

ANNUAL LINE PERFORMANCE REPORT

metrobus

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FY2023: July 2022 – June 2023

FY 2023 ANNUAL LINE PERFORMANCE REPORT

How This Document Will Be Used

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

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

The Annual Line Performance Report (ALPR) was developed to improve service by applying the [Bus Service Guidelines](#) to the existing service and sharing the results with regional stakeholders and the public. By scoring each line on level of service, accessibility, performance, and its value to the larger network, this document provides a way to easily measure and compare the performance of each route. This document is intended as an overall summary of the health of the Metrobus system and grades are established by comparing rounded results to target thresholds. Generally, if a line is meeting its standard, it will receive a B grade, with A grades given to the lines that significantly exceed target thresholds and a C grade given to the lines that fall slightly short.

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

The Performance Report Card: Measures line/route performance on key metrics against the criteria set forth in the Guidelines to *identify* where route changes are most necessary.

The Line Benefit Score: Assesses a line's relative contribution to the bus network based on ridership, demographics, and network value to *prioritize* the lines/routes that should be addressed during the planning process.¹

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

This edition of the ALPR is the result of applying the [Bus Service Guidelines](#) and targets to Metrobus service that was operating in April 2023, primarily using data from the period from July 2022-June 2023. In the report, readers can use the Line Benefit Scores and

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

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.

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.

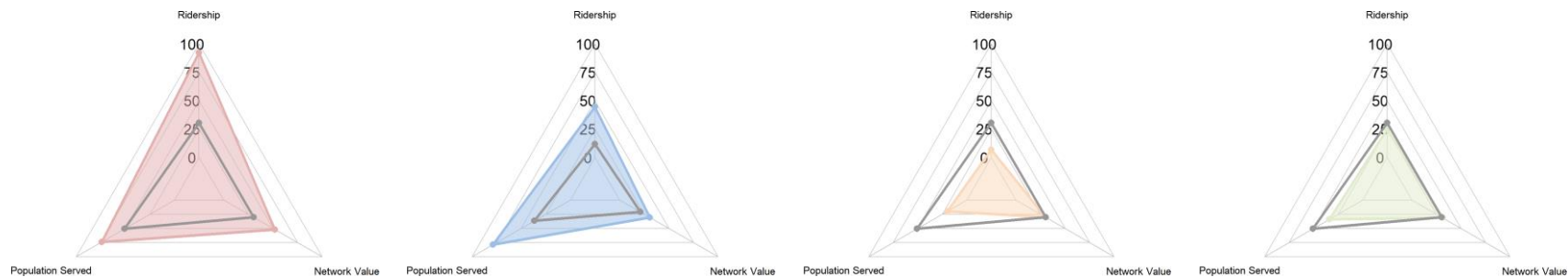
- **Ridership (red):** This metric focuses in on routes that are highly used by assessing total average weekday ridership, which measures the demand for the line.
- **Population Served (blue):** Each service type has its own function within the transit network. Therefore, each line will be measured against 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. The dark gray triangle represents the average for the line's classification (e.g., BRT, Framework, Commuter, Coverage) (**Figure 1**).

Figure 1: Example Ridership, Population, Network and Balanced Lines

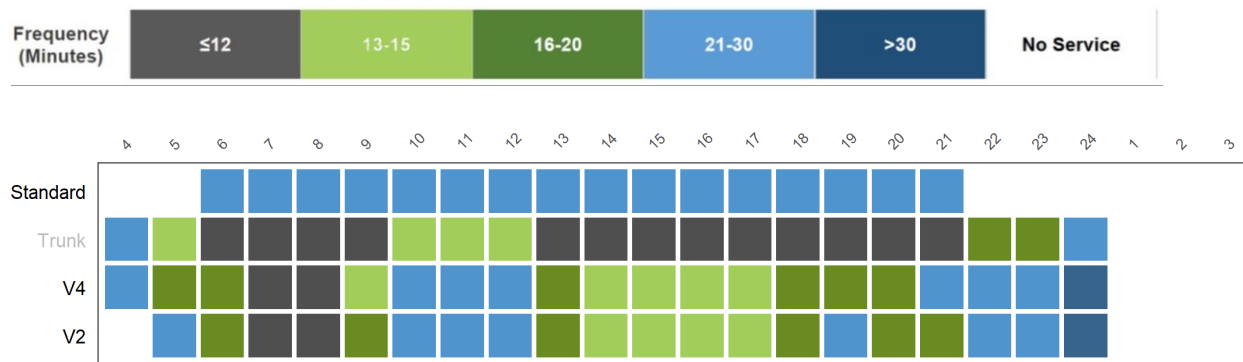


Span and Frequency Graphic

The span and frequency of service of each route is summarized by time of day for each line; an example of the graphic used is shown below (**Figure 2**). Frequency is calculated by averaging the frequency for each direction of a route. For lines with multiple routes, the

“Trunk” line combines the span and frequency along the shared portions of the line. The top line of the graph, which shows hours of the day, also depicts the line’s span and frequency standards based on its class. Only the trunk span and frequency are compared against the established level of service standard for the classification.

Figure 2: Example Span and Frequency Graphic



Performance Report Card

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

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

Grades

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

Lines and routes are graded on an A through E scale. Grades are assigned based on the variation of the line and/or route average for each metric compared to the established standard. While most grading metrics apply at both the line and route level, some metrics only apply at either the route or line level (**Table 1**). For each metric, lines and routes are assigned a score of 0 through 4, corresponding with letter grades as follows: A=4; B=3; C=2; D=1; and E=0. Individual scores from all metrics are averaged at the line level, across weekday, Saturday, and Sunday, to produce an overall grade. **Table 2** and **Table 3** provide an overview of the targets for each metric in the Performance Report Card.

Table 1: Metrics by Level

Level	Availability	Route Design	Productivity	Reliability	Cost Effectiveness
Line	Span of Service, Frequency of Service	N/A	Passengers per Revenue Hour, Passengers per Revenue Mile	On-Time Performance, Crowding, Load Factor	Operating Cost per Passenger Trip, Cost Recovery
Route	Number of Stops per Mile	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			Headway			Stops per Mile			
		Weekday	Saturday	Sunday	Weekday Peak	Weekday Off-Peak	Saturday Peak		Saturday Off-peak	Sunday Peak	Sunday Off-Peak
BRT	1	5:30 a.m.– 12:00 a.m.	6:00 a.m.– 12:00 a.m.	6:00 a.m.– 10:00 p.m.	10	15	15	15	15	15	2-3
	2	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	15	20	20	20	20	20	1-3
	3	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	30	30	30	30	30	30	1-3
Framework	1	6:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	15	15	20	20	20	20	4-5
	2	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	20	20	30	30	30	30	4-5
	3	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	30	60	60	60	60	60	4-5

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

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

Class	Tier	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		
BRT	1	1.75	35	5	25%	79%	5%	1.2	1.0	\$3.50	30%
	2	1.75	25	2	25%	79%	5%	1.0	1.0	\$4.50	20%
	3	1.75	20	2	20%	79%	5%	1.0	1.0	\$4.50	20%
Framework	1	1.75	30	4	10%	79%	5%	1.2	1.0	\$5.00	25%
	2	1.75	20	2	10%	79%	5%	1.0	1.0	\$5.00	20%
	3	1.75	15	1	10%	79%	5%	1.0	1.0	\$7.00	20%
Coverage	1	N/A	20	4	10%	79%	5%	1.2	1.0	\$5.00	25%
	2	N/A	15	2	10%	79%	5%	1.0	1.0	\$5.00	20%
	3	N/A	10	1	10%	79%	5%	1.0	1.0	\$7.00	20%
Commuter	1	N/A	N/A	1.5	15%	79%	5%	1.0	1.0	\$7.00	25%
	2	N/A	N/A	1	15%	79%	5%	1.0	1.0	\$7.00	20%
	3	N/A	N/A	1	15%	79%	5%	1.0	1.0	\$7.00	20%

Operational Analysis

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

Updates to ALPR Metrics and Methodology for FY2023

As the Annual Line Performance Report is meant to be utilized year after year, occasionally WMATA will identify adjustments or changes to the methodology that will allow the report to summarize the health and performance of the Metrobus system most accurately. To facilitate year-over-year comparisons between annual releases of the report, the following changes were made for the FY2023 report:

- The AM Peak Period span has been changed to 7am-9am to match the start of the Frequent Service Network period at 7am. Prior editions of the ALPR utilized a span of 6am-9am.
- On Time Performance has been changed to be reflective of the entire fiscal year instead of a single representative month

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	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
MW1	Metroway-Potomac Yard	BRT	1	D	24	VA
16Y	Columbia Pike-Farragut Square	Commuter	1	B	26	VA
X3	Benning Road	Commuter	1	B	20	DC
28F	Skyline City	Commuter	1	C	3	VA
3F, 3Y	Langston Blvd.-McPherson Square	Commuter	2	C	35	VA
17B, 17M	Kings Park-North Springfield	Commuter	2	C	23	VA
8W	Foxchase-Seminary Valley	Commuter	2	C	22	VA
29G	Annandale	Commuter	2	A	17	VA
W14	Bock Road	Commuter	3	B	44	MD
17G, 17K	Kings Park Express	Commuter	3	C	29	VA
B21, B22	Bowie State University	Commuter	3	C	24	MD
Z2	Colesville-Ashton	Commuter	3	B	23	MD
18G, 18J	Orange Hunt	Commuter	3	C	21	VA
Z7	Laurel-Old Columbia Pike Express	Commuter	3	C	20	MD
18P	Burke Centre	Commuter	3	B	20	VA
C11, C13	Clinton	Commuter	3	B	3	MD
21C	Landmark-Holmes Run Parkway	Commuter	NA	D	36	VA
P6	Anacostia-Eckington	Coverage	1	B	50	DC
W6, W8	Garfield-Anacostia Loop	Coverage	1	B	35	DC
G2	P Street-Ledroit Park	Coverage	1	C	35	DC
D4	Ivy City-Franklin Square	Coverage	1	C	31	DC
D8	Hospital Center	Coverage	1	C	27	DC
X8	Maryland Avenue	Coverage	1	B	20	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
D2	Glover Park-Dupont Circle	Coverage	1	C	20	DC
A6, A7, A8	Anacostia-Livingston	Coverage	2	B	48	DC
W2, W3	United Medical Center-Anacostia	Coverage	2	B	43	DC
V7, V8	Benning Heights-Alabama Avenue	Coverage	2	A	41	DC
A2	Anacostia - Washington Highlands	Coverage	2	A	35	DC
W1	Shipleigh Terrace-Fort Drum	Coverage	2	B	30	DC
F8	Langley Park -Cheverly	Coverage	2	C	30	MD
U5, U6	Marshall Heights	Coverage	2	A	30	DC
4B	Pershing Drive-Arlington Blvd.	Coverage	2	C	29	VA
U7	Deanwood- Minnesota Avenue Station	Coverage	2	B	26	DC
26A	Annandale-East Falls Church	Coverage	2	C	21	VA
2B	Fair Oaks-Jermantown Rd.	Coverage	2	C	18	VA
R4	Queens Chapel Road	Coverage	2	B	17	MD
F14	Sheriff Road-Capitol Heights	Coverage	3	B	28	MD
L8	Connecticut Avenue-Maryland	Coverage	3	A	27	MD
A4	Anacostia-Fort Drum	Coverage	3	A	24	DC
V14	District Heights-Seat Pleasant	Coverage	3	B	23	MD
U4	Sheriff Road-River Terrace	Coverage	3	A	22	DC
K12	Forestville	Coverage	3	B	21	MD
G14	Greenbelt Rd.- Good Luck Rd.	Coverage	3	B	21	MD
C21, C22, C26, C29	Central Avenue	Coverage	3	C	20	MD
P18	Oxon Hill-Fort Washington	Coverage	3	B	19	MD
89M	Laurel	Coverage	3	A	19	MD
H6	Brookland-Fort Lincoln	Coverage	3	A	18	DC
NH1	National Harbor-Southern Avenue	Coverage	3	A	17	MD
H12	Marlow Heights-Temple Hills	Coverage	3	B	17	MD
G12	Greenbelt-New Carrollton	Coverage	3	B	17	MD
M6	Fairfax Village	Coverage	3	A	16	DC
F12	Ardwick Industrial Park Shuttle	Coverage	3	B	15	MD
T2	River Road	Coverage	3	B	15	MD

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
E2	Ivy City - Fort Totten	Coverage	3	B	14	DC
F13	Cheverly-Washington Business Park	Coverage	3	B	13	MD
K2	Takoma-Fort Totten	Coverage	3	B	13	DC
B24	Bowie-Belair	Coverage	3	A	12	MD
J12	Marlboro Pike	Coverage	3	B	12	MD
C12, C14	Hillcrest Heights	Coverage	3	B	10	MD
B27	Bowie-New Carrollton	Coverage	3	C	9	MD
M4	Nebraska Avenue	Coverage	3	B	9	DC
W5	Anacostia-Blue Plains	Coverage	3	C	3	DC
52, 54	14th Street	Framework	1	B	76	DC
90, 92	U Street-Garfield	Framework	1	B	71	DC
70	Georgia Avenue-7th Street	Framework	1	B	67	DC
32, 36	Pennsylvania Avenue	Framework	1	C	59	DC
S2	16th Street	Framework	1	B	58	DC
X2	Benning Road-H Street	Framework	1	B	57	DC
31, 33	Wisconsin Avenue	Framework	1	B	57	DC
96	East Capitol Street-Cardozo	Framework	1	C	53	DC
79	Georgia Avenue Limited	Framework	1	B	50	DC
S9	16th Street Limited	Framework	1	C	49	DC
D6	Sibley Hospital-Stadium Armory	Framework	1	D	46	DC
16A, 16C, 16E	Columbia Pike	Framework	1	C	44	VA
80	North Capitol Street	Framework	1	C	42	DC
H2, H4	Crosstown	Framework	1	C	40	DC
42, 43	Mount Pleasant	Framework	1	B	40	DC
G8	Rhode Island Avenue	Framework	1	C	39	DC
L2	Connecticut Avenue	Framework	1	B	38	DC
64	Fort Totten-Federal Triangle	Framework	1	C	38	DC
38B	Ballston-Farragut Square	Framework	1	C	37	VA
62, 63	Takoma-Petworth	Framework	1	C	36	DC
H8, H9	Park Road-Brookland	Framework	1	C	33	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
10B	Hunting Point-Ballston	Framework	1	D	33	VA
7A	Landmark-North Fairlington	Framework	1	C	32	VA
59	14th Street Limited	Framework	1	B	32	DC
16G, 16H	Columbia Pike- Pentagon City	Framework	1	C	29	VA
X9	Benning Road-H St Limited	Framework	1	B	27	DC
10A	Alexandria-Pentagon	Framework	1	D	25	VA
25B	Carlin Springs Road	Framework	1	D	23	VA
74	Convention Center-Southwest Waterfront	Framework	1	D	18	DC
60	Fort Totten-Petworth	Framework	1	D	14	DC
NH2	National Harbor-Alexandria	Framework	1	C	11	VA
C2, C4	Greenbelt-Twinbrook	Framework	2	B	63	MD
28A	Leesburg Pike	Framework	2	C	55	VA
F4	New Carrollton-Silver Spring	Framework	2	B	48	MD
K6	New Hampshire Avenue-Maryland	Framework	2	A	46	MD
W4	Deanwood-Alabama Avenue	Framework	2	A	43	DC
B2	Bladensburg Road-Anacostia	Framework	2	A	43	DC
Y2, Y7, Y8	Georgia Avenue-Maryland	Framework	2	B	41	MD
V2, V4	Capitol Heights - Minnesota Ave.	Framework	2	A	41	DC
Q1, Q2, Q4, Q5, Q6	Veirs Mill Road	Framework	2	B	40	MD
J1, J2	Bethesda-Silver Spring	Framework	2	B	39	MD
23A, 23B, 23T	Mclean-Crystal City	Framework	2	C	39	VA
1A, 1B	Wilson Blvd.-Vienna	Framework	2	C	37	VA
N2, N4, N6	Massachusetts Avenue	Framework	2	C	36	DC
E4	Military Road-Crosstown	Framework	2	B	33	DC
Z6, Z8	Silver Spring - Fairland	Framework	2	B	33	MD
29K, 29N	Alexandria-Fairfax	Framework	2	C	30	VA
C8	College Park-White Flint	Framework	2	C	30	MD
22A, 22F	Barcroft-South Fairlington	Framework	2	D	30	VA
2A	Washington Blvd.-Dunn Loring	Framework	2	C	25	VA
1C	Fair Oaks-Fairfax Blvd.	Framework	2	D	22	VA

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
K9	New Hampshire Ave. - Maryland Limited	Framework	2	D	16	MD
P12	Eastover-Addison Road	Framework	3	A	39	MD
R1, R2	Riggs Road	Framework	3	B	36	MD
T18	Annapolis Road	Framework	3	A	32	MD
83, 86	College Park	Framework	3	B	32	MD
REX	Richmond Highway Express	Framework	3	B	30	VA
D14	Oxon Hill-Suitland	Framework	3	B	28	MD
A12	Martin Luther King Jr. Highway	Framework	3	B	26	MD
F6	New Carrollton-Fort Totten	Framework	3	B	25	MD
D12	Southern Ave. -Suitland	Framework	3	A	23	MD
T14	Rhode Island Avenue - New Carrollton	Framework	3	B	22	MD
F1, F2	Chillum Road	Framework	3	B	21	MD
V12	District Heights-Suitland	Framework	3	B	18	MD
R12	Kenilworth Avenue	Framework	3	B	17	MD
7M	Mark Center-Pentagon	Gap	1	D	16	VA

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 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: The percentage of trips that depart a timepoint no more than 2 minutes early or 7 minutes late relative to the scheduled departure time.

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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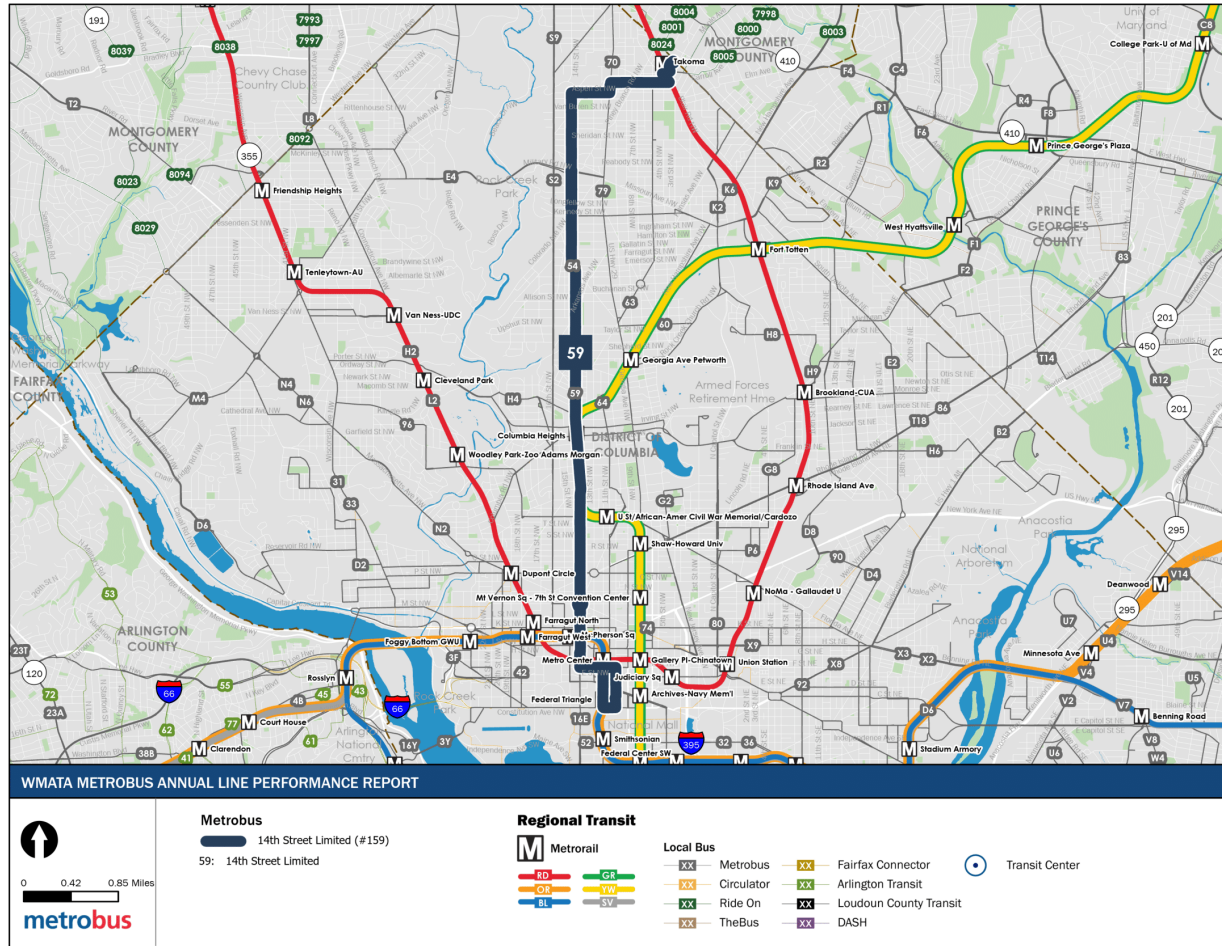


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LINE: 159 - 14th Street Limited

ROUTE(S): 59

About the Line



Service Classification

Framework

Activity Tier

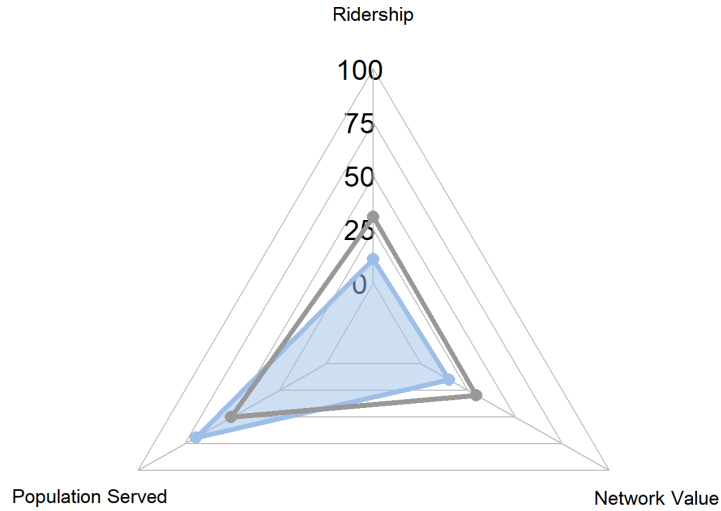
1

Overall Grade

Line	Grade
159	B

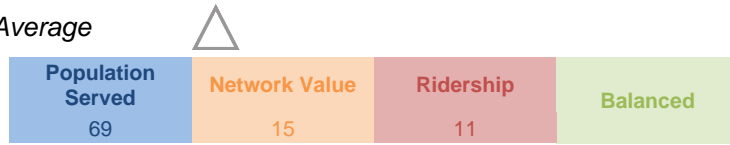
Line Benefit Score

32
Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,158,896
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	69,647	
	People of Color Population	Service Area	27,635
		% Riders Surveyed	72%
	Low Income Household	Service Area	16,862
		% Riders Surveyed	38%

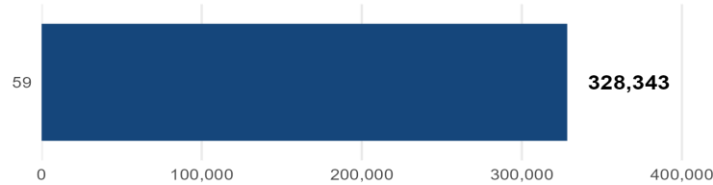
Facilities/Amenities

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



Ridership

Annual Ridership

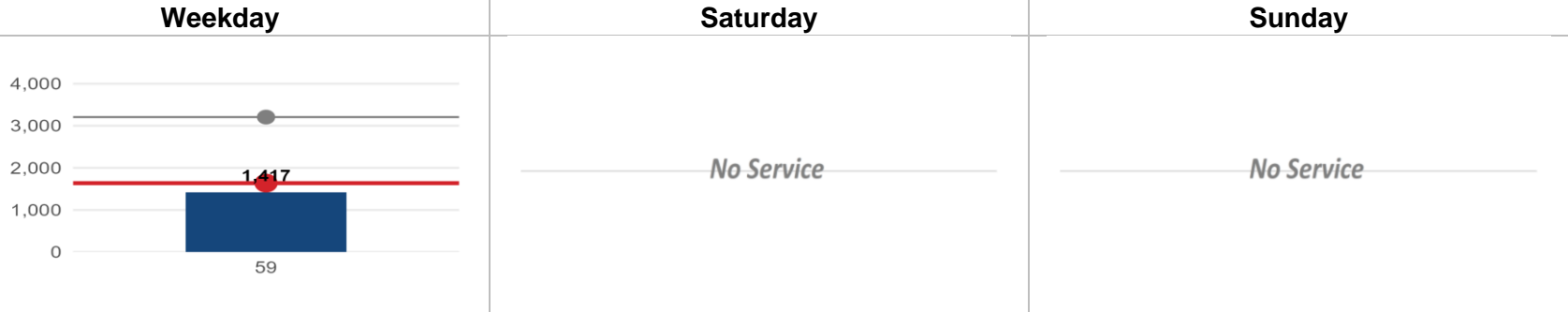


Top Transfer Locations

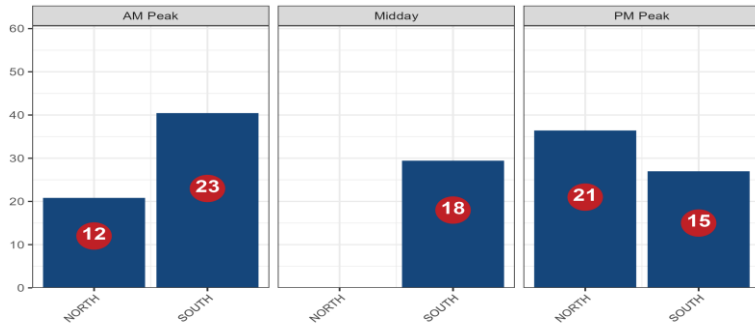
McPherson Square, Columbia Heights, Takoma

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



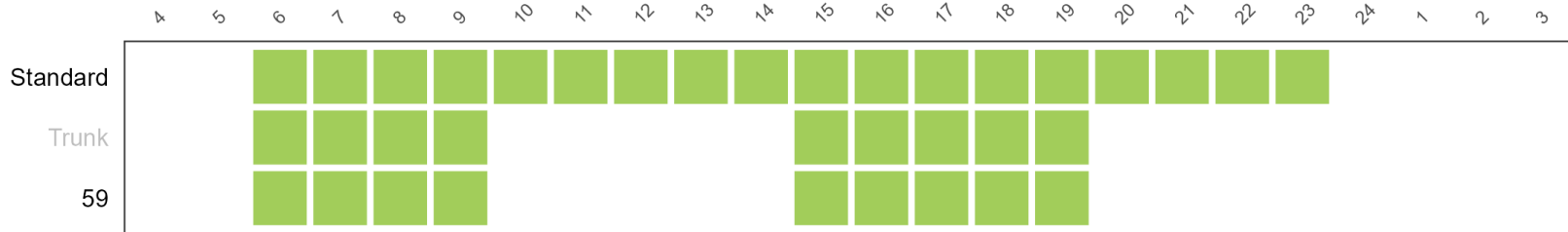
Vehicle Load Factor

		Direction:	
		SOUTH	NORTH
Weekday	Peak Maximum Target: 1.2	0.48	0.45
	Off-Peak Maximum Target: 1.0	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

B 14th Street Limited

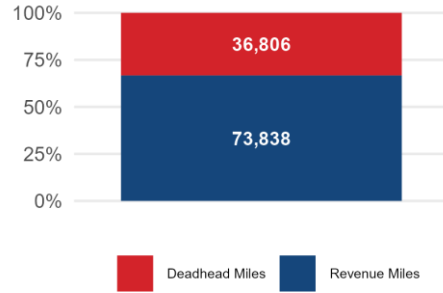
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:21 AM - 9:50 AM; 3:45 PM - 7:39 PM	-	E	-	-	-	-	-	-
	Frequency of Service varies	Peak: 14.0 / Off-Peak: 14.0	Peak: 14.7 / Off-Peak: 18.6	B	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 30	33.9	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	4.5	3.9	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	68%	74%	E	-	-	-	-	-	-
	Crowding 5%	2%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.46	Off-Peak: 0.33 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.52	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	34%	25%	A	-	-	-	-	-	-

Route 59

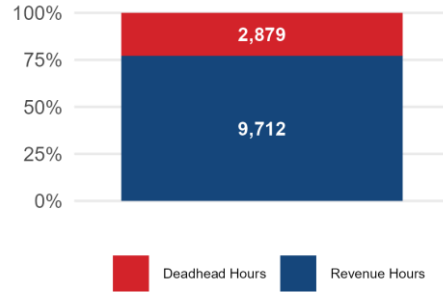
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.3			5.2			E		
	Circuitry 1.75	1.21			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	33.9	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	4.5	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	11%	23%	B	-	-	-	-	-	-
Reliability	On-Time Performance 79%	68%	74%	E	-	-	-	-	-	-
	Crowding 5%	2%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.46	Off-Peak: 0.34 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.52	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	34%	26%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



