26.0	33.7	D	21.1	26.8	E	18.2	25.8	E
	Passengers per Revenue Mile   4	3.9	4.5	C	2.7	3.4	E	2.2	3.1	E
	Unique Segment Ridership   10%	43%	12%	A	52%	22%	A	53%	23%	A
Reliability	On-Time Performance   79%	73%	76%	D	72%	74%	D	69%	78%	E
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.31	Off-Peak: 0.39 Peak: 0.54	A	0.17	0.36	A	0.15	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.59	\$ 4.02	B	\$5.65	\$ 5.16	D	\$6.56	\$ 5.25	E
	Cost Recovery   25%	22%	34%	D	18%	26%	E	15%	25%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



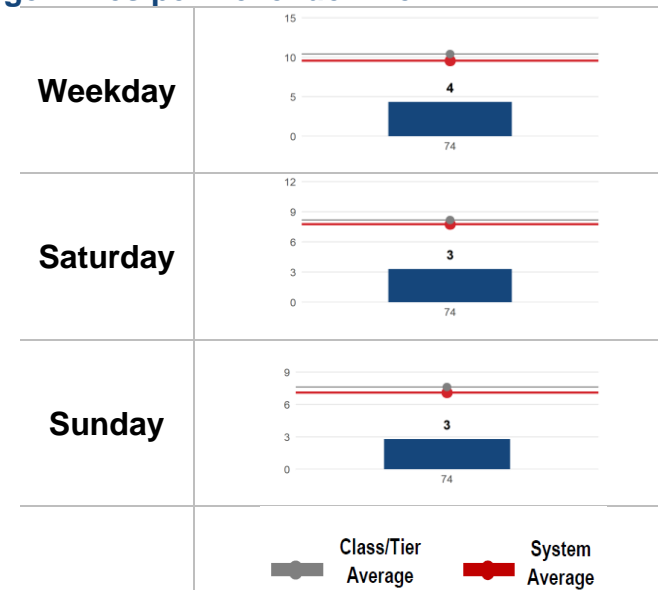
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
74	5.90	3,472	3,448 (99.3%)

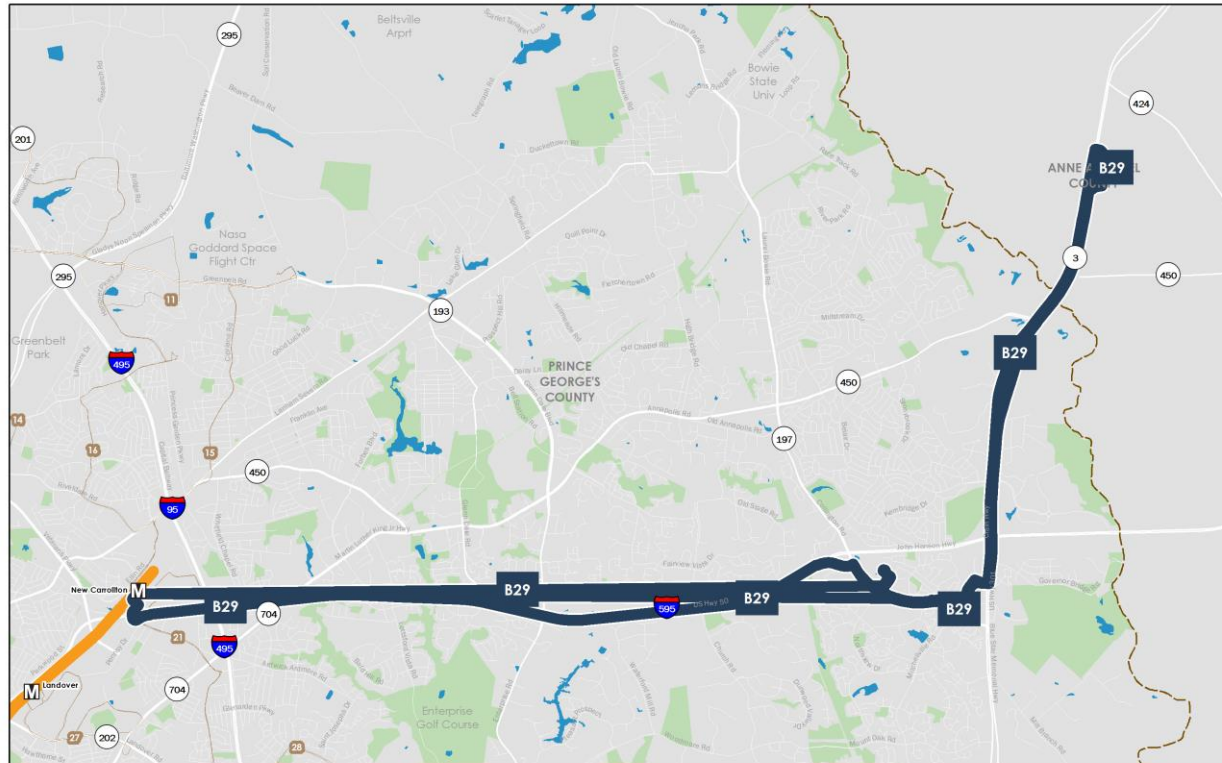
## Service Change Summary

Route 74 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

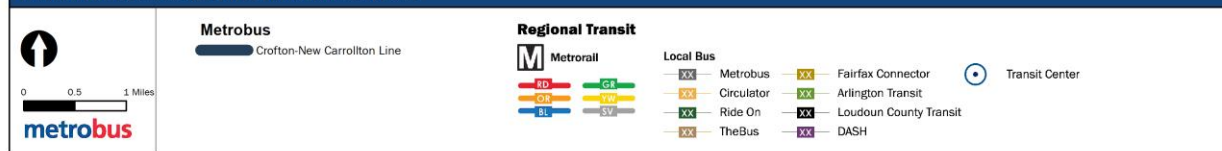
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Commuter

Activity Tier

3

Overall Grade

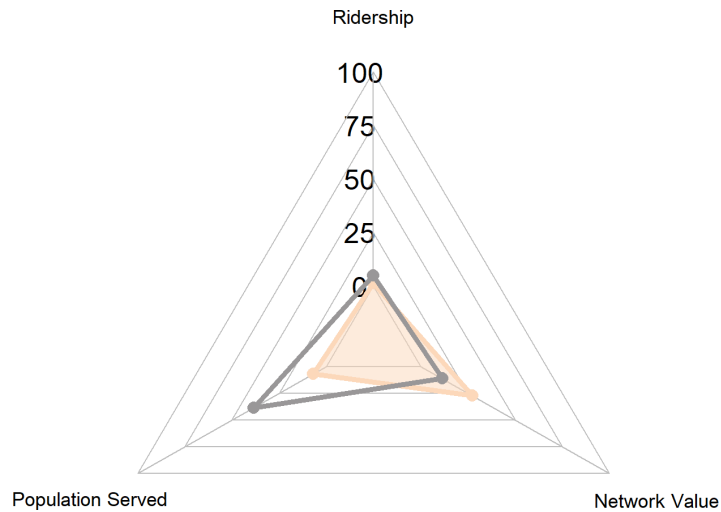
Line	B



## Line Benefit Score

12

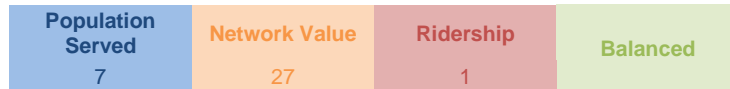
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$305,483
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	4,667	
	People of Color Population	Service Area	3,266
		% Riders Surveyed	90%
	Low Income Household	Service Area	602
		% Riders Surveyed	26%

## Facilities/Amenities

	Bus Stops	14
	% Stops With Shelters	79%
	% Stops With Benches	50%
	% Stops With Real-Time Signs	0%



## Ridership

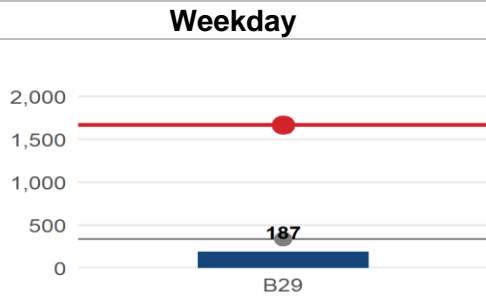
### Annual Ridership



### Top Transfer Locations

#### New Carrollton

### Average Daily Ridership



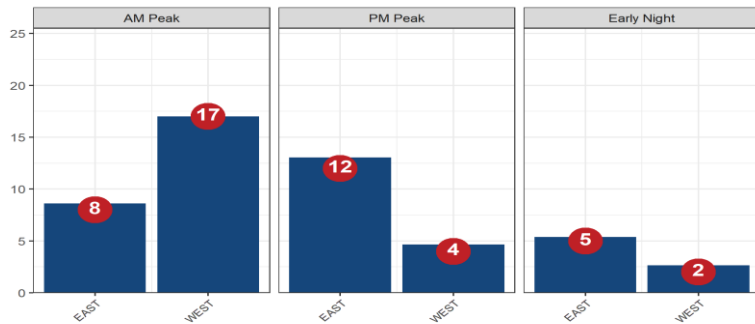
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.28	0.29
	Off-Peak Maximum Target: 1.0	0.15	0.07
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**B** Crofton-New Carrollton

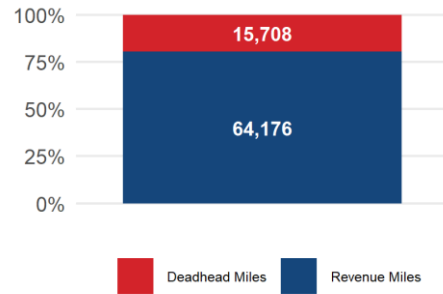
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:00 AM - 8:12 AM; 4:15 PM - 10:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 105.0 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	18.5	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.7	1.1	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	83%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.28	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.44	\$ 6.43	B	-	-	-	-	-	-
	Cost Recovery   20%	23%	42%	A	-	-	-	-	-	-

# Route B29

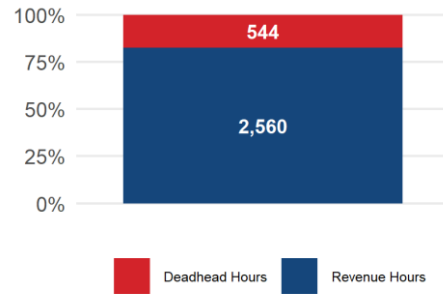
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.6			2.1			-		
	Circuity   N/A	1.22			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	18.5	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	80%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	83%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.28	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.44	\$ 6.43	B	-	-	-	-	-	-
	Cost Recovery   20%	23%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



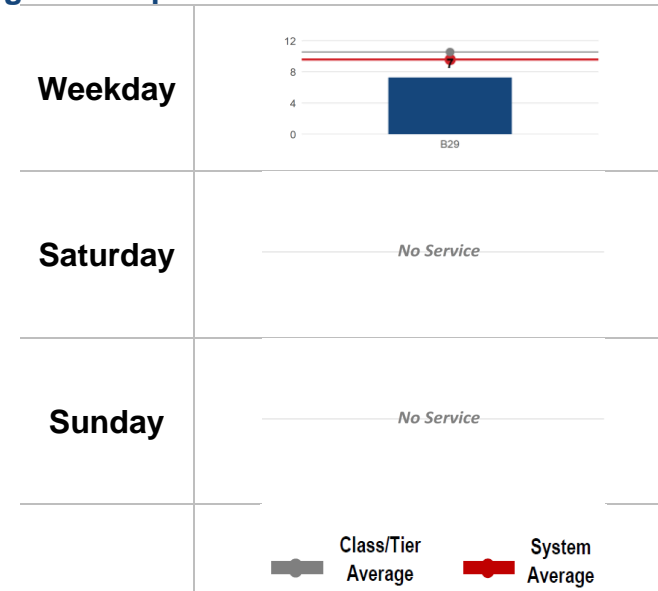
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B29	29.40	440	440 (100.0%)

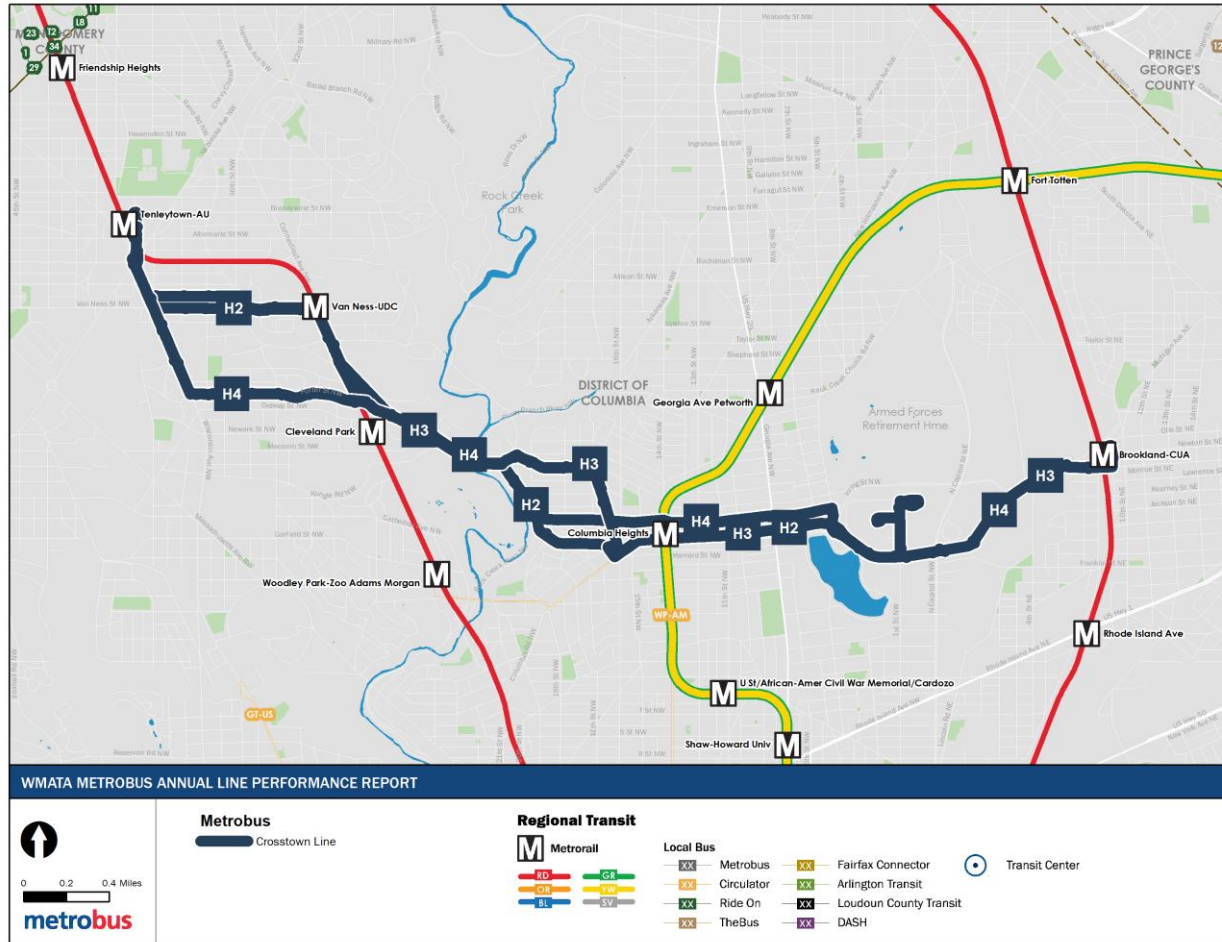
## Service Change Summary

Route B29 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

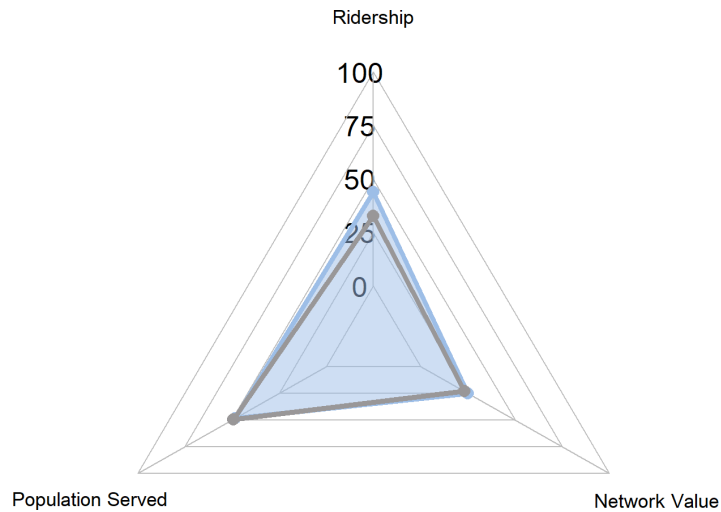
**Legend**

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:

48

25

44

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,961,390</b>
	<b>Peak Vehicles</b>	<b>17</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>119,467</b>	
	<b>People of Color Population</b>	Service Area	<b>43,562</b>
		% Riders Surveyed	<b>65%</b>
	<b>Low Income Household</b>	Service Area	<b>27,571</b>
		% Riders Surveyed	<b>42%</b>

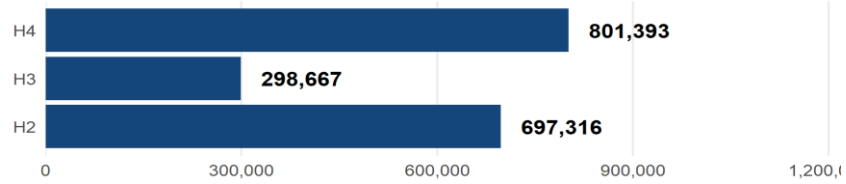
## Facilities/Amenities

	<b>Bus Stops</b>	<b>105</b>
	<b>% Stops With Shelters</b>	<b>25%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

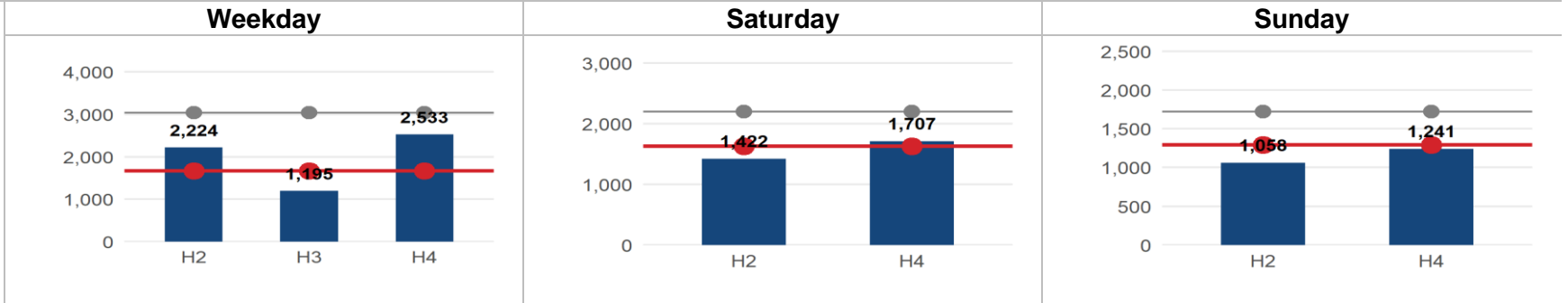
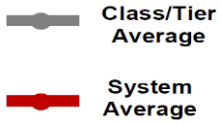
### Annual Ridership



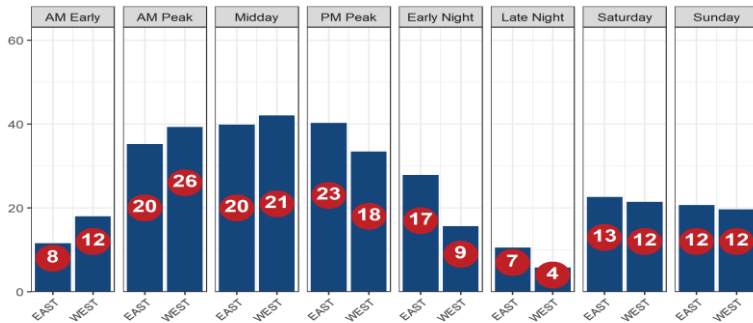
### Top Transfer Locations

#### Cleveland Park, Columbia Heights, Brookland

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



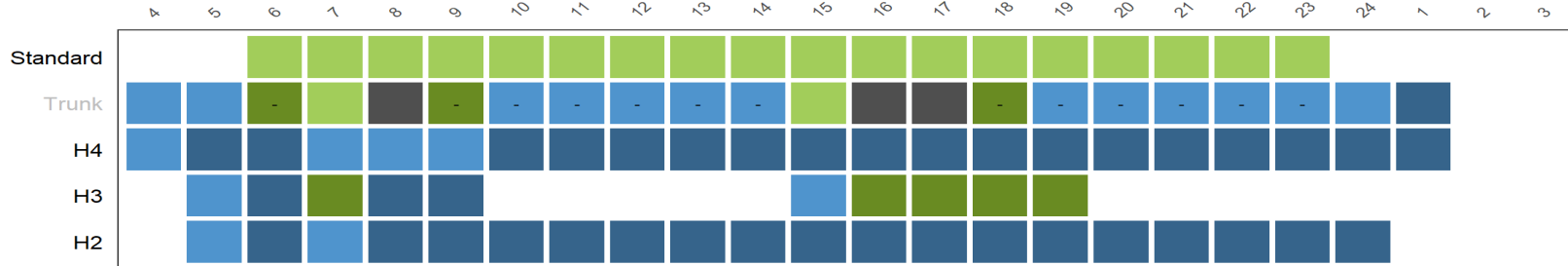
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	<b>Peak</b> Maximum Target: 1.2	0.55	0.56
	<b>Off-Peak</b> Maximum Target: 1.0	0.4	0.37
<b>Saturday</b> Maximum Target: 1.0		0.32	0.31
<b>Sunday</b> Maximum Target: 1.0		0.3	0.29

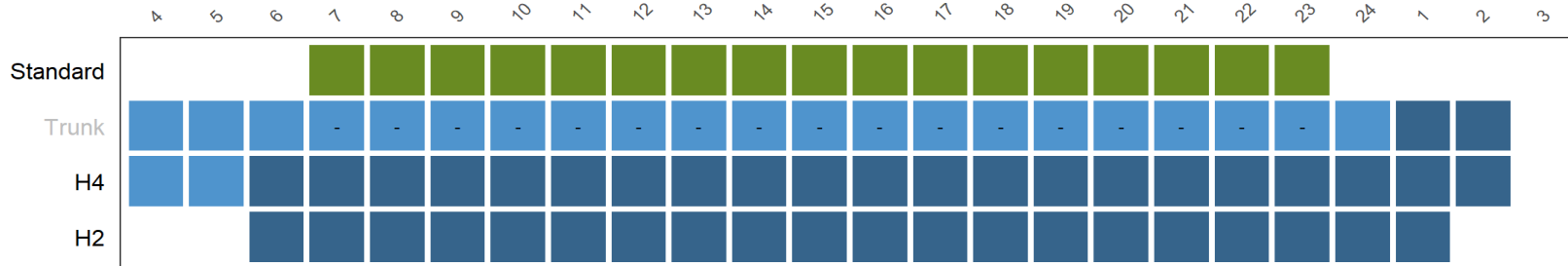
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	4:40 AM - 1:59 AM	-	A	4:50 AM - 2:40 AM	-	A	5:00 AM - 1:55 AM	-	A
	Frequency of Service   varies	Peak: 14.1 / Off-Peak: 20.7	Peak: 17.4 / Off-Peak: 39	B	23.3	25.4	C	28.1	29.4	D
Productivity	Passengers per Revenue Hour   30	38.1	33.7	A	27.7	26.8	C	27.0	25.8	D
	Passengers per Revenue Mile   4	4.9	4.5	A	3.2	3.4	E	2.9	3.1	E
Reliability	On-Time Performance   79%	76%	76%	C	81%	74%	B	78%	78%	C
	Crowding   5%	1%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.56	Off-Peak: 0.39 Peak: 0.55	A	0.32	0.37	A	0.3	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.13	\$ 4.02	A	\$4.30	\$ 5.16	A	\$4.42	\$ 5.25	A
	Cost Recovery   25%	38%	33%	A	27%	27%	B	27%	25%	B



# Route H2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.6			5			E		
	Circuitry   1.75	1.25			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   30	37.5	33.7	A	27.1	26.8	C	25.9	25.8	D
	Passengers per Revenue Mile   4	4.7	4.5	A	3.1	3.4	E	2.8	3.1	E
	Unique Segment Ridership   10%	8%	12%	C	7%	22%	D	7%	23%	D
Reliability	On-Time Performance   79%	76%	76%	C	81%	74%	B	78%	78%	C
	Crowding   5%	0%	3%	A	2%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.49	Off-Peak: 0.39 Peak: 0.54	A	0.31	0.36	A	0.29	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.18	\$ 4.02	A	\$4.41	\$ 5.16	A	\$4.61	\$ 5.25	B
	Cost Recovery   25%	36%	34%	A	26%	26%	B	25%	25%	C

# Route H3

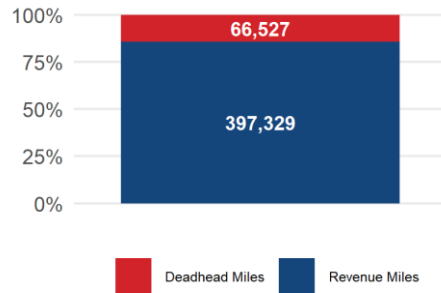
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.9			5			E		
	Circuitry   1.75	1.11			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	40.1	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	6.2	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	76%	C	-	-	-	-	-	-
	Crowding   5%	3%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.58	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.98	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	42%	34%	A	-	-	-	-	-	-

# Route H4

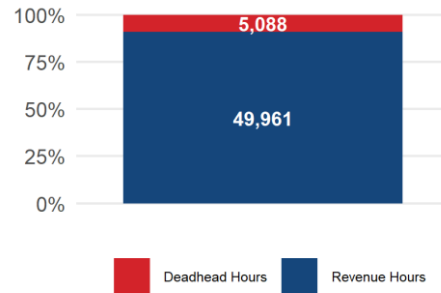
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.7			5			E		
Route Design	Circuitry   1.75	1.28			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	37.7	33.7	A	28.3	26.8	C	28.0	25.8	C
	Passengers per Revenue Mile   4	4.6	4.5	A	3.2	3.4	D	3.0	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	19%	22%	A	18%	23%	A
Reliability	On-Time Performance   79%	76%	76%	C	81%	74%	B	78%	78%	C
	Crowding   5%	1%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.59	Off-Peak: 0.39 Peak: 0.54	A	0.33	0.36	A	0.31	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.16	\$ 4.02	A	\$4.21	\$ 5.16	A	\$4.27	\$ 5.25	A
	Cost Recovery   25%	37%	34%	A	28%	26%	A	28%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



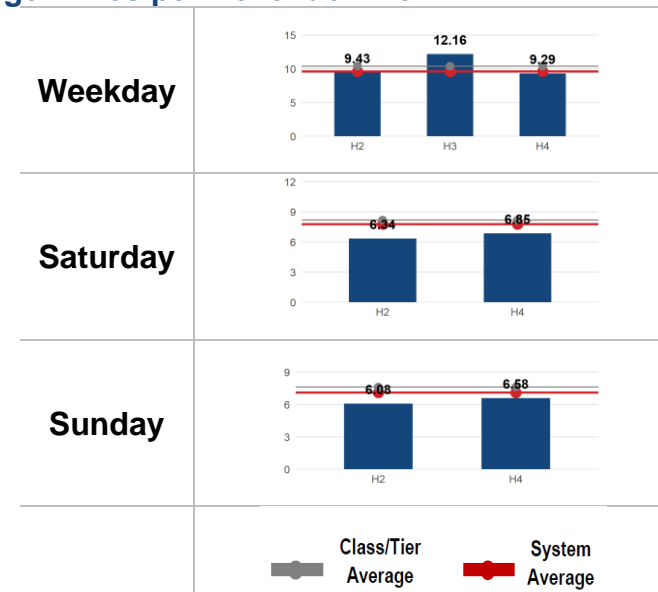
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H2	14.40	1,954	1,949 (99.7%)
H3	12.60	704	698 (99.1%)
H4	14.50	2,225	2,204 (99.1%)

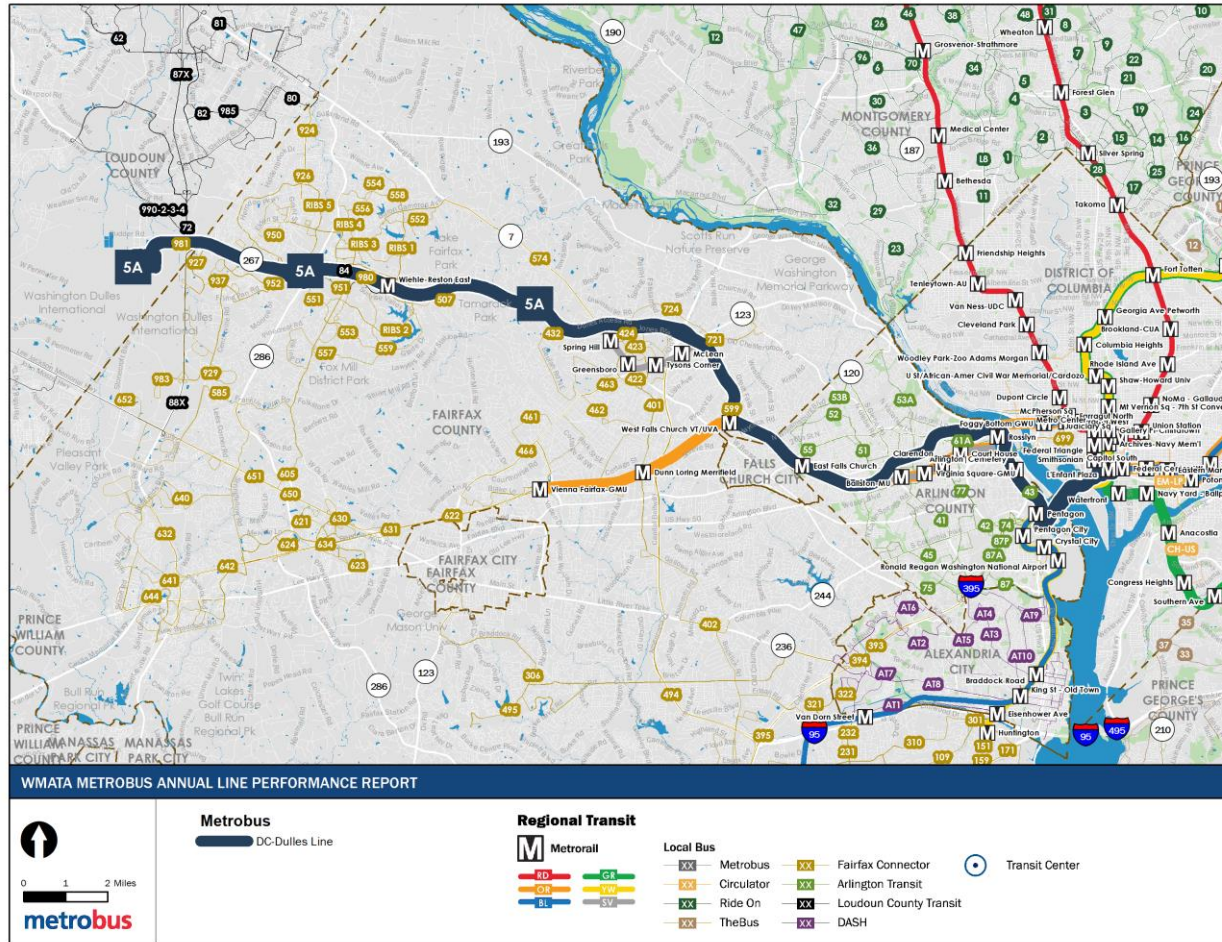
## Service Change Summary

Route H2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route H3 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route H4 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

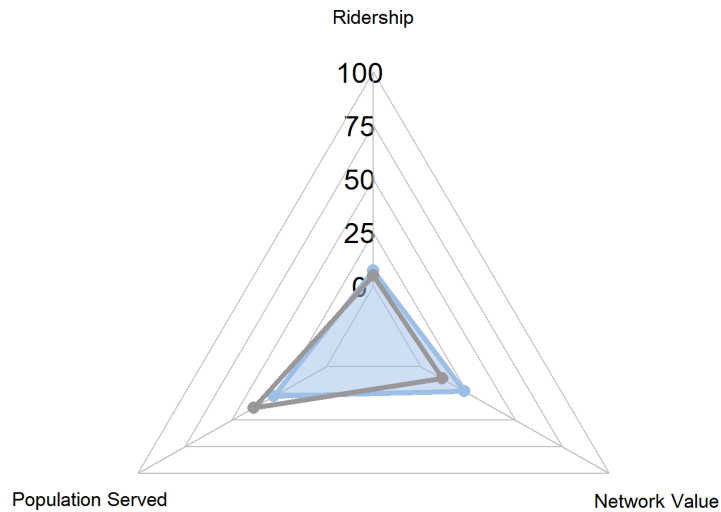
Line	Overall Grade
5A	D



## Line Benefit Score

19

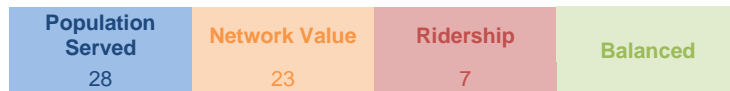
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$2,461,486
	Peak Vehicles	5
	Vehicle Type(s)	BOC

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

	Service Area Population	3,135	
	People of Color Population	Service Area	825
		% Riders Surveyed	68%
	Low Income Household	Service Area	363
		% Riders Surveyed	18%

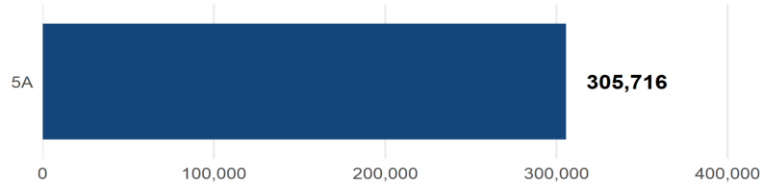
## Facilities/Amenities

	Bus Stops	7
	% Stops With Shelters	0%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	0%



## Ridership

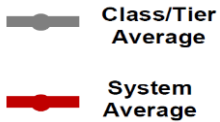
### Annual Ridership



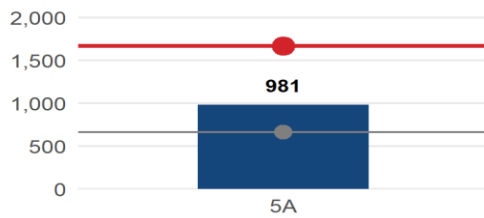
### Top Transfer Locations

#### Rosslyn, Rosslyn East, L'Enfant Plaza

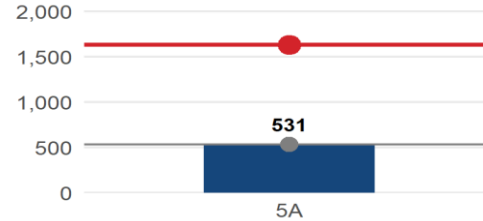
### Average Daily Ridership



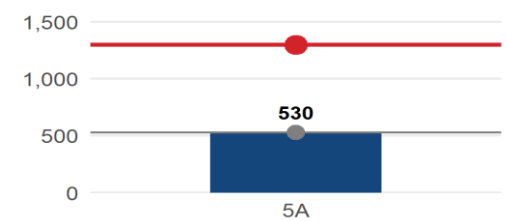
#### Weekday



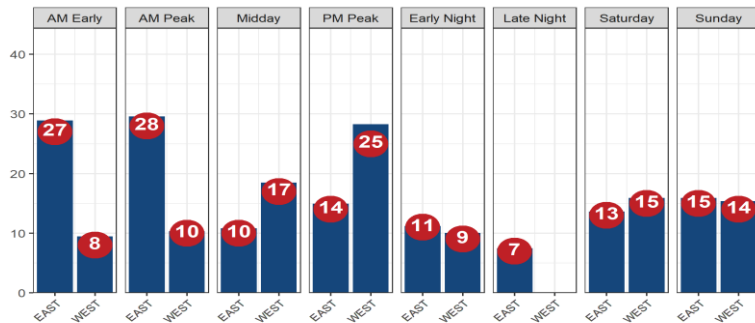
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



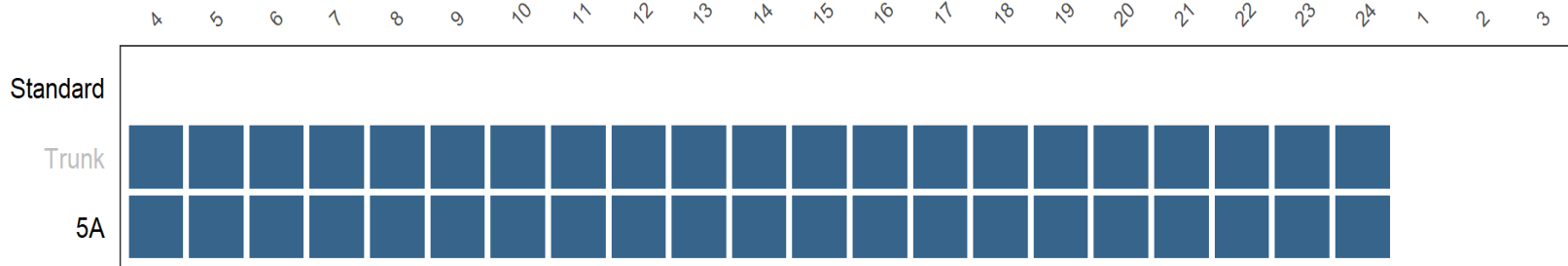
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.47	0.44
	Off-Peak Maximum Target: 1.0	0.27	0.33
	Saturday Maximum Target: 1.0	0.32	0.36
	Sunday Maximum Target: 1.0	0.36	0.35

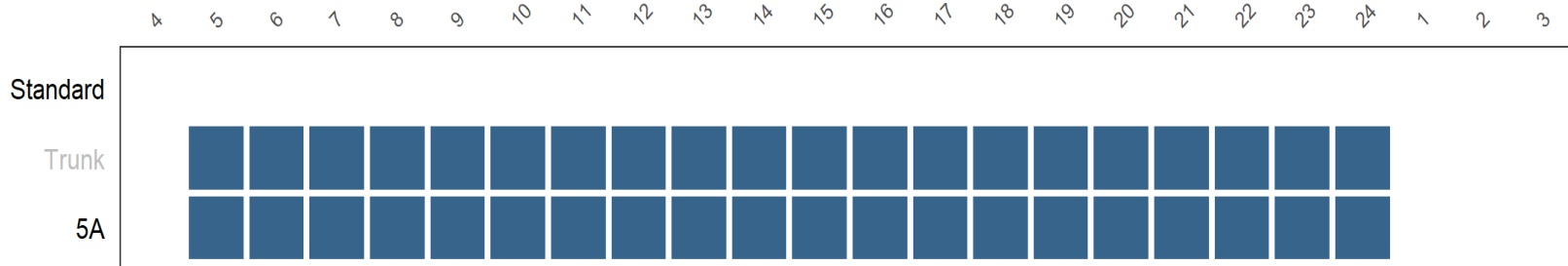
# Span and Frequency



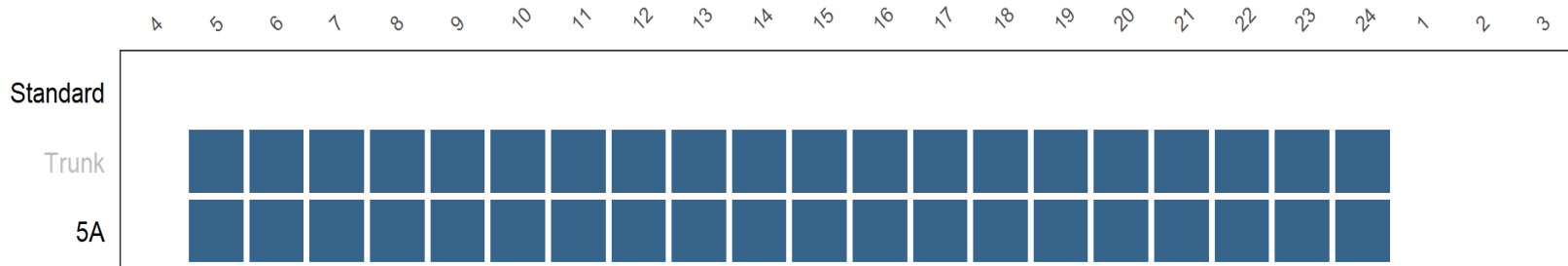
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### D DC-Dulles

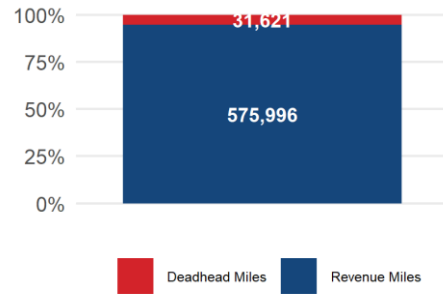
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:50 AM - 12:17 AM	-	A	5:30 AM - 12:18 AM	-	-	5:30 AM - 12:10 AM	-	-
	Frequency of Service   varies	Peak: 33.8 / Off-Peak: 37.2	Peak: 20 / Off-Peak: 71.3	-	60.1	60.1	-	63.0	63.0	-
Productivity	Passengers per Revenue Hour   N/A	14.7	31.7	E	15.5	15.5	E	15.6	15.6	E
	Passengers per Revenue Mile   1.5	0.5	3.6	E	0.5	0.5	E	0.5	0.5	E
Reliability	On-Time Performance   79%	74%	75%	C	60%	60%	E	82%	82%	B
	Crowding   5%	2%	4%	A	0%	0%	A	7%	7%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.45	Off-Peak: 0.4 Peak: 0.52	A	0.34	0.34	A	0.36	0.36	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$8.10	\$ 4.43	D	\$7.68	\$ 7.68	C	\$7.65	\$ 7.65	C
	Cost Recovery   25%	81%	48%	A	85%	85%	A	86%	86%	A

# Route 5A

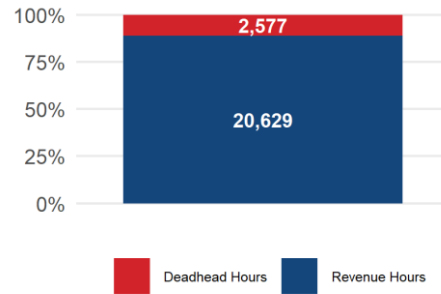
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.2			3.2			-		
	Circuity   N/A	1.06			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	14.7	31.7	E	15.5	15.5	E	15.6	15.6	E
	Passengers per Revenue Mile   1.5	0.5	3.6	E	0.5	0.5	E	0.5	0.5	E
	Unique Segment Ridership   15%	48%	12%	A	75%	75%	A	77%	77%	A
Reliability	On-Time Performance   79%	74%	75%	C	60%	60%	E	82%	82%	B
	Crowding   5%	2%	3%	A	0%	0%	A	7%	7%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.45	Off-Peak: 0.37 Peak: 0.49	A	0.34	0.34	A	0.36	0.36	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$8.10	\$ 4.43	D	\$7.68	\$ 7.68	C	\$7.65	\$ 7.65	C
	Cost Recovery   25%	81%	45%	A	85%	85%	A	86%	86%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



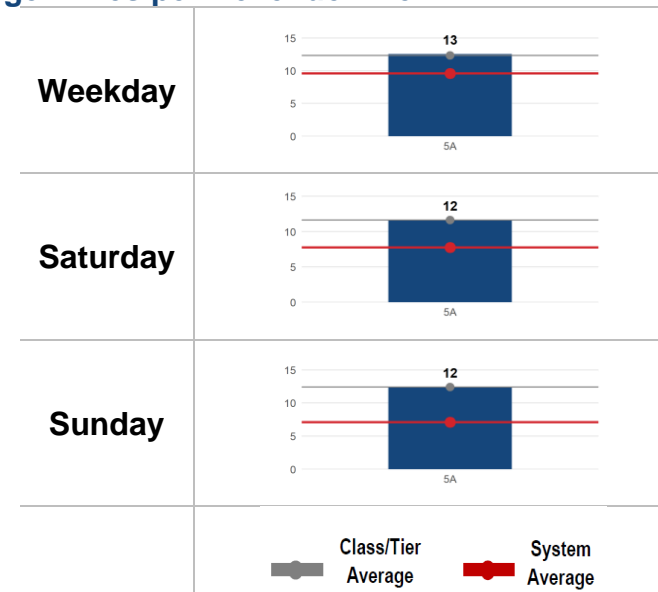
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
5A	56.40	1,600	1,592 (99.5%)

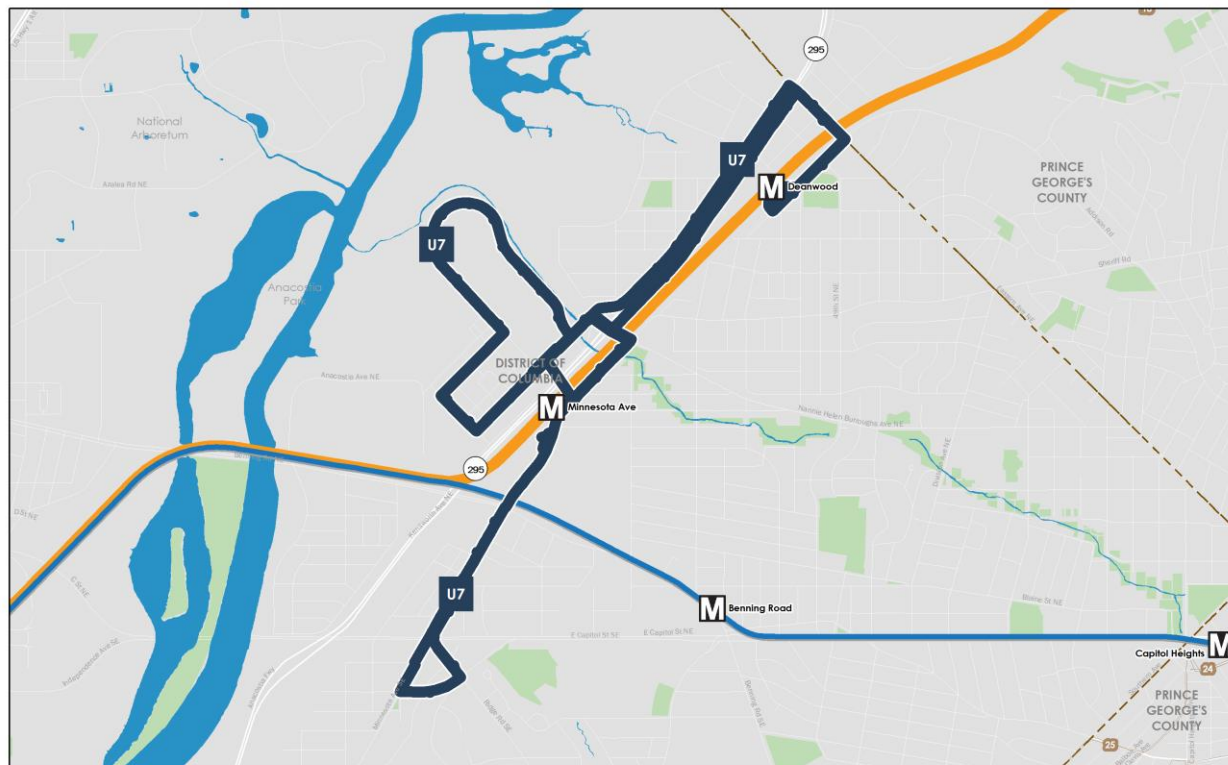
## Service Change Summary

Route 5A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

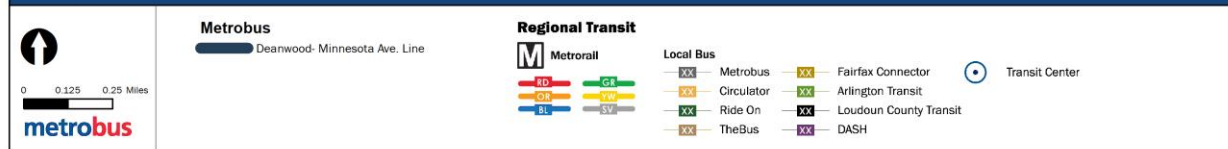
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

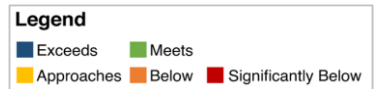
Coverage

Activity Tier

2

Overall Grade

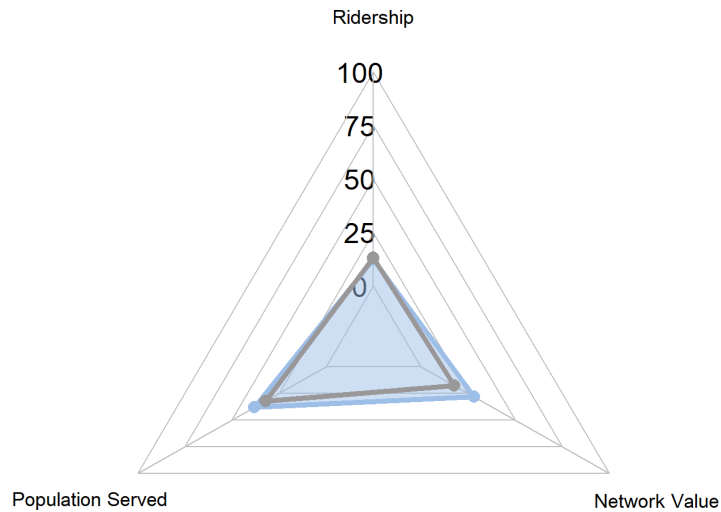
Line	Grade
Line	B



## Line Benefit Score

26

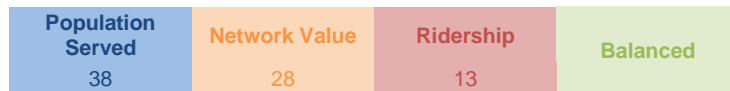
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$1,060,500
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	15,515	
	People of Color Population	Service Area	14,853
		% Riders Surveyed	100%
	Low Income Household	Service Area	8,871
		% Riders Surveyed	82%

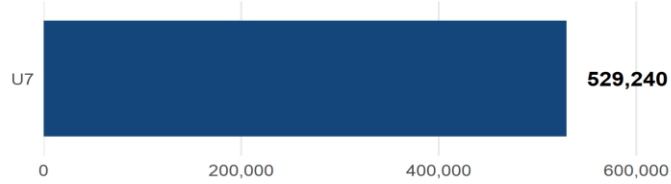
## Facilities/Amenities

	Bus Stops	47
	% Stops With Shelters	11%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	2%



## Ridership

### Annual Ridership



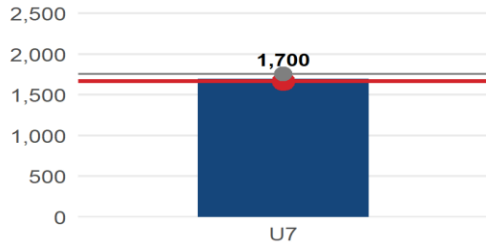
### Top Transfer Locations

#### Minnesota Avenue, Deanwood

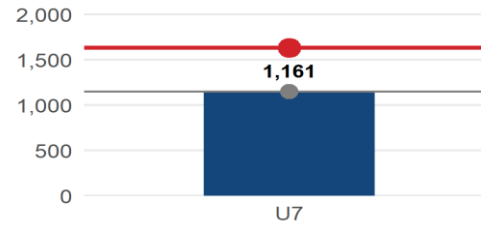
### Average Daily Ridership

- Class/Tier Average
- System Average

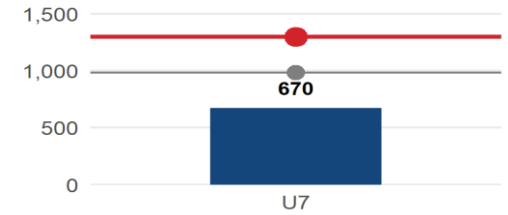
#### Weekday



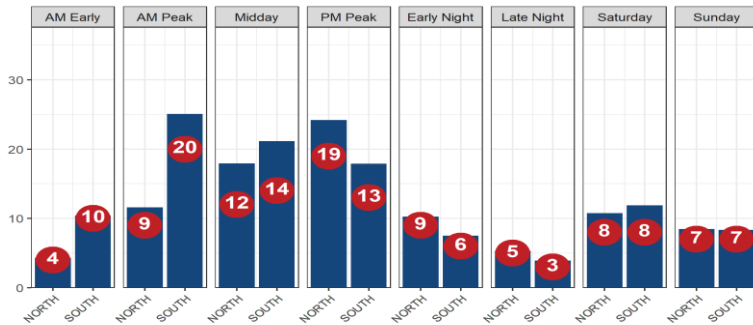
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



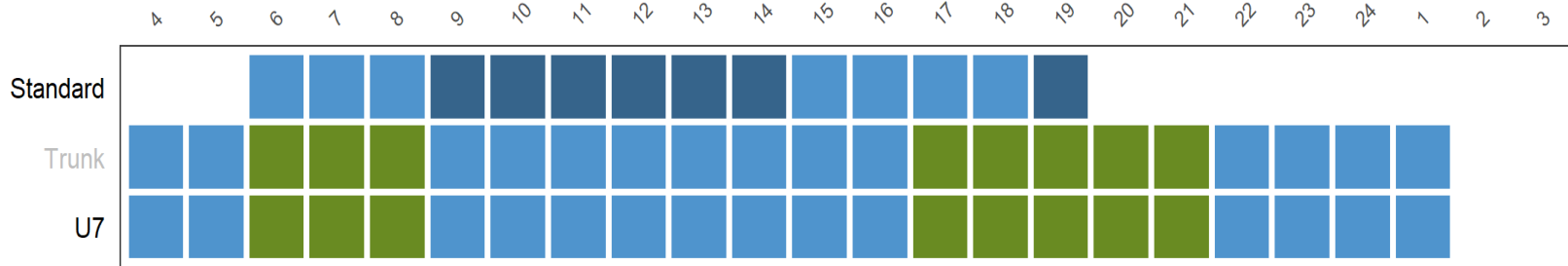
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.37	0.41
	Off-Peak Maximum Target: 1.0	0.22	0.24
Saturday Maximum Target: 1.0		0.23	0.24
Sunday Maximum Target: 1.0		0.21	0.21

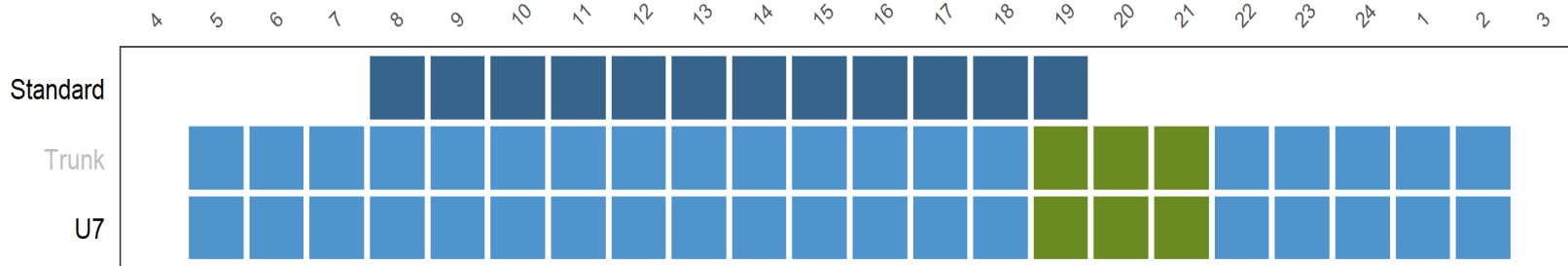
# Span and Frequency



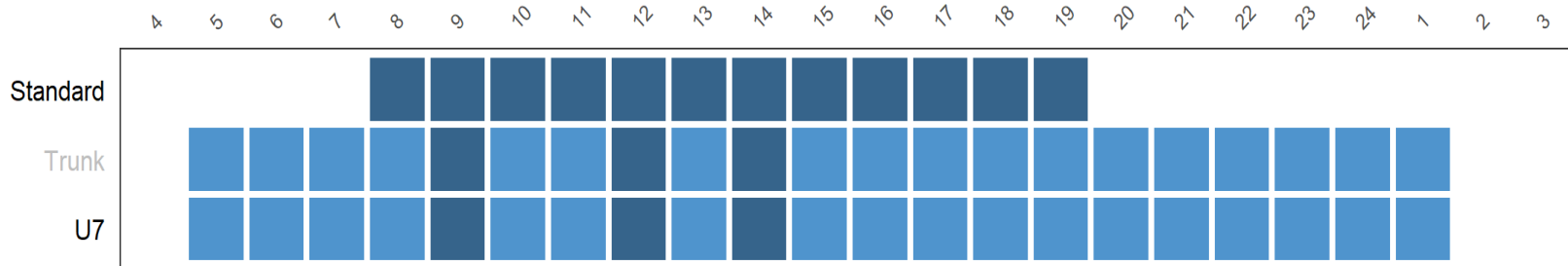
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** 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	4:30 AM - 1:13 AM	-	A	5:00 AM - 2:13 AM	-	A	5:00 AM - 1:15 AM	-	A
	Frequency of Service   varies	Peak: 20.9 / Off-Peak: 24.1	Peak: 26.2 / Off-Peak: 64	A	24.5	42.7	A	30.0	42.4	A
Productivity	Passengers per Revenue Hour   15	29.0	36.4	A	21.7	33.5	A	17.5	32.4	A
	Passengers per Revenue Mile   2	3.6	4.2	A	2.6	3.5	A	2.1	3.3	B
Reliability	On-Time Performance   79%	81%	82%	B	81%	80%	B	82%	83%	B
	Crowding   5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.39	Off-Peak: 0.31 Peak: 0.41	A	0.23	0.27	A	0.21	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.12	\$ 4.43	A	\$5.50	\$ 5.10	C	\$6.82	\$ 4.84	E
	Cost Recovery   20%	19%	25%	C	14%	24%	E	11%	22%	E

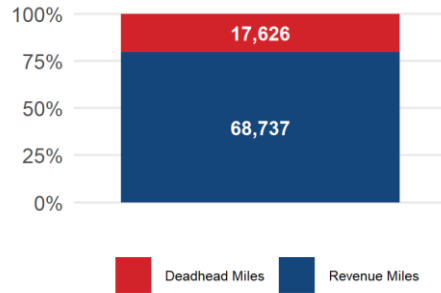


# Route U7

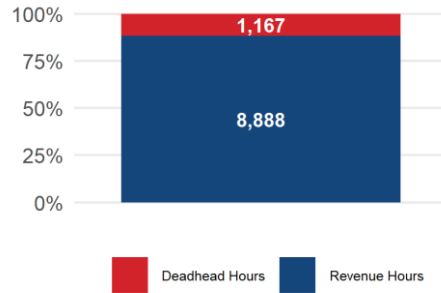
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.9			6			E		
Route Design	Circuitry   N/A	2.58			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	29.0	36.4	A	21.7	33.5	A	17.5	32.4	A
	Passengers per Revenue Mile   2	3.6	4.2	A	2.6	3.5	A	2.1	3.3	B
	Unique Segment Ridership   10%	79%	28%	A	63%	44%	A	91%	50%	A
Reliability	On-Time Performance   79%	81%	82%	B	81%	80%	B	82%	83%	B
	Crowding   5%	0%	2%	A	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.39	Off-Peak: 0.33 Peak: 0.43	A	0.23	0.3	A	0.21	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.12	\$ 4.43	A	\$5.50	\$ 5.10	C	\$6.82	\$ 4.84	E
	Cost Recovery   20%	19%	27%	C	14%	24%	E	11%	23%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



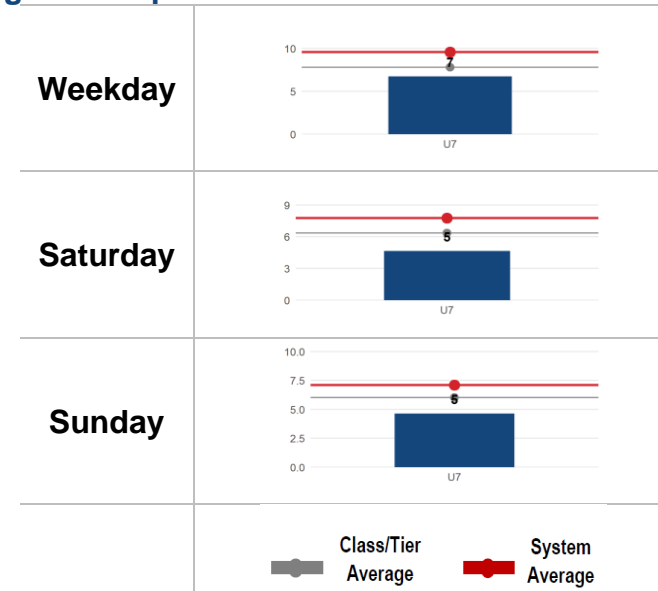
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U7	9.60	3,150	3,122 (99.1%)

## Service Change Summary

Route U7 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

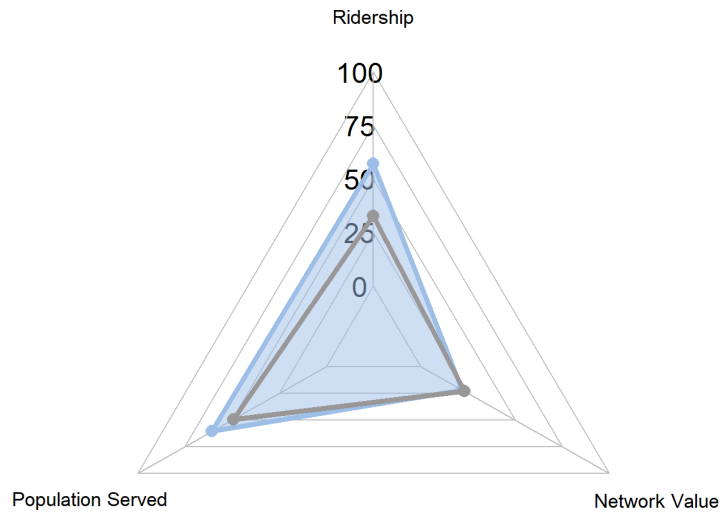
Overall Grade

Line	Overall Grade
Line	<b>B</b>

## Line Benefit Score

47

Out of 100



### Classification Average






Line Focus:

Population Served    Network Value    Ridership    Balanced




Line Score:

60    22    57





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,735,833</b>
	<b>Peak Vehicles</b>	<b>16</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot, 60 Foot</b>

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

	<b>Service Area Population</b>	<b>54,326</b>	
	<b>People of Color Population</b>	Service Area	<b>51,311</b>
		% Riders Surveyed	<b>98%</b>
	<b>Low Income Household</b>	Service Area	<b>25,761</b>
		% Riders Surveyed	<b>80%</b>

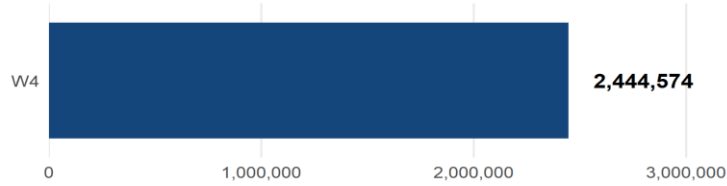
## Facilities/Amenities

	<b>Bus Stops</b>	<b>141</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

### Annual Ridership



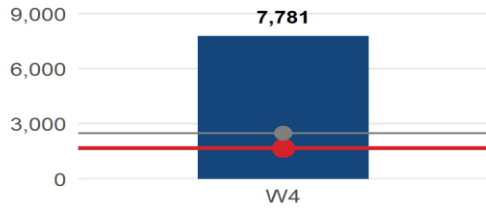
### Top Transfer Locations

#### Benning Road, Congress Heights, Anacostia

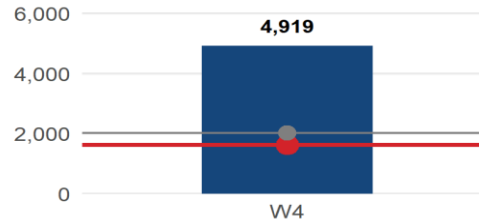
### Average Daily Ridership

- Class/Tier Average
- System Average

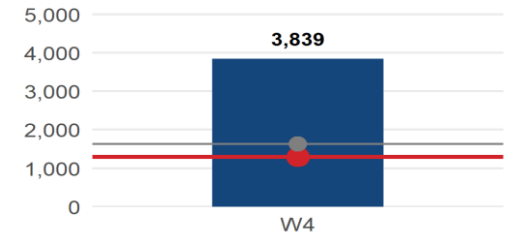
#### Weekday



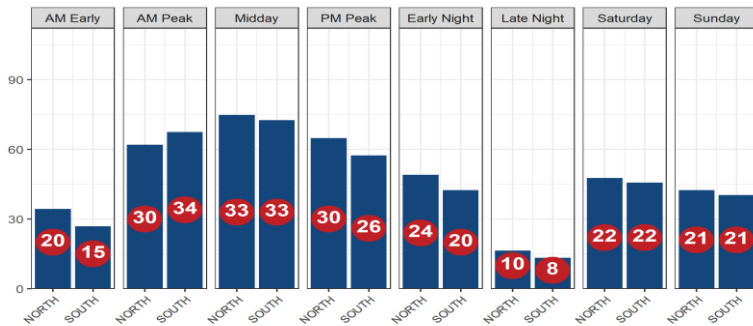
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



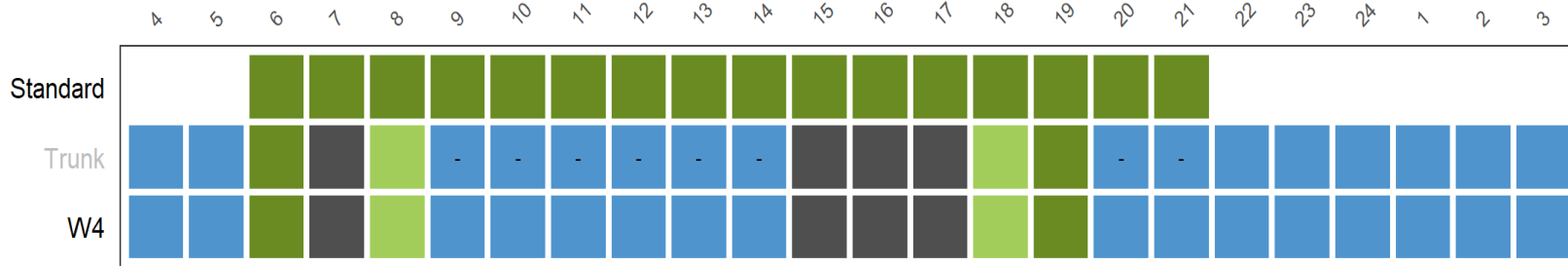
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.68	0.66
	Off-Peak Maximum Target: 1.0	0.63	0.56
Saturday Maximum Target: 1.0		0.54	0.52
Sunday Maximum Target: 1.0		0.52	0.51

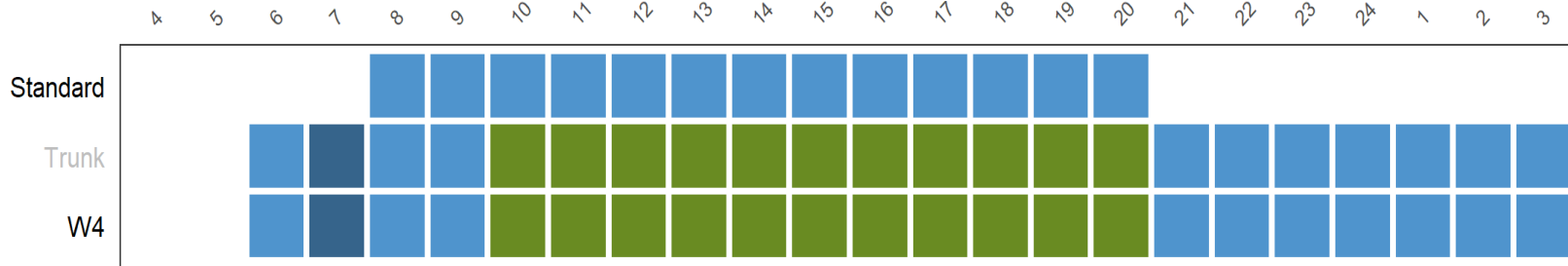
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 3:07 AM	-	A	6:00 AM - 3:11 AM	-	A	6:00 AM - 1:45 AM	-	A
	Frequency of Service   varies	Peak: 12.9 / Off-Peak: 24.1	Peak: 19.3 / Off-Peak: 34	A	22.9	30.1	A	24.2	33.7	A
Productivity	Passengers per Revenue Hour   20	48.1	29.6	A	42.9	28.8	A	41.3	26.9	A
	Passengers per Revenue Mile   2	5.3	3.0	A	4.3	2.7	A	3.8	2.4	A
Reliability	On-Time Performance   79%	74%	78%	C	81%	79%	B	83%	81%	B
	Crowding   5%	6%	2%	D	3%	2%	A	5%	2%	C
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.67	Off-Peak: 0.45 Peak: 0.52	B	0.53	0.41	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.48	\$ 4.59	A	\$2.78	\$ 4.84	A	\$2.89	\$ 5.41	A
	Cost Recovery   20%	29%	31%	A	26%	28%	A	25%	27%	A

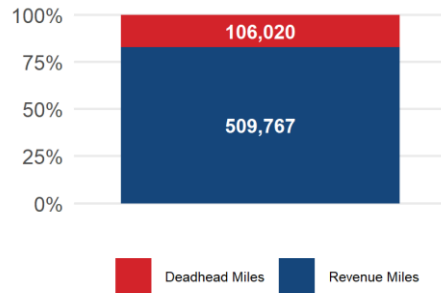
# Route W4

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.7			4.5			E		
Route Design	Circuitry   1.75	2.5			1.47			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   20	48.1	29.6	A	42.9	28.8	A	41.3	26.9	A
	Passengers per Revenue Mile   2	5.3	3.0	A	4.3	2.7	A	3.8	2.4	A
	Unique Segment Ridership   10%	25%	16%	A	43%	35%	A	52%	45%	A
Reliability	On-Time Performance   79%	74%	78%	C	81%	79%	B	83%	81%	B
	Crowding   5%	6%	2%	D	3%	2%	A	5%	2%	C
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.67	Off-Peak: 0.42 Peak: 0.52	B	0.53	0.42	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.48	\$ 4.59	A	\$2.78	\$ 4.84	A	\$2.89	\$ 5.41	A
	Cost Recovery   20%	29%	30%	A	26%	27%	A	25%	26%	A

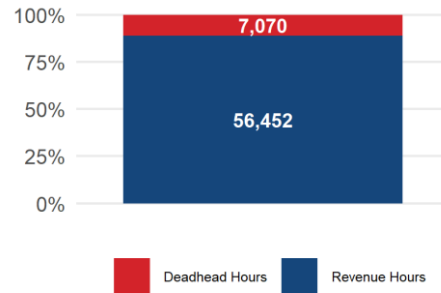


# Operational Analysis

## Miles Allocation



## Hours Allocation



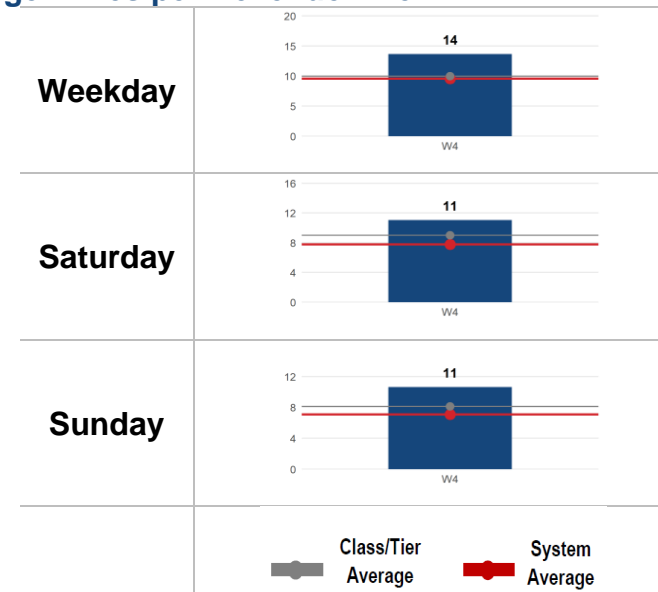
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W4	25.20	3,762	3,726 (99.0%)

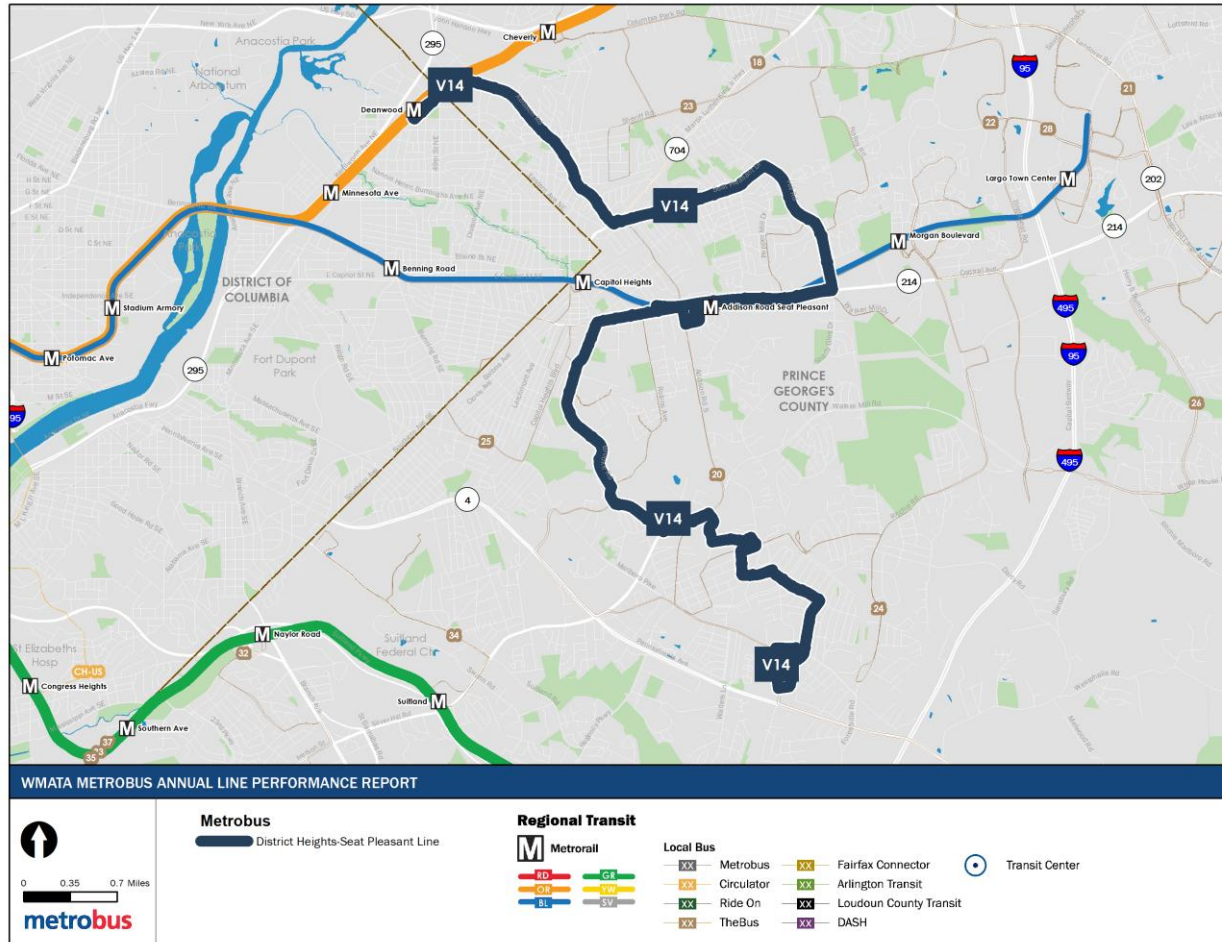
## Service Change Summary

Route W4 - June 2019:  
 Weekday:running time; 2 a.m.; Saturday:running time; 2 a.m.; Sunday: running time; 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Overall Grade
Line	<b>B</b>

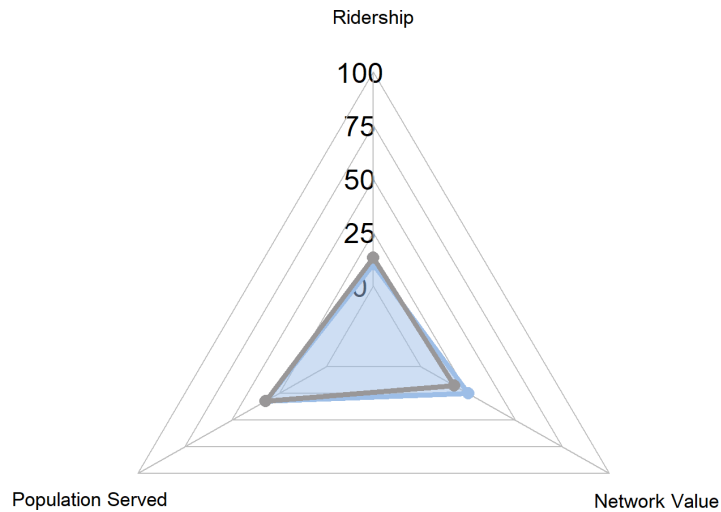
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

22

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

32




25

10





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,828,187</b>
	<b>Peak Vehicles</b>	<b>7</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>29,392</b>	
	<b>People of Color Population</b>	Service Area	<b>26,379</b>
		% Riders Surveyed	<b>97%</b>
	<b>Low Income Household</b>	Service Area	<b>8,552</b>
		% Riders Surveyed	<b>72%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>146</b>
	<b>% Stops With Shelters</b>	<b>15%</b>
	<b>% Stops With Benches</b>	<b>6%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership

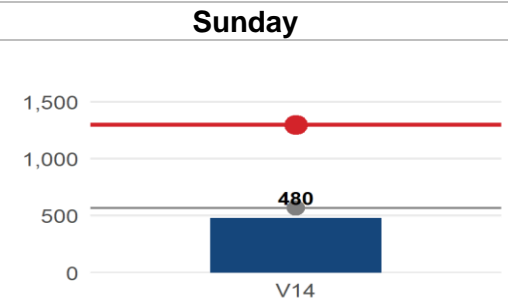
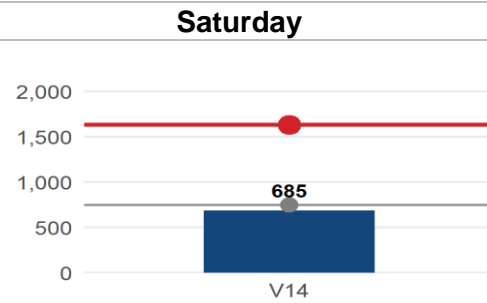
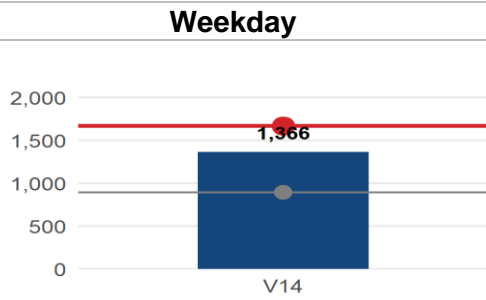


### Top Transfer Locations

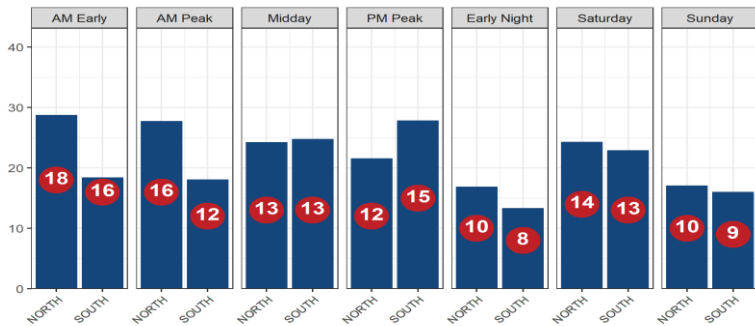
#### Addison Road, Deanwood

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



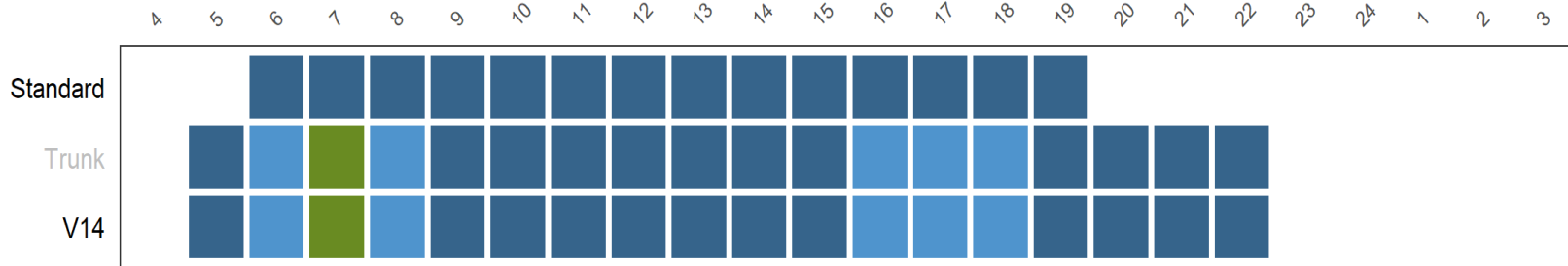
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.36	0.34
	Off-Peak Maximum Target: 1.0	0.32	0.3
	Saturday Maximum Target: 1.0	0.35	0.32
Sunday Maximum Target: 1.0		0.25	0.23

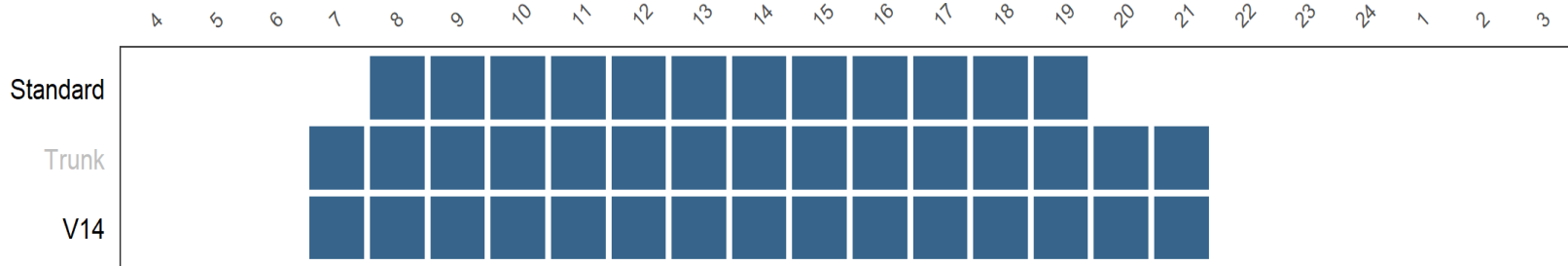
# Span and Frequency



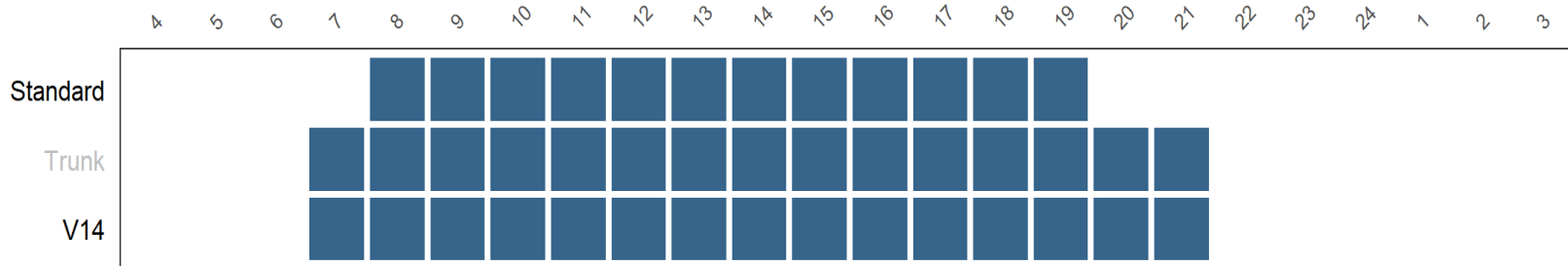
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B District Heights-Seat Pleasant

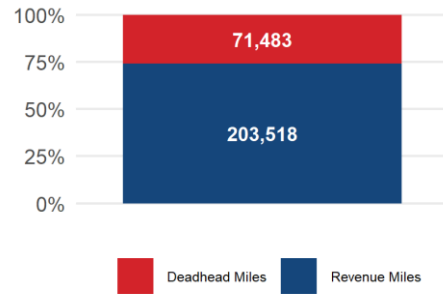
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:15 AM - 10:24 PM	-	A	7:05 AM - 9:23 PM	-	A	7:05 AM - 9:23 PM	-	A
	Frequency of Service   varies	Peak: 24.4 / Off-Peak: 54.7	Peak: 28.1 / Off-Peak: 66.7	A	60.0	48.0	B	60.0	49.5	B
Productivity	Passengers per Revenue Hour   10	28.4	24.8	A	25.1	27.2	A	18.2	23.6	A
	Passengers per Revenue Mile   1	2.0	2.1	A	2.0	2.2	A	1.4	1.9	A
Reliability	On-Time Performance   79%	87%	83%	A	74%	80%	D	83%	81%	B
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.35	Off-Peak: 0.26 Peak: 0.34	A	0.33	0.31	A	0.24	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.20	\$ 5.43	A	\$4.75	\$ 4.89	A	\$6.57	\$ 5.77	B
	Cost Recovery   20%	26%	23%	A	23%	23%	A	16%	20%	D

# Route V14

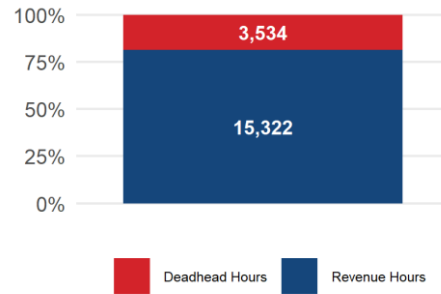
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6			4.9			E		
Route Design	Circuitry   N/A	2.01			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	28.4	24.8	A	25.1	27.2	A	18.2	23.6	A
	Passengers per Revenue Mile   1	2.0	2.1	A	2.0	2.2	A	1.4	1.9	A
	Unique Segment Ridership   10%	65%	33%	A	67%	55%	A	72%	56%	A
Reliability	On-Time Performance   79%	87%	83%	A	74%	80%	D	83%	81%	B
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.35	Off-Peak: 0.26 Peak: 0.34	A	0.33	0.31	A	0.24	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.20	\$ 5.43	A	\$4.75	\$ 4.89	A	\$6.57	\$ 5.77	B
	Cost Recovery   20%	26%	23%	A	23%	23%	A	16%	20%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



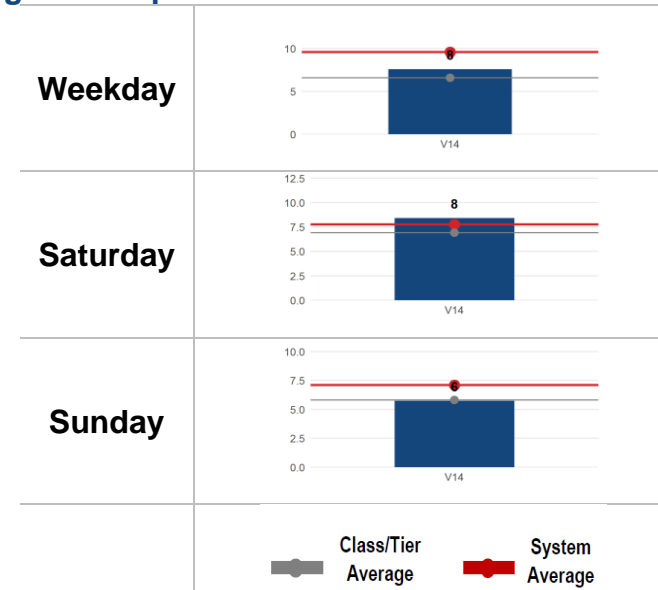
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V14	24.70	1,552	1,545 (99.5%)

## Service Change Summary

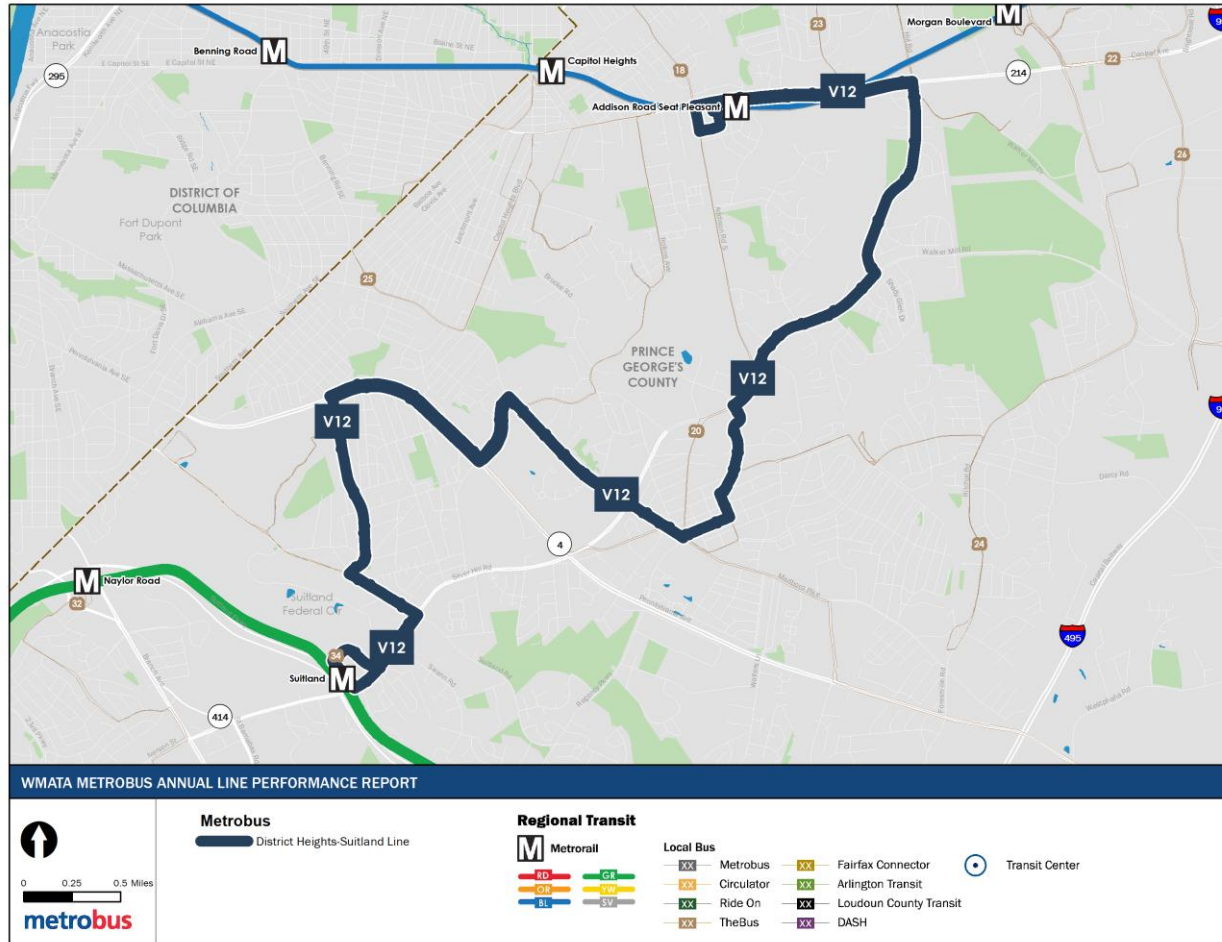
Route V14 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**  
 District Heights-Suitland 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

3

Overall Grade

Line	B

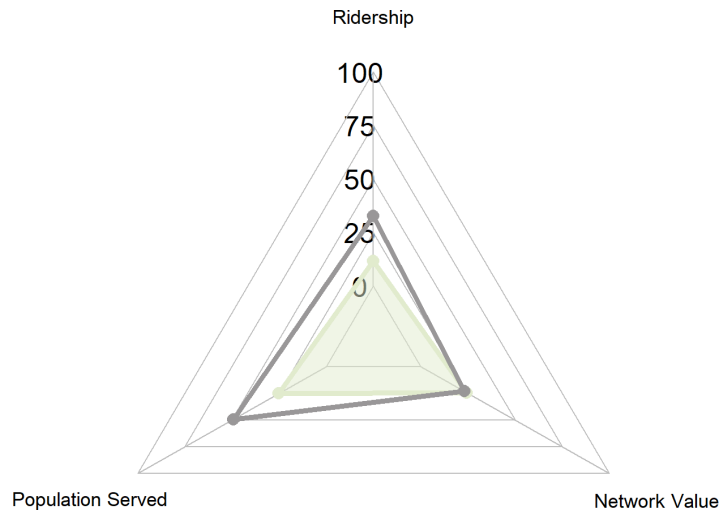
**Legend**

- 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:

25




24

12

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,960,969</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>20,652</b>	
	<b>People of Color Population</b>	Service Area	<b>18,496</b>
		% Riders Surveyed	<b>86%</b>
	<b>Low Income Household</b>	Service Area	<b>5,870</b>
		% Riders Surveyed	<b>55%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>103</b>
	<b>% Stops With Shelters</b>	<b>10%</b>
	<b>% Stops With Benches</b>	<b>10%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

### Annual Ridership



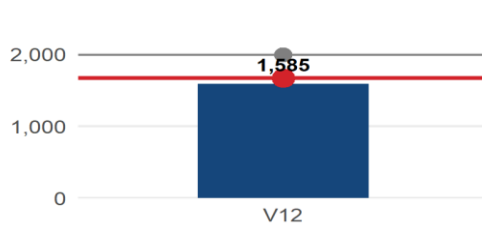
### Top Transfer Locations

#### Suitland, Addison Road

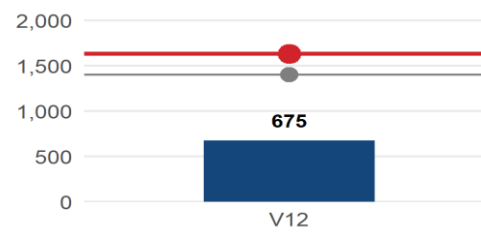
### Average Daily Ridership

- Class/Tier Average
- System Average

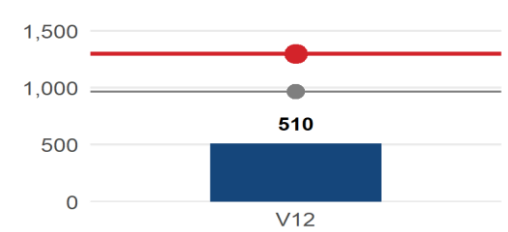
#### Weekday



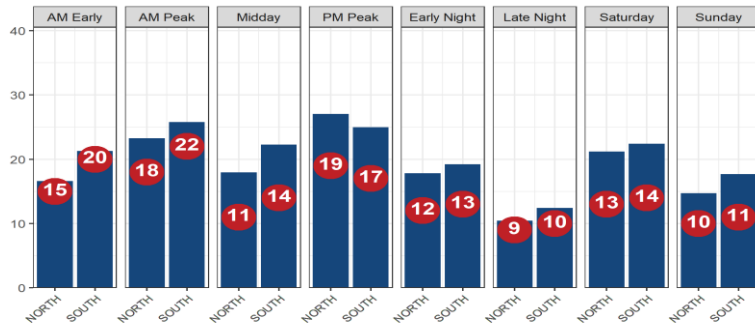
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



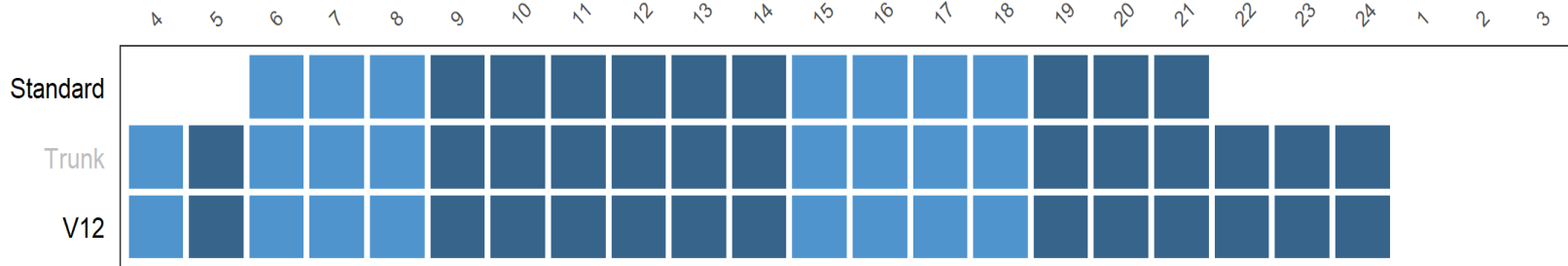
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.46	0.48
	Off-Peak Maximum Target: 1.0	0.3	0.36
Saturday Maximum Target: 1.0		0.33	0.35
Sunday Maximum Target: 1.0		0.24	0.28

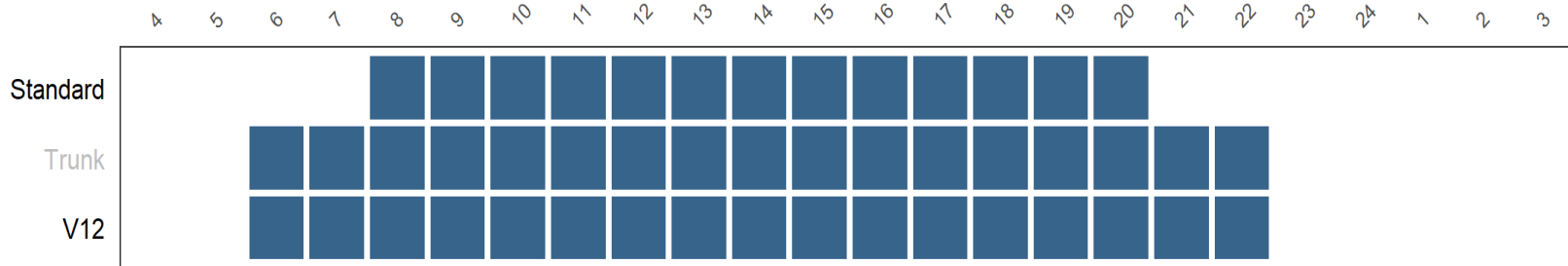
# Span and Frequency



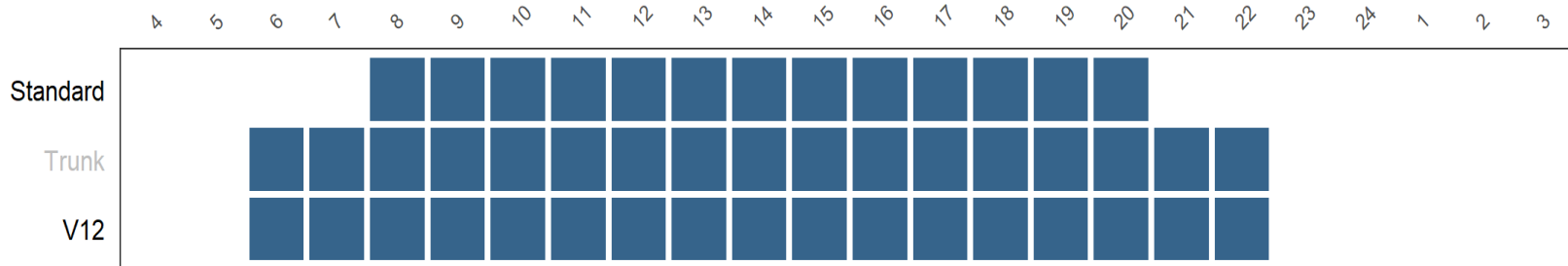
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B District Heights-Suitland

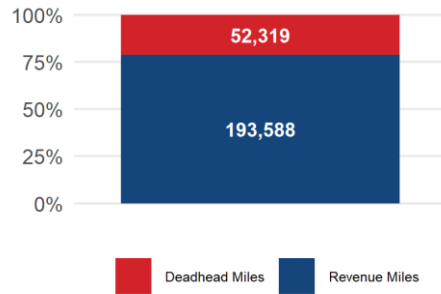
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:35 AM - 12:54 AM	-	A	6:20 AM - 10:07 PM	-	A	6:20 AM - 10:08 PM	-	A
	Frequency of Service   varies	Peak: 25.9 / Off-Peak: 38.5	Peak: 23.7 / Off-Peak: 39.6	B	60.0	47.6	B	60.0	52.8	B
Productivity	Passengers per Revenue Hour   15	28.5	30.4	A	32.3	29.1	A	24.0	27.2	A
	Passengers per Revenue Mile   1	2.4	2.6	A	2.4	2.4	A	1.8	2.1	A
Reliability	On-Time Performance   79%	84%	78%	A	78%	72%	C	93%	80%	A
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.47	Off-Peak: 0.39 Peak: 0.48	A	0.34	0.39	A	0.26	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.19	\$ 4.26	A	\$3.70	\$ 4.33	A	\$4.97	\$ 4.58	A
	Cost Recovery   20%	25%	29%	A	29%	28%	A	21%	25%	B

# Route V12

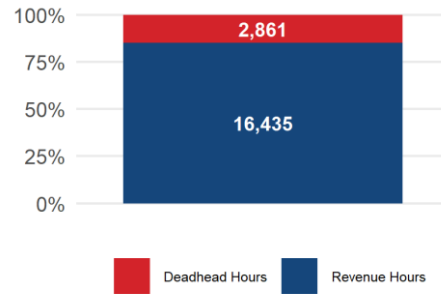
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.9			4.6			E		
	Circuitry   1.75	2.01			2.49			D		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	28.5	30.4	A	32.3	29.1	A	24.0	27.2	A
	Passengers per Revenue Mile   1	2.4	2.6	A	2.4	2.4	A	1.8	2.1	A
	Unique Segment Ridership   10%	63%	31%	A	67%	54%	A	64%	55%	A
Reliability	On-Time Performance   79%	84%	78%	A	78%	72%	C	93%	80%	A
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.47	Off-Peak: 0.41 Peak: 0.47	A	0.34	0.39	A	0.26	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.19	\$ 4.26	A	\$3.70	\$ 4.33	A	\$4.97	\$ 4.58	A
	Cost Recovery   20%	25%	29%	A	29%	27%	A	21%	25%	B

# Operational Analysis

## Miles Allocation



## Hours Allocation



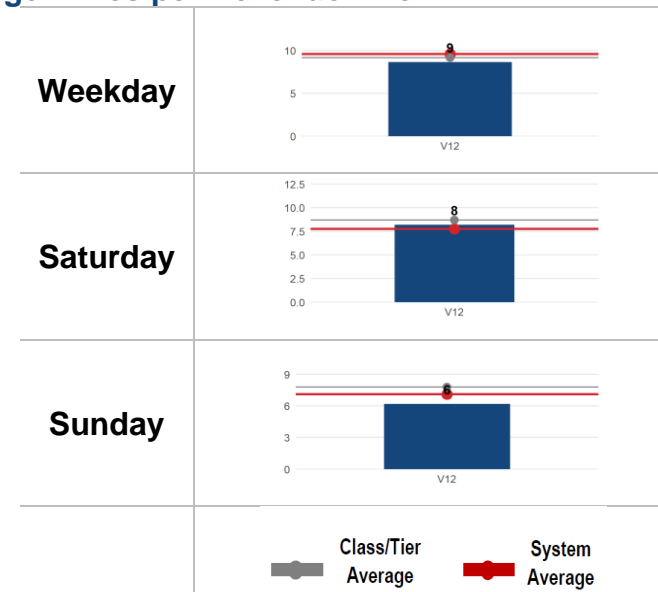
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V12	17.70	1,880	1,875 (99.7%)

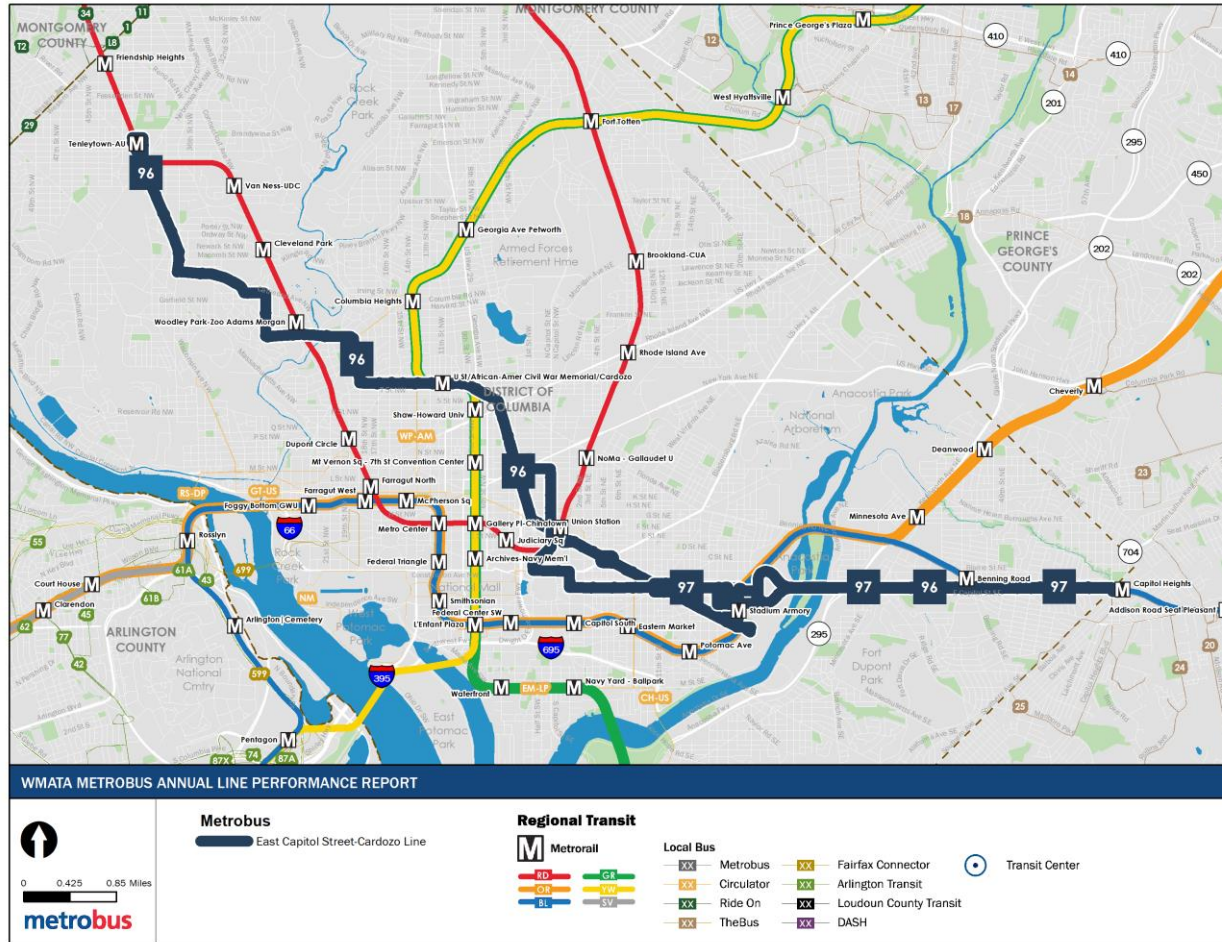
## Service Change Summary

Route V12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

**Legend**

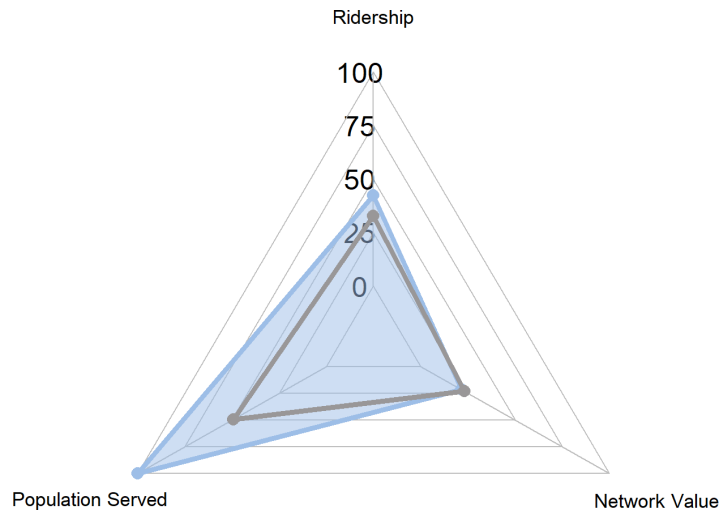
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below



## Line Benefit Score

**55**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,550,048</b>
	<b>Peak Vehicles</b>	<b>18</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>114,286</b>	
	<b>People of Color Population</b>	Service Area	<b>49,545</b>
		% Riders Surveyed	<b>68%</b>
	<b>Low Income Household</b>	Service Area	<b>22,798</b>
		% Riders Surveyed	<b>47%</b>

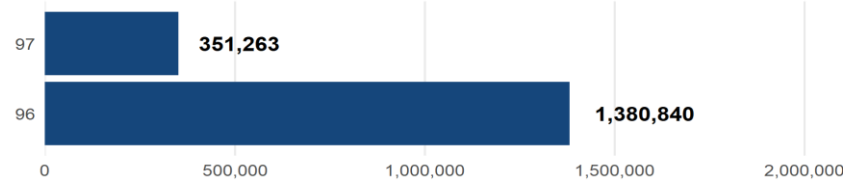
## Facilities/Amenities

	<b>Bus Stops</b>	<b>165</b>
	<b>% Stops With Shelters</b>	<b>28%</b>
	<b>% Stops With Benches</b>	<b>21%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

### Annual Ridership

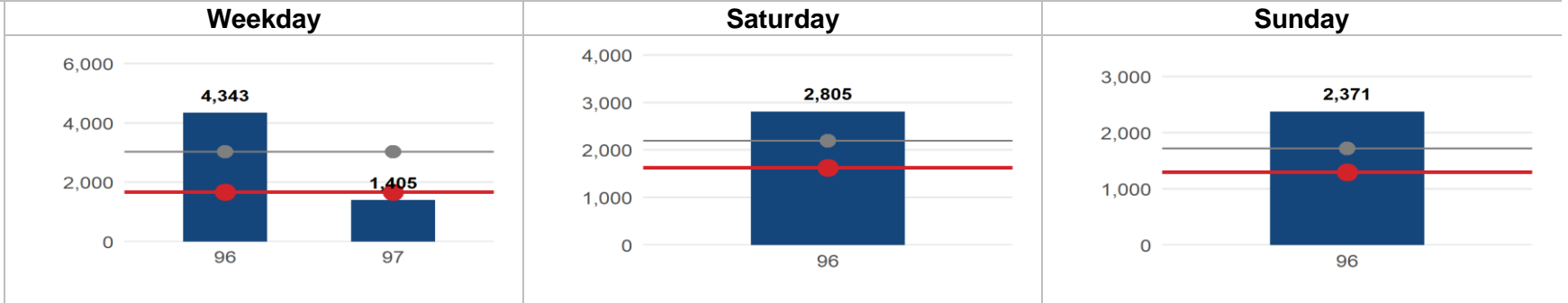


### Top Transfer Locations

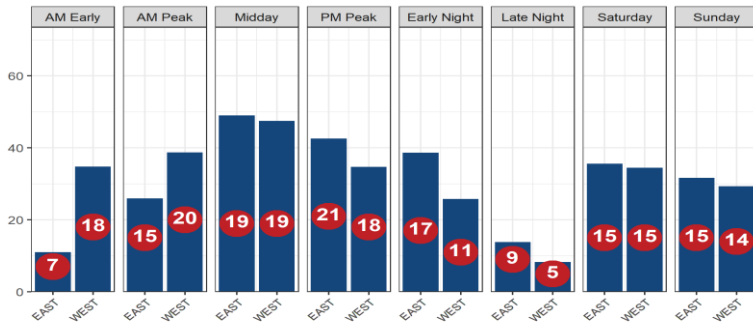
#### Union Station, U Street-Cardozo, Stadium-Armory

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



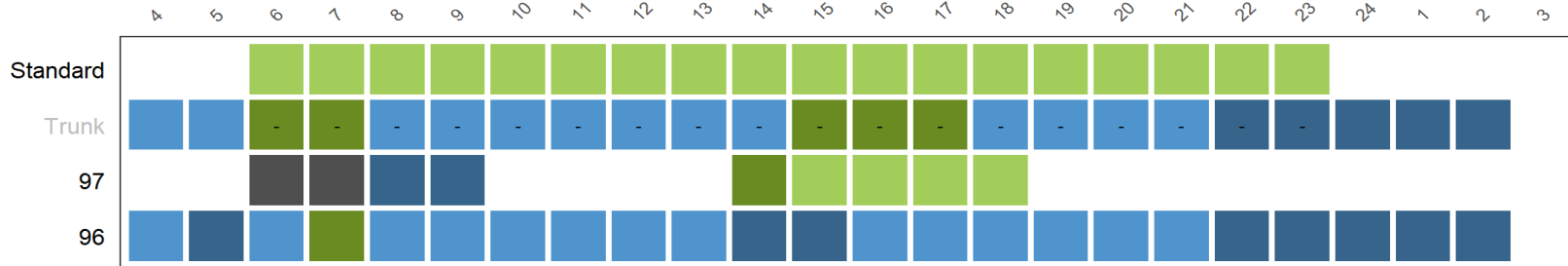
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.46	0.47
	Off-Peak Maximum Target: 1.0	0.37	0.37
Saturday Maximum Target: 1.0		0.39	0.38
Sunday Maximum Target: 1.0		0.36	0.34

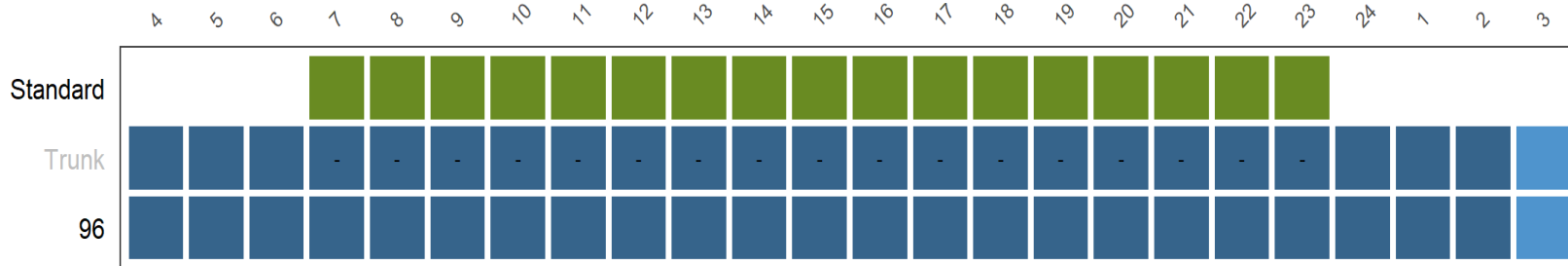
# Span and Frequency



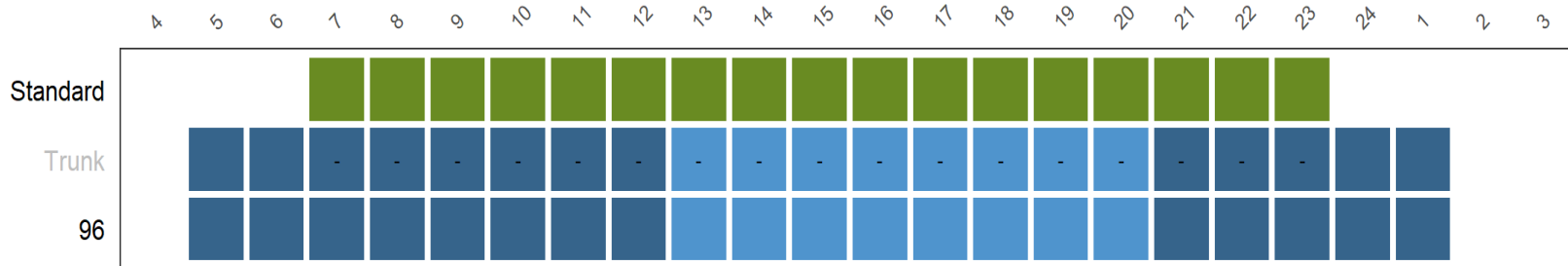
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** 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 - 2:23 AM	-	A	4:55 AM - 3:34 AM	-	A	5:00 AM - 1:30 AM	-	A
	Frequency of Service   varies	Peak: 20.2 / Off-Peak: 25.0	Peak: 17.4 / Off-Peak: 39	D	33.1	25.4	E	31.0	29.4	E
Productivity	Passengers per Revenue Hour   30	31.7	33.7	B	26.1	26.8	D	24.9	25.8	D
	Passengers per Revenue Mile   4	3.6	4.5	D	2.7	3.4	E	2.4	3.1	E
Reliability	On-Time Performance   79%	67%	76%	E	61%	74%	E	67%	78%	E
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.47	Off-Peak: 0.39 Peak: 0.55	A	0.38	0.37	A	0.35	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.76	\$ 4.02	A	\$4.57	\$ 5.16	B	\$4.79	\$ 5.25	B
	Cost Recovery   25%	30%	33%	A	25%	27%	B	24%	25%	C

# Route 96

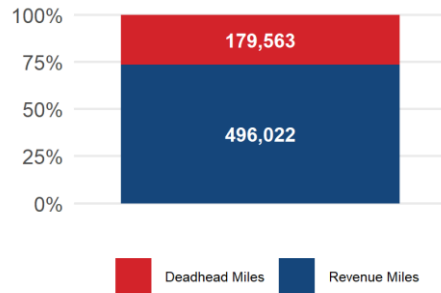
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.2			5			E		
Route Design	Circuitry   1.75	1.24			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	29.4	33.7	C	26.1	26.8	D	24.9	25.8	D
	Passengers per Revenue Mile   4	3.4	4.5	D	2.7	3.4	E	2.4	3.1	E
	Unique Segment Ridership   10%	14%	12%	A	22%	22%	A	22%	23%	A
Reliability	On-Time Performance   79%	67%	76%	E	61%	74%	E	67%	78%	E
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.52	Off-Peak: 0.39 Peak: 0.54	A	0.38	0.36	A	0.35	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.06	\$ 4.02	A	\$4.57	\$ 5.16	B	\$4.79	\$ 5.25	B
	Cost Recovery   25%	28%	34%	A	25%	26%	B	24%	25%	C

# Route 97

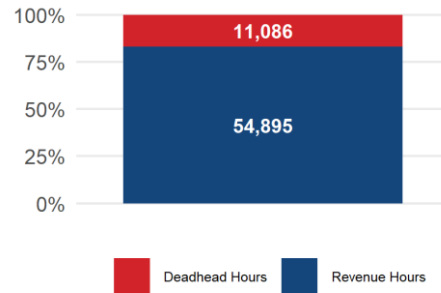
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			5			A		
	Circuitry   1.75	1.28			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	41.7	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	4	4.5	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	6%	12%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	66%	76%	E	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.43	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.86	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	40%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



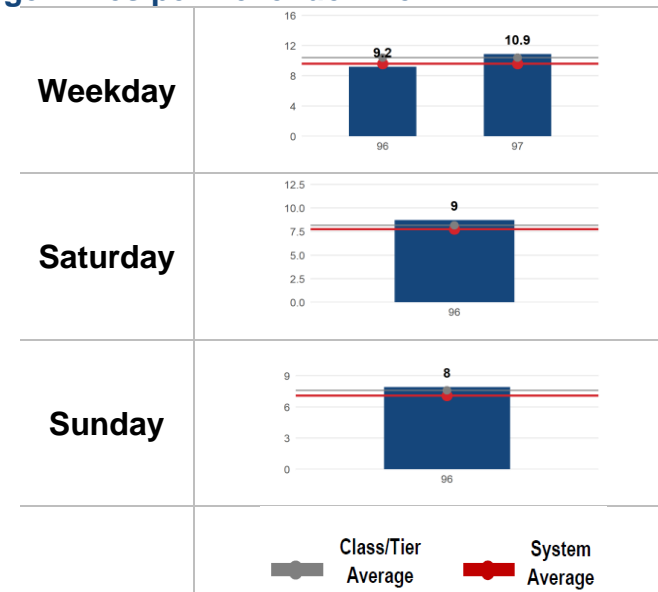
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
96	28.10	2,856	2,839 (99.4%)
97	13.90	1,181	1,176 (99.6%)

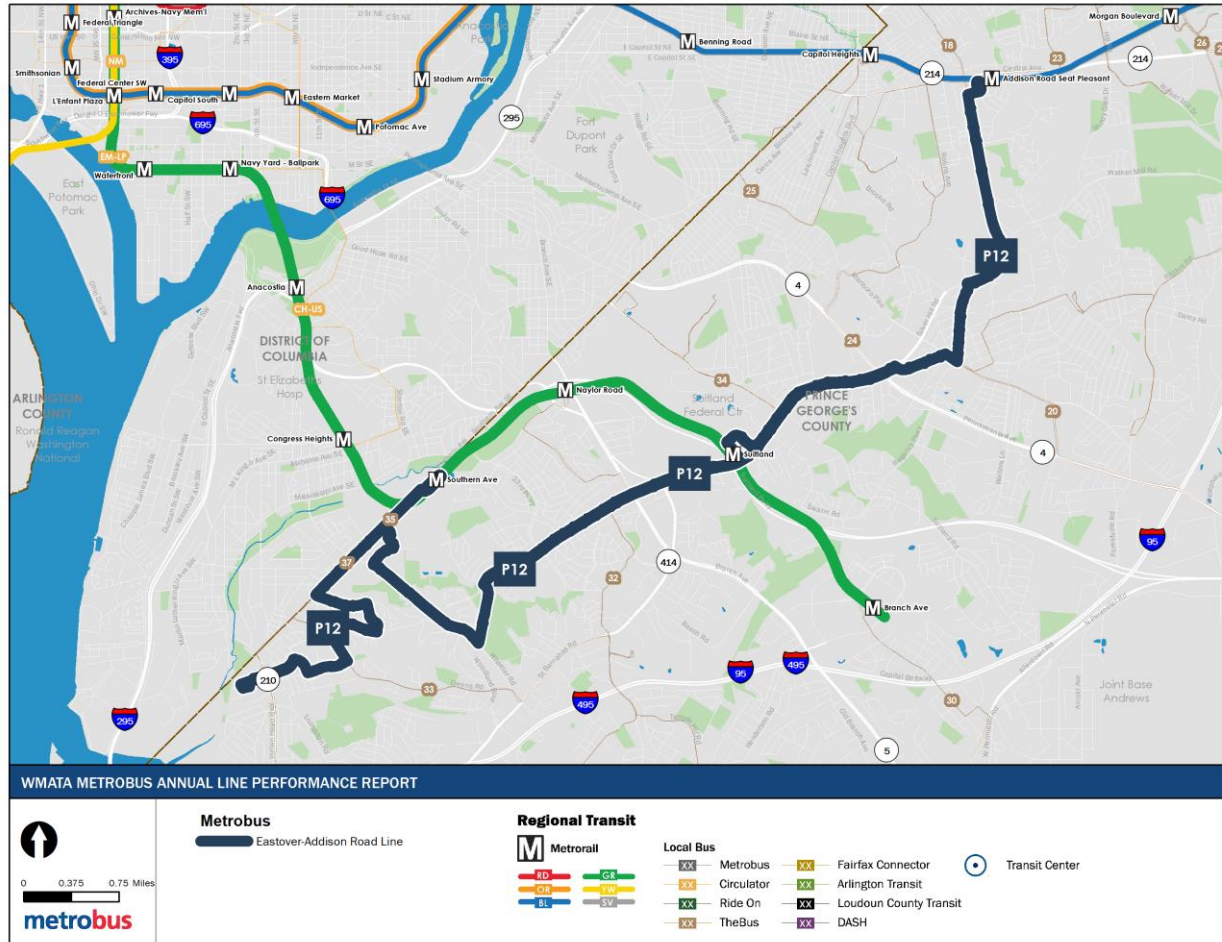
## Service Change Summary

Route 96 - June 2019:  
 Weekday:running time; Saturday:running time; Sunday:  
 running time;  
 Route 97 - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No  
 change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

**Legend**

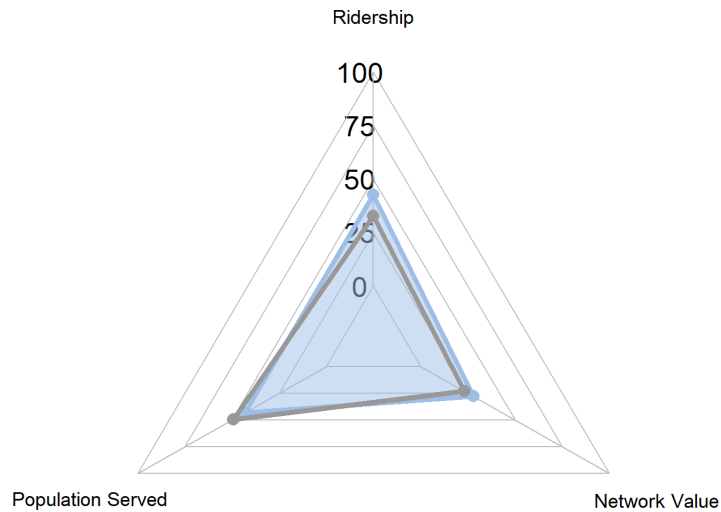
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below



## Line Benefit Score

**38**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,008,849</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>35,724</b>	
	<b>People of Color Population</b>	Service Area	<b>32,091</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>13,118</b>
		% Riders Surveyed	<b>71%</b>

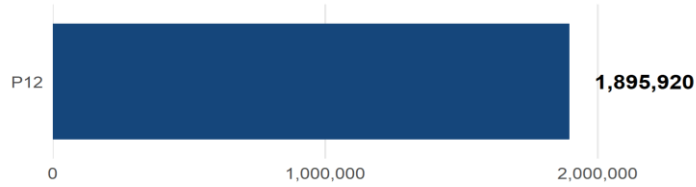
## Facilities/Amenities

	<b>Bus Stops</b>	<b>156</b>
	<b>% Stops With Shelters</b>	<b>8%</b>
	<b>% Stops With Benches</b>	<b>10%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

### Annual Ridership



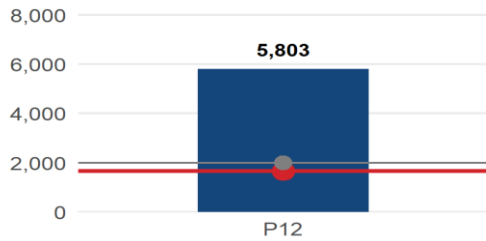
### Top Transfer Locations

#### Southern Avenue, Suitland, Addison Road

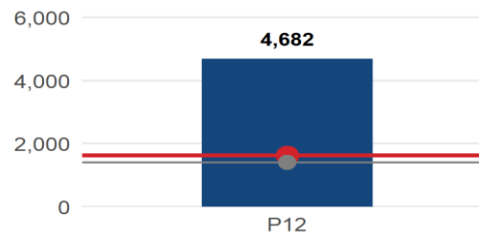
### Average Daily Ridership

- Class/Tier Average
- System Average

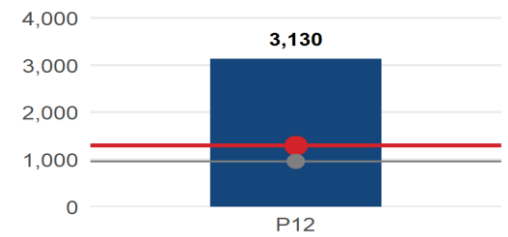
#### Weekday



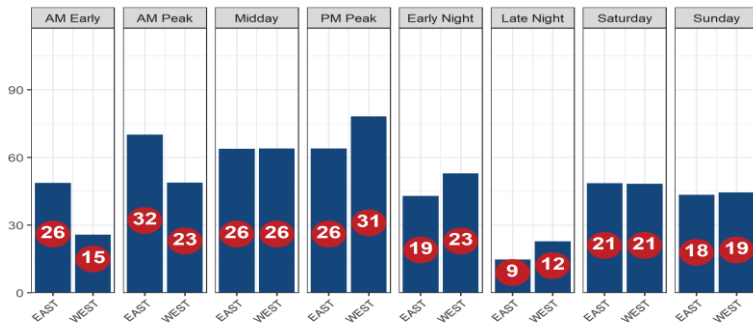
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



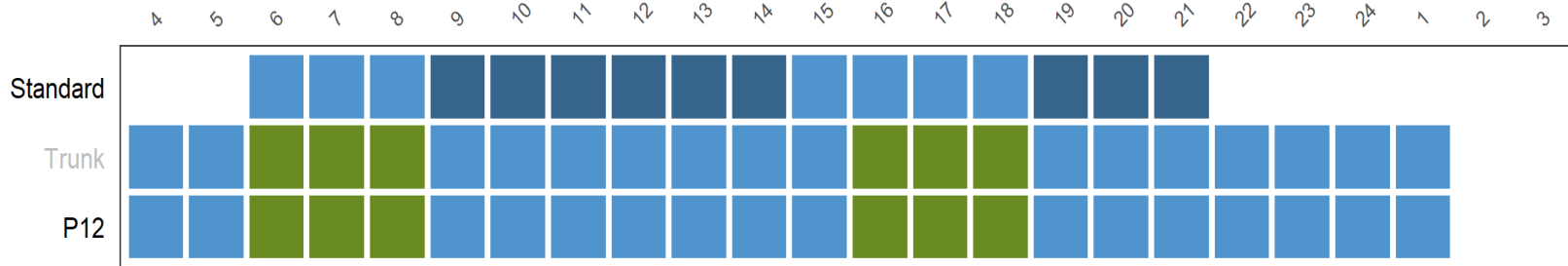
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.71	0.69
	Off-Peak Maximum Target: 1.0	0.54	0.55
Saturday Maximum Target: 1.0		0.52	0.52
Sunday Maximum Target: 1.0		0.46	0.48

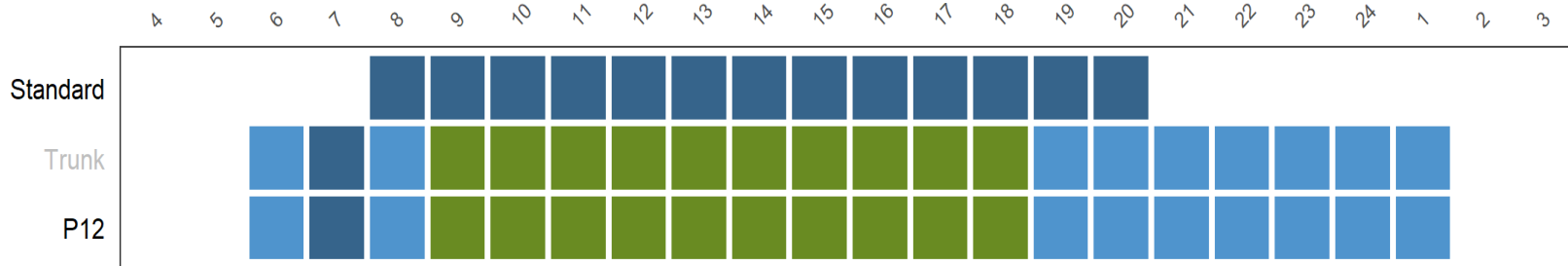
# Span and Frequency



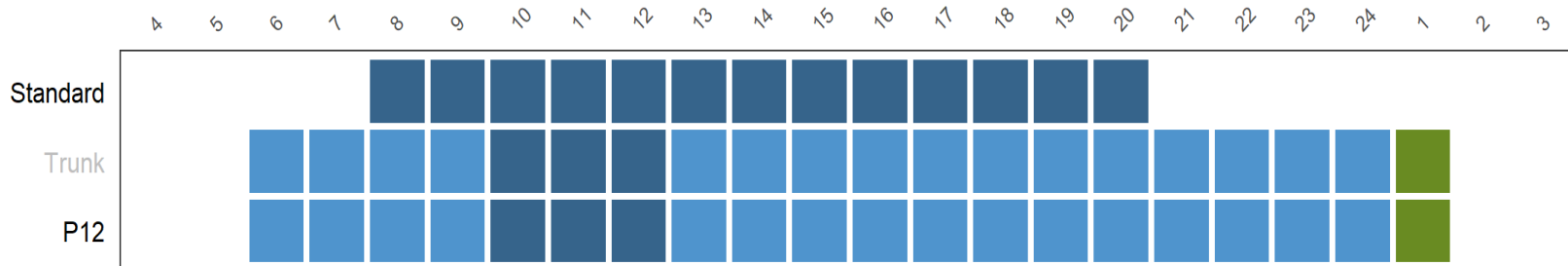
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Eastover-Addison Road

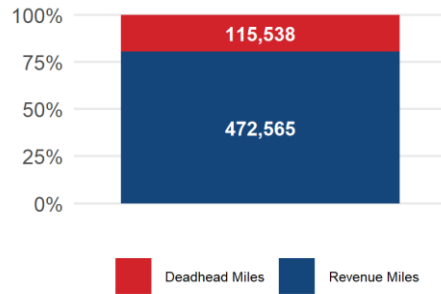
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:44 AM - 1:03 AM	-	A	6:30 AM - 1:51 AM	-	A	6:30 AM - 1:27 AM	-	A
	Frequency of Service   varies	Peak: 20.6 / Off-Peak: 24.8	Peak: 23.7 / Off-Peak: 39.6	A	22.7	47.6	A	29.9	52.8	A
Productivity	Passengers per Revenue Hour   15	46.1	30.4	A	42.0	29.1	A	37.2	27.2	A
	Passengers per Revenue Mile   1	4.1	2.6	A	3.5	2.4	A	3.2	2.1	A
Reliability	On-Time Performance   79%	73%	78%	D	66%	72%	E	79%	80%	C
	Crowding   5%	2%	1%	A	1%	1%	A	1%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.7	Off-Peak: 0.39 Peak: 0.48	B	0.52	0.39	A	0.47	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.59	\$ 4.26	A	\$2.84	\$ 4.33	A	\$3.20	\$ 4.58	A
	Cost Recovery   20%	31%	29%	A	28%	28%	A	25%	25%	A

# Route P12

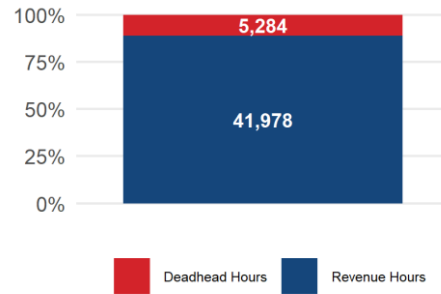
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.7			4.6			E		
Route Design	Circuitry   1.75	1.68			2.49			B		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	46.1	30.4	A	42.0	29.1	A	37.2	27.2	A
	Passengers per Revenue Mile   1	4.1	2.6	A	3.5	2.4	A	3.2	2.1	A
	Unique Segment Ridership   10%	47%	31%	A	58%	54%	A	57%	55%	A
Reliability	On-Time Performance   79%	73%	78%	D	66%	72%	E	79%	80%	C
	Crowding   5%	2%	1%	A	1%	1%	A	1%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.7	Off-Peak: 0.41 Peak: 0.47	B	0.52	0.39	A	0.47	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.59	\$ 4.26	A	\$2.84	\$ 4.33	A	\$3.20	\$ 4.58	A
	Cost Recovery   20%	31%	29%	A	28%	27%	A	25%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



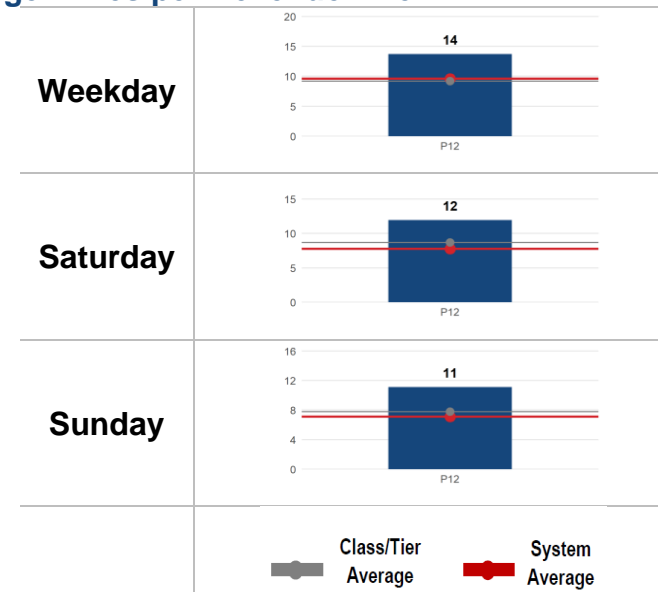
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P12	28.40	2,863	2,828 (98.8%)

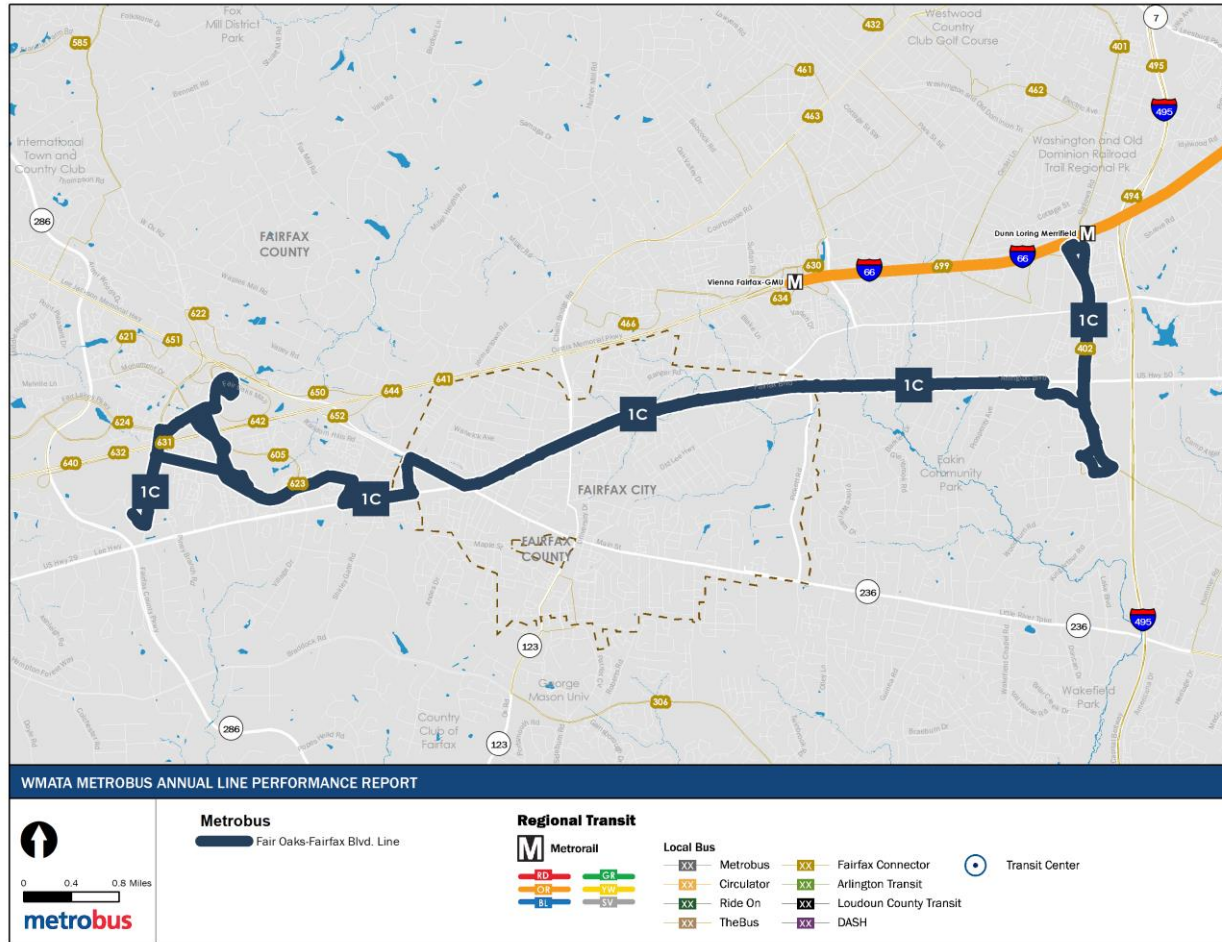
## Service Change Summary

Route P12 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

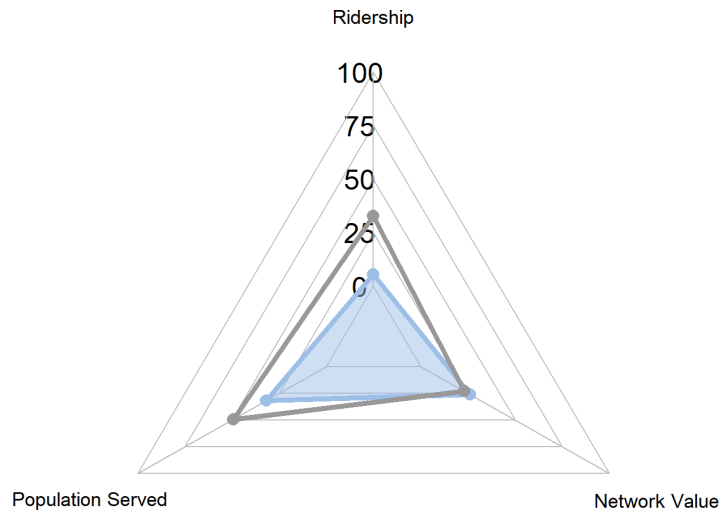
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

21

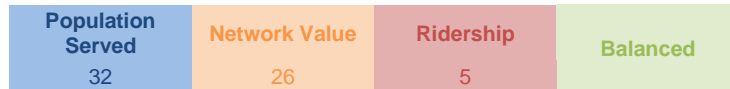
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$2,416,226
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	26,752	
	People of Color Population	Service Area	10,375
		% Riders Surveyed	84%
	Low Income Household	Service Area	4,562
		% Riders Surveyed	60%

## Facilities/Amenities

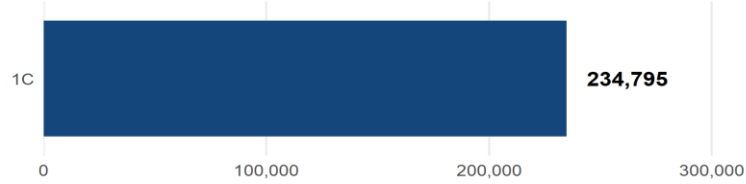
	Bus Stops	94
	% Stops With Shelters	16%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	0%





## Ridership

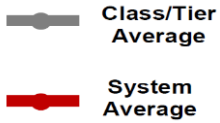
### Annual Ridership



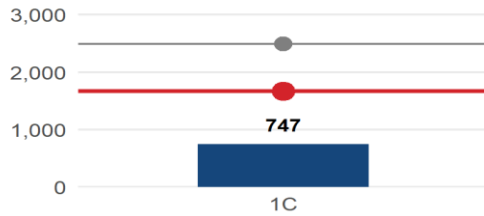
### Top Transfer Locations

#### Dunn Loring

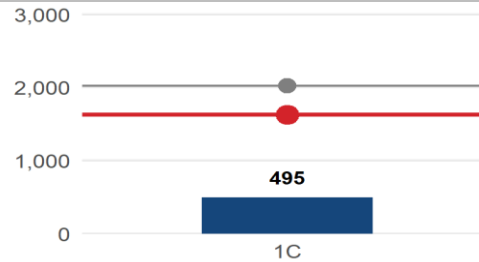
### Average Daily Ridership



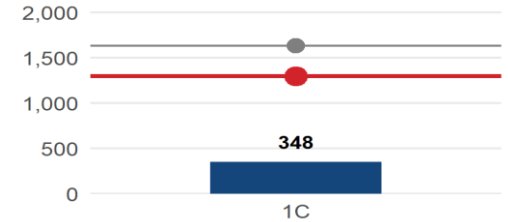
#### Weekday



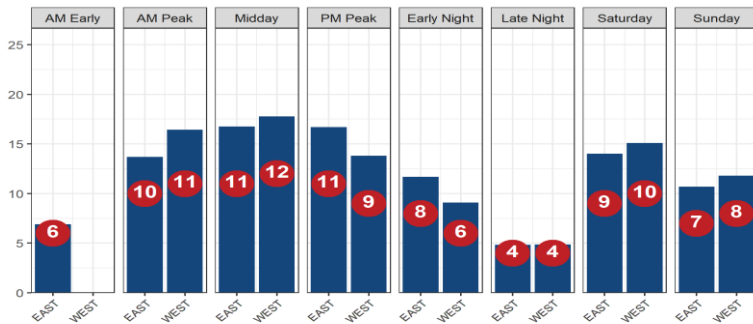
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



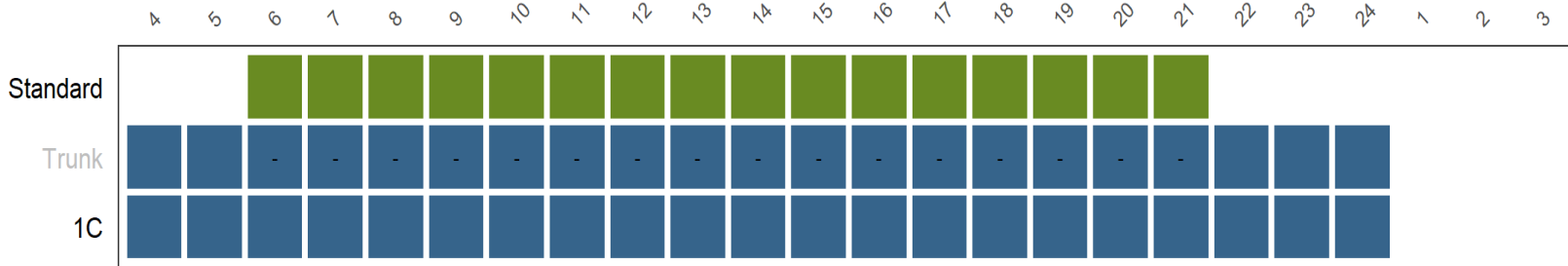
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.27	0.26
	Off-Peak Maximum Target: 1.0	0.23	0.25
Saturday Maximum Target: 1.0		0.23	0.25
Sunday Maximum Target: 1.0		0.18	0.2

# Span and Frequency



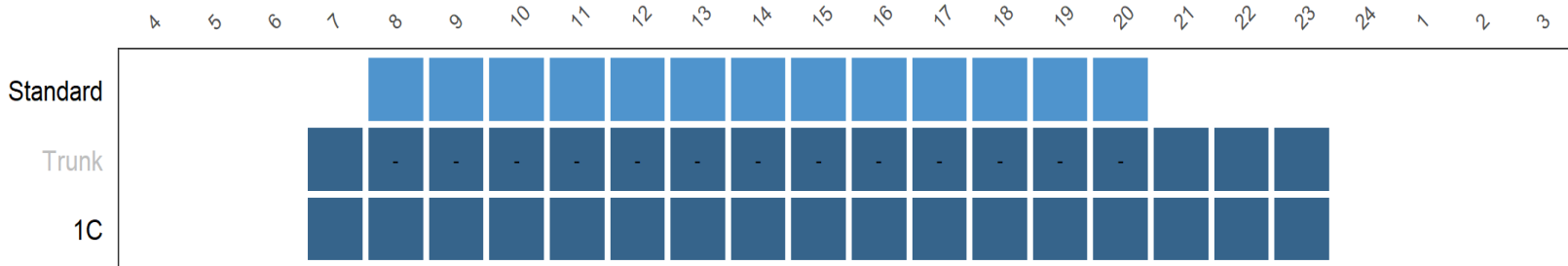
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### D Fair Oaks-Fairfax Blvd.

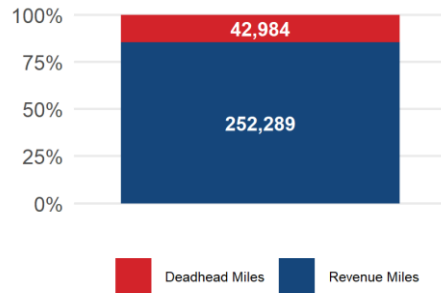
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:00 AM - 12:26 AM	-	A	6:25 AM - 11:35 PM	-	A	7:20 AM - 11:09 PM	-	A
	Frequency of Service   varies	Peak: 32.7 / Off-Peak: 54.6	Peak: 19.3 / Off-Peak: 34	E	60.0	30.1	E	60.2	33.7	E
Productivity	Passengers per Revenue Hour   20	11.5	29.6	E	13.8	28.8	E	10.5	26.9	E
	Passengers per Revenue Mile   2	0.9	3.0	E	1.1	2.7	E	0.8	2.4	E
Reliability	On-Time Performance   79%	83%	78%	B	83%	79%	B	89%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.27	Off-Peak: 0.45 Peak: 0.52	A	0.24	0.41	A	0.19	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$10.36	\$ 4.59	E	\$8.62	\$ 4.84	E	\$11.34	\$ 5.41	E
	Cost Recovery   20%	14%	31%	E	17%	28%	D	13%	27%	E

# Route 1C

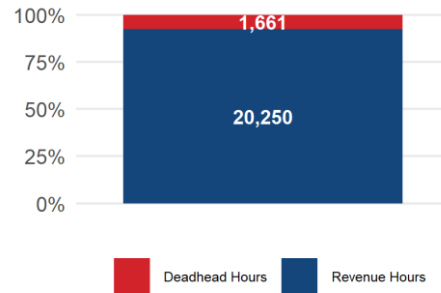
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.7			4.5			E		
	Circuitry   1.75	2.07			1.47			D		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	11.5	29.6	E	13.8	28.8	E	10.5	26.9	E
	Passengers per Revenue Mile   2	0.9	3.0	E	1.1	2.7	E	0.8	2.4	E
	Unique Segment Ridership   10%	70%	16%	A	75%	35%	A	76%	45%	A
Reliability	On-Time Performance   79%	83%	78%	B	83%	79%	B	89%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.27	Off-Peak: 0.42 Peak: 0.52	A	0.24	0.42	A	0.19	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$10.36	\$ 4.59	E	\$8.62	\$ 4.84	E	\$11.34	\$ 5.41	E
	Cost Recovery   20%	14%	30%	E	17%	27%	D	13%	26%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



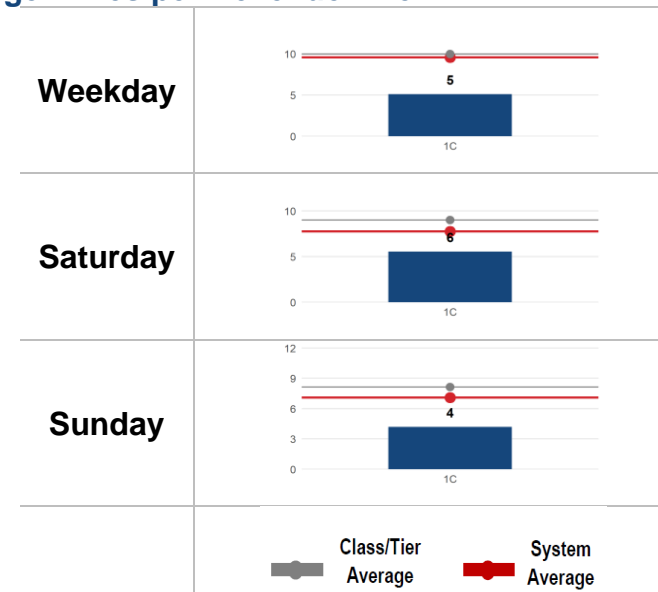
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1C	39.40	1,448	1,442 (99.6%)

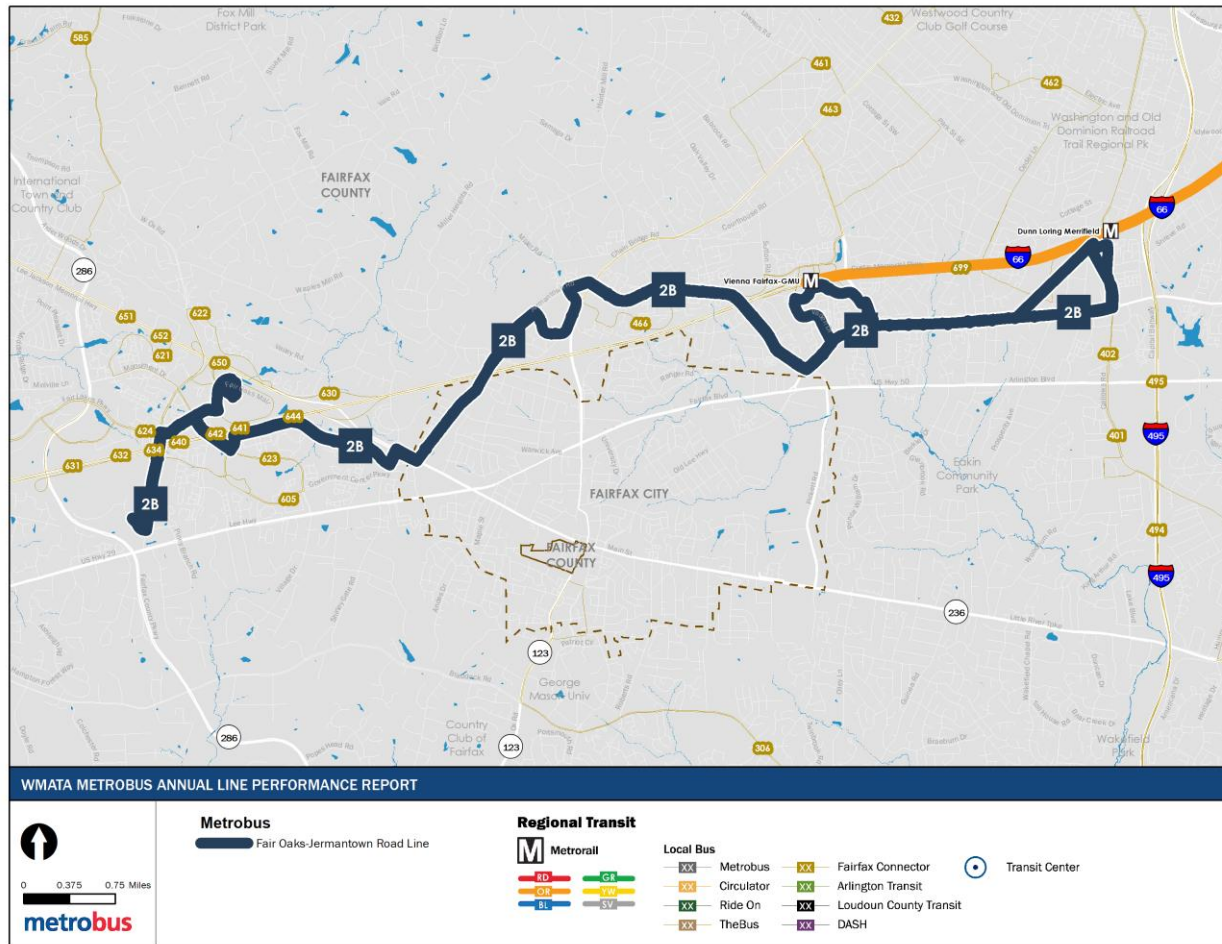
## Service Change Summary

Route 1C - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

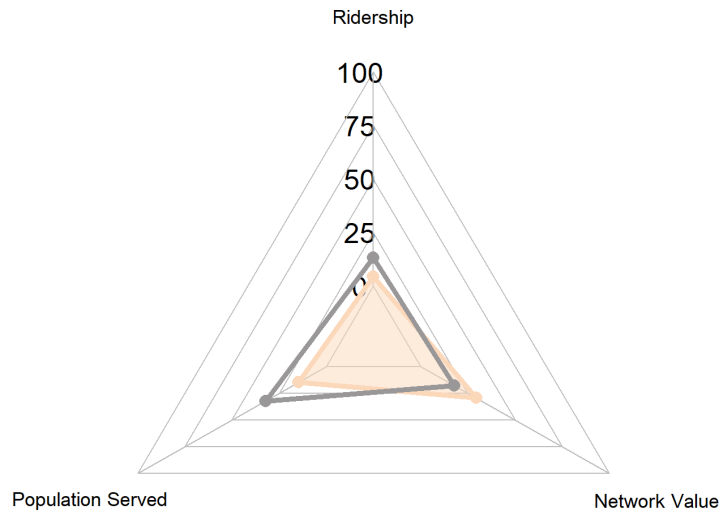
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**16**

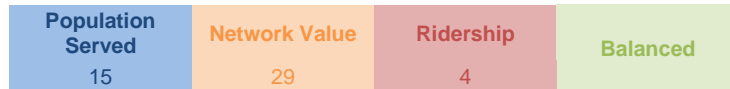
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,847,358</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,605</b>	
	<b>People of Color Population</b>	Service Area	<b>10,445</b>
		% Riders Surveyed	<b>31%</b>
	<b>Low Income Household</b>	Service Area	<b>4,224</b>
		% Riders Surveyed	<b>49%</b>

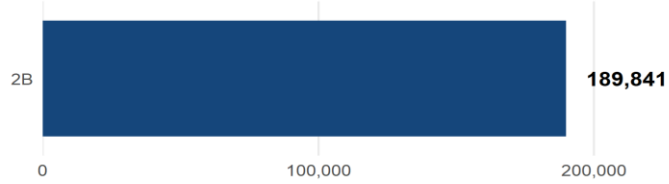
## Facilities/Amenities

	<b>Bus Stops</b>	<b>95</b>
	<b>% Stops With Shelters</b>	<b>9%</b>
	<b>% Stops With Benches</b>	<b>12%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

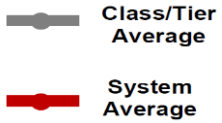
### Annual Ridership



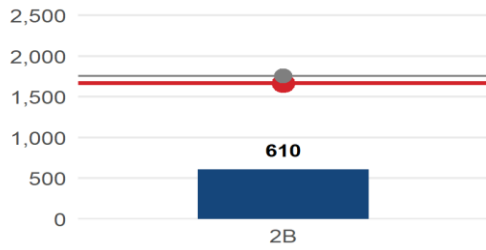
### Top Transfer Locations

#### Vienna, Dunn Loring

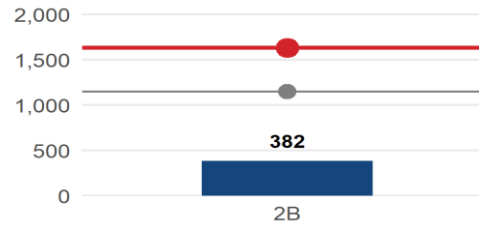
### Average Daily Ridership



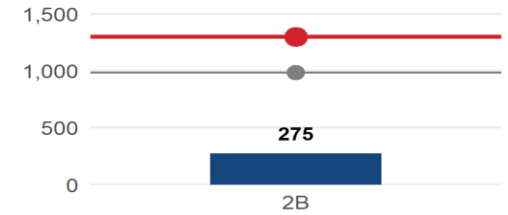
#### Weekday



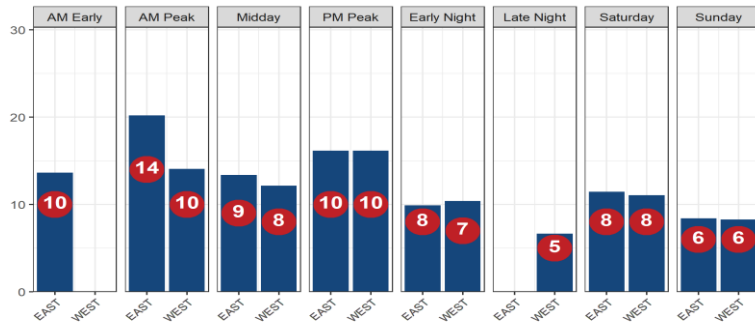
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

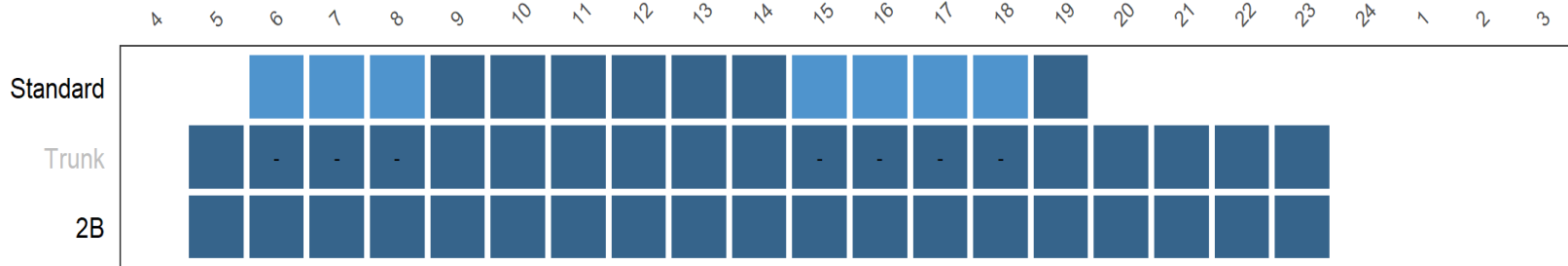
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.27
	Off-Peak Maximum Target: 1.0	0.25	0.21
	Saturday Maximum Target: 1.0	0.21	0.2
Sunday Maximum Target: 1.0		0.15	0.15



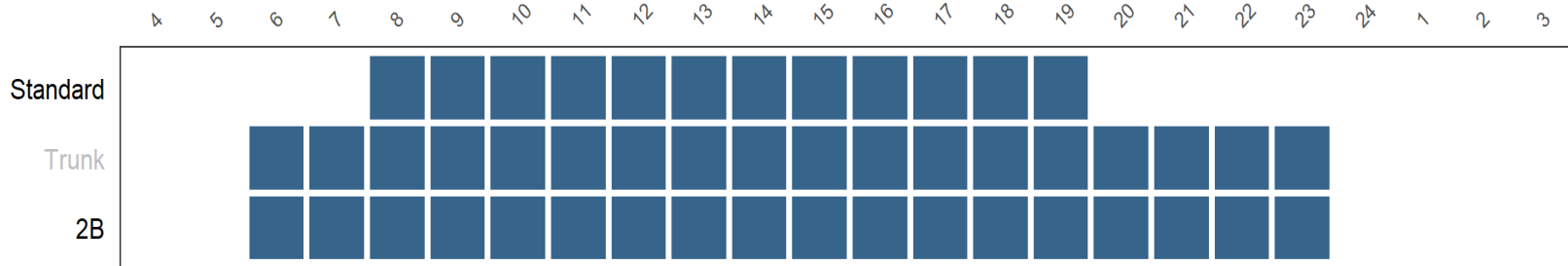
# Span and Frequency



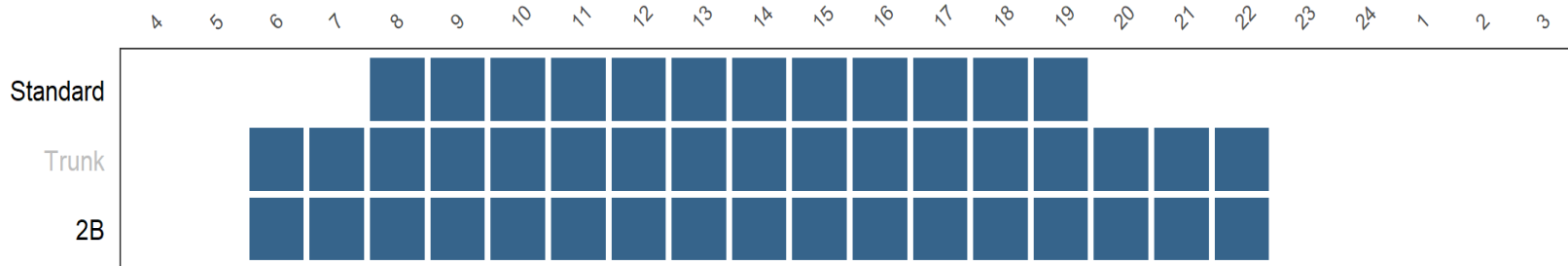
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### C Fair Oaks-Jermantown Road

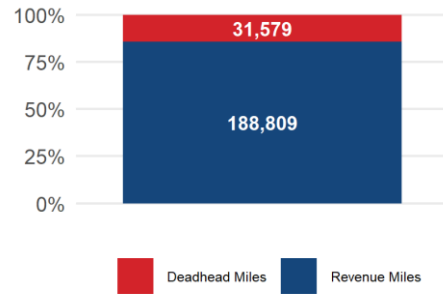
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:08 AM - 11:57 PM	-	A	6:20 AM - 11:35 PM	-	A	6:20 AM - 10:54 PM	-	A
	Frequency of Service   varies	Peak: 43.6 / Off-Peak: 55.7	Peak: 26.2 / Off-Peak: 64	E	60.0	42.7	B	59.9	42.4	B
Productivity	Passengers per Revenue Hour   15	13.0	36.4	D	11.5	33.5	E	8.5	32.4	E
	Passengers per Revenue Mile   2	1.0	4.2	E	0.9	3.5	E	0.7	3.3	E
Reliability	On-Time Performance   79%	82%	82%	B	90%	80%	A	88%	83%	A
	Crowding   5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.31 Peak: 0.41	A	0.2	0.27	A	0.15	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$9.16	\$ 4.43	E	\$10.40	\$ 5.10	E	\$14.01	\$ 4.84	E
	Cost Recovery   20%	16%	25%	D	14%	24%	E	10%	22%	E

# Route 2B

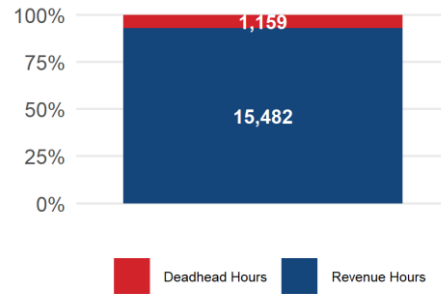
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.7			6			E		
Route Design	Circuitry   N/A	1.88			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	13.0	36.4	D	11.5	33.5	E	8.5	32.4	E
	Passengers per Revenue Mile   2	1.0	4.2	E	0.9	3.5	E	0.7	3.3	E
	Unique Segment Ridership   10%	83%	28%	A	80%	44%	A	82%	50%	A
Reliability	On-Time Performance   79%	82%	82%	B	90%	80%	A	88%	83%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.33 Peak: 0.43	A	0.2	0.3	A	0.15	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$9.16	\$ 4.43	E	\$10.40	\$ 5.10	E	\$14.01	\$ 4.84	E
	Cost Recovery   20%	16%	27%	D	14%	24%	E	10%	23%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



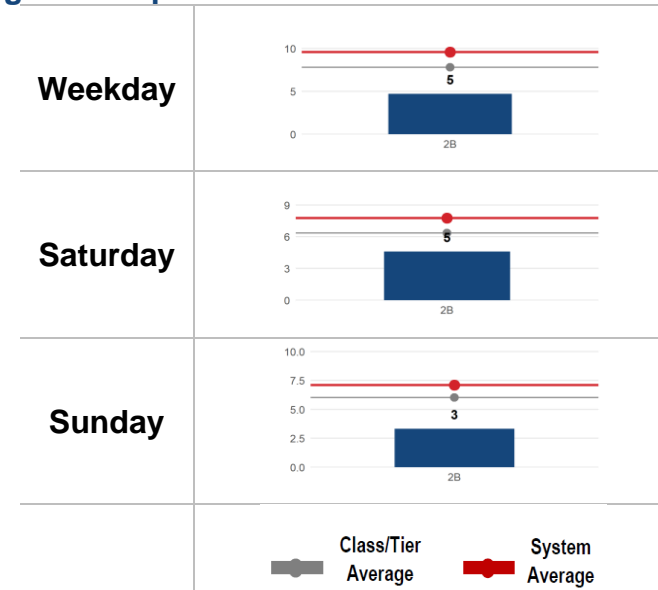
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2B	35.90	1,236	1,236 (100.0%)

## Service Change Summary

Route 2B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Overall Grade
M6	A

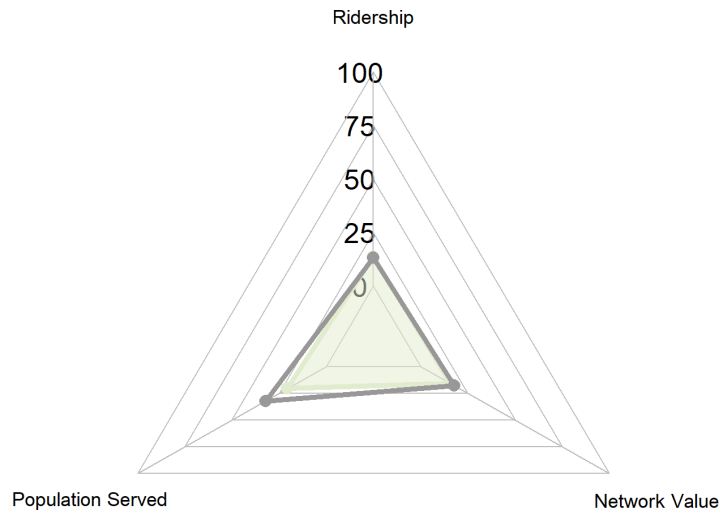
**Legend**

- Exceeds (Blue square)
- Meets (Green square)
- Approaches (Yellow square)
- Below (Orange square)
- Significantly Below (Red square)

## Line Benefit Score

17

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,551,834</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>16,150</b>	
	<b>People of Color Population</b>	Service Area	<b>12,913</b>
		% Riders Surveyed	<b>95%</b>
	<b>Low Income Household</b>	Service Area	<b>4,796</b>
		% Riders Surveyed	<b>60%</b>

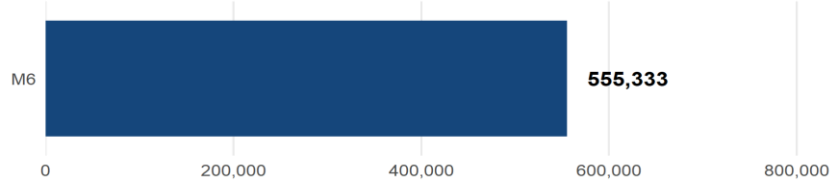
## Facilities/Amenities

	<b>Bus Stops</b>	<b>30</b>
	<b>% Stops With Shelters</b>	<b>23%</b>
	<b>% Stops With Benches</b>	<b>20%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

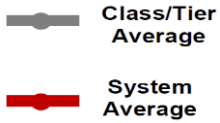
### Annual Ridership



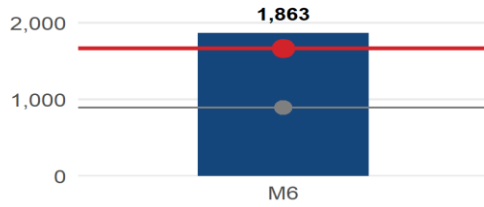
### Top Transfer Locations

#### Potomac Avenue

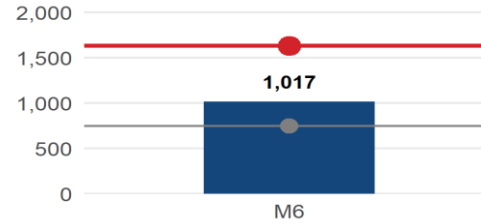
### Average Daily Ridership



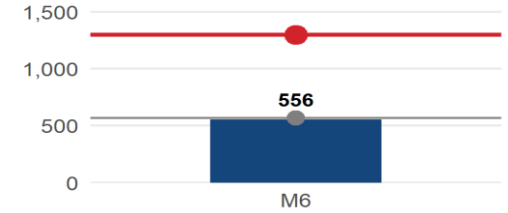
#### Weekday



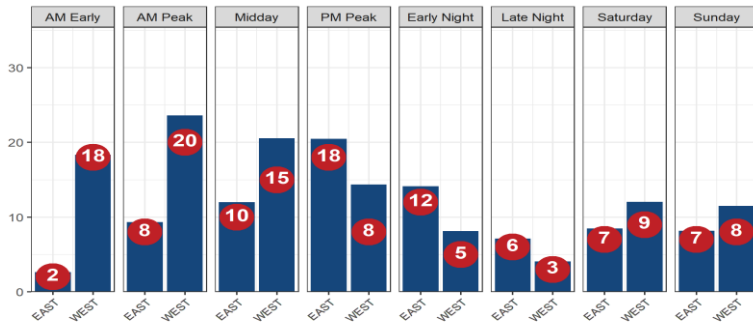
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



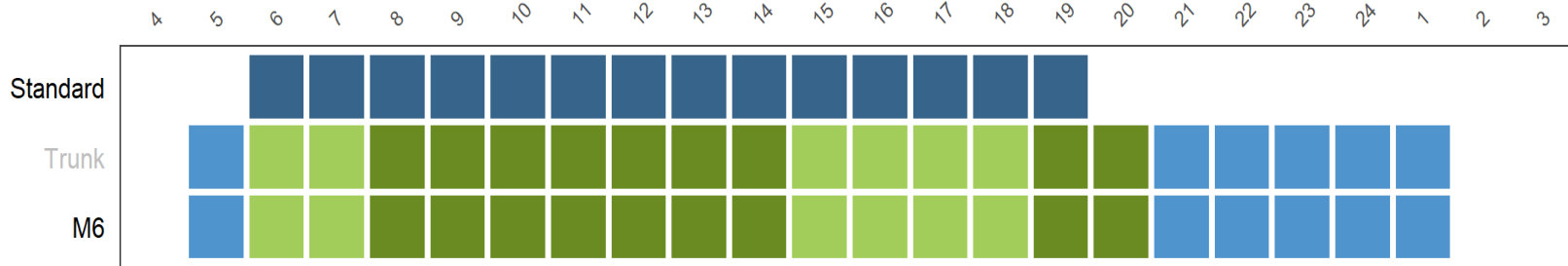
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.34	0.34
	Off-Peak Maximum Target: 1.0	0.24	0.27
Saturday Maximum Target: 1.0		0.18	0.21
Sunday Maximum Target: 1.0		0.17	0.2

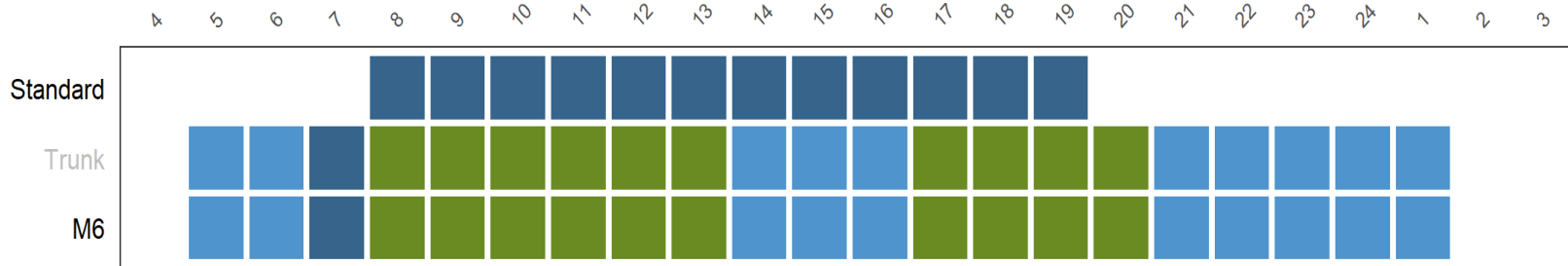
# Span and Frequency



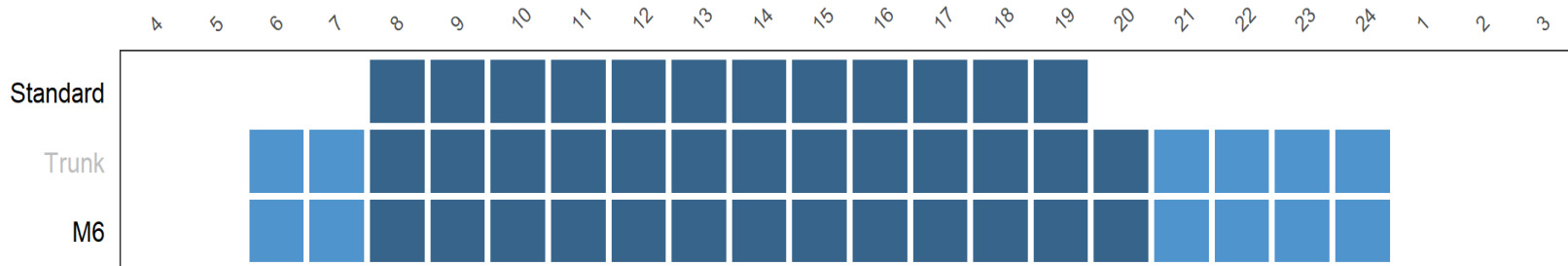
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

# A Fairfax Village

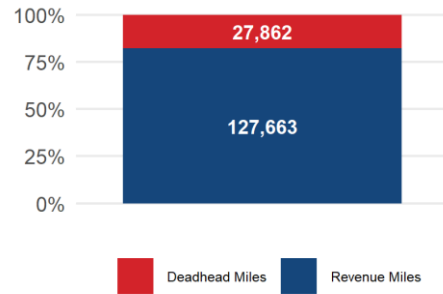
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:00 AM - 1:17 AM	-	A	5:30 AM - 1:17 AM	-	A	6:30 AM - 12:47 AM	-	A
	Frequency of Service   varies	Peak: 15.3 / Off-Peak: 20.0	Peak: 28.1 / Off-Peak: 66.7	A	22.9	48.0	A	36.1	49.5	A
Productivity	Passengers per Revenue Hour   10	45.8	24.8	A	34.0	27.2	A	35.7	23.6	A
	Passengers per Revenue Mile   1	4.7	2.1	A	3.3	2.2	A	3.2	1.9	A
Reliability	On-Time Performance   79%	79%	83%	C	89%	80%	A	86%	81%	A
	Crowding   5%	1%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.26 Peak: 0.34	A	0.19	0.31	A	0.18	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.61	\$ 5.43	A	\$3.51	\$ 4.89	A	\$3.34	\$ 5.77	A
	Cost Recovery   20%	38%	23%	A	28%	23%	A	30%	20%	A

# Route M6

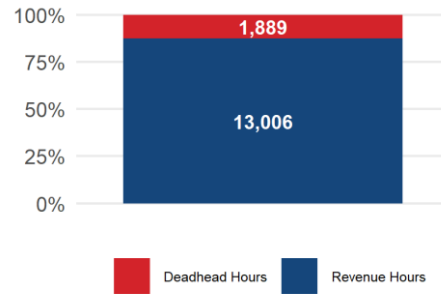
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.1			4.9			E		
Route Design	Circuitry   N/A	1.42			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	45.8	24.8	A	34.0	27.2	A	35.7	23.6	A
	Passengers per Revenue Mile   1	4.7	2.1	A	3.3	2.2	A	3.2	1.9	A
	Unique Segment Ridership   10%	29%	33%	A	33%	55%	A	42%	56%	A
Reliability	On-Time Performance   79%	79%	83%	C	89%	80%	A	86%	81%	A
	Crowding   5%	1%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.26 Peak: 0.34	A	0.19	0.31	A	0.18	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.61	\$ 5.43	A	\$3.51	\$ 4.89	A	\$3.34	\$ 5.77	A
	Cost Recovery   20%	38%	23%	A	28%	23%	A	30%	20%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



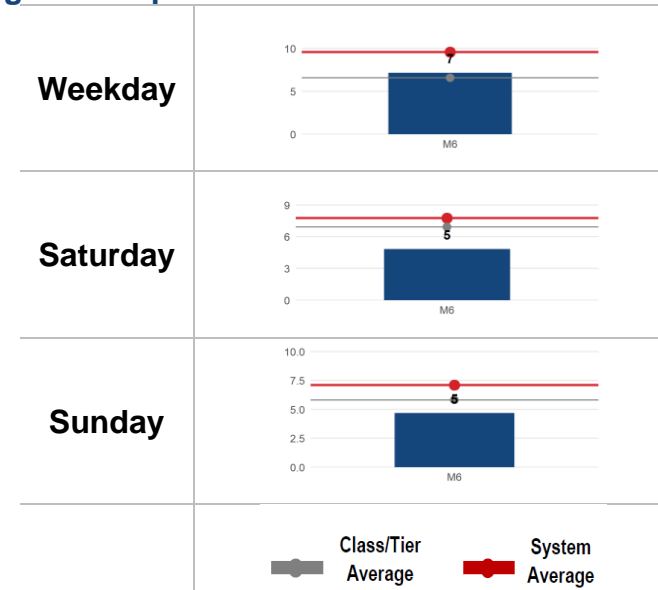
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M6	6.20	3,436	3,430 (99.8%)

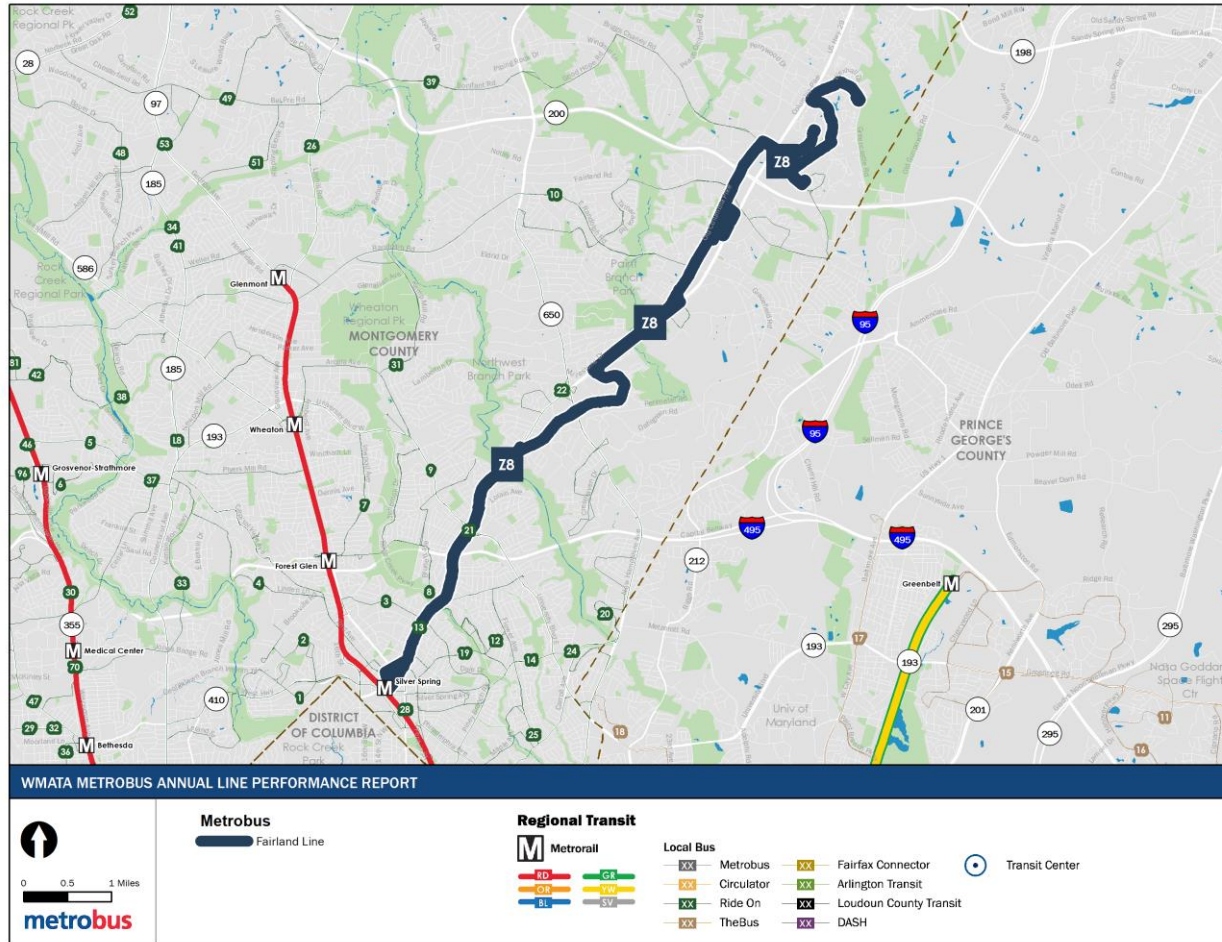
## Service Change Summary

Route M6 - June 2019:  
 Weekday: late night trip adjustment; Saturday: late night trip adjustment; Sunday: late night trip adjustment;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Grade
Fairland Line	B