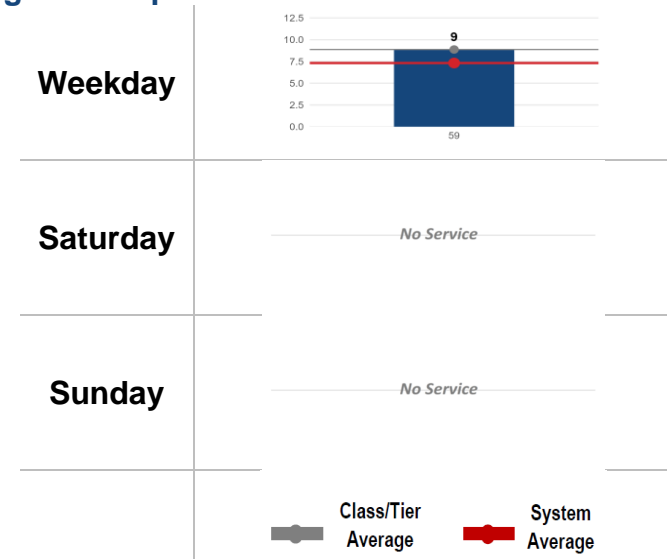
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
59	15.90	10,209	9,931 (97.3%)

Service Change Summary

Route 59 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

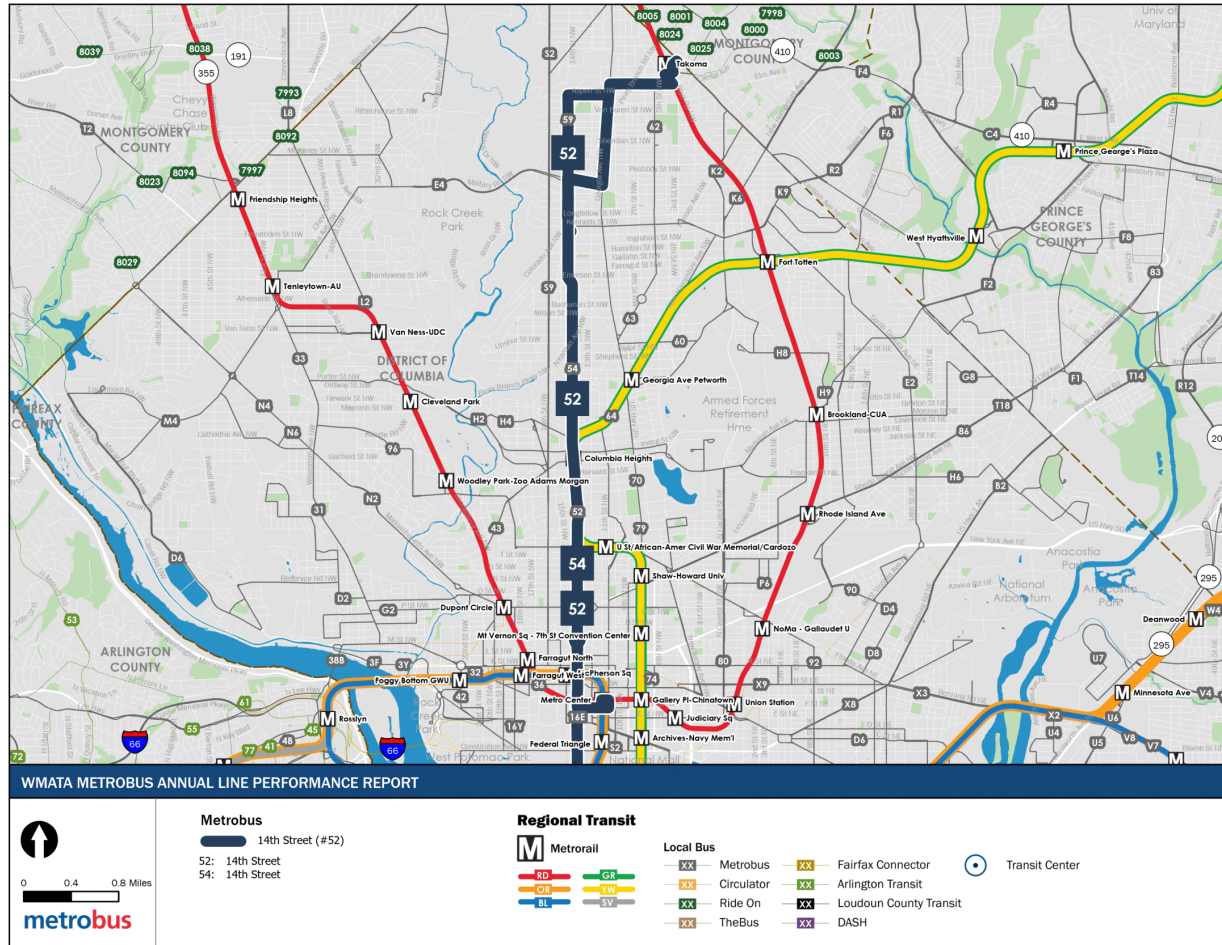
Passenger Miles per Revenue Mile



LINE: 52 - 14th Street

ROUTE(S): 52, 54

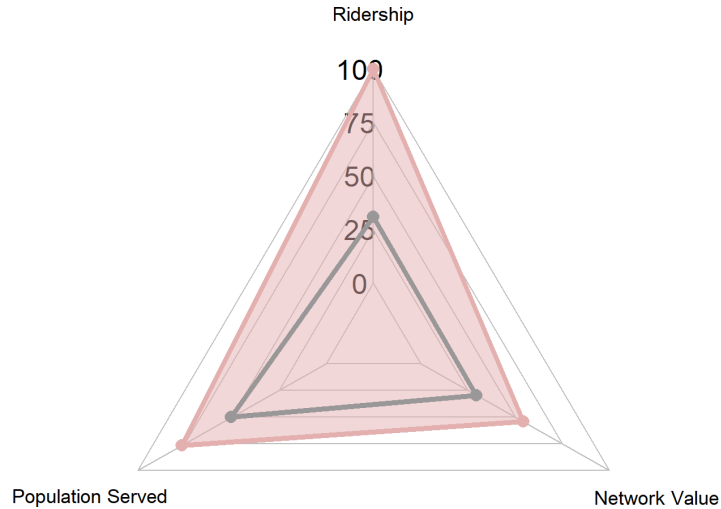
About the Line



Line Benefit Score

77

Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$11,036,650
	Peak Vehicles	21
	Vehicle Type(s)	40 Foot

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

	Service Area Population	87,068	
	People of Color Population	Service Area	35,115
		% Riders Surveyed	70%
	Low Income Household	Service Area	20,795
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	122
	% Stops With Shelters	36%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	9%



Ridership

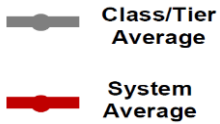
Annual Ridership



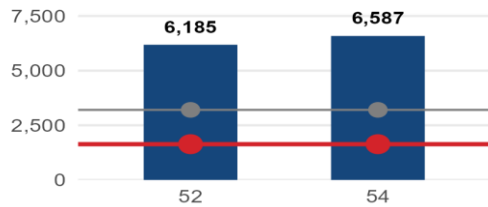
Top Transfer Locations

McPherson Square, Columbia Heights, Takoma

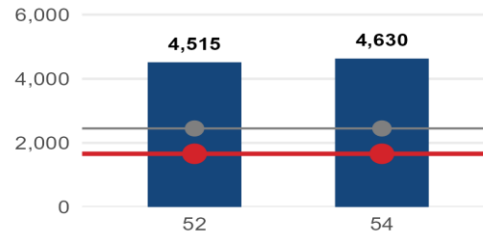
Average Daily Ridership



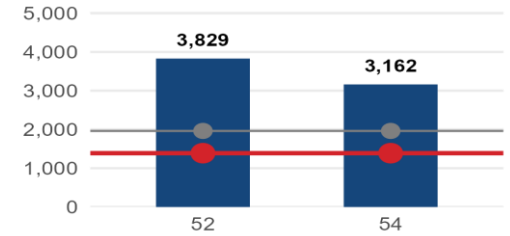
Weekday



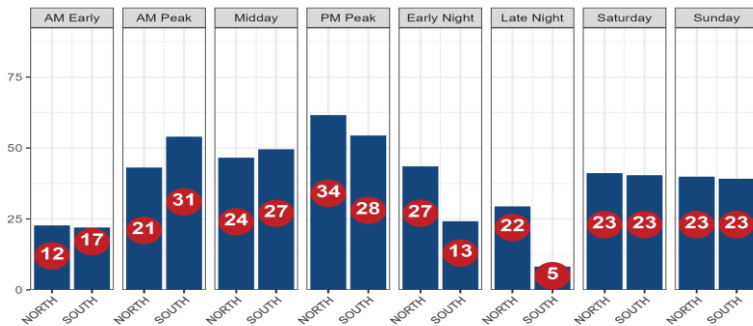
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



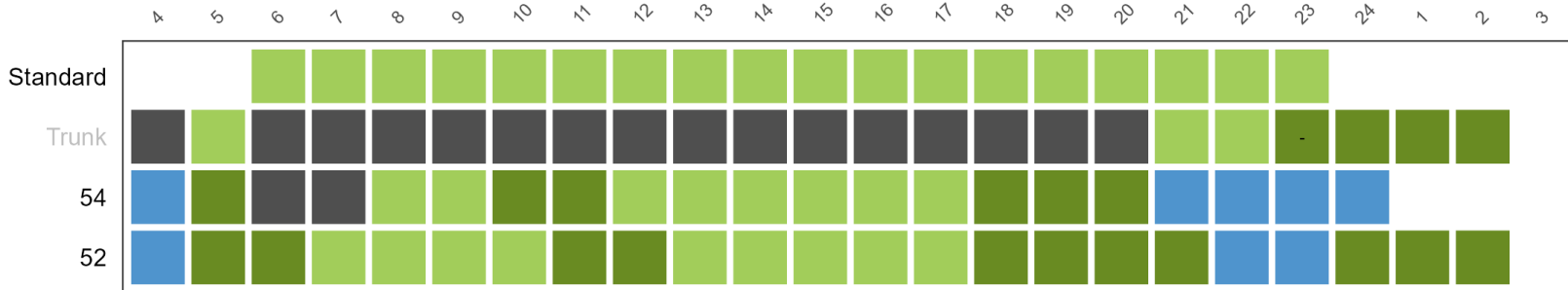
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.75	0.74
	Off-Peak Maximum Target: 1.0	0.61	0.5
Saturday Maximum Target: 1.0		0.58	0.58
Sunday Maximum Target: 1.0		0.57	0.56

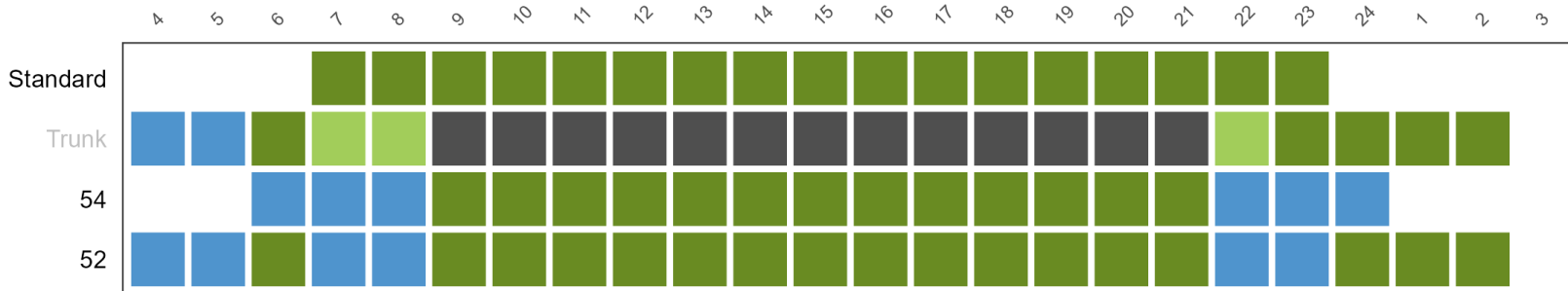
Span and Frequency



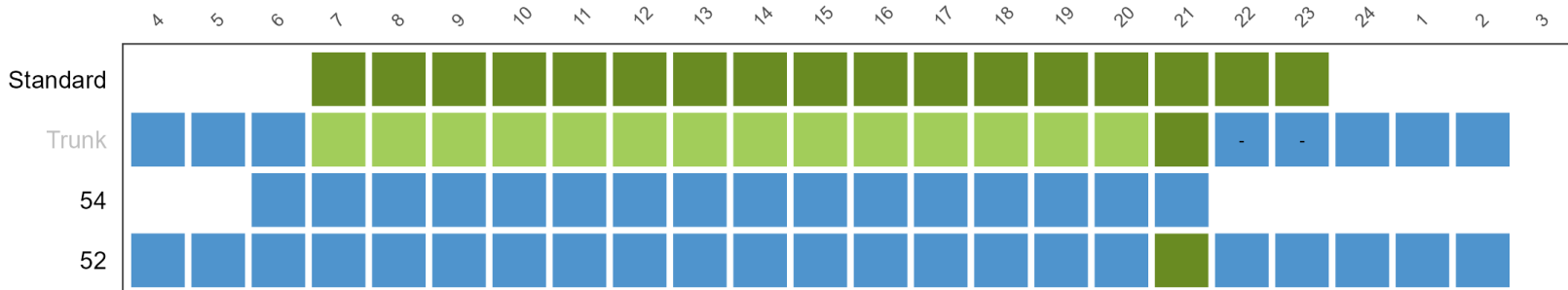
Weekday (by Hour)



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 - 2:33 AM	-	A	4:30 AM - 2:37 AM	-	A	4:45 AM - 2:39 AM	-	A
	Frequency of Service varies	Peak: 9.0 / Off-Peak: 9.0	Peak: 14.7 / Off-Peak: 18.6	A	13.0	20.8	A	16.0	23.9	B
Productivity	Passengers per Revenue Hour 30	45.2	29.9	A	41.7	25.2	A	40.4	22.9	A
	Passengers per Revenue Mile 4	6.4	3.9	A	5.8	3.1	A	5.4	2.7	A
Reliability	On-Time Performance 79%	74%	74%	C	71%	75%	D	72%	76%	D
	Crowding 5%	9%	3%	E	8%	1%	E	8%	1%	E
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.74	Off-Peak: 0.33 Peak: 0.46	A	0.58	0.33	A	0.57	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.64	\$ 4.49	A	\$2.86	\$ 5.36	A	\$2.95	\$ 5.93	A
	Cost Recovery 25%	38%	25%	A	35%	21%	A	34%	19%	A

Route 52

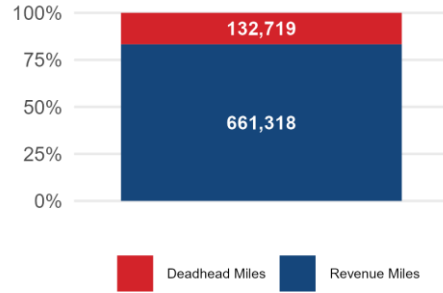
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			5.2			E		
	Circuitry 1.75	1.31			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	39.5	29.9	A	37.2	25.2	A	36.6	22.9	A
	Passengers per Revenue Mile 4	5.7	3.9	A	5.2	3.1	A	4.9	2.7	A
	Unique Segment Ridership 10%	9%	23%	C	11%	34%	B	10%	35%	C
Reliability	On-Time Performance 79%	75%	74%	C	72%	75%	D	74%	76%	C
	Crowding 5%	9%	3%	E	6%	1%	D	9%	1%	E
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.69	Off-Peak: 0.34 Peak: 0.47	A	0.53	0.34	A	0.53	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.02	\$ 4.49	A	\$3.20	\$ 5.36	A	\$3.26	\$ 5.93	A
	Cost Recovery 25%	34%	26%	A	32%	21%	A	32%	19%	A

Route 54

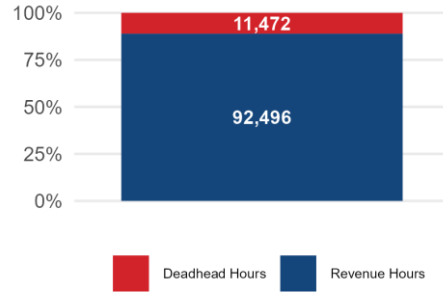
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.9			5.2			E		
	Circuitry 1.75	1.14			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	52.2	29.9	A	47.2	25.2	A	46.1	22.9	A
	Passengers per Revenue Mile 4	7.2	3.9	A	6.5	3.1	A	6.3	2.7	A
	Unique Segment Ridership 10%	3%	23%	E	3%	34%	E	3%	35%	E
Reliability	On-Time Performance 79%	72%	74%	D	71%	75%	D	69%	76%	D
	Crowding 5%	10%	3%	E	10%	1%	E	7%	1%	E
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.61 Peak: 0.8	Off-Peak: 0.34 Peak: 0.47	A	0.65	0.34	A	0.62	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.29	\$ 4.49	A	\$2.53	\$ 5.36	A	\$2.59	\$ 5.93	A
	Cost Recovery 25%	43%	26%	A	39%	21%	A	38%	19%	A

Operational Analysis

Miles Allocation



Hours Allocation



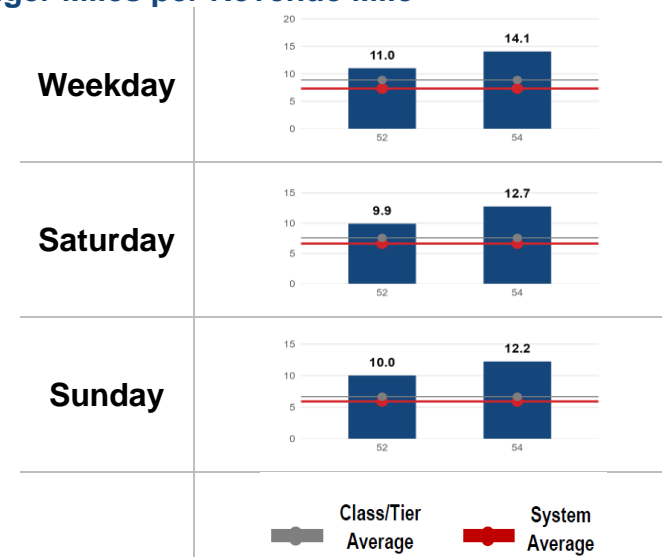
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
52	18.20	51,196	50,295 (98.2%)
54	14.40	42,125	41,556 (98.6%)

Service Change Summary

Route 52 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route 54 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

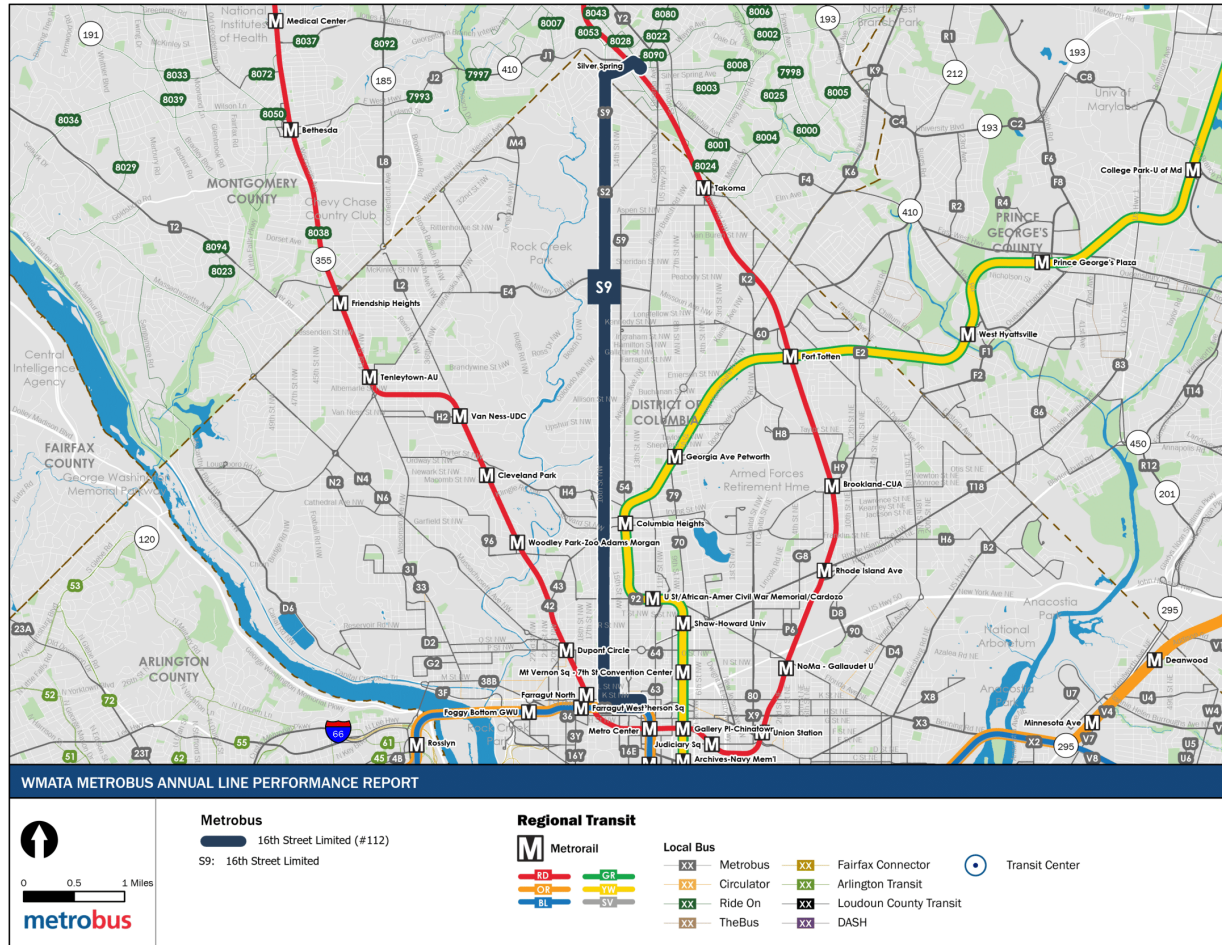
Passenger Miles per Revenue Mile



LINE: 112 - 16th Street Limited

ROUTE(S): S9

About the Line



Service Classification

Framework

Activity Tier

1

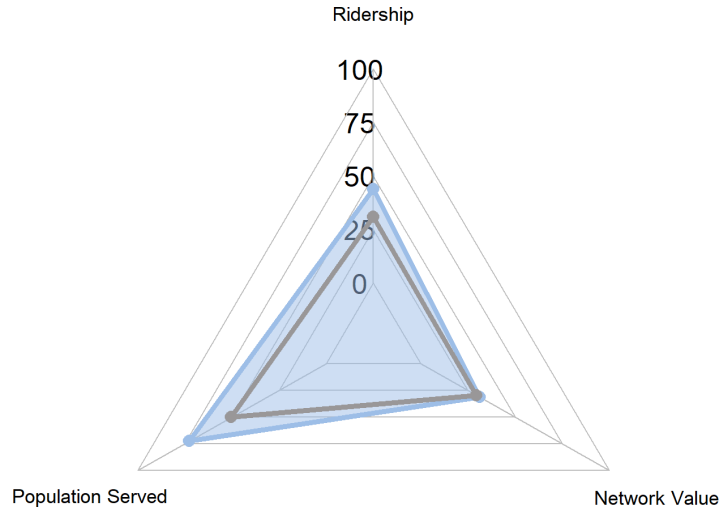
Overall Grade

Line	Overall Grade
112 - 16th Street Limited	C

Line Benefit Score

49

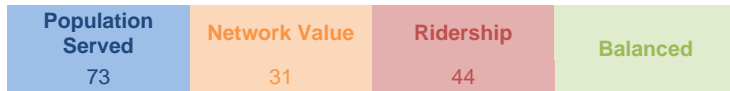
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$6,198,265
	Peak Vehicles	18
	Vehicle Type(s)	40 Foot, EXTRA/LC

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

	Service Area Population	71,120	
	People of Color Population	Service Area	26,125
		% Riders Surveyed	60%
	Low Income Household	Service Area	14,071
		% Riders Surveyed	31%

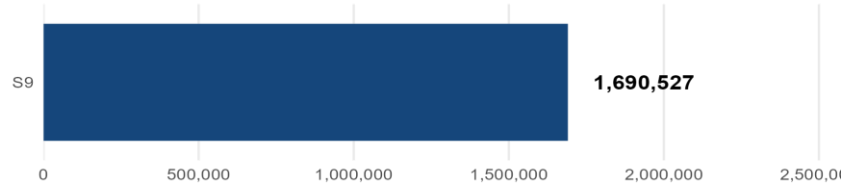
Facilities/Amenities

	Bus Stops	43
	% Stops With Shelters	35%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	40%



Ridership

Annual Ridership



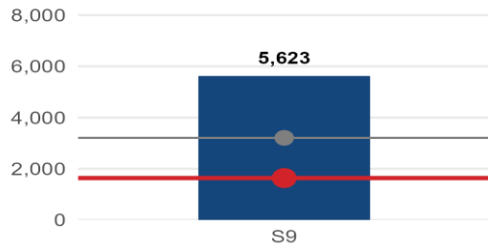
Top Transfer Locations

McPherson Square, Columbia Heights, Silver Spring

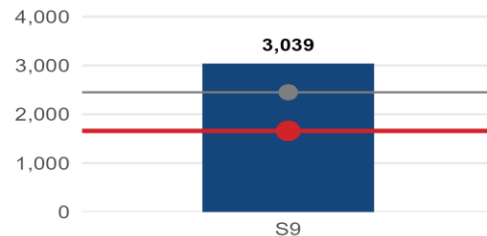
Average Daily Ridership

- Class/Tier Average
- System Average

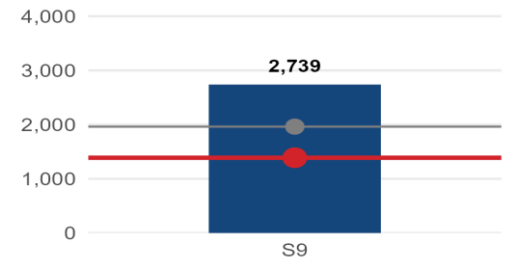
Weekday



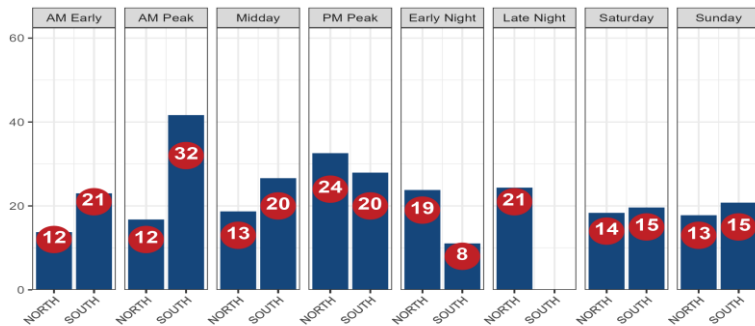
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



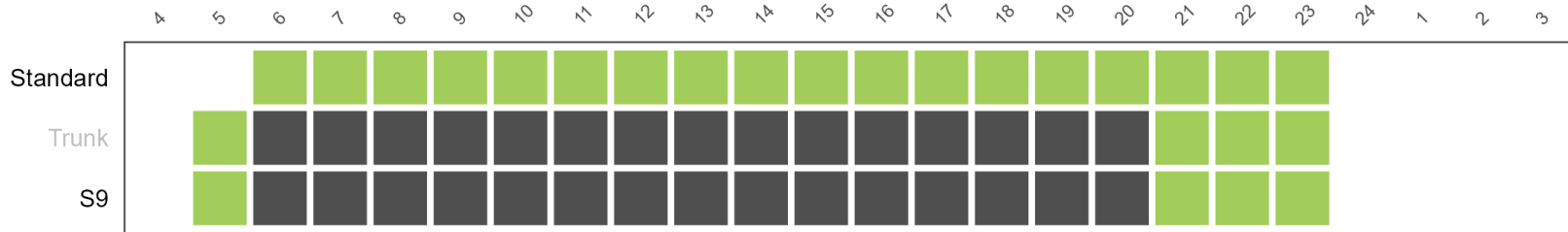
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.52	0.66
	Off-Peak Maximum Target: 1.0	0.39	0.41
Saturday Maximum Target: 1.0		0.34	0.37
Sunday Maximum Target: 1.0		0.32	0.39

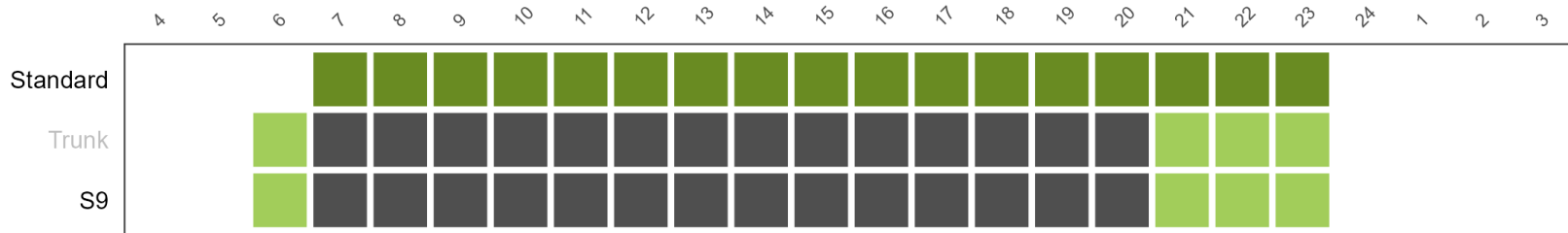
Span and Frequency



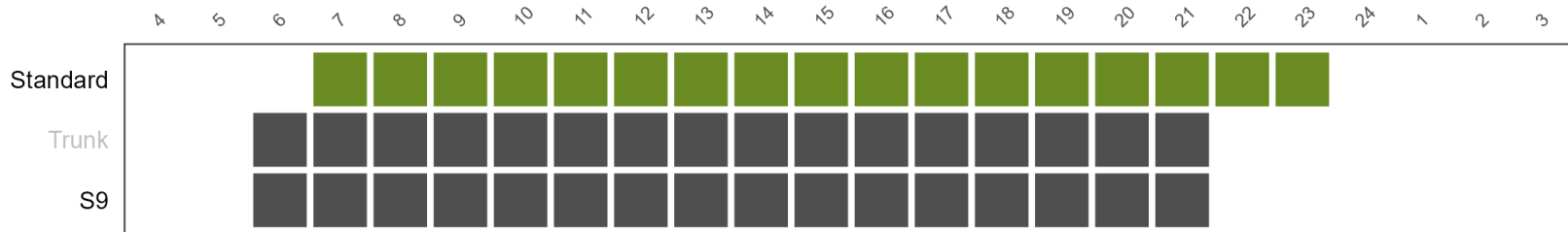
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C 16th Street Limited

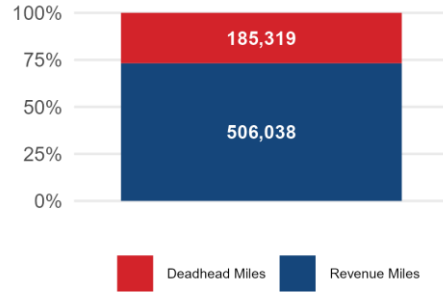
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:08 AM - 11:46 PM	-	A	6:08 AM - 11:37 PM	-	A	6:33 AM - 9:23 PM	-	C
	Frequency of Service varies	Peak: 7.0 / Off-Peak: 11.0	Peak: 14.7 / Off-Peak: 18.6	A	12.0	20.8	A	11.0	23.9	A
Productivity	Passengers per Revenue Hour 30	36.1	29.9	A	24.7	25.2	D	25.0	22.9	D
	Passengers per Revenue Mile 4	3.7	3.9	C	2.6	3.1	E	2.7	2.7	E
Reliability	On-Time Performance 79%	78%	74%	C	83%	75%	B	83%	76%	B
	Crowding 5%	9%	3%	E	2%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.59	Off-Peak: 0.33 Peak: 0.46	A	0.36	0.33	A	0.35	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.31	\$ 4.49	A	\$4.83	\$ 5.36	A	\$4.77	\$ 5.93	A
	Cost Recovery 25%	38%	25%	A	26%	21%	B	27%	19%	B

Route S9

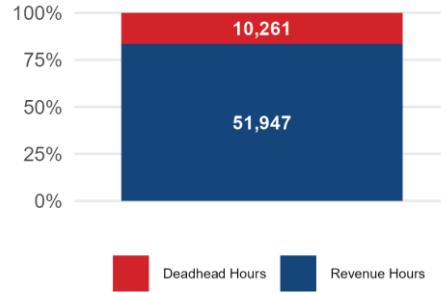
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.9			5.2			E		
	Circuitry 1.75	1.18			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	36.1	29.9	A	24.7	25.2	D	25.0	22.9	D
	Passengers per Revenue Mile 4	3.7	3.9	C	2.6	3.1	E	2.7	2.7	E
	Unique Segment Ridership 10%	16%	23%	A	19%	34%	A	19%	35%	A
Reliability	On-Time Performance 79%	78%	74%	C	83%	75%	B	83%	76%	B
	Crowding 5%	9%	3%	E	2%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.59	Off-Peak: 0.34 Peak: 0.47	A	0.36	0.34	A	0.35	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.31	\$ 4.49	A	\$4.83	\$ 5.36	A	\$4.77	\$ 5.93	A
	Cost Recovery 25%	38%	26%	A	26%	21%	B	27%	19%	B

Operational Analysis

Miles Allocation



Hours Allocation



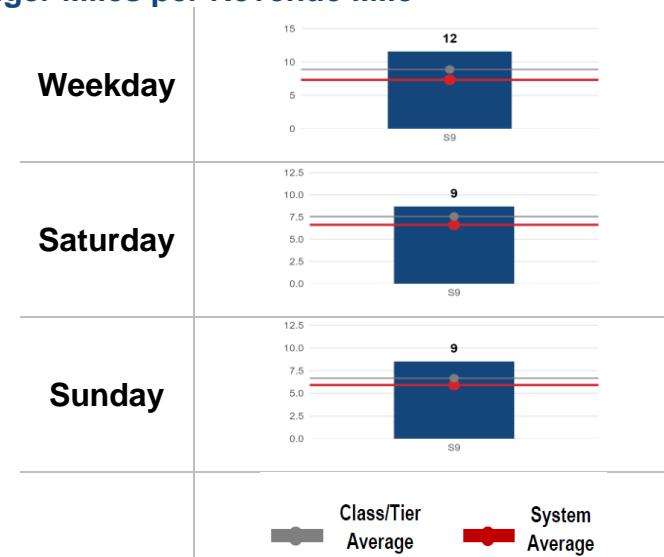
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S9	15.60	70,144	69,518 (99.1%)

Service Change Summary

Route S9 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

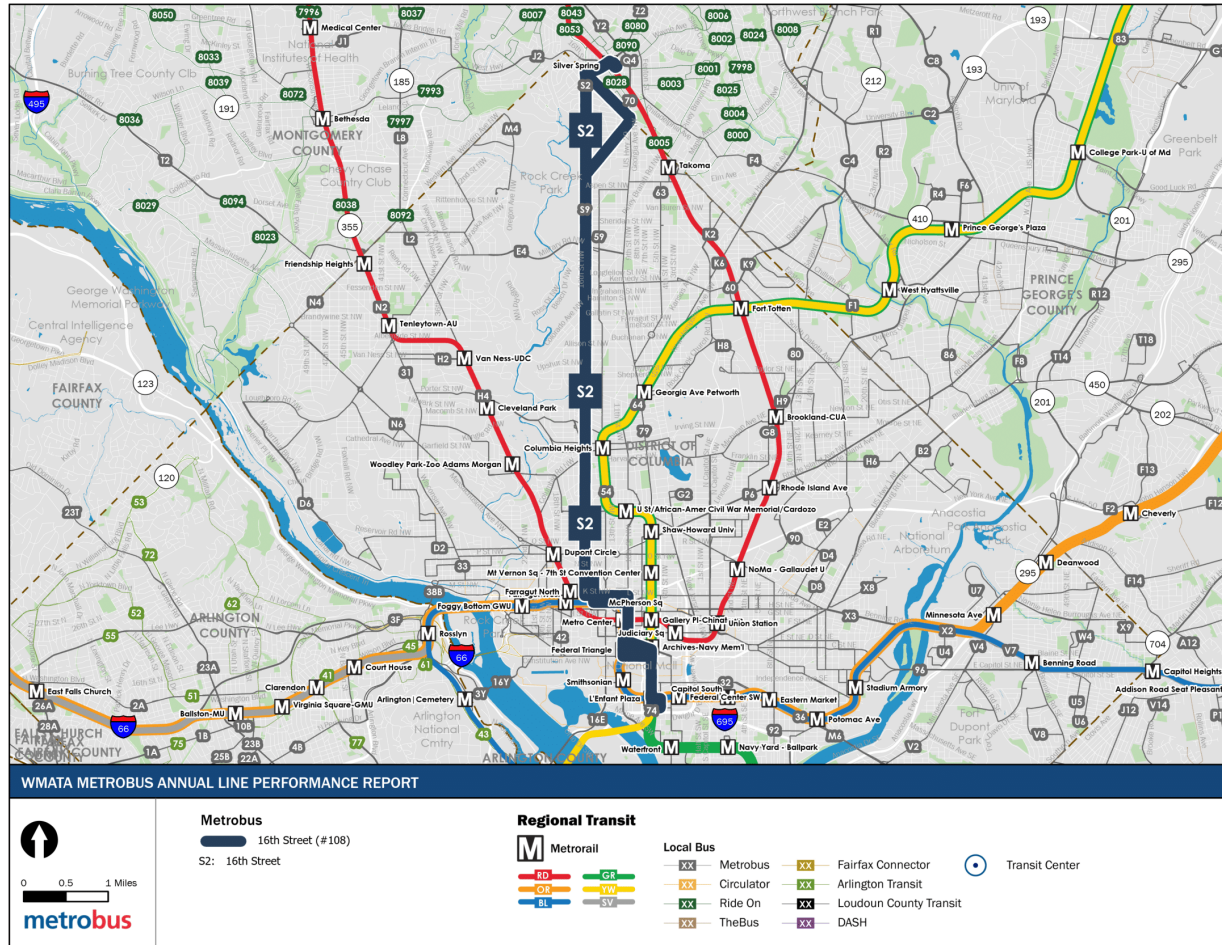
Passenger Miles per Revenue Mile



LINE: 108 - 16th Street

ROUTE(S): S2

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
108 - 16th Street	B

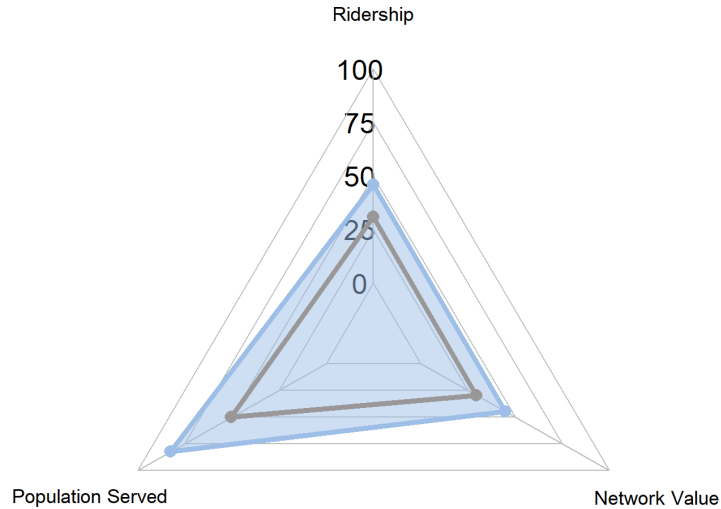
Legend

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

Line Benefit Score

58

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
82	45	46	

Operating Statistics

	Annual Operating Costs	\$7,734,332
	Peak Vehicles	18
	Vehicle Type(s)	40 Foot, 60 Foot

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

	Service Area Population	87,592	
	People of Color Population	Service Area	32,355
		% Riders Surveyed	61%
	Low Income Household	Service Area	17,419
		% Riders Surveyed	31%

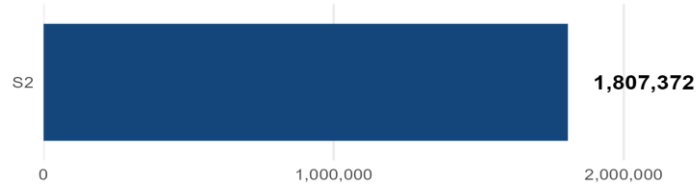
Facilities/Amenities

	Bus Stops	119
	% Stops With Shelters	30%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	26%



Ridership

Annual Ridership



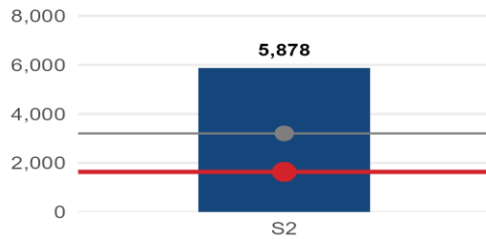
Top Transfer Locations

McPherson Square, Columbia Heights, Silver Spring

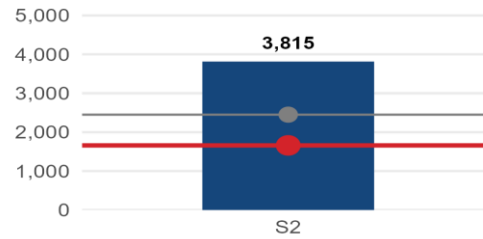
Average Daily Ridership

- Class/Tier Average
- System Average

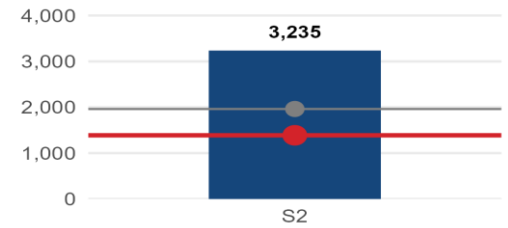
Weekday



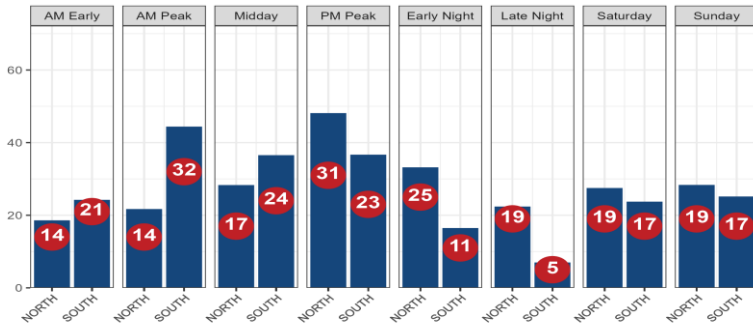
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.55	0.62
	Off-Peak Maximum Target: 1.0	0.43	0.38
Saturday Maximum Target: 1.0		0.45	0.4
Sunday Maximum Target: 1.0		0.45	0.4

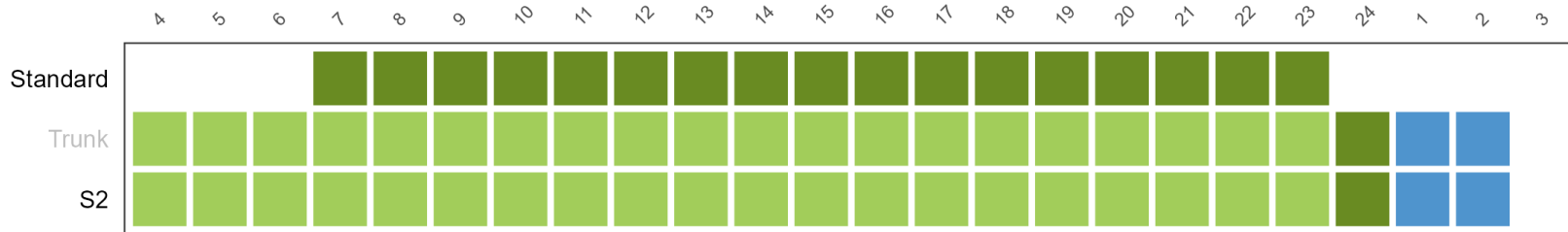
Span and Frequency



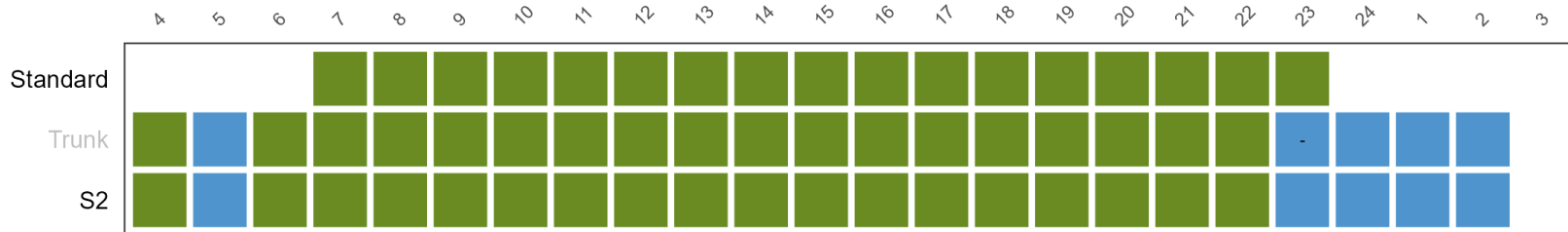
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B 16th Street

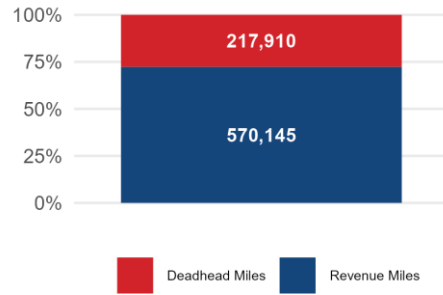
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:00 AM - 2:42 AM	-	A	4:15 AM - 2:48 AM	-	A	4:30 AM - 2:39 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 14.0	Peak: 14.7 / Off-Peak: 18.6	B	15.0	20.8	A	20.0	23.9	B
Productivity	Passengers per Revenue Hour 30	32.3	29.9	B	24.8	25.2	D	27.3	22.9	C
	Passengers per Revenue Mile 4	3.6	3.9	C	2.9	3.1	E	3.0	2.7	E
Reliability	On-Time Performance 79%	75%	74%	C	73%	75%	D	76%	76%	C
	Crowding 5%	5%	3%	B	2%	1%	A	3%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.58	Off-Peak: 0.33 Peak: 0.46	A	0.42	0.33	A	0.43	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.69	\$ 4.49	A	\$4.80	\$ 5.36	A	\$4.37	\$ 5.93	A
	Cost Recovery 25%	35%	25%	A	27%	21%	B	29%	19%	A

Route S2

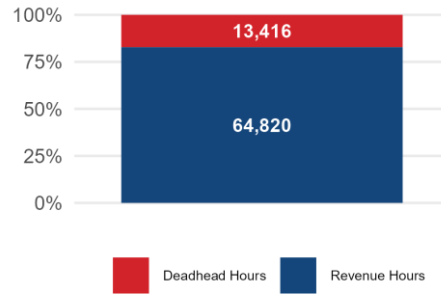
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.9			5.2			E		
	Circuitry 1.75	1.35			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	32.3	29.9	B	24.8	25.2	D	27.3	22.9	C
	Passengers per Revenue Mile 4	3.6	3.9	C	2.9	3.1	E	3.0	2.7	E
	Unique Segment Ridership 10%	35%	23%	A	36%	34%	A	38%	35%	A
Reliability	On-Time Performance 79%	75%	74%	C	73%	75%	D	76%	76%	C
	Crowding 5%	5%	3%	B	2%	1%	A	3%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.58	Off-Peak: 0.34 Peak: 0.47	A	0.42	0.34	A	0.43	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.69	\$ 4.49	A	\$4.80	\$ 5.36	A	\$4.37	\$ 5.93	A
	Cost Recovery 25%	35%	26%	A	27%	21%	B	29%	19%	A

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S2	20.80	63,660	63,167 (99.2%)

Service Change Summary

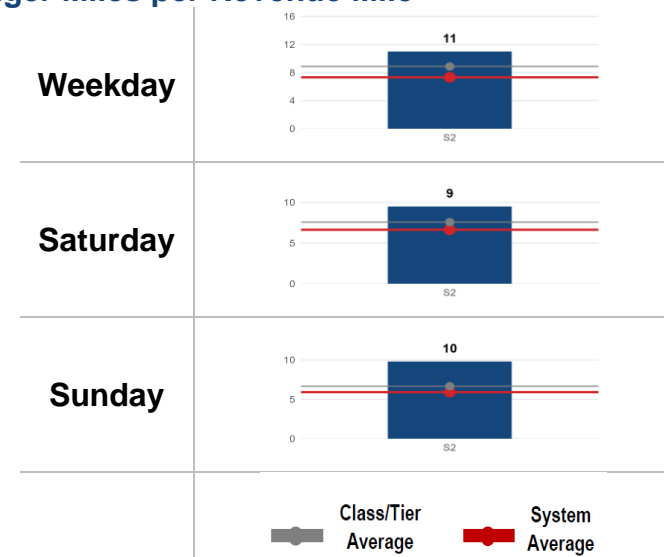
Route S2 - Dec 2022:

Weekday: Increase weekday peak frequency from 15 to 10 minute service. Weekday late night service is adjusted back to 20 minutes. Several AM peak southbound trips beginning at 16th Street & Missouri Avenue NW are added back into the schedule. A southbound timepoint at K & 13th Streets NW is added to match the S9 schedule.

; Saturday: Trip time adjustments; A southbound timepoint at K & 13th Streets NW is added to match the S9 schedule.;

; Sunday: Trip time adjustments; A southbound timepoint at K & 13th Streets NW is added to match the S9 schedule.;

Passenger Miles per Revenue Mile



LINE: 4 - Alexandria-Fairfax

ROUTE(S): 29K, 29N

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 — Alexandria-Fairfax (#4)
 29K: Alexandria-Fairfax
 29N: Alexandria-Fairfax

Regional Transit

- M** Metrorail
- Local Bus**
- FD Metrobus
- GR Circulator
- BL Ride On
- SV TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- Transit Center

Service Classification

Framework

Activity Tier

2

Overall Grade

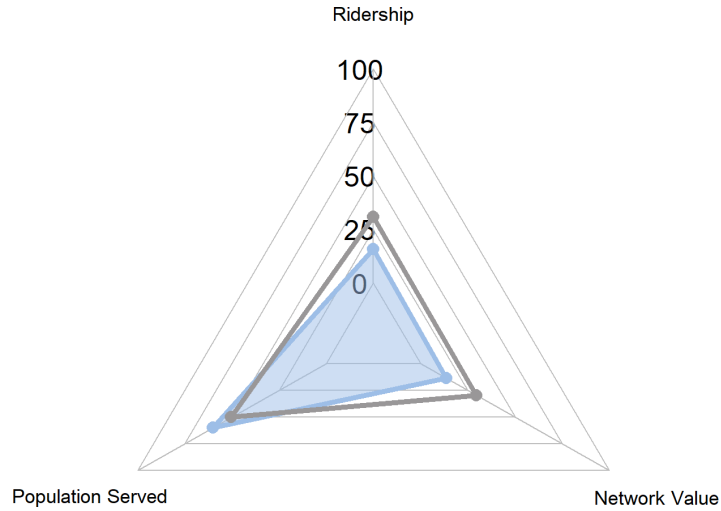
Line	Overall Grade
Line 4 - Alexandria-Fairfax	C

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:	60	13	16	

Operating Statistics

	Annual Operating Costs	\$5,375,166
	Peak Vehicles	12
	Vehicle Type(s)	40 Foot

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

	Service Area Population	57,296	
	People of Color Population	Service Area	24,679
		% Riders Surveyed	78%
	Low Income Household	Service Area	13,801
		% Riders Surveyed	63%

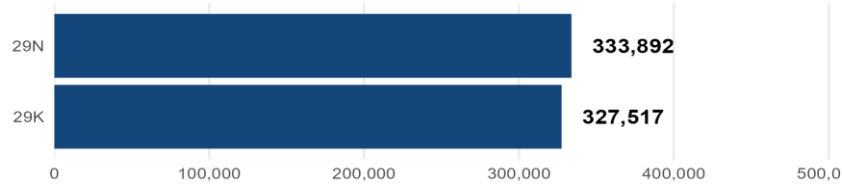
Facilities/Amenities

	Bus Stops	140
	% Stops With Shelters	33%
	% Stops With Benches	32%
	% Stops With Real-Time Signs	0%



Ridership

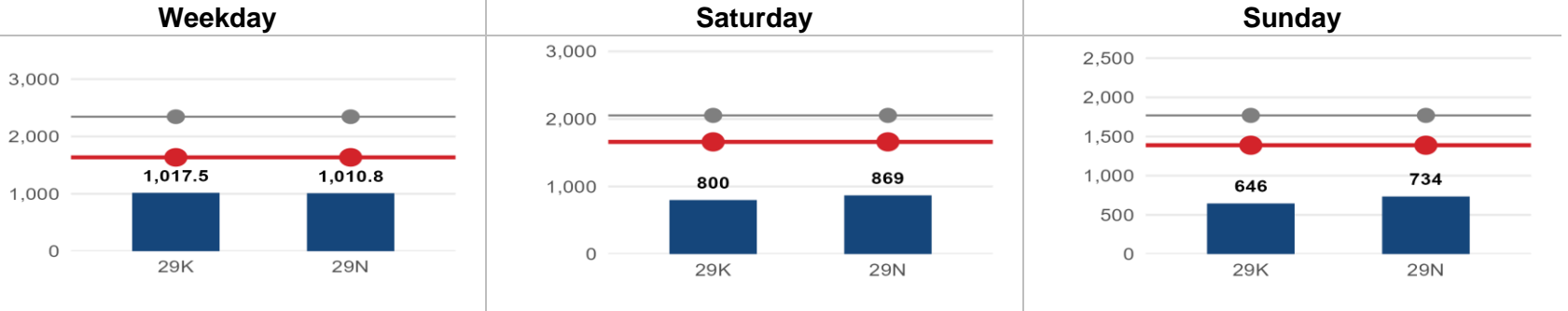
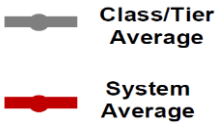
Annual Ridership



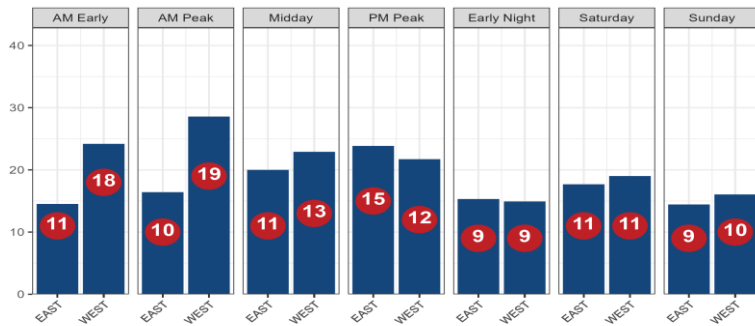
Top Transfer Locations

King Street, Vienna

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



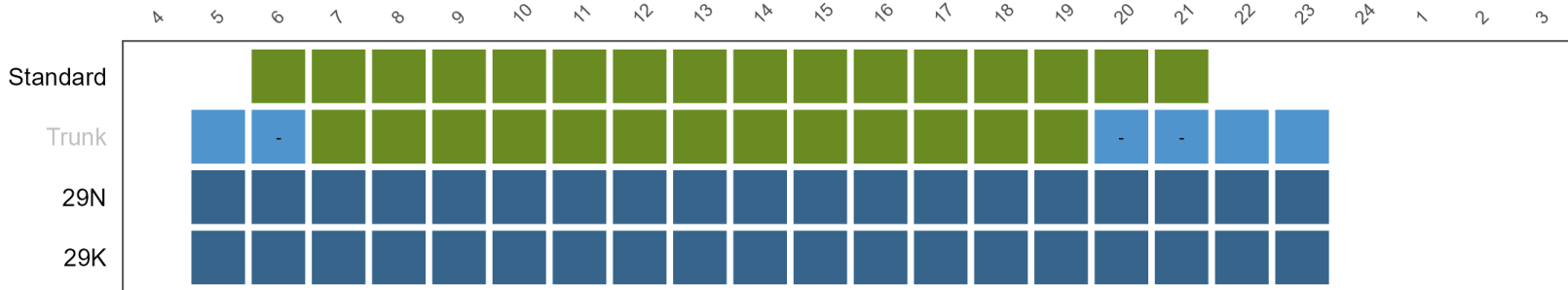
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.32	0.37
	Off-Peak Maximum Target: 1.0	0.27	0.3
Saturday Maximum Target: 1.0		0.27	0.28
Sunday Maximum Target: 1.0		0.23	0.24

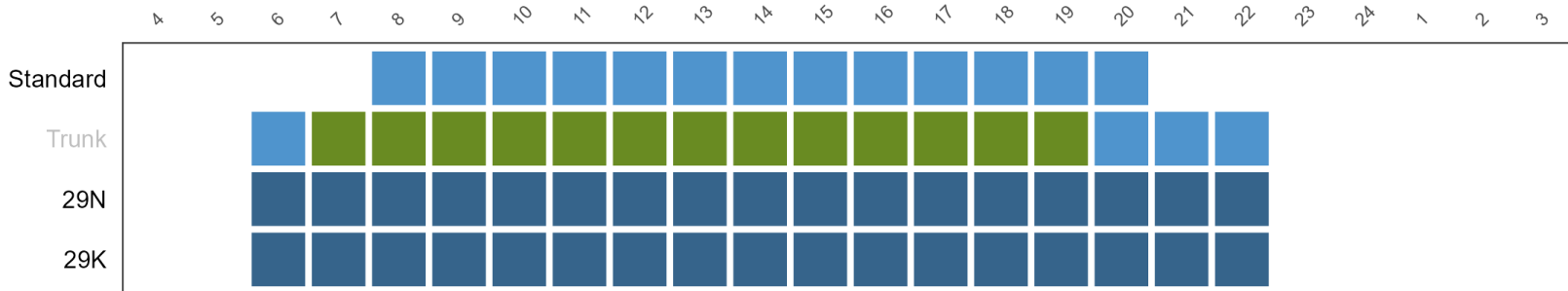
Span and Frequency



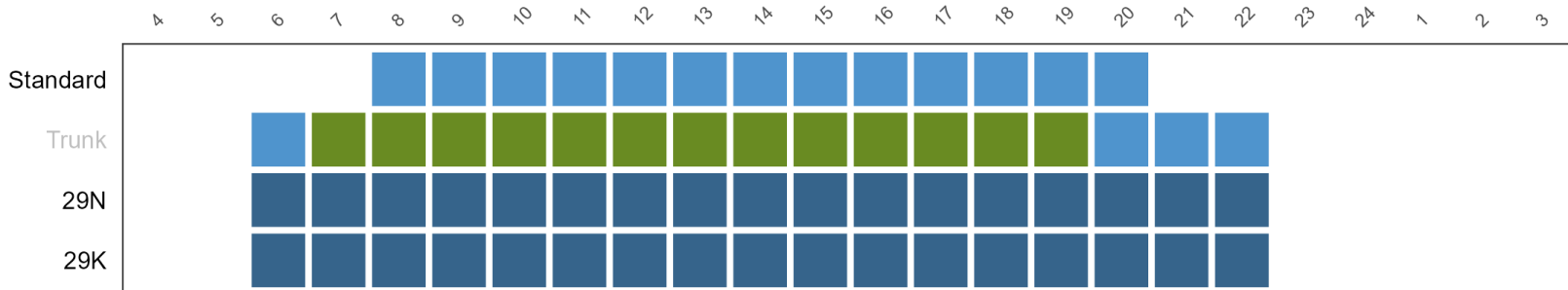
Weekday (by Hour)