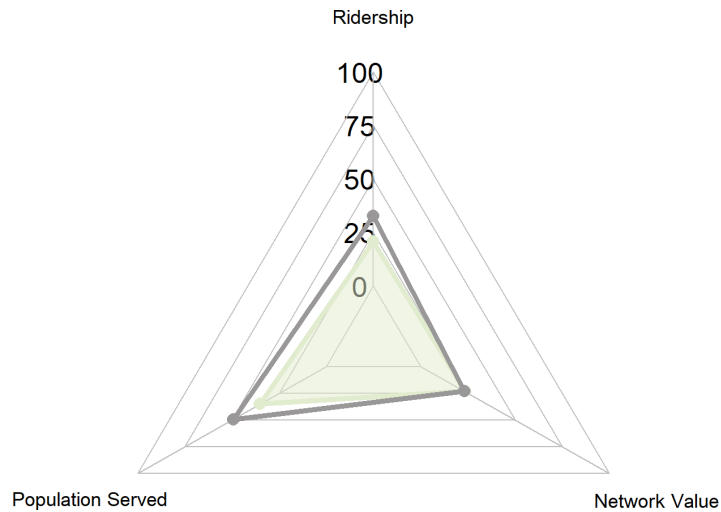
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

26

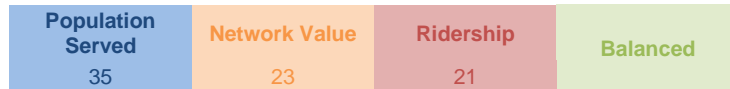
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,618,468
	Peak Vehicles	22
	Vehicle Type(s)	40 Foot

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

	Service Area Population	31,975	
	People of Color Population	Service Area	19,436
		% Riders Surveyed	94%
	Low Income Household	Service Area	9,307
		% Riders Surveyed	61%

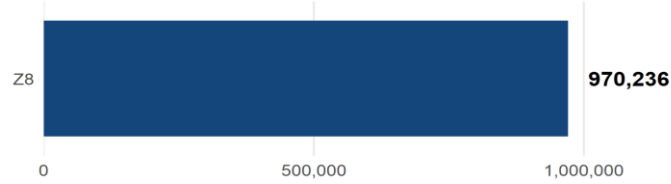
## Facilities/Amenities

	Bus Stops	124
	% Stops With Shelters	25%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	1%



## Ridership

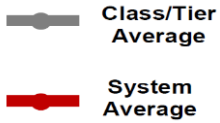
### Annual Ridership



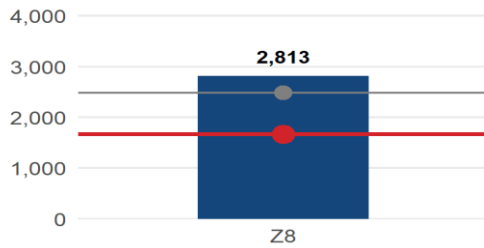
### Top Transfer Locations

#### Silver Spring

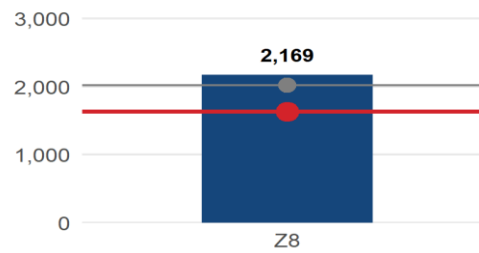
### Average Daily Ridership



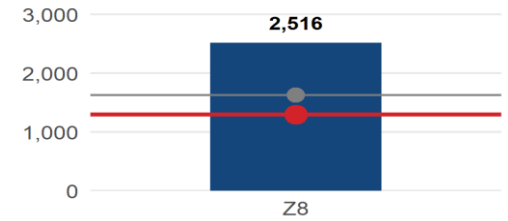
#### Weekday



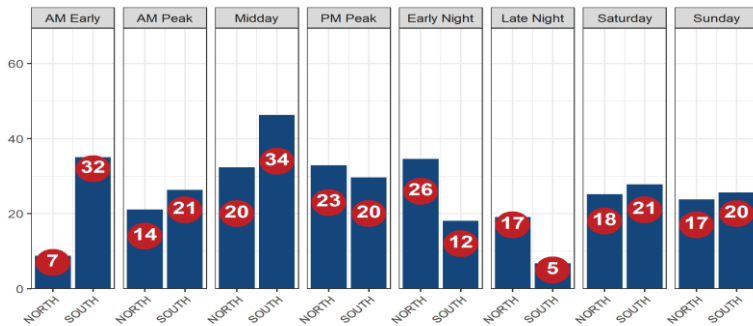
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



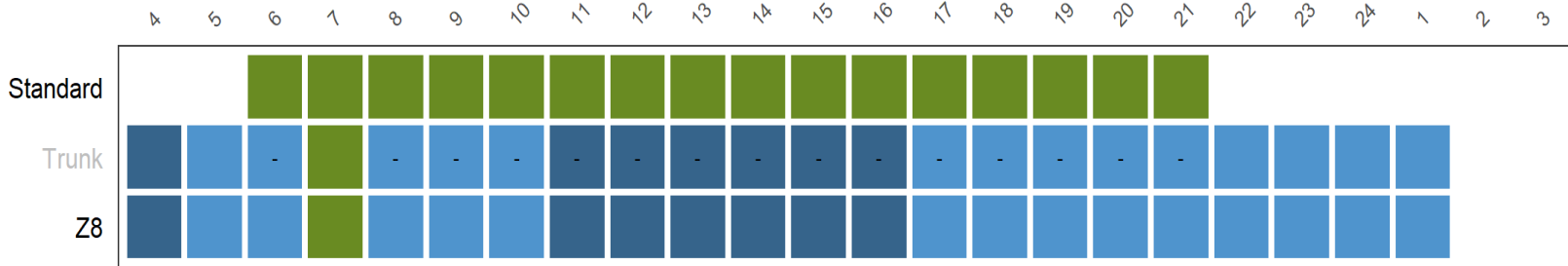
### Vehicle Load Factor

		<i>Direction:</i>	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1	0.51	0.52
	<b>Off-Peak</b> Maximum Target: 1.0	0.51	0.61
	<b>Saturday</b> Maximum Target: 1.0	0.45	0.53
	<b>Sunday</b> Maximum Target: 1.0	0.44	0.5

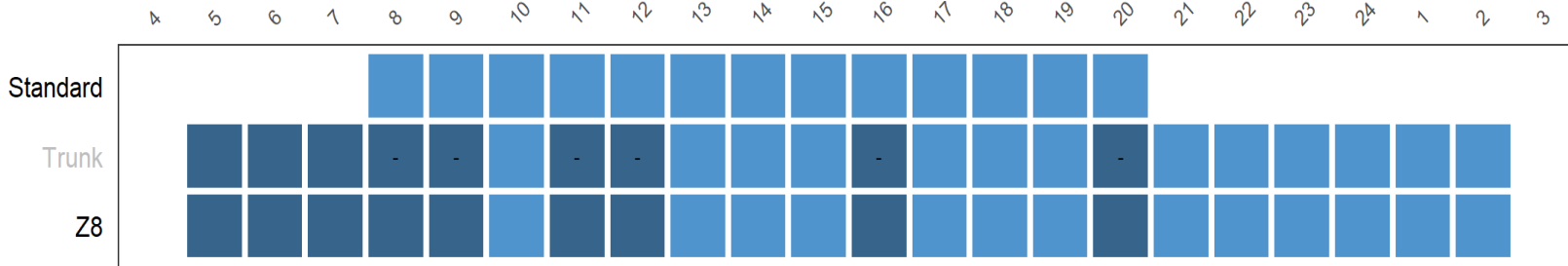
# Span and Frequency



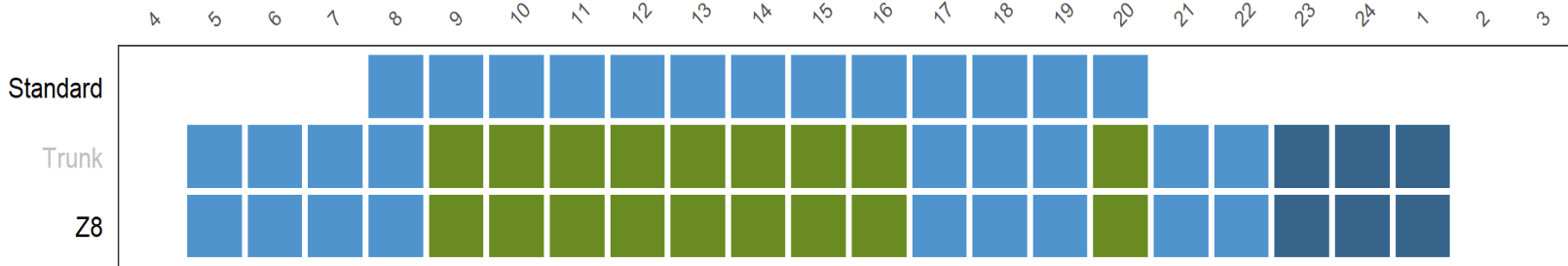
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 1:18 AM	-	A	5:05 AM - 2:15 AM	-	A	5:33 AM - 1:06 AM	-	A
	Frequency of Service   varies	Peak: 26.8 / Off-Peak: 30.2	Peak: 19.3 / Off-Peak: 34	D	30.0	30.1	B	21.8	33.7	A
Productivity	Passengers per Revenue Hour   20	31.3	29.6	A	31.3	28.8	A	31.6	26.9	A
	Passengers per Revenue Mile   2	2.7	3.0	A	2.5	2.7	A	2.4	2.4	A
Reliability	On-Time Performance   79%	76%	78%	C	80%	79%	B	75%	81%	C
	Crowding   5%	5%	2%	C	5%	2%	B	3%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.52	Off-Peak: 0.45 Peak: 0.52	A	0.49	0.41	A	0.47	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.82	\$ 4.59	A	\$3.82	\$ 4.84	A	\$3.78	\$ 5.41	A
	Cost Recovery   20%	30%	31%	A	30%	28%	A	30%	27%	A

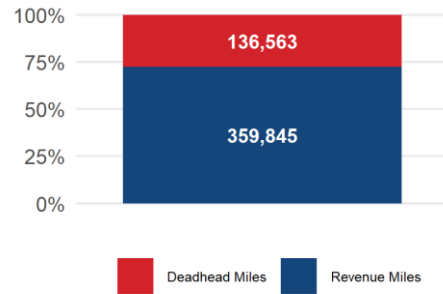


# Route Z8

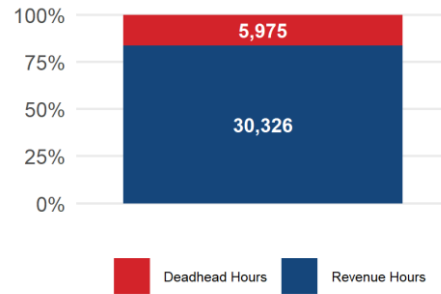
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			4.5			A		
	Circuity   1.75	1.48			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	31.3	29.6	A	31.3	28.8	A	31.6	26.9	A
	Passengers per Revenue Mile   2	2.7	3.0	A	2.5	2.7	A	2.4	2.4	A
	Unique Segment Ridership   10%	17%	16%	A	29%	35%	A	95%	45%	A
Reliability	On-Time Performance   79%	76%	78%	C	80%	79%	B	75%	81%	C
	Crowding   5%	5%	2%	C	5%	2%	B	3%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.52	Off-Peak: 0.42 Peak: 0.52	A	0.49	0.42	A	0.47	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.82	\$ 4.59	A	\$3.82	\$ 4.84	A	\$3.78	\$ 5.41	A
	Cost Recovery   20%	30%	30%	A	30%	27%	A	30%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



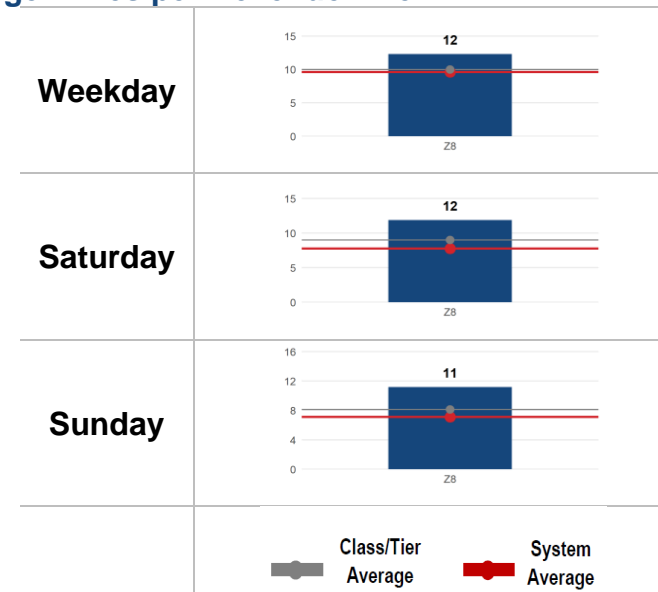
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z8	28.10	2,768	2,755 (99.5%)

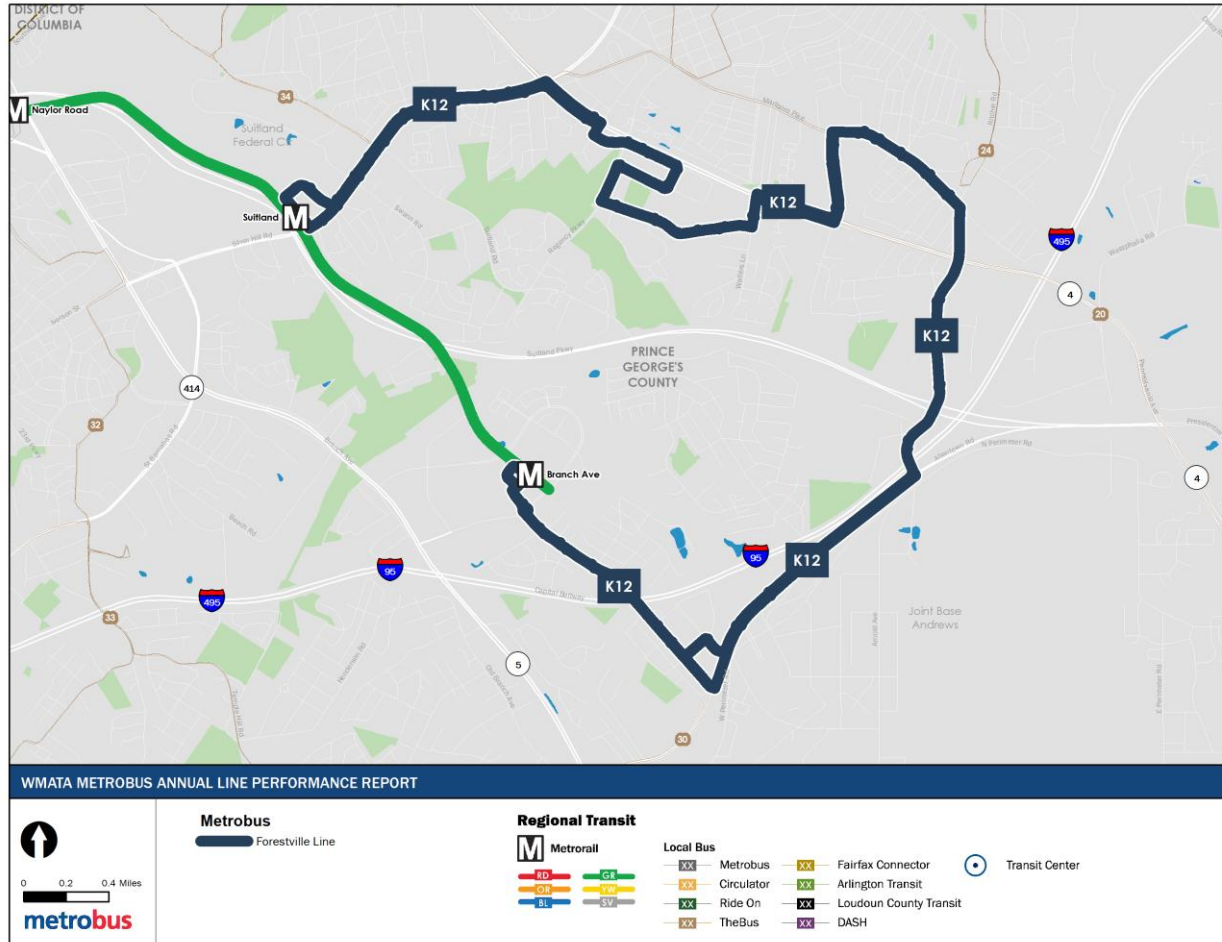
## Service Change Summary

Route Z8 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

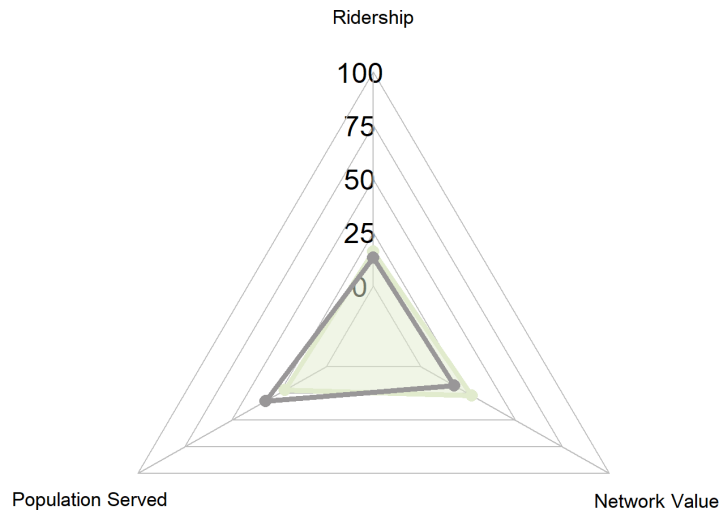
**Legend**

Exceeds Meets  
 Approaches Below Significantly Below

## Line Benefit Score

22

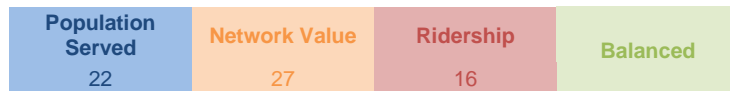
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$1,923,436
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	19,537	
	People of Color Population	Service Area	17,284
		% Riders Surveyed	99%
	Low Income Household	Service Area	5,824
		% Riders Surveyed	70%

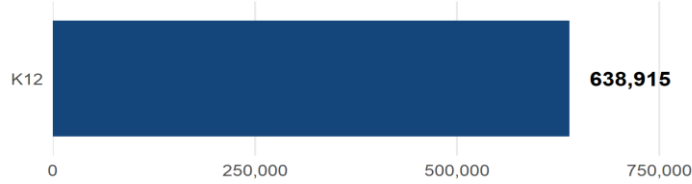
## Facilities/Amenities

	Bus Stops	92
	% Stops With Shelters	11%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	1%



## Ridership

### Annual Ridership

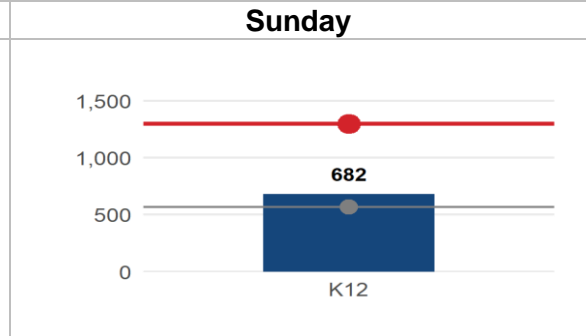
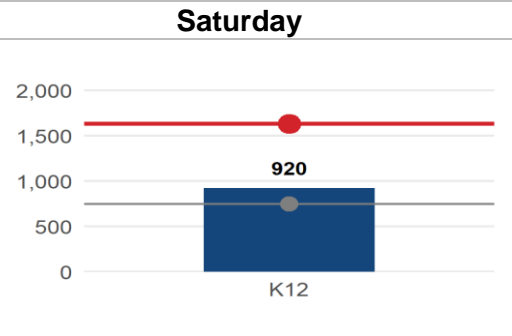
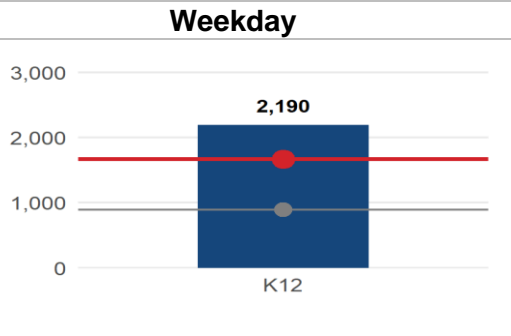


### Top Transfer Locations

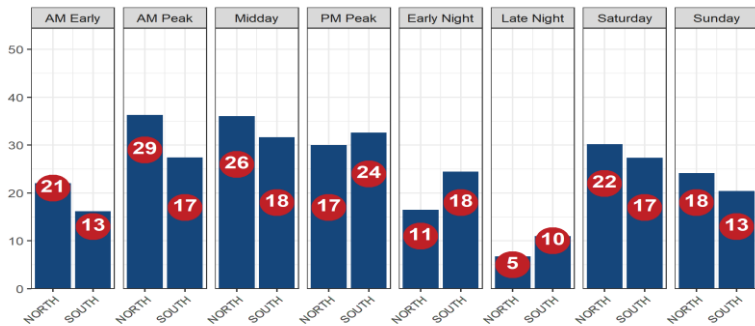
#### Suitland, Branch Avenue

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



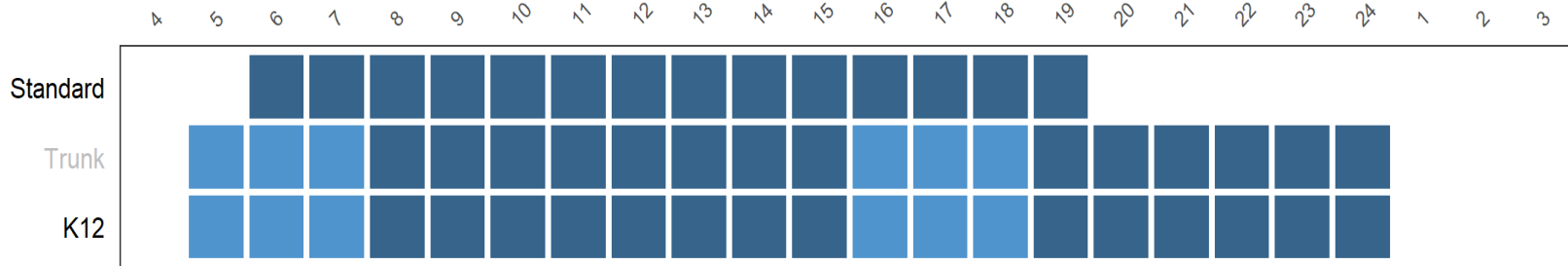
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.61	0.55
	Off-Peak Maximum Target: 1.0	0.46	0.41
	Saturday Maximum Target: 1.0	0.55	0.42
Sunday Maximum Target: 1.0		0.45	0.33

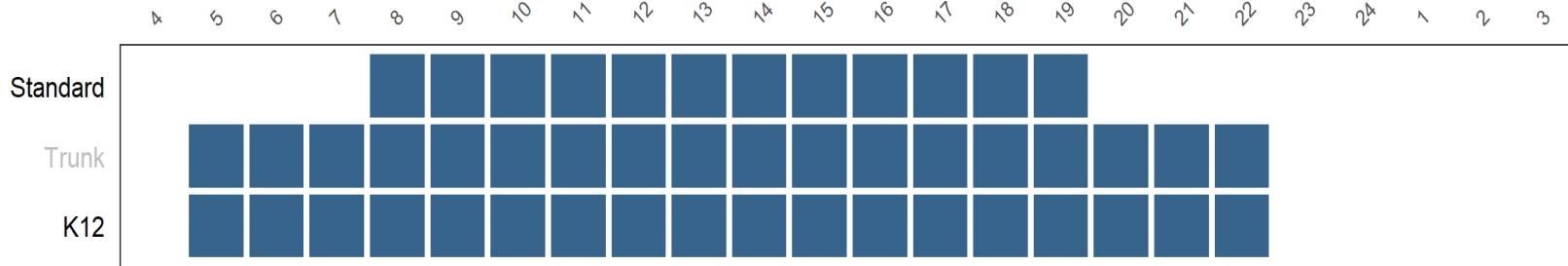
# Span and Frequency



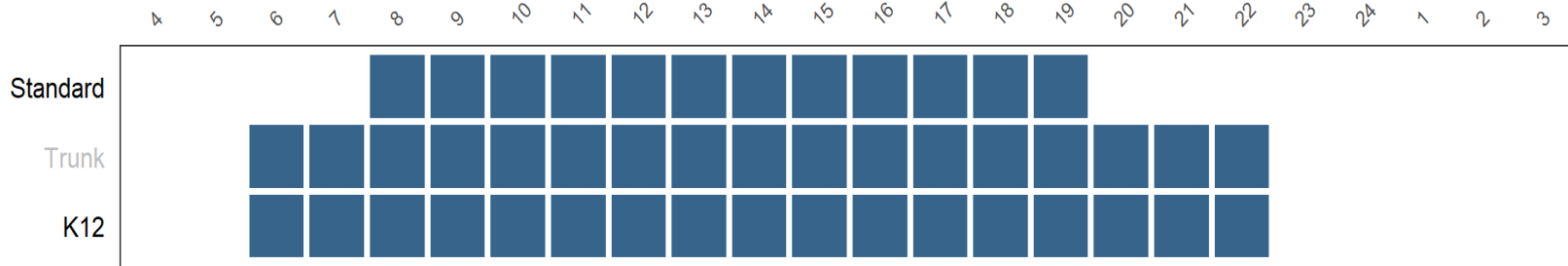
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 12:27 AM	-	A	5:50 AM - 10:43 PM	-	A	6:50 AM - 10:35 PM	-	A
	Frequency of Service   varies	Peak: 26.4 / Off-Peak: 44.2	Peak: 28.1 / Off-Peak: 66.7	A	60.1	48.0	C	60.0	49.5	B
Productivity	Passengers per Revenue Hour   10	41.0	24.8	A	38.3	27.2	A	30.4	23.6	A
	Passengers per Revenue Mile   1	3.4	2.1	A	3.0	2.2	A	2.3	1.9	A
Reliability	On-Time Performance   79%	80%	83%	B	87%	80%	A	88%	81%	A
	Crowding   5%	3%	1%	A	4%	1%	A	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.58	Off-Peak: 0.26 Peak: 0.34	A	0.48	0.31	A	0.38	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.91	\$ 5.43	A	\$3.11	\$ 4.89	A	\$3.92	\$ 5.77	A
	Cost Recovery   20%	32%	23%	A	30%	23%	A	24%	20%	A

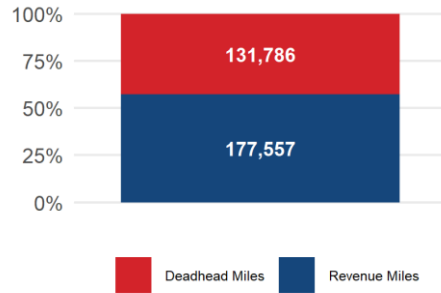
# Route K12

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			4.9			A		
Route Design	Circuitry   N/A	2.87			12.83			-		
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	41.0	24.8	A	38.3	27.2	A	30.4	23.6	A
	Passengers per Revenue Mile   1	3.4	2.1	A	3.0	2.2	A	2.3	1.9	A
	Unique Segment Ridership   10%	72%	33%	A	65%	55%	A	66%	56%	A
Reliability	On-Time Performance   79%	80%	83%	B	87%	80%	A	88%	81%	A
	Crowding   5%	3%	0%	A	4%	1%	A	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.58	Off-Peak: 0.26 Peak: 0.34	A	0.48	0.31	A	0.38	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.91	\$ 5.43	A	\$3.11	\$ 4.89	A	\$3.92	\$ 5.77	A
	Cost Recovery   20%	32%	23%	A	30%	23%	A	24%	20%	A

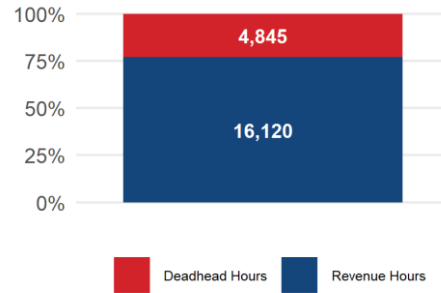


# Operational Analysis

## Miles Allocation



## Hours Allocation



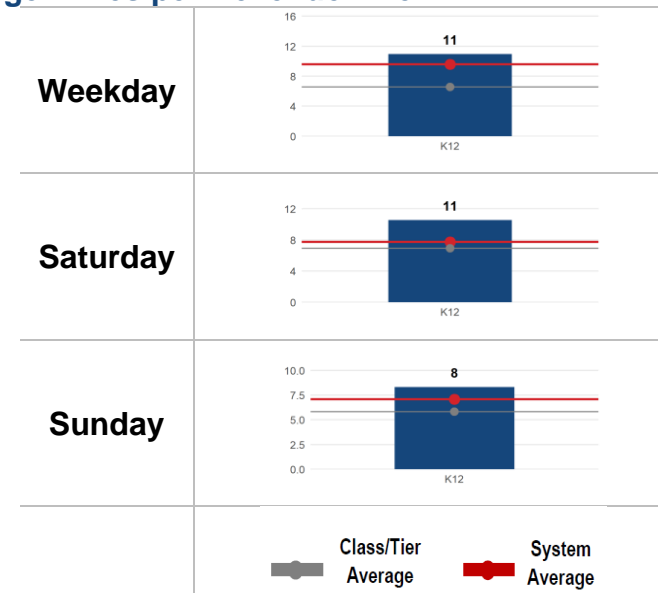
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K12	19.70	1,946	1,938 (99.6%)

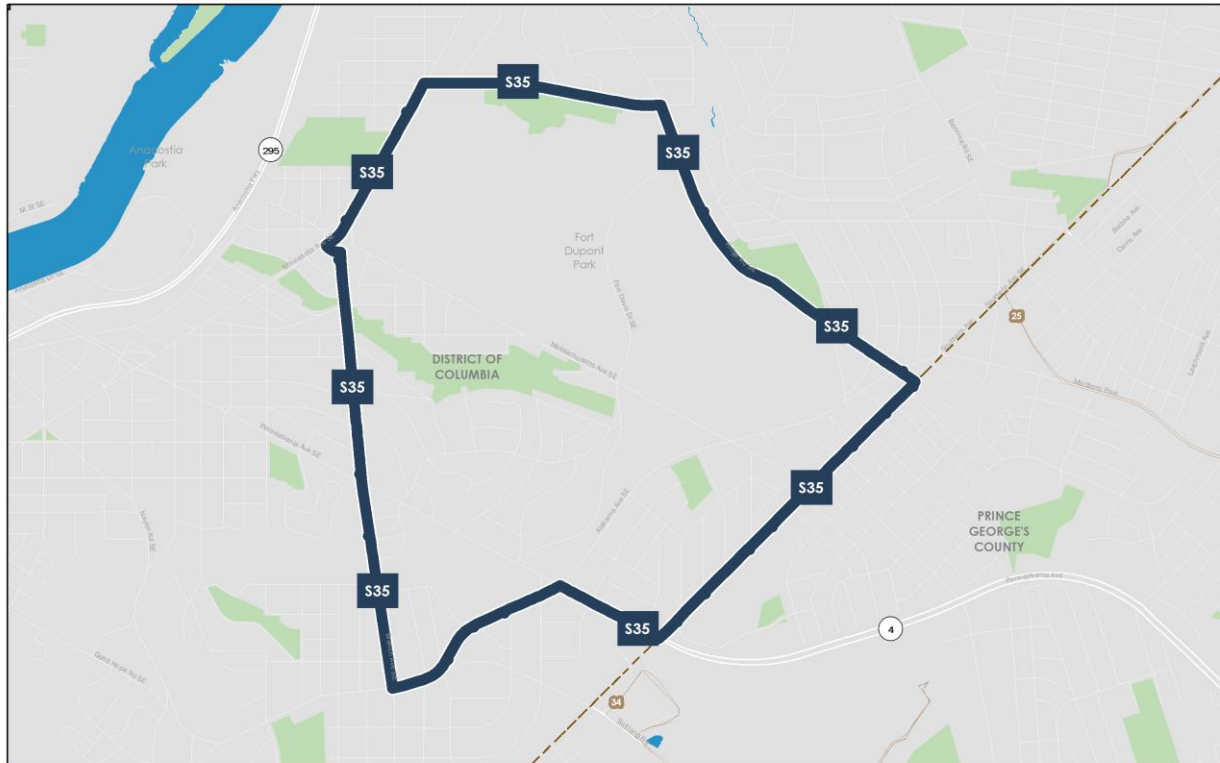
## Service Change Summary

Route K12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

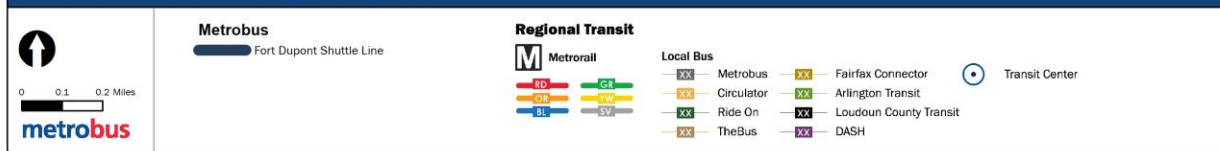
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

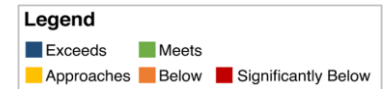
Gap

Activity Tier

3

Overall Grade

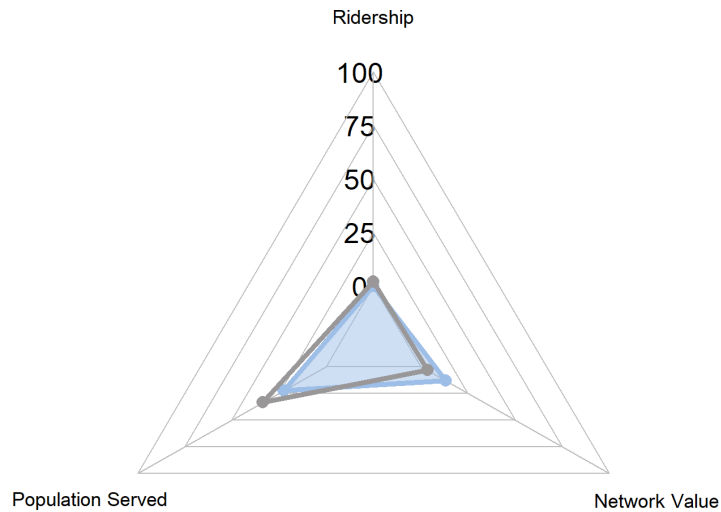
Line	Overall Grade
Fort Dupont Shuttle Line	-



## Line Benefit Score

12

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

22

13

0

## Operating Statistics

	Annual Operating Costs	\$16,914
	Peak Vehicles	
	Vehicle Type(s)	

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

	Service Area Population	18,489	
	People of Color Population	Service Area	17,640
		% Riders Surveyed	
	Low Income Household	Service Area	8,469
		% Riders Surveyed	

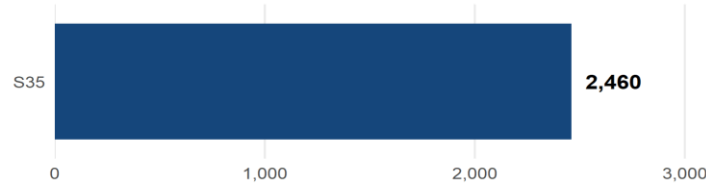
## Facilities/Amenities

	Bus Stops	29
	% Stops With Shelters	0%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership

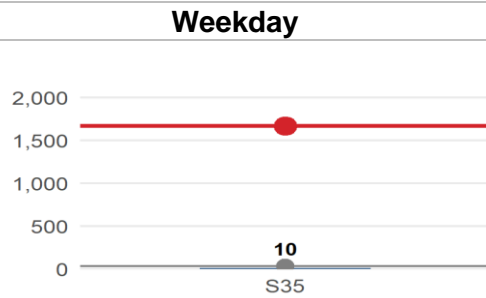


### Top Transfer Locations

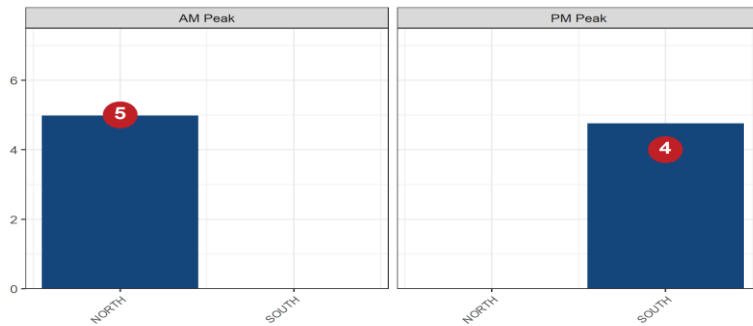
NA

### Average Daily Ridership

- Class/Tier Average
- System Average



### 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	0.11	0.11
Saturday Maximum Target: NA			
Sunday Maximum Target: NA			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**Fort Dupont Shuttle**

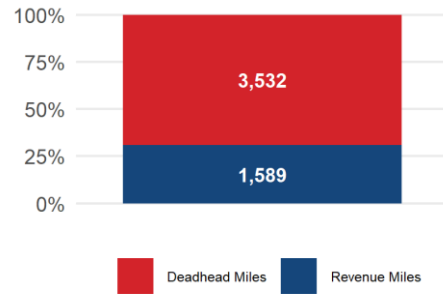
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	13.1	16.3	-	-	-	-	-	-	-
	Passengers per Revenue Mile	1.1	1.1	-	-	-	-	-	-	-
Reliability	On-Time Performance	84%	84%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$9.09	\$ 7.62	-	-	-	-	-	-	-
	Cost Recovery	10%	11%	-	-	-	-	-	-	-

# Route S35

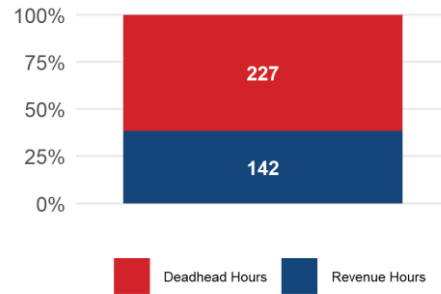
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	6.2			4.8			-		
	Circuitry	6.99			4.2			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	13.1	16.3	-	-	-	-	-	-	-
	Passengers per Revenue Mile	1.1	1.1	-	-	-	-	-	-	-
	Unique Segment Ridership	40%	20%	-	-	-	-	-	-	-
Reliability	On-Time Performance	84%	84%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$9.09	\$ 7.62	-	-	-	-	-	-	-
	Cost Recovery	10%	11%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



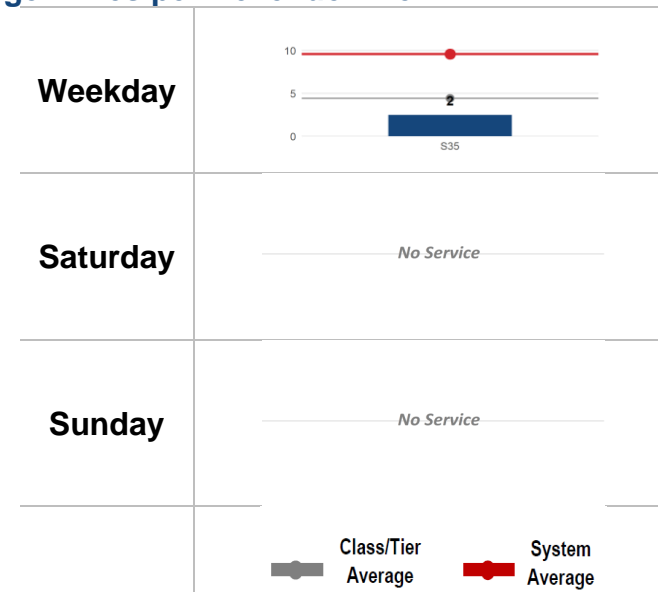
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S35	8.50	30	28 (93.3%)

## Service Change Summary

Route S35 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Line 49 - Fort Lincoln Shuttle	B

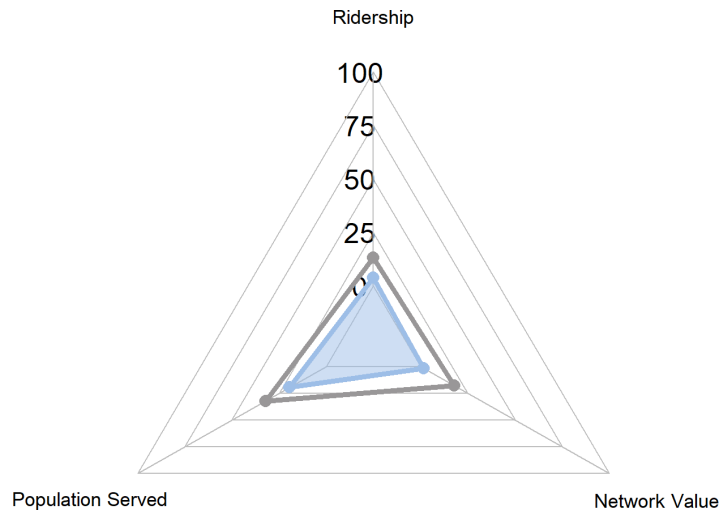
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

8

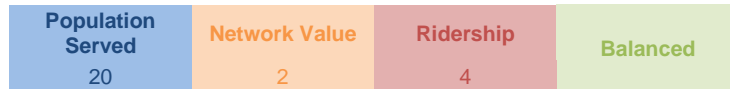
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$635,924
	Peak Vehicles	3
	Vehicle Type(s)	30 Foot

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

	Service Area Population	26,797	
	People of Color Population	Service Area	19,796
		% Riders Surveyed	81%
	Low Income Household	Service Area	7,975
		% Riders Surveyed	58%

## Facilities/Amenities

	Bus Stops	60
	% Stops With Shelters	17%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	3%



## Ridership

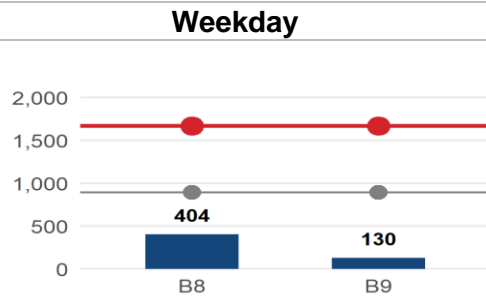
### Annual Ridership



### Top Transfer Locations

#### Rhode Island Avenue

### Average Daily Ridership



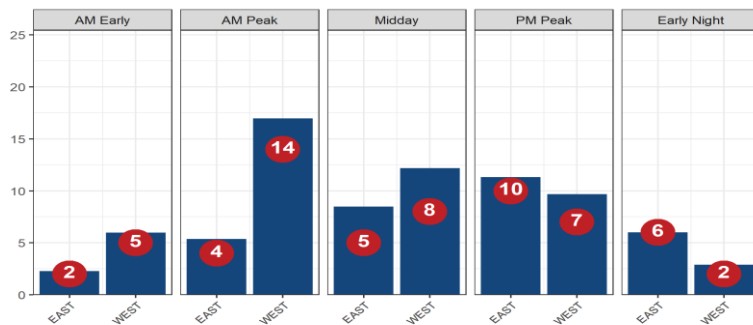
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



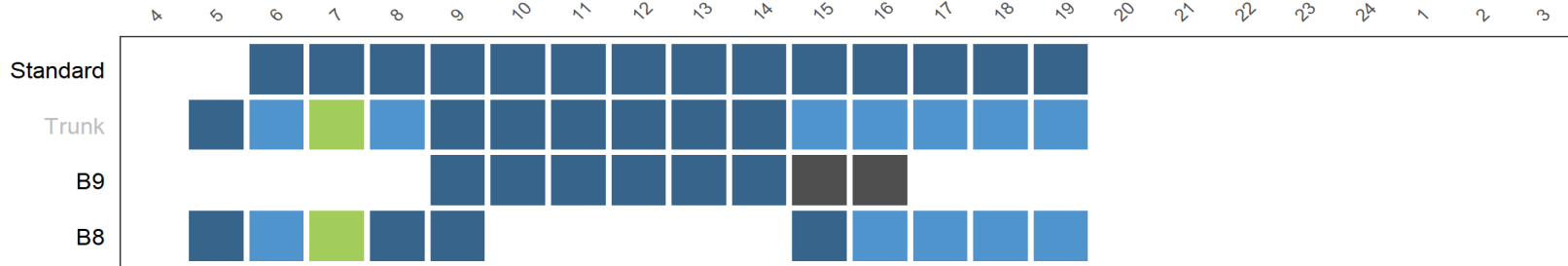
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.24	0.36
	Off-Peak Maximum Target: 1.0	0.16	0.21
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Fort Lincoln 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	5:50 AM - 7:38 PM	-	B	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 22.9 / Off-Peak: 63.6	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	25.5	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.4	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.3	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.68	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	25%	23%	A	-	-	-	-	-	-

# Route B8

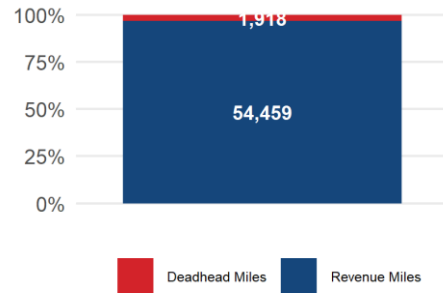
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.1			4.9			E		
Route Design	Circuitry   N/A	1.35			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	28.2	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.8	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	80%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.3	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.22	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	29%	23%	A	-	-	-	-	-	-

# Route B9

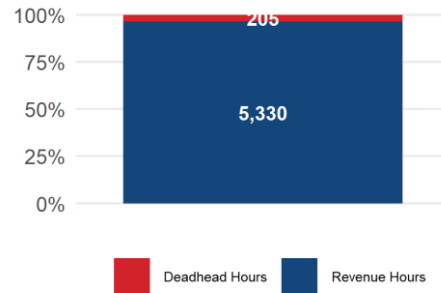
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6			4.9			E		
Route Design	Circuitry   N/A	2.11			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	19.5	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.7	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	3%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	83%	E	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.3	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.12	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	15%	23%	D	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



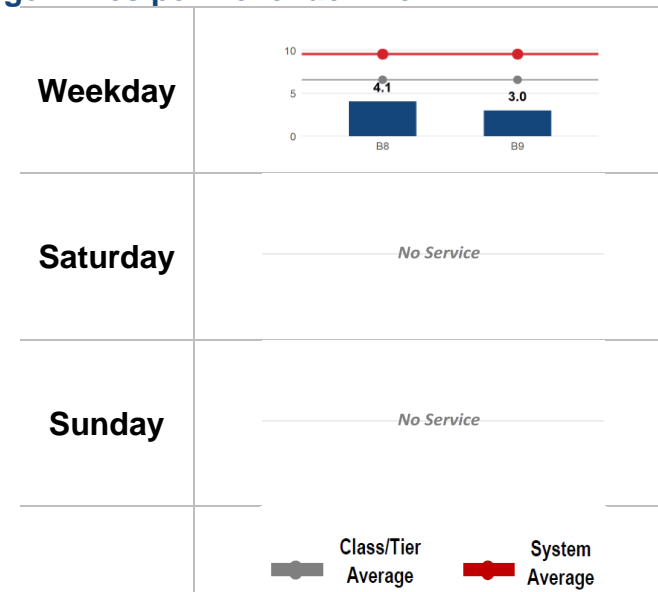
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B8	7.50	902	900 (99.8%)
B9	13.30	264	261 (98.9%)

## Service Change Summary

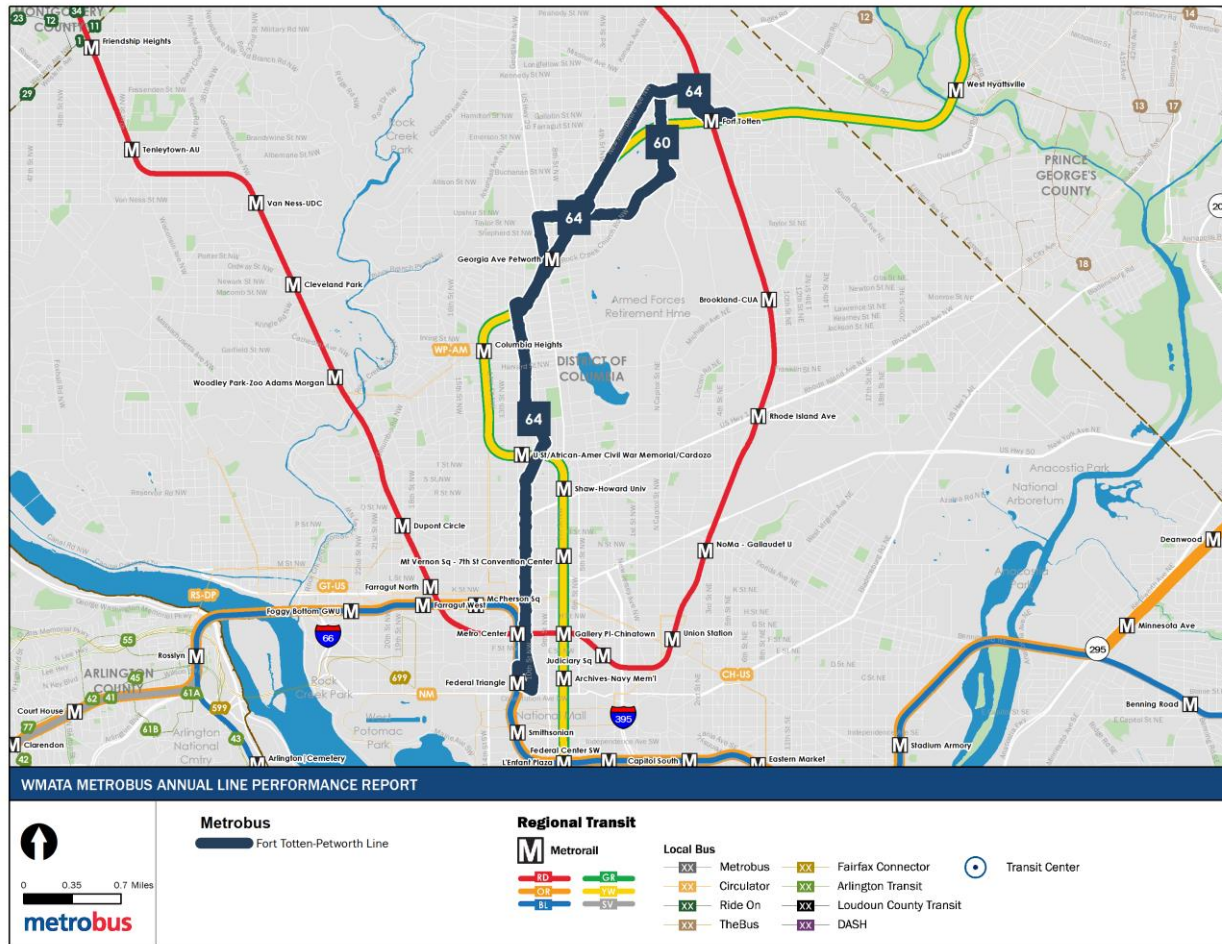
Route B8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route B9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	<b>B</b>

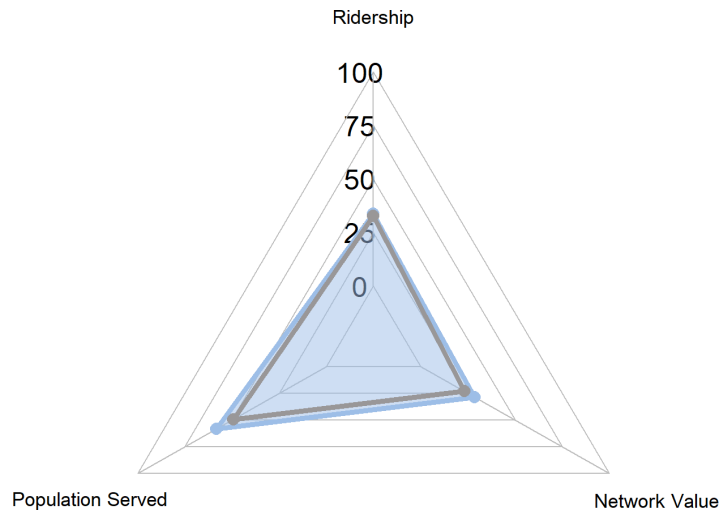
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**40**

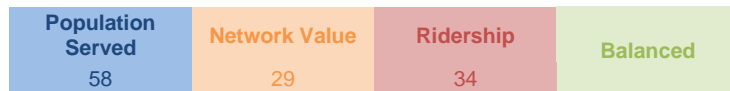
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,649,421</b>
	<b>Peak Vehicles</b>	<b>13</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>63,732</b>	
	<b>People of Color Population</b>	Service Area	<b>31,528</b>
		% Riders Surveyed	<b>82%</b>
	<b>Low Income Household</b>	Service Area	<b>14,139</b>
		% Riders Surveyed	<b>55%</b>

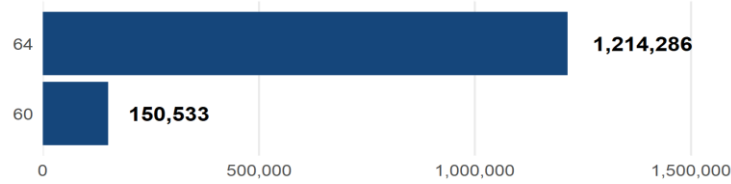
## Facilities/Amenities

	<b>Bus Stops</b>	<b>109</b>
	<b>% Stops With Shelters</b>	<b>17%</b>
	<b>% Stops With Benches</b>	<b>12%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



# Ridership

## Annual Ridership

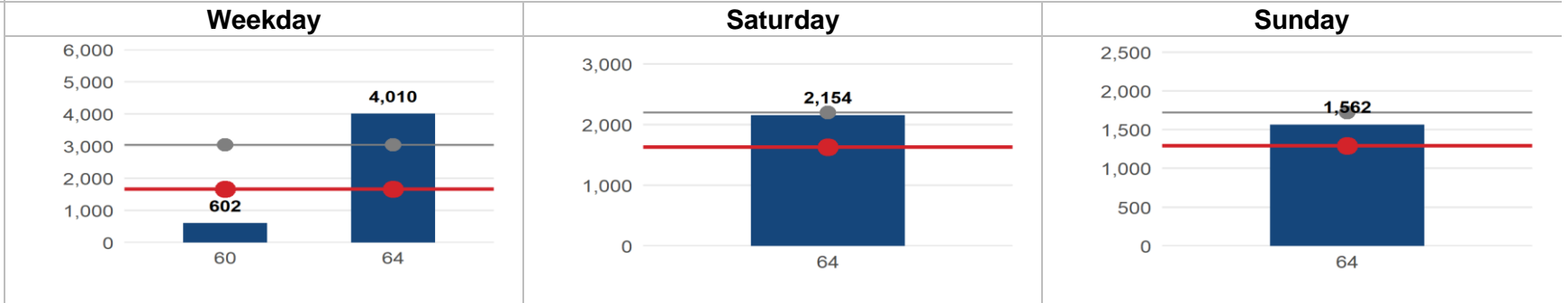


## Top Transfer Locations

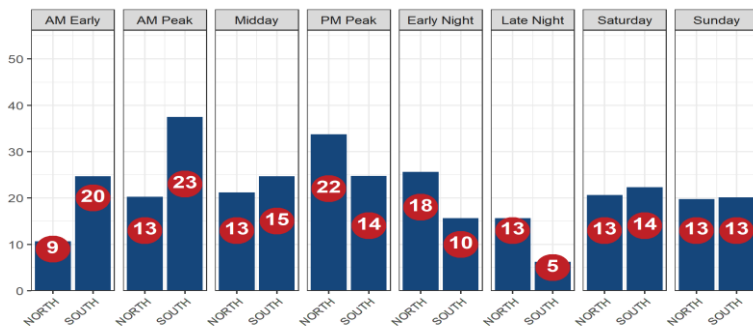
### Fort Totten, Georgia Avenue-Petworth, Metro Center

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



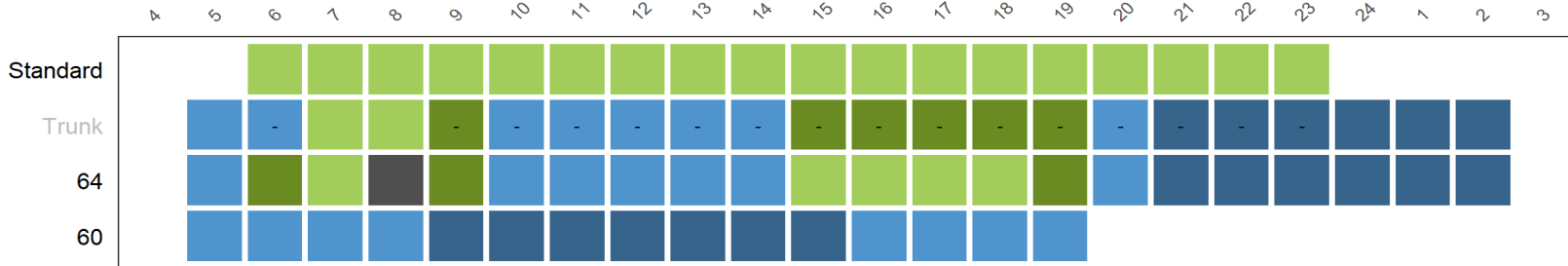
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.46	0.47
	<b>Off-Peak</b> Maximum Target: 1.0	0.35	0.33
<b>Saturday</b> Maximum Target: 1.0		0.34	0.36
<b>Sunday</b> Maximum Target: 1.0		0.33	0.34

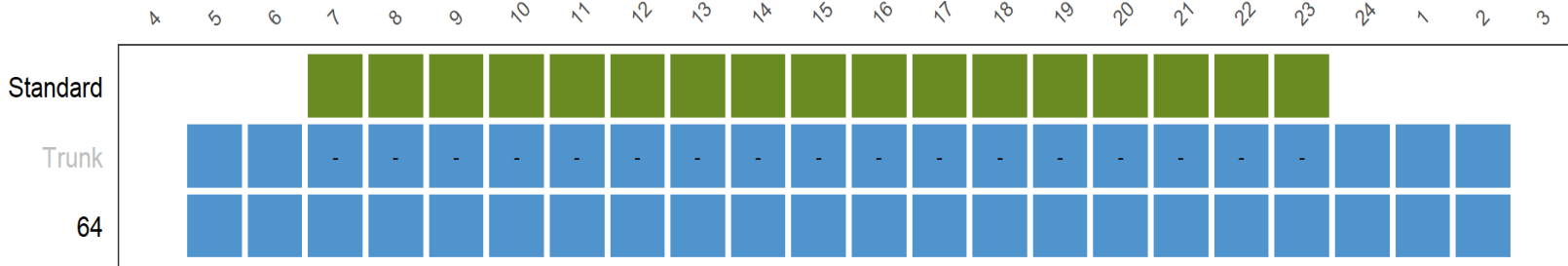
# Span and Frequency



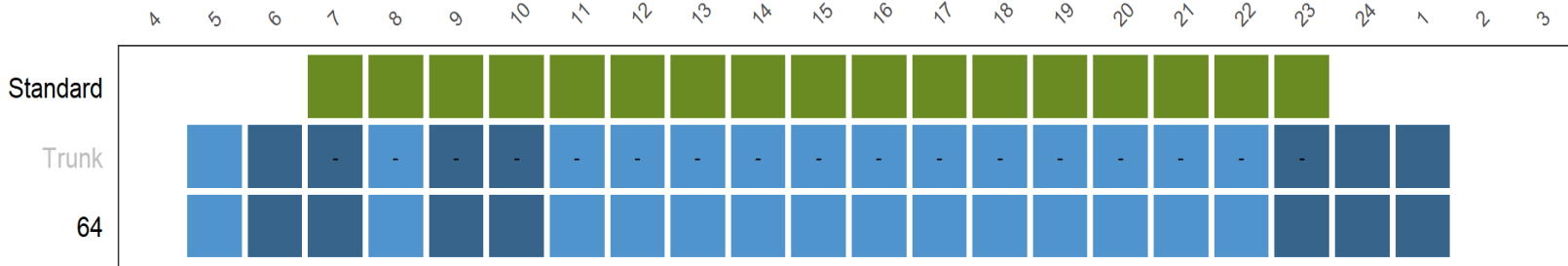
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 2:15 AM	-	A	5:00 AM - 2:17 AM	-	A	5:00 AM - 1:30 AM	-	A
	Frequency of Service   varies	Peak: 16.7 / Off-Peak: 24.2	Peak: 17.4 / Off-Peak: 39	C	26.1	25.4	D	30.4	29.4	E
Productivity	Passengers per Revenue Hour   30	36.7	33.7	A	30.1	26.8	B	27.8	25.8	C
	Passengers per Revenue Mile   4	5.3	4.5	A	3.7	3.4	C	3.5	3.1	D
Reliability	On-Time Performance   79%	81%	76%	B	77%	74%	C	84%	78%	B
	Crowding   5%	2%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.46	Off-Peak: 0.39 Peak: 0.55	A	0.35	0.37	A	0.34	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.25	\$ 4.02	A	\$3.96	\$ 5.16	A	\$4.29	\$ 5.25	A
	Cost Recovery   25%	38%	33%	A	31%	27%	A	28%	25%	A

# Route 60

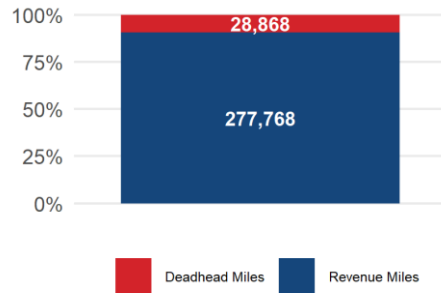
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			5			E		
Route Design	Circuitry   1.75	1.22			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	27.3	33.7	C	-	-	-	-	-	-
	Passengers per Revenue Mile   4	4	4.5	C	-	-	-	-	-	-
	Unique Segment Ridership   10%	35%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	87%	76%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.25	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.37	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	27%	34%	B	-	-	-	-	-	-

# Route 64

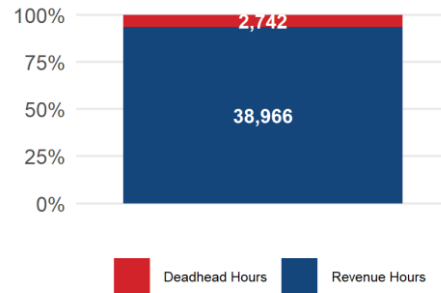
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.6			5			E		
	Circuitry   1.75	1.07			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	38.7	33.7	A	30.1	26.8	B	27.8	25.8	C
	Passengers per Revenue Mile   4	5.6	4.5	A	3.7	3.4	C	3.5	3.1	D
	Unique Segment Ridership   10%	49%	12%	A	48%	22%	A	49%	23%	A
Reliability	On-Time Performance   79%	80%	76%	B	77%	74%	C	84%	78%	B
	Crowding   5%	3%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.59	Off-Peak: 0.39 Peak: 0.54	A	0.35	0.36	A	0.34	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.08	\$ 4.02	A	\$3.96	\$ 5.16	A	\$4.29	\$ 5.25	A
	Cost Recovery   25%	40%	34%	A	31%	26%	A	29%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



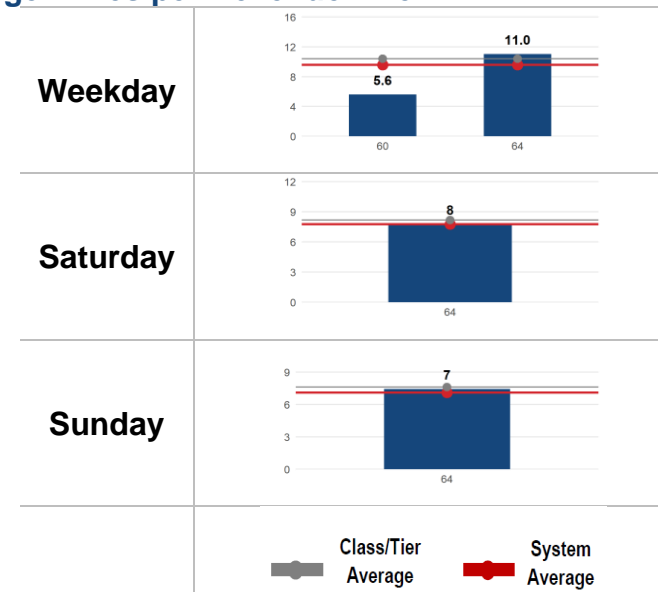
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
60	5.70	1,144	1,138 (99.5%)
64	12.10	3,350	3,332 (99.5%)

## Service Change Summary

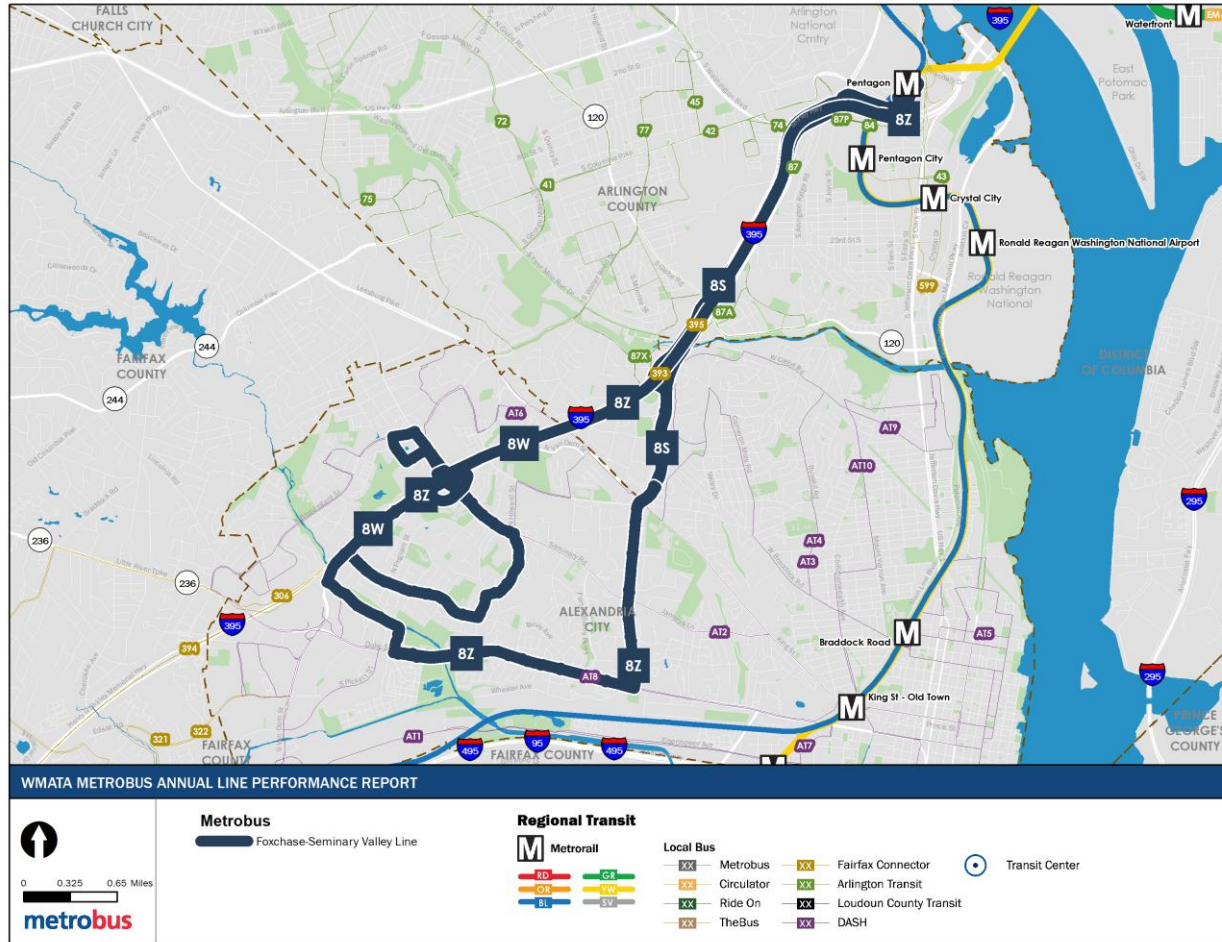
Route 60 - June 2019:  
 Weekday: restore service/separate line; Saturday: No change; Sunday: No change;  
 Route 64 - June 2019:  
 Weekday: new line name; Saturday: new line name; Sunday: new line name;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Commuter

Activity Tier

2

Overall Grade

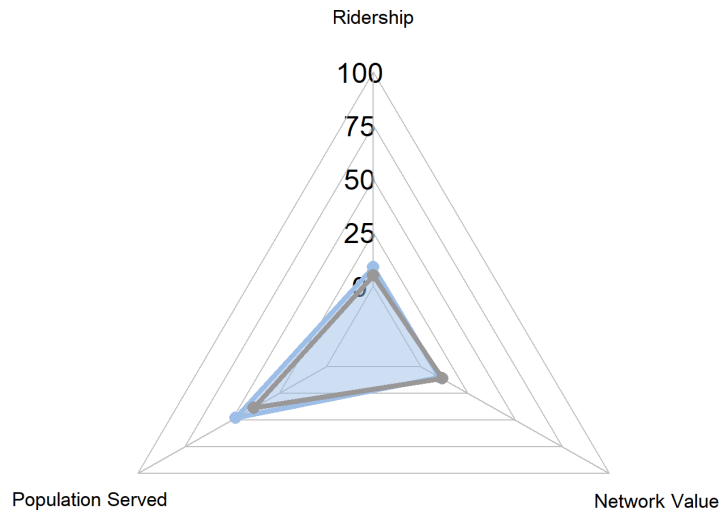
Line	Overall Grade
	A



## Line Benefit Score

22

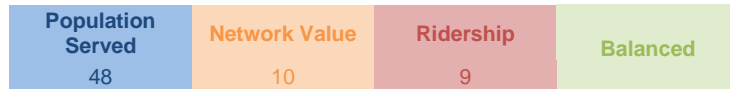
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,111,233</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>47,460</b>	
	<b>People of Color Population</b>	Service Area	<b>18,728</b>
		% Riders Surveyed	<b>50%</b>
	<b>Low Income Household</b>	Service Area	<b>11,349</b>
		% Riders Surveyed	<b>12%</b>

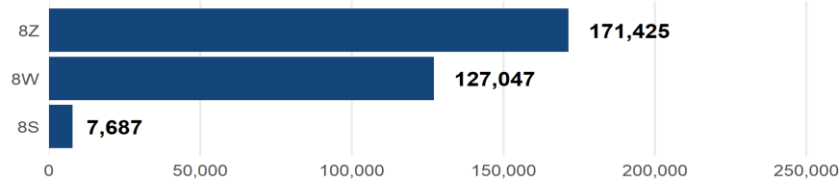
## Facilities/Amenities

	<b>Bus Stops</b>	<b>96</b>
	<b>% Stops With Shelters</b>	<b>27%</b>
	<b>% Stops With Benches</b>	<b>23%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

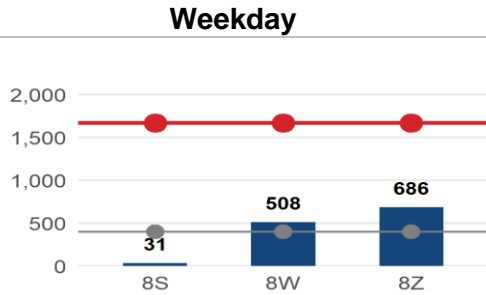
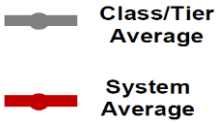
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



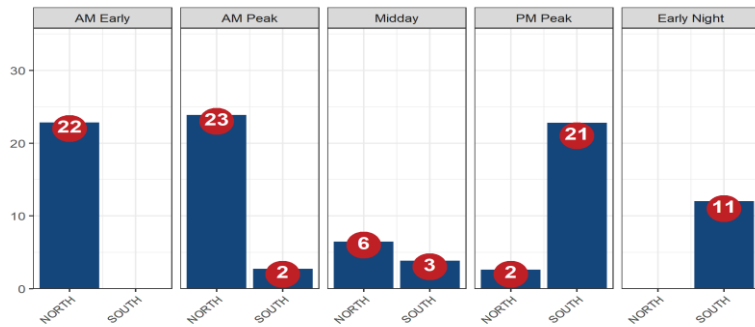
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



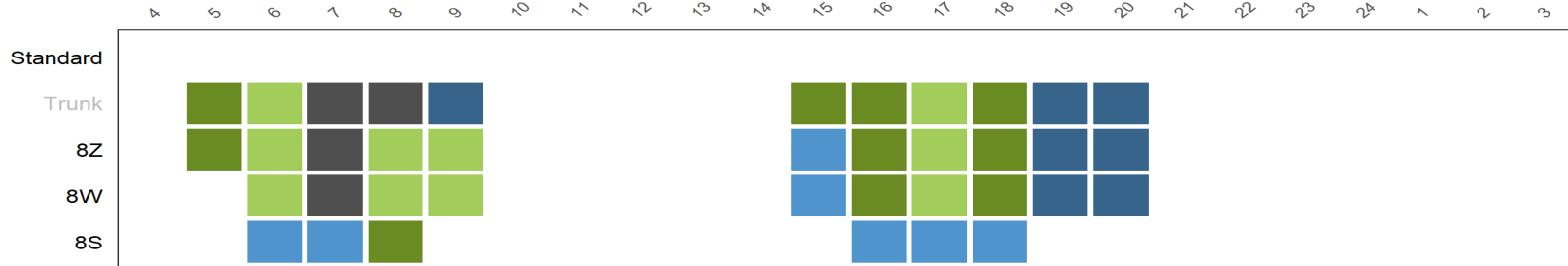
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.48	0.43
	Off-Peak Maximum Target: 1.0		0.36	0.21
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**A** Foxchase-Seminary Valley

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 - 9:20 AM; 3:40 PM - 8:50 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 13.9 / Off-Peak: 150.0	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	32.5	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.2	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	77%	A	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.46	Off-Peak: 0.35 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.67	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	40%	44%	A	-	-	-	-	-	-

# Route 8S

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.6			2.8			-		
Route Design	Circuity   N/A	1			1.49			-		
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	9.8	23.8	E	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.7	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	77%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.05 Peak: 0.06	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$12.12	\$ 5.89	E	-	-	-	-	-	-
	Cost Recovery   20%	12%	39%	E	-	-	-	-	-	-

# Route 8W

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.6			2.8			-		
Route Design	Circuitry   N/A	1.69			1.49			-		
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	31.4	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.2	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	92%	77%	A	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.48	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.80	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	37%	39%	A	-	-	-	-	-	-

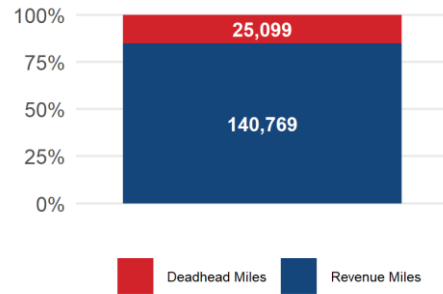
# Route 8Z

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.7			2.8			-		
	Circuitry   N/A	2.32			1.49			-		
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	37.1	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.4	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	27%	17%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	77%	A	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.61	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.22	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	47%	39%	A	-	-	-	-	-	-

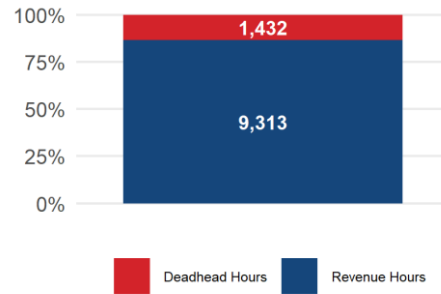


# Operational Analysis

## Miles Allocation



## Hours Allocation



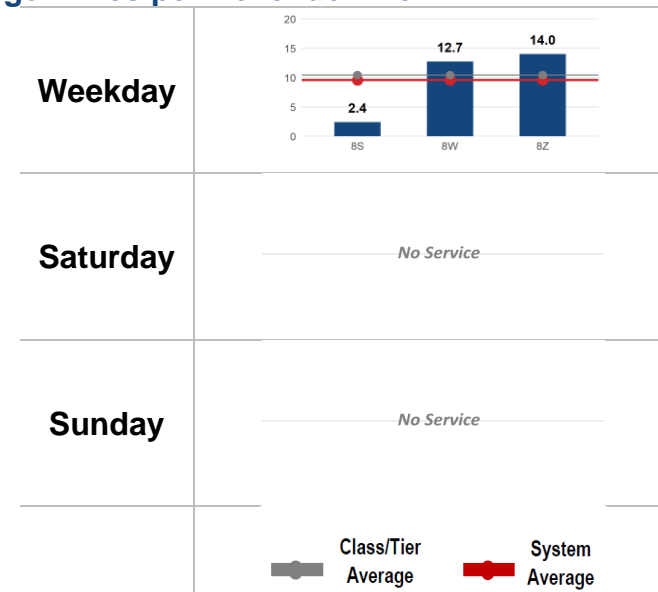
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
8S	9.00	242	242 (100.0%)
8W	19.80	572	572 (100.0%)
8Z	22.00	594	589 (99.2%)

## Service Change Summary

Route 8S - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 8W - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 8Z - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



# LINE: 113 - Friendship Heights - Southeast

ROUTE(S): 30N, 30S

## About the Line



## Service Classification

Framework

## Activity Tier

1

## Overall Grade

Line	Overall Grade
Line 113	C

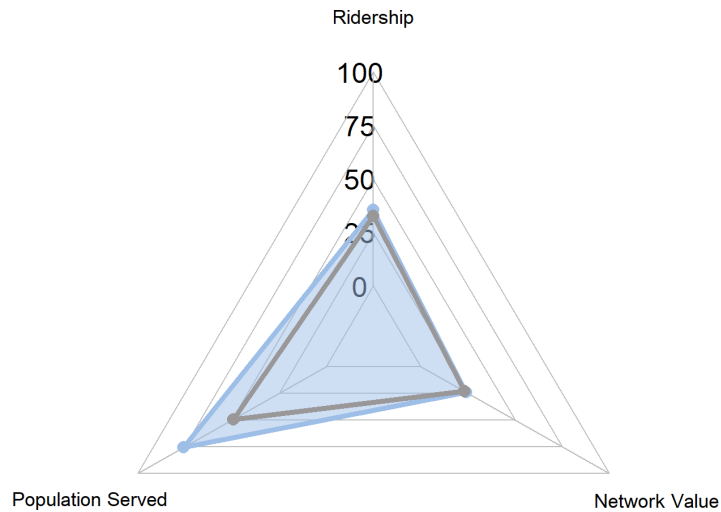
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**45**

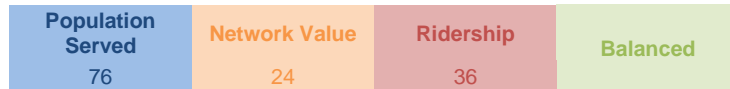
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,309,809</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>116,444</b>	
	<b>People of Color Population</b>	Service Area	<b>53,053</b>
		% Riders Surveyed	<b>69%</b>
	<b>Low Income Household</b>	Service Area	<b>30,608</b>
		% Riders Surveyed	<b>44%</b>

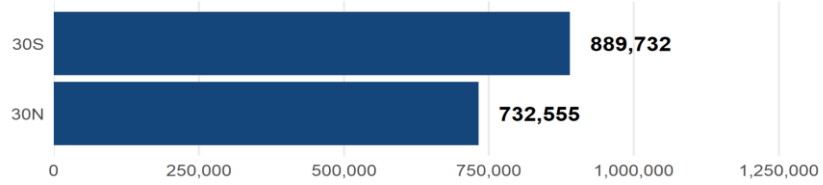
## Facilities/Amenities

	<b>Bus Stops</b>	<b>182</b>
	<b>% Stops With Shelters</b>	<b>35%</b>
	<b>% Stops With Benches</b>	<b>35%</b>
	<b>% Stops With Real-Time Signs</b>	<b>19%</b>



# Ridership

## Annual Ridership

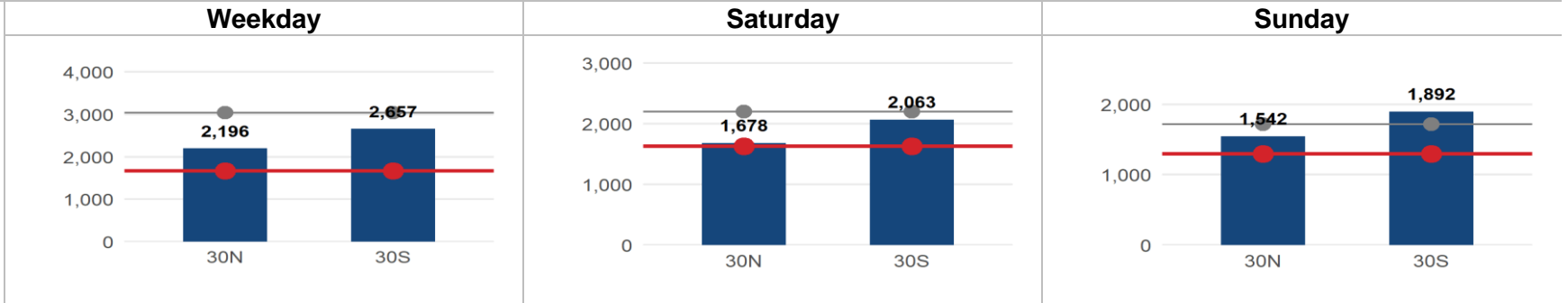


## Top Transfer Locations

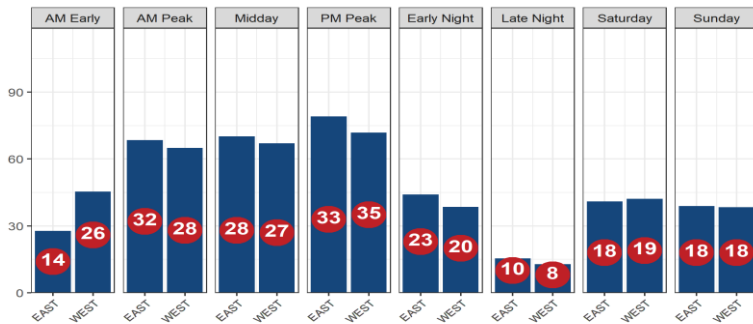
### Potomac Avenue, Foggy Bottom, Tenleytown-AU

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



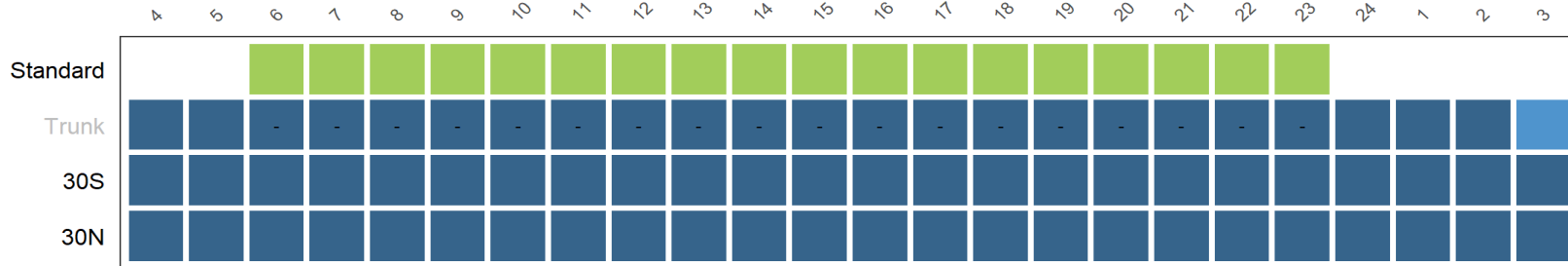
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.82	0.81
	Off-Peak Maximum Target: 1.0	0.51	0.51
Saturday Maximum Target: 1.0		0.47	0.49
Sunday Maximum Target: 1.0		0.44	0.46

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** 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	4:03 AM - 3:47 AM	-	A	4:11 AM - 4:05 AM	-	A	4:11 AM - 3:28 AM	-	A
	Frequency of Service   varies	Peak: 37.5 / Off-Peak: 37.8	Peak: 17.4 / Off-Peak: 39	E	37.3	25.4	E	37.0	29.4	E
Productivity	Passengers per Revenue Hour   30	32.7	33.7	B	27.2	26.8	C	25.8	25.8	D
	Passengers per Revenue Mile   4	3.9	4.5	C	3.0	3.4	E	2.8	3.1	E
Reliability	On-Time Performance   79%	61%	76%	E	54%	74%	E	63%	78%	E
	Crowding   5%	5%	3%	C	6%	3%	D	3%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.81	Off-Peak: 0.39 Peak: 0.55	B	0.48	0.37	A	0.45	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.65	\$ 4.02	A	\$4.39	\$ 5.16	A	\$4.62	\$ 5.25	B
	Cost Recovery   25%	32%	33%	A	26%	27%	B	25%	25%	B

# Route 30N

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			5			E		
Route Design	Circuity   1.75	1.14			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   30	29.9	33.7	C	24.6	26.8	D	23.2	25.8	E
	Passengers per Revenue Mile   4	3.5	4.5	D	2.7	3.4	E	2.5	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	4%	22%	E	3%	23%	E
Reliability	On-Time Performance   79%	63%	76%	E	58%	74%	E	66%	78%	E
	Crowding   5%	4%	3%	A	6%	3%	D	3%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.77	Off-Peak: 0.39 Peak: 0.54	A	0.45	0.36	A	0.42	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.00	\$ 4.02	A	\$4.84	\$ 5.16	B	\$5.15	\$ 5.25	C
	Cost Recovery   25%	31%	34%	A	25%	26%	B	24%	25%	C

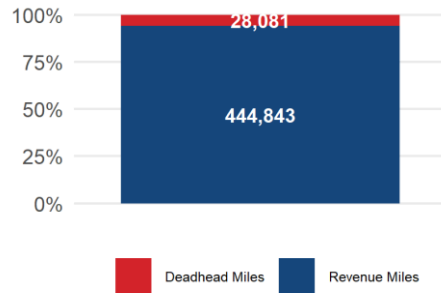
# Route 30S

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			5			E		
Route Design	Circuitry   1.75	1.15			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   30	35.6	33.7	A	29.6	26.8	C	28.5	25.8	C
	Passengers per Revenue Mile   4	4.2	4.5	B	3.3	3.4	D	3.1	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	59%	76%	E	50%	74%	E	60%	78%	E
	Crowding   5%	6%	3%	D	6%	3%	D	3%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.86	Off-Peak: 0.39 Peak: 0.54	B	0.51	0.36	A	0.48	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.36	\$ 4.02	A	\$4.03	\$ 5.16	A	\$4.18	\$ 5.25	A
	Cost Recovery   25%	33%	34%	A	27%	26%	B	26%	25%	B

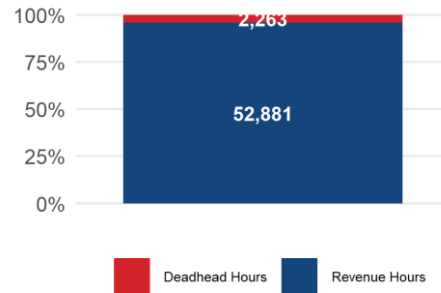


# Operational Analysis

## Miles Allocation



## Hours Allocation



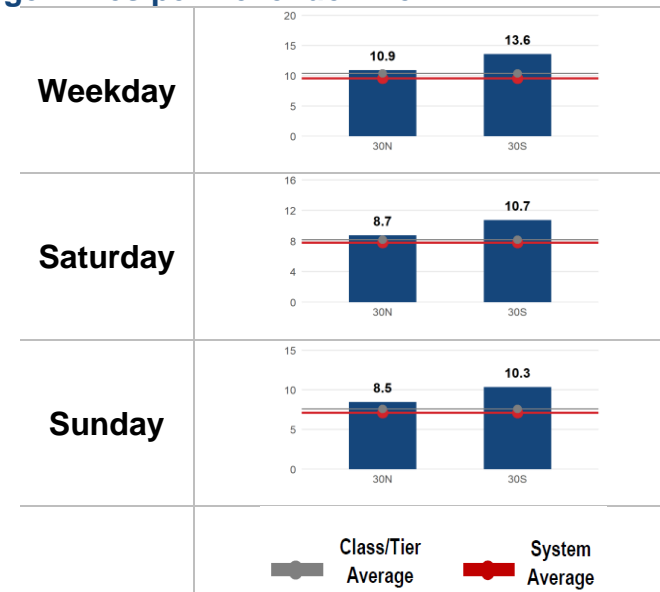
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
30N	27.20	1,376	1,366 (99.3%)
30S	28.20	1,376	1,354 (98.4%)

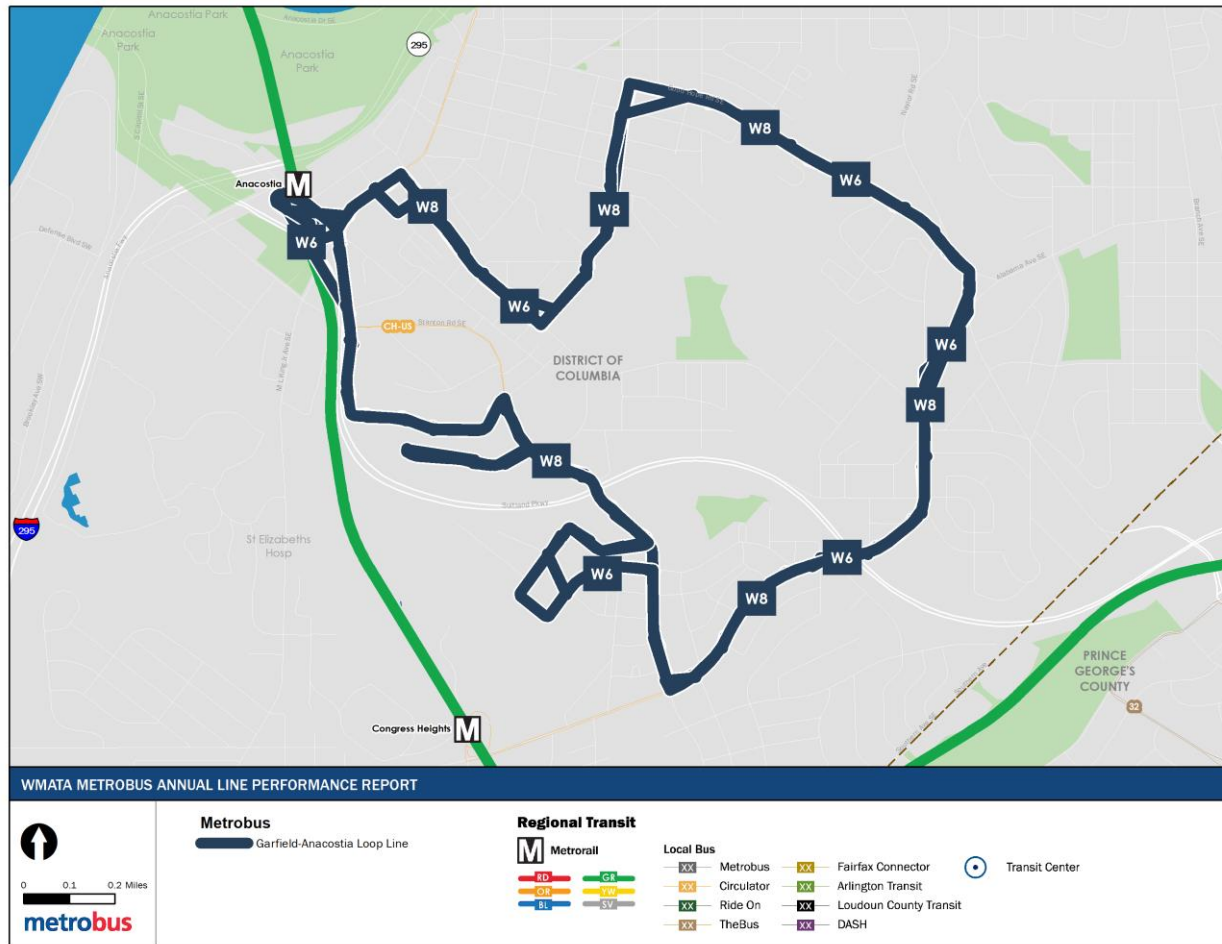
## Service Change Summary

Route 30N - June 2019:  
 Weekday:cut last trips; Saturday:No change; Sunday: No change;  
 Route 30S - June 2019:  
 Weekday:cut last trips; Saturday:No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

1

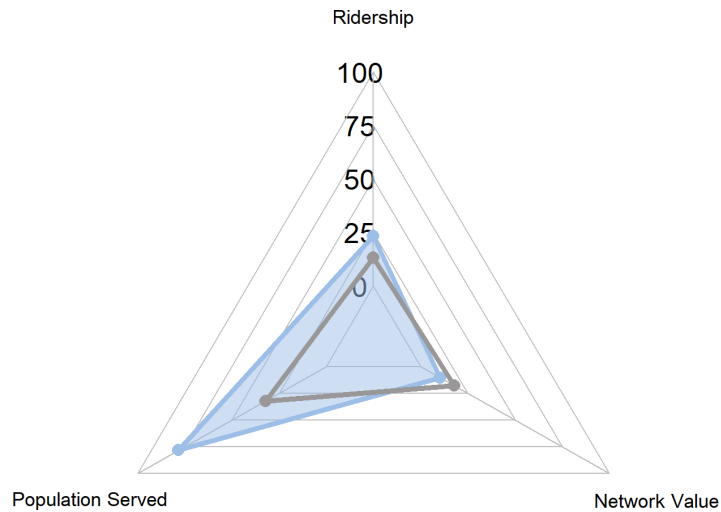
Overall Grade

Line	Grade
Line	B

## Line Benefit Score

**37**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

78

10

23

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,092,681</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

	<b>Service Area Population</b>	<b>67,606</b>	
	<b>People of Color Population</b>	Service Area	<b>63,355</b>
		% Riders Surveyed	<b>98%</b>
	<b>Low Income Household</b>	Service Area	<b>37,865</b>
		% Riders Surveyed	<b>80%</b>

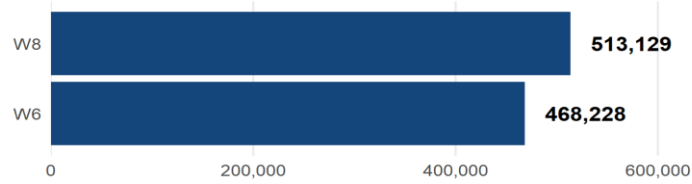
## Facilities/Amenities

	<b>Bus Stops</b>	<b>91</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>14%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

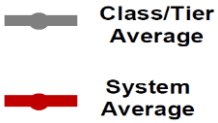
### Annual Ridership



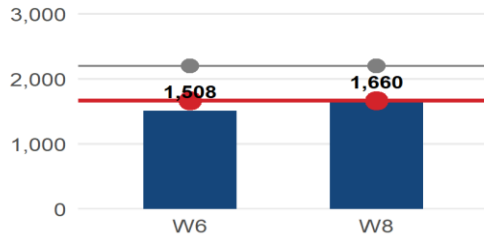
### Top Transfer Locations

#### Anacostia

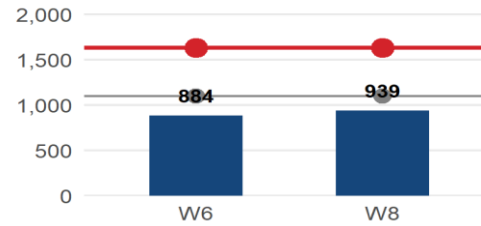
### Average Daily Ridership



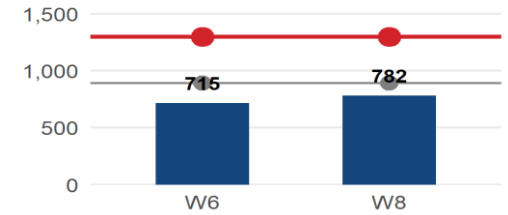
#### Weekday



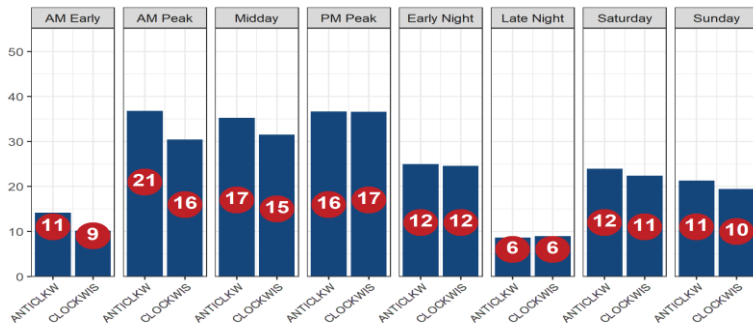
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



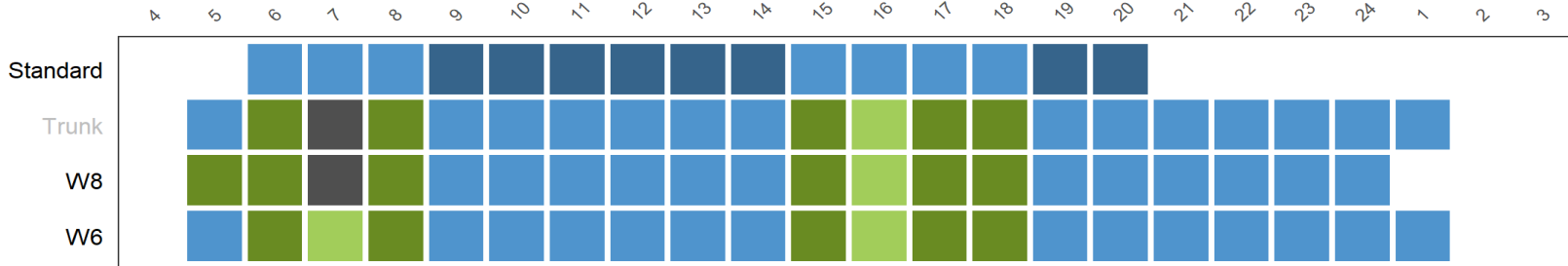
### Vehicle Load Factor

		Direction: ANTICLKW		CLOCKWIS	
Weekday	Peak Maximum Target: 1.2	0.68	0.61		
	Off-Peak Maximum Target: 1.0	0.46	0.41		
Saturday Maximum Target: 1.0		0.45	0.42		
Sunday Maximum Target: 1.0		0.41	0.37		

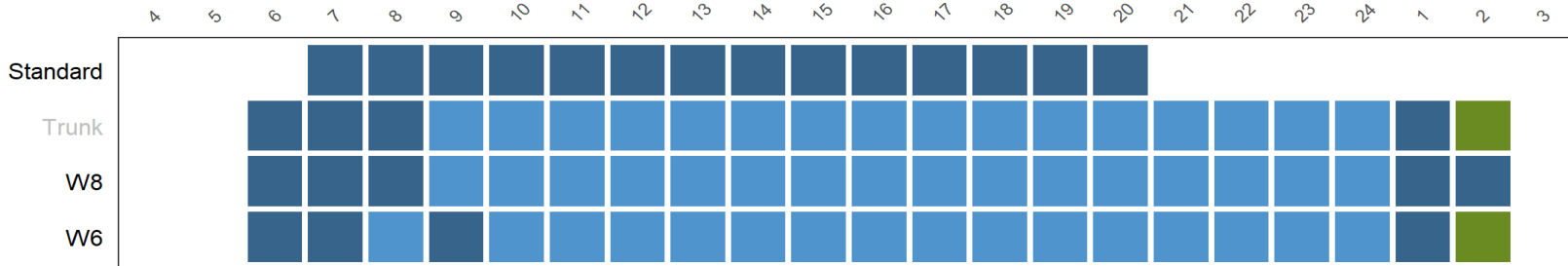
# Span and Frequency



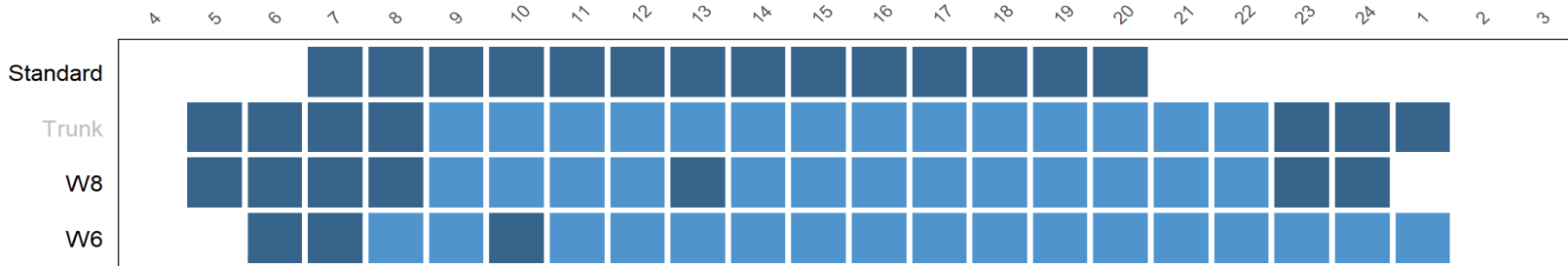
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	5:49 AM - 1:07 AM	-	A	6:00 AM - 2:41 AM	-	A	5:58 AM - 1:01 AM	-	A
	Frequency of Service   varies	Peak: 16.3 / Off-Peak: 28.7	Peak: 17.1 / Off-Peak: 26.8	A	30.4	30.0	A	30.4	30.4	A
Productivity	Passengers per Revenue Hour   20	38.3	32.7	A	32.0	25.1	A	28.3	22.2	A
	Passengers per Revenue Mile   4	4.5	4.5	A	3.6	3.1	D	3.2	2.7	E
Reliability	On-Time Performance   79%	78%	79%	C	88%	77%	A	88%	81%	A
	Crowding   5%	7%	3%	E	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.65	Off-Peak: 0.3 Peak: 0.48	A	0.43	0.28	A	0.39	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.11	\$ 3.77	A	\$3.73	\$ 5.04	A	\$4.22	\$ 5.56	A
	Cost Recovery   25%	23%	28%	C	20%	21%	D	17%	19%	E

# Route W6

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.6			6.7			E		
Route Design	Circuity   N/A	Inf (route is a loop)			Inf			-		
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	36.4	32.7	A	31.0	25.1	A	26.6	22.2	A
	Passengers per Revenue Mile   4	4.3	4.5	B	3.4	3.1	D	3.0	2.7	E
	Unique Segment Ridership   10%	22%	35%	A	21%	42%	A	22%	42%	A
Reliability	On-Time Performance   79%	78%	79%	C	90%	77%	A	88%	81%	A
	Crowding   5%	8%	3%	E	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.61	Off-Peak: 0.32 Peak: 0.5	A	0.42	0.3	A	0.37	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.28	\$ 3.77	A	\$3.85	\$ 5.04	A	\$4.49	\$ 5.56	A
	Cost Recovery   25%	22%	28%	D	19%	21%	D	16%	19%	E

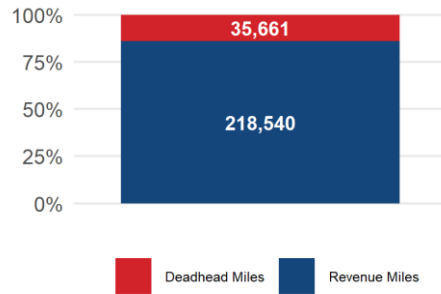
# Route W8

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.8			6.7			E		
Route Design	Circuity   N/A	Inf (route is a loop)			Inf			-		
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	40.3	32.7	A	33.0	25.1	A	30.0	22.2	A
	Passengers per Revenue Mile   4	4.7	4.5	A	3.7	3.1	C	3.4	2.7	D
	Unique Segment Ridership   10%	28%	35%	A	22%	42%	A	22%	42%	A
Reliability	On-Time Performance   79%	79%	79%	B	85%	77%	A	88%	81%	A
	Crowding   5%	6%	3%	E	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.68	Off-Peak: 0.32 Peak: 0.5	A	0.45	0.3	A	0.41	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.96	\$ 3.77	A	\$3.62	\$ 5.04	A	\$3.98	\$ 5.56	A
	Cost Recovery   25%	25%	28%	C	20%	21%	D	18%	19%	D

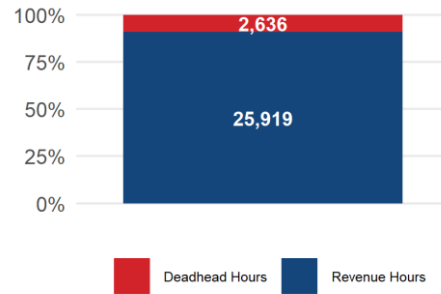


# Operational Analysis

## Miles Allocation



## Hours Allocation



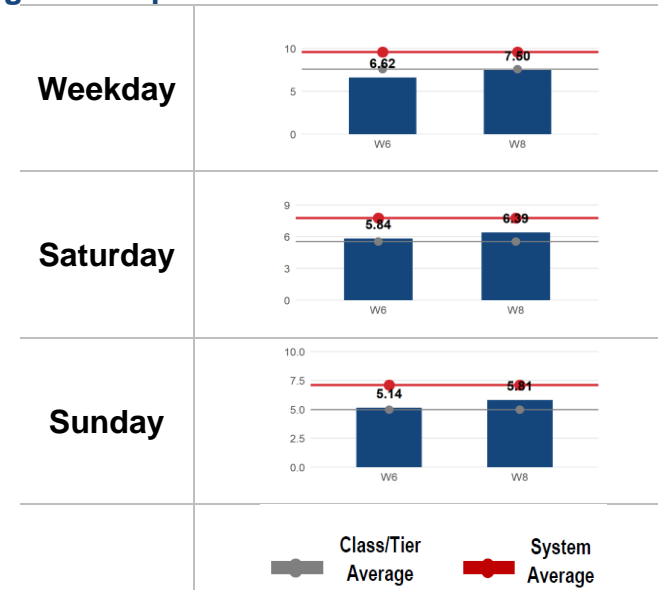
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W6	7.00	1,420	1,410 (99.3%)
W8	6.50	1,442	1,422 (98.6%)

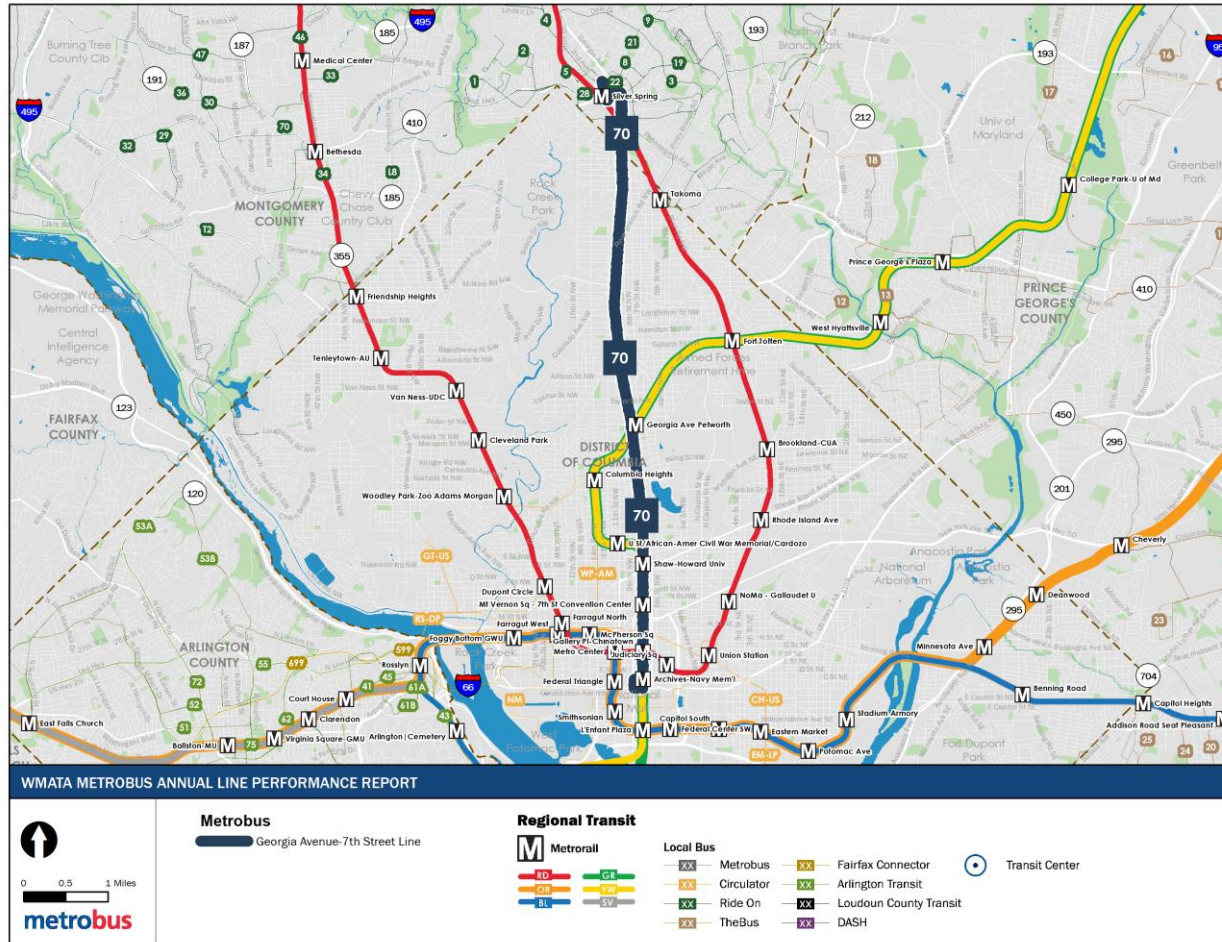
## Service Change Summary

Route W6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route W8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

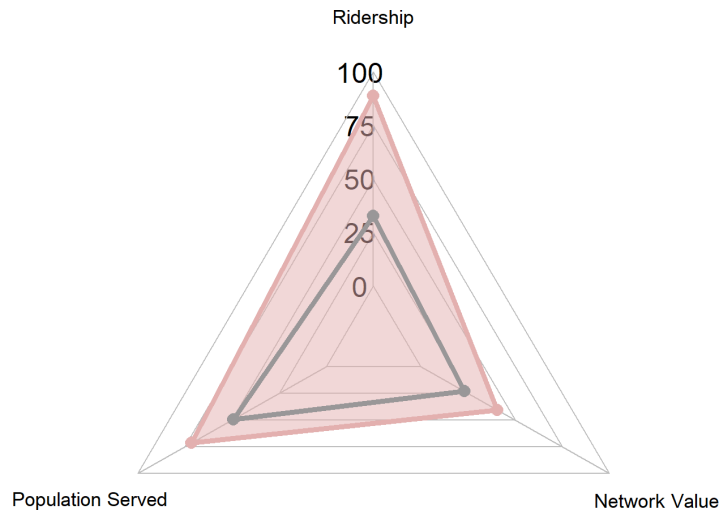
Overall Grade

Line	Overall Grade
Georgia Avenue-7th Street Line	B

## Line Benefit Score

67

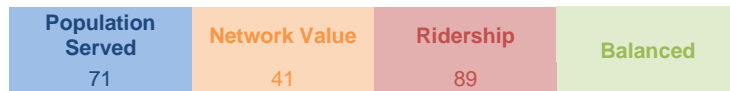
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$8,905,094
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot, 60 Foot

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

	Service Area Population	60,736	
	People of Color Population	Service Area	31,450
		% Riders Surveyed	90%
	Low Income Household	Service Area	14,824
		% Riders Surveyed	64%

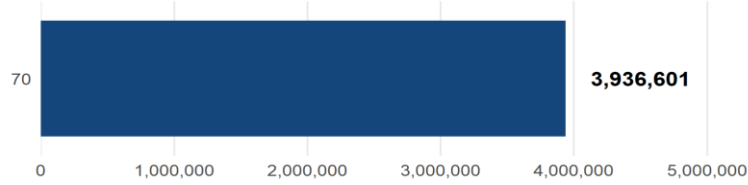
## Facilities/Amenities

	Bus Stops	102
	% Stops With Shelters	36%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	20%



## Ridership

### Annual Ridership



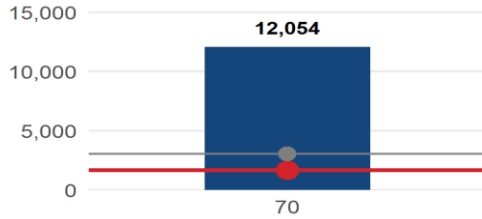
### Top Transfer Locations

#### Georgia Avenue-Petworth, Silver Spring, Shaw-Howard University

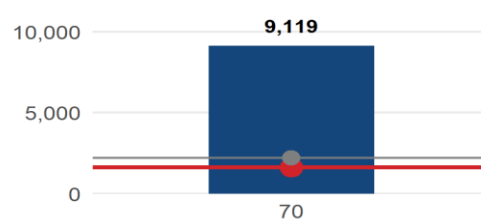
### Average Daily Ridership

- Class/Tier Average
- System Average

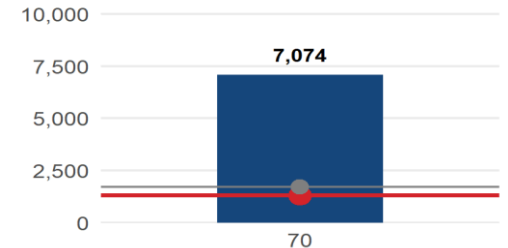
#### Weekday



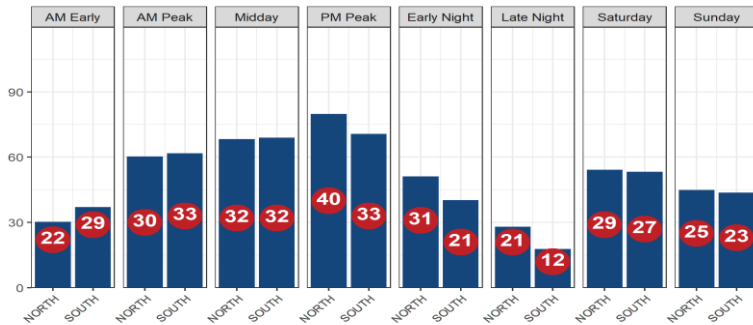
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.6	0.56
	Off-Peak Maximum Target: 1.0	0.51	0.45
Saturday Maximum Target: 1.0		0.63	0.58
Sunday Maximum Target: 1.0		0.58	0.53

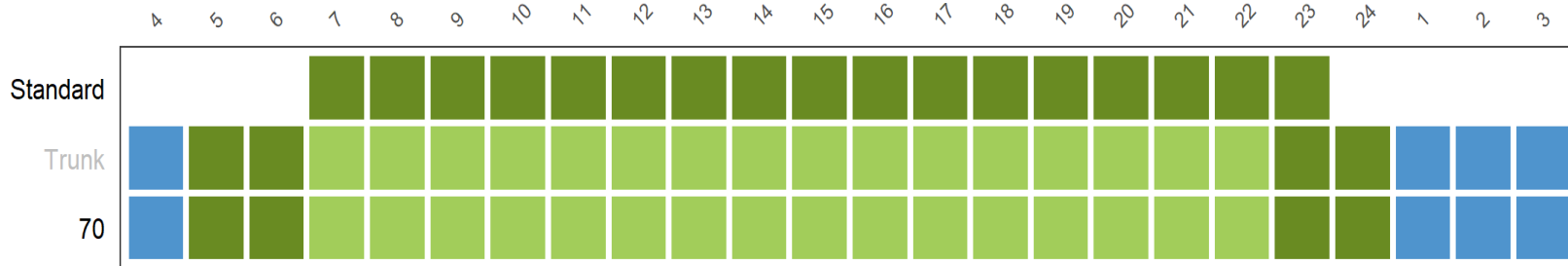
# Span and Frequency



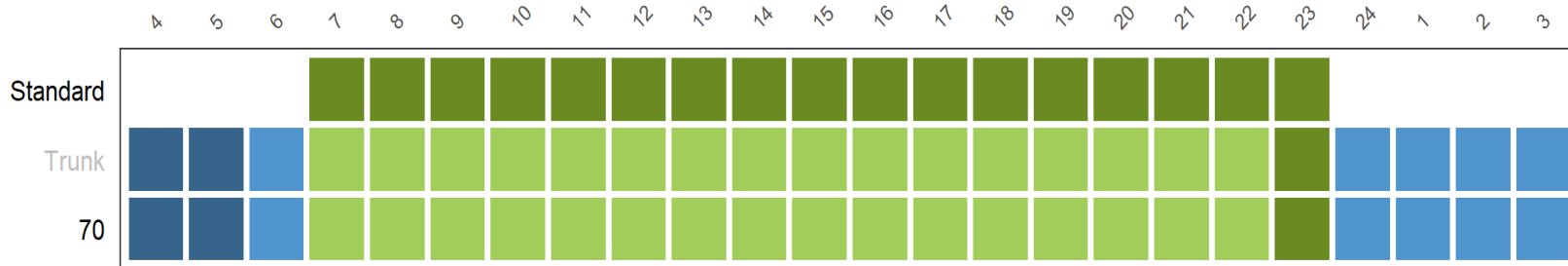
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Georgia Avenue-7th Street

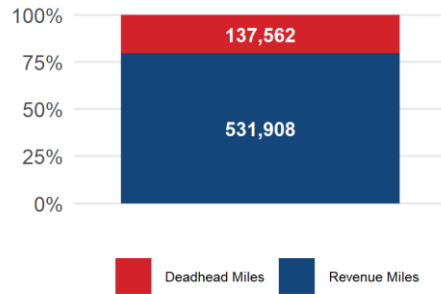
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:00 AM - 4:20 AM	-	A	4:01 AM - 4:24 AM	-	A	4:00 AM - 3:47 AM	-	A
	Frequency of Service   varies	Peak: 12.2 / Off-Peak: 12.1	Peak: 17.4 / Off-Peak: 39	B	16.6	25.4	B	17.1	29.4	B
Productivity	Passengers per Revenue Hour   30	49.4	33.7	A	50.8	26.8	A	44.4	25.8	A
	Passengers per Revenue Mile   4	7.4	4.5	A	7.1	3.4	A	5.9	3.1	A
Reliability	On-Time Performance   79%	66%	76%	E	66%	74%	E	74%	78%	D
	Crowding   5%	12%	3%	E	16%	3%	E	7%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.58	Off-Peak: 0.39 Peak: 0.55	A	0.6	0.37	A	0.56	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.42	\$ 4.02	A	\$2.35	\$ 5.16	A	\$2.69	\$ 5.25	A
	Cost Recovery   25%	39%	33%	A	40%	27%	A	35%	25%	A

# Route 70

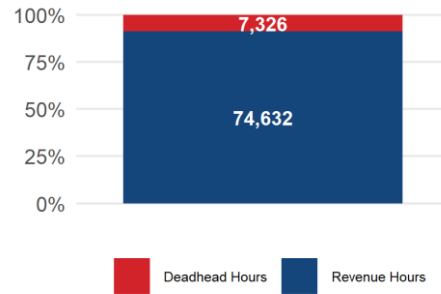
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			5			E		
	Circuitry   1.75	1.1			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	49.4	33.7	A	50.8	26.8	A	44.4	25.8	A
	Passengers per Revenue Mile   4	7.4	4.5	A	7.1	3.4	A	5.9	3.1	A
	Unique Segment Ridership   10%	43%	12%	A	43%	22%	A	43%	23%	A
Reliability	On-Time Performance   79%	66%	76%	E	66%	74%	E	74%	78%	D
	Crowding   5%	12%	3%	E	16%	3%	E	7%	2%	E
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.58	Off-Peak: 0.39 Peak: 0.54	A	0.6	0.36	A	0.56	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.42	\$ 4.02	A	\$2.35	\$ 5.16	A	\$2.69	\$ 5.25	A
	Cost Recovery   25%	39%	34%	A	40%	26%	A	35%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



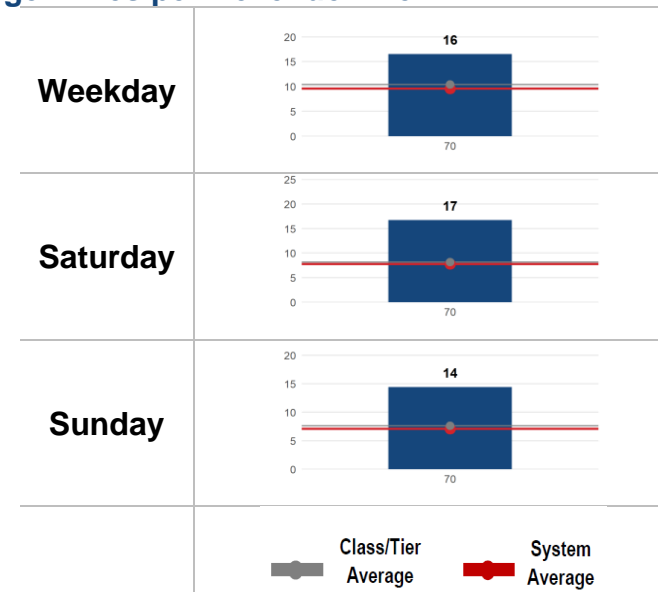
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
70	16.00	6,051	5,989 (99.0%)

## Service Change Summary

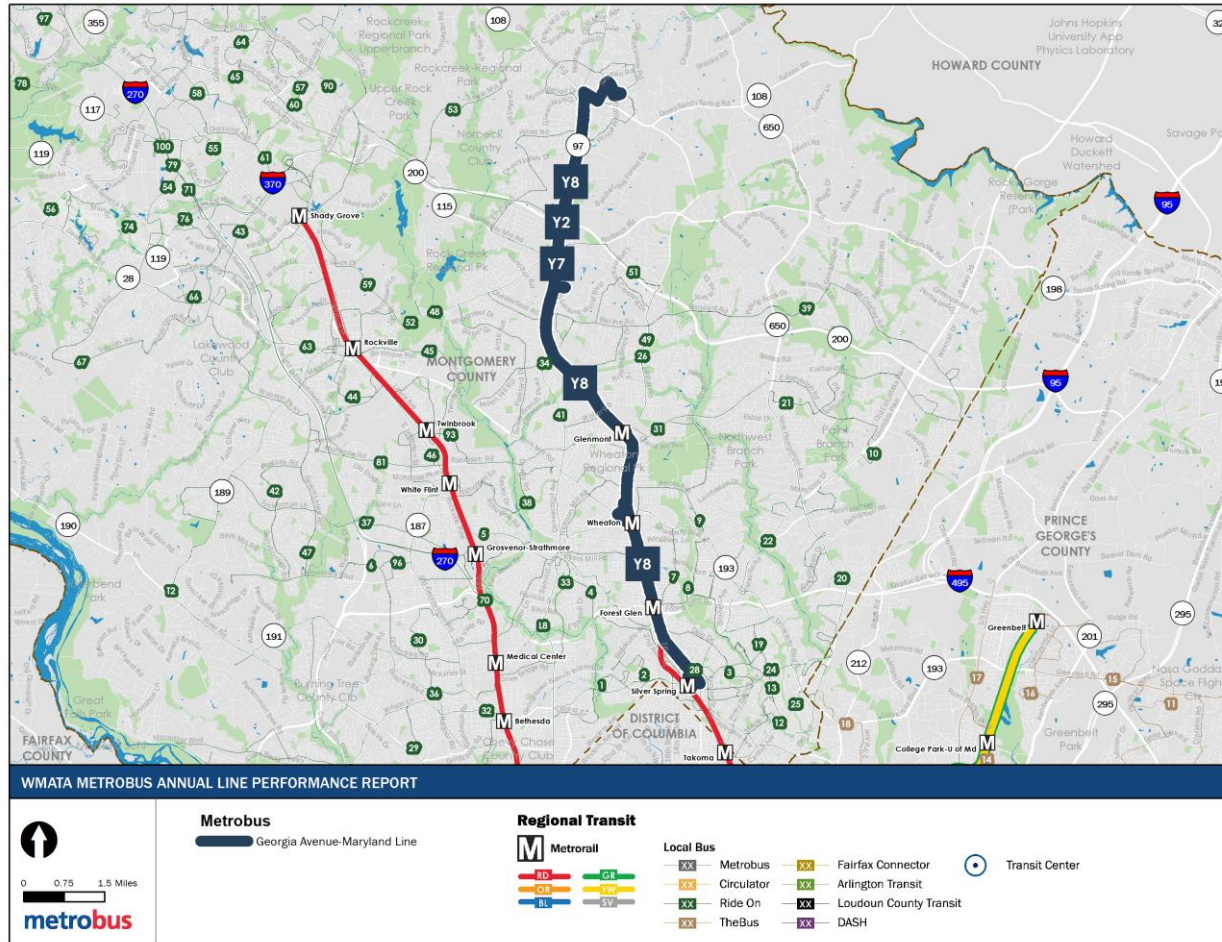
Route 70 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

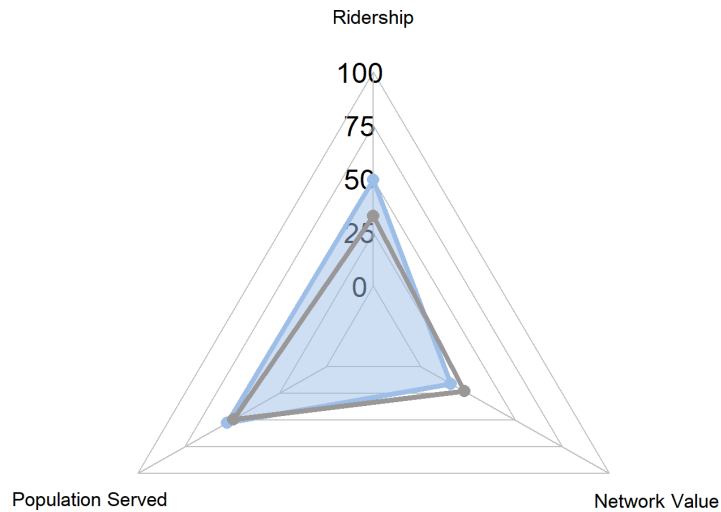
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**39**

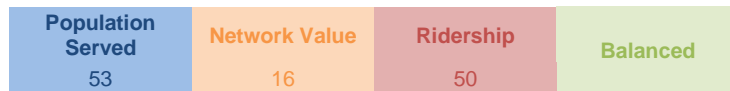
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$7,831,157</b>
	<b>Peak Vehicles</b>	<b>16</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>120,732</b>	
	<b>People of Color Population</b>	Service Area	<b>39,641</b>
		% Riders Surveyed	<b>88%</b>
	<b>Low Income Household</b>	Service Area	<b>24,358</b>
		% Riders Surveyed	<b>59%</b>

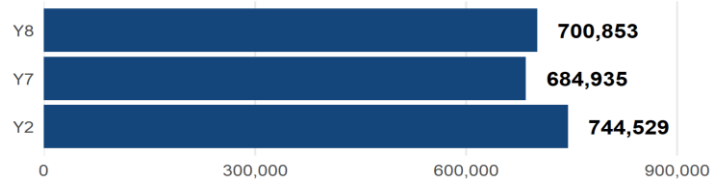
## Facilities/Amenities

	<b>Bus Stops</b>	<b>142</b>
	<b>% Stops With Shelters</b>	<b>29%</b>
	<b>% Stops With Benches</b>	<b>34%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

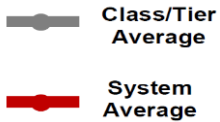
### Annual Ridership



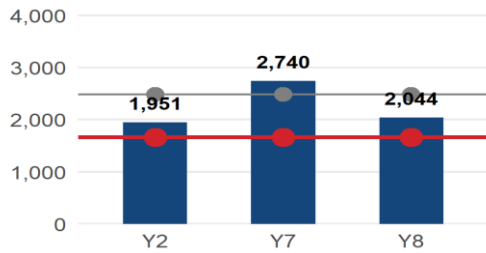
### Top Transfer Locations

#### Glenmont, Silver Spring, Wheaton

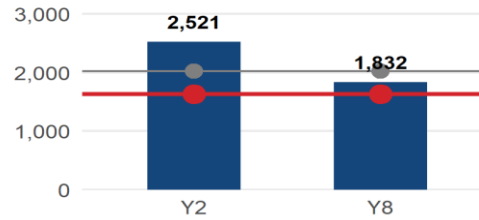
### Average Daily Ridership



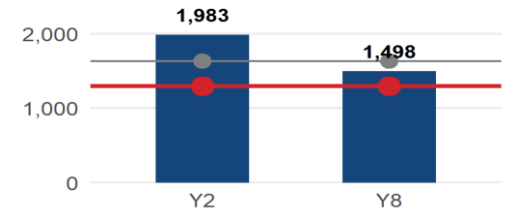
#### Weekday



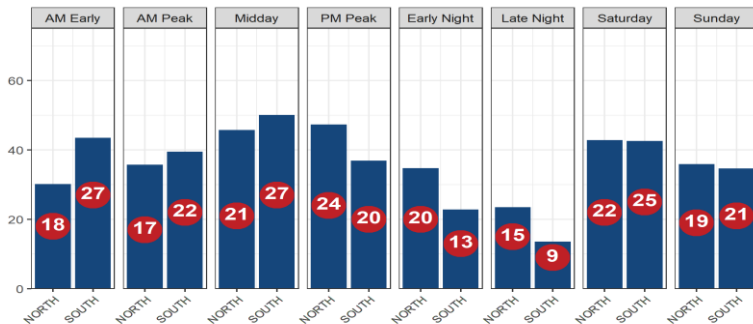
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



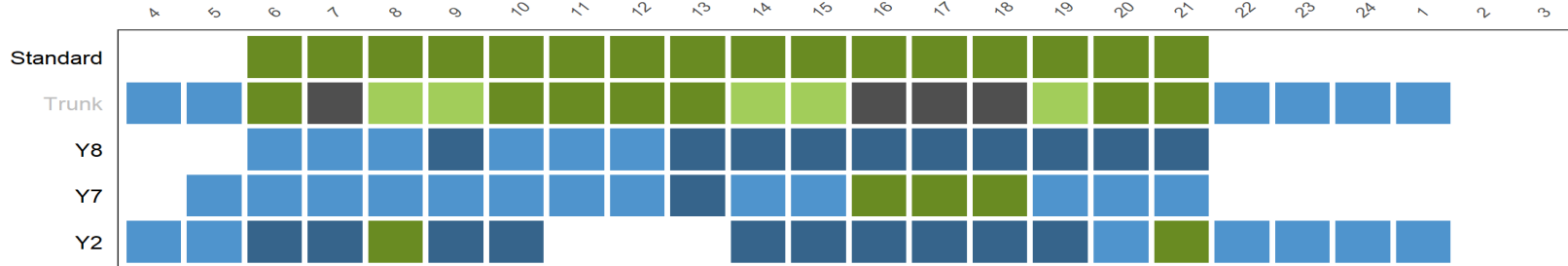
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.54	0.53
	Off-Peak Maximum Target: 1.0	0.51	0.57
Saturday Maximum Target: 1.0		0.56	0.63
Sunday Maximum Target: 1.0		0.48	0.52

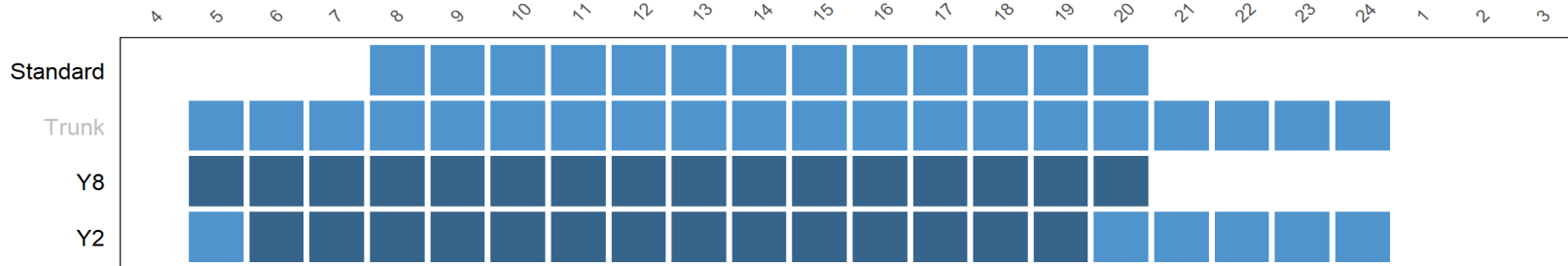
# Span and Frequency



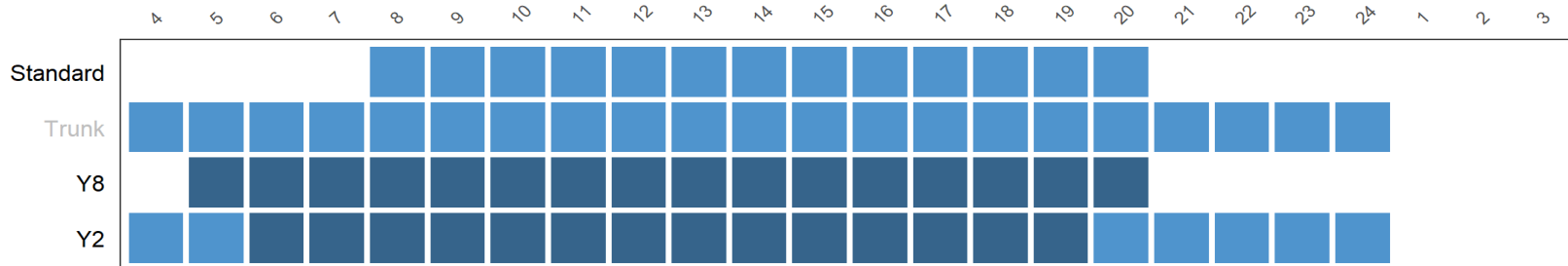
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 1:12 AM	-	A	5:00 AM - 12:57 AM	-	A	4:56 AM - 12:44 AM	-	A
	Frequency of Service   varies	Peak: 12.8 / Off-Peak: 16.3	Peak: 19.3 / Off-Peak: 34	A	22.4	30.1	A	22.8	33.7	A
Productivity	Passengers per Revenue Hour   20	32.5	29.6	A	36.8	28.8	A	30.9	26.9	A
	Passengers per Revenue Mile   2	3.2	3.0	A	3.1	2.7	A	2.5	2.4	A
Reliability	On-Time Performance   79%	80%	78%	B	71%	79%	D	86%	81%	A
	Crowding   5%	2%	2%	A	10%	2%	E	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.53	Off-Peak: 0.45 Peak: 0.52	A	0.59	0.41	A	0.5	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.67	\$ 4.59	A	\$3.24	\$ 4.84	A	\$3.86	\$ 5.41	A
	Cost Recovery   20%	32%	31%	A	36%	28%	A	30%	27%	A

# Route Y2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5			4.5			A		
	Circuitry   1.75	1.06			1.47			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	29.4	29.6	A	36.3	28.8	A	30.6	26.9	A
	Passengers per Revenue Mile   2	2.6	3.0	A	2.9	2.7	A	2.4	2.4	A
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	83%	78%	B	71%	79%	D	88%	81%	A
	Crowding   5%	1%	2%	A	11%	2%	E	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.58	Off-Peak: 0.42 Peak: 0.52	A	0.56	0.42	A	0.47	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.06	\$ 4.59	A	\$3.29	\$ 4.84	A	\$3.90	\$ 5.41	A
	Cost Recovery   20%	29%	30%	A	36%	27%	A	30%	26%	A

# Route Y7

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.2			4.5			E		
	Circuitry   1.75	1.12			1.47			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	33.9	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	3.8	3	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	2%	16%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	79%	78%	B	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.57 Peak: 0.51	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.52	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	33%	30%	A	-	-	-	-	-	-

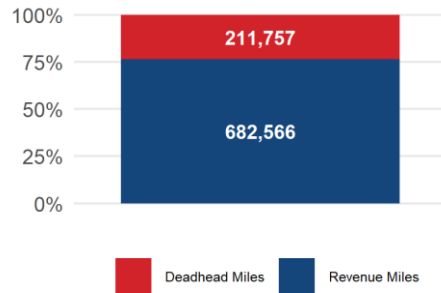
# Route Y8

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.9			4.5			A		
	Circuitry   1.75	1.12			1.47			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	34.0	29.6	A	37.6	28.8	A	31.3	26.9	A
	Passengers per Revenue Mile   2	3.3	3.0	A	3.3	2.7	A	2.8	2.4	A
	Unique Segment Ridership   10%	0%	16%	E	3%	35%	E	2%	45%	E
Reliability	On-Time Performance   79%	79%	78%	B	71%	79%	D	83%	81%	B
	Crowding   5%	2%	2%	A	9%	2%	E	2%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.53	Off-Peak: 0.42 Peak: 0.52	A	0.65	0.42	A	0.54	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.51	\$ 4.59	A	\$3.17	\$ 4.84	A	\$3.81	\$ 5.41	A
	Cost Recovery   20%	33%	30%	A	37%	27%	A	31%	26%	A

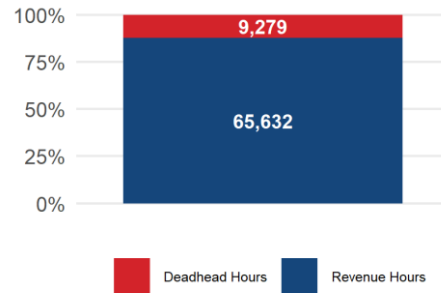


# Operational Analysis

## Miles Allocation



## Hours Allocation



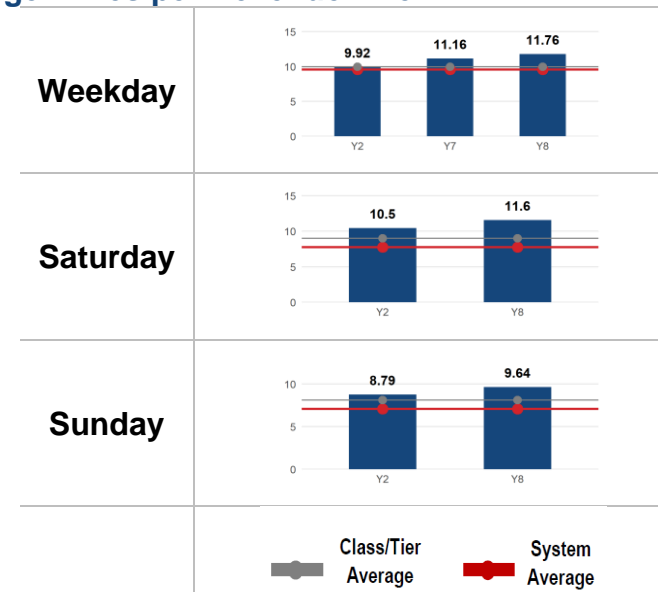
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Y2	28.00	1,688	1,683 (99.7%)
Y7	22.50	1,518	1,513 (99.7%)
Y8	29.70	1,276	1,270 (99.5%)

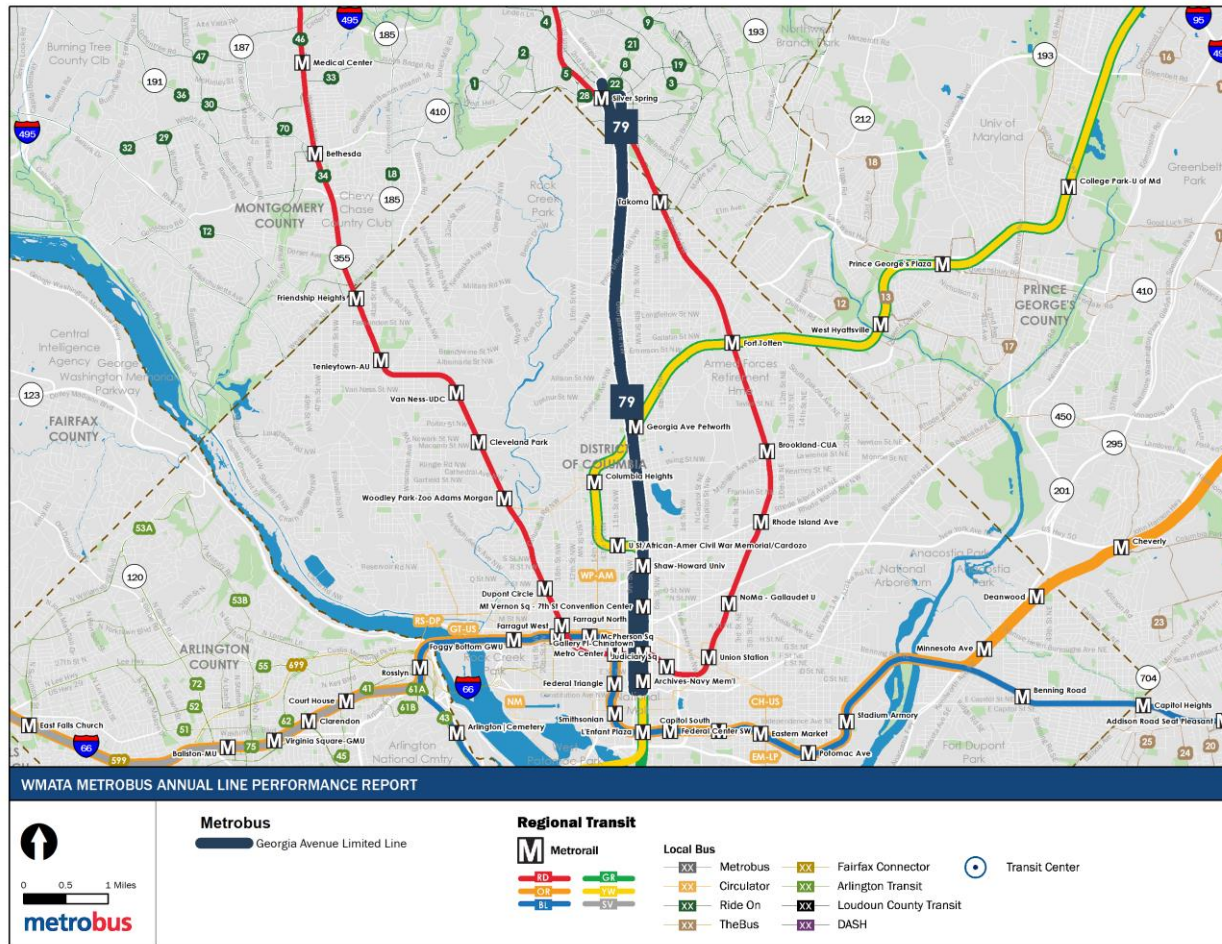
## Service Change Summary

Route Y2 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;  
 Route Y7 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route Y8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
Line	B

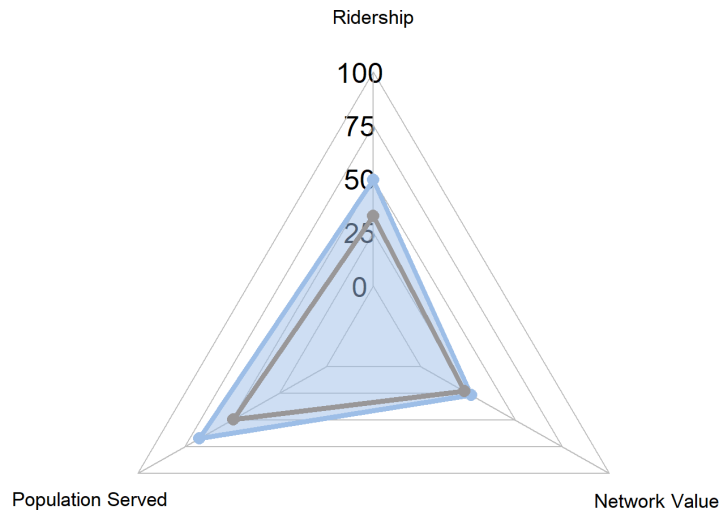
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

48

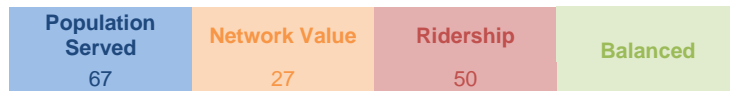
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$5,303,597
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population	50,227	
	People of Color Population	Service Area	25,992
		% Riders Surveyed	87%
	Low Income Household	Service Area	12,417
		% Riders Surveyed	61%

## Facilities/Amenities

	Bus Stops	29
	% Stops With Shelters	41%
	% Stops With Benches	38%
	% Stops With Real-Time Signs	45%



## Ridership

### Annual Ridership



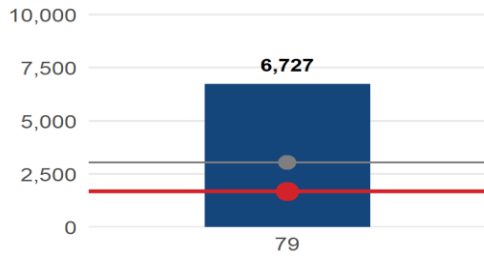
### Top Transfer Locations

#### Georgia Avenue-Petworth, Silver Spring, Shaw-Howard University

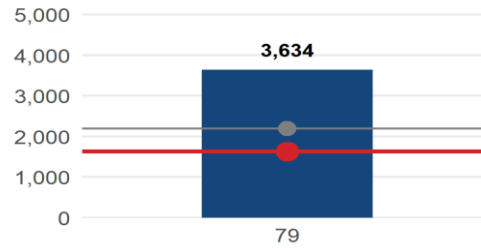
### Average Daily Ridership

- Class/Tier Average
- System Average

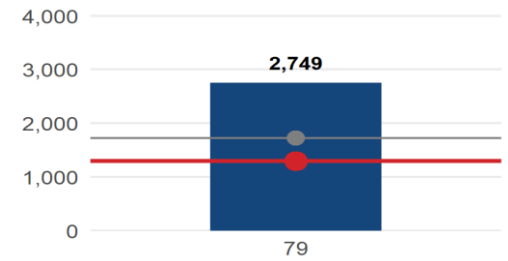
#### Weekday



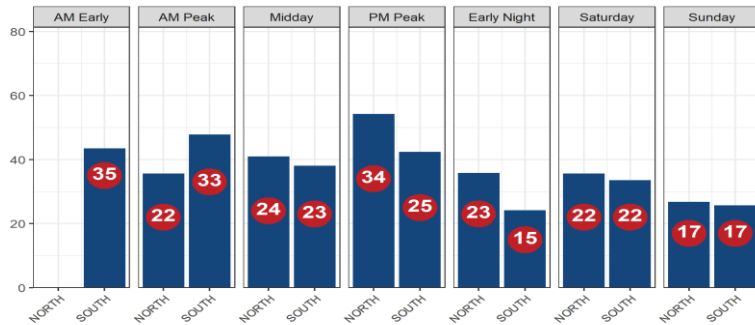
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.74	0.74
	<b>Off-Peak</b> Maximum Target: 1.0	0.62	0.6
<b>Saturday</b> Maximum Target: 1.0		0.57	0.56
<b>Sunday</b> Maximum Target: 1.0		0.44	0.44

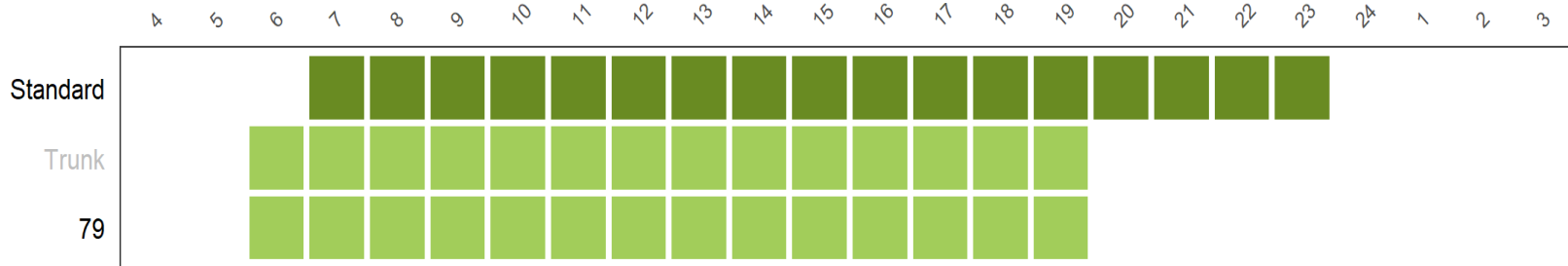
# Span and Frequency



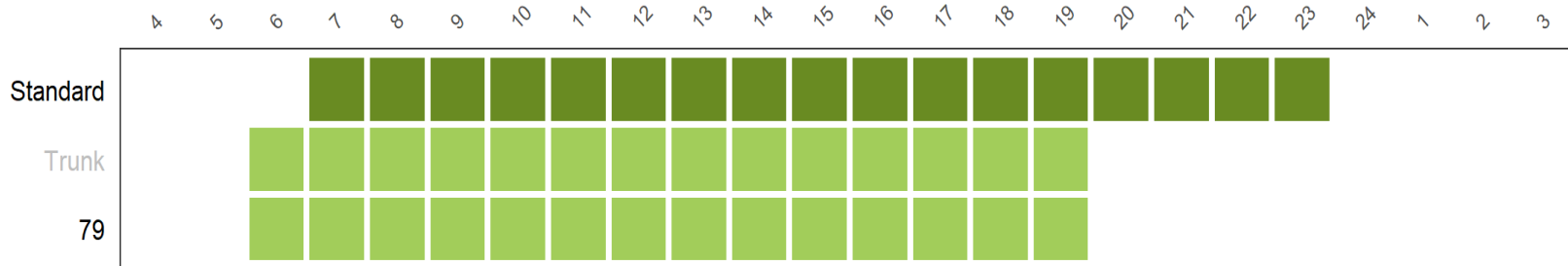
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Georgia Avenue Limited

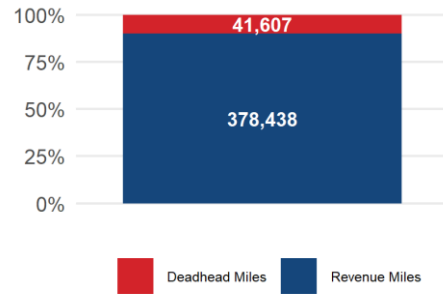
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:54 AM - 7:49 PM	-	C	6:03 AM - 7:52 PM	-	C	6:03 AM - 7:45 PM	-	C
	Frequency of Service   varies	Peak: 9.1 / Off-Peak: 11.8	Peak: 17.4 / Off-Peak: 39	A	15.1	25.4	B	15.0	29.4	A
Productivity	Passengers per Revenue Hour   30	44.2	33.7	A	37.5	26.8	A	30.9	25.8	B
	Passengers per Revenue Mile   4	5.7	4.5	A	4.6	3.4	A	3.5	3.1	D
Reliability	On-Time Performance   79%	74%	76%	C	75%	74%	C	85%	78%	A
	Crowding   5%	8%	3%	E	9%	3%	E	3%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.61 Peak: 0.74	Off-Peak: 0.39 Peak: 0.55	A	0.56	0.37	A	0.44	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.70	\$ 4.02	A	\$3.18	\$ 5.16	A	\$3.86	\$ 5.25	A
	Cost Recovery   25%	32%	33%	A	27%	27%	B	22%	25%	D

# Route 79

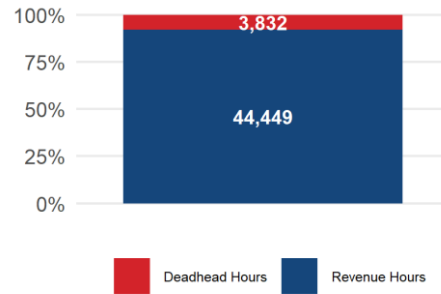
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.1			5			E		
	Circuitry   1.75	1.04			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	44.2	33.7	A	37.5	26.8	A	30.9	25.8	B
	Passengers per Revenue Mile   4	5.7	4.5	A	4.6	3.4	A	3.5	3.1	D
	Unique Segment Ridership   10%	9%	12%	C	10%	22%	B	12%	23%	B
Reliability	On-Time Performance   79%	74%	76%	C	75%	74%	C	85%	78%	A
	Crowding   5%	8%	3%	E	9%	3%	E	3%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.61 Peak: 0.74	Off-Peak: 0.39 Peak: 0.54	A	0.56	0.36	A	0.44	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.70	\$ 4.02	A	\$3.18	\$ 5.16	A	\$3.86	\$ 5.25	A
	Cost Recovery   25%	32%	34%	A	27%	26%	B	22%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



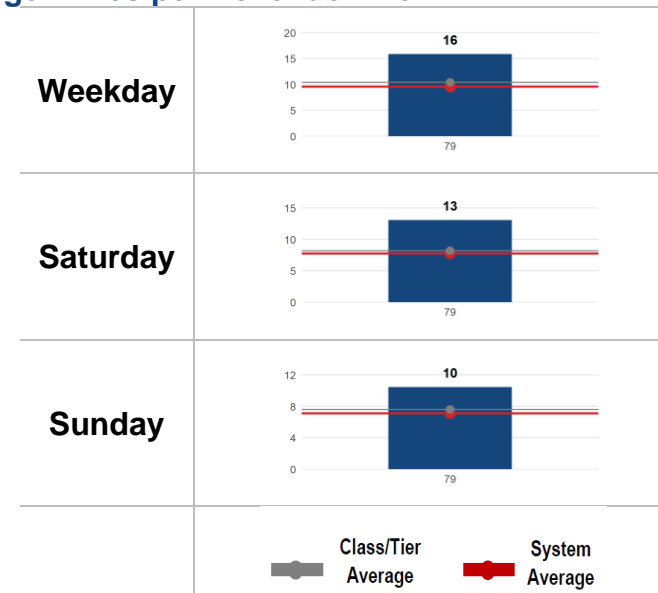
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
79	15.10	4,272	4,243 (99.3%)

## Service Change Summary

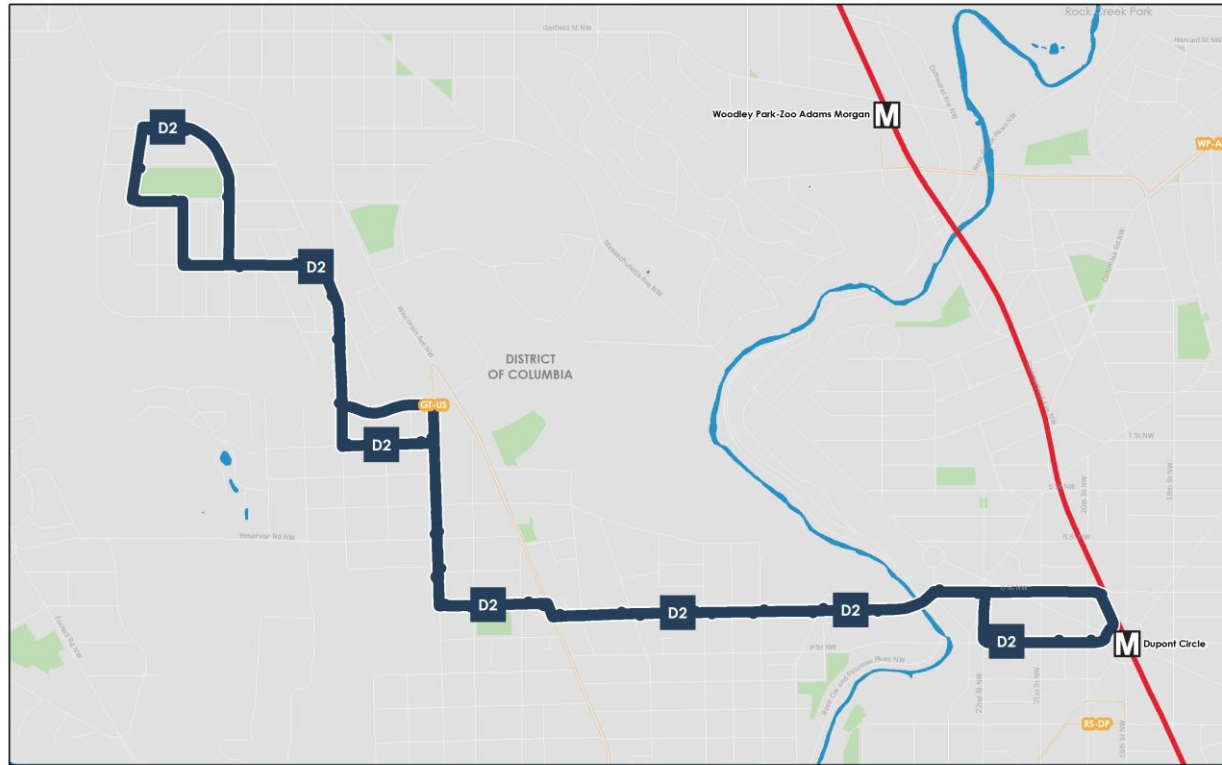
Route 79 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**

Glover Park-Dupont Circle Line

**Regional Transit**

<b>M</b> Metrorail	<b>Local Bus</b>	<b>Fairfax Connector</b>
RD	XX Metrobus	XX Fairfax Connector
OR	XX Circulator	XX Arlington Transit
BL	XX Ride On	XX Loudoun County Transit
	XX TheBus	XX DASH

Transit Center

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	Grade
D2	C

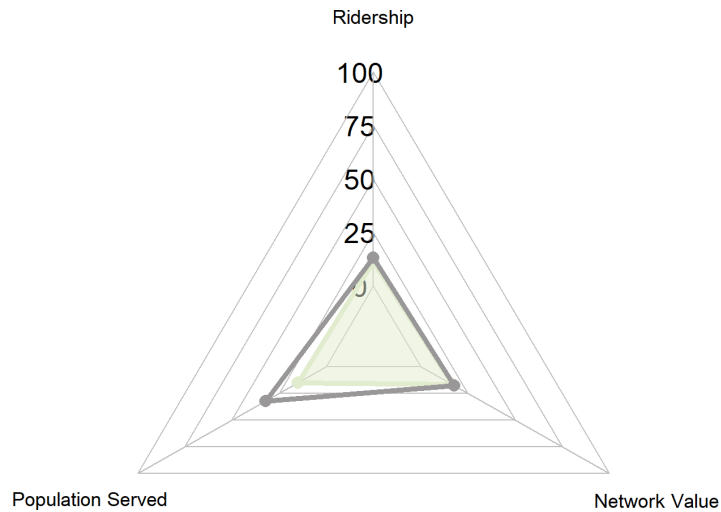
**Legend**

Exceeds	Meets
Approaches	Below
	Significantly Below

## Line Benefit Score

14

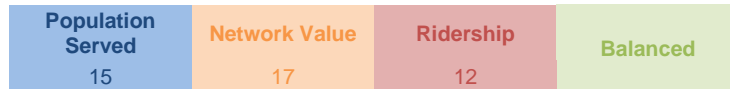
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,982,074</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

	<b>Service Area Population</b>	<b>14,197</b>	
	<b>People of Color Population</b>	Service Area	<b>2,474</b>
		% Riders Surveyed	<b>38%</b>
	<b>Low Income Household</b>	Service Area	<b>2,570</b>
		% Riders Surveyed	<b>21%</b>

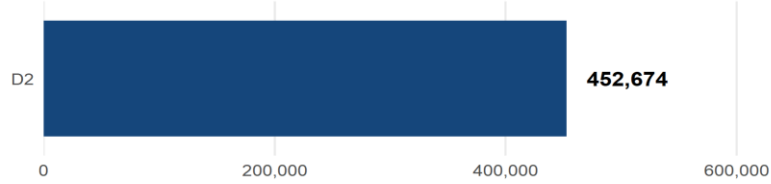
## Facilities/Amenities

	<b>Bus Stops</b>	<b>44</b>
	<b>% Stops With Shelters</b>	<b>20%</b>
	<b>% Stops With Benches</b>	<b>14%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

### Annual Ridership



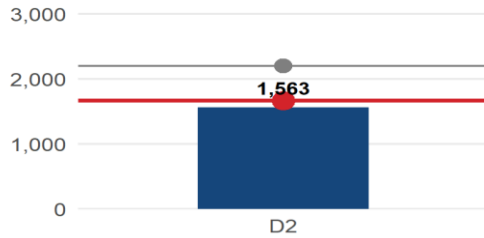
### Top Transfer Locations

### Dupont Circle

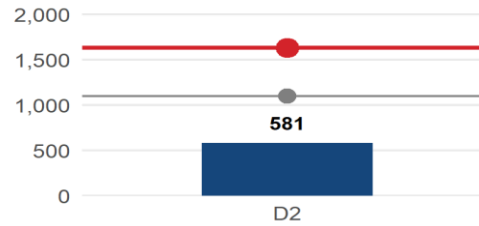
#### Average Daily Ridership

- Class/Tier Average
- System Average

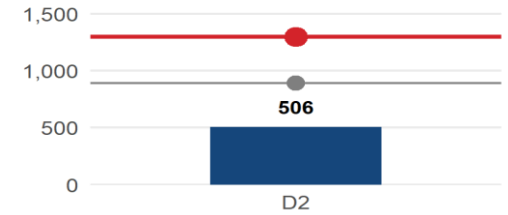
#### Weekday



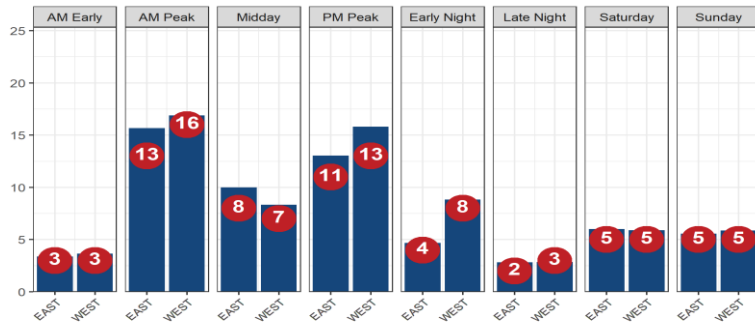
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.44	0.53
	Off-Peak Maximum Target: 1.0	0.22	0.25
Saturday Maximum Target: 1.0		0.18	0.19
Sunday Maximum Target: 1.0		0.17	0.19

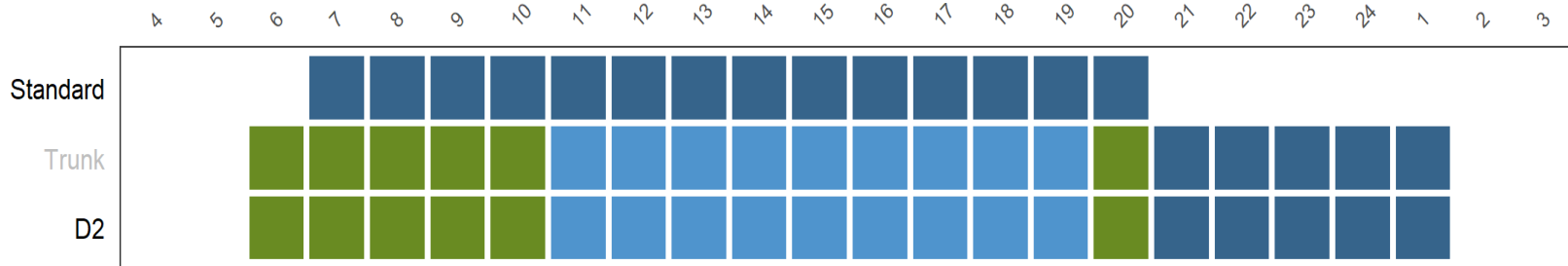
# Span and Frequency



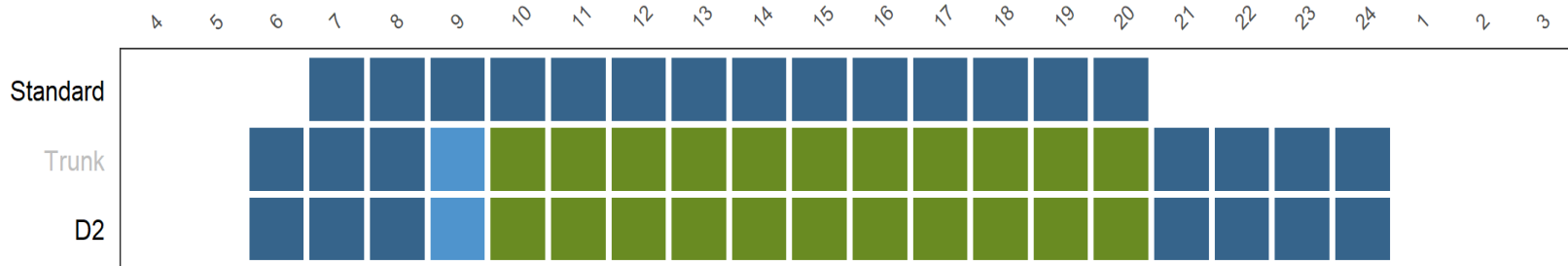
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Glover Park-Dupont Circle

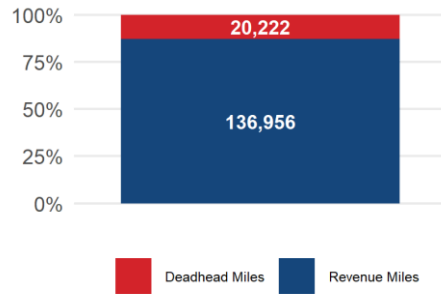
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:34 AM - 1:01 AM	-	A	6:33 AM - 1:55 AM	-	A	6:47 AM - 12:21 AM	-	A
	Frequency of Service   varies	Peak: 12.6 / Off-Peak: 19.7	Peak: 17.1 / Off-Peak: 26.8	A	23.3	30.0	A	23.2	30.4	A
Productivity	Passengers per Revenue Hour   20	30.0	32.7	A	17.6	25.1	D	17.3	22.2	D
	Passengers per Revenue Mile   4	3.7	4.5	C	1.9	3.1	E	1.9	2.7	E
Reliability	On-Time Performance   79%	84%	79%	B	65%	77%	E	83%	81%	B
	Crowding   5%	5%	3%	B	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.49	Off-Peak: 0.3 Peak: 0.48	A	0.18	0.28	A	0.18	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.98	\$ 3.77	A	\$6.80	\$ 5.04	E	\$6.90	\$ 5.56	E
	Cost Recovery   25%	39%	28%	A	23%	21%	C	22%	19%	D

# Route D2

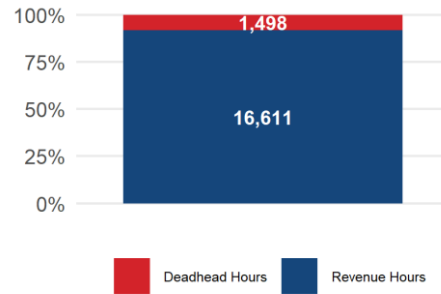
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.8			6.7			E		
Route Design	Circuitry   N/A	1.54			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	30.0	32.7	A	17.6	25.1	D	17.3	22.2	D
	Passengers per Revenue Mile   4	3.7	4.5	C	1.9	3.1	E	1.9	2.7	E
	Unique Segment Ridership   10%	27%	35%	A	63%	42%	A	60%	42%	A
Reliability	On-Time Performance   79%	84%	79%	B	65%	77%	E	83%	81%	B
	Crowding   5%	5%	3%	B	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.49	Off-Peak: 0.32 Peak: 0.5	A	0.18	0.3	A	0.18	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.98	\$ 3.77	A	\$6.80	\$ 5.04	E	\$6.90	\$ 5.56	E
	Cost Recovery   25%	39%	28%	A	23%	21%	C	22%	19%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



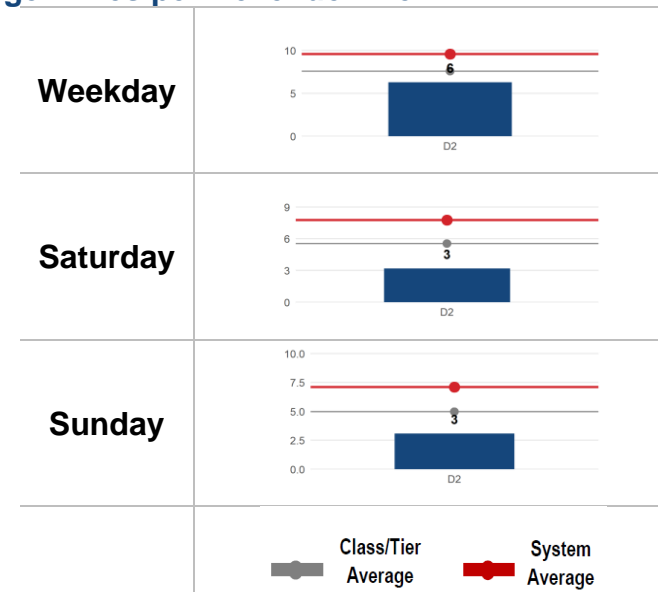
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D2	7.50	3,786	3,749 (99.0%)

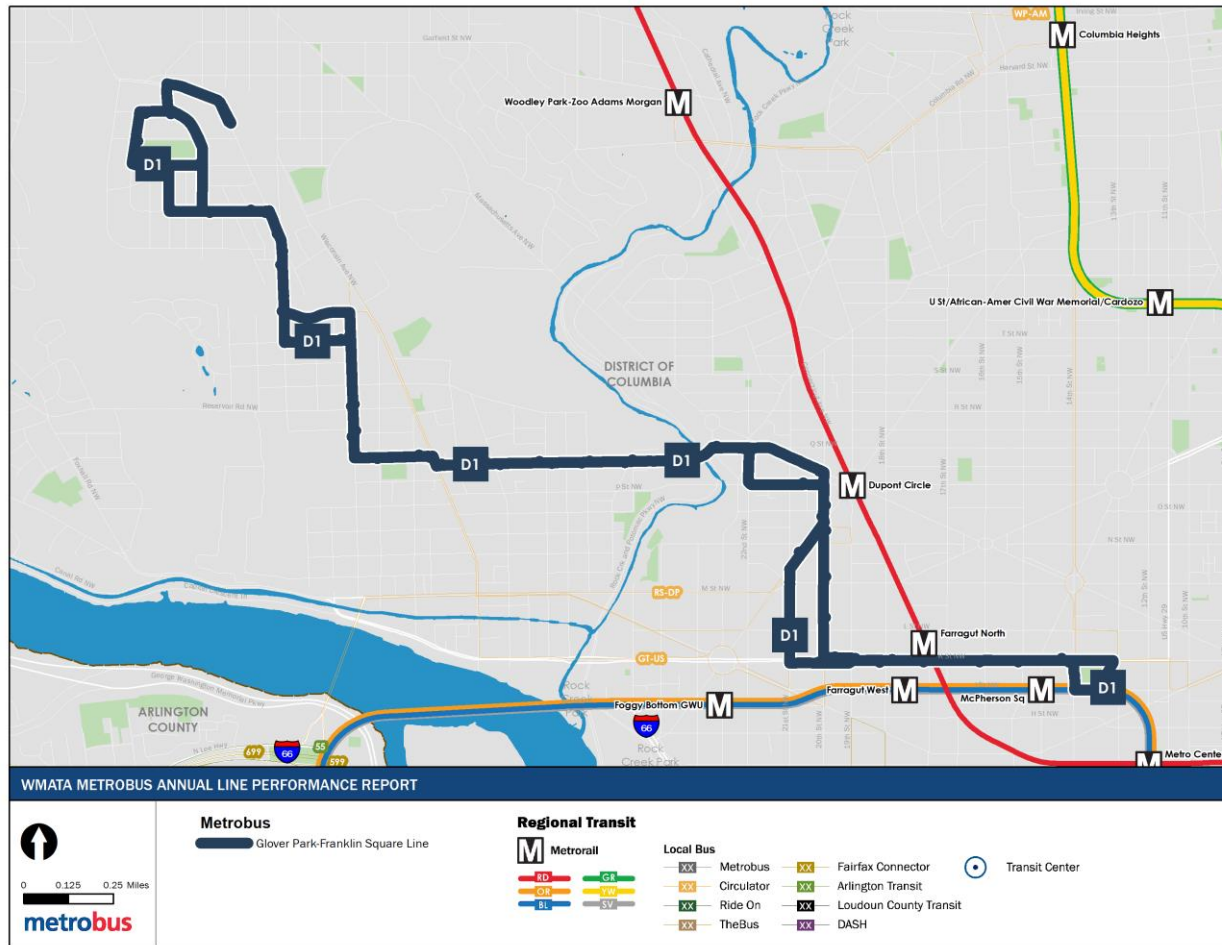
## Service Change Summary

Route D2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	Grade
	B

**Legend**

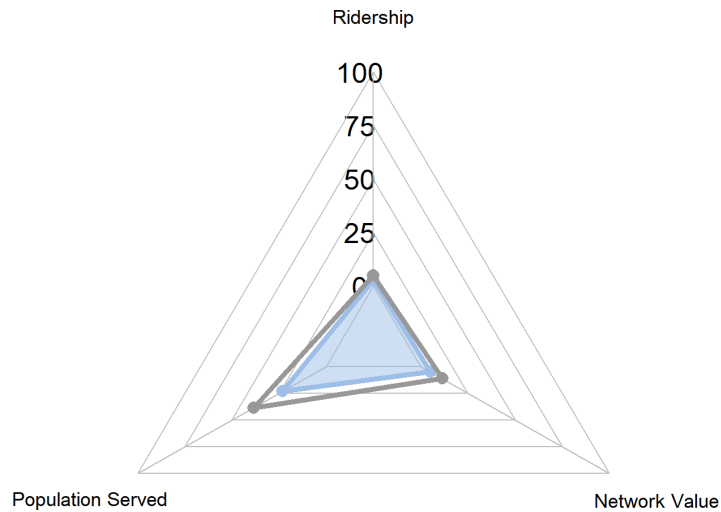
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below



## Line Benefit Score

**10**

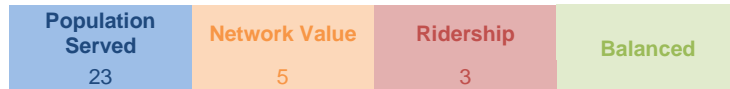
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$432,398</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>19,595</b>	
	<b>People of Color Population</b>	Service Area	<b>4,080</b>
		% Riders Surveyed	<b>33%</b>
	<b>Low Income Household</b>	Service Area	<b>3,591</b>
		% Riders Surveyed	<b>16%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>68</b>
	<b>% Stops With Shelters</b>	<b>35%</b>
	<b>% Stops With Benches</b>	<b>29%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

### Annual Ridership

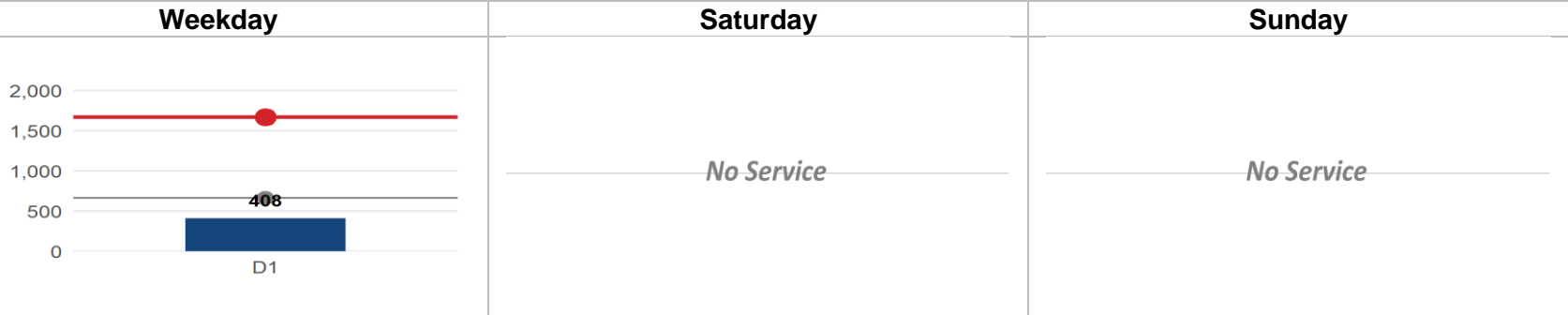


### Top Transfer Locations

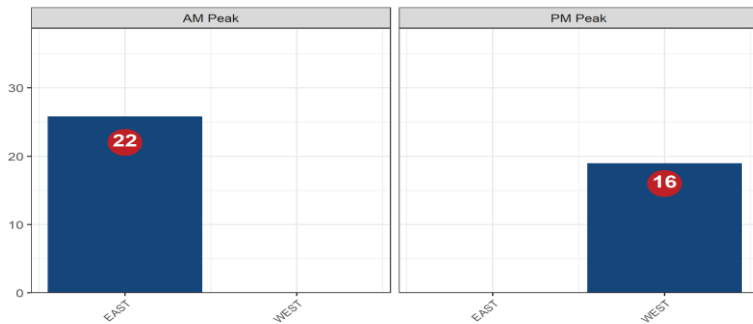
Dupont Circle, Farragut West, McPherson Square

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1		
	Off-Peak Maximum Target: 1.0	0.56	0.43
	Saturday Maximum Target: 1.0		
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Glover Park-Franklin Square

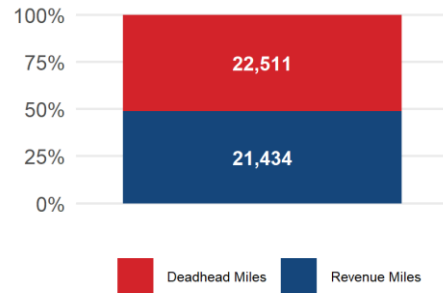
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	7:10 AM - 9:42 AM; 4:40 PM - 7:18 PM	-	<b>B</b>	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 20.1 / Off-Peak: 10.6	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	28.4	31.7	<b>A</b>	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4.7	3.6	<b>A</b>	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	75%	<b>C</b>	-	-	-	-	-	-
	Crowding   5%	4%	4%	<b>A</b>	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.52	Peak: 0.52	<b>A</b>	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.20	\$ 4.43	<b>A</b>	-	-	-	-	-	-
	Cost Recovery   25%	43%	48%	<b>A</b>	-	-	-	-	-	-

# Route D1

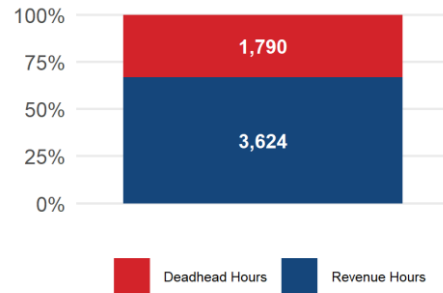
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	6.2			3.2			-		
Route Design	Circuitry   N/A	1.77			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	28.4	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4.7	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	1%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	75%	C	-	-	-	-	-	-
	Crowding   5%	4%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.52	Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.20	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	43%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



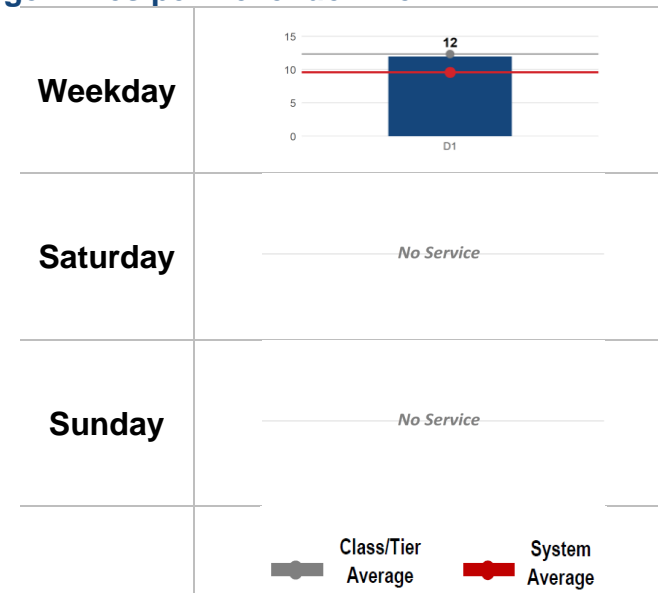
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D1	12.10	352	352 (100.0%)

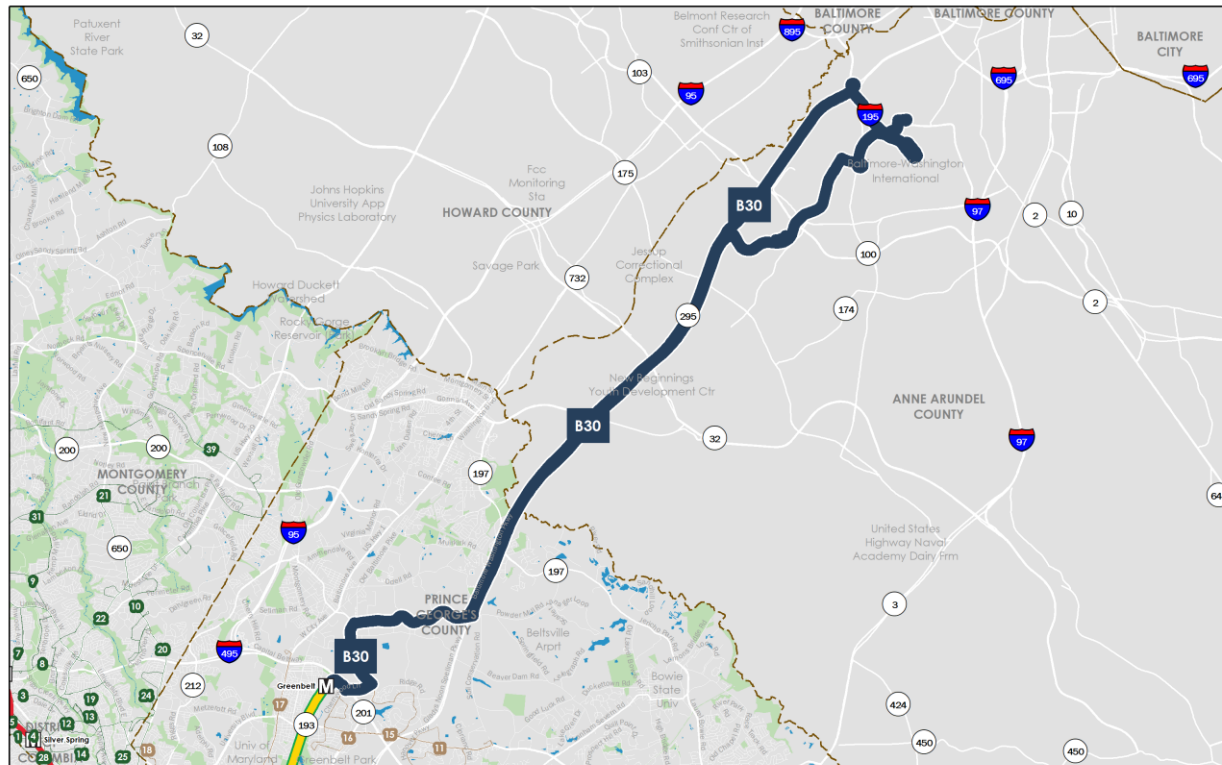
## Service Change Summary

Route D1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

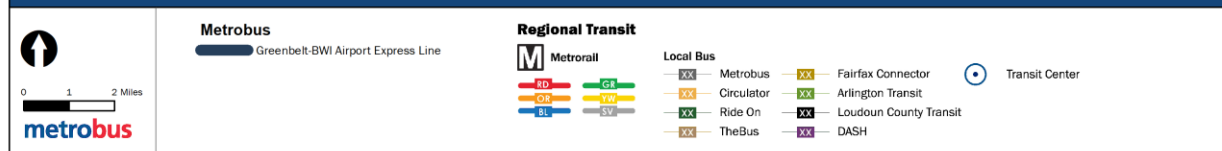
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