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	5:29 AM - 11:30 PM	-	A	6:10 AM - 10:30 PM	-	A	6:10 AM - 10:30 PM	-	A
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 19.0	Peak: 15.6 / Off-Peak: 20.1	B	20.0	24.7	A	20.0	24.6	A
Productivity	Passengers per Revenue Hour 20	16.3	24.3	D	13.8	23.1	E	11.5	20.5	E
	Passengers per Revenue Mile 2	1.3	2.4	E	1.1	2.1	E	1.0	1.9	E
Reliability	On-Time Performance 79%	75%	77%	C	75%	77%	C	79%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.35	Off-Peak: 0.34 Peak: 0.42	A	0.27	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.31	\$ 5.78	E	\$8.67	\$ 6.01	E	\$10.41	\$ 6.88	E
	Cost Recovery 20%	18%	20%	C	15%	18%	D	13%	16%	E

Route 29K

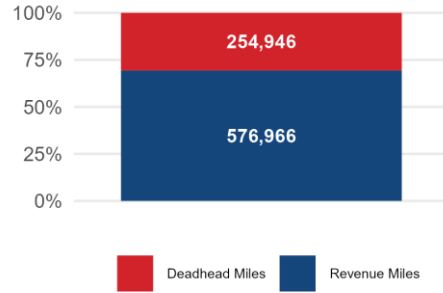
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.5			4.5			E		
	Circuitry 1.75	1.15			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	16.8	24.3	D	13.3	23.1	E	10.9	20.5	E
	Passengers per Revenue Mile 2	1.3	2.4	E	1.1	2.1	E	0.9	1.9	E
	Unique Segment Ridership 10%	11%	18%	B	17%	35%	A	17%	38%	A
Reliability	On-Time Performance 79%	74%	77%	C	75%	77%	C	77%	79%	C
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.34 Peak: 0.43	A	0.27	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.12	\$ 5.78	E	\$9.00	\$ 6.01	E	\$10.96	\$ 6.88	E
	Cost Recovery 20%	19%	21%	C	15%	18%	D	12%	16%	E

Route 29N

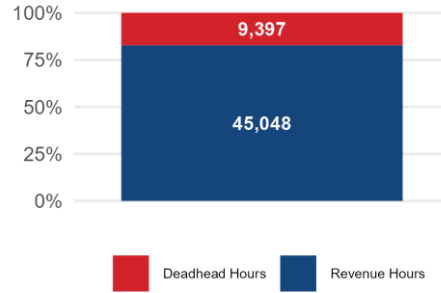
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.1			4.5			E		
	Circuitry 1.75	1.25			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	15.9	24.3	E	14.3	23.1	E	12.0	20.5	E
	Passengers per Revenue Mile 2	1.3	2.4	E	1.2	2.1	E	1.0	1.9	E
	Unique Segment Ridership 10%	9%	18%	C	9%	35%	C	10%	38%	B
Reliability	On-Time Performance 79%	76%	77%	C	75%	77%	C	82%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.34 Peak: 0.43	A	0.28	0.34	A	0.24	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.50	\$ 5.78	E	\$8.37	\$ 6.01	E	\$9.92	\$ 6.88	E
	Cost Recovery 20%	17%	21%	D	15%	18%	D	13%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



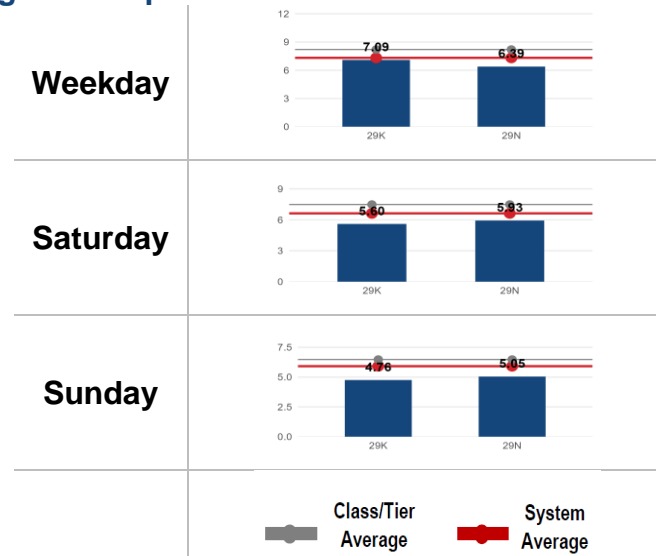
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29K	34.00	17,376	16,943 (97.5%)
29N	34.50	17,601	17,334 (98.5%)

Service Change Summary

Route 29K - Dec 2022:
 Weekday: Running Time; Saturday: Running Time;
 Sunday: Running Time;
 Route 29N - Dec 2022:
 Weekday: Running Time; Saturday: Running Time;
 Sunday: Running Time;

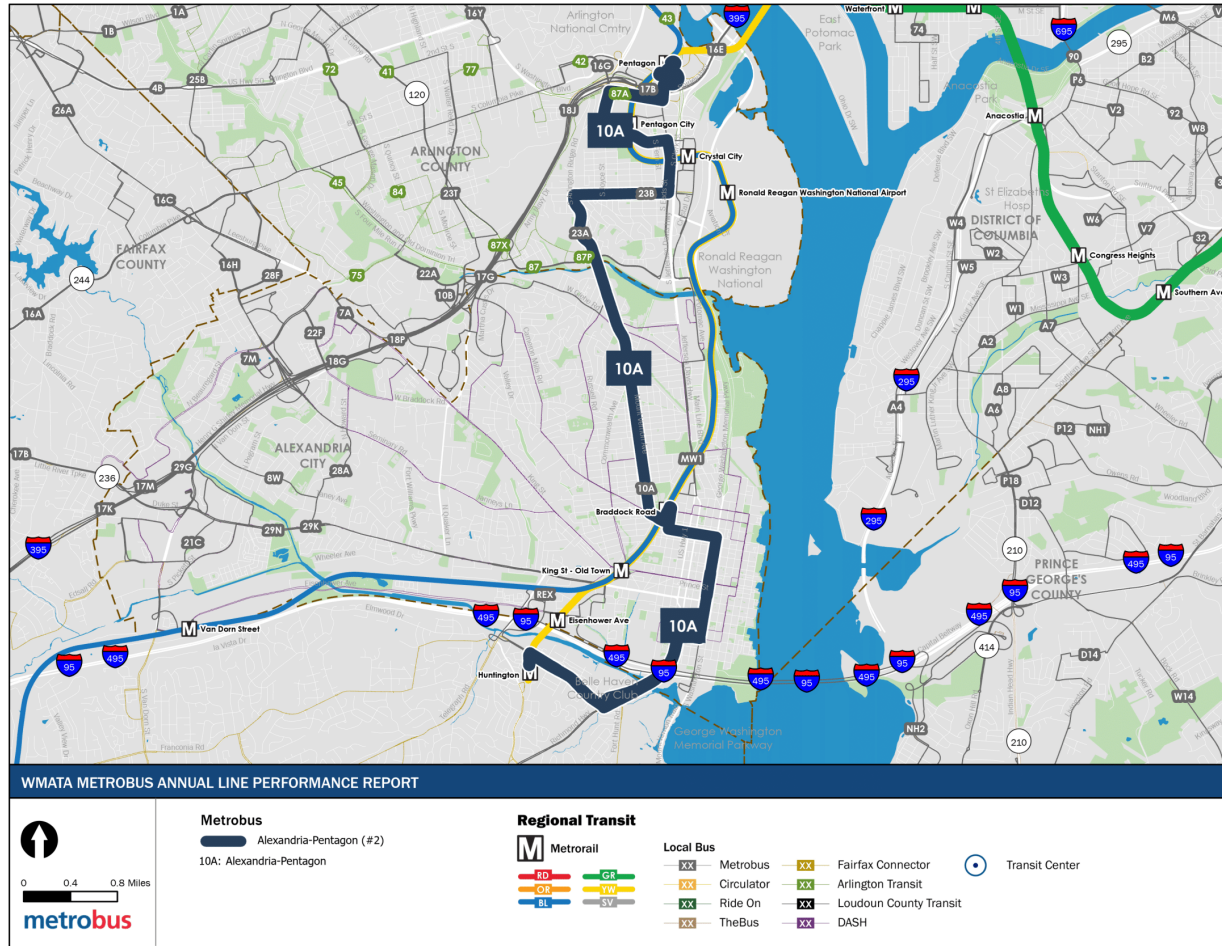
Passenger Miles per Revenue Mile



LINE: 2 - Alexandria-Pentagon

ROUTE(S): 10A

About the Line



Service Classification Framework

Activity Tier

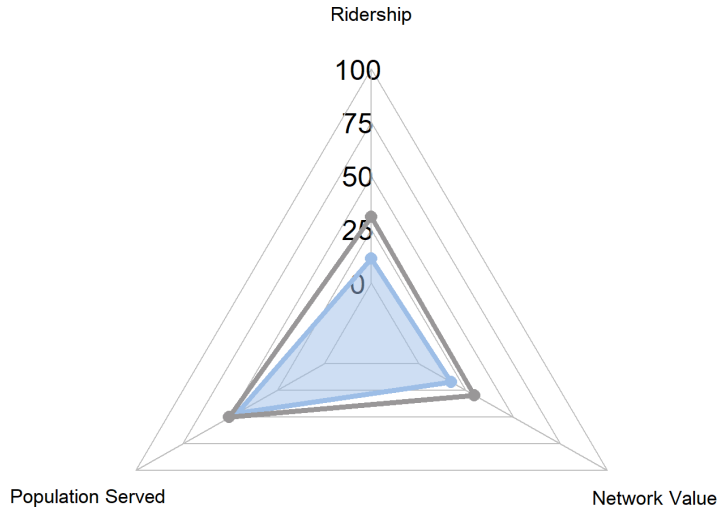
1

Overall Grade

Line	Overall Grade
Line 2 - Alexandria-Pentagon	D

Line Benefit Score

25
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$3,288,380
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	56,750	
	People of Color Population	Service Area	14,330
		% Riders Surveyed	62%
	Low Income Household	Service Area	9,418
		% Riders Surveyed	34%

Facilities/Amenities

	Bus Stops	108
	% Stops With Shelters	17%
	% Stops With Benches	32%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



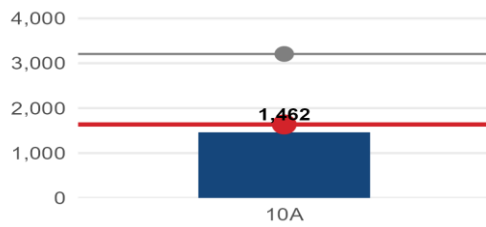
Top Transfer Locations

Braddock Road, Crystal City, Pentagon

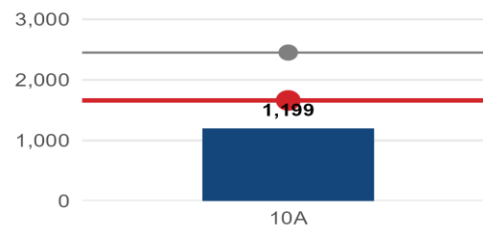
Average Daily Ridership

- Class/Tier Average
- System Average

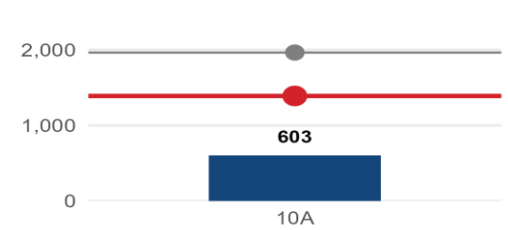
Weekday



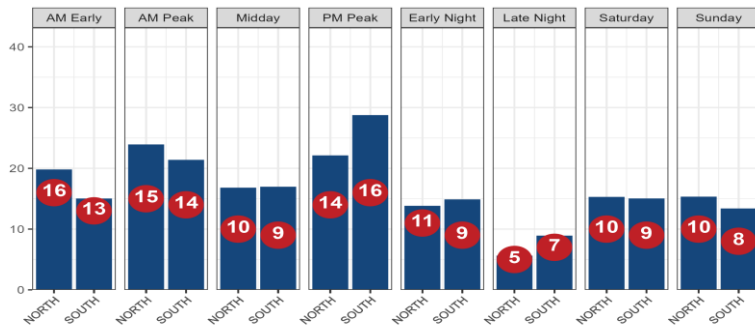
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



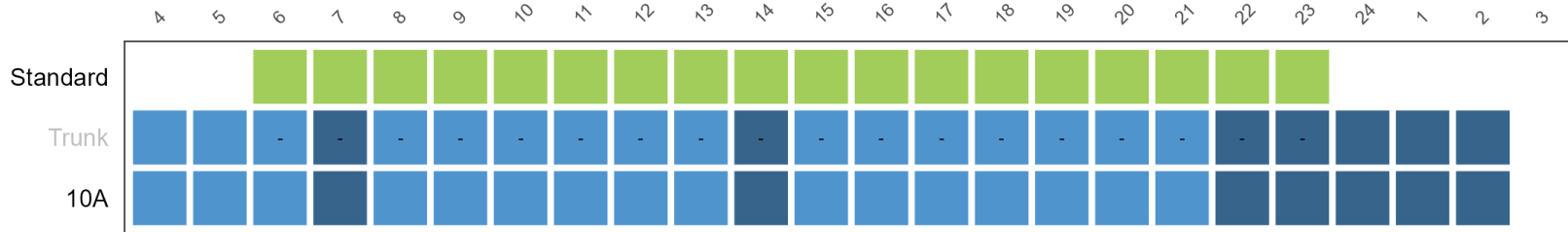
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.36	0.38
	Off-Peak Maximum Target: 1.0	0.26	0.23
Saturday Maximum Target: 1.0		0.26	0.23
Sunday Maximum Target: 1.0		0.26	0.2

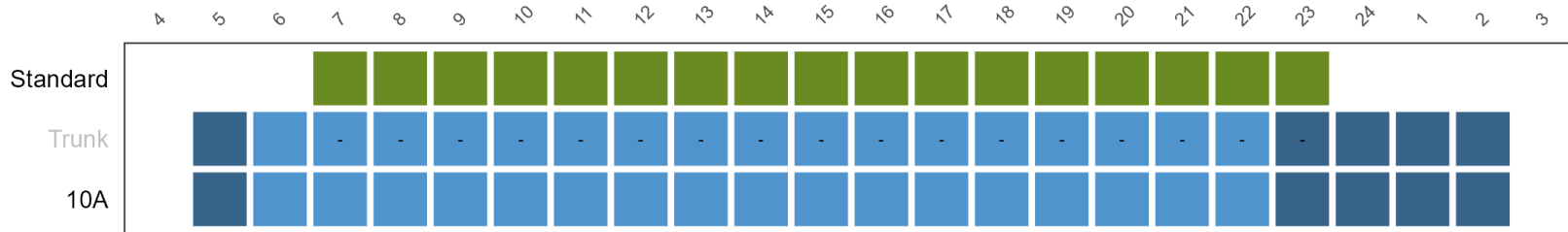
Span and Frequency



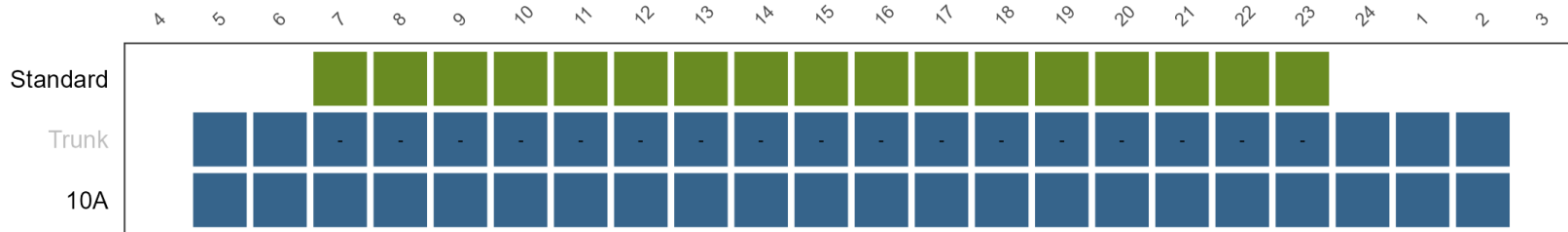
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Alexandria-Pentagon

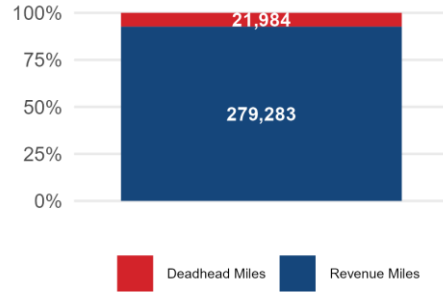
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:25 AM - 2:46 AM	-	A	5:30 AM - 2:10 AM	-	A	5:25 AM - 2:20 AM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 14.7 / Off-Peak: 18.6	E	31.0	20.8	E	60.0	23.9	E
Productivity	Passengers per Revenue Hour 30	17.5	29.9	E	15.8	25.2	E	14.7	22.9	E
	Passengers per Revenue Mile 4	1.8	3.9	E	1.5	3.1	E	1.4	2.7	E
Reliability	On-Time Performance 79%	81%	74%	B	73%	75%	D	83%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.37	Off-Peak: 0.33 Peak: 0.46	A	0.25	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.80	\$ 4.49	E	\$7.56	\$ 5.36	E	\$8.11	\$ 5.93	E
	Cost Recovery 25%	21%	25%	D	19%	21%	D	17%	19%	E

Route 10A

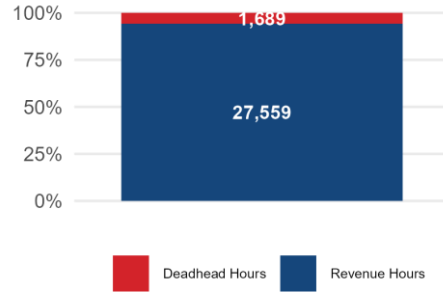
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.8			5.2			A		
	Circuitry 1.75	1.47			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	17.5	29.9	E	15.8	25.2	E	14.7	22.9	E
	Passengers per Revenue Mile 4	1.8	3.9	E	1.5	3.1	E	1.4	2.7	E
	Unique Segment Ridership 10%	28%	23%	A	25%	34%	A	27%	35%	A
Reliability	On-Time Performance 79%	81%	74%	B	73%	75%	D	83%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.37	Off-Peak: 0.34 Peak: 0.47	A	0.25	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.80	\$ 4.49	E	\$7.56	\$ 5.36	E	\$8.11	\$ 5.93	E
	Cost Recovery 25%	21%	26%	D	19%	21%	D	17%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



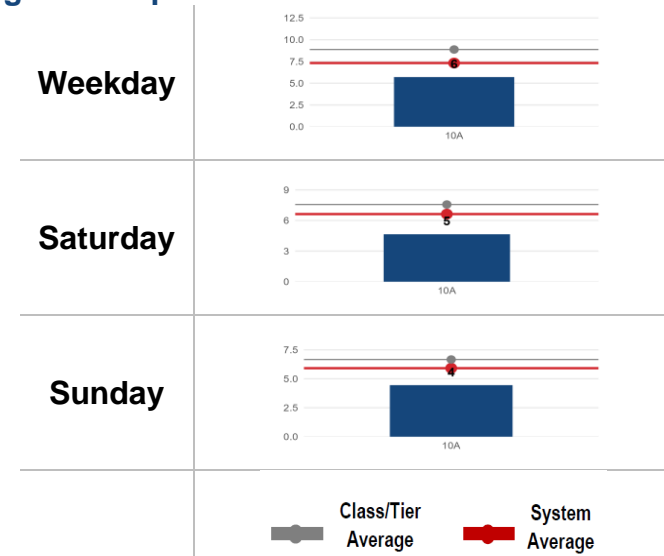
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10A	22.60	26,859	26,651 (99.2%)

Service Change Summary

Route 10A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

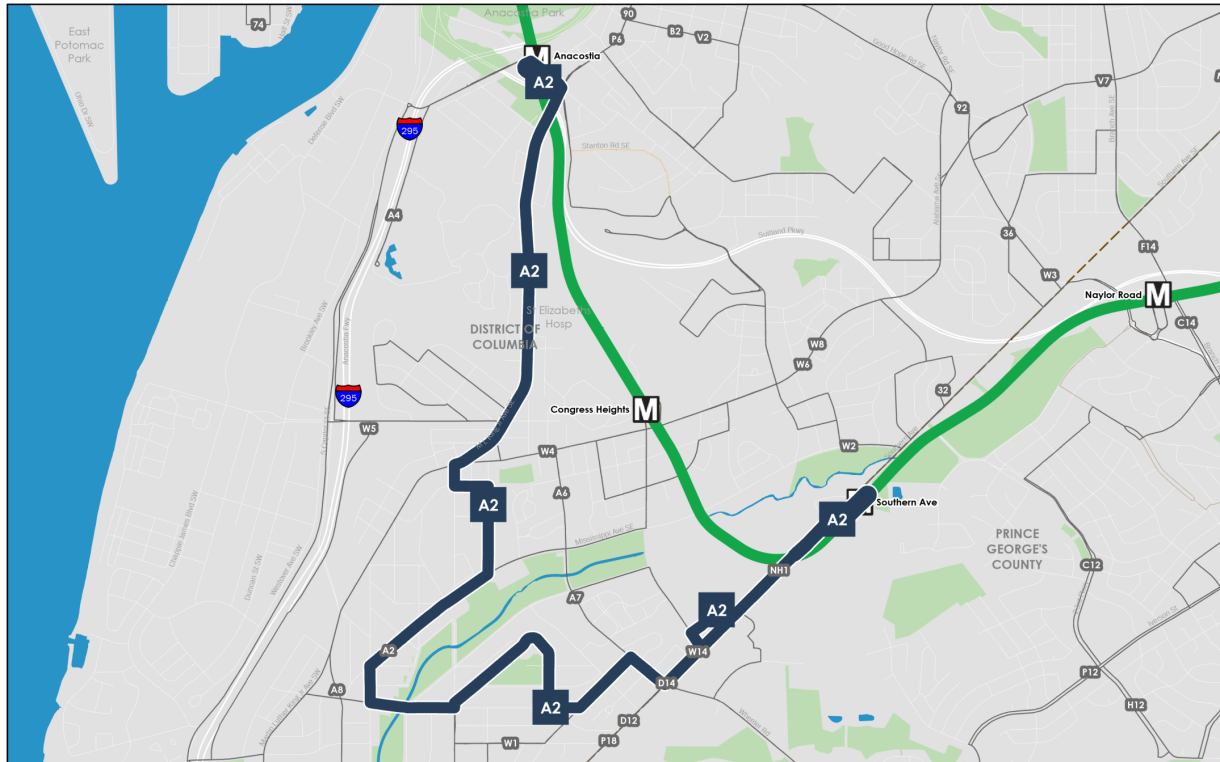
Passenger Miles per Revenue Mile



LINE: 592 - Anacostia - Washington Highlands

ROUTE(S): A2

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— Anacostia - Washington Highlands (#592)

A2: Anacostia - Washington Highlands

Regional Transit

M Metrorail

Local Bus

- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

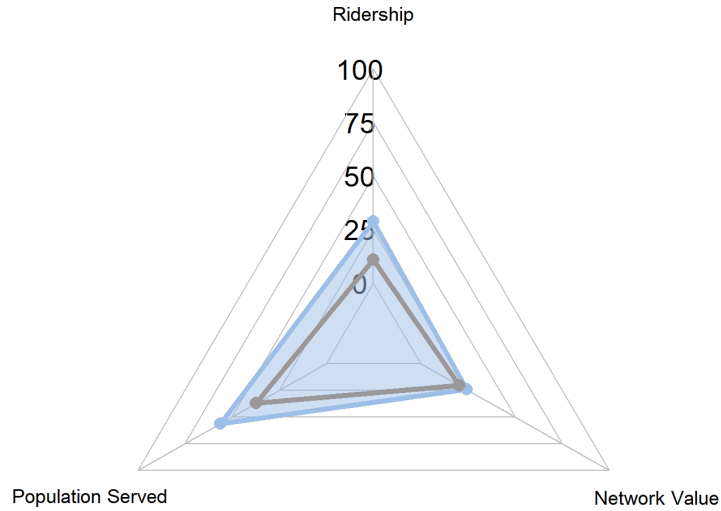
Line	A

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

36
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	56	24	29	

Operating Statistics

	Annual Operating Costs	\$3,640,594
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	24,550	
	People of Color Population	Service Area	23,113
		% Riders Surveyed	
	Low Income Household	Service Area	12,823
		% Riders Surveyed	

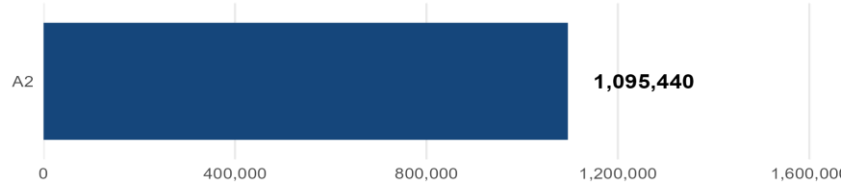
Facilities/Amenities

	Bus Stops	76
	% Stops With Shelters	14%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	5%



Ridership

Annual Ridership



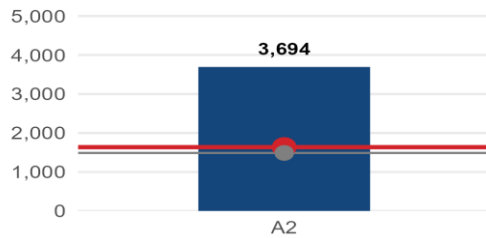
Top Transfer Locations

Anacostia, Southern Avenue, L'Enfant Plaza

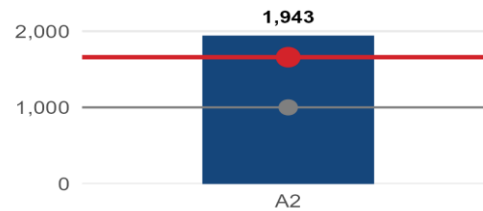
Average Daily Ridership

- Class/Tier Average
- System Average

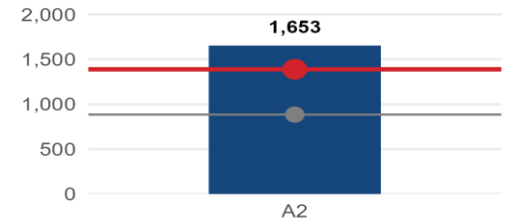
Weekday



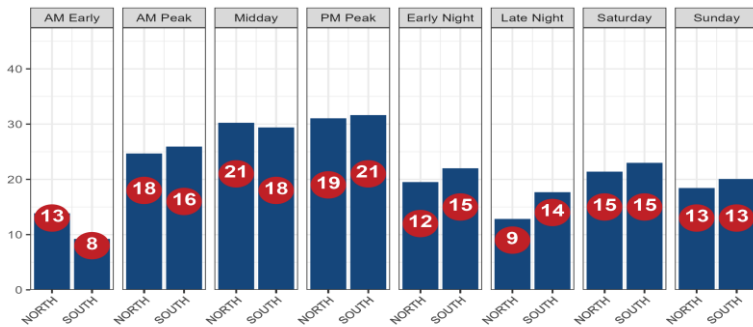
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



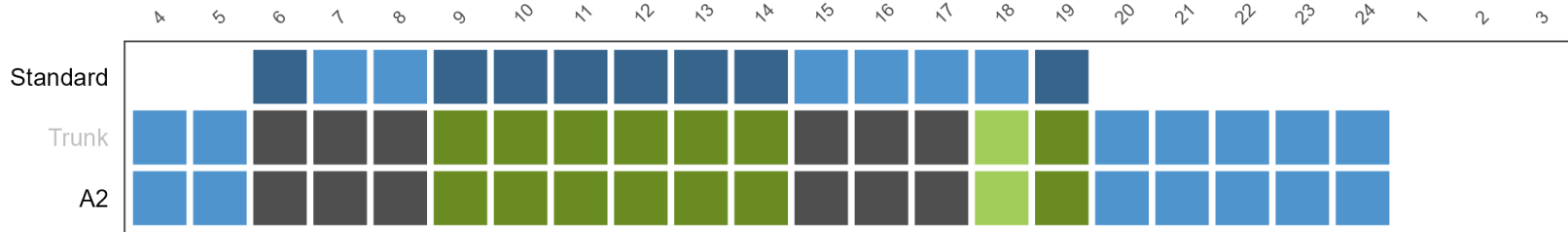
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.46	0.47
	Off-Peak Maximum Target: 1.0	0.42	0.41
Saturday Maximum Target: 1.0		0.37	0.37
Sunday Maximum Target: 1.0		0.32	0.33

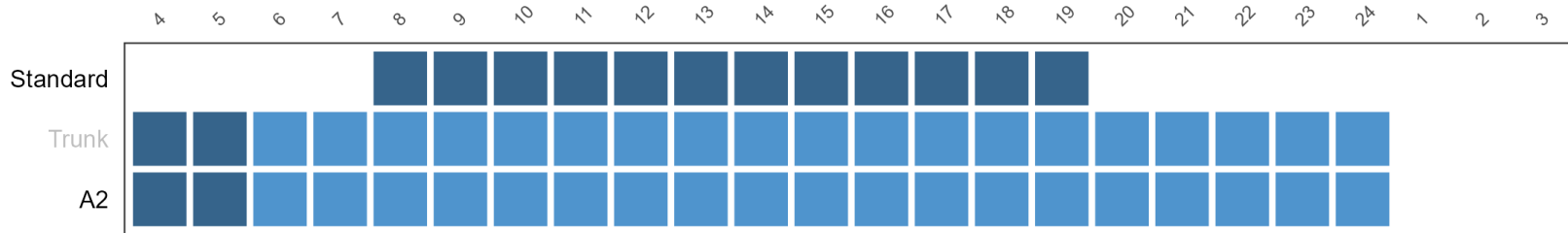
Span and Frequency



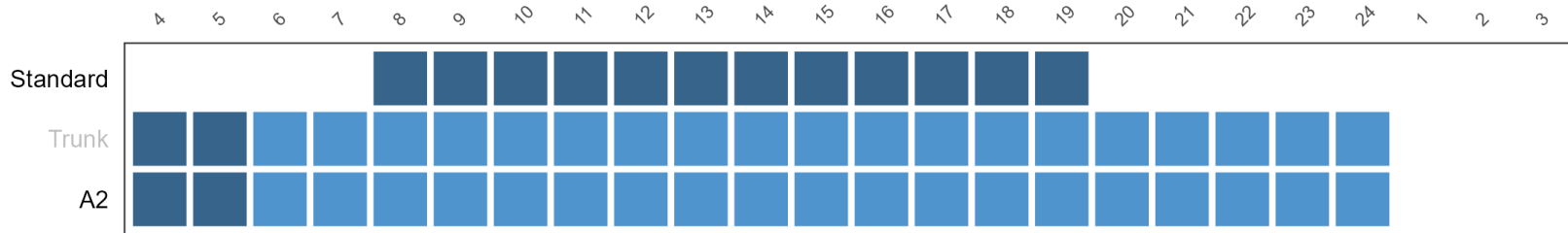
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Anacostia - Washington Highlands

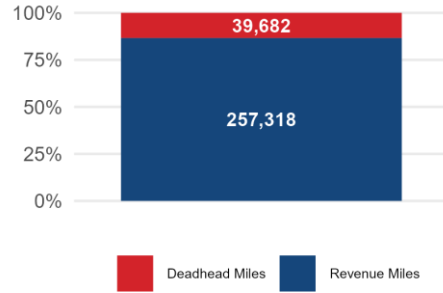
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:11 AM - 12:10 AM	-	A	4:50 AM - 12:10 AM	-	A	4:55 AM - 12:08 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 18.0	Peak: 22.5 / Off-Peak: 32.3	A	25.0	36.5	A	26.0	37.8	A
Productivity	Passengers per Revenue Hour 15	38.6	29.6	A	35.7	26.6	A	31.3	24.6	A
	Passengers per Revenue Mile 2	4.9	3.5	A	4.1	2.9	A	3.5	2.6	A
Reliability	On-Time Performance 79%	83%	80%	B	86%	81%	A	84%	82%	B
	Crowding 5%	3%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.47	Off-Peak: 0.26 Peak: 0.35	A	0.37	0.25	A	0.32	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.09	\$ 4.96	A	\$3.34	\$ 5.47	A	\$3.81	\$ 5.88	A
	Cost Recovery 20%	13%	14%	E	12%	12%	E	11%	11%	E

Route A2

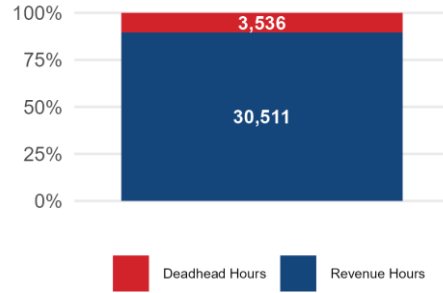
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.1			6.2			E		
Route Design	Circuitry N/A	1.64			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	38.6	29.6	A	35.7	26.6	A	31.3	24.6	A
	Passengers per Revenue Mile 2	4.9	3.5	A	4.1	2.9	A	3.5	2.6	A
	Unique Segment Ridership 10%	55%	29%	A	75%	44%	A	73%	53%	A
Reliability	On-Time Performance 79%	83%	80%	B	86%	81%	A	84%	82%	A
	Crowding 5%	3%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.47	Off-Peak: 0.28 Peak: 0.37	A	0.37	0.26	A	0.32	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.09	\$ 4.96	A	\$3.34	\$ 5.47	A	\$3.81	\$ 5.88	A
	Cost Recovery 20%	13%	13%	E	12%	12%	E	11%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



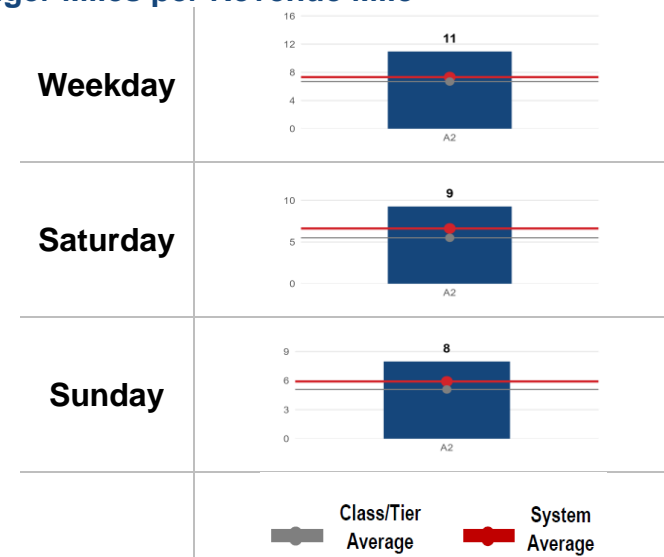
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A2	11.20	45,783	45,277 (98.9%)

Service Change Summary

Route A2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

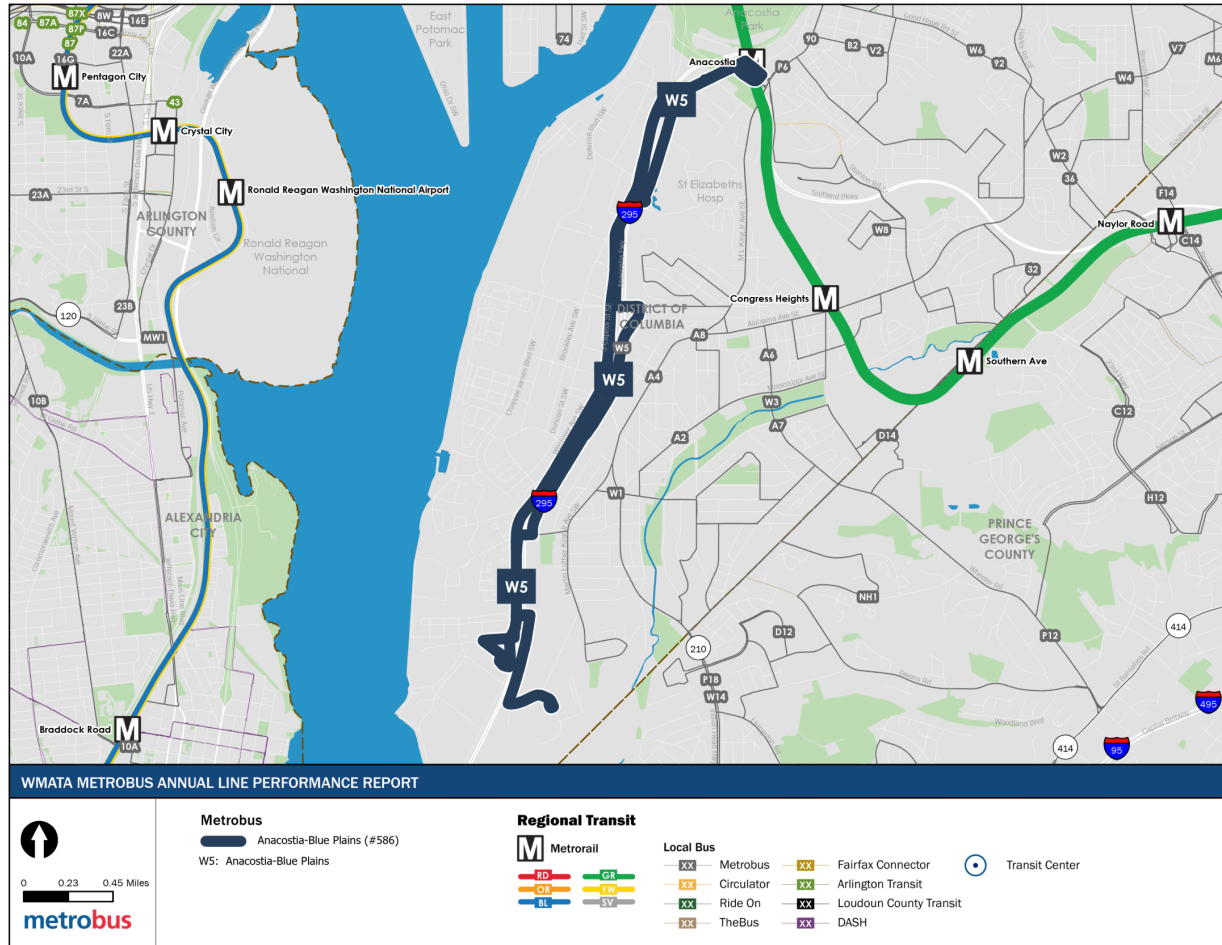
Passenger Miles per Revenue Mile



LINE: 586 - Anacostia-Blue Plains

ROUTE(S): W5

About the Line



Service Classification

Coverage

Activity Tier

3

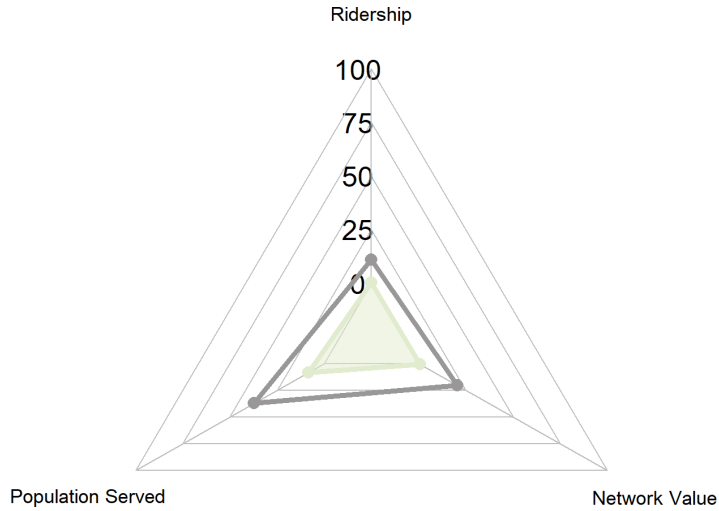
Overall Grade

Line	Grade
Line 586 - Anacostia-Blue Plains	C

Line Benefit Score

3

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$318,584
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	4,376	
	People of Color Population	Service Area	3,574
		% Riders Surveyed	
	Low Income Household	Service Area	1,982
		% Riders Surveyed	

Facilities/Amenities

	Bus Stops	23
	% Stops With Shelters	17%
	% Stops With Benches	13%
	% Stops With Real-Time Signs	9%



Ridership

Annual Ridership



Top Transfer Locations

Anacostia

Weekday

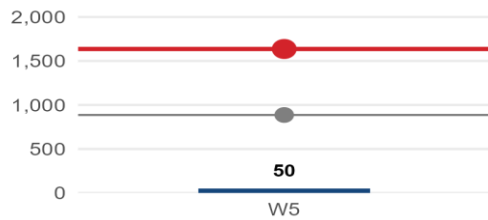
Saturday

Sunday

Average Daily Ridership

Class/Tier Average

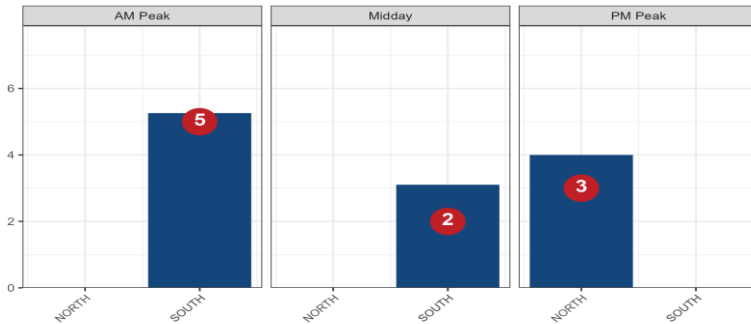
System Average



No Service

No Service

Average Trip Ridership and Maximum Load by Time Period



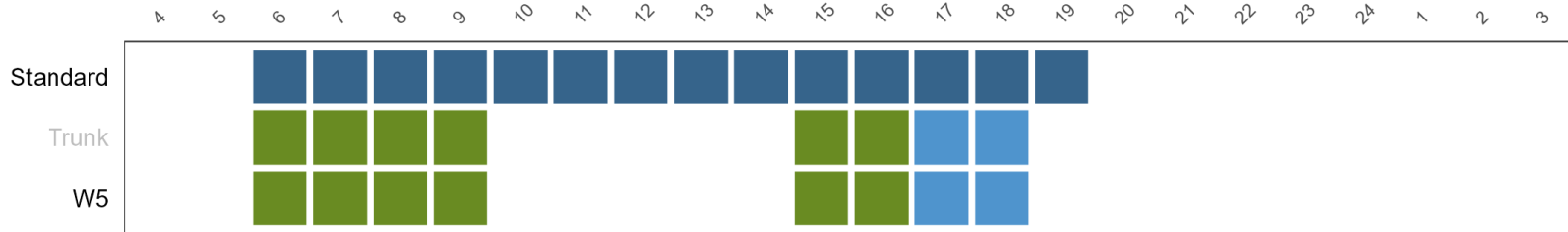
Vehicle Load Factor

		Direction:	
		SOUTH	NORTH
Weekday	Peak Maximum Target: 1	0.12	0.08
	Off-Peak Maximum Target: 1.0	0.05	
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 Anacostia-Blue Plains

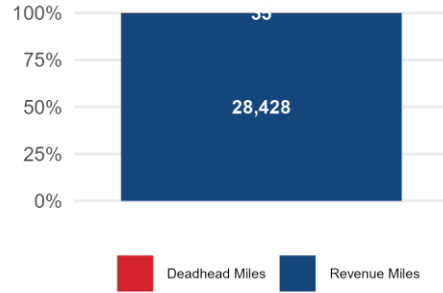
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:04 AM - 9:30 AM; 3:30 PM - 6:22 PM	-	E	-	-	-	-	-	-
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 20.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	8.9	20.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.05 Peak: 0.12	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$13.35	\$ 6.54	E	-	-	-	-	-	-
	Cost Recovery 20%	3%	11%	E	-	-	-	-	-	-

Route W5

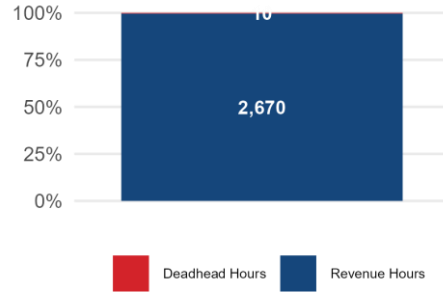
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2			4.8			E		
	Circuitry N/A	2.01			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	8.9	20.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	D	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	49%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.05 Peak: 0.12	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$13.35	\$ 6.54	E	-	-	-	-	-	-
	Cost Recovery 20%	3%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



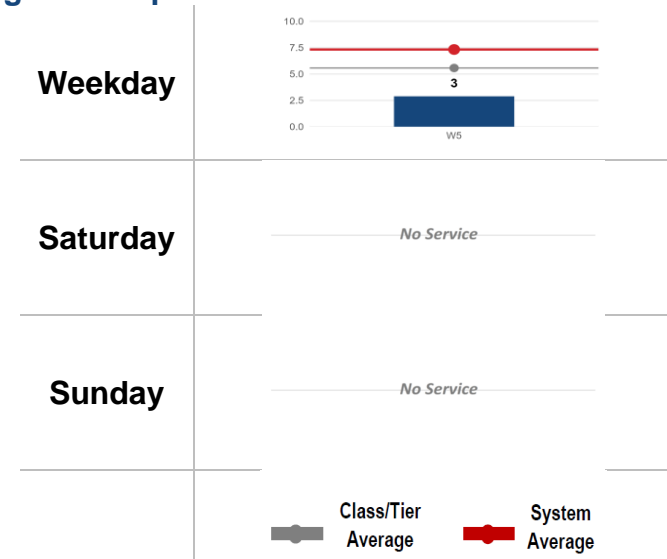
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W5	12.80	4,482	4,456 (99.4%)

Service Change Summary

Route W5 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

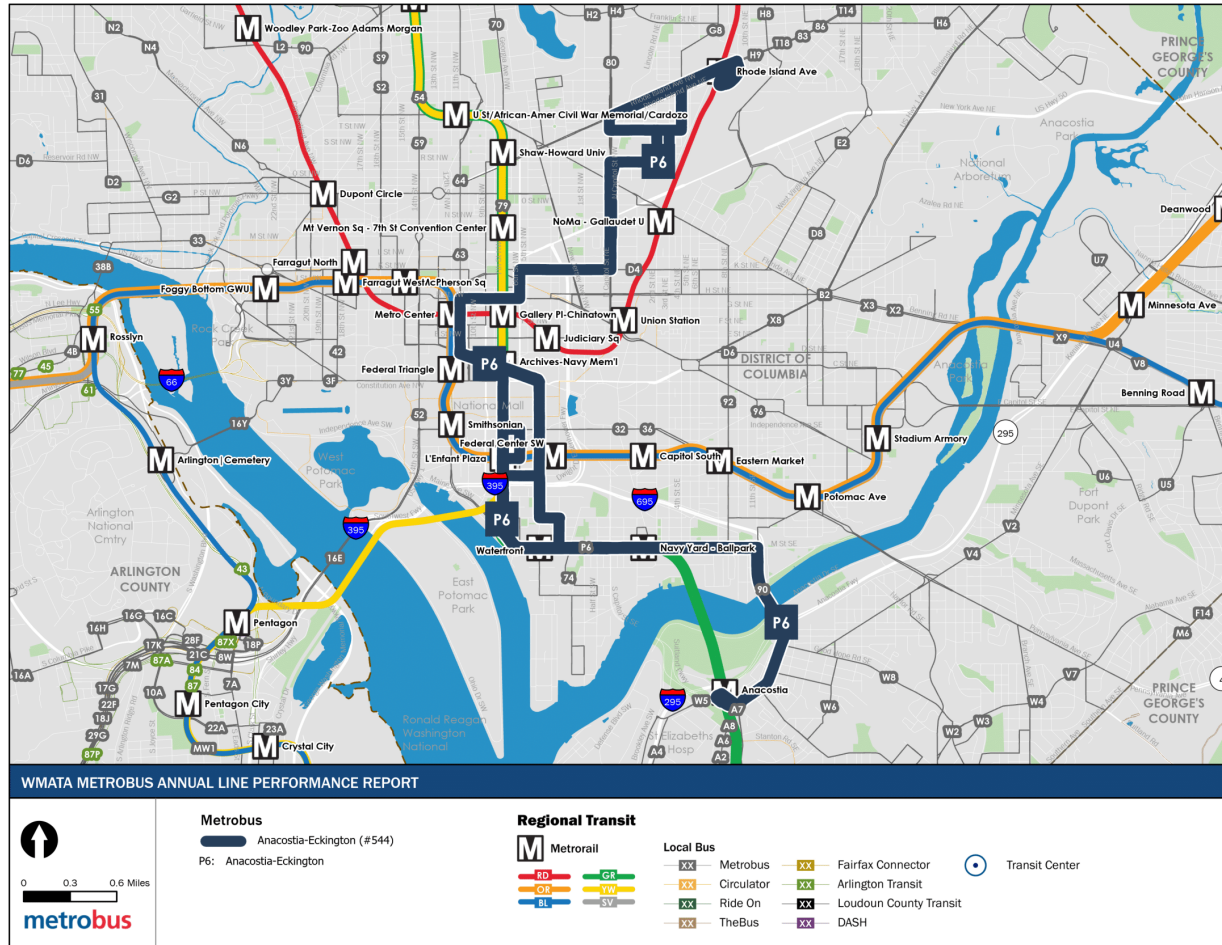
Passenger Miles per Revenue Mile



LINE: 544 - Anacostia-Eckington

ROUTE(S): P6

About the Line



Service Classification

Coverage

Activity Tier

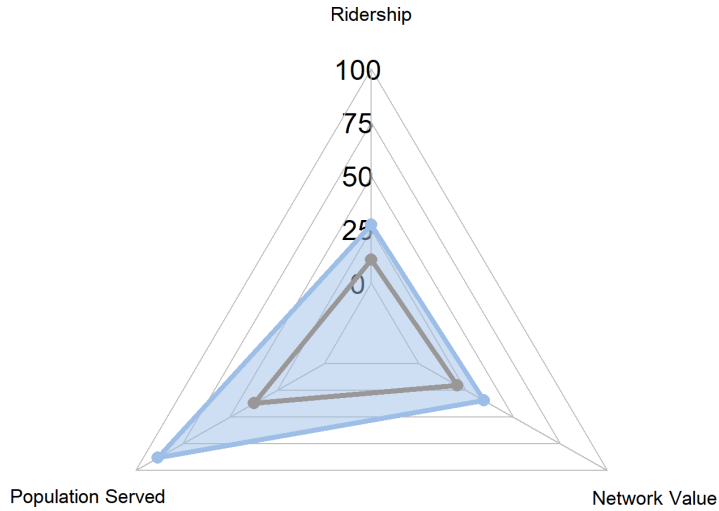
1

Overall Grade

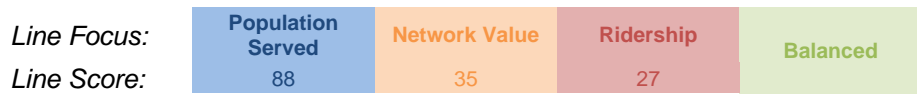
Line	Overall Grade
Anacostia-Eckington	B

Line Benefit Score

50
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$5,362,016
	Peak Vehicles	13
	Vehicle Type(s)	40 Foot

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

	Service Area Population	59,925	
	People of Color Population	Service Area	27,988
		% Riders Surveyed	96%
	Low Income Household	Service Area	14,047
		% Riders Surveyed	71%

Facilities/Amenities

	Bus Stops	101
	% Stops With Shelters	30%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	8%



Ridership

Annual Ridership



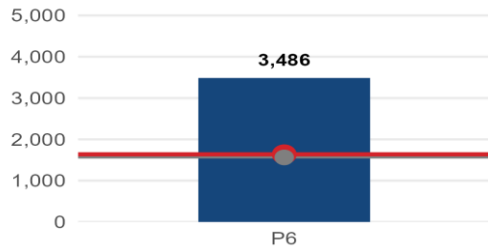
Top Transfer Locations

Rhode Island Avenue, Metro Center, Gallery Place-Chinatown

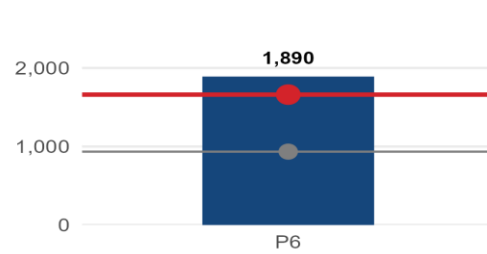
Average Daily Ridership

- Class/Tier Average
- System Average

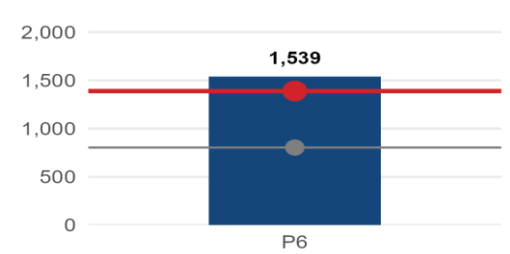
Weekday



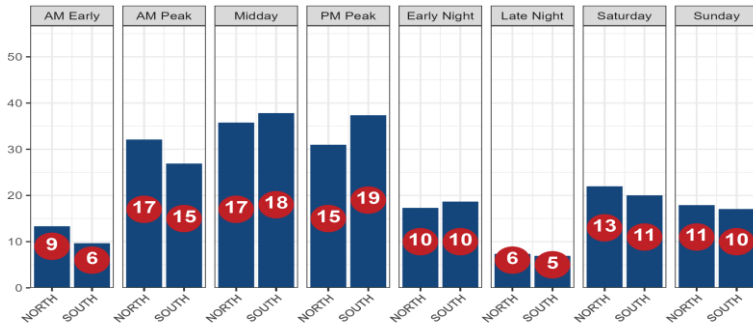
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



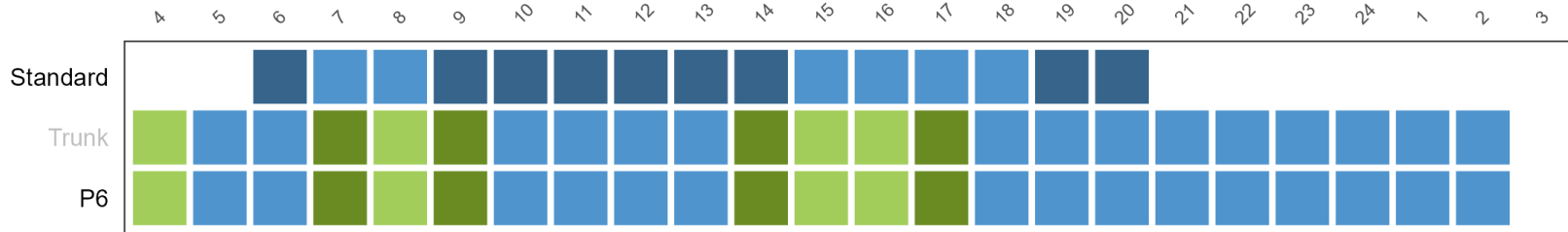
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.4	0.43
	Off-Peak Maximum Target: 1.0	0.31	0.31
Saturday Maximum Target: 1.0		0.32	0.28
Sunday Maximum Target: 1.0		0.27	0.25

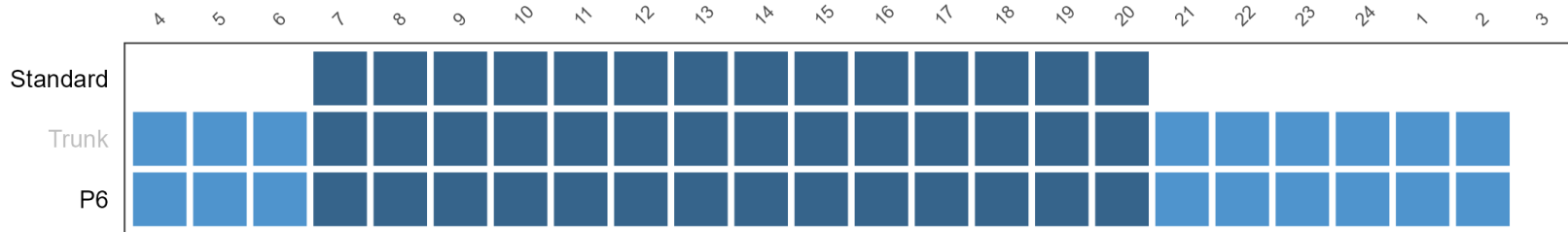
Span and Frequency



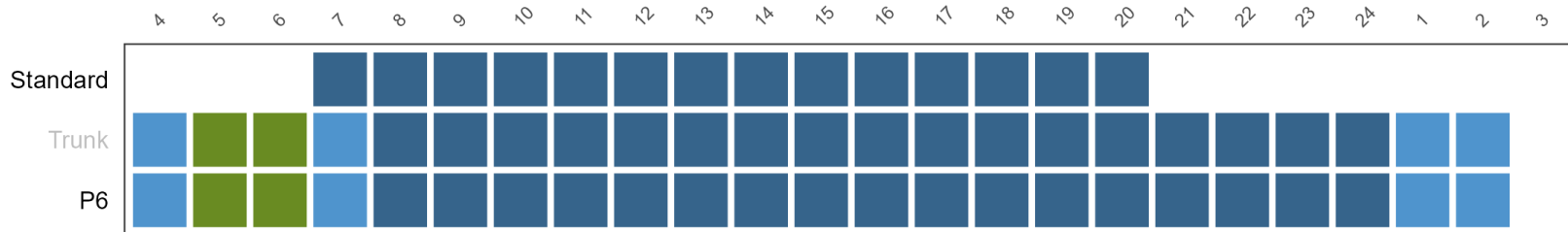
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Anacostia-Eckington