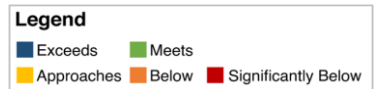
Commuter

Activity Tier

3

Overall Grade

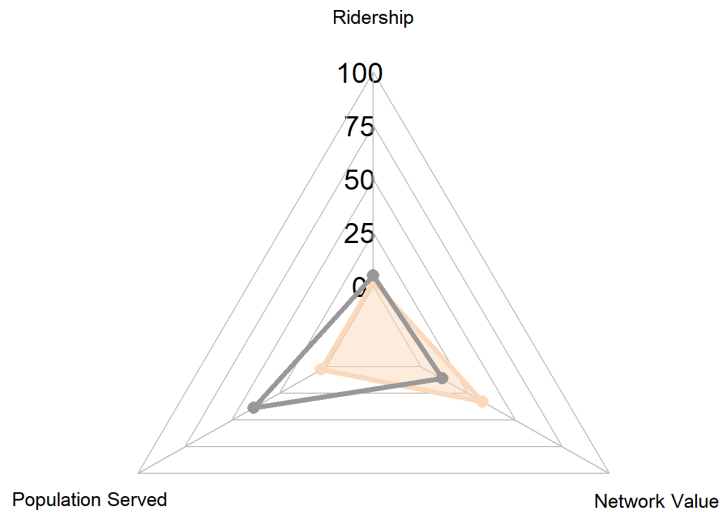
Line	Grade
B30	C



## Line Benefit Score

12

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

3

33

2

## Operating Statistics

	Annual Operating Costs	\$913,812
	Peak Vehicles	2
	Vehicle Type(s)	BOC

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

	Service Area Population	1,137	
	People of Color Population	Service Area	366
		% Riders Surveyed	44%
	Low Income Household	Service Area	390
		% Riders Surveyed	30%

## Facilities/Amenities

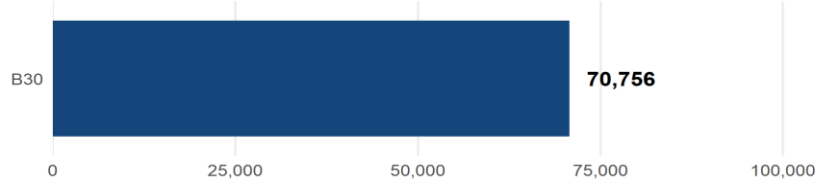
	Bus Stops	7
	% Stops With Shelters	14%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	0%





## Ridership

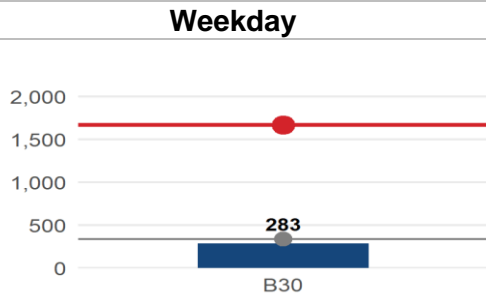
### Annual Ridership



### Top Transfer Locations

### Greenbelt

### Average Daily Ridership



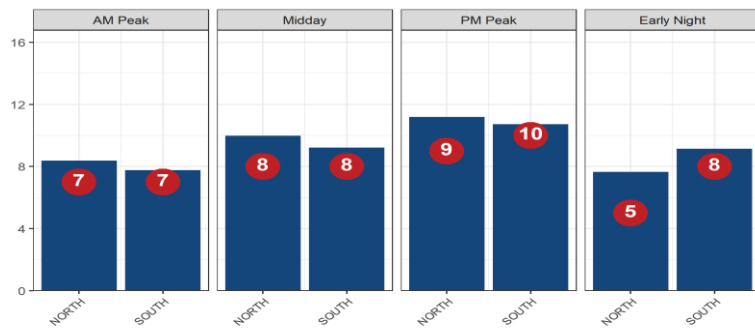
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



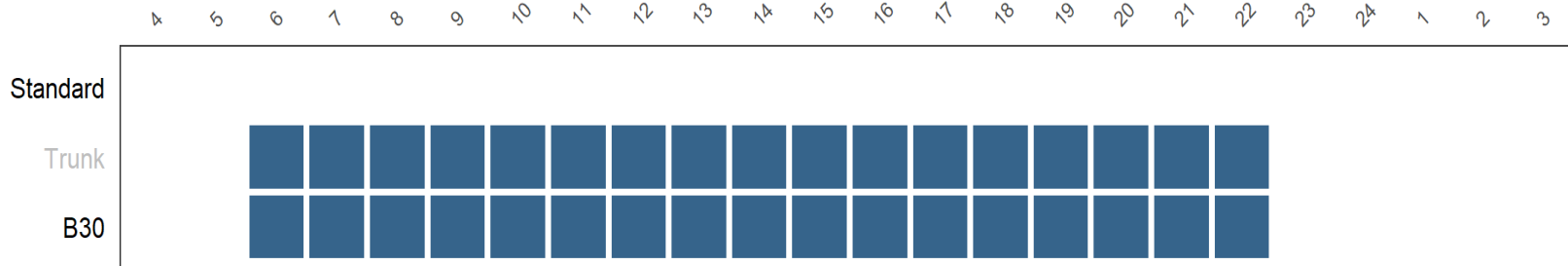
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.2	0.22
	Off-Peak Maximum Target: 1.0		0.19	0.21
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Greenbelt-BWI Airport Express

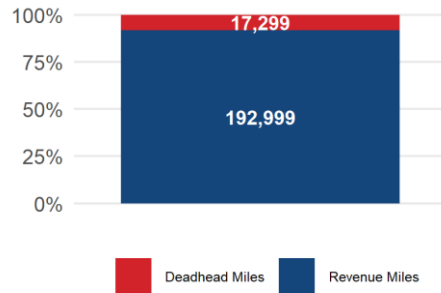
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:00 AM - 10:45 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 70.2 / Off-Peak: 71.0	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	9.4	21.3	C	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.4	1.1	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.21	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$12.68	\$ 6.43	E	-	-	-	-	-	-
	Cost Recovery   20%	47%	42%	A	-	-	-	-	-	-

# Route B30

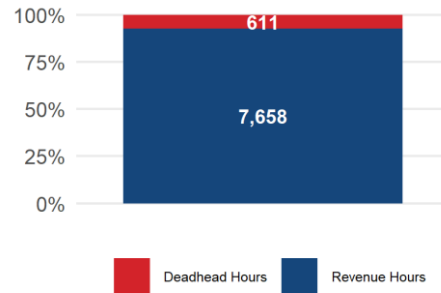
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.2			2.1			-		
Route Design	Circuitry   N/A	1.24			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	9.4	21.3	C	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.4	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	97%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.21	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$12.68	\$ 6.43	E	-	-	-	-	-	-
	Cost Recovery   20%	47%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



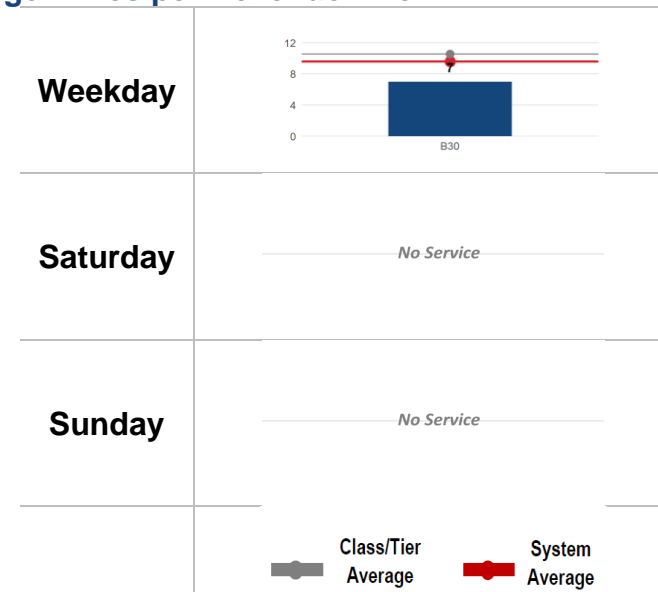
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B30	57.50	616	610 (99.0%)

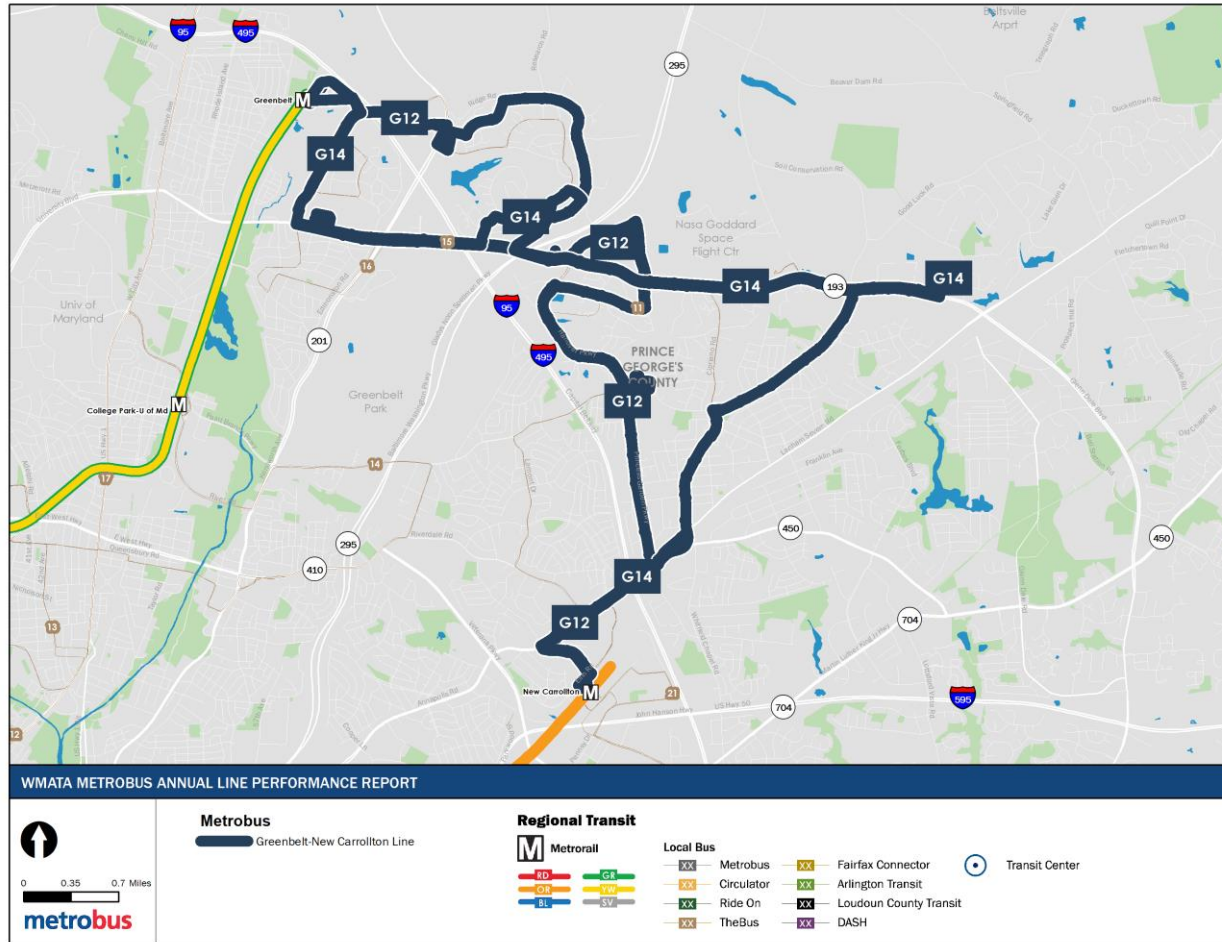
## Service Change Summary

Route B30 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

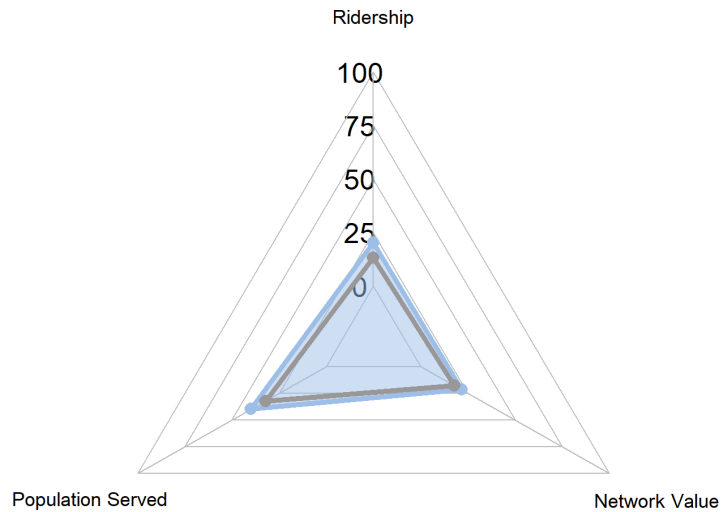
Overall Grade

Line	B

## Line Benefit Score

27

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

40




22

20





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,077,882</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>54,175</b>	
	<b>People of Color Population</b>	Service Area	<b>34,653</b>
		% Riders Surveyed	<b>92%</b>
	<b>Low Income Household</b>	Service Area	<b>14,783</b>
		% Riders Surveyed	<b>48%</b>

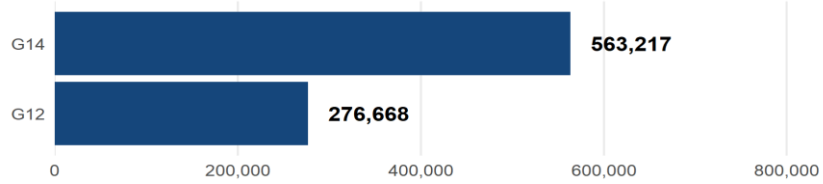
## Facilities/Amenities

	<b>Bus Stops</b>	<b>204</b>
	<b>% Stops With Shelters</b>	<b>21%</b>
	<b>% Stops With Benches</b>	<b>25%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

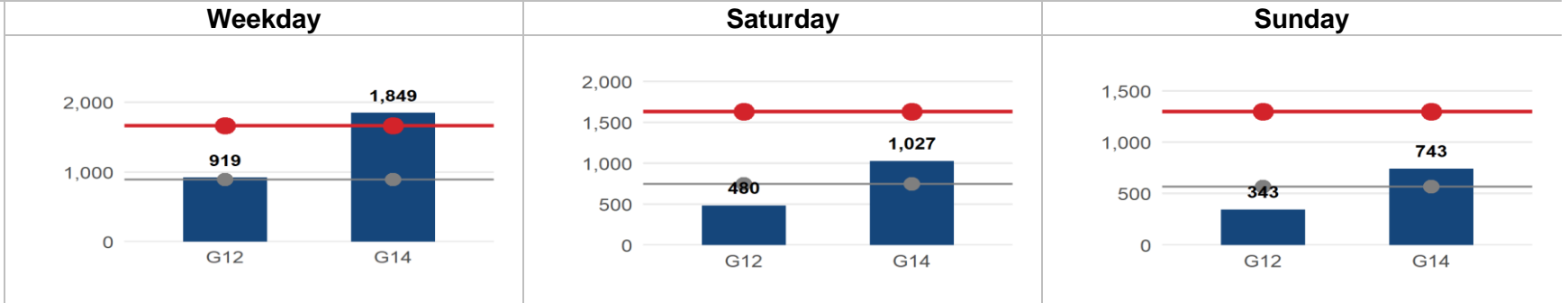
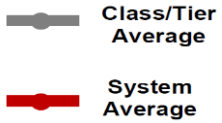
### Annual Ridership



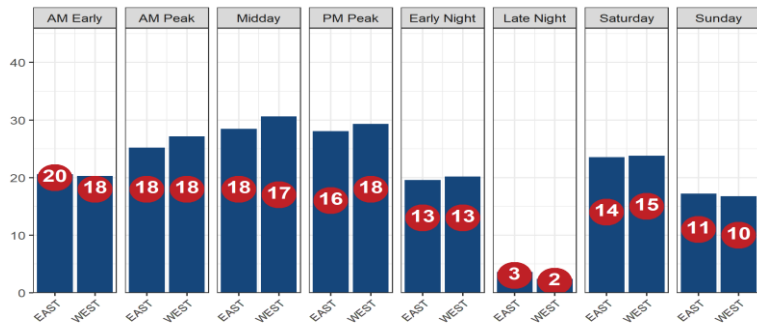
### Top Transfer Locations

#### Greenbelt, New Carrollton

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

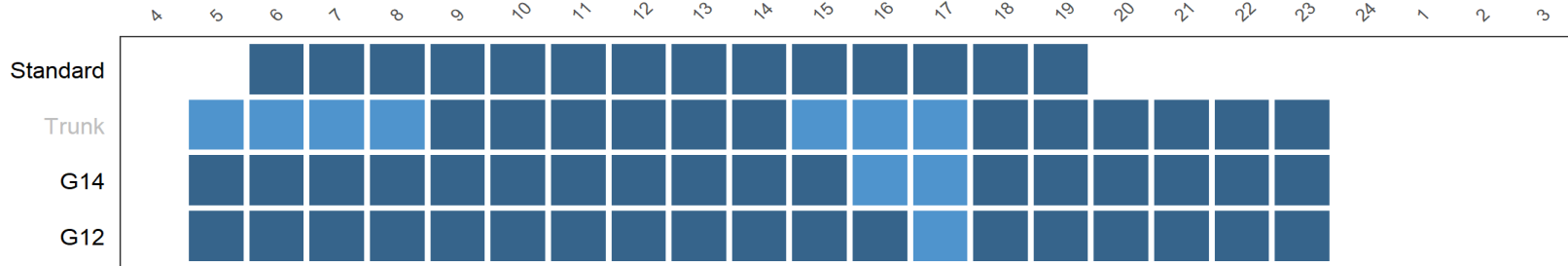
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.43	0.44
	Off-Peak Maximum Target: 1.0	0.38	0.4
Saturday Maximum Target: 1.0		0.35	0.36
Sunday Maximum Target: 1.0		0.27	0.26



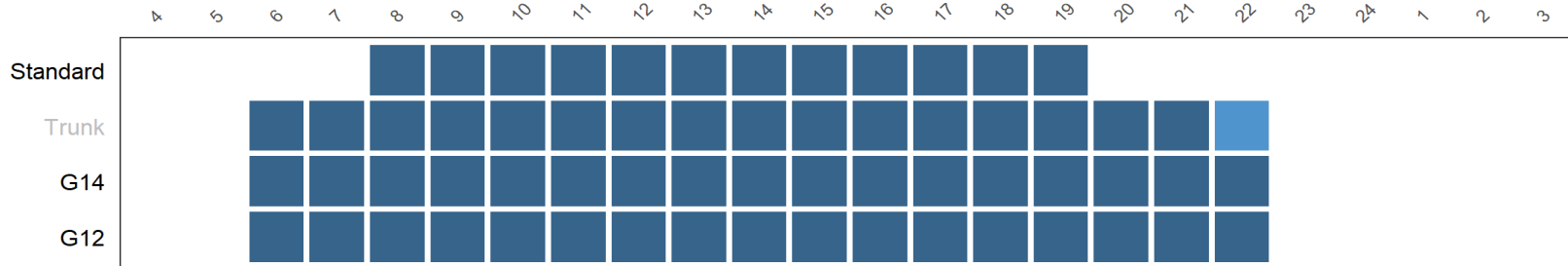
# Span and Frequency



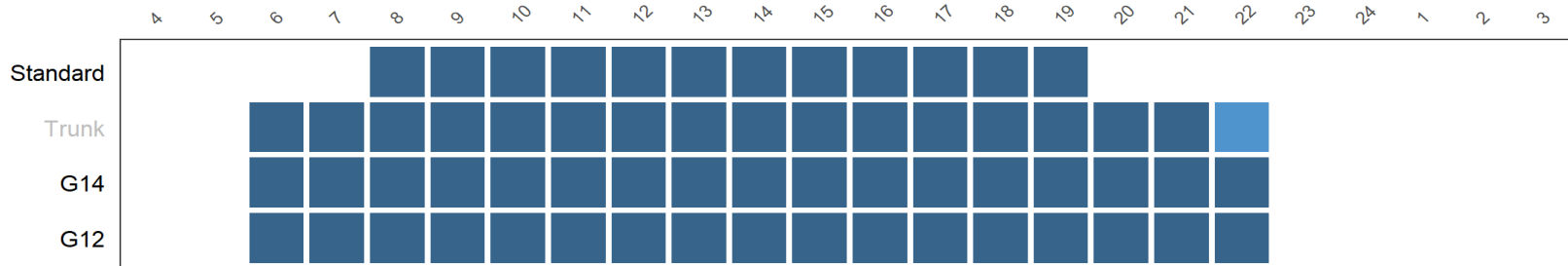
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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	6:30 AM - 10:47 PM	-	A
	Frequency of Service   varies	Peak: 28.4 / Off-Peak: 45.4	Peak: 28.1 / Off-Peak: 66.7	A	53.7	48.0	A	53.7	49.5	A
Productivity	Passengers per Revenue Hour   10	26.2	24.8	A	24.8	27.2	A	17.6	23.6	A
	Passengers per Revenue Mile   1	2.1	2.1	A	1.8	2.2	A	1.3	1.9	A
Reliability	On-Time Performance   79%	83%	83%	B	85%	80%	A	83%	81%	B
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.44	Off-Peak: 0.26 Peak: 0.34	A	0.36	0.31	A	0.27	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.55	\$ 5.43	A	\$4.81	\$ 4.89	A	\$6.79	\$ 5.77	B
	Cost Recovery   20%	27%	23%	A	25%	23%	A	18%	20%	D

# Route G12

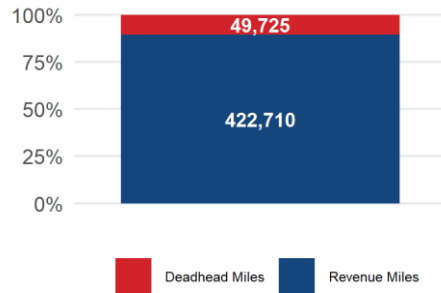
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.4			4.9			E		
Route Design	Circuitry   N/A	2.16			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	17.6	24.8	A	16.3	27.2	A	11.3	23.6	A
	Passengers per Revenue Mile   1	1.5	2.1	A	1.3	2.2	A	0.9	1.9	D
	Unique Segment Ridership   10%	55%	33%	A	50%	55%	A	51%	56%	A
Reliability	On-Time Performance   79%	86%	83%	A	87%	80%	A	85%	81%	A
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.32	Off-Peak: 0.26 Peak: 0.34	A	0.25	0.31	A	0.19	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.80	\$ 5.43	B	\$7.30	\$ 4.89	C	\$10.60	\$ 5.77	E
	Cost Recovery   20%	18%	23%	C	17%	23%	D	12%	20%	E

# Route G14

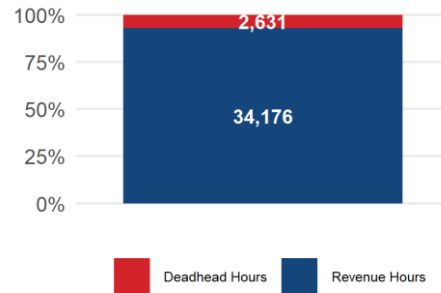
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.3			4.9			E		
Route Design	Circuitry   N/A	2.29			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	34.7	24.8	A	32.8	27.2	A	23.7	23.6	A
	Passengers per Revenue Mile   1	2.6	2.1	A	2.4	2.2	A	1.7	1.9	A
	Unique Segment Ridership   10%	36%	33%	A	32%	55%	A	58%	56%	A
Reliability	On-Time Performance   79%	81%	83%	B	83%	80%	B	81%	81%	B
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.56	Off-Peak: 0.26 Peak: 0.34	A	0.47	0.31	A	0.35	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.43	\$ 5.43	A	\$3.64	\$ 4.89	A	\$5.04	\$ 5.77	A
	Cost Recovery   20%	35%	23%	A	33%	23%	A	24%	20%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



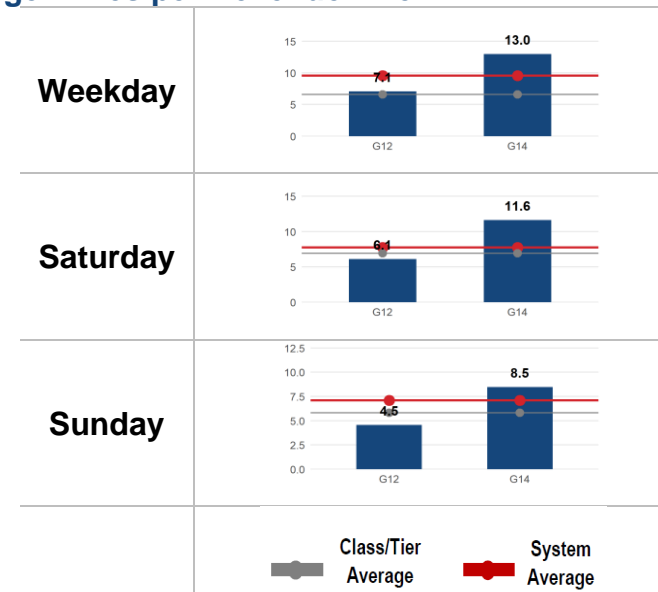
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G12	37.30	1,422	1,418 (99.7%)
G14	39.40	1,422	1,416 (99.6%)

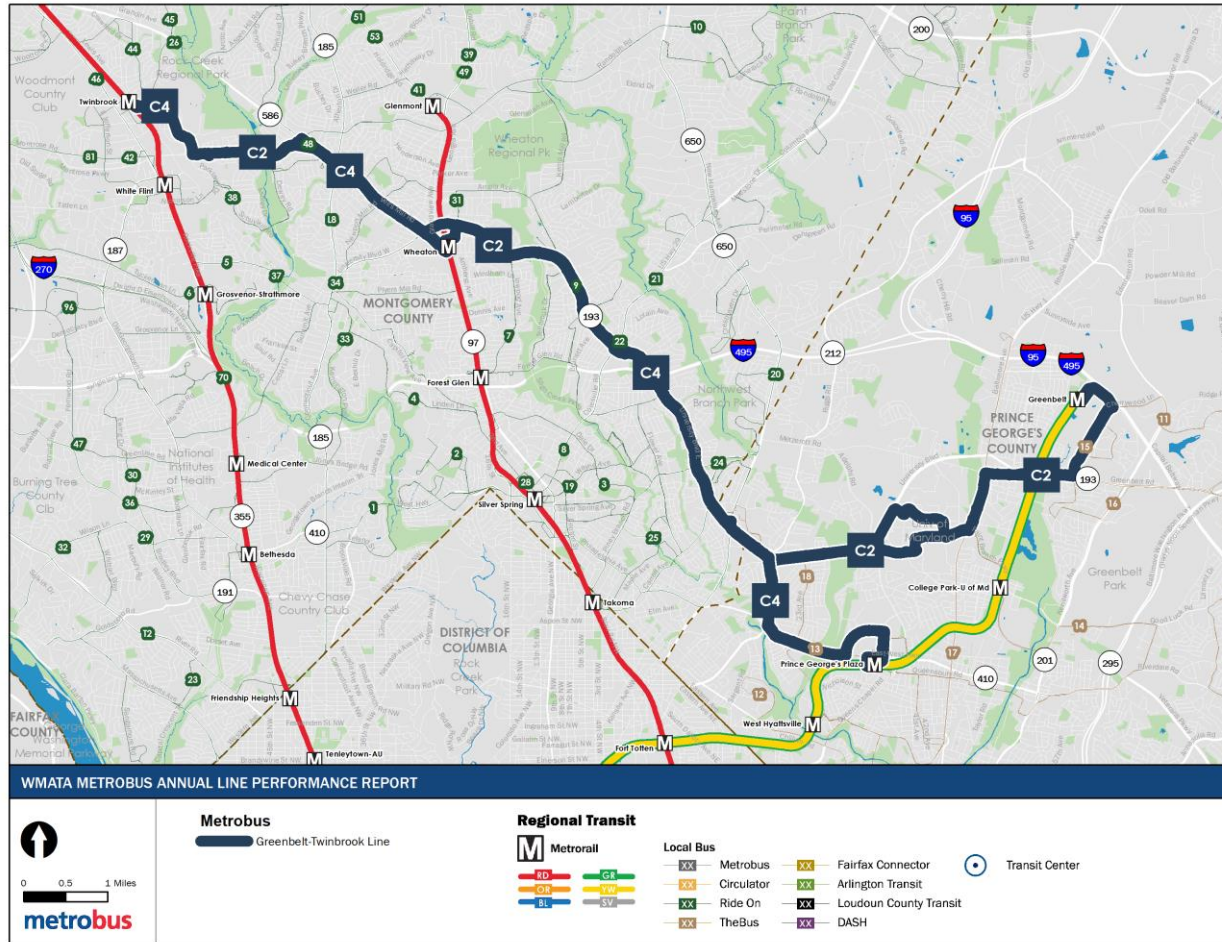
## Service Change Summary

Route G12 - June 2019:  
 Weekday: split into its own line; Saturday: split into its own line; Sunday: split into its own line;  
 Route G14 - June 2019:  
 Weekday: split into its own line; Saturday: split into its own line; Sunday: split into its own line;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	<b>A</b>

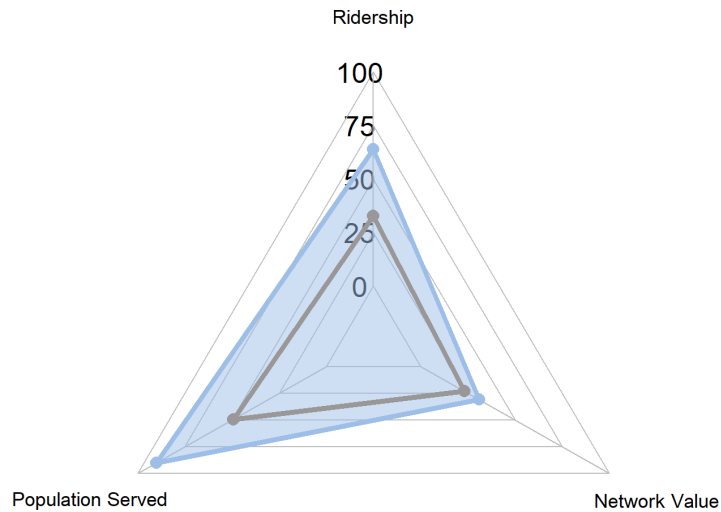
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

62

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$10,083,025</b>
	<b>Peak Vehicles</b>	<b>22</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>117,681</b>	
	<b>People of Color Population</b>	Service Area	<b>37,294</b>
		% Riders Surveyed	<b>89%</b>
	<b>Low Income Household</b>	Service Area	<b>38,486</b>
		% Riders Surveyed	<b>67%</b>

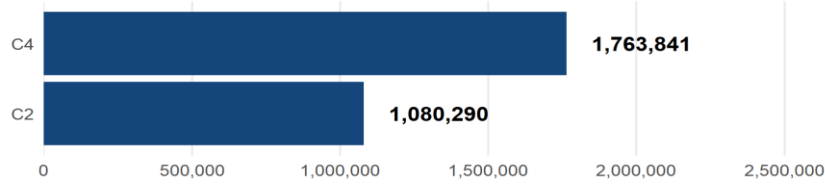
## Facilities/Amenities

	<b>Bus Stops</b>	<b>182</b>
	<b>% Stops With Shelters</b>	<b>29%</b>
	<b>% Stops With Benches</b>	<b>37%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



# Ridership

## Annual Ridership

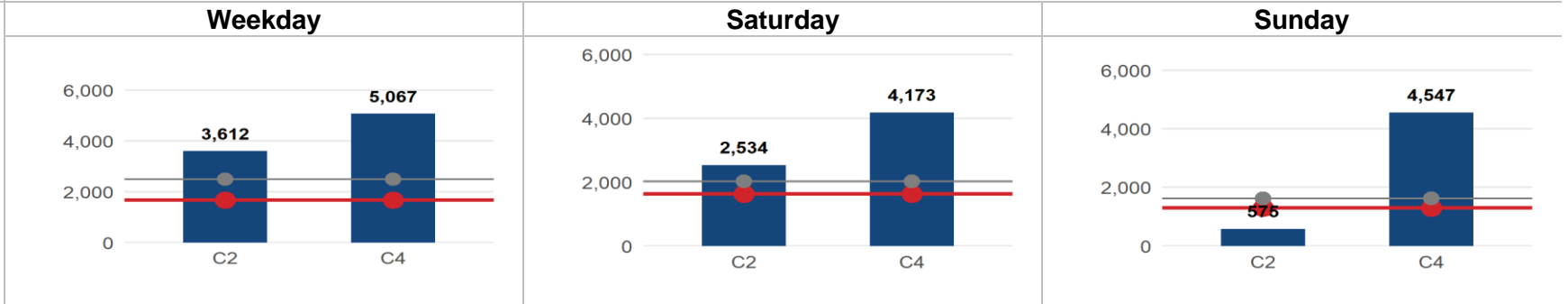


## Top Transfer Locations

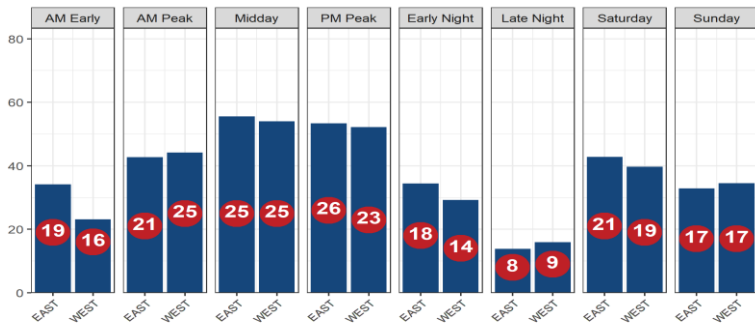
### Wheaton, Greenbelt, Prince George's Plaza

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



## Vehicle Load Factor

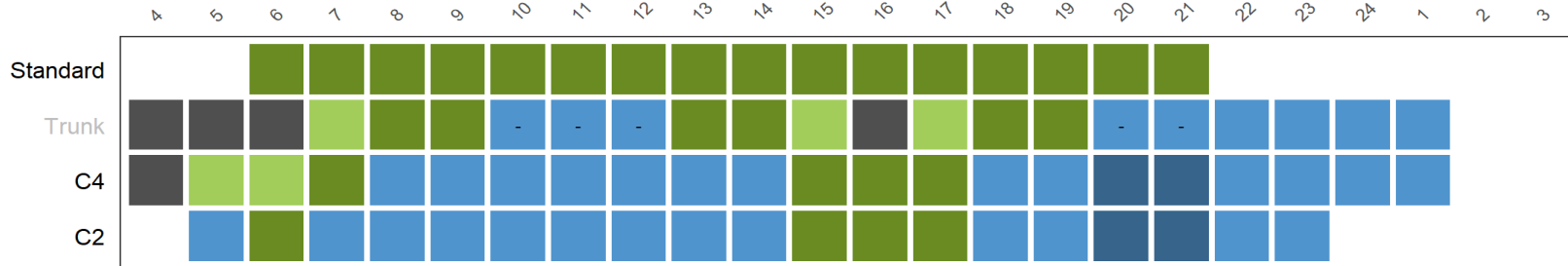
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.61	0.61
	Off-Peak Maximum Target: 1.0	0.53	0.47
	Saturday Maximum Target: 1.0	0.52	0.49
Sunday Maximum Target: 1.0		0.42	0.43



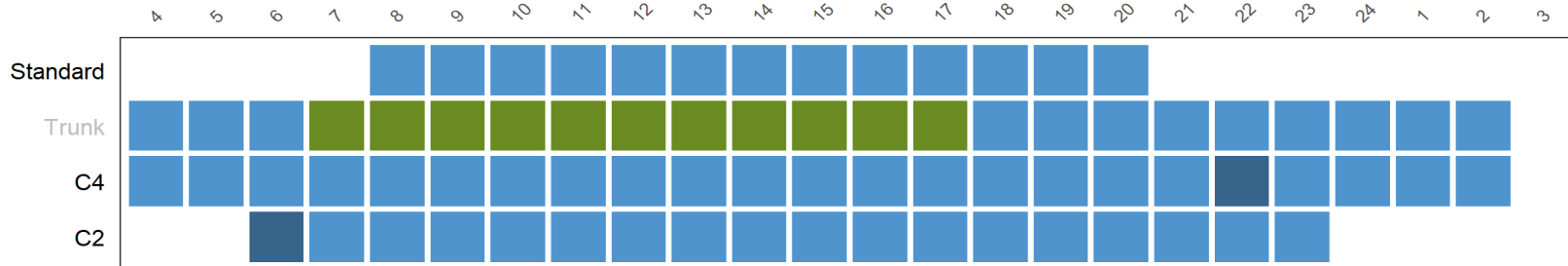
# Span and Frequency



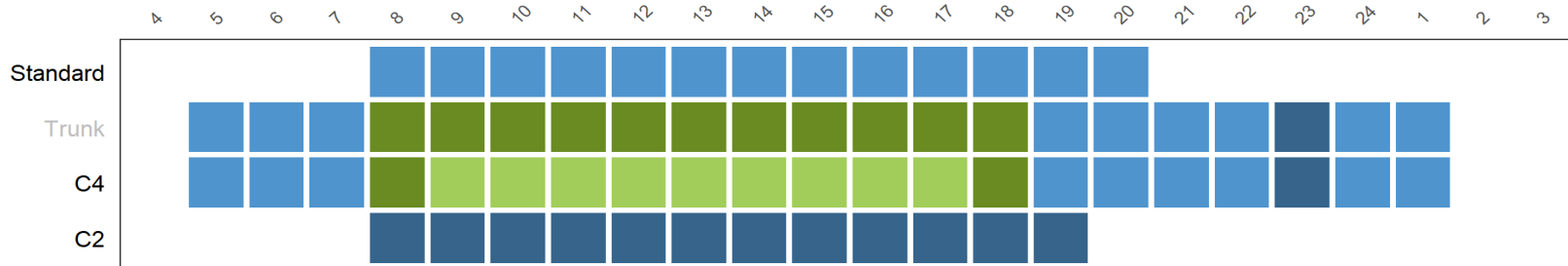
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A 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 - 1:32 AM	-	A	4:50 AM - 2:13 AM	-	A	5:26 AM - 1:59 AM	-	A
	Frequency of Service   varies	Peak: 14.4 / Off-Peak: 20.0	Peak: 19.3 / Off-Peak: 34	A	20.2	30.1	A	20.1	33.7	A
Productivity	Passengers per Revenue Hour   20	34.8	29.6	A	33.4	28.8	A	27.4	26.9	A
	Passengers per Revenue Mile   2	3.2	3.0	A	3.0	2.7	A	2.6	2.4	A
Reliability	On-Time Performance   79%	74%	78%	D	79%	79%	C	82%	81%	B
	Crowding   5%	2%	2%	A	3%	2%	A	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.61	Off-Peak: 0.45 Peak: 0.52	A	0.5	0.41	A	0.42	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.43	\$ 4.59	A	\$3.57	\$ 4.84	A	\$4.35	\$ 5.41	A
	Cost Recovery   20%	36%	31%	A	35%	28%	A	28%	27%	A

# Route C2

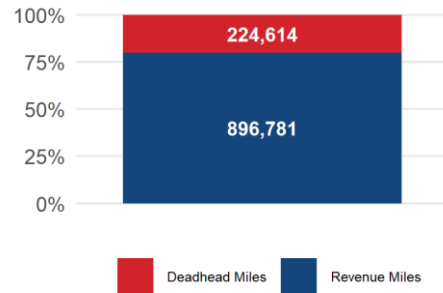
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.2			4.5			E		
Route Design	Circuitry   1.75	1.5			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	34.9	29.6	A	30.8	28.8	A	26.9	26.9	A
	Passengers per Revenue Mile   2	3.3	3.0	A	2.8	2.7	A	3.0	2.4	A
	Unique Segment Ridership   10%	9%	16%	C	10%	35%	C	26%	45%	A
Reliability	On-Time Performance   79%	74%	78%	C	76%	79%	C	91%	81%	A
	Crowding   5%	2%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.56	Off-Peak: 0.42 Peak: 0.52	A	0.45	0.42	A	0.34	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.42	\$ 4.59	A	\$3.88	\$ 4.84	A	\$4.44	\$ 5.41	A
	Cost Recovery   20%	36%	30%	A	31%	27%	A	27%	26%	A

# Route C4

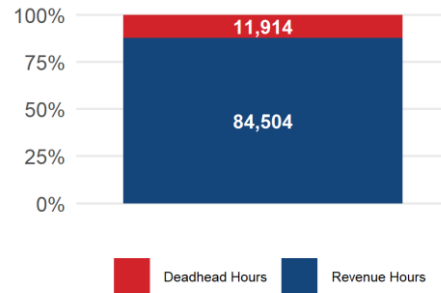
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.5			4.5			A		
	Circuitry   1.75	1.28			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	34.7	29.6	A	35.3	28.8	A	27.5	26.9	A
	Passengers per Revenue Mile   2	3.2	3.0	A	3.1	2.7	A	2.5	2.4	A
	Unique Segment Ridership   10%	13%	16%	A	18%	35%	A	64%	45%	A
Reliability	On-Time Performance   79%	74%	78%	D	81%	79%	B	81%	81%	B
	Crowding   5%	3%	2%	A	5%	2%	B	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.65	Off-Peak: 0.42 Peak: 0.52	A	0.54	0.42	A	0.45	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.44	\$ 4.59	A	\$3.38	\$ 4.84	A	\$4.34	\$ 5.41	A
	Cost Recovery   20%	36%	30%	A	37%	27%	A	29%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



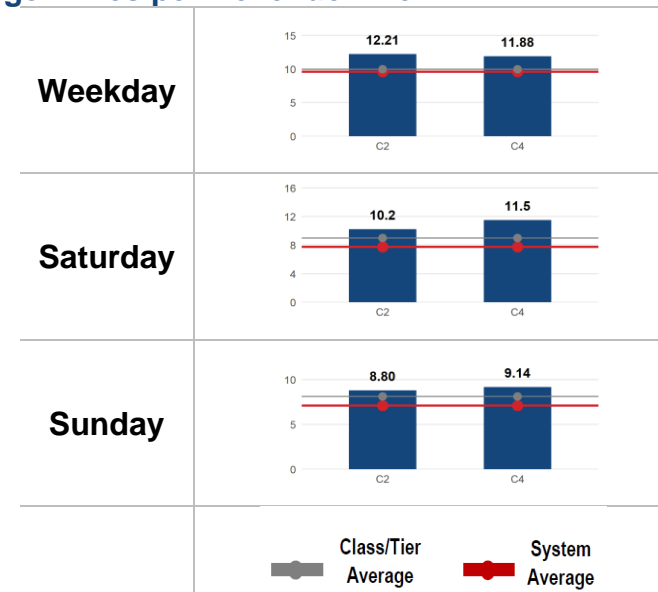
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C2	39.00	2,306	2,297 (99.6%)
C4	32.80	3,274	3,253 (99.4%)

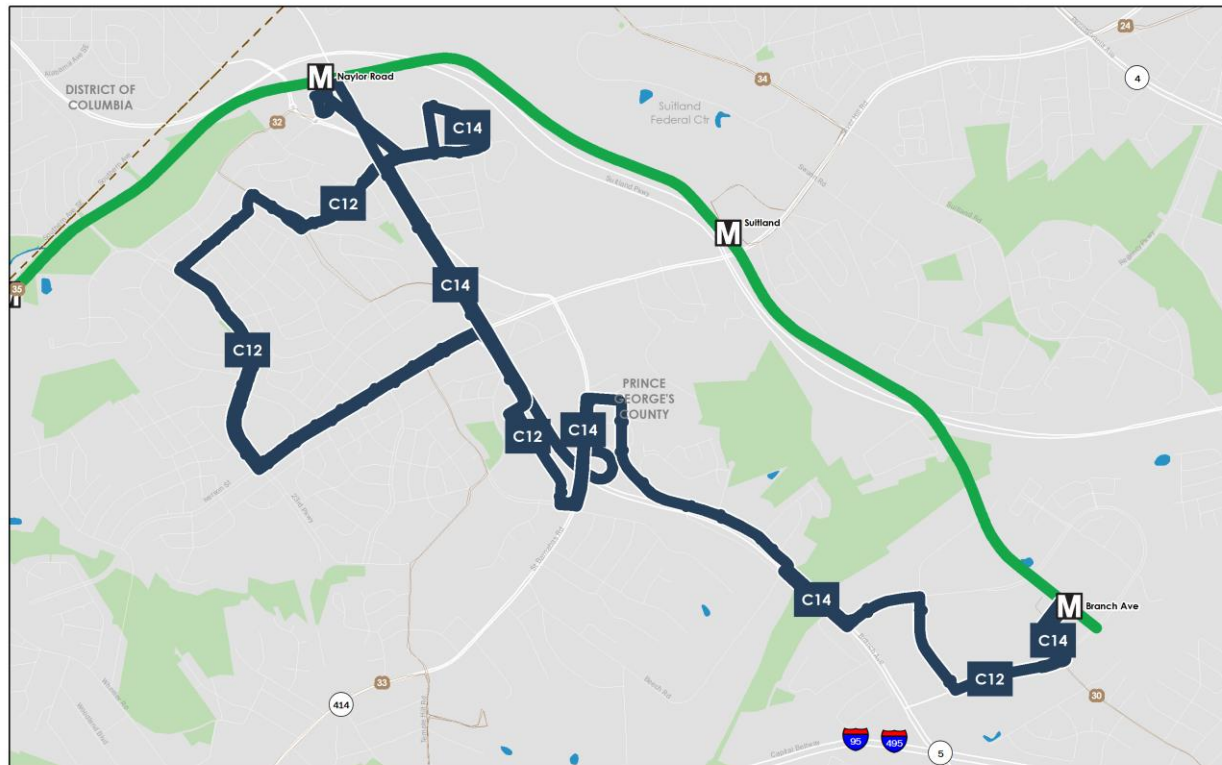
## Service Change Summary

Route C2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route C4 - June 2019:  
 Weekday: 2 a.m. & PG Plaza detour; Saturday: 2 a.m. & PG Plaza detour; Sunday: 2 a.m. & PG Plaza detour;

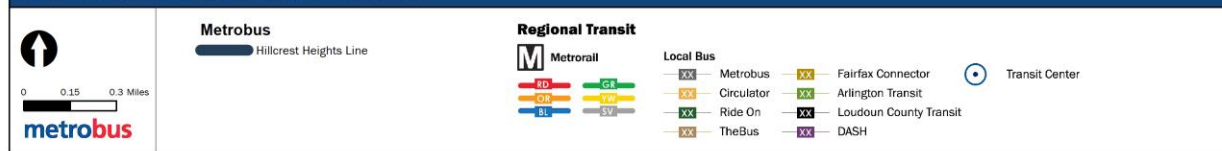
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

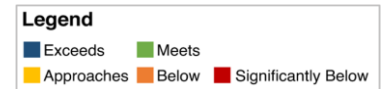
Coverage

Activity Tier

3

Overall Grade

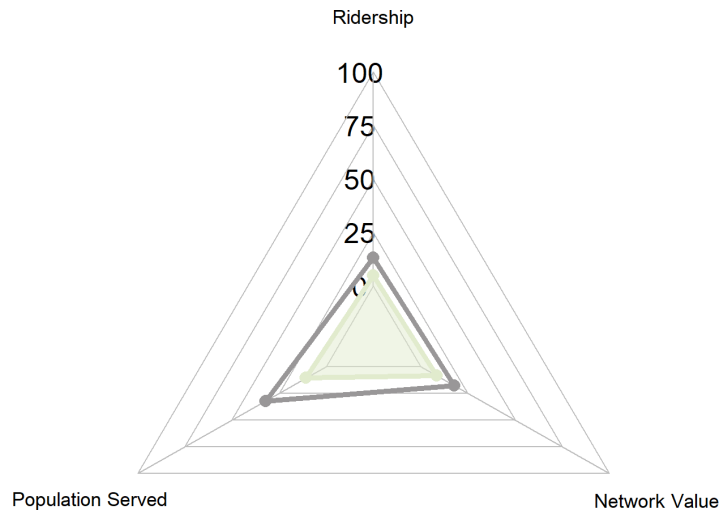
Line	B



## Line Benefit Score

8

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

11

9

5

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,086,220</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>17,720</b>	
	<b>People of Color Population</b>	Service Area	<b>15,935</b>
		% Riders Surveyed	<b>100%</b>
	<b>Low Income Household</b>	Service Area	<b>4,094</b>
		% Riders Surveyed	<b>59%</b>

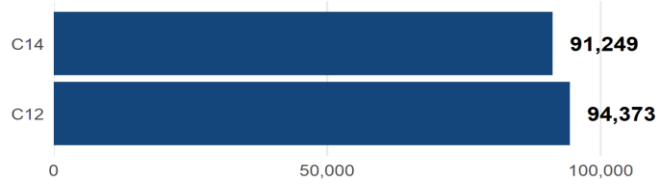
## Facilities/Amenities

	<b>Bus Stops</b>	<b>79</b>
	<b>% Stops With Shelters</b>	<b>23%</b>
	<b>% Stops With Benches</b>	<b>8%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

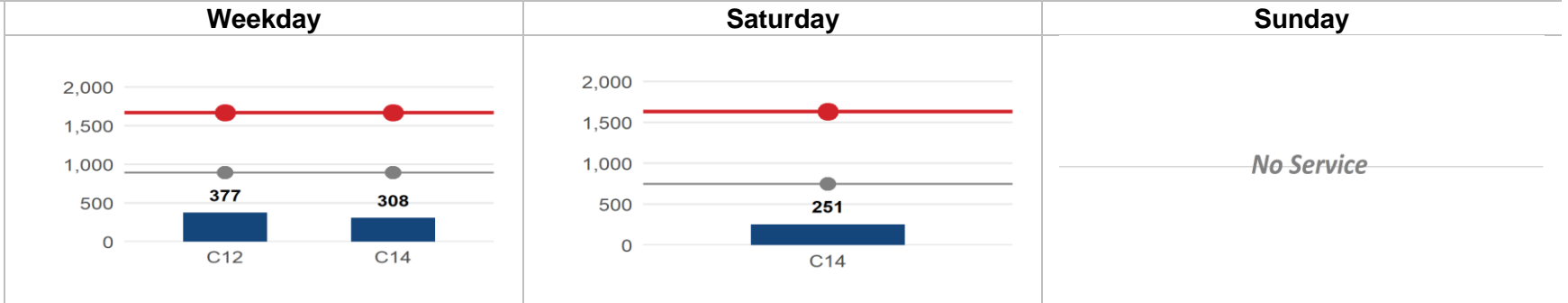
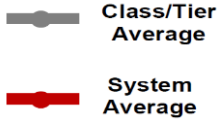
### Annual Ridership



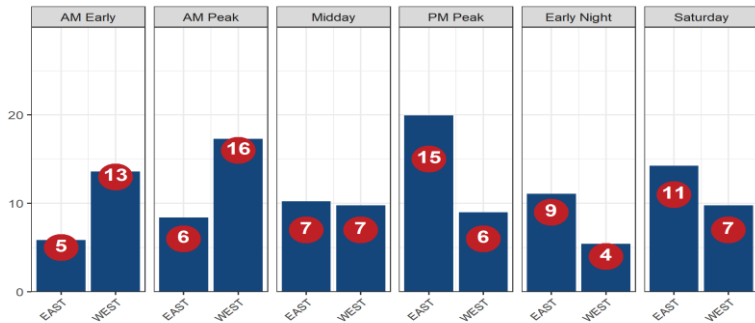
### Top Transfer Locations

#### Branch Avenue, Naylor Road

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

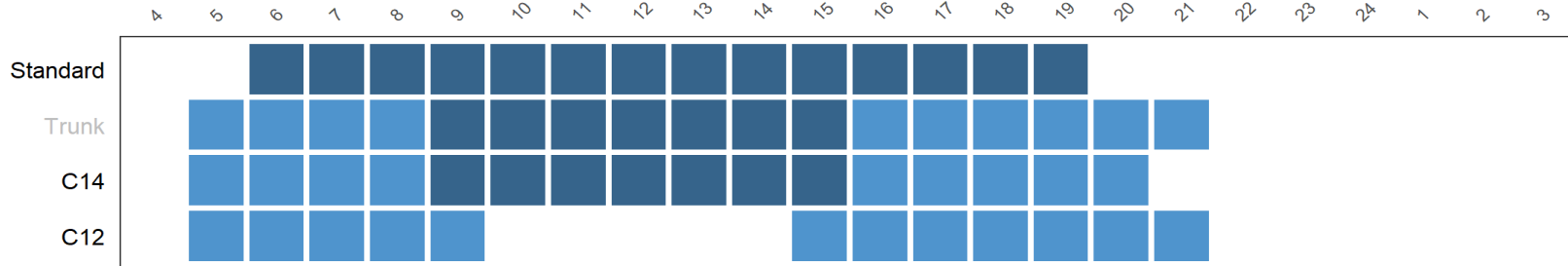
		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.29	0.26
	Off-Peak Maximum Target: 1.0		0.19	0.18
Saturday Maximum Target: 1.0			0.38	0.25
Sunday Maximum Target: 1.0				



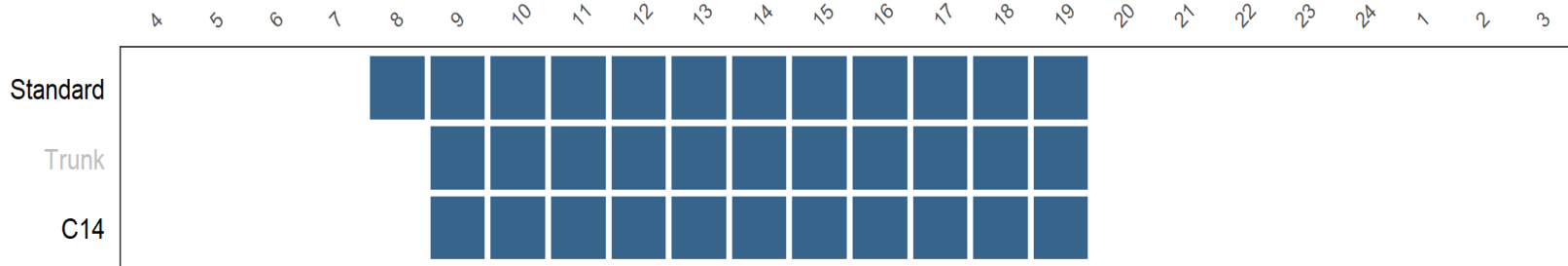
# Span and Frequency



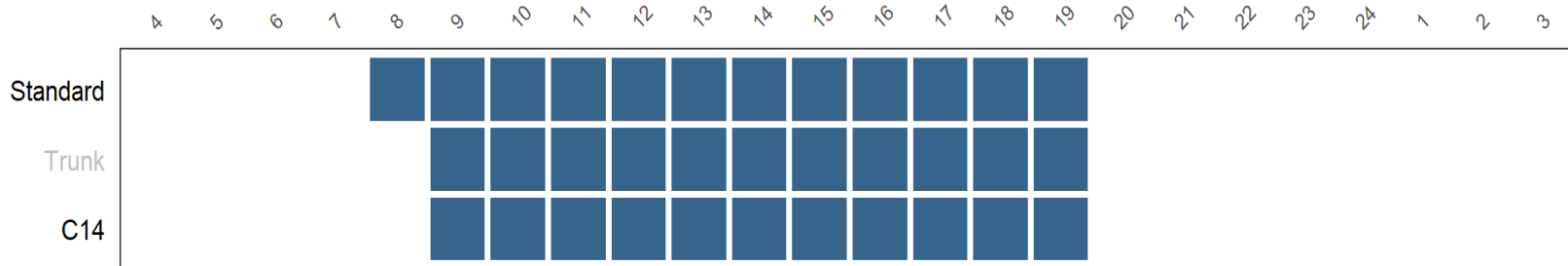
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	5:04 AM - 9:14 PM	-	A	9:15 AM - 7:42 PM	-	C	-	-	-
	Frequency of Service   varies	Peak: 26.4 / Off-Peak: 49.1	Peak: 28.1 / Off-Peak: 66.7	A	60.1	48.0	C	-	-	-
Productivity	Passengers per Revenue Hour   10	20.2	24.8	A	24.7	27.2	A	-	-	-
	Passengers per Revenue Mile   1	1.9	2.1	A	2.2	2.2	A	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	84%	80%	B	-	-	-
	Crowding   5%	0%	1%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.28	Off-Peak: 0.26 Peak: 0.34	A	0.32	0.31	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.91	\$ 5.43	A	\$4.83	\$ 4.89	A	-	-	-
	Cost Recovery   20%	18%	23%	D	22%	23%	B	-	-	-

# Route C12

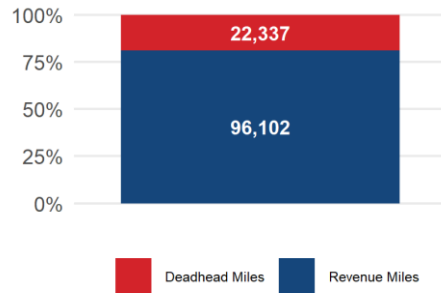
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.1			4.9			E		
Route Design	Circuitry   N/A	2.2			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	23.8	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.2	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	7%	33%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.4	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.02	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	23%	A	-	-	-	-	-	-

# Route C14

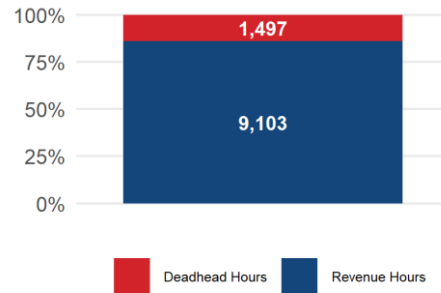
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.5			4.9			A		
Route Design	Circuity   N/A	1.75			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	17.1	24.8	A	24.7	27.2	A	-	-	-
	Passengers per Revenue Mile   1	1.6	2.1	A	2.2	2.2	A	-	-	-
	Unique Segment Ridership   10%	0%	33%	E	74%	55%	A	-	-	-
Reliability	On-Time Performance   79%	86%	83%	A	84%	80%	B	-	-	-
	Crowding   5%	0%	0%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.16	Off-Peak: 0.26 Peak: 0.34	A	0.32	0.31	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.00	\$ 5.43	B	\$4.83	\$ 4.89	A	-	-	-
	Cost Recovery   20%	14%	23%	E	20%	23%	B	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



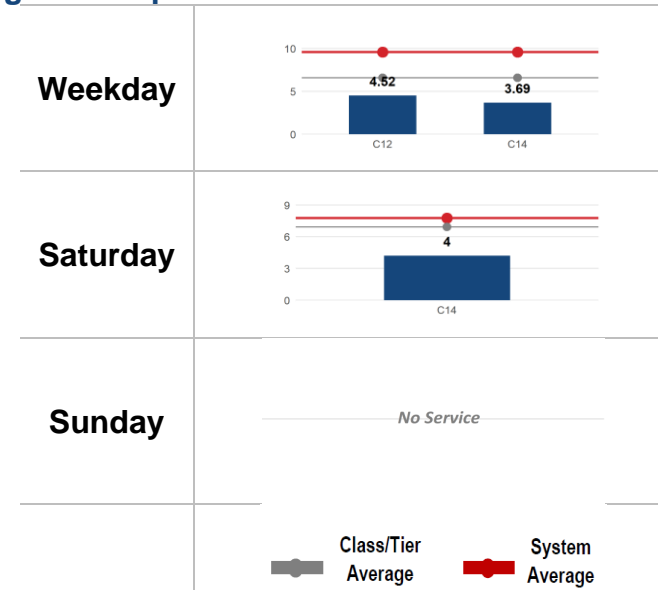
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C12	15.50	506	503 (99.4%)
C14	12.30	832	819 (98.4%)

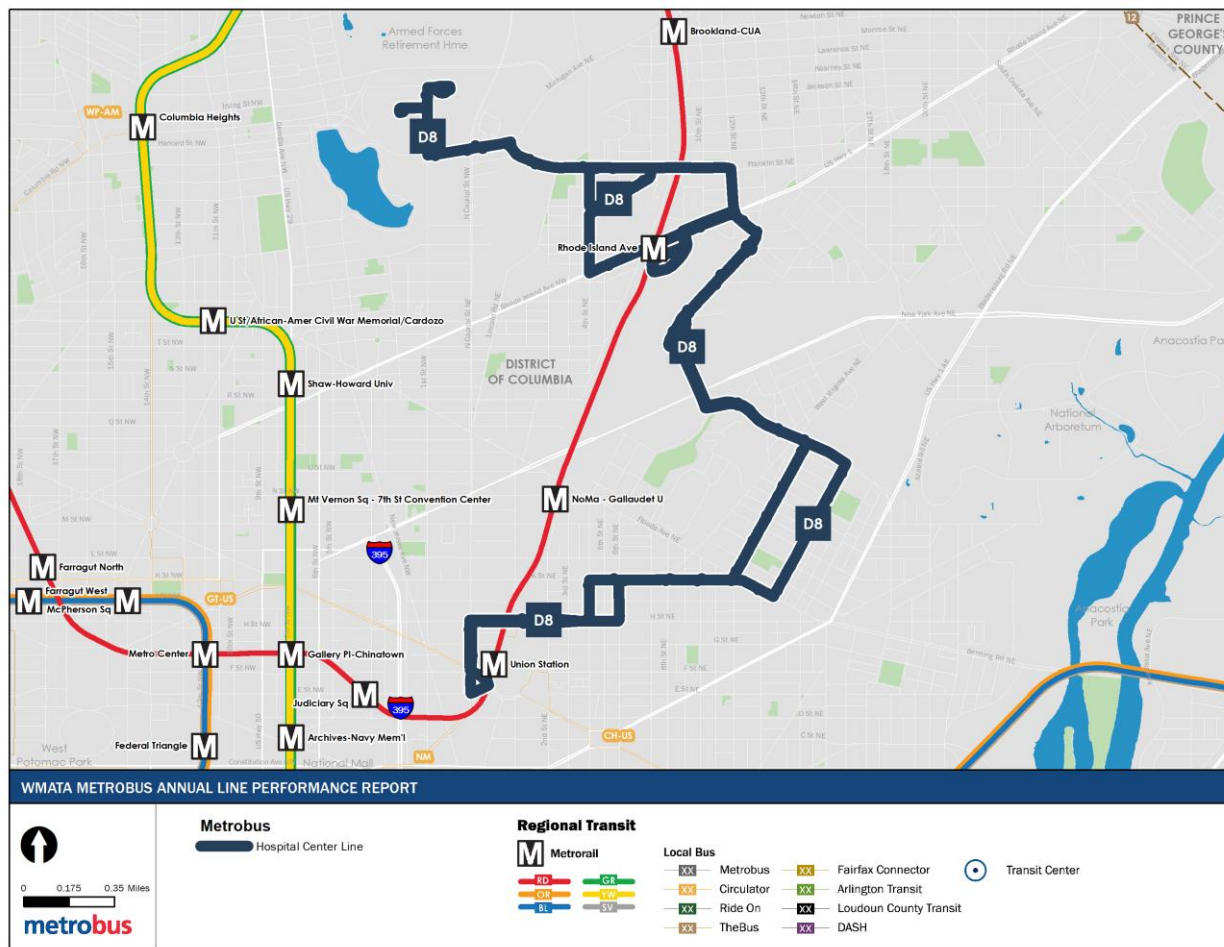
## Service Change Summary

Route C12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route C14 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	Grade
Hospital Center Line	B

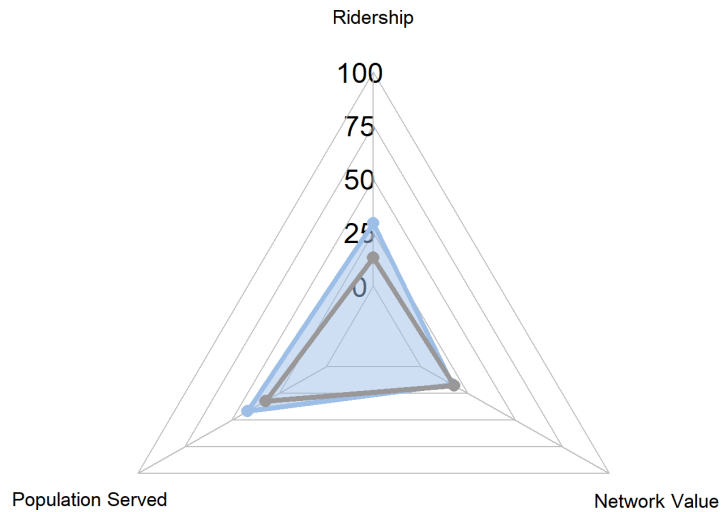
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

29

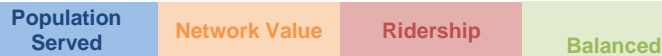
Out of 100



### Classification Average



Line Focus:



Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,243,025</b>
	<b>Peak Vehicles</b>	<b>10</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>28,857</b>	
	<b>People of Color Population</b>	Service Area	<b>16,856</b>
		% Riders Surveyed	<b>92%</b>
	<b>Low Income Household</b>	Service Area	<b>8,248</b>
		% Riders Surveyed	<b>76%</b>

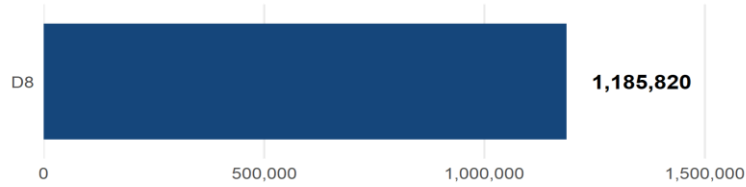
## Facilities/Amenities

	<b>Bus Stops</b>	<b>65</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>15%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



## Ridership

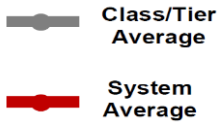
### Annual Ridership



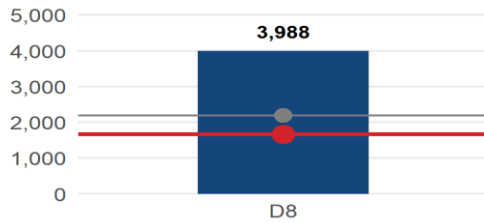
### Top Transfer Locations

### Rhode Island Avenue, Union Station

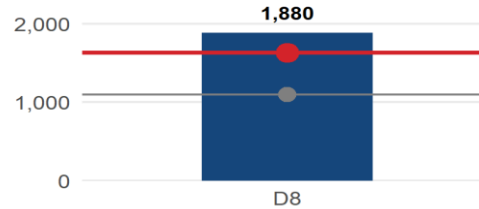
### Average Daily Ridership



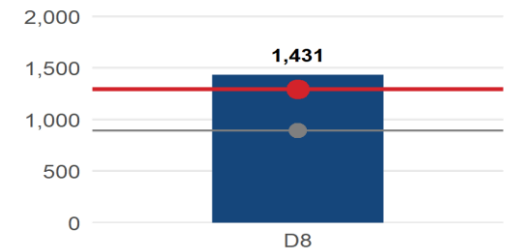
#### Weekday



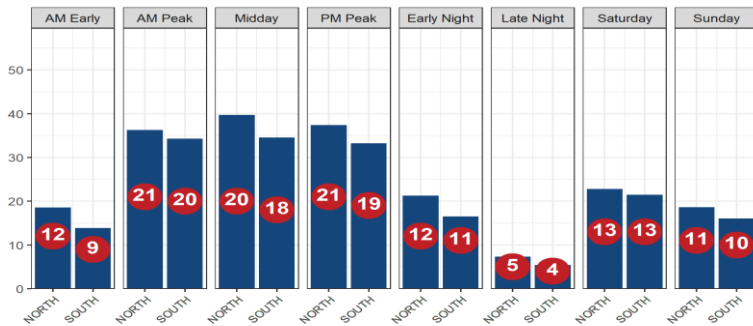
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

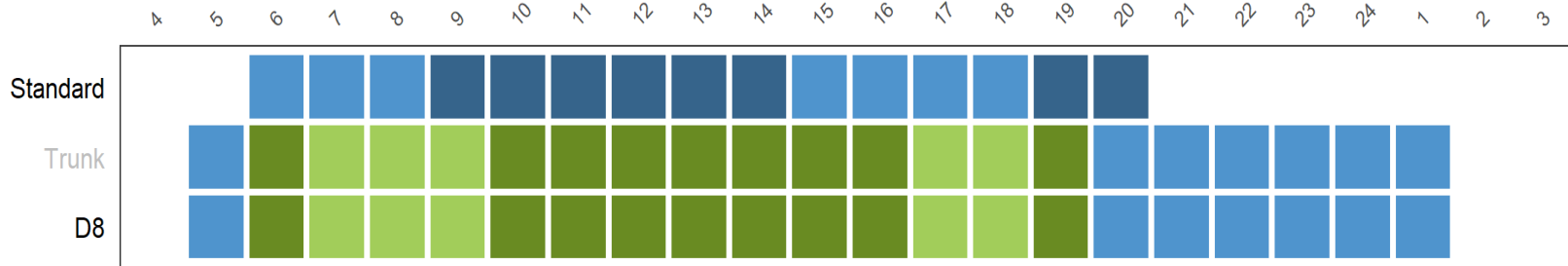
		<i>Direction:</i>	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.51	0.48
	<b>Off-Peak</b> Maximum Target: 1.0	0.36	0.34
	<b>Saturday</b> Maximum Target: 1.0	0.33	0.32
<b>Sunday</b> Maximum Target: 1.0		0.28	0.25



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Hospital Center

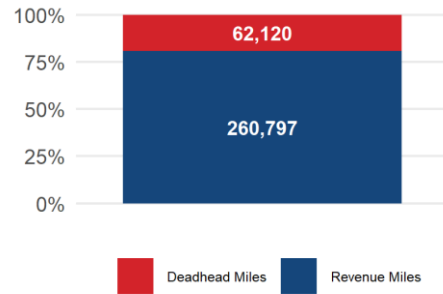
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:10 AM - 1:10 AM	-	A	6:00 AM - 1:10 AM	-	A	6:15 AM - 1:05 AM	-	A
	Frequency of Service   varies	Peak: 15.6 / Off-Peak: 18.0	Peak: 17.1 / Off-Peak: 26.8	A	26.4	30.0	A	26.6	30.4	A
Productivity	Passengers per Revenue Hour   20	32.1	32.7	A	27.1	25.1	A	23.0	22.2	A
	Passengers per Revenue Mile   4	4.5	4.5	A	3.4	3.1	D	2.6	2.7	E
Reliability	On-Time Performance   79%	75%	79%	C	78%	77%	C	77%	81%	C
	Crowding   5%	1%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.5	Off-Peak: 0.3 Peak: 0.48	A	0.32	0.28	A	0.27	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.72	\$ 3.77	A	\$4.41	\$ 5.04	A	\$5.20	\$ 5.56	C
	Cost Recovery   25%	24%	28%	C	21%	21%	D	17%	19%	E

# Route D8

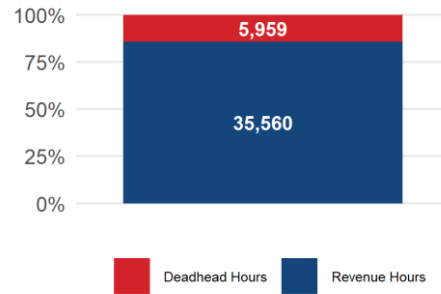
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			6.7			E		
Route Design	Circuity   N/A	2.65			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	32.1	32.7	A	27.1	25.1	A	23.0	22.2	A
	Passengers per Revenue Mile   4	4.5	4.5	A	3.4	3.1	D	2.6	2.7	E
	Unique Segment Ridership   10%	18%	35%	A	19%	42%	A	17%	42%	A
Reliability	On-Time Performance   79%	75%	79%	C	78%	77%	C	77%	81%	C
	Crowding   5%	1%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.5	Off-Peak: 0.32 Peak: 0.5	A	0.32	0.3	A	0.27	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.72	\$ 3.77	A	\$4.41	\$ 5.04	A	\$5.20	\$ 5.56	C
	Cost Recovery   25%	24%	28%	C	21%	21%	D	17%	19%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



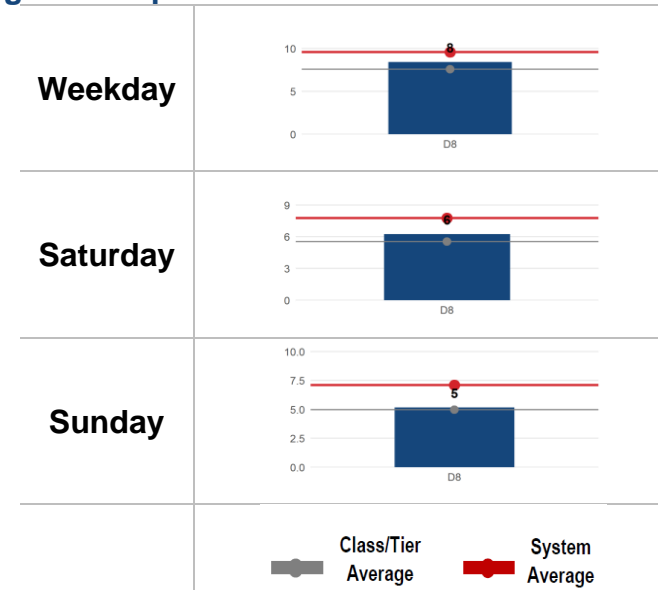
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D8	13.10	3,420	3,399 (99.4%)

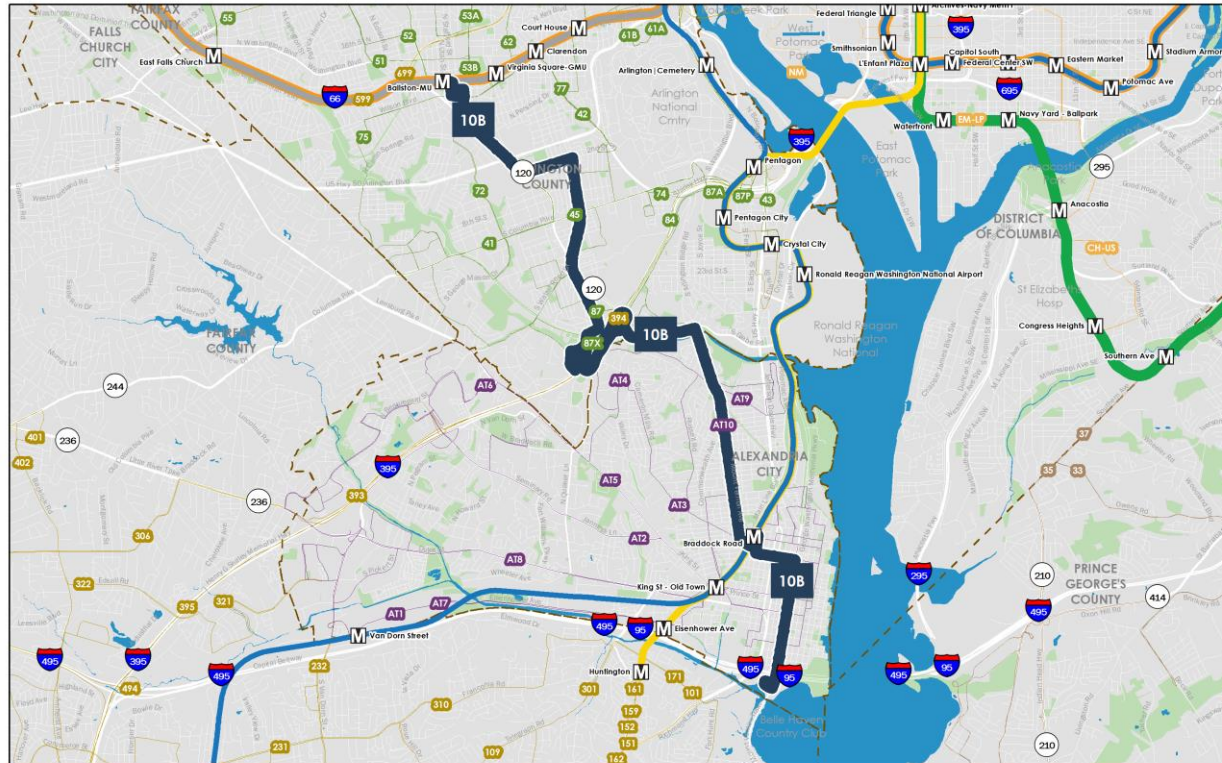
## Service Change Summary

Route D8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

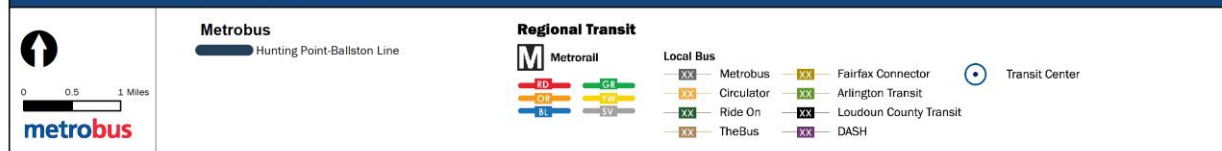
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

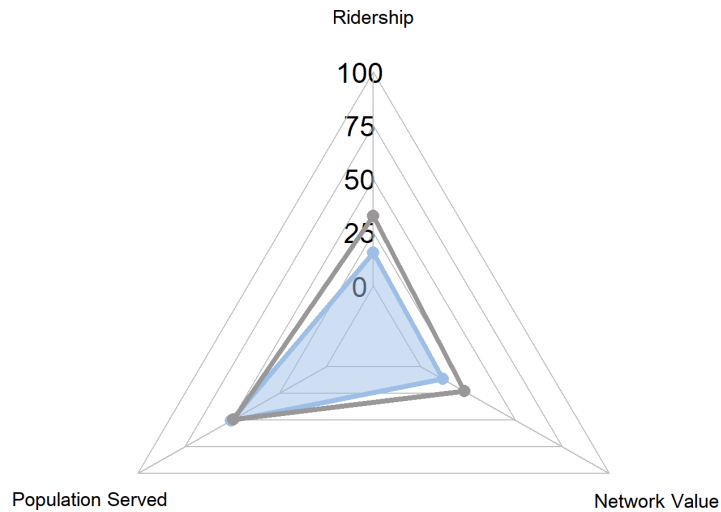
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

26

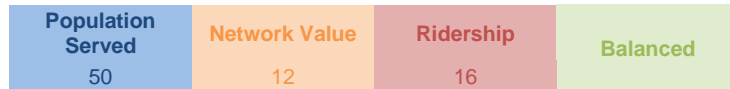
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$3,766,270
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	43,193	
	People of Color Population	Service Area	9,571
		% Riders Surveyed	75%
	Low Income Household	Service Area	7,488
		% Riders Surveyed	50%

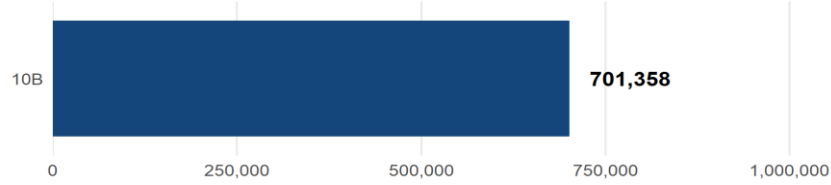
## Facilities/Amenities

	Bus Stops	128
	% Stops With Shelters	22%
	% Stops With Benches	31%
	% Stops With Real-Time Signs	2%



# Ridership

## Annual Ridership



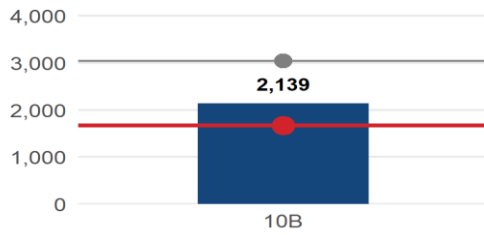
## Top Transfer Locations

### Braddock Road, Ballston

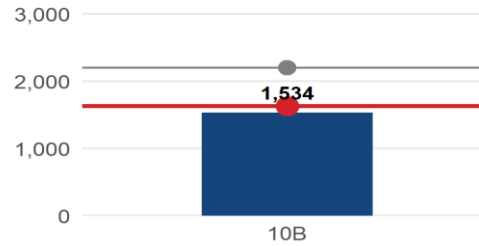
## Average Daily Ridership

- Class/Tier Average
- System Average

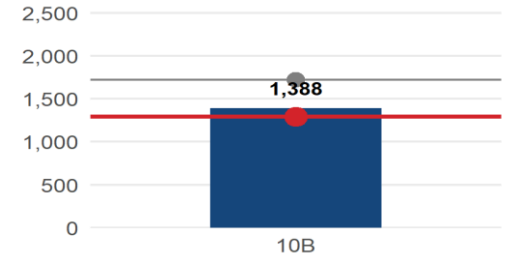
### Weekday



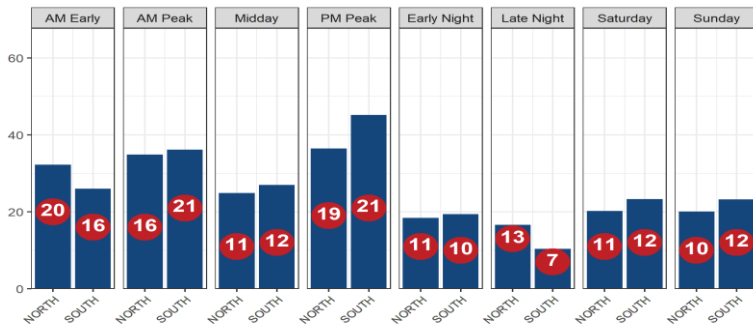
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



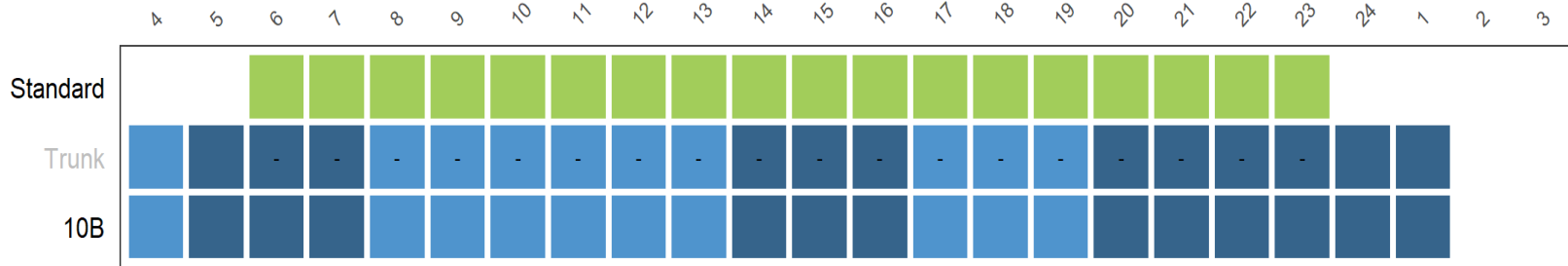
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.43	0.51
	Off-Peak Maximum Target: 1.0	0.31	0.28
Saturday Maximum Target: 1.0		0.27	0.3
Sunday Maximum Target: 1.0		0.26	0.29

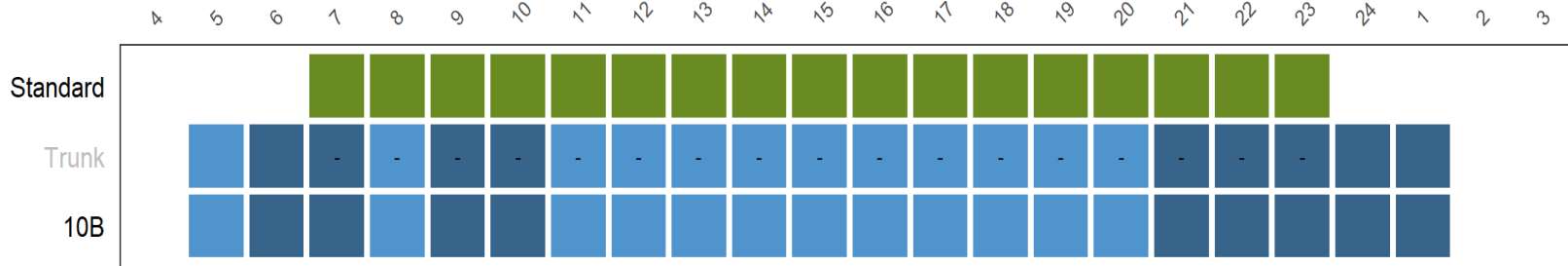
# Span and Frequency



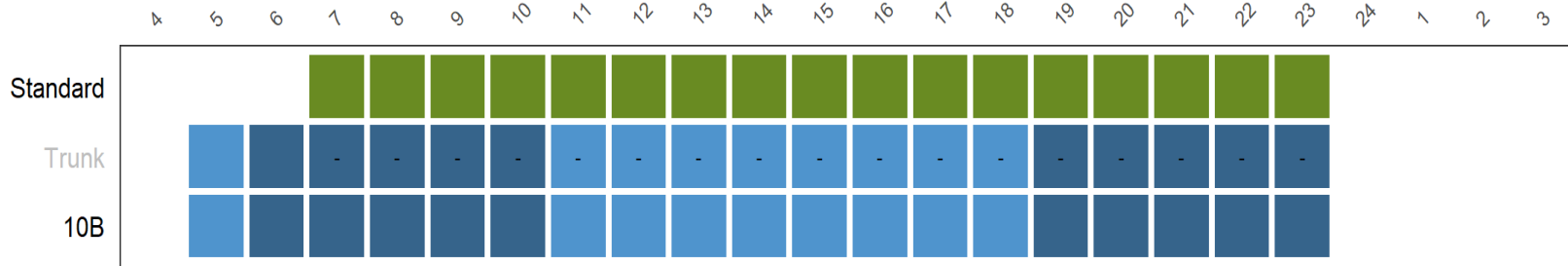
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

# D Hunting Point-Ballston

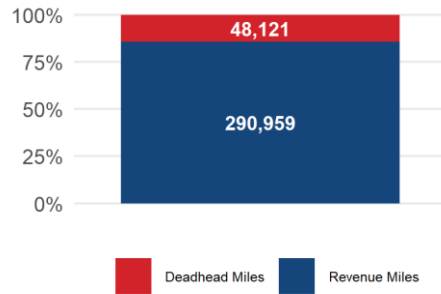
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:45 AM - 1:33 AM	-	A	5:45 AM - 1:34 AM	-	A	5:45 AM - 11:38 PM	-	A
	Frequency of Service   varies	Peak: 30.5 / Off-Peak: 30.1	Peak: 17.4 / Off-Peak: 39	E	32.8	25.4	E	31.7	29.4	E
Productivity	Passengers per Revenue Hour   30	23.8	33.7	E	19.5	26.8	E	17.8	25.8	E
	Passengers per Revenue Mile   4	2.6	4.5	E	1.9	3.4	E	1.9	3.1	E
Reliability	On-Time Performance   79%	87%	76%	A	83%	74%	B	88%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	1%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.47	Off-Peak: 0.39 Peak: 0.55	A	0.28	0.37	A	0.27	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.01	\$ 4.02	C	\$6.12	\$ 5.16	E	\$6.69	\$ 5.25	E
	Cost Recovery   25%	27%	33%	B	22%	27%	D	20%	25%	D

# Route 10B

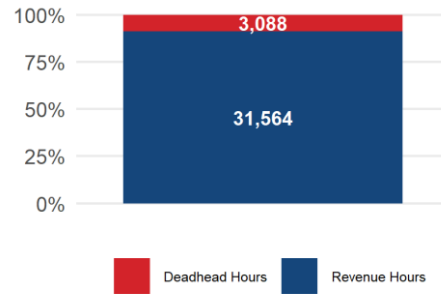
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			5			E		
	Circuitry   1.75	1.44			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	23.8	33.7	E	19.5	26.8	E	17.8	25.8	E
	Passengers per Revenue Mile   4	2.6	4.5	E	1.9	3.4	E	1.9	3.1	E
	Unique Segment Ridership   10%	13%	12%	A	18%	22%	A	17%	23%	A
Reliability	On-Time Performance   79%	87%	76%	A	83%	74%	B	88%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	1%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.47	Off-Peak: 0.39 Peak: 0.54	A	0.28	0.36	A	0.27	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.01	\$ 4.02	C	\$6.12	\$ 5.16	E	\$6.69	\$ 5.25	E
	Cost Recovery   25%	27%	34%	B	22%	26%	D	20%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



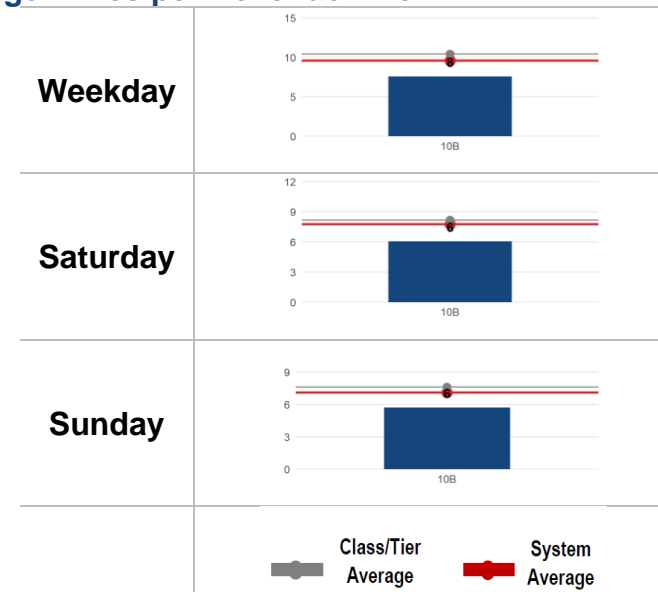
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10B	24.10	2,168	2,164 (99.8%)

## Service Change Summary

Route 10B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



# LINE: 56 - Ivy City-Franklin Square

ROUTE(S): D4

## About the Line



### Service Classification

Coverage

### Activity Tier

1

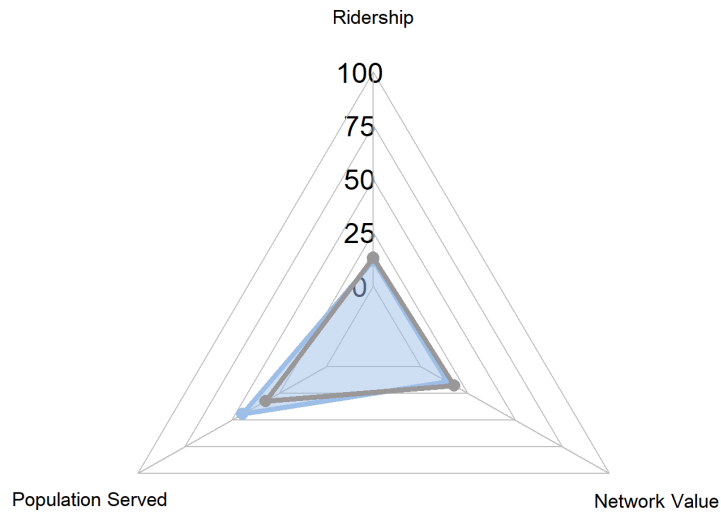
### Overall Grade

Line	Grade
Ivy City-Franklin Square	B

## Line Benefit Score

23

Out of 100



### Classification Average



Line Focus:



Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,181,999</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>29,145</b>	
	<b>People of Color Population</b>	Service Area	<b>13,800</b>
		% Riders Surveyed	<b>82%</b>
	<b>Low Income Household</b>	Service Area	<b>7,737</b>
		% Riders Surveyed	<b>50%</b>

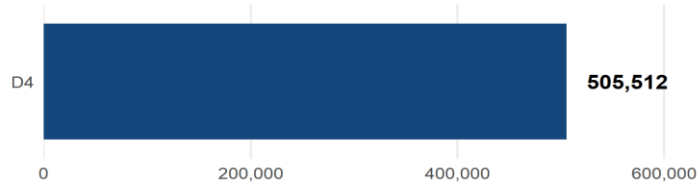
## Facilities/Amenities

	<b>Bus Stops</b>	<b>75</b>
	<b>% Stops With Shelters</b>	<b>35%</b>
	<b>% Stops With Benches</b>	<b>25%</b>
	<b>% Stops With Real-Time Signs</b>	<b>4%</b>



## Ridership

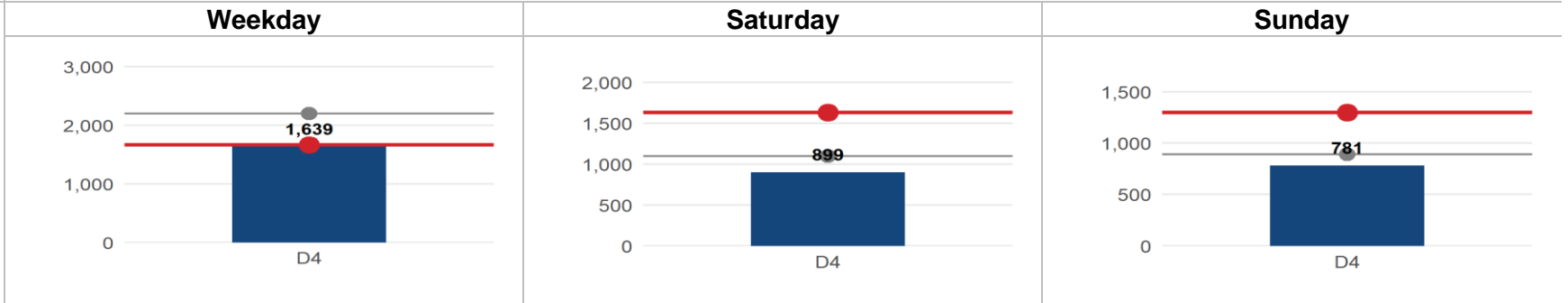
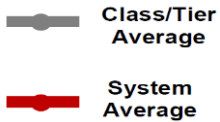
### Annual Ridership



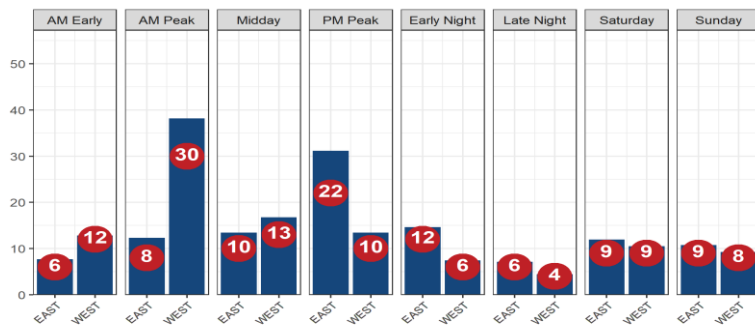
### Top Transfer Locations

#### Gallery Place-Chinatown, McPherson Square, New York Ave. E

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



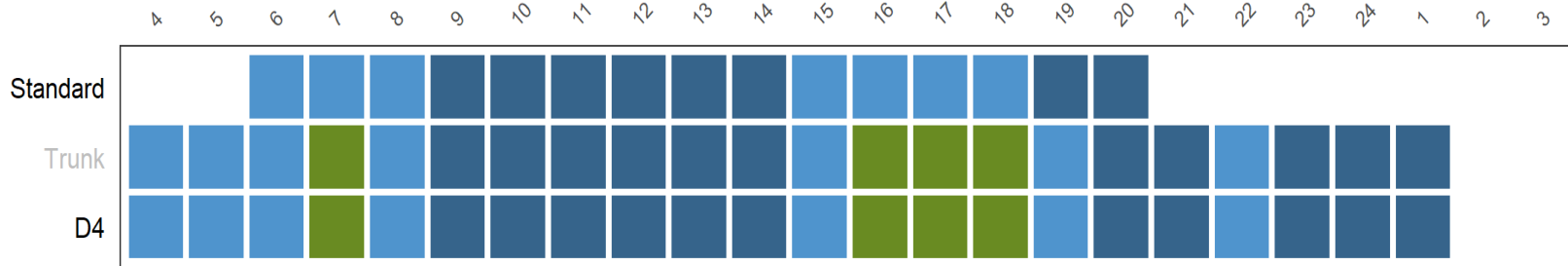
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	<b>Peak</b> Maximum Target: 1.2	0.42	0.46
	<b>Off-Peak</b> Maximum Target: 1.0	0.24	0.24
<b>Saturday</b> Maximum Target: 1.0		0.24	0.23
<b>Sunday</b> Maximum Target: 1.0		0.22	0.2

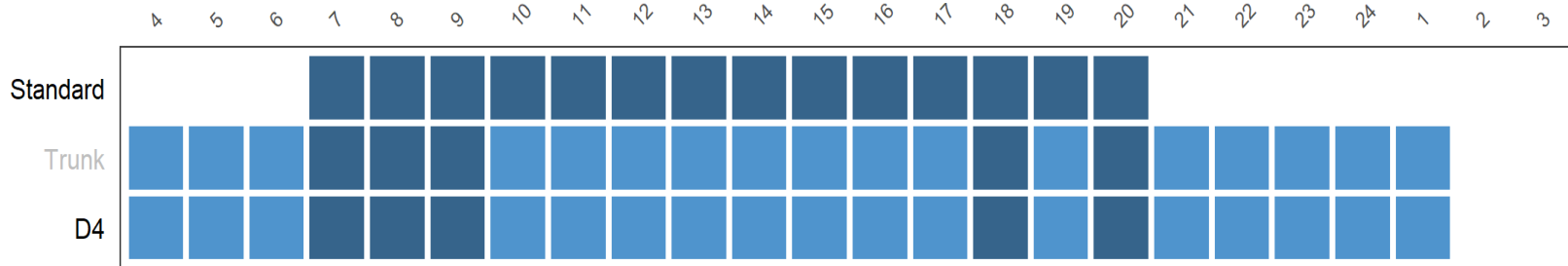
# Span and Frequency



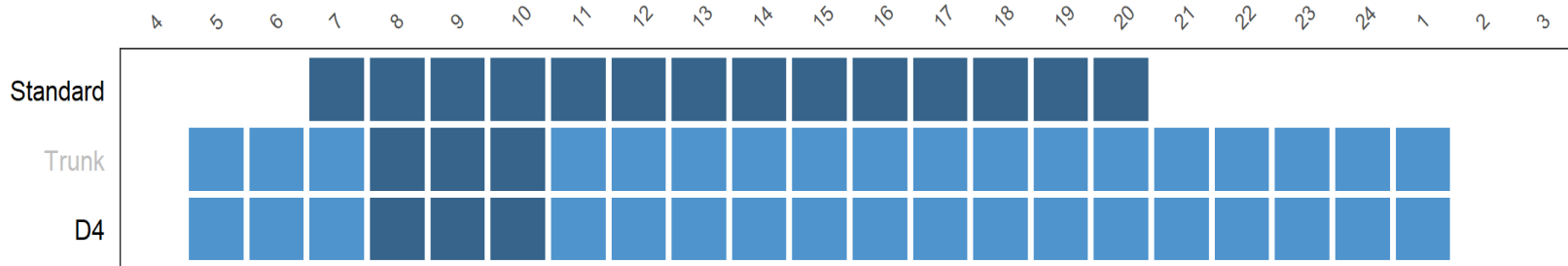
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	4:10 AM - 1:04 AM	-	A	4:44 AM - 1:05 AM	-	A	5:18 AM - 1:07 AM	-	A
	Frequency of Service   varies	Peak: 21.5 / Off-Peak: 34.7	Peak: 17.1 / Off-Peak: 26.8	A	30.0	30.0	A	30.0	30.4	A
Productivity	Passengers per Revenue Hour   20	29.6	32.7	A	23.3	25.1	A	21.3	22.2	B
	Passengers per Revenue Mile   4	4.6	4.5	A	3.0	3.1	E	2.7	2.7	E
Reliability	On-Time Performance   79%	79%	79%	C	84%	77%	B	76%	81%	C
	Crowding   5%	3%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.44	Off-Peak: 0.3 Peak: 0.48	A	0.24	0.28	A	0.21	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.03	\$ 3.77	A	\$5.12	\$ 5.04	C	\$5.59	\$ 5.56	D
	Cost Recovery   25%	29%	28%	A	23%	21%	C	21%	19%	D

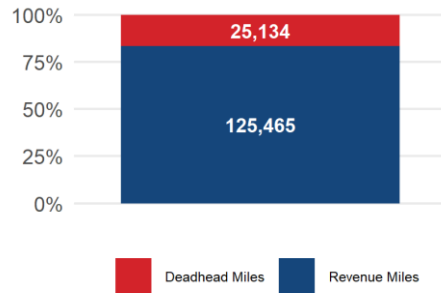


# Route D4

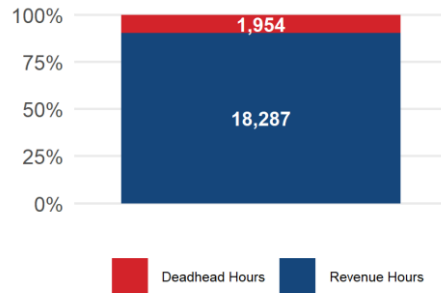
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			6.7			E		
Route Design	Circuity   N/A	1.58			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	29.6	32.7	A	23.3	25.1	A	21.3	22.2	B
	Passengers per Revenue Mile   4	4.6	4.5	A	3.0	3.1	E	2.7	2.7	E
	Unique Segment Ridership   10%	16%	35%	A	15%	42%	A	15%	42%	A
Reliability	On-Time Performance   79%	79%	79%	C	84%	77%	B	76%	81%	C
	Crowding   5%	3%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.44	Off-Peak: 0.32 Peak: 0.5	A	0.24	0.3	A	0.21	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.03	\$ 3.77	A	\$5.12	\$ 5.04	C	\$5.59	\$ 5.56	D
	Cost Recovery   25%	29%	28%	A	23%	21%	C	21%	19%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



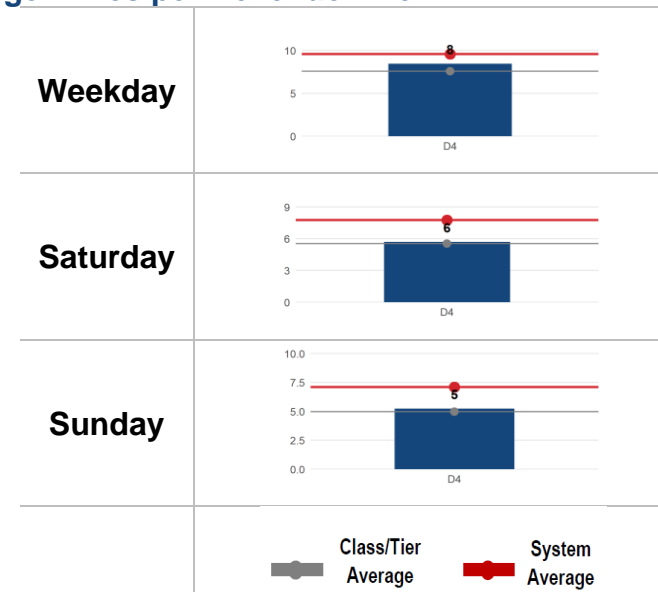
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D4	12.30	2,678	2,669 (99.7%)

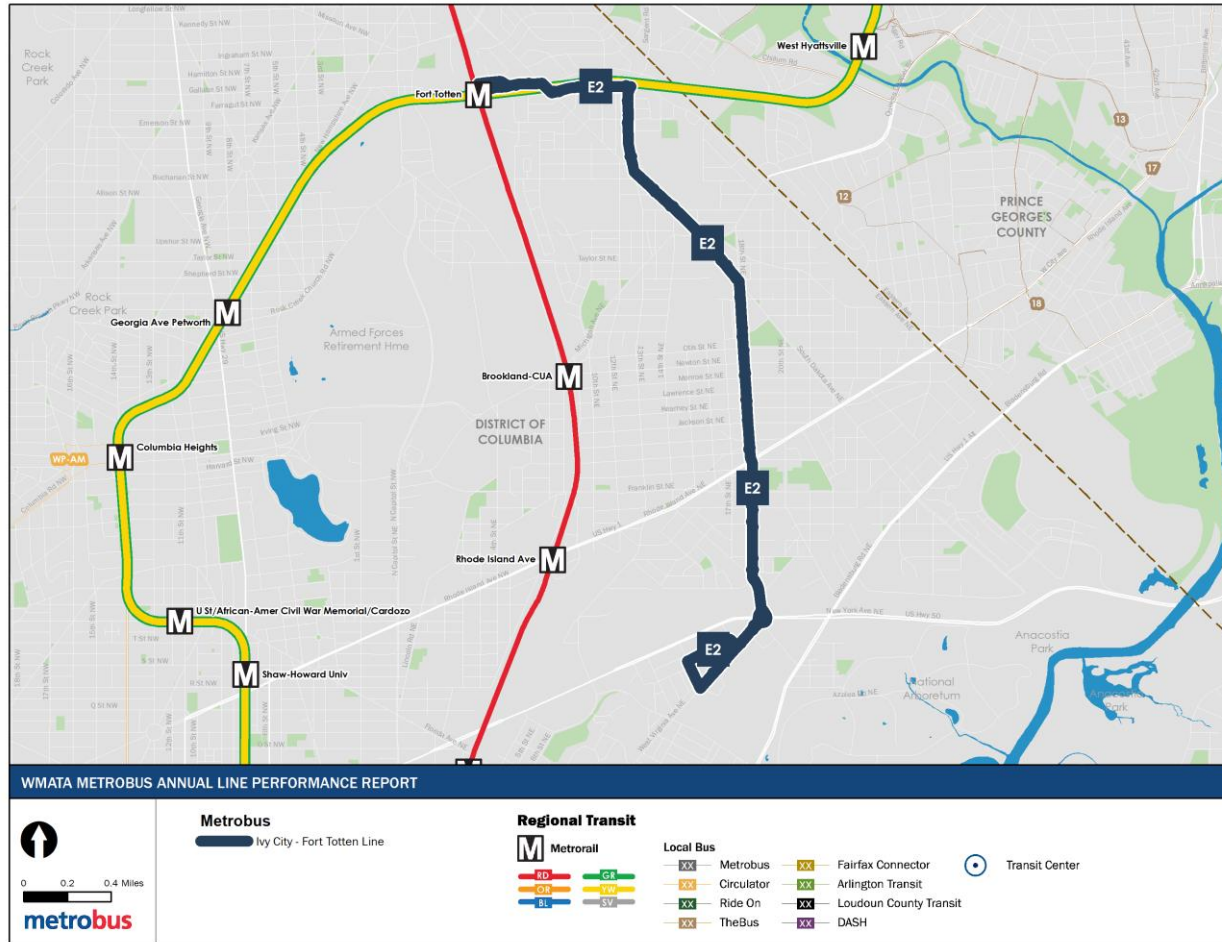
## Service Change Summary

Route D4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Ivy City - Fort Totten Line	B

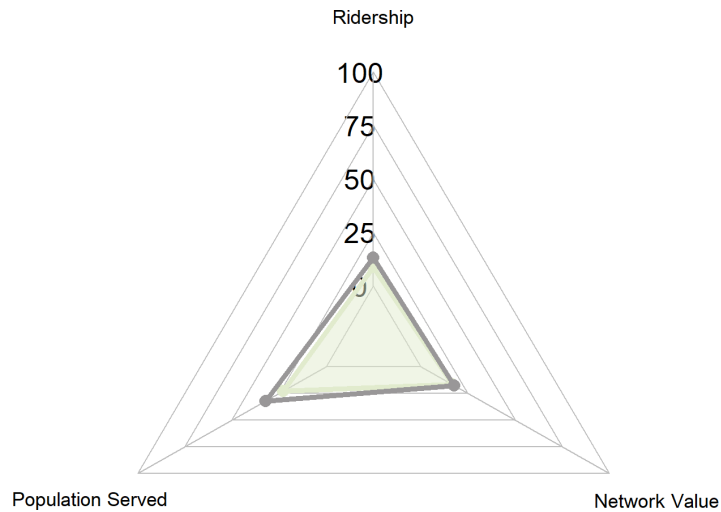
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**16**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

23




17

9





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,607,672</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>19,205</b>	
	<b>People of Color Population</b>	Service Area	<b>14,830</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>5,403</b>
		% Riders Surveyed	<b>40%</b>

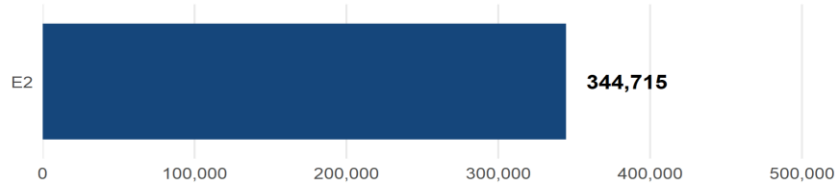
## Facilities/Amenities

	<b>Bus Stops</b>	<b>57</b>
	<b>% Stops With Shelters</b>	<b>4%</b>
	<b>% Stops With Benches</b>	<b>2%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

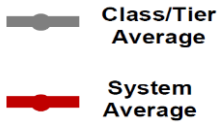
### Annual Ridership



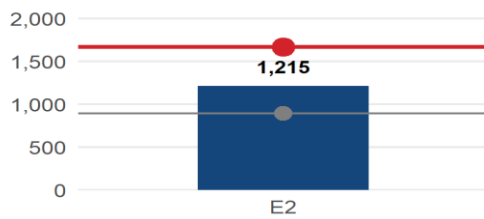
### Top Transfer Locations

#### Fort Totten

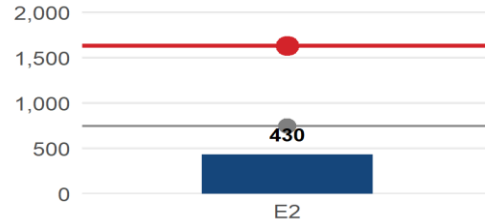
### Average Daily Ridership



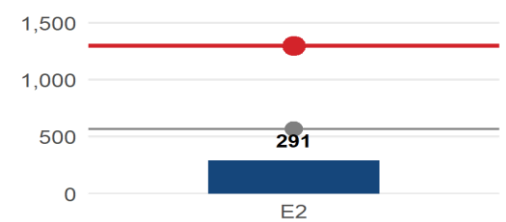
#### Weekday



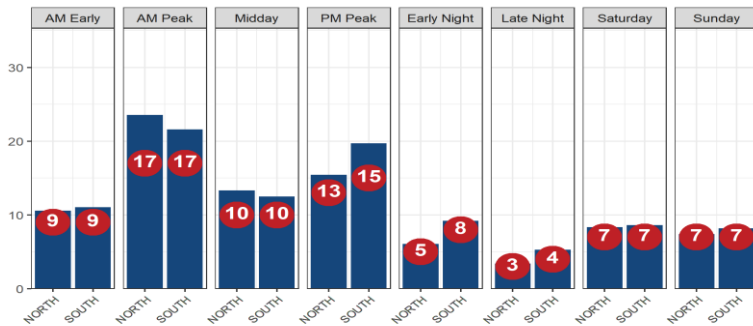
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1	0.37	0.38
	<b>Off-Peak</b> Maximum Target: 1.0	0.22	0.24
	<b>Saturday</b> Maximum Target: 1.0	0.19	0.18
	<b>Sunday</b> Maximum Target: 1.0	0.17	0.17

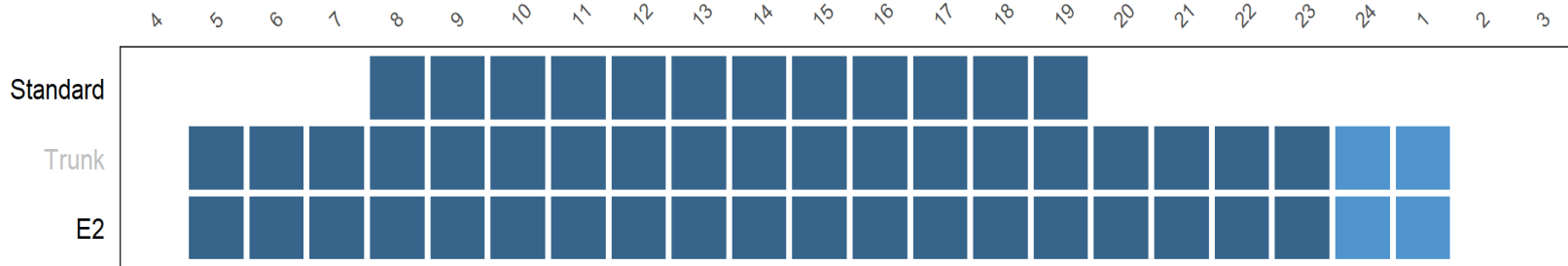
# Span and Frequency



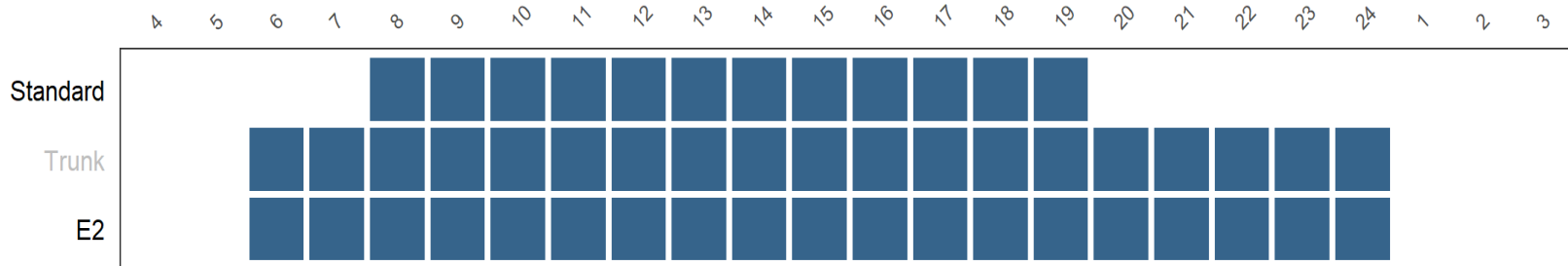
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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	5:25 AM - 12:47 AM	-	A	5:40 AM - 1:15 AM	-	A	6:05 AM - 12:50 AM	-	A
	Frequency of Service   varies	Peak: 22.7 / Off-Peak: 29.8	Peak: 28.1 / Off-Peak: 66.7	A	45.5	48.0	A	60.0	49.5	B
Productivity	Passengers per Revenue Hour   10	28.3	24.8	A	17.3	27.2	A	13.5	23.6	A
	Passengers per Revenue Mile   1	3.6	2.1	A	2.1	2.2	A	2.0	1.9	A
Reliability	On-Time Performance   79%	81%	83%	B	92%	80%	A	91%	81%	A
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.38	Off-Peak: 0.26 Peak: 0.34	A	0.18	0.31	A	0.17	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.22	\$ 5.43	A	\$6.90	\$ 4.89	B	\$8.82	\$ 5.77	E
	Cost Recovery   20%	25%	23%	A	15%	23%	D	12%	20%	E

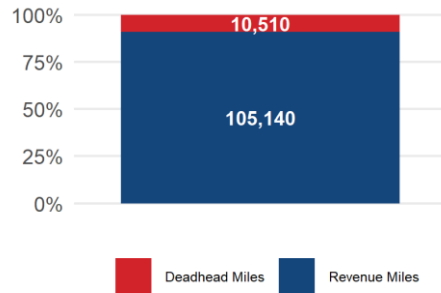
# Route E2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.4			4.9			E		
Route Design	Circuitry   N/A	1.13			12.83			-		
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	28.3	24.8	A	17.3	27.2	A	13.5	23.6	A
	Passengers per Revenue Mile   1	3.6	2.1	A	2.1	2.2	A	2.0	1.9	A
	Unique Segment Ridership   10%	40%	33%	A	39%	55%	A	38%	56%	A
Reliability	On-Time Performance   79%	81%	83%	B	92%	80%	A	91%	81%	A
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.38	Off-Peak: 0.26 Peak: 0.34	A	0.18	0.31	A	0.17	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.22	\$ 5.43	A	\$6.90	\$ 4.89	B	\$8.82	\$ 5.77	E
	Cost Recovery   20%	25%	23%	A	15%	23%	D	12%	20%	E

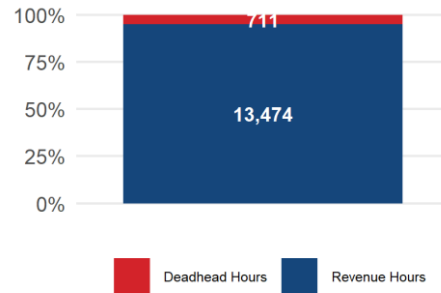


# Operational Analysis

## Miles Allocation



## Hours Allocation



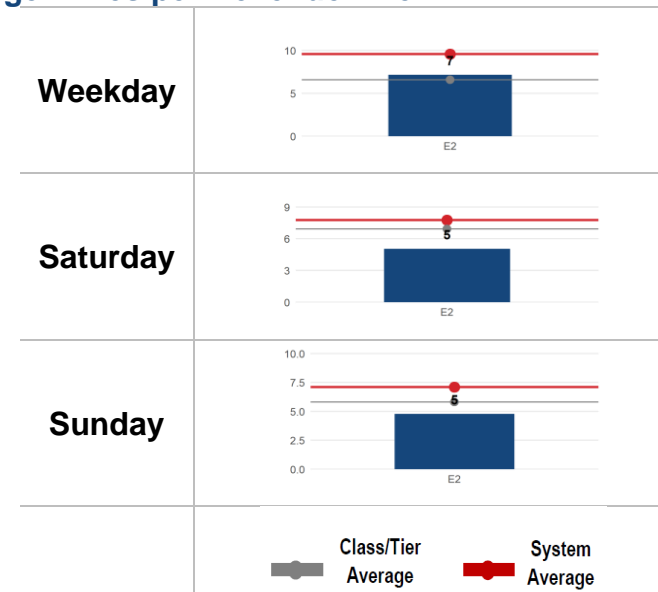
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E2	8.00	2,252	2,245 (99.7%)

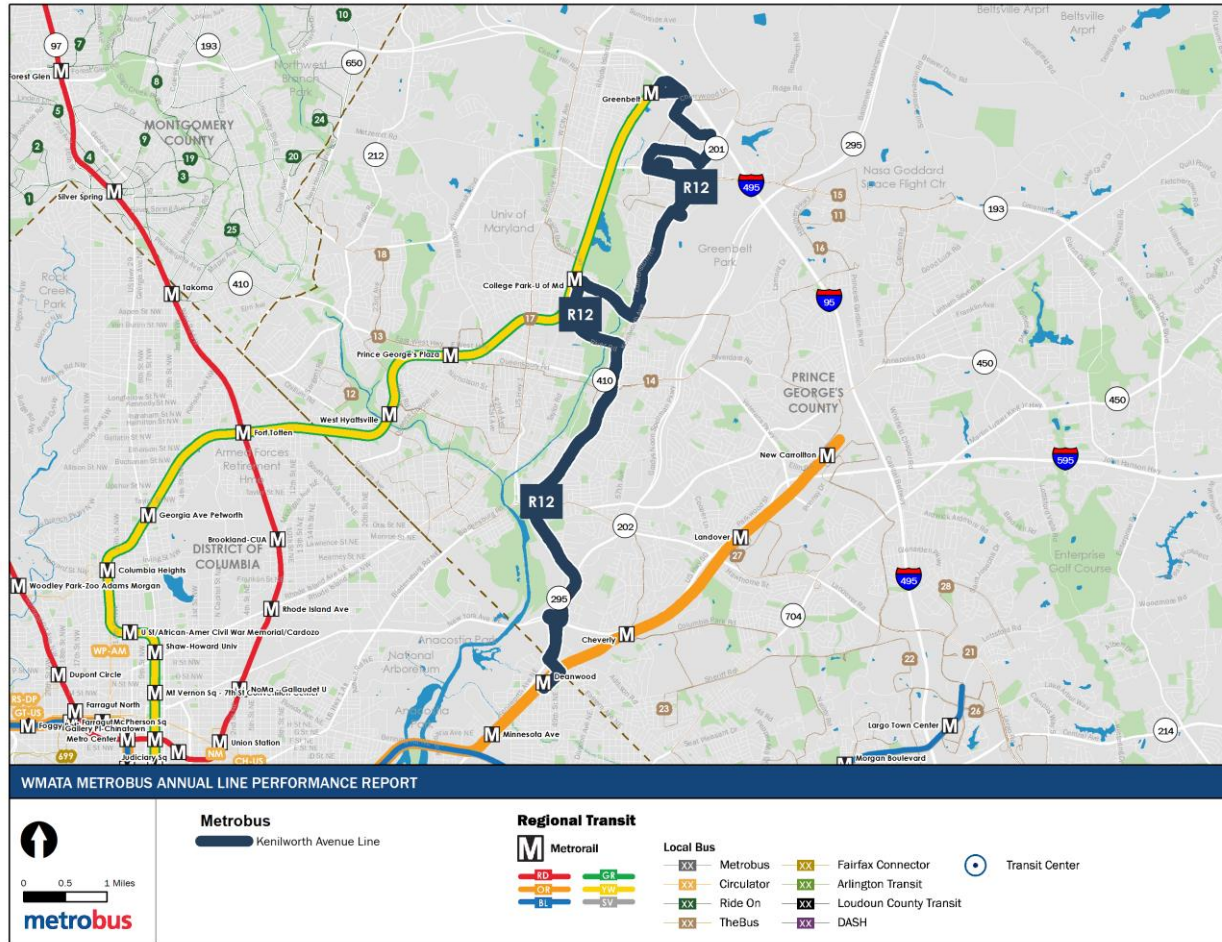
## Service Change Summary

Route E2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	Overall Grade
Kenilworth Avenue Line	<b>B</b>

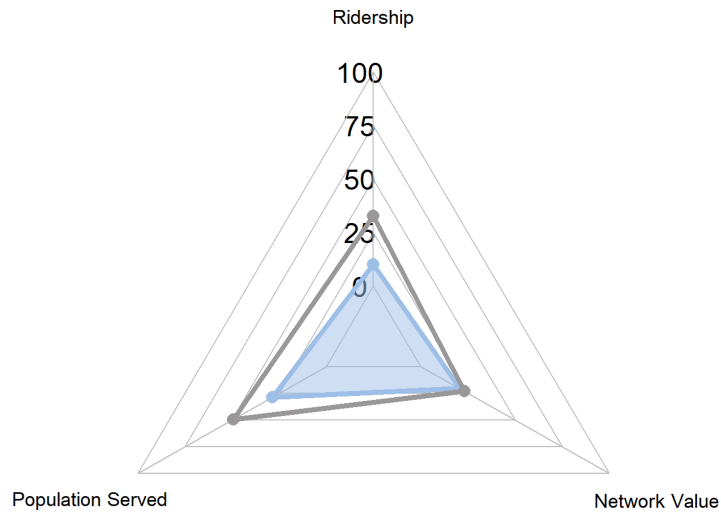
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

20

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

29




21

10

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,788,776</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,831</b>	
	<b>People of Color Population</b>	Service Area	<b>10,878</b>
		% Riders Surveyed	<b>89%</b>
	<b>Low Income Household</b>	Service Area	<b>9,960</b>
		% Riders Surveyed	<b>45%</b>

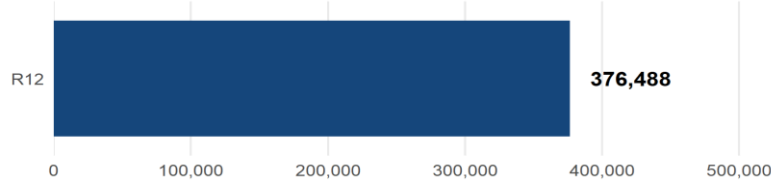
## Facilities/Amenities

	<b>Bus Stops</b>	<b>107</b>
	<b>% Stops With Shelters</b>	<b>10%</b>
	<b>% Stops With Benches</b>	<b>21%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

### Annual Ridership

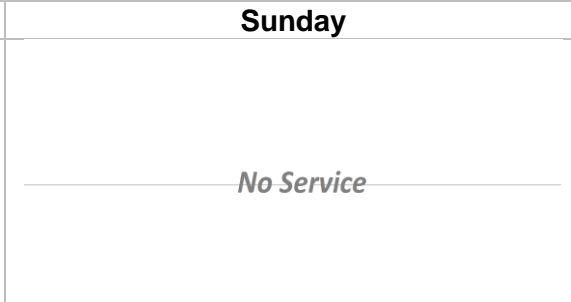
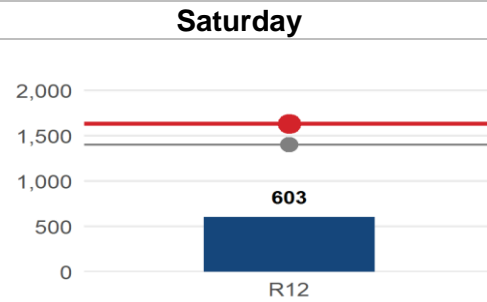
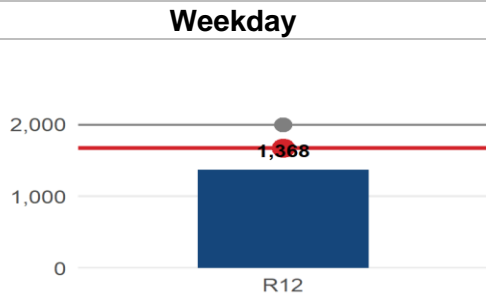


### Top Transfer Locations

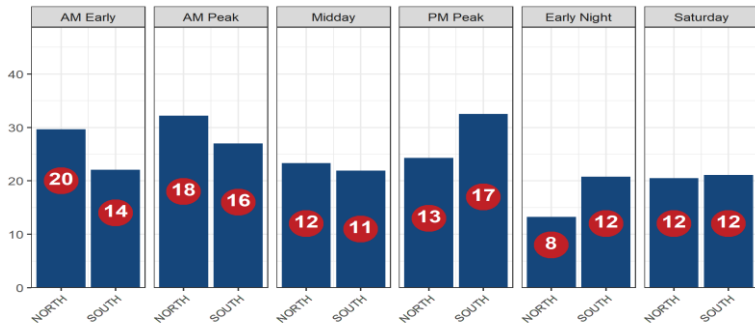
#### Greenbelt, College Park-U of MD, Deanwood

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.38	0.41
	Off-Peak Maximum Target: 1.0		0.31	0.3
Saturday Maximum Target: 1.0			0.29	0.29
Sunday Maximum Target: 1.0				

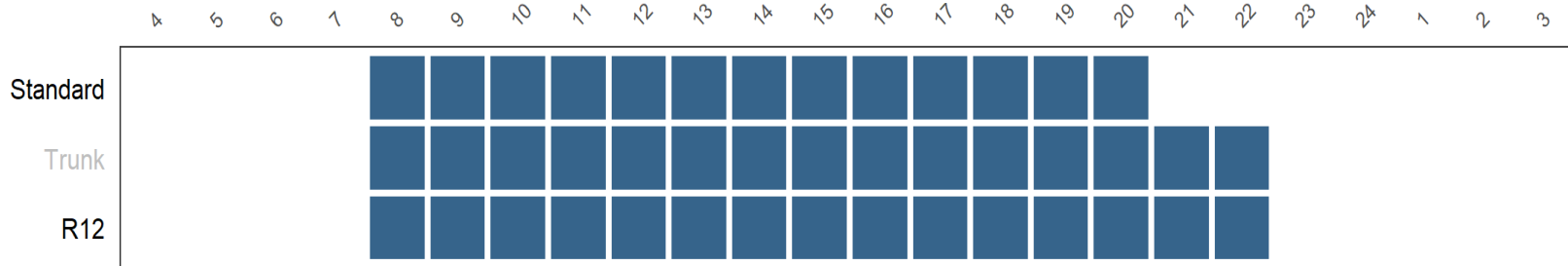
# Span and Frequency



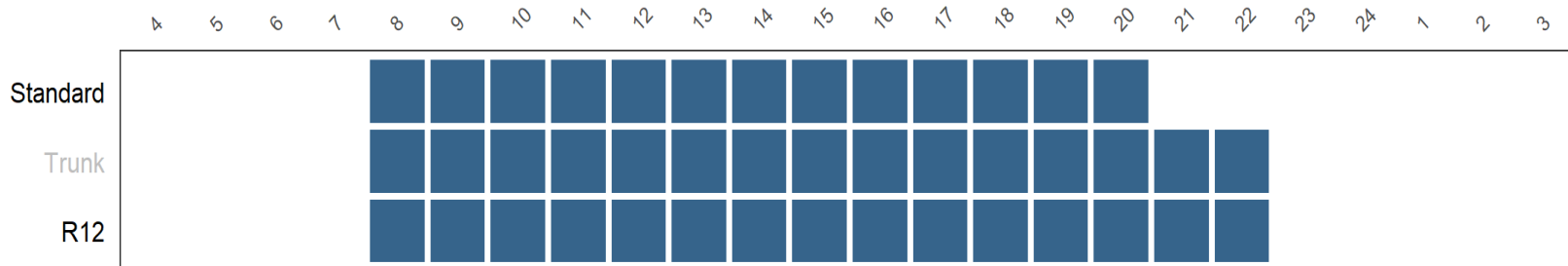
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Kenilworth Avenue

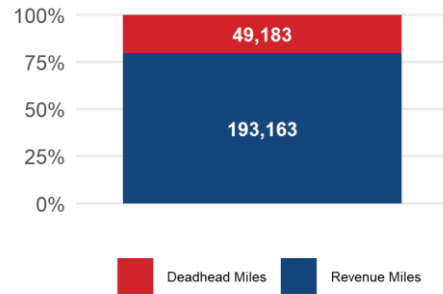
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:00 AM - 10:00 PM	-	A	8:00 AM - 10:43 PM	-	A	-	-	-
	Frequency of Service   varies	Peak: 30.6 / Off-Peak: 47.4	Peak: 23.7 / Off-Peak: 39.6	C	60.0	47.6	B	-	-	-
Productivity	Passengers per Revenue Hour   15	25.6	30.4	A	22.0	29.1	A	-	-	-
	Passengers per Revenue Mile   1	2.0	2.6	A	1.6	2.4	A	-	-	-
Reliability	On-Time Performance   79%	80%	78%	B	73%	72%	D	-	-	-
	Crowding   5%	0%	1%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.39 Peak: 0.48	A	0.29	0.39	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.66	\$ 4.26	A	\$5.42	\$ 4.33	A	-	-	-
	Cost Recovery   20%	26%	29%	A	23%	28%	A	-	-	-

# Route R12

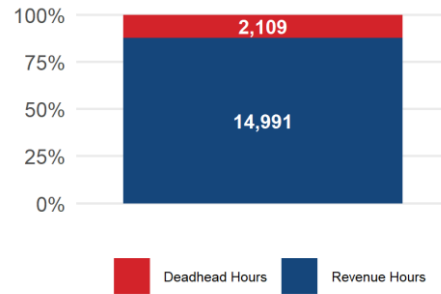
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.1			4.6			E		
	Circuitry   1.75	1.68			2.49			B		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	25.6	30.4	A	22.0	29.1	A	-	-	-
	Passengers per Revenue Mile   1	2.0	2.6	A	1.6	2.4	A	-	-	-
	Unique Segment Ridership   10%	49%	31%	A	53%	54%	A	-	-	-
Reliability	On-Time Performance   79%	80%	78%	B	73%	72%	D	-	-	-
	Crowding   5%	0%	1%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.41 Peak: 0.47	A	0.29	0.39	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.66	\$ 4.26	A	\$5.42	\$ 4.33	A	-	-	-
	Cost Recovery   20%	26%	29%	A	23%	27%	A	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



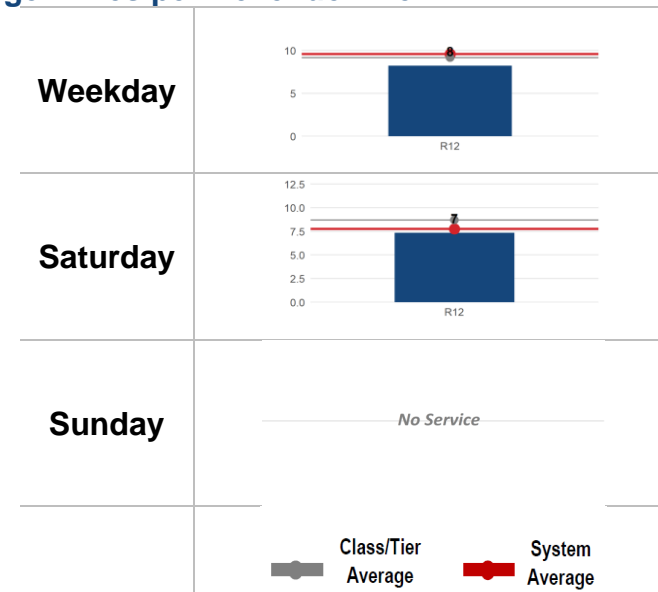
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R12	37.30	1,304	1,300 (99.7%)

## Service Change Summary

Route R12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

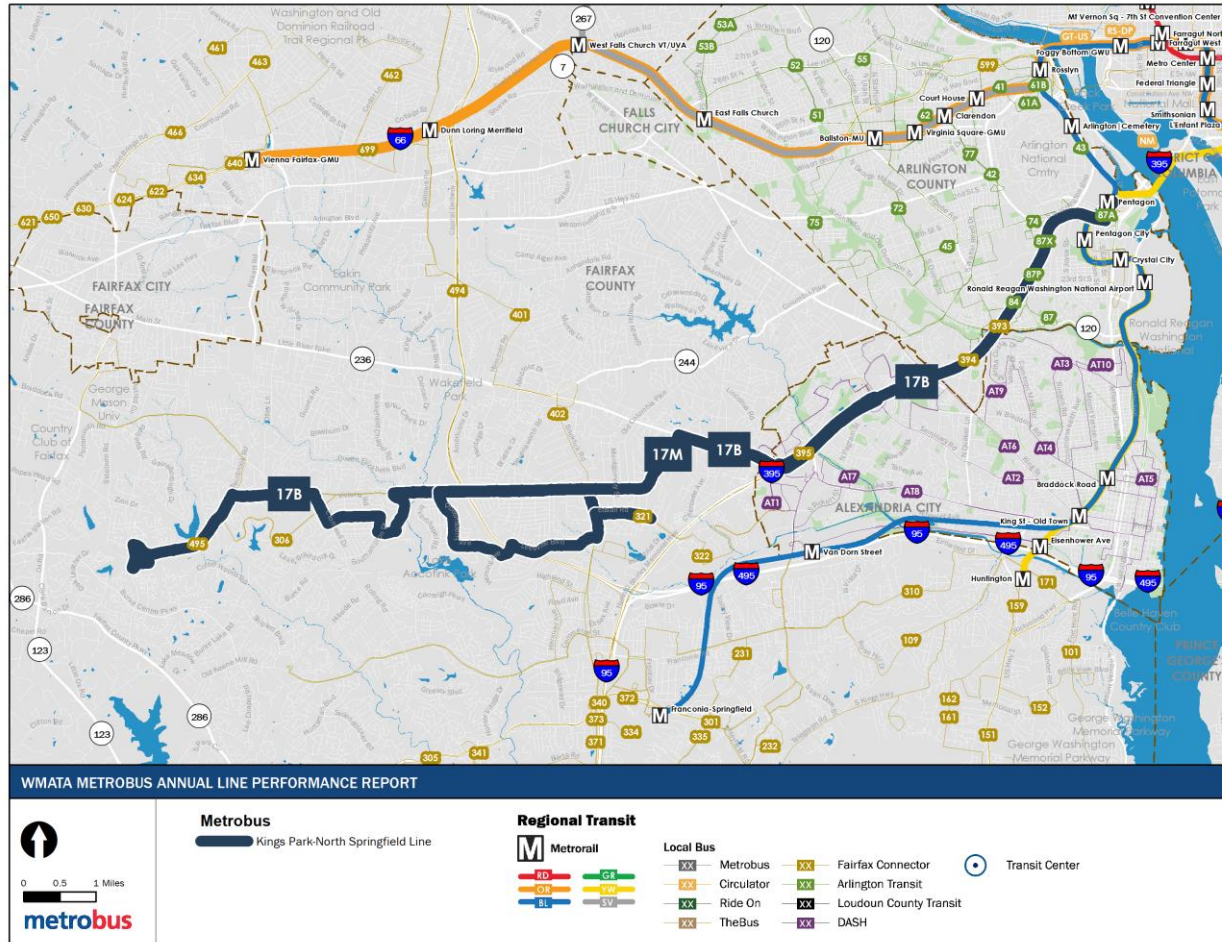




# LINE: 66 - Kings Park-North Springfield

ROUTE(S): 17B, 17M

## About the Line



### Service Classification

Commuter

### Activity Tier

2

### Overall Grade

Line	C

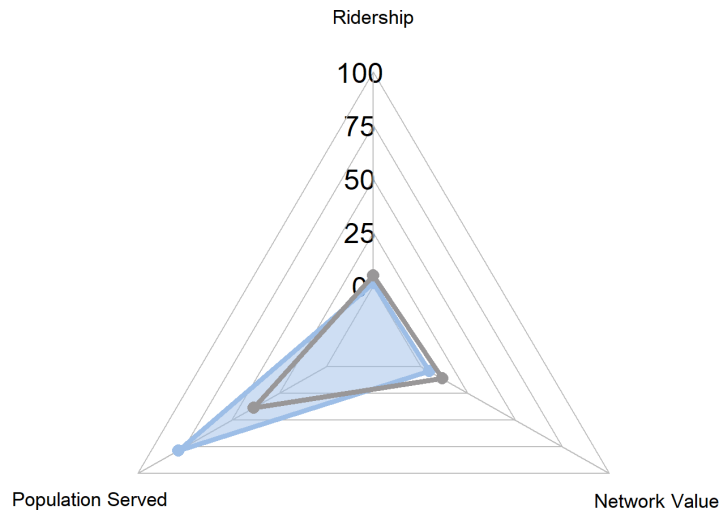
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

28

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$385,077
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population	43,336	
	People of Color Population	Service Area	14,965
		% Riders Surveyed	69%
	Low Income Household	Service Area	7,669
		% Riders Surveyed	13%

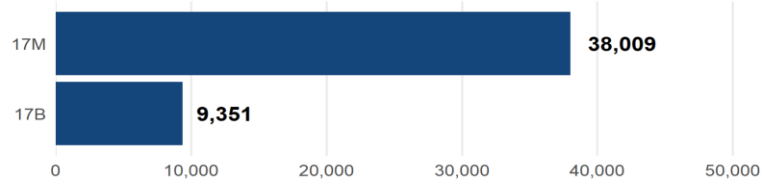
## Facilities/Amenities

	Bus Stops	146
	% Stops With Shelters	9%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	1%



## Ridership

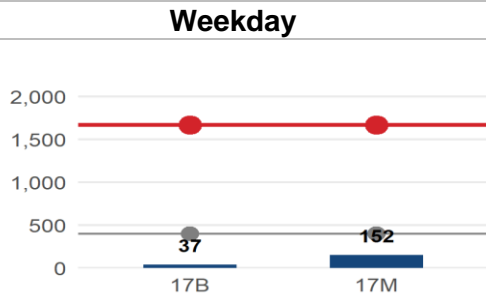
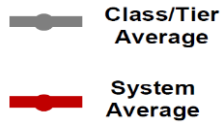
### Annual Ridership



### Top Transfer Locations

#### Pentagon

### Average Daily Ridership



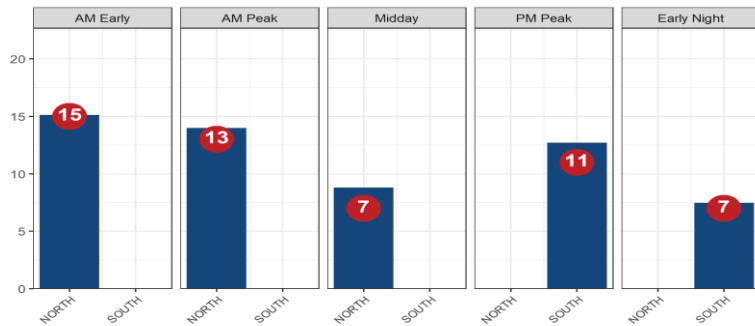
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



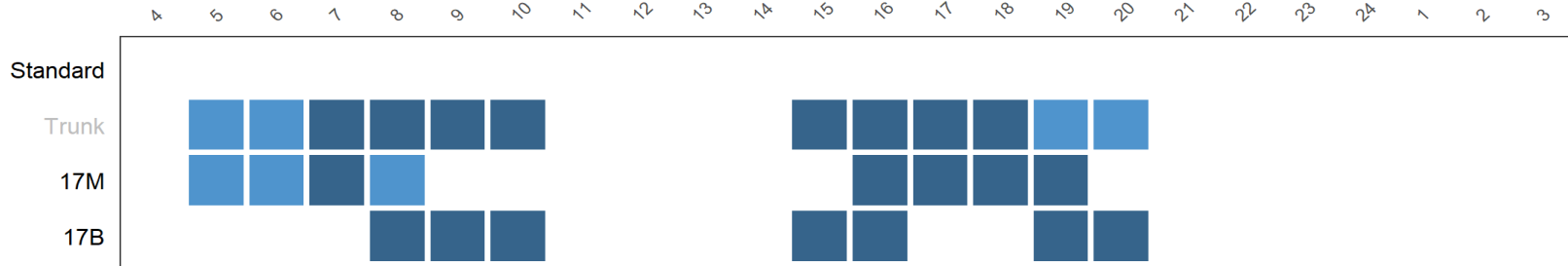
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.33	0.27
	Off-Peak Maximum Target: 1.0		0.28	0.18
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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: 49.1 / Off-Peak: 50.0	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	15.2	23.8	B	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.7	1.7	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	60%	77%	E	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.29	Off-Peak: 0.35 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.87	\$ 5.89	D	-	-	-	-	-	-
	Cost Recovery   20%	44%	44%	A	-	-	-	-	-	-

# Route 17B

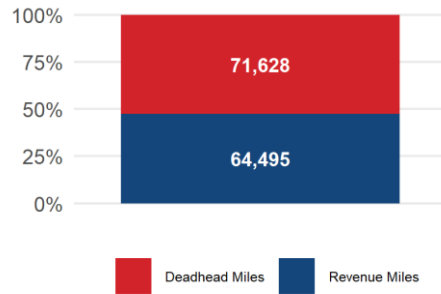
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	3			2.8			-		
Route Design	Circuitry   N/A	1.27			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	10.5	23.8	E	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.5	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	1%	17%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	51%	77%	E	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.23	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$11.36	\$ 5.89	E	-	-	-	-	-	-
	Cost Recovery   20%	31%	39%	A	-	-	-	-	-	-

# Route 17M

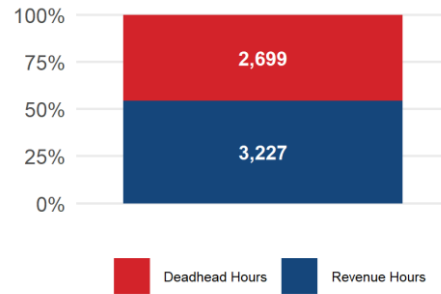
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.8			2.8			-		
	Circuitry   N/A	1.82			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	17	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.9	1.7	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	12%	17%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	65%	77%	E	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.31	Off-Peak: 0.29 Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.03	\$ 5.89	C	-	-	-	-	-	-
	Cost Recovery   20%	50%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



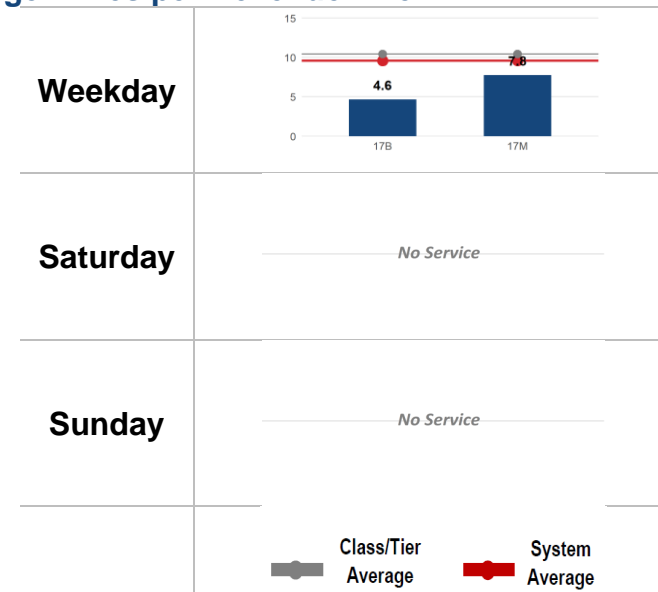
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17B	42.80	88	88 (100.0%)
17M	33.40	242	236 (97.5%)

## Service Change Summary

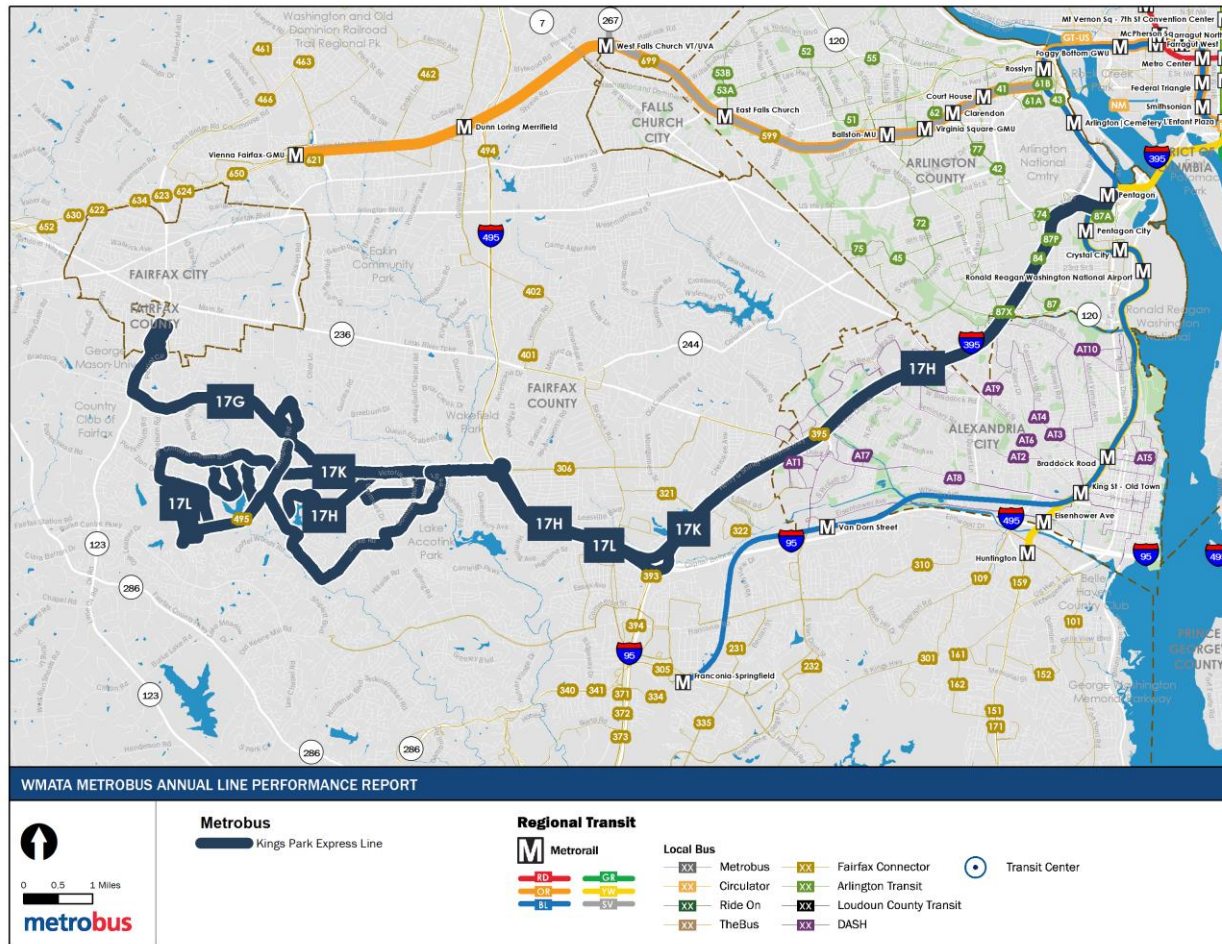
Route 17B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 17M - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

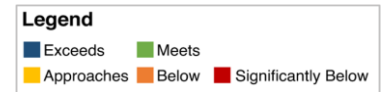
Commuter

Activity Tier

3

Overall Grade

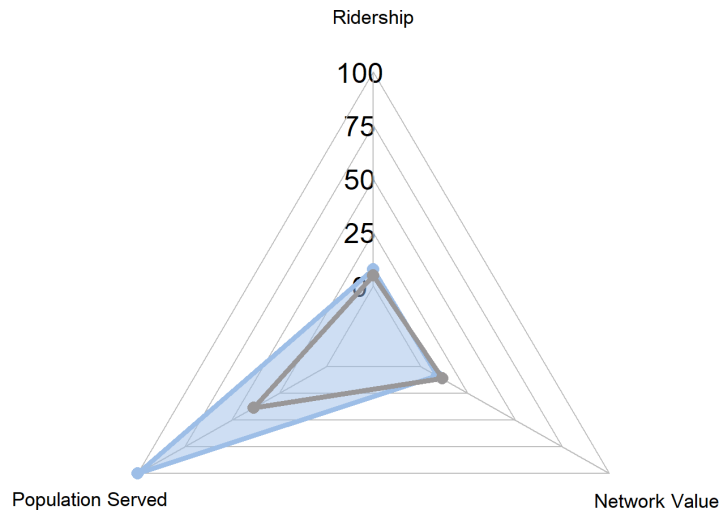
Line	B



## Line Benefit Score

**39**

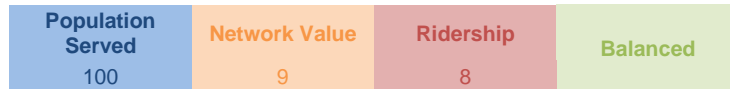
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,700,759</b>
	<b>Peak Vehicles</b>	<b>22</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>67,351</b>	
	<b>People of Color Population</b>	Service Area	<b>18,508</b>
		% Riders Surveyed	<b>45%</b>
	<b>Low Income Household</b>	Service Area	<b>6,720</b>
		% Riders Surveyed	<b>9%</b>

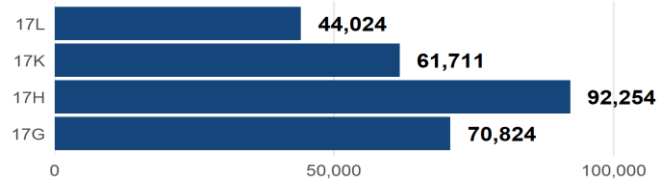
## Facilities/Amenities

	<b>Bus Stops</b>	<b>223</b>
	<b>% Stops With Shelters</b>	<b>6%</b>
	<b>% Stops With Benches</b>	<b>6%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

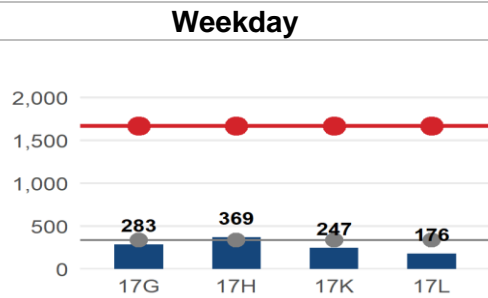
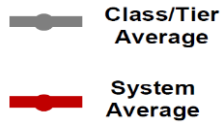
### Annual Ridership



### Top Transfer Locations

#### Pentagon

### Average Daily Ridership



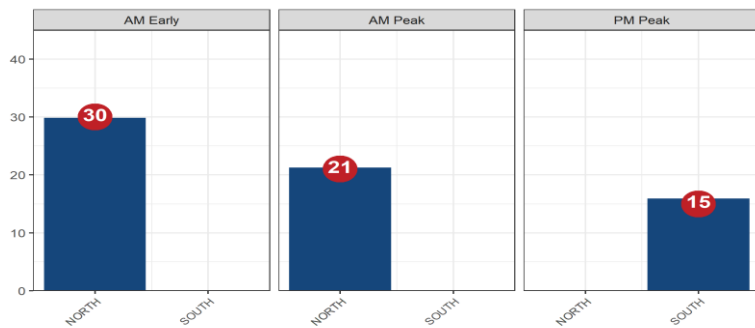
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



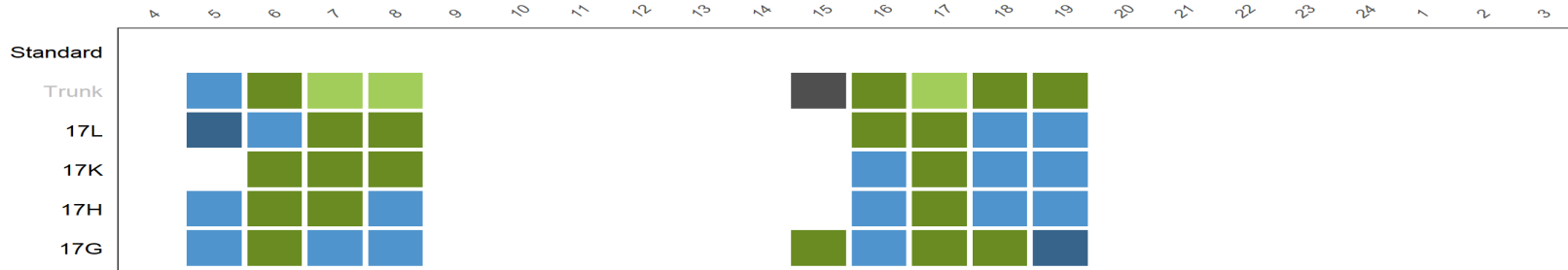
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.53	0.38
	Off-Peak Maximum Target: 1.0		0.75	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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: 16.1 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	19.3	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.9	1.1	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	78%	78%	C	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.75 Peak: 0.44	Off-Peak: 0.4 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.19	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	62%	42%	A	-	-	-	-	-	-

# Route 17G

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2			2.1			-		
Route Design	Circuitry   N/A	1.34			1.47			-		
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	17.9	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	1.1	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	14%	33%	C	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	78%	C	-	-	-	-	-	-
	Crowding   5%	3%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.7 Peak: 0.42	Off-Peak: 0.43 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.65	\$ 6.43	B	-	-	-	-	-	-
	Cost Recovery   20%	56%	45%	A	-	-	-	-	-	-

# Route 17H

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.4			2.1			-		
	Circuitry   N/A	1.39			1.47			-		
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	22.3	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1	1.1	B	-	-	-	-	-	-
	Unique Segment Ridership   15%	25%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	81%	78%	B	-	-	-	-	-	-
	Crowding   5%	4%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.85 Peak: 0.5	Off-Peak: 0.43 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.35	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	74%	45%	A	-	-	-	-	-	-

# Route 17K

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2			2.1			-		
	Circuitry   N/A	1.38			1.47			-		
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	20.3	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.9	1.1	C	-	-	-	-	-	-
	Unique Segment Ridership   15%	12%	33%	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.47	Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.87	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	66%	45%	A	-	-	-	-	-	-

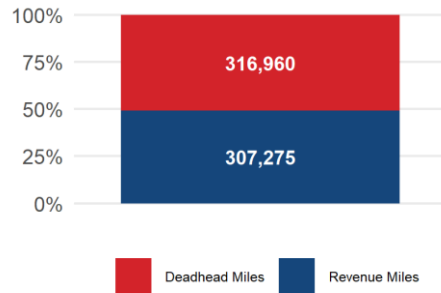


# Route 17L

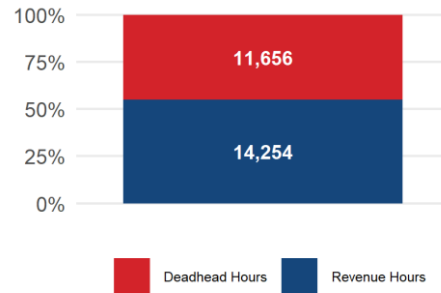
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.6			2.1			-		
Route Design	Circuitry   N/A	1.67			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	15.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.7	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	17%	33%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	78%	C	-	-	-	-	-	-
	Crowding   5%	1%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.64 Peak: 0.36	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.66	\$ 6.43	C	-	-	-	-	-	-
	Cost Recovery   20%	50%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



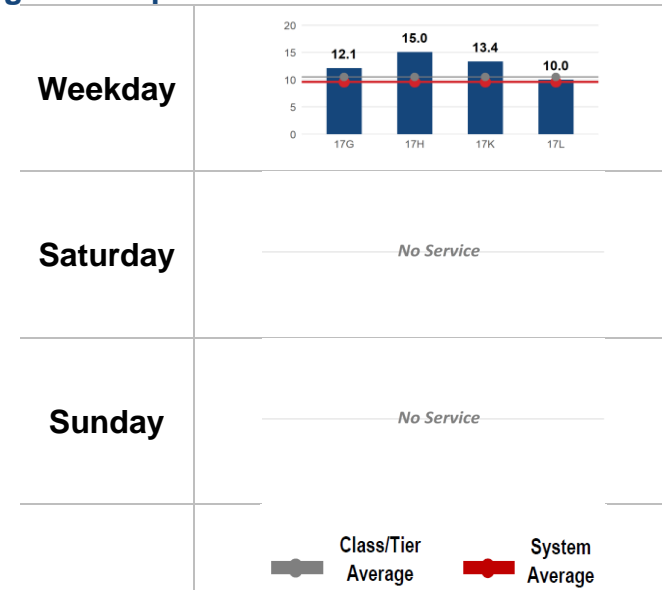
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17G	43.00	352	347 (98.6%)
17H	40.40	374	370 (98.9%)
17K	40.20	286	282 (98.6%)
17L	48.50	242	239 (98.8%)

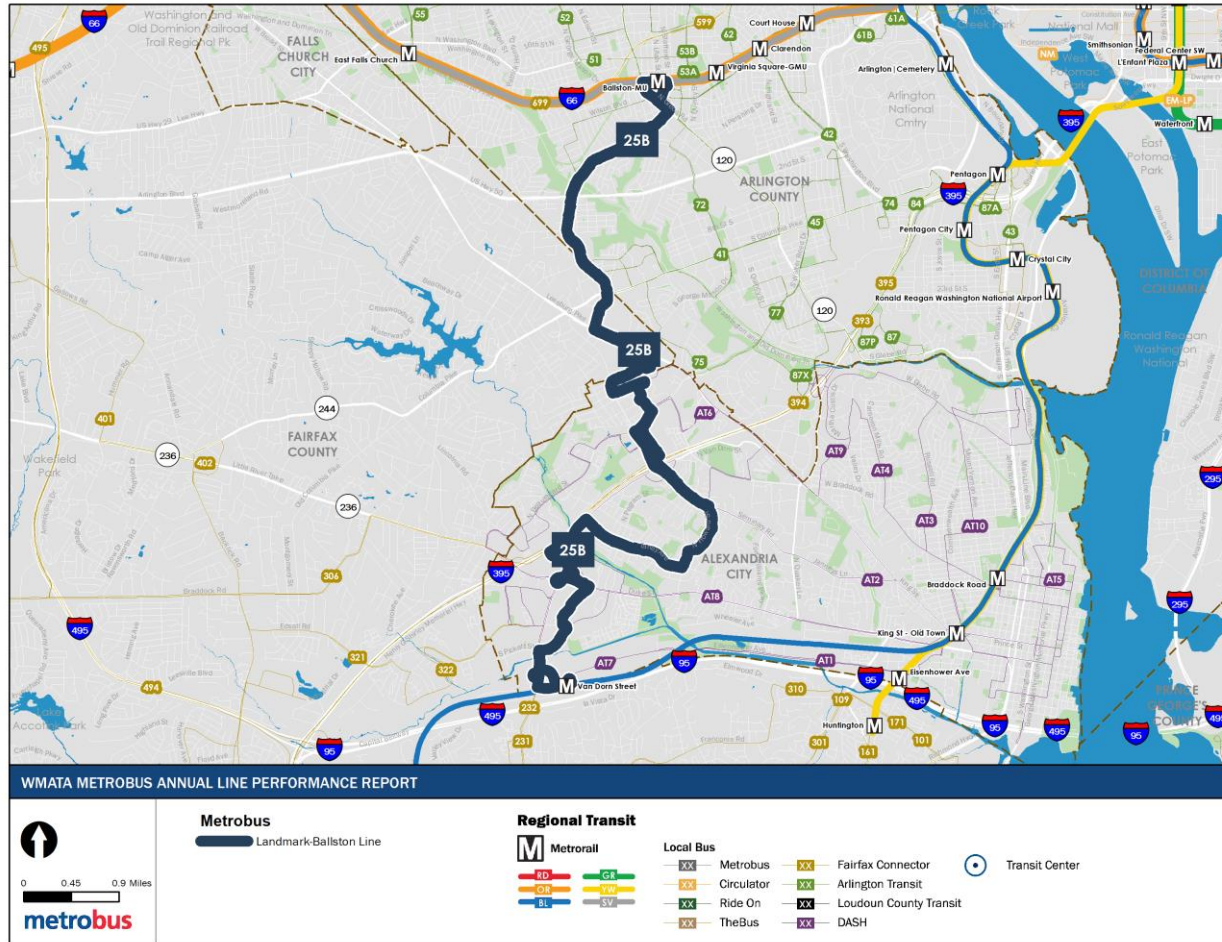
## Service Change Summary

Route 17G - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;  
 Route 17H - June 2019:  
 Weekday:Eliminate; Saturday:No change; Sunday: No change;  
 Route 17K - June 2019:  
 Weekday:Merge routes 17H,K; Saturday:No change;  
 Sunday: No change;  
 Route 17L - June 2019:  
 Weekday:No change; Saturday:No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

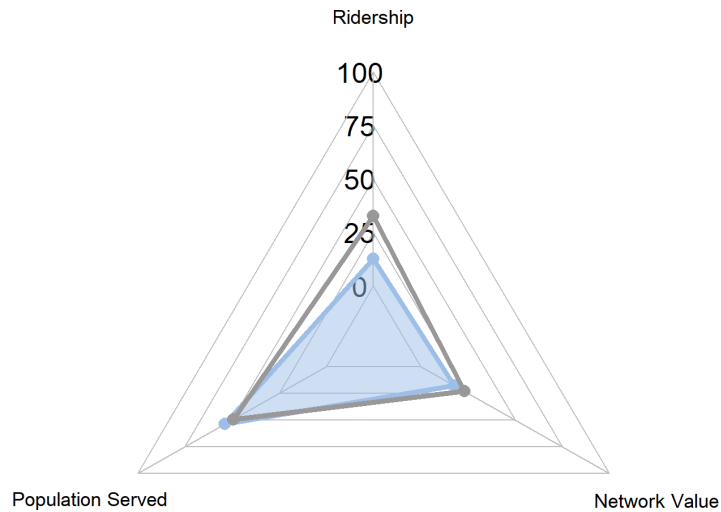
Overall Grade

Line	Overall Grade
Line	D

## Line Benefit Score

28

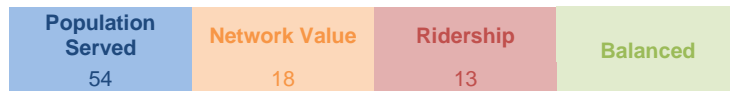
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,059,180
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	50,233	
	People of Color Population	Service Area	19,111
		% Riders Surveyed	71%
	Low Income Household	Service Area	12,386
		% Riders Surveyed	57%

## Facilities/Amenities

	Bus Stops	125
	% Stops With Shelters	16%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	0%



# Ridership

## Annual Ridership



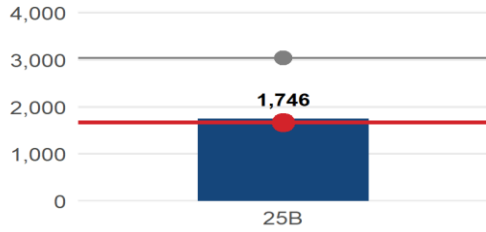
## Top Transfer Locations

### Ballston, Van Dorn Street

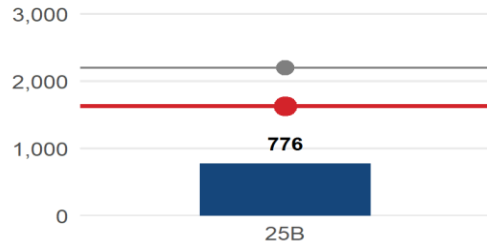
## Average Daily Ridership

- Class/Tier Average
- System Average

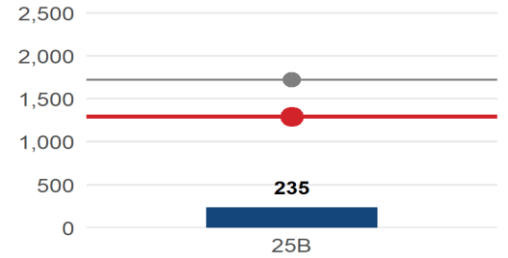
### Weekday



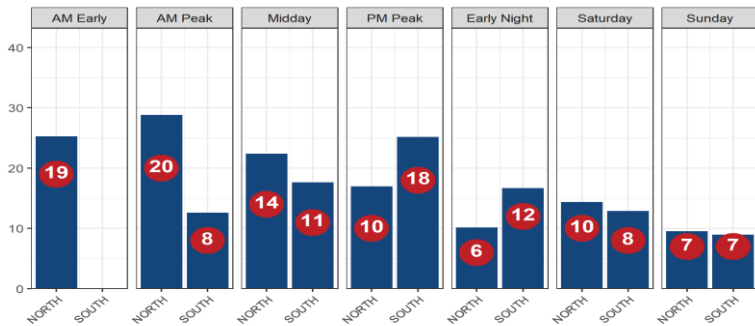
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.37	0.33
	<b>Off-Peak</b> Maximum Target: 1.0	0.3	0.28
<b>Saturday</b> Maximum Target: 1.0		0.24	0.21
<b>Sunday</b> Maximum Target: 1.0		0.18	0.17

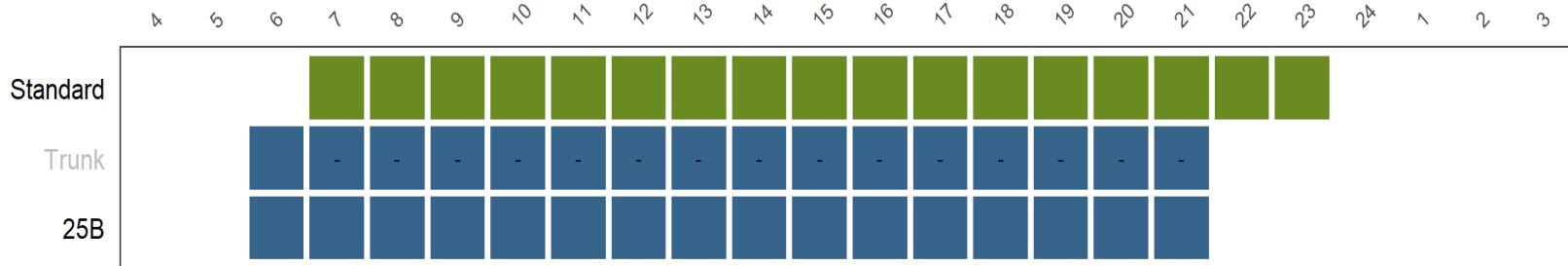
# Span and Frequency



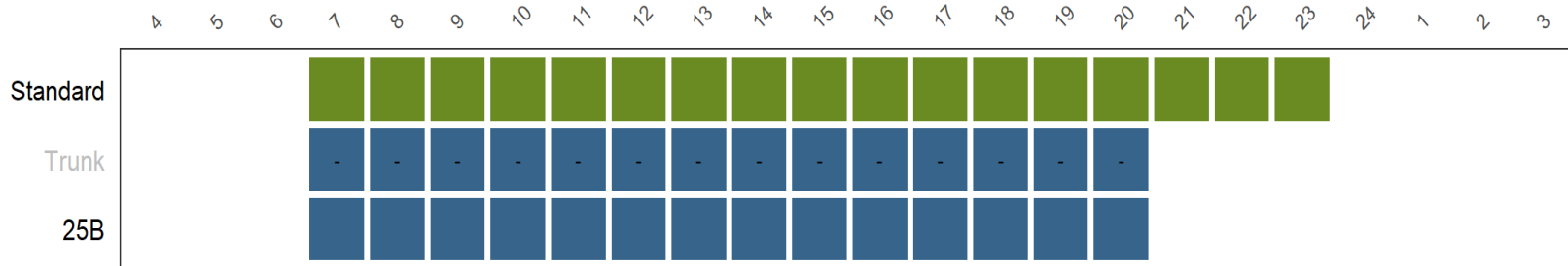
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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: 38.2	Peak: 17.4 / Off-Peak: 39	D	40.4	25.4	E	60.0	29.4	E
Productivity	Passengers per Revenue Hour   30	20.2	33.7	E	15.0	26.8	E	17.7	25.8	E
	Passengers per Revenue Mile   4	2.2	4.5	E	1.5	3.4	E	1.6	3.1	E
Reliability	On-Time Performance   79%	85%	76%	A	87%	74%	A	92%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.35	Off-Peak: 0.39 Peak: 0.55	A	0.22	0.37	A	0.18	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.92	\$ 4.02	D	\$7.98	\$ 5.16	E	\$6.72	\$ 5.25	E
	Cost Recovery   25%	23%	33%	C	17%	27%	E	20%	25%	D

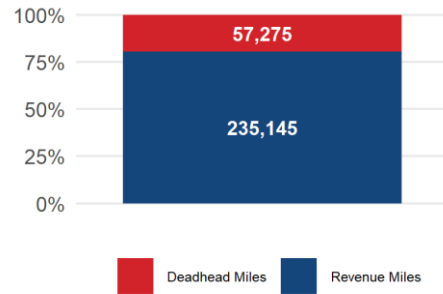
# Route 25B

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.4			5			A		
	Circuity   1.75	1.91			1.27			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	20.2	33.7	E	15.0	26.8	E	17.7	25.8	E
	Passengers per Revenue Mile   4	2.2	4.5	E	1.5	3.4	E	1.6	3.1	E
	Unique Segment Ridership   10%	30%	12%	A	49%	22%	A	40%	23%	A
Reliability	On-Time Performance   79%	85%	76%	A	87%	74%	A	92%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.35	Off-Peak: 0.39 Peak: 0.54	A	0.22	0.36	A	0.18	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.92	\$ 4.02	D	\$7.98	\$ 5.16	E	\$6.72	\$ 5.25	E
	Cost Recovery   25%	23%	34%	C	17%	26%	E	20%	25%	D

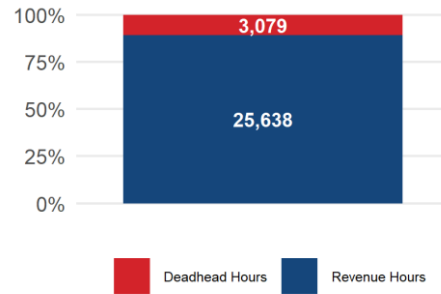


# Operational Analysis

## Miles Allocation



## Hours Allocation



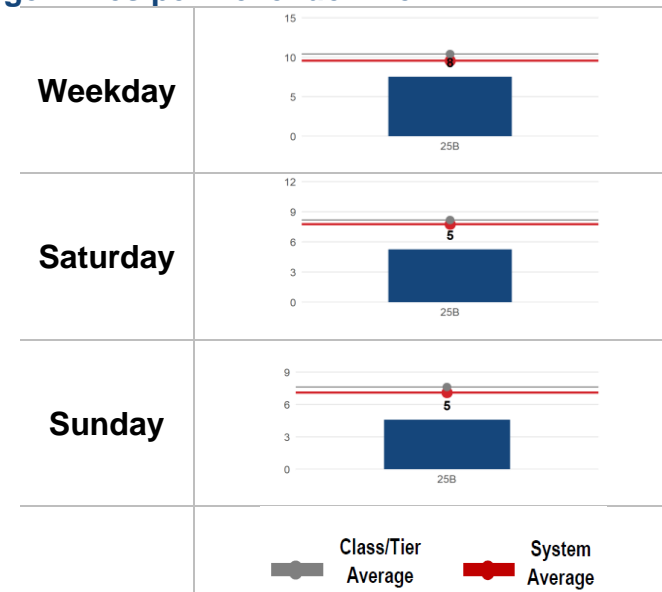
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
25B	29.60	2,290	2,285 (99.8%)

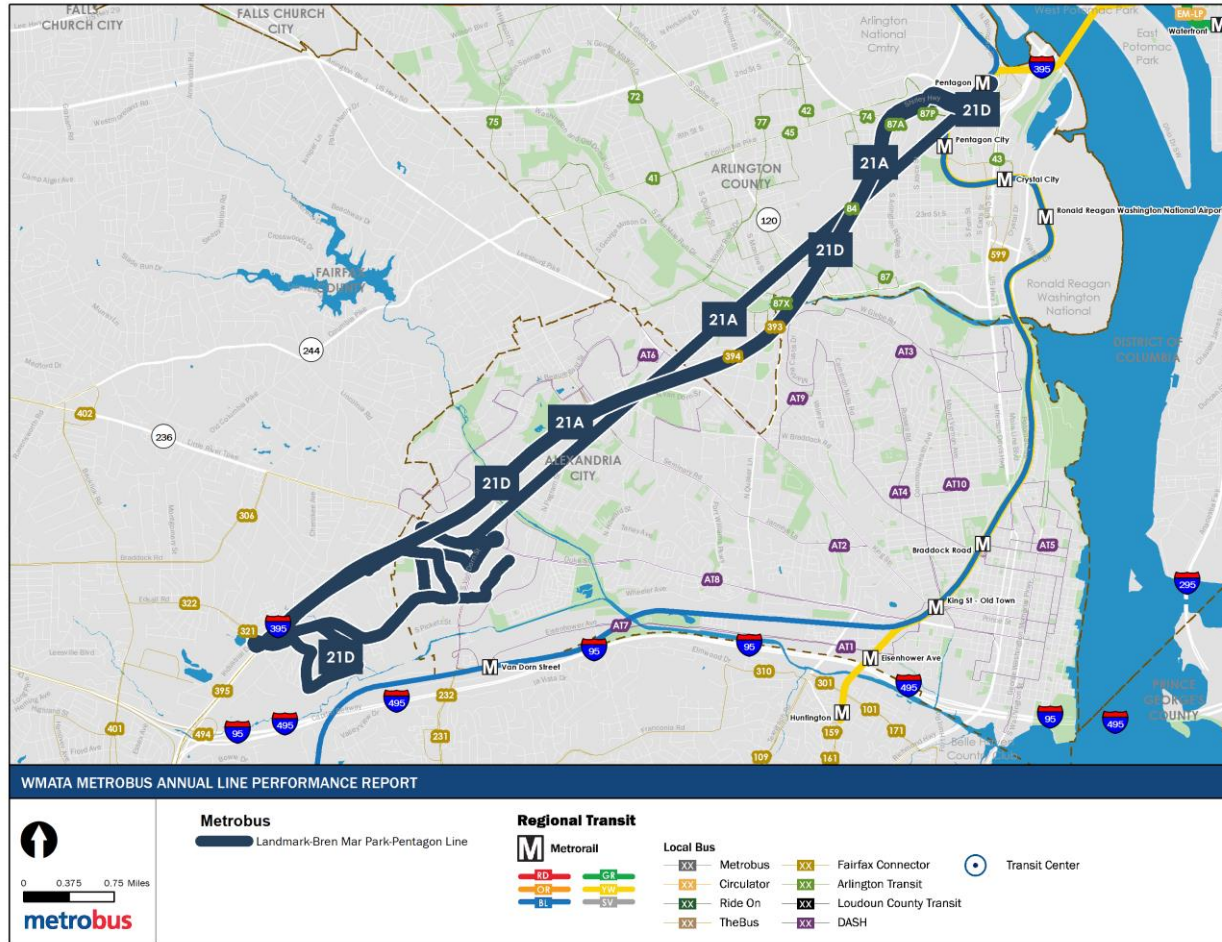
## Service Change Summary

Route 25B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	Overall Grade
Landmark-Bren Mar Park-Pentagon	A

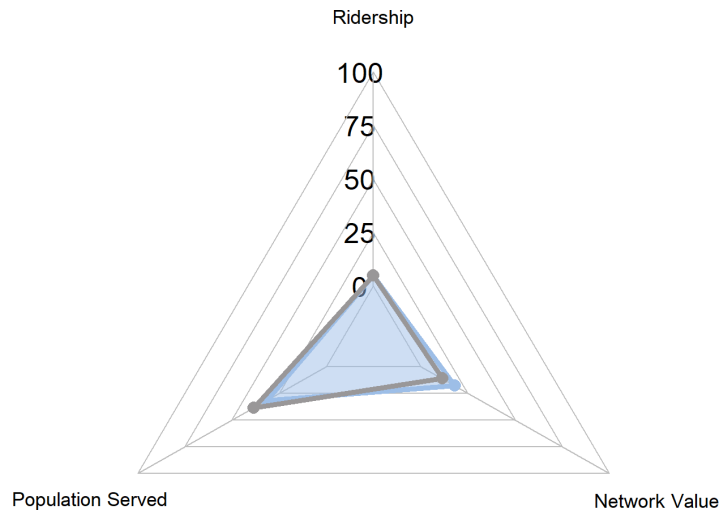
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**18**

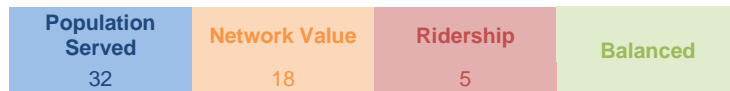
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$710,372</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>28,413</b>	
	<b>People of Color Population</b>	Service Area	<b>13,178</b>
		% Riders Surveyed	<b>51%</b>
	<b>Low Income Household</b>	Service Area	<b>8,353</b>
		% Riders Surveyed	<b>23%</b>

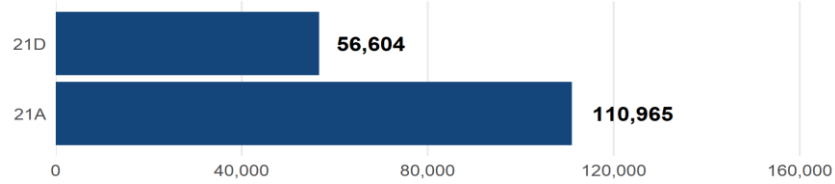
## Facilities/Amenities

	<b>Bus Stops</b>	<b>62</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>10%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

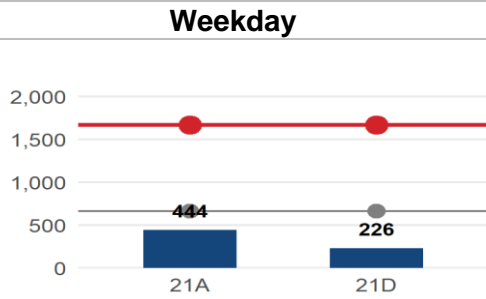
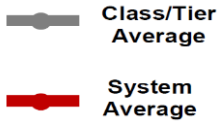
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



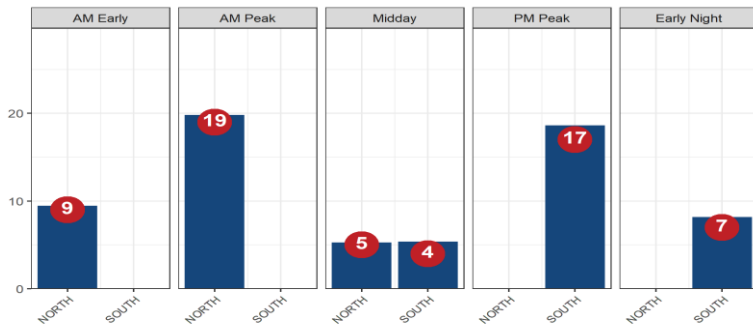
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



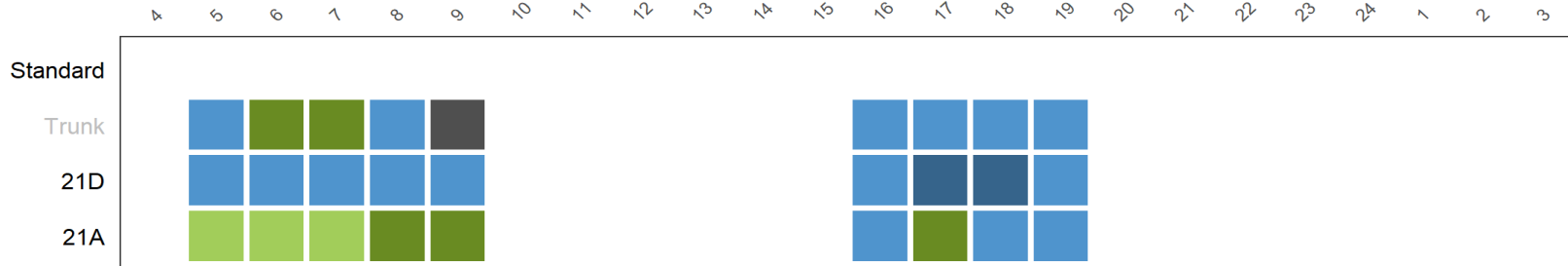
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.48	0.42
	Off-Peak Maximum Target: 1.0	0.2	0.16
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**A** Landmark-Bren Mar Park-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	5:35 AM - 9:05 AM; 4:00 PM - 7:47 PM	-	<b>A</b>	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 22.2 / Off-Peak: 2.0	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	27.1	31.7	<b>A</b>	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	1.7	3.6	<b>A</b>	-	-	-	-	-	-
Reliability	On-Time Performance   79%	89%	75%	<b>A</b>	-	-	-	-	-	-
	Crowding   5%	0%	4%	<b>A</b>	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.45	Off-Peak: 0.4 Peak: 0.52	<b>A</b>	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.39	\$ 4.43	<b>A</b>	-	-	-	-	-	-
	Cost Recovery   25%	38%	48%	<b>A</b>	-	-	-	-	-	-

# Route 21A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.6			3.2			-		
Route Design	Circuitry   N/A	1.31			1.31			-		
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	28.8	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	2.1	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	47%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.48	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.15	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	40%	45%	A	-	-	-	-	-	-

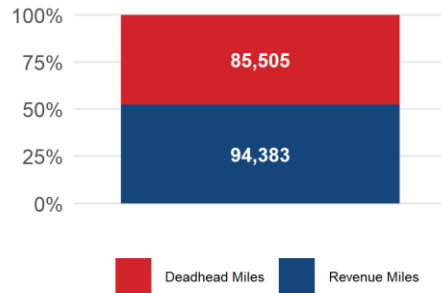
# Route 21D

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.9			3.2			-		
	Circuitry   N/A	1.62			1.31			-		
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	24.3	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	1.3	3.6	D	-	-	-	-	-	-
	Unique Segment Ridership   15%	39%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.4	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.90	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	35%	45%	A	-	-	-	-	-	-

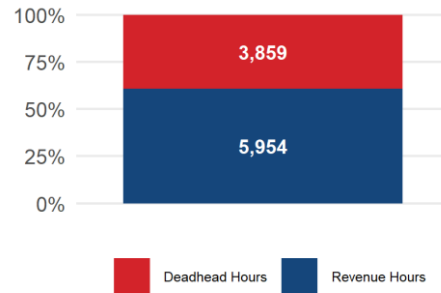


# Operational Analysis

## Miles Allocation



## Hours Allocation



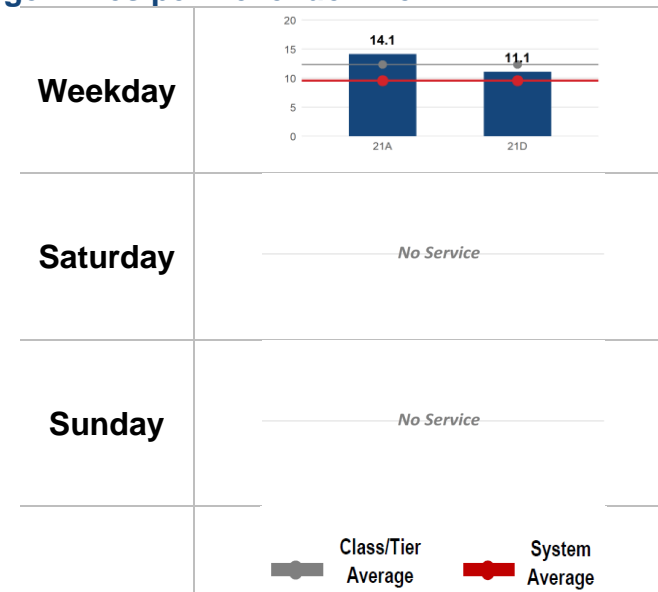
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
21A	18.70	484	484 (100.0%)
21D	25.30	308	308 (100.0%)