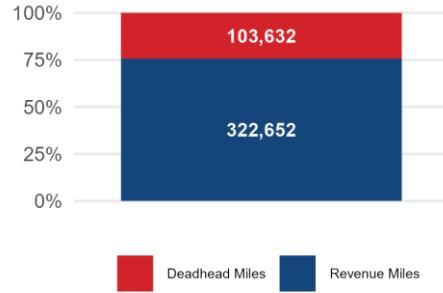
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:15 AM - 2:08 AM	-	A	4:08 AM - 2:06 AM	-	A	4:20 AM - 2:07 AM	-	A
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 21.0	Peak: 18.3 / Off-Peak: 26.7	A	31.0	29.5	A	32.0	30.0	A
Productivity	Passengers per Revenue Hour 20	24.5	25.3	A	22.8	21.5	A	19.4	19.2	C
	Passengers per Revenue Mile 4	3.6	3.5	D	2.9	2.7	E	2.5	2.4	E
Reliability	On-Time Performance 79%	70%	75%	D	72%	76%	D	77%	79%	C
	Crowding 5%	0%	2%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.42	Off-Peak: 0.26 Peak: 0.38	A	0.3	0.26	A	0.26	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.86	\$ 4.85	A	\$5.22	\$ 5.62	B	\$6.14	\$ 6.32	D
	Cost Recovery 25%	11%	16%	E	10%	14%	E	9%	13%	E

Route P6

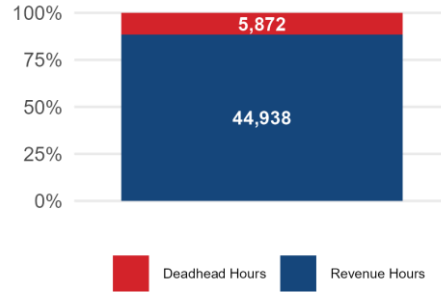
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.3			6.4			E		
	Circuitry N/A	1.64			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	24.5	25.3	A	22.8	21.5	A	19.4	19.2	C
	Passengers per Revenue Mile 4	3.6	3.5	D	2.9	2.7	E	2.5	2.4	E
	Unique Segment Ridership 10%	44%	47%	A	46%	46%	A	46%	45%	A
Reliability	On-Time Performance 79%	70%	75%	D	72%	76%	D	77%	79%	C
	Crowding 5%	0%	3%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.42	Off-Peak: 0.28 Peak: 0.4	A	0.3	0.27	A	0.26	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.86	\$ 4.85	A	\$5.22	\$ 5.62	B	\$6.14	\$ 6.32	D
	Cost Recovery 25%	11%	15%	E	10%	13%	E	9%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



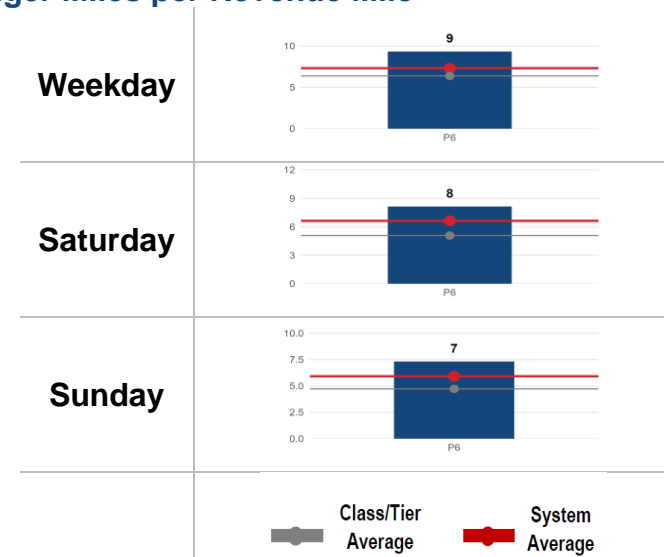
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P6	16.80	42,300	41,624 (98.4%)

Service Change Summary

Route P6 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

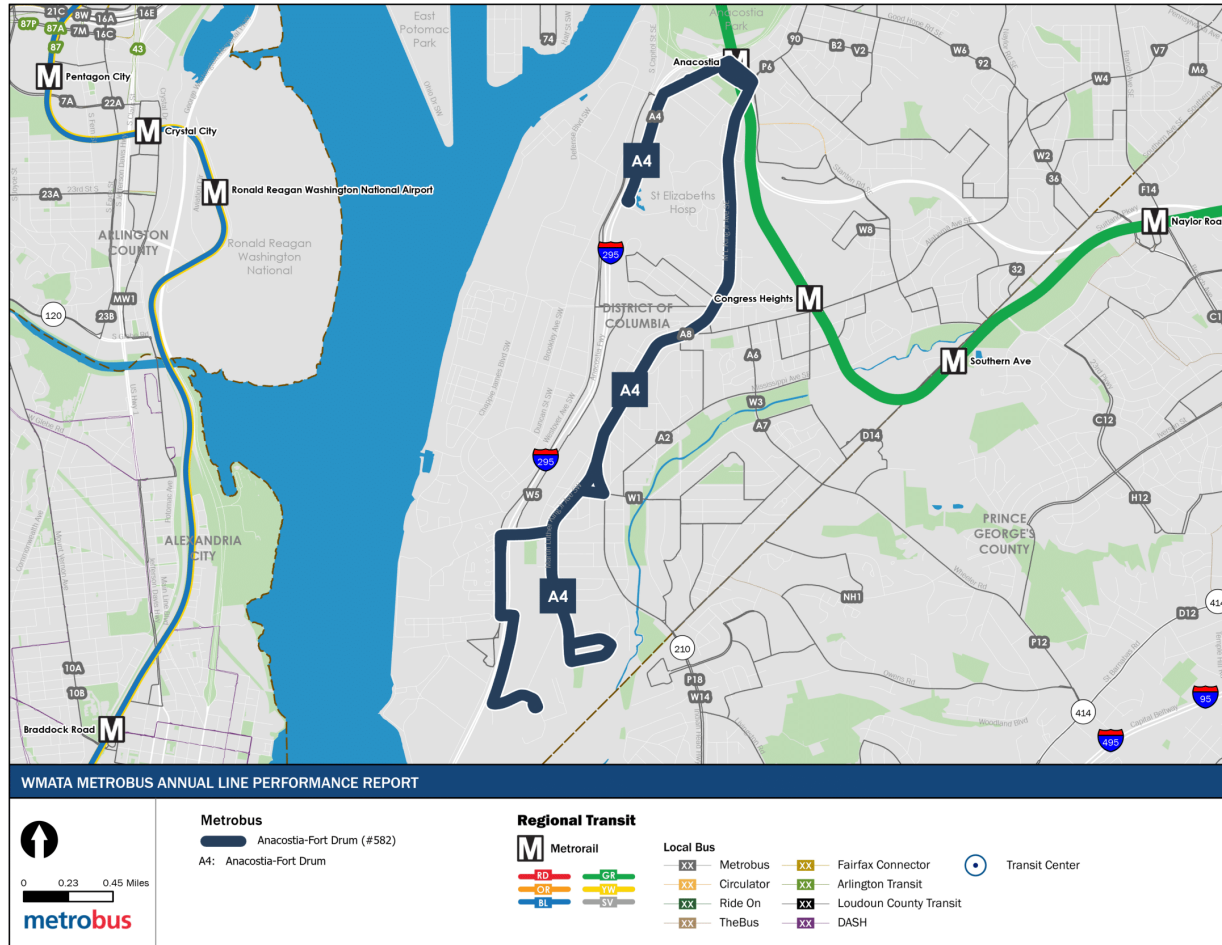
Passenger Miles per Revenue Mile



LINE: 582 - Anacostia-Fort Drum

ROUTE(S): A4

About the Line



Service Classification

Coverage

Activity Tier

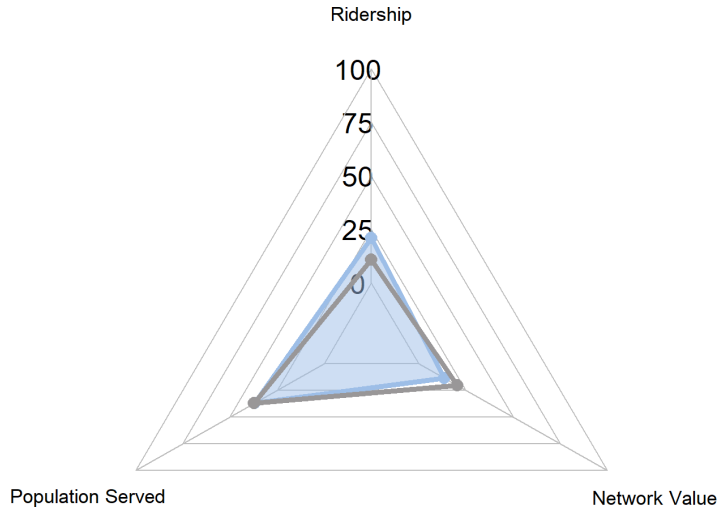
3

Overall Grade

Line	Overall Grade
A	A

Line Benefit Score

24
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$3,228,385
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	17,851	
	People of Color Population	Service Area	16,242
		% Riders Surveyed	83%
	Low Income Household	Service Area	8,134
		% Riders Surveyed	50%

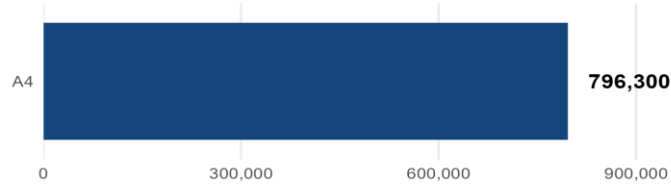
Facilities/Amenities

	Bus Stops	72
	% Stops With Shelters	21%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	8%



Ridership

Annual Ridership



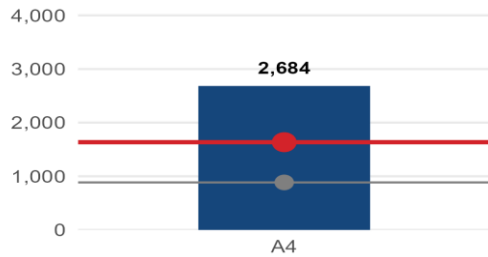
Top Transfer Locations

Anacostia, Southern Avenue

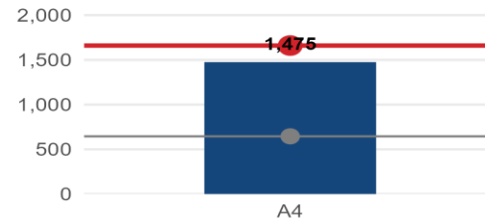
Average Daily Ridership

- Class/Tier Average
- System Average

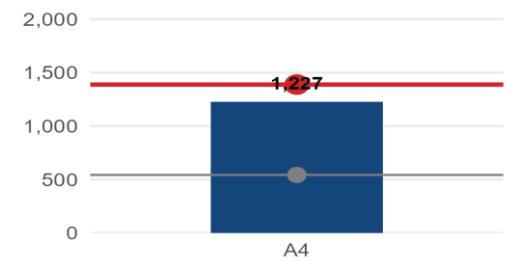
Weekday



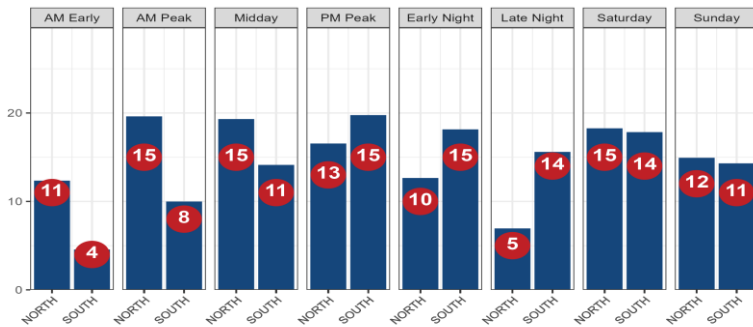
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



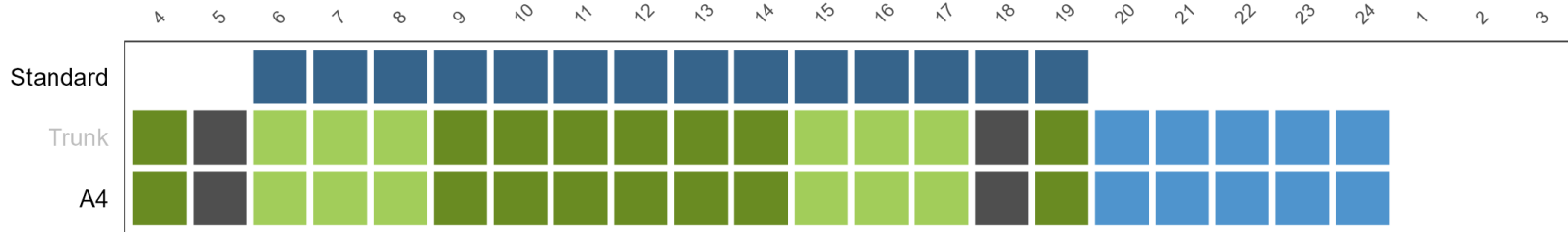
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.32	0.3
	Off-Peak Maximum Target: 1.0	0.31	0.27
Saturday Maximum Target: 1.0		0.38	0.36
Sunday Maximum Target: 1.0		0.31	0.29

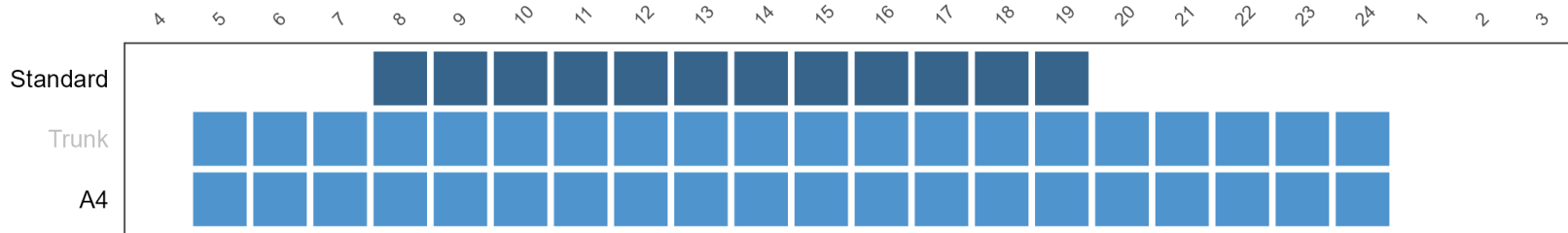
Span and Frequency



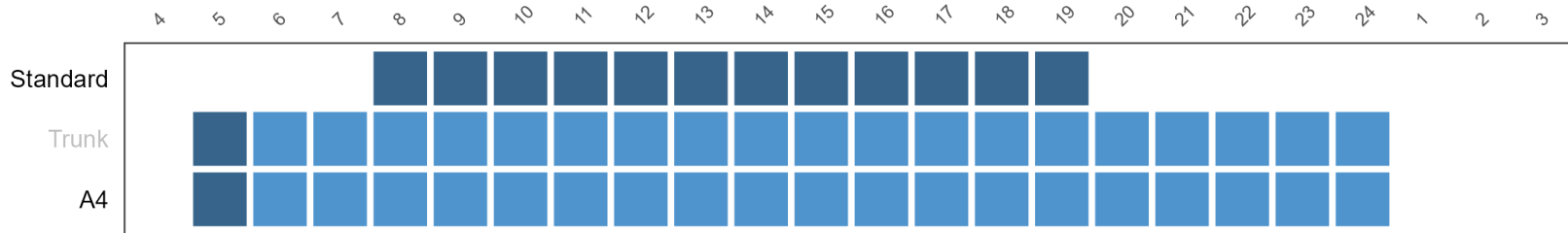
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Anacostia-Fort Drum

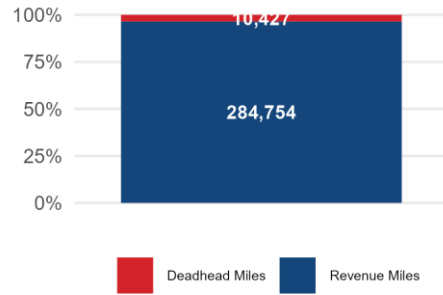
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:48 AM - 12:20 AM	-	A	5:40 AM - 12:22 AM	-	A	5:37 AM - 12:20 AM	-	A
	Frequency of Service varies	Peak: 13.0 / Off-Peak: 19.0	Peak: 26 / Off-Peak: 38.9	A	25.0	47.4	A	25.0	49.8	A
Productivity	Passengers per Revenue Hour 10	28.4	20.3	A	27.6	21.3	A	26.3	21.3	A
	Passengers per Revenue Mile 1	3.2	1.7	A	2.9	1.8	A	2.4	1.7	A
Reliability	On-Time Performance 79%	79%	81%	B	79%	80%	B	79%	81%	B
	Crowding 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.31	Off-Peak: 0.22 Peak: 0.29	A	0.37	0.25	A	0.3	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.20	\$ 6.54	A	\$4.32	\$ 6.11	A	\$4.53	\$ 6.02	A
	Cost Recovery 20%	7%	11%	E	7%	8%	E	6%	8%	E

Route A4

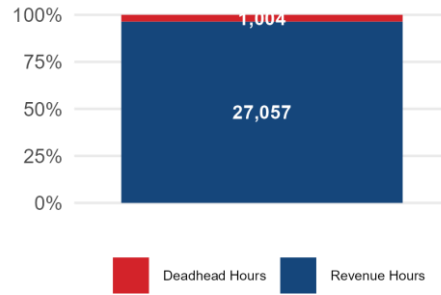
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.8			4.8			E		
	Circuitry N/A	2.41			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	28.4	20.3	A	27.6	21.3	A	26.3	21.3	A
	Passengers per Revenue Mile 1	3.2	1.7	A	2.9	1.8	A	2.4	1.7	A
	Unique Segment Ridership 10%	1%	49%	E	63%	59%	A	63%	62%	A
Reliability	On-Time Performance 79%	79%	81%	B	79%	80%	B	79%	81%	B
	Crowding 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.31	Off-Peak: 0.22 Peak: 0.28	A	0.37	0.25	A	0.3	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.20	\$ 6.54	A	\$4.32	\$ 6.11	A	\$4.53	\$ 6.02	A
	Cost Recovery 20%	7%	10%	E	7%	8%	E	6%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



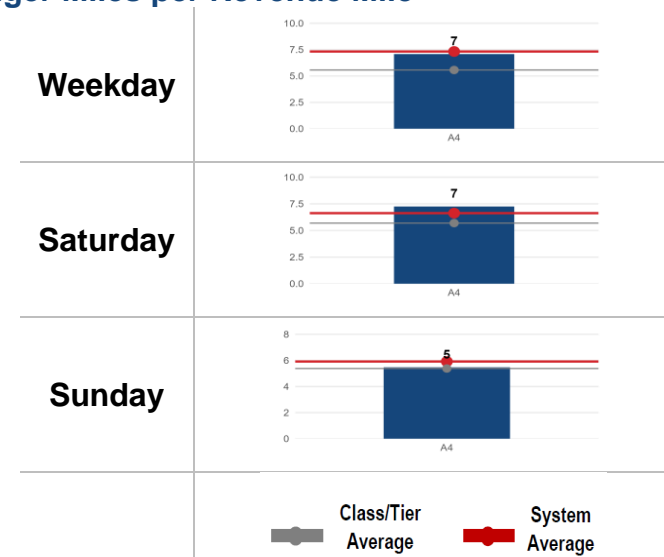
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A4	15.40	56,110	55,666 (99.2%)

Service Change Summary

Route A4 - Dec 2022:
 Weekday: Pattern Changes, new trip times; Saturday:
 No Change; Sunday: No Change;

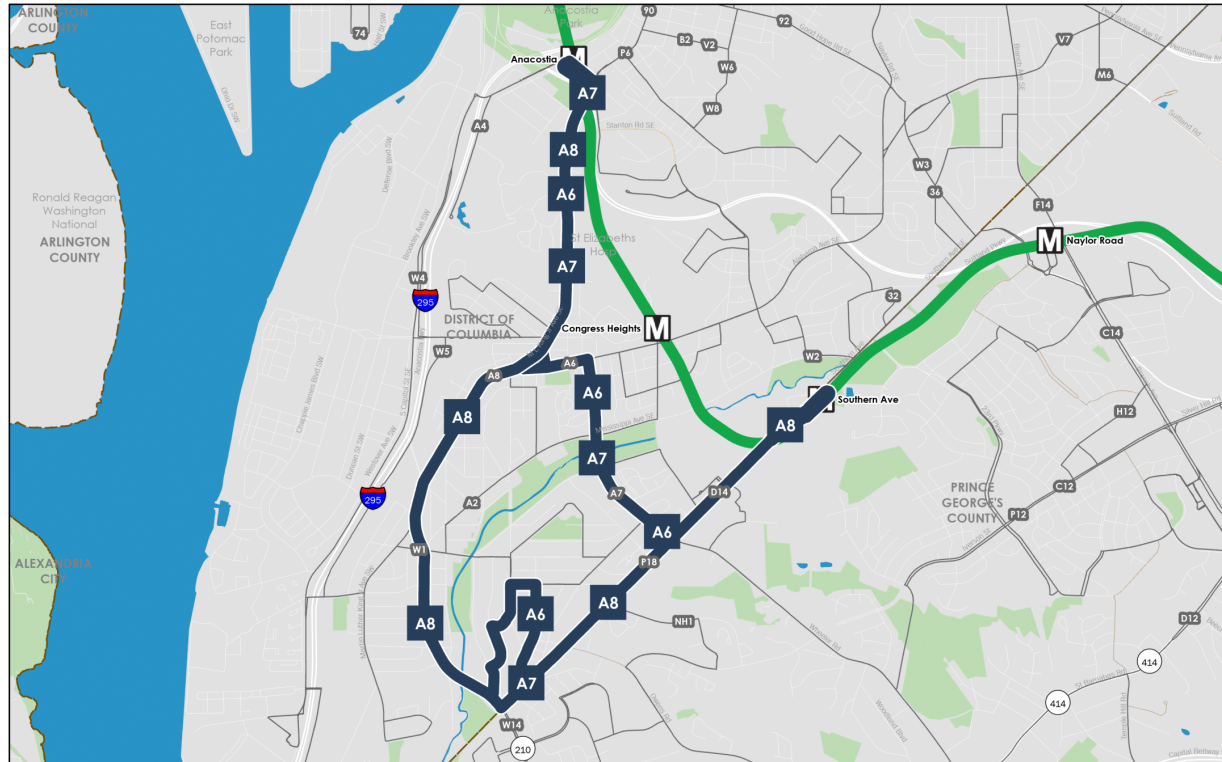
Passenger Miles per Revenue Mile



LINE: 581 - Anacostia-Livingston

ROUTE(S): A6, A7, A8

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— Anacostia-Livingston (#581)

A6: Anacostia-Livingston
A7: Anacostia-Livingston
A8: Anacostia-Livingston

Regional Transit

M Metrorail

RD	GR	SV	XX	XX	XX	XX	XX	XX	XX	XX
Metrobus	Circulator	Ride On	TheBus	Fairfax Connector	Arlington Transit	Loudoun County Transit	DASH	Metrobus	Circulator	Ride On

Local Bus

• Transit Center

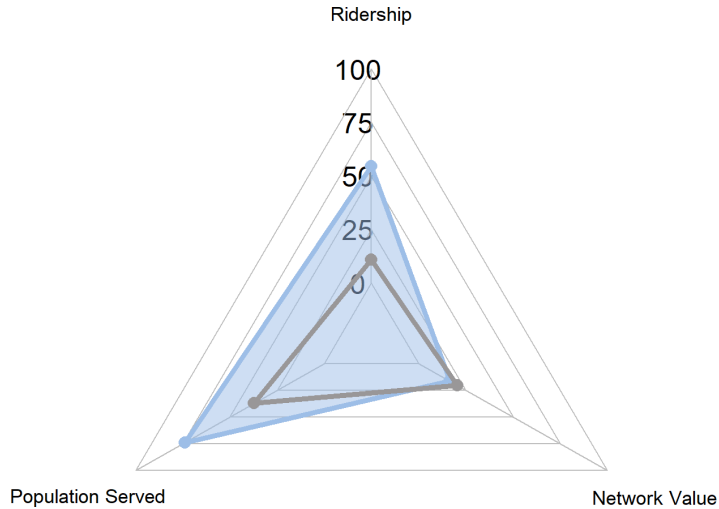
Service Classification	
Coverage	
Activity Tier	2
Overall Grade	
Line	B

Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

48
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$5,441,507
	Peak Vehicles	26
	Vehicle Type(s)	40 Foot

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

	Service Area Population	48,729	
	People of Color Population	Service Area	46,011
		% Riders Surveyed	99%
	Low Income Household	Service Area	23,442
		% Riders Surveyed	78%

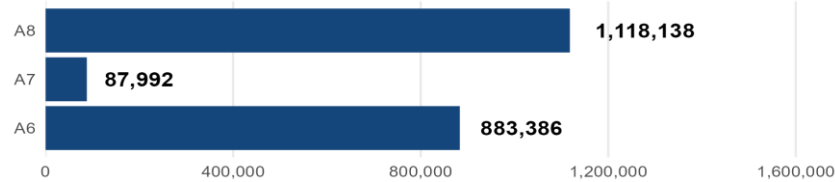
Facilities/Amenities

	Bus Stops	90
	% Stops With Shelters	23%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	7%



Ridership

Annual Ridership



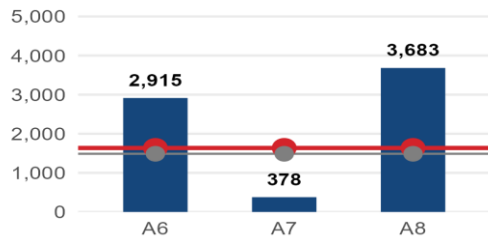
Top Transfer Locations

Anacostia, L'Enfant Plaza, Archives-Navy Memorial

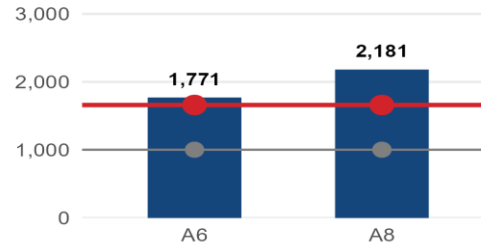
Average Daily Ridership

Class/Tier Average
 System Average

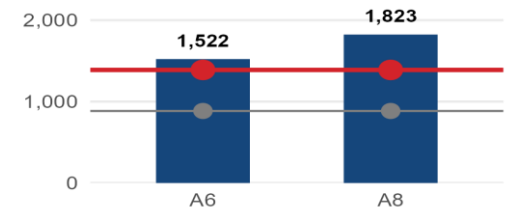
Weekday



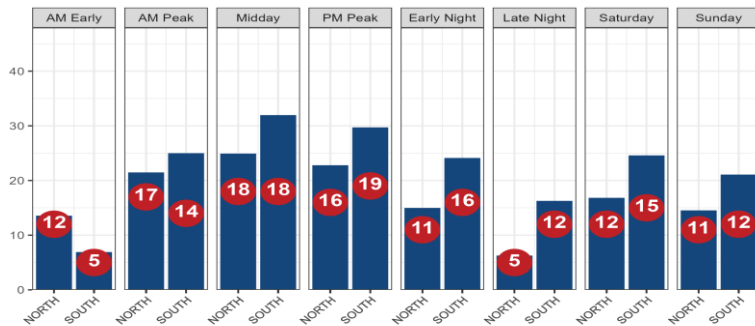
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



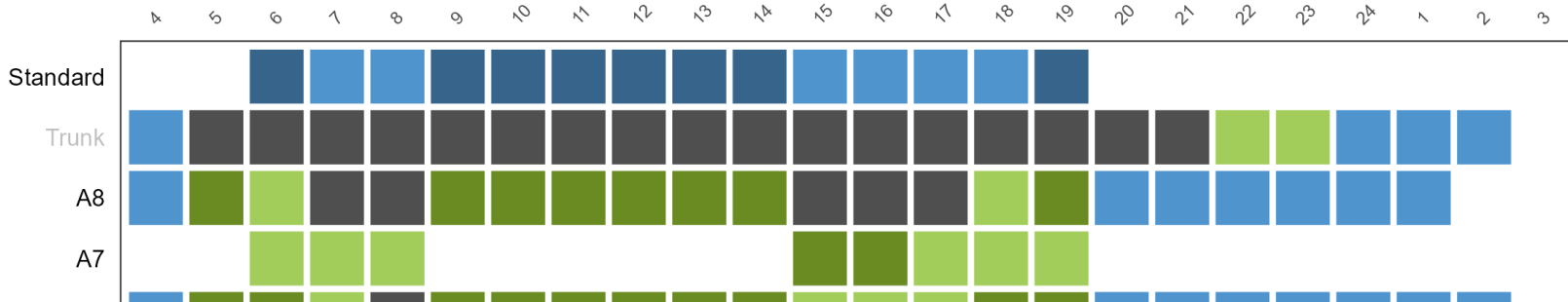
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.41	0.43
	Off-Peak Maximum Target: 1.0	0.34	0.39
Saturday Maximum Target: 1.0		0.3	0.37
Sunday Maximum Target: 1.0		0.27	0.31