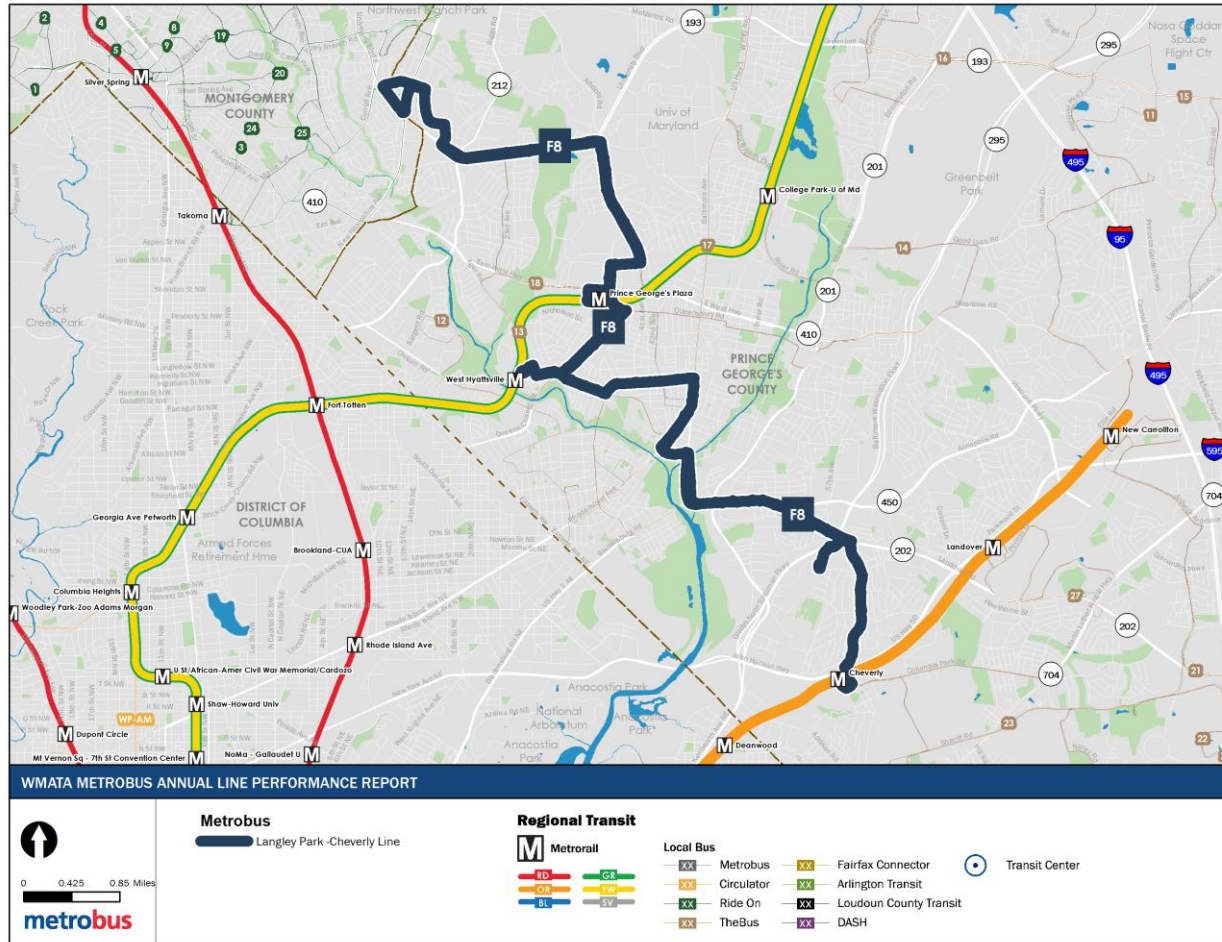
## Service Change Summary

Route 21A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 21D - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

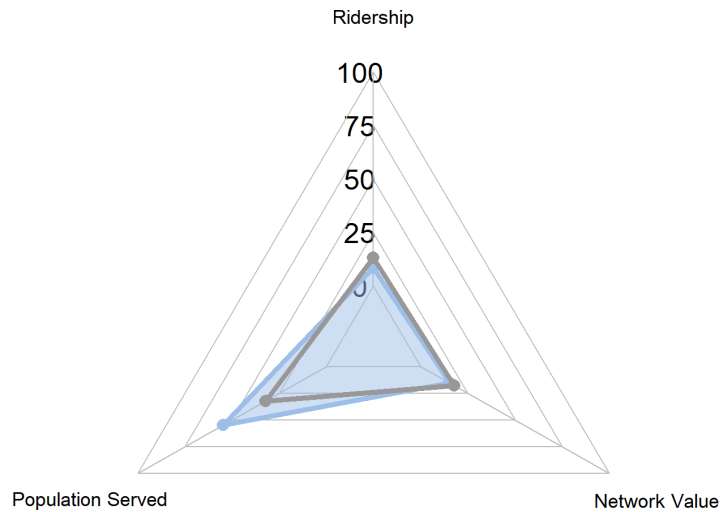
Line	Grade
Line	B



## Line Benefit Score

26

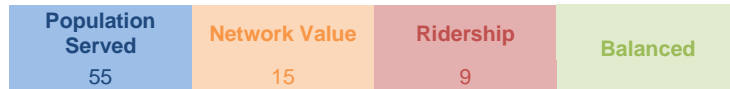
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,798,115</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>40,525</b>	
	<b>People of Color Population</b>	Service Area	<b>11,490</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>15,253</b>
		% Riders Surveyed	<b>64%</b>

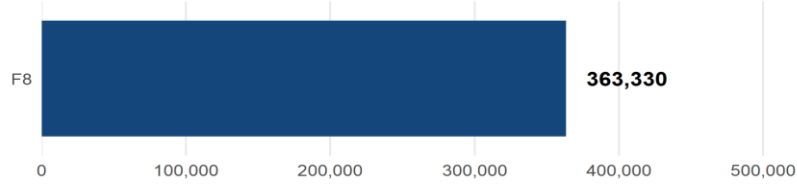
## Facilities/Amenities

	<b>Bus Stops</b>	<b>137</b>
	<b>% Stops With Shelters</b>	<b>14%</b>
	<b>% Stops With Benches</b>	<b>15%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership

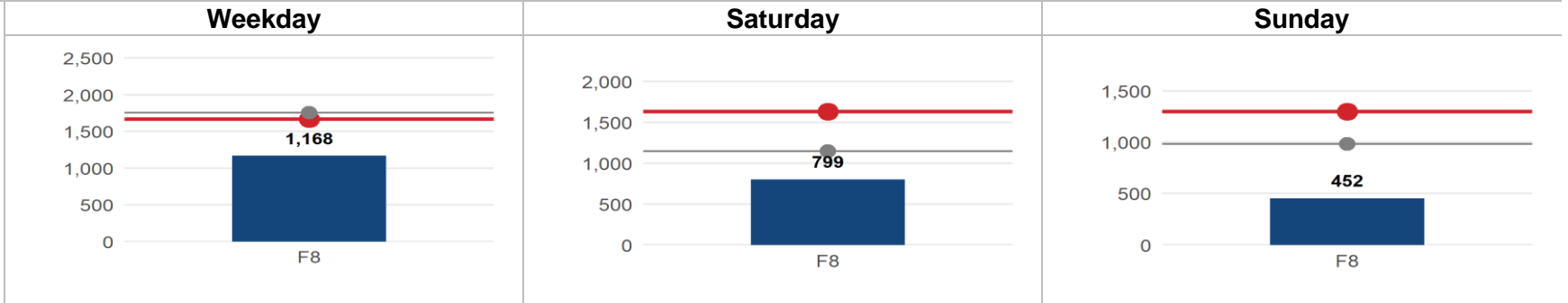


### Top Transfer Locations

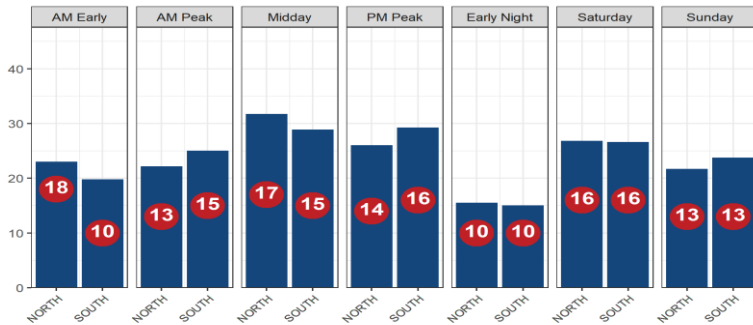
#### West Hyattsville, Prince George's Plaza, Cheverly

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



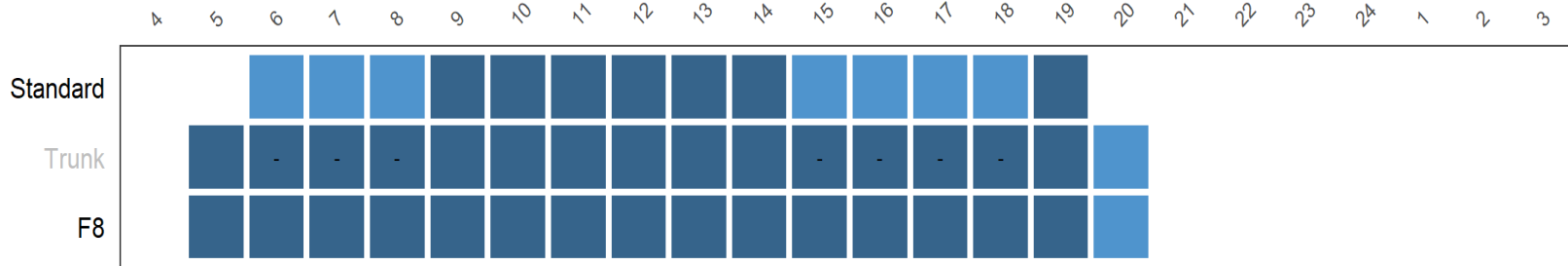
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.36	0.4
	Off-Peak Maximum Target: 1.0	0.41	0.34
Saturday Maximum Target: 1.0		0.39	0.39
Sunday Maximum Target: 1.0		0.32	0.34

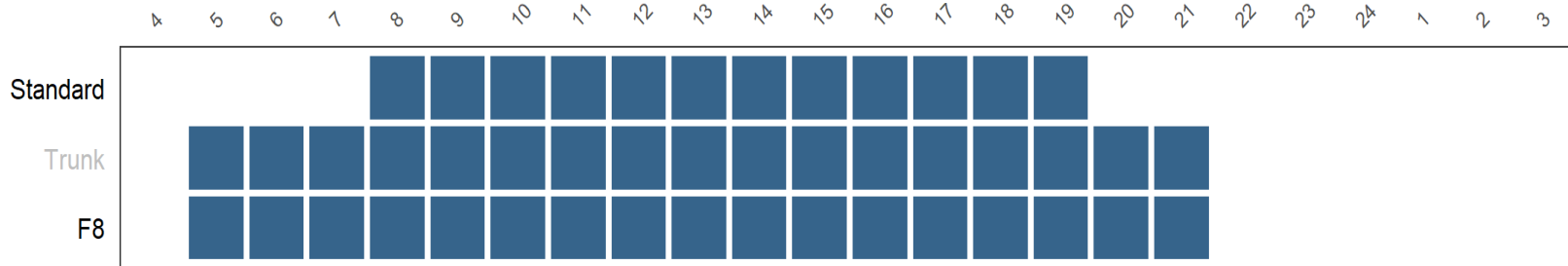
# Span and Frequency



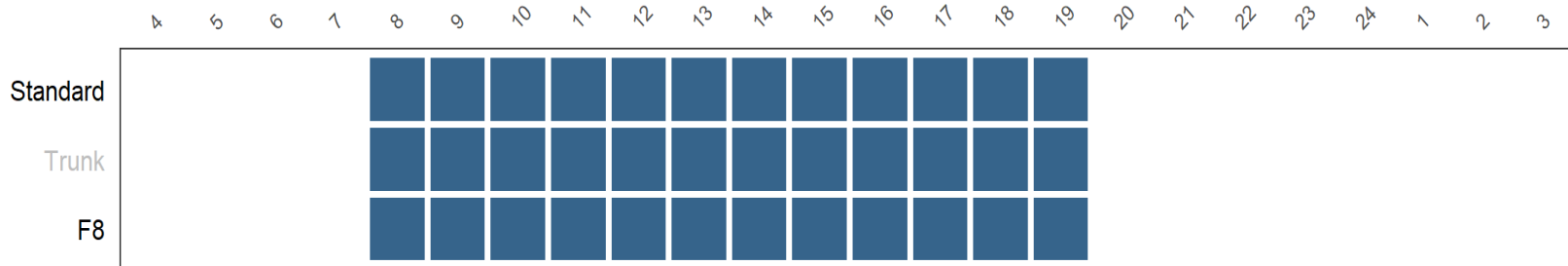
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Langley Park -Cheverly

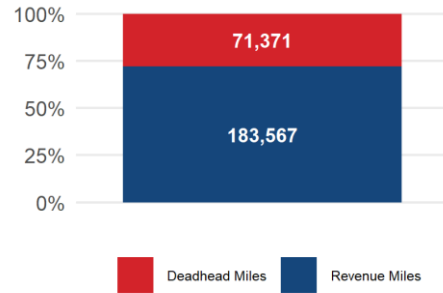
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:35 AM - 8:41 PM	-	A	5:42 AM - 9:22 PM	-	A	8:53 AM - 7:51 PM	-	C
	Frequency of Service   varies	Peak: 34.3 / Off-Peak: 50.6	Peak: 26.2 / Off-Peak: 64	C	63.1	42.7	C	60.8	42.4	C
Productivity	Passengers per Revenue Hour   15	24.0	36.4	A	25.8	33.5	A	23.3	32.4	A
	Passengers per Revenue Mile   2	2.0	4.2	C	2.0	3.5	B	1.7	3.3	D
Reliability	On-Time Performance   79%	67%	82%	E	50%	80%	E	54%	83%	E
	Crowding   5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.38	Off-Peak: 0.31 Peak: 0.41	A	0.39	0.27	A	0.33	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.97	\$ 4.43	B	\$4.63	\$ 5.10	B	\$5.13	\$ 4.84	C
	Cost Recovery   20%	25%	25%	A	27%	24%	A	25%	22%	A

# Route F8

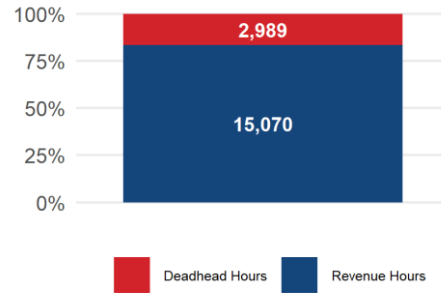
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			6			A		
Route Design	Circuitry   N/A	2.08			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	24.0	36.4	A	25.8	33.5	A	23.3	32.4	A
	Passengers per Revenue Mile   2	2.0	4.2	C	2.0	3.5	B	1.7	3.3	D
	Unique Segment Ridership   10%	35%	28%	A	39%	44%	A	38%	50%	A
Reliability	On-Time Performance   79%	67%	82%	E	50%	80%	E	54%	83%	E
	Crowding   5%	0%	2%	A	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.38	Off-Peak: 0.33 Peak: 0.43	A	0.39	0.3	A	0.33	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.97	\$ 4.43	B	\$4.63	\$ 5.10	B	\$5.13	\$ 4.84	C
	Cost Recovery   20%	25%	27%	A	27%	24%	A	25%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



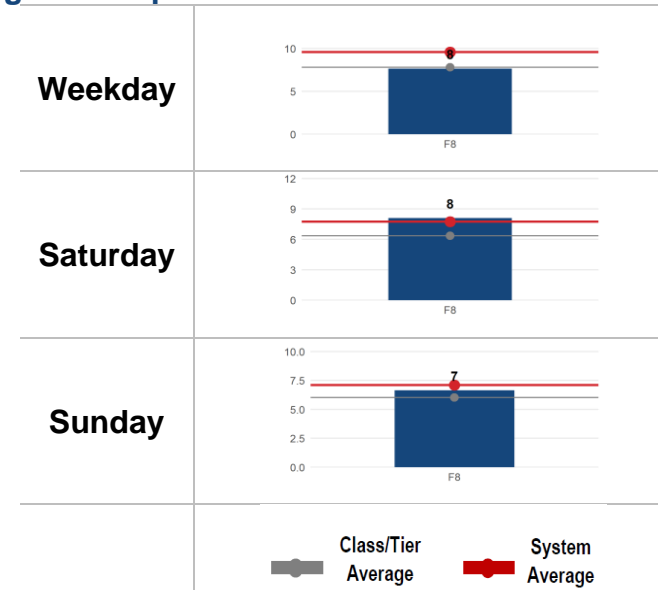
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F8	34.30	1,190	1,185 (99.6%)

## Service Change Summary

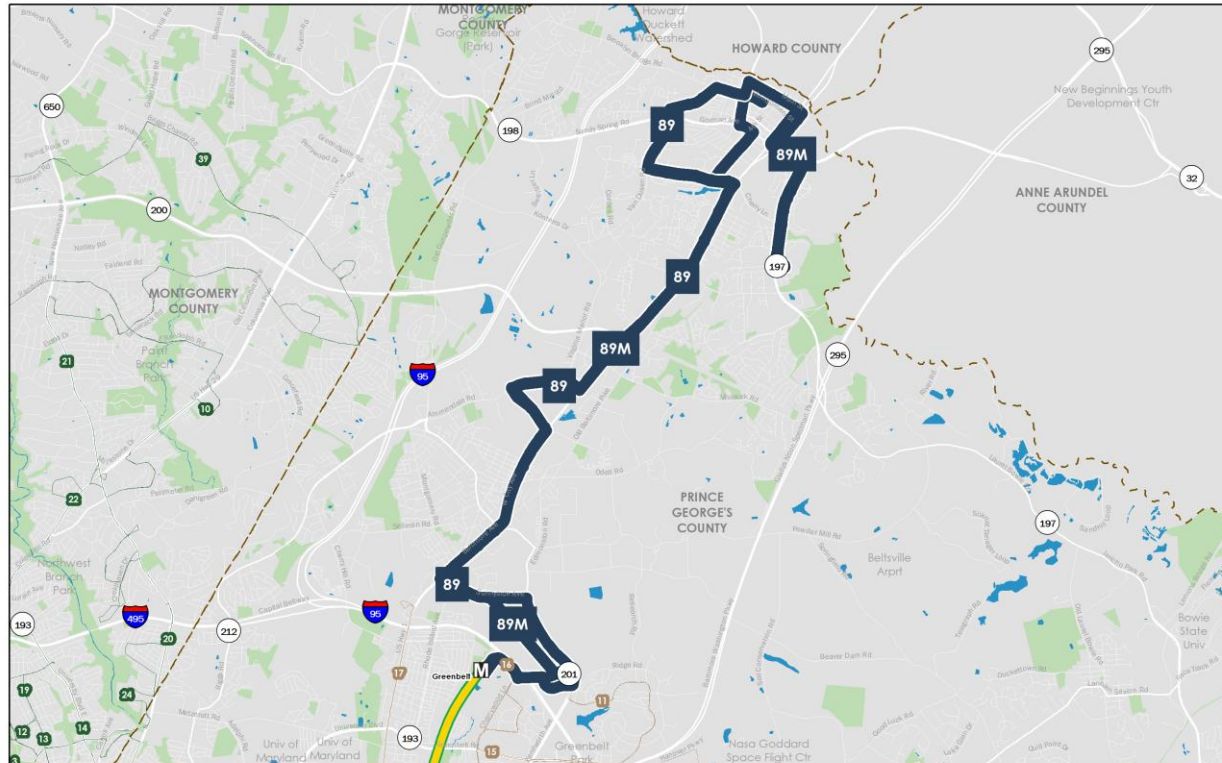
Route F8 - June 2019:  
 Weekday: PG Plaza detour; Saturday: PG Plaza detour;  
 Sunday: PG Plaza detour;

## Passenger Miles per Revenue Mile

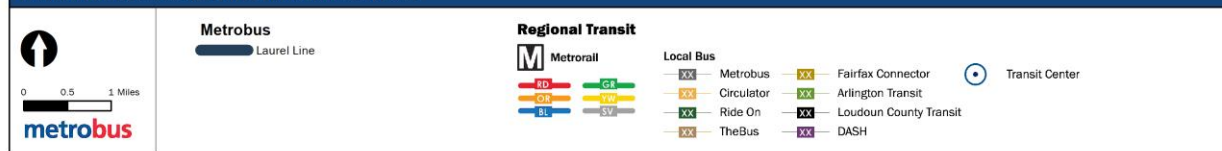




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

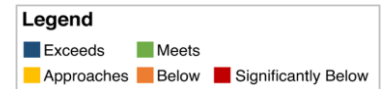
Coverage

Activity Tier

3

Overall Grade

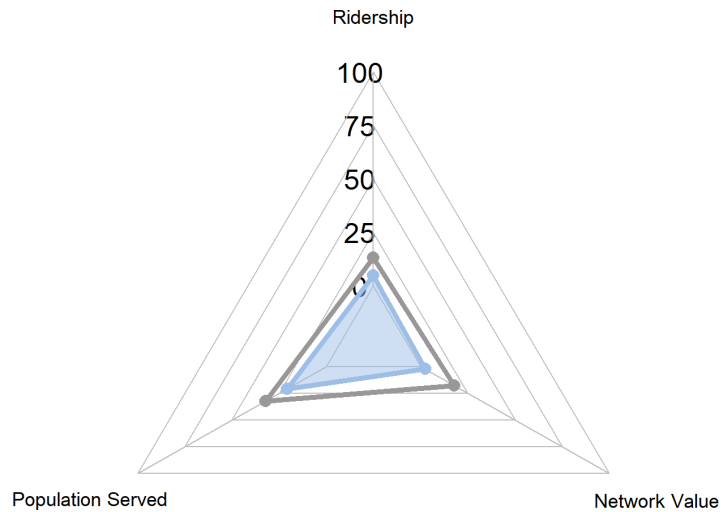
Line	Grade
Laurel	A



## Line Benefit Score

9

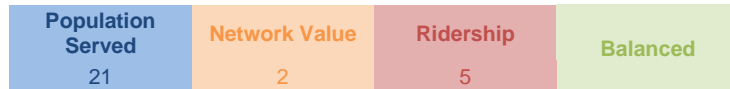
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,085,534</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>36,928</b>	
	<b>People of Color Population</b>	Service Area	<b>18,826</b>
		% Riders Surveyed	<b>91%</b>
	<b>Low Income Household</b>	Service Area	<b>8,879</b>
		% Riders Surveyed	<b>53%</b>

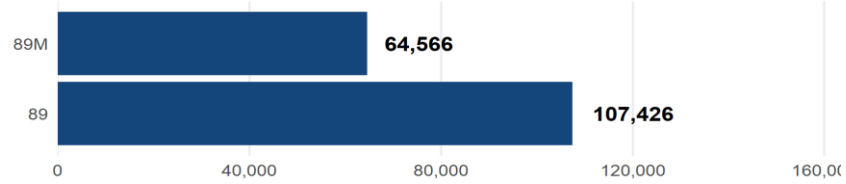
## Facilities/Amenities

	<b>Bus Stops</b>	<b>96</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

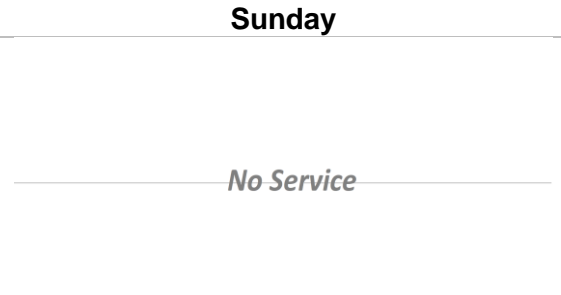
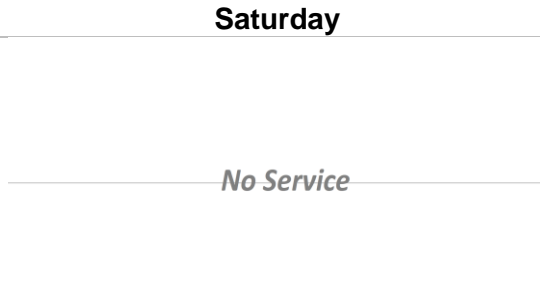
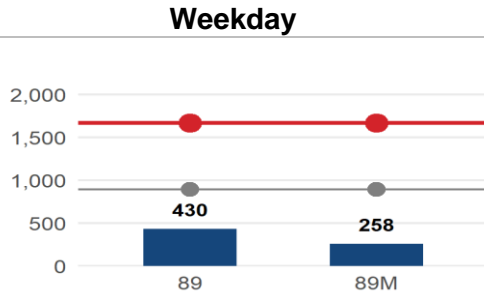
### Annual Ridership



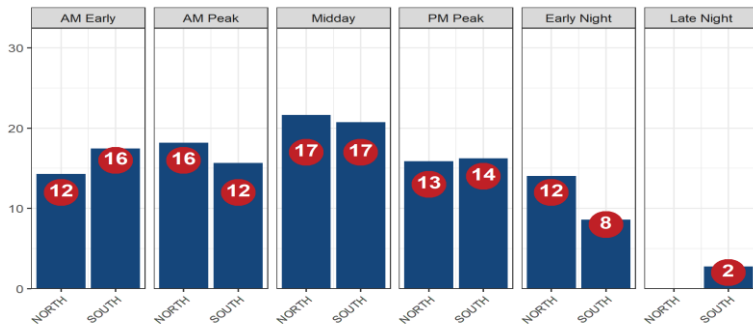
### Top Transfer Locations

### Greenbelt

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



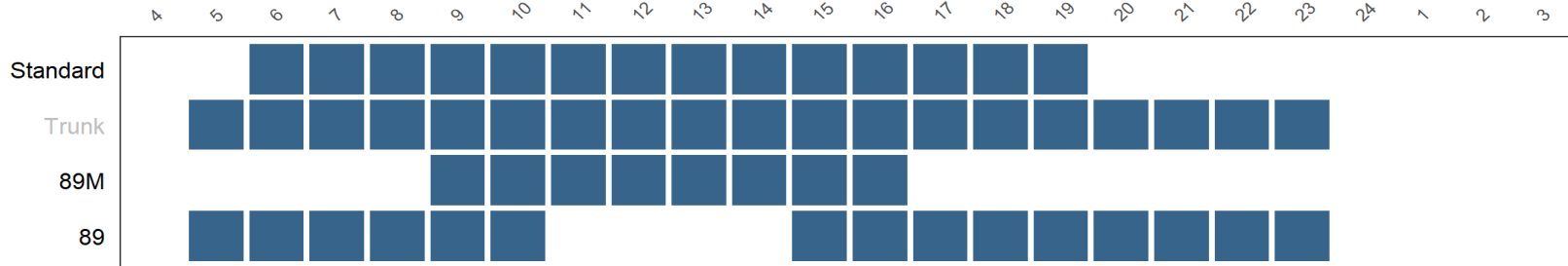
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.35	0.33
	Off-Peak Maximum Target: 1.0	0.38	0.32
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A 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 - 11:26 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 43.8 / Off-Peak: 57.0	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	19.3	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.2	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.34	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.17	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	23%	B	-	-	-	-	-	-

# Route 89

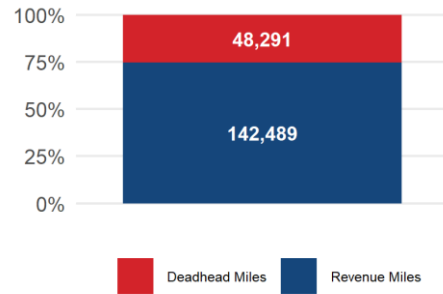
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.3			4.9			E		
Route Design	Circuitry   N/A	2.15			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	17.3	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	84%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.90	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	19%	23%	C	-	-	-	-	-	-

# Route 89M

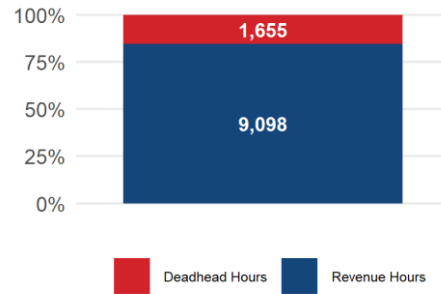
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.3			4.9			E		
Route Design	Circuitry   N/A	2.33			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	24.1	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	2%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	83%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.49	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.95	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	26%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



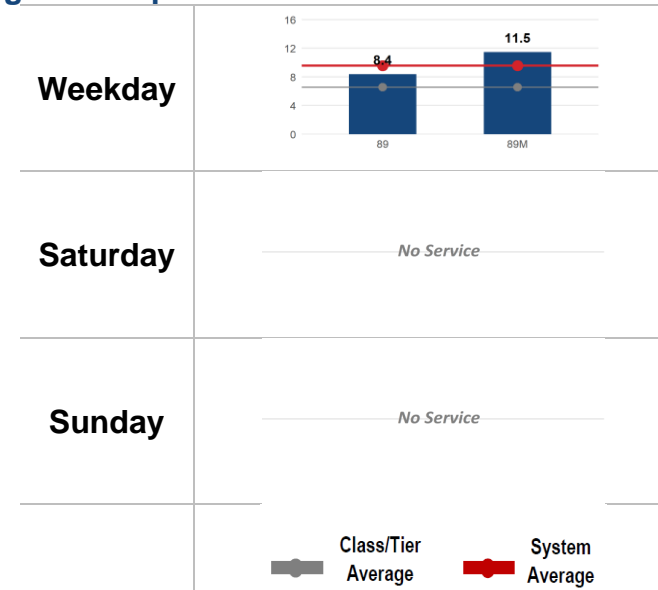
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
89	37.30	660	655 (99.2%)
89M	40.10	264	263 (99.6%)

## Service Change Summary

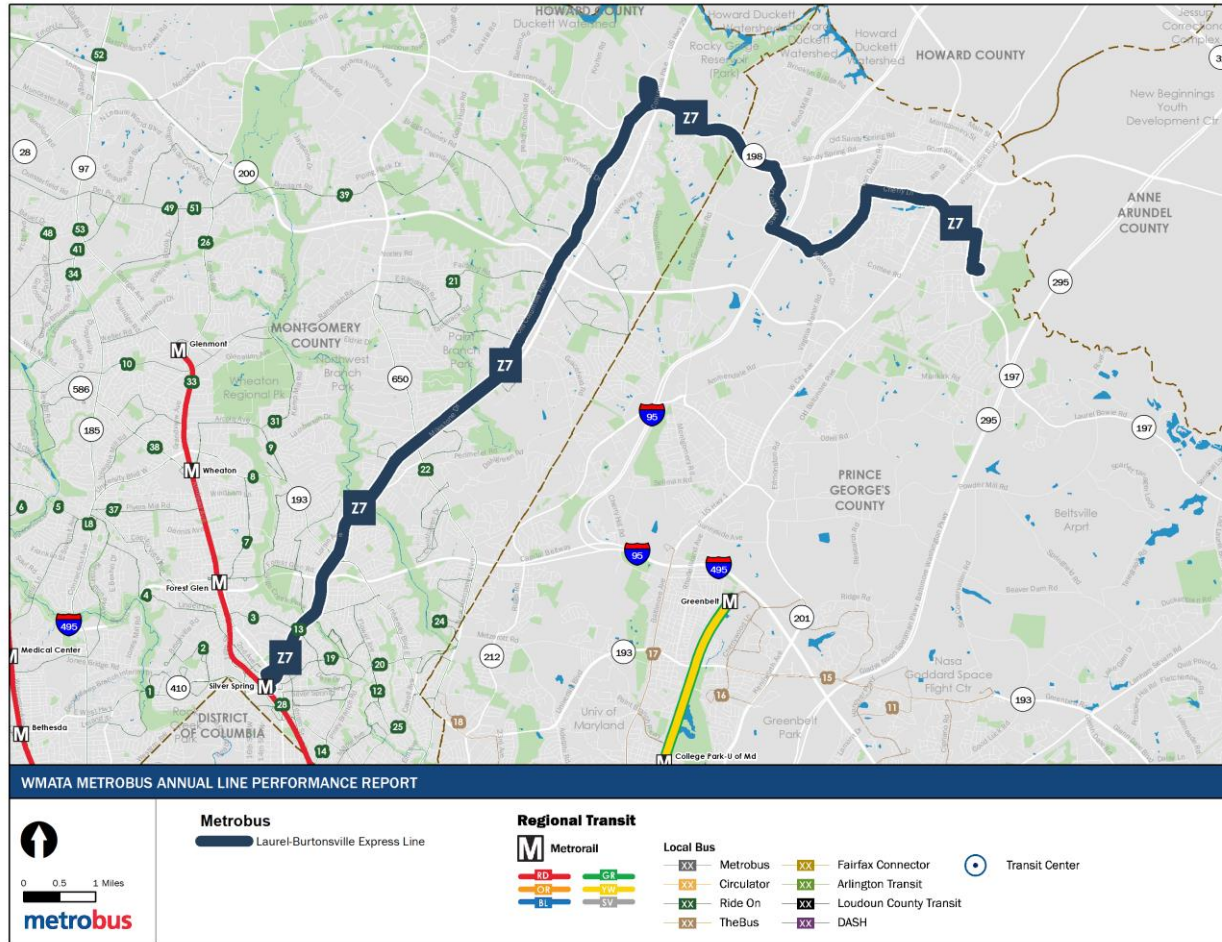
Route 89 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 89M - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Overall Grade
Line	<b>A</b>

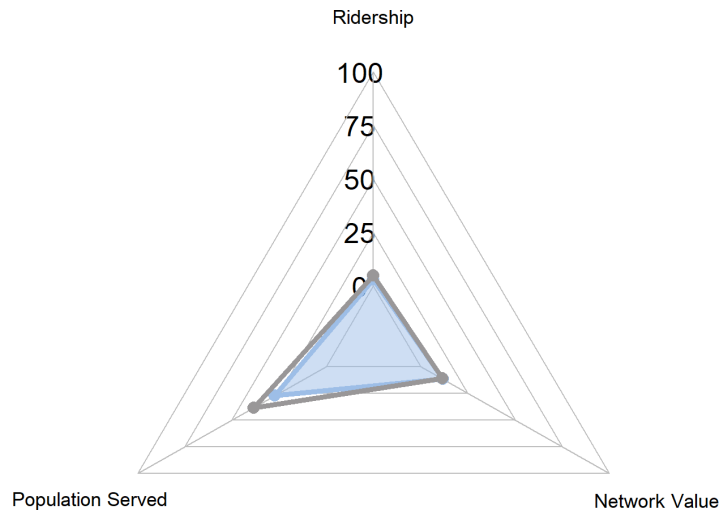
**Legend**

Exceeds (Dark Blue), Meets (Green), Approaches (Yellow), Below (Orange), Significantly Below (Red)

## Line Benefit Score

14

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

27

12

3

## Operating Statistics

	Annual Operating Costs	\$609,813
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population	20,740	
	People of Color Population	Service Area	12,436
		% Riders Surveyed	86%
	Low Income Household	Service Area	4,578
		% Riders Surveyed	54%

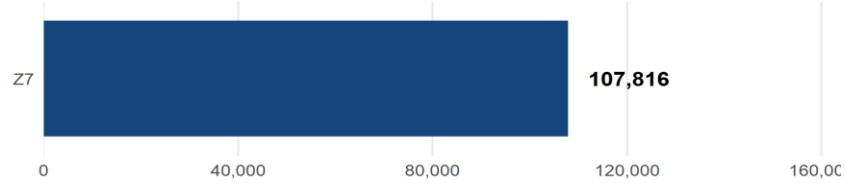
## Facilities/Amenities

	Bus Stops	95
	% Stops With Shelters	21%
	% Stops With Benches	24%
	% Stops With Real-Time Signs	1%



## Ridership

### Annual Ridership



### Top Transfer Locations

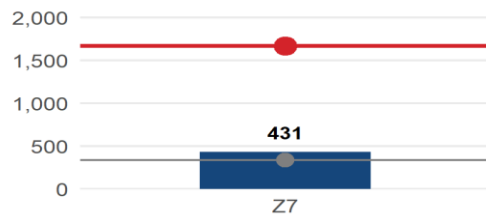
#### Silver Spring

#### Weekday

#### Saturday

#### Sunday

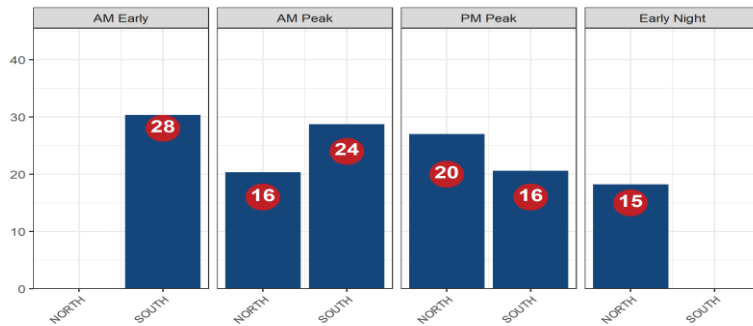
### Average Daily Ridership



No Service

No Service

### Average Trip Ridership and Maximum Load by Time Period



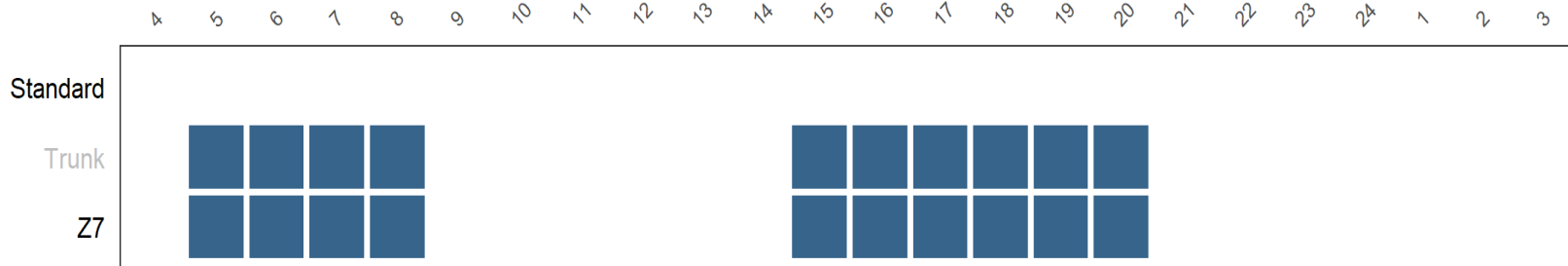
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.48	0.52
	Off-Peak Maximum Target: 1.0		0.37	0.71
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Laurel-Burtonsville Express

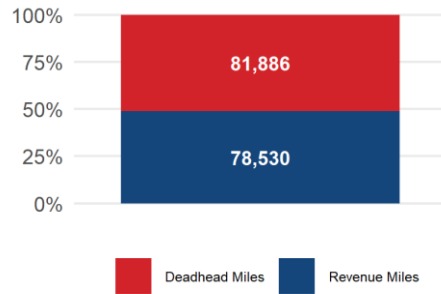
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:00 AM - 8:58 AM; 3:22 PM - 8:25 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 110.2 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	21.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	1.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.6 Peak: 0.5	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.52	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	25%	42%	A	-	-	-	-	-	-

# Route Z7

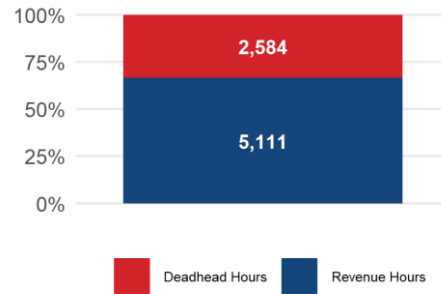
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.7			2.1			-		
Route Design	Circuitry   N/A	1.39			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	21.6	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.4	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	32%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.6 Peak: 0.5	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.52	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	25%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



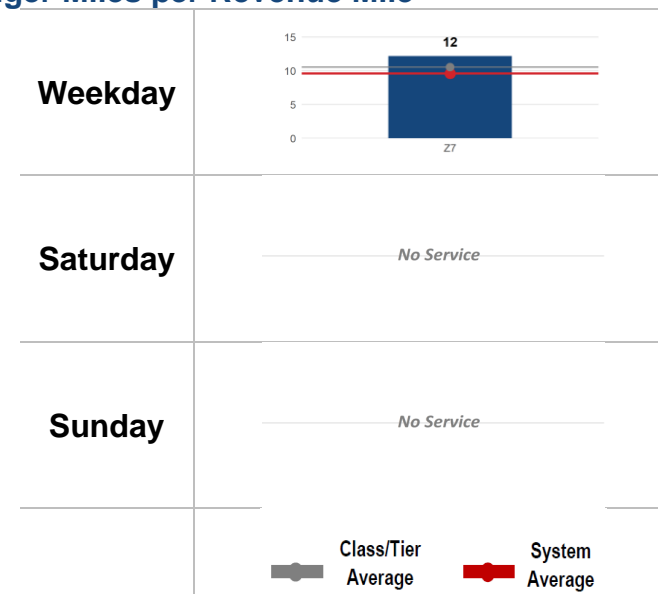
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z7	37.20	374	372 (99.5%)

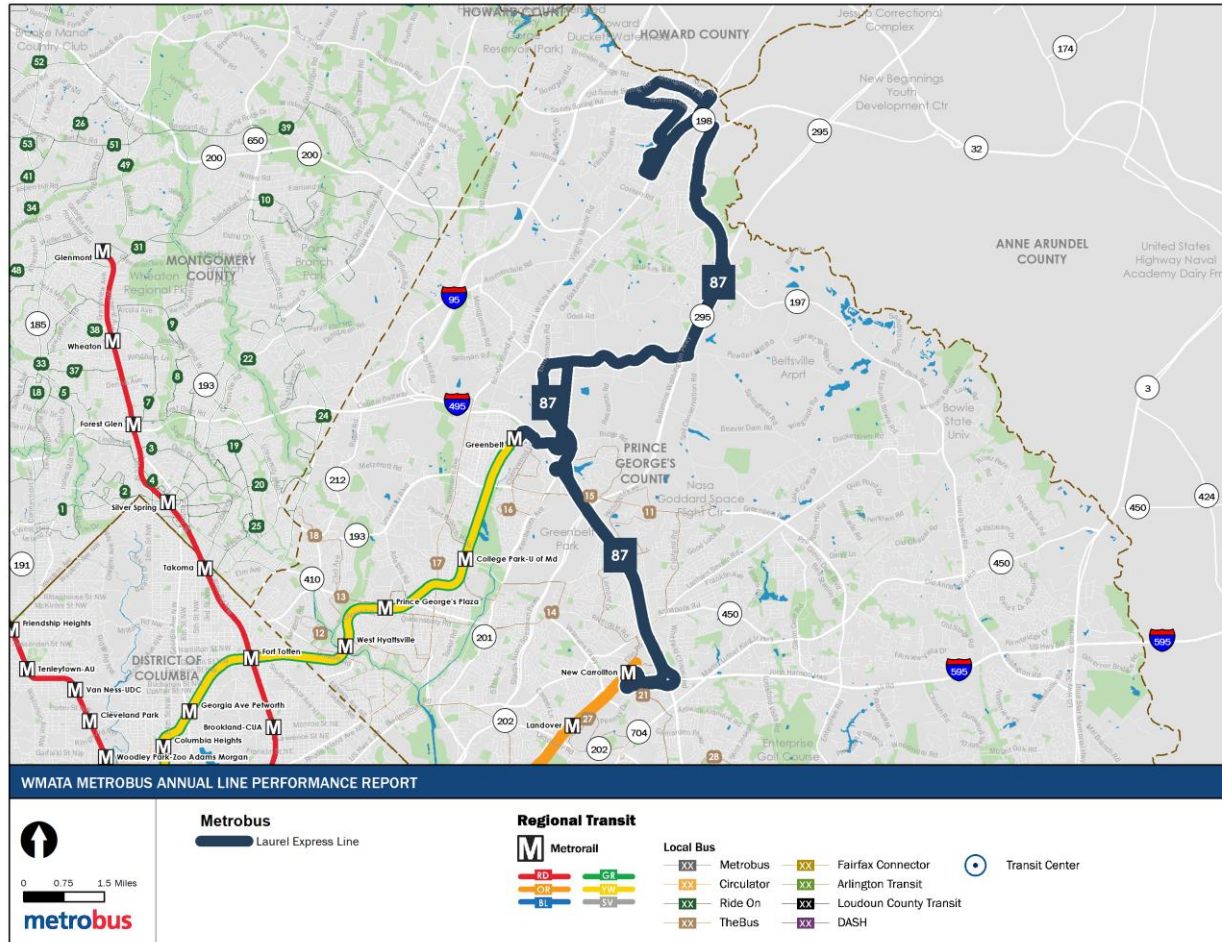
## Service Change Summary

Route Z7 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

**Legend**

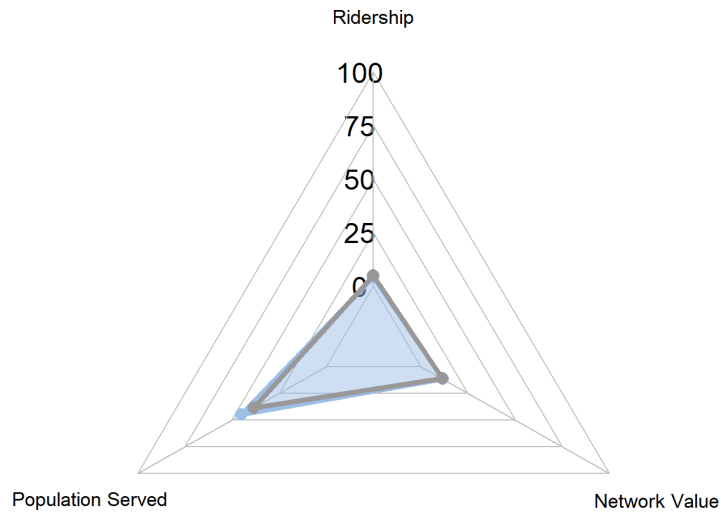
<span style="background-color: #004a80; color: white; padding: 2px;"> </span> Exceeds	<span style="background-color: #4CAF50; color: white; padding: 2px;"> </span> Meets
<span style="background-color: #FFC107; color: white; padding: 2px;"> </span> Approaches	<span style="background-color: #FF5722; color: white; padding: 2px;"> </span> Below
<span style="background-color: #F44336; color: white; padding: 2px;"> </span> Significantly Below	



## Line Benefit Score

**20**

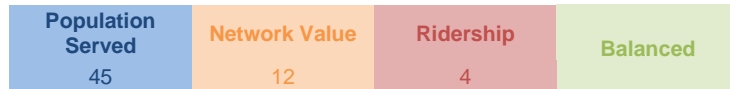
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$860,725</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>22,316</b>	
	<b>People of Color Population</b>	Service Area	<b>12,271</b>
		% Riders Surveyed	<b>91%</b>
	<b>Low Income Household</b>	Service Area	<b>6,413</b>
		% Riders Surveyed	<b>38%</b>

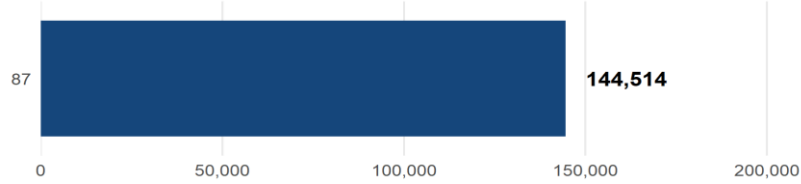
## Facilities/Amenities

	<b>Bus Stops</b>	<b>73</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>18%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

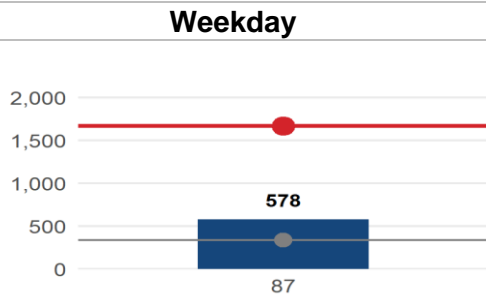
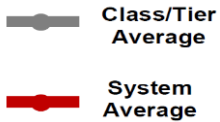
### Annual Ridership



### Top Transfer Locations

#### Greenbelt, New Carrollton

### Average Daily Ridership



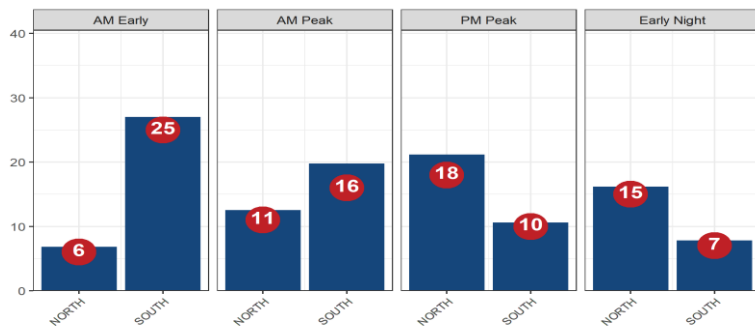
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



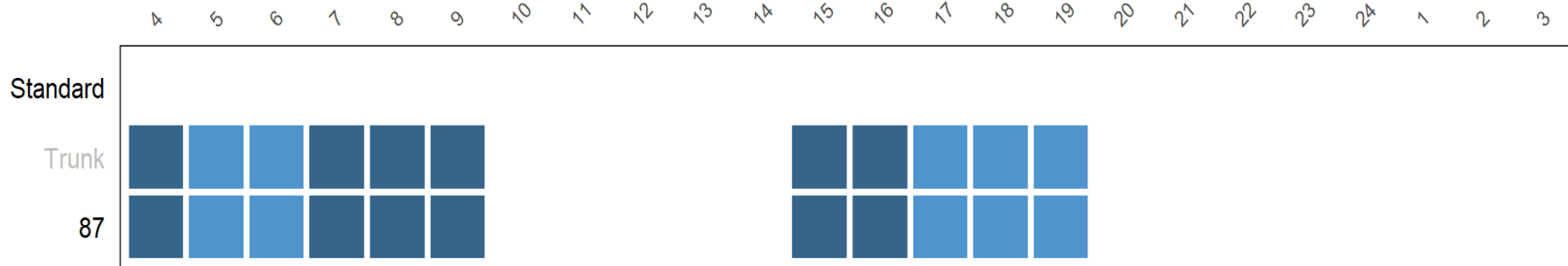
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.39	0.34
	Off-Peak Maximum Target: 1.0		0.27	0.51
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Laurel Express

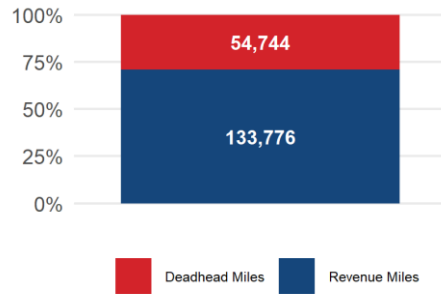
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:46 AM - 9:17 AM; 3:10 PM - 7:47 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 39.8 / Off-Peak: 406.0	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	20.4	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	1.1	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	74%	78%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.37	Off-Peak: 0.4 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.84	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	42%	A	-	-	-	-	-	-

# Route 87

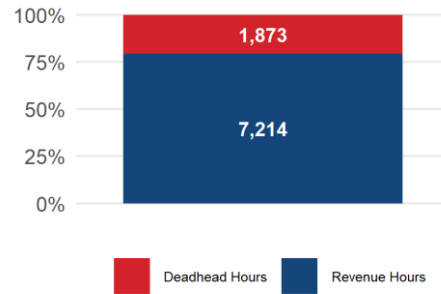
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.4			2.1			-		
Route Design	Circuitry   N/A	2.78			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	20.4	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	1.1	B	-	-	-	-	-	-
	Unique Segment Ridership   15%	31%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	74%	78%	C	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.37	Off-Peak: 0.43 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.84	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	23%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



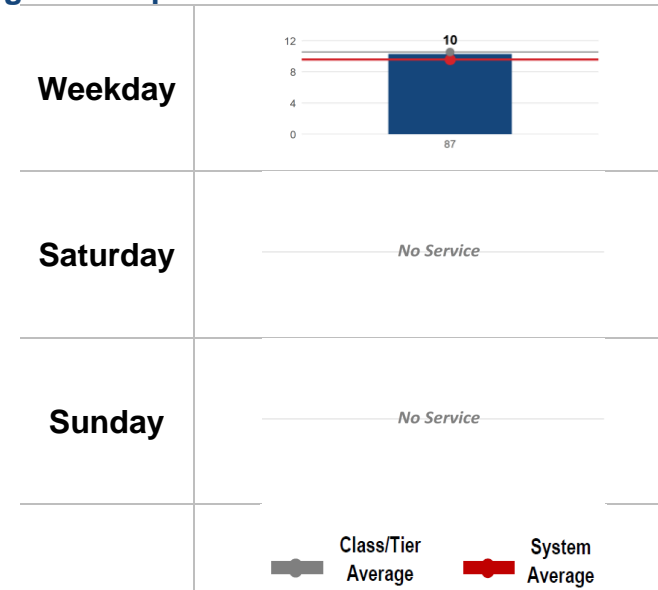
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
87	73.20	726	716 (98.6%)

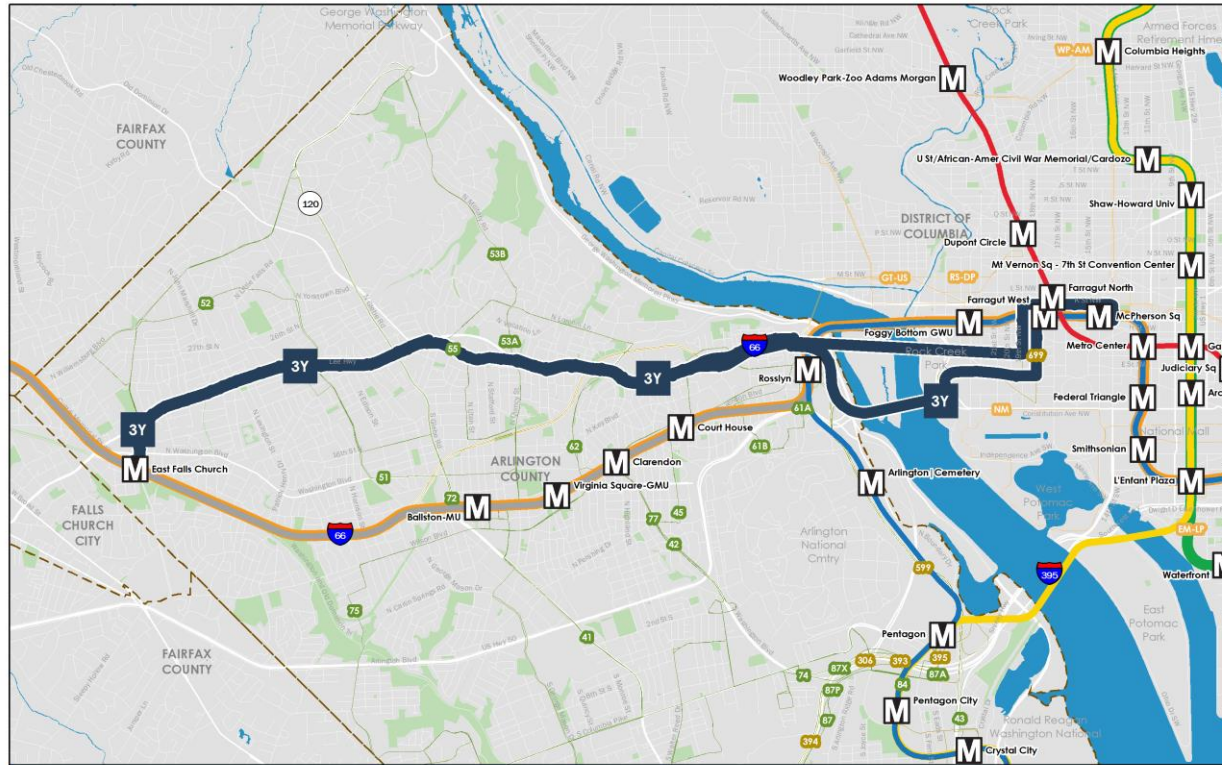
## Service Change Summary

Route 87 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**metrobus**

**Metrobus**

Lee Highway-Farragut Square Line

**Regional Transit**

Metro rail	Local Bus	Fairfax Connector
Red Line	Circulator	Arlington Transit
Orange Line	Ride On	Loudoun County Transit
Blue Line	TheBus	DASH
Green Line		Transit Center

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	Grade
Line	B

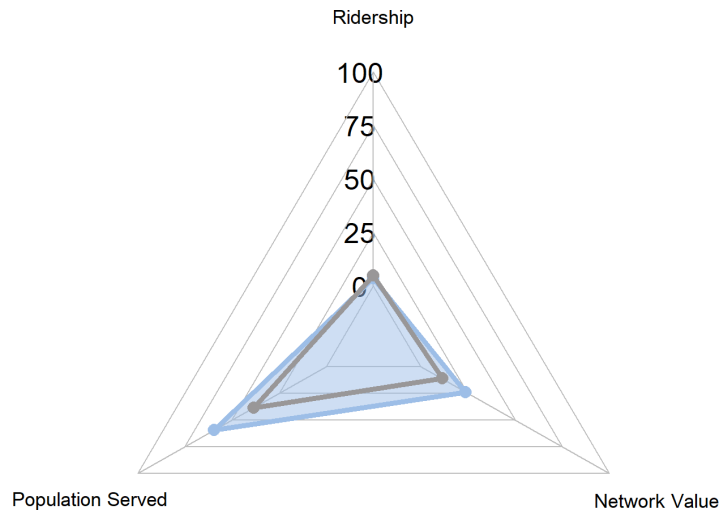
**Legend**

Exceeds	Meets
Approaches	Below
Significantly Below	

## Line Benefit Score

29

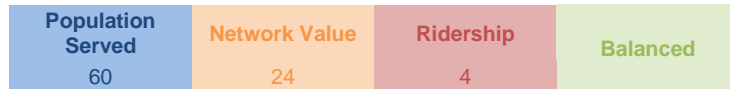
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$441,253
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	29,093	
	People of Color Population	Service Area	6,015
		% Riders Surveyed	39%
	Low Income Household	Service Area	3,537
		% Riders Surveyed	7%

## Facilities/Amenities

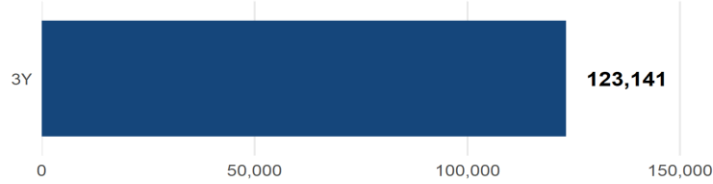
	Bus Stops	91
	% Stops With Shelters	31%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	1%





## Ridership

### Annual Ridership

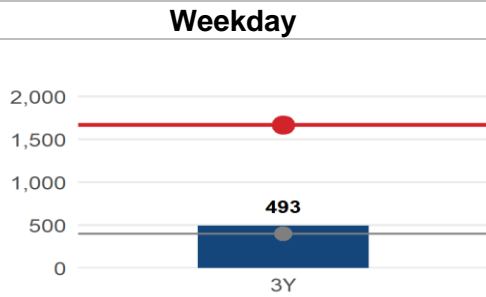


### Top Transfer Locations

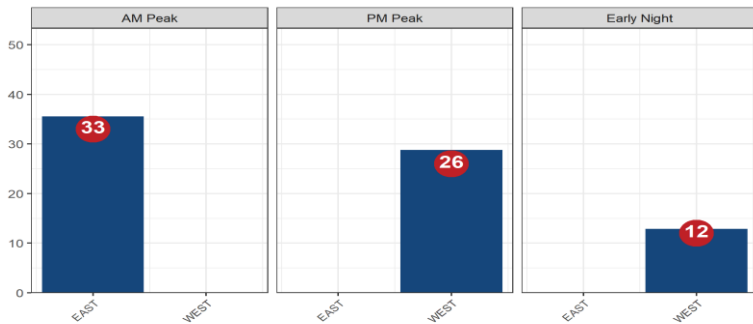
Farragut North, Rosslyn, Farragut West

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	WEST	EAST
Weekday	Peak Maximum Target: 1		0.64	0.81
	Off-Peak Maximum Target: 1.0		0.29	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Lee Highway-Farragut Square

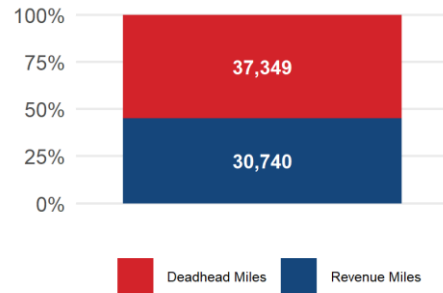
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:29 AM - 9:30 AM; 4:15 PM - 8:00 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 23.5 / Off-Peak: 25.0	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	31.4	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	3.7	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	77%	D	-	-	-	-	-	-
	Crowding   5%	6%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.72	Off-Peak: 0.35 Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.80	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	49%	44%	A	-	-	-	-	-	-

# Route 3Y

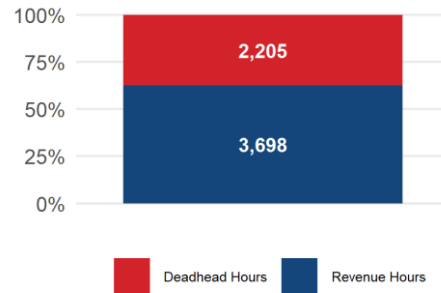
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	4.9			2.8			-		
Route Design	Circuitry   N/A	1.22			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	31.4	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	3.7	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	58%	17%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	77%	D	-	-	-	-	-	-
	Crowding   5%	6%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.72	Off-Peak: 0.29 Peak: 0.45	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.80	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	49%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



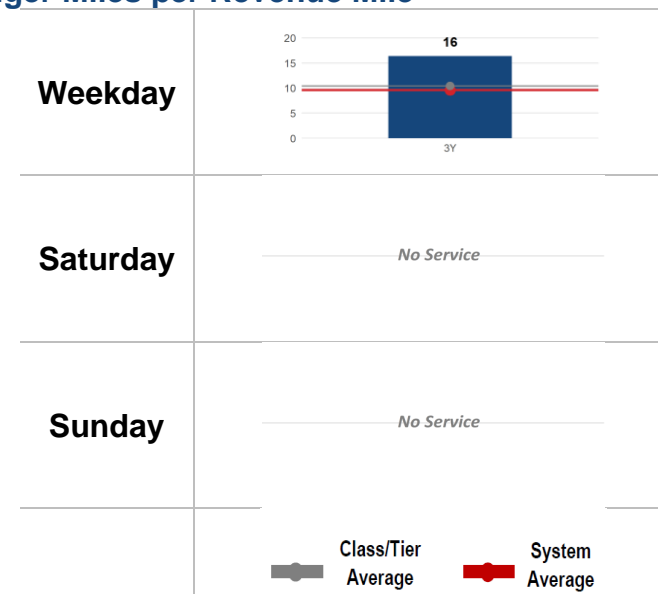
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3Y	18.80	330	328 (99.4%)

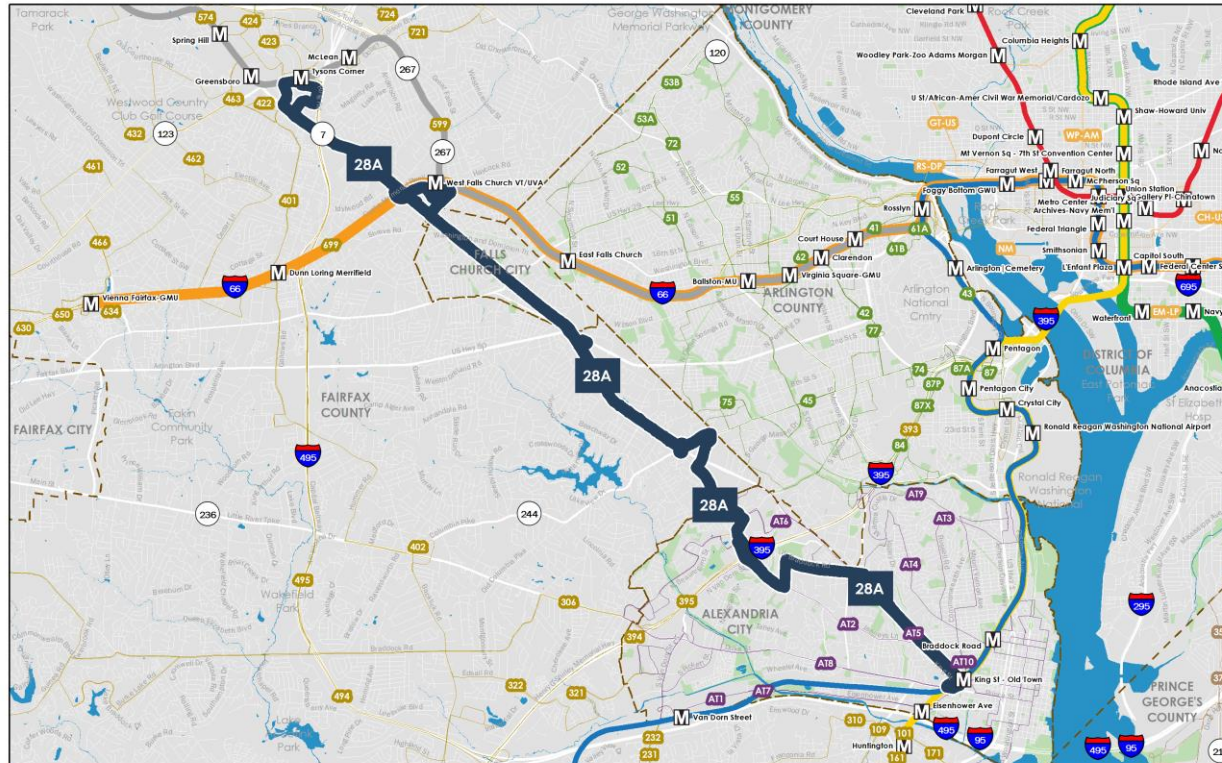
## Service Change Summary

Route 3Y - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

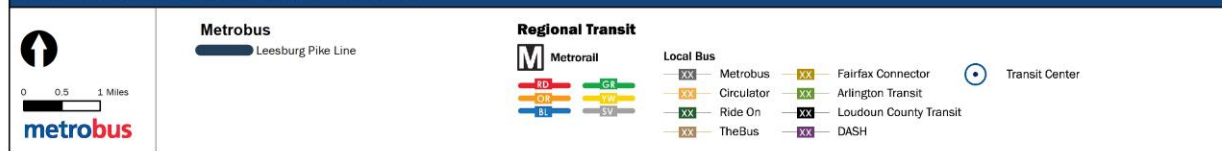
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

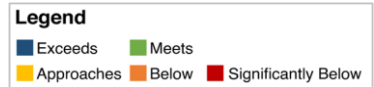
Framework

Activity Tier

2

Overall Grade

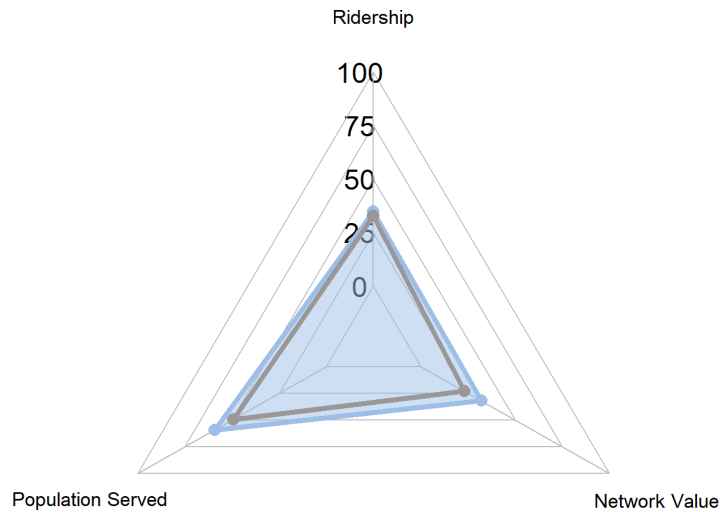
Line	B



## Line Benefit Score

42

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,783,441</b>
	<b>Peak Vehicles</b>	<b>13</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>48,387</b>	
	<b>People of Color Population</b>	Service Area	<b>17,592</b>
		% Riders Surveyed	<b>83%</b>
	<b>Low Income Household</b>	Service Area	<b>11,345</b>
		% Riders Surveyed	<b>62%</b>

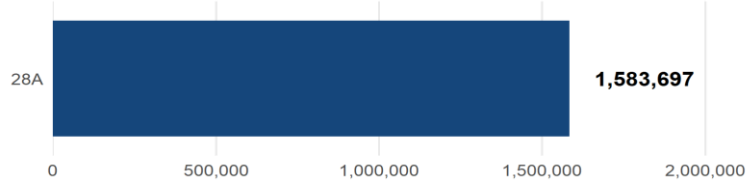
## Facilities/Amenities

	<b>Bus Stops</b>	<b>131</b>
	<b>% Stops With Shelters</b>	<b>24%</b>
	<b>% Stops With Benches</b>	<b>30%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

### Annual Ridership



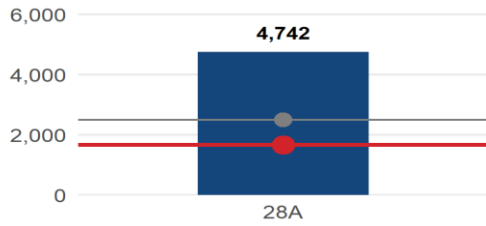
### Top Transfer Locations

#### West Falls Church, Tysons Corner, King Street

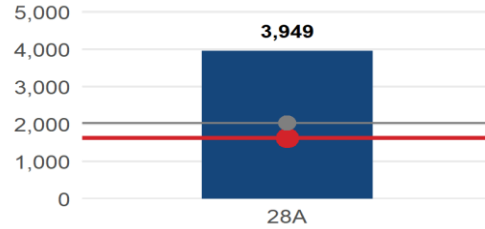
### Average Daily Ridership

- Class/Tier Average
- System Average

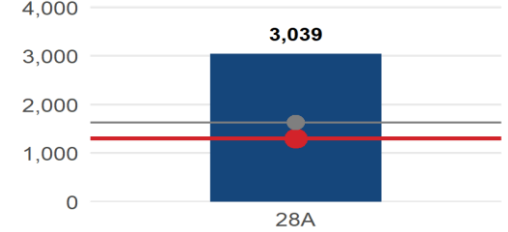
#### Weekday



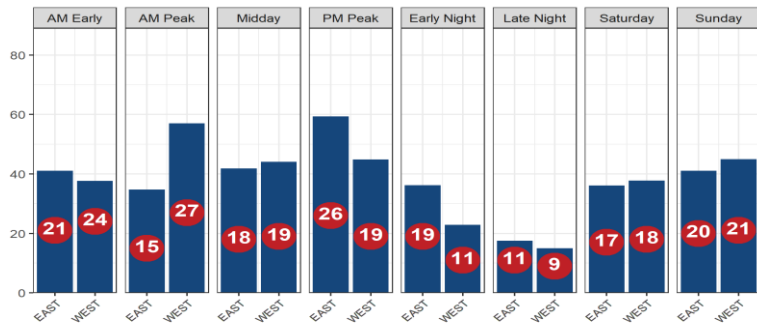
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

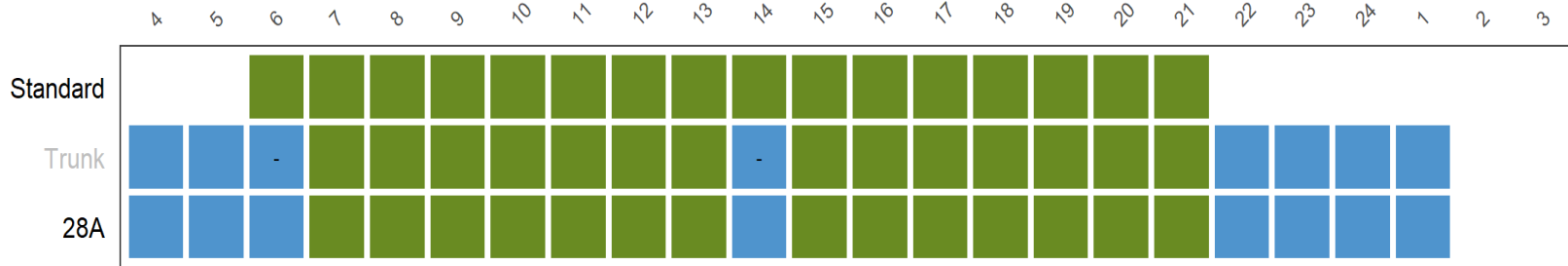
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.54	0.56
	Off-Peak Maximum Target: 1.0	0.43	0.42
Saturday Maximum Target: 1.0		0.43	0.45
Sunday Maximum Target: 1.0		0.49	0.53



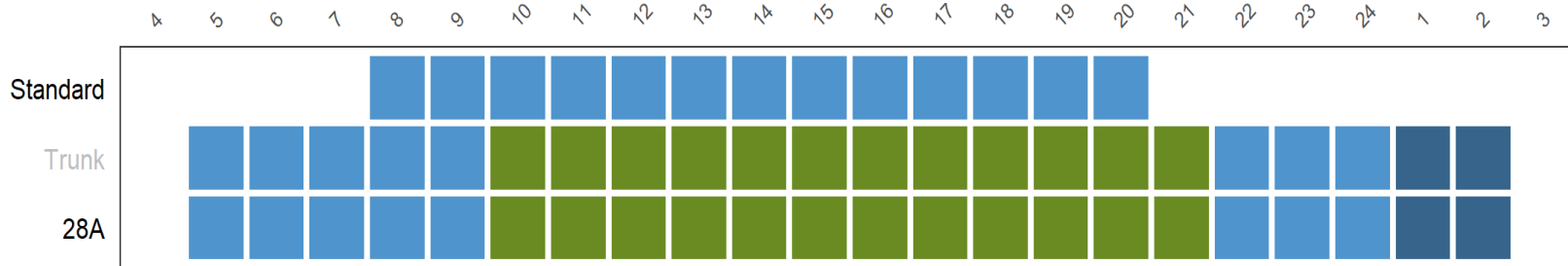
# Span and Frequency



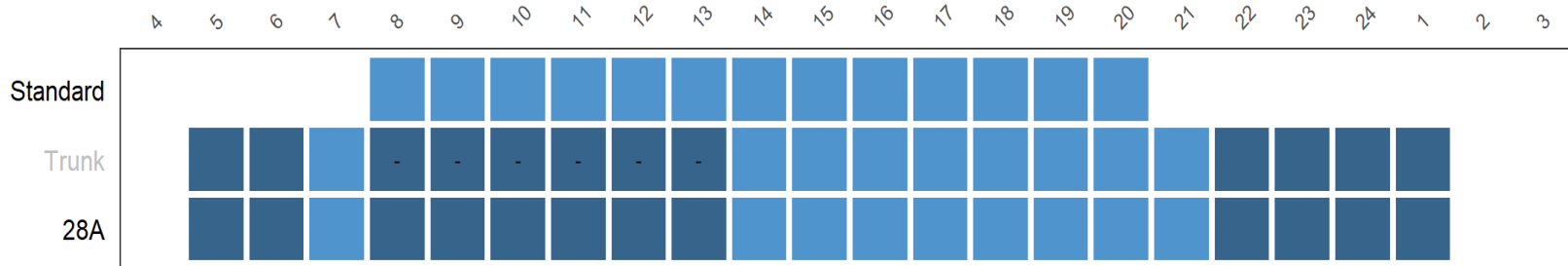
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Leesburg Pike

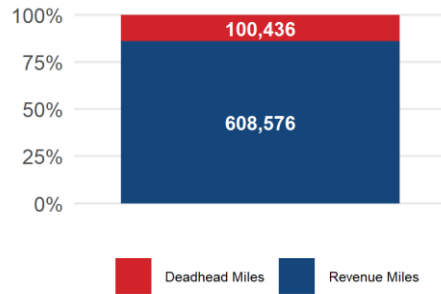
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:18 AM - 1:42 AM	-	A	5:50 AM - 2:32 AM	-	A	5:50 AM - 1:35 AM	-	A
	Frequency of Service   varies	Peak: 20.6 / Off-Peak: 20.2	Peak: 19.3 / Off-Peak: 34	C	21.5	30.1	A	30.9	33.7	C
Productivity	Passengers per Revenue Hour   20	27.3	29.6	A	26.7	28.8	A	32.7	26.9	A
	Passengers per Revenue Mile   2	2.5	3.0	A	2.3	2.7	A	2.6	2.4	A
Reliability	On-Time Performance   79%	78%	78%	C	80%	79%	B	81%	81%	B
	Crowding   5%	1%	2%	A	1%	2%	A	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.45 Peak: 0.52	A	0.44	0.41	A	0.51	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.37	\$ 4.59	A	\$4.47	\$ 4.84	A	\$3.65	\$ 5.41	A
	Cost Recovery   20%	31%	31%	A	30%	28%	A	37%	27%	A

# Route 28A

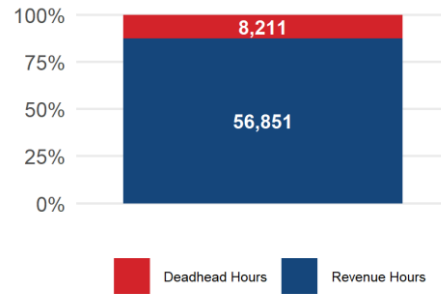
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.7			4.5			E		
Route Design	Circuitry   1.75	1.42			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	27.3	29.6	A	26.7	28.8	A	32.7	26.9	A
	Passengers per Revenue Mile   2	2.5	3.0	A	2.3	2.7	A	2.6	2.4	A
	Unique Segment Ridership   10%	43%	16%	A	60%	35%	A	64%	45%	A
Reliability	On-Time Performance   79%	78%	78%	C	80%	79%	B	81%	81%	B
	Crowding   5%	1%	2%	A	1%	2%	A	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.42 Peak: 0.52	A	0.44	0.42	A	0.51	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.37	\$ 4.59	A	\$4.47	\$ 4.84	A	\$3.65	\$ 5.41	A
	Cost Recovery   20%	31%	30%	A	30%	27%	A	37%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



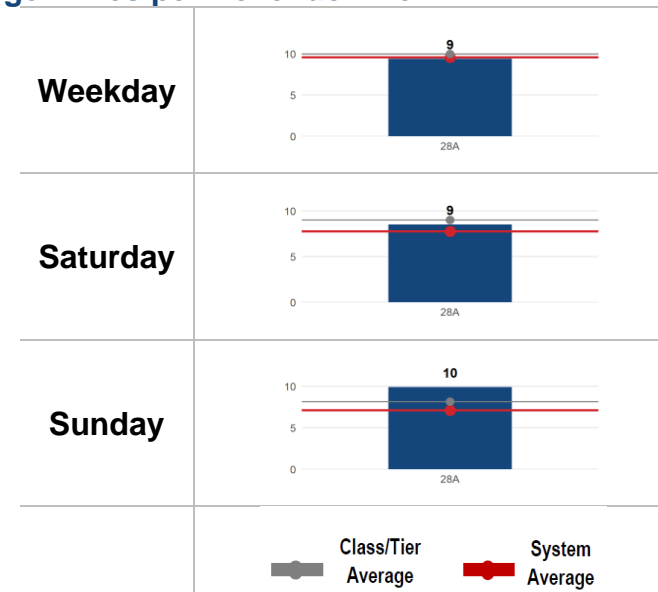
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28A	36.40	3,228	3,206 (99.3%)

## Service Change Summary

Route 28A - June 2019:  
 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



**LINE: 70 - Lincolnia-North Fairlington**

**ROUTE(S): 7A, 7F, 7Y**

**About the Line**



**Service Classification**

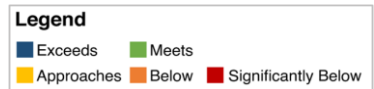
Framework

**Activity Tier**

1

**Overall Grade**

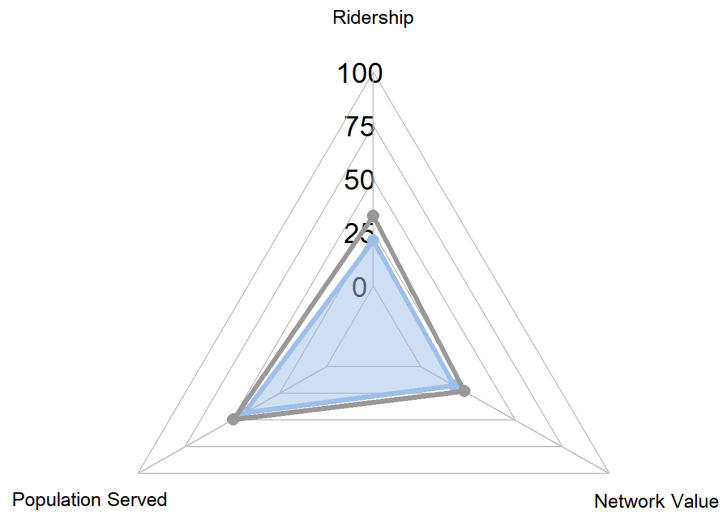
Line	C



## Line Benefit Score

27

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

43

18

21

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,352,999</b>
	<b>Peak Vehicles</b>	<b>19</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

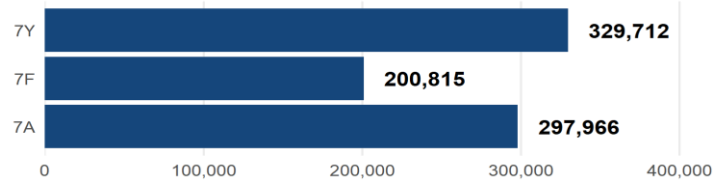
	<b>Service Area Population</b>	<b>74,613</b>	
	<b>People of Color Population</b>	Service Area	<b>29,442</b>
		% Riders Surveyed	<b>62%</b>
	<b>Low Income Household</b>	Service Area	<b>17,056</b>
		% Riders Surveyed	<b>34%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>119</b>
	<b>% Stops With Shelters</b>	<b>13%</b>
	<b>% Stops With Benches</b>	<b>15%</b>
	<b>% Stops With Real-Time Signs</b>	<b>5%</b>



### Annual Ridership

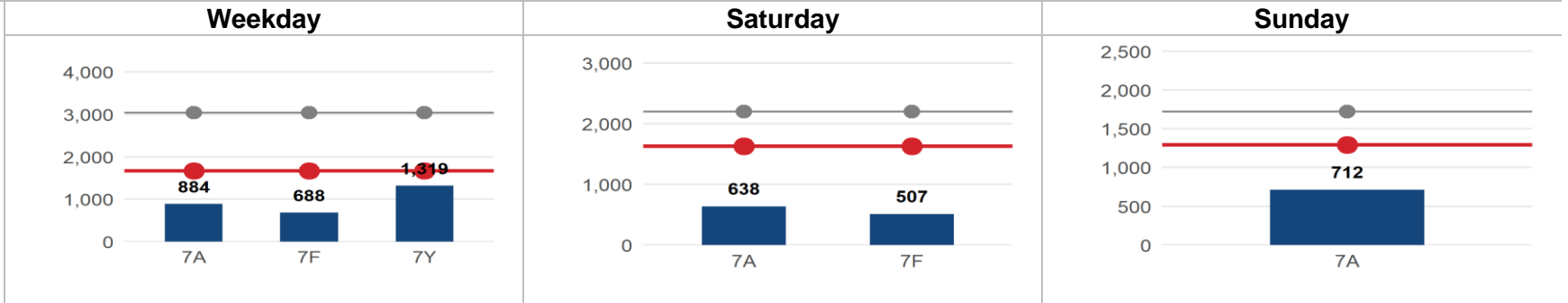


### Top Transfer Locations

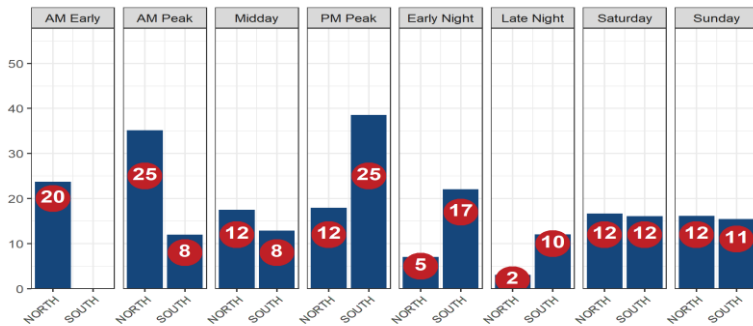
#### Pentagon, Pentagon City, Farragut North

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



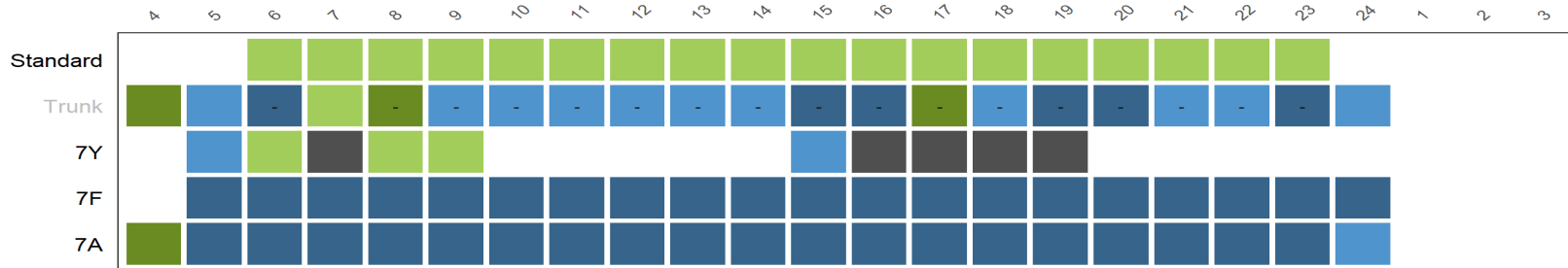
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.52	0.53
	Off-Peak Maximum Target: 1.0	0.29	0.28
Saturday Maximum Target: 1.0		0.3	0.29
Sunday Maximum Target: 1.0		0.3	0.29

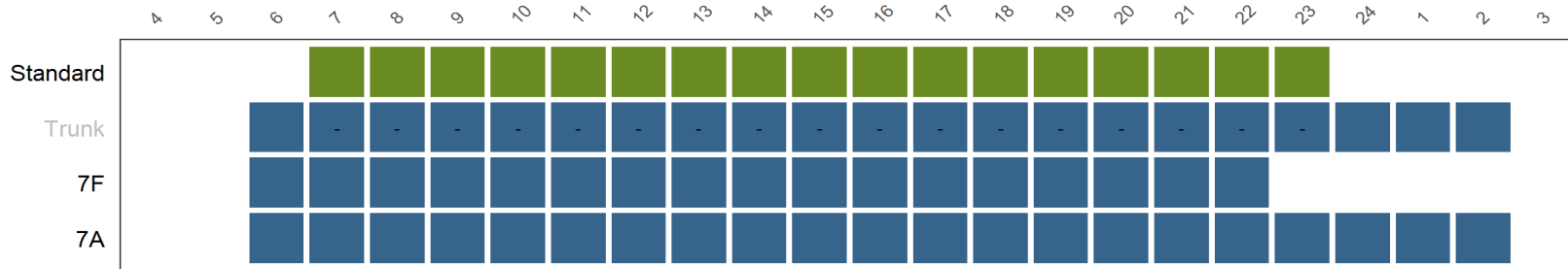
# Span and Frequency



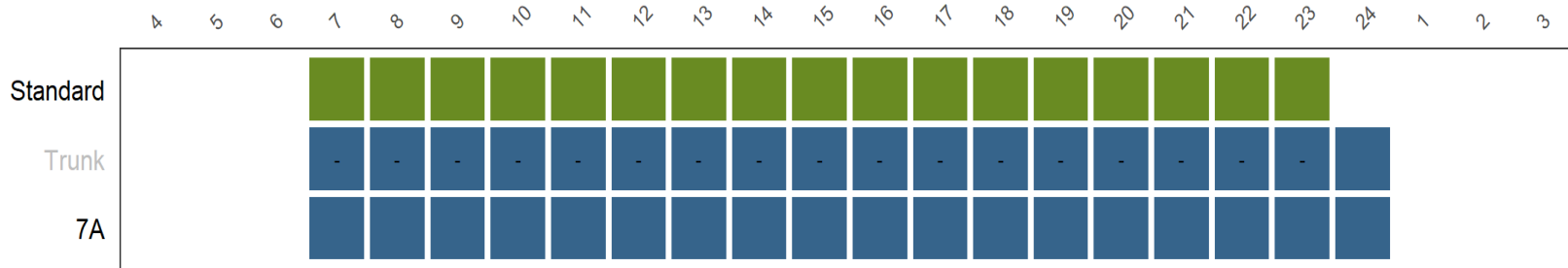
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**C** **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 - 12:58 AM	-	A	6:12 AM - 2:36 AM	-	A	7:30 AM - 12:37 AM	-	A
	Frequency of Service   varies	Peak: 24.0 / Off-Peak: 25.5	Peak: 17.4 / Off-Peak: 39	D	37.7	25.4	E	44.9	29.4	E
Productivity	Passengers per Revenue Hour   30	28.3	33.7	C	18.6	26.8	E	21.4	25.8	E
	Passengers per Revenue Mile   4	2.4	4.5	E	1.7	3.4	E	1.7	3.1	E
Reliability	On-Time Performance   79%	88%	76%	A	86%	74%	A	95%	78%	A
	Crowding   5%	4%	3%	A	0%	3%	A	2%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.53	Off-Peak: 0.39 Peak: 0.55	A	0.3	0.37	A	0.29	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.22	\$ 4.02	A	\$6.41	\$ 5.16	E	\$5.58	\$ 5.25	D
	Cost Recovery   25%	35%	33%	A	23%	27%	C	27%	25%	B

# Route 7A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.5			5			E		
Route Design	Circuitry   1.75	1.42			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   30	24.4	33.7	D	19.5	26.8	E	21.4	25.8	E
	Passengers per Revenue Mile   4	2.1	4.5	E	1.8	3.4	E	1.7	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	6%	22%	D	48%	23%	A
Reliability	On-Time Performance   79%	92%	76%	A	89%	74%	A	95%	78%	A
	Crowding   5%	3%	3%	A	0%	3%	A	2%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.39	Off-Peak: 0.39 Peak: 0.54	A	0.3	0.36	A	0.29	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.88	\$ 4.02	B	\$6.13	\$ 5.16	E	\$5.58	\$ 5.25	D
	Cost Recovery   25%	30%	34%	A	24%	26%	C	26%	25%	B

# Route 7F

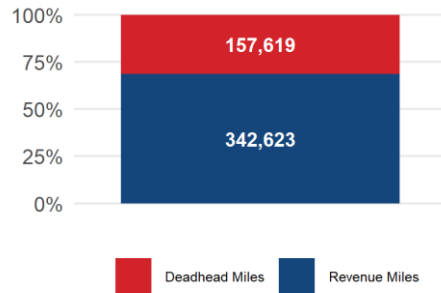
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			5			A		
	Circuity   1.75	1.56			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	21.5	33.7	E	17.7	26.8	E	-	-	-
	Passengers per Revenue Mile   4	1.9	4.5	E	1.6	3.4	E	-	-	-
	Unique Segment Ridership   10%	3%	12%	E	7%	22%	D	-	-	-
Reliability	On-Time Performance   79%	91%	76%	A	84%	74%	A	-	-	-
	Crowding   5%	0%	3%	A	0%	3%	A	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.36	Off-Peak: 0.39 Peak: 0.54	A	0.29	0.36	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.56	\$ 4.02	D	\$6.76	\$ 5.16	E	-	-	-
	Cost Recovery   25%	26%	34%	B	22%	26%	D	-	-	-

# Route 7Y

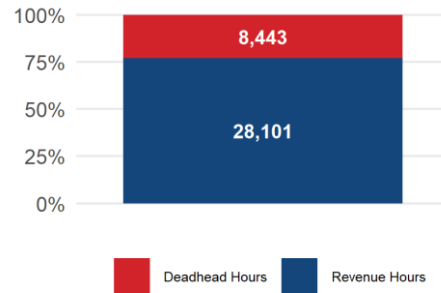
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.6			5			E		
Route Design	Circuitry   1.75	1.51			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	38.8	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	3.1	4.5	E	-	-	-	-	-	-
	Unique Segment Ridership   10%	1%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	76%	C	-	-	-	-	-	-
	Crowding   5%	5%	3%	B	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.63	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.07	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	50%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7A	20.30	1,466	1,466 (100.0%)
7F	22.40	982	979 (99.7%)
7Y	23.40	792	788 (99.5%)

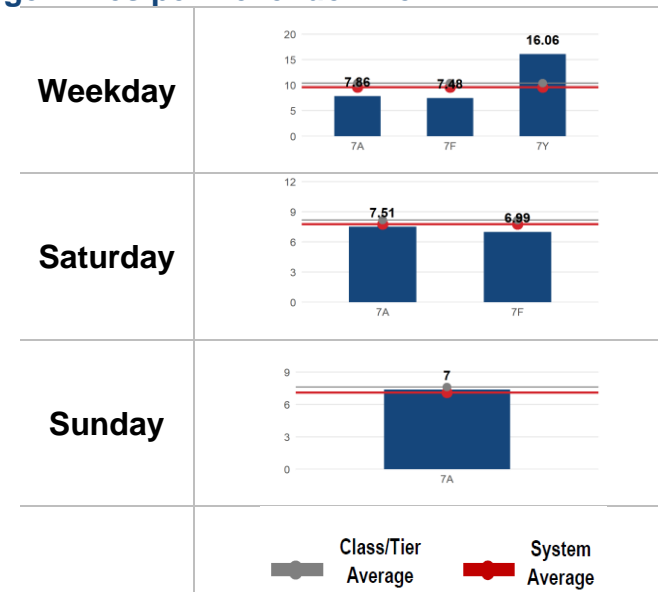
## Service Change Summary

Route 7A - June 2019:  
 Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;

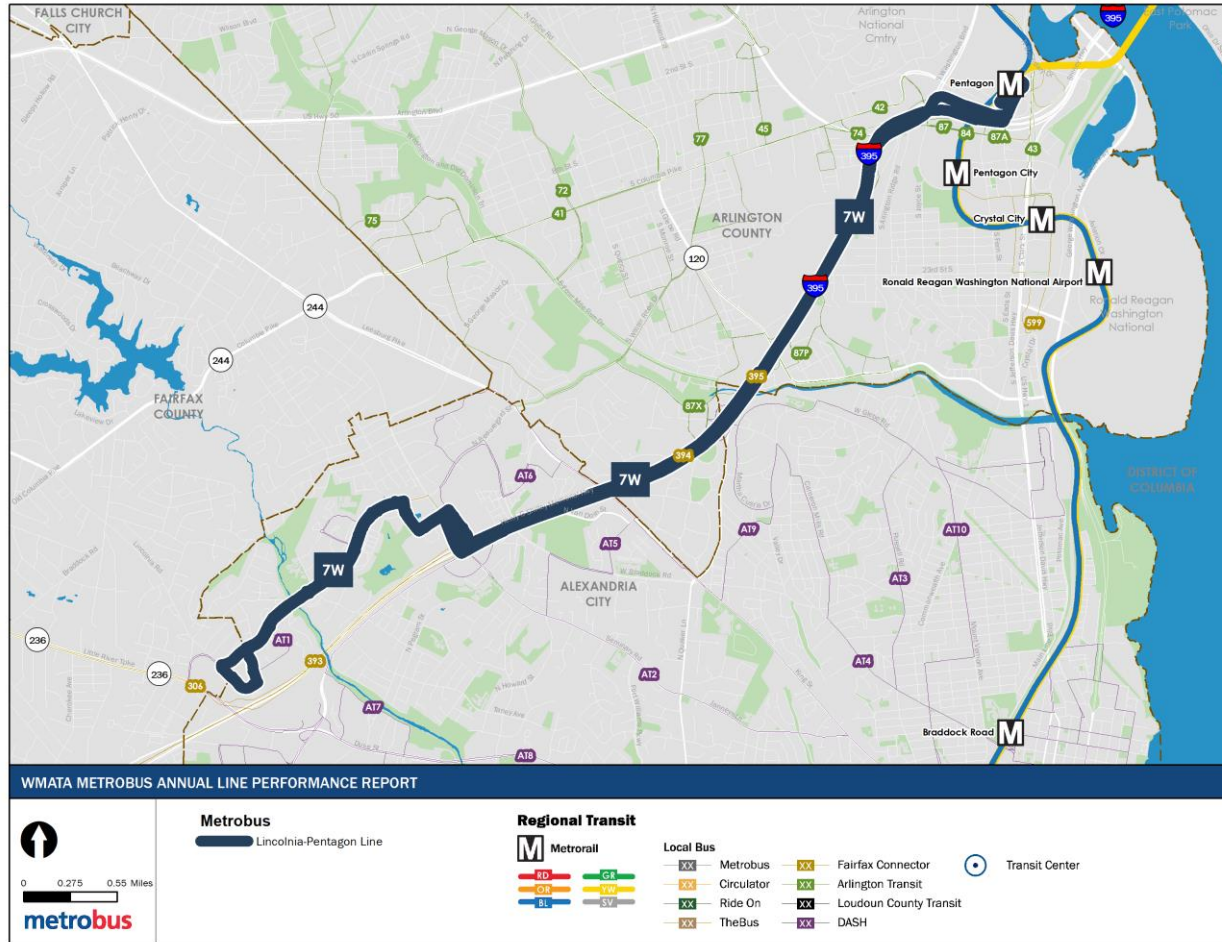
Route 7F - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

Route 7Y - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	Overall Grade
7W	A

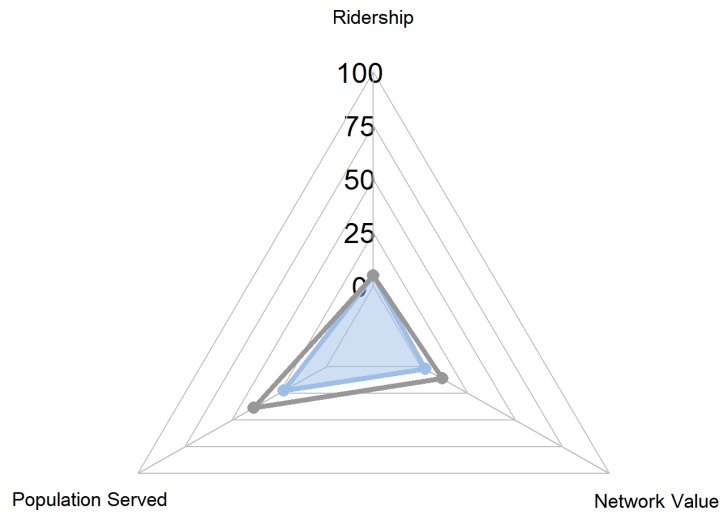
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**10**

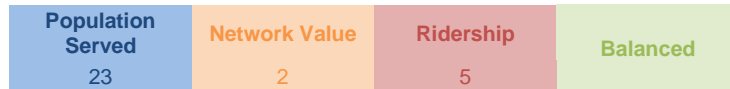
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$420,289</b>
	<b>Peak Vehicles</b>	<b>0</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>13,676</b>	
	<b>People of Color Population</b>	Service Area	<b>6,777</b>
		% Riders Surveyed	<b>73%</b>
	<b>Low Income Household</b>	Service Area	<b>4,535</b>
		% Riders Surveyed	<b>19%</b>

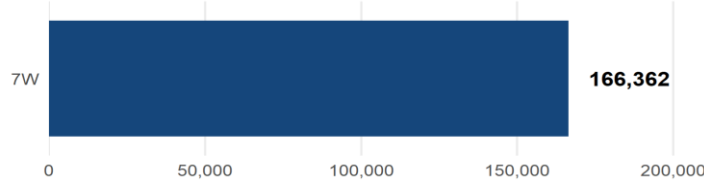
## Facilities/Amenities

	<b>Bus Stops</b>	<b>30</b>
	<b>% Stops With Shelters</b>	<b>7%</b>
	<b>% Stops With Benches</b>	<b>0%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

### Annual Ridership

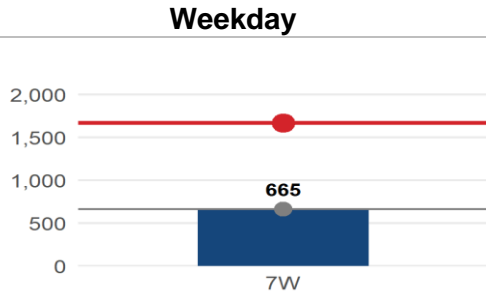


### Top Transfer Locations

### Pentagon

### Average Daily Ridership

- Class/Tier Average
- System Average



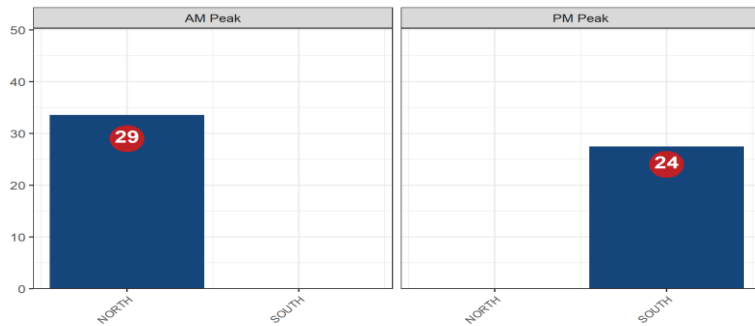
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:		NORTH	SOUTH
Weekday	Peak Maximum Target: 1				
	Off-Peak Maximum Target: 1.0			0.72	0.6
Saturday Maximum Target: 1.0					
Sunday Maximum Target: 1.0					



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Lincolnia-Pentagon

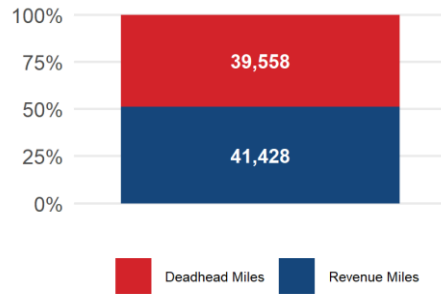
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:10 AM - 8:57 AM; 4:00 PM - 7:15 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 16.4 / Off-Peak: NA	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	50.9	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	92%	75%	A	-	-	-	-	-	-
	Crowding   5%	4%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.66	Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.34	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	66%	48%	A	-	-	-	-	-	-

# Route 7W

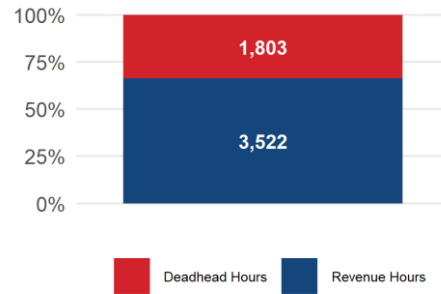
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.1			3.2			-		
Route Design	Circuitry   N/A	1.1			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	50.9	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	4	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	92%	75%	A	-	-	-	-	-	-
	Crowding   5%	4%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.66	Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.34	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	66%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



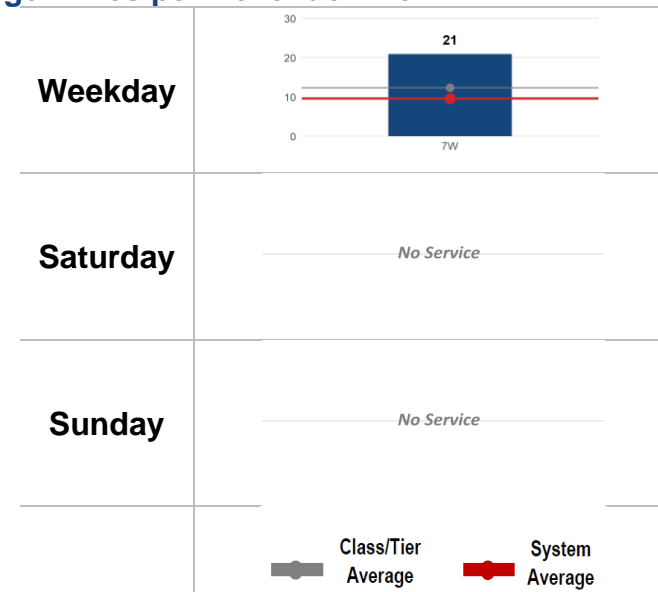
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7W	15.60	484	484 (100.0%)

## Service Change Summary

Route 7W - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

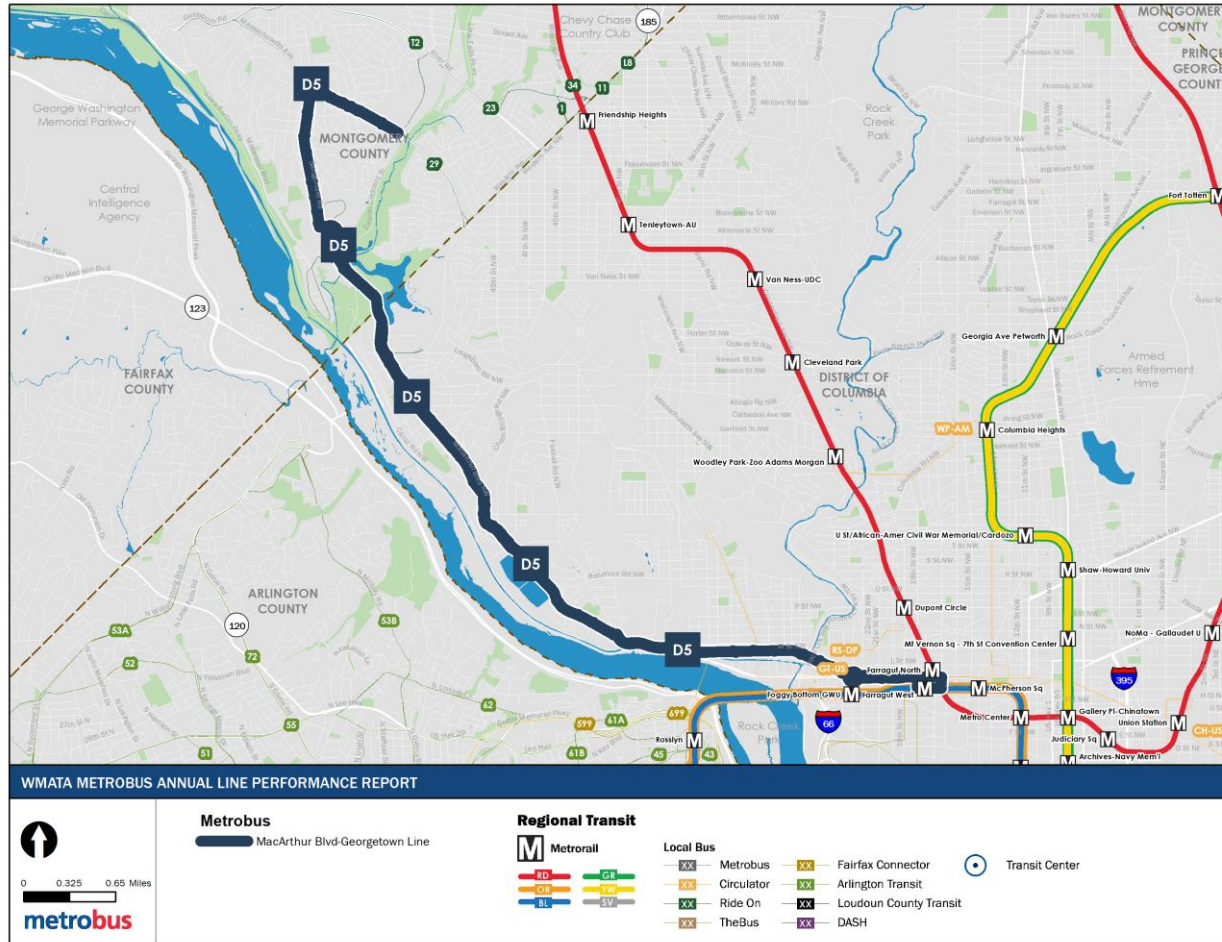
## Passenger Miles per Revenue Mile



# LINE: 37 - MacArthur Blvd-Georgetown

ROUTE(S): D5

## About the Line



### Service Classification

Commuter

### Activity Tier

2

### Overall Grade

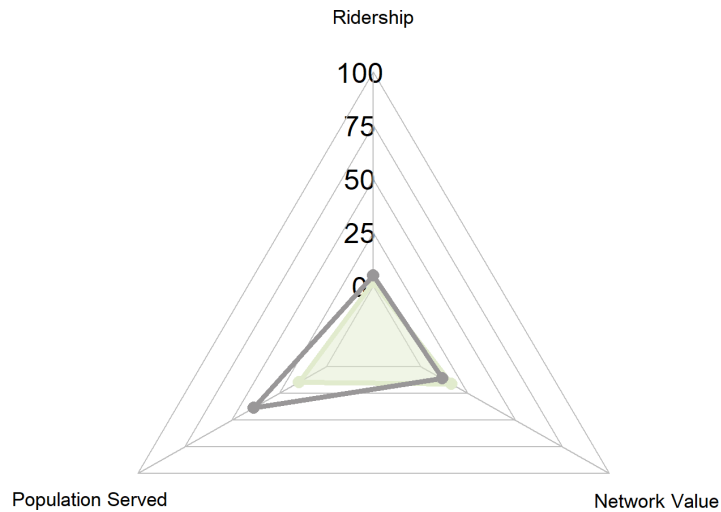
Line	Grade
Line	A



## Line Benefit Score

11

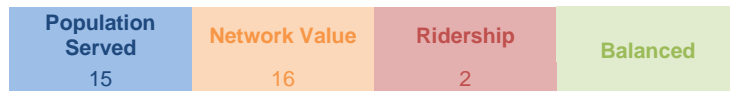
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$358,561
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	17,191	
	People of Color Population	Service Area	3,208
		% Riders Surveyed	23%
	Low Income Household	Service Area	1,981
		% Riders Surveyed	3%

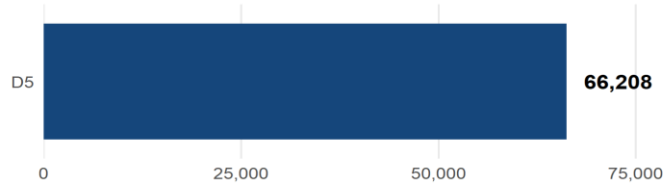
## Facilities/Amenities

	Bus Stops	102
	% Stops With Shelters	21%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	1%



## Ridership

### Annual Ridership

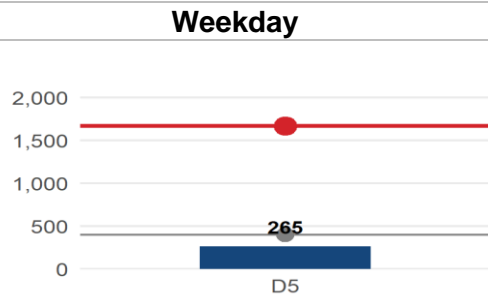


### Top Transfer Locations

Foggy Bottom, Farragut West, Farragut North

### Average Daily Ridership

- Class/Tier Average
- System Average



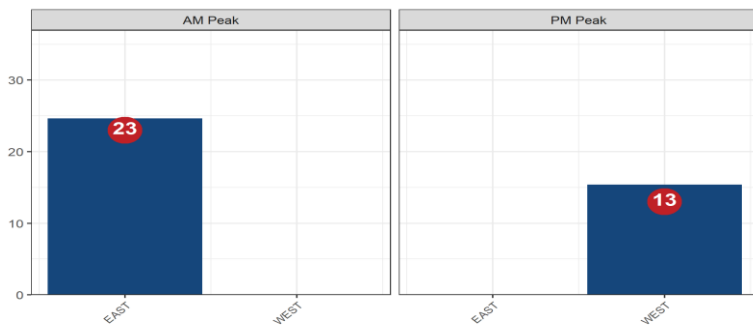
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1			
	Off-Peak Maximum Target: 1.0		0.58	0.34
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

# A MacArthur Blvd-Georgetown

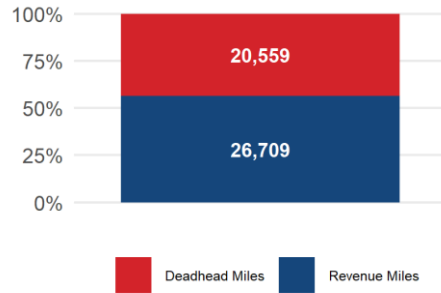
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:52 AM - 9:28 AM; 4:27 PM - 7:38 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 24.0 / Off-Peak: 22.0	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	22.4	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.5	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	77%	E	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.47	Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.33	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	33%	44%	A	-	-	-	-	-	-

# Route D5

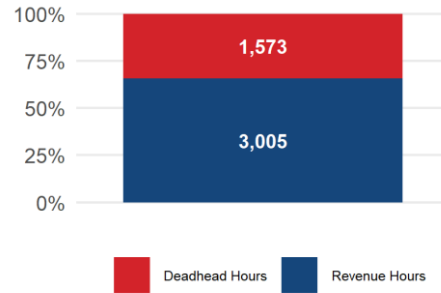
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	4.8			2.8			-		
Route Design	Circuitry   N/A	1.83			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	22.4	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.5	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	38%	17%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	77%	E	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.47	Peak: 0.45	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.33	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	33%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



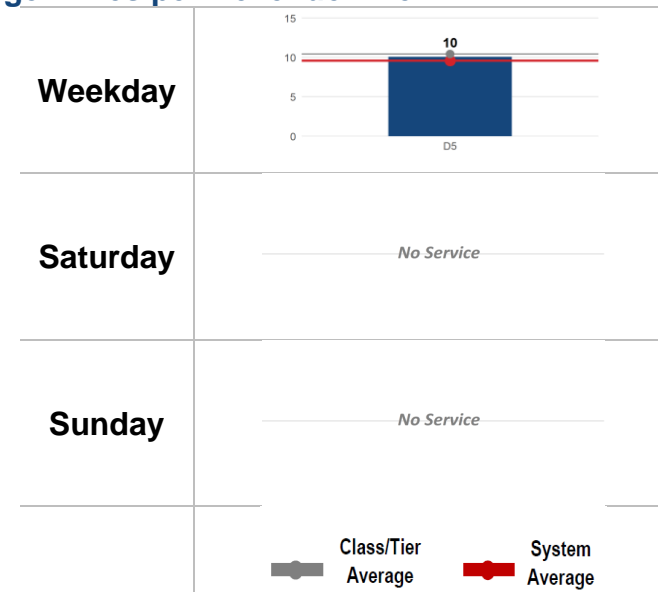
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D5	21.40	286	282 (98.6%)

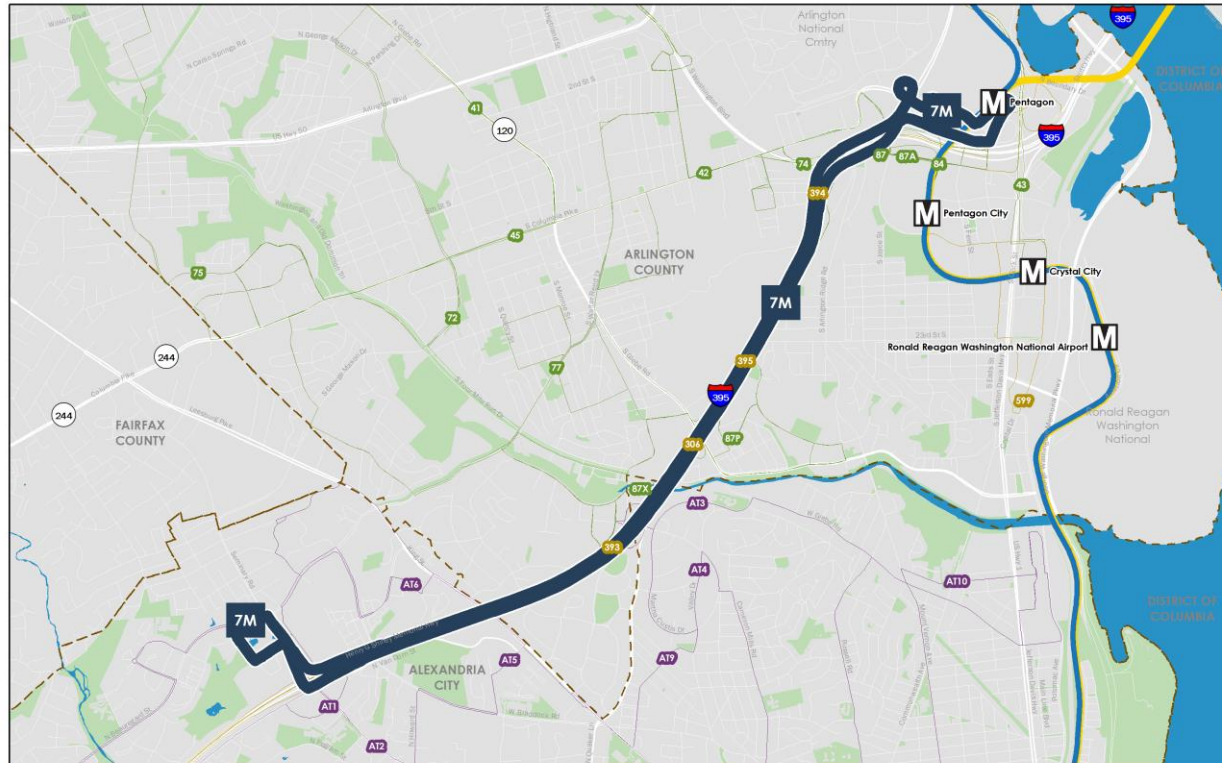
## Service Change Summary

Route D5 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

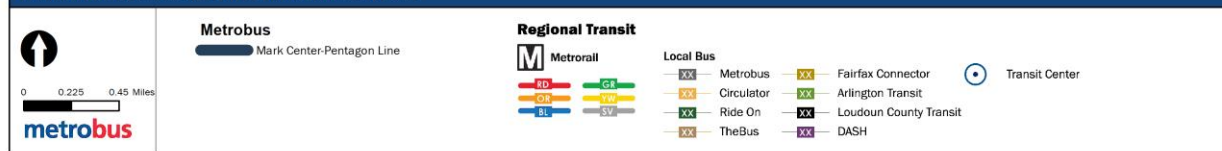
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

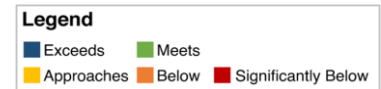
Gap

Activity Tier

1

Overall Grade

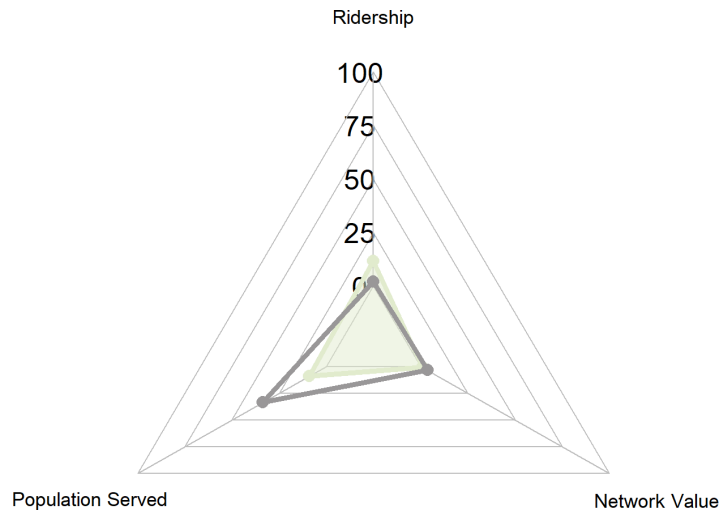
Line	Overall Grade
7M	-



## Line Benefit Score

7

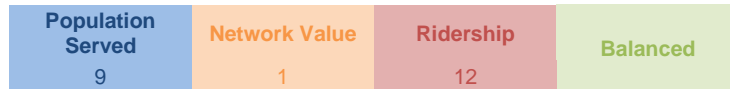
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$932,422
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population	3,018	
	People of Color Population	Service Area	1,829
		% Riders Surveyed	39%
	Low Income Household	Service Area	695
		% Riders Surveyed	6%

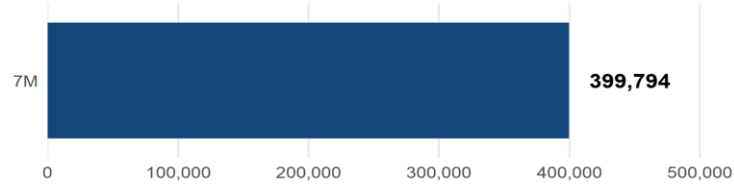
## Facilities/Amenities

	Bus Stops	4
	% Stops With Shelters	50%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	50%



## Ridership

### Annual Ridership

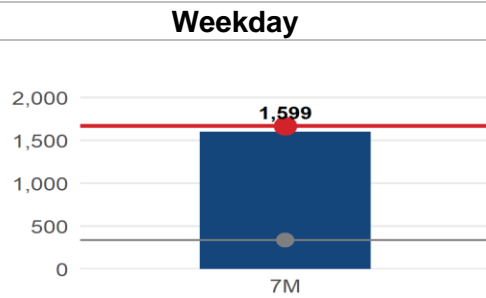


### Top Transfer Locations

#### Pentagon

### Average Daily Ridership

- Class/Tier Average
- System Average



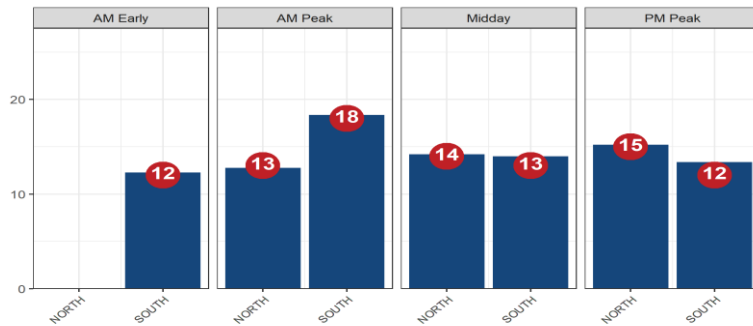
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: NA		0.36	0.4
	Off-Peak Maximum Target: NA		0.35	0.32
Saturday Maximum Target: NA				
Sunday Maximum Target: NA				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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 - 6:56 PM	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 10.7 / Off-Peak: 14.9	Peak: 10.7 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	50.4	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	2.7	5.2	-	-	-	-	-	-	-
Reliability	On-Time Performance	87%	87%	-	-	-	-	-	-	-
	Crowding	1%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.37	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	27%	25%	-	-	-	-	-	-	-

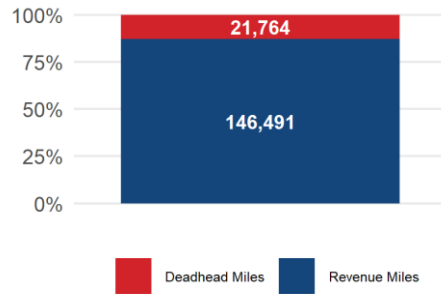


# Route 7M

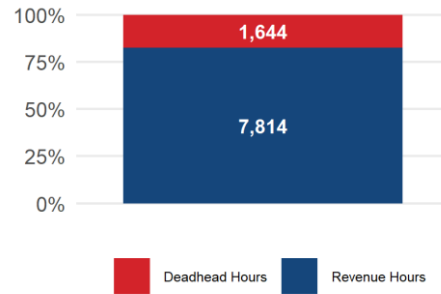
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	0.4			4.5			-		
	Circuitry	1			1.34			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	50.4	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	2.7	5.2	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	5%	-	-	-	-	-	-	-
Reliability	On-Time Performance	87%	87%	-	-	-	-	-	-	-
	Crowding	1%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.37	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	27%	26%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



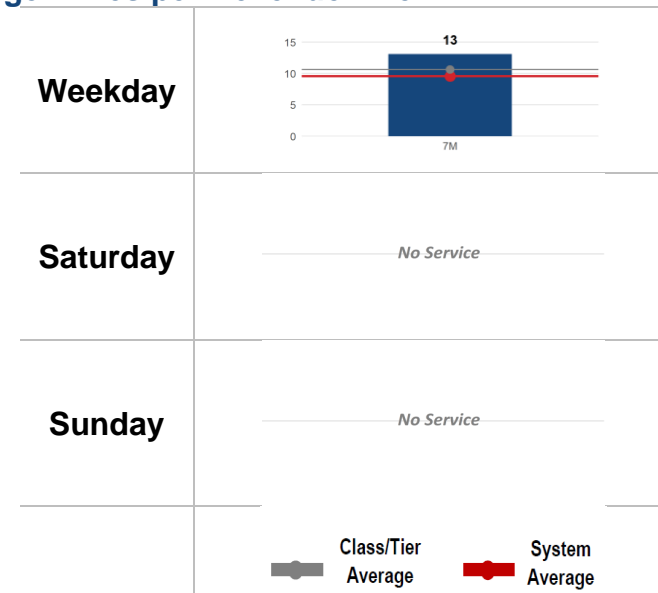
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7M	11.60	2,376	2,375 (100.0%)

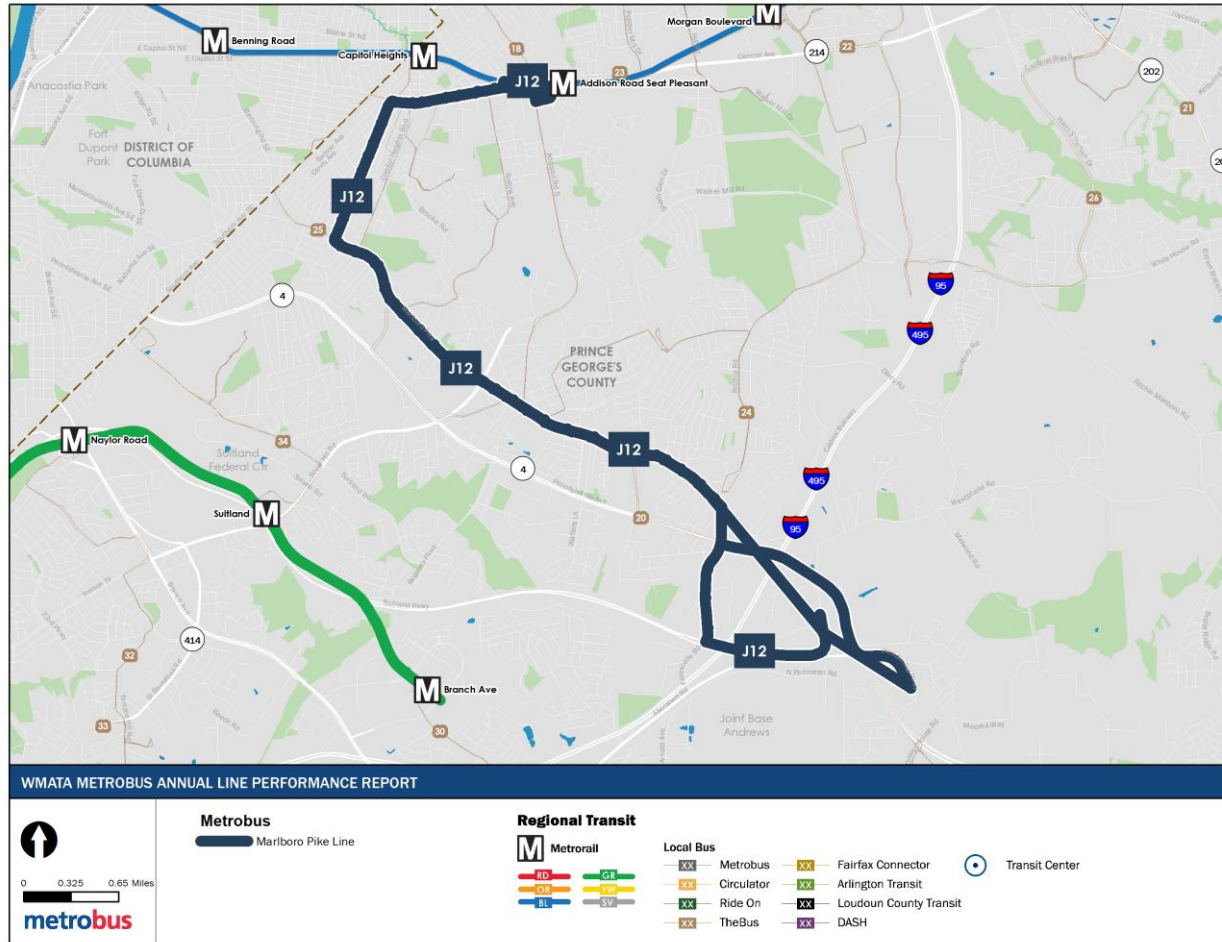
## Service Change Summary

Route 7M - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

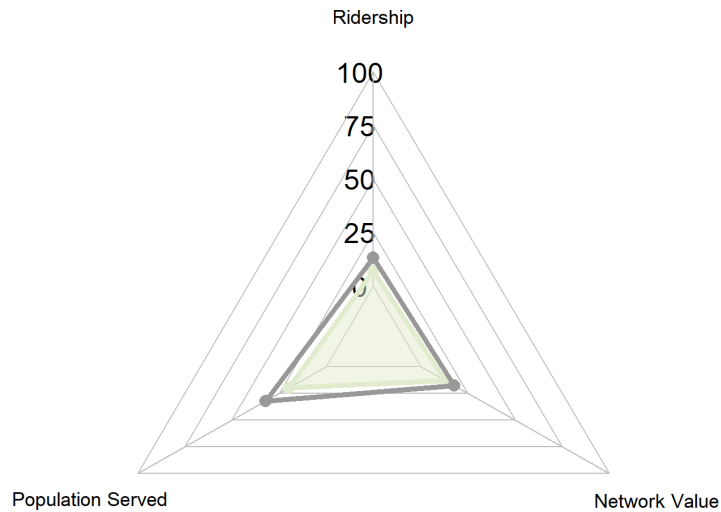
Overall Grade

Line	Grade
Line	B

## Line Benefit Score

**13**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

20

13

7

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,312,534</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>18,750</b>	
	<b>People of Color Population</b>	Service Area	<b>16,396</b>
		% Riders Surveyed	<b>98%</b>
	<b>Low Income Household</b>	Service Area	<b>5,186</b>
		% Riders Surveyed	<b>78%</b>

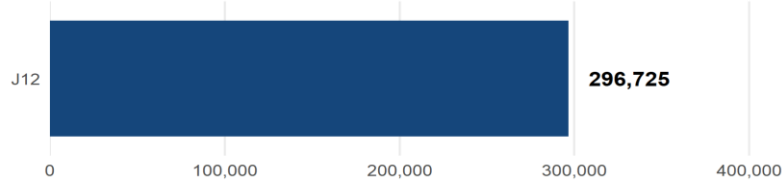
## Facilities/Amenities

	<b>Bus Stops</b>	<b>80</b>
	<b>% Stops With Shelters</b>	<b>9%</b>
	<b>% Stops With Benches</b>	<b>9%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership



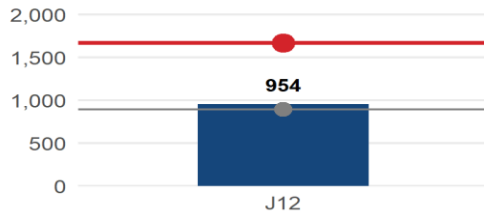
### Top Transfer Locations

#### Addison Road

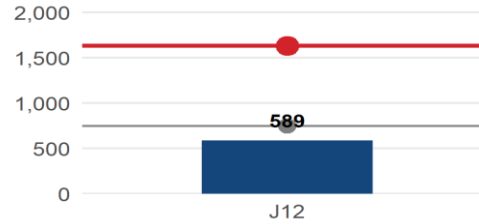
### Average Daily Ridership

- Class/Tier Average
- System Average

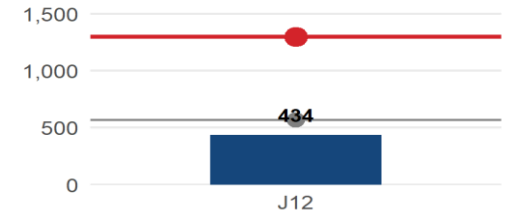
#### Weekday



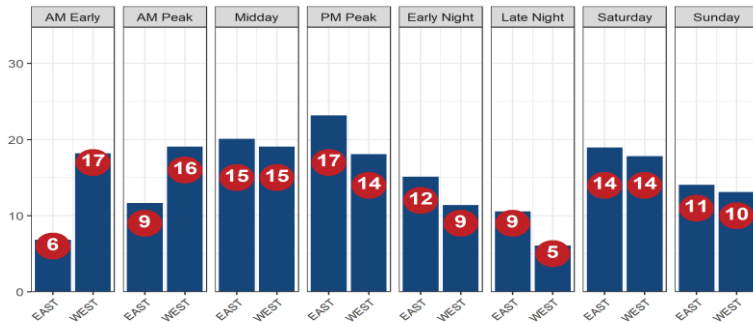
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



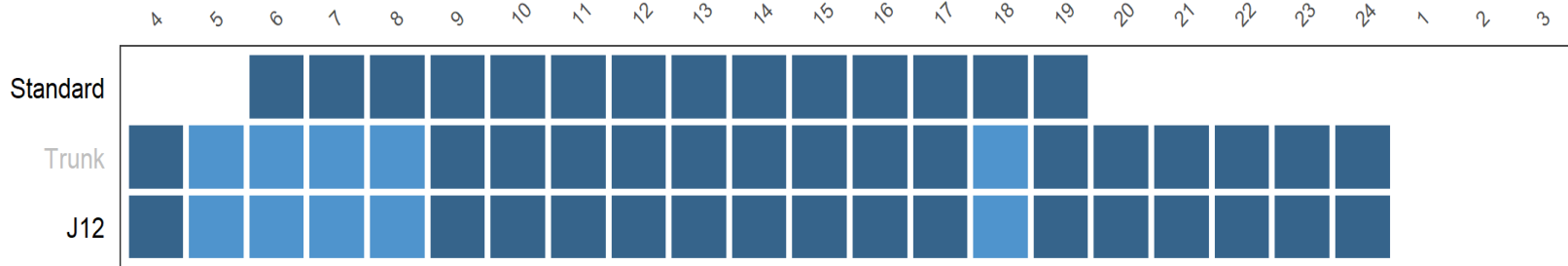
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.33	0.38
	Off-Peak Maximum Target: 1.0		0.3	0.31
Saturday Maximum Target: 1.0			0.35	0.34
Sunday Maximum Target: 1.0			0.27	0.26

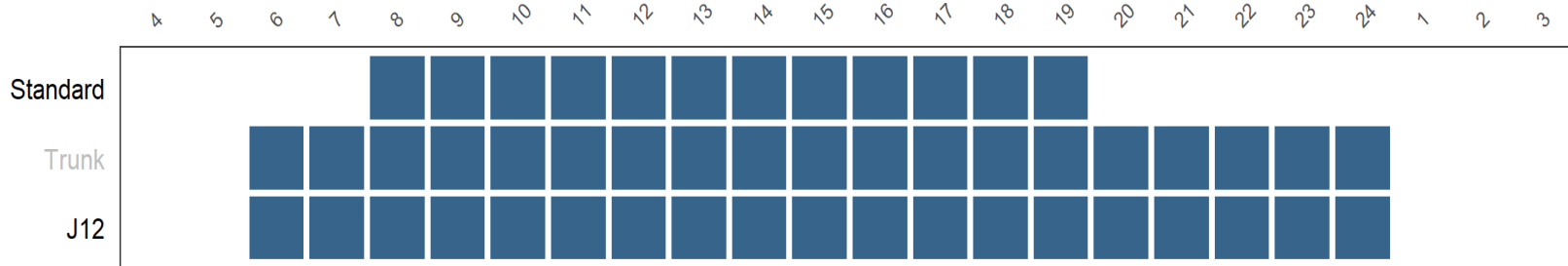
# Span and Frequency



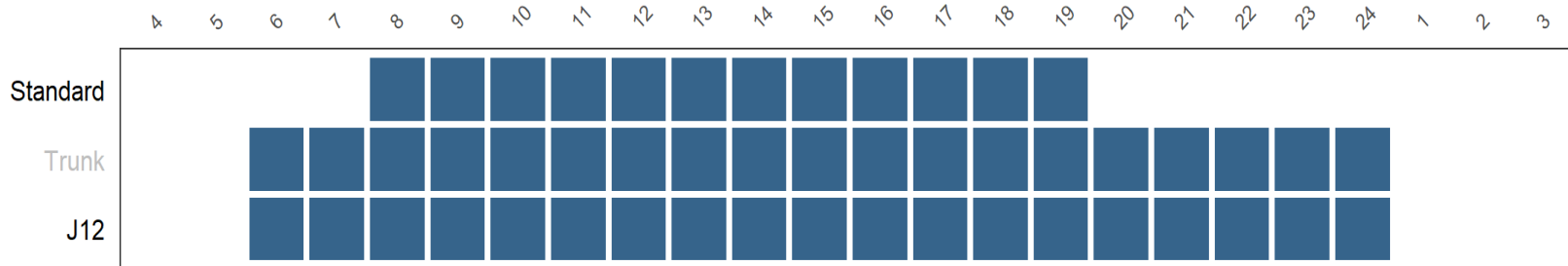
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 12:56 AM	-	A	6:15 AM - 12:46 AM	-	A	6:15 AM - 12:46 AM	-	A
	Frequency of Service   varies	Peak: 29.1 / Off-Peak: 64.4	Peak: 28.1 / Off-Peak: 66.7	A	70.0	48.0	D	70.1	49.5	E
Productivity	Passengers per Revenue Hour   10	27.7	24.8	A	32.7	27.2	A	24.1	23.6	A
	Passengers per Revenue Mile   1	2.1	2.1	A	2.5	2.2	A	1.8	1.9	A
Reliability	On-Time Performance   79%	90%	83%	A	84%	80%	B	82%	81%	B
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.26 Peak: 0.34	A	0.35	0.31	A	0.26	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.31	\$ 5.43	A	\$3.65	\$ 4.89	A	\$4.94	\$ 5.77	A
	Cost Recovery   20%	22%	23%	B	26%	23%	A	19%	20%	C

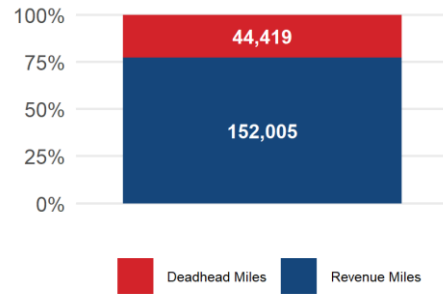
# Route J12

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.5			4.9			A		
Route Design	Circuity   N/A	1.79			12.83			-		
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	27.7	24.8	A	32.7	27.2	A	24.1	23.6	A
	Passengers per Revenue Mile   1	2.1	2.1	A	2.5	2.2	A	1.8	1.9	A
	Unique Segment Ridership   10%	31%	33%	A	29%	55%	A	47%	56%	A
Reliability	On-Time Performance   79%	90%	83%	A	84%	80%	B	82%	81%	B
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.26 Peak: 0.34	A	0.35	0.31	A	0.26	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.31	\$ 5.43	A	\$3.65	\$ 4.89	A	\$4.94	\$ 5.77	A
	Cost Recovery   20%	22%	23%	B	26%	23%	A	19%	20%	C

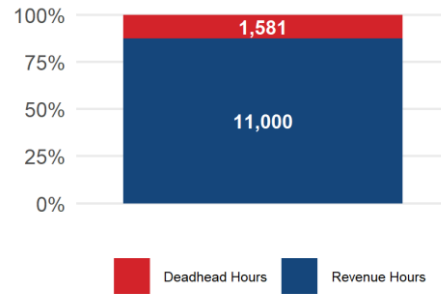


# Operational Analysis

## Miles Allocation



## Hours Allocation



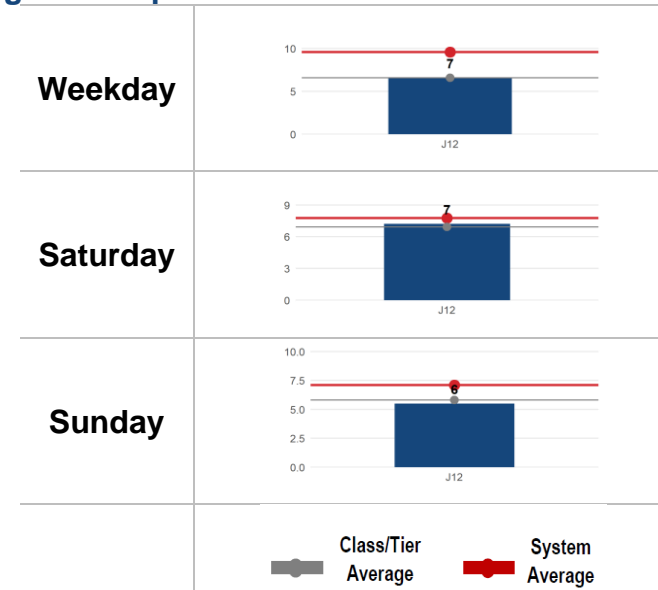
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J12	18.00	1,510	1,510 (100.0%)

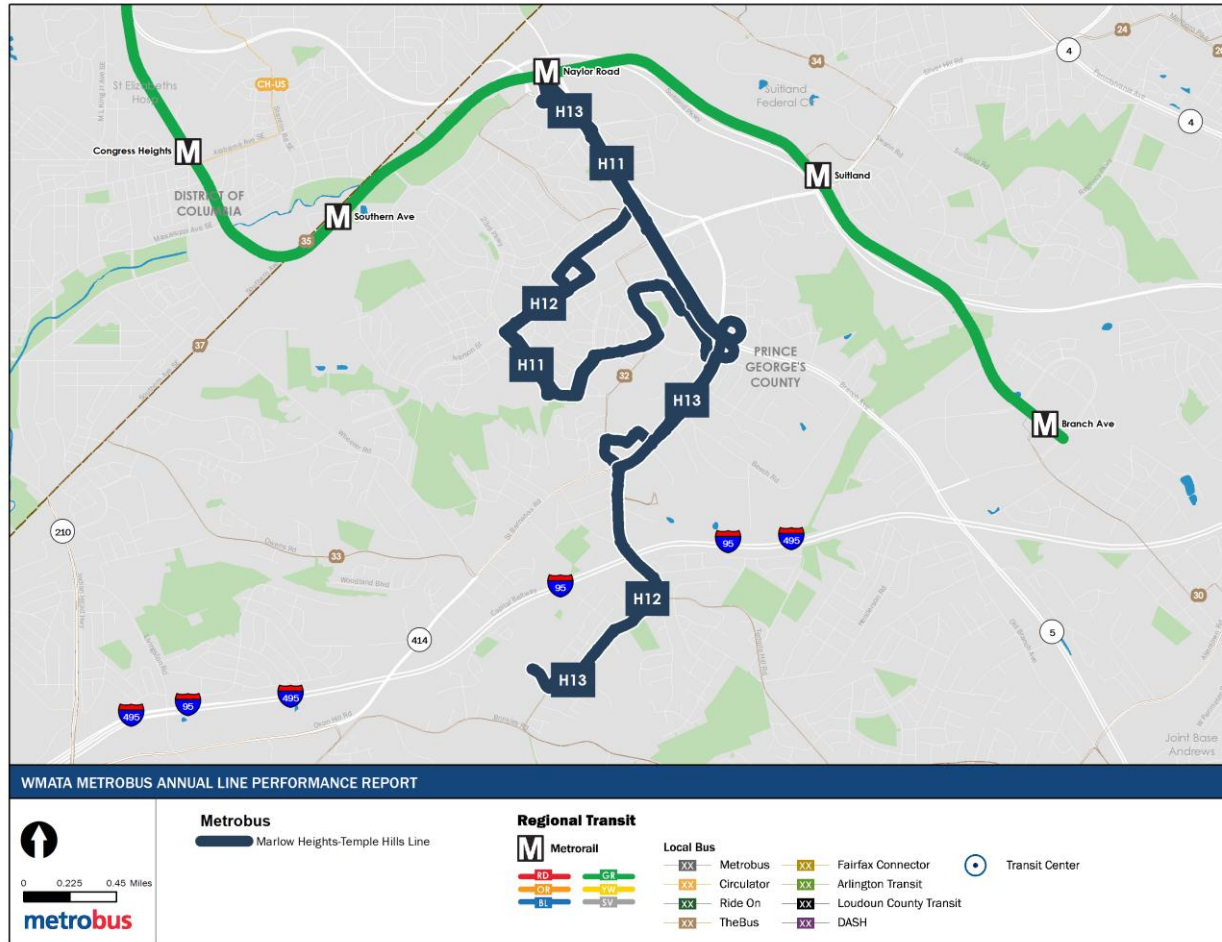
## Service Change Summary

Route J12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Line	<b>B</b>

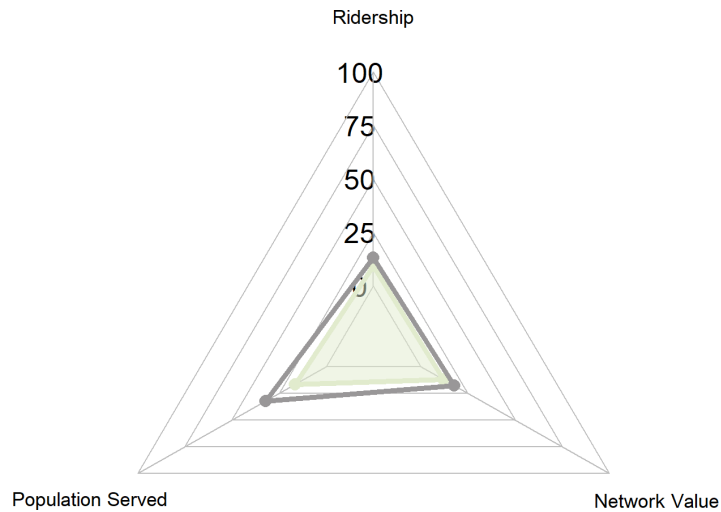
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**13**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

17

12

9

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,622,096</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>36,525</b>	
	<b>People of Color Population</b>	Service Area	<b>32,991</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>10,875</b>
		% Riders Surveyed	<b>56%</b>

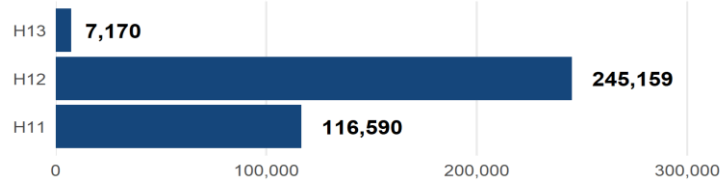
## Facilities/Amenities

	<b>Bus Stops</b>	<b>86</b>
	<b>% Stops With Shelters</b>	<b>10%</b>
	<b>% Stops With Benches</b>	<b>8%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



# Ridership

## Annual Ridership



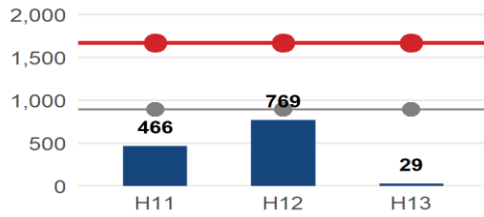
## Top Transfer Locations

### Naylor Road

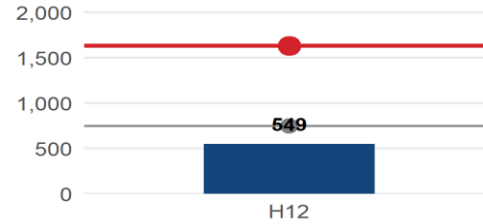
## Average Daily Ridership

- Class/Tier Average
- System Average

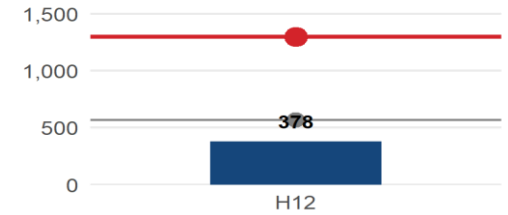
### Weekday



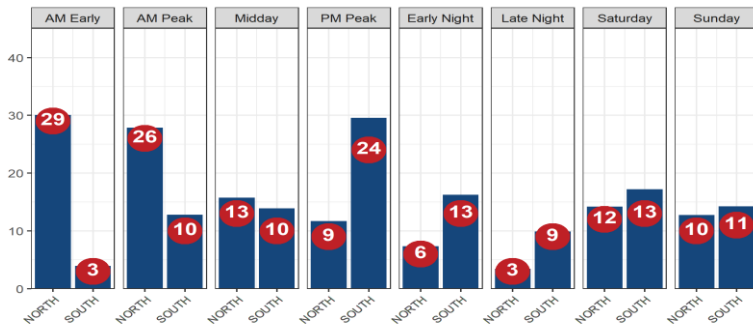
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.39	0.46
	Off-Peak Maximum Target: 1.0	0.3	0.26
	Saturday Maximum Target: 1.0	0.29	0.32
Sunday Maximum Target: 1.0		0.26	0.26

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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	5:00 AM - 12:42 AM	-	A	6:19 AM - 11:47 PM	-	A	7:50 AM - 9:48 PM	-	A
	Frequency of Service   varies	Peak: 28.0 / Off-Peak: 33.4	Peak: 28.1 / Off-Peak: 66.7	A	59.1	48.0	B	60.0	49.5	B
Productivity	Passengers per Revenue Hour   10	26.9	24.8	A	31.9	27.2	A	27.4	23.6	A
	Passengers per Revenue Mile   1	2.6	2.1	A	2.5	2.2	A	2.1	1.9	A
Reliability	On-Time Performance   79%	91%	83%	A	79%	80%	C	76%	81%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.43	Off-Peak: 0.26 Peak: 0.34	A	0.3	0.31	A	0.26	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.44	\$ 5.43	A	\$3.74	\$ 4.89	A	\$4.35	\$ 5.77	A
	Cost Recovery   20%	23%	23%	A	27%	23%	A	24%	20%	A

# Route H11

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.4			4.9			E		
Route Design	Circuitry   N/A	1.63			12.83			-		
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	43.7	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	4.1	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	3%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	83%	A	-	-	-	-	-	-
	Crowding   5%	1%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.63	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.73	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	40%	23%	A	-	-	-	-	-	-

# Route H12

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			4.9			E		
Route Design	Circuitry   N/A	1.51			12.83			-		
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	23.3	24.8	A	31.9	27.2	A	27.4	23.6	A
	Passengers per Revenue Mile   1	2.2	2.1	A	2.5	2.2	A	2.1	1.9	A
	Unique Segment Ridership   10%	0%	33%	E	70%	55%	A	79%	56%	A
Reliability	On-Time Performance   79%	91%	83%	A	79%	80%	C	76%	81%	C
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.3	Off-Peak: 0.26 Peak: 0.34	A	0.3	0.31	A	0.26	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.12	\$ 5.43	A	\$3.74	\$ 4.89	A	\$4.35	\$ 5.77	A
	Cost Recovery   20%	20%	23%	C	27%	23%	A	23%	20%	A

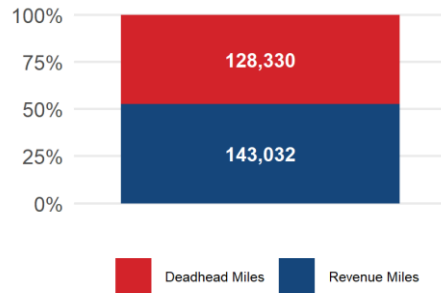


# Route H13

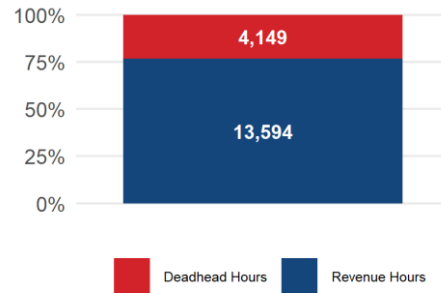
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.6			4.9			A		
Route Design	Circuitry   N/A	1.11			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	8.5	24.8	D	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	93%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.11	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$13.98	\$ 5.43	E	-	-	-	-	-	-
	Cost Recovery   20%	8%	23%	E	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



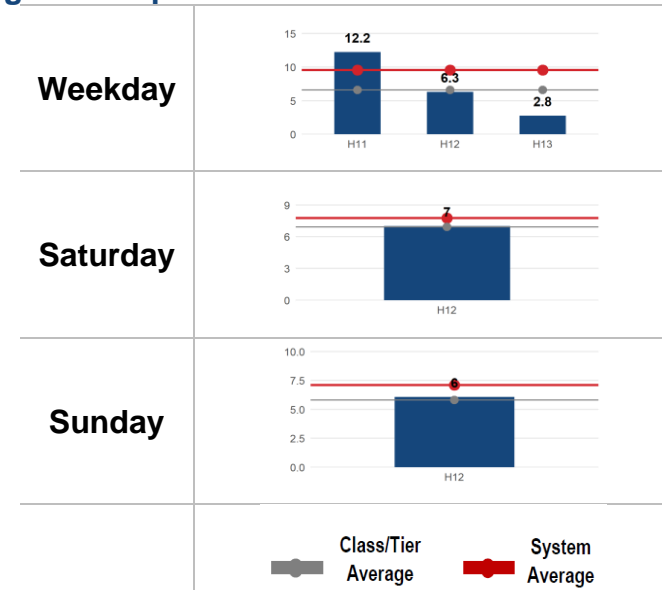
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H11	13.70	374	373 (99.7%)
H12	12.60	1,462	1,455 (99.5%)
H13	9.30	132	130 (98.5%)

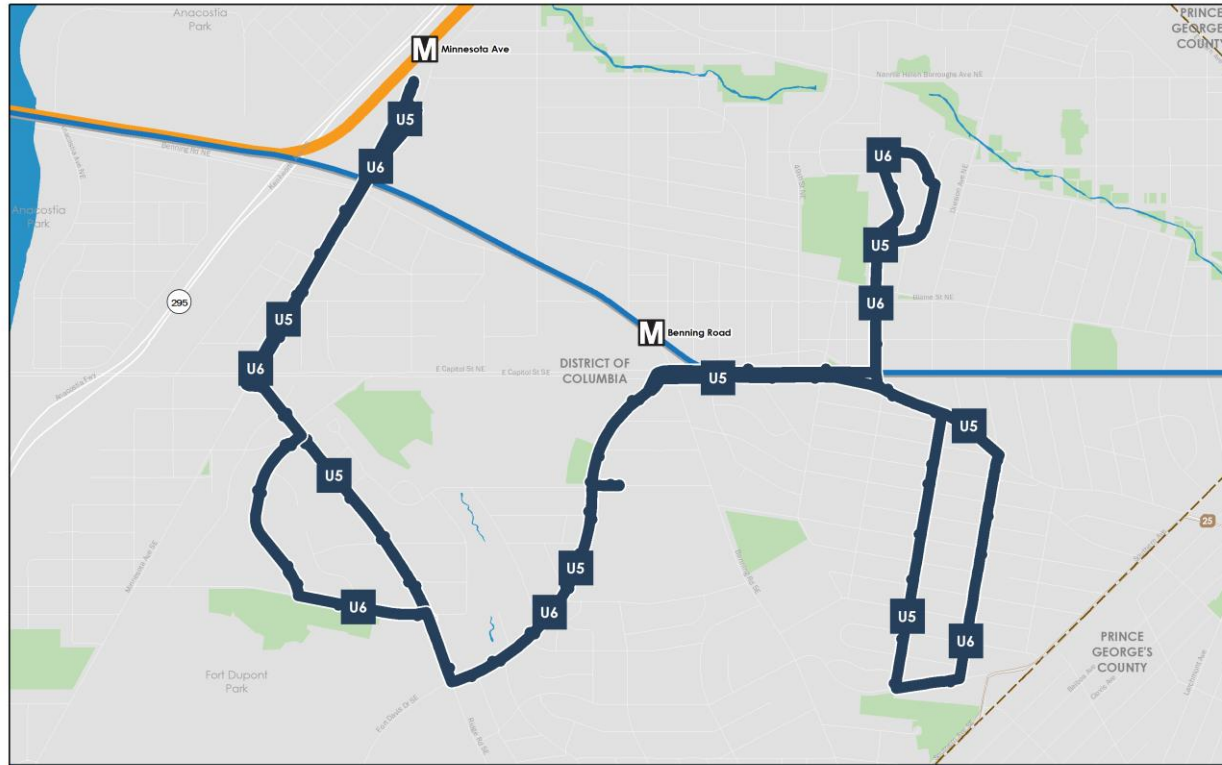
## Service Change Summary

Route H11 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route H12 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route H13 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**

Marshall Heights Line

**Regional Transit**

<b>M</b> Metrorail	<b>Local Bus</b>	<b>Fairfax Connector</b>	<b>Transit Center</b>
RD (Red)	XX Metrobus	XX Fairfax Connector	⊕ Transit Center
OR (Orange)	XX Circulator	XX Arlington Transit	
BL (Blue)	XX Ride On	XX Loudoun County Transit	
SV (Silver)	XX TheBus	XX DASH	

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	Grade
Line 135 - Marshall Heights	B

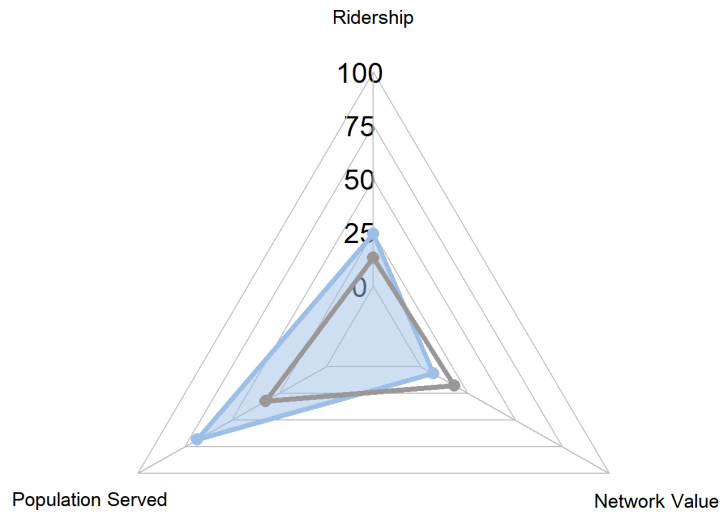
**Legend**

<span style="background-color: #004a80; color: white; padding: 2px;"> </span> Exceeds	<span style="background-color: #4CAF50; color: white; padding: 2px;"> </span> Meets
<span style="background-color: #FFC107; color: white; padding: 2px;"> </span> Approaches	<span style="background-color: #FF5722; color: white; padding: 2px;"> </span> Below
<span style="background-color: #F44336; color: white; padding: 2px;"> </span> Significantly Below	

## Line Benefit Score

**33**

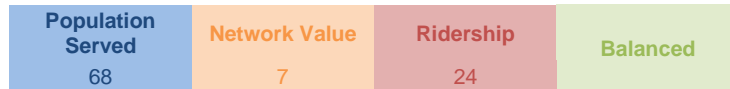
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,183,589</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>59,840</b>	
	<b>People of Color Population</b>	Service Area	<b>56,713</b>
		% Riders Surveyed	<b>100%</b>
	<b>Low Income Household</b>	Service Area	<b>32,518</b>
		% Riders Surveyed	<b>70%</b>

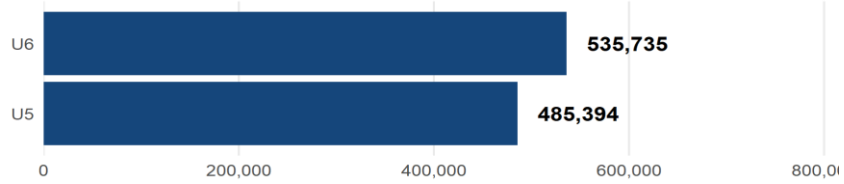
## Facilities/Amenities

	<b>Bus Stops</b>	<b>73</b>
	<b>% Stops With Shelters</b>	<b>10%</b>
	<b>% Stops With Benches</b>	<b>7%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

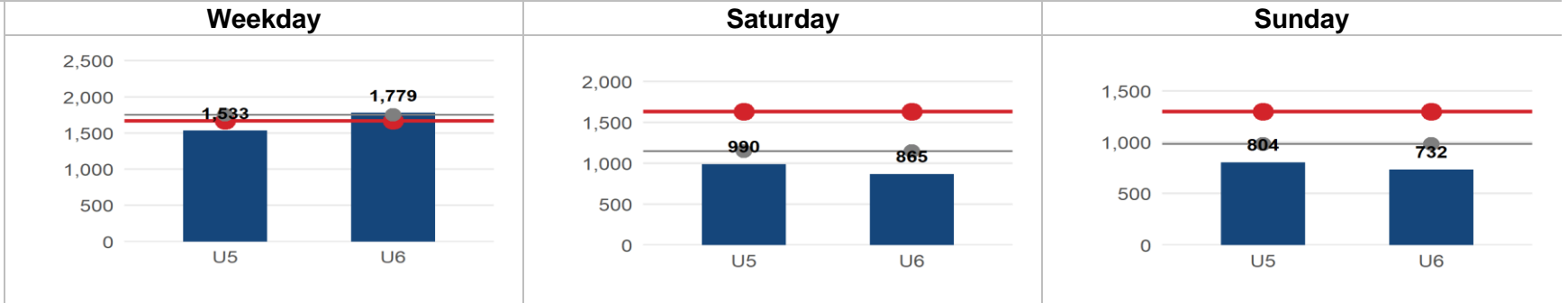
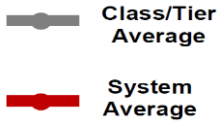
### Annual Ridership



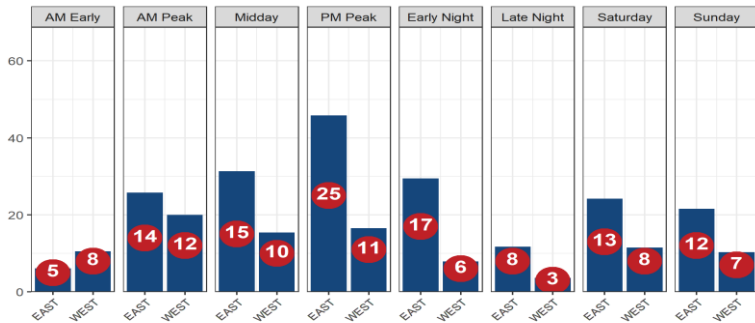
### Top Transfer Locations

#### Minnesota Avenue, Benning Road

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



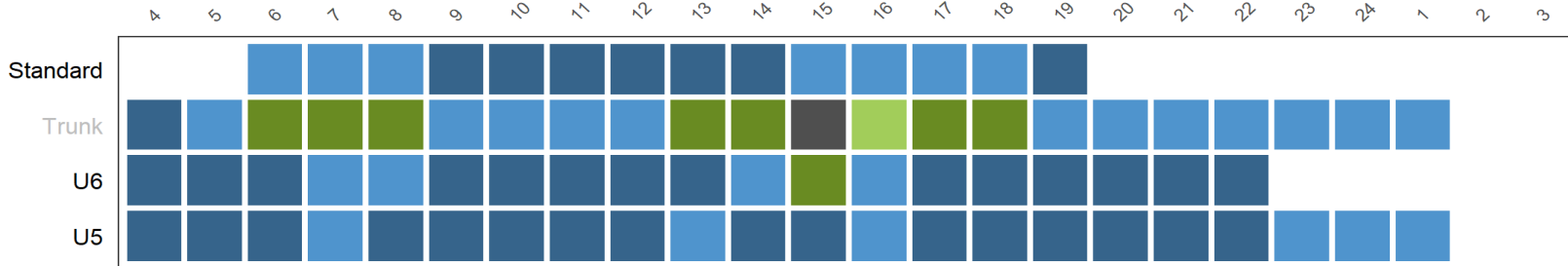
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.5	0.29
	Off-Peak Maximum Target: 1.0		0.33	0.18
Saturday Maximum Target: 1.0			0.32	0.19
Sunday Maximum Target: 1.0			0.3	0.17

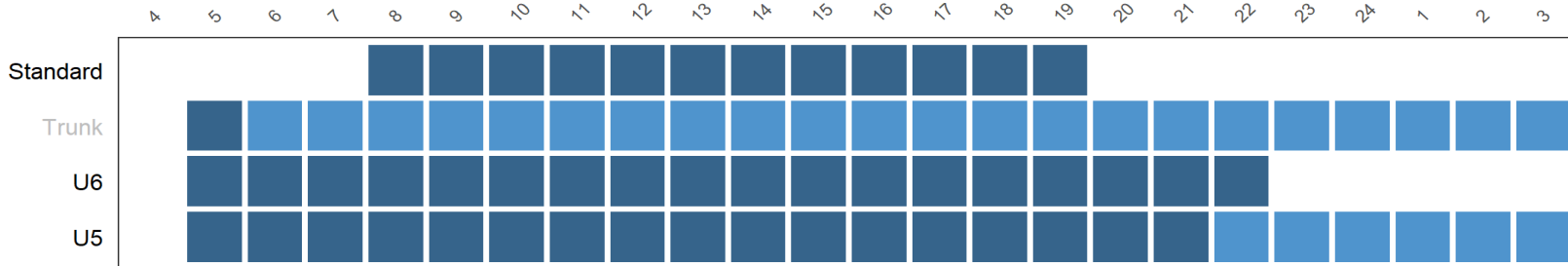
# Span and Frequency



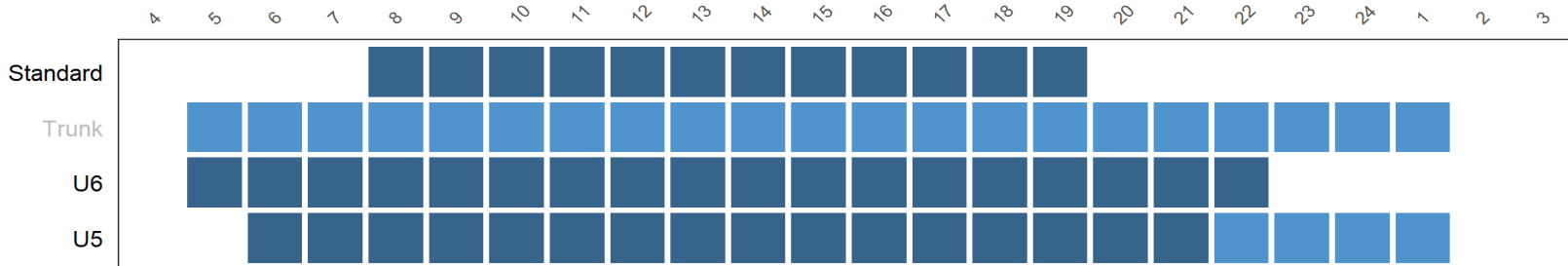
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 1:46 AM	-	A	5:06 AM - 3:09 AM	-	A	5:36 AM - 1:41 AM	-	A
	Frequency of Service   varies	Peak: 16.4 / Off-Peak: 20.7	Peak: 26.2 / Off-Peak: 64	A	27.8	42.7	A	27.5	42.4	A
Productivity	Passengers per Revenue Hour   15	41.8	36.4	A	39.0	33.5	A	35.7	32.4	A
	Passengers per Revenue Mile   2	5.3	4.2	A	4.3	3.5	A	3.8	3.3	A
Reliability	On-Time Performance   79%	81%	82%	B	79%	80%	C	81%	83%	B
	Crowding   5%	1%	2%	A	7%	1%	E	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.39	Off-Peak: 0.31 Peak: 0.41	A	0.26	0.27	A	0.23	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.86	\$ 4.43	A	\$3.06	\$ 5.10	A	\$3.34	\$ 4.84	A
	Cost Recovery   20%	28%	25%	A	26%	24%	A	24%	22%	A

# Route U5

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.8			6			E		
Route Design	Circuitry   N/A	3.58			2.49			-		
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	35.7	36.4	A	35.3	33.5	A	33.4	32.4	A
	Passengers per Revenue Mile   2	4.6	4.2	A	3.9	3.5	A	3.6	3.3	A
	Unique Segment Ridership   10%	0%	28%	E	14%	44%	A	13%	50%	A
Reliability	On-Time Performance   79%	83%	82%	B	75%	80%	C	78%	83%	C
	Crowding   5%	2%	2%	A	4%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.38	Off-Peak: 0.33 Peak: 0.43	A	0.23	0.3	A	0.22	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.35	\$ 4.43	A	\$3.38	\$ 5.10	A	\$3.57	\$ 4.84	A
	Cost Recovery   20%	23%	27%	A	23%	24%	A	21%	23%	B

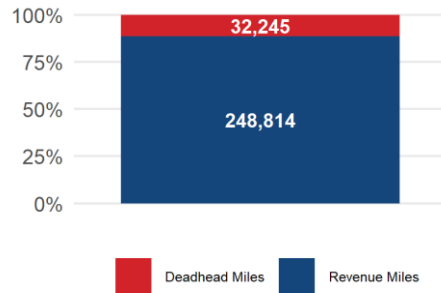


# Route U6

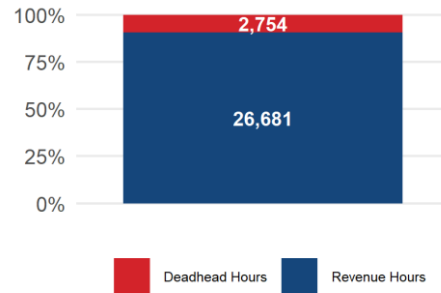
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.6			6			E		
Route Design	Circuitry   N/A	3.74			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	49.1	36.4	A	44.3	33.5	A	38.6	32.4	A
	Passengers per Revenue Mile   2	6.2	4.2	A	4.9	3.5	A	4.1	3.3	A
	Unique Segment Ridership   10%	8%	28%	C	9%	44%	C	9%	50%	C
Reliability	On-Time Performance   79%	79%	82%	B	83%	80%	B	85%	83%	A
	Crowding   5%	1%	2%	A	10%	2%	E	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.33 Peak: 0.43	A	0.29	0.3	A	0.25	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.43	\$ 4.43	A	\$2.70	\$ 5.10	A	\$3.09	\$ 4.84	A
	Cost Recovery   20%	33%	27%	A	30%	24%	A	26%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



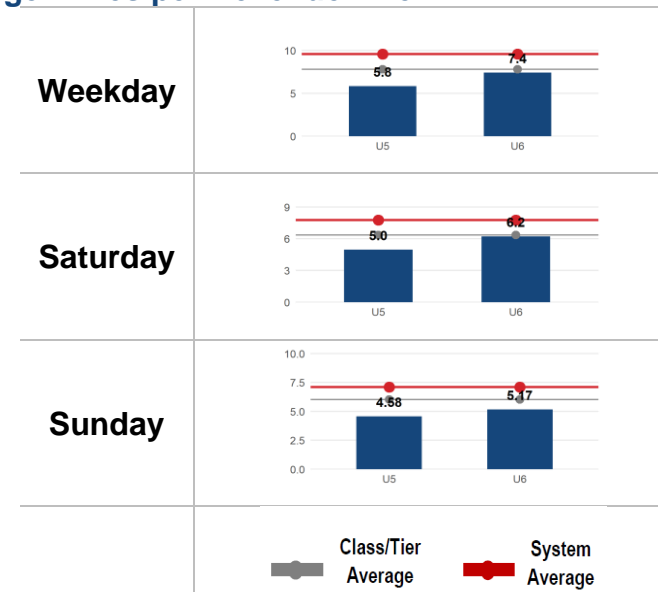
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U5	9.40	2,168	2,160 (99.6%)
U6	9.80	1,827	1,818 (99.5%)

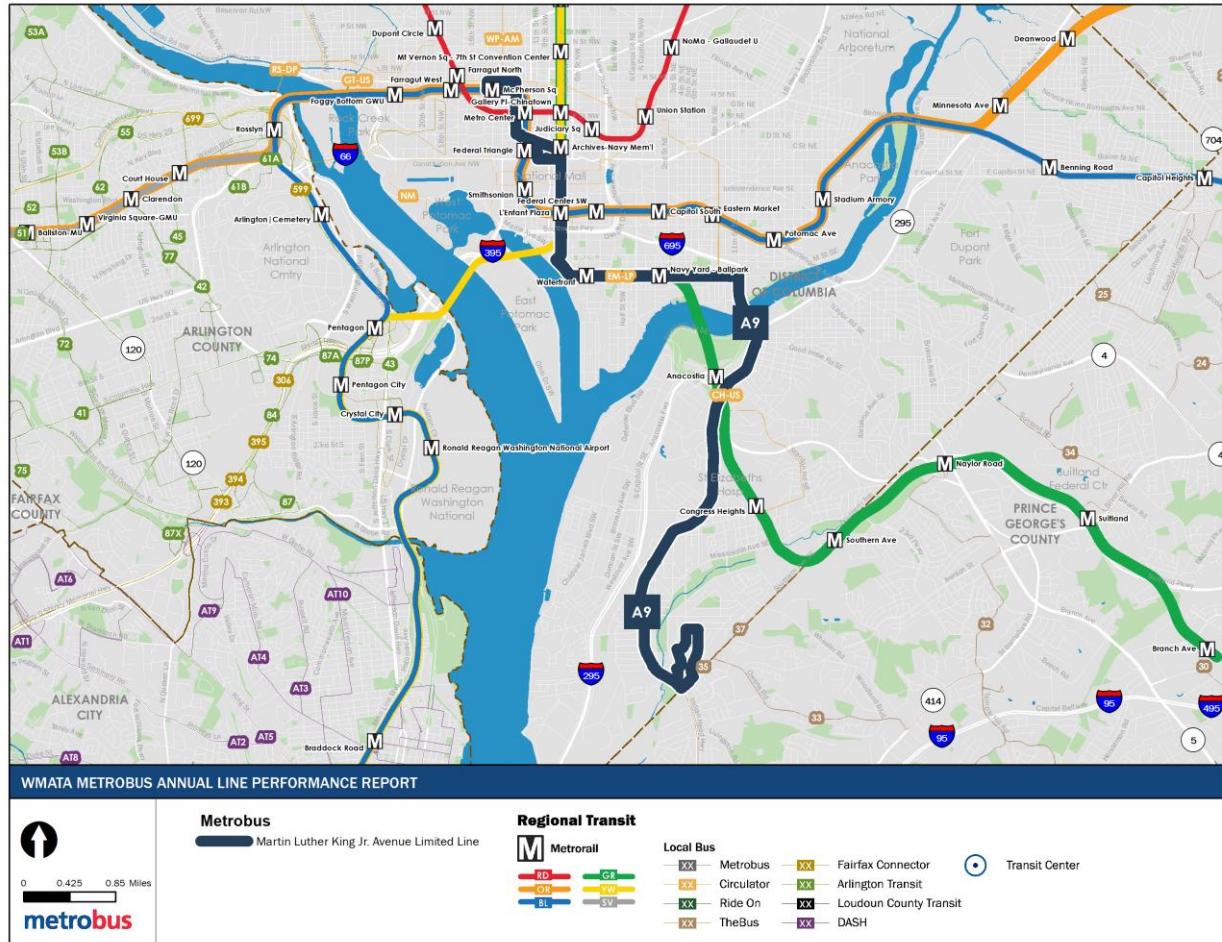
## Service Change Summary

Route U5 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;  
 Route U6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

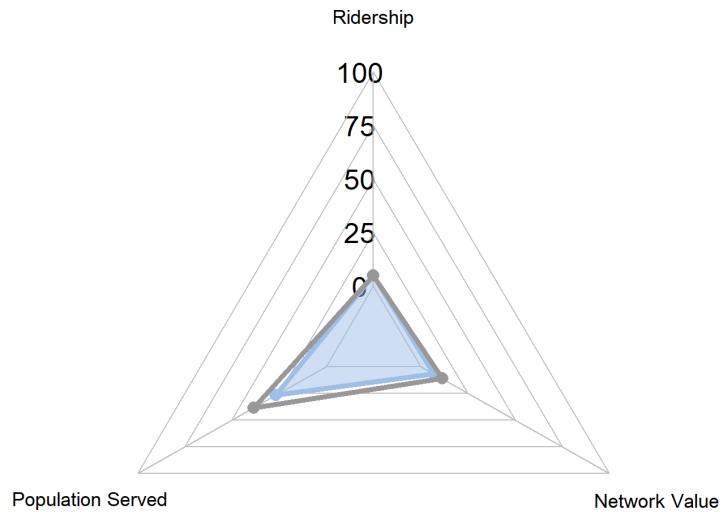
Overall Grade

Line	Overall Grade
A9	A

## Line Benefit Score

**13**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$822,608</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,597</b>	
	<b>People of Color Population</b>	Service Area	<b>21,837</b>
		% Riders Surveyed	<b>87%</b>
	<b>Low Income Household</b>	Service Area	<b>12,351</b>
		% Riders Surveyed	<b>31%</b>

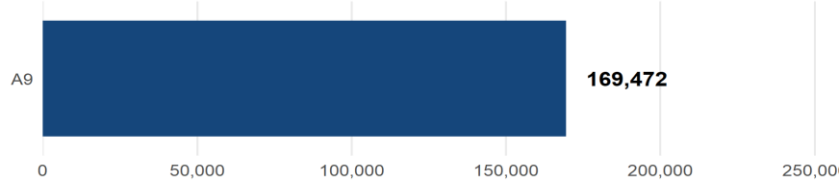
## Facilities/Amenities

	<b>Bus Stops</b>	<b>34</b>
	<b>% Stops With Shelters</b>	<b>47%</b>
	<b>% Stops With Benches</b>	<b>41%</b>
	<b>% Stops With Real-Time Signs</b>	<b>12%</b>



## Ridership

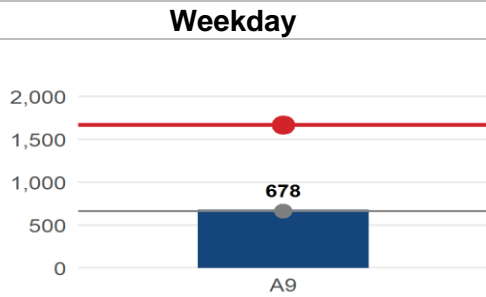
### Annual Ridership



### Top Transfer Locations

Anacostia, L'Enfant Plaza, Navy Yard

### Average Daily Ridership



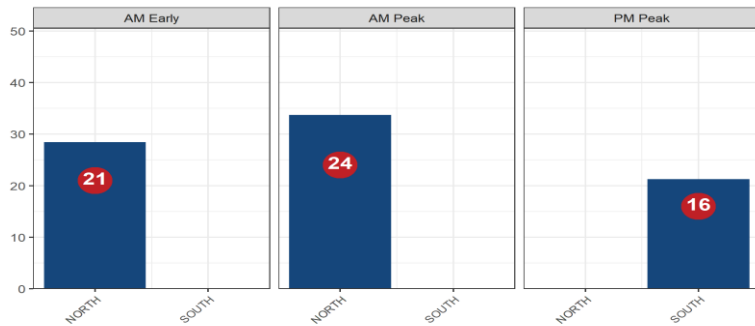
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.6	0.4
	Off-Peak Maximum Target: 1.0		0.53	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Martin Luther King Jr. 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	5:50 AM - 9:45 AM; 3:30 PM - 7:40 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 16.5 / Off-Peak: 15.0	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	25.1	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	2.9	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	75%	E	-	-	-	-	-	-
	Crowding   5%	0%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.5	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.75	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	26%	48%	B	-	-	-	-	-	-

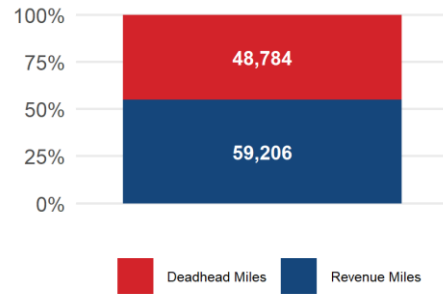
# Route A9

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2			3.2			-		
Route Design	Circuitry   N/A	1.36			1.31			-		
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	25.1	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	2.9	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	4%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	68%	75%	E	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.5	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.75	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	26%	45%	B	-	-	-	-	-	-

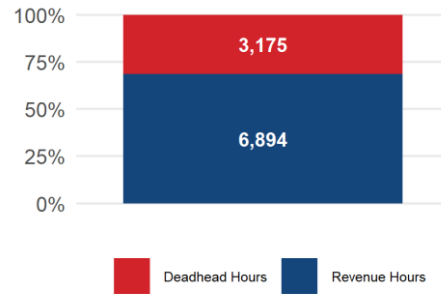


# Operational Analysis

## Miles Allocation



## Hours Allocation



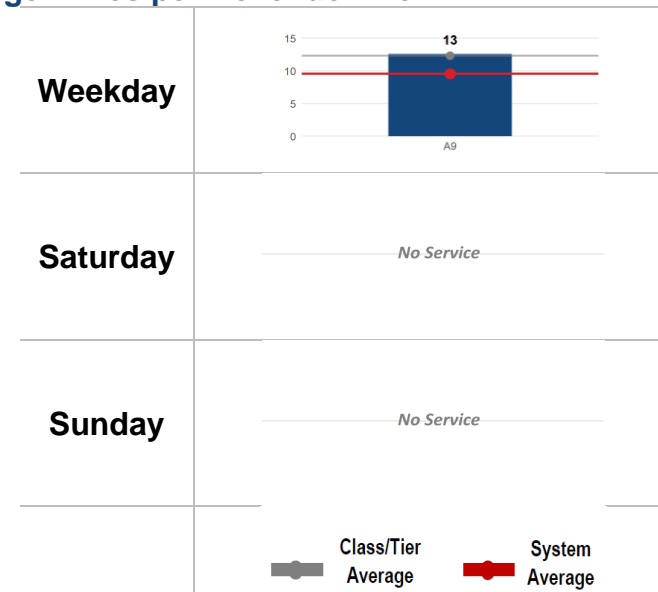
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A9	19.40	550	549 (99.8%)

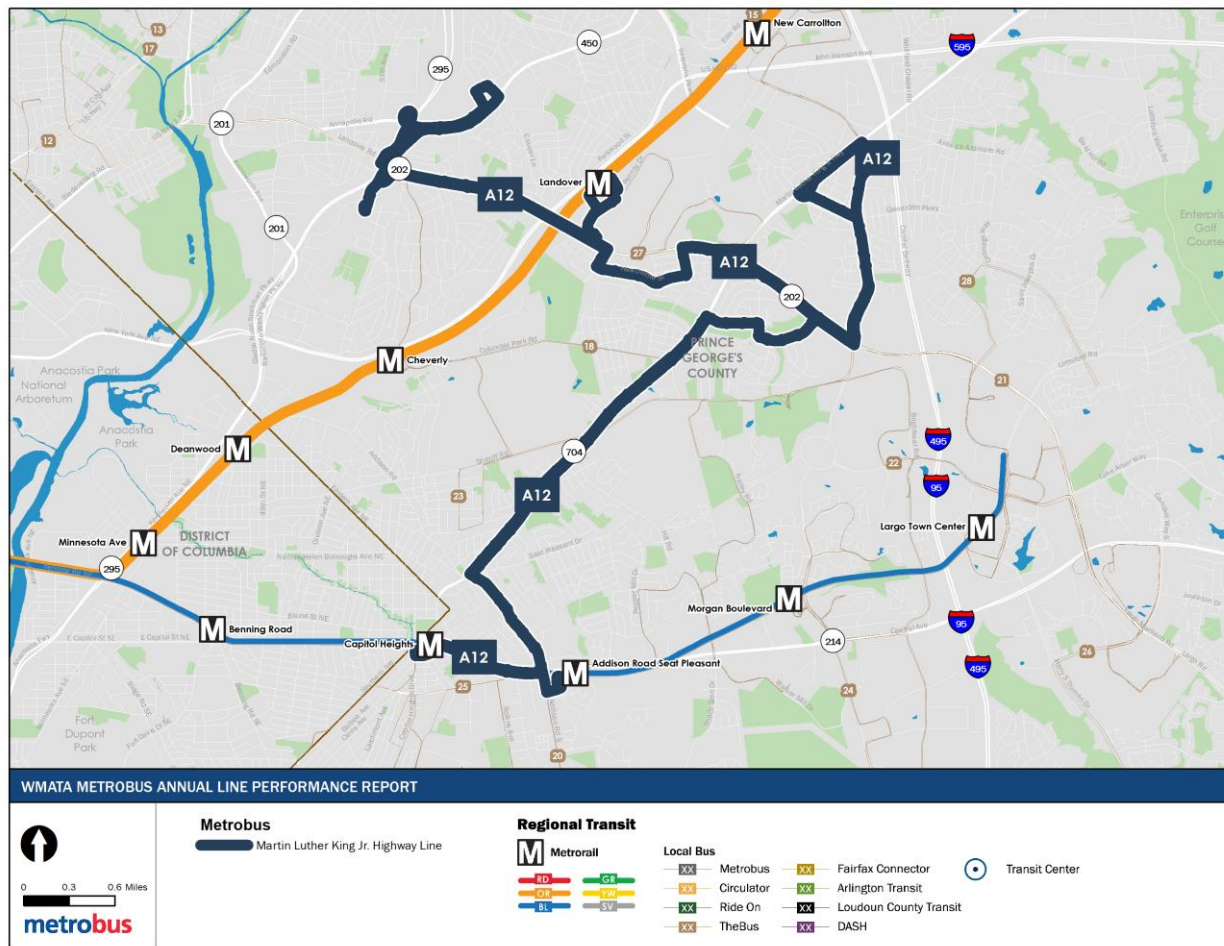
## Service Change Summary

Route A9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

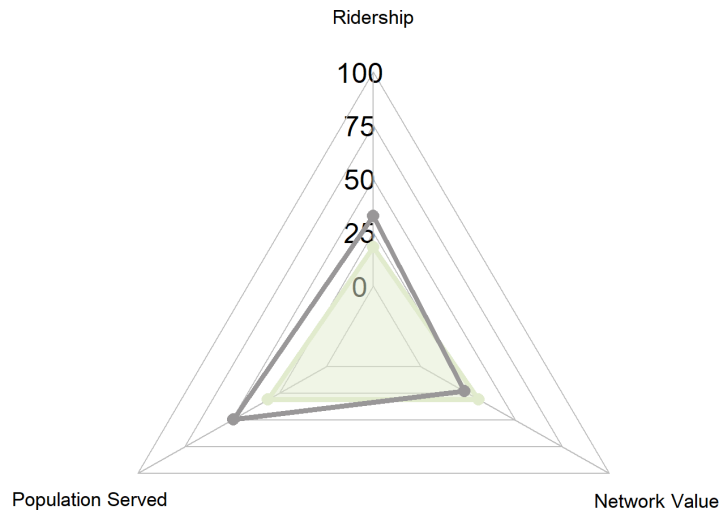
**Legend**

Exceeds (Blue square) Meets (Green square)  
 Approaches (Yellow square) Below (Orange square) Significantly Below (Red square)

## Line Benefit Score

27

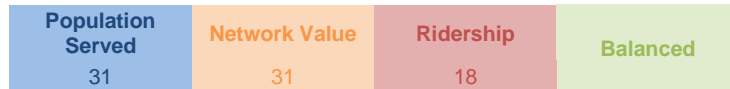
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,769,788</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>25,647</b>	
	<b>People of Color Population</b>	Service Area	<b>19,482</b>
		% Riders Surveyed	<b>96%</b>
	<b>Low Income Household</b>	Service Area	<b>7,788</b>
		% Riders Surveyed	<b>67%</b>

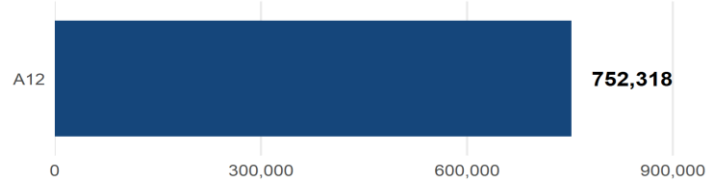
## Facilities/Amenities

	<b>Bus Stops</b>	<b>127</b>
	<b>% Stops With Shelters</b>	<b>36%</b>
	<b>% Stops With Benches</b>	<b>15%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

### Annual Ridership



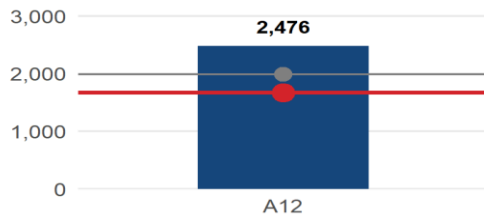
### Top Transfer Locations

#### Landover, Addison Road, Capitol Heights

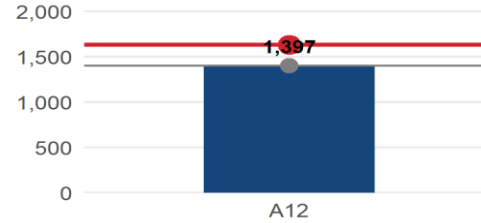
### Average Daily Ridership

- Class/Tier Average
- System Average

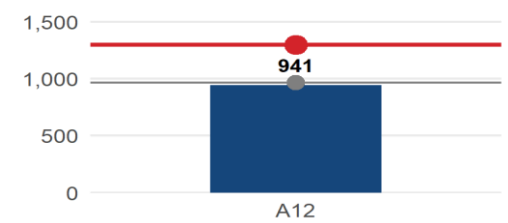
#### Weekday



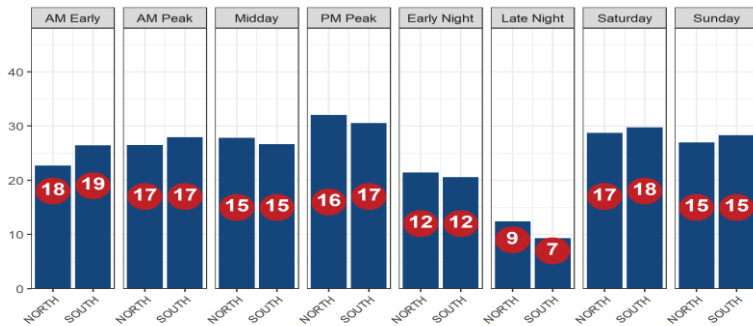
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.43	0.42
	Off-Peak Maximum Target: 1.0	0.35	0.34
Saturday Maximum Target: 1.0		0.42	0.44
Sunday Maximum Target: 1.0		0.36	0.38

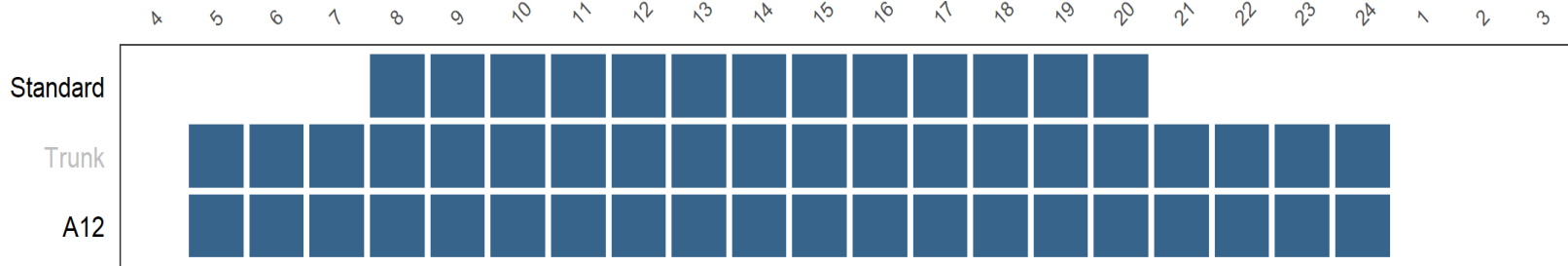
# Span and Frequency



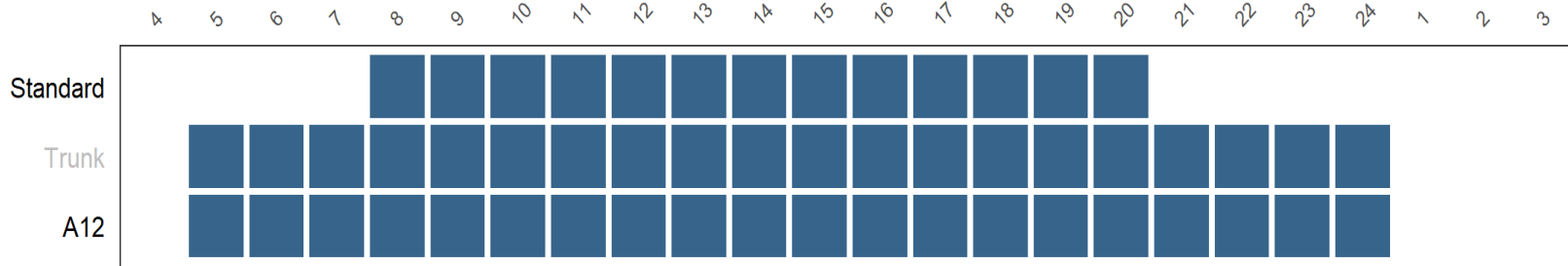
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Martin Luther King Jr. Highway

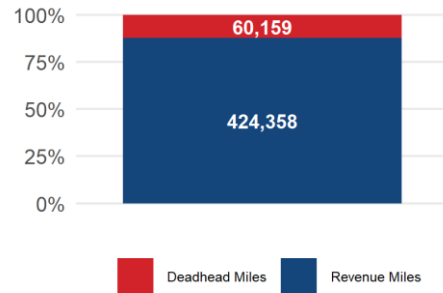
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:55 AM - 1:22 AM	-	A	5:40 AM - 12:03 AM	-	A	5:55 AM - 12:06 AM	-	A
	Frequency of Service   varies	Peak: 21.3 / Off-Peak: 27.4	Peak: 23.7 / Off-Peak: 39.6	A	45.5	47.6	A	60.6	52.8	C
Productivity	Passengers per Revenue Hour   15	23.4	30.4	A	25.1	29.1	A	27.1	27.2	A
	Passengers per Revenue Mile   1	1.8	2.6	A	2.0	2.4	A	1.7	2.1	A
Reliability	On-Time Performance   79%	80%	78%	B	81%	72%	B	78%	80%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.43	Off-Peak: 0.39 Peak: 0.48	A	0.43	0.39	A	0.37	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.11	\$ 4.26	A	\$4.75	\$ 4.33	A	\$4.41	\$ 4.58	A
	Cost Recovery   20%	20%	29%	C	21%	28%	B	23%	25%	A

# Route A12

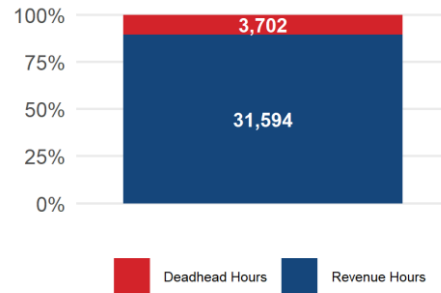
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			4.6			A		
	Circuitry   1.75	3.76			2.49			E		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	23.4	30.4	A	25.1	29.1	A	27.1	27.2	A
	Passengers per Revenue Mile   1	1.8	2.6	A	2.0	2.4	A	1.7	2.1	A
	Unique Segment Ridership   10%	71%	31%	A	77%	54%	A	89%	55%	A
Reliability	On-Time Performance   79%	80%	78%	B	81%	72%	B	78%	80%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.43	Off-Peak: 0.41 Peak: 0.47	A	0.43	0.39	A	0.37	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.11	\$ 4.26	A	\$4.75	\$ 4.33	A	\$4.41	\$ 4.58	A
	Cost Recovery   20%	20%	29%	C	21%	27%	B	23%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



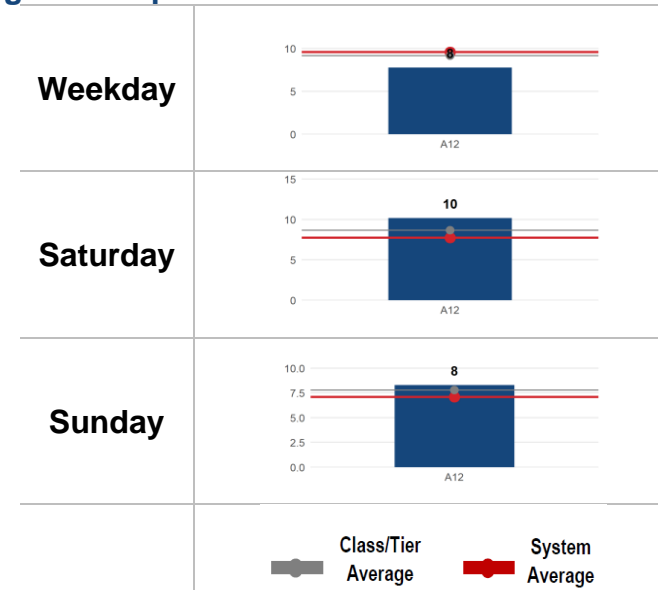
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A12	39.40	2,462	2,446 (99.4%)

## Service Change Summary

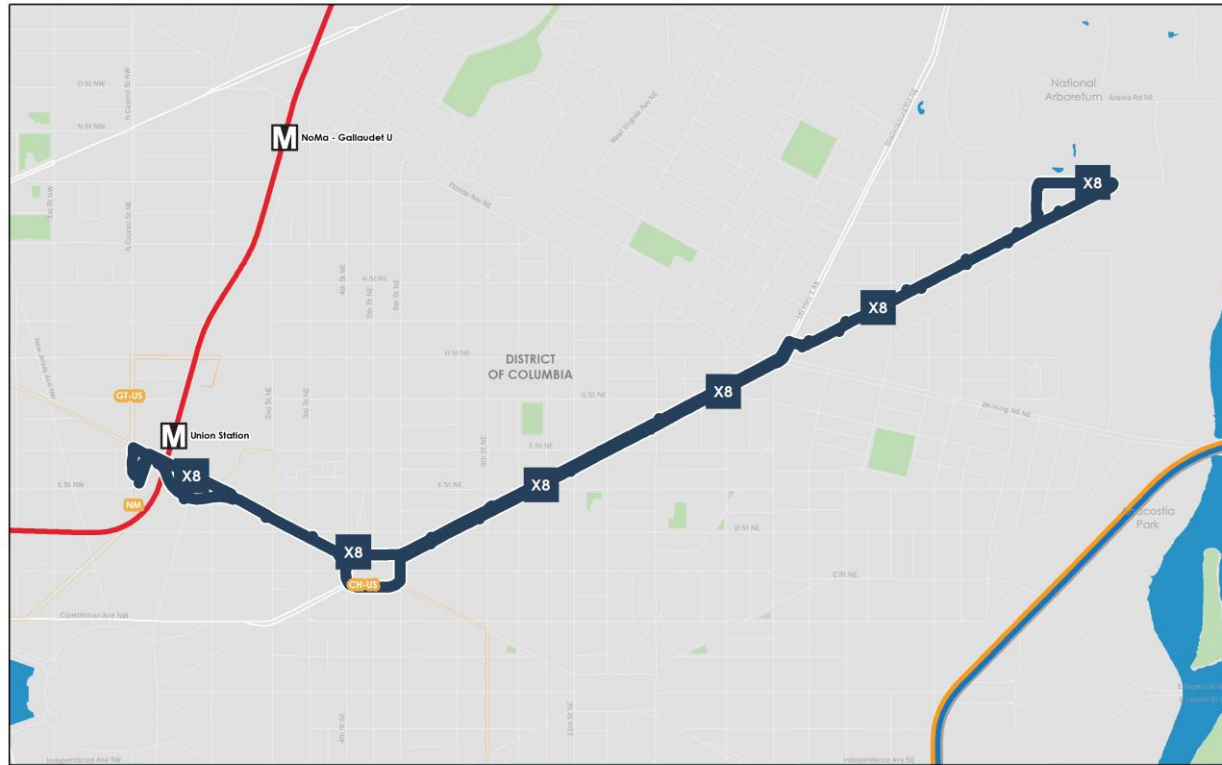
Route A12 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile





About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**metrobus**

**Metrobus**

Maryland Avenue Line

**Regional Transit**

<b>M</b> Metrorail	<b>Local Bus</b>	<b>Fairfax Connector</b>	<b>Transit Center</b>
RD	Metrobus	XX	+
OR	Circulator	XX	
BL	Ride On	XX	
	TheBus	XX	
		XX	
		XX	

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	<b>B</b>

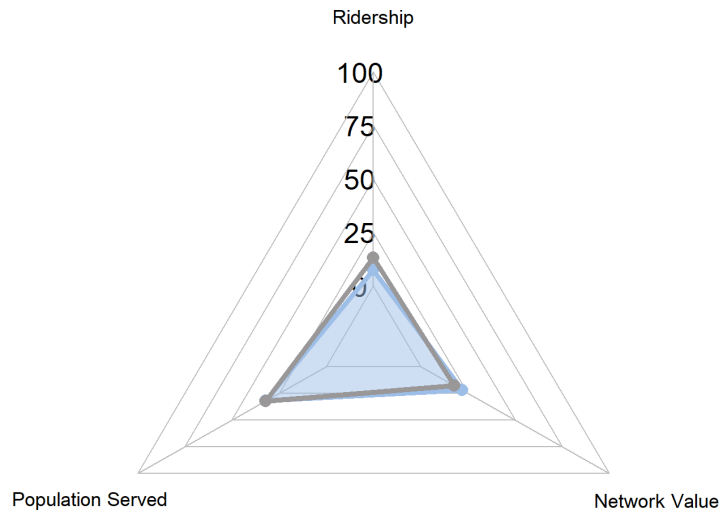
**Legend**

<span style="background-color: #0056b3; color: white; padding: 2px;"> </span> Exceeds	<span style="background-color: #76b82a; color: white; padding: 2px;"> </span> Meets
<span style="background-color: #ffc000; color: white; padding: 2px;"> </span> Approaches	<span style="background-color: #e74c3c; color: white; padding: 2px;"> </span> Significantly Below

## Line Benefit Score

21

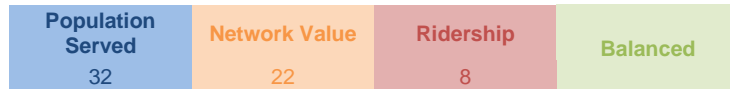
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$980,353
	Peak Vehicles	3
	Vehicle Type(s)	30 Foot, 40 Foot

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

	Service Area Population	26,090	
	People of Color Population	Service Area	12,360
		% Riders Surveyed	74%
	Low Income Household	Service Area	6,479
		% Riders Surveyed	37%

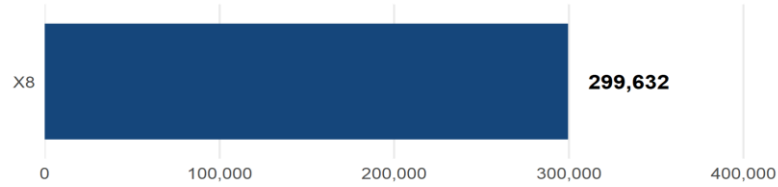
## Facilities/Amenities

	Bus Stops	33
	% Stops With Shelters	12%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership



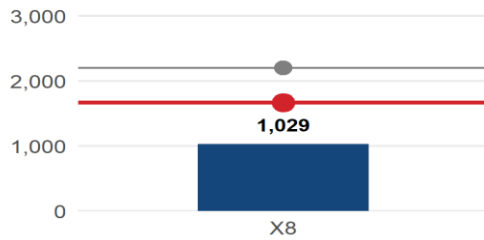
### Top Transfer Locations

#### Union Station

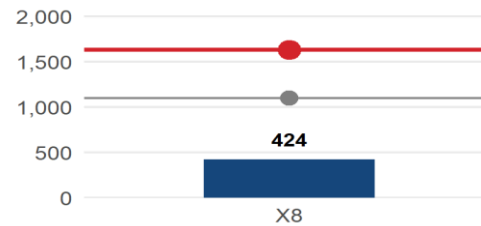
### Average Daily Ridership

- Class/Tier Average
- System Average

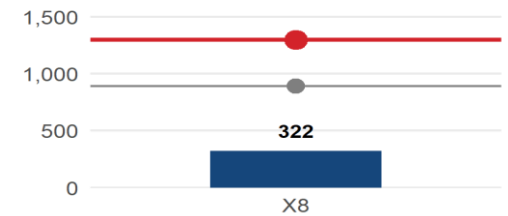
#### Weekday



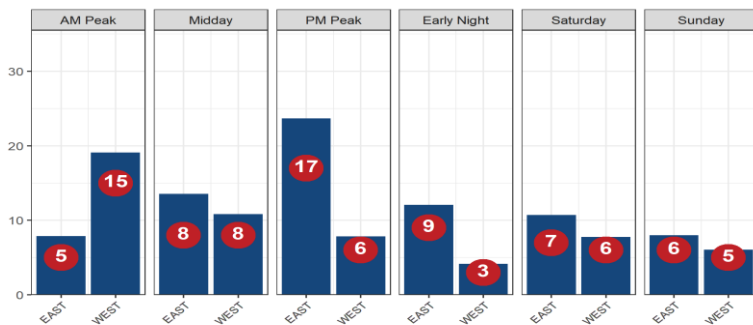
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



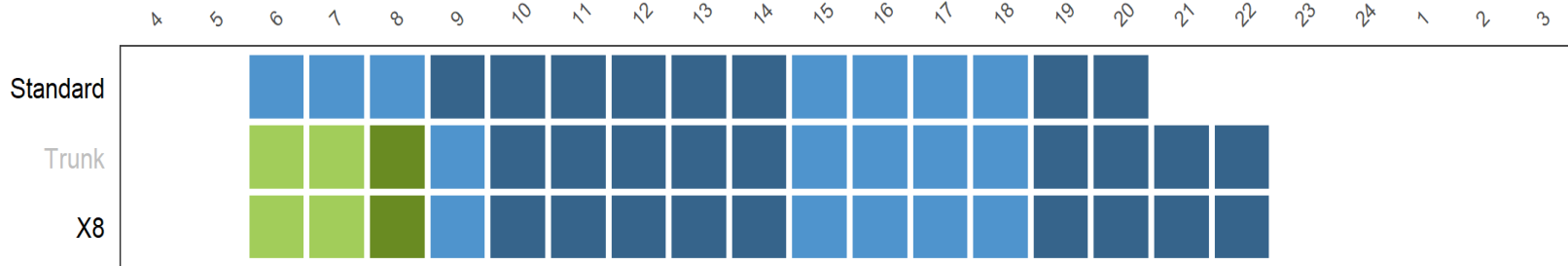
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.29	0.28
	Off-Peak Maximum Target: 1.0	0.22	0.17
Saturday Maximum Target: 1.0		0.19	0.16
Sunday Maximum Target: 1.0		0.15	0.13

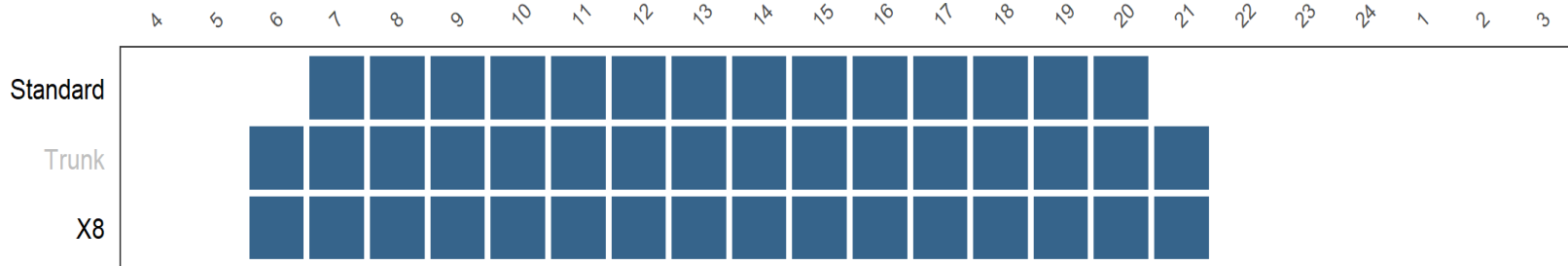
# Span and Frequency



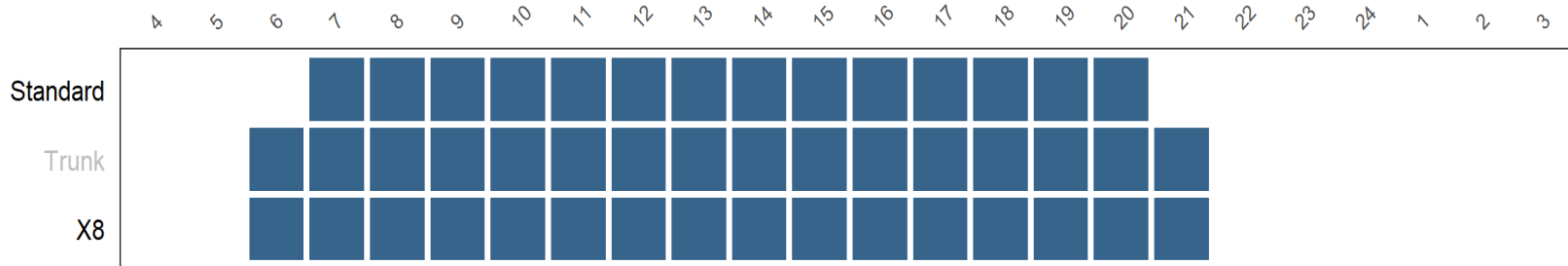
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Maryland Avenue

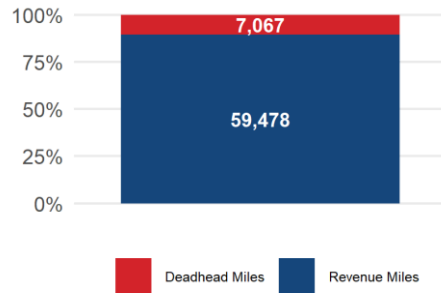
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:00 AM - 10:38 PM	-	A	6:40 AM - 9:54 PM	-	A	6:40 AM - 9:53 PM	-	A
	Frequency of Service   varies	Peak: 18.7 / Off-Peak: 36.2	Peak: 17.1 / Off-Peak: 26.8	A	39.9	30.0	A	39.8	30.4	A
Productivity	Passengers per Revenue Hour   20	39.6	32.7	A	28.8	25.1	A	22.0	22.2	B
	Passengers per Revenue Mile   4	5.4	4.5	A	3.8	3.1	C	2.9	2.7	E
Reliability	On-Time Performance   79%	86%	79%	A	93%	77%	A	94%	81%	A
	Crowding   5%	0%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.29	Off-Peak: 0.3 Peak: 0.48	A	0.17	0.28	A	0.14	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.02	\$ 3.77	A	\$4.15	\$ 5.04	A	\$5.43	\$ 5.56	C
	Cost Recovery   25%	36%	28%	A	26%	21%	B	20%	19%	D

# Route X8

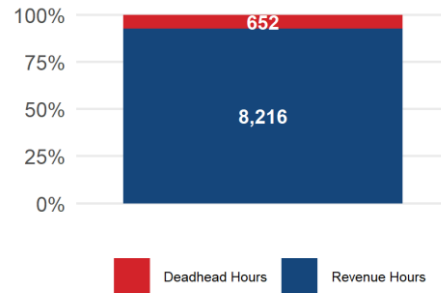
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			6.7			E		
Route Design	Circuity   N/A	1.13			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	39.6	32.7	A	28.8	25.1	A	22.0	22.2	B
	Passengers per Revenue Mile   4	5.4	4.5	A	3.8	3.1	C	2.9	2.7	E
	Unique Segment Ridership   10%	53%	35%	A	64%	42%	A	63%	42%	A
Reliability	On-Time Performance   79%	86%	79%	A	93%	77%	A	94%	81%	A
	Crowding   5%	0%	3%	A	0%	0%	A	0%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.29	Off-Peak: 0.32 Peak: 0.5	A	0.17	0.3	A	0.14	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.02	\$ 3.77	A	\$4.15	\$ 5.04	A	\$5.43	\$ 5.56	C
	Cost Recovery   25%	36%	28%	A	26%	21%	B	20%	19%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



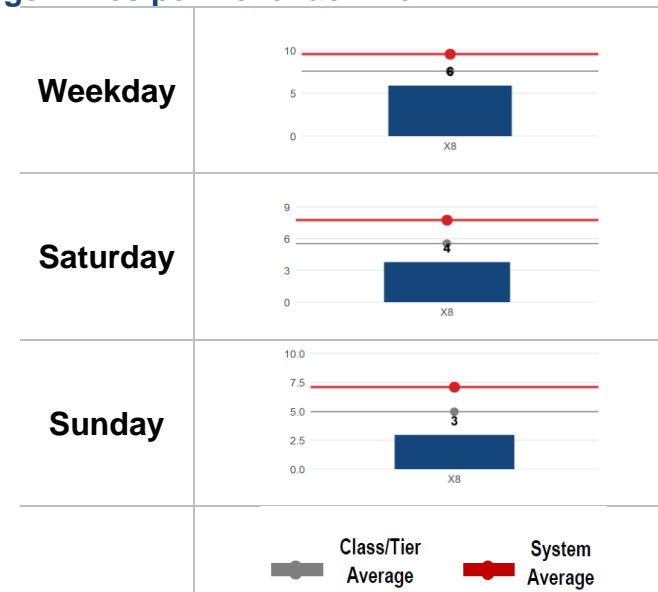
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X8	5.10	2,062	2,051 (99.5%)

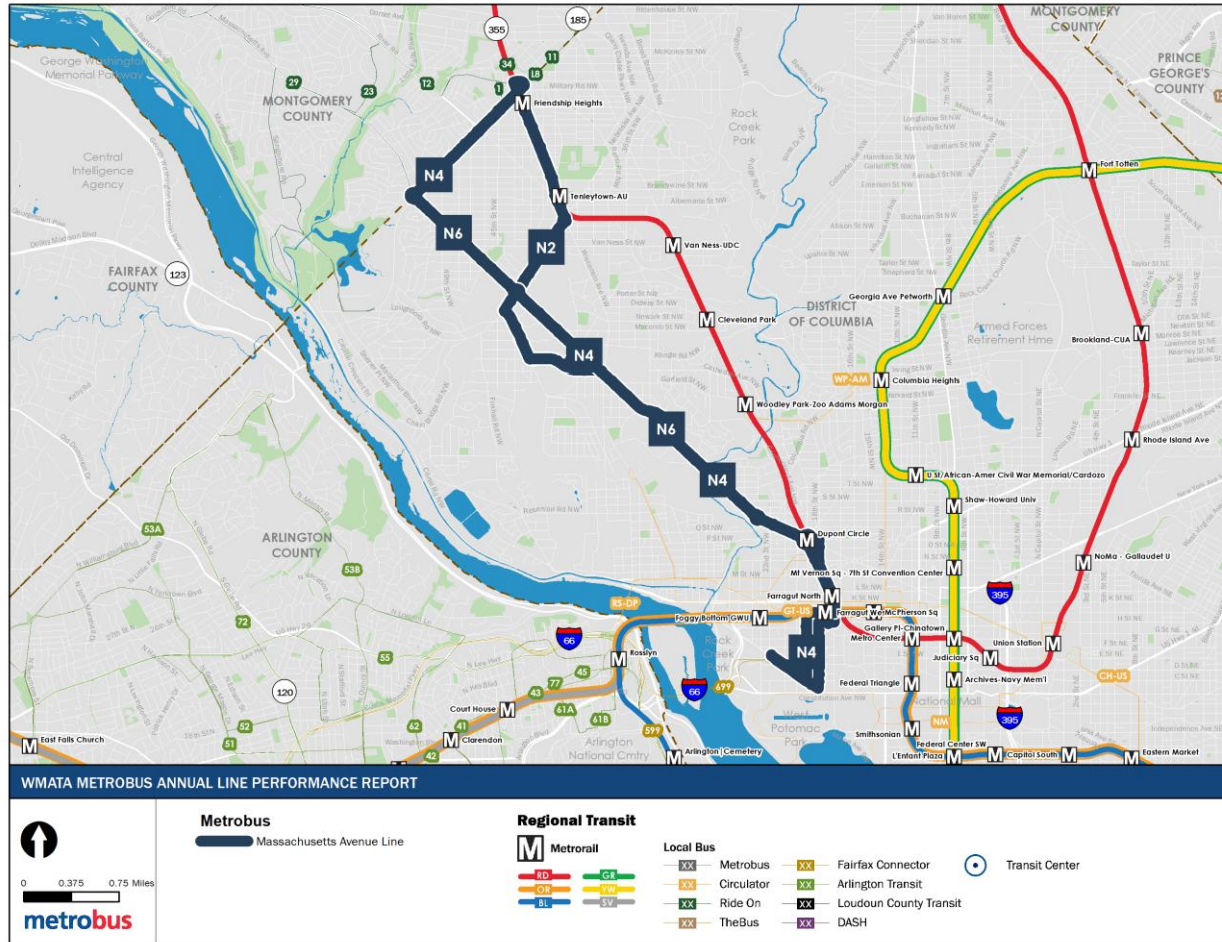
## Service Change Summary

Route X8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Grade
Massachusetts Avenue	B

**Legend**

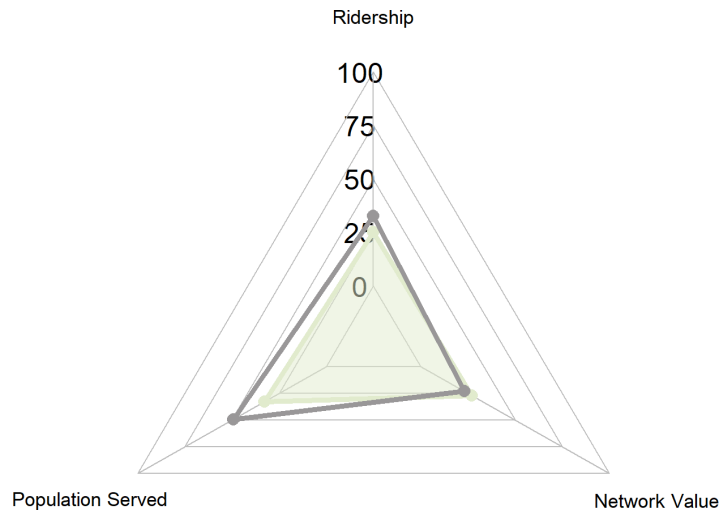
- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)



## Line Benefit Score

28

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

33

27

25

## Operating Statistics

	Annual Operating Costs	\$4,235,838
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

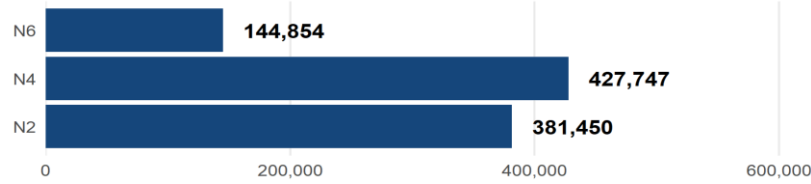
	Service Area Population	49,891	
	People of Color Population	Service Area	9,494
		% Riders Surveyed	49%
	Low Income Household	Service Area	7,623
		% Riders Surveyed	39%

## Facilities/Amenities

	Bus Stops	135
	% Stops With Shelters	37%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	8%



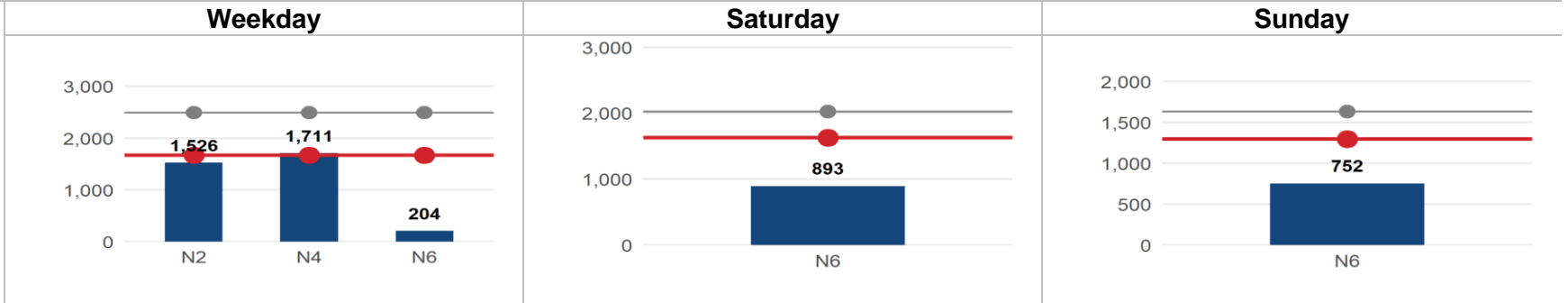
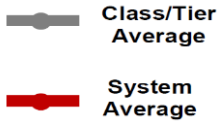
### Annual Ridership



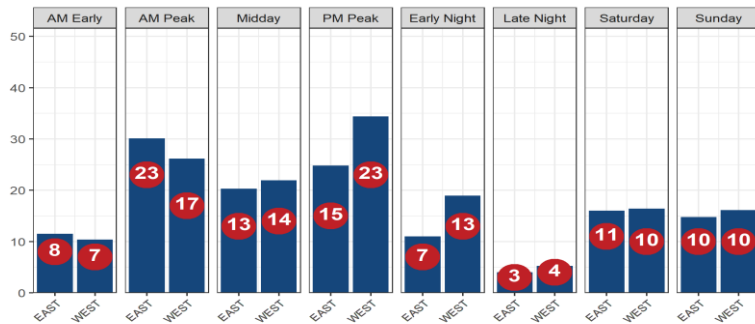
### Top Transfer Locations

#### Dupont Circle, Farragut West, Friendship Heights

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



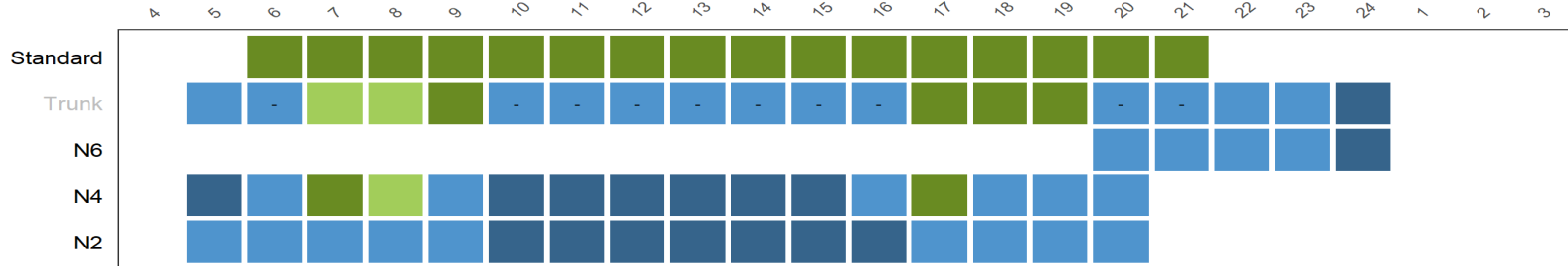
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1		
	Off-Peak Maximum Target: 1.0		
Saturday Maximum Target: 1.0		0.27	0.26
Sunday Maximum Target: 1.0		0.25	0.24

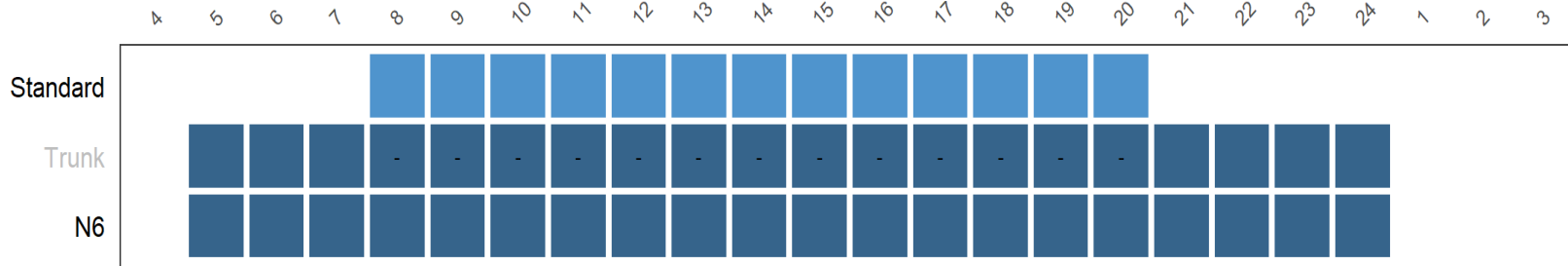
# Span and Frequency



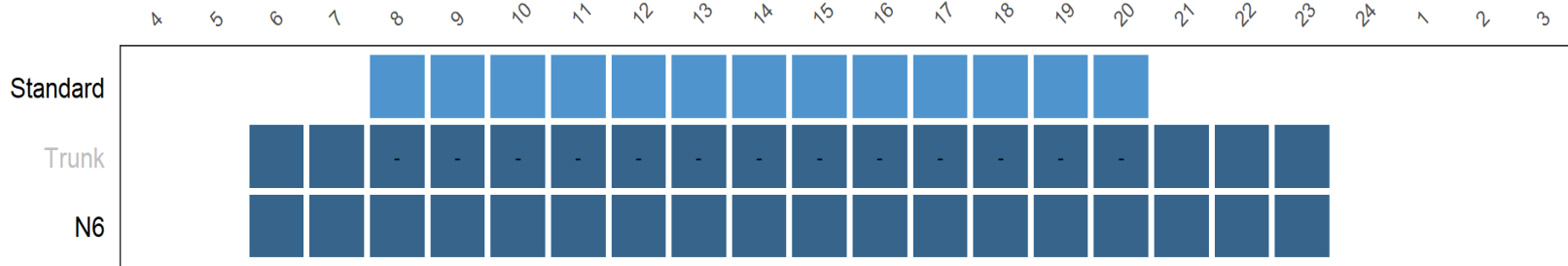
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	5:35 AM - 12:51 AM	-	A	5:33 AM - 12:52 AM	-	A	6:15 AM - 11:22 PM	-	A
	Frequency of Service   varies	Peak: 18.5 / Off-Peak: 24.6	Peak: 19.3 / Off-Peak: 34	B	37.0	30.1	D	36.3	33.7	D
Productivity	Passengers per Revenue Hour   20	28.3	29.6	A	20.2	28.8	B	18.8	26.9	C
	Passengers per Revenue Mile   2	3.6	3.0	A	2.0	2.7	B	1.9	2.4	C
Reliability	On-Time Performance   79%	77%	78%	C	69%	79%	D	75%	81%	C
	Crowding   5%	2%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	-	-	-	0.27	0.41	A	0.24	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.21	\$ 4.59	A	\$5.92	\$ 4.84	D	\$6.35	\$ 5.41	E
	Cost Recovery   20%	44%	31%	A	32%	28%	A	29%	27%	A

# Route N2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			4.5			E		
	Circuitry   1.75	1.15			1.47			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	31.1	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	4.4	3	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	21%	16%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	78%	78%	C	-	-	-	-	-	-
	Crowding   5%	3%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.84	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	46%	30%	A	-	-	-	-	-	-

# Route N4

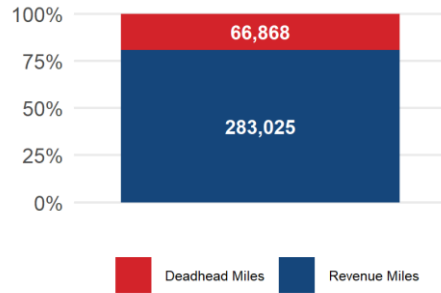
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6			4.5			E		
	Circuitry   1.75	1.41			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	29.8	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	3.9	3	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	16%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	74%	78%	D	-	-	-	-	-	-
	Crowding   5%	2%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.01	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	47%	30%	A	-	-	-	-	-	-

# Route N6

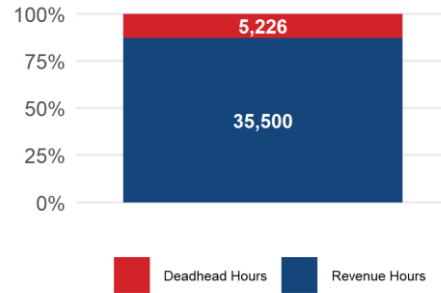
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6			4.5			E		
	Circuitry   1.75	1.48			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	13.8	29.6	E	20.2	28.8	B	18.8	26.9	C
	Passengers per Revenue Mile   2	1.3	3.0	E	2.0	2.7	B	1.9	2.4	C
	Unique Segment Ridership   10%	0%	16%	E	94%	35%	A	94%	45%	A
Reliability	On-Time Performance   79%	83%	78%	B	69%	79%	D	75%	81%	C
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18	Off-Peak: 0.42	A	0.27	0.42	A	0.24	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$8.66	\$ 4.59	E	\$5.92	\$ 4.84	D	\$6.35	\$ 5.41	E
	Cost Recovery   20%	23%	30%	A	34%	27%	A	32%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



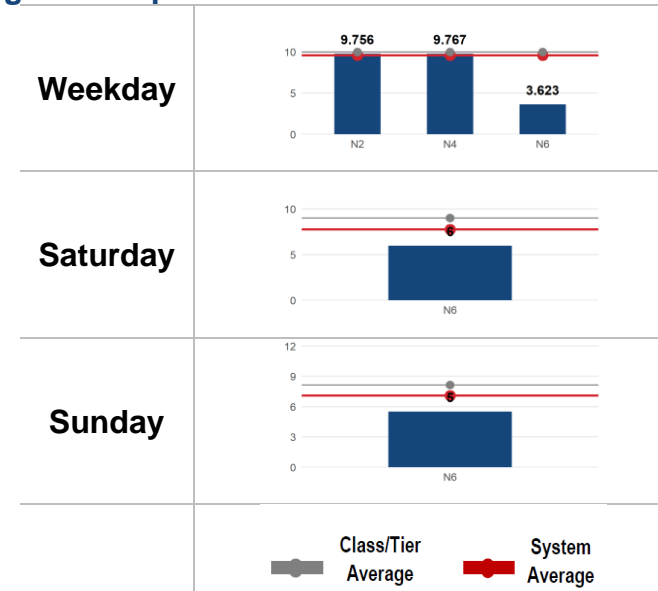
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
N2	12.50	1,276	1,270 (99.5%)
N4	15.90	1,518	1,504 (99.1%)
N6	16.00	858	847 (98.7%)

## Service Change Summary

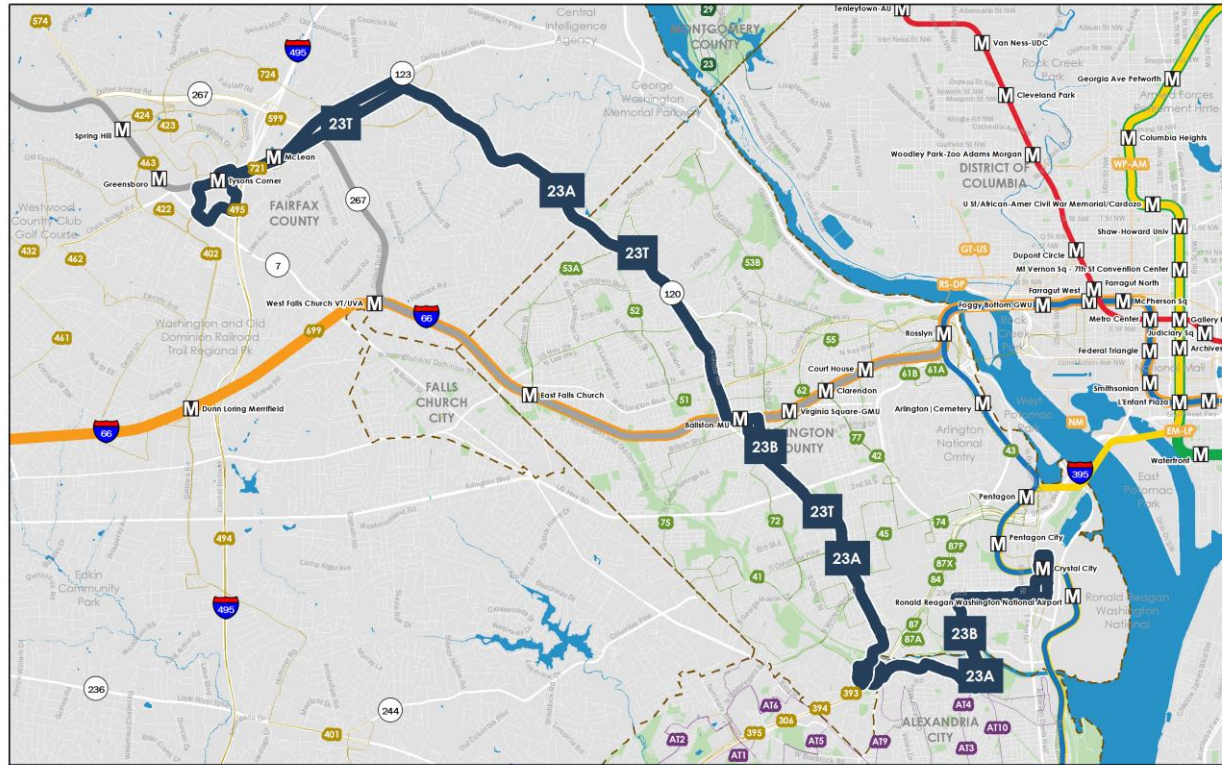
Route N2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route N4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route N6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

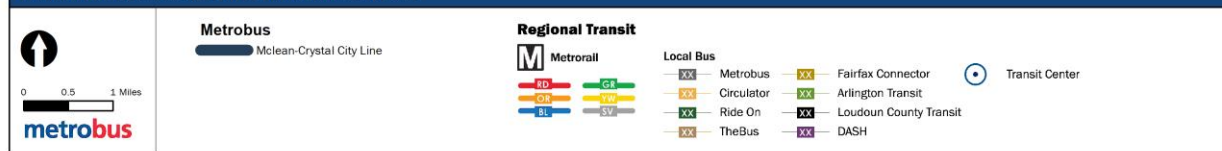




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Framework

Activity Tier

2

Overall Grade

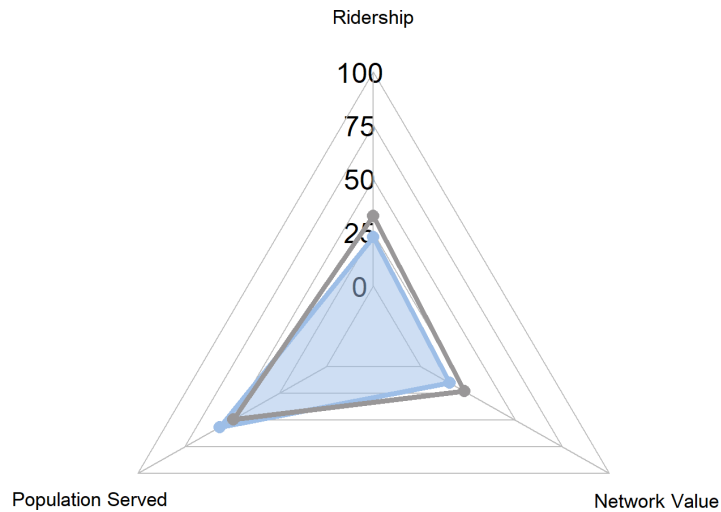
Line	Overall Grade
McLean-Crystal City	C



## Line Benefit Score

**32**

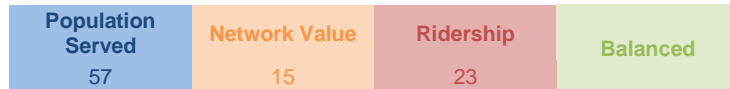
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,861,098</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>113,182</b>	
	<b>People of Color Population</b>	Service Area	<b>24,976</b>
		% Riders Surveyed	<b>66%</b>
	<b>Low Income Household</b>	Service Area	<b>21,497</b>
		% Riders Surveyed	<b>47%</b>

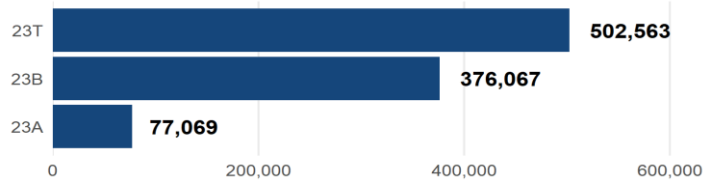
## Facilities/Amenities

	<b>Bus Stops</b>	<b>158</b>
	<b>% Stops With Shelters</b>	<b>21%</b>
	<b>% Stops With Benches</b>	<b>27%</b>
	<b>% Stops With Real-Time Signs</b>	<b>4%</b>



## Ridership

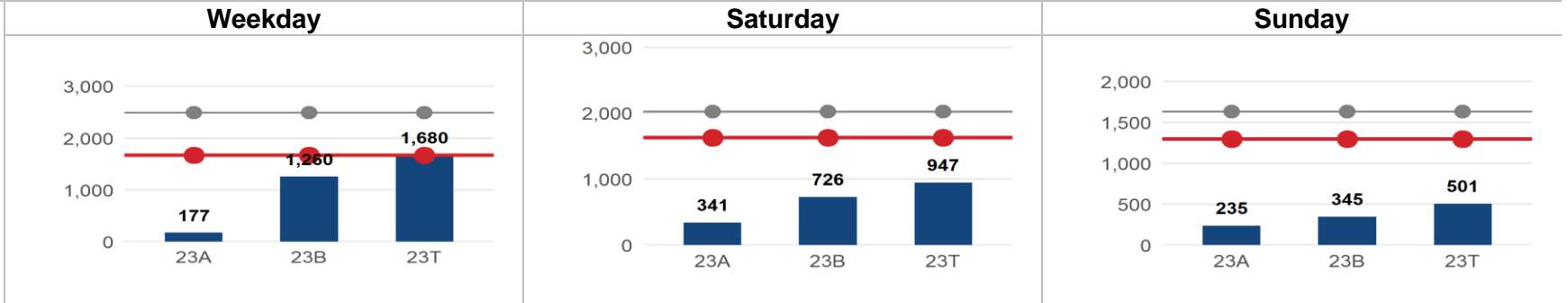
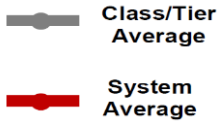
### Annual Ridership



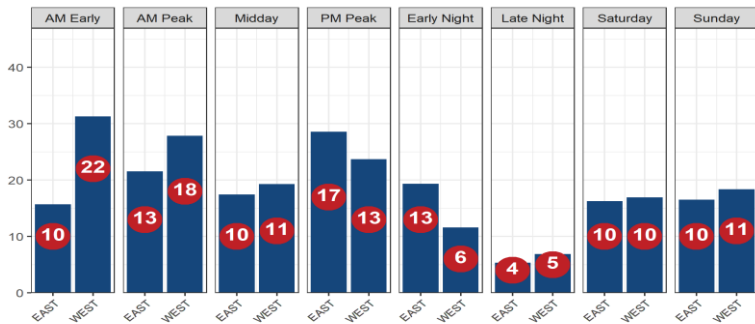
### Top Transfer Locations

#### Ballston, Crystal City, McLean

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



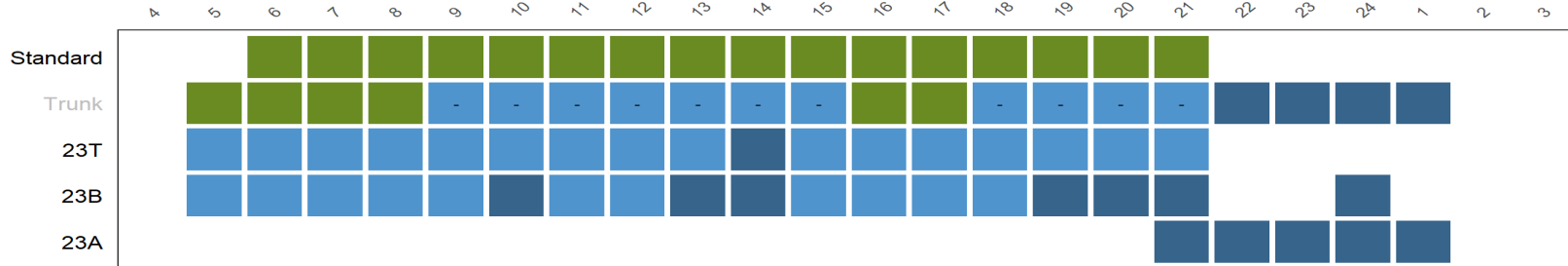
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.37	0.37
	Off-Peak Maximum Target: 1.0	0.25	0.26
Saturday Maximum Target: 1.0		0.24	0.25
Sunday Maximum Target: 1.0		0.24	0.27

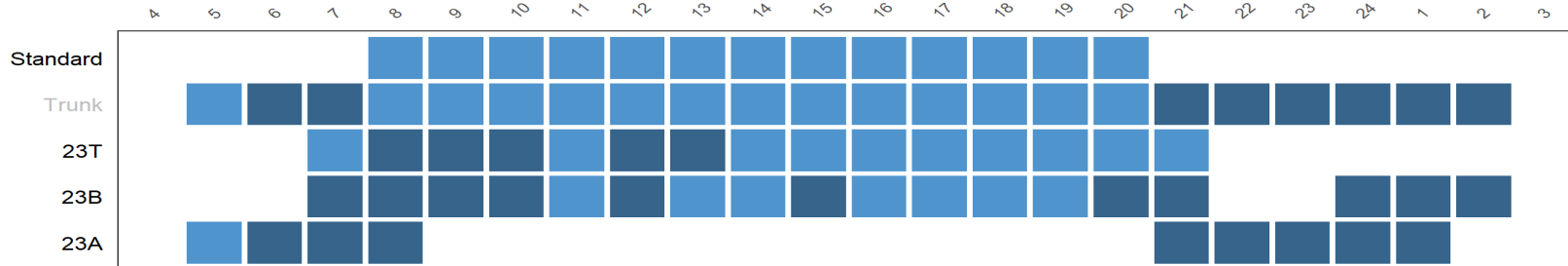
# Span and Frequency



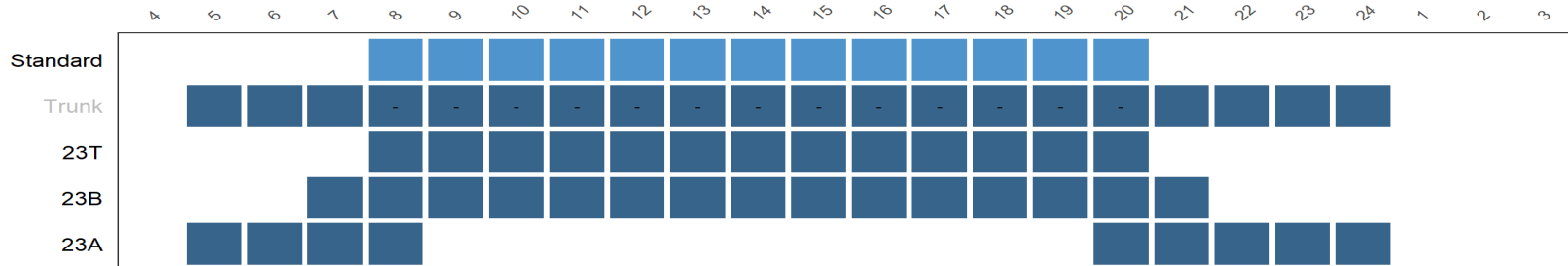
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** 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	5:26 AM - 1:21 AM	-	A	5:45 AM - 2:01 AM	-	A	5:45 AM - 12:57 AM	-	A
	Frequency of Service   varies	Peak: 20.4 / Off-Peak: 23.5	Peak: 19.3 / Off-Peak: 34	C	27.9	30.1	B	50.0	33.7	E
Productivity	Passengers per Revenue Hour   20	20.2	29.6	B	16.0	28.8	D	17.2	26.9	D
	Passengers per Revenue Mile   2	1.9	3.0	C	1.4	2.7	E	1.5	2.4	E
Reliability	On-Time Performance   79%	82%	78%	B	82%	79%	B	88%	81%	A
	Crowding   5%	0%	2%	A	1%	2%	A	1%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.37	Off-Peak: 0.45 Peak: 0.52	A	0.25	0.41	A	0.26	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.90	\$ 4.59	D	\$7.45	\$ 4.84	E	\$6.96	\$ 5.41	E
	Cost Recovery   20%	21%	31%	B	17%	28%	D	18%	27%	D

# Route 23A

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			4.5			A		
	Circuitry   1.75	1.67			1.47			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	19.2	29.6	C	18.1	28.8	C	15.1	26.9	E
	Passengers per Revenue Mile   2	1.3	3.0	E	1.4	2.7	E	1.1	2.4	E
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	77%	78%	C	71%	79%	D	81%	81%	B
	Crowding   5%	3%	2%	A	1%	2%	A	2%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34	Off-Peak: 0.42	A	0.38	0.42	A	0.29	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.21	\$ 4.59	E	\$6.58	\$ 4.84	E	\$7.92	\$ 5.41	E
	Cost Recovery   20%	20%	30%	B	19%	27%	C	16%	26%	D

# Route 23B

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.9			4.5			A		
Route Design	Circuitry   1.75	1.91			1.47			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	18.5	29.6	C	15.4	28.8	E	14.3	26.9	E
	Passengers per Revenue Mile   2	2.1	3.0	B	1.6	2.7	E	1.6	2.4	E
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	85%	78%	A	84%	79%	B	92%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.42 Peak: 0.52	A	0.19	0.42	A	0.2	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.46	\$ 4.59	E	\$7.73	\$ 4.84	E	\$8.32	\$ 5.41	E
	Cost Recovery   20%	20%	30%	C	16%	27%	D	15%	26%	D

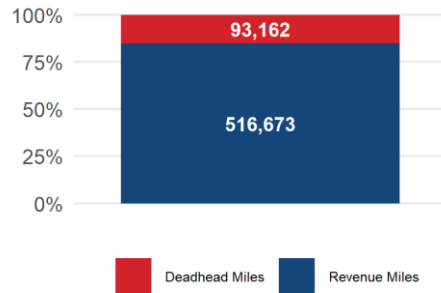
# Route 23T

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.1			4.5			A		
	Circuity   1.75	1.46			1.47			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	21.9	29.6	B	15.8	28.8	E	21.5	26.9	B
	Passengers per Revenue Mile   2	1.9	3.0	C	1.4	2.7	E	1.6	2.4	E
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	80%	78%	B	85%	79%	A	88%	81%	A
	Crowding   5%	0%	2%	A	1%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.42 Peak: 0.52	A	0.27	0.42	A	0.3	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.45	\$ 4.59	C	\$7.55	\$ 4.84	E	\$5.55	\$ 5.41	D
	Cost Recovery   20%	22%	30%	B	16%	27%	D	21%	26%	B

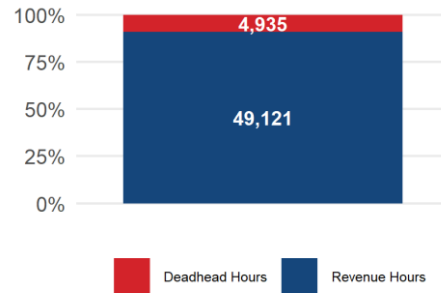


# Operational Analysis

## Miles Allocation



## Hours Allocation



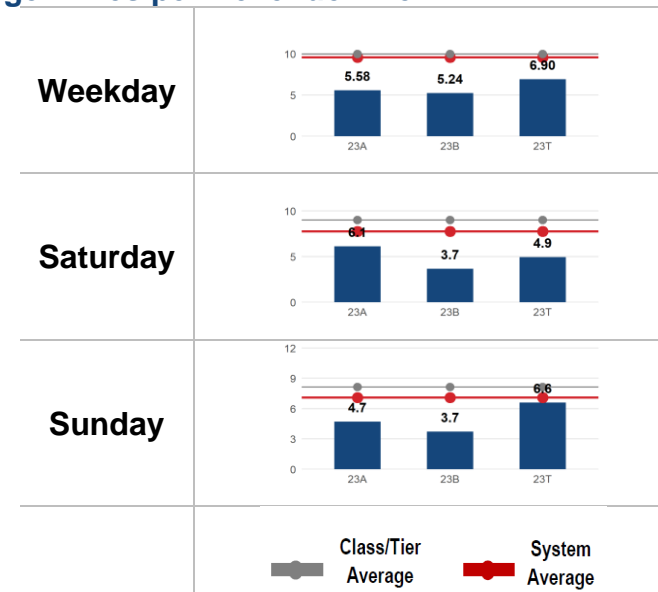
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
23A	39.40	280	280 (100.0%)
23B	18.00	1,898	1,891 (99.6%)
23T	28.30	1,800	1,795 (99.7%)

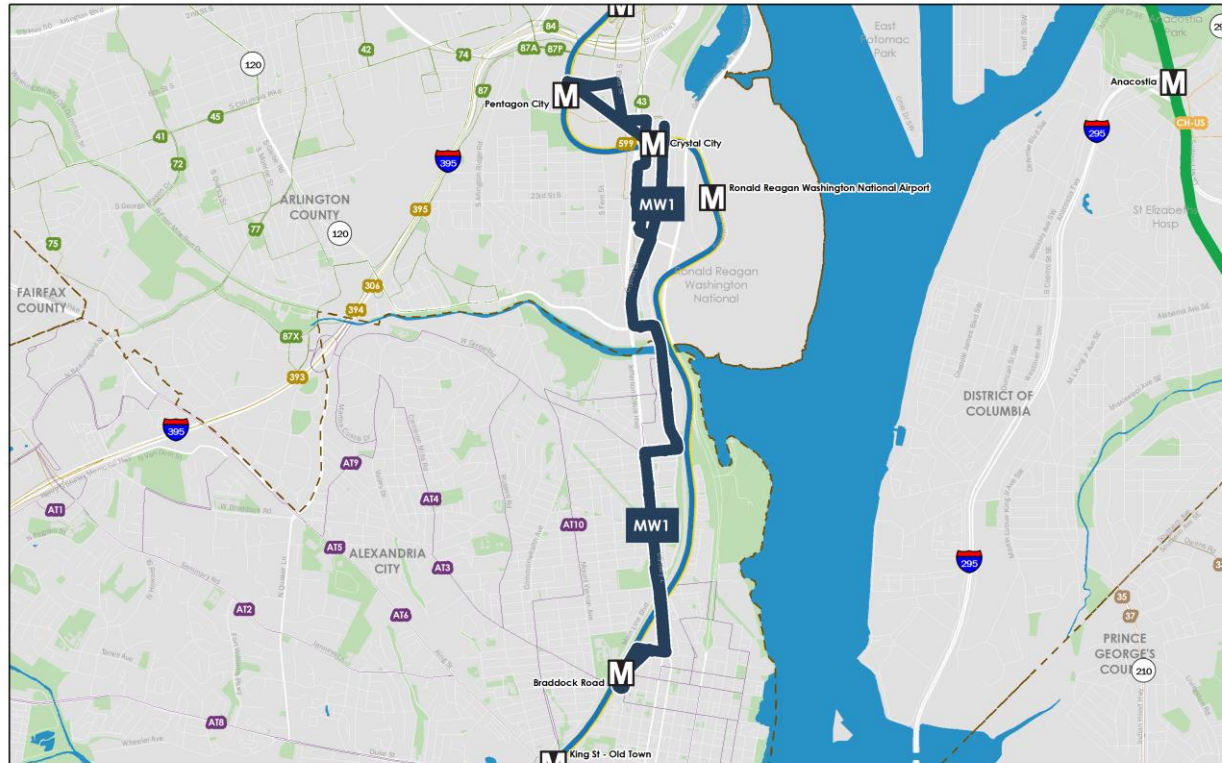
## Service Change Summary

Route 23A - June 2019:  
 Weekday: Early AM only; Saturday: No change; Sunday: No change;  
 Route 23B - June 2019:  
 Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;  
 Route 23T - June 2019:  
 Weekday: Restore service; Saturday: No change; Sunday: No change;

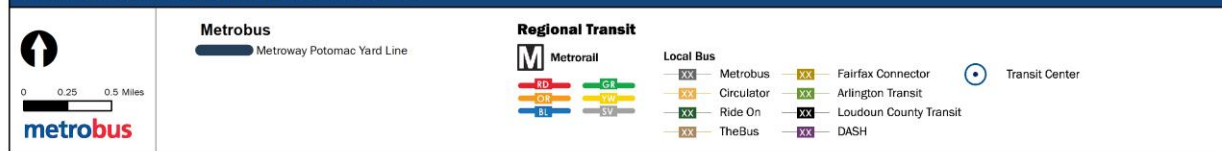
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

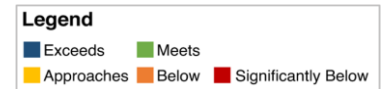
BRT

Activity Tier

1

Overall Grade

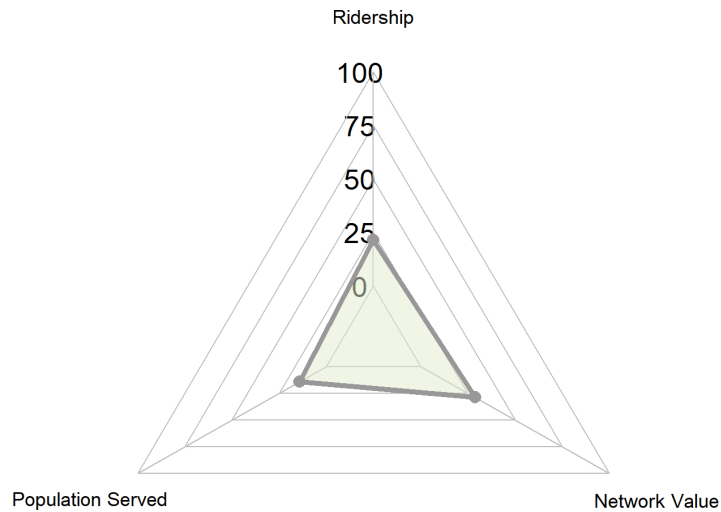
Line	Grade
Metrobus	D



## Line Benefit Score

21

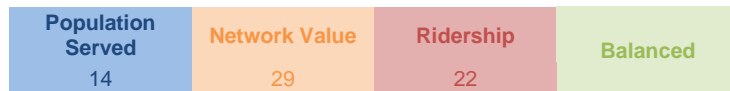
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,768,289
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	9,240	
	People of Color Population	Service Area	2,249
		% Riders Surveyed	55%
	Low Income Household	Service Area	944
		% Riders Surveyed	23%

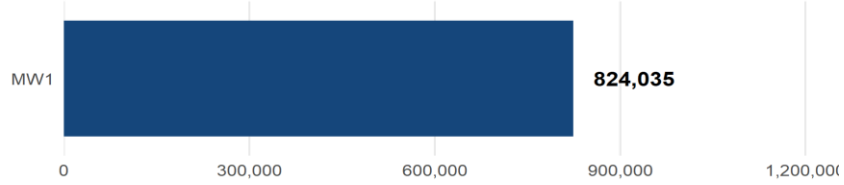
## Facilities/Amenities

	Bus Stops	26
	% Stops With Shelters	23%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	85%



## Ridership

### Annual Ridership



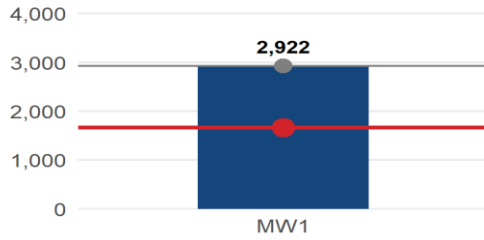
### Top Transfer Locations

#### Crystal City, Braddock Road, Pentagon City

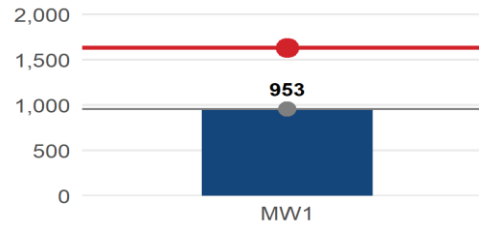
### Average Daily Ridership

- Class/Tier Average
- System Average

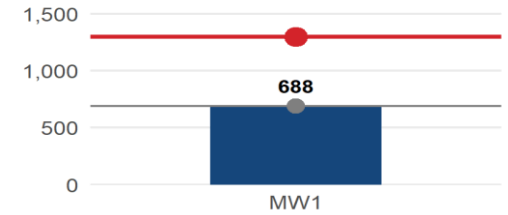
#### Weekday



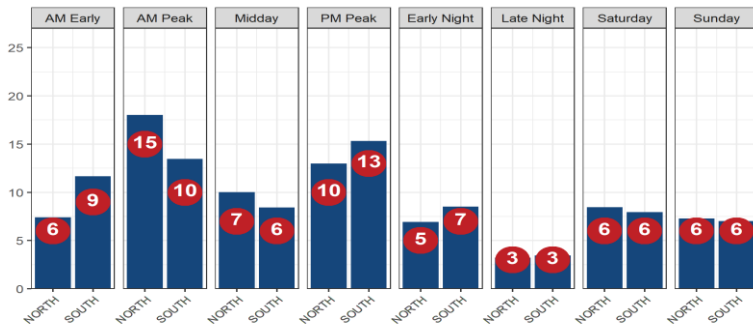
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.3	0.29
	Off-Peak Maximum Target: 1.0	0.15	0.16
Saturday Maximum Target: 1.0		0.16	0.15
Sunday Maximum Target: 1.0		0.14	0.14

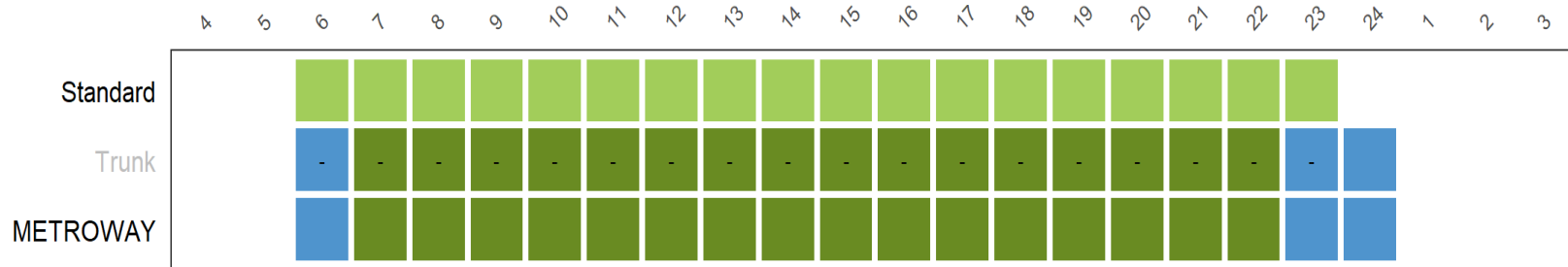
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# D Metroway Potomac Yard

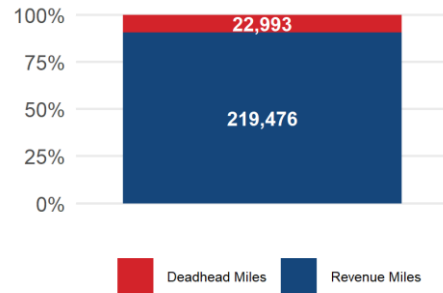
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:30 AM - 10:24 PM	-	C	6:30 AM - 12:26 AM	-	B	7:30 AM - 10:25 PM	-	C
	Frequency of Service   varies	Peak: 8.1 / Off-Peak: 11.6	Peak: 8.1 / Off-Peak: 11.6	B	20.2	20.2	D	20.3	20.3	D
Productivity	Passengers per Revenue Hour   35	26.4	26.4	E	16.2	16.2	E	13.6	13.6	E
	Passengers per Revenue Mile   5	2.9	2.9	E	1.7	1.7	E	1.5	1.5	E
Reliability	On-Time Performance   79%	93%	93%	A	95%	95%	A	98%	98%	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: 0.3	Off-Peak: 0.16 Peak: 0.3	A	0.16	0.16	A	0.14	0.14	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$3.5	\$4.52	\$ 4.52	E	\$7.38	\$ 7.38	E	\$8.76	\$ 8.76	E
	Cost Recovery   30%	32%	32%	B	20%	20%	E	17%	17%	E

# Route MW1

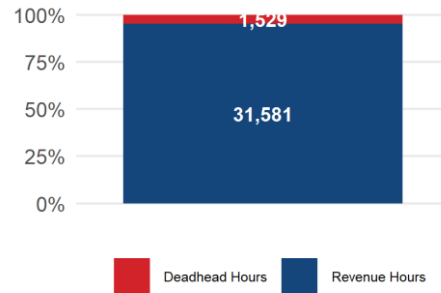
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   2-3	2.8			2.8			A		
	Circuitry   1.75	1.26			1.26			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   35	26.4	26.4	E	16.2	16.2	E	13.6	13.6	E
	Passengers per Revenue Mile   5	2.9	2.9	E	1.7	1.7	E	1.5	1.5	E
	Unique Segment Ridership   25%	68%	68%	A	53%	53%	A	53%	53%	A
Reliability	On-Time Performance   79%	93%	93%	A	95%	95%	A	98%	98%	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: 0.3	Off-Peak: 0.16 Peak: 0.3	A	0.16	0.16	A	0.14	0.14	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$3.5	\$4.52	\$ 4.52	E	\$7.38	\$ 7.38	E	\$8.76	\$ 8.76	E
	Cost Recovery   30%	32%	32%	B	20%	20%	E	17%	17%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



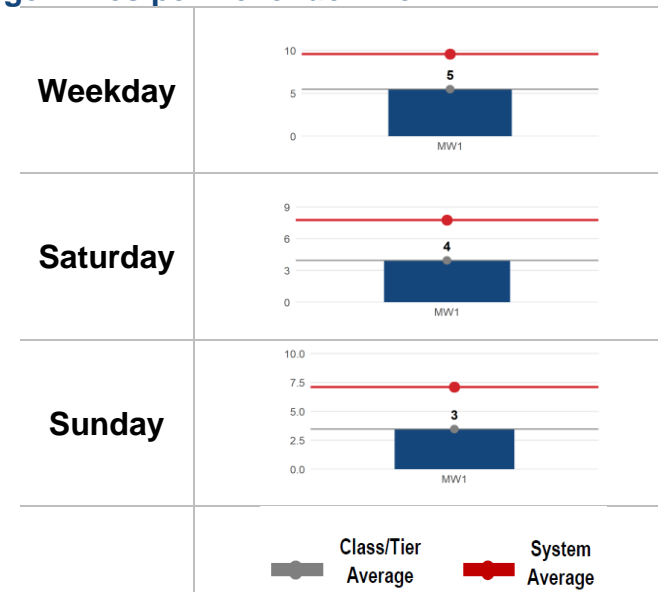
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
MW1	10.00	5,900	5,894 (99.9%)

## Service Change Summary

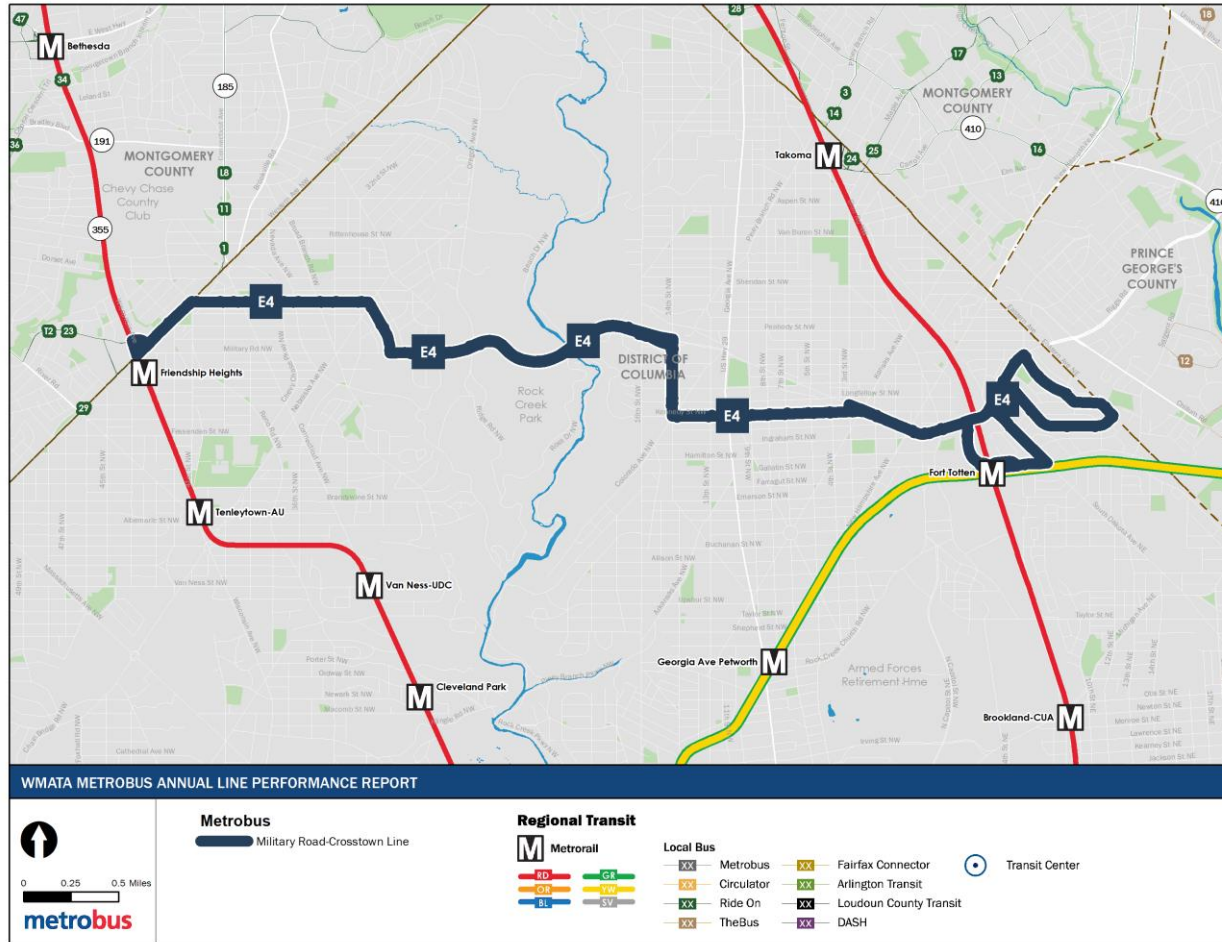
Route MW1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Overall Grade
Military Road-Crosstown	B

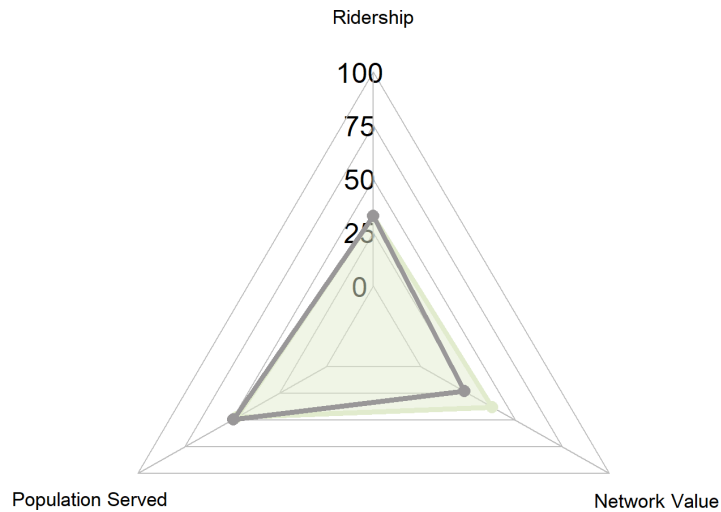
**Legend**

- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**39**

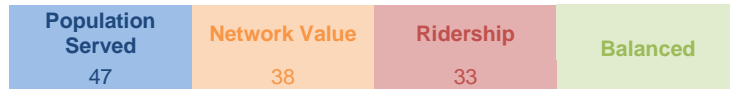
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,266,820</b>
	<b>Peak Vehicles</b>	<b>12</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>42,997</b>	
	<b>People of Color Population</b>	Service Area	<b>22,864</b>
		% Riders Surveyed	<b>82%</b>
	<b>Low Income Household</b>	Service Area	<b>11,082</b>
		% Riders Surveyed	<b>50%</b>

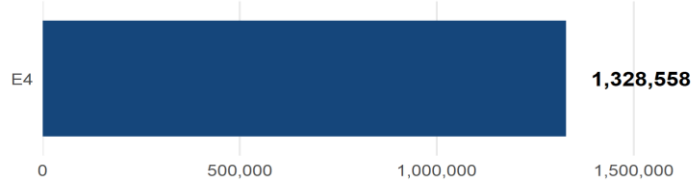
## Facilities/Amenities

	<b>Bus Stops</b>	<b>90</b>
	<b>% Stops With Shelters</b>	<b>18%</b>
	<b>% Stops With Benches</b>	<b>14%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>



## Ridership

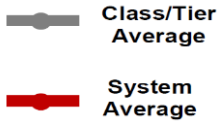
### Annual Ridership



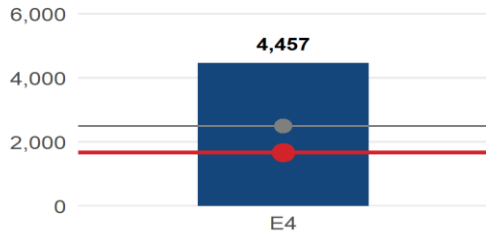
### Top Transfer Locations

### Fort Totten, Friendship Heights

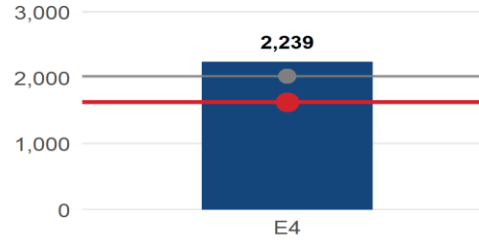
### Average Daily Ridership



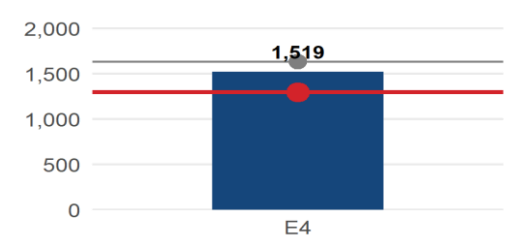
#### Weekday



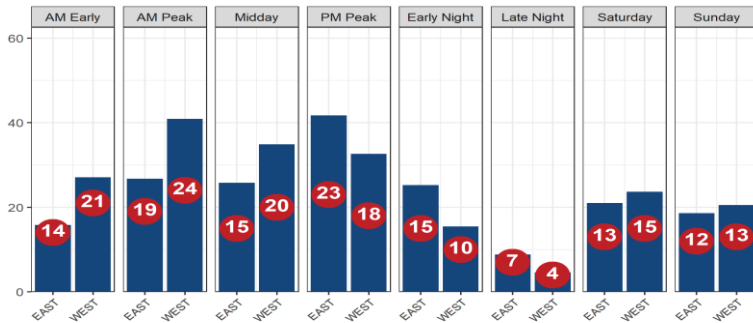
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



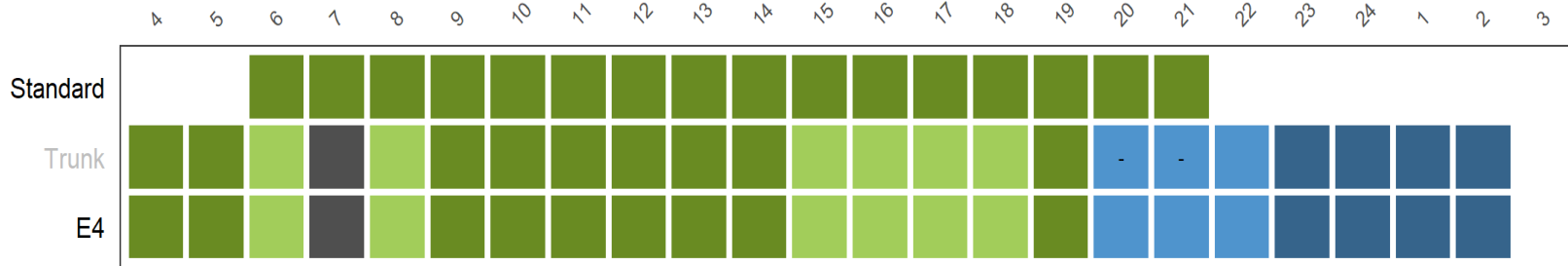
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.54	0.53
	Off-Peak Maximum Target: 1.0	0.36	0.39
Saturday Maximum Target: 1.0		0.32	0.37
Sunday Maximum Target: 1.0		0.29	0.34

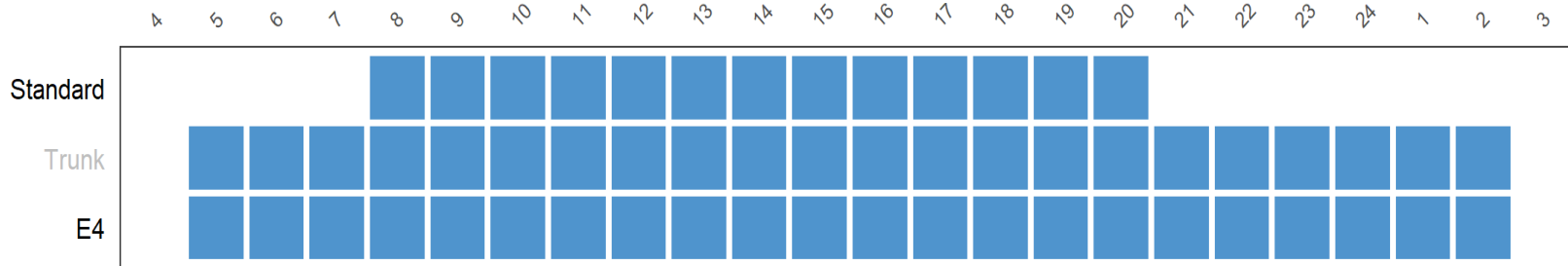
# Span and Frequency



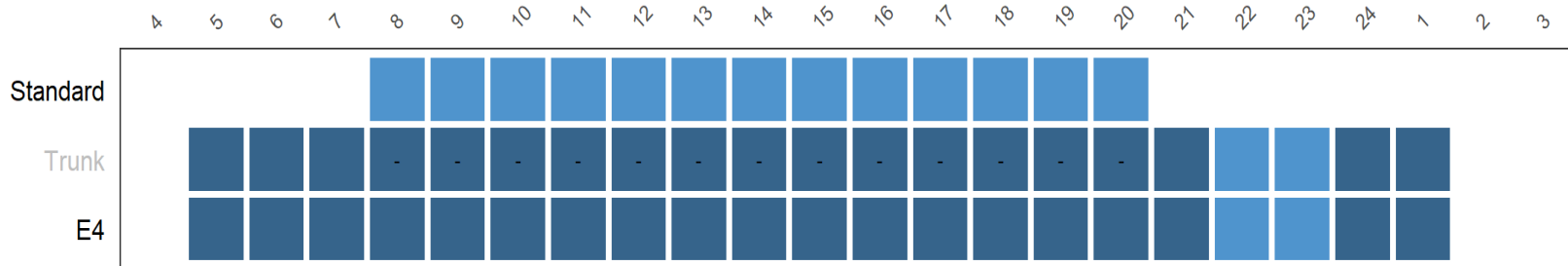
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Military Road-Crosstown

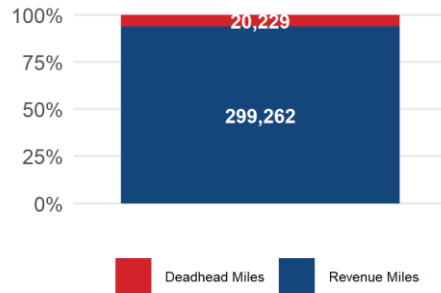
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:52 AM - 2:08 AM	-	A	5:12 AM - 2:23 AM	-	A	5:20 AM - 1:21 AM	-	A
	Frequency of Service   varies	Peak: 13.0 / Off-Peak: 19.1	Peak: 19.3 / Off-Peak: 34	A	26.7	30.1	B	32.7	33.7	C
Productivity	Passengers per Revenue Hour   20	38.8	29.6	A	32.3	28.8	A	30.2	26.9	A
	Passengers per Revenue Mile   2	4.7	3.0	A	3.6	2.7	A	3.1	2.4	A
Reliability	On-Time Performance   79%	78%	78%	C	83%	79%	B	85%	81%	A
	Crowding   5%	1%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.53	Off-Peak: 0.45 Peak: 0.52	A	0.35	0.41	A	0.32	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.07	\$ 4.59	A	\$3.70	\$ 4.84	A	\$3.96	\$ 5.41	A
	Cost Recovery   20%	35%	31%	A	29%	28%	A	27%	27%	A

# Route E4

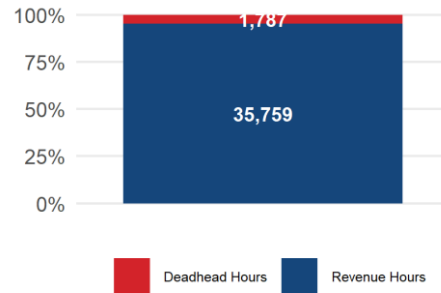
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.5			4.5			E		
	Circuitry   1.75	1.34			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	38.8	29.6	A	32.3	28.8	A	30.2	26.9	A
	Passengers per Revenue Mile   2	4.7	3.0	A	3.6	2.7	A	3.1	2.4	A
	Unique Segment Ridership   10%	48%	16%	A	79%	35%	A	78%	45%	A
Reliability	On-Time Performance   79%	78%	78%	C	83%	79%	B	85%	81%	A
	Crowding   5%	1%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.53	Off-Peak: 0.42 Peak: 0.52	A	0.35	0.42	A	0.32	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.07	\$ 4.59	A	\$3.70	\$ 4.84	A	\$3.96	\$ 5.41	A
	Cost Recovery   20%	35%	30%	A	29%	27%	A	27%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



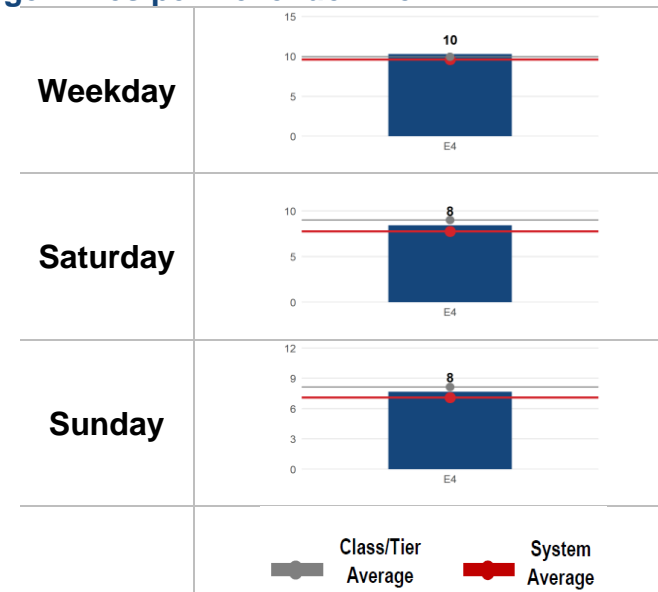
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E4	14.60	3,998	3,977 (99.5%)

## Service Change Summary

Route E4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

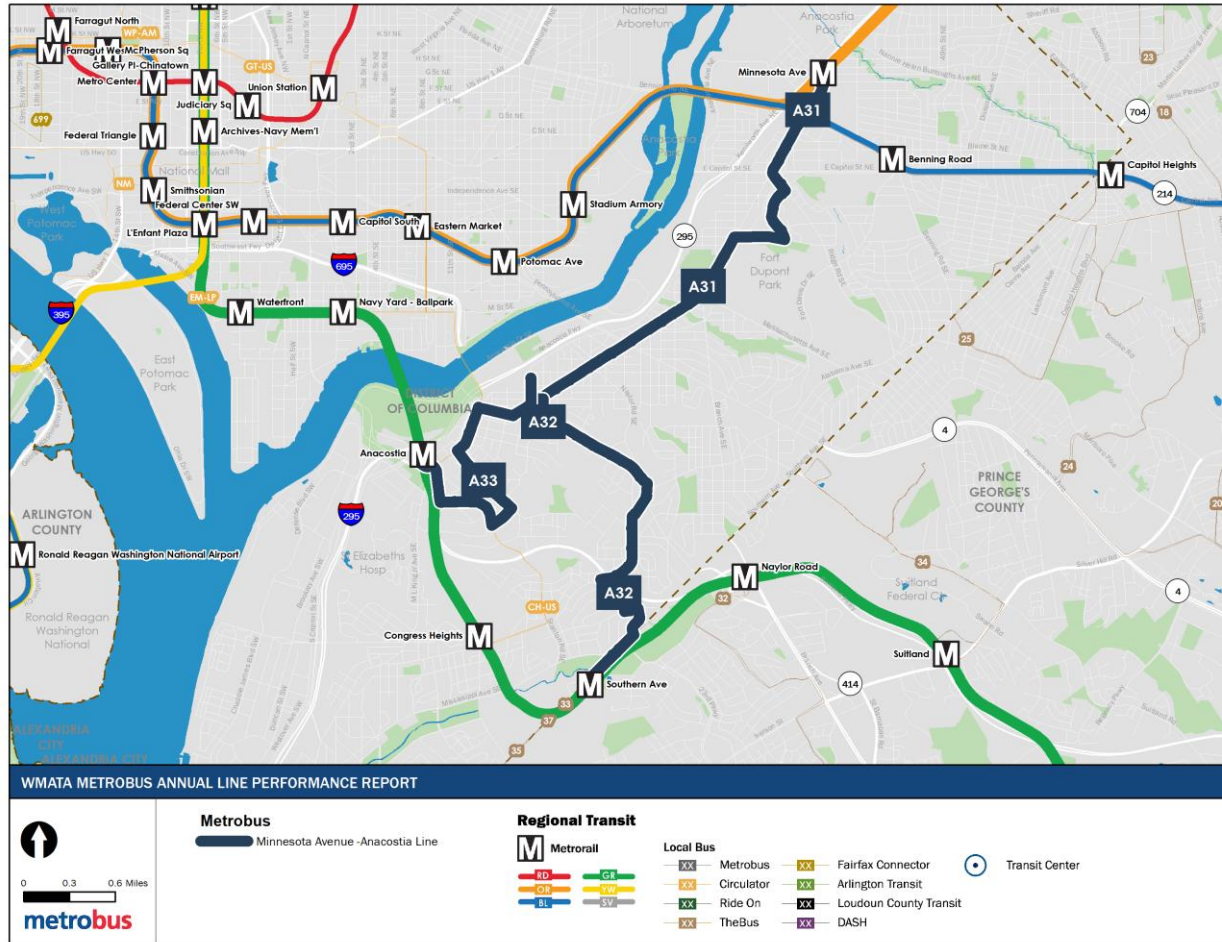
## Passenger Miles per Revenue Mile



**LINE: 504 - Minnesota Avenue -Anacostia**

**ROUTE(S): A31, A32, A33**

**About the Line**



**Service Classification**

Gap

**Activity Tier**

1

**Overall Grade**

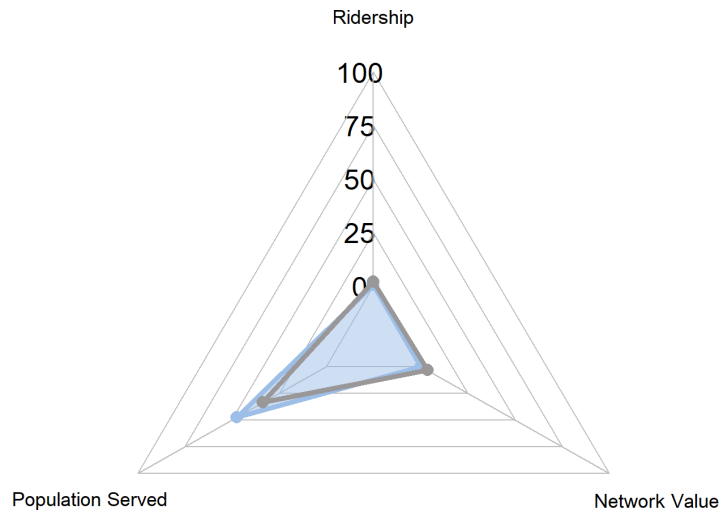
Line	-



## Line Benefit Score

**16**

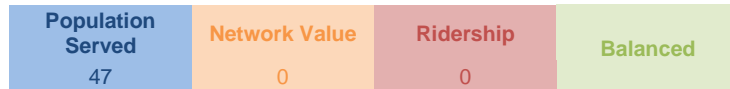
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$36,082</b>
	<b>Peak Vehicles</b>	
	<b>Vehicle Type(s)</b>	

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

	<b>Service Area Population</b>	<b>57,986</b>	
	<b>People of Color Population</b>	Service Area	<b>54,058</b>
		% Riders Surveyed	
	<b>Low Income Household</b>	Service Area	<b>31,478</b>
		% Riders Surveyed	

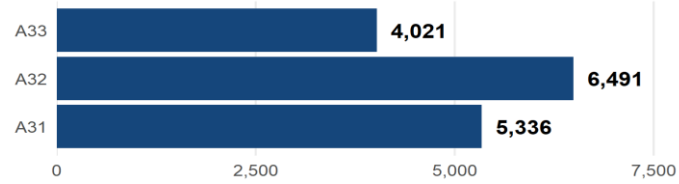
## Facilities/Amenities

	<b>Bus Stops</b>	<b>54</b>
	<b>% Stops With Shelters</b>	<b>15%</b>
	<b>% Stops With Benches</b>	<b>13%</b>
	<b>% Stops With Real-Time Signs</b>	<b>6%</b>



## Ridership

### Annual Ridership

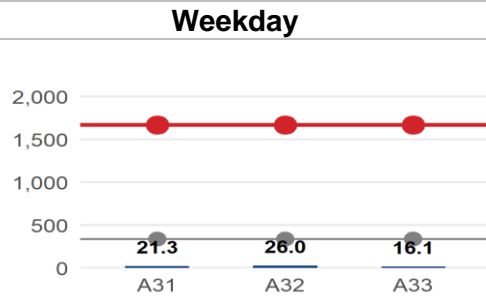


### Top Transfer Locations

Southern Avenue, Minnesota Avenue

### Average Daily Ridership

Class/Tier Average  
 System Average



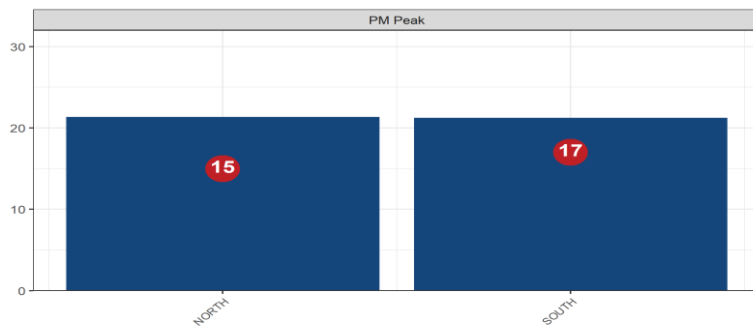
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



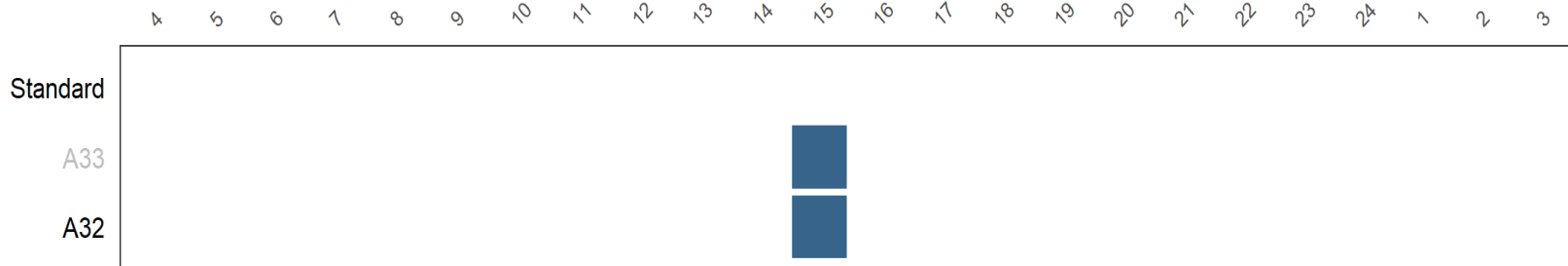
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.36	0.42
Saturday Maximum Target: NA			
Sunday Maximum Target: NA			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: 10.7 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	39.6	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	7.1	5.2	-	-	-	-	-	-	-
Reliability	On-Time Performance	85%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$3.01	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	28%	25%	-	-	-	-	-	-	-

# Route A31

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.3			4.5			-		
	Circuitry	1.38			1.34			-		
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	41	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	6.1	5.2	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	5%	-	-	-	-	-	-	-
Reliability	On-Time Performance	54%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.91	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	32%	26%	-	-	-	-	-	-	-

# Route A32

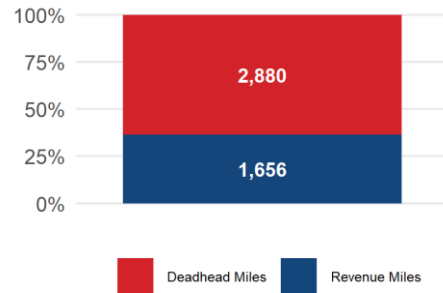
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	6.4			4.5			-		
	Circuitry	1.13			1.34			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	38.8	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	8.1	5.2	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	5%	-	-	-	-	-	-	-
Reliability	On-Time Performance	100%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$3.08	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	31%	26%	-	-	-	-	-	-	-

# Route A33

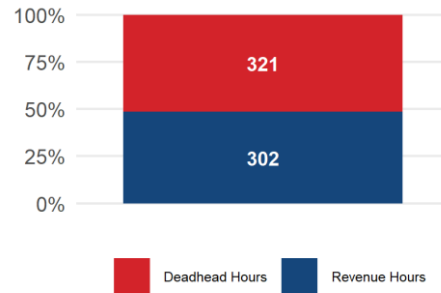
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.4			4.5			-		
	Circuitry	1.96			1.34			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	38.3	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	6.9	5.2	-	-	-	-	-	-	-
	Unique Segment Ridership	1%	5%	-	-	-	-	-	-	-
Reliability	On-Time Performance	100%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$3.12	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	18%	26%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



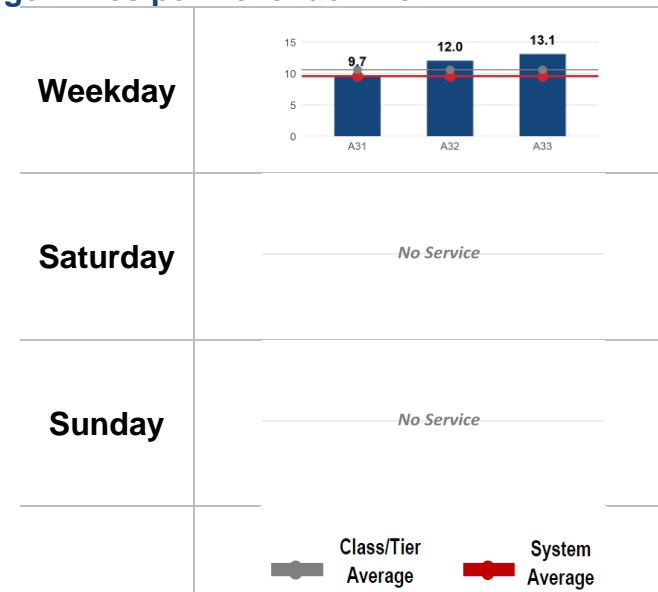
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A31	4.10	15	14 (93.3%)
A32	3.30	15	15 (100.0%)
A33	2.40	15	15 (100.0%)

## Service Change Summary

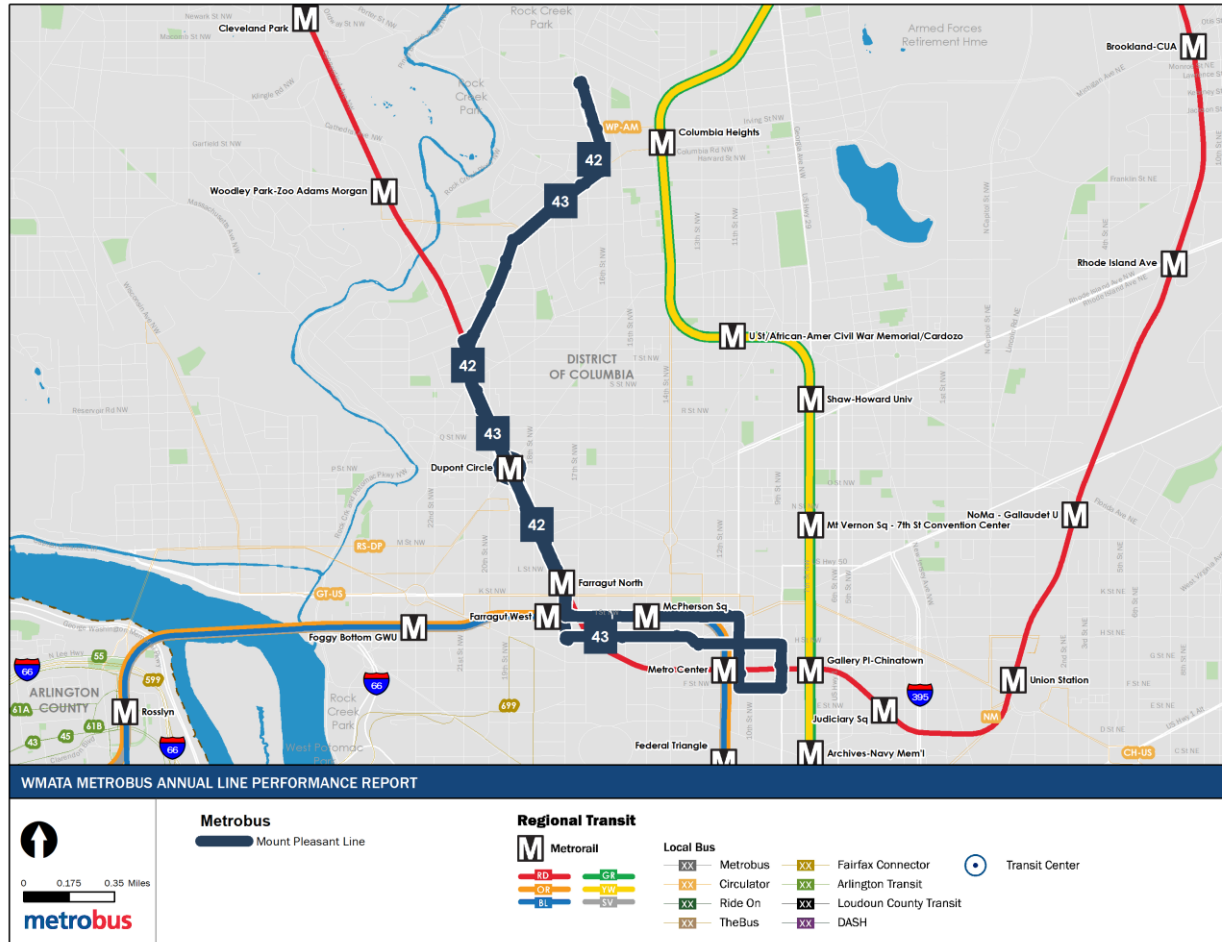
Route A31 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route A32 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route A33 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

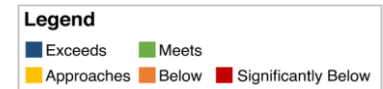
Framework

Activity Tier

1

Overall Grade

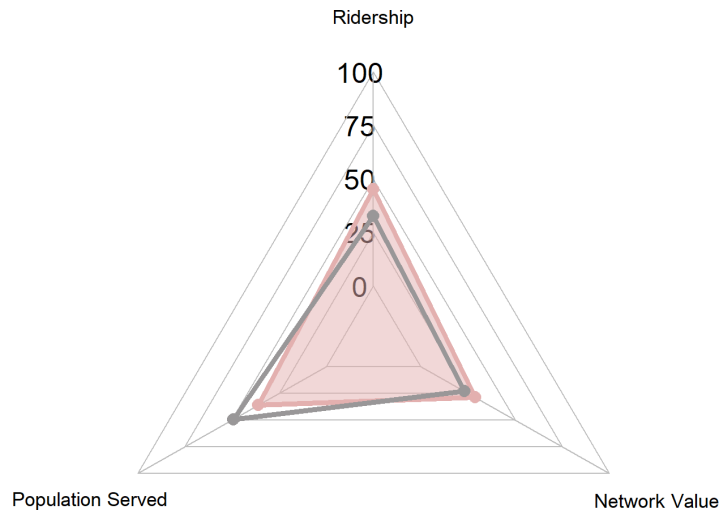
Line	<b>B</b>



## Line Benefit Score

**37**

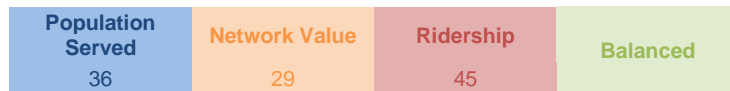
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,283,401</b>
	<b>Peak Vehicles</b>	<b>17</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>51,716</b>	
	<b>People of Color Population</b>	Service Area	<b>11,097</b>
		% Riders Surveyed	<b>51%</b>
	<b>Low Income Household</b>	Service Area	<b>8,673</b>
		% Riders Surveyed	<b>23%</b>

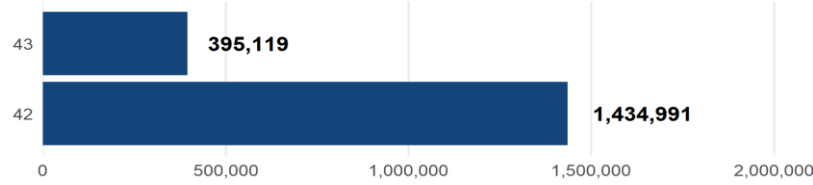
## Facilities/Amenities

	<b>Bus Stops</b>	<b>49</b>
	<b>% Stops With Shelters</b>	<b>69%</b>
	<b>% Stops With Benches</b>	<b>69%</b>
	<b>% Stops With Real-Time Signs</b>	<b>24%</b>



# Ridership

## Annual Ridership

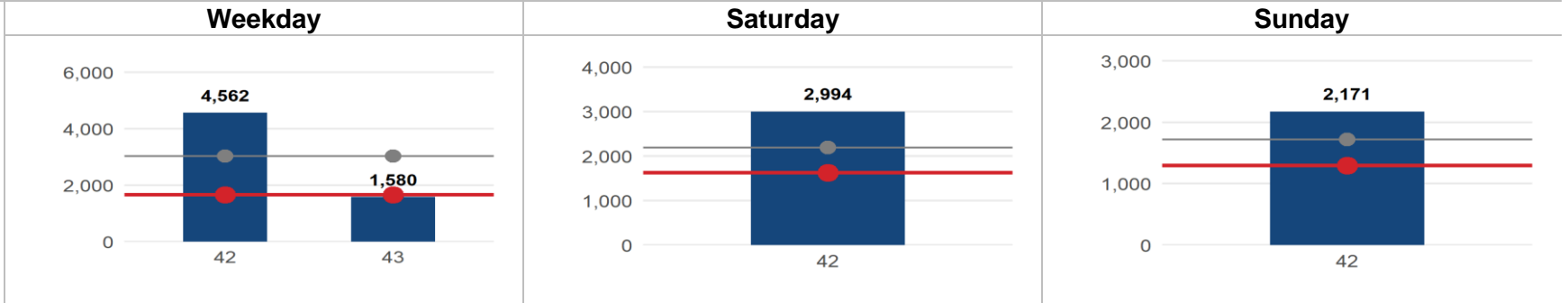


## Top Transfer Locations

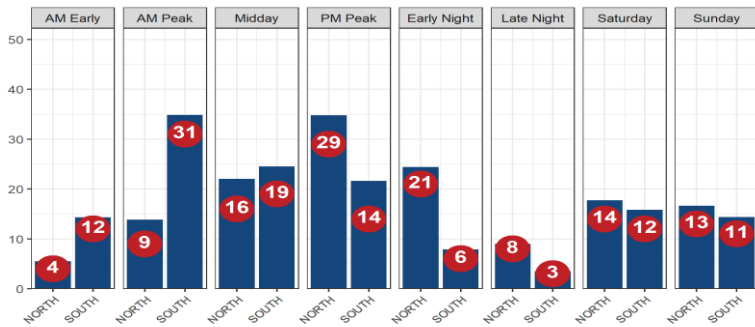
Farragut West, Dupont Circle, Farragut North

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



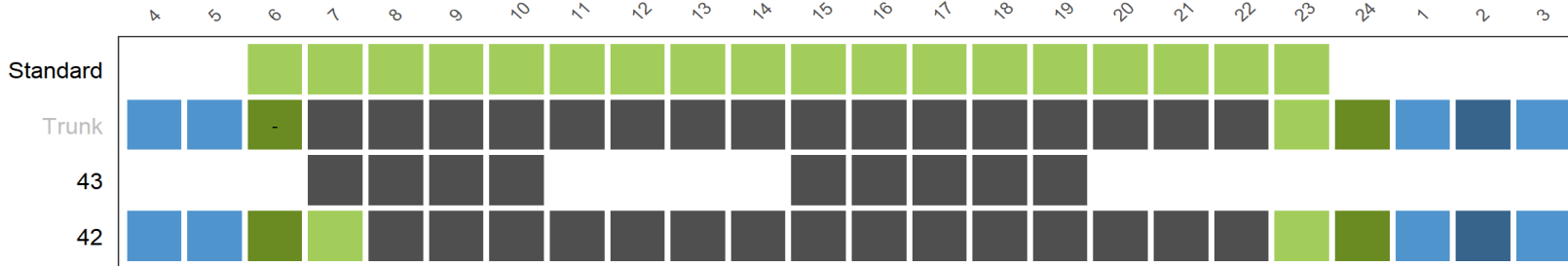
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.62	0.62
	<b>Off-Peak</b> Maximum Target: 1.0	0.4	0.31
<b>Saturday</b> Maximum Target: 1.0		0.35	0.3
<b>Sunday</b> Maximum Target: 1.0		0.33	0.28

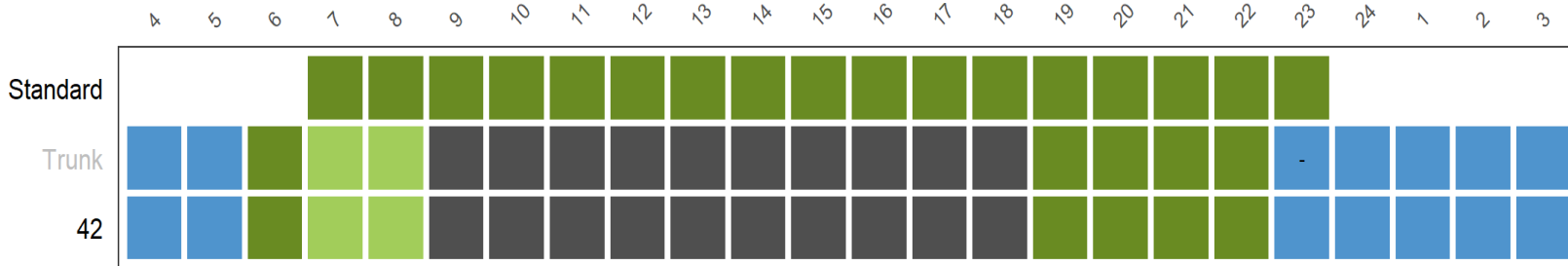
# Span and Frequency



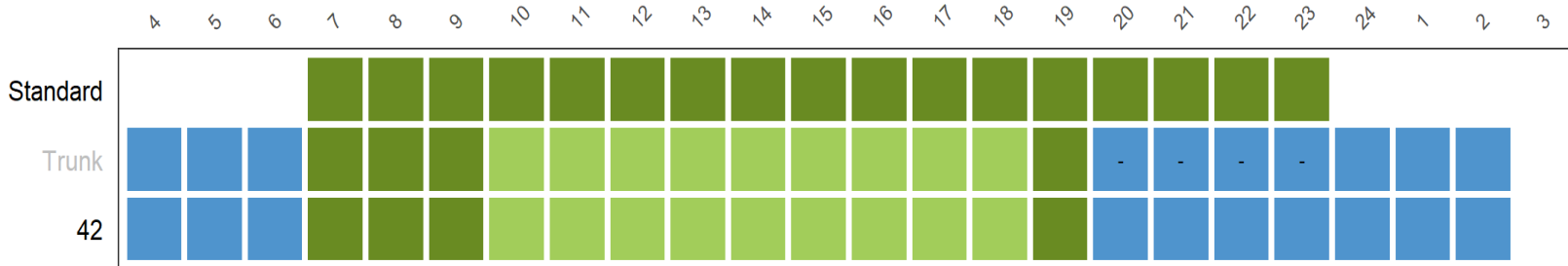
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	4:20 AM - 3:44 AM	-	A	4:30 AM - 3:49 AM	-	A	4:30 AM - 2:27 AM	-	A
	Frequency of Service   varies	Peak: 8.6 / Off-Peak: 10.8	Peak: 17.4 / Off-Peak: 39	A	15.2	25.4	B	18.3	29.4	B
Productivity	Passengers per Revenue Hour   30	36.8	33.7	A	26.4	26.8	D	26.9	25.8	D
	Passengers per Revenue Mile   4	6.8	4.5	A	4.6	3.4	A	4.3	3.1	B
Reliability	On-Time Performance   79%	71%	76%	D	71%	74%	D	78%	78%	C
	Crowding   5%	9%	3%	E	2%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.62	Off-Peak: 0.39 Peak: 0.55	A	0.32	0.37	A	0.3	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.24	\$ 4.02	A	\$4.51	\$ 5.16	B	\$4.43	\$ 5.25	A
	Cost Recovery   25%	42%	33%	A	31%	27%	A	31%	25%	A

# Route 42

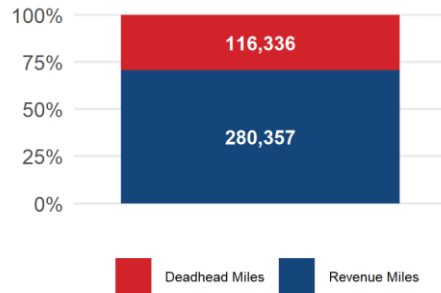
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.9			5			E		
Route Design	Circuity   1.75	1.24			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	32.4	33.7	B	26.4	26.8	D	26.9	25.8	D
	Passengers per Revenue Mile   4	5.9	4.5	A	4.6	3.4	A	4.3	3.1	B
	Unique Segment Ridership   10%	13%	12%	A	48%	22%	A	47%	23%	A
Reliability	On-Time Performance   79%	70%	76%	D	71%	74%	D	78%	78%	C
	Crowding   5%	6%	3%	D	2%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.56	Off-Peak: 0.39 Peak: 0.54	A	0.32	0.36	A	0.3	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.69	\$ 4.02	A	\$4.51	\$ 5.16	B	\$4.43	\$ 5.25	A
	Cost Recovery   25%	35%	34%	A	29%	26%	A	29%	25%	A

# Route 43

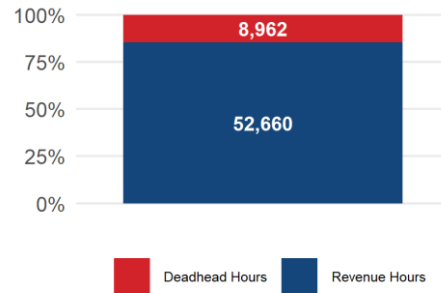
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.4			5			E		
Route Design	Circuity   1.75	1.08			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	60.8	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	12.1	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	76%	C	-	-	-	-	-	-
	Crowding   5%	17%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.62 Peak: 0.72	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$1.96	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	83%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



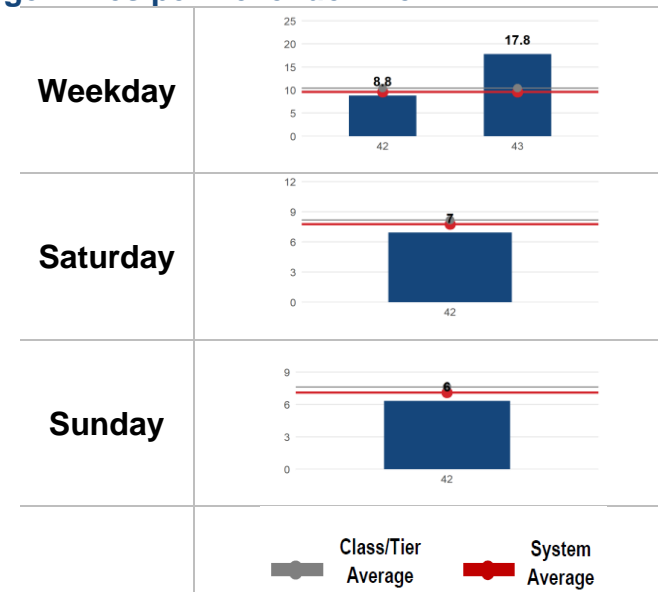
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
42	7.20	5,918	5,830 (98.5%)
43	5.20	1,078	1,071 (99.4%)

## Service Change Summary

Route 42 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 43 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

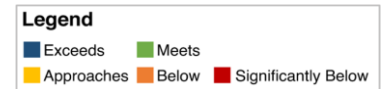
Commuter

Activity Tier

2

Overall Grade

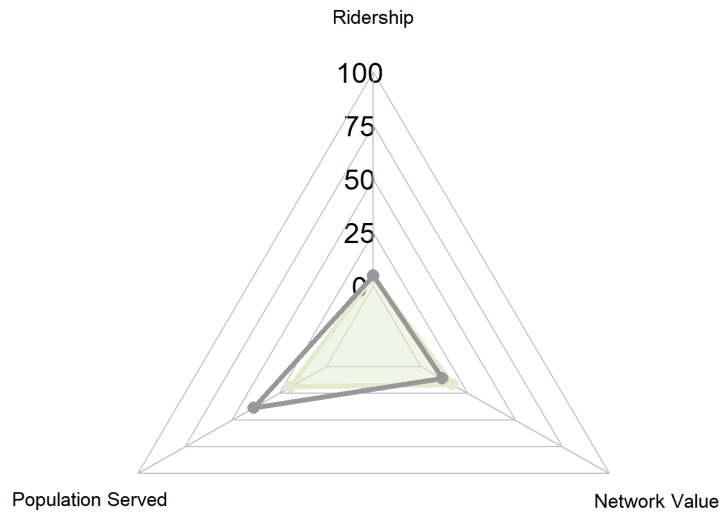
Line	B



## Line Benefit Score

13

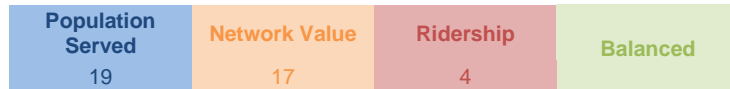
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$441,752
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	19,903	
	People of Color Population	Service Area	3,739
		% Riders Surveyed	33%
	Low Income Household	Service Area	2,350
		% Riders Surveyed	1%

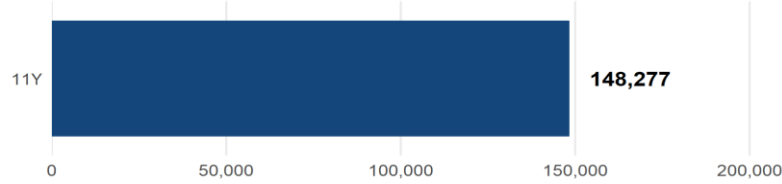
## Facilities/Amenities

	Bus Stops	106
	% Stops With Shelters	14%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	4%



## Ridership

### Annual Ridership

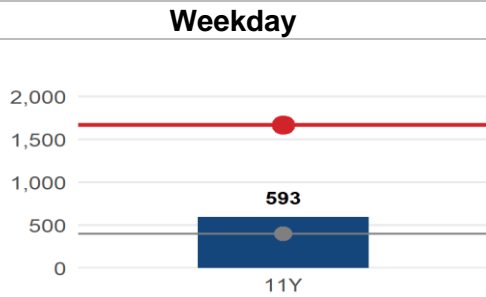


### Top Transfer Locations

Metro Center, Smithsonian, Farragut North

### Average Daily Ridership

- Class/Tier Average
- System Average



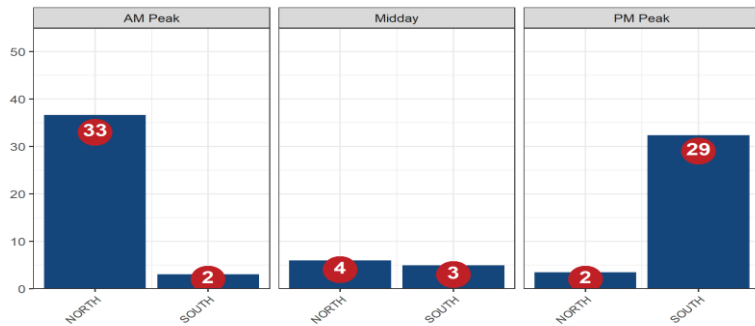
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.77	0.7
	Off-Peak Maximum Target: 1.0		0.08	0.06
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Mount Vernon Express

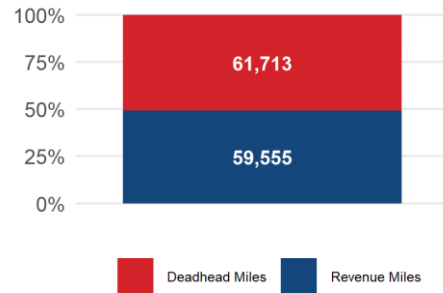
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:31 AM - 9:03 AM; 4:10 PM - 7:24 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 23.9 / Off-Peak: NA	Peak: 25.4 / Off-Peak: 102	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	27.7	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.9	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	65%	77%	E	-	-	-	-	-	-
	Crowding   5%	17%	3%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.74	Off-Peak: 0.35 Peak: 0.52	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.30	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	83%	44%	A	-	-	-	-	-	-

# Route 11Y

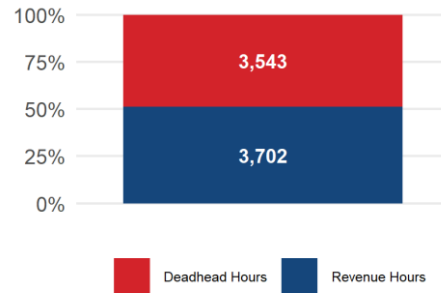
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.5			2.8			-		
	Circuity   N/A	1.35			1.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	27.7	23.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.9	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	37%	17%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	65%	77%	E	-	-	-	-	-	-
	Crowding   5%	17%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.74	Off-Peak: 0.29 Peak: 0.45	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.30	\$ 5.89	A	-	-	-	-	-	-
	Cost Recovery   20%	83%	39%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



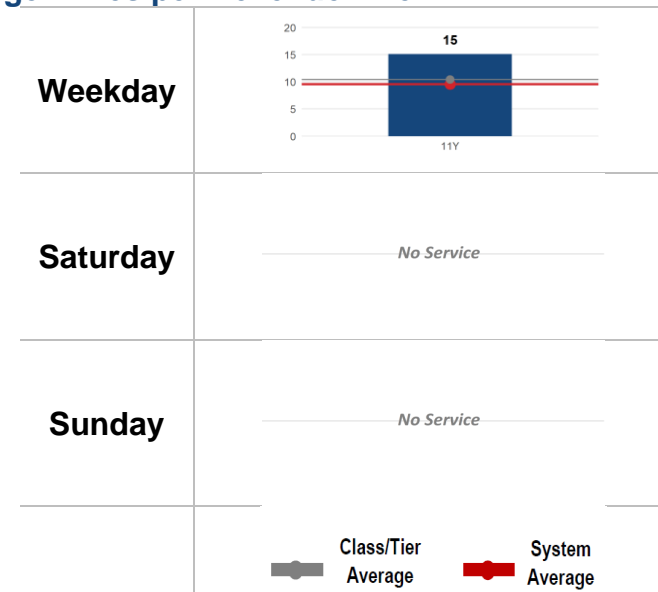
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
11Y	42.70	308	306 (99.4%)

## Service Change Summary

Route 11Y - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Gap

Activity Tier

2

Overall Grade

Line	Overall Grade
	-

**Legend**

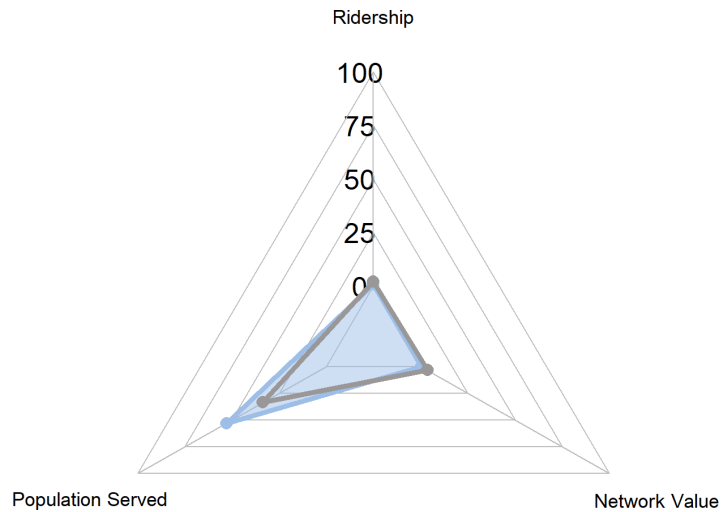
- Exceeds (Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)



## Line Benefit Score

18

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

53




0

1





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$46,231</b>
	<b>Peak Vehicles</b>	<b>0</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>47,563</b>	
	<b>People of Color Population</b>	Service Area	<b>16,253</b>
		% Riders Surveyed	
	<b>Low Income Household</b>	Service Area	<b>11,031</b>
		% Riders Surveyed	

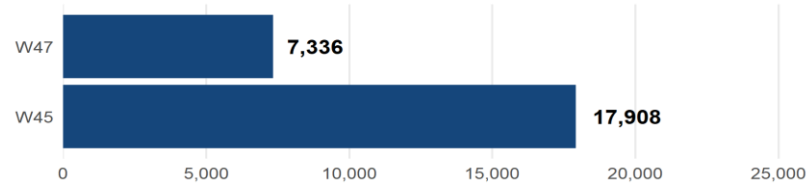
## Facilities/Amenities

	<b>Bus Stops</b>	<b>78</b>
	<b>% Stops With Shelters</b>	<b>17%</b>
	<b>% Stops With Benches</b>	<b>12%</b>
	<b>% Stops With Real-Time Signs</b>	<b>8%</b>



## Ridership

### Annual Ridership

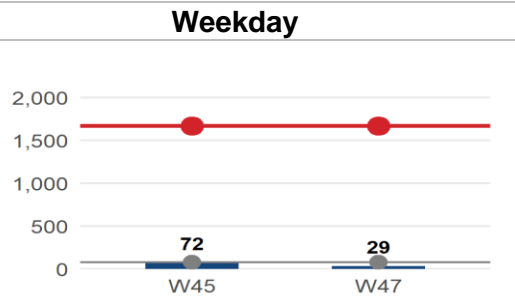


### Top Transfer Locations

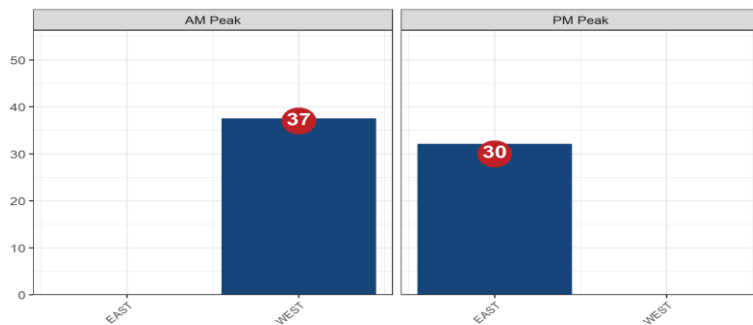
#### Tenleytown-AU, Columbia Heights

### Average Daily Ridership

- Class/Tier Average
- System Average



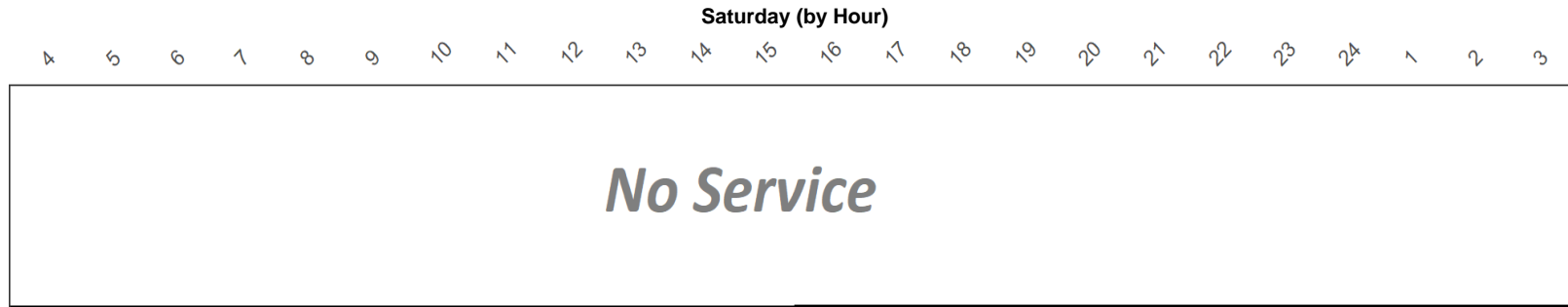
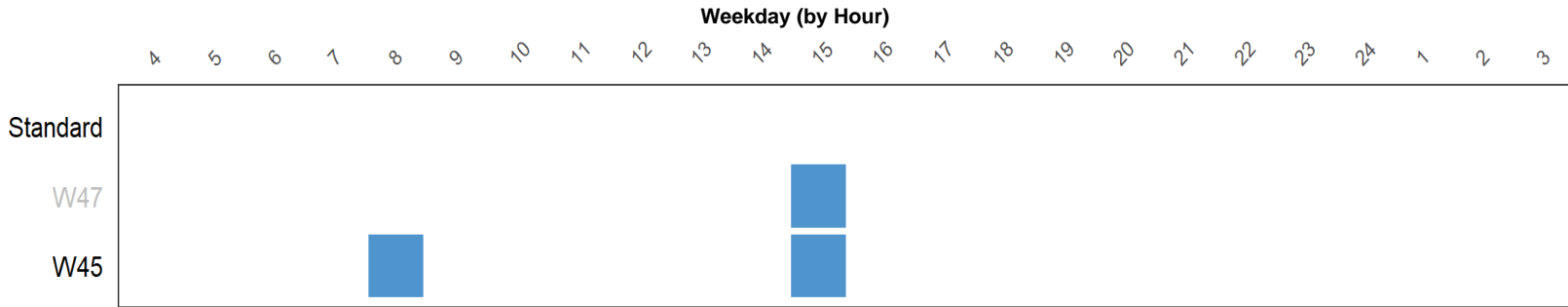
### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.71	0.83
Saturday Maximum Target: NA			
Sunday Maximum Target: NA			

# Span and Frequency



Performance Report Card

**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	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	49.7	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	7.8	6.9	-	-	-	-	-	-	-
Reliability	On-Time Performance	70%	71%	-	-	-	-	-	-	-
	Crowding	1%	13%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.40	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	64%	58%	-	-	-	-	-	-	-

# Route W45

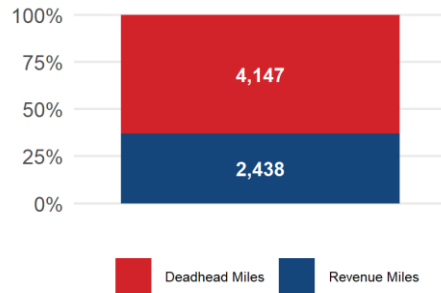
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	5.7			5.4			-		
	Circuitry	1.62			1.3			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	58.2	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	7.6	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	67%	71%	-	-	-	-	-	-	-
	Crowding	2%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$2.05	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	77%	77%	-	-	-	-	-	-	-

# Route W47

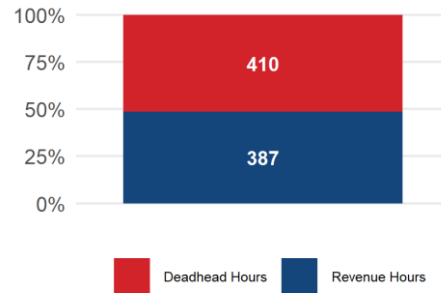
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	6			5.4			-		
	Circuitry	1.15			1.3			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	35.8	59.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile	8.1	6.9	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	1%	-	-	-	-	-	-	-
Reliability	On-Time Performance	75%	71%	-	-	-	-	-	-	-
	Crowding	0%	14%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$3.33	\$ 2.85	-	-	-	-	-	-	-
	Cost Recovery	43%	77%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



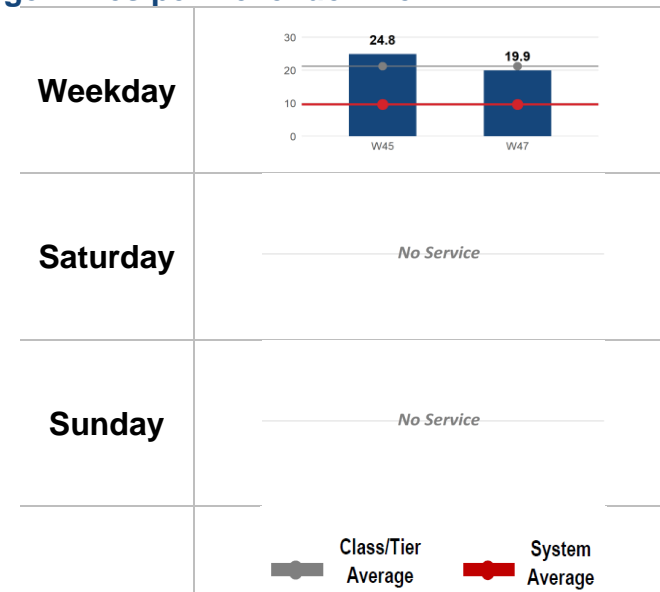
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W45	9.90	30	30 (100.0%)
W47	3.80	15	15 (100.0%)

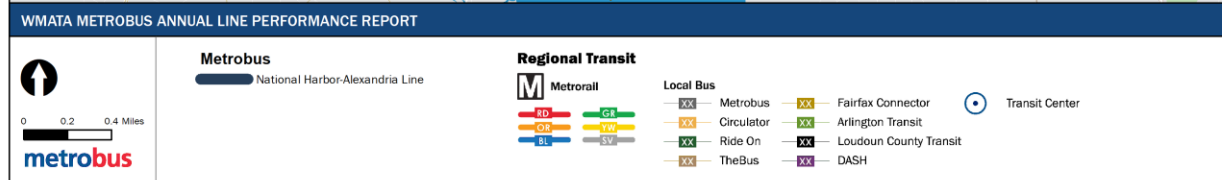
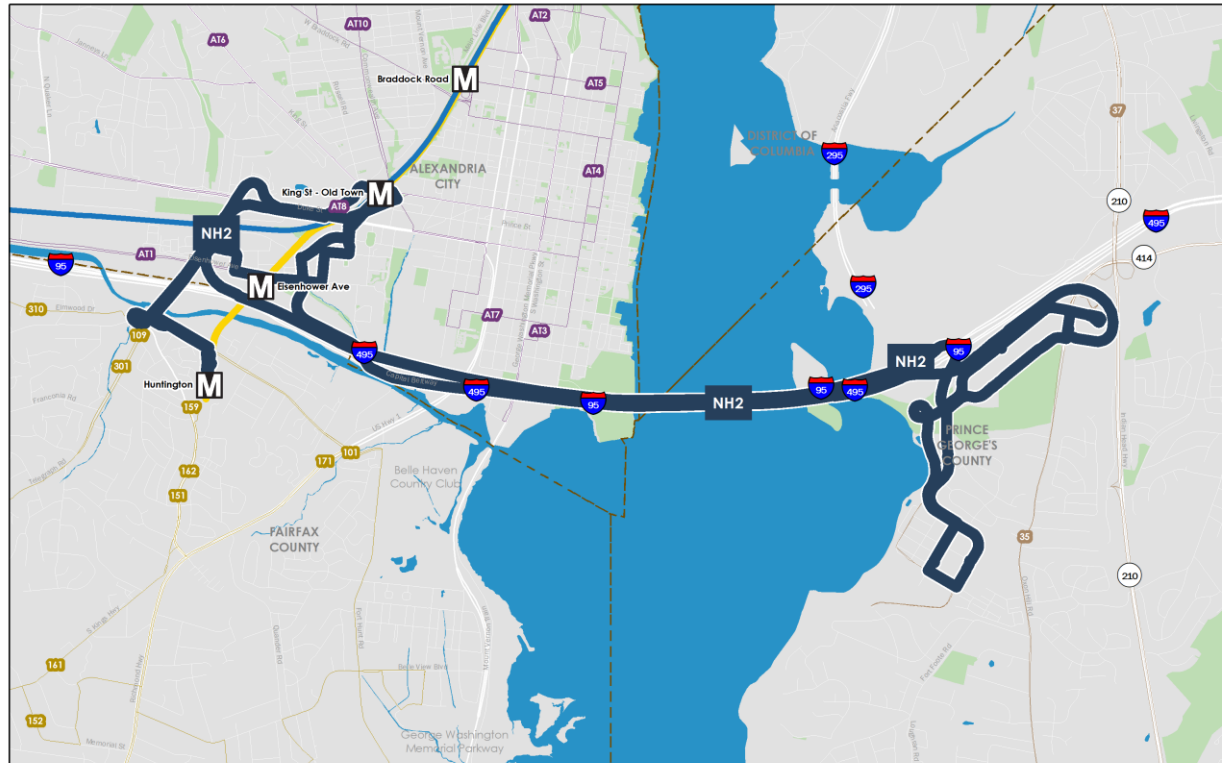
## Service Change Summary

Route W45 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route W47 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

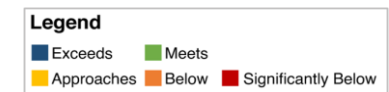
Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
NH2	D

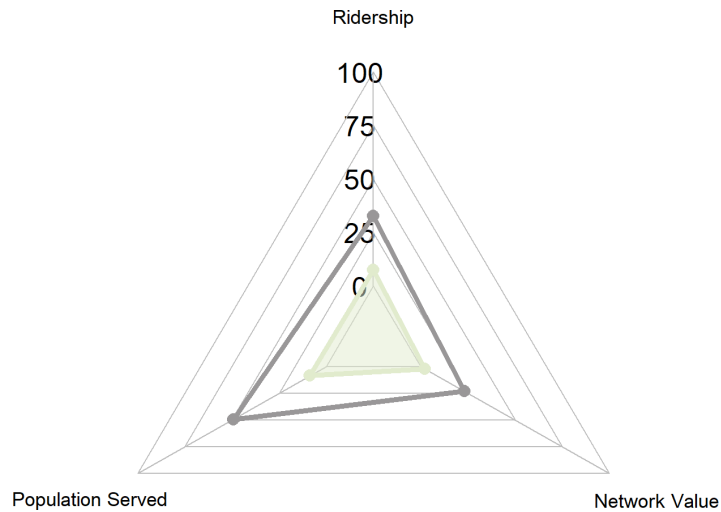




## Line Benefit Score

6

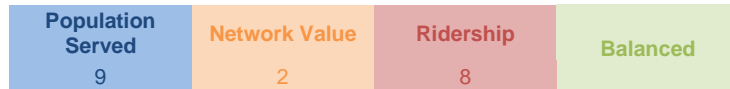
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$2,597,242
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	4,116	
	People of Color Population	Service Area	1,383
		% Riders Surveyed	83%
	Low Income Household	Service Area	517
		% Riders Surveyed	46%

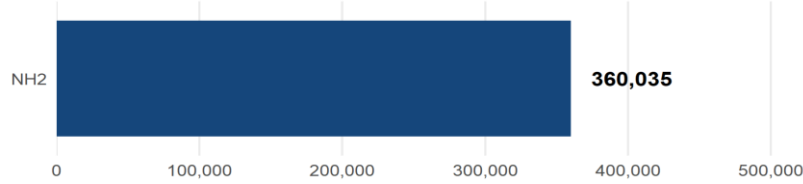
## Facilities/Amenities

	Bus Stops	10
	% Stops With Shelters	10%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	0%



## Ridership

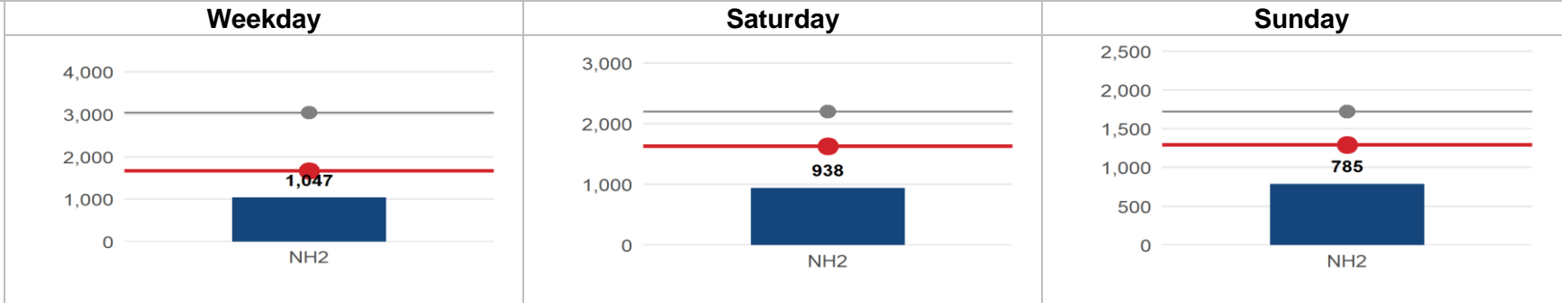
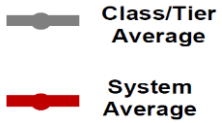
### Annual Ridership



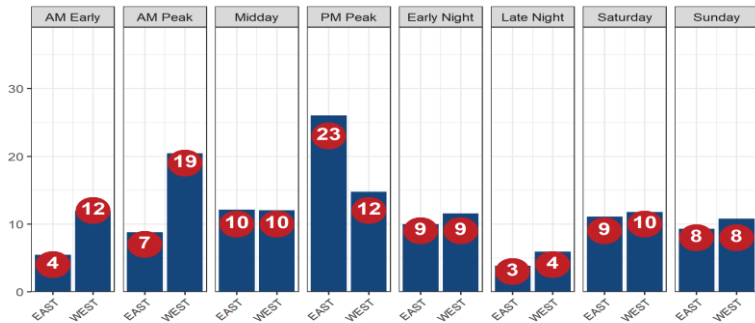
### Top Transfer Locations

#### King Street, Eisenhower Avenue, Huntington

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



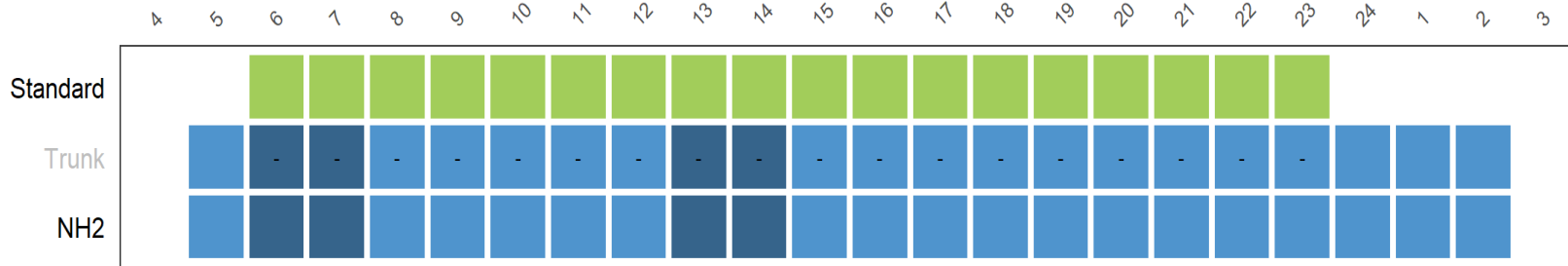
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.4	0.37
	Off-Peak Maximum Target: 1.0	0.2	0.22
Saturday Maximum Target: 1.0		0.22	0.23
Sunday Maximum Target: 1.0		0.18	0.2

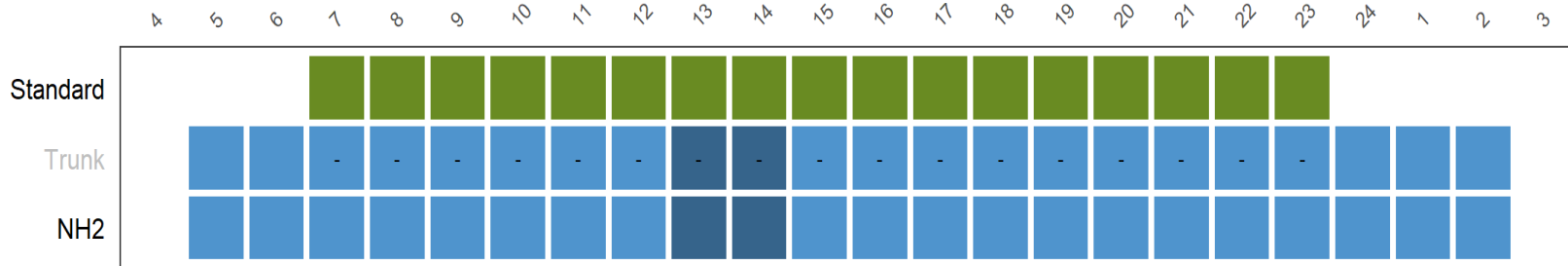
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**D** National Harbor-Alexandria

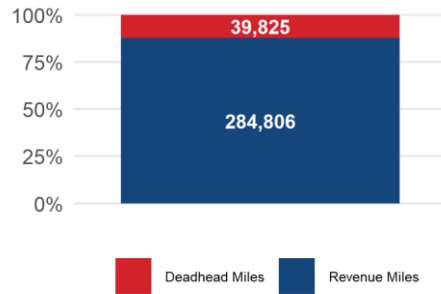
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:05 AM - 2:22 AM	-	A	5:05 AM - 2:22 AM	-	A	5:05 AM - 1:22 AM	-	A
	Frequency of Service   varies	Peak: 30.0 / Off-Peak: 30.0	Peak: 17.4 / Off-Peak: 39	E	30.0	25.4	D	30.0	29.4	D
Productivity	Passengers per Revenue Hour   30	17.4	33.7	E	15.6	26.8	E	13.8	25.8	E
	Passengers per Revenue Mile   4	1.3	4.5	E	1.2	3.4	E	1.0	3.1	E
Reliability	On-Time Performance   79%	81%	76%	B	82%	74%	B	78%	78%	C
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.39	Off-Peak: 0.39 Peak: 0.55	A	0.23	0.37	A	0.19	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.85	\$ 4.02	E	\$7.63	\$ 5.16	E	\$8.65	\$ 5.25	E
	Cost Recovery   25%	17%	33%	E	15%	27%	E	13%	25%	E

# Route NH2

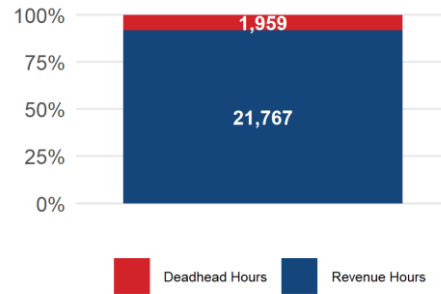
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	0.3			5			E		
	Circuitry   1.75	1.18			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	17.4	33.7	E	15.6	26.8	E	13.8	25.8	E
	Passengers per Revenue Mile   4	1.3	4.5	E	1.2	3.4	E	1.0	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	81%	76%	B	82%	74%	B	78%	78%	C
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.39	Off-Peak: 0.39 Peak: 0.54	A	0.23	0.36	A	0.19	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.85	\$ 4.02	E	\$7.63	\$ 5.16	E	\$8.65	\$ 5.25	E
	Cost Recovery   25%	17%	34%	E	15%	26%	E	13%	25%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



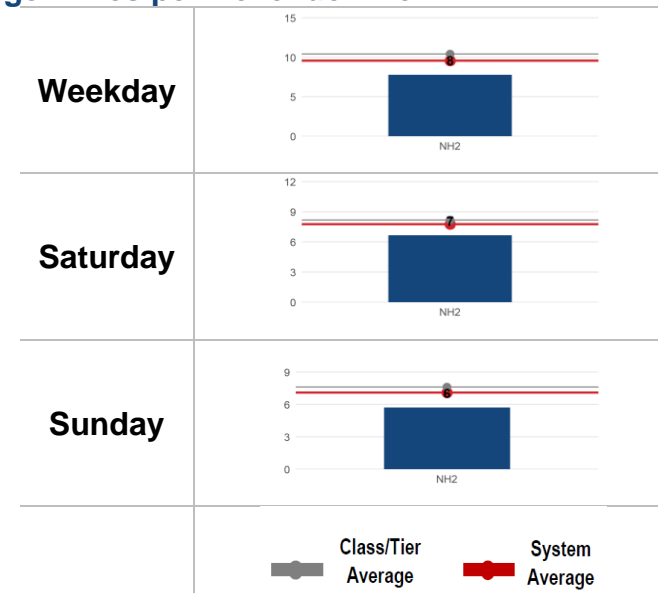
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH2	45.90	2,444	2,427 (99.3%)

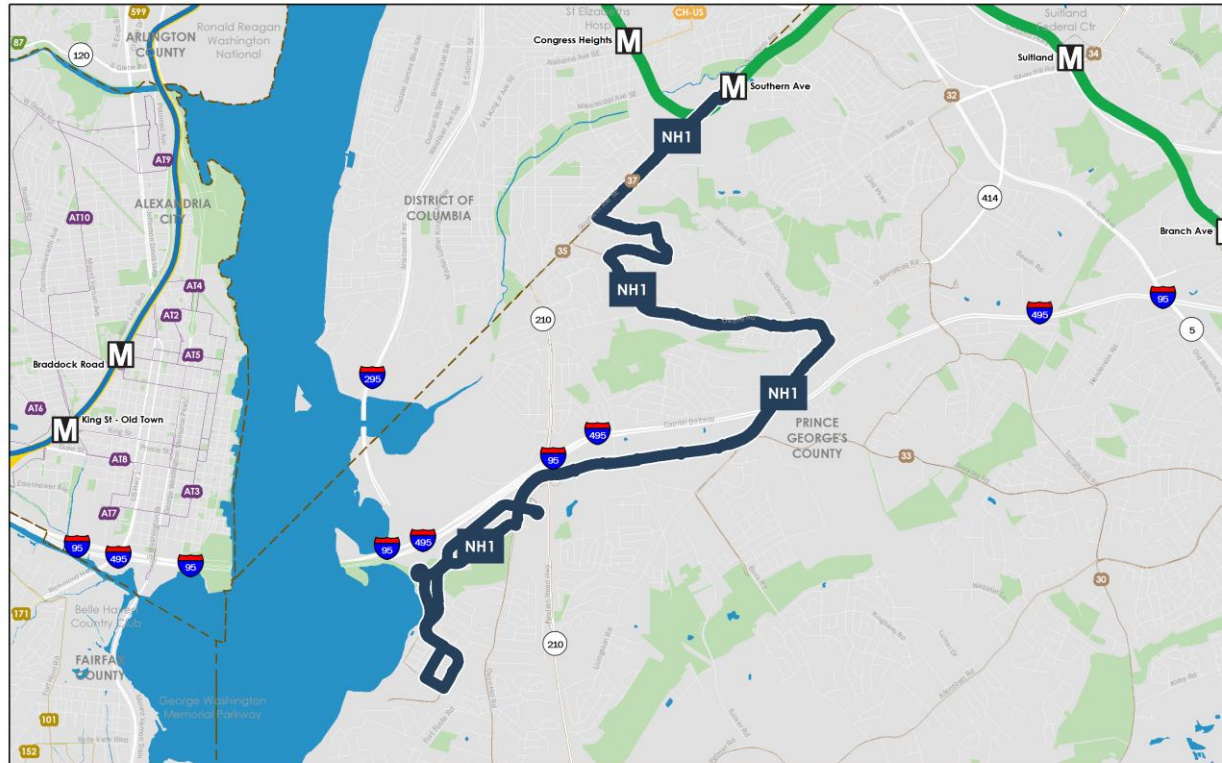
## Service Change Summary

Route NH2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route NH2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

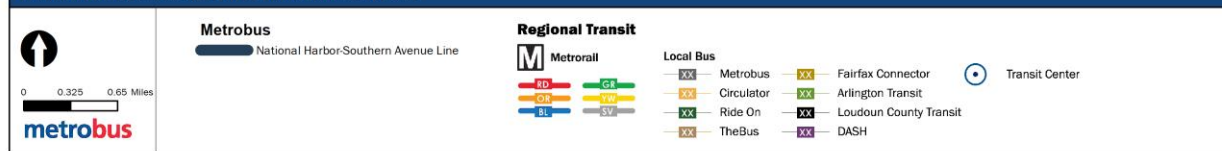
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

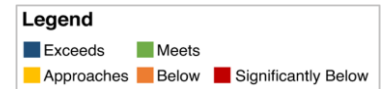
Coverage

Activity Tier

3

Overall Grade

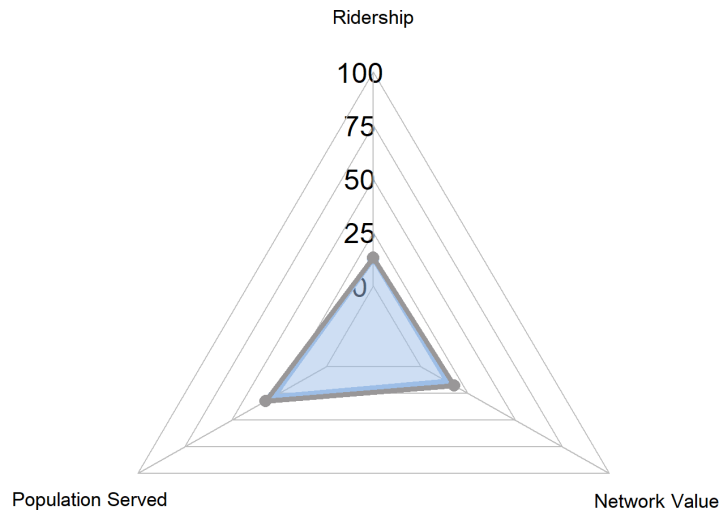
Line	Grade
NH1	B



## Line Benefit Score

**18**

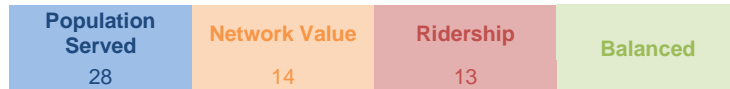
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,812,562</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>17,721</b>	
	<b>People of Color Population</b>	Service Area	<b>15,145</b>
		% Riders Surveyed	<b>98%</b>
	<b>Low Income Household</b>	Service Area	<b>6,891</b>
		% Riders Surveyed	<b>58%</b>

## Facilities/Amenities

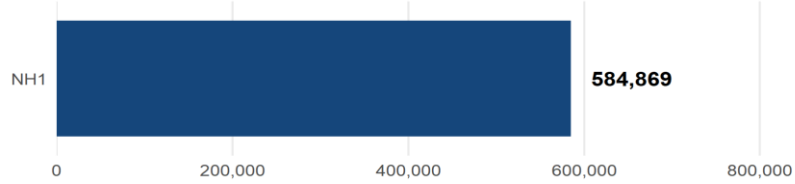
	<b>Bus Stops</b>	<b>67</b>
	<b>% Stops With Shelters</b>	<b>12%</b>
	<b>% Stops With Benches</b>	<b>9%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>





## Ridership

### Annual Ridership



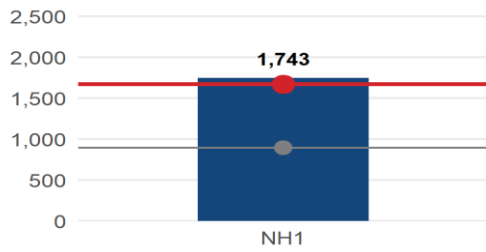
### Top Transfer Locations

#### Southern Avenue

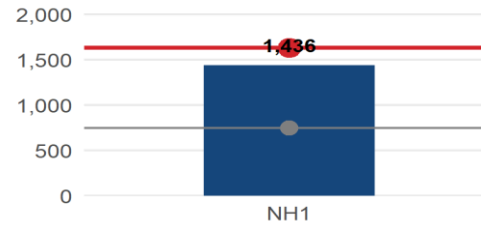
### Average Daily Ridership

- Class/Tier Average
- System Average

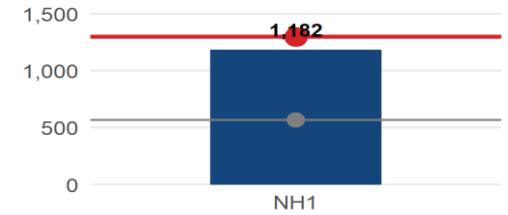
#### Weekday



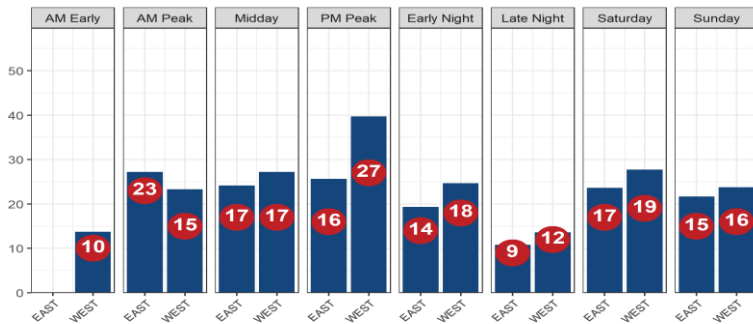
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



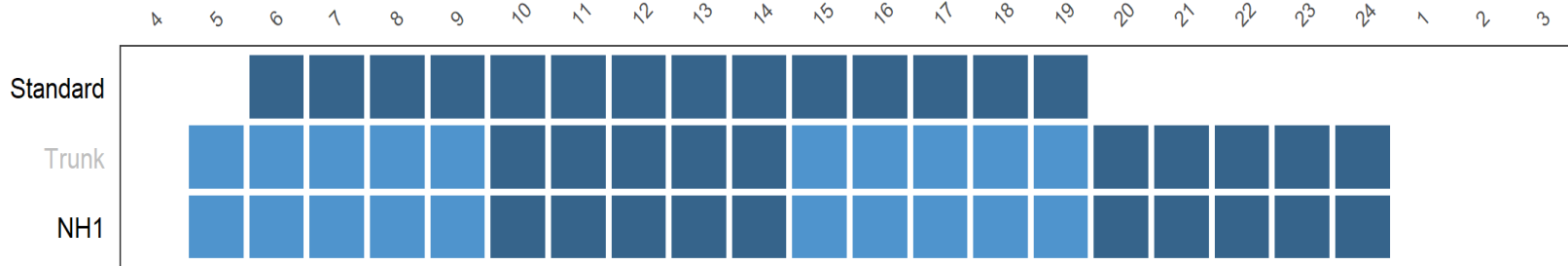
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.48	0.54
	Off-Peak Maximum Target: 1.0	0.36	0.41
	Saturday Maximum Target: 1.0	0.42	0.47
Sunday Maximum Target: 1.0		0.38	0.39

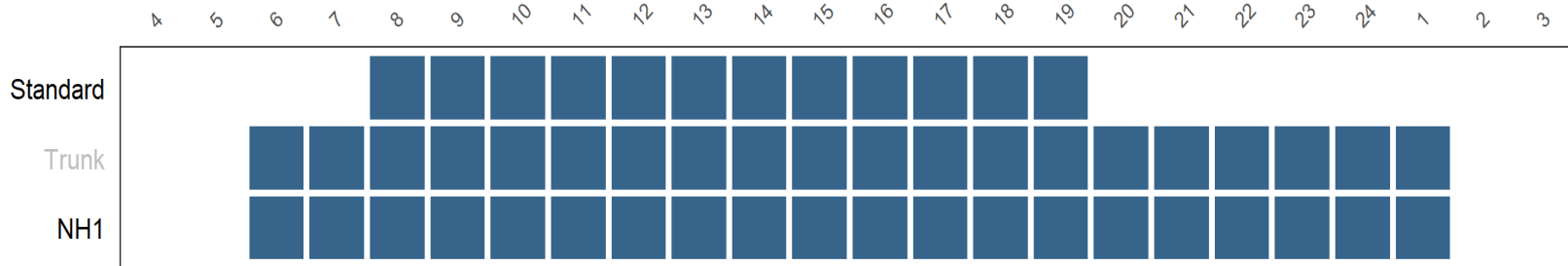
# Span and Frequency



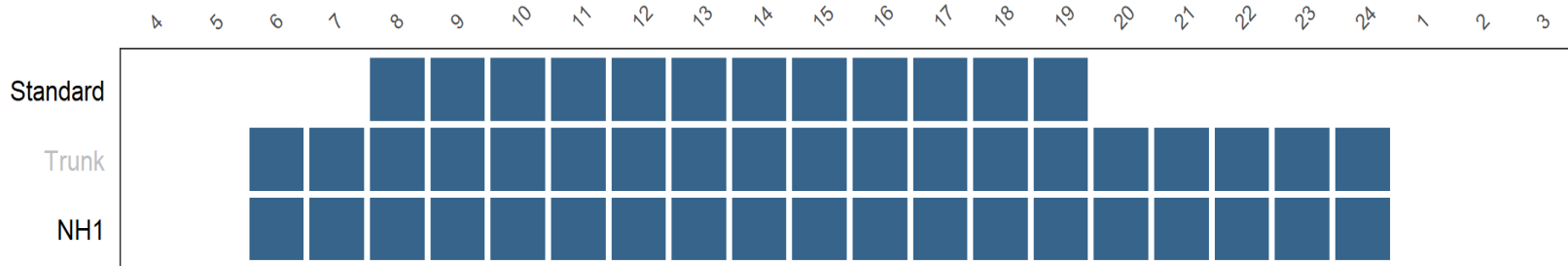
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** National Harbor-Southern Avenue

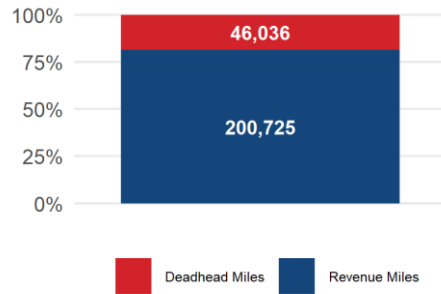
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:45 AM - 12:03 AM	-	A	6:15 AM - 1:20 AM	-	A	6:15 AM - 12:25 AM	-	A
	Frequency of Service   varies	Peak: 29.9 / Off-Peak: 36.2	Peak: 28.1 / Off-Peak: 66.7	A	39.9	48.0	A	40.8	49.5	A
Productivity	Passengers per Revenue Hour   10	36.9	24.8	A	39.9	27.2	A	34.7	23.6	A
	Passengers per Revenue Mile   1	2.7	2.1	A	2.8	2.2	A	2.5	1.9	A
Reliability	On-Time Performance   79%	80%	83%	B	60%	80%	E	75%	81%	C
	Crowding   5%	0%	1%	A	5%	1%	B	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.51	Off-Peak: 0.26 Peak: 0.34	A	0.45	0.31	A	0.38	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.23	\$ 5.43	A	\$2.99	\$ 4.89	A	\$3.43	\$ 5.77	A
	Cost Recovery   20%	29%	23%	A	31%	23%	A	27%	20%	A

# Route NH1

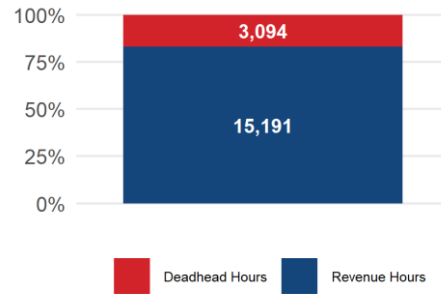
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.7			4.9			E		
Route Design	Circuity   N/A	1.75			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	36.9	24.8	A	39.9	27.2	A	34.7	23.6	A
	Passengers per Revenue Mile   1	2.7	2.1	A	2.8	2.2	A	2.5	1.9	A
	Unique Segment Ridership   10%	32%	33%	A	32%	55%	A	30%	56%	A
Reliability	On-Time Performance   79%	80%	83%	B	60%	80%	E	75%	81%	C
	Crowding   5%	0%	0%	A	5%	1%	B	1%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.51	Off-Peak: 0.26 Peak: 0.34	A	0.45	0.31	A	0.38	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.23	\$ 5.43	A	\$2.99	\$ 4.89	A	\$3.43	\$ 5.77	A
	Cost Recovery   20%	29%	23%	A	31%	23%	A	27%	20%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



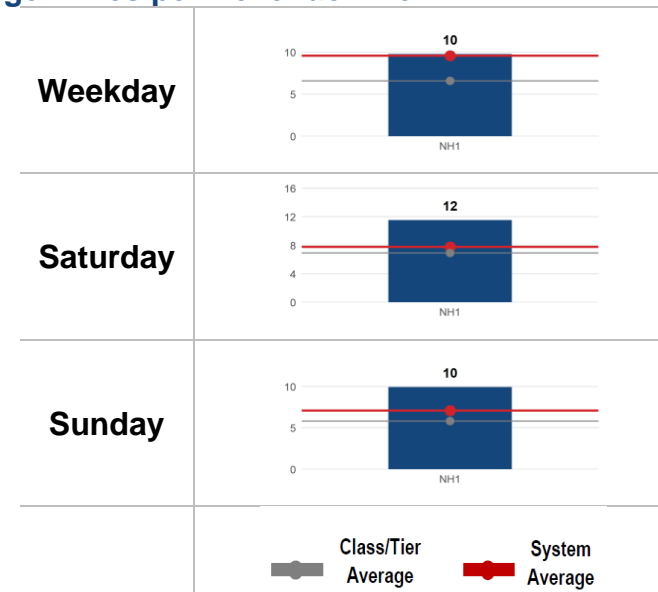
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH1	18.80	1,874	1,863 (99.4%)

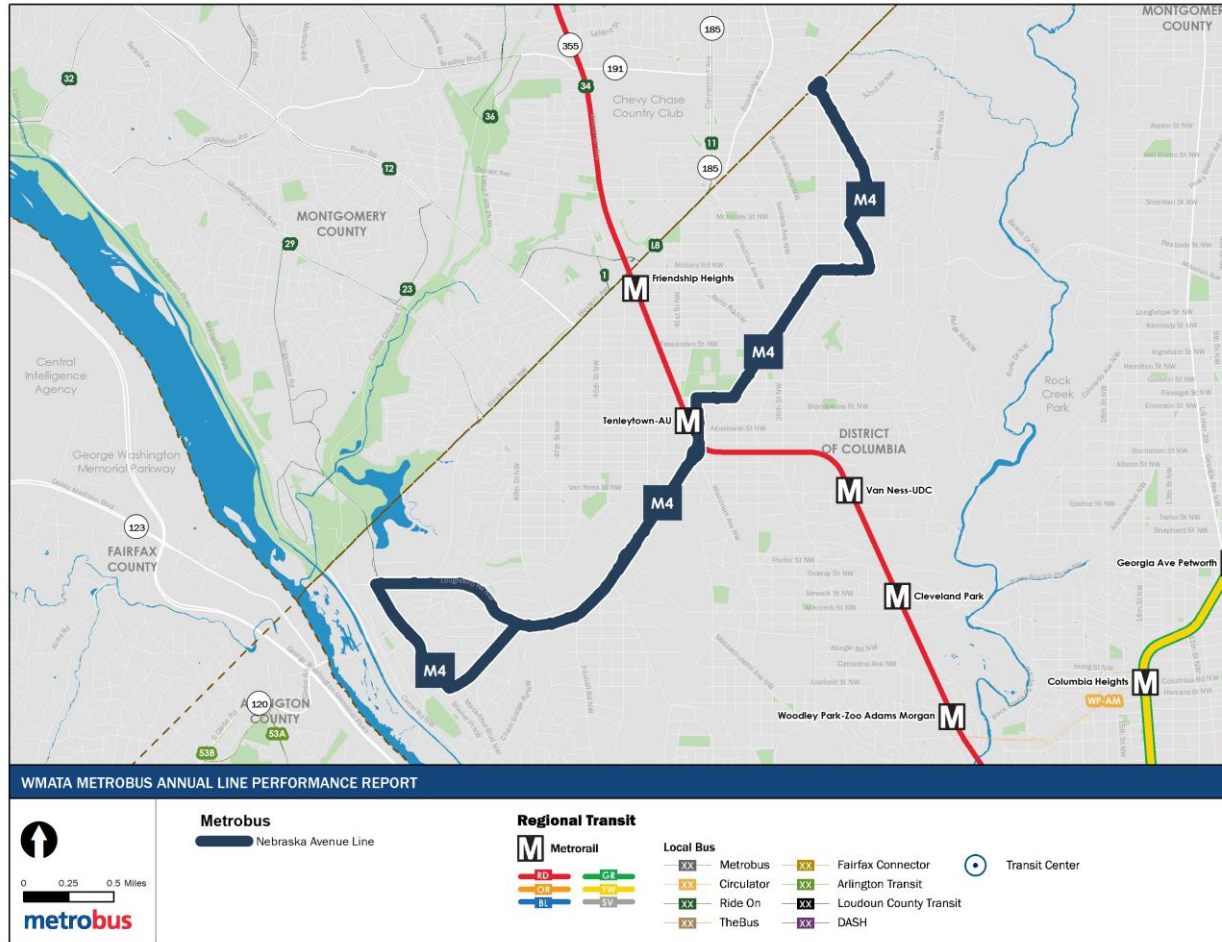
## Service Change Summary

Route NH1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

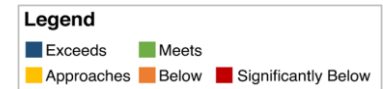
Coverage

Activity Tier

3

Overall Grade

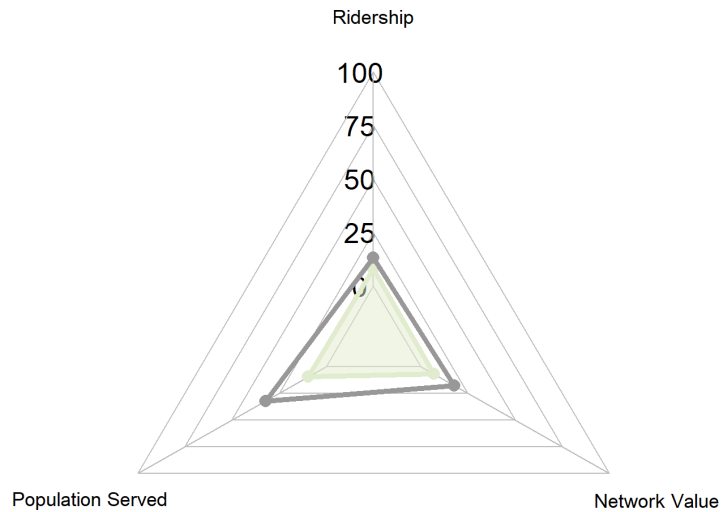
Line	A



## Line Benefit Score

**8**

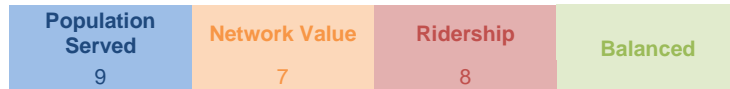
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,190,971</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>15,279</b>	
	<b>People of Color Population</b>	Service Area	<b>2,700</b>
		% Riders Surveyed	<b>49%</b>
	<b>Low Income Household</b>	Service Area	<b>1,608</b>
		% Riders Surveyed	<b>40%</b>

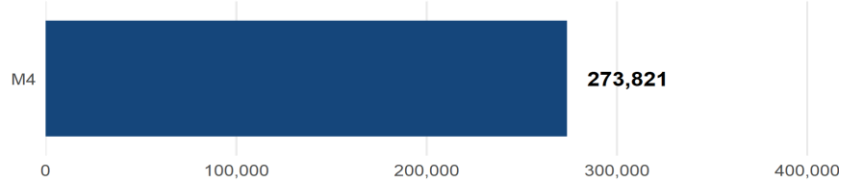
## Facilities/Amenities

	<b>Bus Stops</b>	<b>83</b>
	<b>% Stops With Shelters</b>	<b>11%</b>
	<b>% Stops With Benches</b>	<b>7%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

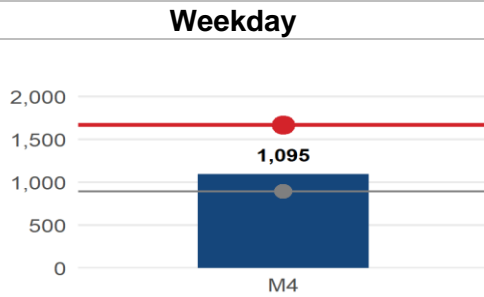
### Annual Ridership



### Top Transfer Locations

#### Tenleytown-AU

### Average Daily Ridership



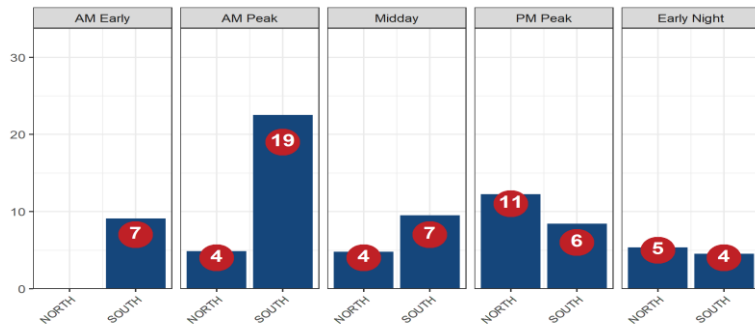
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

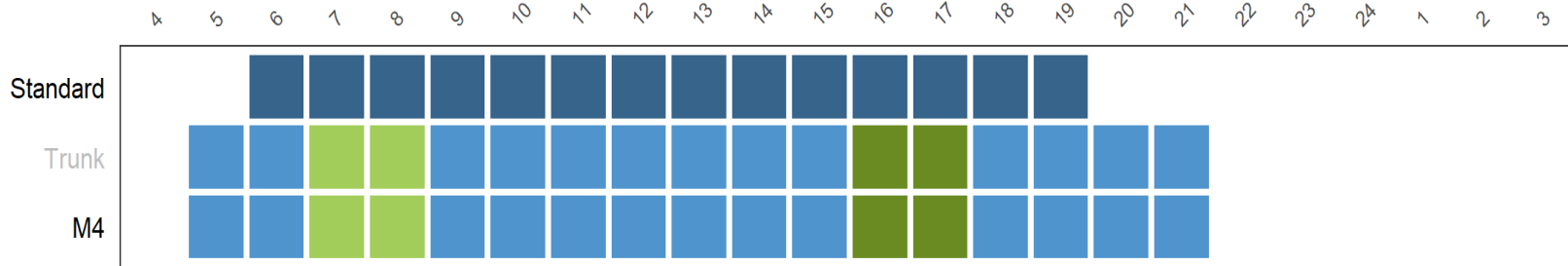
		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1		
	Off-Peak Maximum Target: 1.0	0.11	0.15
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A Nebraska Avenue

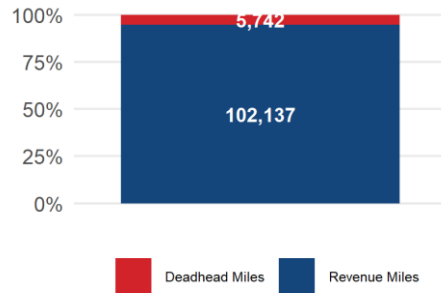
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:56 AM - 9:33 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 19.1 / Off-Peak: 29.2	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	27.4	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.7	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	82%	83%	B	-	-	-	-	-	-
	Crowding   5%	3%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13	Off-Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.35	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	39%	23%	A	-	-	-	-	-	-

# Route M4

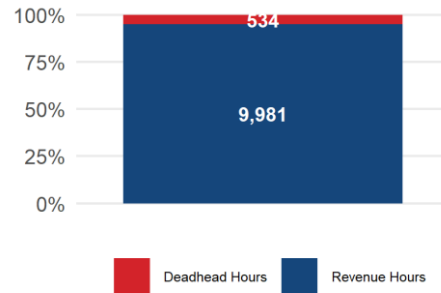
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	10.5			4.9			E		
Route Design	Circuitry   N/A	1.33			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	27.4	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.7	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	14%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	82%	83%	B	-	-	-	-	-	-
	Crowding   5%	3%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13	Off-Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.35	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	39%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