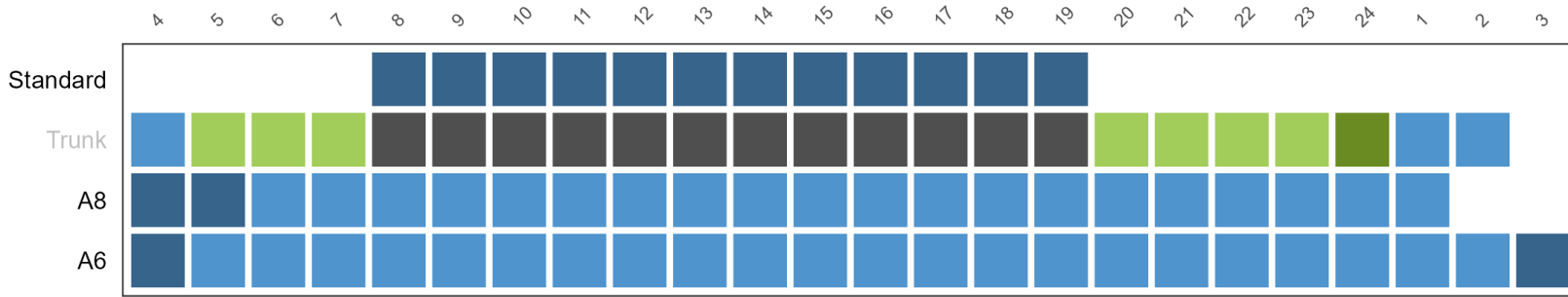
Span and Frequency



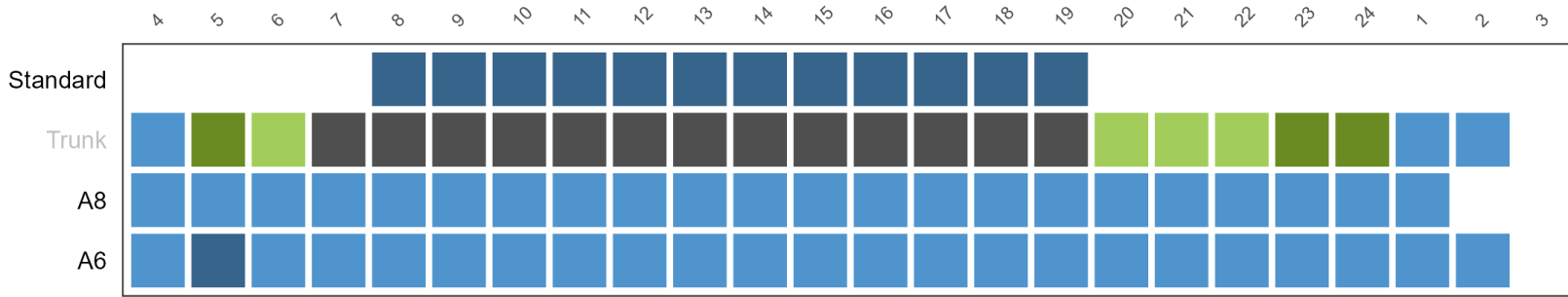
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Anacostia-Livingston

Measure Standard		Weekday			Saturday			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 - 2:12 AM	-	A	3:55 AM - 2:13 AM	-	A	4:05 AM - 2:13 AM	-	A
	Frequency of Service varies	Peak: 5.0 / Off-Peak: 9.0	Peak: 22.5 / Off-Peak: 32.3	A	13.0	36.5	A	13.0	37.8	A
Productivity	Passengers per Revenue Hour 15	48.5	29.6	A	46.2	26.6	A	41.5	24.6	A
	Passengers per Revenue Mile 2	5.5	3.5	A	4.8	2.9	A	4.1	2.6	A
Reliability	On-Time Performance 79%	81%	80%	B	82%	81%	B	83%	82%	B
	Crowding 5%	5%	3%	B	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.42	Off-Peak: 0.26 Peak: 0.35	A	0.34	0.25	A	0.29	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.46	\$ 4.96	A	\$2.58	\$ 5.47	A	\$2.87	\$ 5.88	A
	Cost Recovery 20%	13%	14%	E	13%	12%	E	11%	11%	E

Route A6

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.8			6.2			E		
	Circuitry N/A	1.55			2.38			-		
Measure Standard		Weekday			Saturday			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	41.7	29.6	A	39.2	26.6	A	35.7	24.6	A
	Passengers per Revenue Mile 2	4.8	3.5	A	4.1	2.9	A	3.6	2.6	A
	Unique Segment Ridership 10%	0%	29%	E	37%	44%	A	36%	53%	A
Reliability	On-Time Performance 79%	80%	80%	B	81%	81%	B	83%	82%	B
	Crowding 5%	4%	3%	A	0%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.28 Peak: 0.37	A	0.29	0.26	A	0.26	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.86	\$ 4.96	A	\$3.04	\$ 5.47	A	\$3.35	\$ 5.88	A
	Cost Recovery 20%	13%	13%	E	12%	12%	E	11%	11%	E

Route A7

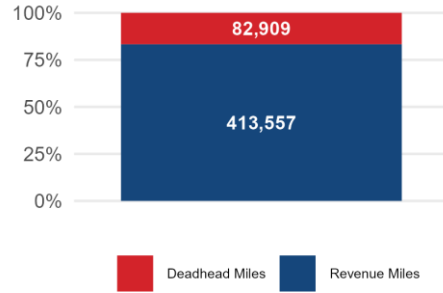
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7			6.2			E		
	Circuitry N/A	1.18			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	34.9	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	4.7	3.5	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	1%	29%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	80%	C	-	-	-	-	-	-
	Crowding 5%	1%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.35	Peak: 0.37	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.42	\$ 4.96	A	-	-	-	-	-	-
	Cost Recovery 20%	15%	13%	D	-	-	-	-	-	-

Route A8

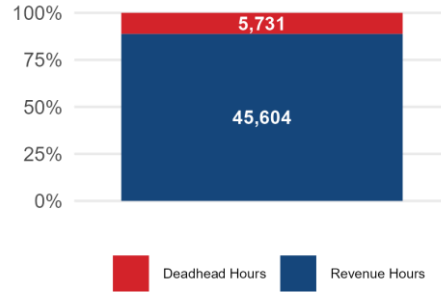
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.4			6.2			E		
	Circuitry N/A	1.46			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	58.3	29.6	A	54.0	26.6	A	48.1	24.6	A
	Passengers per Revenue Mile 2	6.3	3.5	A	5.6	2.9	A	4.7	2.6	A
	Unique Segment Ridership 10%	52%	29%	A	51%	44%	A	50%	53%	A
Reliability	On-Time Performance 79%	81%	80%	B	82%	81%	B	83%	82%	B
	Crowding 5%	6%	3%	D	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.48	Off-Peak: 0.28 Peak: 0.37	A	0.38	0.26	A	0.32	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.05	\$ 4.96	A	\$2.21	\$ 5.47	A	\$2.48	\$ 5.88	A
	Cost Recovery 20%	14%	13%	E	13%	12%	E	11%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



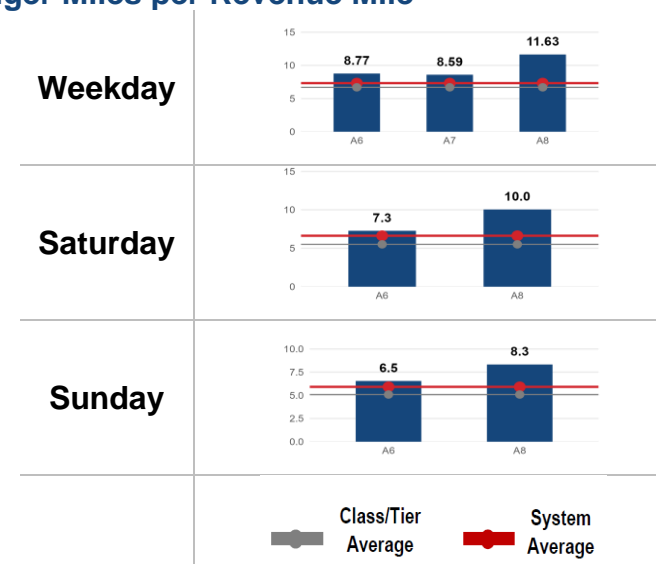
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A6	10.20	44,325	43,785 (98.8%)
A7	8.00	4,911	4,860 (99.0%)
A8	9.80	46,895	46,394 (98.9%)

Service Change Summary

Route A6 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route A7 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;
 Route A8 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

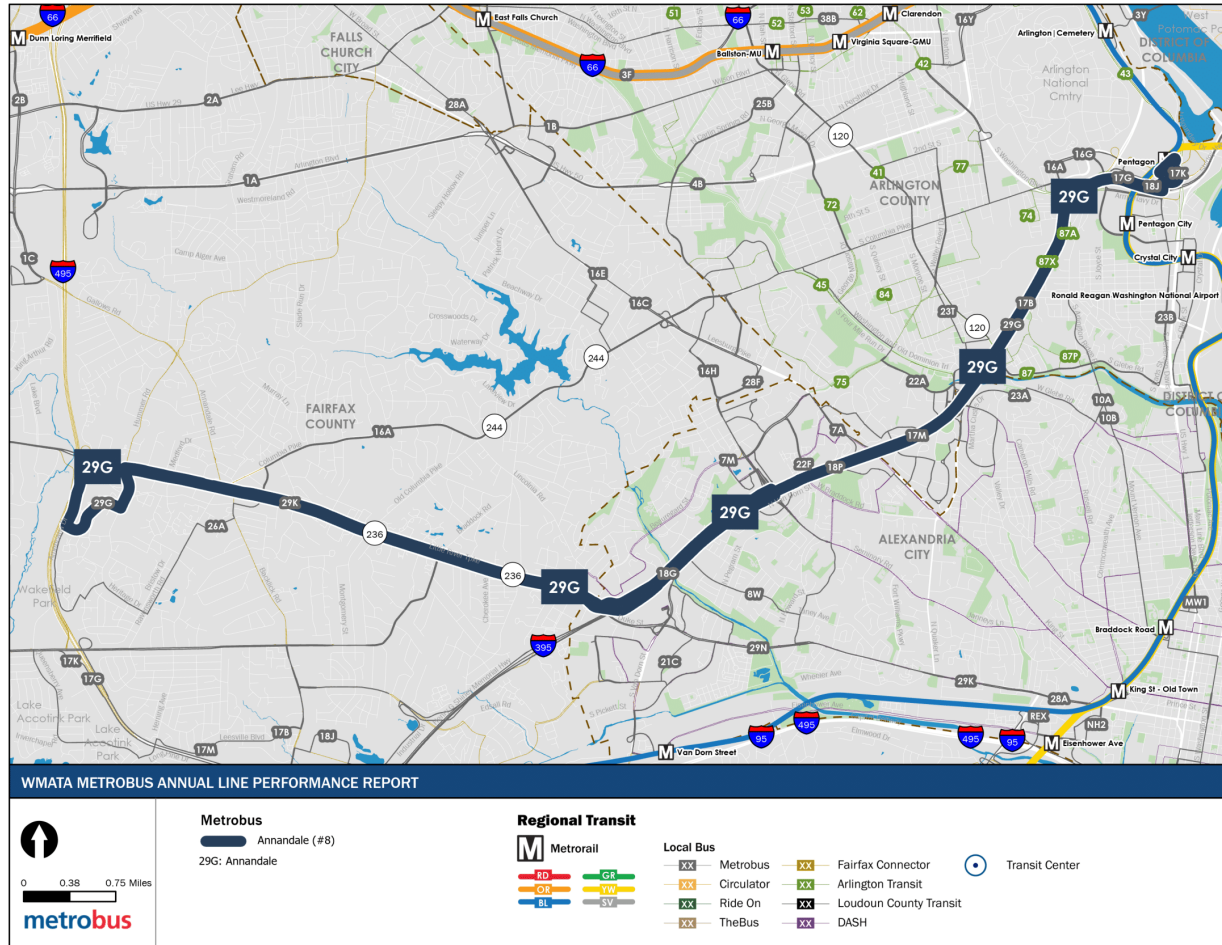
Passenger Miles per Revenue Mile



LINE: 8 - Annandale

ROUTE(S): 29G

About the Line



Service Classification

Commuter

Activity Tier

2

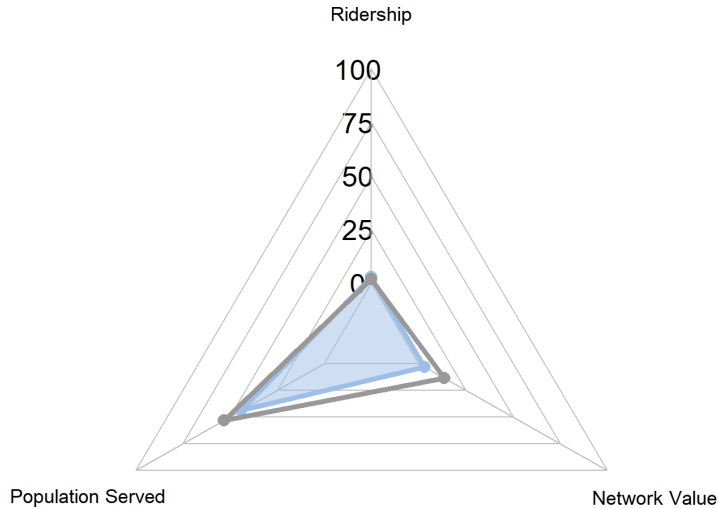
Overall Grade

Line	Grade
29G	A

Line Benefit Score

17

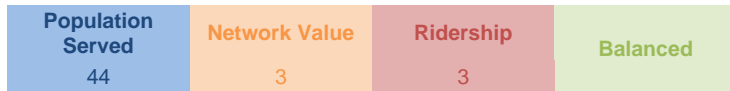
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$539,923
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	20,438	
	People of Color Population	Service Area	8,817
		% Riders Surveyed	56%
	Low Income Household	Service Area	6,970
		% Riders Surveyed	17%

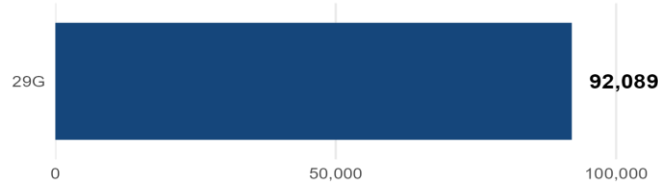
Facilities/Amenities

	Bus Stops	55
	% Stops With Shelters	33%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



Top Transfer Locations

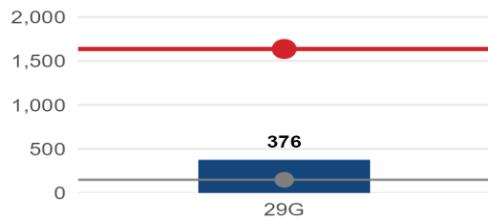
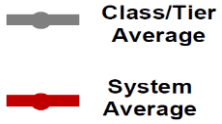
Pentagon

Weekday

Saturday

Sunday

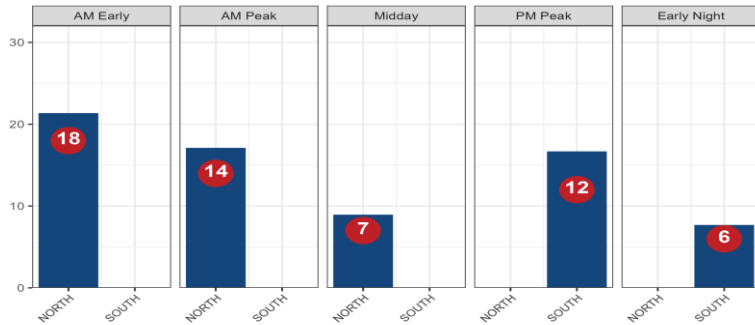
Average Daily Ridership



No Service

No Service

Average Trip Ridership and Maximum Load by Time Period



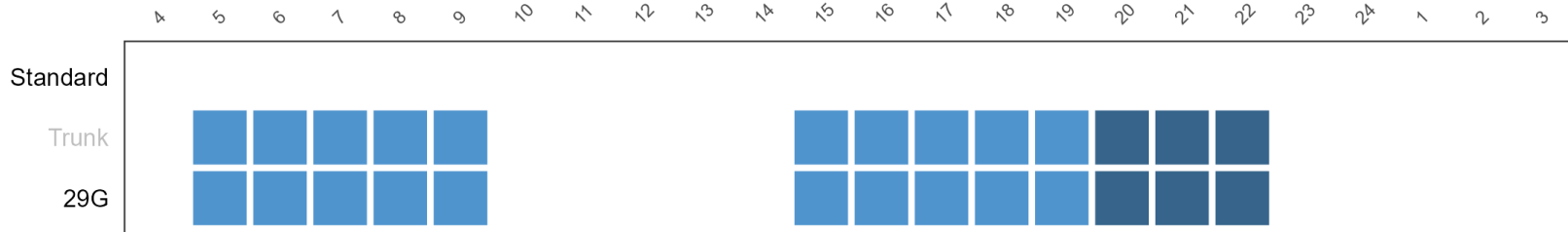
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.35	0.3
	Off-Peak Maximum Target: 1.0	0.36	0.15
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



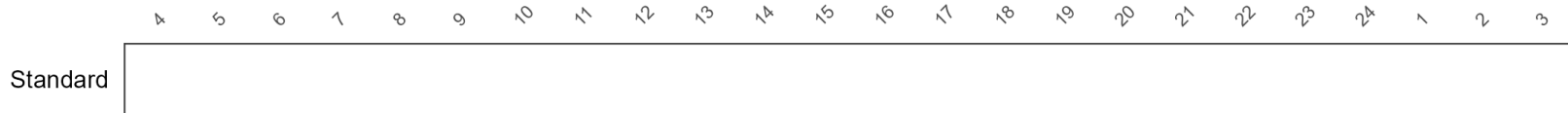
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Annandale

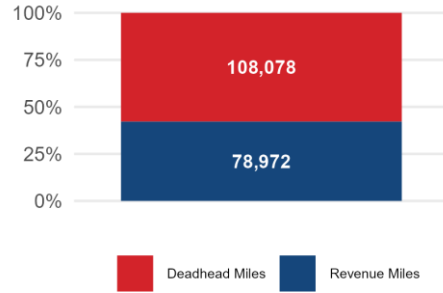
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 9:40 AM; 3:06 PM - 10:21 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 24.0 / Off-Peak: 24.0	Peak: 26 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	20.6	13.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.2	0.8	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	79%	C	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.32	Off-Peak: 0.16 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.80	\$11.34	A	-	-	-	-	-	-
	Cost Recovery 20%	25%	22%	A	-	-	-	-	-	-

Route 29G

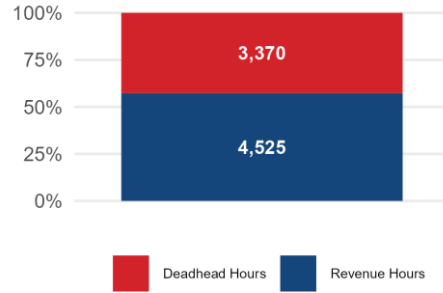
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.5			2.8			-		
	Circuitry N/A	1.36			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	20.6	13.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.2	0.8	A	-	-	-	-	-	-
	Unique Segment Ridership 15%	0%	31%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	79%	C	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.32	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.80	\$11.34	A	-	-	-	-	-	-
	Cost Recovery 20%	25%	20%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



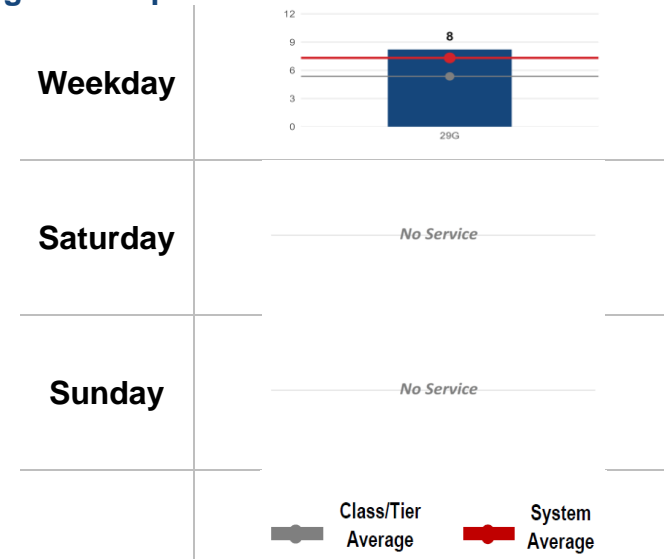
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29G	26.60	6,225	5,969 (95.9%)

Service Change Summary

Route 29G - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

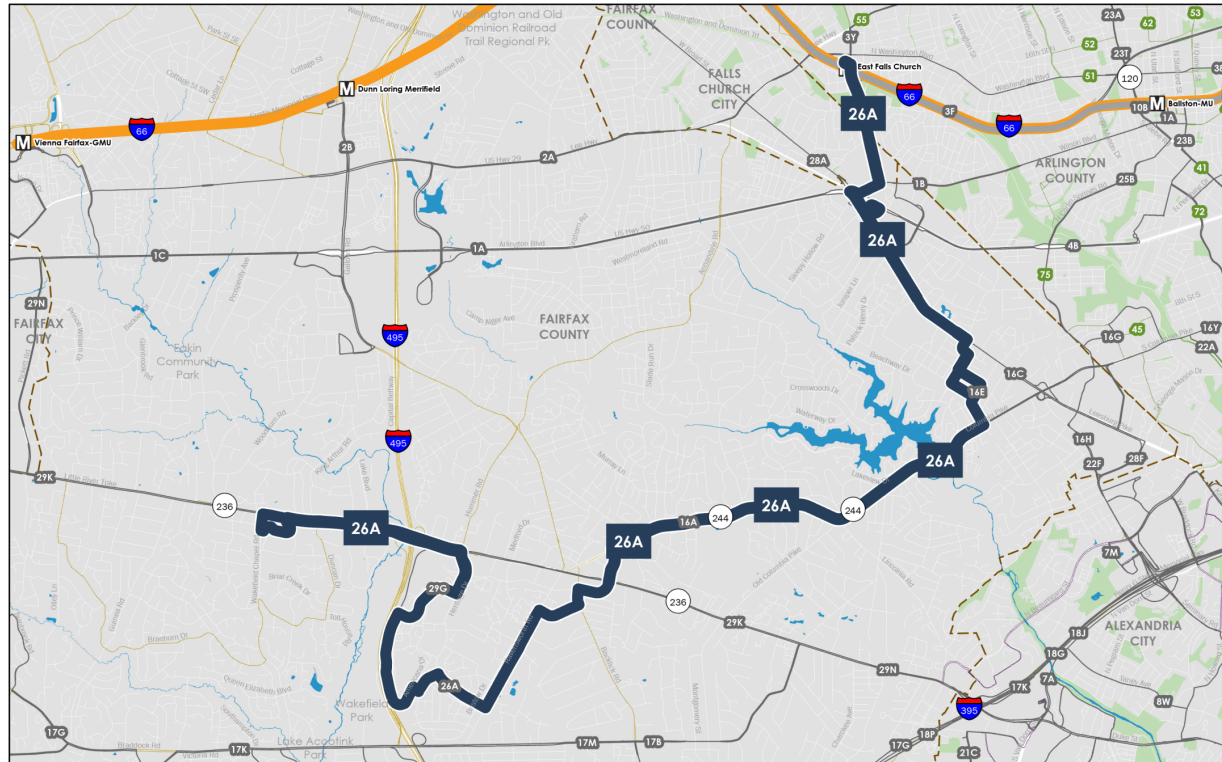
Passenger Miles per Revenue Mile



LINE: 692 - Annandale-East Falls Church

ROUTE(S): 26A

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 — Annandale-East Falls Church (#692)
 26A: Annandale-East Falls Church

Regional Transit

- M** Metrorail
- Local Bus**
- Regional Transit**
- Transit Center**

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	Overall Grade
26A	C

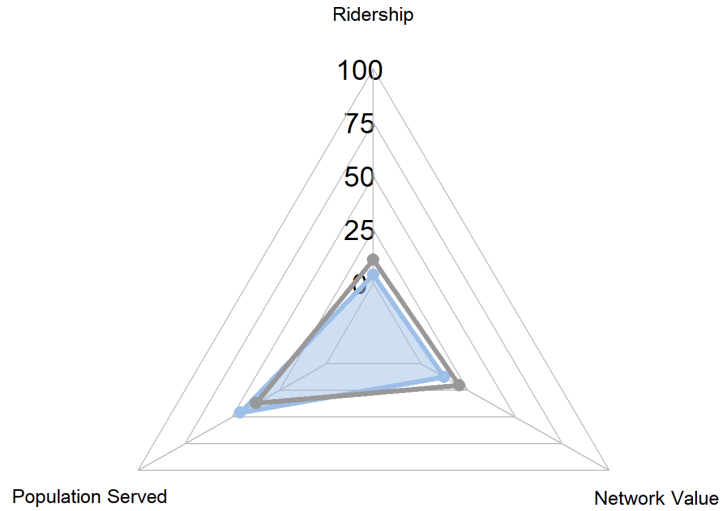
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

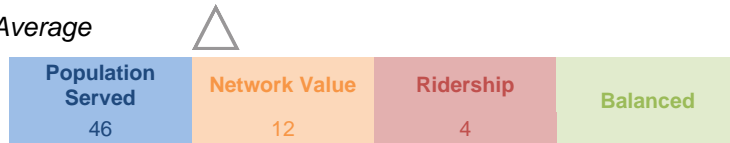
21

Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,161,282
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	42,611	
	People of Color Population	Service Area	12,002
		% Riders Surveyed	68%
	Low Income Household	Service Area	13,351
		% Riders Surveyed	59%

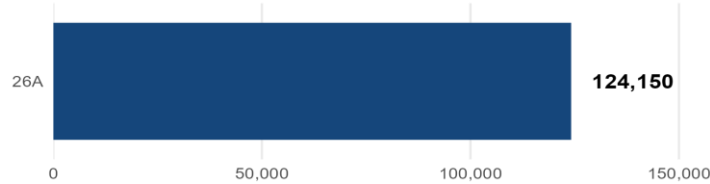
Facilities/Amenities

	Bus Stops	128
	% Stops With Shelters	18%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	0%



Ridership

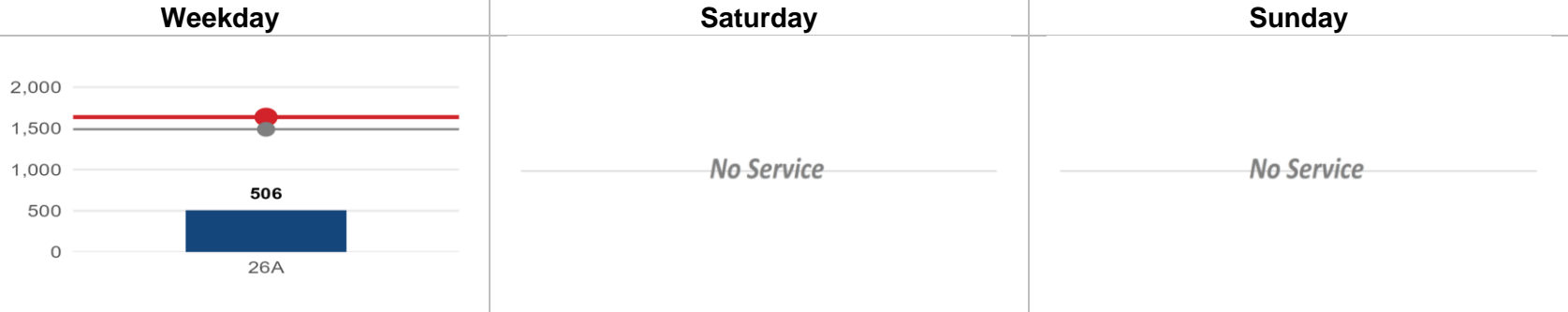
Annual Ridership



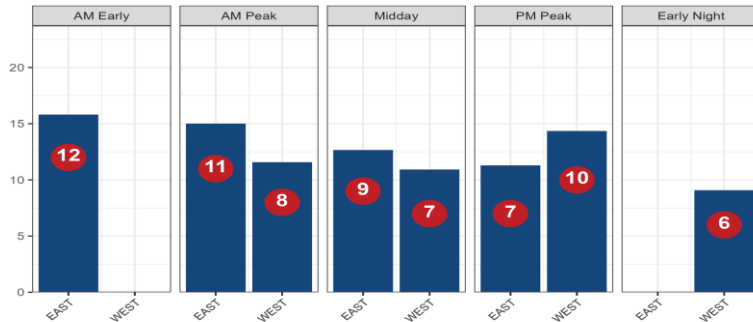
Top Transfer Locations

East Falls Church

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



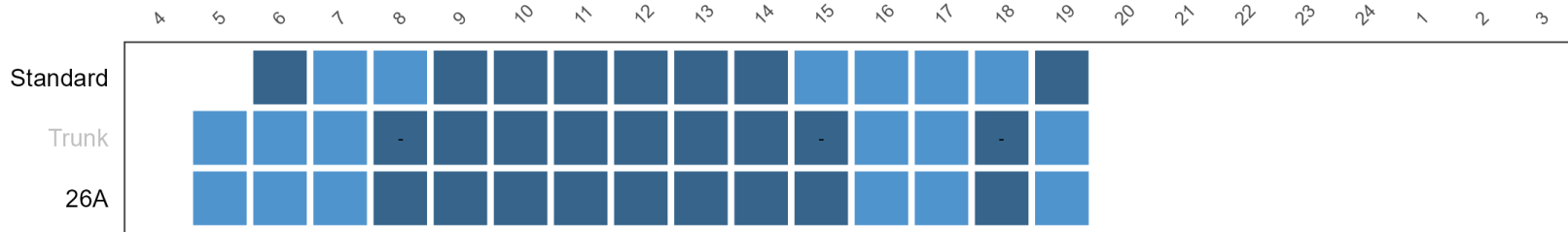
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.23	0.22
	Off-Peak Maximum Target: 1.0	0.24	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 Annandale-East Falls Church