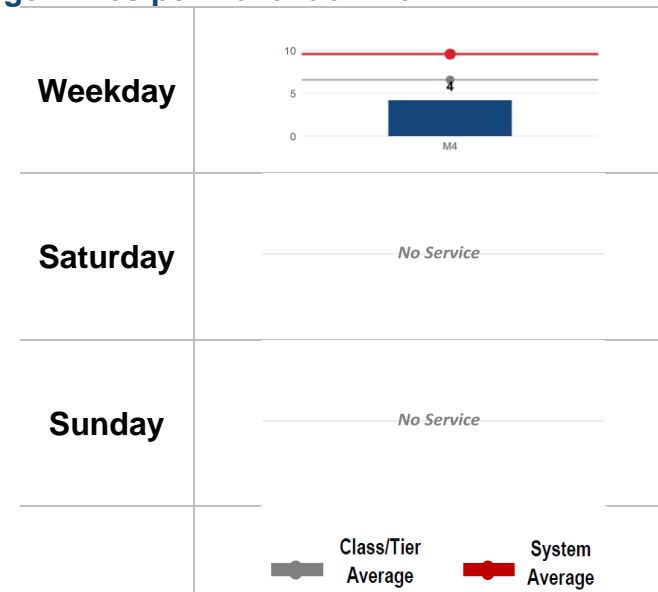
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M4	8.20	2,509	2,504 (99.8%)

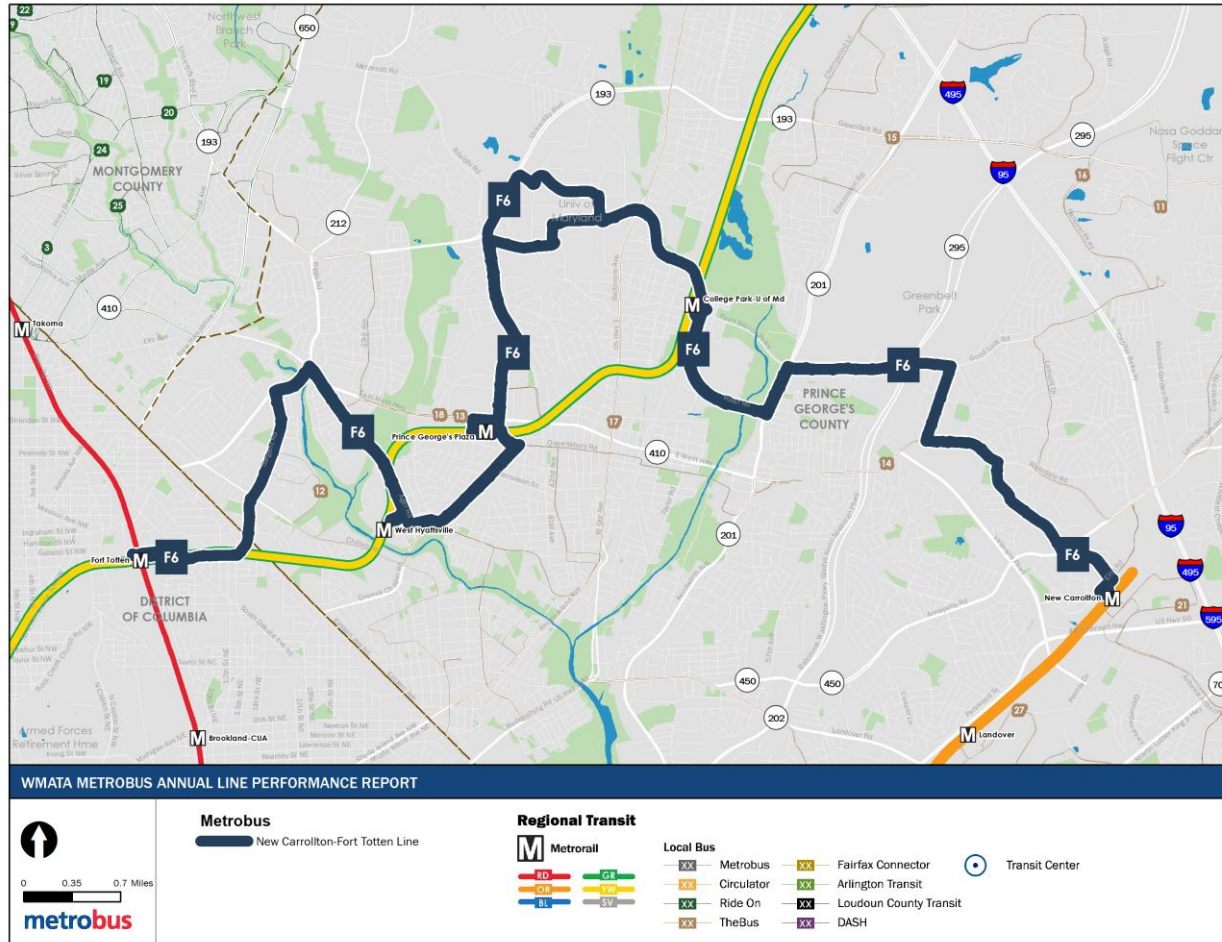
## Service Change Summary

Route M4 - June 2019:  
 Weekday: Extend to Oregon & Western; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

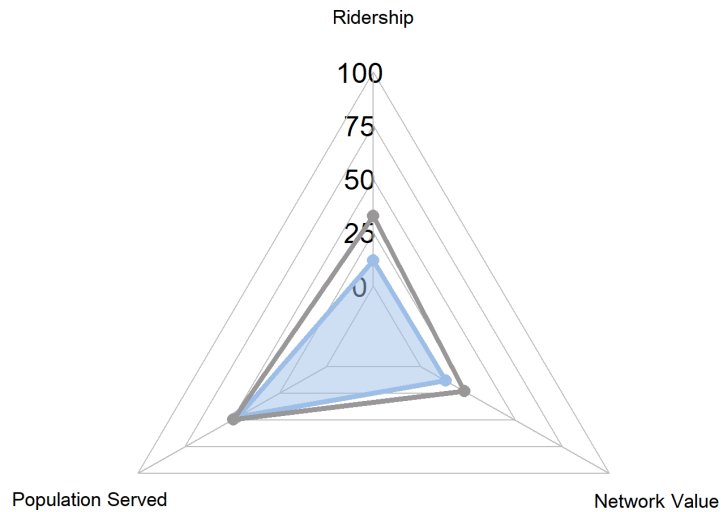
**Legend**

Exceeds (Blue square), Meets (Green square), Approaches (Yellow square), Below (Orange square), Significantly Below (Red square)

## Line Benefit Score

24

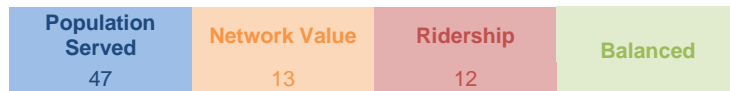
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$1,889,182
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,854	
	People of Color Population	Service Area	19,534
		% Riders Surveyed	92%
	Low Income Household	Service Area	12,339
		% Riders Surveyed	58%

## Facilities/Amenities

	Bus Stops	148
	% Stops With Shelters	16%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	1%



## Ridership

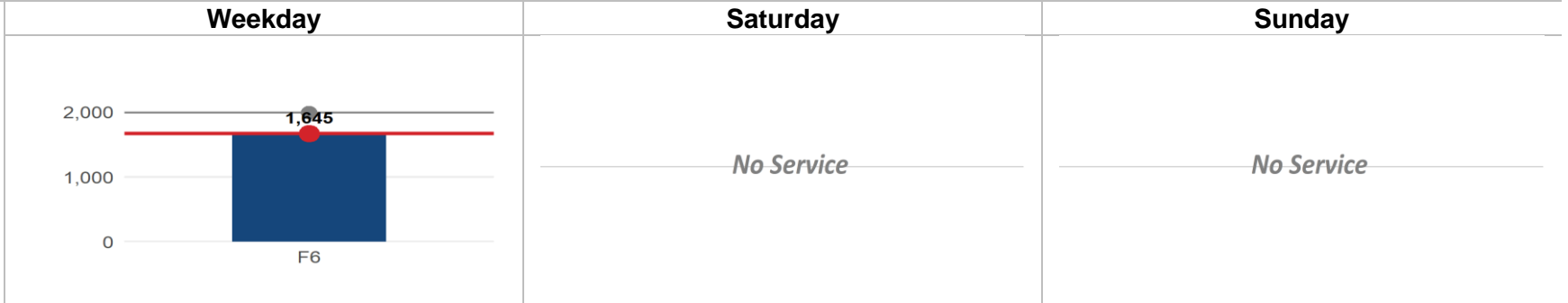
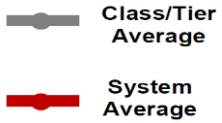
### Annual Ridership



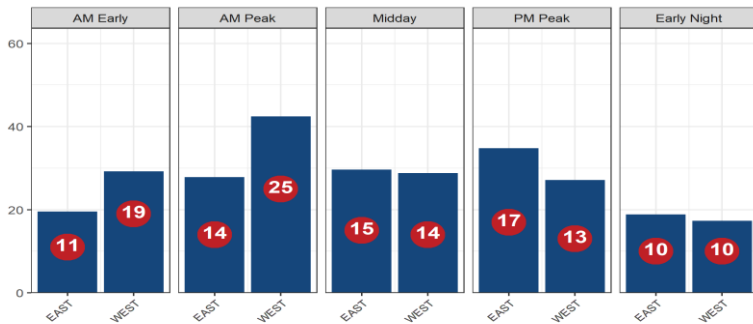
### Top Transfer Locations

Fort Totten, West Hyattsville, College Park-U of MD

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



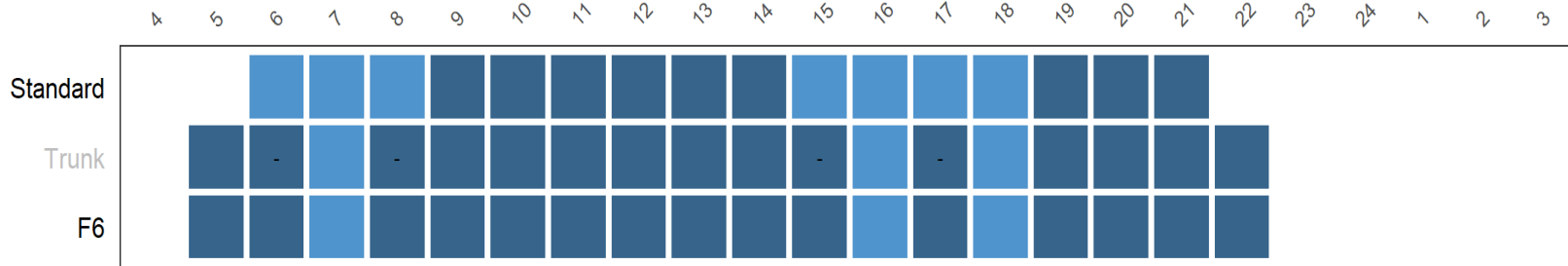
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.41	0.47
	Off-Peak Maximum Target: 1.0	0.33	0.35
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**B** New Carrollton-Fort Totten

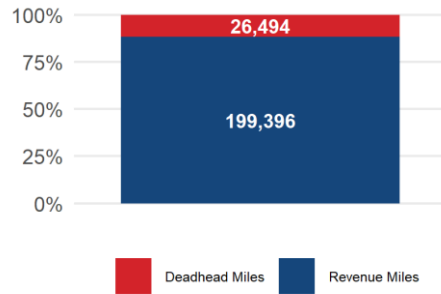
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:14 AM - 10:31 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 29.4 / Off-Peak: 54.5	Peak: 23.7 / Off-Peak: 39.6	B	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   15	25.9	30.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2	2.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	81%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.44	Off-Peak: 0.39 Peak: 0.48	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.61	\$ 4.26	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	29%	A	-	-	-	-	-	-

# Route F6

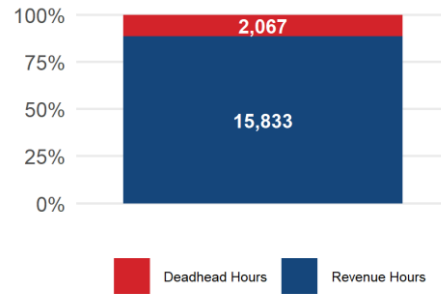
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.6			4.6			A		
	Circuitry   1.75	1.95			2.49			D		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	25.9	30.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	23%	31%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	81%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.44	Off-Peak: 0.41 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.61	\$ 4.26	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	29%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



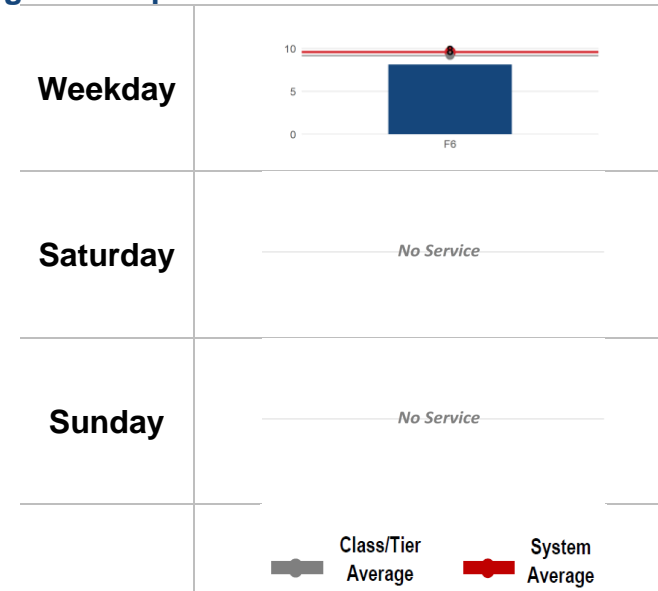
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F6	33.30	1,225	1,222 (99.8%)

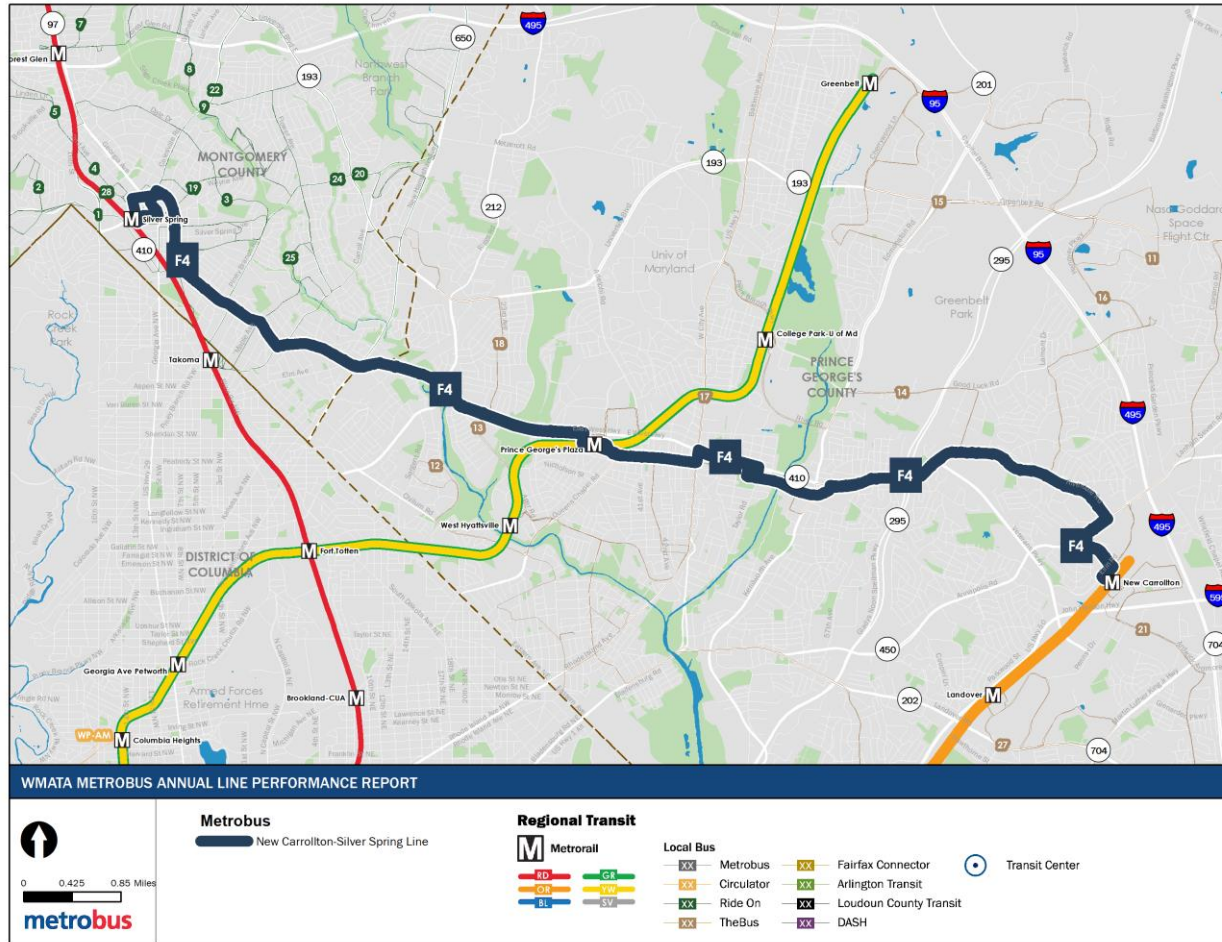
## Service Change Summary

Route F6 - June 2019:  
 Weekday: PG Plaza detour; Saturday: No change;  
 Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

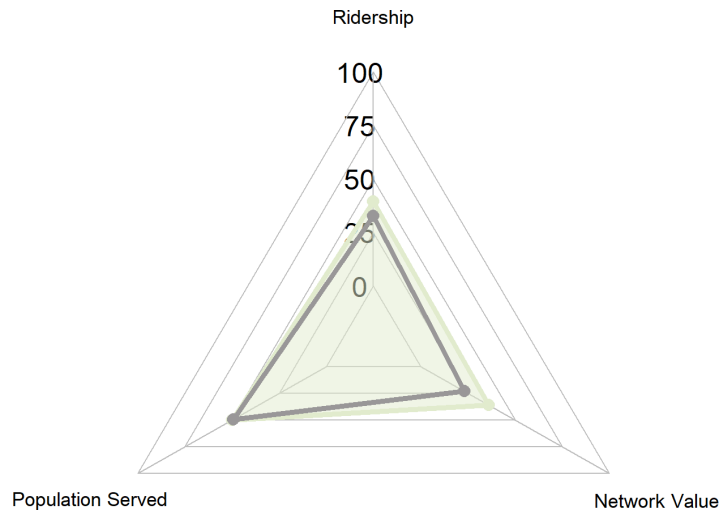
Overall Grade

Line	B

## Line Benefit Score

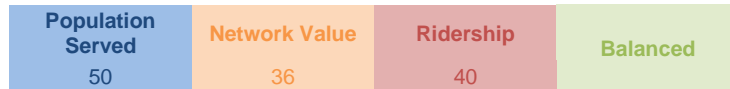
42

Out of 100



### Classification Average

Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,447,310</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>39,591</b>	
	<b>People of Color Population</b>	Service Area	<b>18,147</b>
		% Riders Surveyed	<b>94%</b>
	<b>Low Income Household</b>	Service Area	<b>12,261</b>
		% Riders Surveyed	<b>73%</b>

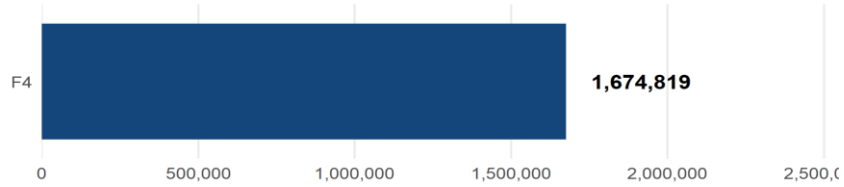
## Facilities/Amenities

	<b>Bus Stops</b>	<b>133</b>
	<b>% Stops With Shelters</b>	<b>17%</b>
	<b>% Stops With Benches</b>	<b>26%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



# Ridership

## Annual Ridership



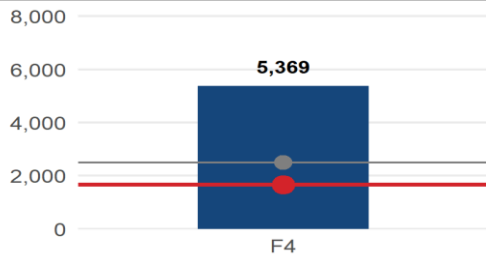
## Top Transfer Locations

Prince George's Plaza, New Carrollton, Silver Spring

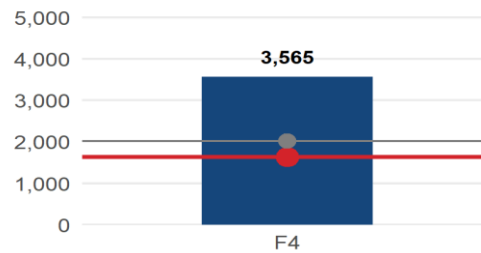
## Average Daily Ridership

- Class/Tier Average
- System Average

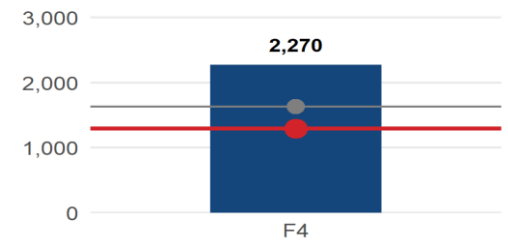
### Weekday



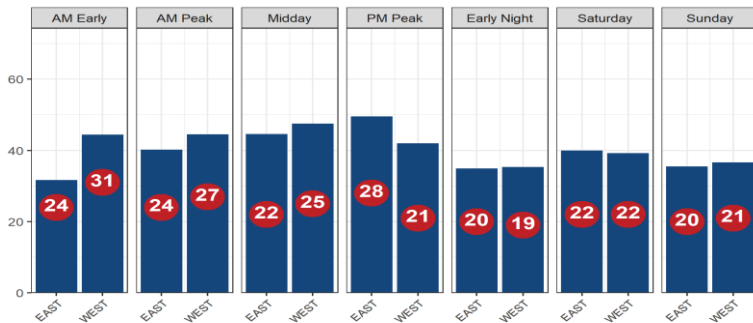
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



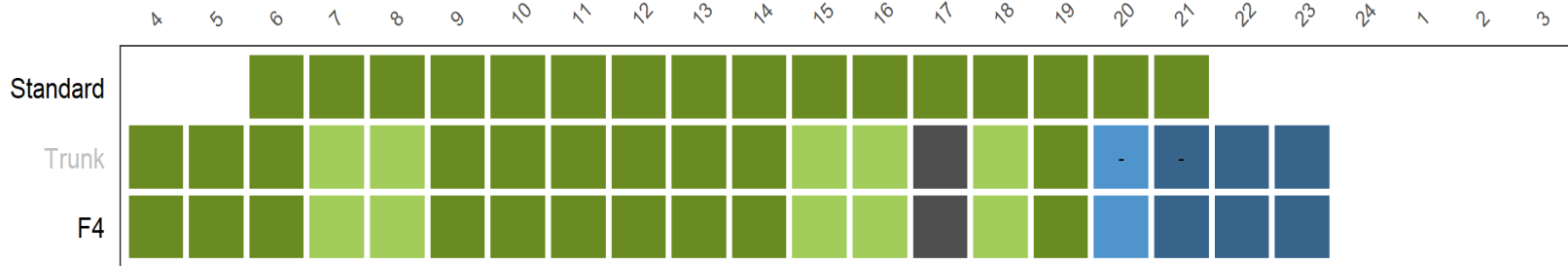
## Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.66	0.59
	Off-Peak Maximum Target: 1.0		0.55	0.61
Saturday Maximum Target: 1.0			0.55	0.55
Sunday Maximum Target: 1.0			0.51	0.53

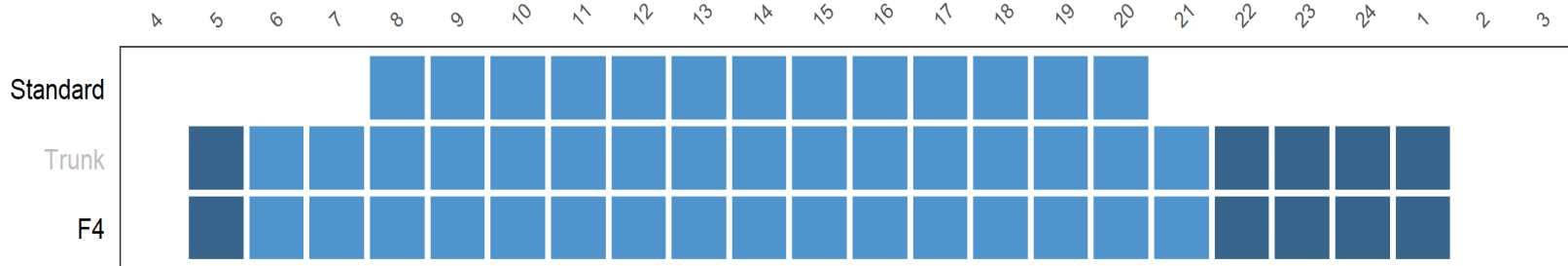
# Span and Frequency



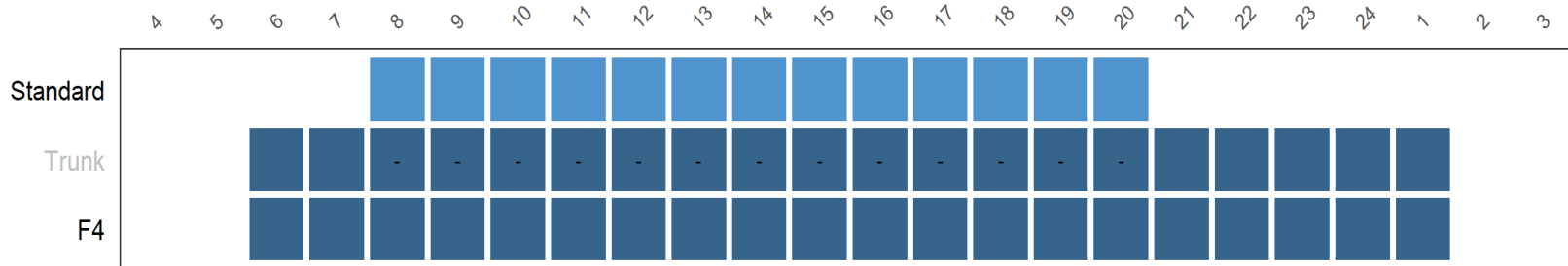
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 1:28 AM	-	A	6:00 AM - 1:22 AM	-	A
	Frequency of Service   varies	Peak: 13.8 / Off-Peak: 18.7	Peak: 19.3 / Off-Peak: 34	A	26.0	30.1	B	36.4	33.7	D
Productivity	Passengers per Revenue Hour   20	37.3	29.6	A	35.4	28.8	A	34.6	26.9	A
	Passengers per Revenue Mile   2	3.7	3.0	A	3.4	2.7	A	3.1	2.4	A
Reliability	On-Time Performance   79%	71%	78%	D	69%	79%	D	83%	81%	B
	Crowding   5%	2%	2%	A	4%	2%	A	4%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.58 Peak: 0.63	Off-Peak: 0.45 Peak: 0.52	A	0.55	0.41	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.20	\$ 4.59	A	\$3.37	\$ 4.84	A	\$3.44	\$ 5.41	A
	Cost Recovery   20%	37%	31%	A	35%	28%	A	34%	27%	A

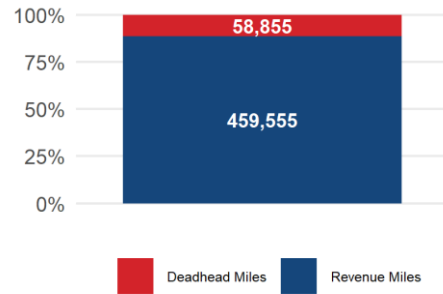


# Route F4

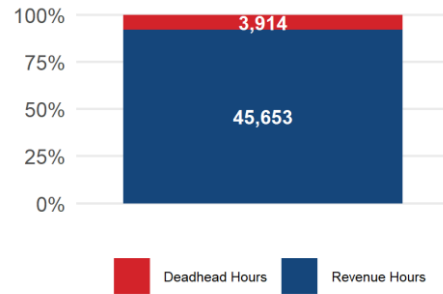
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			4.5			E		
Route Design	Circuitry   1.75	1.26			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	37.3	29.6	A	35.4	28.8	A	34.6	26.9	A
	Passengers per Revenue Mile   2	3.7	3.0	A	3.4	2.7	A	3.1	2.4	A
	Unique Segment Ridership   10%	54%	16%	A	73%	35%	A	73%	45%	A
Reliability	On-Time Performance   79%	71%	78%	D	69%	79%	D	83%	81%	B
	Crowding   5%	2%	2%	A	4%	2%	A	4%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.58 Peak: 0.63	Off-Peak: 0.42 Peak: 0.52	A	0.55	0.42	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.20	\$ 4.59	A	\$3.37	\$ 4.84	A	\$3.44	\$ 5.41	A
	Cost Recovery   20%	37%	30%	A	35%	27%	A	34%	26%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



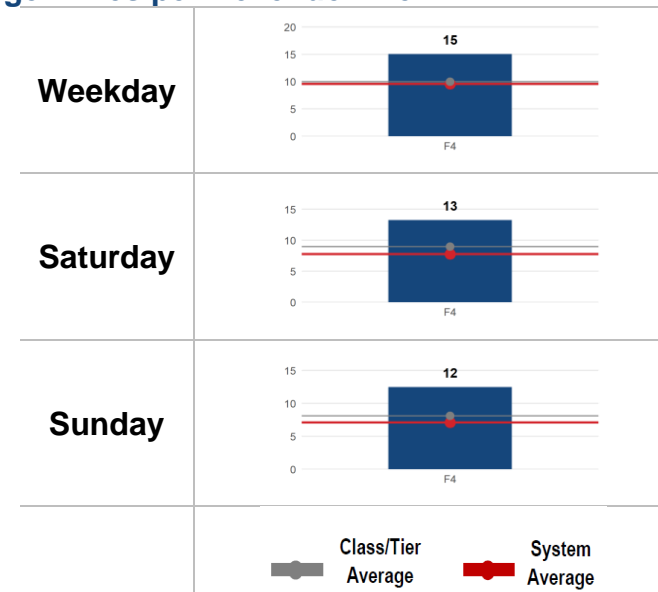
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F4	25.10	3,340	3,311 (99.1%)

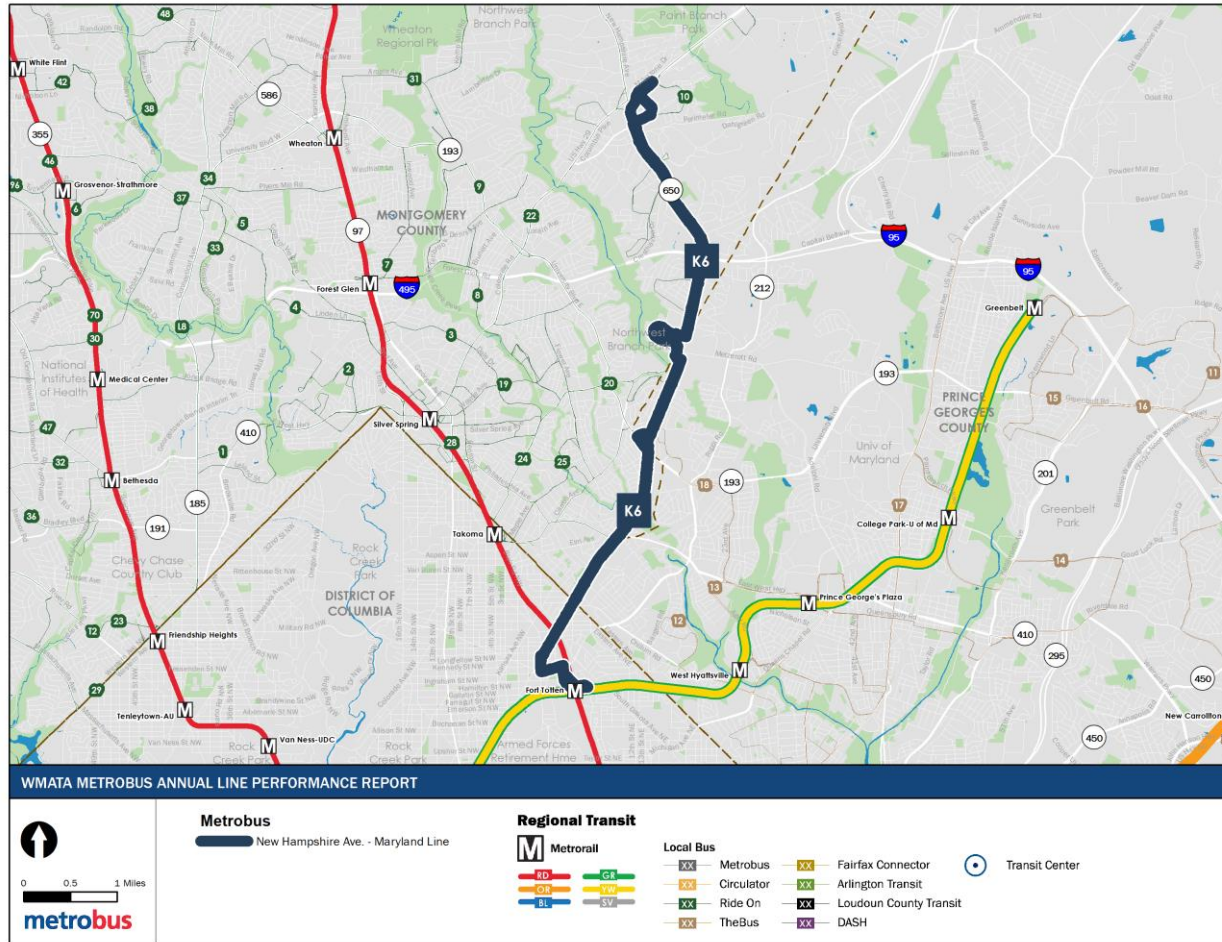
## Service Change Summary

Route F4 - June 2019:  
 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



About the Line



Service Classification

Framework

Activity Tier

2

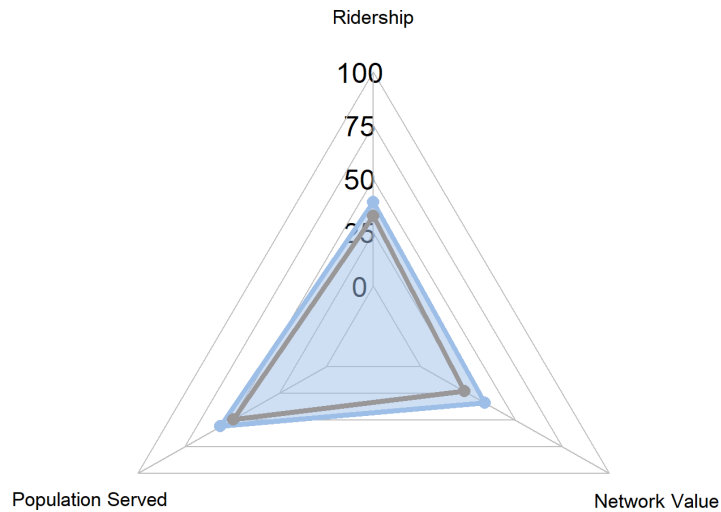
Overall Grade

Line	<b>B</b>

## Line Benefit Score

**43**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

56

34

39

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,690,346</b>
	<b>Peak Vehicles</b>	<b>10</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>49,020</b>	
	<b>People of Color Population</b>	Service Area	<b>22,549</b>
		% Riders Surveyed	<b>95%</b>
	<b>Low Income Household</b>	Service Area	<b>18,727</b>
		% Riders Surveyed	<b>67%</b>

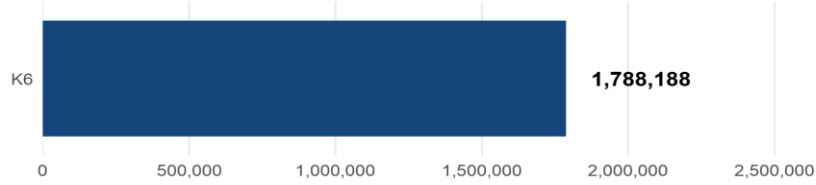
## Facilities/Amenities

	<b>Bus Stops</b>	<b>98</b>
	<b>% Stops With Shelters</b>	<b>32%</b>
	<b>% Stops With Benches</b>	<b>44%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



## Ridership

### Annual Ridership



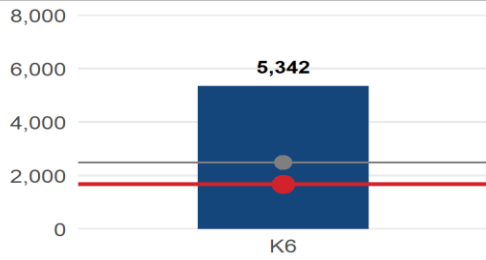
### Top Transfer Locations

#### Fort Totten

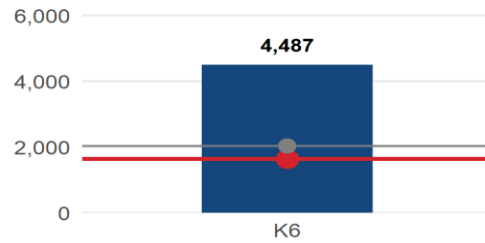
### Average Daily Ridership

- Class/Tier Average
- System Average

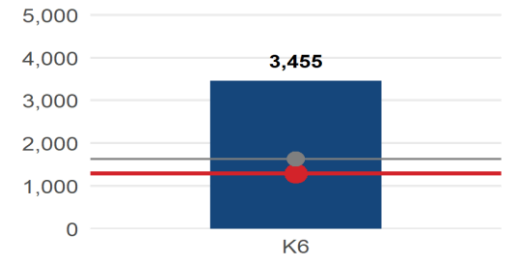
#### Weekday



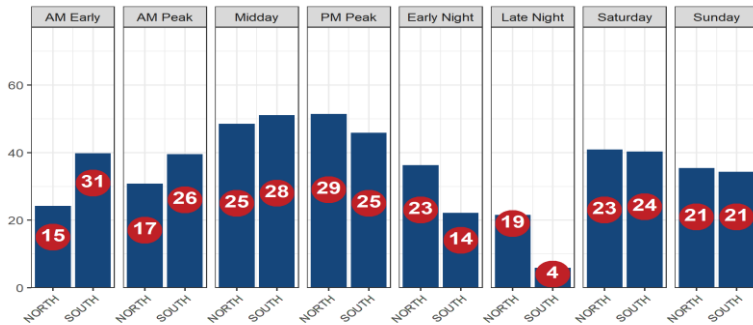
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



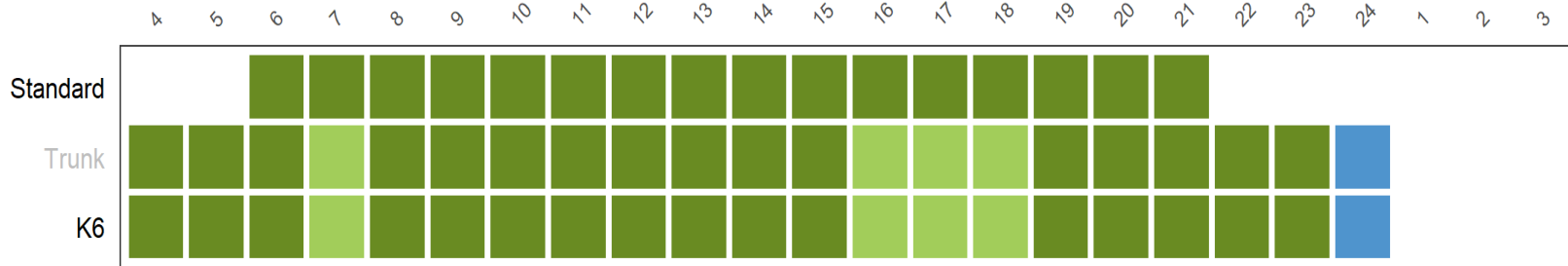
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.63	0.65
	Off-Peak Maximum Target: 1.0	0.56	0.55
Saturday Maximum Target: 1.0		0.59	0.61
Sunday Maximum Target: 1.0		0.52	0.53

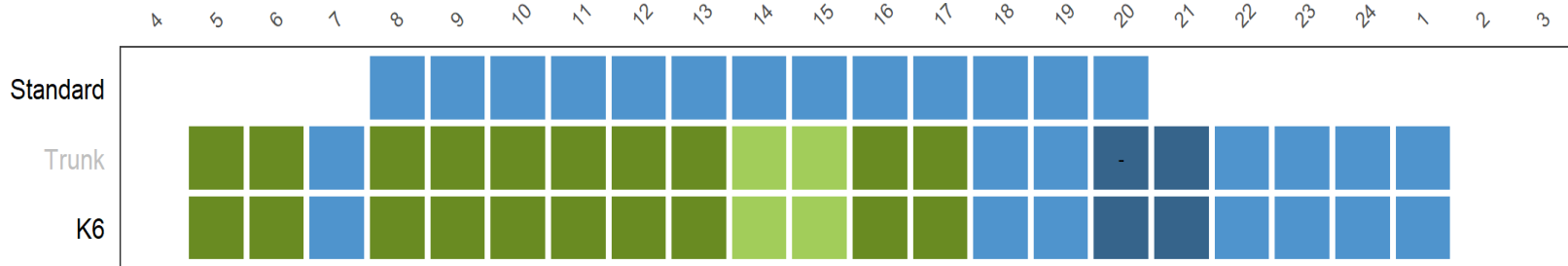
# Span and Frequency



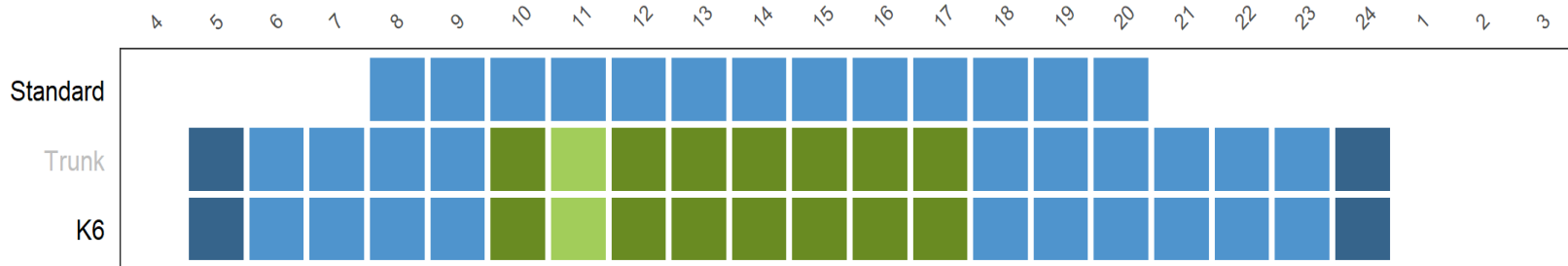
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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 - 12:54 AM	-	A	5:29 AM - 1:39 AM	-	A	5:33 AM - 12:55 AM	-	A
	Frequency of Service   varies	Peak: 15.9 / Off-Peak: 20.0	Peak: 19.3 / Off-Peak: 34	B	20.7	30.1	A	22.5	33.7	A
Productivity	Passengers per Revenue Hour   20	44.6	29.6	A	47.0	28.8	A	44.2	26.9	A
	Passengers per Revenue Mile   2	4.6	3.0	A	4.7	2.7	A	4.1	2.4	A
Reliability	On-Time Performance   79%	79%	78%	C	81%	79%	B	80%	81%	B
	Crowding   5%	3%	2%	A	7%	2%	E	7%	2%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.64	Off-Peak: 0.45 Peak: 0.52	A	0.6	0.41	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.68	\$ 4.59	A	\$2.54	\$ 4.84	A	\$2.70	\$ 5.41	A
	Cost Recovery   20%	44%	31%	A	47%	28%	A	44%	27%	A

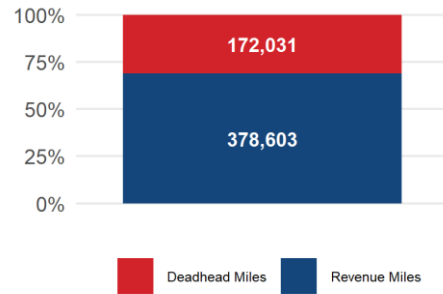
# Route K6

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			4.5			E		
Route Design	Circuitry   1.75	1.31			1.47			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	44.6	29.6	A	47.0	28.8	A	44.2	26.9	A
	Passengers per Revenue Mile   2	4.6	3.0	A	4.7	2.7	A	4.1	2.4	A
	Unique Segment Ridership   10%	33%	16%	A	72%	35%	A	87%	45%	A
Reliability	On-Time Performance   79%	79%	78%	C	81%	79%	B	80%	81%	B
	Crowding   5%	3%	2%	A	7%	2%	E	7%	2%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.64	Off-Peak: 0.42 Peak: 0.52	A	0.6	0.42	A	0.52	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.68	\$ 4.59	A	\$2.54	\$ 4.84	A	\$2.70	\$ 5.41	A
	Cost Recovery   20%	44%	30%	A	47%	27%	A	44%	26%	A

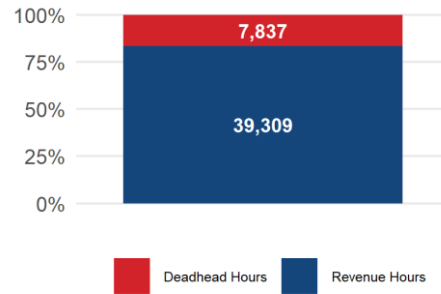


# Operational Analysis

## Miles Allocation



## Hours Allocation



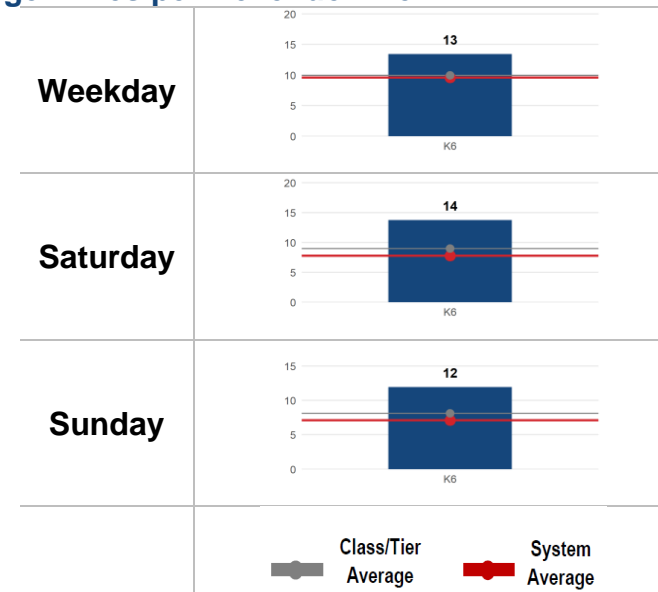
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K6	18.80	3,694	3,673 (99.4%)

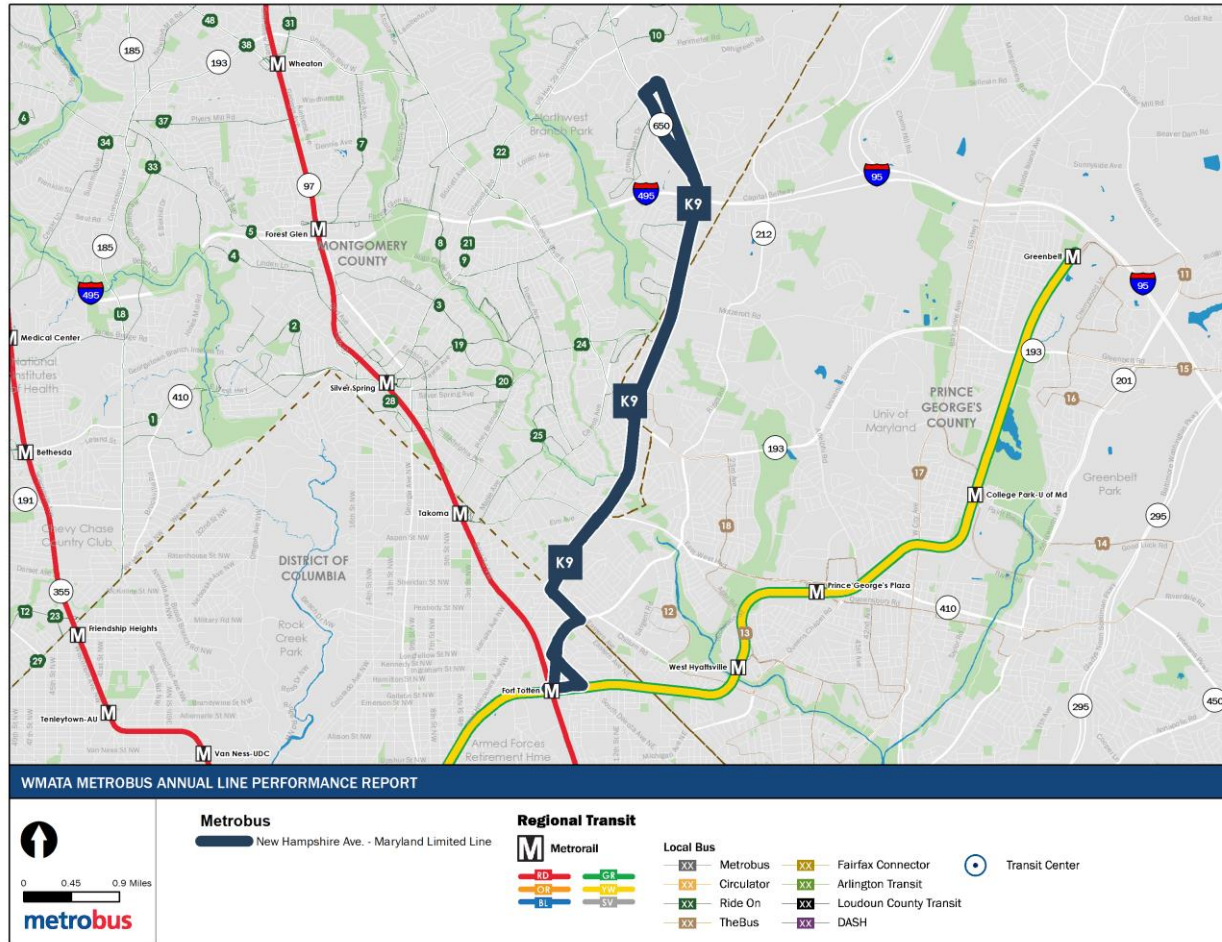
## Service Change Summary

Route K6 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

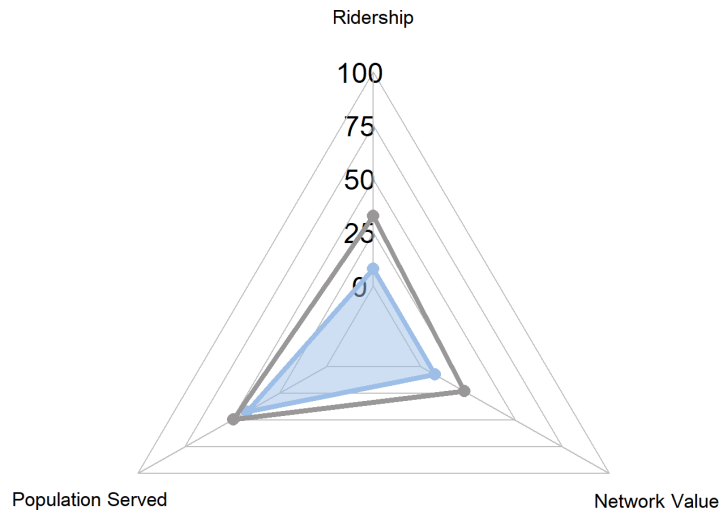
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**19**

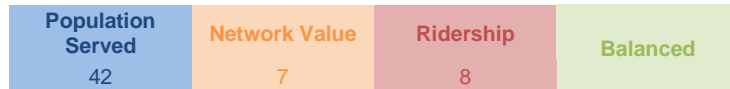
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,171,305</b>
	<b>Peak Vehicles</b>	<b>6</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>28,017</b>	
	<b>People of Color Population</b>	Service Area	<b>12,238</b>
		% Riders Surveyed	<b>66%</b>
	<b>Low Income Household</b>	Service Area	<b>10,893</b>
		% Riders Surveyed	<b>44%</b>

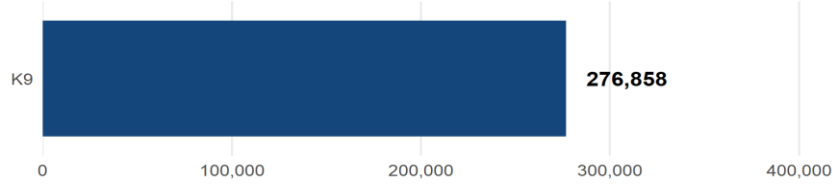
## Facilities/Amenities

	<b>Bus Stops</b>	<b>23</b>
	<b>% Stops With Shelters</b>	<b>35%</b>
	<b>% Stops With Benches</b>	<b>43%</b>
	<b>% Stops With Real-Time Signs</b>	<b>17%</b>



## Ridership

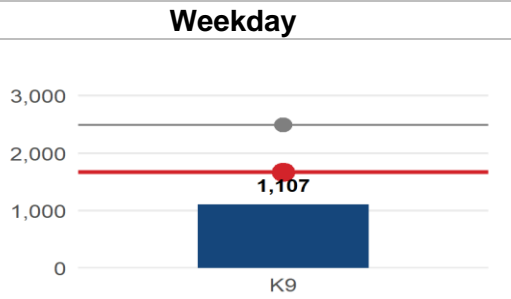
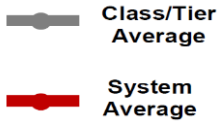
### Annual Ridership



### Top Transfer Locations

#### Fort Totten

### Average Daily Ridership



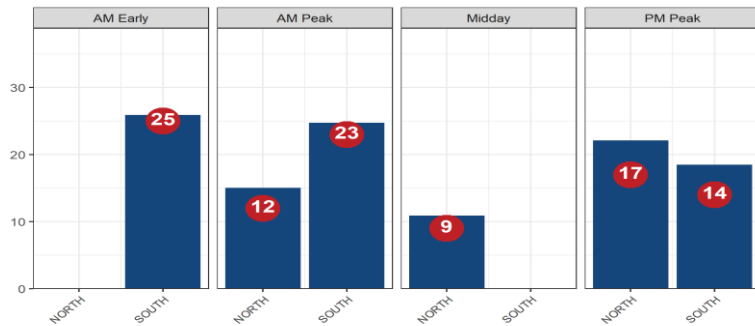
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



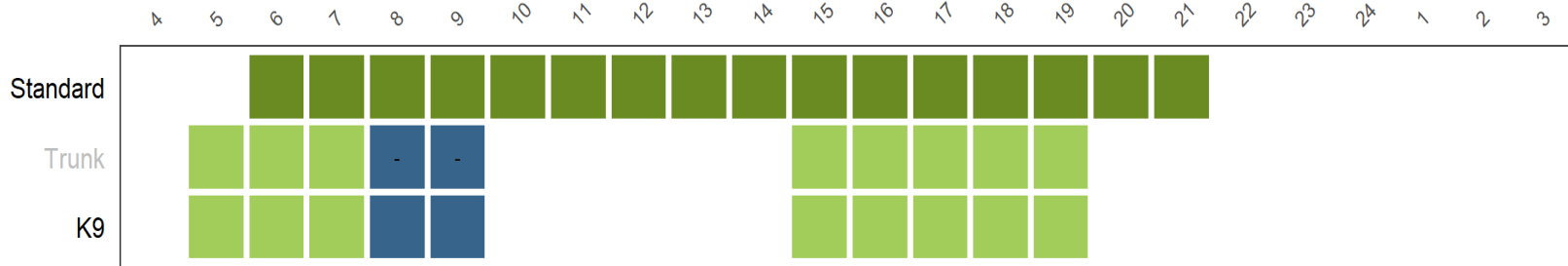
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.37	0.45
	Off-Peak Maximum Target: 1.0		0.23	0.62
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B New Hampshire Ave. - Maryland Limited

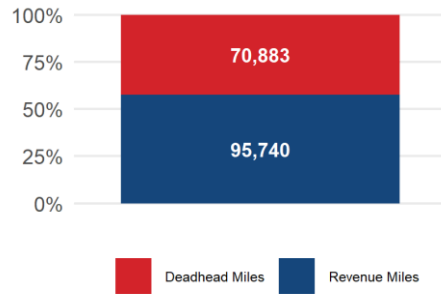
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:21 AM - 9:32 AM; 3:20 PM - 7:22 PM	-	E	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 21.7 / Off-Peak: 224.8	Peak: 19.3 / Off-Peak: 34	C	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   20	28.9	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	3	3	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.41	Off-Peak: 0.45 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.13	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	32%	31%	A	-	-	-	-	-	-

# Route K9

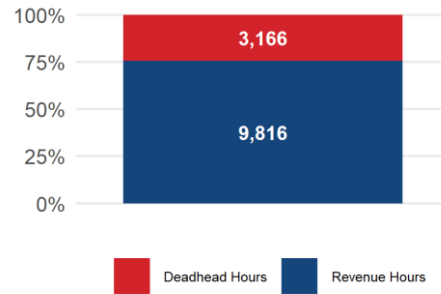
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	1.9			4.5			E		
	Circuitry   1.75	1.07			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	28.9	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	3	3	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	12%	16%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.41	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.13	\$ 4.59	A	-	-	-	-	-	-
	Cost Recovery   20%	32%	30%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



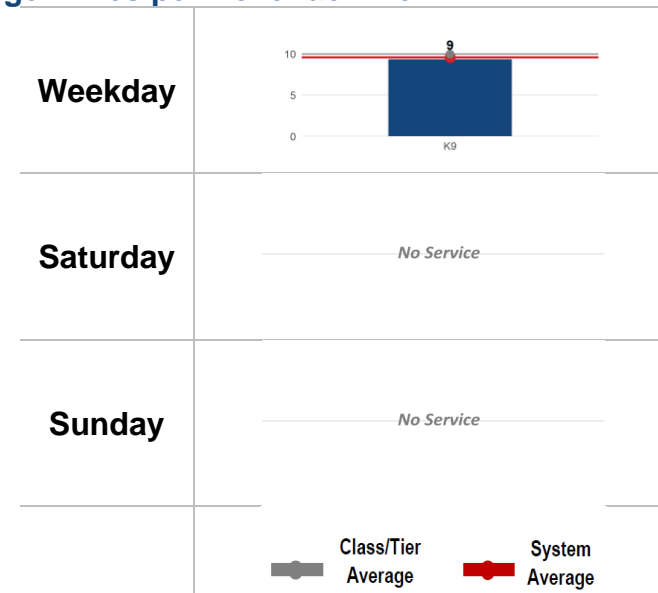
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K9	13.90	1,210	1,208 (99.8%)

## Service Change Summary

Route K9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

1

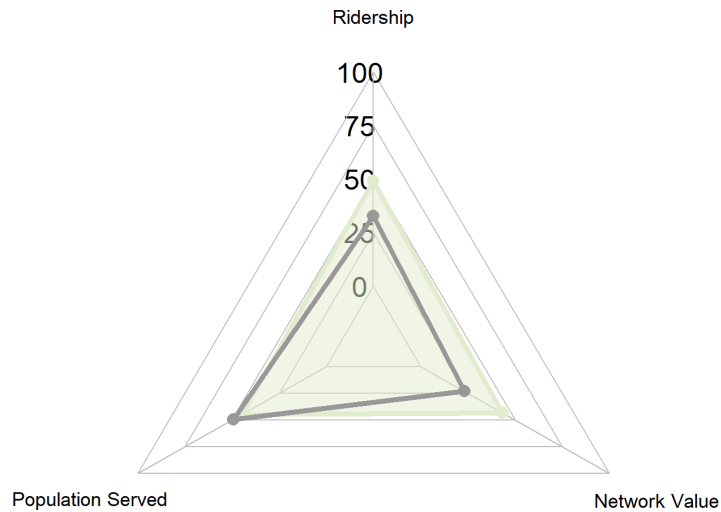
Overall Grade

Line	Grade
Line	C

## Line Benefit Score

**46**

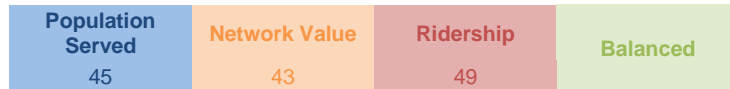
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$7,128,863</b>
	<b>Peak Vehicles</b>	<b>17</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>40,945</b>	
	<b>People of Color Population</b>	Service Area	<b>19,674</b>
		% Riders Surveyed	<b>84%</b>
	<b>Low Income Household</b>	Service Area	<b>7,628</b>
		% Riders Surveyed	<b>54%</b>

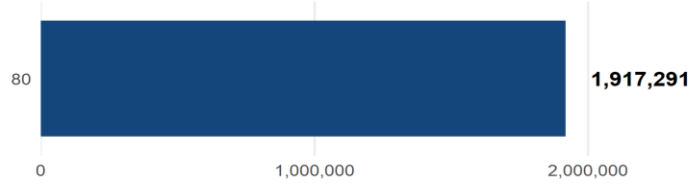
## Facilities/Amenities

	<b>Bus Stops</b>	<b>130</b>
	<b>% Stops With Shelters</b>	<b>33%</b>
	<b>% Stops With Benches</b>	<b>30%</b>
	<b>% Stops With Real-Time Signs</b>	<b>11%</b>



## Ridership

### Annual Ridership



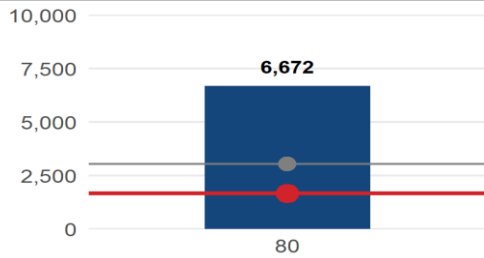
### Top Transfer Locations

Fort Totten, Brookland, Gallery Place-Chinatown

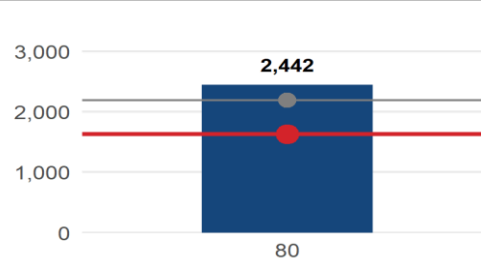
### Average Daily Ridership

- Class/Tier Average
- System Average

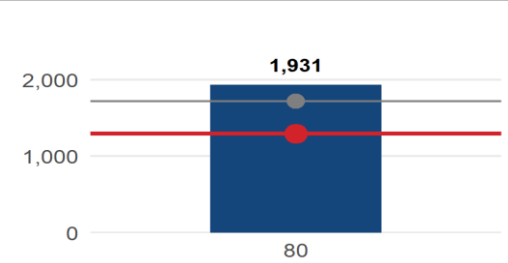
#### Weekday



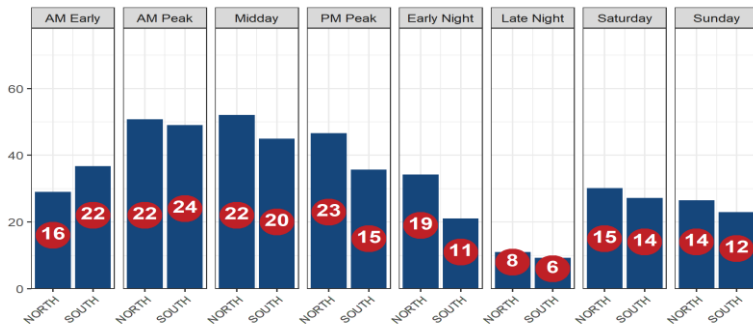
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



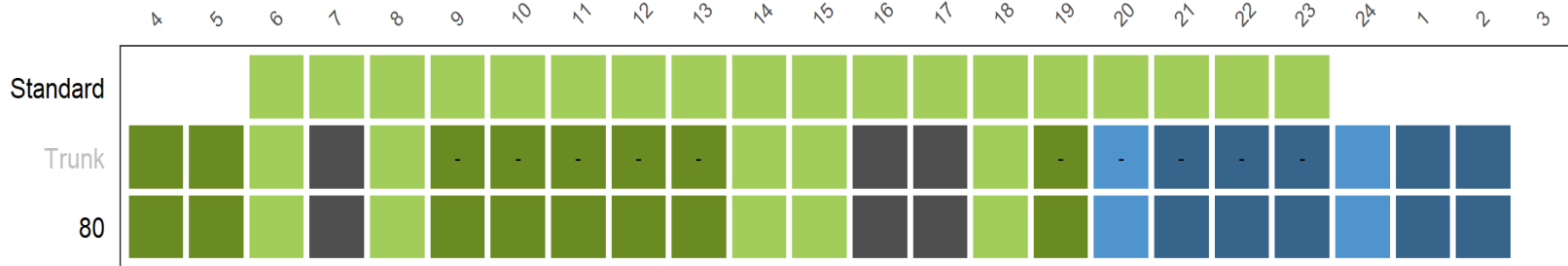
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.56	0.49
	<b>Off-Peak</b> Maximum Target: 1.0	0.46	0.43
<b>Saturday</b> Maximum Target: 1.0		0.38	0.36
<b>Sunday</b> Maximum Target: 1.0		0.35	0.31

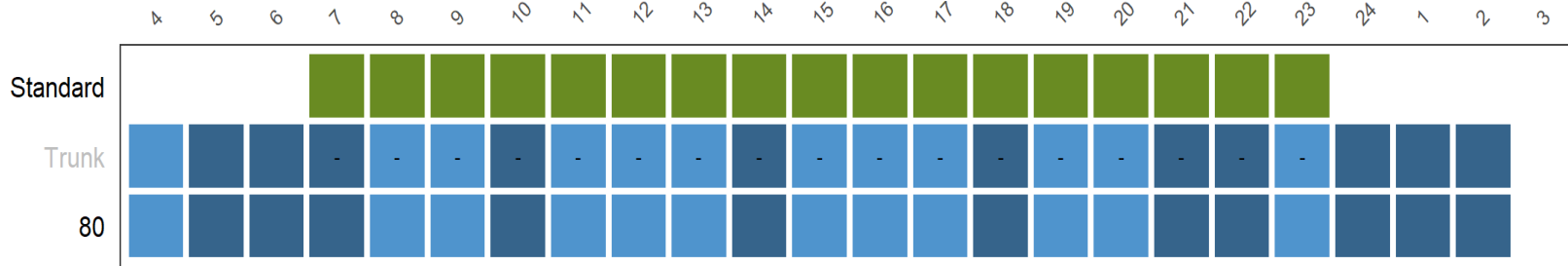
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** North Capitol Street

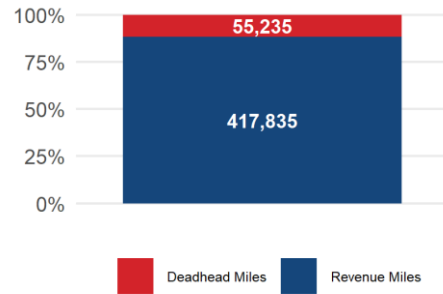
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:29 AM - 2:10 AM	-	A	4:40 AM - 2:45 AM	-	A	4:54 AM - 1:12 AM	-	A
	Frequency of Service   varies	Peak: 12.9 / Off-Peak: 18.1	Peak: 17.4 / Off-Peak: 39	B	30.5	25.4	E	31.1	29.4	E
Productivity	Passengers per Revenue Hour   30	33.3	33.7	A	25.2	26.8	D	22.6	25.8	E
	Passengers per Revenue Mile   4	4.8	4.5	A	3.1	3.4	E	2.7	3.1	E
Reliability	On-Time Performance   79%	73%	76%	D	73%	74%	D	76%	78%	C
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.53	Off-Peak: 0.39 Peak: 0.55	A	0.37	0.37	A	0.33	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.58	\$ 4.02	A	\$4.74	\$ 5.16	B	\$5.27	\$ 5.25	C
	Cost Recovery   25%	27%	33%	B	20%	27%	D	18%	25%	D

# Route 80

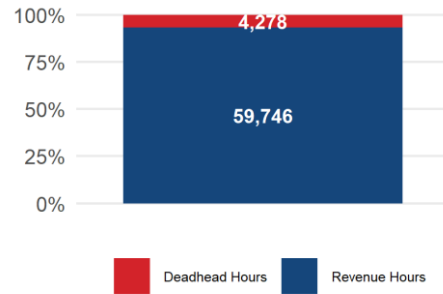
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			5			E		
Route Design	Circuitry   1.75	1.68			1.27			B		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	33.3	33.7	A	25.2	26.8	D	22.6	25.8	E
	Passengers per Revenue Mile   4	4.8	4.5	A	3.1	3.4	E	2.7	3.1	E
	Unique Segment Ridership   10%	46%	12%	A	56%	22%	A	55%	23%	A
Reliability	On-Time Performance   79%	73%	76%	D	73%	74%	D	76%	78%	C
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.53	Off-Peak: 0.39 Peak: 0.54	A	0.37	0.36	A	0.33	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.58	\$ 4.02	A	\$4.74	\$ 5.16	B	\$5.27	\$ 5.25	C
	Cost Recovery   25%	27%	34%	B	20%	26%	D	18%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



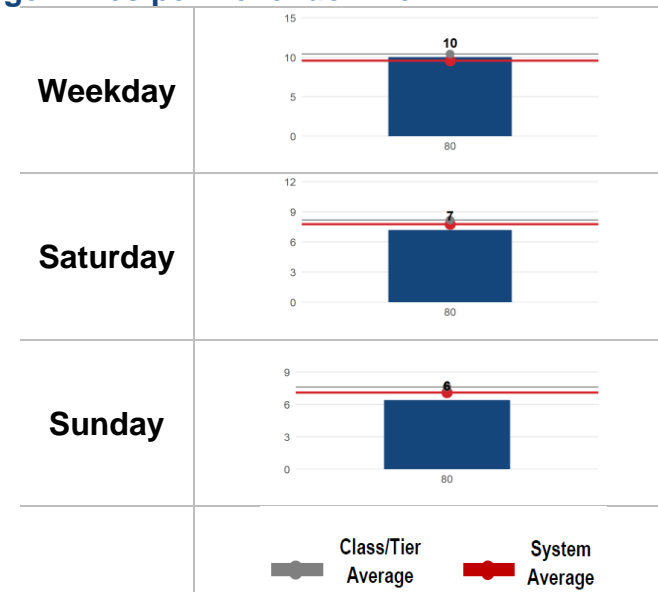
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
80	20.00	4,180	4,123 (98.6%)

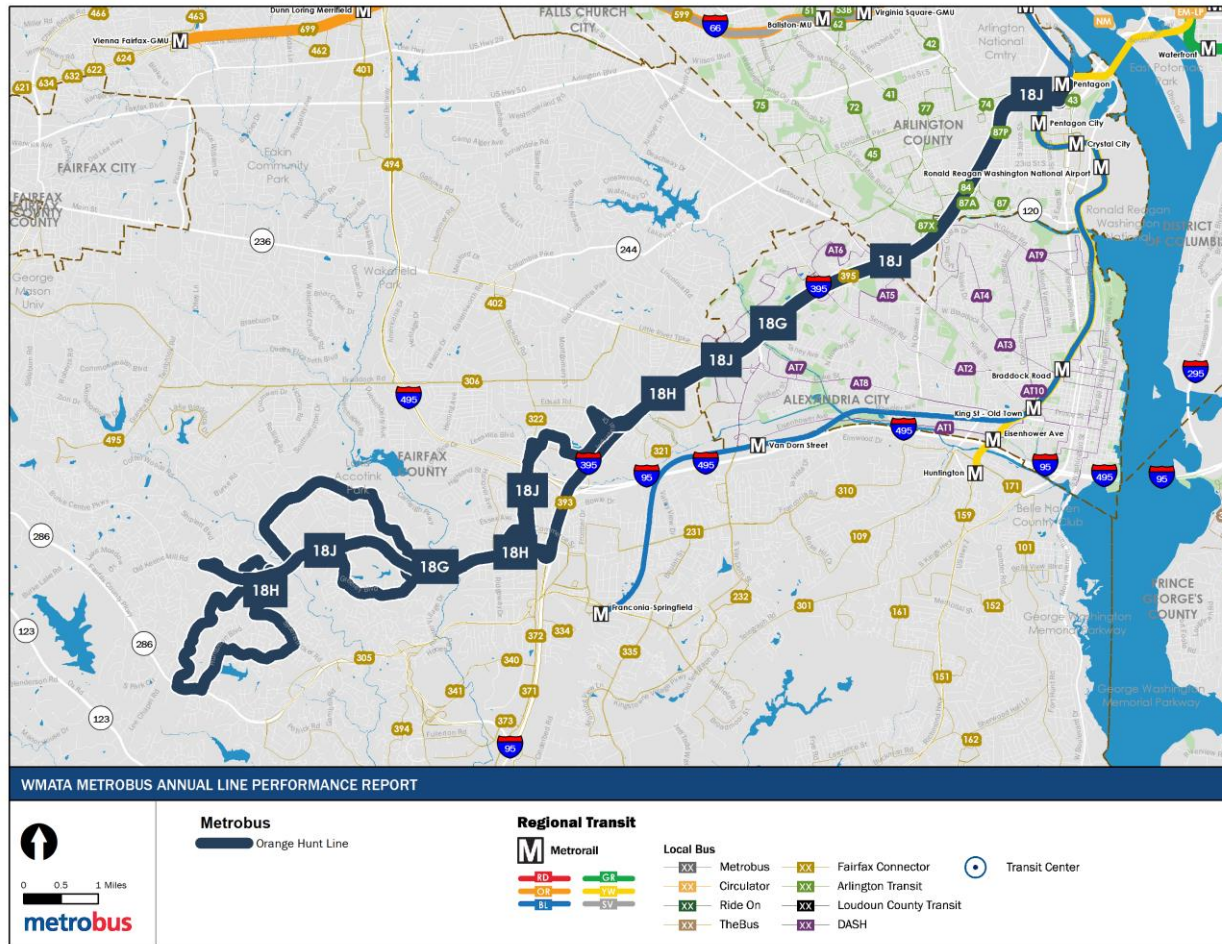
## Service Change Summary

Route 80 - June 2019:  
 Weekday: 2 a.m. McPherson only; Saturday: 2 a.m. McPherson only; Sunday: 2 a.m. McPherson only;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

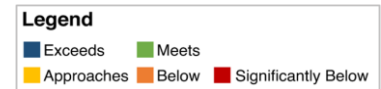
Commuter

Activity Tier

3

Overall Grade

Line	Overall Grade
Line	B

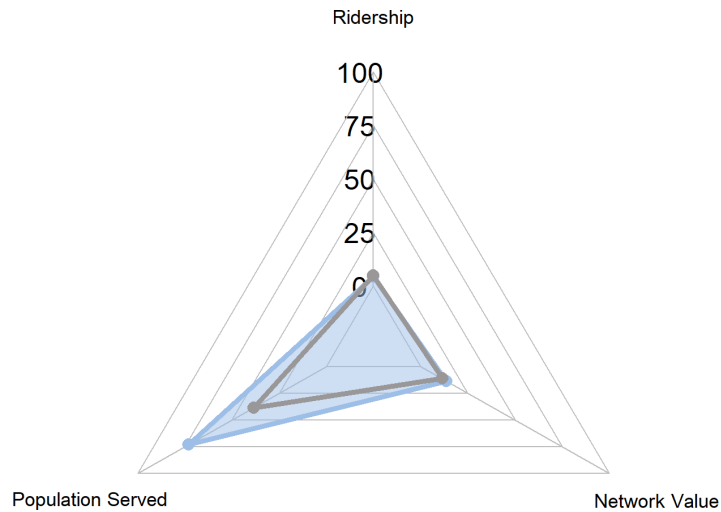




## Line Benefit Score

**30**

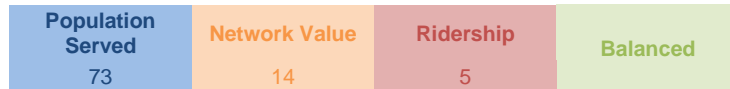
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$808,632</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>48,841</b>	
	<b>People of Color Population</b>	Service Area	<b>15,309</b>
		% Riders Surveyed	<b>37%</b>
	<b>Low Income Household</b>	Service Area	<b>5,895</b>
		% Riders Surveyed	<b>5%</b>

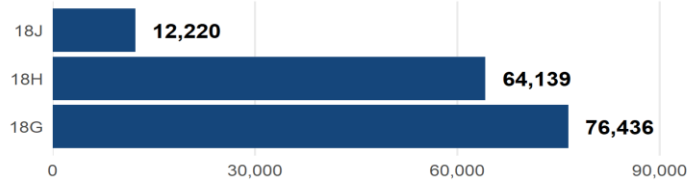
## Facilities/Amenities

	<b>Bus Stops</b>	<b>221</b>
	<b>% Stops With Shelters</b>	<b>6%</b>
	<b>% Stops With Benches</b>	<b>9%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

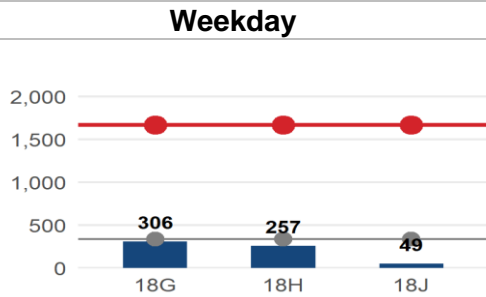
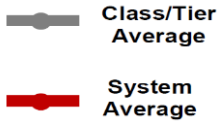
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



### Weekday

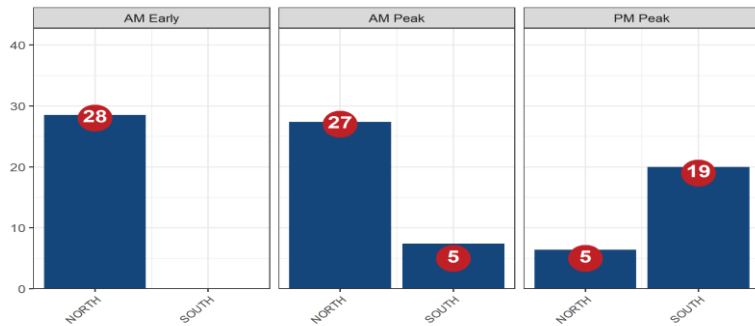
### Saturday

### Sunday

No Service

No Service

### Average Trip Ridership and Maximum Load by Time Period



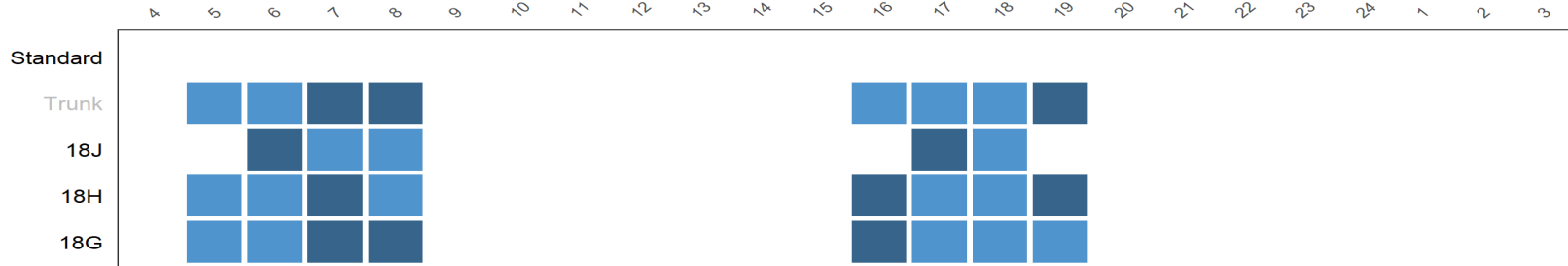
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.55	0.39
	Off-Peak Maximum Target: 1.0		0.71	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Orange Hunt

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	5:38 AM - 8:50 AM; 4:00 PM - 7:46 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 39.7 / Off-Peak: NA	Peak: 50.4 / Off-Peak: 118.6	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	23.1	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	1.1	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	78%	78%	C	-	-	-	-	-	-
	Crowding   5%	5%	2%	C	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.71 Peak: 0.46	Off-Peak: 0.4 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.16	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	70%	42%	A	-	-	-	-	-	-

# Route 18G

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.1			2.1			-		
	Circuitry   N/A	1.15			1.47			-		
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	33.2	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	35%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	80%	78%	B	-	-	-	-	-	-
	Crowding   5%	8%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.74 Peak: 0.61	Off-Peak: 0.43 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.60	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	107%	45%	A	-	-	-	-	-	-

# Route 18H

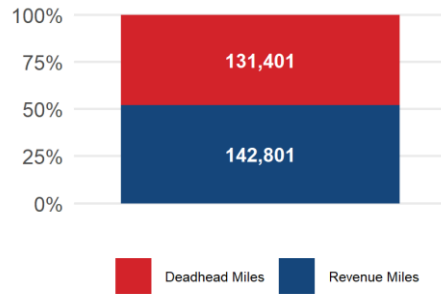
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.7			2.1			-		
	Circuitry   N/A	1.46			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	21.7	21.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1	1.1	B	-	-	-	-	-	-
	Unique Segment Ridership   15%	31%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	3%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.69 Peak: 0.51	Off-Peak: 0.43 Peak: 0.39	B	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.50	\$ 6.43	A	-	-	-	-	-	-
	Cost Recovery   20%	70%	45%	A	-	-	-	-	-	-

# Route 18J

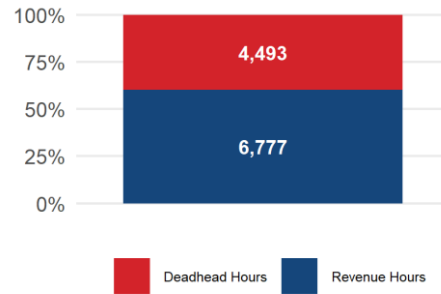
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.1			2.1			-		
Route Design	Circuitry   N/A	1.12			1.47			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	9.1	21.3	C	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.4	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	48%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	81%	78%	B	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.13	Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$13.18	\$ 6.43	E	-	-	-	-	-	-
	Cost Recovery   20%	12%	45%	E	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



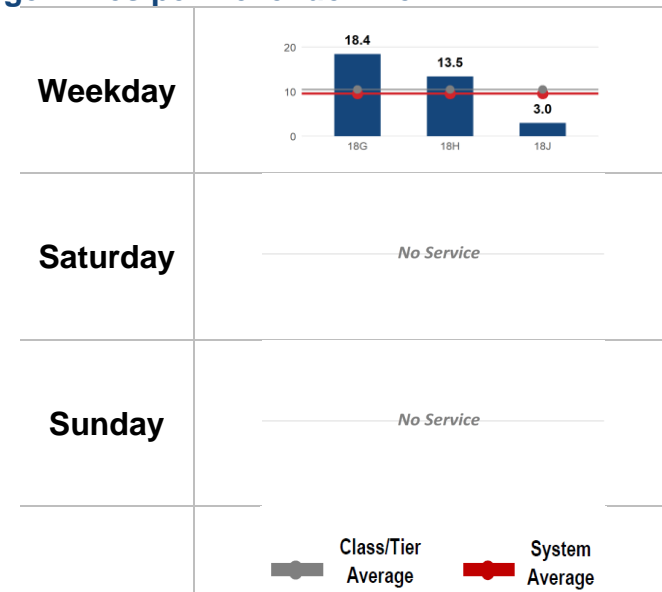
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18G	36.20	264	260 (98.5%)
18H	43.50	264	262 (99.2%)
18J	35.00	154	152 (98.7%)

## Service Change Summary

Route 18G - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 18H - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 18J - June 2019:  
 Weekday: Restore service; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

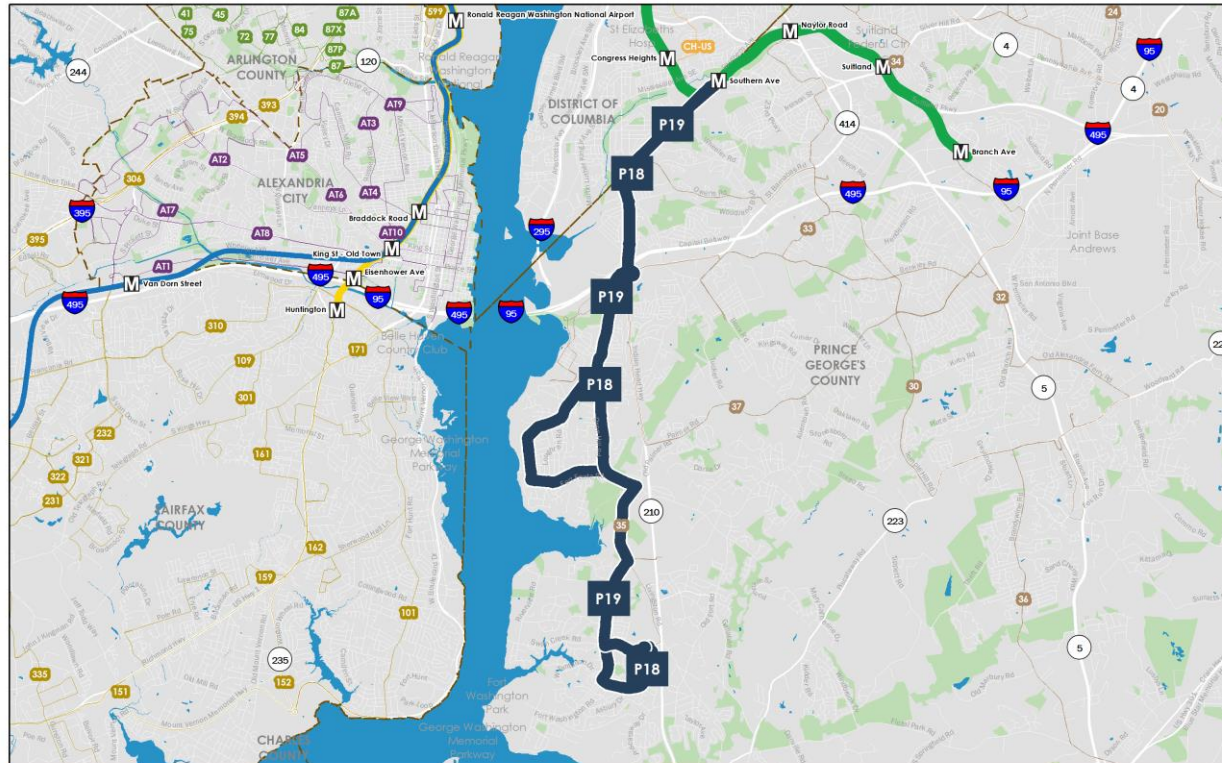




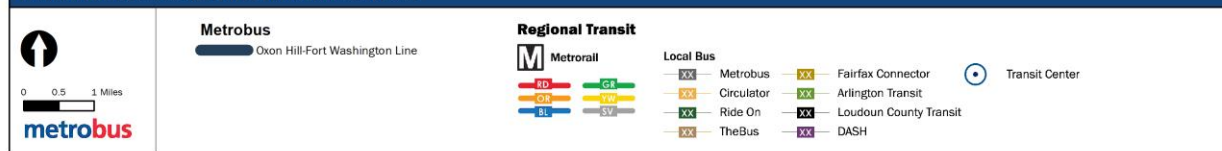
**LINE: 88 - Oxon Hill-Fort Washington**

**ROUTE(S): P18, P19**

**About the Line**



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



**Service Classification**

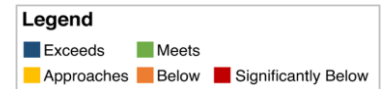
Coverage

**Activity Tier**

3

**Overall Grade**

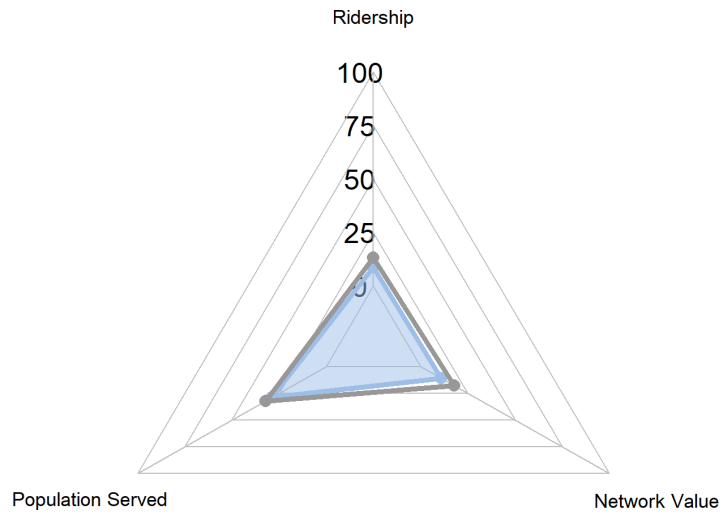
Line	<b>A</b>



## Line Benefit Score

**16**

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,862,943</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>39,402</b>	
	<b>People of Color Population</b>	Service Area	<b>33,864</b>
		% Riders Surveyed	<b>97%</b>
	<b>Low Income Household</b>	Service Area	<b>13,848</b>
		% Riders Surveyed	<b>42%</b>

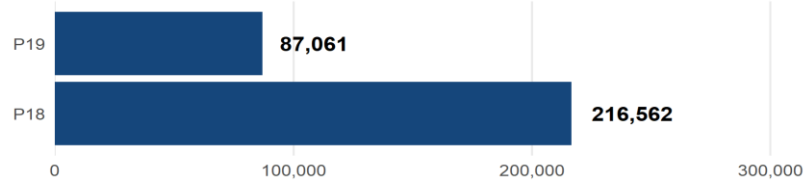
## Facilities/Amenities

	<b>Bus Stops</b>	<b>95</b>
	<b>% Stops With Shelters</b>	<b>6%</b>
	<b>% Stops With Benches</b>	<b>5%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

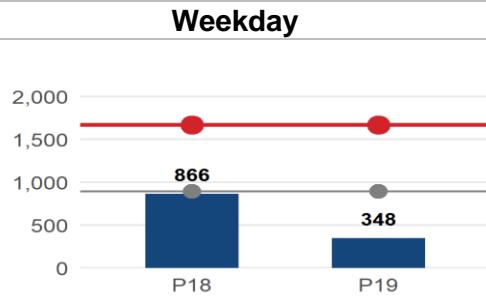
### Annual Ridership



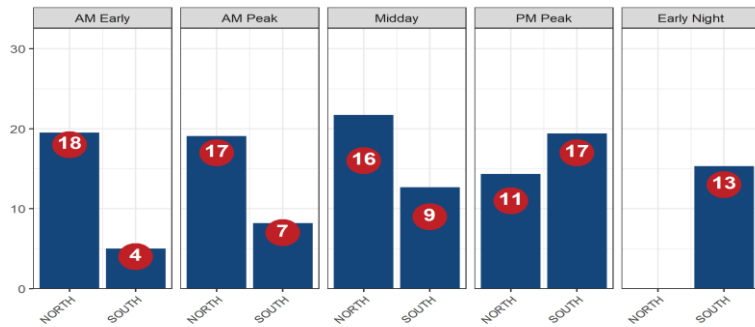
### Top Transfer Locations

#### Southern Avenue

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.36	0.35
	Off-Peak Maximum Target: 1.0		0.41	0.24
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**A** 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: 21.0 / Off-Peak: 57.2	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	19.2	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.3	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	79%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.35	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.22	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	20%	23%	B	-	-	-	-	-	-

# Route P18

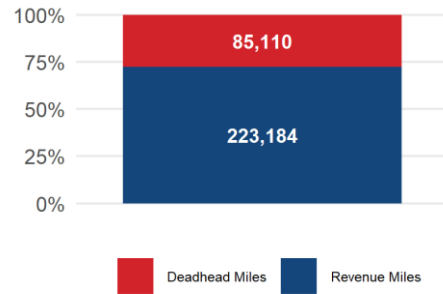
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.7			4.9			E		
Route Design	Circuitry   N/A	1.74			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	18	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.2	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	27%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	80%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.33	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.64	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	18%	23%	C	-	-	-	-	-	-

# Route P19

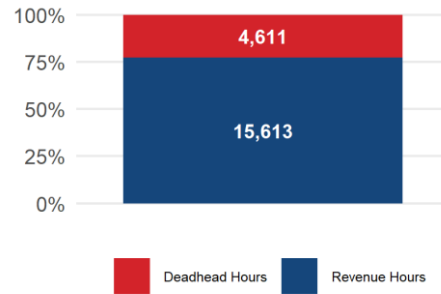
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.4			4.9			E		
Route Design	Circuitry   N/A	1.38			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	23	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.9	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	27%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	77%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.42	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.18	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	27%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



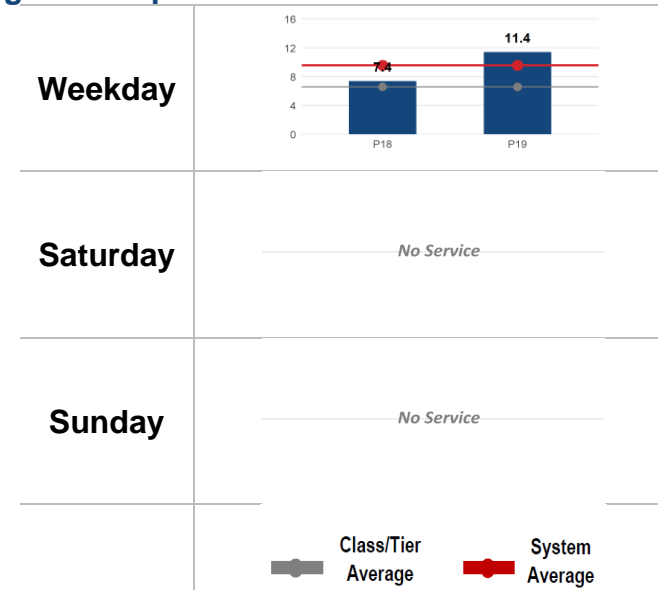
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P18	30.90	1,122	1,120 (99.8%)
P19	24.50	396	394 (99.5%)

## Service Change Summary

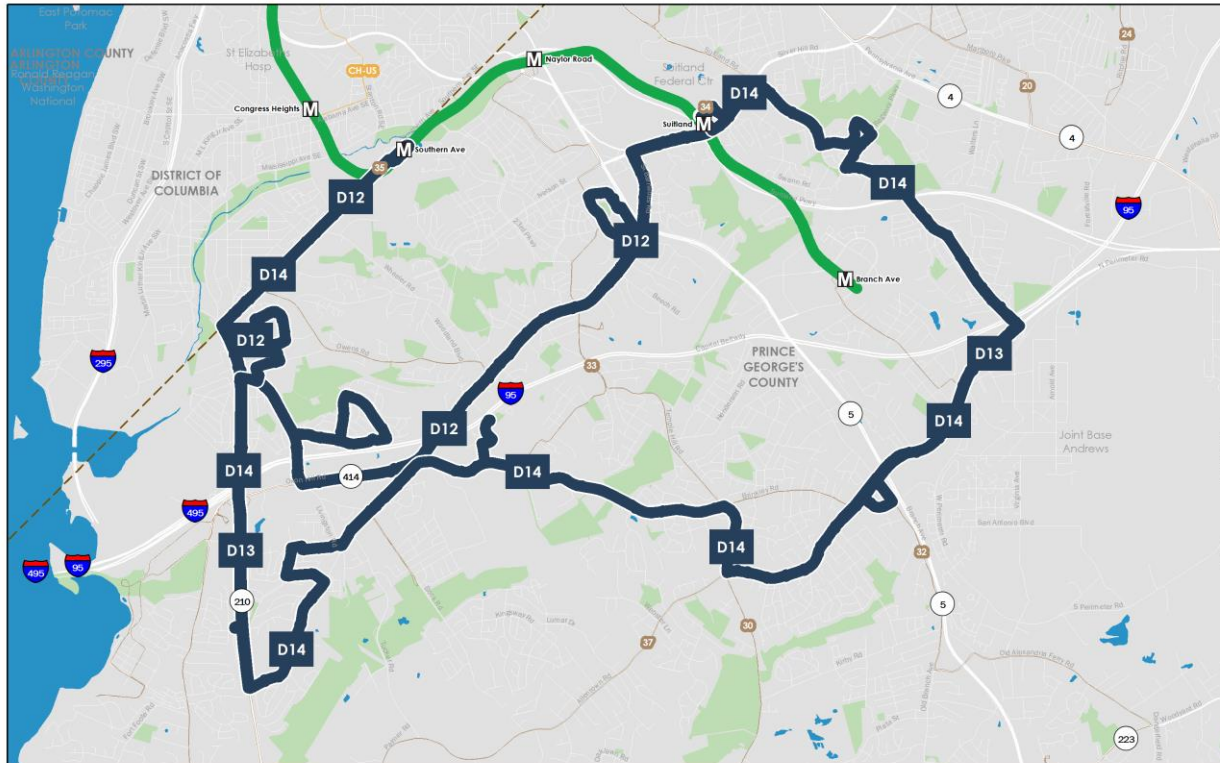
Route P18 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route P19 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

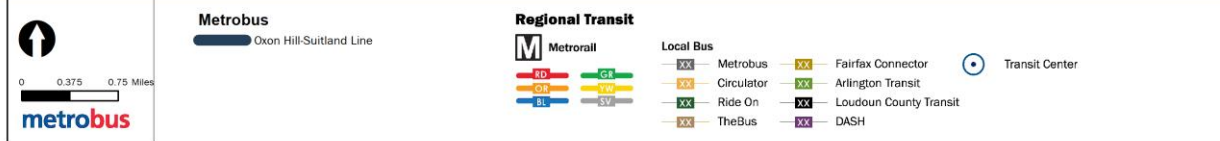




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Framework

Activity Tier

3

Overall Grade

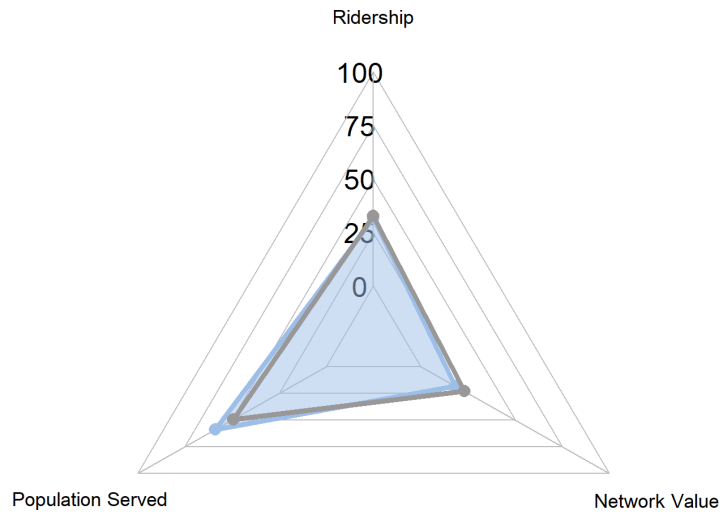
Line	B



## Line Benefit Score

**36**

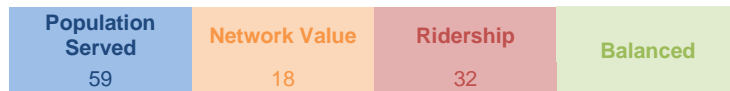
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,519,091</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>115,054</b>	
	<b>People of Color Population</b>	Service Area	<b>97,341</b>
		% Riders Surveyed	<b>98%</b>
	<b>Low Income Household</b>	Service Area	<b>39,709</b>
		% Riders Surveyed	<b>78%</b>

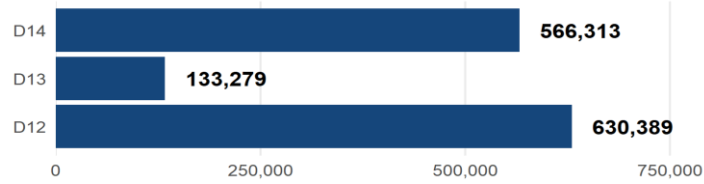
## Facilities/Amenities

	<b>Bus Stops</b>	<b>281</b>
	<b>% Stops With Shelters</b>	<b>8%</b>
	<b>% Stops With Benches</b>	<b>4%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

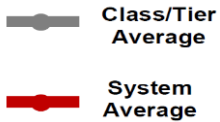
### Annual Ridership



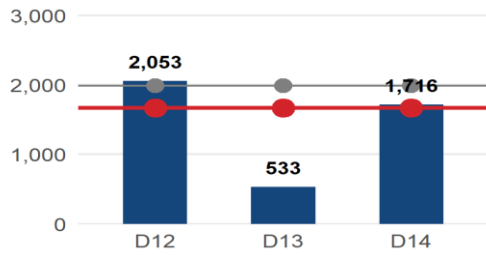
### Top Transfer Locations

#### Southern Avenue, Suitland

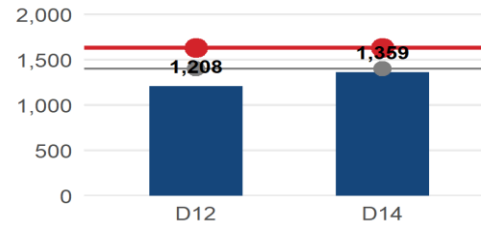
### Average Daily Ridership



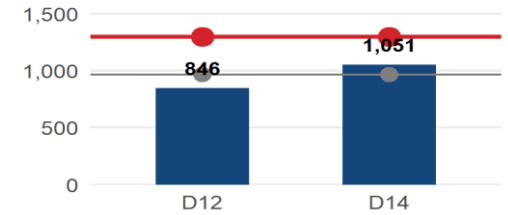
#### Weekday



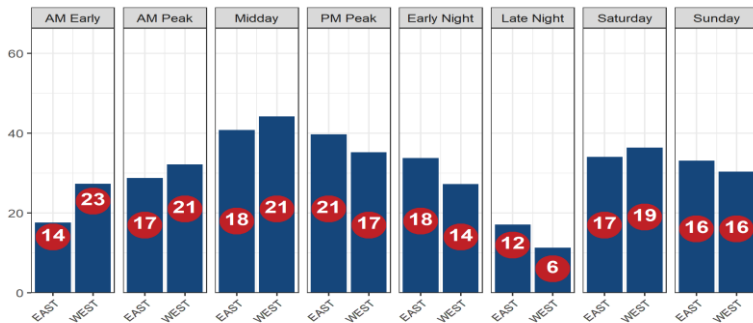
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



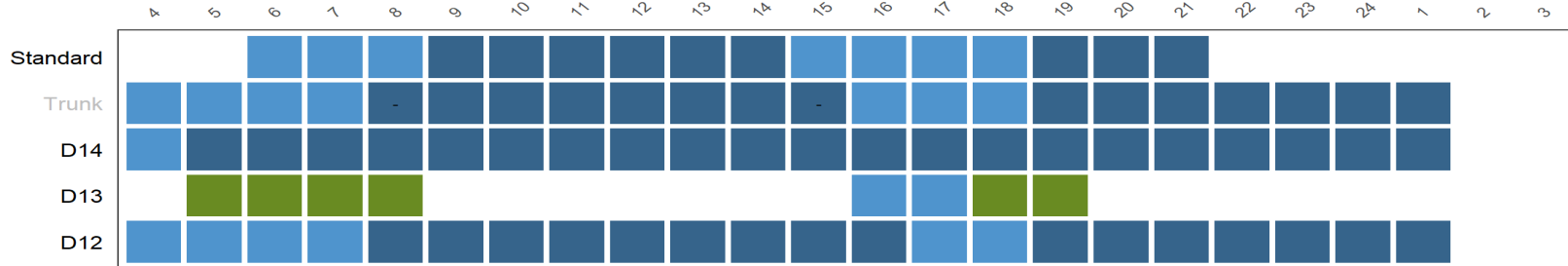
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.49	0.48
	Off-Peak Maximum Target: 1.0	0.42	0.49
	Saturday Maximum Target: 1.0	0.42	0.47
Sunday Maximum Target: 1.0		0.39	0.39

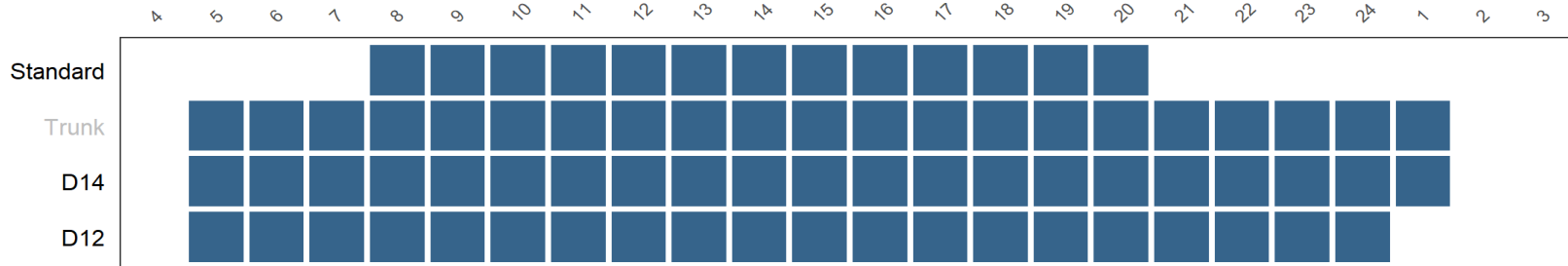
# Span and Frequency



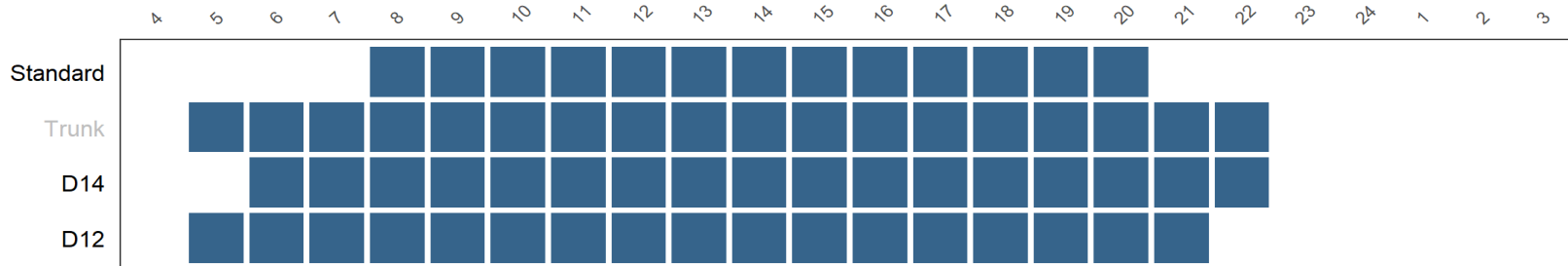
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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 - 1:46 AM	-	A	5:51 AM - 1:04 AM	-	A	5:51 AM - 10:36 PM	-	A
	Frequency of Service   varies	Peak: 26.0 / Off-Peak: 49.8	Peak: 23.7 / Off-Peak: 39.6	B	52.1	47.6	A	52.1	52.8	A
Productivity	Passengers per Revenue Hour   15	29.5	30.4	A	24.8	29.1	A	25.3	27.2	A
	Passengers per Revenue Mile   1	2.2	2.6	A	2.1	2.4	A	1.9	2.1	A
Reliability	On-Time Performance   79%	79%	78%	B	78%	72%	C	78%	80%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.48	Off-Peak: 0.39 Peak: 0.48	A	0.44	0.39	A	0.39	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.05	\$ 4.26	A	\$4.81	\$ 4.33	A	\$4.72	\$ 4.58	A
	Cost Recovery   20%	24%	29%	A	21%	28%	B	21%	25%	B

# Route D12

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.6			4.6			E		
	Circuitry   1.75	3.66			2.49			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	32.1	30.4	A	27.3	29.1	A	26.5	27.2	A
	Passengers per Revenue Mile   1	2.6	2.6	A	2.6	2.4	A	2.2	2.1	A
	Unique Segment Ridership   10%	28%	31%	A	26%	54%	A	24%	55%	A
Reliability	On-Time Performance   79%	80%	78%	B	78%	72%	C	80%	80%	B
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.49	Off-Peak: 0.41 Peak: 0.47	A	0.42	0.39	A	0.35	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.72	\$ 4.26	A	\$4.37	\$ 4.33	A	\$4.50	\$ 4.58	A
	Cost Recovery   20%	27%	29%	A	23%	27%	A	22%	25%	A

# Route D13

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.6			4.6			E		
Route Design	Circuitry   1.75	6.89			2.49			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	25.1	30.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.8	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	31%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	73%	78%	D	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.62 Peak: 0.5	Off-Peak: 0.41 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.75	\$ 4.26	A	-	-	-	-	-	-
	Cost Recovery   20%	21%	29%	B	-	-	-	-	-	-

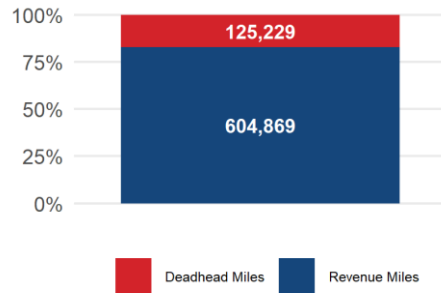
# Route D14

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			4.6			A		
	Circuitry   1.75	7.1			2.49			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	28.2	30.4	A	23.0	29.1	A	24.4	27.2	A
	Passengers per Revenue Mile   1	1.9	2.6	A	1.8	2.4	A	1.7	2.1	A
	Unique Segment Ridership   10%	0%	31%	E	59%	54%	A	57%	55%	A
Reliability	On-Time Performance   79%	80%	78%	B	78%	72%	C	75%	80%	C
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.46	Off-Peak: 0.41 Peak: 0.47	A	0.46	0.39	A	0.42	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.23	\$ 4.26	A	\$5.19	\$ 4.33	A	\$4.90	\$ 4.58	A
	Cost Recovery   20%	23%	29%	A	19%	27%	C	20%	25%	C

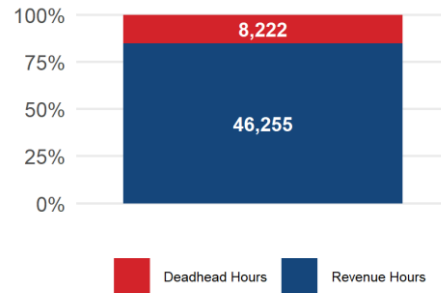


# Operational Analysis

## Miles Allocation



## Hours Allocation



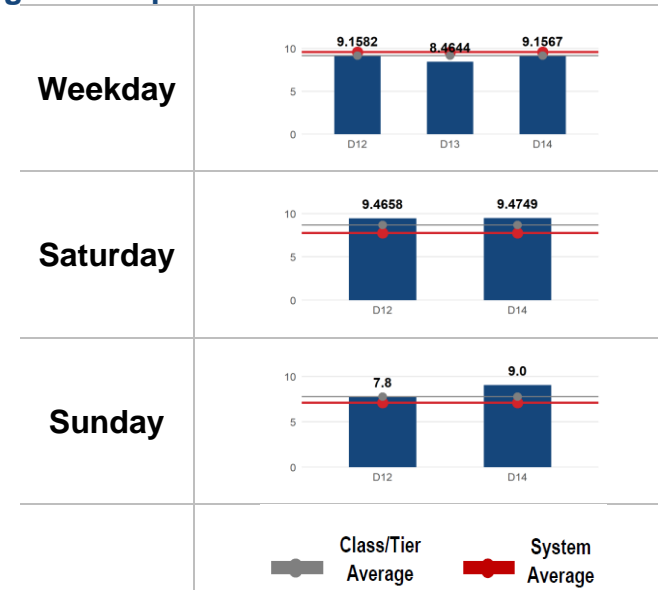
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D12	27.30	1,628	1,621 (99.6%)
D13	51.40	330	325 (98.5%)
D14	52.90	1,390	1,375 (98.9%)

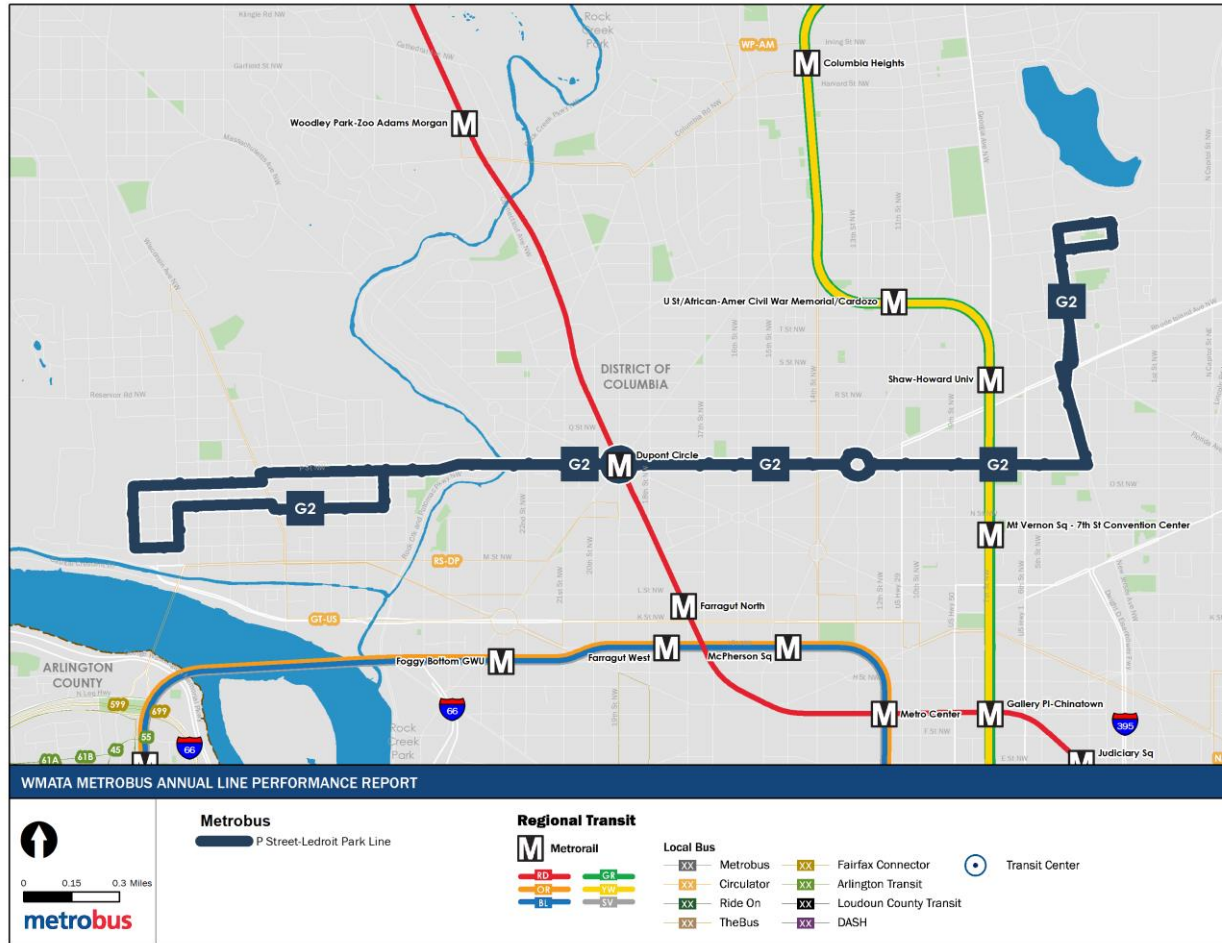
## Service Change Summary

Route D12 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;  
 Route D13 - June 2019:  
 Weekday: remove MD 210 detour; Saturday: No change;  
 Sunday: No change;  
 Route D14 - June 2019:  
 Weekday: remove MD 210 detour; Saturday: remove MD 210 detour;  
 Sunday: remove MD 210 detour;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	Grade
	C

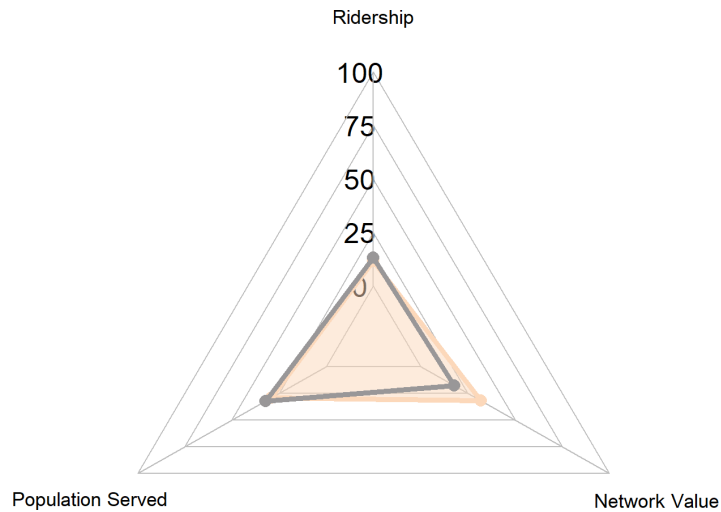
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

24

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

29

32

12

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,772,126</b>
	<b>Peak Vehicles</b>	<b>8</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

	<b>Service Area Population</b>	<b>26,628</b>	
	<b>People of Color Population</b>	Service Area	<b>10,154</b>
		% Riders Surveyed	<b>74%</b>
	<b>Low Income Household</b>	Service Area	<b>4,966</b>
		% Riders Surveyed	<b>36%</b>

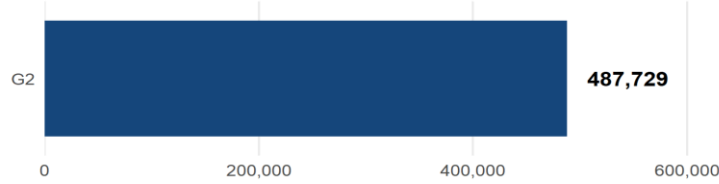
## Facilities/Amenities

	<b>Bus Stops</b>	<b>59</b>
	<b>% Stops With Shelters</b>	<b>25%</b>
	<b>% Stops With Benches</b>	<b>22%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

### Annual Ridership

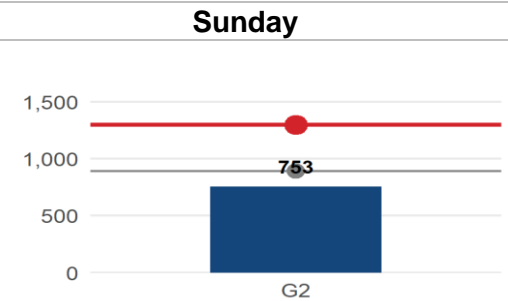
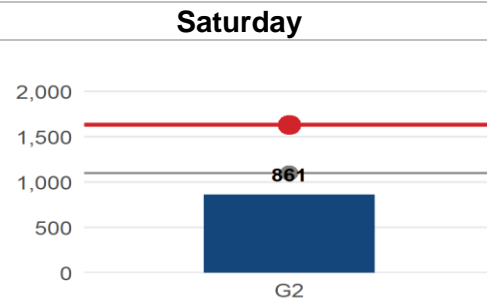
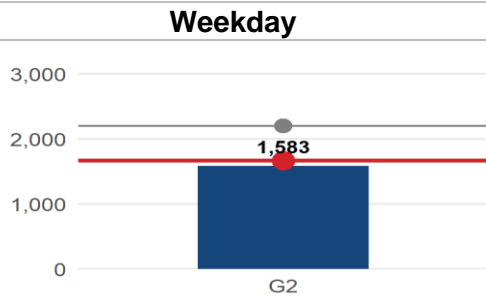


### Top Transfer Locations

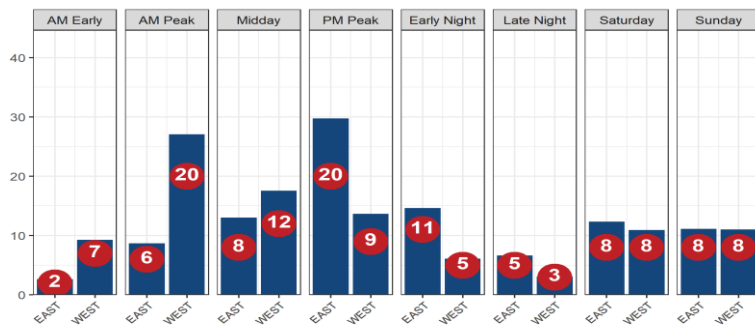
#### Dupont Circle, Shaw-Howard University, Mt. Vernon Square-UDC

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1.2		0.51	0.51
	Off-Peak Maximum Target: 1.0		0.3	0.29
Saturday Maximum Target: 1.0			0.31	0.29
Sunday Maximum Target: 1.0			0.28	0.29

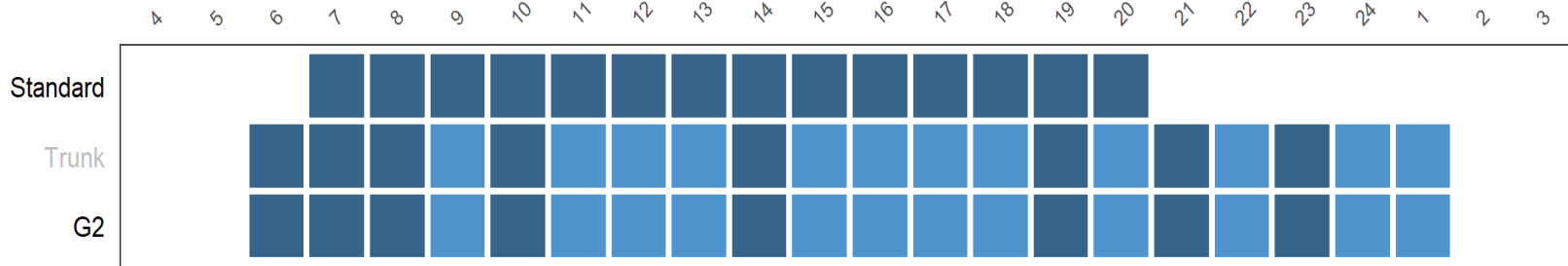
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### C P Street-Ledroit Park

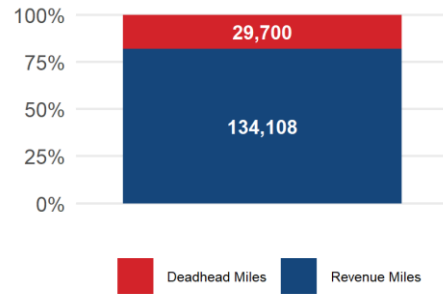
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:10 AM - 12:50 AM	-	A	6:05 AM - 1:25 AM	-	A	6:30 AM - 12:49 AM	-	A
	Frequency of Service   varies	Peak: 18.1 / Off-Peak: 29.2	Peak: 17.1 / Off-Peak: 26.8	A	30.5	30.0	A	31.5	30.4	A
Productivity	Passengers per Revenue Hour   20	22.7	32.7	A	16.0	25.1	E	16.1	22.2	D
	Passengers per Revenue Mile   4	4.0	4.5	C	2.7	3.1	E	2.6	2.7	E
Reliability	On-Time Performance   79%	82%	79%	B	74%	77%	D	79%	81%	B
	Crowding   5%	2%	3%	A	0%	0%	A	1%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.51	Off-Peak: 0.3 Peak: 0.48	A	0.3	0.28	A	0.28	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.26	\$ 3.77	C	\$7.46	\$ 5.04	E	\$7.41	\$ 5.56	E
	Cost Recovery   25%	26%	28%	B	18%	21%	D	19%	19%	D

# Route G2

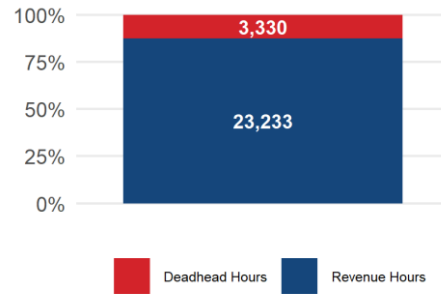
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7			6.7			E		
Route Design	Circuity   N/A	1.21			Inf			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	22.7	32.7	A	16.0	25.1	E	16.1	22.2	D
	Passengers per Revenue Mile   4	4.0	4.5	C	2.7	3.1	E	2.6	2.7	E
	Unique Segment Ridership   10%	82%	35%	A	84%	42%	A	82%	42%	A
Reliability	On-Time Performance   79%	82%	79%	B	74%	77%	D	79%	81%	B
	Crowding   5%	2%	3%	A	0%	0%	A	1%	0%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.51	Off-Peak: 0.32 Peak: 0.5	A	0.3	0.3	A	0.28	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.26	\$ 3.77	C	\$7.46	\$ 5.04	E	\$7.41	\$ 5.56	E
	Cost Recovery   25%	26%	28%	B	18%	21%	D	19%	19%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



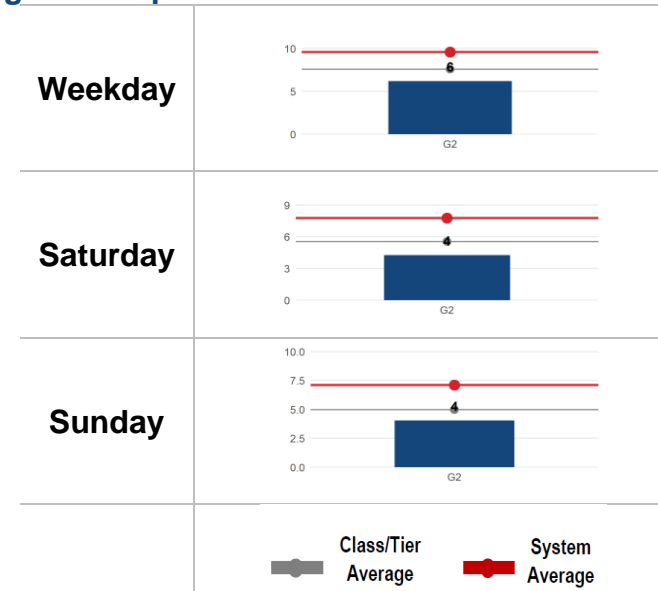
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G2	8.80	2,658	2,640 (99.3%)

## Service Change Summary

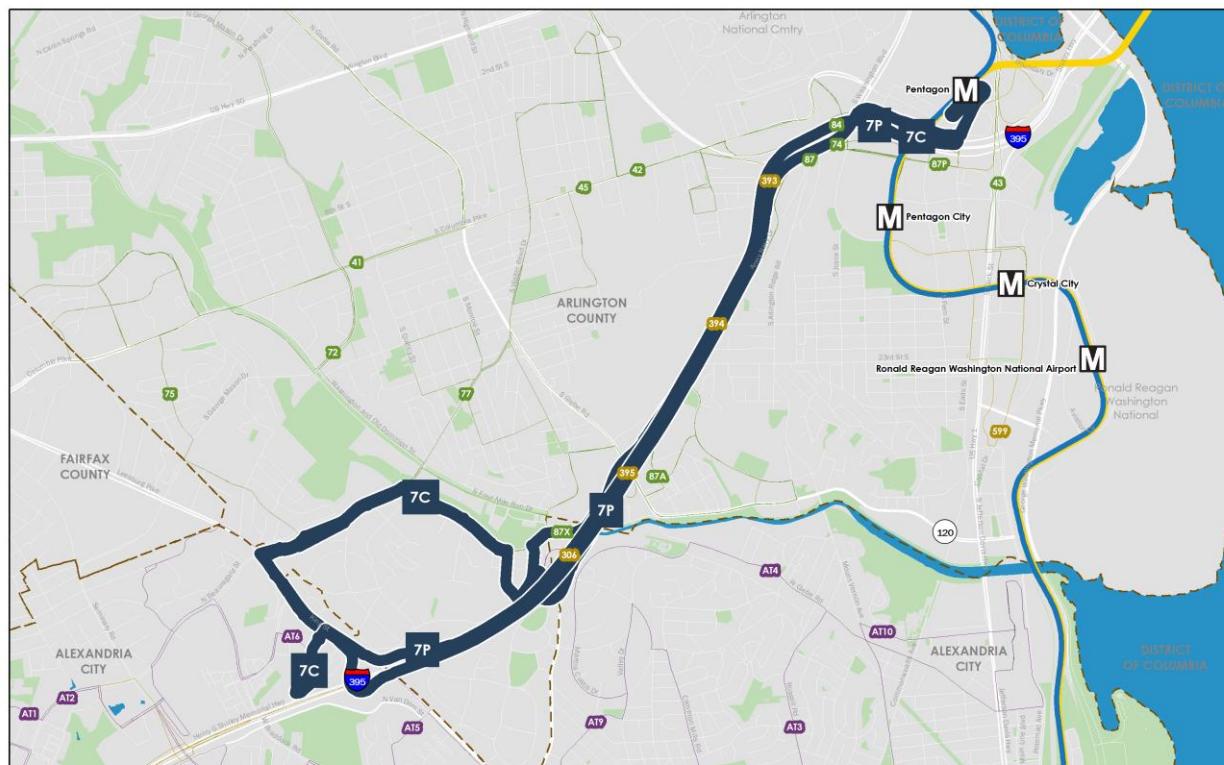
Route G2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**metrobus**

**Metrobus**

— Park Center-Pentagon Line

**Regional Transit**

**M** Metrorail

- RD Red Line
- OR Orange Line
- BL Blue Line

**Local Bus**

- G8 Metrobus
- Y8 Circulator
- SV Ride On
- XX TheBus

- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

**Transit Center**

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	A

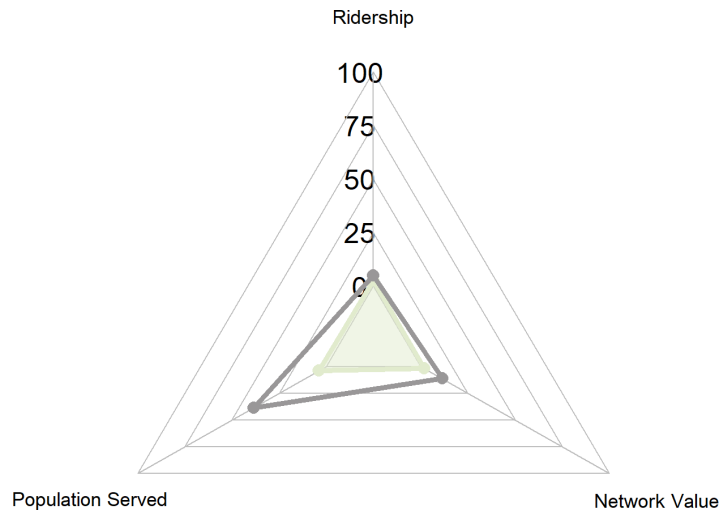
**Legend**

- 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:

4

2

3

## Operating Statistics

	Annual Operating Costs	\$360,555
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	6,300	
	People of Color Population	Service Area	970
		% Riders Surveyed	33%
	Low Income Household	Service Area	724
		% Riders Surveyed	4%

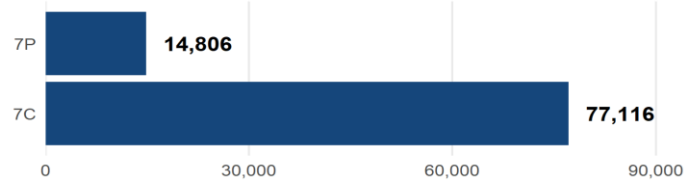
## Facilities/Amenities

	Bus Stops	28
	% Stops With Shelters	11%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	14%



## Ridership

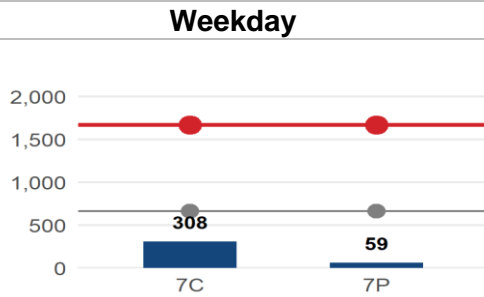
### Annual Ridership



### Top Transfer Locations

#### Pentagon

### Average Daily Ridership



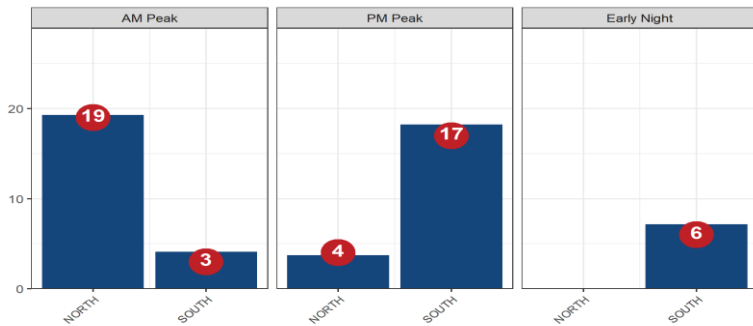
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



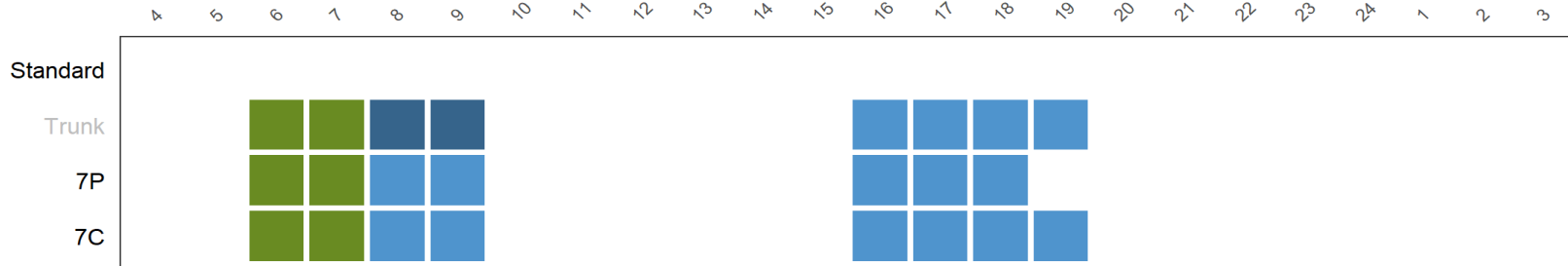
### Vehicle Load Factor

		Direction:	SOUTH	NORTH
Weekday	Peak Maximum Target: 1		0.22	0.31
	Off-Peak Maximum Target: 1.0		0.16	
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Park 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	6:05 AM - 9:08 AM; 4:10 PM - 7:27 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 28.3 / Off-Peak: 441.4	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	31	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	2.2	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.26	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.85	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	45%	48%	A	-	-	-	-	-	-

# Route 7C

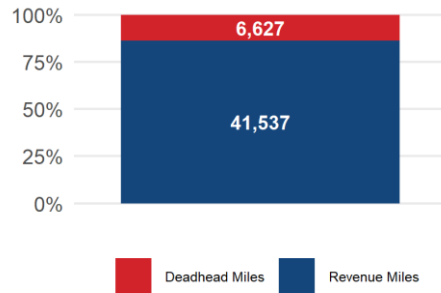
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.3			3.2			-		
Route Design	Circuitry   N/A	1.21			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	40.2	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.2	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.44	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.97	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	59%	45%	A	-	-	-	-	-	-

# Route 7P

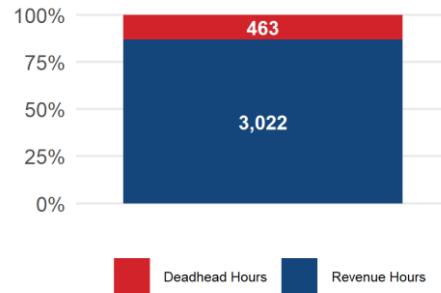
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	0.8			3.2			-		
Route Design	Circuitry   N/A	1.02			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	14.1	31.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	0.8	3.6	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	87%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Peak: 0.08	Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$8.46	\$ 4.43	E	-	-	-	-	-	-
	Cost Recovery   25%	20%	45%	D	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



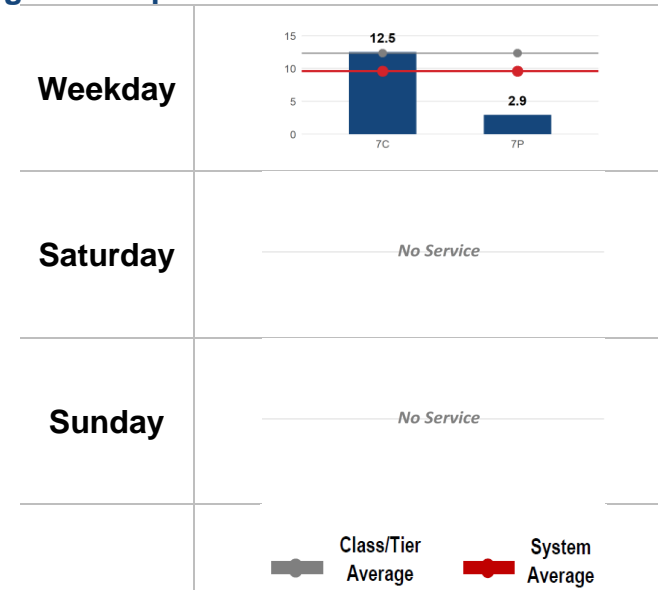
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7C	12.50	374	374 (100.0%)
7P	10.50	330	329 (99.7%)

## Service Change Summary

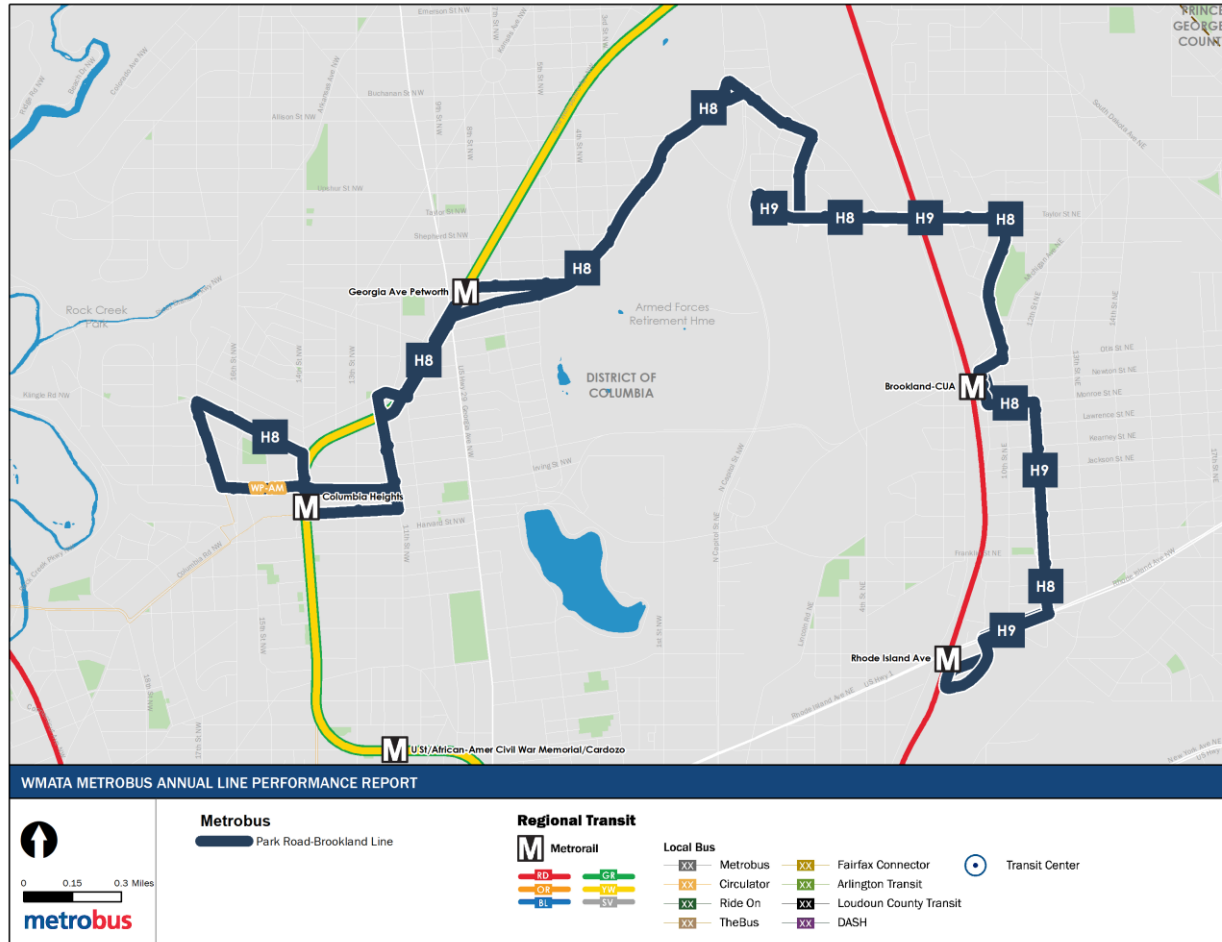
Route 7C - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 7P - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

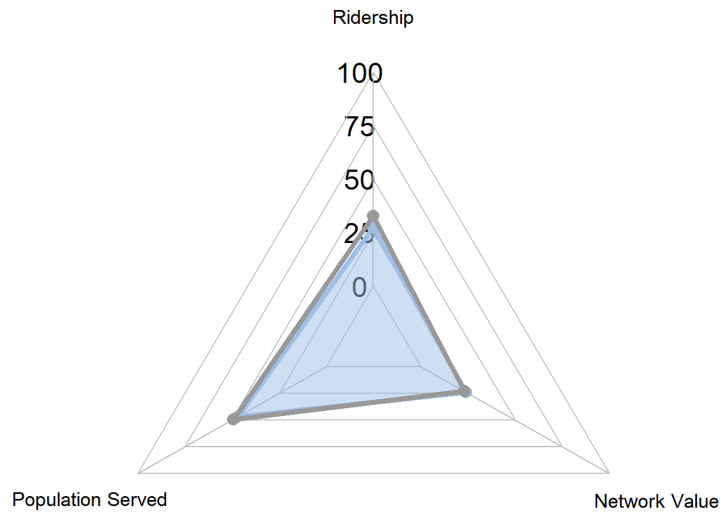
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**33**

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$3,581,917
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	54,219	
	People of Color Population	Service Area	24,117
		% Riders Surveyed	90%
	Low Income Household	Service Area	13,607
		% Riders Surveyed	61%

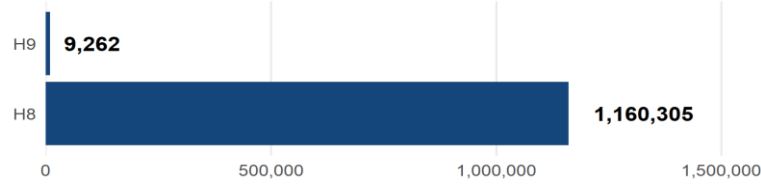
## Facilities/Amenities

	Bus Stops	75
	% Stops With Shelters	13%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	8%



# Ridership

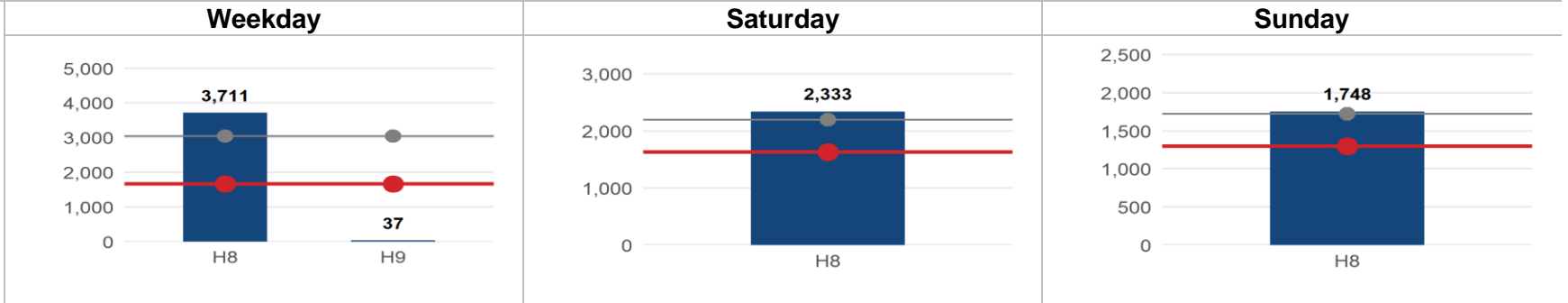
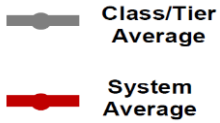
## Annual Ridership



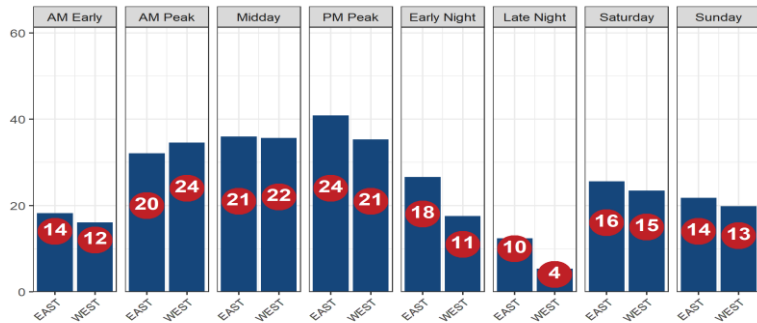
## Top Transfer Locations

### Brookland, Georgia Avenue-Petworth, Columbia Heights

## Average Daily Ridership



## Average Trip Ridership and Maximum Load by Time Period



## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.57	0.55
	Off-Peak Maximum Target: 1.0	0.44	0.38
Saturday Maximum Target: 1.0		0.41	0.38
Sunday Maximum Target: 1.0		0.36	0.32

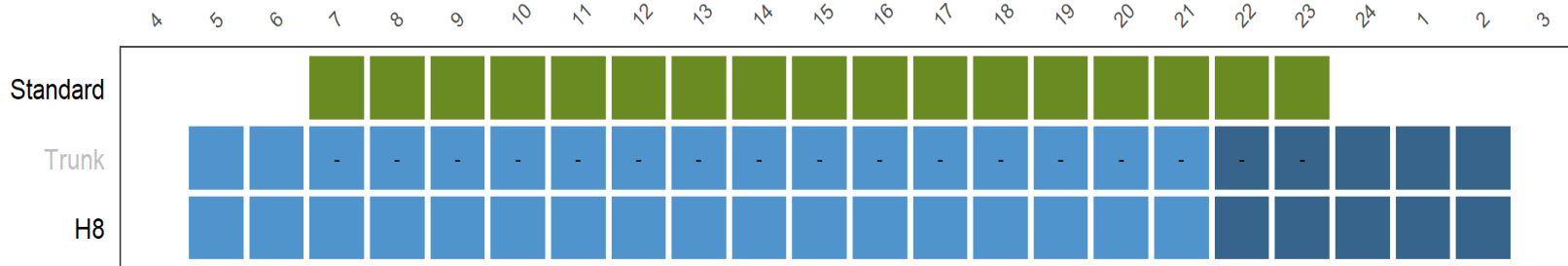
# Span and Frequency



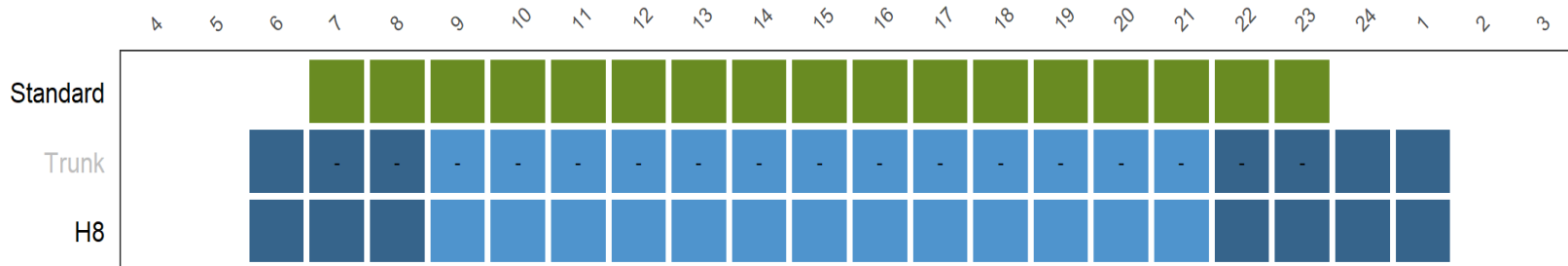
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 1:16 AM	-	A	5:45 AM - 2:00 AM	-	A	6:00 AM - 1:24 AM	-	A
	Frequency of Service   varies	Peak: 14.9 / Off-Peak: 23.7	Peak: 17.4 / Off-Peak: 39	B	25.4	25.4	D	27.3	29.4	D
Productivity	Passengers per Revenue Hour   30	40.3	33.7	A	33.5	26.8	A	29.1	25.8	C
	Passengers per Revenue Mile   4	5.4	4.5	A	4.3	3.4	B	3.6	3.1	C
Reliability	On-Time Performance   79%	75%	76%	C	73%	74%	D	79%	78%	B
	Crowding   5%	1%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.56	Off-Peak: 0.39 Peak: 0.55	A	0.39	0.37	A	0.34	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.96	\$ 4.02	A	\$3.57	\$ 5.16	A	\$4.10	\$ 5.25	A
	Cost Recovery   25%	35%	33%	A	29%	27%	A	25%	25%	B

# Route H8

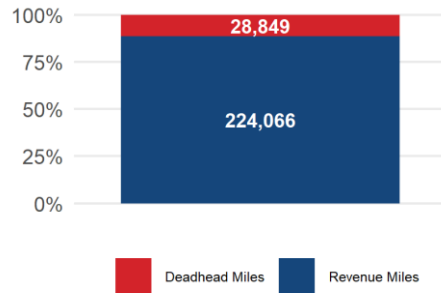
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.6			5			E		
Route Design	Circuitry   1.75	1.75			1.27			C		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	40.4	33.7	A	33.5	26.8	A	29.1	25.8	C
	Passengers per Revenue Mile   4	5.4	4.5	A	4.3	3.4	B	3.6	3.1	C
	Unique Segment Ridership   10%	29%	12%	A	47%	22%	A	46%	23%	A
Reliability	On-Time Performance   79%	75%	76%	C	73%	74%	D	79%	78%	B
	Crowding   5%	1%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.56	Off-Peak: 0.39 Peak: 0.54	A	0.39	0.36	A	0.34	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.95	\$ 4.02	A	\$3.57	\$ 5.16	A	\$4.10	\$ 5.25	A
	Cost Recovery   25%	35%	34%	A	29%	26%	A	25%	25%	B

# Route H9

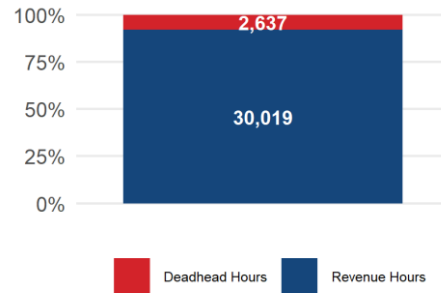
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			5			E		
Route Design	Circuitry   1.75	1.22			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	32.2	33.7	B	-	-	-	-	-	-
	Passengers per Revenue Mile   4	6.6	4.5	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	76%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Peak: 0.42	Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.70	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	41%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



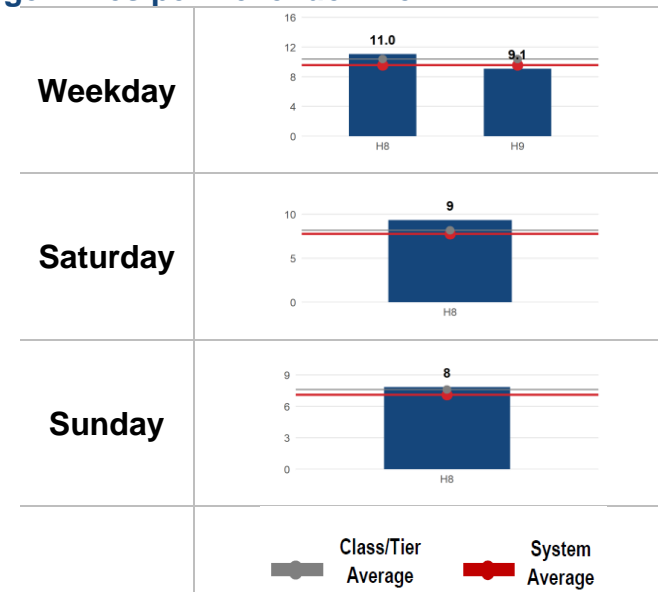
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H8	11.60	3,254	3,222 (99.0%)
H9	2.80	30	29 (96.7%)

## Service Change Summary

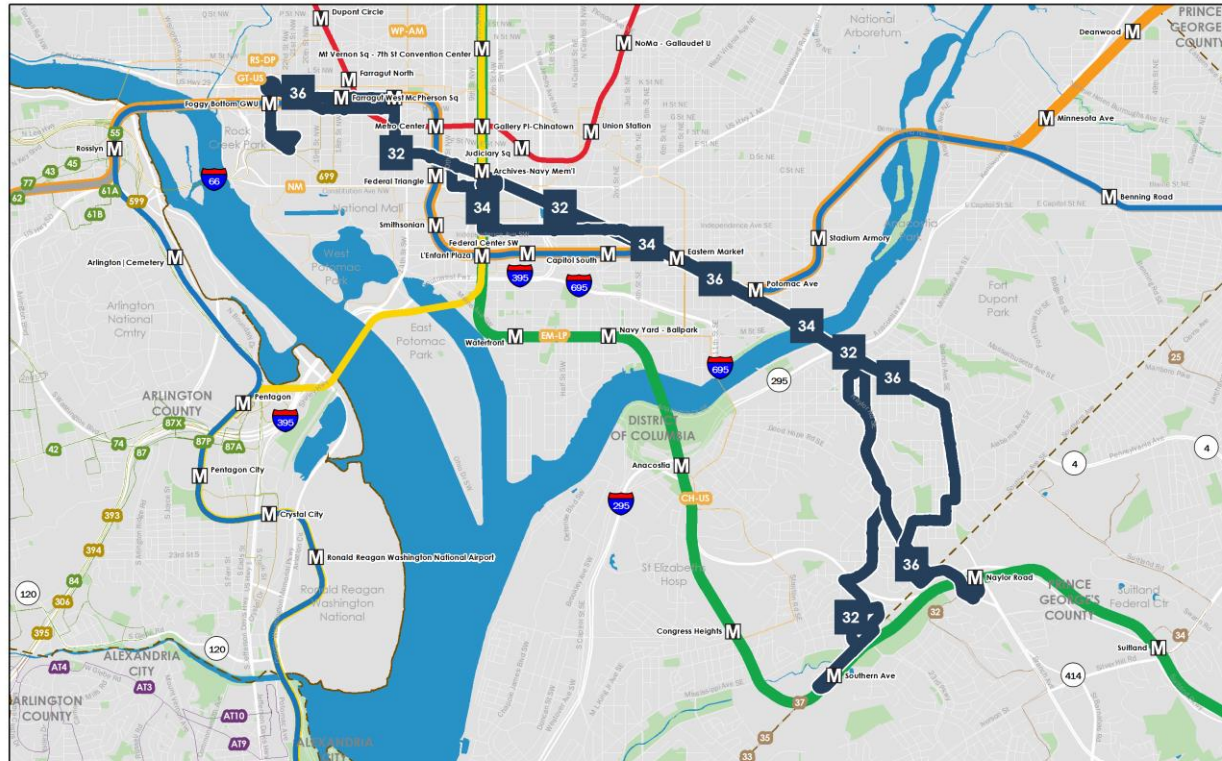
Route H8 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route H9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

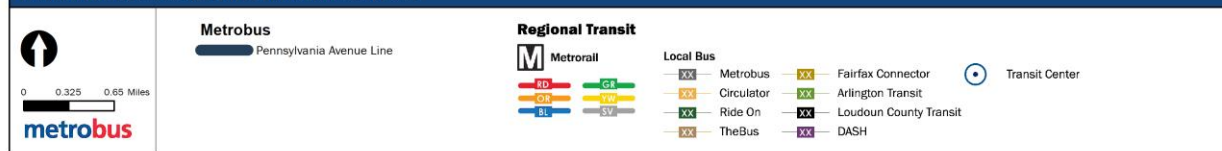




About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

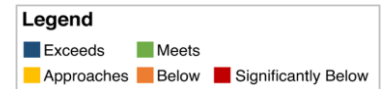
Framework

Activity Tier

1

Overall Grade

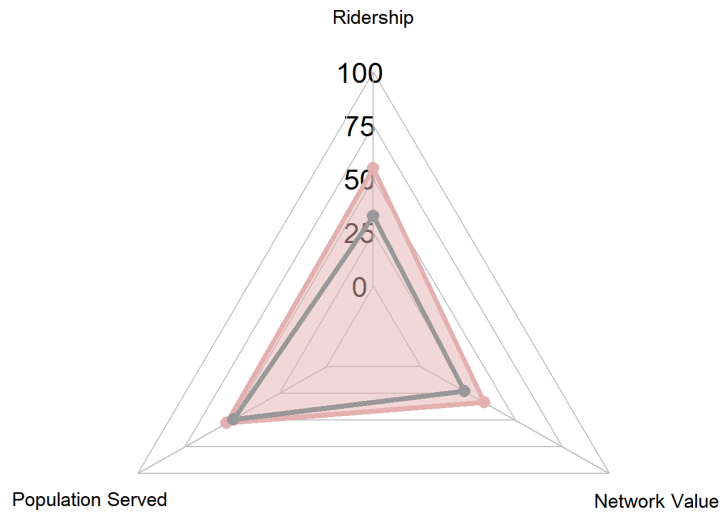
Line	C



## Line Benefit Score

47

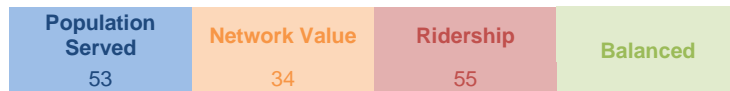
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$8,355,715
	Peak Vehicles	23
	Vehicle Type(s)	40 Foot

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

	Service Area Population	116,456	
	People of Color Population	Service Area	68,257
		% Riders Surveyed	88%
	Low Income Household	Service Area	36,583
		% Riders Surveyed	57%

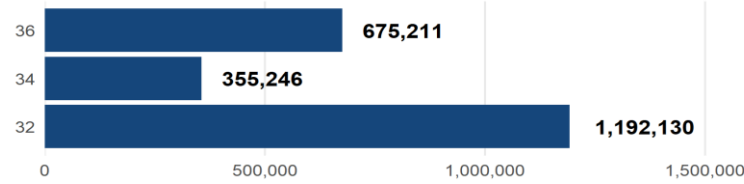
## Facilities/Amenities

	Bus Stops	134
	% Stops With Shelters	37%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	19%



# Ridership

## Annual Ridership



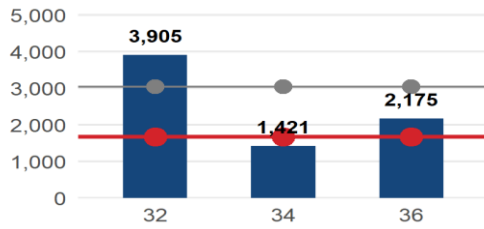
## Top Transfer Locations

Potomac Avenue, Southern Avenue, Foggy Bottom

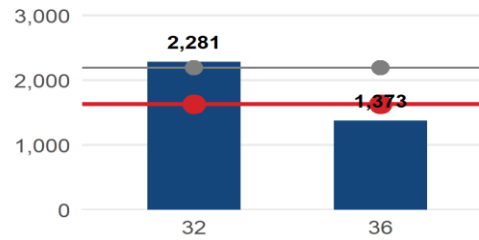
## Average Daily Ridership

- Class/Tier Average
- System Average

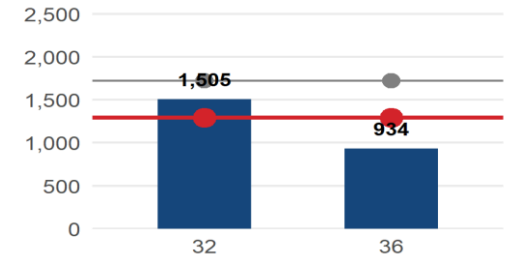
### Weekday



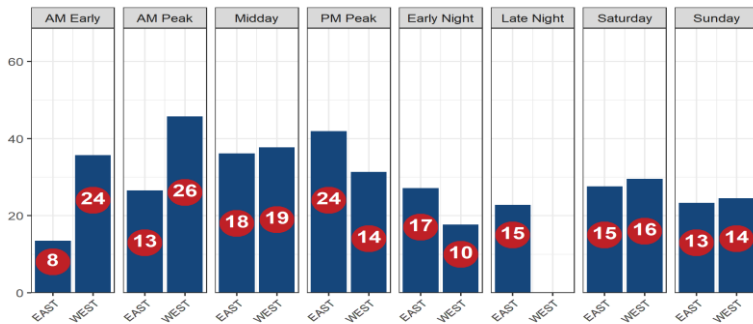
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



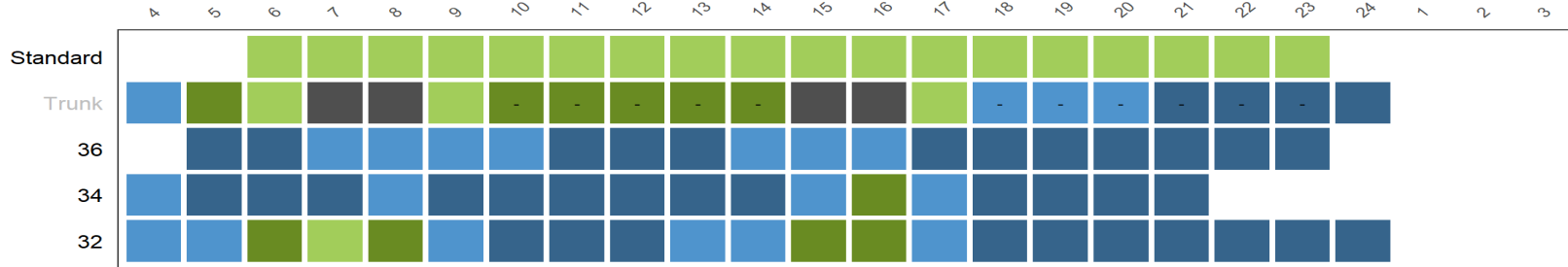
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.5	0.53
	Off-Peak Maximum Target: 1.0	0.42	0.45
Saturday Maximum Target: 1.0		0.37	0.4
Sunday Maximum Target: 1.0		0.33	0.34

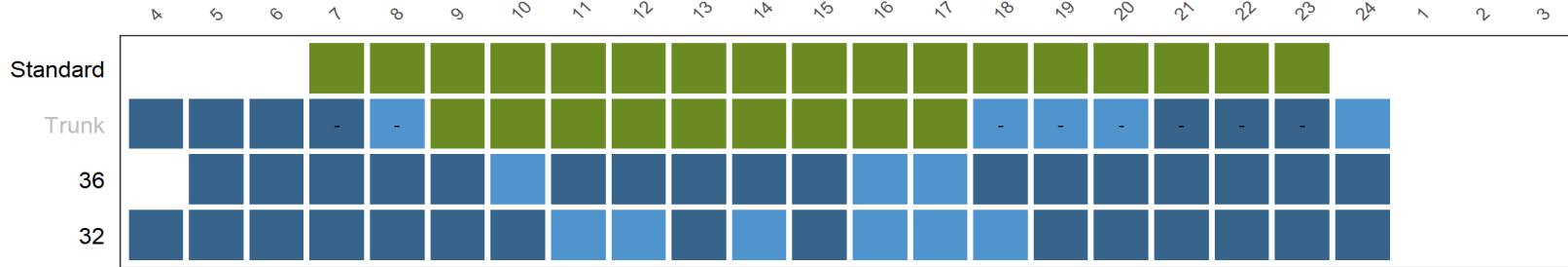
# Span and Frequency



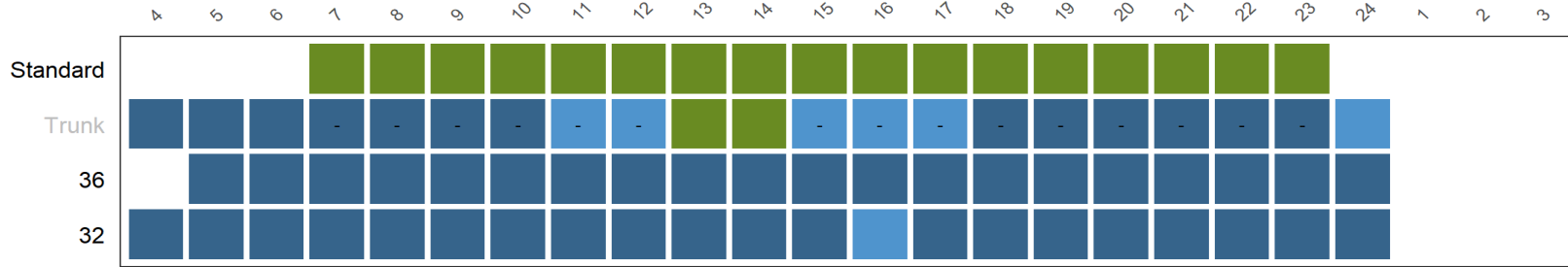
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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	4:23 AM - 12:19 AM	-	A	4:51 AM - 12:42 AM	-	A	4:51 AM - 12:37 AM	-	A
	Frequency of Service   varies	Peak: 13.4 / Off-Peak: 17.4	Peak: 17.4 / Off-Peak: 39	B	24.8	25.4	C	30.4	29.4	E
Productivity	Passengers per Revenue Hour   30	33.7	33.7	A	25.4	26.8	D	23.3	25.8	E
	Passengers per Revenue Mile   4	4.3	4.5	B	3.1	3.4	E	2.6	3.1	E
Reliability	On-Time Performance   79%	67%	76%	E	58%	74%	E	71%	78%	D
	Crowding   5%	1%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.52	Off-Peak: 0.39 Peak: 0.55	A	0.38	0.37	A	0.34	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.54	\$ 4.02	A	\$4.69	\$ 5.16	B	\$5.11	\$ 5.25	C
	Cost Recovery   25%	26%	33%	B	20%	27%	D	18%	25%	D

# Route 32

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			5			A		
	Circuity   1.75	1.32			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   30	38.5	33.7	A	32.2	26.8	B	28.7	25.8	C
	Passengers per Revenue Mile   4	5.0	4.5	A	3.7	3.4	C	3.1	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	65%	76%	E	50%	74%	E	68%	78%	E
	Crowding   5%	2%	3%	A	2%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.63	Off-Peak: 0.39 Peak: 0.54	A	0.44	0.36	A	0.39	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.10	\$ 4.02	A	\$3.71	\$ 5.16	A	\$4.16	\$ 5.25	A
	Cost Recovery   25%	29%	34%	A	24%	26%	C	21%	25%	D

# Route 34

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.7			5			A		
	Circuitry   1.75	1.07			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   30	33.1	33.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   4	3.9	4.5	C	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	71%	76%	D	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.60	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	26%	34%	B	-	-	-	-	-	-

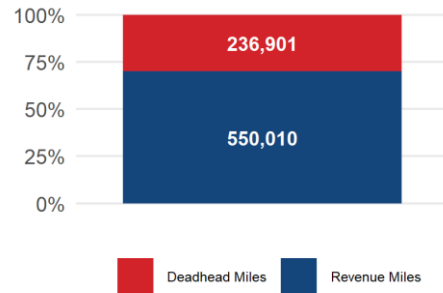
# Route 36

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.8			5			A		
	Circuitry   1.75	1.26			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   30	27.9	33.7	C	18.8	26.8	E	18.0	25.8	E
	Passengers per Revenue Mile   4	3.6	4.5	C	2.4	3.4	E	2.1	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	66%	76%	E	66%	74%	E	73%	78%	D
	Crowding   5%	1%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.49	Off-Peak: 0.39 Peak: 0.54	A	0.32	0.36	A	0.28	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.28	\$ 4.02	A	\$6.33	\$ 5.16	E	\$6.64	\$ 5.25	E
	Cost Recovery   25%	23%	34%	C	16%	26%	E	15%	25%	E

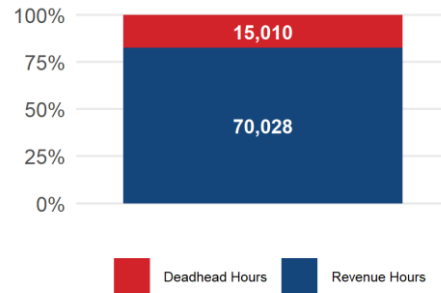


# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
32	20.00	2,342	2,305 (98.4%)
34	12.20	1,320	1,299 (98.4%)
36	19.10	1,900	1,874 (98.6%)

## Service Change Summary

Route 32 - June 2019:

Weekday: add trips (from 30S); 2 a.m.; Saturday: add trips (from 30S); 2 a.m.; Sunday: add trips (from 30S); 2 a.m.;

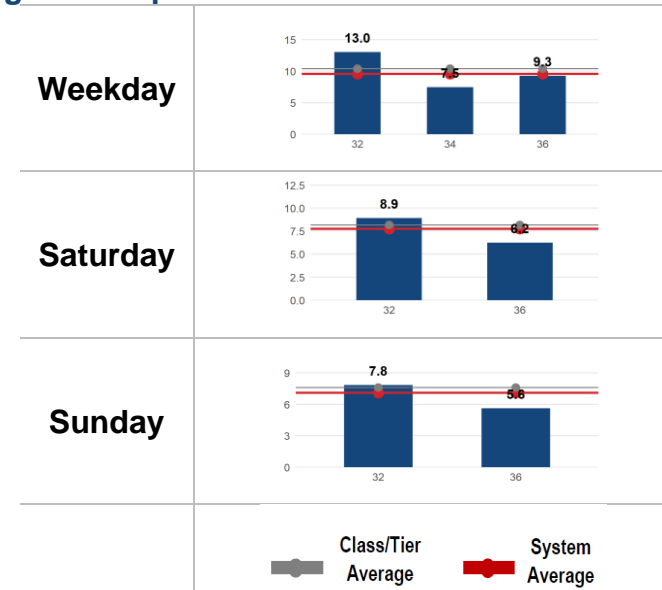
Route 34 - June 2019:

Weekday: No change; Saturday: No change; Sunday: No change;

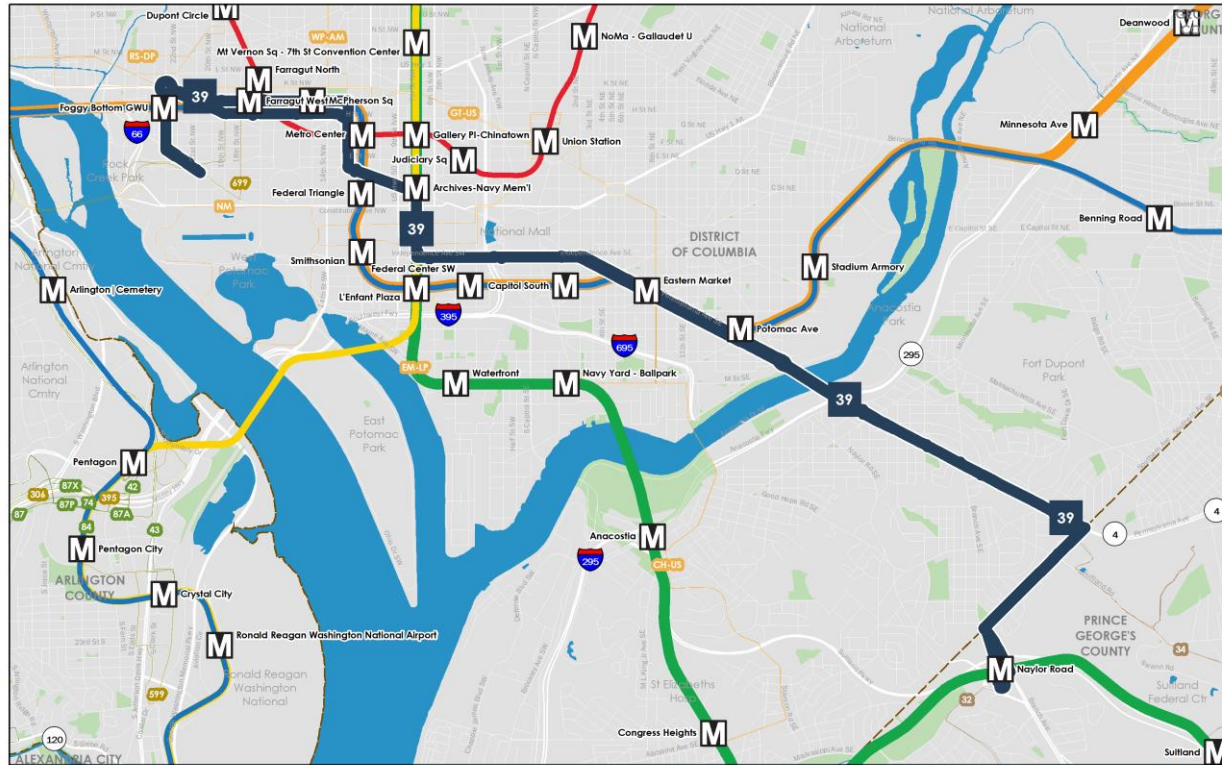
Route 36 - June 2019:

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



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**  
Pennsylvania Avenue Limited Line

**Regional Transit**

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

0 0.275 0.55 Miles

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

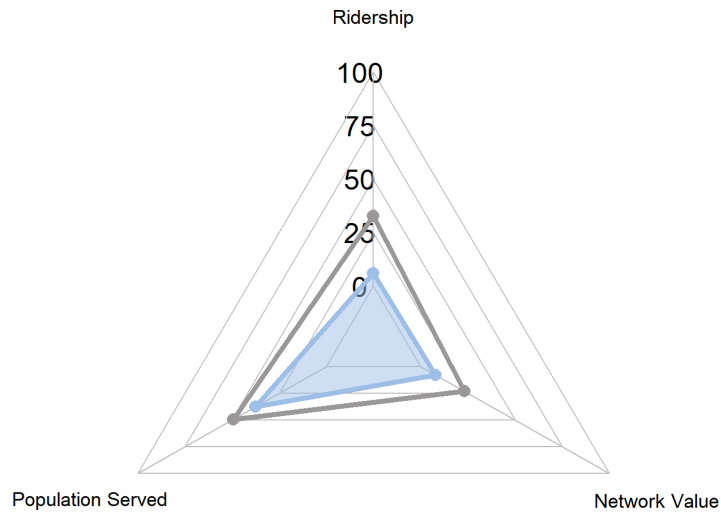
**Legend**

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:

38

8

6

## Operating Statistics

	Annual Operating Costs	\$798,149
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	29,525	
	People of Color Population	Service Area	15,309
		% Riders Surveyed	74%
	Low Income Household	Service Area	6,875
		% Riders Surveyed	26%

## Facilities/Amenities

	Bus Stops	39
	% Stops With Shelters	59%
	% Stops With Benches	56%
	% Stops With Real-Time Signs	41%



## Ridership

### Annual Ridership

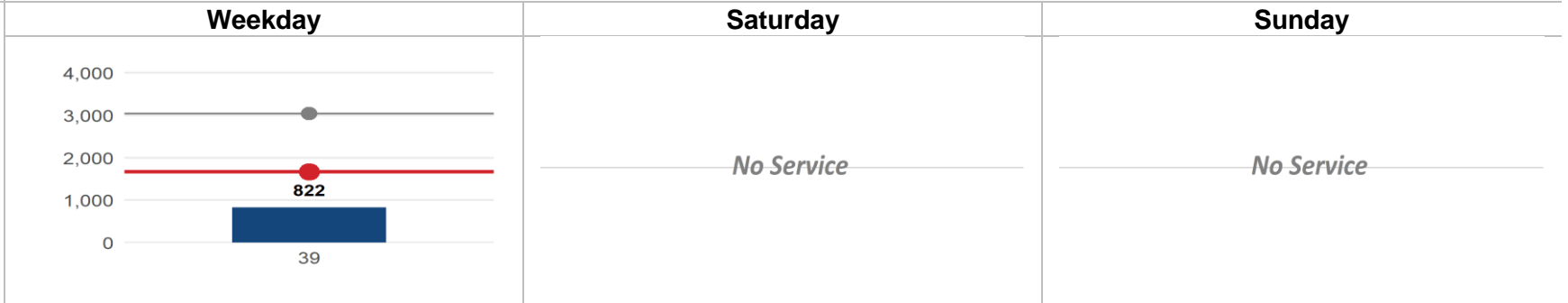


### Top Transfer Locations

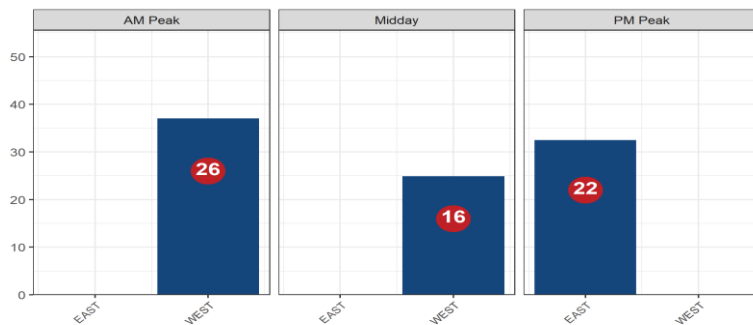
Potomac Avenue, Foggy Bottom, Archives-Navy Memorial

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



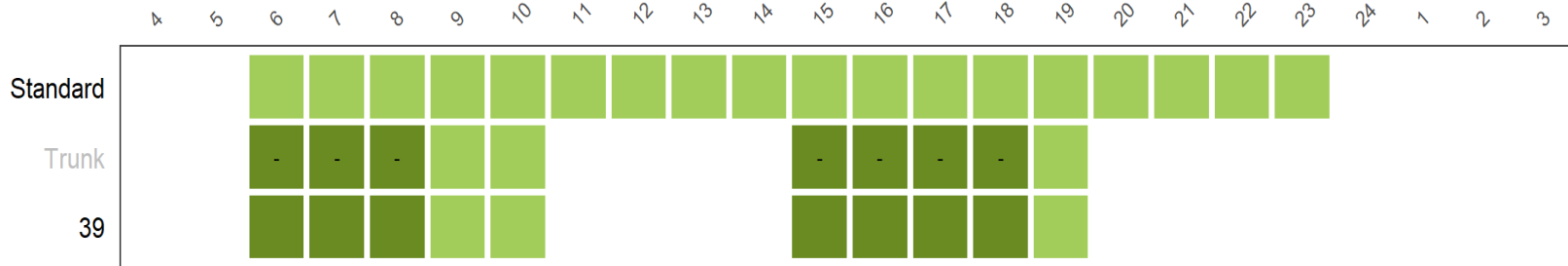
### Vehicle Load Factor

		Direction:	
		WEST	EAST
Weekday	Peak Maximum Target: 1.2	0.65	0.55
	Off-Peak Maximum Target: 1.0	0.4	
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Pennsylvania Avenue Limited

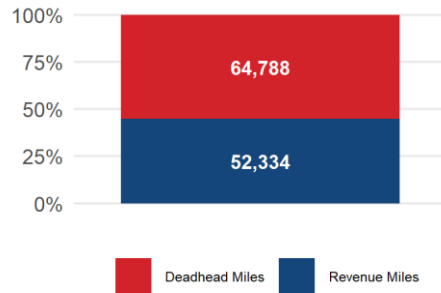
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:00 AM - 10:02 AM; 3:30 PM - 7:30 PM	-	<b>E</b>	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 17.2 / Off-Peak: 15.1	Peak: 17.4 / Off-Peak: 39	<b>C</b>	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   30	30.8	33.7	<b>B</b>	-	-	-	-	-	-
	Passengers per Revenue Mile   4	3.9	4.5	<b>C</b>	-	-	-	-	-	-
Reliability	On-Time Performance   79%	56%	76%	<b>E</b>	-	-	-	-	-	-
	Crowding   5%	0%	3%	<b>A</b>	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.6	Off-Peak: 0.39 Peak: 0.55	<b>A</b>	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.87	\$ 4.02	<b>A</b>	-	-	-	-	-	-
	Cost Recovery   25%	33%	33%	<b>A</b>	-	-	-	-	-	-

# Route 39

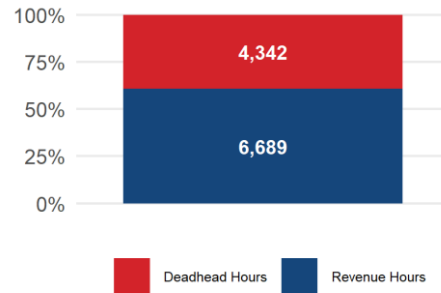
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2			5			E		
Route Design	Circuitry   1.75	1.34			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	30.8	33.7	B	-	-	-	-	-	-
	Passengers per Revenue Mile   4	3.9	4.5	C	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	56%	76%	E	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.6	Off-Peak: 0.39 Peak: 0.54	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.87	\$ 4.02	A	-	-	-	-	-	-
	Cost Recovery   25%	33%	34%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



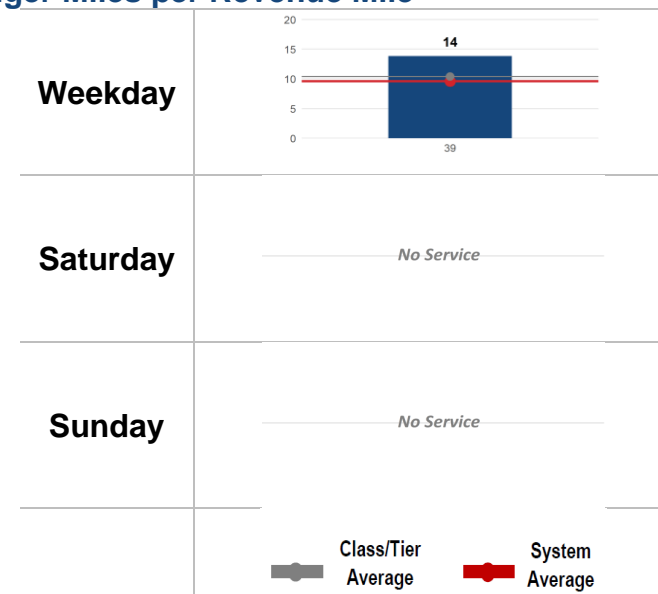
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
39	20.00	528	526 (99.6%)

## Service Change Summary

Route 39 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

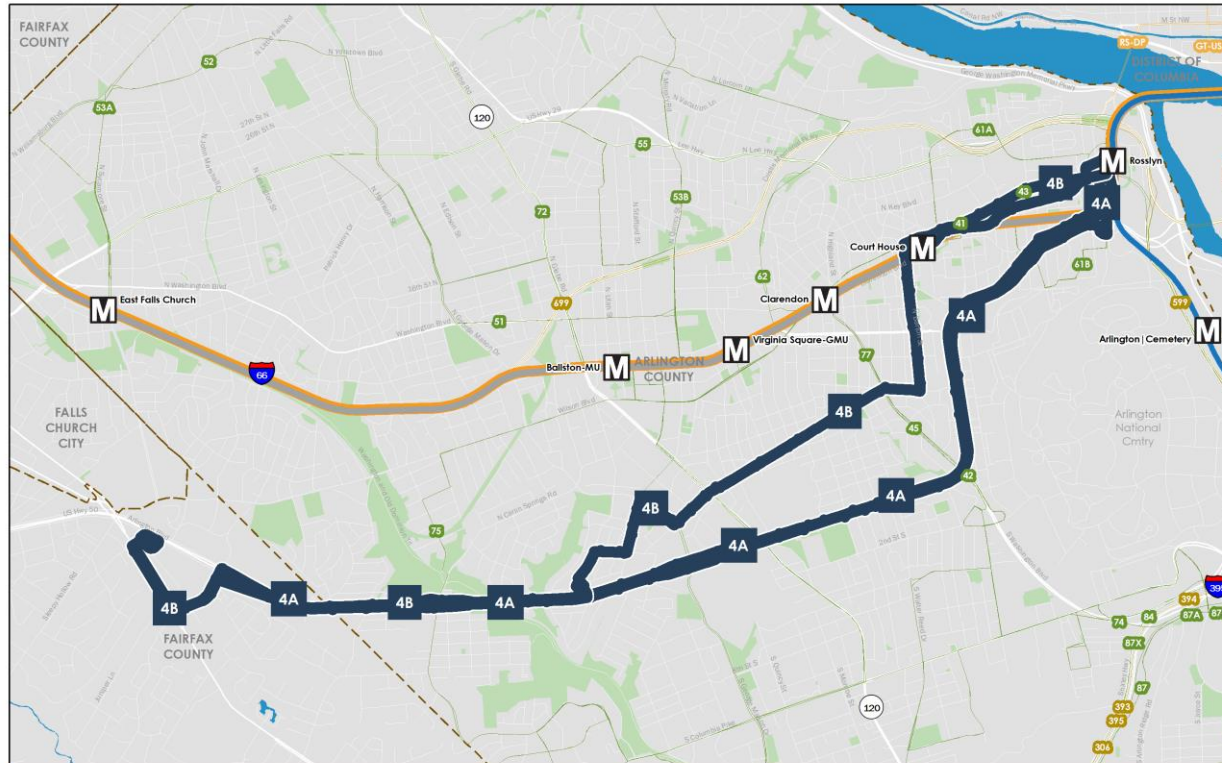




**LINE: 94 - Pershing Drive-Arlington Blvd**

**ROUTE(S): 4A, 4B**

**About the Line**



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**Metrobus**  
Pershing Drive-Arlington Blvd Line

**Regional Transit**

<b>M</b> Metrorail	Local Bus	Fairfax Connector
RD	XX Metrobus	XX Fairfax Connector
OR	XX Circulator	XX Arlington Transit
BL	XX Ride On	XX Loudoun County Transit
SV	XX TheBus	XX DASH

Transit Center

**Service Classification**

Coverage

**Activity Tier**

2

**Overall Grade**

Line	Grade
Line	B

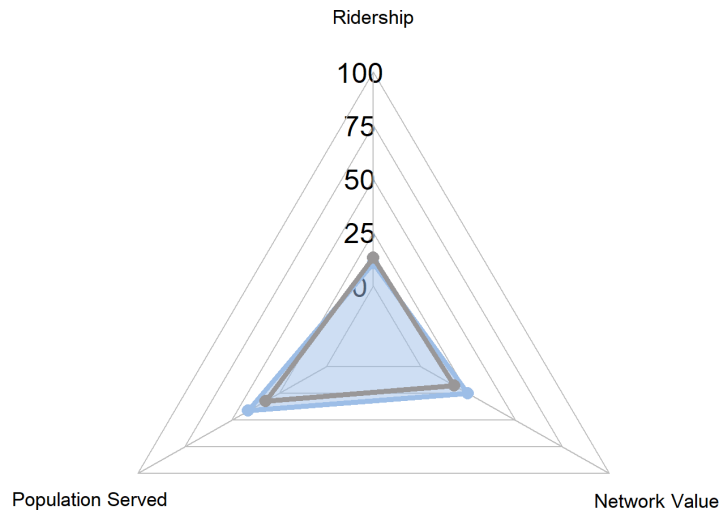
**Legend**

Exceeds	Meets
Approaches	Below
Significantly Below	

## Line Benefit Score

26

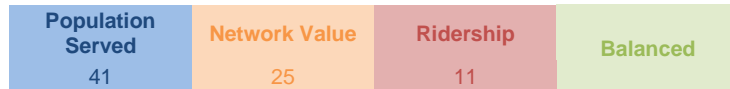
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,704,235</b>
	<b>Peak Vehicles</b>	<b>7</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>66,385</b>	
	<b>People of Color Population</b>	Service Area	<b>13,922</b>
		% Riders Surveyed	<b>72%</b>
	<b>Low Income Household</b>	Service Area	<b>15,734</b>
		% Riders Surveyed	<b>47%</b>

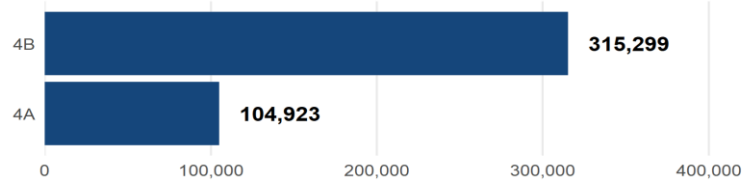
## Facilities/Amenities

	<b>Bus Stops</b>	<b>109</b>
	<b>% Stops With Shelters</b>	<b>38%</b>
	<b>% Stops With Benches</b>	<b>40%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



# Ridership

## Annual Ridership

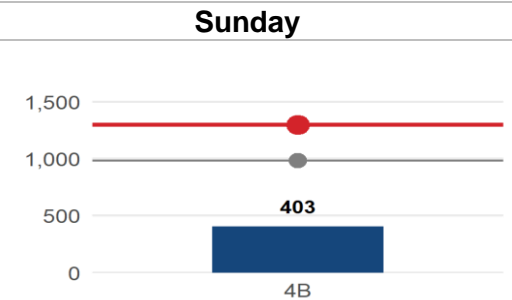
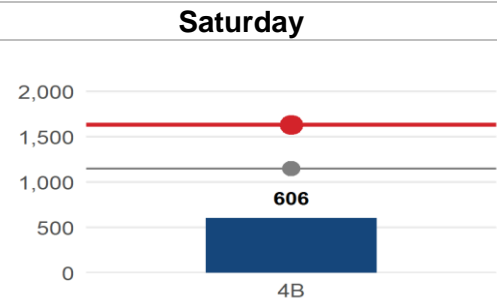
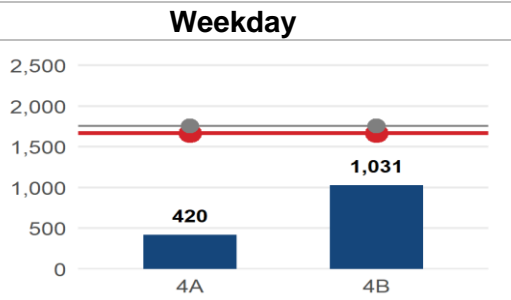


## Top Transfer Locations

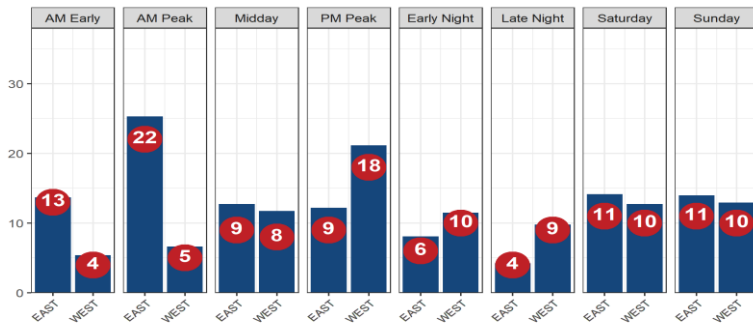
### Rosslyn, Rosslyn East, Court House

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



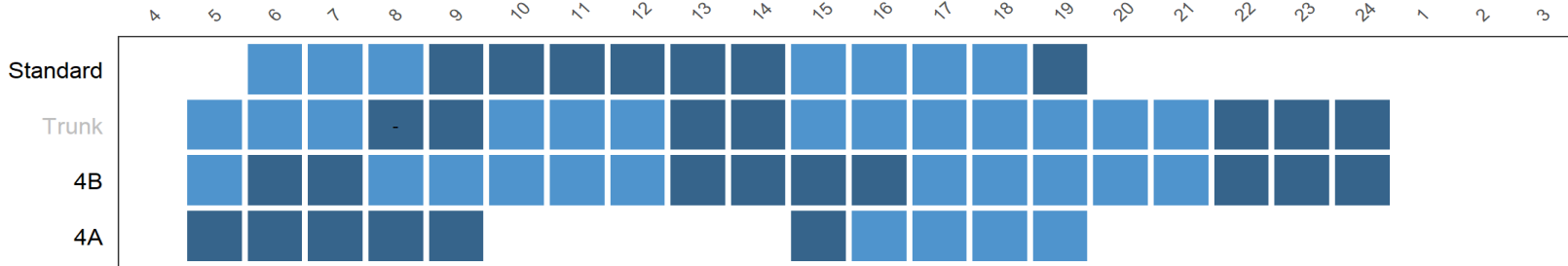
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.37	0.3
	Off-Peak Maximum Target: 1.0	0.22	0.21
Saturday Maximum Target: 1.0		0.27	0.24
Sunday Maximum Target: 1.0		0.26	0.24

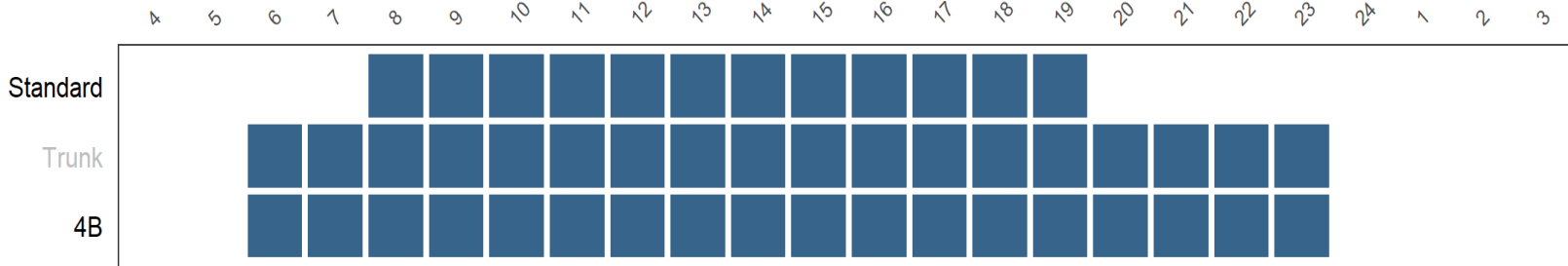
# Span and Frequency



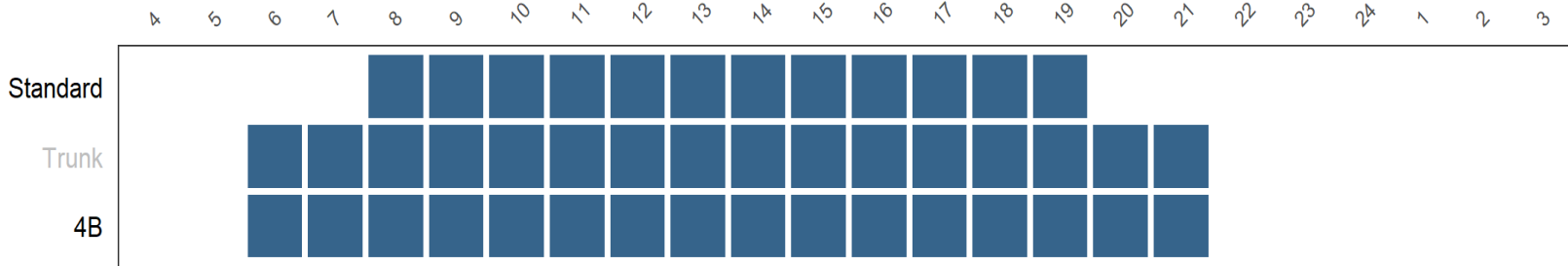
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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 - 12:44 AM	-	A	6:20 AM - 11:31 PM	-	A	6:35 AM - 9:44 PM	-	A
	Frequency of Service   varies	Peak: 29.0 / Off-Peak: 36.6	Peak: 26.2 / Off-Peak: 64	B	45.3	42.7	A	60.1	42.4	C
Productivity	Passengers per Revenue Hour   15	17.7	36.4	A	18.5	33.5	A	21.6	32.4	A
	Passengers per Revenue Mile   2	2.2	4.2	B	2.1	3.5	B	2.1	3.3	B
Reliability	On-Time Performance   79%	90%	82%	A	93%	80%	A	88%	83%	A
	Crowding   5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.33	Off-Peak: 0.31 Peak: 0.41	A	0.25	0.27	A	0.25	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.75	\$ 4.43	E	\$6.43	\$ 5.10	E	\$5.51	\$ 4.84	D
	Cost Recovery   20%	21%	25%	B	22%	24%	B	25%	22%	A

# Route 4A

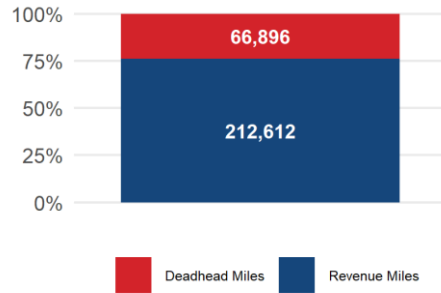
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			6			A		
	Circuitry   N/A	1.43			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	18.5	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	2.2	4.2	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	48%	28%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	82%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.31	Off-Peak: 0.33 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.44	\$ 4.43	E	-	-	-	-	-	-
	Cost Recovery   20%	24%	27%	A	-	-	-	-	-	-

# Route 4B

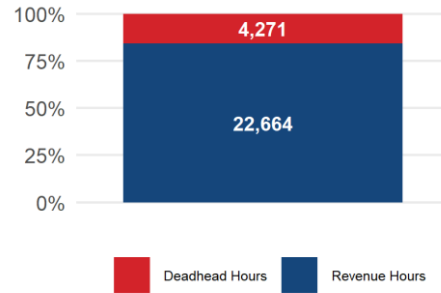
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			6			E		
Route Design	Circuity   N/A	1.26			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	17.4	36.4	A	18.5	33.5	A	21.6	32.4	A
	Passengers per Revenue Mile   2	2.2	4.2	B	2.1	3.5	B	2.1	3.3	B
	Unique Segment Ridership   10%	46%	28%	A	71%	44%	A	72%	50%	A
Reliability	On-Time Performance   79%	90%	82%	A	93%	80%	A	88%	83%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.35	Off-Peak: 0.33 Peak: 0.43	A	0.25	0.3	A	0.25	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.88	\$ 4.43	E	\$6.43	\$ 5.10	E	\$5.51	\$ 4.84	D
	Cost Recovery   20%	20%	27%	C	21%	24%	B	25%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



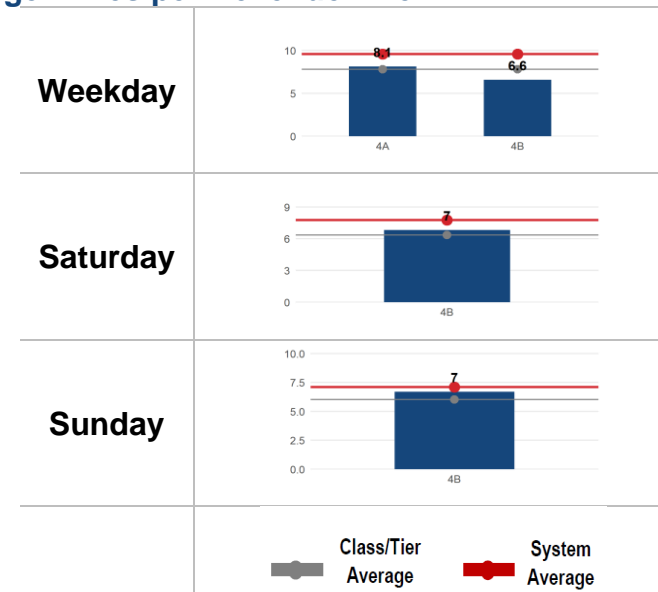
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
4A	15.40	660	658 (99.7%)
4B	13.60	1,928	1,924 (99.8%)

## Service Change Summary

Route 4A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 4B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile





About the Line



Service Classification

Coverage

Activity Tier

2

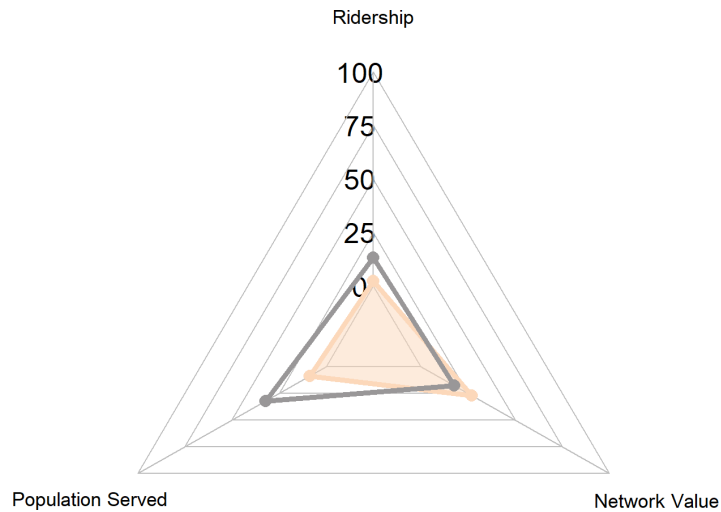
Overall Grade

Line	Grade
Pimmit Hills Line	D

## Line Benefit Score

13

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,098,146</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 35 Foot</b>

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

	<b>Service Area Population</b>	<b>21,083</b>	
	<b>People of Color Population</b>	Service Area	<b>6,405</b>
		% Riders Surveyed	<b>74%</b>
	<b>Low Income Household</b>	Service Area	<b>2,464</b>
		% Riders Surveyed	<b>24%</b>

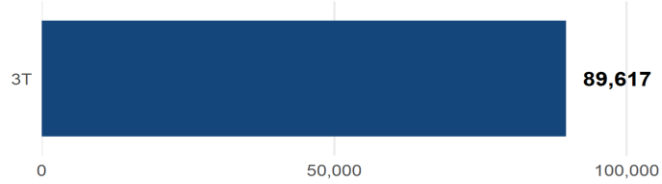
## Facilities/Amenities

	<b>Bus Stops</b>	<b>94</b>
	<b>% Stops With Shelters</b>	<b>5%</b>
	<b>% Stops With Benches</b>	<b>12%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

### Annual Ridership

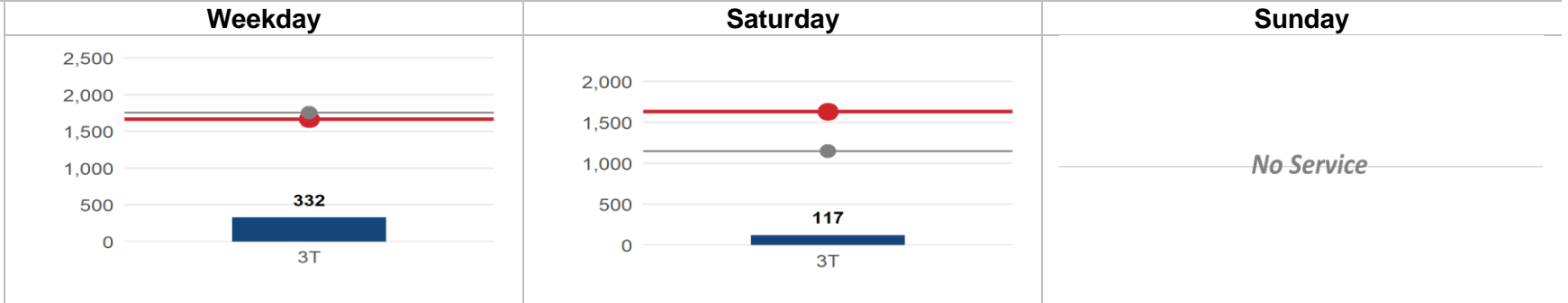


### Top Transfer Locations

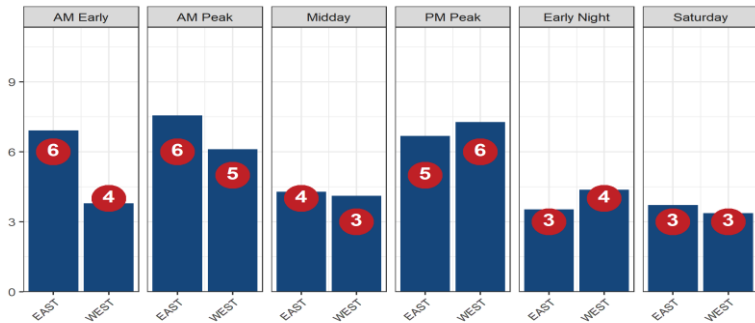
West Falls Church, East Falls Church, McLean

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



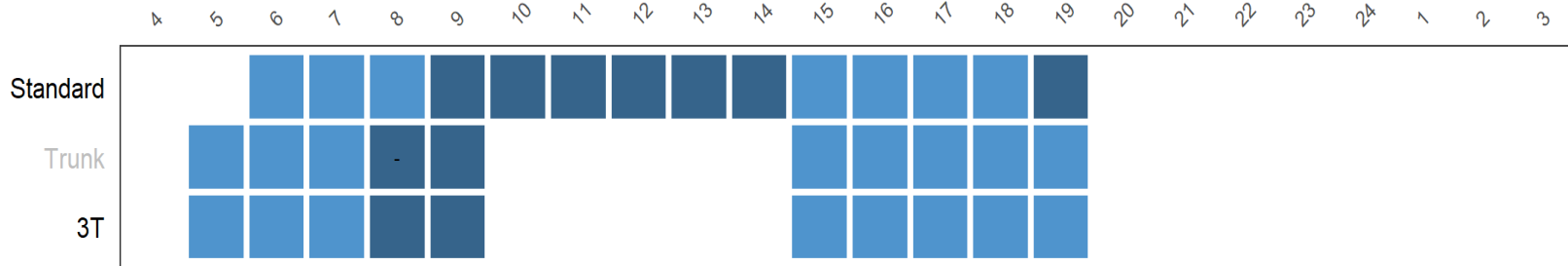
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.18	0.18
	Off-Peak Maximum Target: 1.0		0.12	0.12
Saturday Maximum Target: 1.0			0.08	0.08
Sunday Maximum Target: 1.0				

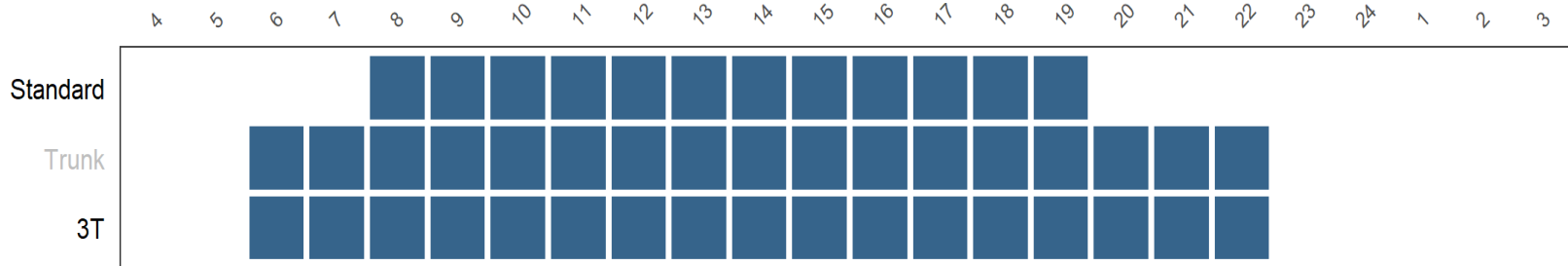
# Span and Frequency



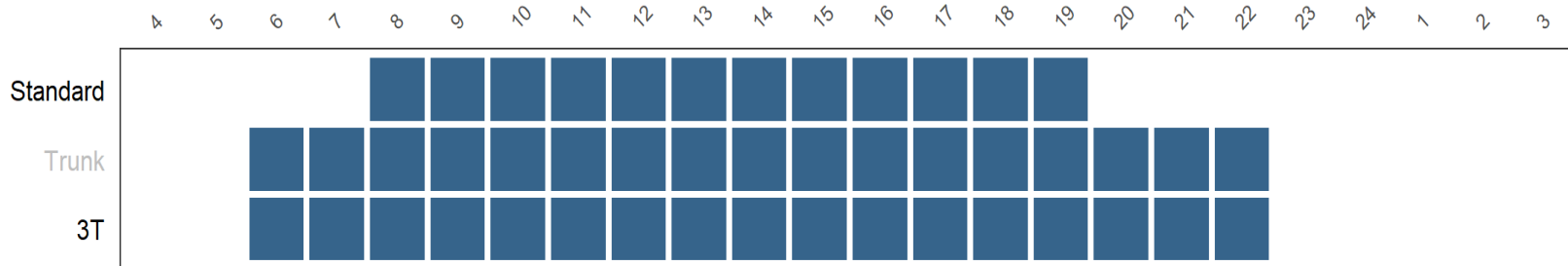
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### D Pimmit Hills

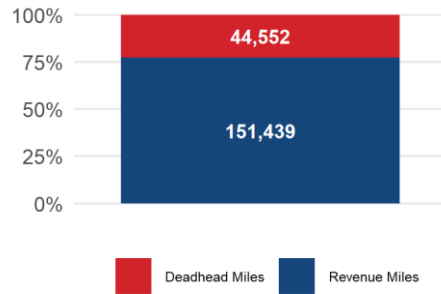
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:35 AM - 9:34 AM; 3:35 PM - 7:59 PM	-	D	6:35 AM - 10:56 PM	-	A	-	-	-
	Frequency of Service   varies	Peak: 40.6 / Off-Peak: 347.1	Peak: 26.2 / Off-Peak: 64	E	60.1	42.7	C	-	-	-
Productivity	Passengers per Revenue Hour   15	8.9	36.4	E	7.3	33.5	E	-	-	-
	Passengers per Revenue Mile   2	0.8	4.2	E	0.6	3.5	E	-	-	-
Reliability	On-Time Performance   79%	92%	82%	A	94%	80%	A	-	-	-
	Crowding   5%	0%	2%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.18	Off-Peak: 0.31 Peak: 0.41	A	0.08	0.27	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$13.34	\$ 4.43	E	\$16.28	\$ 5.10	E	-	-	-
	Cost Recovery   20%	11%	25%	E	9%	24%	E	-	-	-

# Route 3T

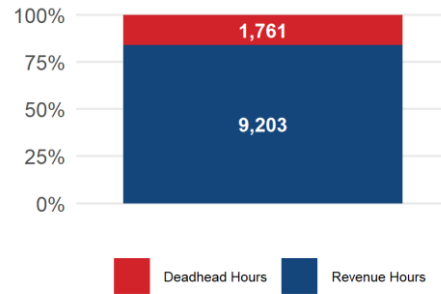
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.6			6			A		
	Circuitry   N/A	2.01			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	8.9	36.4	E	7.3	33.5	E	-	-	-
	Passengers per Revenue Mile   2	0.8	4.2	E	0.6	3.5	E	-	-	-
	Unique Segment Ridership   10%	71%	28%	A	93%	44%	A	-	-	-
Reliability	On-Time Performance   79%	92%	82%	A	94%	80%	A	-	-	-
	Crowding   5%	0%	2%	A	0%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.18	Off-Peak: 0.33 Peak: 0.43	A	0.08	0.3	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$13.34	\$ 4.43	E	\$16.28	\$ 5.10	E	-	-	-
	Cost Recovery   20%	11%	27%	E	9%	24%	E	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



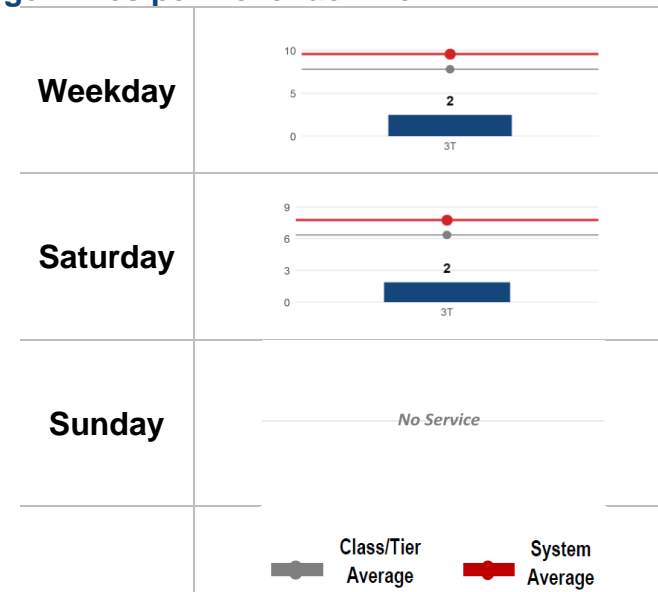
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3T	21.00	1,408	1,408 (100.0%)

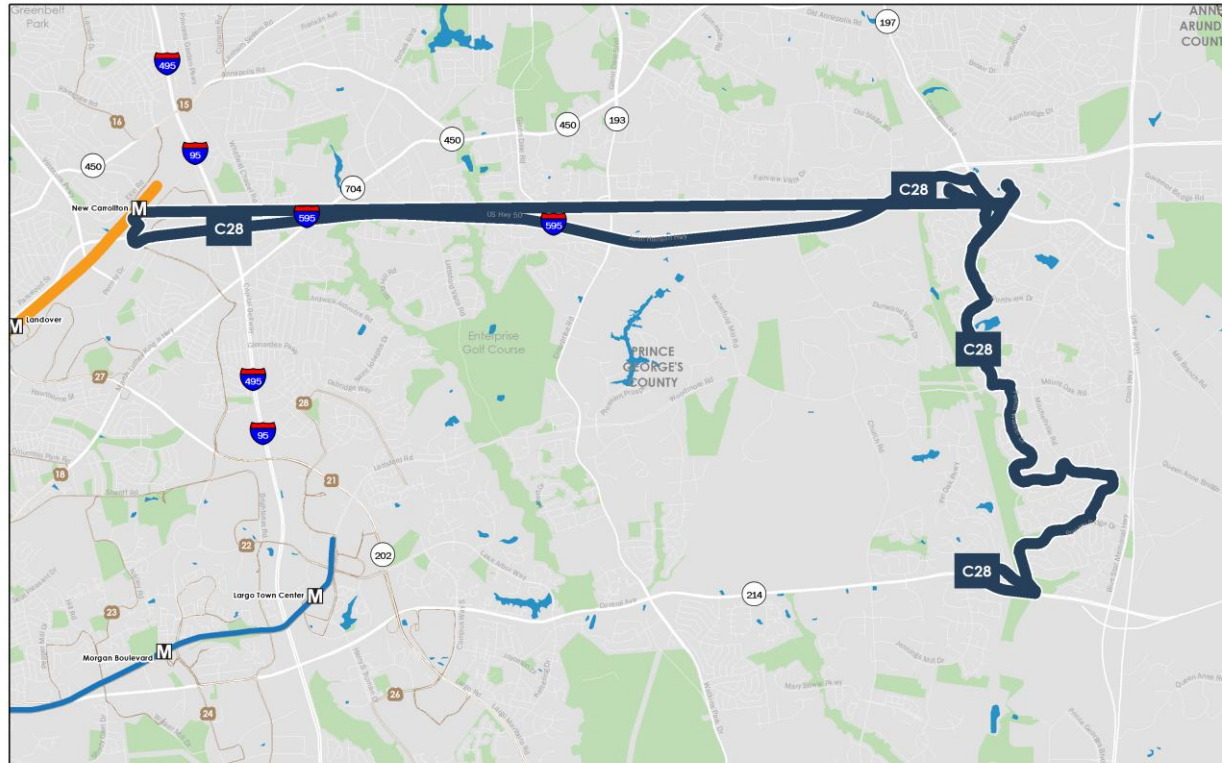
## Service Change Summary

Route 3T - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

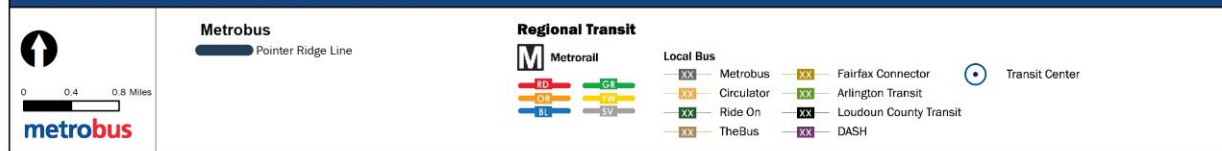
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

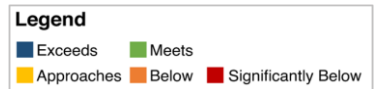
Coverage

Activity Tier

3

Overall Grade

Line	Grade
Line	B

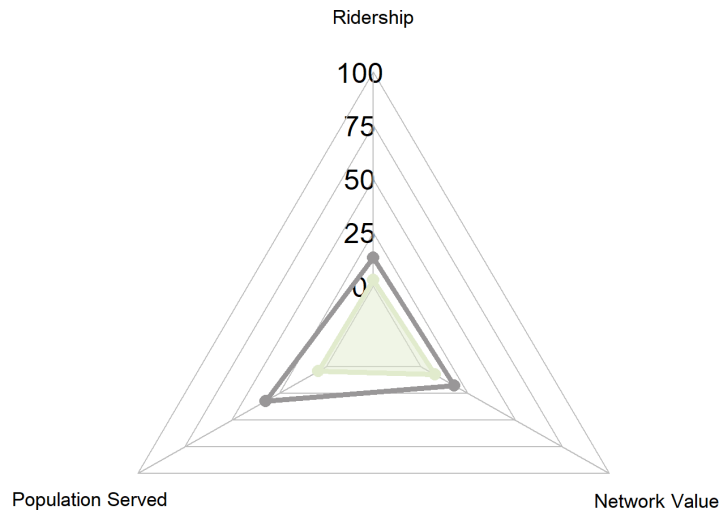




## Line Benefit Score

5

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$624,807
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	8,869	
	People of Color Population	Service Area	6,114
		% Riders Surveyed	90%
	Low Income Household	Service Area	1,186
		% Riders Surveyed	32%

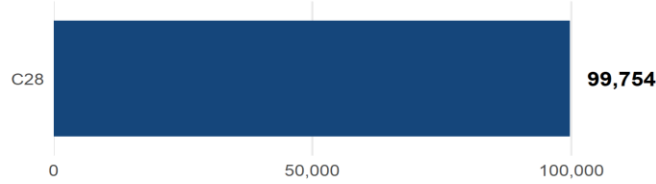
## Facilities/Amenities

	Bus Stops	70
	% Stops With Shelters	21%
	% Stops With Benches	13%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership

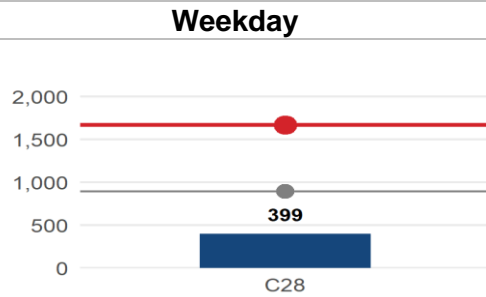


### Top Transfer Locations

#### New Carrollton

### Average Daily Ridership

- Class/Tier Average
- System Average



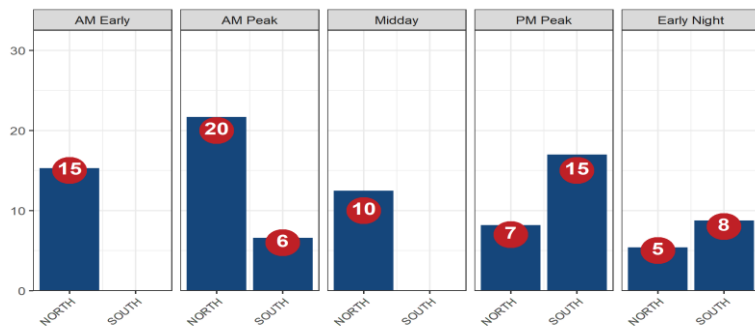
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



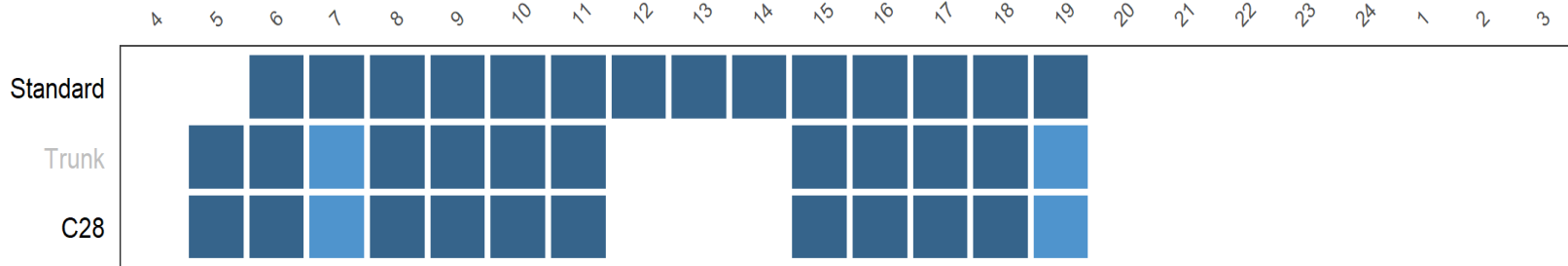
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.31	0.27
	Off-Peak Maximum Target: 1.0		0.28	0.2
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Pointer Ridge

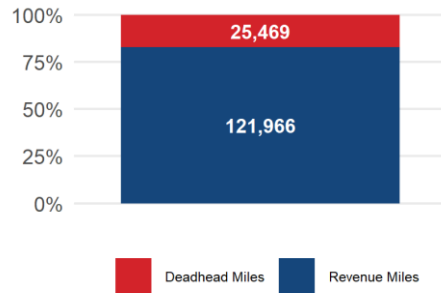
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:11 AM - 11:21 AM; 3:06 PM - 7:56 PM	-	C	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 40.3 / Off-Peak: 317.7	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	19.4	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	2.1	D	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.29	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.14	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	22%	23%	A	-	-	-	-	-	-

# Route C28

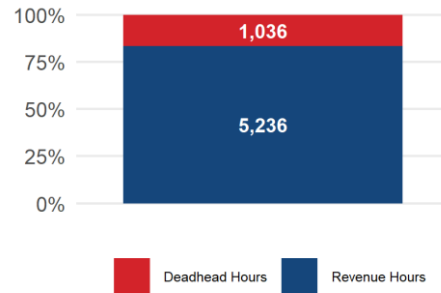
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.2			4.9			E		
Route Design	Circuitry   N/A	1.78			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	19.4	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	0.8	2.1	D	-	-	-	-	-	-
	Unique Segment Ridership   10%	21%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	90%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.29	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.14	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	22%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



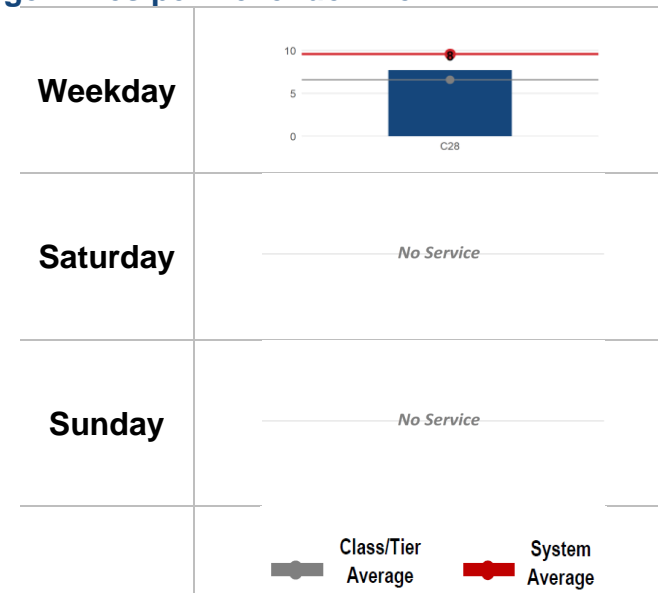
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C28	35.20	682	681 (99.9%)

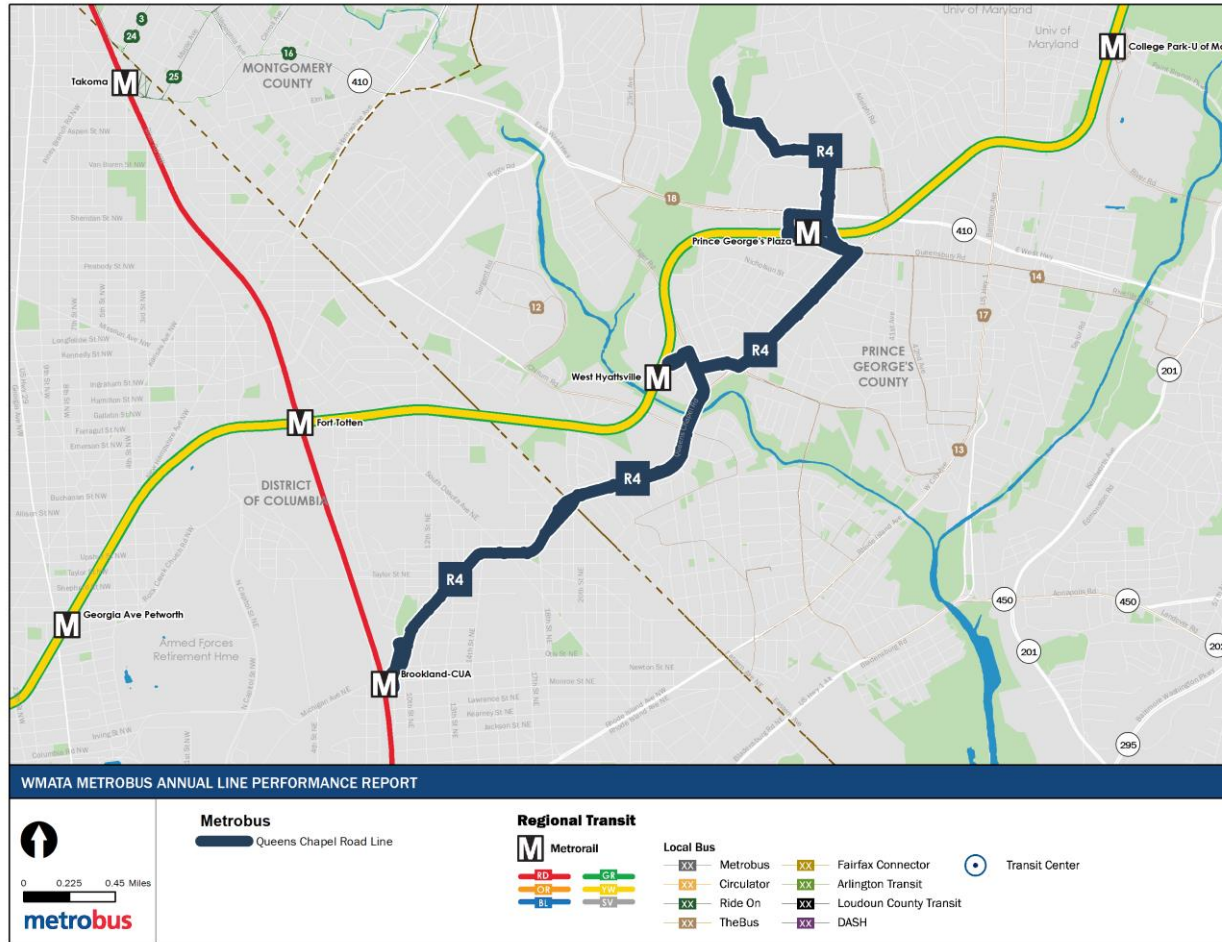
## Service Change Summary

Route C28 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

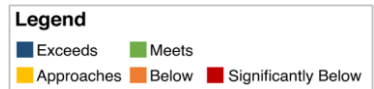
Coverage

Activity Tier

2

Overall Grade

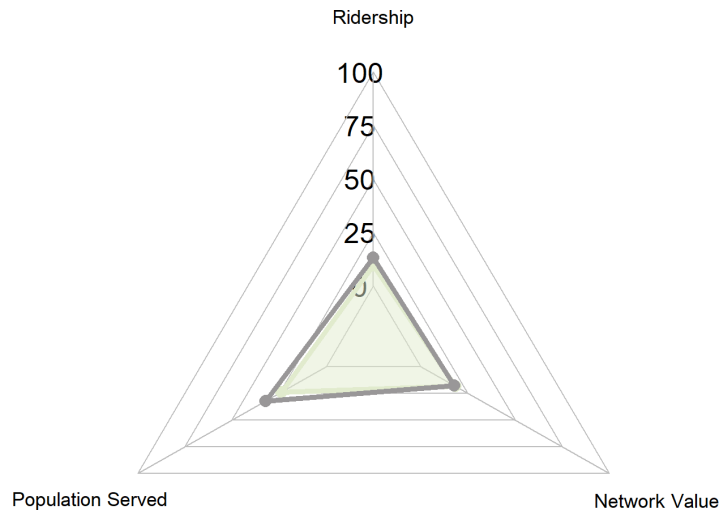
Line	<b>B</b>



## Line Benefit Score

17

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

24




18

10





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,340,409</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>22,393</b>	
	<b>People of Color Population</b>	Service Area	<b>10,847</b>
		% Riders Surveyed	<b>94%</b>
	<b>Low Income Household</b>	Service Area	<b>5,929</b>
		% Riders Surveyed	<b>63%</b>

## Facilities/Amenities

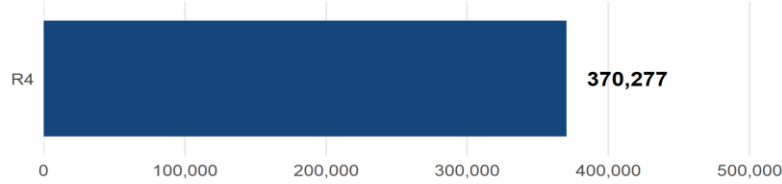
	<b>Bus Stops</b>	<b>68</b>
	<b>% Stops With Shelters</b>	<b>24%</b>
	<b>% Stops With Benches</b>	<b>16%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>





## Ridership

### Annual Ridership

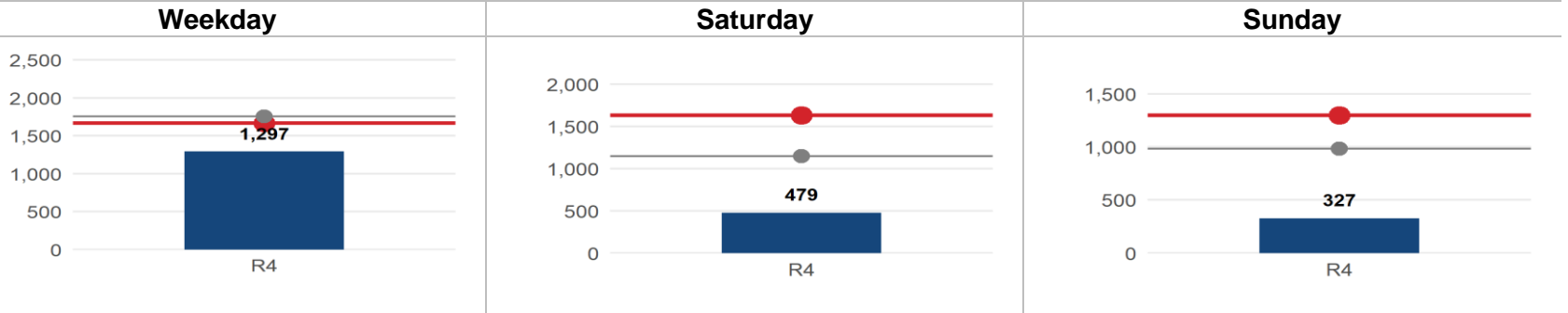


### Top Transfer Locations

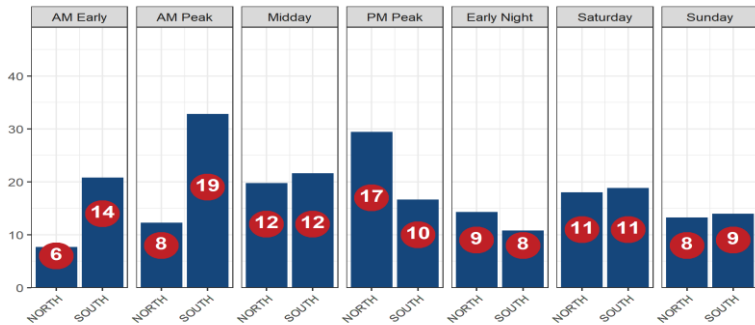
#### Brookland, Prince George's Plaza, West Hyattsville

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



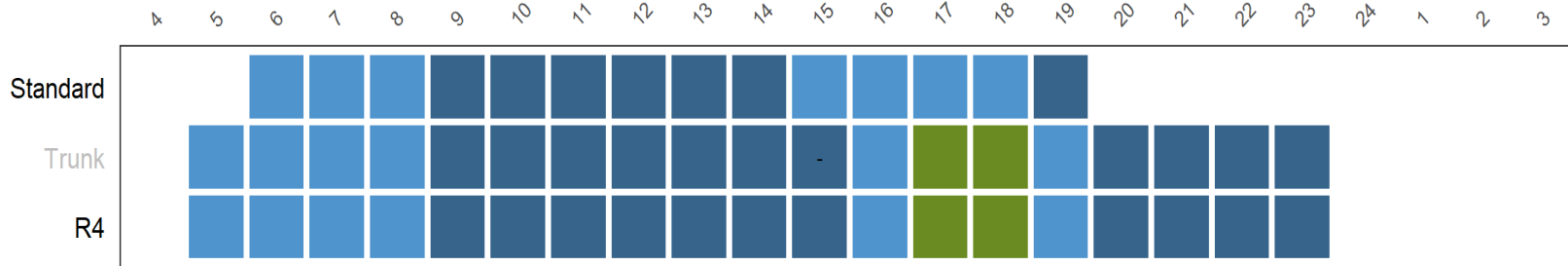
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.36	0.38
	Off-Peak Maximum Target: 1.0	0.26	0.29
Saturday Maximum Target: 1.0		0.27	0.29
Sunday Maximum Target: 1.0		0.21	0.23

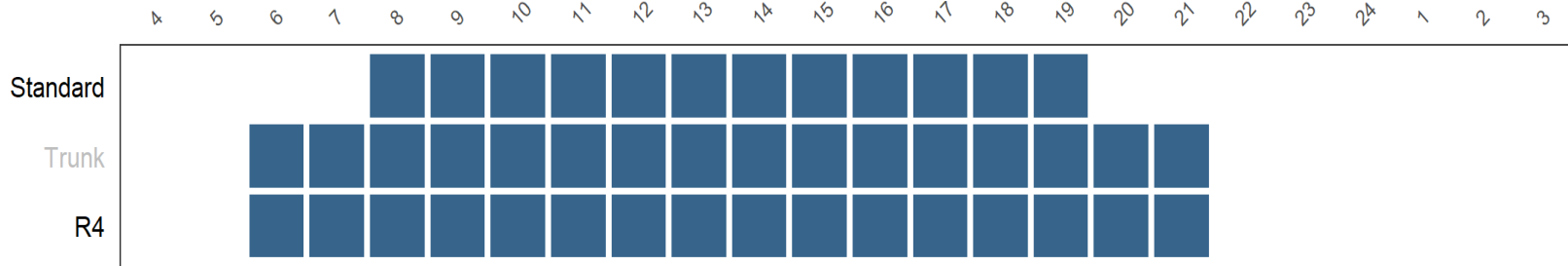
# Span and Frequency



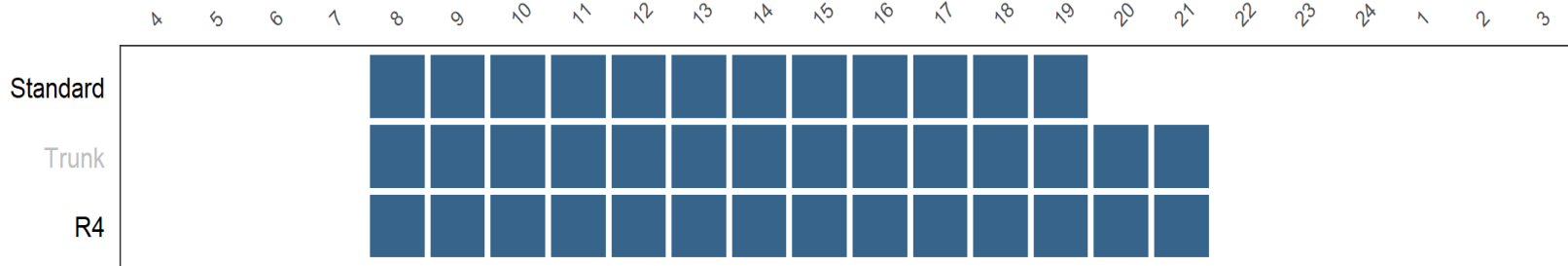
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B Queens Chapel Road

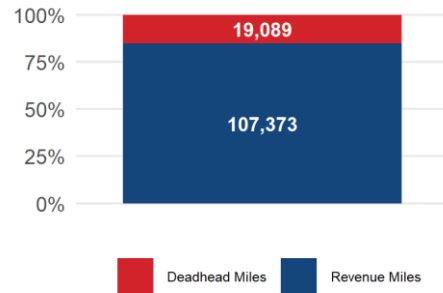
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:00 AM - 11:22 PM	-	A	6:31 AM - 9:08 PM	-	A	8:30 AM - 9:03 PM	-	A
	Frequency of Service   varies	Peak: 23.9 / Off-Peak: 56.3	Peak: 26.2 / Off-Peak: 64	A	68.2	42.7	D	63.5	42.4	C
Productivity	Passengers per Revenue Hour   15	33.6	36.4	A	33.4	33.5	A	27.1	32.4	A
	Passengers per Revenue Mile   2	3.6	4.2	A	3.2	3.5	A	2.4	3.3	A
Reliability	On-Time Performance   79%	79%	82%	C	73%	80%	D	94%	83%	A
	Crowding   5%	0%	2%	A	0%	1%	A	9%	1%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.37	Off-Peak: 0.31 Peak: 0.41	A	0.28	0.27	A	0.22	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.55	\$ 4.43	A	\$3.57	\$ 5.10	A	\$4.41	\$ 4.84	A
	Cost Recovery   20%	34%	25%	A	34%	24%	A	28%	22%	A

# Route R4

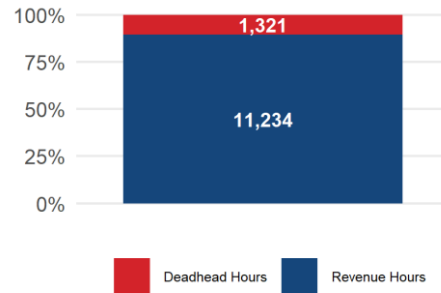
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6			6			E		
Route Design	Circuitry   N/A	1.32			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	33.6	36.4	A	33.4	33.5	A	27.1	32.4	A
	Passengers per Revenue Mile   2	3.6	4.2	A	3.2	3.5	A	2.4	3.3	A
	Unique Segment Ridership   10%	42%	28%	A	44%	44%	A	45%	50%	A
Reliability	On-Time Performance   79%	79%	82%	C	73%	80%	D	94%	83%	A
	Crowding   5%	0%	2%	A	0%	2%	A	9%	1%	E
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.37	Off-Peak: 0.33 Peak: 0.43	A	0.28	0.3	A	0.22	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.55	\$ 4.43	A	\$3.57	\$ 5.10	A	\$4.41	\$ 4.84	A
	Cost Recovery   20%	34%	27%	A	34%	24%	A	28%	23%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



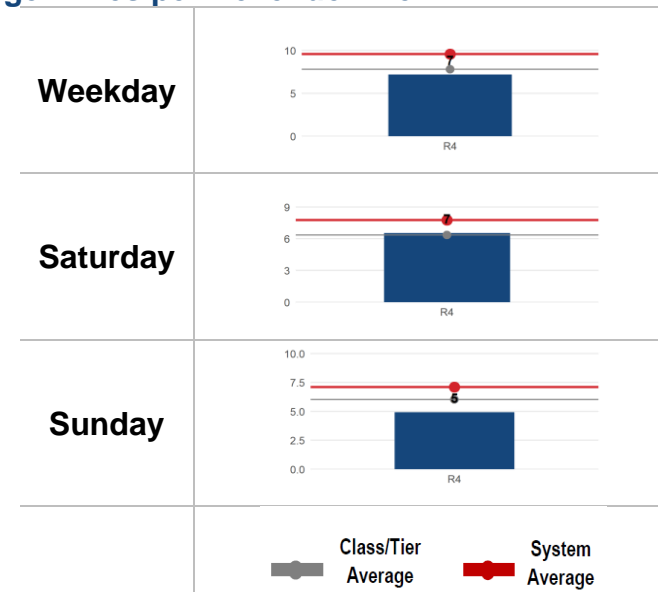
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R4	12.20	1,586	1,581 (99.7%)

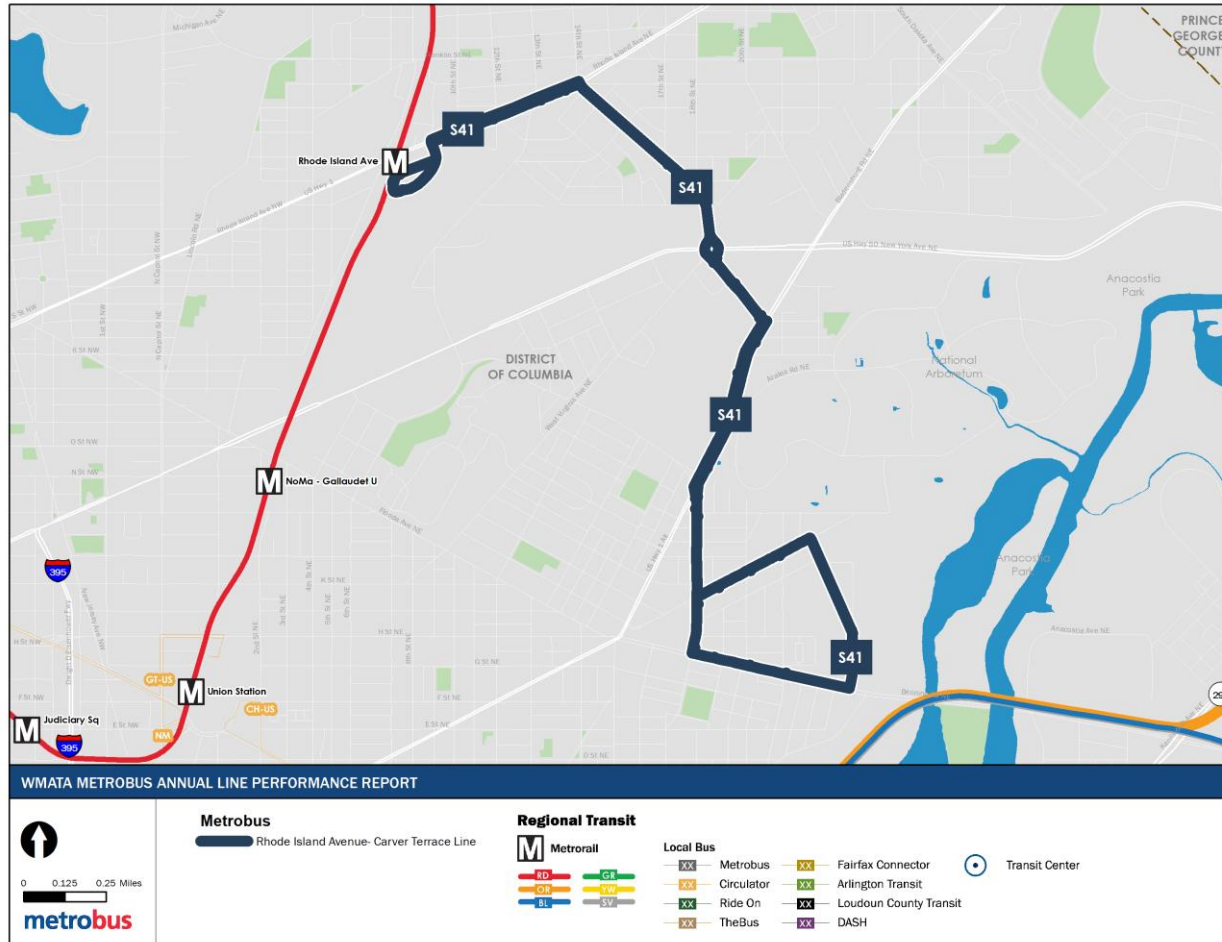
## Service Change Summary

Route R4 - June 2019:  
 Weekday: PG Plaza detour; Saturday: PG Plaza detour;  
 Sunday: PG Plaza detour;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Gap

Activity Tier

1

Overall Grade

Line	Overall Grade
Rhode Island Avenue- Carver Terrace Line	-

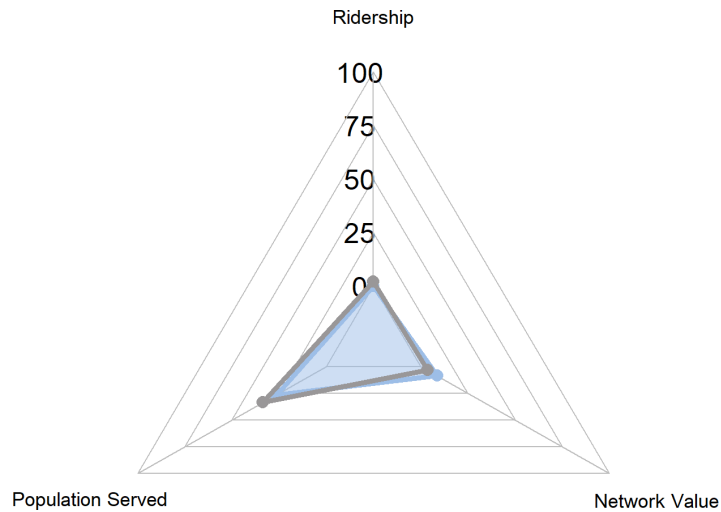
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

12

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

27

9

0

## Operating Statistics

	Annual Operating Costs	\$16,914
	Peak Vehicles	
	Vehicle Type(s)	

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

	Service Area Population	21,881	
	People of Color Population	Service Area	17,132
		% Riders Surveyed	
	Low Income Household	Service Area	9,341
		% Riders Surveyed	

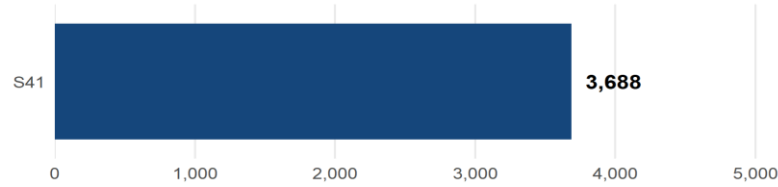
## Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	10%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	10%



## Ridership

### Annual Ridership

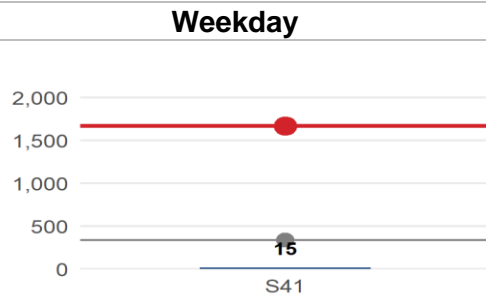


### Top Transfer Locations

NA

### Average Daily Ridership

- Class/Tier Average
- System Average



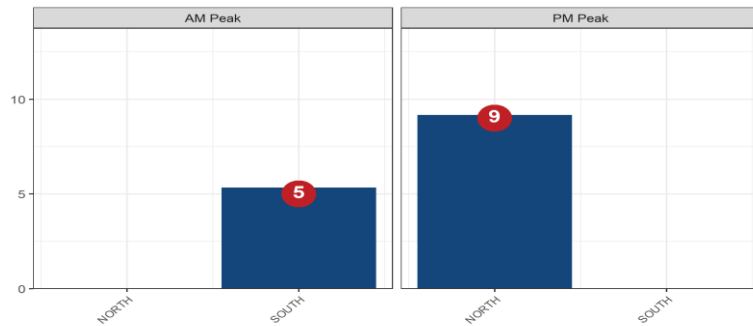
Saturday

No Service

Sunday

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		0.21	0.13
Saturday Maximum Target: NA				
Sunday Maximum Target: NA				



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**Rhode Island Avenue- Carver Terrace**

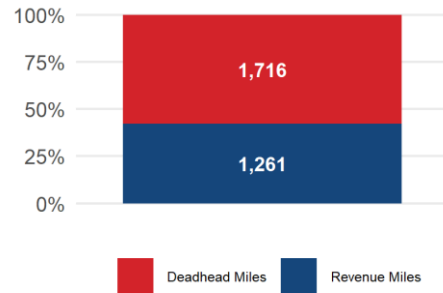
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	NA - NA	-	-	-	-	-	-	-	-
	Frequency of Service   varies	Peak: NA / Off-Peak: NA	Peak: 10.7 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour	22.7	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	2.2	5.2	-	-	-	-	-	-	-
Reliability	On-Time Performance	41%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$5.26	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	20%	25%	-	-	-	-	-	-	-

# Route S41

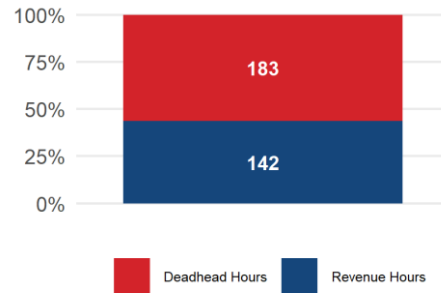
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	4.8			4.5			-		
Route Design	Circuitry	1.23			1.34			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	22.7	38.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	2.2	5.2	-	-	-	-	-	-	-
	Unique Segment Ridership	25%	5%	-	-	-	-	-	-	-
Reliability	On-Time Performance	41%	87%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor   Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$5.26	\$ 3.35	-	-	-	-	-	-	-
	Cost Recovery	20%	26%	-	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



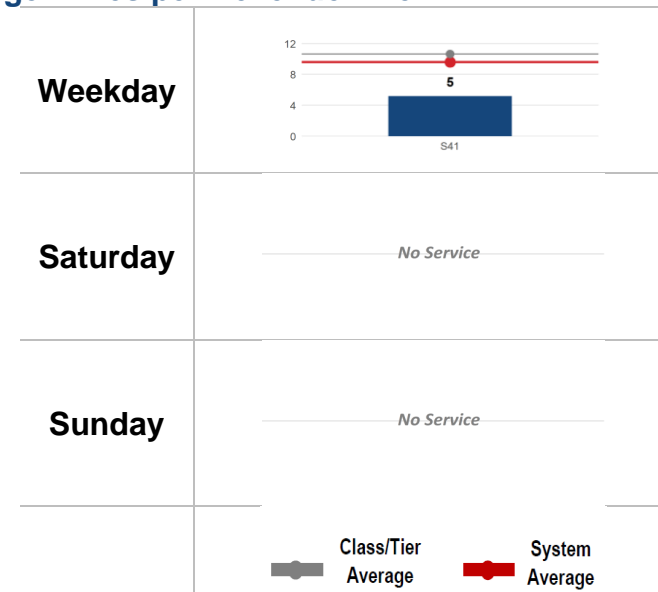
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S41	6.70	30	30 (100.0%)

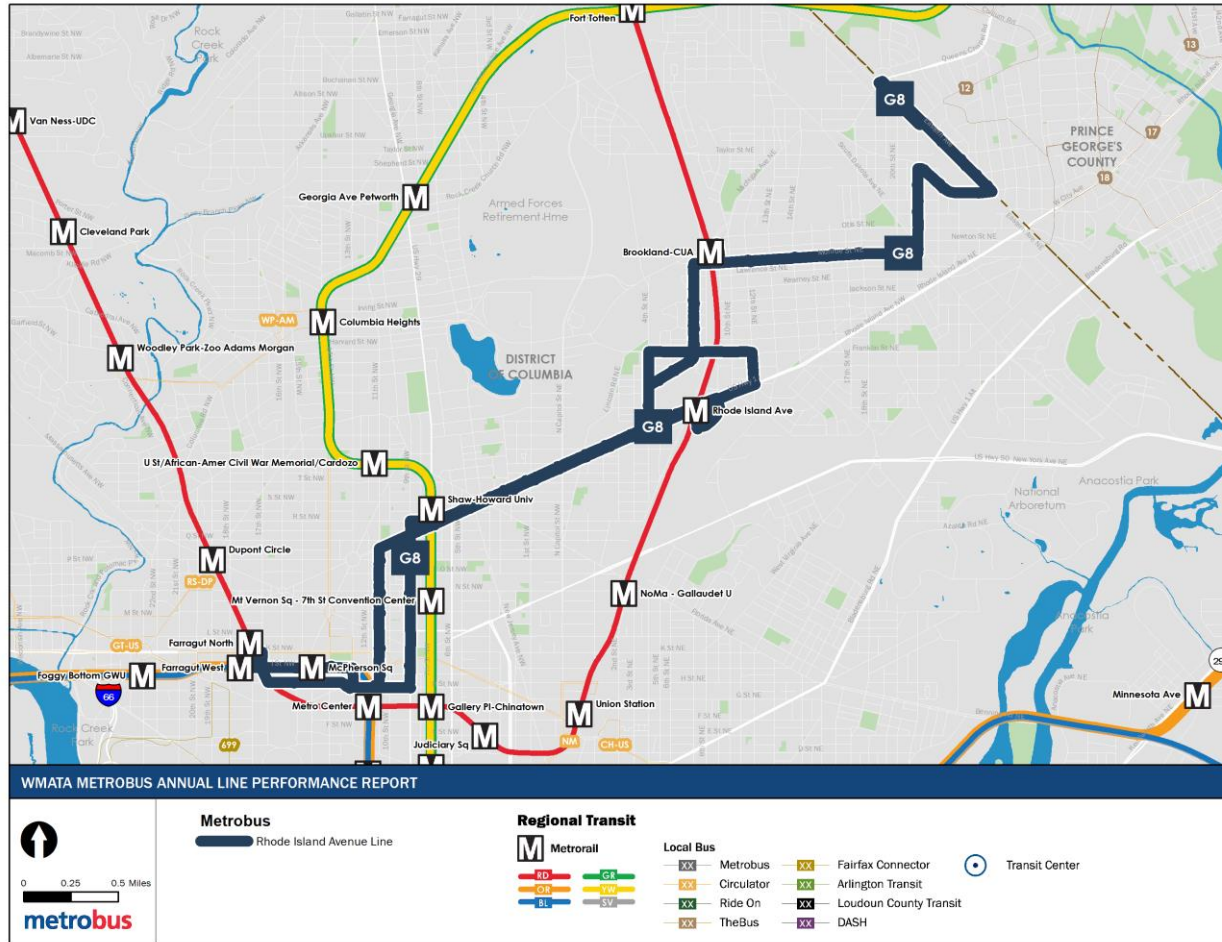
## Service Change Summary

Route S41 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Grade
Rhode Island Avenue Line	C

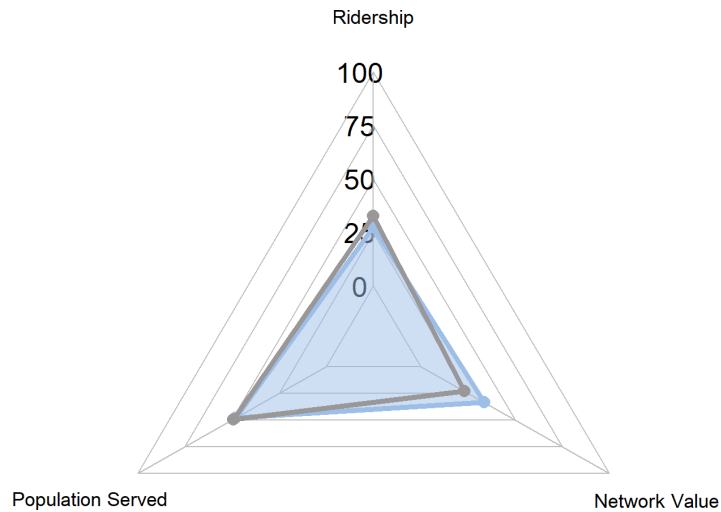
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

**36**

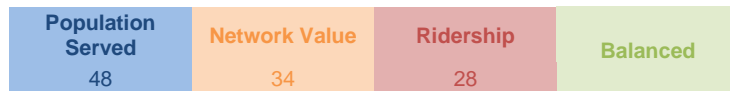
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,244,147</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>45,224</b>	
	<b>People of Color Population</b>	Service Area	<b>23,470</b>
		% Riders Surveyed	<b>73%</b>
	<b>Low Income Household</b>	Service Area	<b>10,355</b>
		% Riders Surveyed	<b>46%</b>

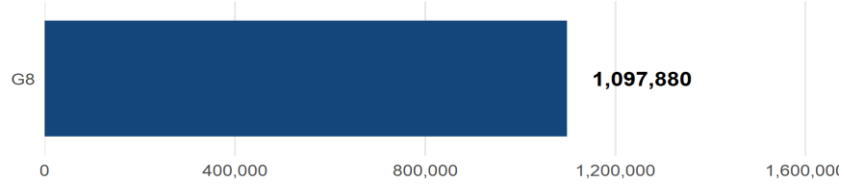
## Facilities/Amenities

	<b>Bus Stops</b>	<b>93</b>
	<b>% Stops With Shelters</b>	<b>16%</b>
	<b>% Stops With Benches</b>	<b>15%</b>
	<b>% Stops With Real-Time Signs</b>	<b>8%</b>



## Ridership

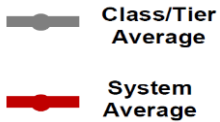
### Annual Ridership



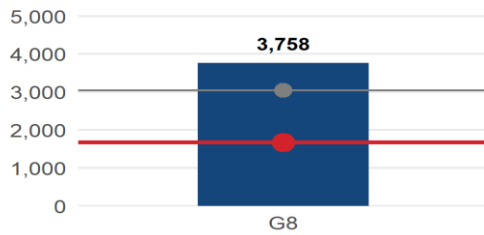
### Top Transfer Locations

#### Brookland, Shaw-Howard University, McPherson Square

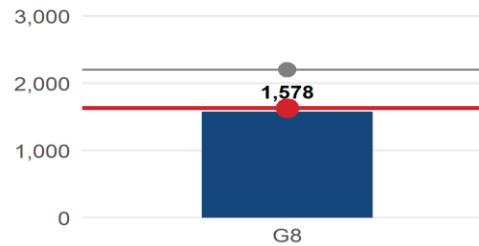
### Average Daily Ridership



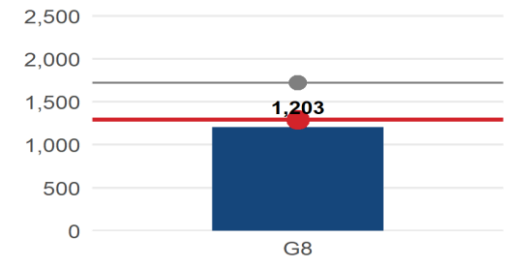
#### Weekday



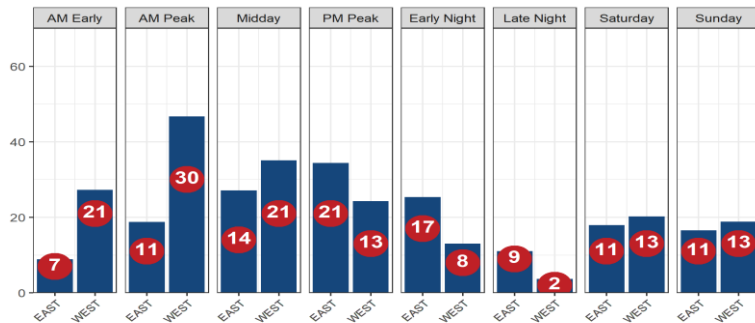
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



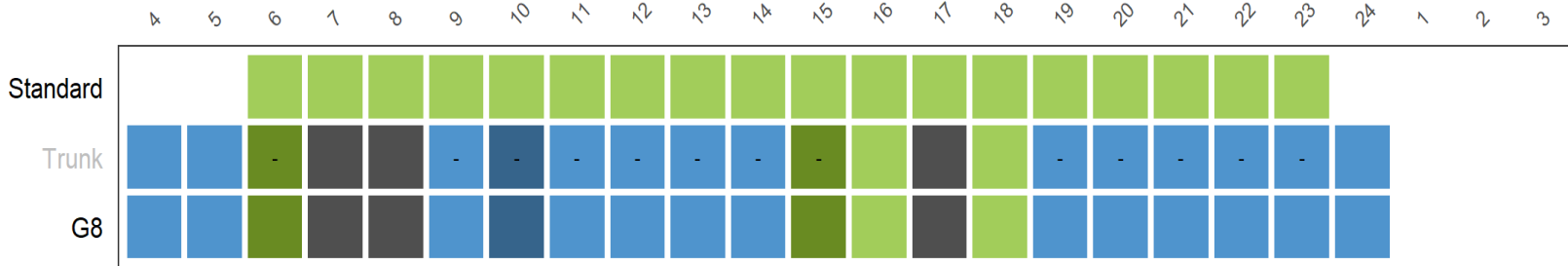
### Vehicle Load Factor

		<i>Direction:</i>	
		EAST	WEST
<b>Weekday</b>	<b>Peak</b> Maximum Target: 1.2	0.45	0.59
	<b>Off-Peak</b> Maximum Target: 1.0	0.33	0.33
<b>Saturday</b> Maximum Target: 1.0		0.28	0.33
<b>Sunday</b> Maximum Target: 1.0		0.26	0.31

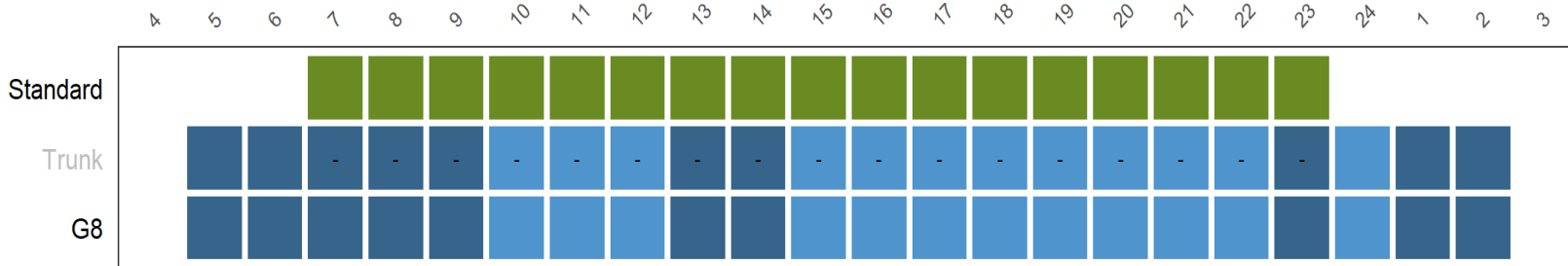
# Span and Frequency



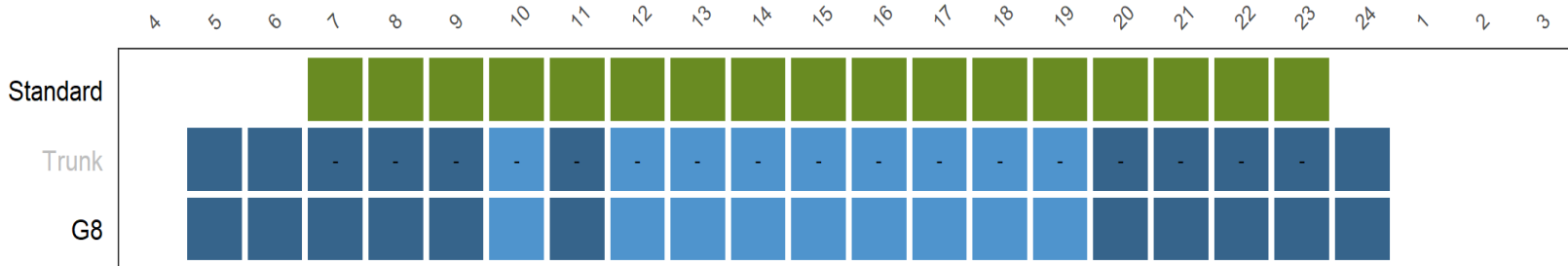
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

# C Rhode Island Avenue

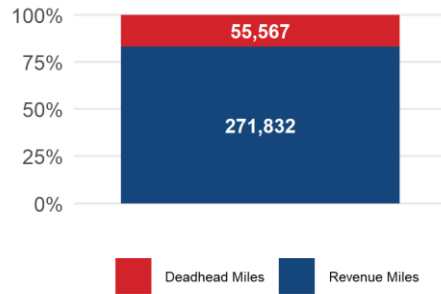
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:40 AM - 12:48 AM	-	A	5:15 AM - 2:29 AM	-	A	5:00 AM - 12:53 AM	-	A
	Frequency of Service   varies	Peak: 13.7 / Off-Peak: 27.5	Peak: 17.4 / Off-Peak: 39	B	30.6	25.4	E	33.7	29.4	E
Productivity	Passengers per Revenue Hour   30	28.8	33.7	C	21.2	26.8	E	19.8	25.8	E
	Passengers per Revenue Mile   4	3.8	4.5	C	2.5	3.4	E	2.2	3.1	E
Reliability	On-Time Performance   79%	70%	76%	D	66%	74%	E	82%	78%	B
	Crowding   5%	3%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.52	Off-Peak: 0.39 Peak: 0.55	A	0.3	0.37	A	0.29	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.15	\$ 4.02	A	\$5.64	\$ 5.16	D	\$6.04	\$ 5.25	E
	Cost Recovery   25%	32%	33%	A	23%	27%	C	22%	25%	D

# Route G8

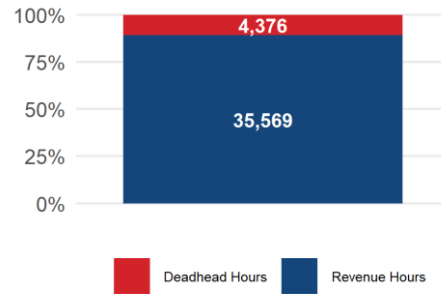
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.4			5			E		
Route Design	Circuitry   1.75	1.45			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	28.8	33.7	C	21.2	26.8	E	19.8	25.8	E
	Passengers per Revenue Mile   4	3.8	4.5	C	2.5	3.4	E	2.2	3.1	E
	Unique Segment Ridership   10%	58%	12%	A	75%	22%	A	74%	23%	A
Reliability	On-Time Performance   79%	70%	76%	D	66%	74%	E	82%	78%	B
	Crowding   5%	3%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.52	Off-Peak: 0.39 Peak: 0.54	A	0.3	0.36	A	0.29	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.15	\$ 4.02	A	\$5.64	\$ 5.16	D	\$6.04	\$ 5.25	E
	Cost Recovery   25%	32%	34%	A	23%	26%	C	22%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



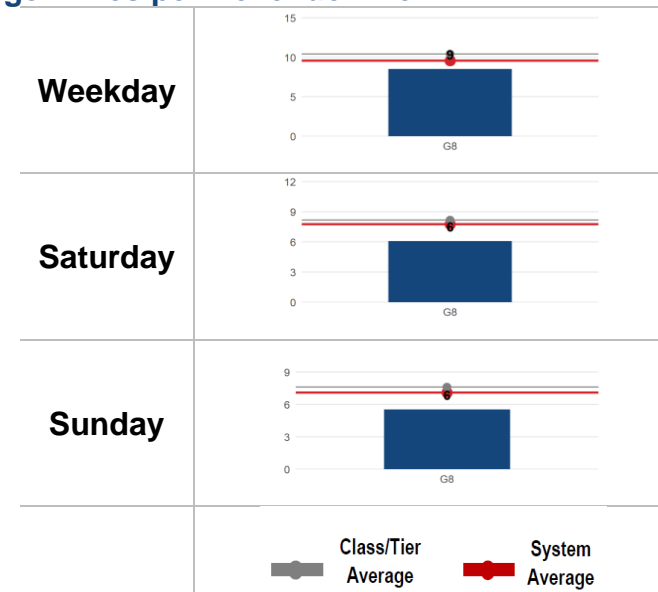
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G8	15.10	3,288	3,255 (99.0%)

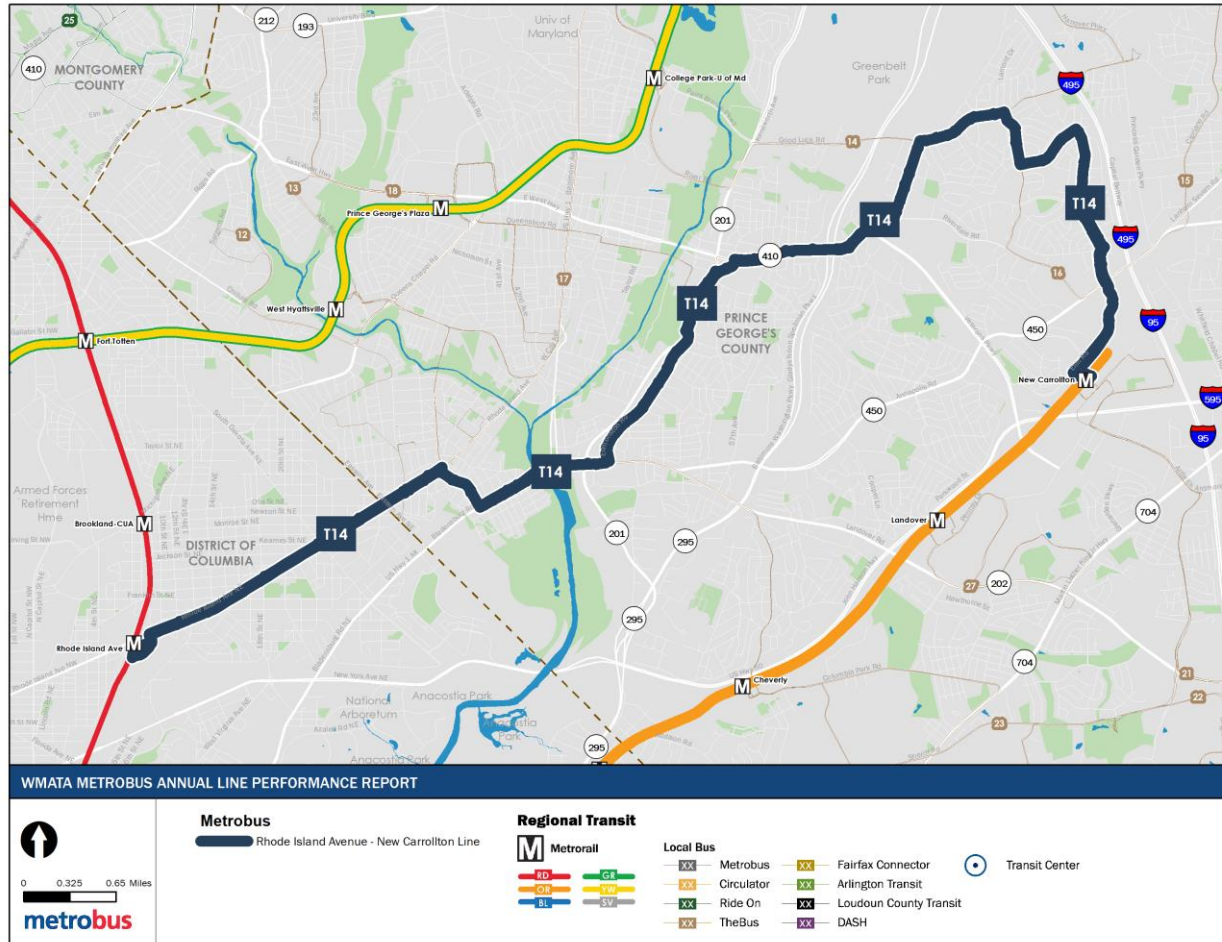
## Service Change Summary

Route G8 - June 2019:  
 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



About the Line



Service Classification

Framework

Activity Tier

3

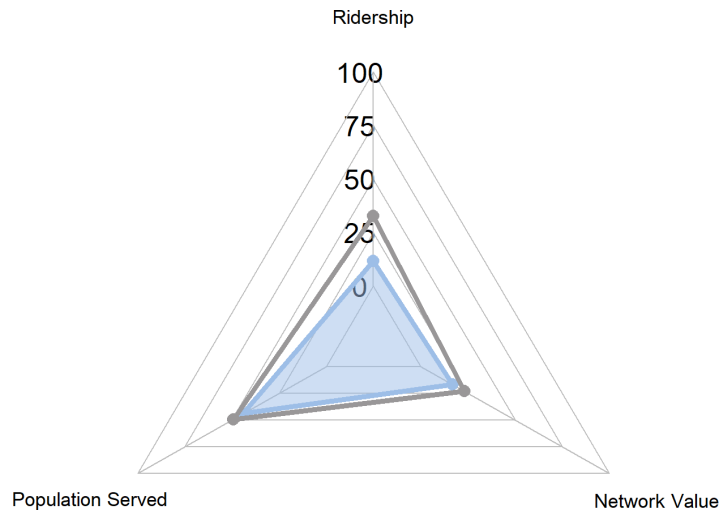
Overall Grade

Line	Grade
Line 542	B

## Line Benefit Score

24

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

44




17

12





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,867,690</b>
	<b>Peak Vehicles</b>	<b>5</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>35,478</b>	
	<b>People of Color Population</b>	Service Area	<b>17,775</b>
		% Riders Surveyed	<b>89%</b>
	<b>Low Income Household</b>	Service Area	<b>11,049</b>
		% Riders Surveyed	<b>54%</b>

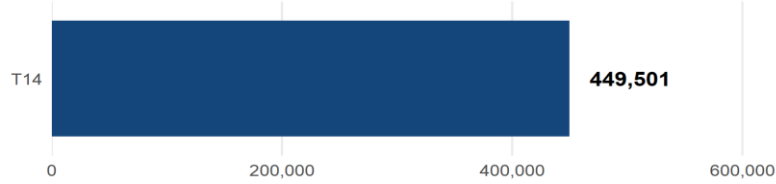
## Facilities/Amenities

	<b>Bus Stops</b>	<b>124</b>
	<b>% Stops With Shelters</b>	<b>14%</b>
	<b>% Stops With Benches</b>	<b>17%</b>
	<b>% Stops With Real-Time Signs</b>	<b>3%</b>



## Ridership

### Annual Ridership

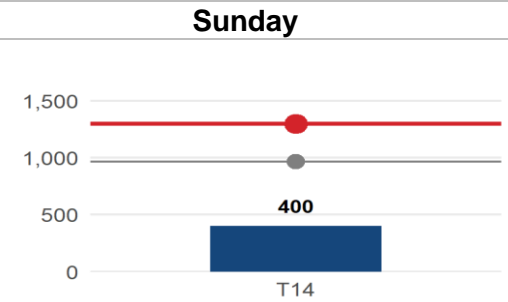
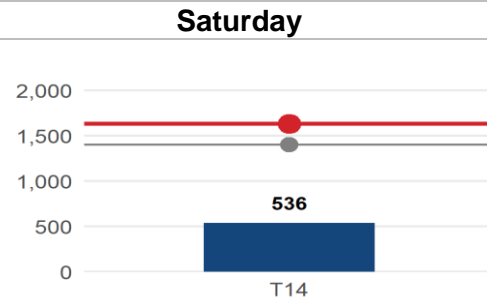
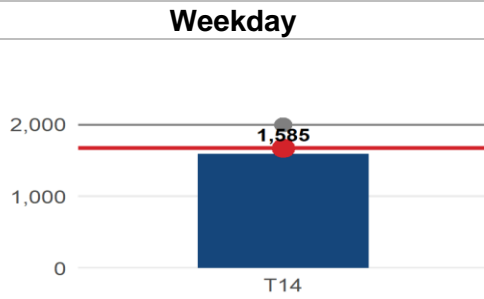


### Top Transfer Locations

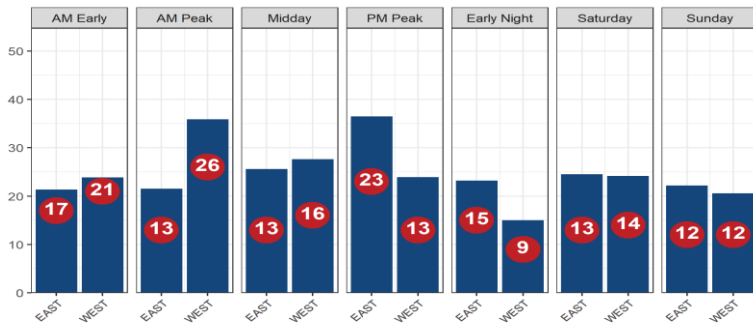
#### Rhode Island Avenue, New Carrollton

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



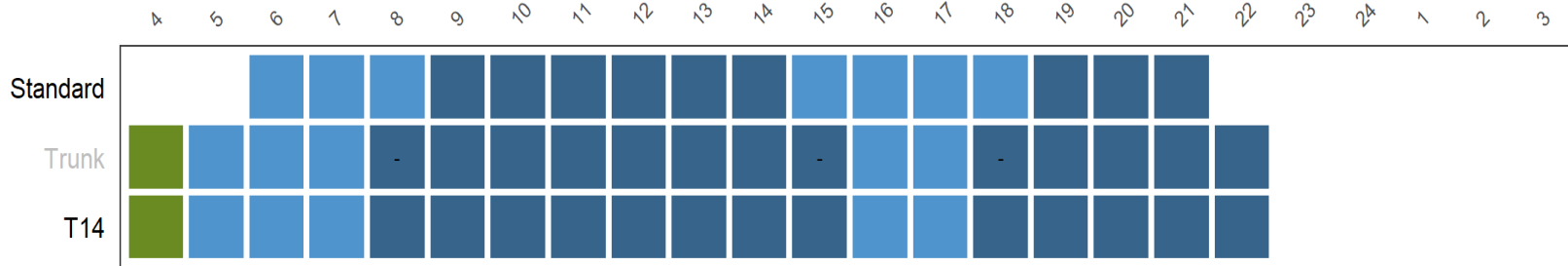
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.46	0.47
	Off-Peak Maximum Target: 1.0	0.36	0.39
Saturday Maximum Target: 1.0		0.32	0.35
Sunday Maximum Target: 1.0		0.29	0.3

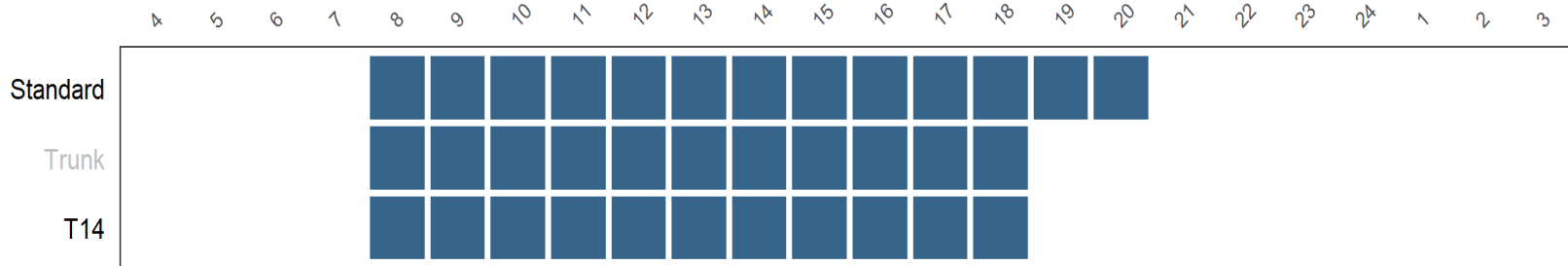
# Span and Frequency



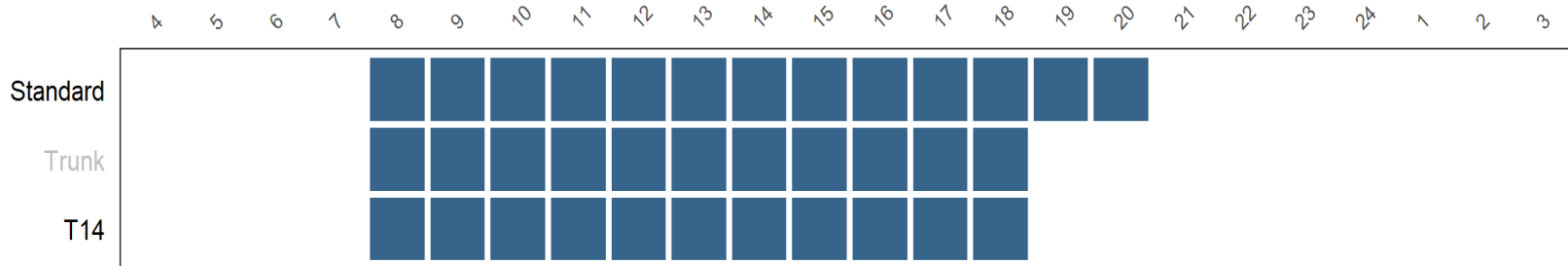
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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	8:00 AM - 6:55 PM	-	C	8:05 AM - 6:41 PM	-	C
	Frequency of Service   varies	Peak: 27.3 / Off-Peak: 53.4	Peak: 23.7 / Off-Peak: 39.6	B	60.2	47.6	C	64.1	52.8	C
Productivity	Passengers per Revenue Hour   15	29.2	30.4	A	26.9	29.1	A	23.4	27.2	A
	Passengers per Revenue Mile   1	2.5	2.6	A	2.2	2.4	A	1.9	2.1	A
Reliability	On-Time Performance   79%	76%	78%	C	68%	72%	E	77%	80%	C
	Crowding   5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.47	Off-Peak: 0.39 Peak: 0.48	A	0.33	0.39	A	0.3	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.08	\$ 4.26	A	\$4.44	\$ 4.33	A	\$5.10	\$ 4.58	A
	Cost Recovery   20%	31%	29%	A	28%	28%	A	24%	25%	A

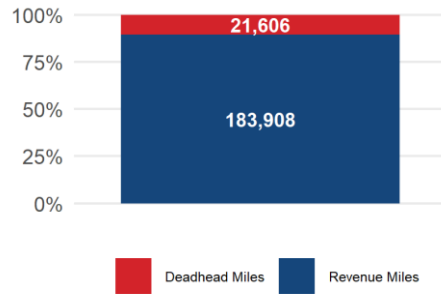


# Route T14

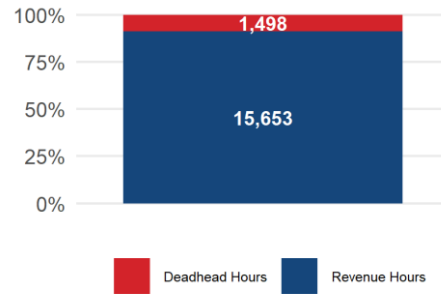
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			4.6			E		
	Circuitry   1.75	1.5			2.49			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	29.2	30.4	A	26.9	29.1	A	23.4	27.2	A
	Passengers per Revenue Mile   1	2.5	2.6	A	2.2	2.4	A	1.9	2.1	A
	Unique Segment Ridership   10%	37%	31%	A	39%	54%	A	43%	55%	A
Reliability	On-Time Performance   79%	76%	78%	C	68%	72%	E	77%	80%	C
	Crowding   5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.47	Off-Peak: 0.41 Peak: 0.47	A	0.33	0.39	A	0.3	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.08	\$ 4.26	A	\$4.44	\$ 4.33	A	\$5.10	\$ 4.58	A
	Cost Recovery   20%	31%	29%	A	28%	27%	A	24%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



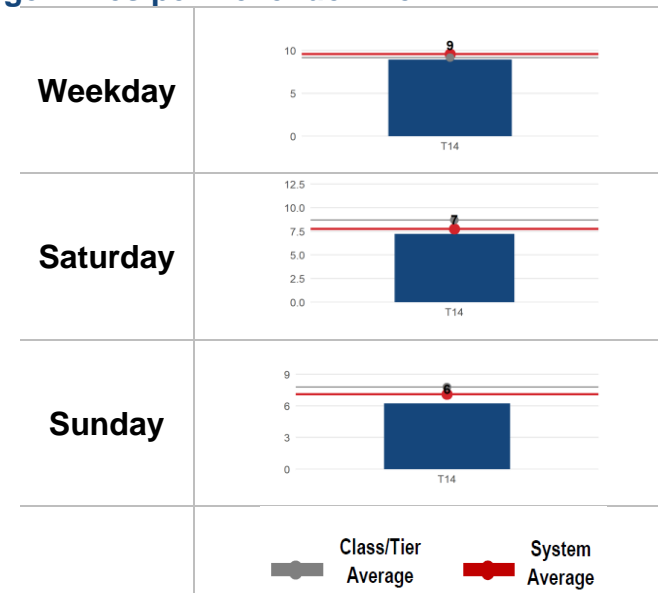
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T14	23.60	1,462	1,450 (99.2%)

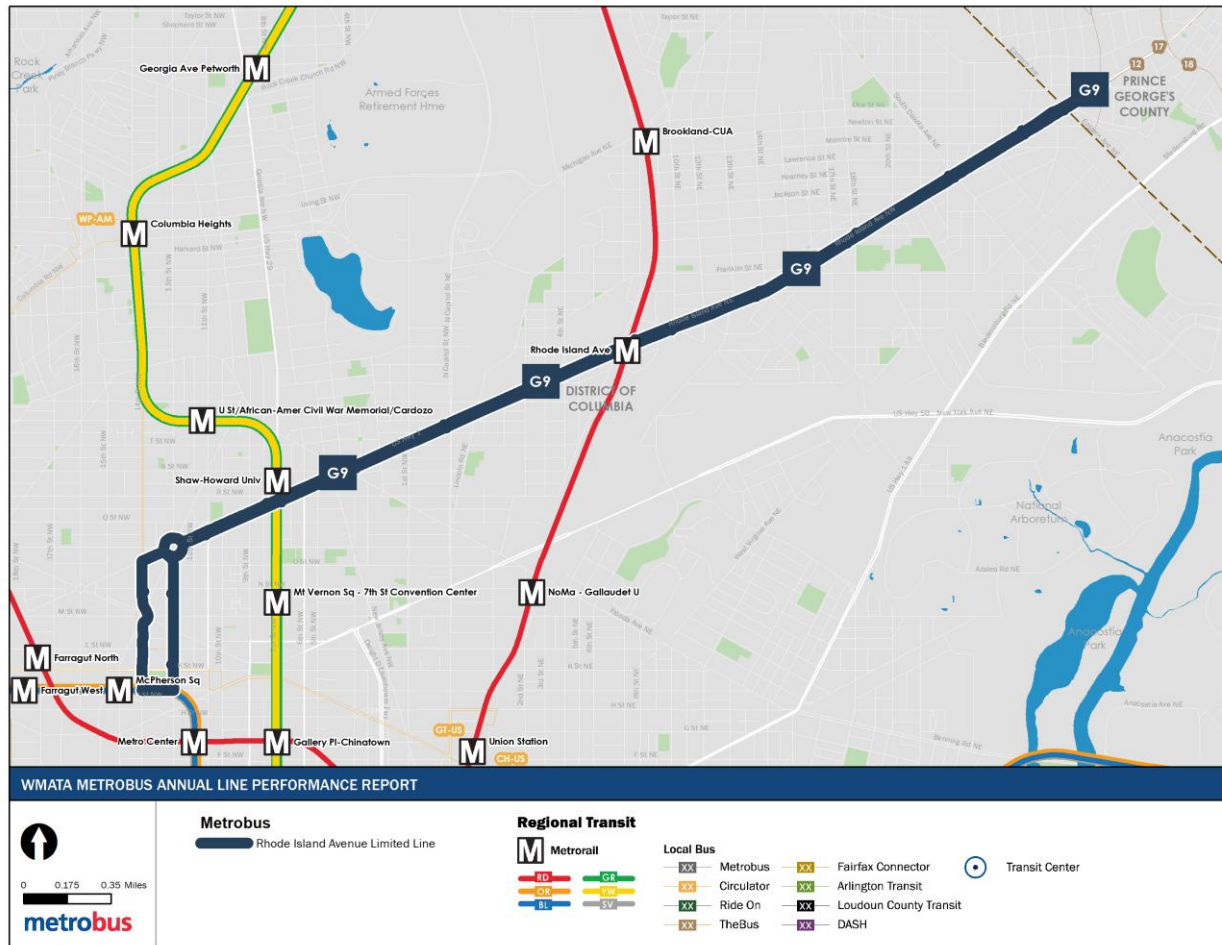
## Service Change Summary

Route T14 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

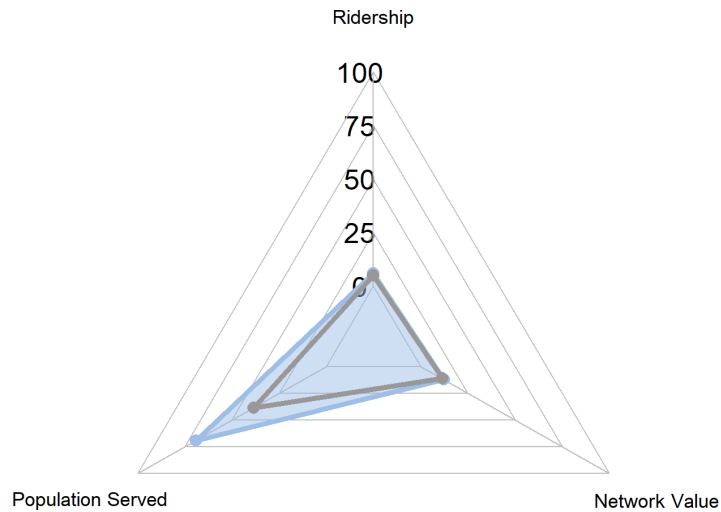
Overall Grade

Line	Grade
Rhode Island Avenue Limited Line	A

## Line Benefit Score

29

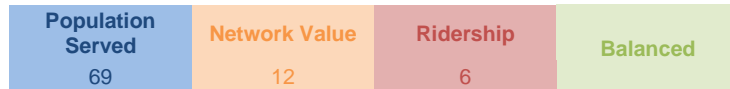
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$1,089,656
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	32,020	
	People of Color Population	Service Area	17,398
		% Riders Surveyed	59%
	Low Income Household	Service Area	7,221
		% Riders Surveyed	41%

## Facilities/Amenities

	Bus Stops	27
	% Stops With Shelters	22%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	4%



## Ridership

### Annual Ridership

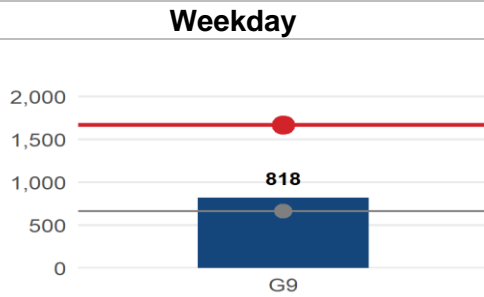


### Top Transfer Locations

Rhode Island Avenue, McPherson Square, Shaw-Howard University

### Average Daily Ridership

- Class/Tier Average
- System Average



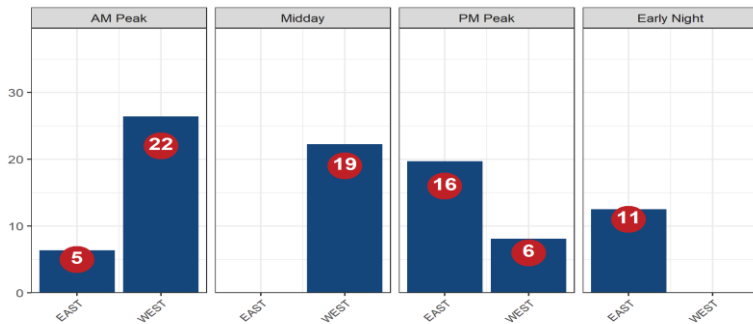
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.31	0.36
	Off-Peak Maximum Target: 1.0	0.27	0.47
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Rhode Island 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	6:00 AM - 9:42 AM; 3:00 PM - 7:35 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 17.3 / Off-Peak: 238.7	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	22.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.3	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	75%	D	-	-	-	-	-	-
	Crowding   5%	0%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.33	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.29	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	27%	48%	B	-	-	-	-	-	-

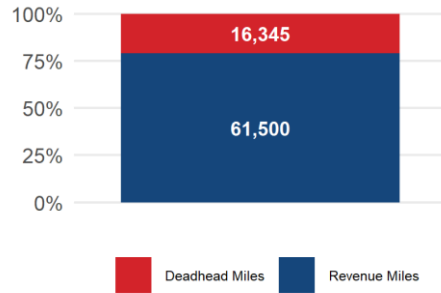
# Route G9

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	3.1			3.2			-		
Route Design	Circuitry   N/A	1.03			1.31			-		
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	22.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.3	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	25%	12%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	72%	75%	D	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.33	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.29	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	27%	45%	B	-	-	-	-	-	-

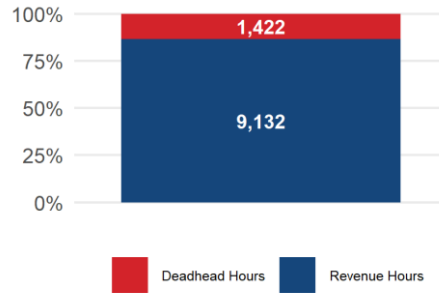


# Operational Analysis

## Miles Allocation



## Hours Allocation



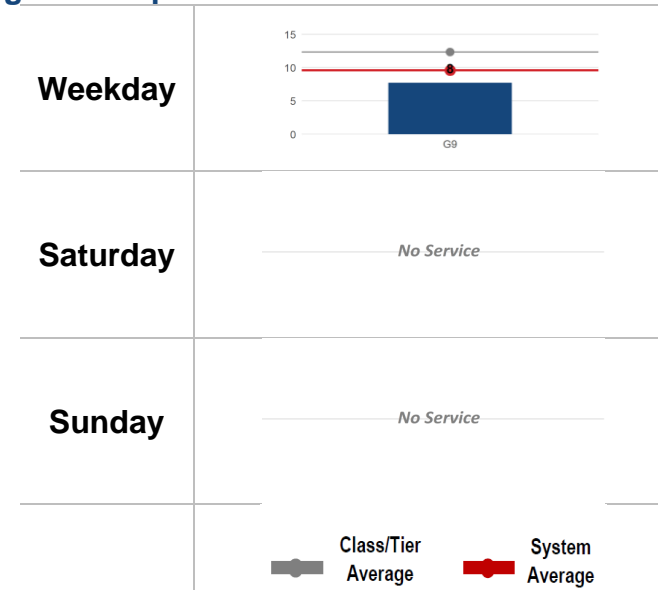
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G9	9.50	1,122	1,115 (99.4%)

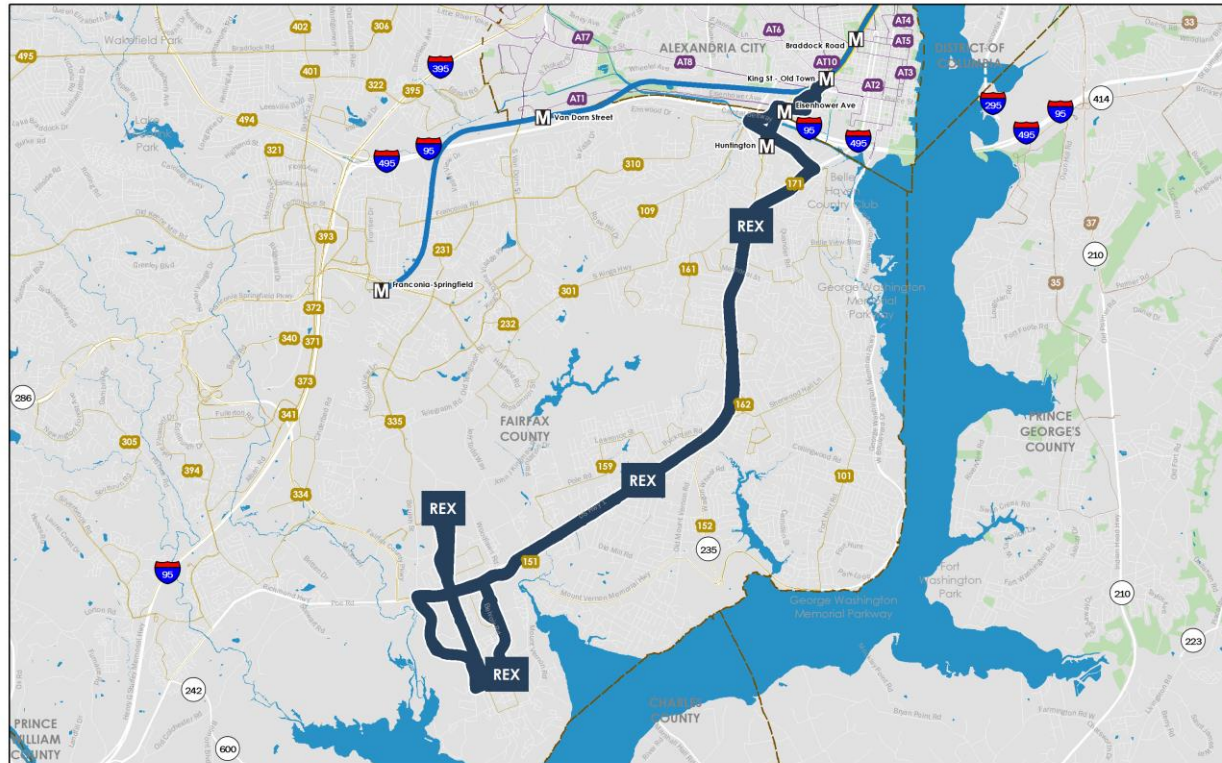
## Service Change Summary

Route G9 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

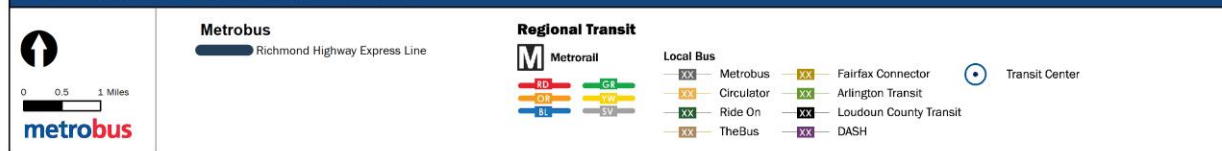
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

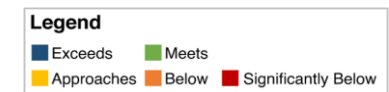
Framework

Activity Tier

3

Overall Grade

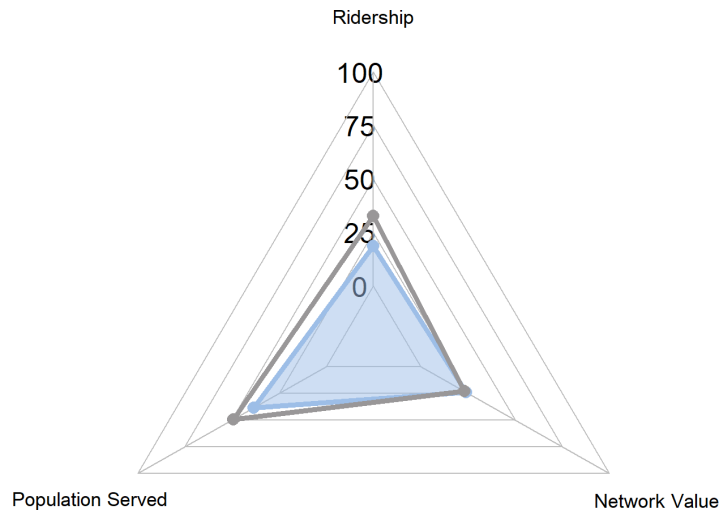
Line	Grade
Line 131 - Richmond Highway Express	B



## Line Benefit Score

27

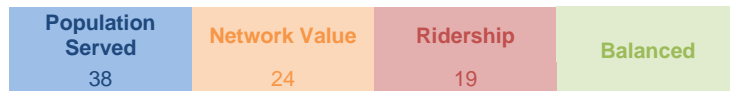
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$4,457,169
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	23,528	
	People of Color Population	Service Area	8,753
		% Riders Surveyed	86%
	Low Income Household	Service Area	8,016
		% Riders Surveyed	63%

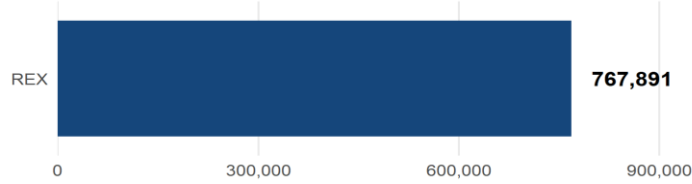
## Facilities/Amenities

	Bus Stops	41
	% Stops With Shelters	39%
	% Stops With Benches	39%
	% Stops With Real-Time Signs	0%



## Ridership

### Annual Ridership



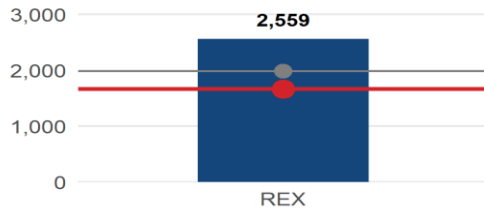
### Top Transfer Locations

Huntington, King Street, Eisenhower Avenue

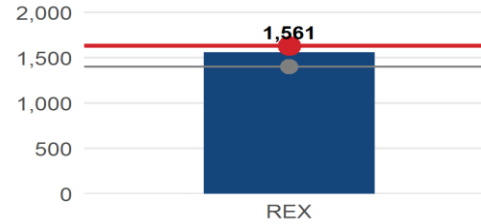
### Average Daily Ridership

- Class/Tier Average
- System Average

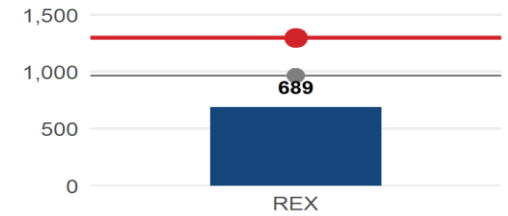
#### Weekday



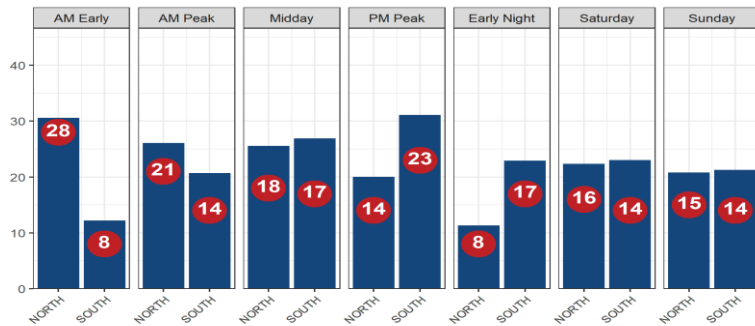
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.45	0.49
	Off-Peak Maximum Target: 1.0	0.41	0.41
Saturday Maximum Target: 1.0		0.41	0.37
Sunday Maximum Target: 1.0		0.38	0.35

# Span and Frequency



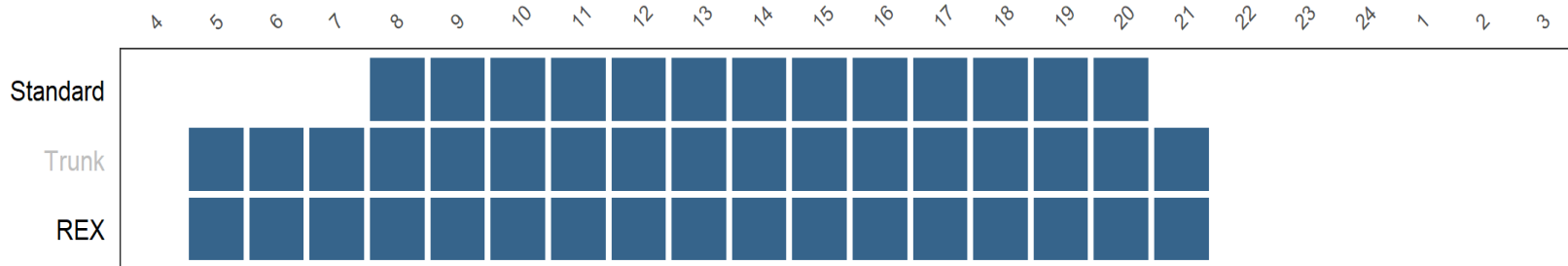
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# B Richmond Highway Express

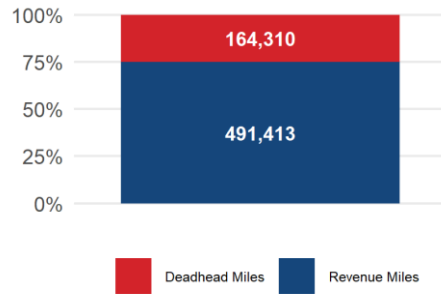
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:00 AM - 11:39 PM	-	A	5:00 AM - 10:56 PM	-	A	5:00 AM - 9:57 PM	-	A
	Frequency of Service   varies	Peak: 15.5 / Off-Peak: 25.6	Peak: 23.7 / Off-Peak: 39.6	A	30.2	47.6	A	60.5	52.8	C
Productivity	Passengers per Revenue Hour   15	20.7	30.4	A	21.4	29.1	A	21.6	27.2	A
	Passengers per Revenue Mile   1	1.6	2.6	A	1.5	2.4	A	1.4	2.1	A
Reliability	On-Time Performance   79%	83%	78%	B	71%	72%	D	73%	80%	D
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.47	Off-Peak: 0.39 Peak: 0.48	A	0.39	0.39	A	0.36	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.76	\$ 4.26	A	\$5.57	\$ 4.33	A	\$5.53	\$ 4.58	A
	Cost Recovery   20%	21%	29%	B	22%	28%	A	22%	25%	A

# Route REX

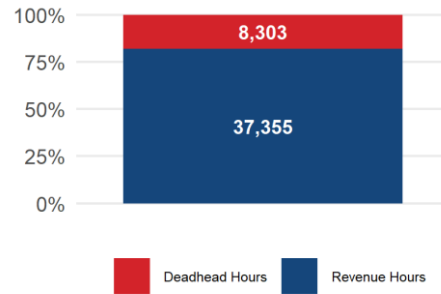
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	1.6			4.6			E		
Route Design	Circuitry   1.75	1.49			2.49			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	20.7	30.4	A	21.4	29.1	A	21.6	27.2	A
	Passengers per Revenue Mile   1	1.6	2.6	A	1.5	2.4	A	1.4	2.1	A
	Unique Segment Ridership   10%	58%	31%	A	64%	54%	A	62%	55%	A
Reliability	On-Time Performance   79%	83%	78%	B	71%	72%	D	73%	80%	D
	Crowding   5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.47	Off-Peak: 0.41 Peak: 0.47	A	0.39	0.39	A	0.36	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.76	\$ 4.26	A	\$5.57	\$ 4.33	A	\$5.53	\$ 4.58	A
	Cost Recovery   20%	21%	29%	B	22%	27%	A	22%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



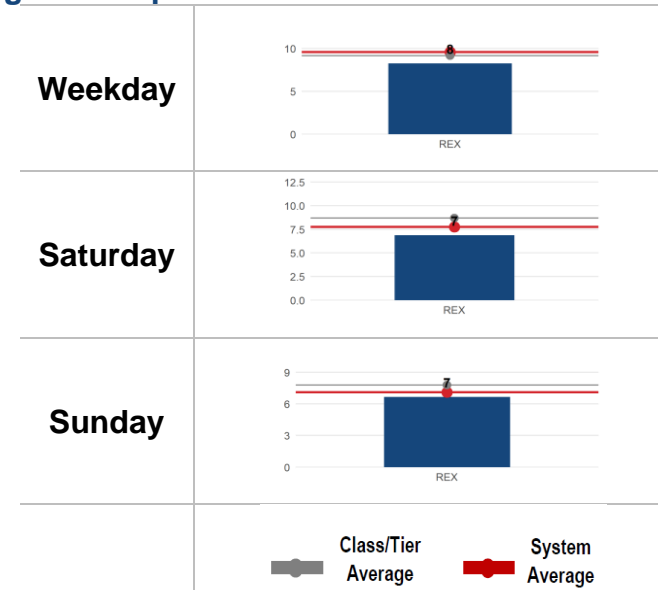
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
REX	30.80	2,762	2,743 (99.3%)

## Service Change Summary

Route REX - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

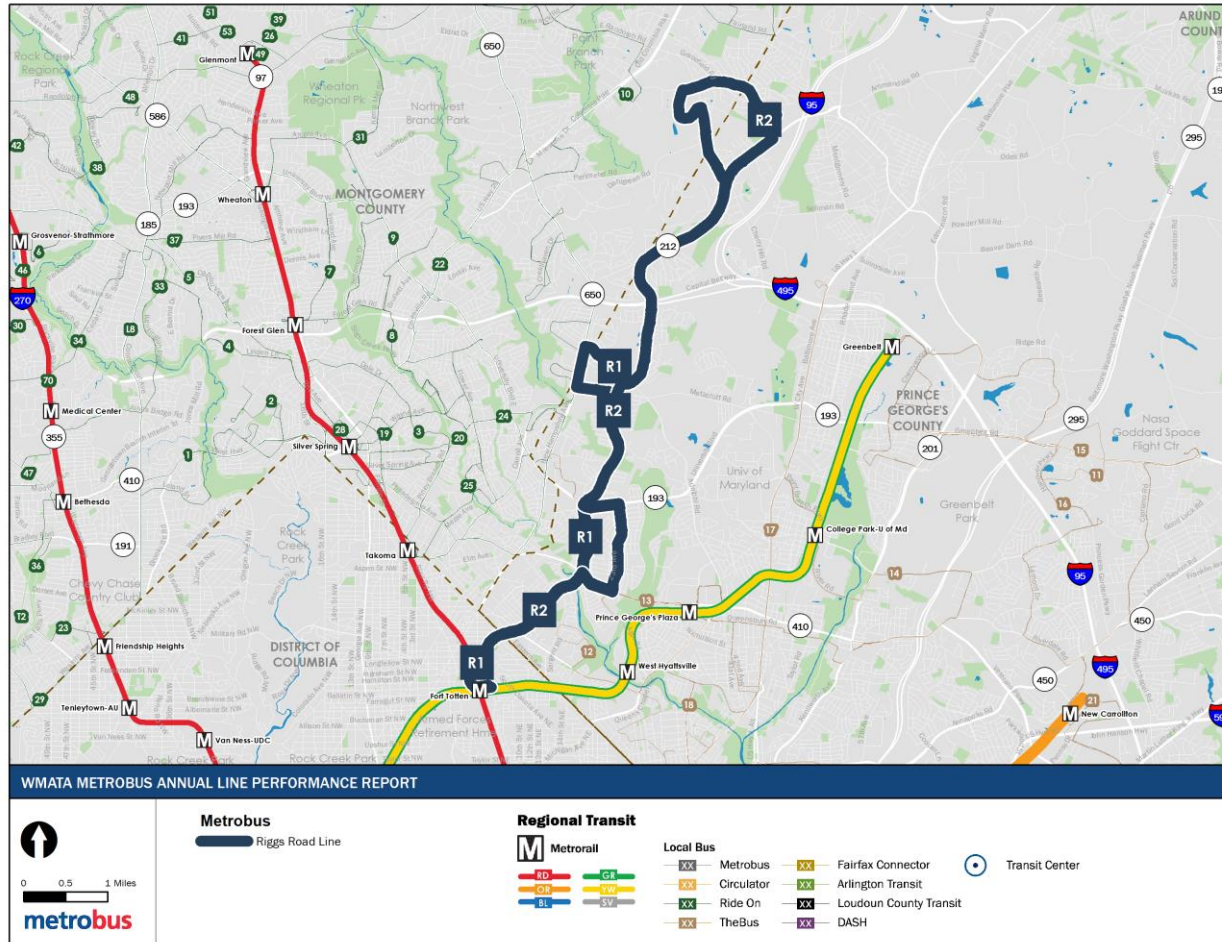




# LINE: 800 - Riggs Road

# ROUTE(S): R1, R2

## About the Line



## Service Classification

Framework

## Activity Tier

3

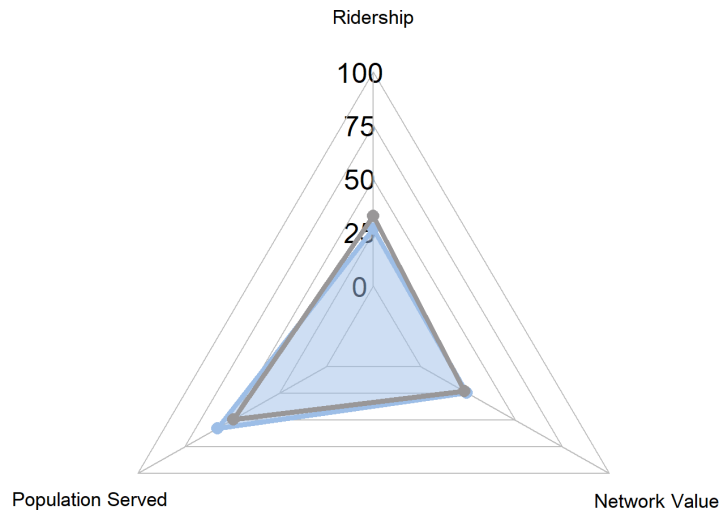
## Overall Grade

Line	Grade
Riggs Road Line	B

## Line Benefit Score

**36**

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$2,737,650</b>
	<b>Peak Vehicles</b>	<b>9</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot, 60 Foot</b>

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

	<b>Service Area Population</b>	<b>79,619</b>	
	<b>People of Color Population</b>	Service Area	<b>32,664</b>
		% Riders Surveyed	<b>93%</b>
	<b>Low Income Household</b>	Service Area	<b>29,017</b>
		% Riders Surveyed	<b>66%</b>

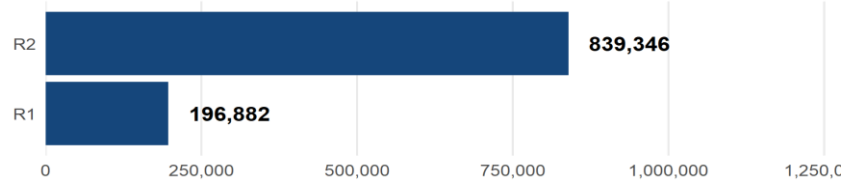
## Facilities/Amenities

	<b>Bus Stops</b>	<b>142</b>
	<b>% Stops With Shelters</b>	<b>6%</b>
	<b>% Stops With Benches</b>	<b>7%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

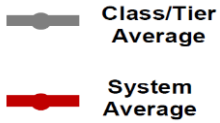
### Annual Ridership



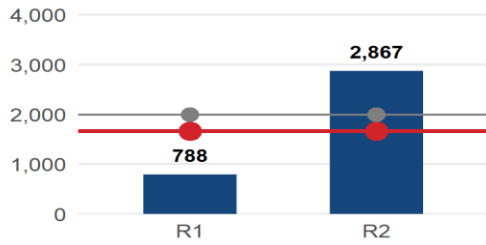
### Top Transfer Locations

#### Fort Totten

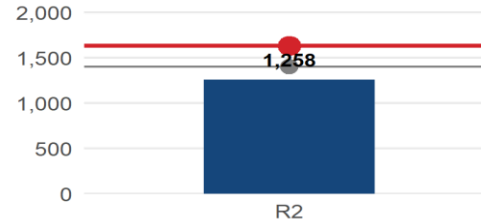
### Average Daily Ridership



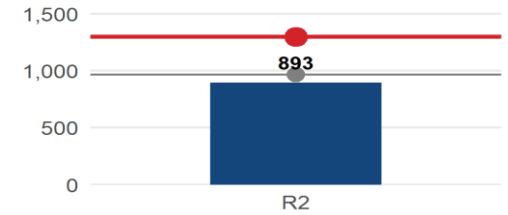
#### Weekday



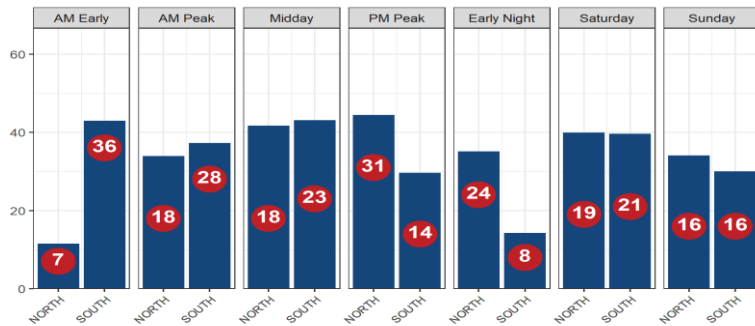
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



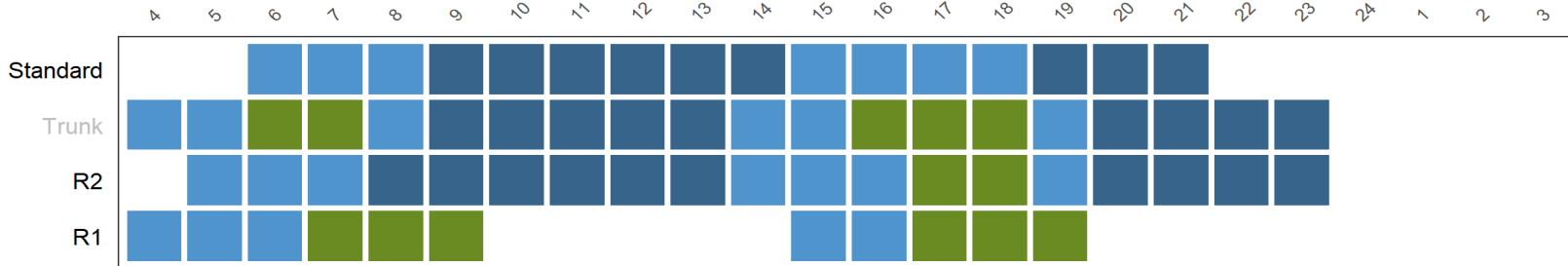
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.59	0.47
	Off-Peak Maximum Target: 1.0	0.39	0.47
Saturday Maximum Target: 1.0		0.46	0.52
Sunday Maximum Target: 1.0		0.39	0.39

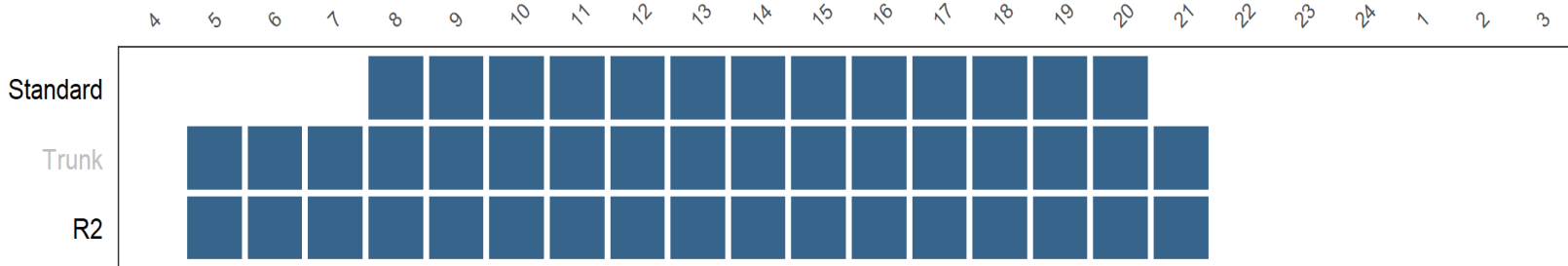
# Span and Frequency



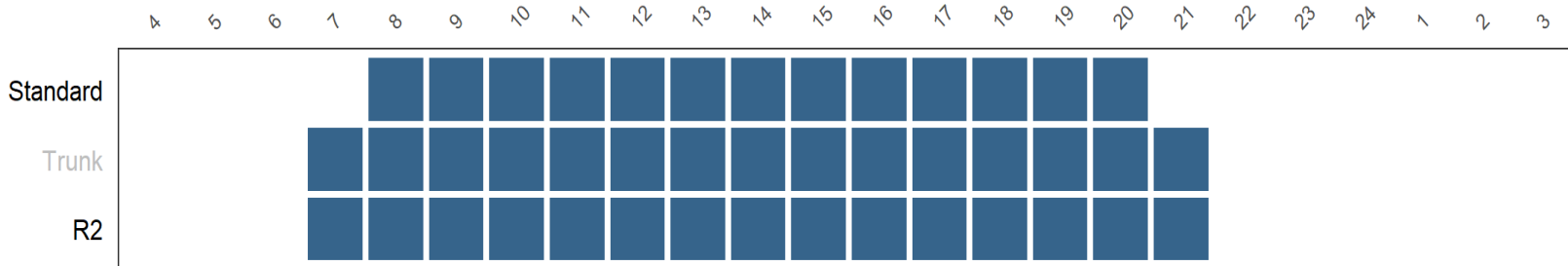
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### 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	5:50 AM - 9:41 PM	-	A	7:00 AM - 9:31 PM	-	A
	Frequency of Service   varies	Peak: 20.3 / Off-Peak: 33.4	Peak: 23.7 / Off-Peak: 39.6	A	60.0	47.6	B	60.2	52.8	C
Productivity	Passengers per Revenue Hour   15	45.2	30.4	A	42.7	29.1	A	35.1	27.2	A
	Passengers per Revenue Mile   1	3.8	2.6	A	3.7	2.4	A	2.9	2.1	A
Reliability	On-Time Performance   79%	67%	78%	E	75%	72%	C	81%	80%	B
	Crowding   5%	2%	1%	A	11%	1%	E	2%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.53	Off-Peak: 0.39 Peak: 0.48	A	0.49	0.39	A	0.39	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.64	\$ 4.26	A	\$2.80	\$ 4.33	A	\$3.39	\$ 4.58	A
	Cost Recovery   20%	49%	29%	A	46%	28%	A	38%	25%	A

# Route R1

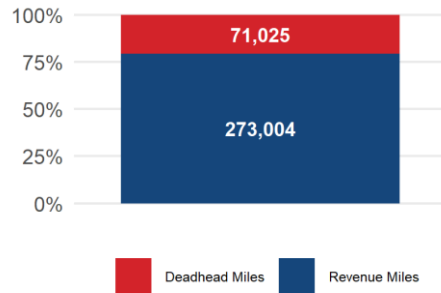
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.1			4.6			E		
Route Design	Circuitry   1.75	1.43			2.49			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	49.5	30.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	5.6	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	12%	31%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	75%	78%	C	-	-	-	-	-	-
	Crowding   5%	2%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.64 Peak: 0.59	Off-Peak: 0.41 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.41	\$ 4.26	A	-	-	-	-	-	-
	Cost Recovery   20%	58%	29%	A	-	-	-	-	-	-

# Route R2

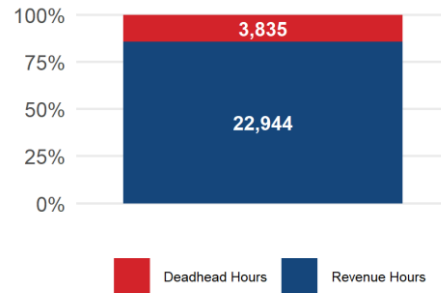
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.4			4.6			E		
Route Design	Circuitry   1.75	1.25			2.49			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	44.1	30.4	A	42.7	29.1	A	35.1	27.2	A
	Passengers per Revenue Mile   1	3.5	2.6	A	3.7	2.4	A	2.9	2.1	A
	Unique Segment Ridership   10%	38%	31%	A	81%	54%	A	79%	55%	A
Reliability	On-Time Performance   79%	65%	78%	E	75%	72%	C	81%	80%	B
	Crowding   5%	1%	1%	A	11%	1%	E	2%	0%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.5	Off-Peak: 0.41 Peak: 0.47	A	0.49	0.39	A	0.39	0.35	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$2.70	\$ 4.26	A	\$2.80	\$ 4.33	A	\$3.39	\$ 4.58	A
	Cost Recovery   20%	47%	29%	A	45%	27%	A	37%	25%	A

# Operational Analysis

## Miles Allocation



## Hours Allocation



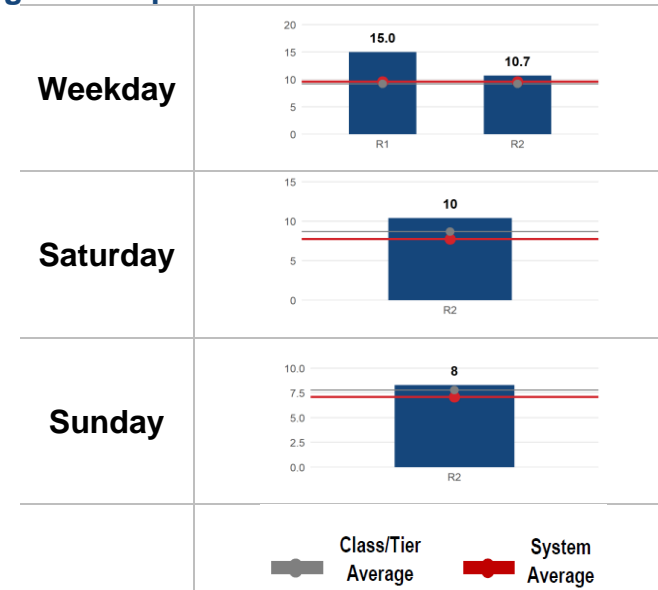
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R1	13.20	462	462 (100.0%)
R2	23.00	1,927	1,921 (99.7%)

## Service Change Summary

Route R1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route R2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

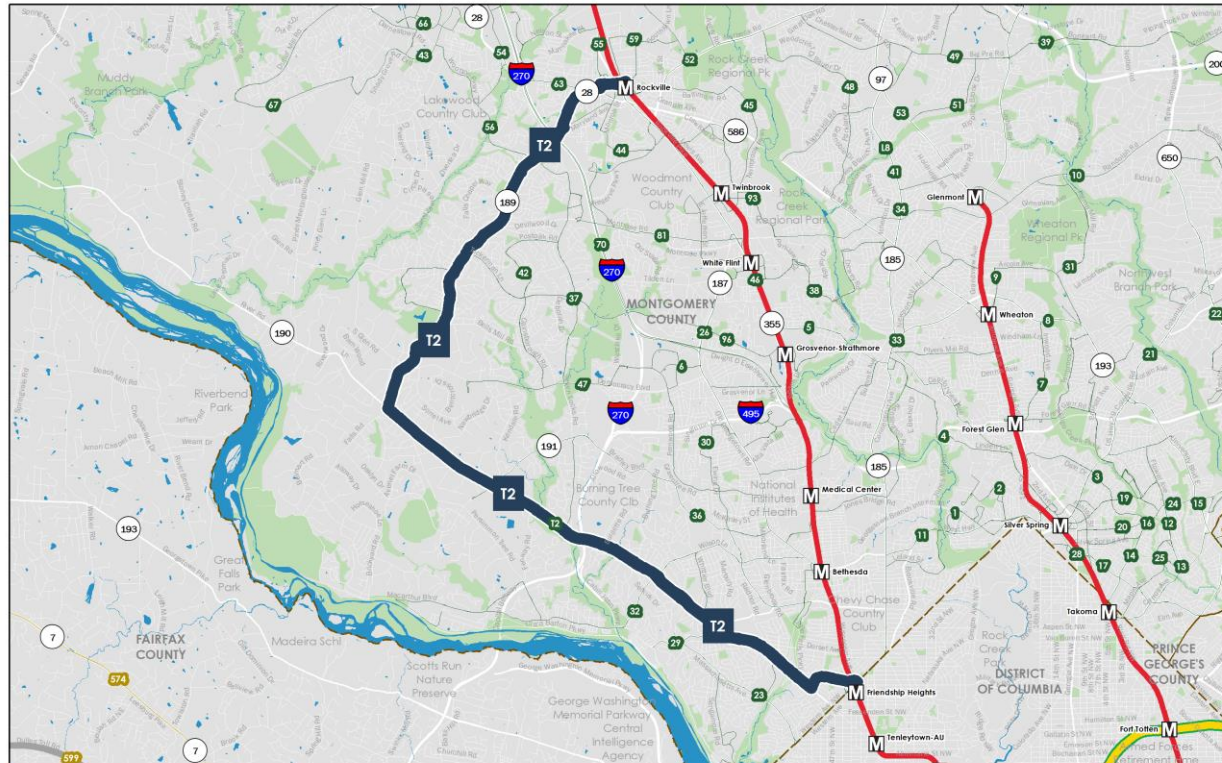




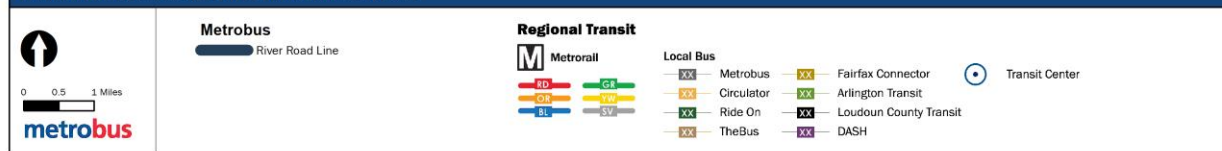
**LINE: 102 - River Road**

**ROUTE(S): T2**

**About the Line**



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



**Service Classification**

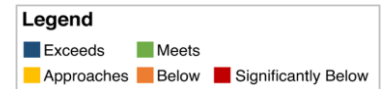
Coverage

**Activity Tier**

3

**Overall Grade**

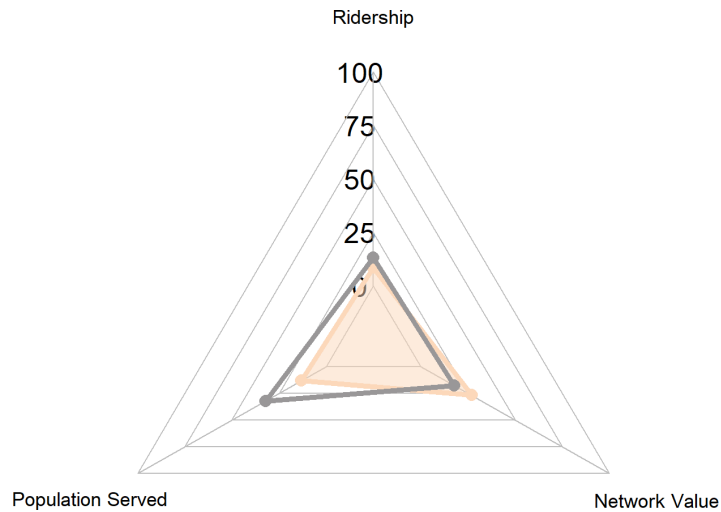
Line	Grade
River Road Line	B



## Line Benefit Score

**16**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

13

27

9

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,888,148</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>27,362</b>	
	<b>People of Color Population</b>	Service Area	<b>6,463</b>
		% Riders Surveyed	<b>71%</b>
	<b>Low Income Household</b>	Service Area	<b>2,609</b>
		% Riders Surveyed	<b>49%</b>

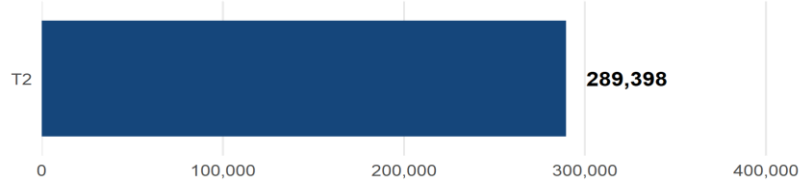
## Facilities/Amenities

	<b>Bus Stops</b>	<b>132</b>
	<b>% Stops With Shelters</b>	<b>11%</b>
	<b>% Stops With Benches</b>	<b>49%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



## Ridership

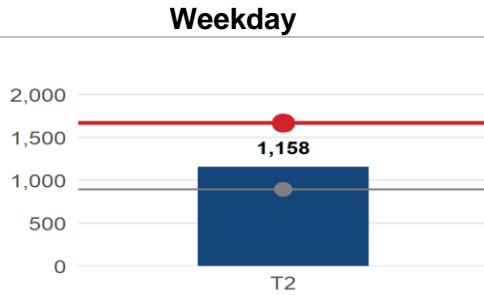
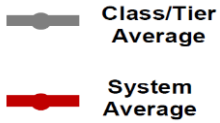
### Annual Ridership



### Top Transfer Locations

#### Friendship Heights, Rockville

### Average Daily Ridership



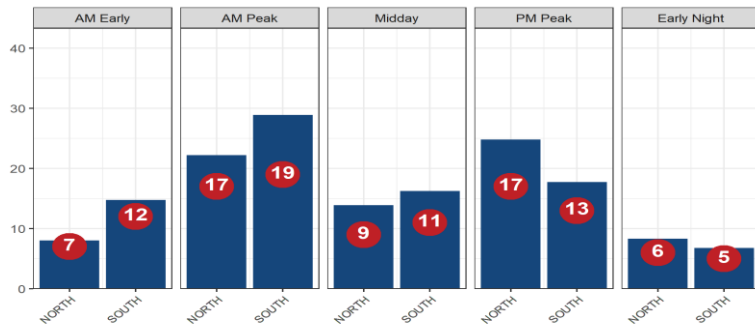
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



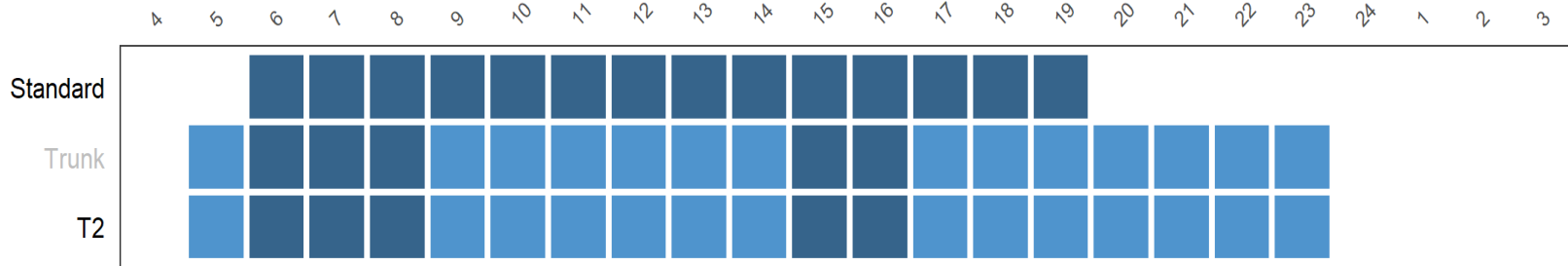
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.43	0.4
	Off-Peak Maximum Target: 1.0	0.21	0.24
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B River Road

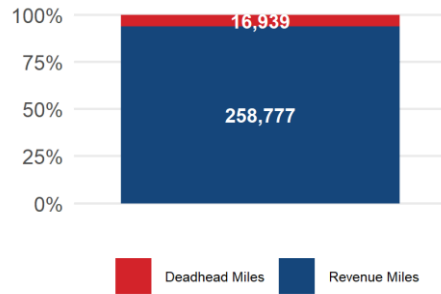
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:25 AM - 11:11 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 30.3 / Off-Peak: 29.9	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	18.7	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.41	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.40	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	19%	23%	C	-	-	-	-	-	-

# Route T2

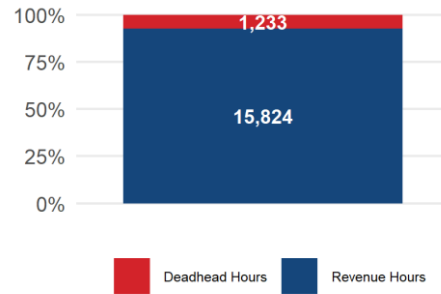
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.1			4.9			A		
Route Design	Circuitry   N/A	1.68			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	18.7	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.1	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	75%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	83%	C	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.41	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$6.40	\$ 5.43	B	-	-	-	-	-	-
	Cost Recovery   20%	19%	23%	C	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



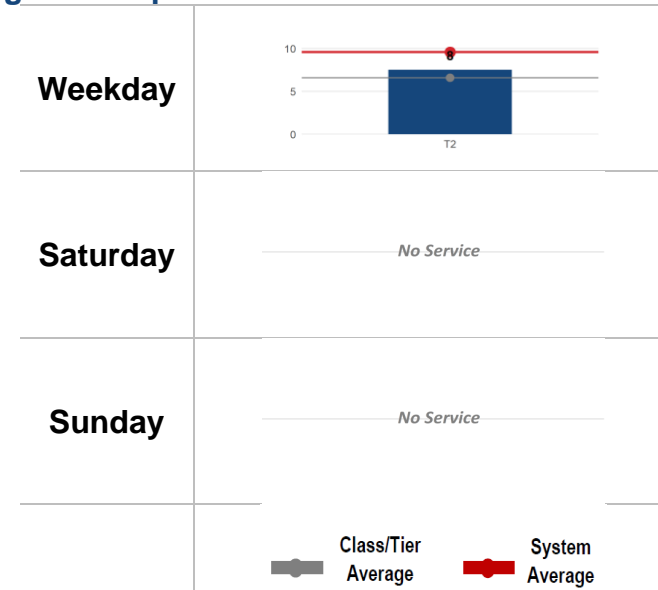
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T2	32.40	1,540	1,536 (99.7%)

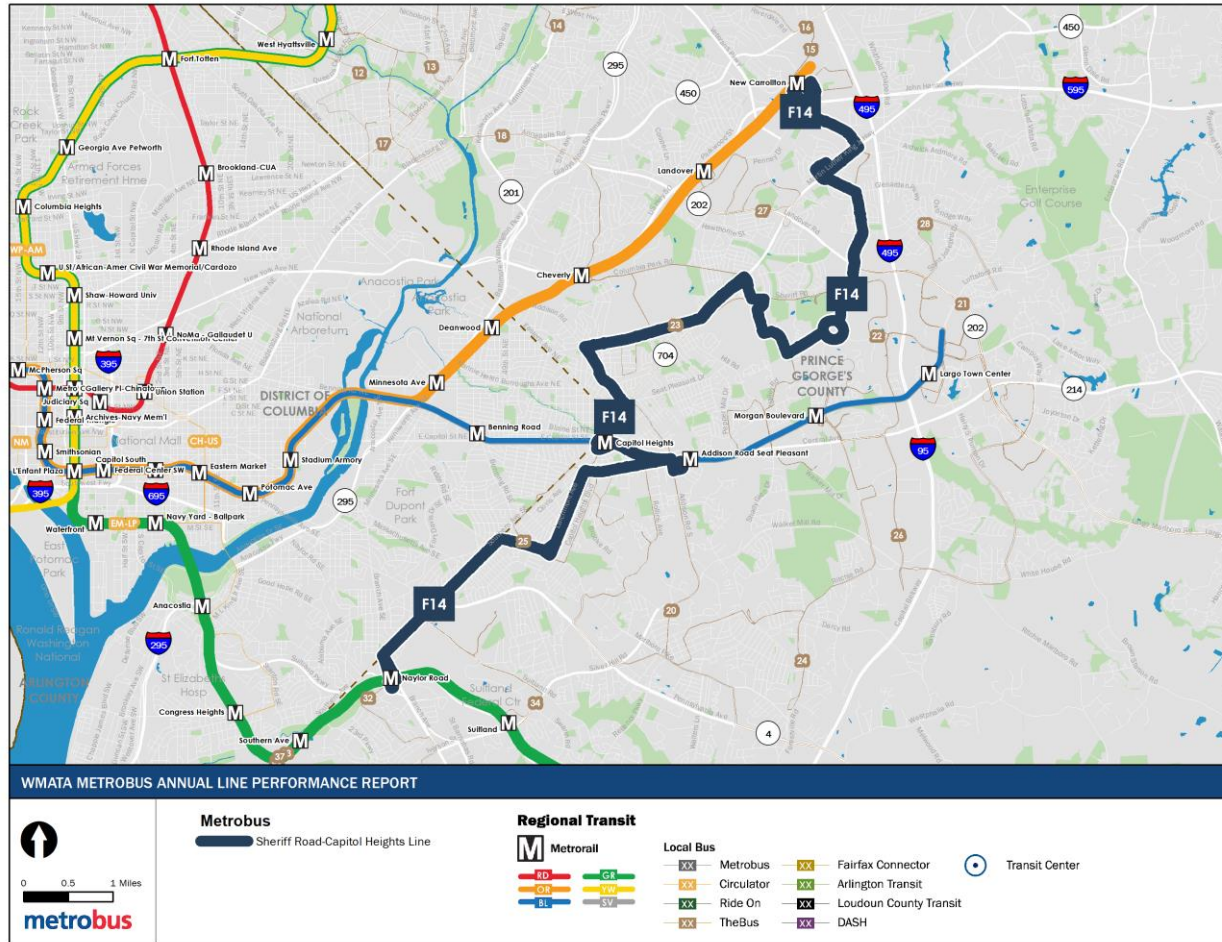
## Service Change Summary

Route T2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

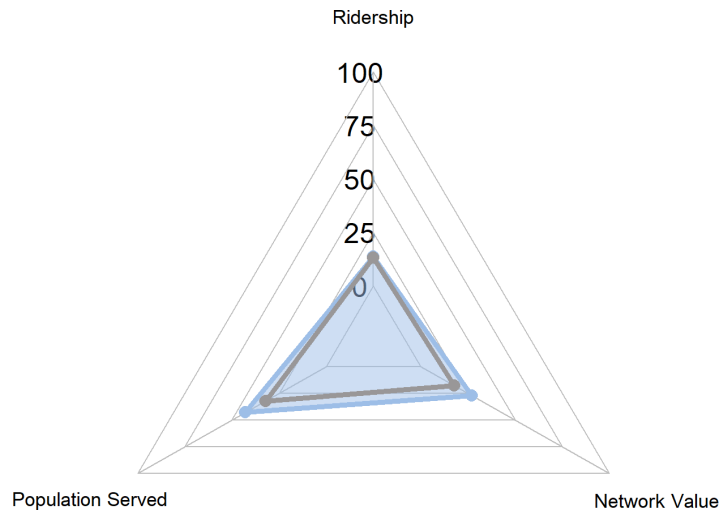
Line	Overall Grade
Line 105 - Sheriff Road-Capitol Heights	B



## Line Benefit Score

28

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

43

27

14

## Operating Statistics

	Annual Operating Costs	\$2,249,283
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	33,671	
	People of Color Population	Service Area	29,118
		% Riders Surveyed	99%
	Low Income Household	Service Area	11,328
		% Riders Surveyed	62%

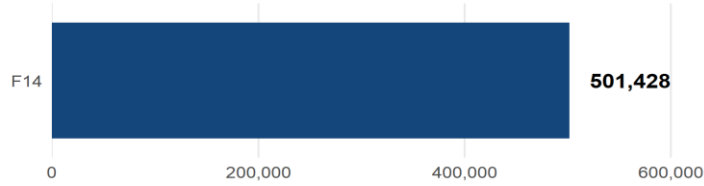
## Facilities/Amenities

	Bus Stops	178
	% Stops With Shelters	21%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	1%



## Ridership

### Annual Ridership

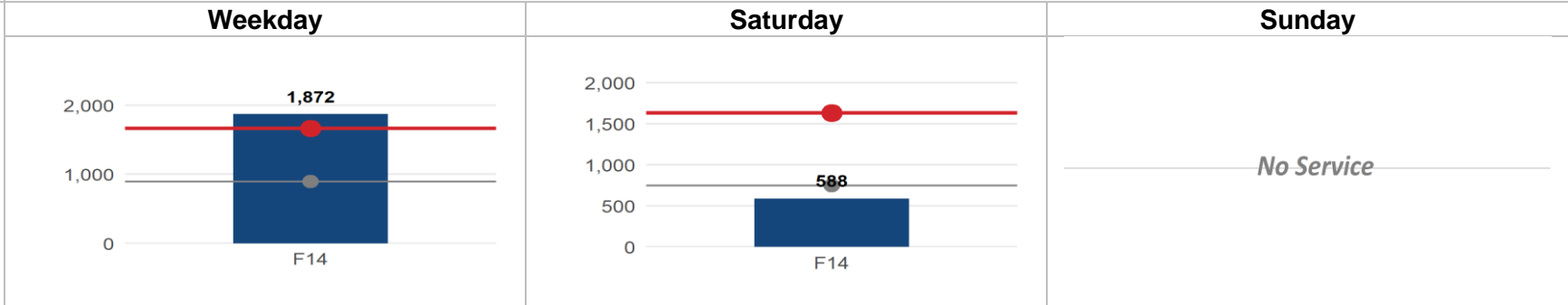


### Top Transfer Locations

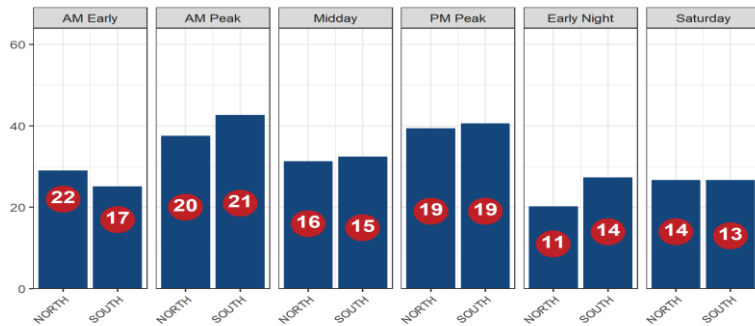
#### Naylor Road, Capitol Heights, Addison Road

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



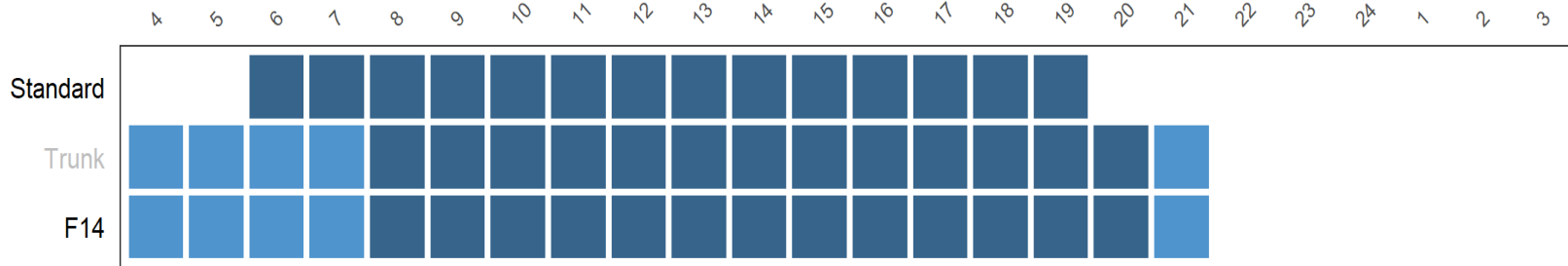
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.49	0.51
	Off-Peak Maximum Target: 1.0		0.4	0.39
Saturday Maximum Target: 1.0			0.34	0.33
Sunday Maximum Target: 1.0				

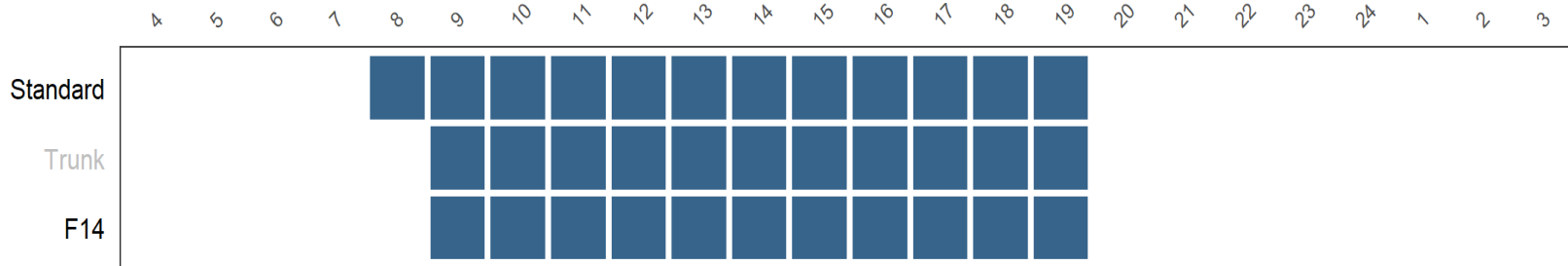
# Span and Frequency



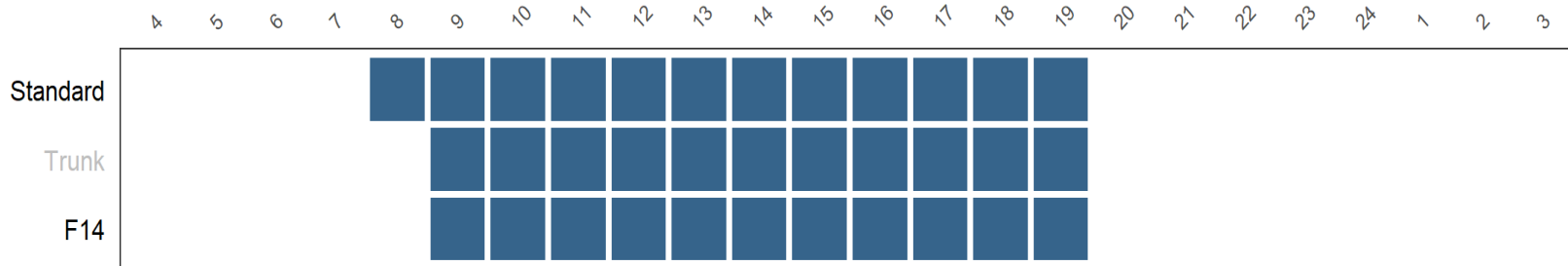
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Sheriff Road-Capitol Heights

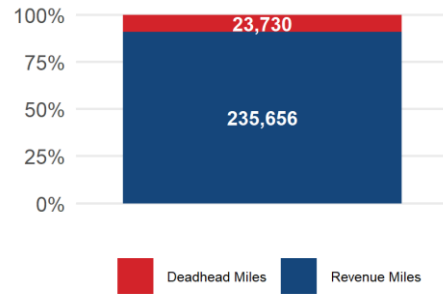
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:39 AM - 9:48 PM	-	A	9:30 AM - 7:19 PM	-	C	-	-	-
	Frequency of Service   varies	Peak: 32.2 / Off-Peak: 47.0	Peak: 28.1 / Off-Peak: 66.7	A	50.1	48.0	A	-	-	-
Productivity	Passengers per Revenue Hour   10	27.4	24.8	A	21.7	27.2	A	-	-	-
	Passengers per Revenue Mile   1	2.2	2.1	A	1.7	2.2	A	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	78%	80%	C	-	-	-
	Crowding   5%	0%	1%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.5	Off-Peak: 0.26 Peak: 0.34	A	0.33	0.31	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.35	\$ 5.43	A	\$5.50	\$ 4.89	A	-	-	-
	Cost Recovery   20%	23%	23%	A	18%	23%	C	-	-	-

# Route F14

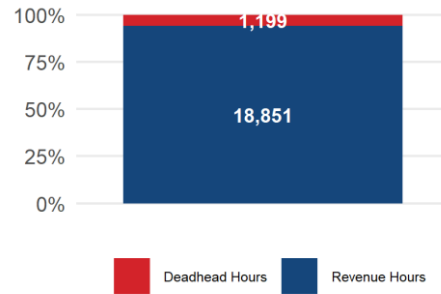
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			4.9			E		
Route Design	Circuitry   N/A	1.84			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	27.4	24.8	A	21.7	27.2	A	-	-	-
	Passengers per Revenue Mile   1	2.2	2.1	A	1.7	2.2	A	-	-	-
	Unique Segment Ridership   10%	69%	33%	A	69%	55%	A	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	78%	80%	C	-	-	-
	Crowding   5%	0%	0%	A	0%	1%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.5	Off-Peak: 0.26 Peak: 0.34	A	0.33	0.31	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.35	\$ 5.43	A	\$5.50	\$ 4.89	A	-	-	-
	Cost Recovery   20%	23%	23%	A	18%	23%	C	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



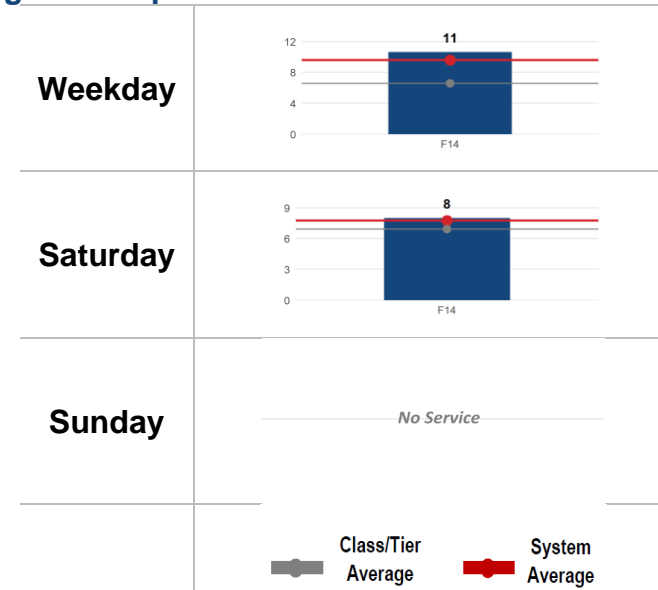
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F14	34.30	1,298	1,292 (99.5%)

## Service Change Summary

Route F14 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
U4	A

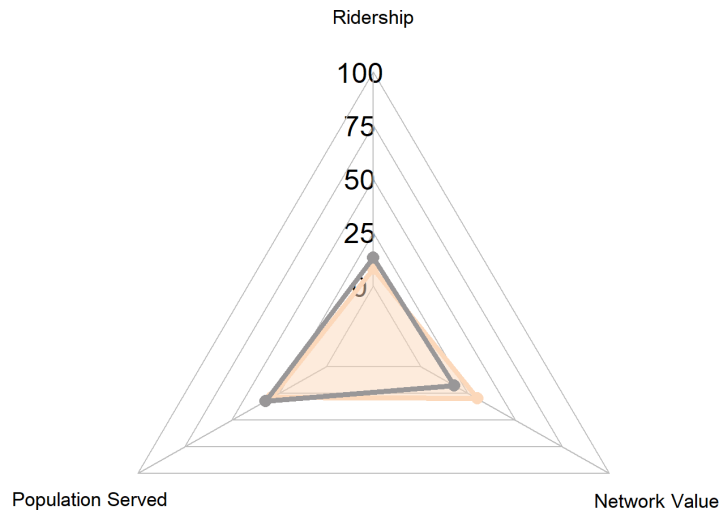
**Legend**

- Exceeds (Dark Blue)
- Meets (Green)
- Approaches (Yellow)
- Below (Orange)
- Significantly Below (Red)

## Line Benefit Score

22

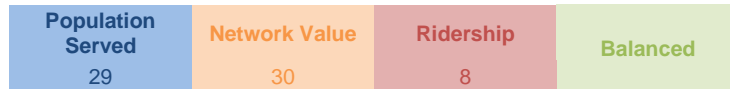
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$1,261,578
	Peak Vehicles	3
	Vehicle Type(s)	30 Foot

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

	Service Area Population	14,817	
	People of Color Population	Service Area	14,102
		% Riders Surveyed	100%
	Low Income Household	Service Area	6,643
		% Riders Surveyed	71%

## Facilities/Amenities

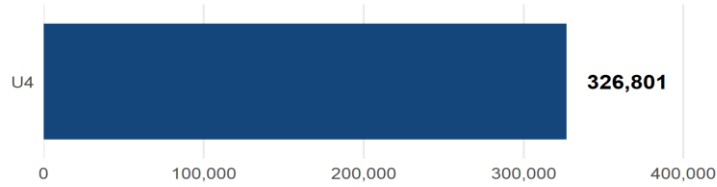
	Bus Stops	40
	% Stops With Shelters	25%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	5%





## Ridership

### Annual Ridership



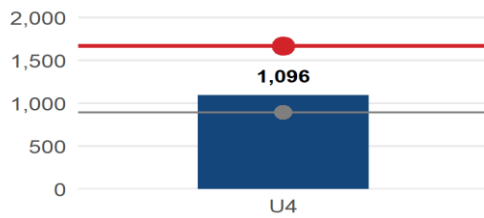
### Top Transfer Locations

#### Minnesota Avenue

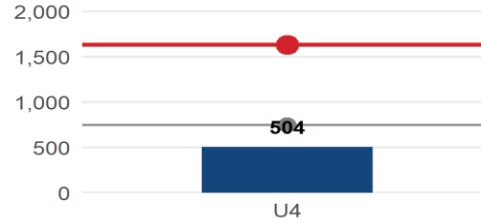
### Average Daily Ridership



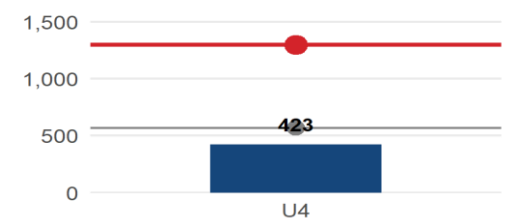
#### Weekday



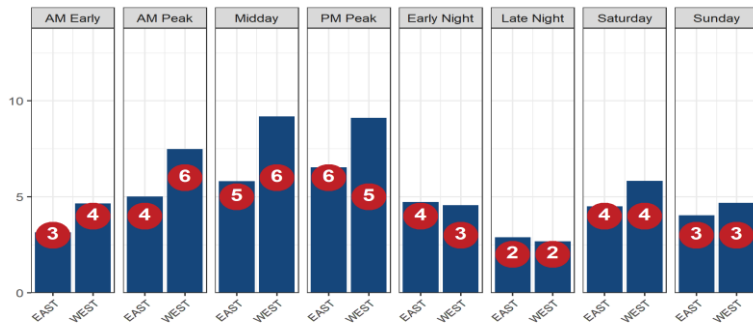
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



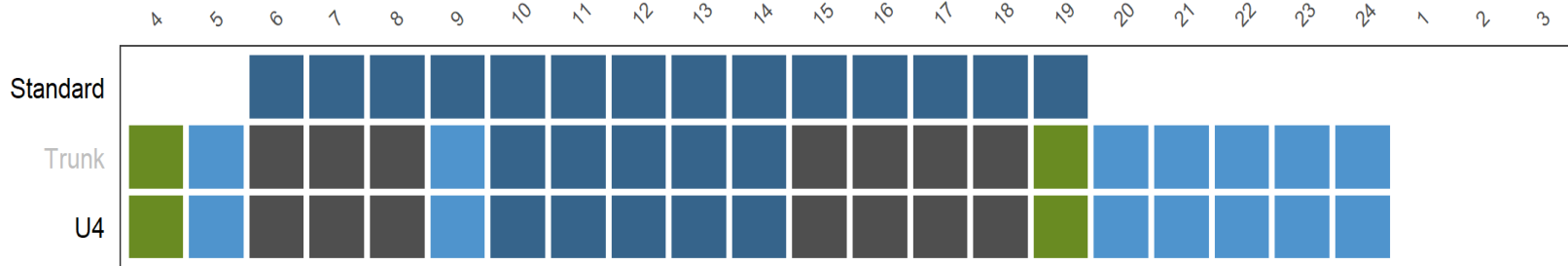
### Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.17	0.19
	Off-Peak Maximum Target: 1.0		0.13	0.14
Saturday Maximum Target: 1.0			0.13	0.14
Sunday Maximum Target: 1.0			0.12	0.11

# Span and Frequency



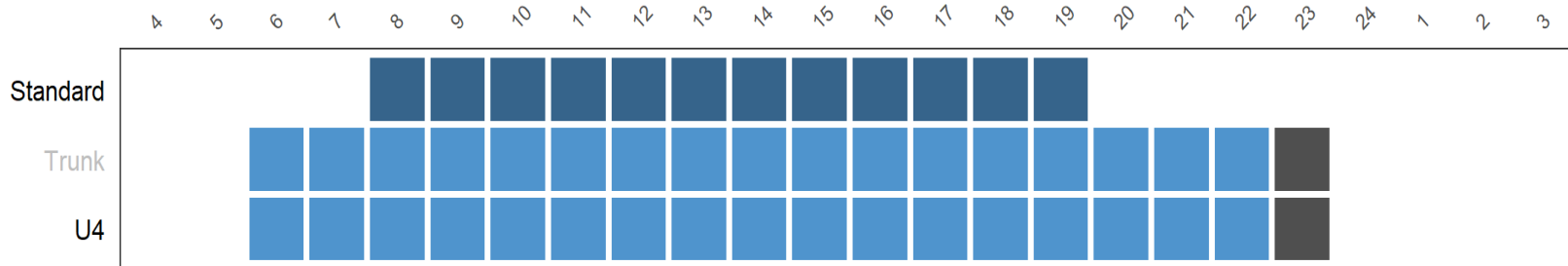
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# A Sheriff Road-River Terrace

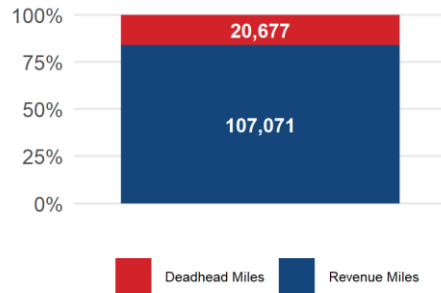
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:42 AM - 12:56 AM	-	A	6:00 AM - 11:26 PM	-	A	6:30 AM - 11:25 PM	-	A
	Frequency of Service   varies	Peak: 11.7 / Off-Peak: 29.8	Peak: 28.1 / Off-Peak: 66.7	A	27.9	48.0	A	27.9	49.5	A
Productivity	Passengers per Revenue Hour   10	31.0	24.8	A	30.1	27.2	A	26.1	23.6	A
	Passengers per Revenue Mile   1	3.1	2.1	A	2.6	2.2	A	2.2	1.9	A
Reliability	On-Time Performance   79%	72%	83%	D	69%	80%	D	71%	81%	D
	Crowding   5%	0%	1%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.18	Off-Peak: 0.26 Peak: 0.34	A	0.13	0.31	A	0.11	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.85	\$ 5.43	A	\$3.96	\$ 4.89	A	\$4.57	\$ 5.77	A
	Cost Recovery   20%	23%	23%	A	22%	23%	A	19%	20%	C

# Route U4

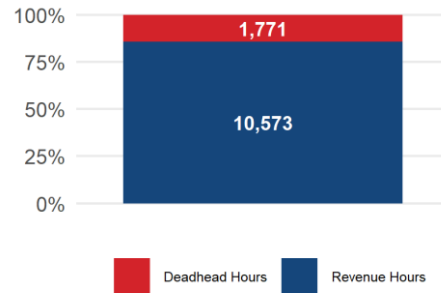
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	14			4.9			E		
Route Design	Circuitry   N/A	1.1			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	31.0	24.8	A	30.1	27.2	A	26.1	23.6	A
	Passengers per Revenue Mile   1	3.1	2.1	A	2.6	2.2	A	2.2	1.9	A
	Unique Segment Ridership   10%	88%	33%	A	86%	55%	A	85%	56%	A
Reliability	On-Time Performance   79%	72%	83%	D	69%	80%	D	71%	81%	D
	Crowding   5%	0%	0%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.18	Off-Peak: 0.26 Peak: 0.34	A	0.13	0.31	A	0.11	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.85	\$ 5.43	A	\$3.96	\$ 4.89	A	\$4.57	\$ 5.77	A
	Cost Recovery   20%	23%	23%	A	22%	23%	A	19%	20%	C

# Operational Analysis

## Miles Allocation



## Hours Allocation



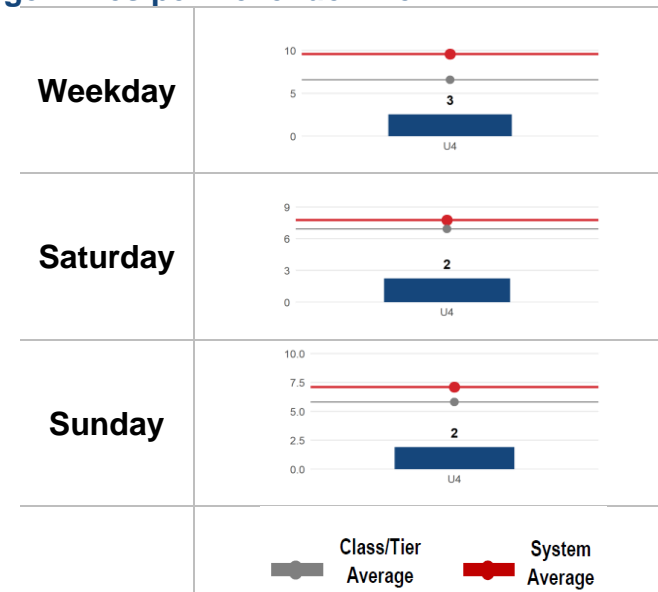
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U4	2.90	4,790	4,769 (99.6%)

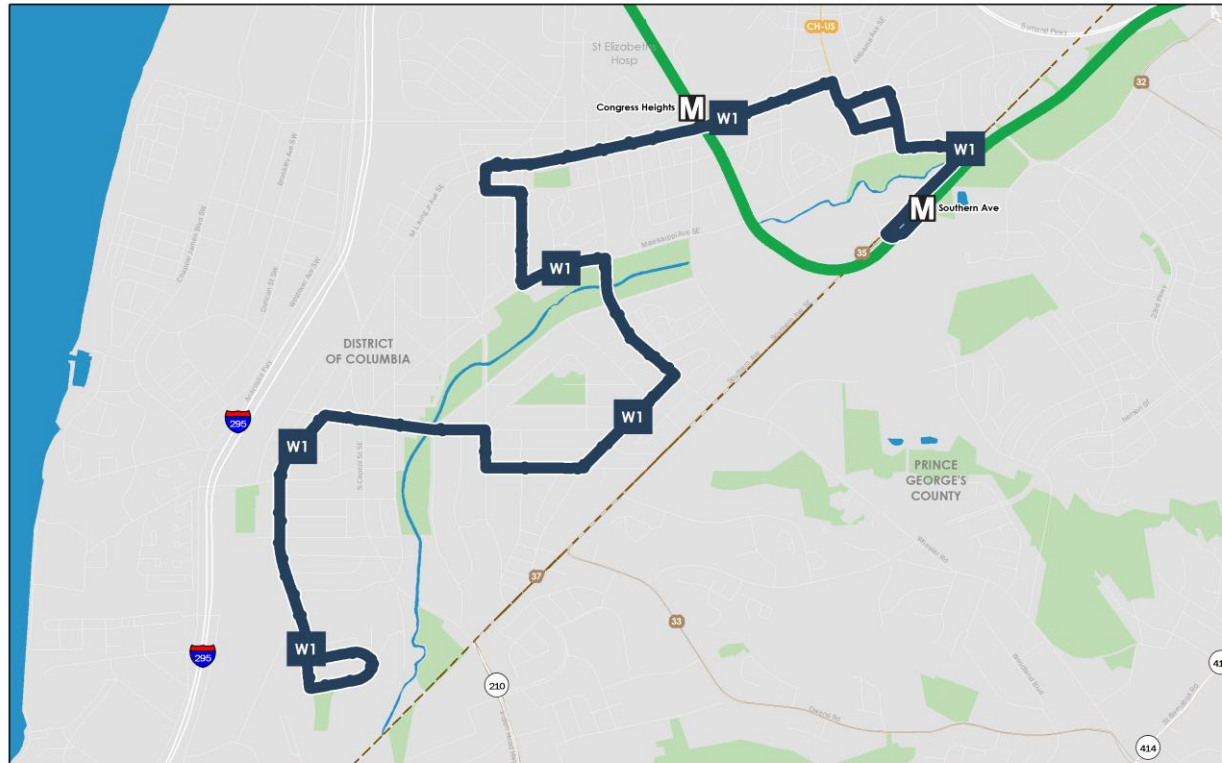
## Service Change Summary

Route U4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

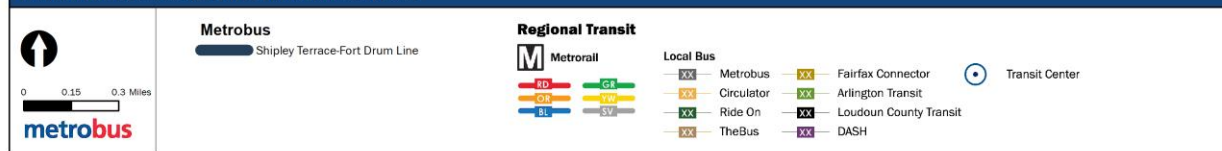
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

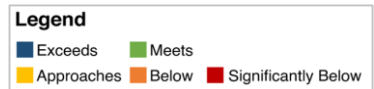
Coverage

Activity Tier

2

Overall Grade

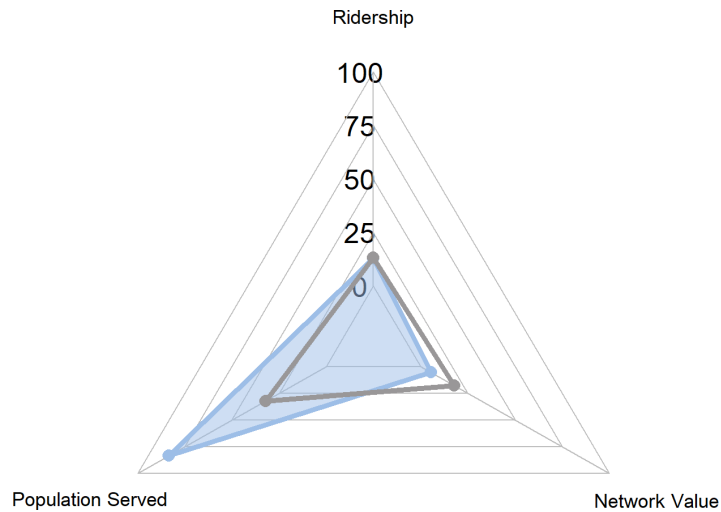
Line	B



## Line Benefit Score

**34**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

83




5

13





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$1,284,070</b>
	<b>Peak Vehicles</b>	<b>4</b>
	<b>Vehicle Type(s)</b>	<b>35 Foot, 40 Foot</b>

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

	<b>Service Area Population</b>	<b>37,736</b>	
	<b>People of Color Population</b>	Service Area	<b>35,909</b>
		% Riders Surveyed	<b>96%</b>
	<b>Low Income Household</b>	Service Area	<b>20,089</b>
		% Riders Surveyed	<b>74%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>90</b>
	<b>% Stops With Shelters</b>	<b>7%</b>
	<b>% Stops With Benches</b>	<b>6%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

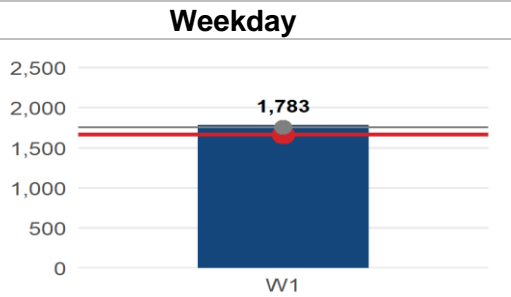
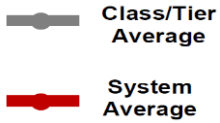
### Annual Ridership



### Top Transfer Locations

#### Congress Heights, Southern Avenue

### Average Daily Ridership



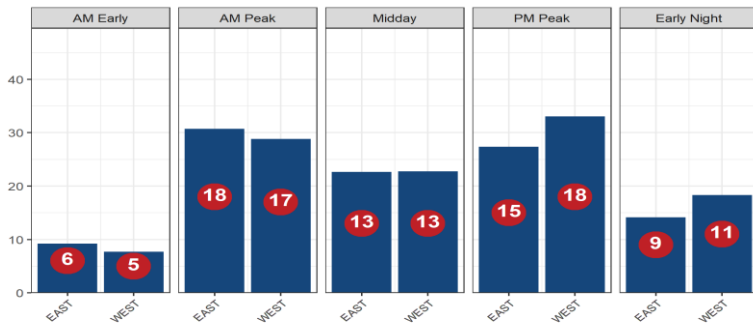
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

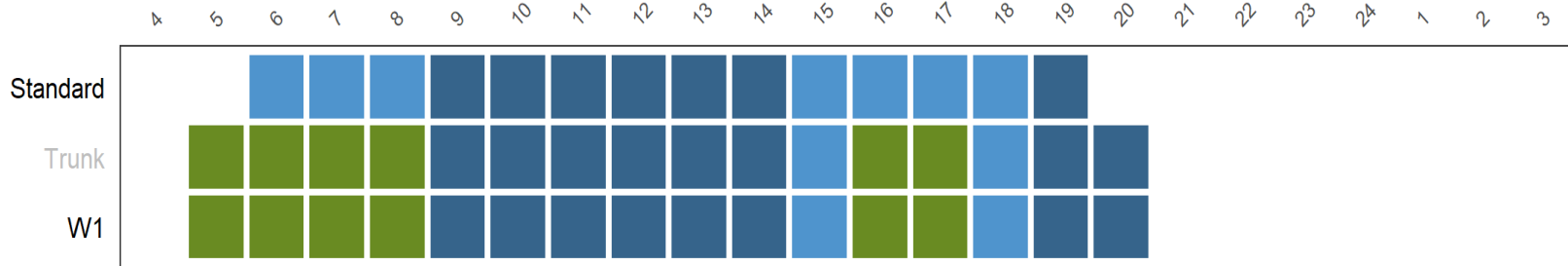
		Direction:	EAST	WEST
Weekday	Peak Maximum Target: 1		0.6	0.64
	Off-Peak Maximum Target: 1.0		0.45	0.45
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				



# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** Shipley Terrace-Fort Drum

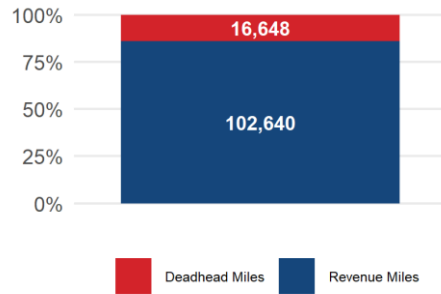
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	5:40 AM - 8:49 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 20.3 / Off-Peak: 34.7	Peak: 26.2 / Off-Peak: 64	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   15	41.8	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	4.4	4.2	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	83%	82%	B	-	-	-	-	-	-
	Crowding   5%	8%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.62	Off-Peak: 0.31 Peak: 0.41	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.85	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   20%	29%	25%	A	-	-	-	-	-	-

# Route W1

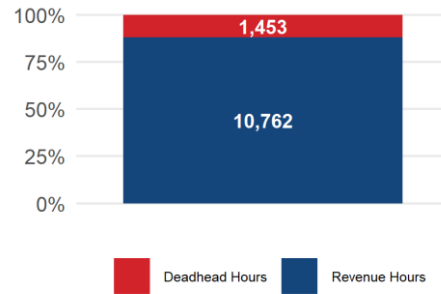
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.2			6			E		
Route Design	Circuitry   N/A	2.56			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	41.8	36.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile   2	4.4	4.2	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	12%	28%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	83%	82%	B	-	-	-	-	-	-
	Crowding   5%	8%	2%	E	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.62	Off-Peak: 0.33 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.85	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   20%	29%	27%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



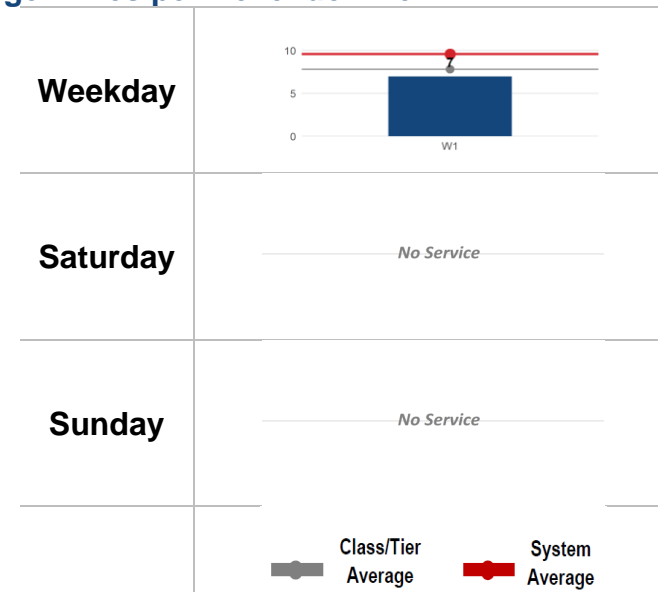
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W1	12.80	1,504	1,495 (99.4%)

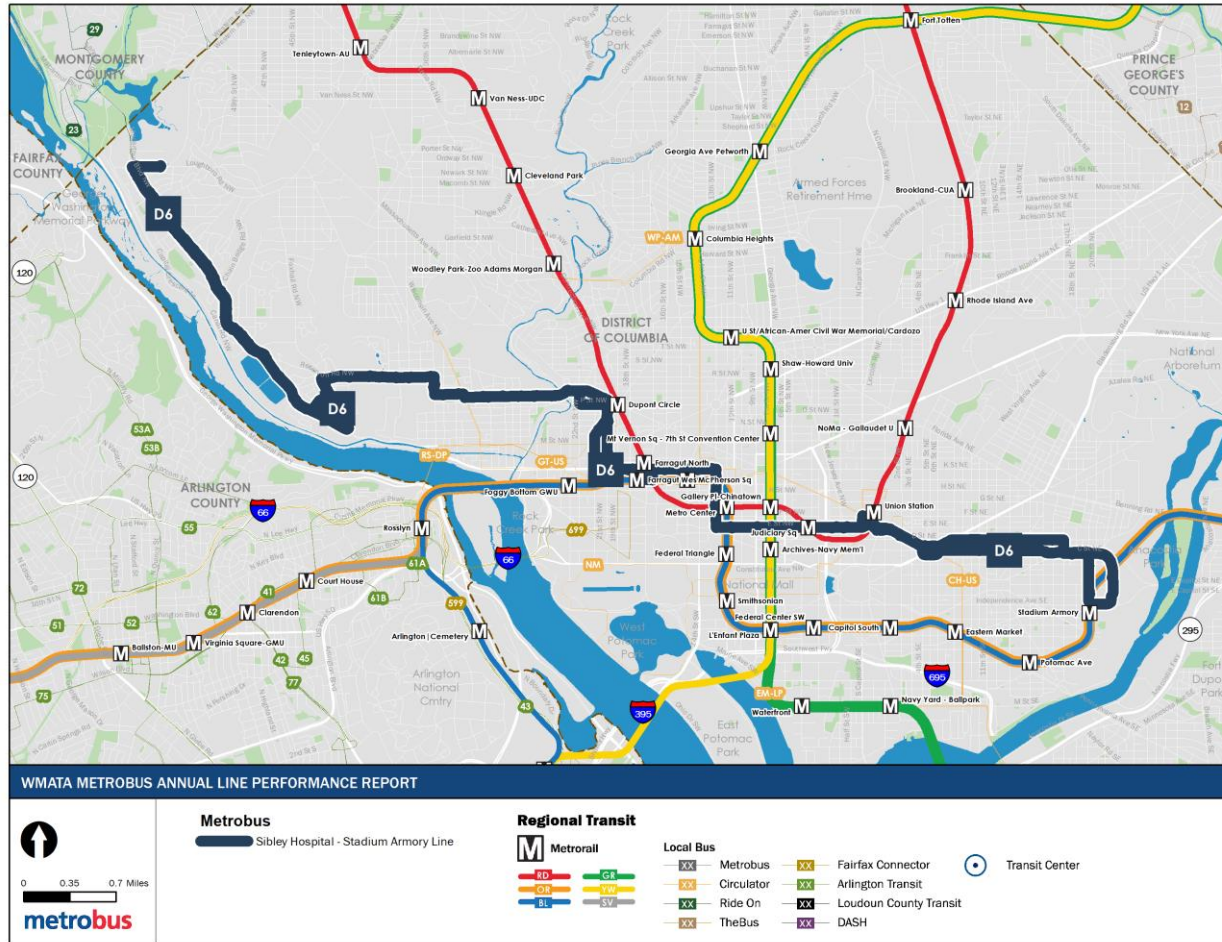
## Service Change Summary

Route W1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

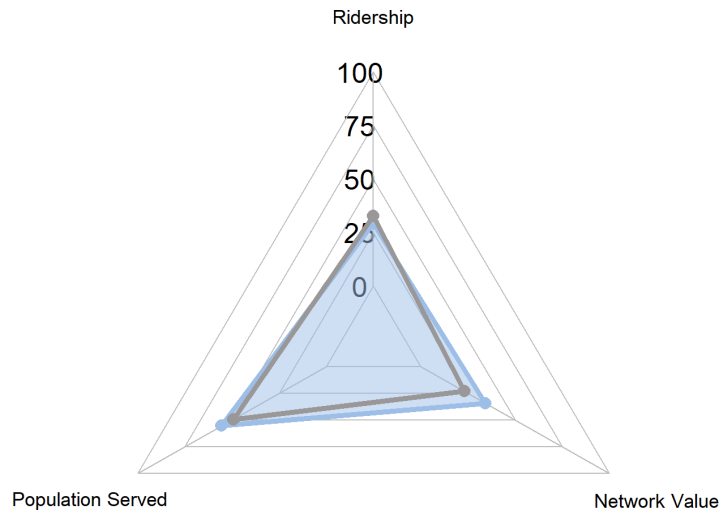
Overall Grade

Line	Overall Grade
Sibley Hospital - Stadium Armory Line	C

## Line Benefit Score

40

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

55




34

29





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,827,169</b>
	<b>Peak Vehicles</b>	<b>18</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>44,361</b>	
	<b>People of Color Population</b>	Service Area	<b>12,985</b>
		% Riders Surveyed	<b>57%</b>
	<b>Low Income Household</b>	Service Area	<b>5,830</b>
		% Riders Surveyed	<b>29%</b>

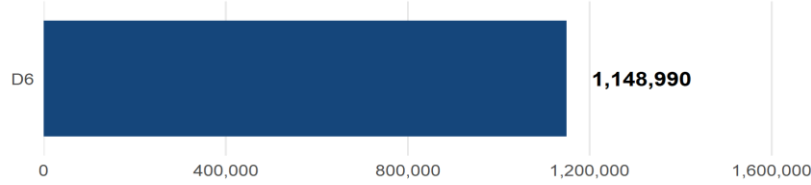
## Facilities/Amenities

	<b>Bus Stops</b>	<b>159</b>
	<b>% Stops With Shelters</b>	<b>26%</b>
	<b>% Stops With Benches</b>	<b>24%</b>
	<b>% Stops With Real-Time Signs</b>	<b>1%</b>



# Ridership

## Annual Ridership



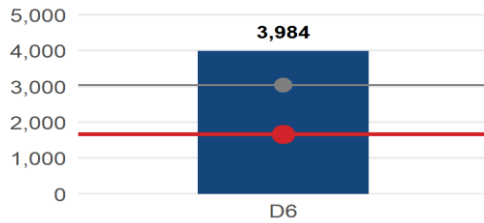
## Top Transfer Locations

### Dupont Circle, Union Station, Stadium-Armory

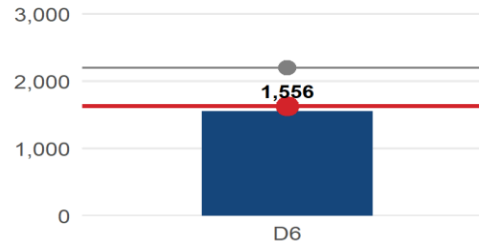
## Average Daily Ridership

- Class/Tier Average
- System Average

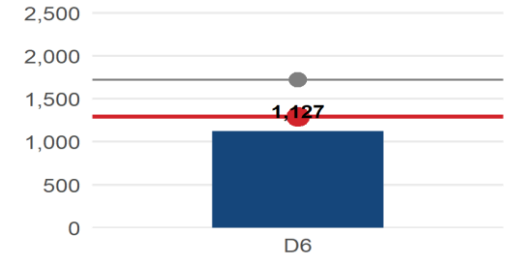
### Weekday



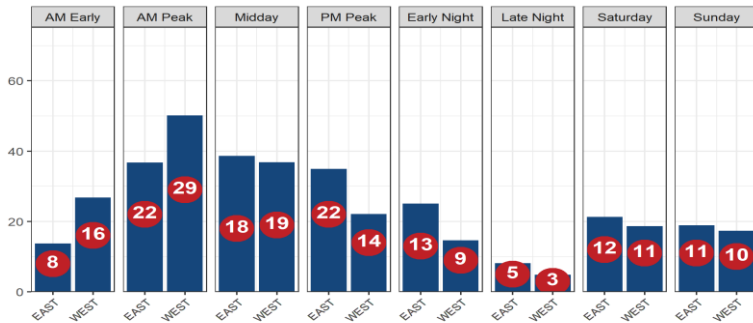
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



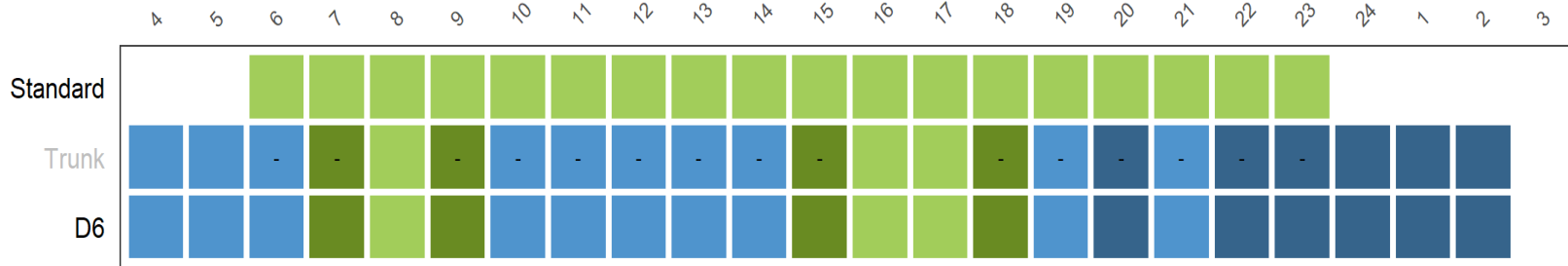
## Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.54	0.51
	Off-Peak Maximum Target: 1.0	0.34	0.35
Saturday Maximum Target: 1.0		0.29	0.26
Sunday Maximum Target: 1.0		0.27	0.25

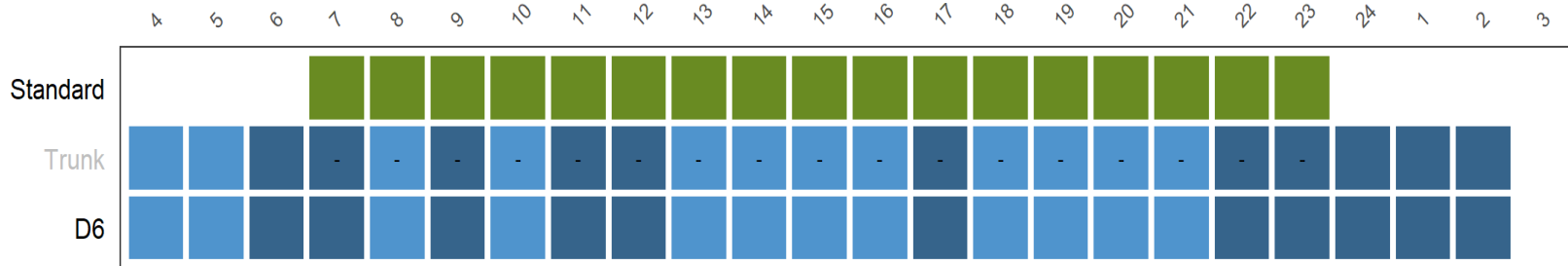
# Span and Frequency



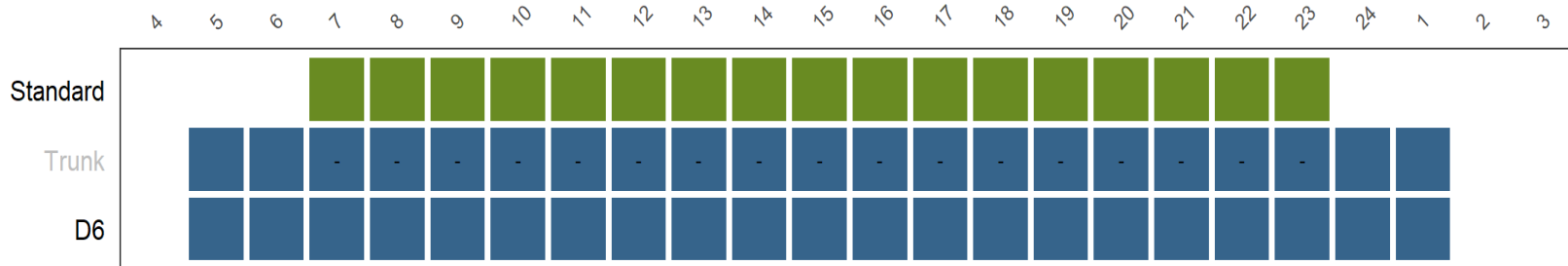
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**C** Sibley Hospital - Stadium Armory

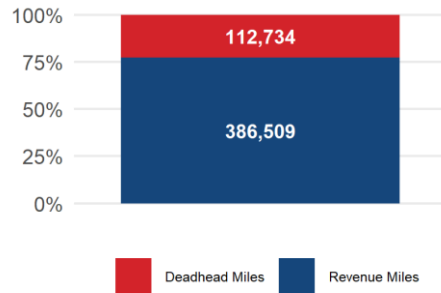
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:10 AM - 2:42 AM	-	A	4:45 AM - 2:14 AM	-	A	5:15 AM - 1:19 AM	-	A
	Frequency of Service   varies	Peak: 17.1 / Off-Peak: 26.5	Peak: 17.4 / Off-Peak: 39	C	31.1	25.4	E	36.5	29.4	E
Productivity	Passengers per Revenue Hour   30	25.1	33.7	D	17.1	26.8	E	16.1	25.8	E
	Passengers per Revenue Mile   4	3.3	4.5	D	1.8	3.4	E	1.6	3.1	E
Reliability	On-Time Performance   79%	67%	76%	E	64%	74%	E	72%	78%	D
	Crowding   5%	1%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.53	Off-Peak: 0.39 Peak: 0.55	A	0.28	0.37	A	0.26	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.76	\$ 4.02	B	\$6.98	\$ 5.16	E	\$7.43	\$ 5.25	E
	Cost Recovery   25%	29%	33%	A	20%	27%	D	18%	25%	D

# Route D6

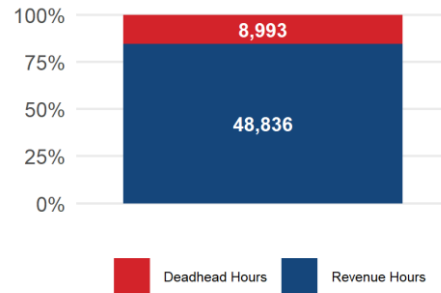
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.1			5			E		
	Circuitry   1.75	1.37			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	25.1	33.7	D	17.1	26.8	E	16.1	25.8	E
	Passengers per Revenue Mile   4	3.3	4.5	D	1.8	3.4	E	1.6	3.1	E
	Unique Segment Ridership   10%	47%	12%	A	67%	22%	A	68%	23%	A
Reliability	On-Time Performance   79%	67%	76%	E	64%	74%	E	72%	78%	D
	Crowding   5%	1%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.53	Off-Peak: 0.39 Peak: 0.54	A	0.28	0.36	A	0.26	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.76	\$ 4.02	B	\$6.98	\$ 5.16	E	\$7.43	\$ 5.25	E
	Cost Recovery   25%	29%	34%	A	20%	26%	D	18%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



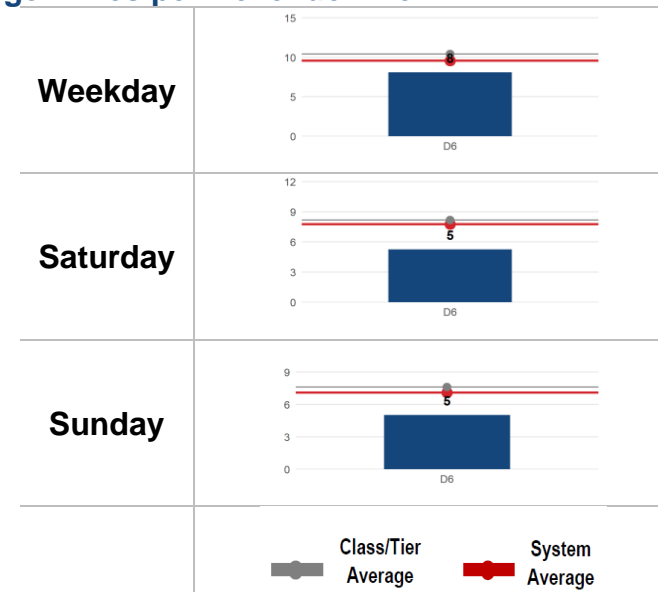
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D6	23.00	3,332	3,296 (98.9%)

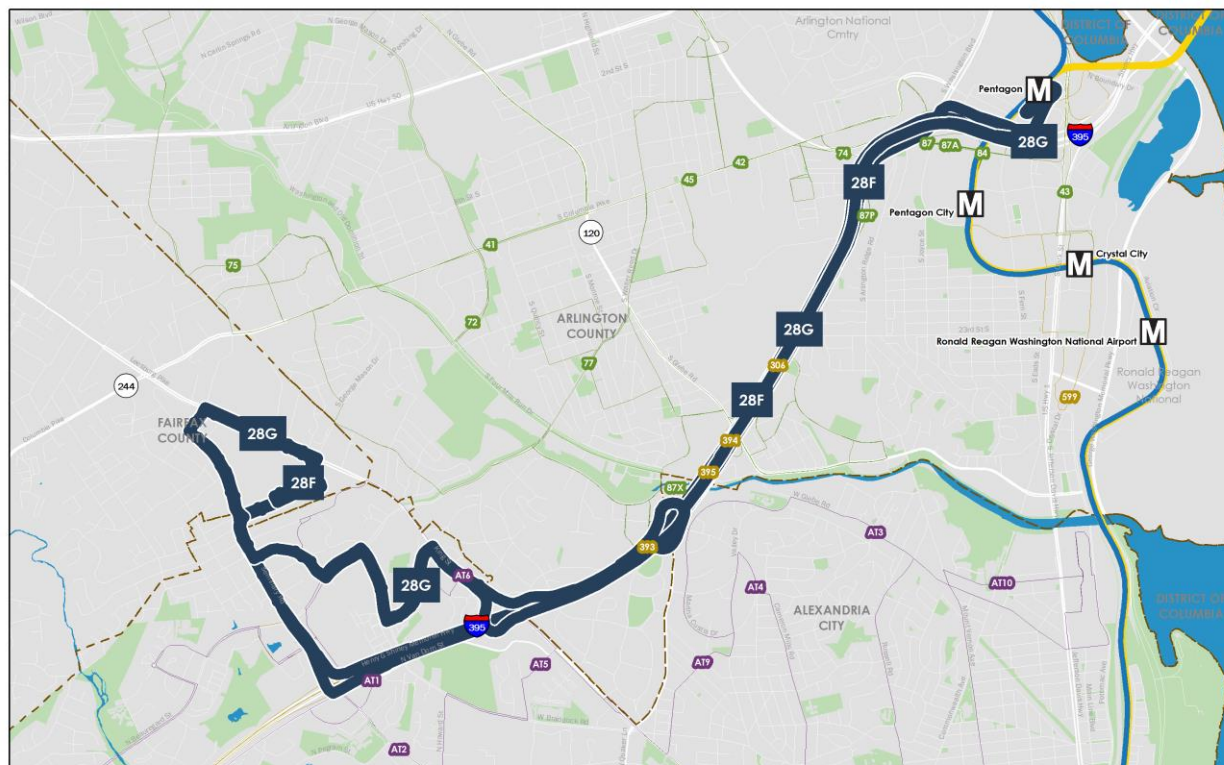
## Service Change Summary

Route D6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

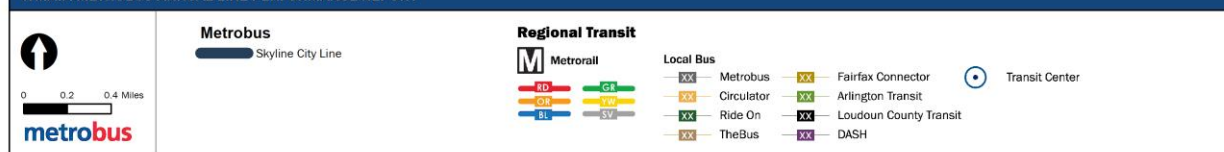
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

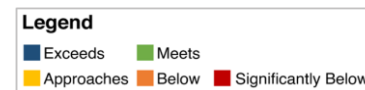
Commuter

Activity Tier

1

Overall Grade

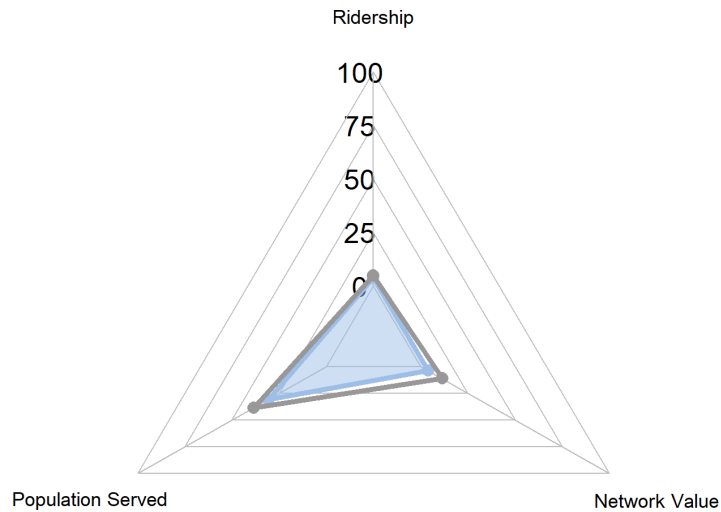
Line	Grade
Line	A



## Line Benefit Score

**13**

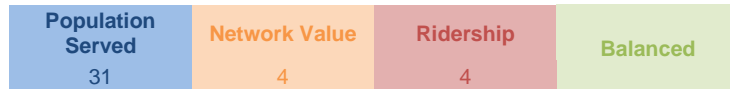
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$609,596</b>
	<b>Peak Vehicles</b>	<b>3</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>29,776</b>	
	<b>People of Color Population</b>	Service Area	<b>12,287</b>
		% Riders Surveyed	<b>72%</b>
	<b>Low Income Household</b>	Service Area	<b>7,551</b>
		% Riders Surveyed	<b>2%</b>

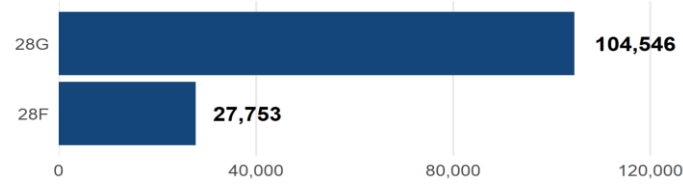
## Facilities/Amenities

	<b>Bus Stops</b>	<b>55</b>
	<b>% Stops With Shelters</b>	<b>25%</b>
	<b>% Stops With Benches</b>	<b>29%</b>
	<b>% Stops With Real-Time Signs</b>	<b>4%</b>



## Ridership

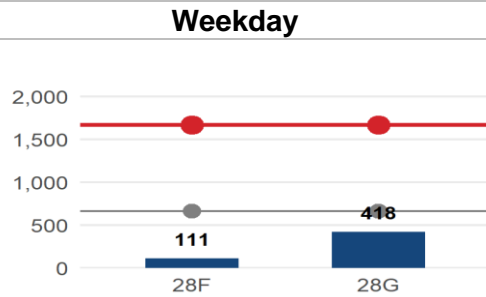
### Annual Ridership



### Top Transfer Locations

### Pentagon

### Average Daily Ridership



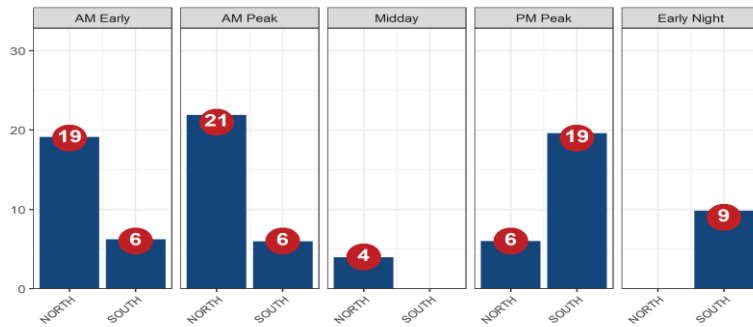
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.31	0.33
	Off-Peak Maximum Target: 1.0		0.28	0.18
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### A Skyline 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	5:40 AM - 9:19 AM; 2:45 PM - 7:31 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 24.3 / Off-Peak: 99.4	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	26.5	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	1.9	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	91%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.32	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.50	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	38%	48%	A	-	-	-	-	-	-



# Route 28F

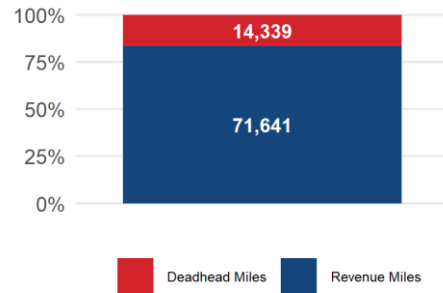
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	1.2			3.2			-		
Route Design	Circuitry   N/A	1.25			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	14.6	31.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	1	3.6	E	-	-	-	-	-	-
	Unique Segment Ridership   15%	0%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	94%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$8.18	\$ 4.43	D	-	-	-	-	-	-
	Cost Recovery   25%	20%	45%	D	-	-	-	-	-	-

# Route 28G

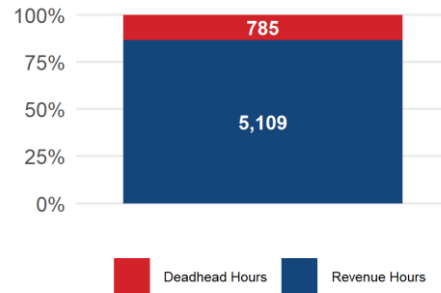
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.9			3.2			-		
Route Design	Circuitry   N/A	1.63			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	33.9	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	2.5	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	7%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	89%	75%	A	-	-	-	-	-	-
	Crowding   5%	0%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.48	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.52	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	50%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



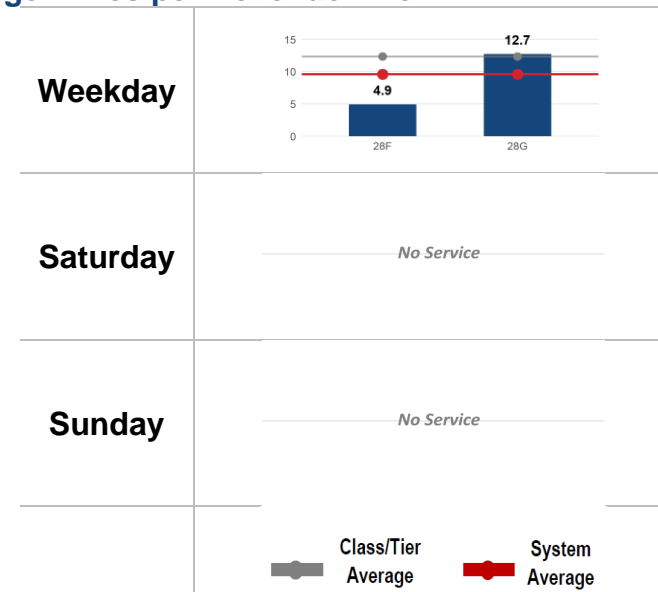
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28F	12.90	418	416 (99.5%)
28G	16.80	462	461 (99.8%)

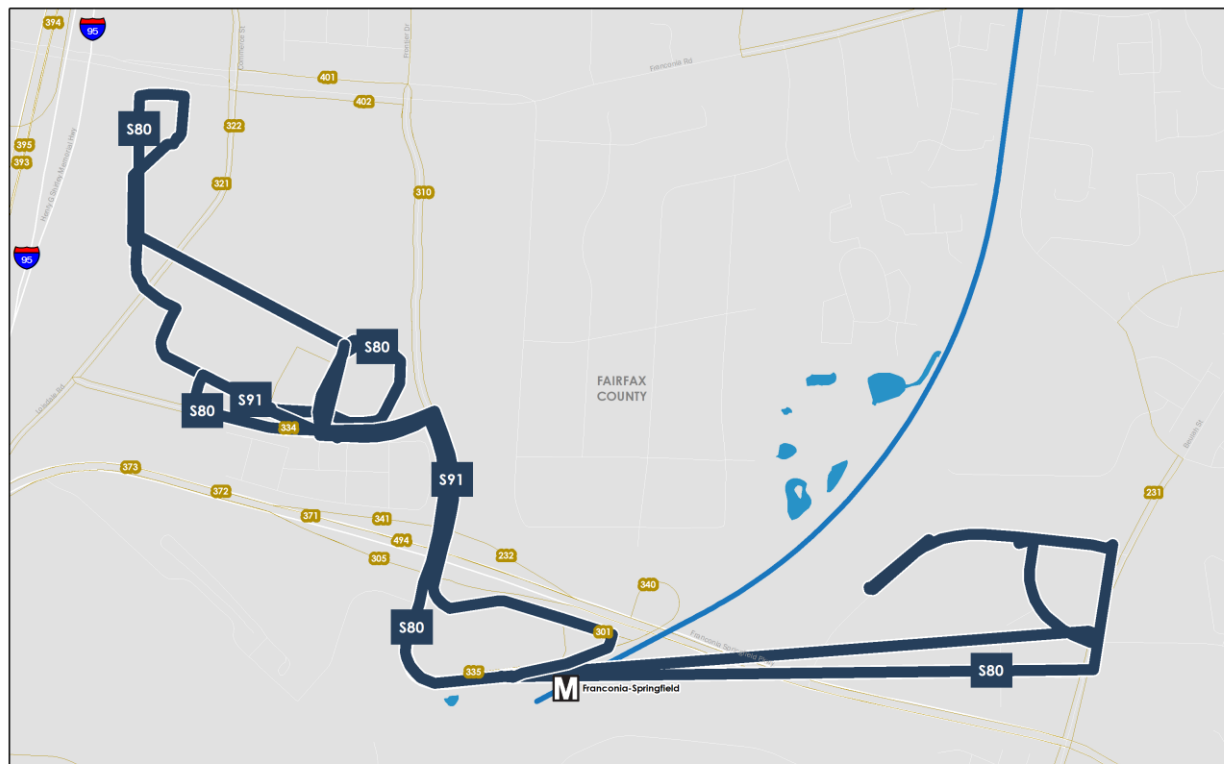
## Service Change Summary

Route 28F - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 28G - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

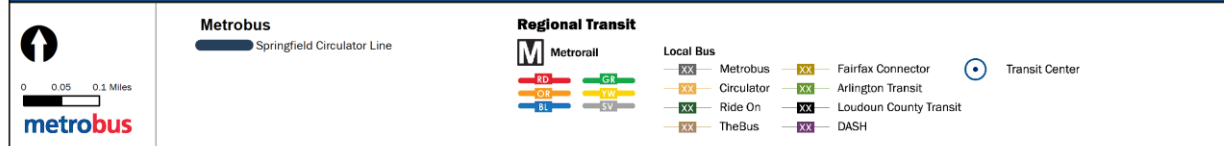
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

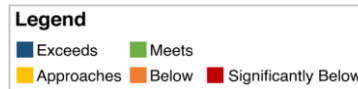
Coverage

Activity Tier

3

Overall Grade

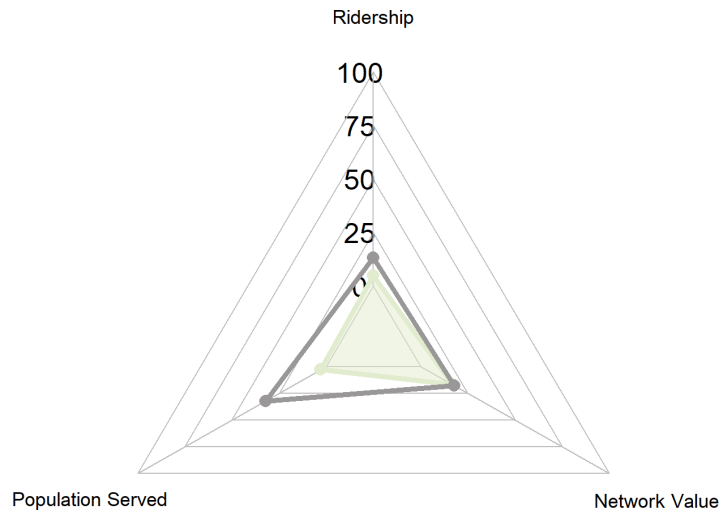
Line	Grade
Springfield Circulator Line	B



## Line Benefit Score

8

Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$1,353,530
	Peak Vehicles	4
	Vehicle Type(s)	BOC/30 Foot

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

	Service Area Population	5,611	
	People of Color Population	Service Area	2,328
		% Riders Surveyed	61%
	Low Income Household	Service Area	1,170
		% Riders Surveyed	39%

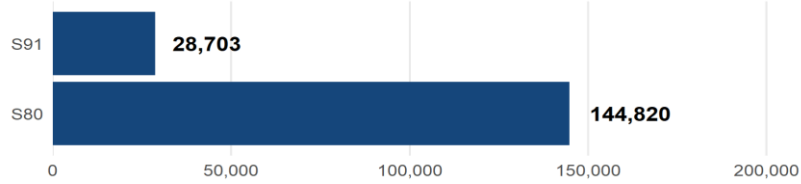
## Facilities/Amenities

	Bus Stops	17
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	12%



## Ridership

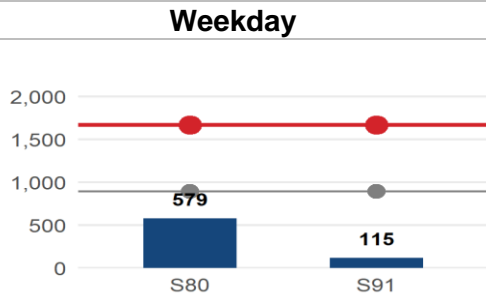
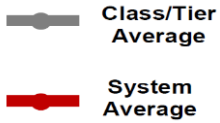
### Annual Ridership



### Top Transfer Locations

#### Franconia-Springfield

### Average Daily Ridership



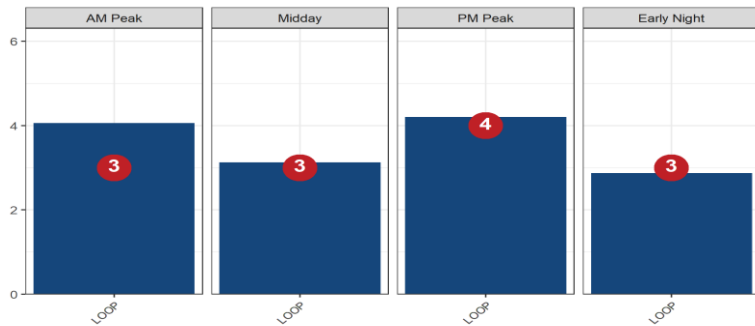
#### Saturday

No Service

#### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



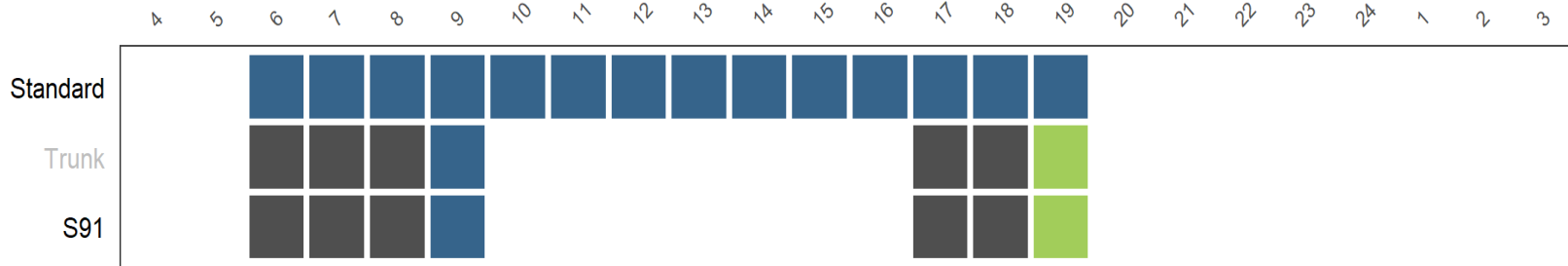
### Vehicle Load Factor

		Direction:	LOOP
Weekday	Peak Maximum Target: 1		0.13
	Off-Peak Maximum Target: 1.0		0.09
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

# B Springfield Circulator

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	6:59 AM - 9:25 AM; 5:05 PM - 7:51 PM	-	E	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 11.2 / Off-Peak: 173.2	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	16.5	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.6	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	82%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.13	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.23	\$ 5.43	C	-	-	-	-	-	-
	Cost Recovery   20%	5%	23%	E	-	-	-	-	-	-



# Route S80

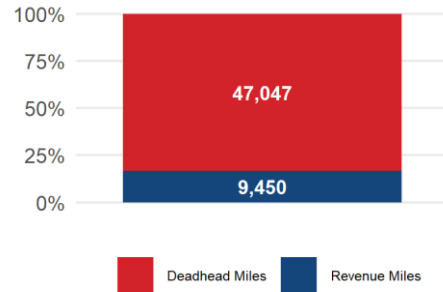
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	2.3			4.9			E		
Route Design	Circuitry   N/A	454.46			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	15.7	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	1.5	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	58%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	80%	83%	B	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.14	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$7.61	\$ 5.43	C	-	-	-	-	-	-
	Cost Recovery   20%	4%	23%	E	-	-	-	-	-	-

# Route S91

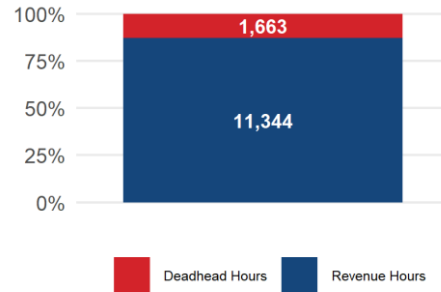
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.6			4.9			E		
Route Design	Circuitry   N/A	1.48			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	22.1	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	2.6	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	0%	33%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	93%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.1	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$5.40	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	9%	23%	E	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



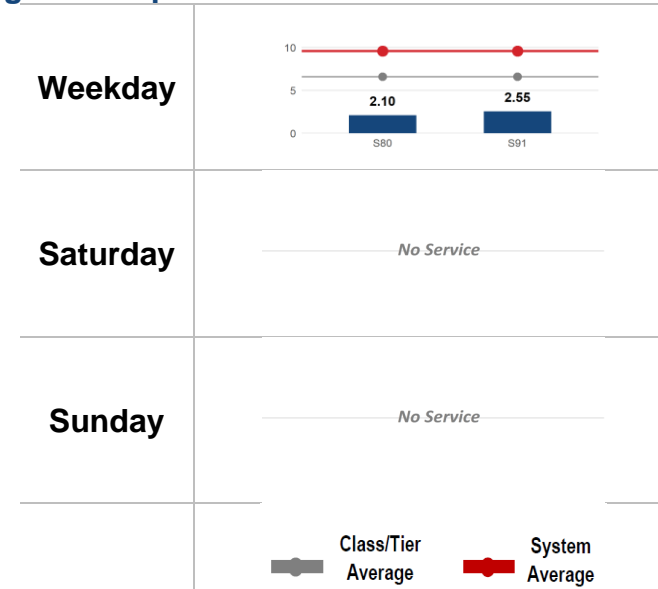
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S80	7.30	3,498	3,485 (99.6%)
S91	1.40	880	877 (99.7%)

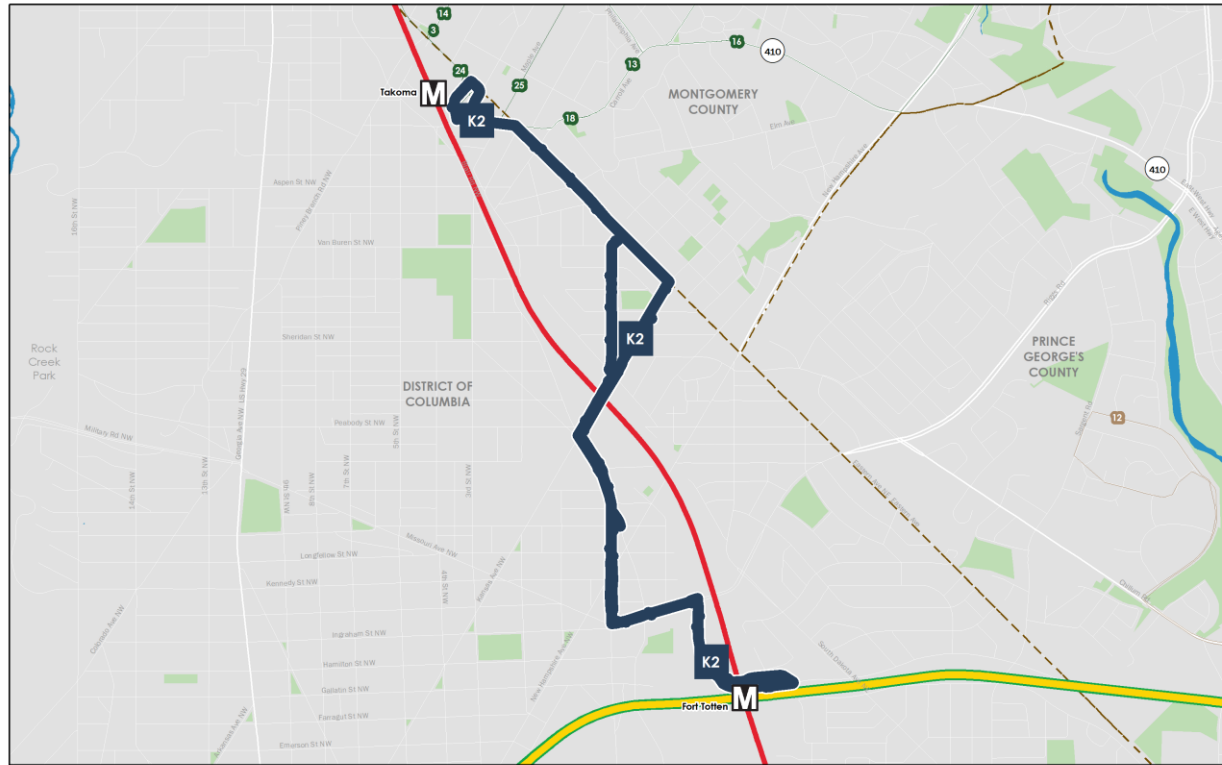
## Service Change Summary

NA  
NA

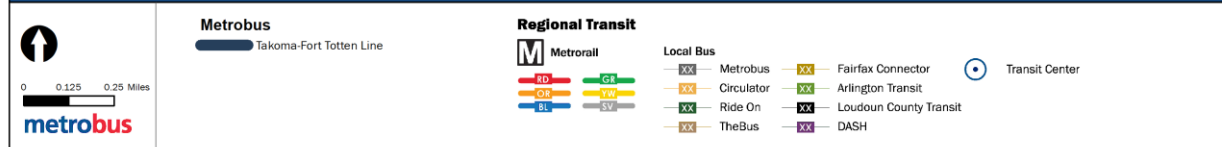
## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

Coverage

Activity Tier

3

Overall Grade

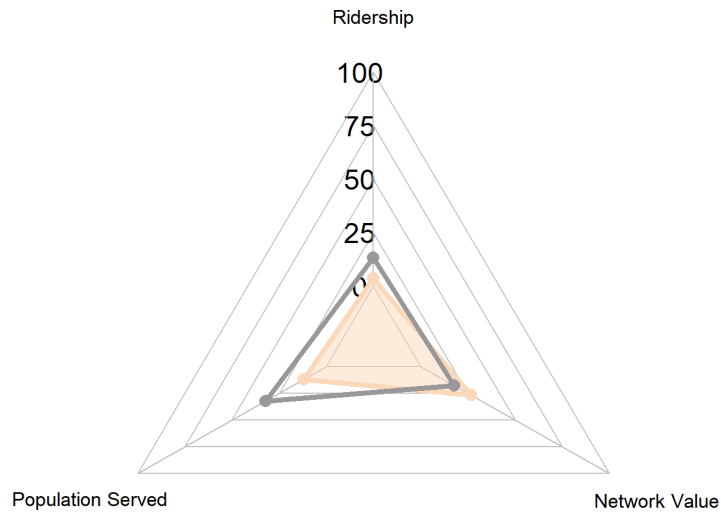
Line	Grade
Takoma-Fort Totten	B



## Line Benefit Score

14

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

12

27

4

## Operating Statistics

	Annual Operating Costs	\$444,220
	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%

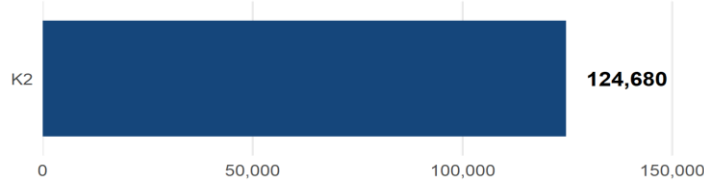
## Facilities/Amenities

	Bus Stops	32
	% Stops With Shelters	19%
	% Stops With Benches	3%
	% Stops With Real-Time Signs	12%



## Ridership

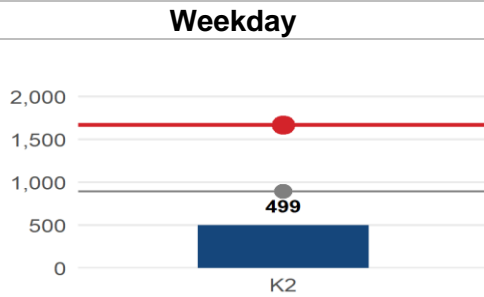
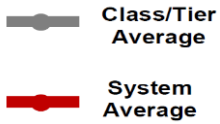
### Annual Ridership



### Top Transfer Locations

#### Fort Totten, Takoma

### Average Daily Ridership



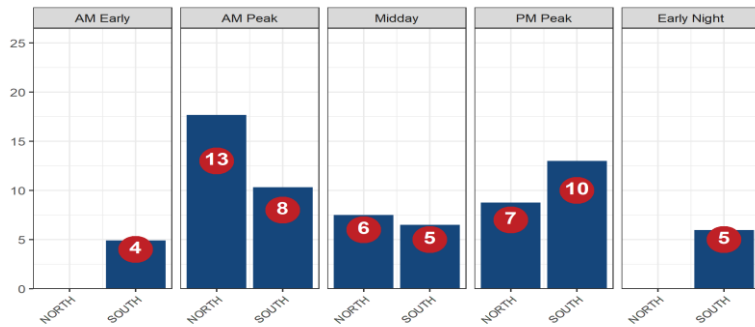
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



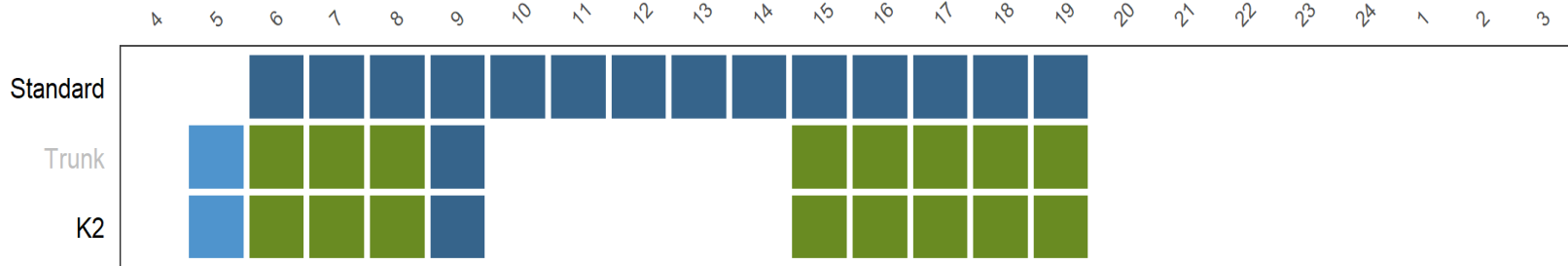
### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.24	0.22
	Off-Peak Maximum Target: 1.0		0.14	0.12
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**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; 3:19 PM - 7:16 PM	-	D	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 20.1 / Off-Peak: 302.8	Peak: 28.1 / Off-Peak: 66.7	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   10	35.1	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	4.6	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	1%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.23	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.40	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	38%	23%	A	-	-	-	-	-	-

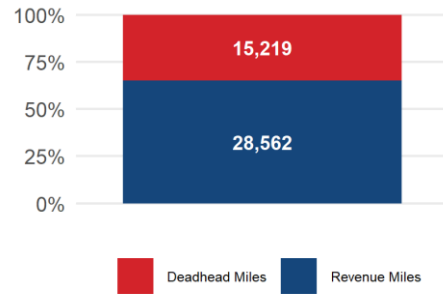


# Route K2

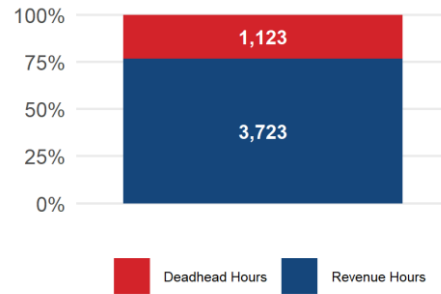
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.8			4.9			E		
Route Design	Circuitry   N/A	1.11			12.83			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   10	35.1	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1	4.6	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership   10%	76%	33%	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	87%	83%	A	-	-	-	-	-	-
	Crowding   5%	0%	0%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.23	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$3.40	\$ 5.43	A	-	-	-	-	-	-
	Cost Recovery   20%	38%	23%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



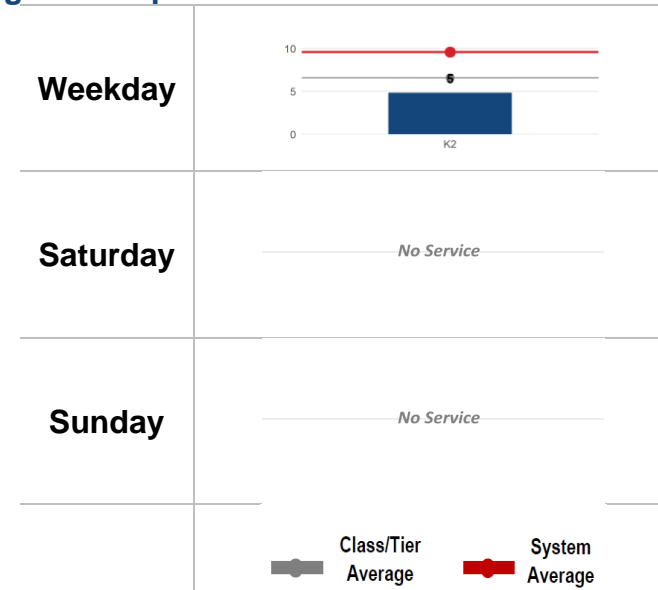
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K2	4.90	939	938 (99.9%)

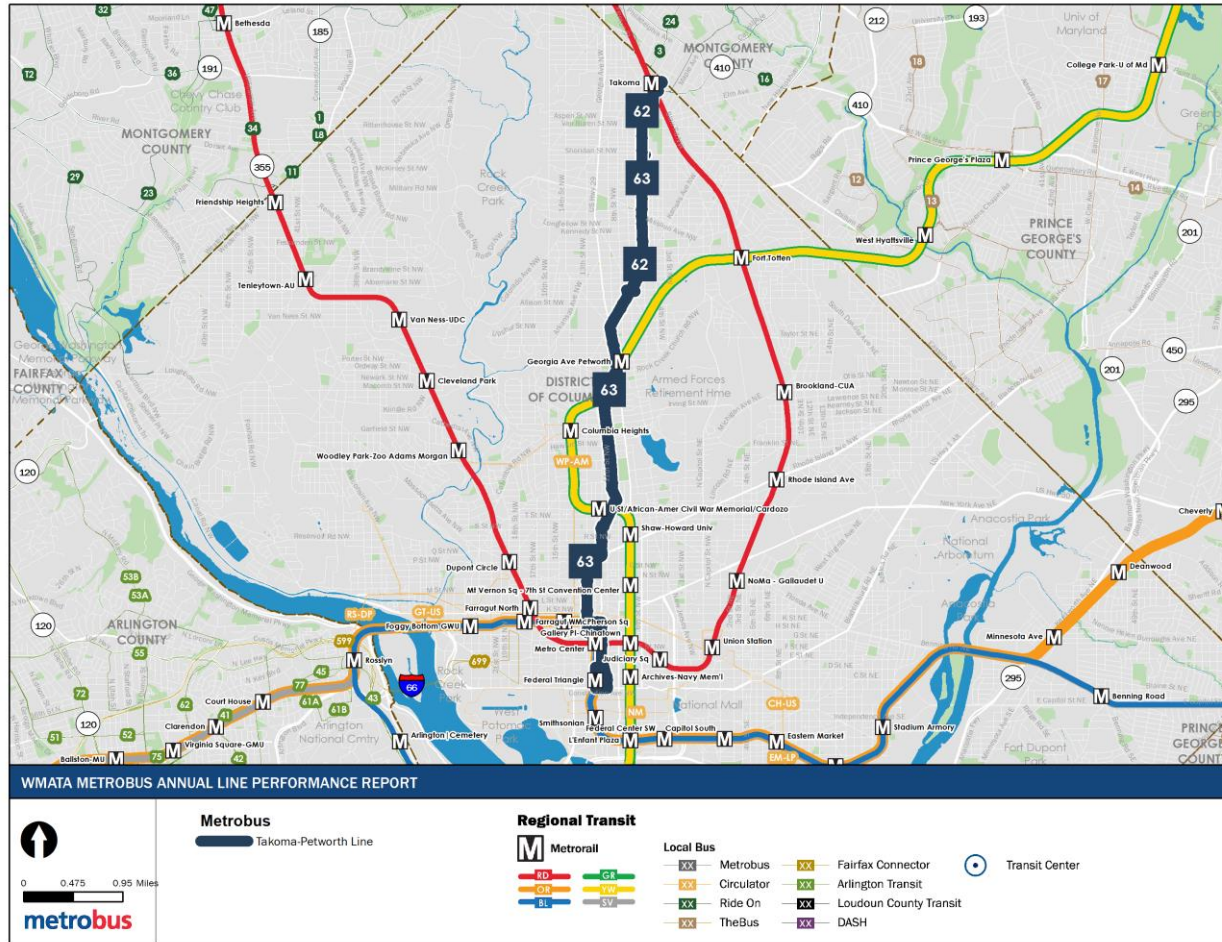
## Service Change Summary

Route K2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

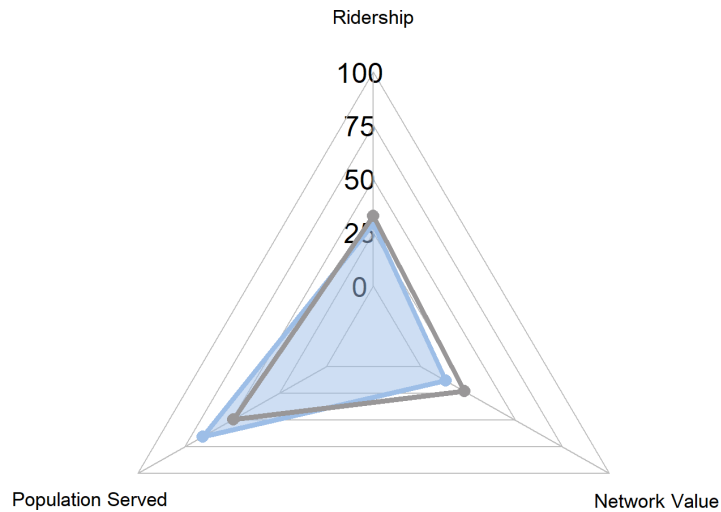
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**36**

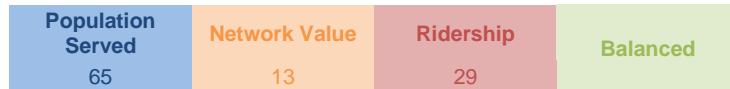
Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$3,387,982</b>
	<b>Peak Vehicles</b>	<b>11</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>74,304</b>	
	<b>People of Color Population</b>	Service Area	<b>38,245</b>
		% Riders Surveyed	<b>70%</b>
	<b>Low Income Household</b>	Service Area	<b>15,513</b>
		% Riders Surveyed	<b>34%</b>

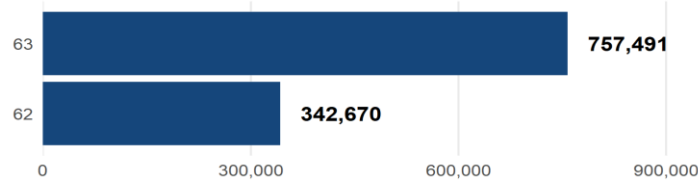
## Facilities/Amenities

	<b>Bus Stops</b>	<b>87</b>
	<b>% Stops With Shelters</b>	<b>11%</b>
	<b>% Stops With Benches</b>	<b>10%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



## Ridership

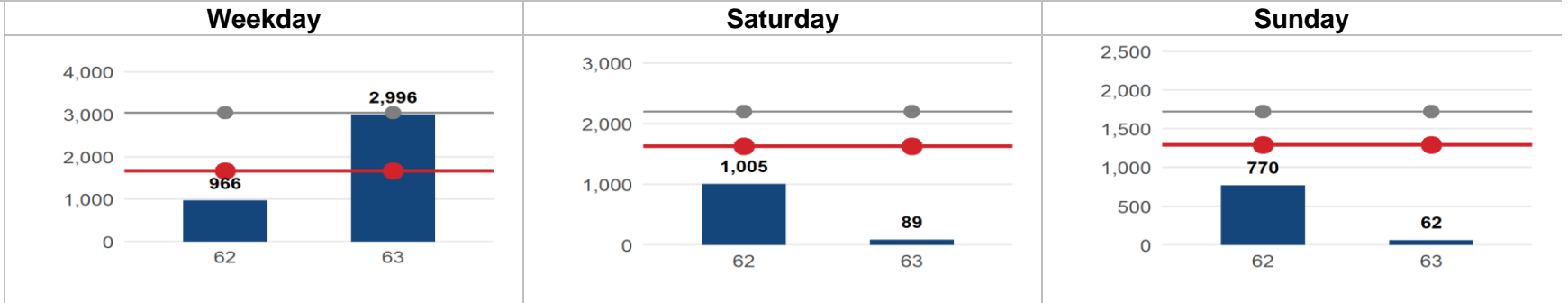
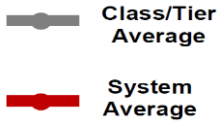
### Annual Ridership



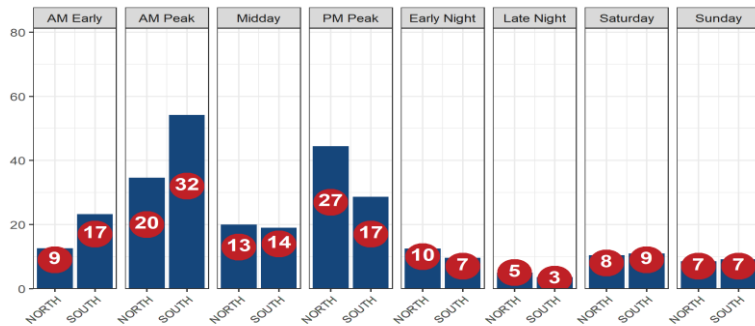
### Top Transfer Locations

#### Georgia Avenue-Petworth, Takoma, McPherson Square

### Average Daily Ridership



### Average Trip Ridership and Maximum Load by Time Period



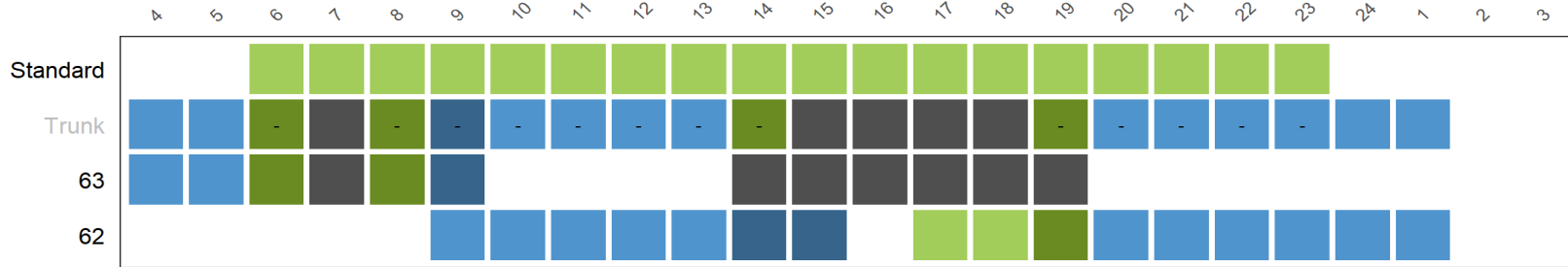
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.62	0.62
	<b>Off-Peak</b> Maximum Target: 1.0	0.25	0.26
<b>Saturday</b> Maximum Target: 1.0		0.2	0.22
<b>Sunday</b> Maximum Target: 1.0		0.17	0.19

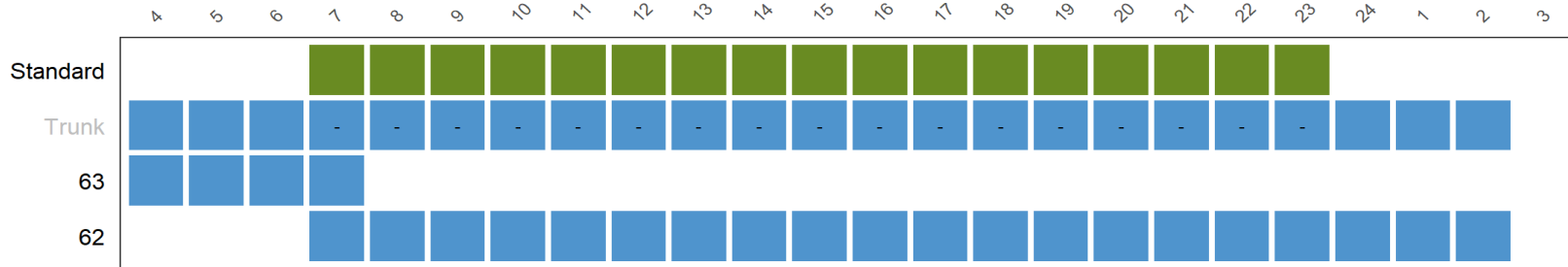
# Span and Frequency



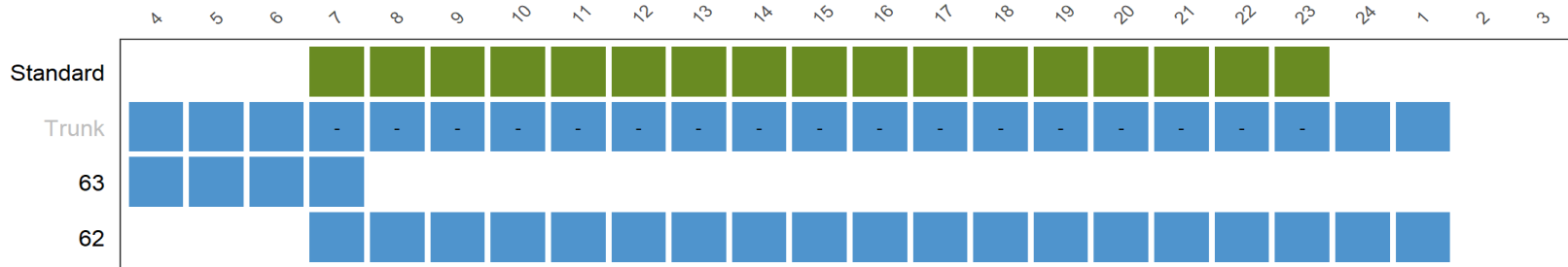
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### C 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	4:30 AM - 1:28 AM	-	A	4:45 AM - 2:30 AM	-	A	4:45 AM - 1:04 AM	-	A
	Frequency of Service   varies	Peak: 13.8 / Off-Peak: 34.6	Peak: 17.4 / Off-Peak: 39	B	25.0	25.4	C	24.8	29.4	C
Productivity	Passengers per Revenue Hour   30	41.0	33.7	A	25.2	26.8	D	21.2	25.8	E
	Passengers per Revenue Mile   4	5.6	4.5	A	3.2	3.4	E	2.7	3.1	E
Reliability	On-Time Performance   79%	78%	76%	C	82%	74%	B	86%	78%	A
	Crowding   5%	4%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.62	Off-Peak: 0.39 Peak: 0.55	A	0.21	0.37	A	0.18	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.91	\$ 4.02	A	\$4.74	\$ 5.16	B	\$5.63	\$ 5.25	D
	Cost Recovery   25%	46%	33%	A	28%	27%	A	24%	25%	C

# Route 62

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.3			5			E		
	Circuity   1.75	1.08			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   30	33.3	33.7	A	27.1	26.8	C	22.8	25.8	E
	Passengers per Revenue Mile   4	4.3	4.5	B	3.5	3.4	D	3.0	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	85%	76%	A	83%	74%	B	86%	78%	A
	Crowding   5%	0%	3%	A	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.36	Off-Peak: 0.39 Peak: 0.54	A	0.21	0.36	A	0.18	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.59	\$ 4.02	A	\$4.40	\$ 5.16	A	\$5.24	\$ 5.25	C
	Cost Recovery   25%	31%	34%	A	25%	26%	B	21%	25%	D

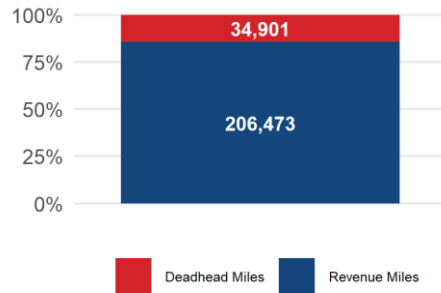


# Route 63

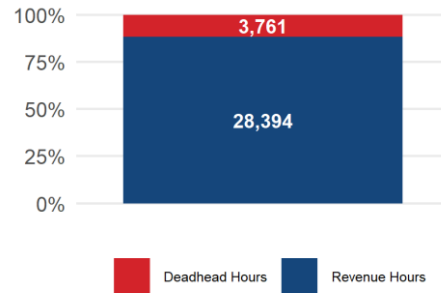
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			5			E		
Route Design	Circuitry   1.75	1.06			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	44.3	33.7	A	14.0	26.8	E	11.0	25.8	E
	Passengers per Revenue Mile   4	6.2	4.5	A	1.5	3.4	E	1.2	3.1	E
	Unique Segment Ridership   10%	19%	12%	A	14%	22%	A	13%	23%	A
Reliability	On-Time Performance   79%	74%	76%	D	76%	74%	C	86%	78%	A
	Crowding   5%	5%	3%	C	0%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.64	Off-Peak: 0.39 Peak: 0.54	A	0.2	0.36	A	0.16	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.69	\$ 4.02	A	\$8.55	\$ 5.16	E	\$10.82	\$ 5.25	E
	Cost Recovery   25%	53%	34%	A	17%	26%	E	13%	25%	E

# Operational Analysis

## Miles Allocation



## Hours Allocation



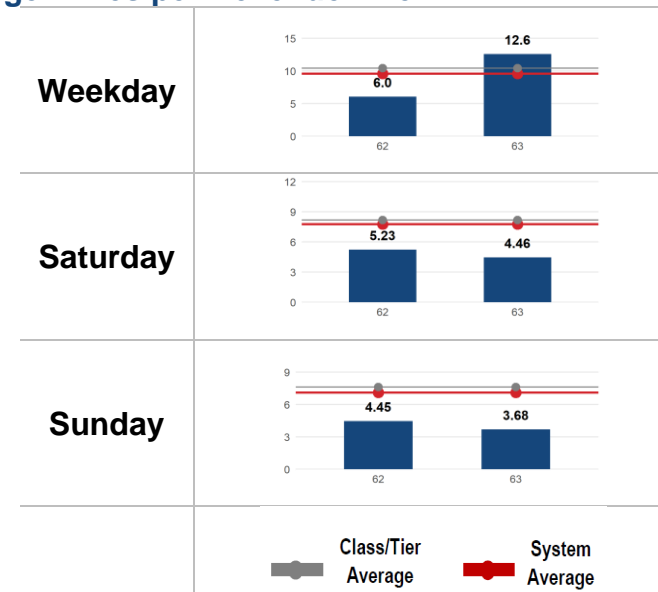
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
62	6.50	2,233	2,215 (99.2%)
63	13.90	1,656	1,640 (99.0%)

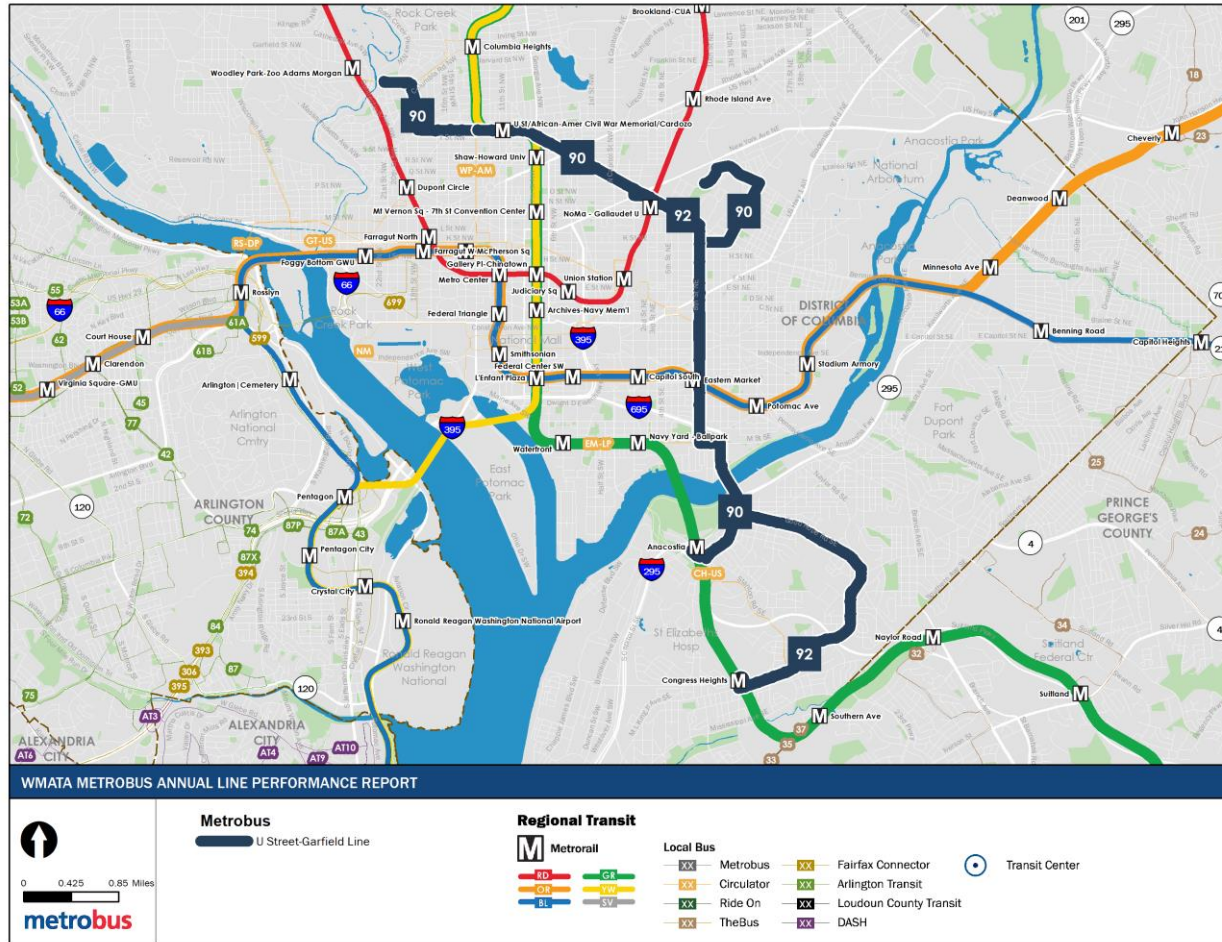
## Service Change Summary

Route 62 - June 2019:  
 Weekday: No change; Saturday: add service; Sunday: add service;  
 Route 63 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

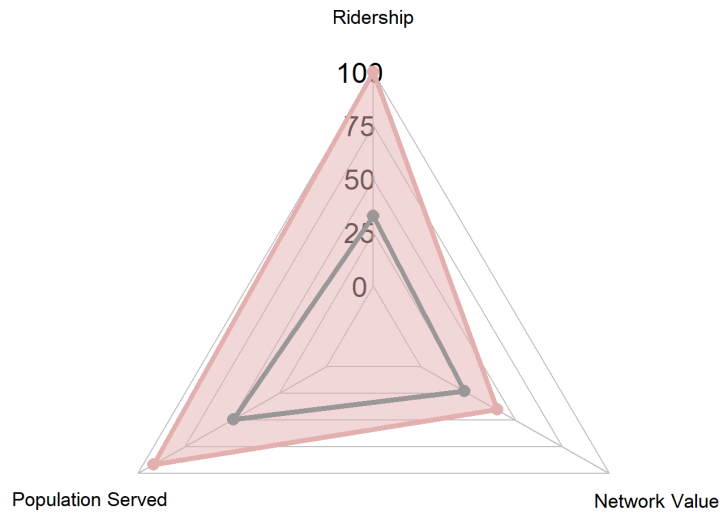
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

77

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

91




40

100





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$12,557,000</b>
	<b>Peak Vehicles</b>	<b>30</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>111,911</b>	
	<b>People of Color Population</b>	Service Area	<b>52,856</b>
		% Riders Surveyed	<b>89%</b>
	<b>Low Income Household</b>	Service Area	<b>27,031</b>
		% Riders Surveyed	<b>68%</b>

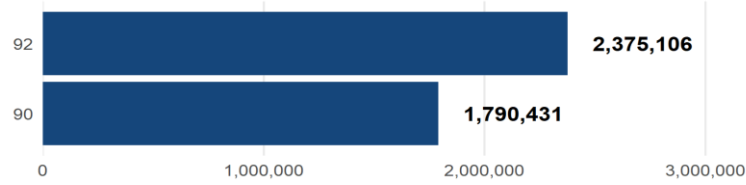
## Facilities/Amenities

	<b>Bus Stops</b>	<b>138</b>
	<b>% Stops With Shelters</b>	<b>27%</b>
	<b>% Stops With Benches</b>	<b>26%</b>
	<b>% Stops With Real-Time Signs</b>	<b>7%</b>



# Ridership

## Annual Ridership



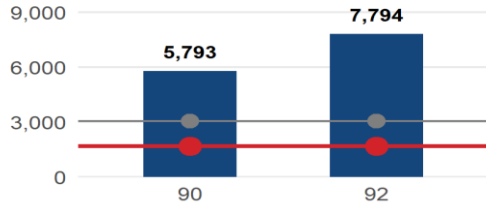
## Top Transfer Locations

### Eastern Market, Congress Heights, U Street-Cardozo

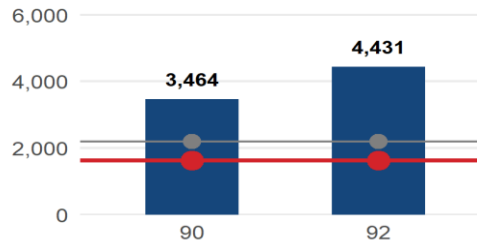
## Average Daily Ridership

- Class/Tier Average
- System Average

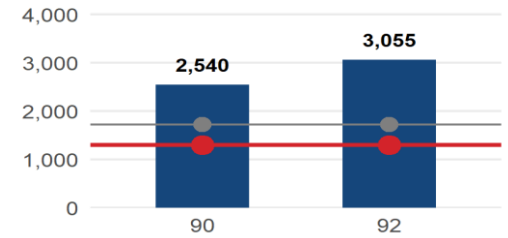
### Weekday



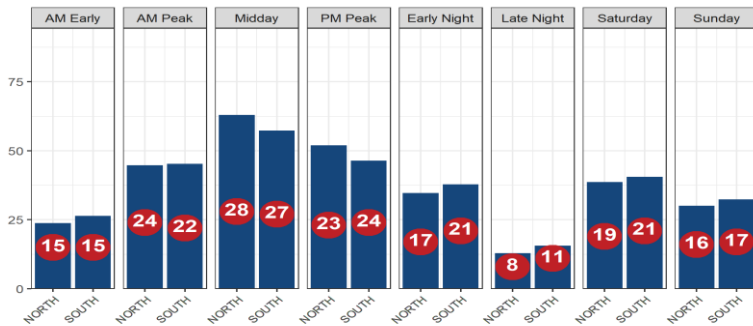
### Saturday



### Sunday



## Average Trip Ridership and Maximum Load by Time Period



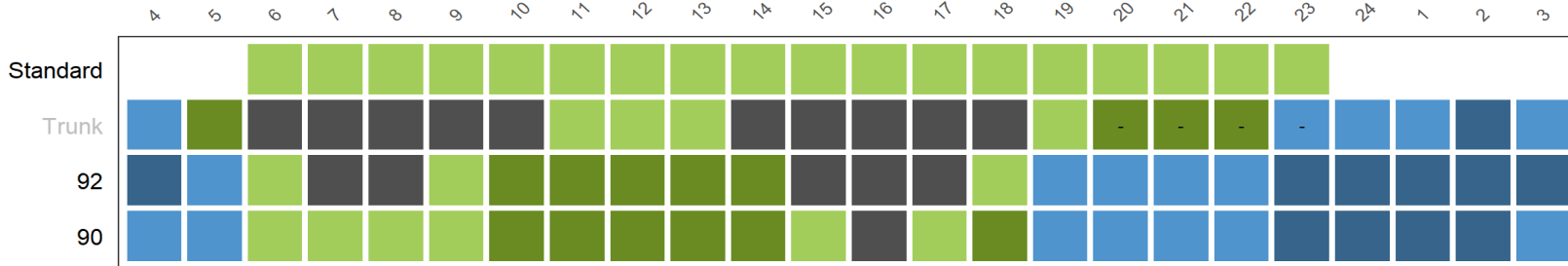
## Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.58	0.58
	<b>Off-Peak</b> Maximum Target: 1.0	0.51	0.53
<b>Saturday</b> Maximum Target: 1.0		0.47	0.52
<b>Sunday</b> Maximum Target: 1.0		0.39	0.43

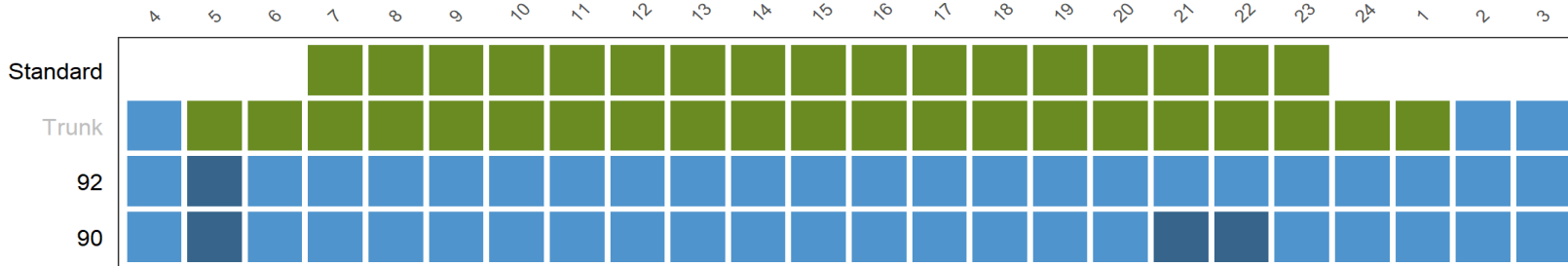
# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



## Performance Report Card

### B 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	3:59 AM - 4:38 AM	-	A	4:02 AM - 4:48 AM	-	A	4:10 AM - 4:32 AM	-	A
	Frequency of Service   varies	Peak: 9.3 / Off-Peak: 12.4	Peak: 17.4 / Off-Peak: 39	A	19.3	25.4	B	21.4	29.4	C
Productivity	Passengers per Revenue Hour   30	39.4	33.7	A	34.6	26.8	A	30.7	25.8	B
	Passengers per Revenue Mile   4	6.2	4.5	A	5.3	3.4	A	4.2	3.1	B
Reliability	On-Time Performance   79%	75%	76%	C	73%	74%	D	83%	78%	B
	Crowding   5%	3%	3%	A	2%	3%	A	1%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.58	Off-Peak: 0.39 Peak: 0.55	A	0.49	0.37	A	0.41	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.03	\$ 4.02	A	\$3.45	\$ 5.16	A	\$3.88	\$ 5.25	A
	Cost Recovery   25%	25%	33%	B	22%	27%	D	20%	25%	D

# Route 90

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.3			5			E		
	Circuitry   1.75	1.13			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   30	35.3	33.7	A	29.4	26.8	C	27.6	25.8	C
	Passengers per Revenue Mile   4	6.0	4.5	A	4.9	3.4	A	4.0	3.1	C
	Unique Segment Ridership   10%	16%	12%	A	16%	22%	A	16%	23%	A
Reliability	On-Time Performance   79%	75%	76%	C	73%	74%	D	84%	78%	B
	Crowding   5%	3%	3%	A	1%	3%	A	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.59	Off-Peak: 0.39 Peak: 0.54	A	0.46	0.36	A	0.38	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.38	\$ 4.02	A	\$4.06	\$ 5.16	A	\$4.33	\$ 5.25	A
	Cost Recovery   25%	23%	34%	C	19%	26%	D	18%	25%	D

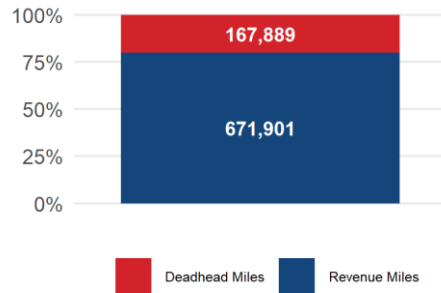


# Route 92

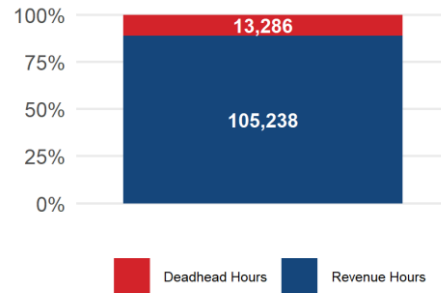
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	6.7			5			E		
Route Design	Circuitry   1.75	1.18			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	43.1	33.7	A	40.2	26.8	A	33.9	25.8	A
	Passengers per Revenue Mile   4	6.4	4.5	A	5.7	3.4	A	4.4	3.1	A
	Unique Segment Ridership   10%	12%	12%	B	11%	22%	B	11%	23%	B
Reliability	On-Time Performance   79%	74%	76%	C	74%	74%	D	81%	78%	B
	Crowding   5%	4%	3%	A	2%	3%	A	2%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.57 Peak: 0.57	Off-Peak: 0.39 Peak: 0.54	A	0.53	0.36	A	0.43	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.77	\$ 4.02	A	\$2.97	\$ 5.16	A	\$3.52	\$ 5.25	A
	Cost Recovery   25%	27%	34%	B	25%	26%	C	21%	25%	D

# Operational Analysis

## Miles Allocation



## Hours Allocation



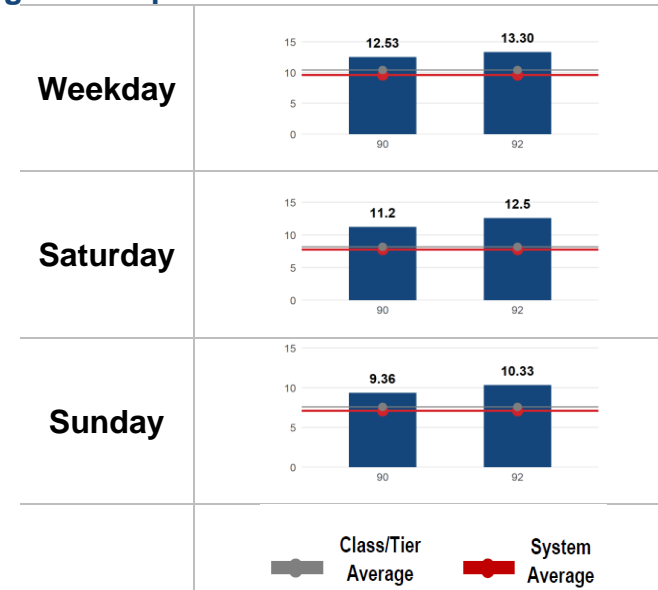
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
90	14.40	3,898	3,872 (99.3%)
92	16.70	4,304	4,253 (98.8%)

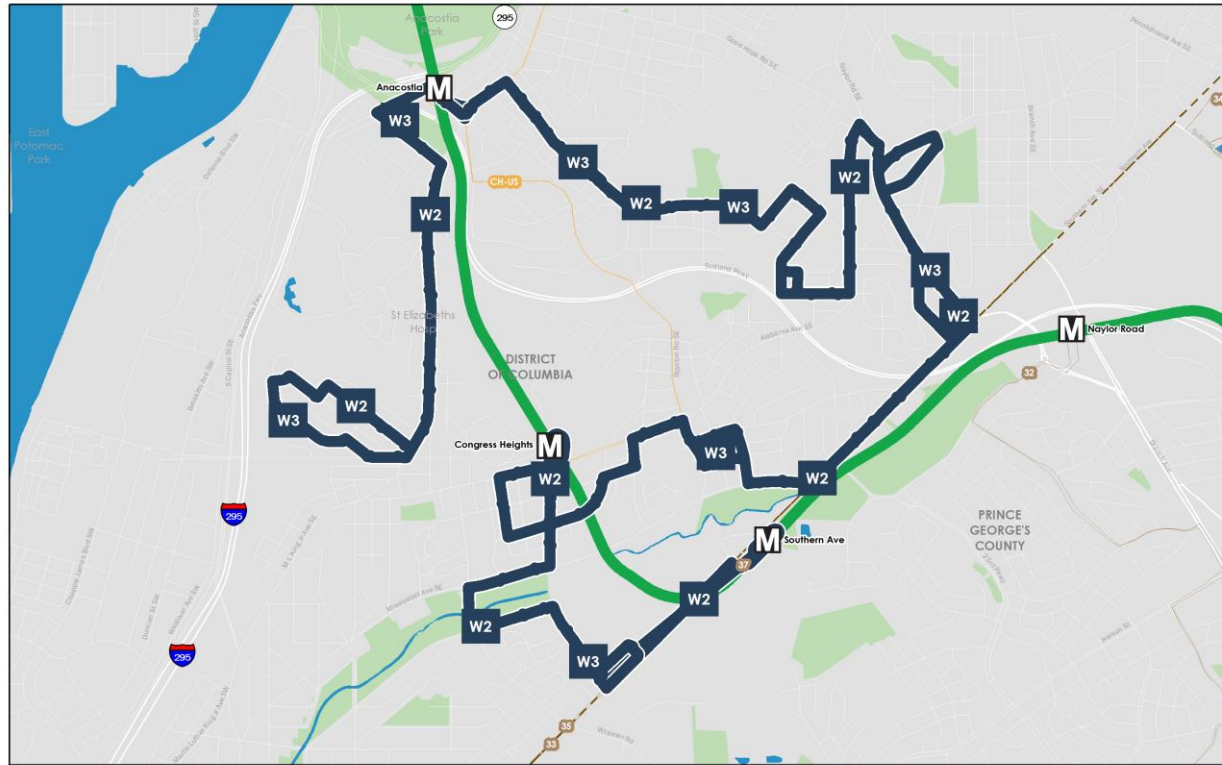
## Service Change Summary

Route 90 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route 92 - June 2019:  
 Weekday: 2 a.m.; Saturday: 2 a.m.; Sunday: 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

**metrobus**

**Metrobus**

United Medical Center-Anacostia Line

**Regional Transit**

Metrotransit	Metrobus	Fairfax Connector
Orange Route	Circulator	Arlington Transit
Blue Line	Ride On	Loudoun County Transit
Silver Line	TheBus	DASH

Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

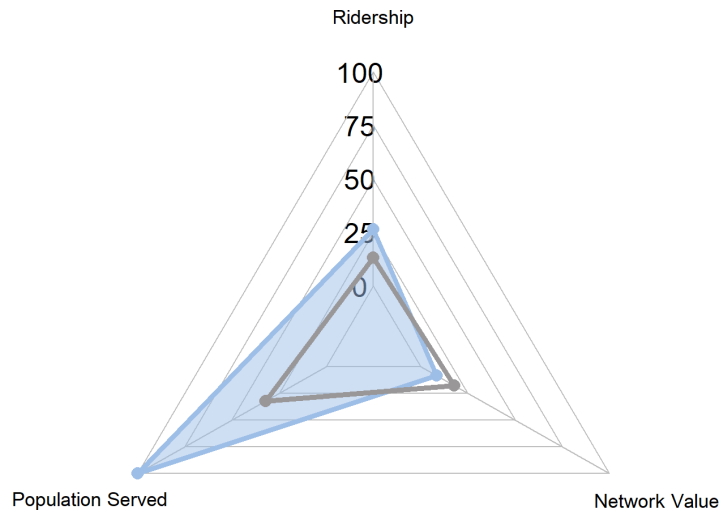
**Legend**

Exceeds	Meets
Approaches	Below
Significantly Below	

## Line Benefit Score

45

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

100




8

26





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$4,117,600</b>
	<b>Peak Vehicles</b>	<b>10</b>
	<b>Vehicle Type(s)</b>	<b>30 Foot</b>

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

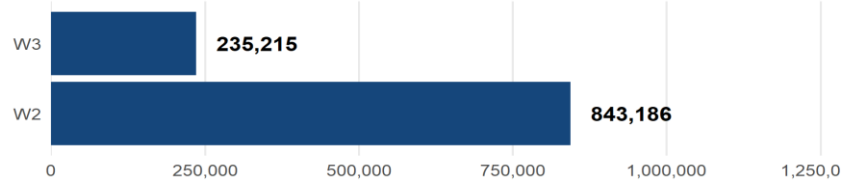
	<b>Service Area Population</b>	<b>90,719</b>	
	<b>People of Color Population</b>	Service Area	<b>85,887</b>
		% Riders Surveyed	<b>99%</b>
	<b>Low Income Household</b>	Service Area	<b>48,670</b>
		% Riders Surveyed	<b>78%</b>

## Facilities/Amenities

	<b>Bus Stops</b>	<b>163</b>
	<b>% Stops With Shelters</b>	<b>13%</b>
	<b>% Stops With Benches</b>	<b>10%</b>
	<b>% Stops With Real-Time Signs</b>	<b>2%</b>



### Annual Ridership

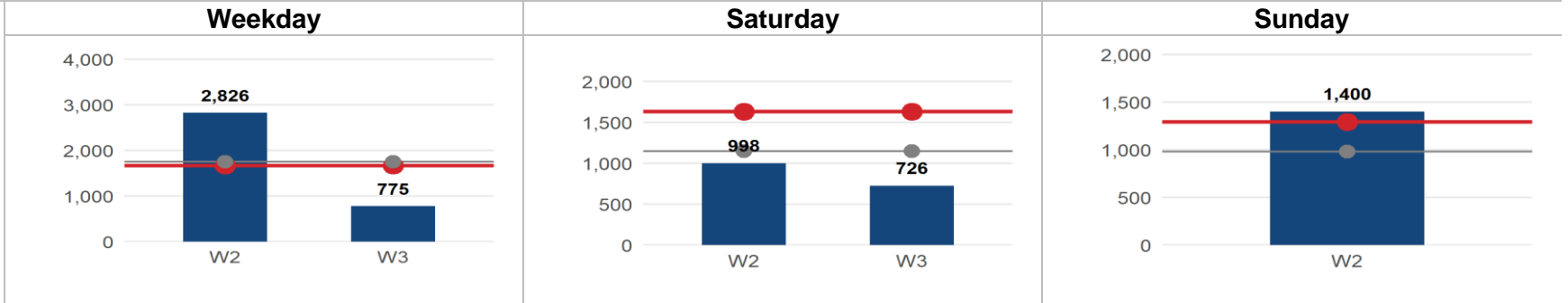


### Top Transfer Locations

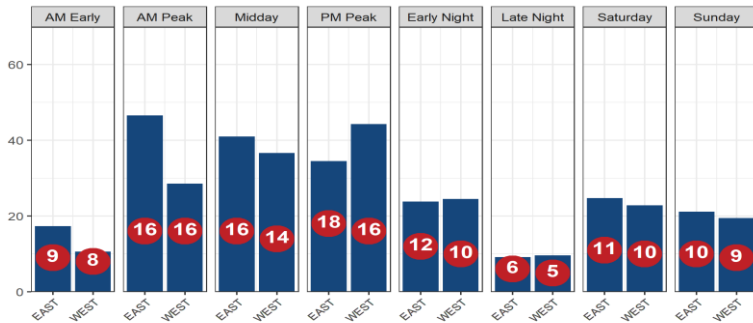
#### Anacostia, Congress Heights, Southern Avenue

### Average Daily Ridership

- Class/Tier Average
- System Average



### Average Trip Ridership and Maximum Load by Time Period



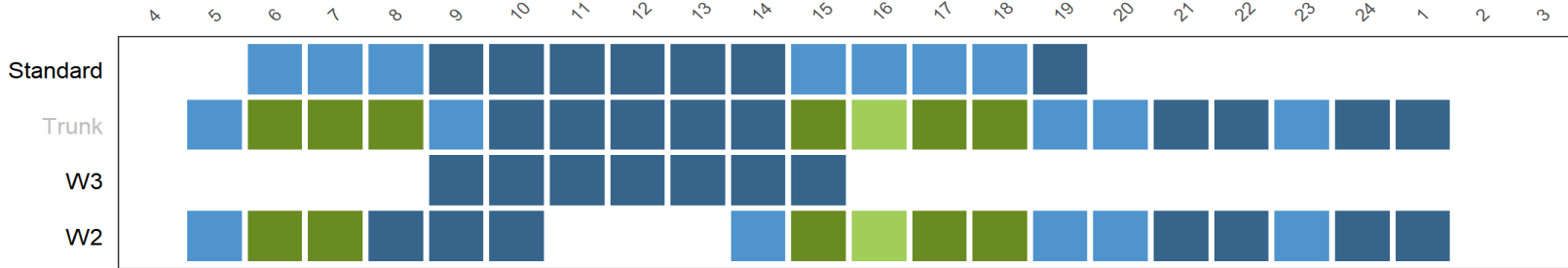
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.63	0.58
	Off-Peak Maximum Target: 1.0	0.44	0.38
Saturday Maximum Target: 1.0		0.39	0.36
Sunday Maximum Target: 1.0		0.35	0.32

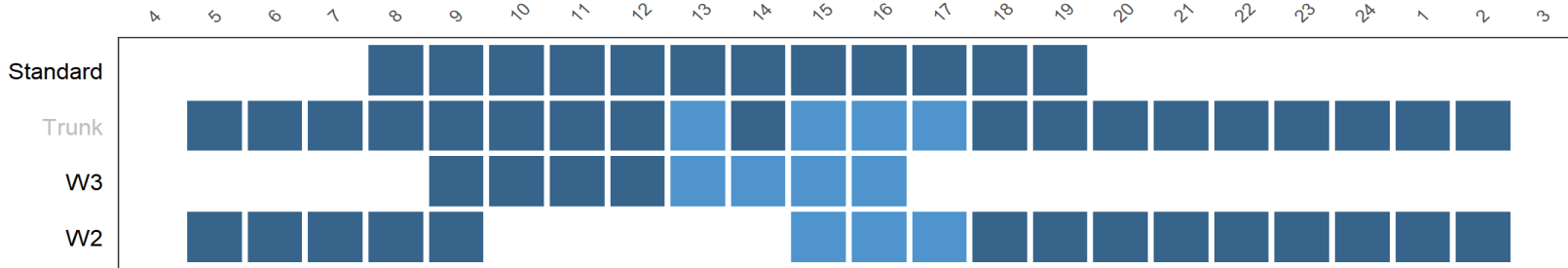
# Span and Frequency



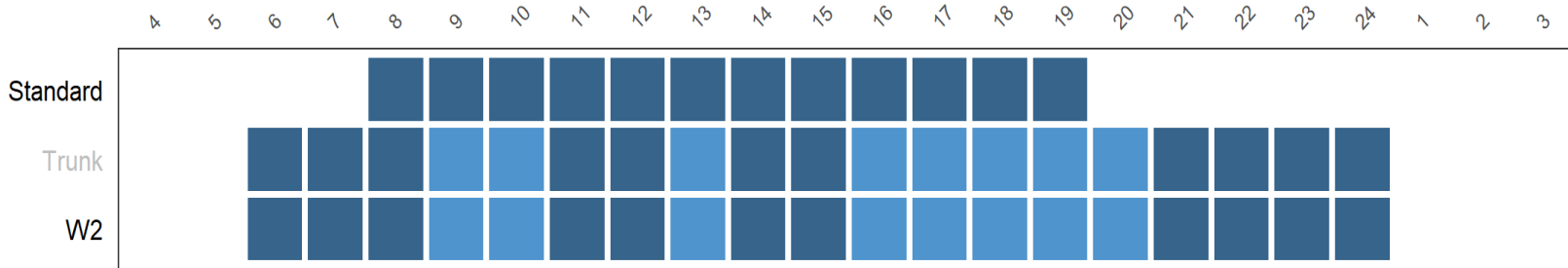
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**B** 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	5:30 AM - 1:09 AM	-	A	5:55 AM - 2:15 AM	-	A	6:20 AM - 12:56 AM	-	A
	Frequency of Service   varies	Peak: 17.7 / Off-Peak: 30.9	Peak: 26.2 / Off-Peak: 64	A	32.1	42.7	A	30.9	42.4	A
Productivity	Passengers per Revenue Hour   15	32.0	36.4	A	24.1	33.5	A	20.5	32.4	A
	Passengers per Revenue Mile   2	3.4	4.2	A	2.3	3.5	A	2.0	3.3	C
Reliability	On-Time Performance   79%	77%	82%	C	74%	80%	D	79%	83%	C
	Crowding   5%	4%	2%	A	0%	1%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.61	Off-Peak: 0.31 Peak: 0.41	A	0.37	0.27	A	0.33	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.72	\$ 4.43	A	\$4.95	\$ 5.10	B	\$5.83	\$ 4.84	D
	Cost Recovery   20%	21%	25%	B	16%	24%	D	14%	22%	E

# Route W2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.3			6			E		
Route Design	Circuitry   N/A	6.07			2.49			-		
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	31.6	36.4	A	21.4	33.5	A	20.5	32.4	A
	Passengers per Revenue Mile   2	3.3	4.2	A	2.0	3.5	B	2.0	3.3	C
	Unique Segment Ridership   10%	0%	28%	E	0%	44%	E	59%	50%	A
Reliability	On-Time Performance   79%	76%	82%	C	74%	80%	C	79%	83%	C
	Crowding   5%	5%	2%	B	0%	2%	A	0%	1%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.61	Off-Peak: 0.33 Peak: 0.43	A	0.34	0.3	A	0.33	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.78	\$ 4.43	A	\$5.57	\$ 5.10	D	\$5.83	\$ 4.84	D
	Cost Recovery   20%	21%	27%	B	14%	24%	D	14%	23%	E

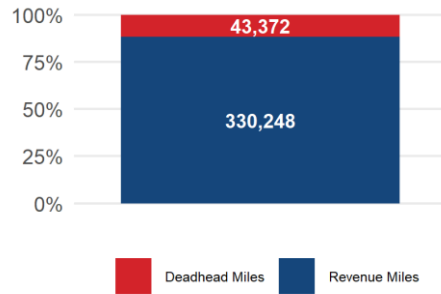


# Route W3

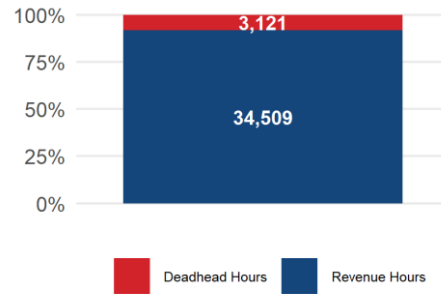
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	7.3			6			E		
Route Design	Circuitry   N/A	6.95			2.49			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   15	33.9	36.4	A	29.2	33.5	A	-	-	-
	Passengers per Revenue Mile   2	3.5	4.2	A	2.8	3.5	A	-	-	-
	Unique Segment Ridership   10%	0%	28%	E	0%	44%	E	-	-	-
Reliability	On-Time Performance   79%	80%	82%	B	73%	80%	D	-	-	-
	Crowding   5%	1%	2%	A	0%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53	Off-Peak: 0.33	A	0.44	0.3	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.52	\$ 4.43	A	\$4.09	\$ 5.10	A	-	-	-
	Cost Recovery   20%	21%	27%	B	18%	24%	C	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



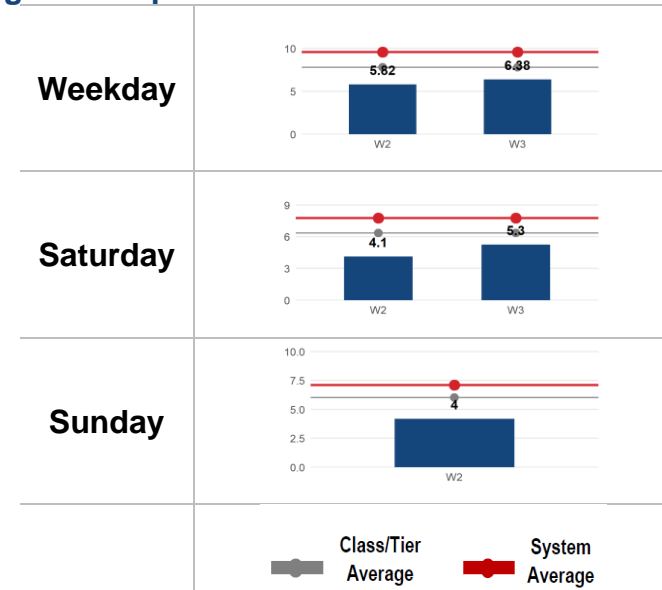
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W2	24.90	2,388	2,348 (98.3%)
W3	23.60	562	552 (98.2%)

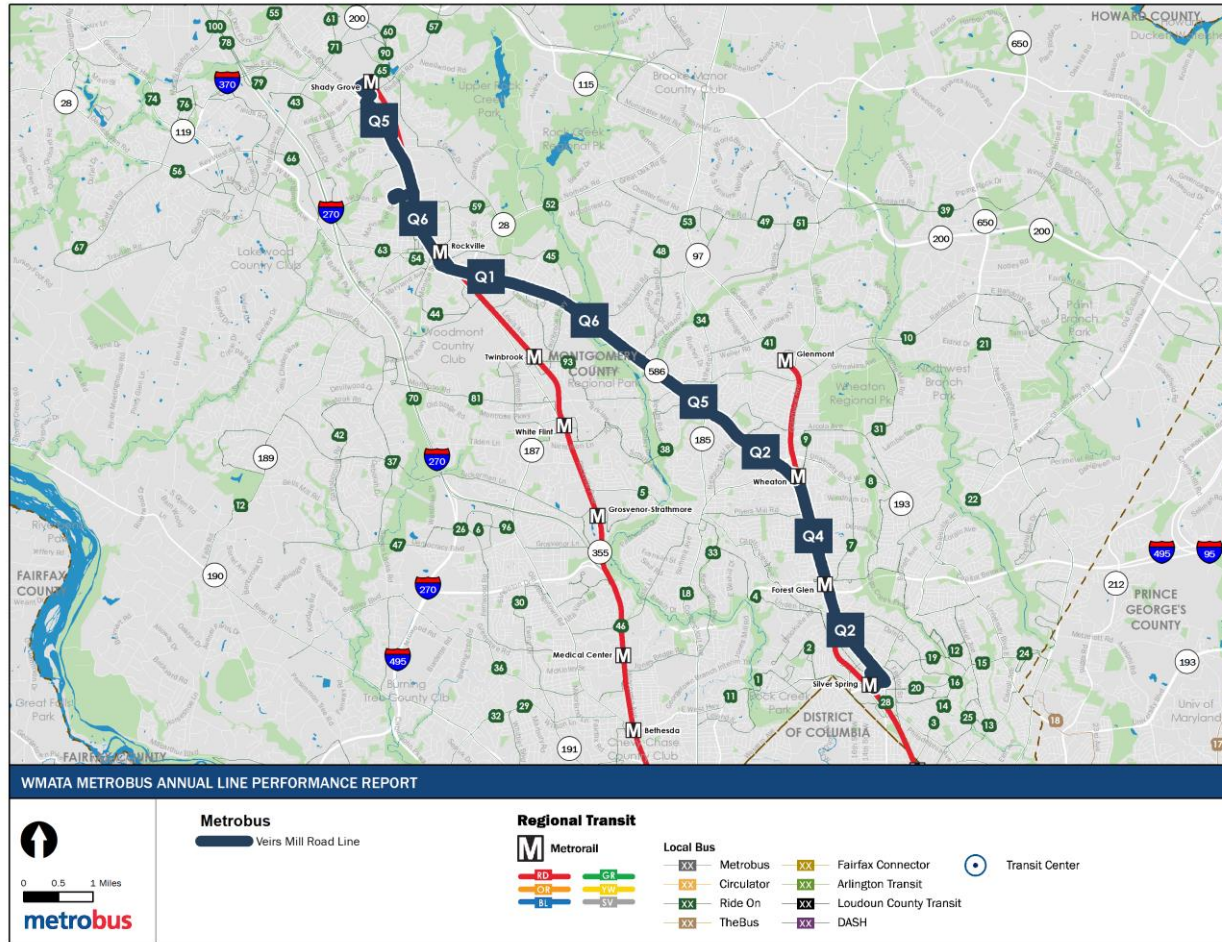
## Service Change Summary

Route W2 - June 2019:  
 Weekday: 2 a.m. (Anac.-Naylor & GH); Saturday: 2 a.m. (Anac.-Naylor & GH); Sunday: 2 a.m. (Anac.-Naylor & GH);  
 Route W3 - June 2019:  
 Weekday: No change; Saturday: restore midday svc (chg. W2 to W3); Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

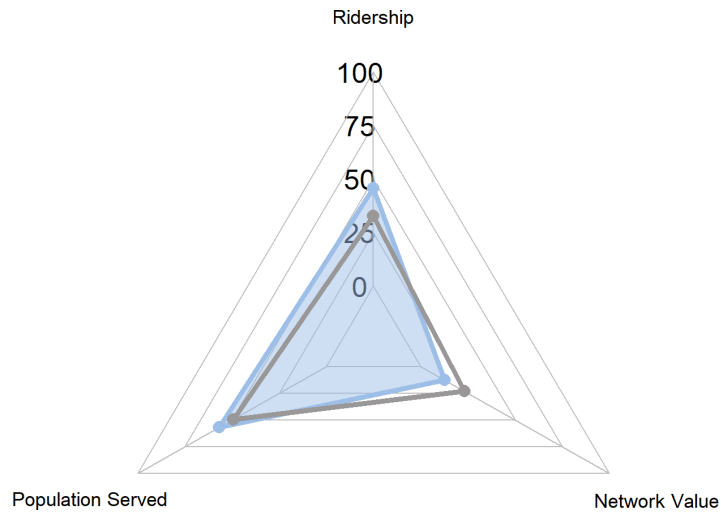
**Legend**

Exceeds Meets  
 Approaches Below Significantly Below

## Line Benefit Score

**38**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

57

13

46

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$7,214,918</b>
	<b>Peak Vehicles</b>	<b>15</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>183,184</b>	
	<b>People of Color Population</b>	Service Area	<b>64,531</b>
		% Riders Surveyed	<b>92%</b>
	<b>Low Income Household</b>	Service Area	<b>40,937</b>
		% Riders Surveyed	<b>68%</b>

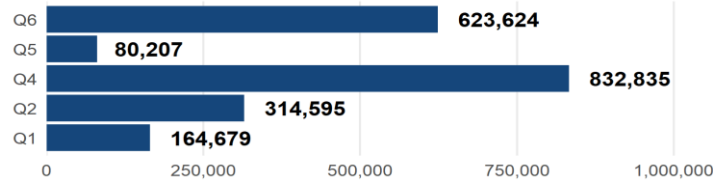
## Facilities/Amenities

	<b>Bus Stops</b>	<b>139</b>
	<b>% Stops With Shelters</b>	<b>42%</b>
	<b>% Stops With Benches</b>	<b>48%</b>
	<b>% Stops With Real-Time Signs</b>	<b>8%</b>



## Ridership

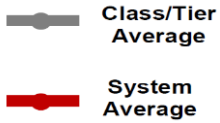
### Annual Ridership



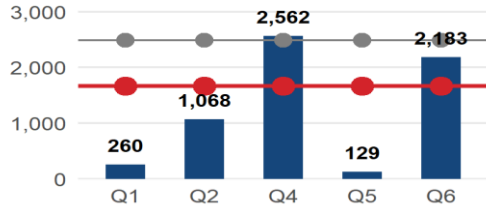
### Top Transfer Locations

#### Wheaton, Rockville, Silver Spring

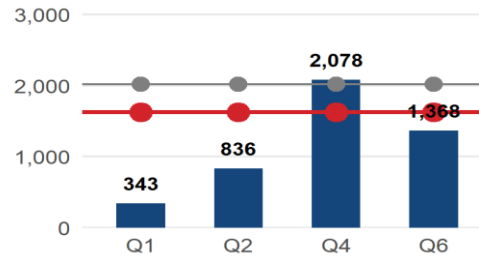
### Average Daily Ridership



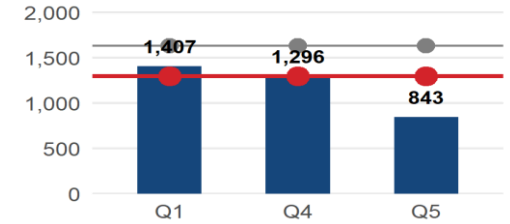
#### Weekday



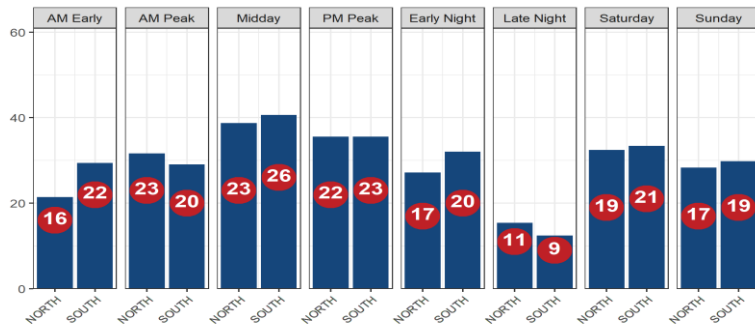
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.56	0.55
	Off-Peak Maximum Target: 1.0	0.48	0.55
Saturday Maximum Target: 1.0		0.49	0.53
Sunday Maximum Target: 1.0		0.43	0.47



## Performance Report Card

### A 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	4:15 AM - 1:27 AM	-	A	4:45 AM - 2:34 AM	-	A	5:49 AM - 1:20 AM	-	A
	Frequency of Service   varies	Peak: 13.1 / Off-Peak: 19.1	Peak: 19.3 / Off-Peak: 34	A	21.9	30.1	A	21.3	33.7	A
Productivity	Passengers per Revenue Hour   20	33.2	29.6	A	31.3	28.8	A	29.5	26.9	A
	Passengers per Revenue Mile   2	3.0	3.0	A	3.0	2.7	A	2.6	2.4	A
Reliability	On-Time Performance   79%	80%	78%	B	80%	79%	B	74%	81%	D
	Crowding   5%	2%	2%	A	3%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.55	Off-Peak: 0.45 Peak: 0.52	A	0.51	0.41	A	0.45	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.59	\$ 4.59	A	\$3.81	\$ 4.84	A	\$4.04	\$ 5.41	A
	Cost Recovery   20%	31%	31%	A	30%	28%	A	28%	27%	A

# Route Q1

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.2			4.5			A		
	Circuitry   1.75	1.27			1.47			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	18.1	29.6	C	19.6	28.8	C	28.6	26.9	A
	Passengers per Revenue Mile   2	1.3	3.0	E	1.6	2.7	E	2.2	2.4	A
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	83%	78%	B	78%	79%	C	69%	81%	E
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29	Off-Peak: 0.42	A	0.36	0.42	A	0.47	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$6.58	\$ 4.59	E	\$6.10	\$ 4.84	E	\$4.18	\$ 5.41	A
	Cost Recovery   20%	16%	30%	D	18%	27%	D	26%	26%	A



# Route Q2

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.3			4.5			A		
	Circuitry   1.75	1.32			1.47			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	30.7	29.6	A	27.2	28.8	A	-	-	-
	Passengers per Revenue Mile   2	2.6	3.0	A	2.5	2.7	A	-	-	-
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	-	-	-
Reliability	On-Time Performance   79%	71%	78%	D	85%	79%	A	-	-	-
	Crowding   5%	2%	2%	A	0%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.59	Off-Peak: 0.42 Peak: 0.52	A	0.54	0.42	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.89	\$ 4.59	A	\$4.39	\$ 4.84	A	-	-	-
	Cost Recovery   20%	29%	30%	A	25%	27%	A	-	-	-

# Route Q4

Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.2			4.5			A		
Route Design	Circuitry   1.75	1.3			1.47			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	41.0	29.6	A	40.1	28.8	A	34.8	26.9	A
	Passengers per Revenue Mile   2	3.9	3.0	A	3.9	2.7	A	3.2	2.4	A
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	0%	45%	E
Reliability	On-Time Performance   79%	78%	78%	C	76%	79%	C	77%	81%	C
	Crowding   5%	1%	2%	A	5%	2%	C	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.59	Off-Peak: 0.42 Peak: 0.52	A	0.57	0.42	A	0.46	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$2.91	\$ 4.59	A	\$2.97	\$ 4.84	A	\$3.43	\$ 5.41	A
	Cost Recovery   20%	39%	30%	A	38%	27%	A	33%	26%	A

# Route Q5

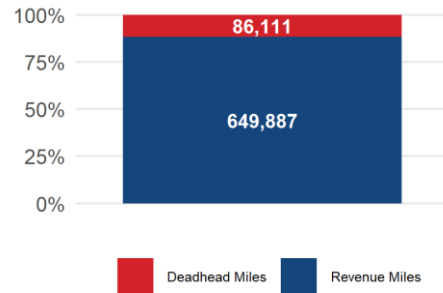
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.9			4.5			E		
Route Design	Circuitry   1.75	1.28			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	23.5	29.6	A	-	-	-	25.0	26.9	A
	Passengers per Revenue Mile   2	2.3	3.0	A	-	-	-	2.6	2.4	A
	Unique Segment Ridership   10%	0%	16%	E	-	-	-	0%	45%	E
Reliability	On-Time Performance   79%	96%	78%	A	-	-	-	79%	81%	B
	Crowding   5%	0%	2%	A	-	-	-	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.7	Off-Peak: 0.42 Peak: 0.52	B	-	-	-	0.41	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.07	\$ 4.59	C	-	-	-	\$4.77	\$ 5.41	B
	Cost Recovery   20%	21%	30%	B	-	-	-	23%	26%	A

# Route Q6

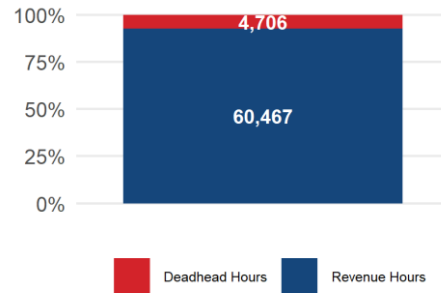
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4.1			4.5			A		
	Circuitry   1.75	1.36			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	31.3	29.6	A	28.7	28.8	A	-	-	-
	Passengers per Revenue Mile   2	3.0	3.0	A	2.9	2.7	A	-	-	-
	Unique Segment Ridership   10%	0%	16%	E	0%	35%	E	-	-	-
Reliability	On-Time Performance   79%	85%	78%	A	82%	79%	B	-	-	-
	Crowding   5%	3%	2%	A	3%	2%	A	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.51	Off-Peak: 0.42 Peak: 0.52	A	0.48	0.42	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.81	\$ 4.59	A	\$4.16	\$ 4.84	A	-	-	-
	Cost Recovery   20%	30%	30%	A	28%	27%	A	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



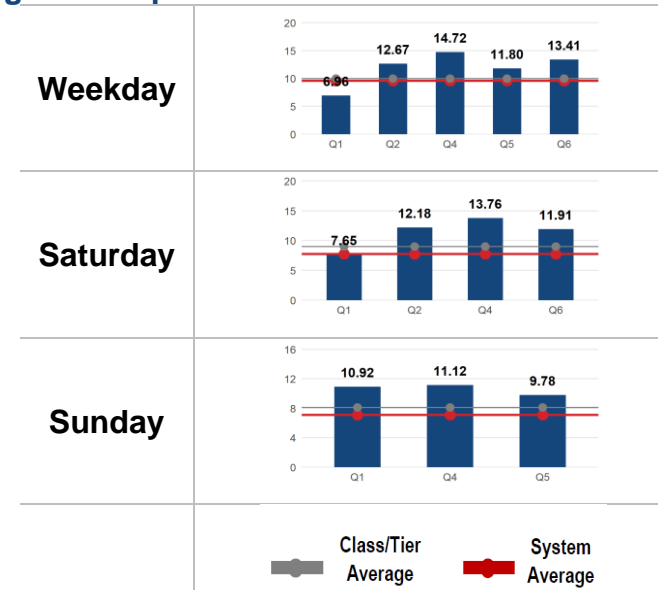
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Q1	32.50	482	478 (99.2%)
Q2	33.90	800	797 (99.6%)
Q4	26.00	1,758	1,746 (99.3%)
Q5	23.80	268	267 (99.6%)
Q6	25.20	1,772	1,762 (99.4%)

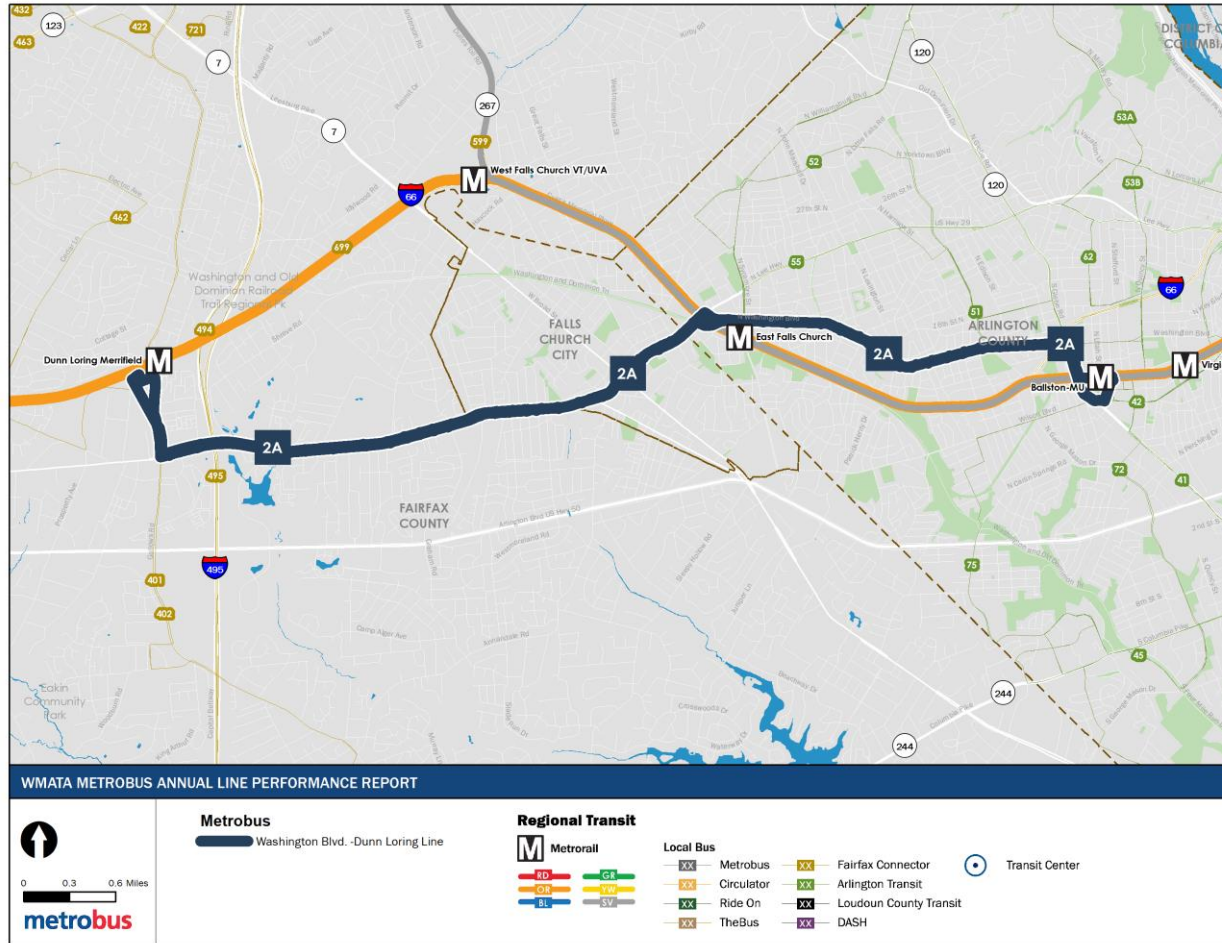
## Service Change Summary

Route Q1 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route Q2 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route Q4 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route Q5 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;  
 Route Q6 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

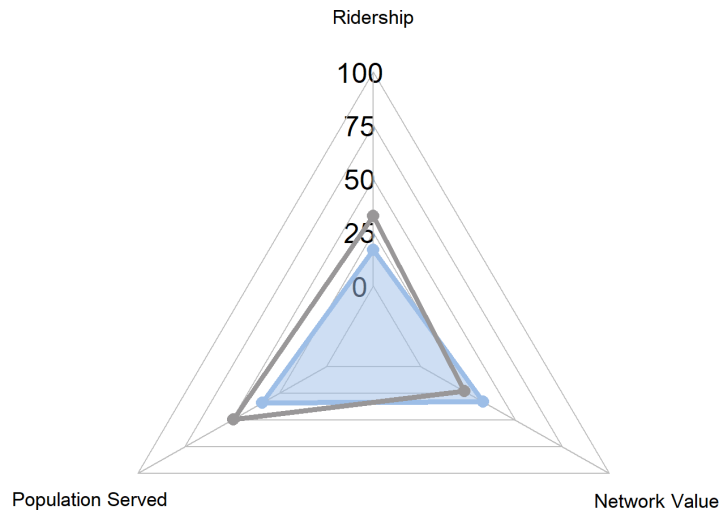
**Legend**

Exceeds Meets  
 Approaches Below Significantly Below

## Line Benefit Score

28

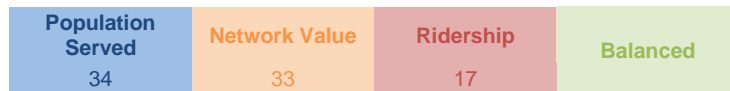
Out of 100



### Classification Average

Line Focus:

Line Score:



## Operating Statistics

	Annual Operating Costs	\$2,655,680
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	25,967	
	People of Color Population	Service Area	5,456
		% Riders Surveyed	57%
	Low Income Household	Service Area	2,897
		% Riders Surveyed	43%

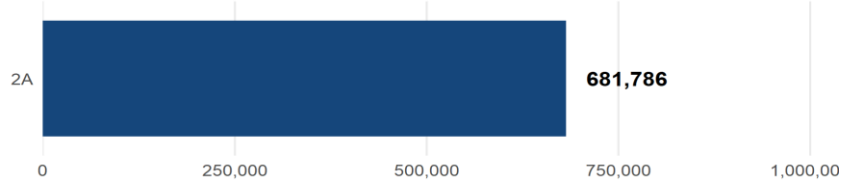
## Facilities/Amenities

	Bus Stops	93
	% Stops With Shelters	15%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	0%



# Ridership

## Annual Ridership

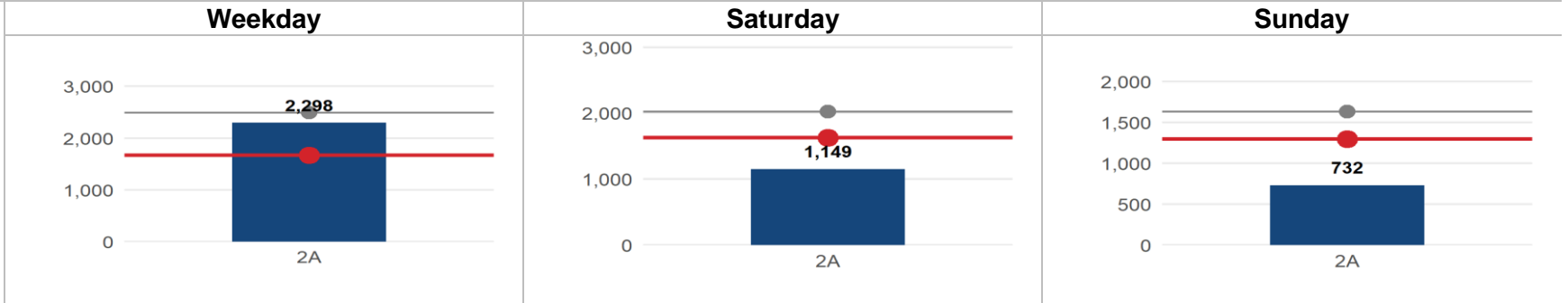


## Top Transfer Locations

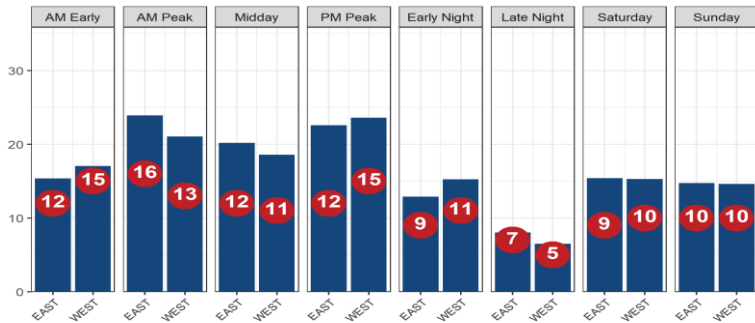
### East Falls Church, Ballston, Dunn Loring

## Average Daily Ridership

- Class/Tier Average
- System Average



## Average Trip Ridership and Maximum Load by Time Period



## Vehicle Load Factor

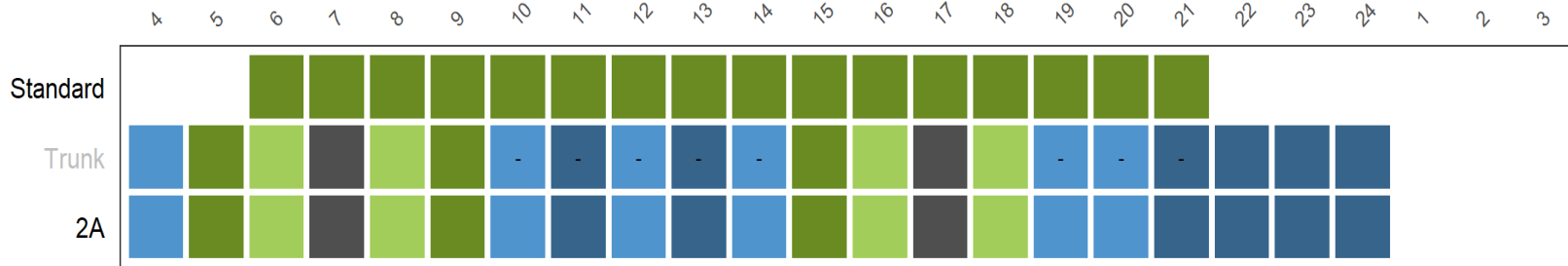
		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.38	0.37
	Off-Peak Maximum Target: 1.0	0.28	0.27
Saturday Maximum Target: 1.0		0.24	0.24
Sunday Maximum Target: 1.0		0.24	0.24



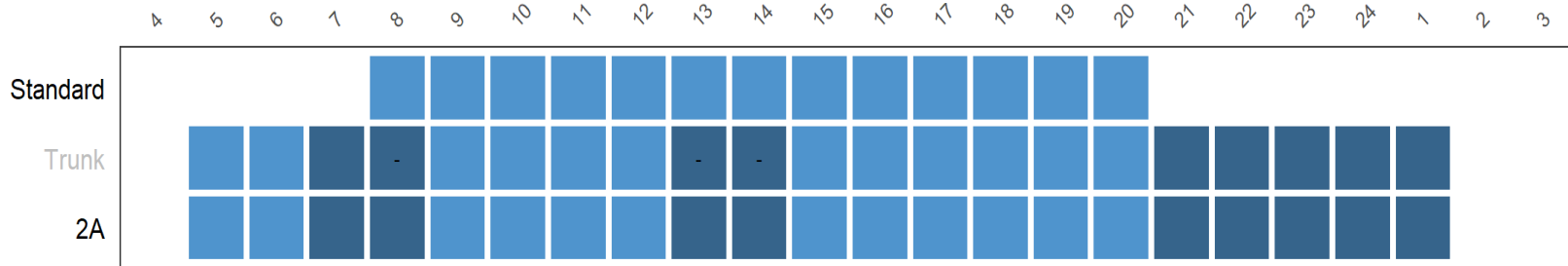
# Span and Frequency



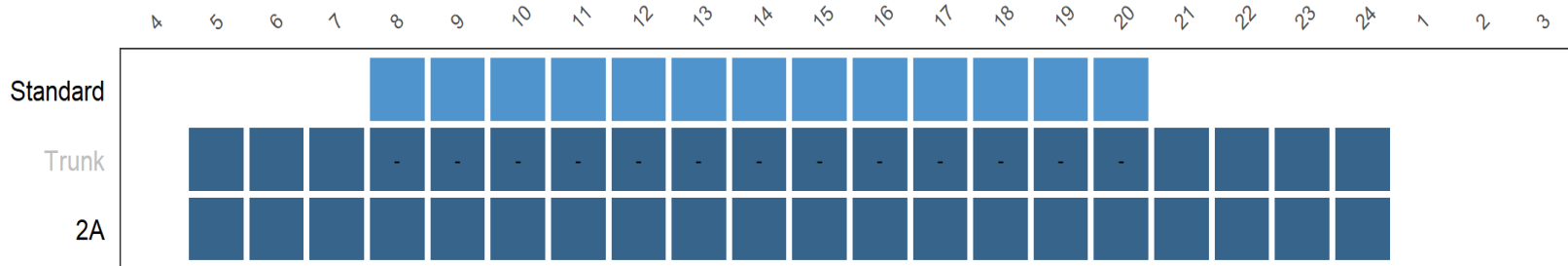
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

**C** Washington Blvd. -Dunn Loring

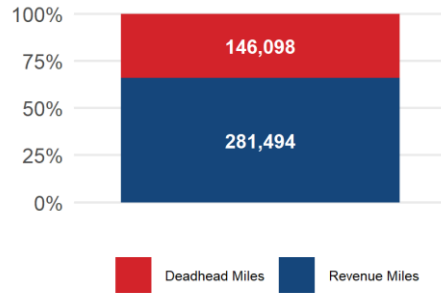
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	4:45 AM - 12:56 AM	-	A	5:45 AM - 1:44 AM	-	A	5:45 AM - 12:58 AM	-	A
	Frequency of Service   varies	Peak: 14.0 / Off-Peak: 26.0	Peak: 19.3 / Off-Peak: 34	A	31.3	30.1	C	45.0	33.7	E
Productivity	Passengers per Revenue Hour   20	24.5	29.6	A	20.1	28.8	B	18.6	26.9	C
	Passengers per Revenue Mile   2	2.3	3.0	A	1.8	2.7	D	1.7	2.4	D
Reliability	On-Time Performance   79%	93%	78%	A	90%	79%	A	93%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.45 Peak: 0.52	A	0.24	0.41	A	0.24	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.87	\$ 4.59	B	\$5.95	\$ 4.84	D	\$6.41	\$ 5.41	E
	Cost Recovery   20%	27%	31%	A	22%	28%	A	21%	27%	B

# Route 2A

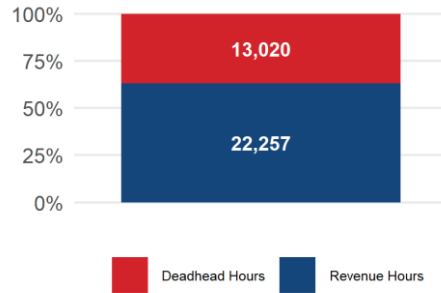
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.9			4.5			E		
Route Design	Circuitry   1.75	1.28			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	24.5	29.6	A	20.1	28.8	B	18.6	26.9	C
	Passengers per Revenue Mile   2	2.3	3.0	A	1.8	2.7	D	1.7	2.4	D
	Unique Segment Ridership   10%	64%	16%	A	84%	35%	A	86%	45%	A
Reliability	On-Time Performance   79%	93%	78%	A	90%	79%	A	93%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.42 Peak: 0.52	A	0.24	0.42	A	0.24	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$4.87	\$ 4.59	B	\$5.95	\$ 4.84	D	\$6.41	\$ 5.41	E
	Cost Recovery   20%	27%	30%	A	22%	27%	A	21%	26%	B

# Operational Analysis

## Miles Allocation



## Hours Allocation



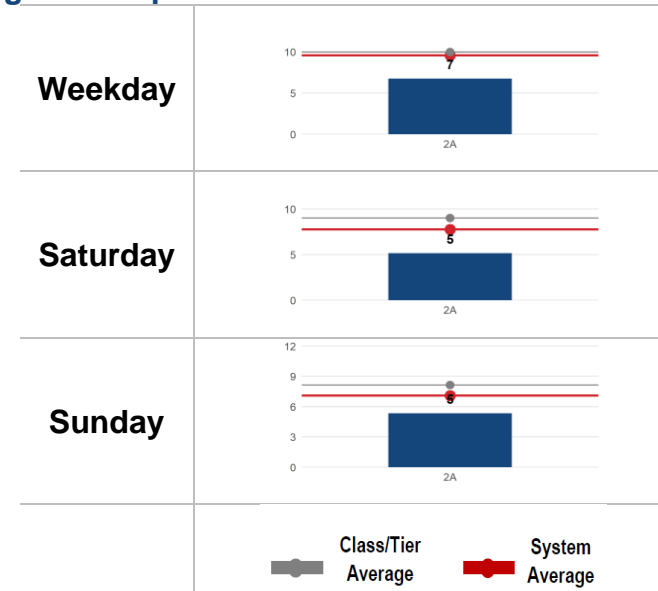
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2A	24.40	3,038	3,035 (99.9%)

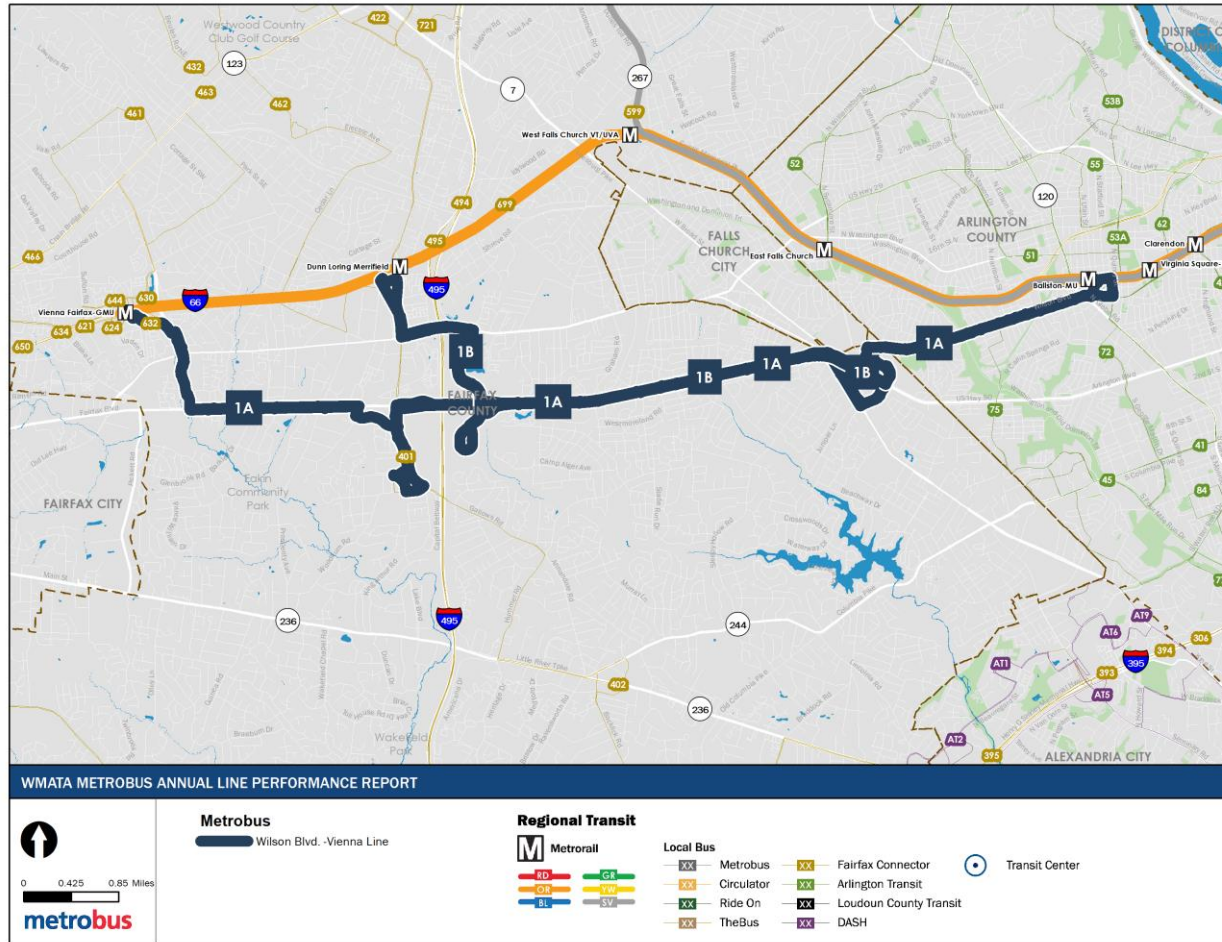
## Service Change Summary

Route 2A - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

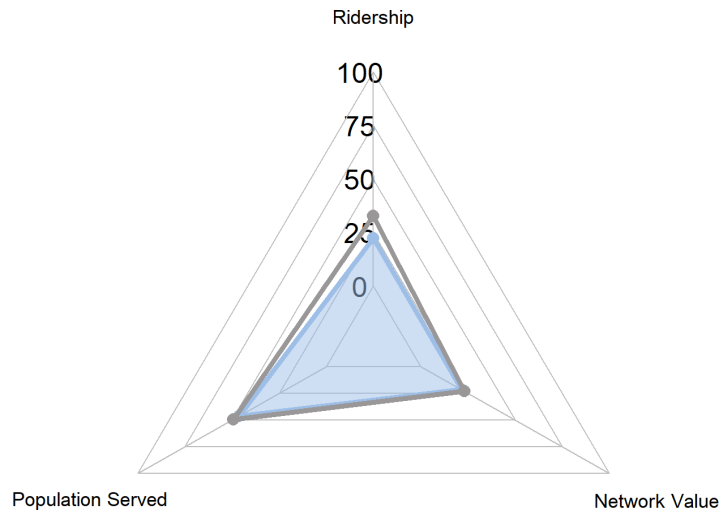
**Legend**

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

## Line Benefit Score

**30**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

46

22

23

## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$5,103,137</b>
	<b>Peak Vehicles</b>	<b>13</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>63,751</b>	
	<b>People of Color Population</b>	Service Area	<b>15,771</b>
		% Riders Surveyed	<b>78%</b>
	<b>Low Income Household</b>	Service Area	<b>16,774</b>
		% Riders Surveyed	<b>60%</b>

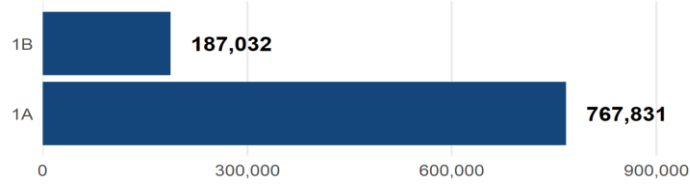
## Facilities/Amenities

	<b>Bus Stops</b>	<b>124</b>
	<b>% Stops With Shelters</b>	<b>25%</b>
	<b>% Stops With Benches</b>	<b>21%</b>
	<b>% Stops With Real-Time Signs</b>	<b>0%</b>



## Ridership

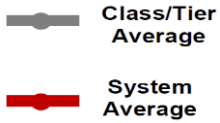
### Annual Ridership



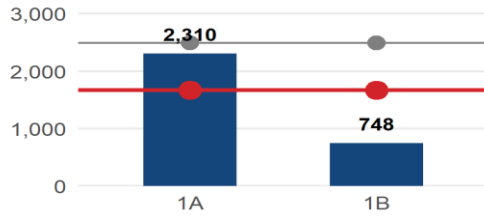
### Top Transfer Locations

#### Ballston, Vienna, Dunn Loring

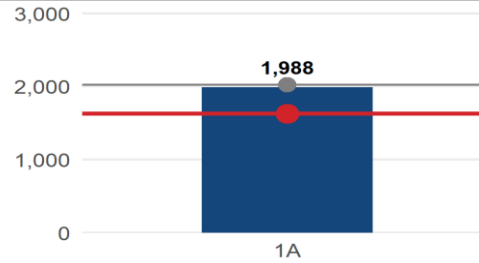
### Average Daily Ridership



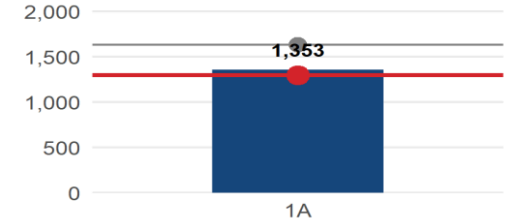
#### Weekday



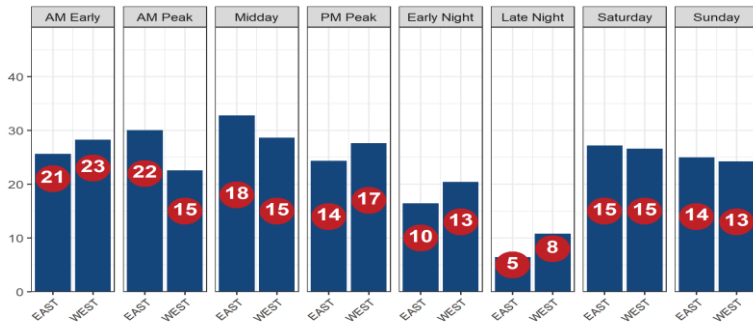
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



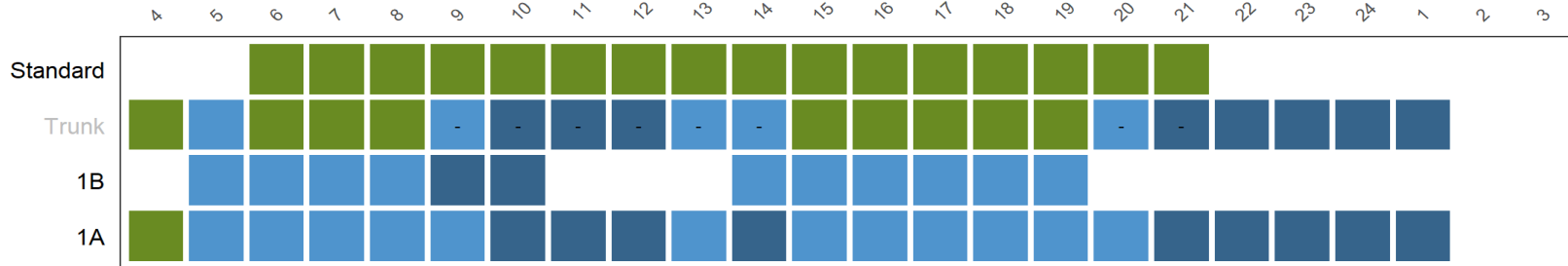
### Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.45	0.41
	Off-Peak Maximum Target: 1.0	0.41	0.35
Saturday Maximum Target: 1.0		0.37	0.36
Sunday Maximum Target: 1.0		0.35	0.34

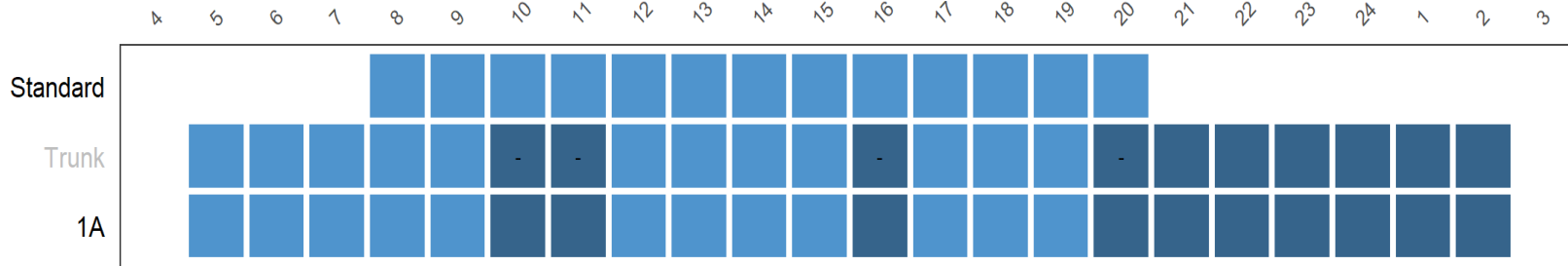
# Span and Frequency



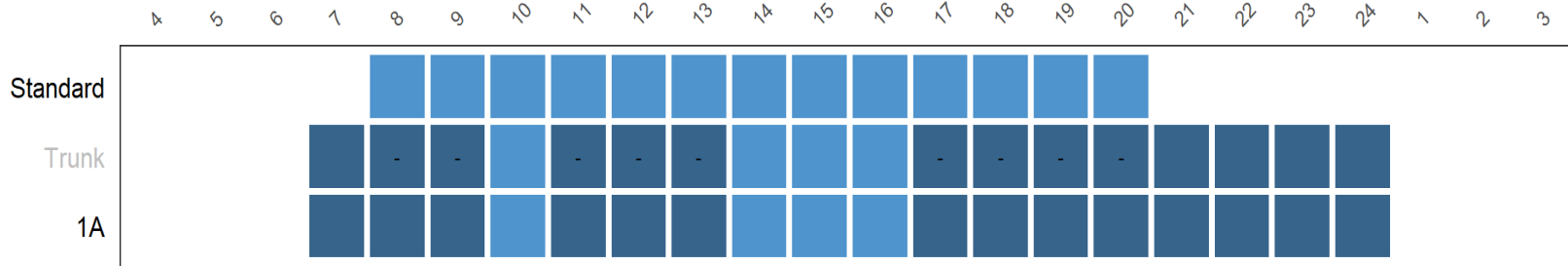
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





## Performance Report Card

### B 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	4:44 AM - 1:19 AM	-	A	5:29 AM - 2:26 AM	-	A	7:34 AM - 12:26 AM	-	A
	Frequency of Service   varies	Peak: 18.0 / Off-Peak: 29.6	Peak: 19.3 / Off-Peak: 34	B	31.6	30.1	C	35.1	33.7	D
Productivity	Passengers per Revenue Hour   20	22.4	29.6	A	22.3	28.8	A	20.7	26.9	B
	Passengers per Revenue Mile   2	2.1	3.0	B	2.0	2.7	B	1.9	2.4	C
Reliability	On-Time Performance   79%	86%	78%	A	87%	79%	A	85%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.43	Off-Peak: 0.45 Peak: 0.52	A	0.37	0.41	A	0.34	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.32	\$ 4.59	C	\$5.36	\$ 4.84	C	\$5.75	\$ 5.41	D
	Cost Recovery   20%	24%	31%	A	24%	28%	A	22%	27%	A

# Route 1A

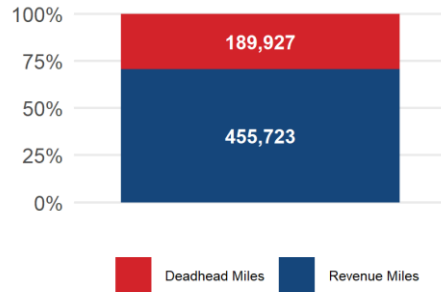
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	4			4.5			A		
	Circuitry   1.75	1.57			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	23.2	29.6	A	22.3	28.8	A	20.7	26.9	B
	Passengers per Revenue Mile   2	2.1	3.0	B	2.0	2.7	B	1.9	2.4	C
	Unique Segment Ridership   10%	6%	16%	D	57%	35%	A	55%	45%	A
Reliability	On-Time Performance   79%	86%	78%	A	87%	79%	A	85%	81%	A
	Crowding   5%	0%	2%	A	0%	2%	A	0%	2%	A
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.48	Off-Peak: 0.42 Peak: 0.52	A	0.37	0.42	A	0.34	0.38	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.15	\$ 4.59	C	\$5.36	\$ 4.84	C	\$5.75	\$ 5.41	D
	Cost Recovery   20%	24%	30%	A	23%	27%	A	22%	26%	B

# Route 1B

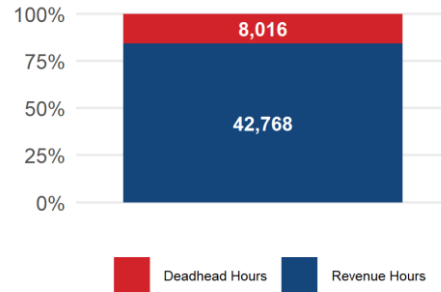
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	3.2			4.5			E		
	Circuitry   1.75	1.49			1.47			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   20	20.5	29.6	B	-	-	-	-	-	-
	Passengers per Revenue Mile   2	2	3	B	-	-	-	-	-	-
	Unique Segment Ridership   10%	10%	16%	B	-	-	-	-	-	-
Reliability	On-Time Performance   79%	85%	78%	A	-	-	-	-	-	-
	Crowding   5%	0%	2%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.42 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$5.82	\$ 4.59	D	-	-	-	-	-	-
	Cost Recovery   20%	24%	30%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



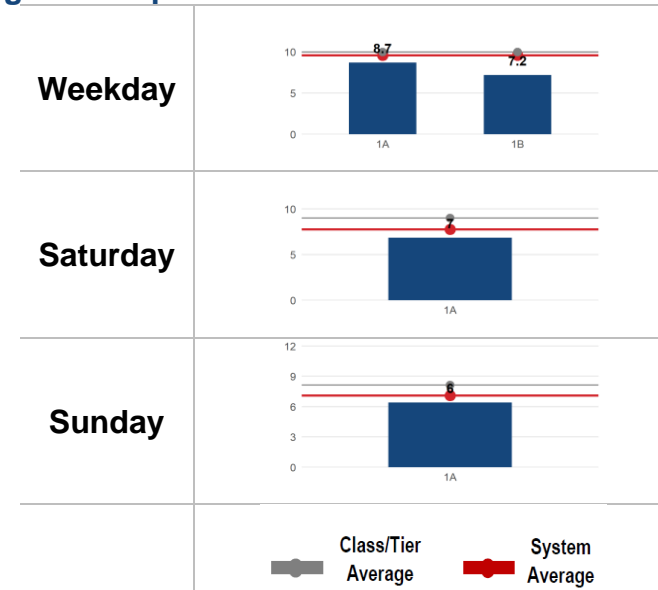
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1A	29.00	2,284	2,279 (99.8%)
1B	28.30	836	836 (100.0%)

## Service Change Summary

Route 1A - June 2019:  
 Weekday: Extend span to 2 a.m.; Saturday: Extend span to 2 a.m.; Sunday: Extend span to 2 a.m.;  
 Route 1B - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

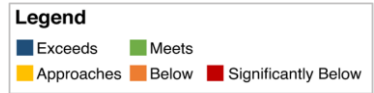
Framework

Activity Tier

1

Overall Grade

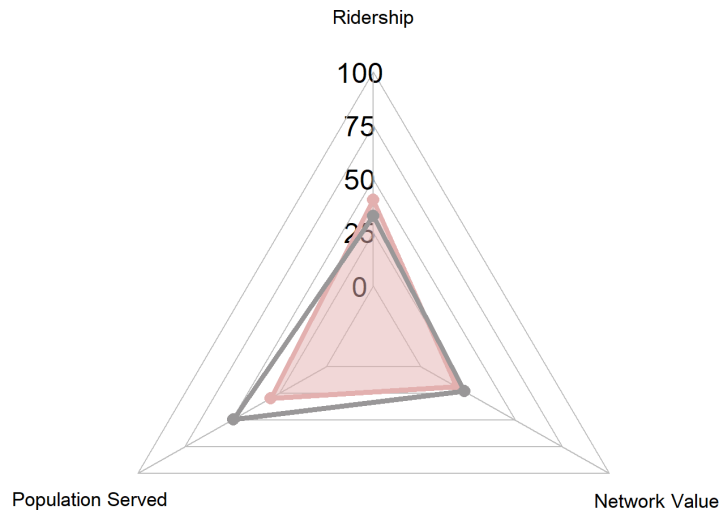
Line	Overall Grade
Wisconsin Avenue Line	C



## Line Benefit Score

**30**

Out of 100



### Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced




Line Score:

30




19

40





## Operating Statistics

	<b>Annual Operating Costs</b>	<b>\$6,374,166</b>
	<b>Peak Vehicles</b>	<b>17</b>
	<b>Vehicle Type(s)</b>	<b>40 Foot</b>

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

	<b>Service Area Population</b>	<b>46,634</b>	
	<b>People of Color Population</b>	Service Area	<b>8,906</b>
		% Riders Surveyed	<b>50%</b>
	<b>Low Income Household</b>	Service Area	<b>6,692</b>
		% Riders Surveyed	<b>26%</b>

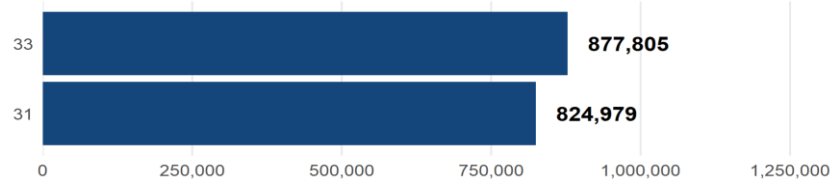
## Facilities/Amenities

	<b>Bus Stops</b>	<b>88</b>
	<b>% Stops With Shelters</b>	<b>42%</b>
	<b>% Stops With Benches</b>	<b>41%</b>
	<b>% Stops With Real-Time Signs</b>	<b>27%</b>



## Ridership

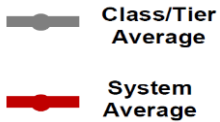
### Annual Ridership



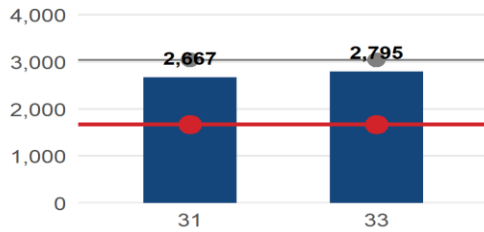
### Top Transfer Locations

#### Foggy Bottom, Tenleytown-AU, Friendship Heights

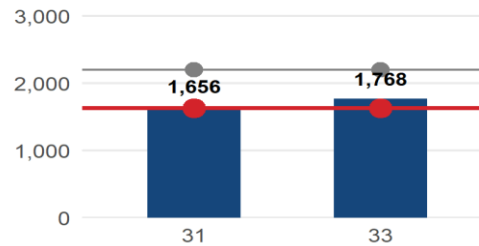
### Average Daily Ridership



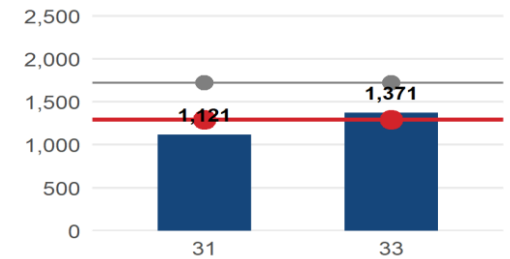
#### Weekday



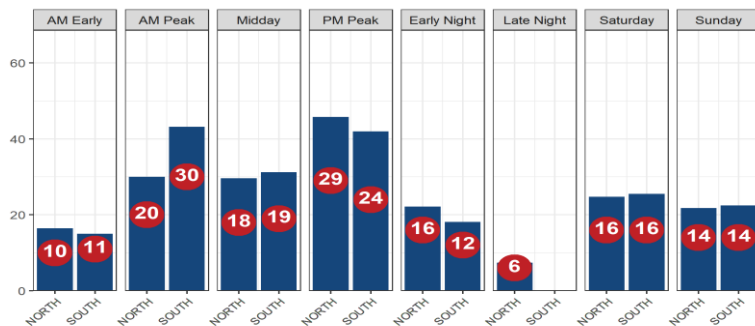
#### Saturday



#### Sunday



### Average Trip Ridership and Maximum Load by Time Period



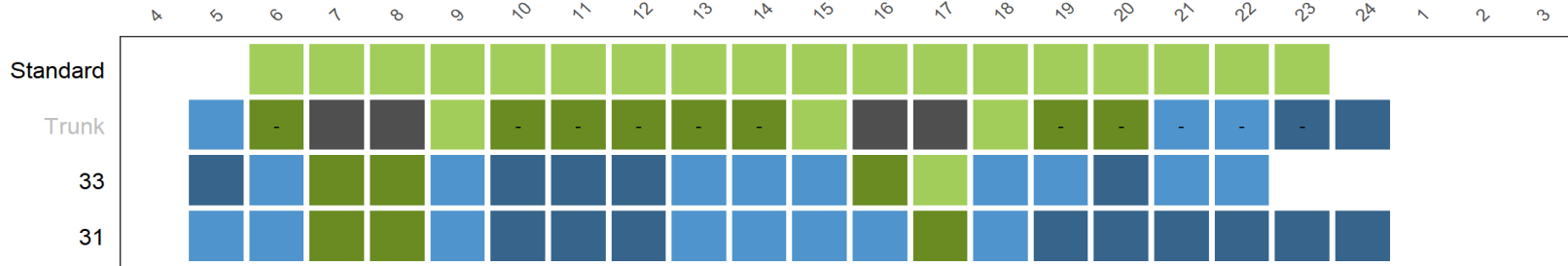
### Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	<b>Peak</b> Maximum Target: 1.2	0.67	0.69
	<b>Off-Peak</b> Maximum Target: 1.0	0.41	0.41
<b>Saturday</b> Maximum Target: 1.0		0.41	0.41
<b>Sunday</b> Maximum Target: 1.0		0.36	0.36

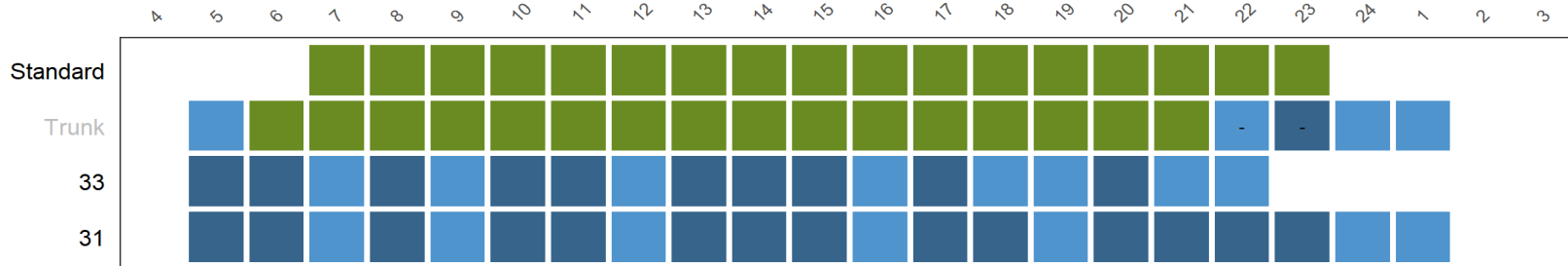
# Span and Frequency



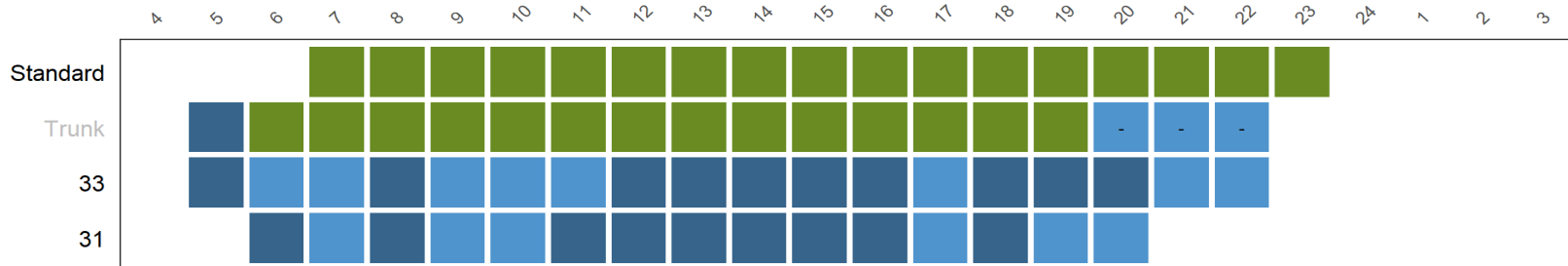
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**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	5:05 AM - 12:18 AM	-	A	5:43 AM - 1:09 AM	-	A	5:26 AM - 10:17 PM	-	B
	Frequency of Service   varies	Peak: 12.7 / Off-Peak: 16.8	Peak: 17.4 / Off-Peak: 39	B	18.8	25.4	B	19.0	29.4	B
Productivity	Passengers per Revenue Hour   30	34.3	33.7	A	24.9	26.8	D	23.0	25.8	E
	Passengers per Revenue Mile   4	5.2	4.5	A	3.9	3.4	C	3.4	3.1	D
Reliability	On-Time Performance   79%	75%	76%	C	70%	74%	D	84%	78%	B
	Crowding   5%	7%	3%	E	10%	3%	E	2%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.68	Off-Peak: 0.39 Peak: 0.55	A	0.41	0.37	A	0.36	0.33	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.48	\$ 4.02	A	\$4.79	\$ 5.16	B	\$5.19	\$ 5.25	C
	Cost Recovery   25%	42%	33%	A	30%	27%	A	28%	25%	A

# Route 31

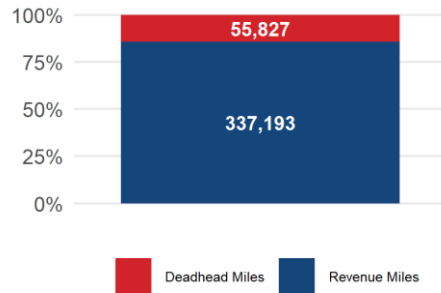
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.3			5			E		
	Circuitry   1.75	1.16			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	36.7	33.7	A	25.5	26.8	D	25.5	25.8	D
	Passengers per Revenue Mile   4	5.6	4.5	A	3.9	3.4	C	3.7	3.1	C
	Unique Segment Ridership   10%	0%	12%	E	0%	22%	E	0%	23%	E
Reliability	On-Time Performance   79%	78%	76%	C	68%	74%	E	86%	78%	A
	Crowding   5%	5%	3%	C	11%	3%	E	0%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.68	Off-Peak: 0.39 Peak: 0.54	A	0.38	0.36	A	0.36	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.25	\$ 4.02	A	\$4.68	\$ 5.16	B	\$4.67	\$ 5.25	B
	Cost Recovery   25%	45%	34%	A	31%	26%	A	31%	25%	A

# Route 33

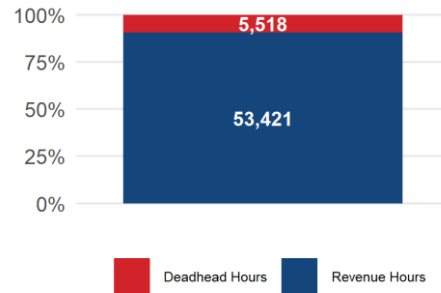
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   4-5	5.6			5			E		
	Circuitry   1.75	1.11			1.27			A		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   30	32.2	33.7	B	24.4	26.8	D	21.3	25.8	E
	Passengers per Revenue Mile   4	4.9	4.5	A	3.8	3.4	C	3.1	3.1	E
	Unique Segment Ridership   10%	0%	12%	E	2%	22%	E	2%	23%	E
Reliability	On-Time Performance   79%	71%	76%	D	72%	74%	D	82%	78%	B
	Crowding   5%	8%	3%	E	10%	3%	E	4%	2%	A
	Load Factor   Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.68	Off-Peak: 0.39 Peak: 0.54	A	0.44	0.36	A	0.36	0.34	A
Cost Effectiveness	Operating Cost per Passenger Trip   \$5	\$3.70	\$ 4.02	A	\$4.89	\$ 5.16	B	\$5.61	\$ 5.25	D
	Cost Recovery   25%	39%	34%	A	30%	26%	A	26%	25%	B

# Operational Analysis

## Miles Allocation



## Hours Allocation



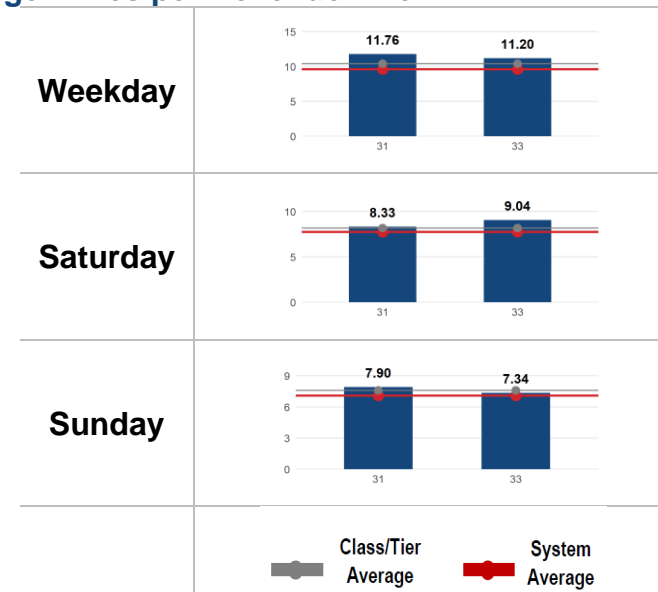
## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
31	13.50	2,282	2,258 (98.9%)
33	14.70	2,260	2,250 (99.6%)

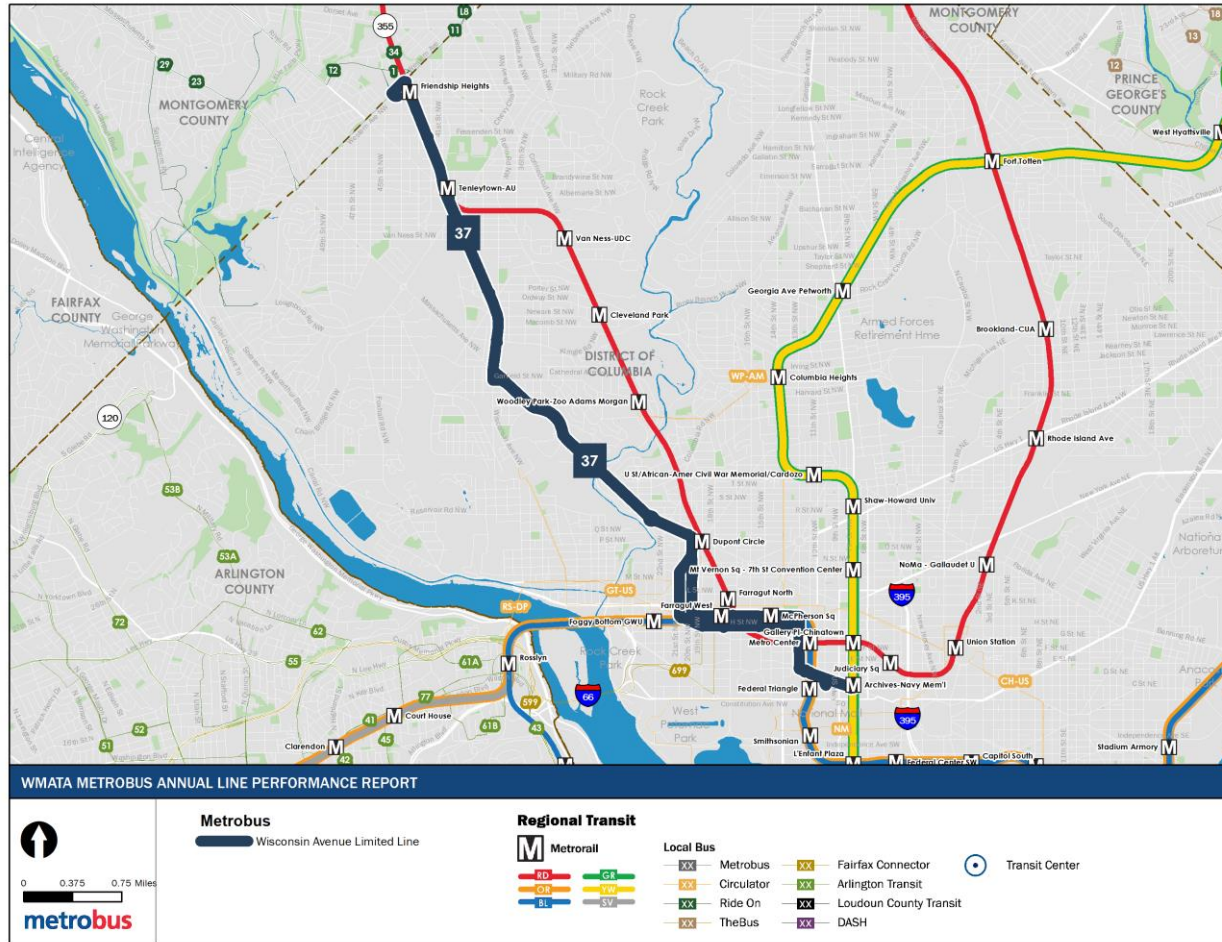
## Service Change Summary

Route 31 - June 2019:  
 Weekday: no change; Saturday: No change; Sunday: No change;  
 Route 33 - June 2019:  
 Weekday: extend to 2 a.m.; Saturday: extend to 2 a.m.;  
 Sunday: extend to 2 a.m.;

## Passenger Miles per Revenue Mile



About the Line



Service Classification

Commuter

Activity Tier

1

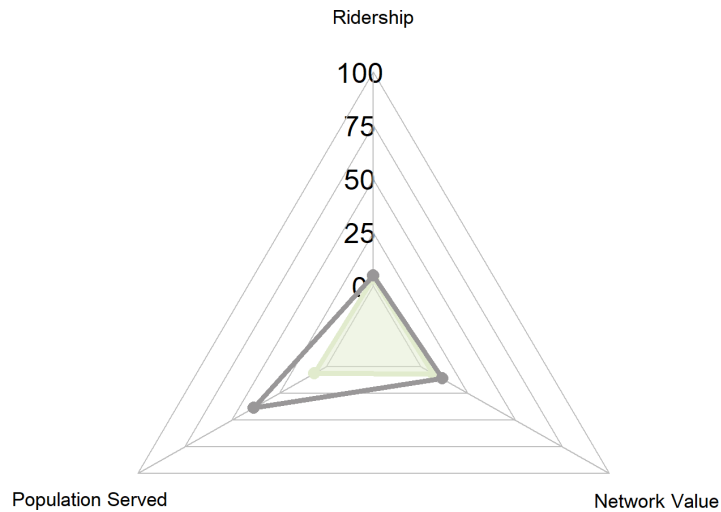
Overall Grade

Line	Grade
Wisconsin Avenue Limited Line	<b>A</b>

## Line Benefit Score

6

Out of 100



### Classification Average



Line Focus:



Line Score:

## Operating Statistics

	Annual Operating Costs	\$605,475
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	18,093	
	People of Color Population	Service Area	3,767
		% Riders Surveyed	32%
	Low Income Household	Service Area	2,311
		% Riders Surveyed	18%

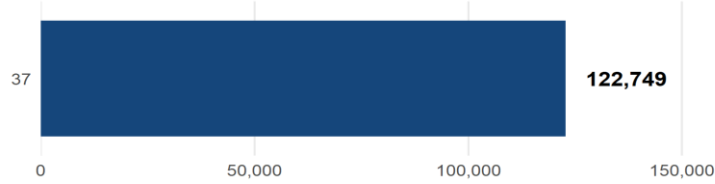
## Facilities/Amenities

	Bus Stops	29
	% Stops With Shelters	72%
	% Stops With Benches	59%
	% Stops With Real-Time Signs	52%



## Ridership

### Annual Ridership

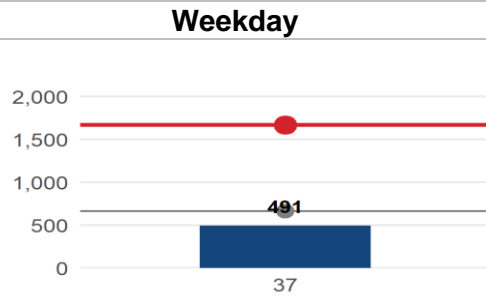


### Top Transfer Locations

Dupont Circle, Tenleytown-AU, Farragut West

### Average Daily Ridership

- Class/Tier Average
- System Average



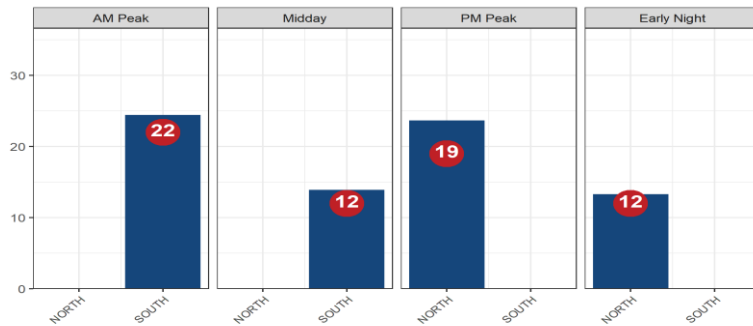
### Saturday

No Service

### Sunday

No Service

### Average Trip Ridership and Maximum Load by Time Period



### Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.49	0.56
	Off-Peak Maximum Target: 1.0		0.3	0.31
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

# Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)





Performance Report Card

**A** Wisconsin Avenue Limited

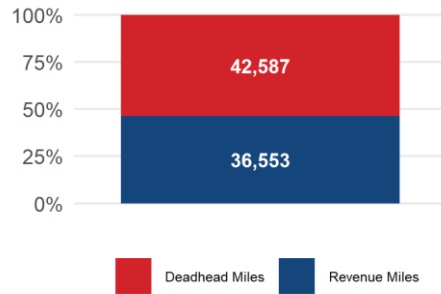
Measure   Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service   varies	6:45 AM - 10:03 AM; 4:00 PM - 7:47 PM	-	A	-	-	-	-	-	-
	Frequency of Service   varies	Peak: 17.1 / Off-Peak: 16.1	Peak: 20 / Off-Peak: 71.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour   N/A	24.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.3	3.6	A	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	75%	C	-	-	-	-	-	-
	Crowding   5%	1%	4%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.52	Off-Peak: 0.4 Peak: 0.52	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.86	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	36%	48%	A	-	-	-	-	-	-

# Route 37

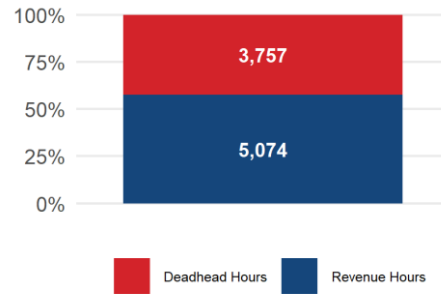
Measure   Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile   N/A	2.1			3.2			-		
Route Design	Circuitry   N/A	1.06			1.31			-		
Measure   Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour   N/A	24.6	31.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile   1.5	3.3	3.6	A	-	-	-	-	-	-
	Unique Segment Ridership   15%	3%	12%	E	-	-	-	-	-	-
Reliability	On-Time Performance   79%	76%	75%	C	-	-	-	-	-	-
	Crowding   5%	1%	3%	A	-	-	-	-	-	-
	Load Factor   Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.52	Off-Peak: 0.37 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip   \$7	\$4.86	\$ 4.43	A	-	-	-	-	-	-
	Cost Recovery   25%	36%	45%	A	-	-	-	-	-	-

# Operational Analysis

## Miles Allocation



## Hours Allocation



## Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
37	13.50	484	483 (99.8%)

## Service Change Summary

Route 37 - June 2019:  
 Weekday: No change; Saturday: No change; Sunday: No change;

## Passenger Miles per Revenue Mile