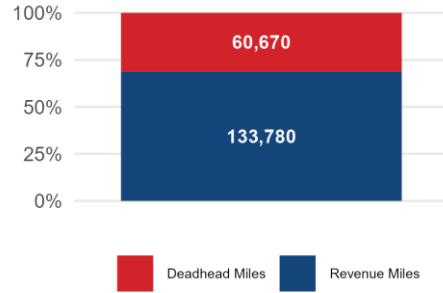
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:28 AM - 7:48 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 34.0 / Off-Peak: 59.0	Peak: 22.5 / Off-Peak: 32.3	C	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 15	13	29.6	D	-	-	-	-	-	-
	Passengers per Revenue Mile 2	0.9	3.5	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	84%	80%	B	-	-	-	-	-	-
	Crowding 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.22	Off-Peak: 0.26 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$9.18	\$ 4.96	E	-	-	-	-	-	-
	Cost Recovery 20%	15%	14%	D	-	-	-	-	-	-

Route 26A

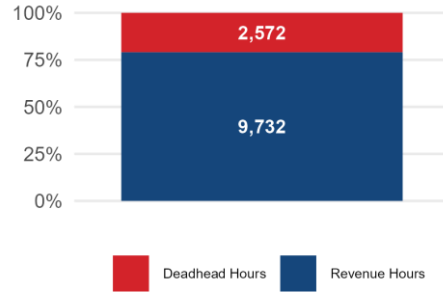
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			6.2			A		
	Circuitry N/A	2.09			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	13	29.6	D	-	-	-	-	-	-
	Passengers per Revenue Mile 2	0.9	3.5	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	28%	29%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	84%	80%	A	-	-	-	-	-	-
	Crowding 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.22	Off-Peak: 0.28 Peak: 0.37	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$9.18	\$ 4.96	E	-	-	-	-	-	-
	Cost Recovery 20%	15%	13%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



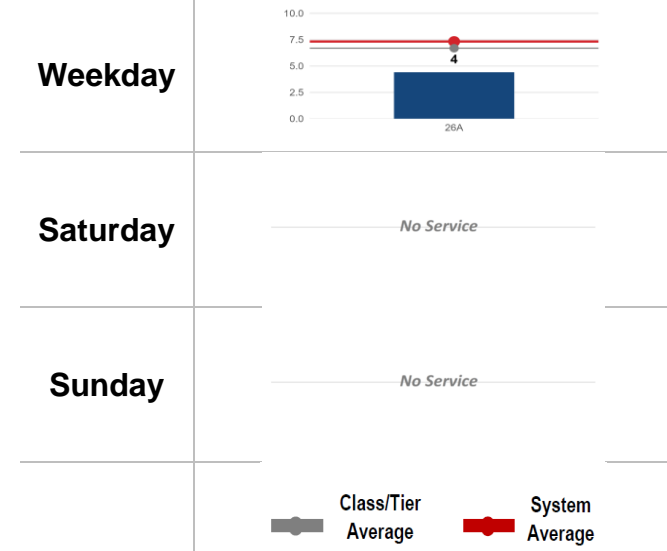
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
26A	30.80	9,960	9,711 (97.5%)

Service Change Summary

Route 26A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

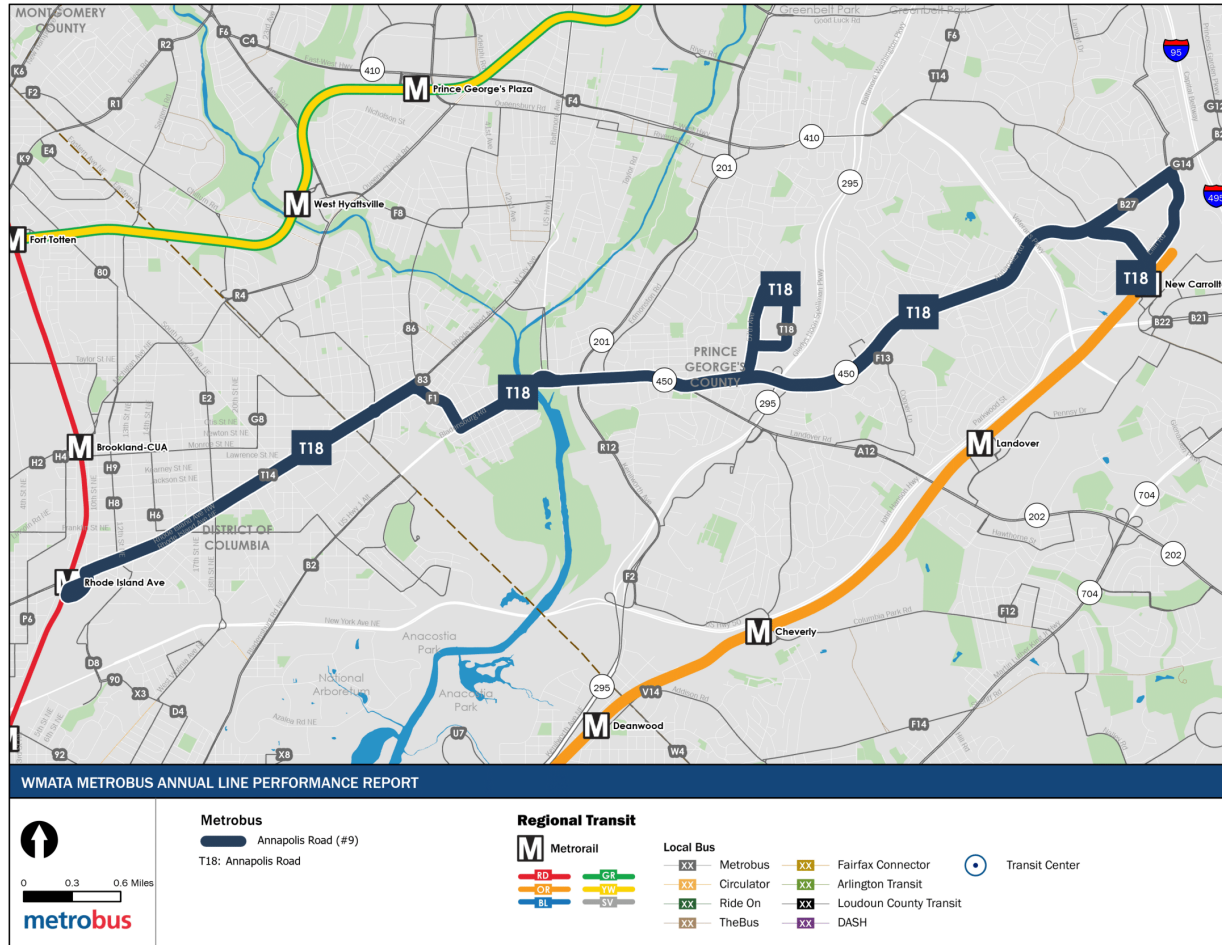
Passenger Miles per Revenue Mile



LINE: 9 - Annapolis Road

ROUTE(S): T18

About the Line



Service Classification

Framework

Activity Tier

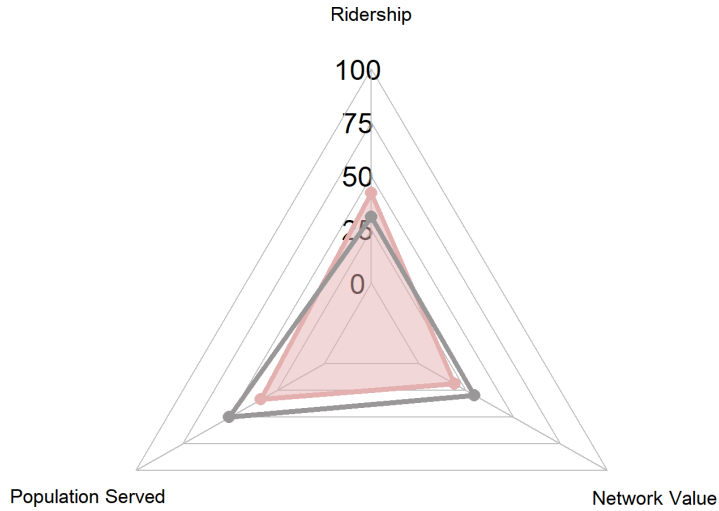
3

Overall Grade

Line	Overall Grade
Line 9 - Annapolis Road	A

Line Benefit Score

32
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$6,136,000
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	32,453	
	People of Color Population	Service Area	19,708
		% Riders Surveyed	96%
	Low Income Household	Service Area	9,035
		% Riders Surveyed	78%

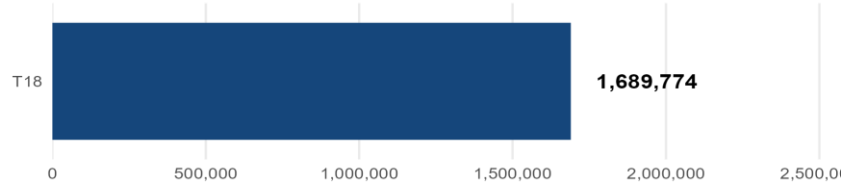
Facilities/Amenities

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



Ridership

Annual Ridership



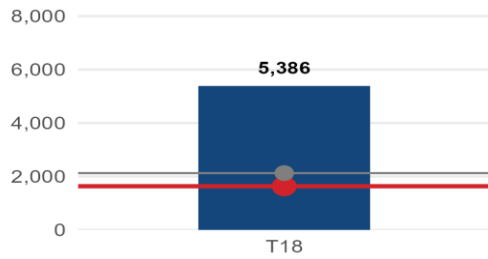
Top Transfer Locations

Rhode Island Avenue, New Carrollton, Addison Road

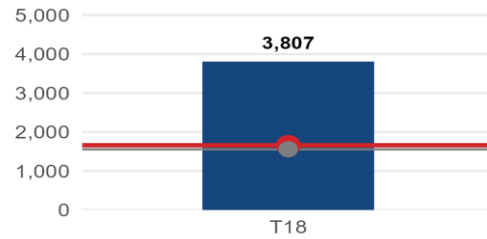
Average Daily Ridership

- Class/Tier Average
- System Average

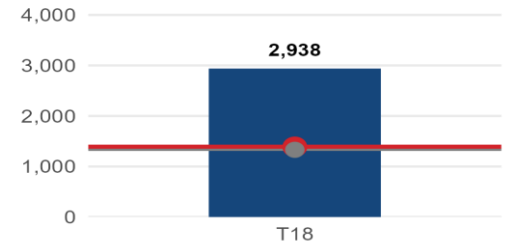
Weekday



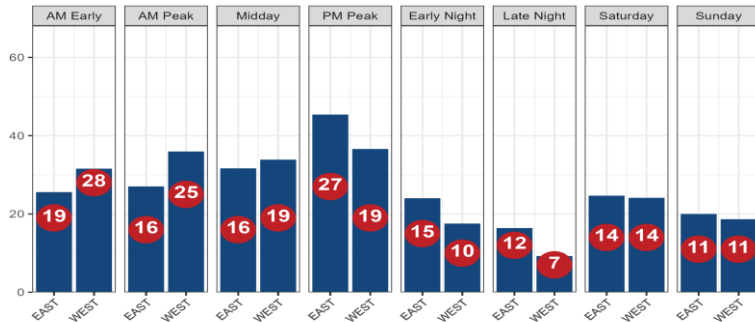
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



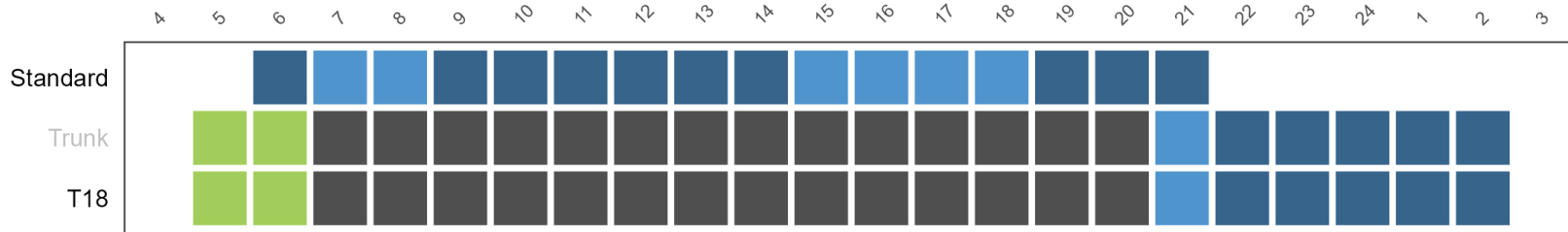
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.56	0.54
	Off-Peak Maximum Target: 1.0	0.39	0.4
Saturday Maximum Target: 1.0		0.35	0.35
Sunday Maximum Target: 1.0		0.29	0.27

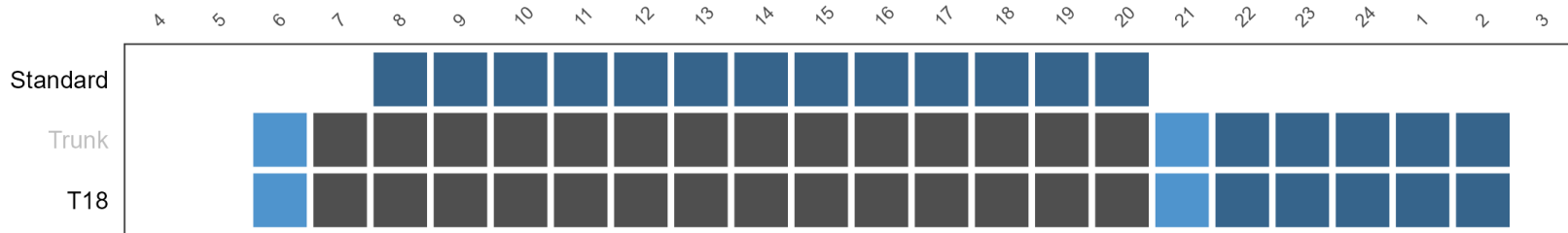
Span and Frequency



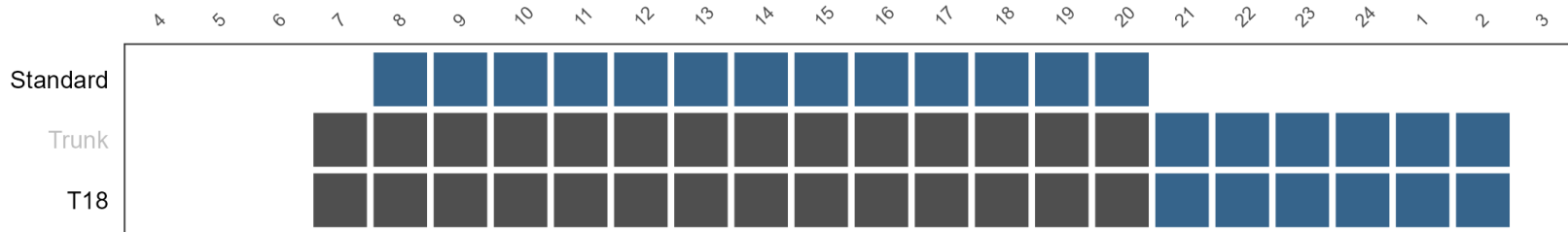
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Annapolis Road

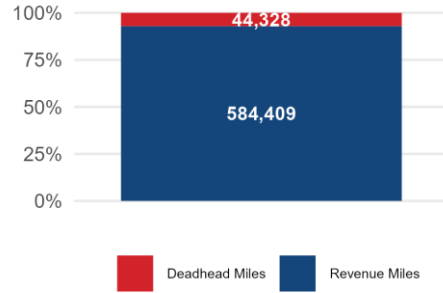
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 2:09 AM	-	A	6:30 AM - 2:40 AM	-	A	7:00 AM - 2:38 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 21.4 / Off-Peak: 34.5	A	15.0	40.5	A	15.0	39.1	A
Productivity	Passengers per Revenue Hour 15	37.0	24.8	A	27.1	20.6	A	24.2	19.4	A
	Passengers per Revenue Mile 1	3.3	2.1	A	2.5	1.7	A	2.0	1.6	A
Reliability	On-Time Performance 79%	77%	75%	C	77%	75%	C	79%	77%	B
	Crowding 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.55	Off-Peak: 0.31 Peak: 0.4	A	0.35	0.29	A	0.28	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.22	\$ 5.34	A	\$4.41	\$ 6.22	A	\$4.94	\$ 6.54	A
	Cost Recovery 20%	14%	12%	E	10%	10%	E	9%	9%	E

Route T18

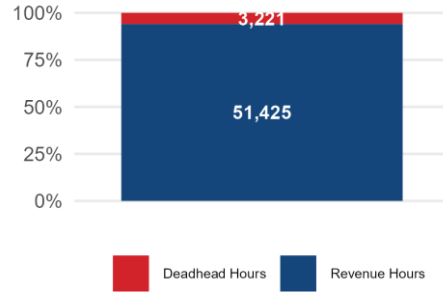
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.8			4.6			A		
	Circuitry 1.75	1.27			2.17			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	37.0	24.8	A	27.1	20.6	A	24.2	19.4	A
	Passengers per Revenue Mile 1	3.3	2.1	A	2.5	1.7	A	2.0	1.6	A
	Unique Segment Ridership 10%	30%	41%	A	41%	58%	A	40%	61%	A
Reliability	On-Time Performance 79%	77%	75%	C	77%	75%	C	79%	77%	B
	Crowding 5%	3%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.55	Off-Peak: 0.31 Peak: 0.41	A	0.35	0.29	A	0.28	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.22	\$ 5.34	A	\$4.41	\$ 6.22	A	\$4.94	\$ 6.54	A
	Cost Recovery 20%	14%	13%	E	10%	10%	E	9%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



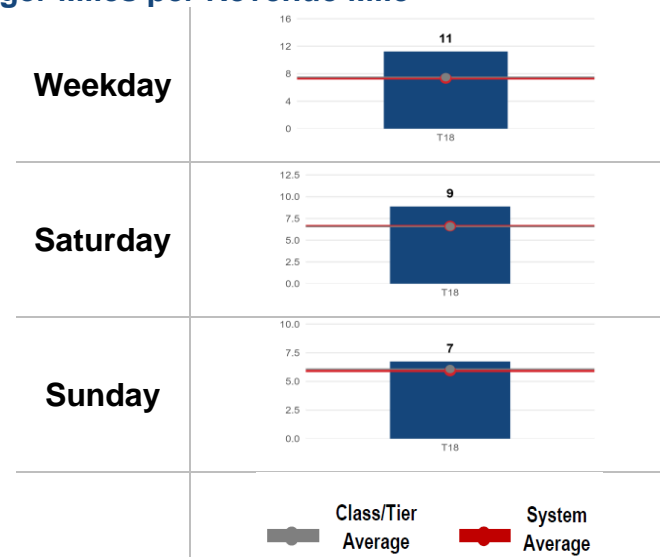
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T18	20.10	60,079	59,095 (98.4%)

Service Change Summary

Route T18 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

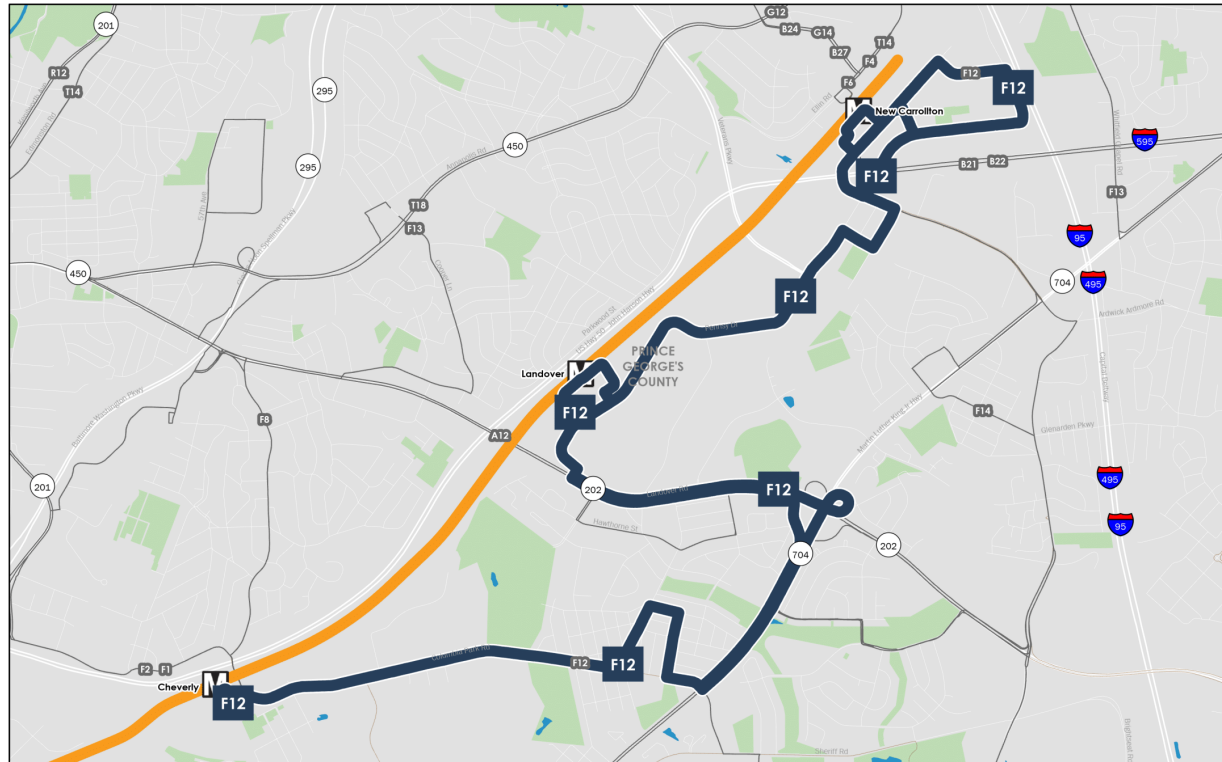
Passenger Miles per Revenue Mile



LINE: 10 - Ardwick Industrial Park Shuttle

ROUTE(S): F12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 — Ardwick Industrial Park Shuttle (#10)
 F12: Ardwick Industrial Park Shuttle

Regional Transit

Metrorail	Metrobus	Fairfax Connector
Ride On	Circulator	Arlington Transit
TheBus	Ride On	Loudoun County Transit
		DASH

Local Bus

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

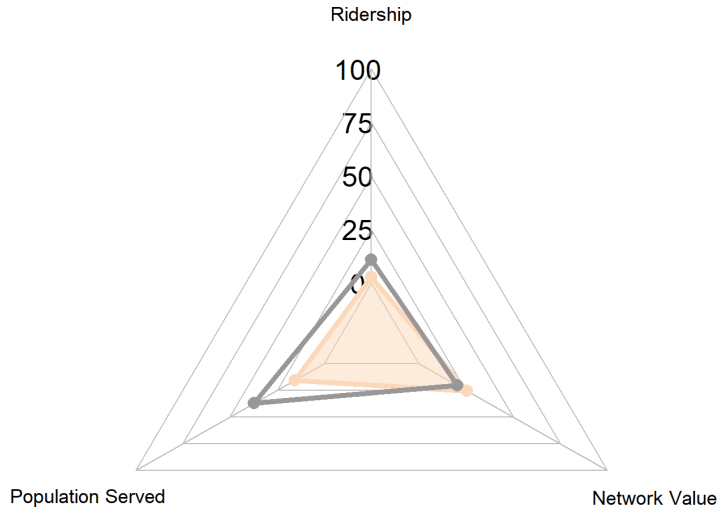
Line	Grade
F12	B

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	25	3	

Operating Statistics

	Annual Operating Costs	\$747,110
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	12,654	
	People of Color Population	Service Area	9,974
		% Riders Surveyed	98%
	Low Income Household	Service Area	4,369
		% Riders Surveyed	79%

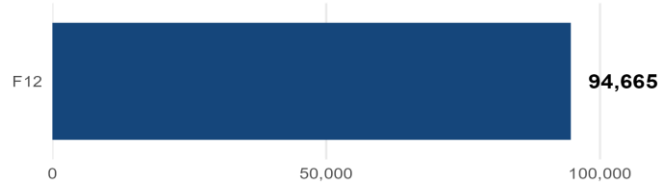
Facilities/Amenities

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



Ridership

Annual Ridership

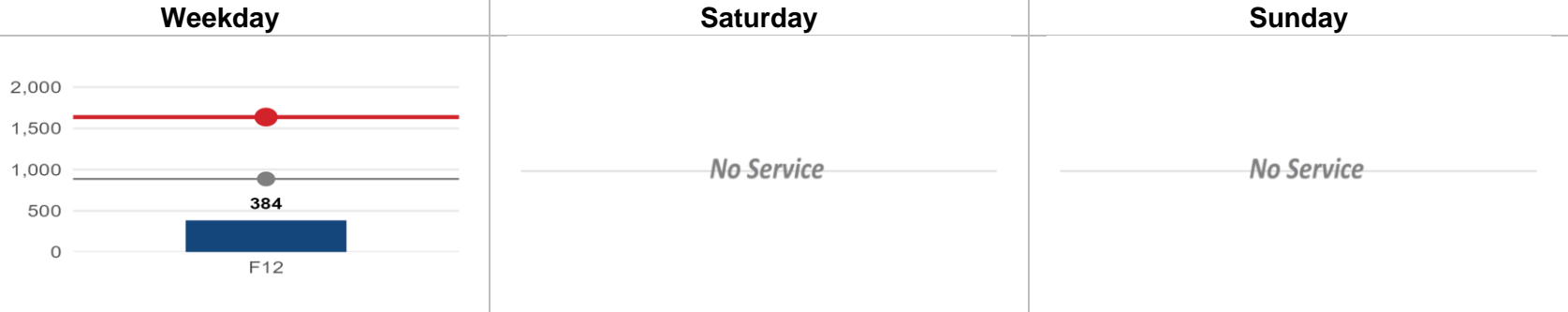


Top Transfer Locations

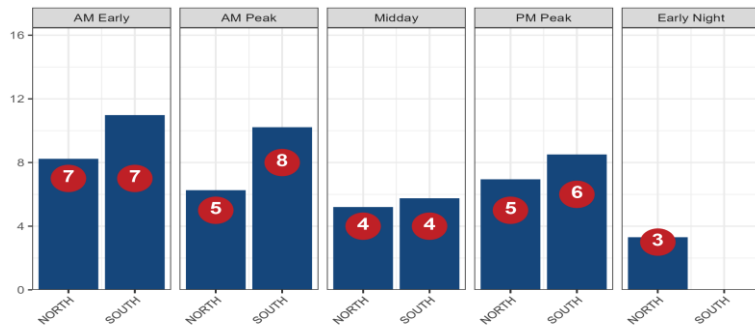
Landover, Cheverly, New Carrollton

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



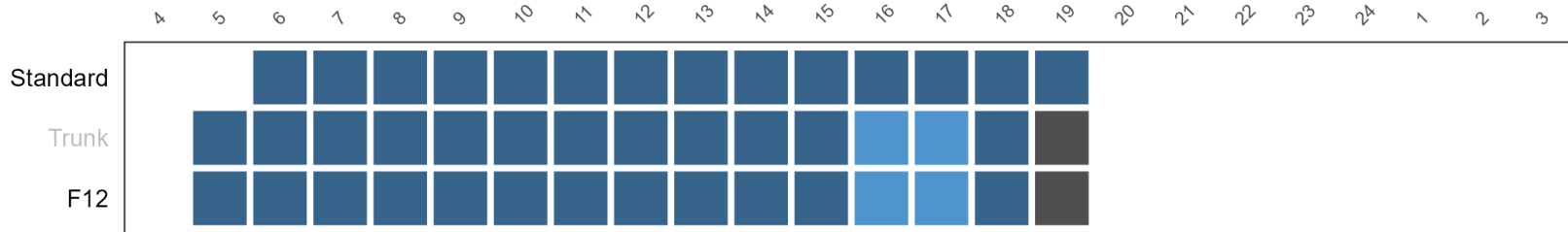
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.12	0.17
	Off-Peak Maximum Target: 1.0		0.1	0.11
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

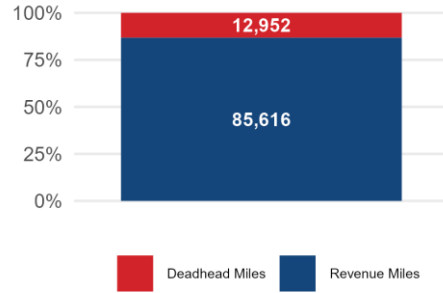
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:40 AM - 7:39 PM	-	B	-	-	-	-	-	-
	Frequency of Service varies	Peak: 32.0 / Off-Peak: 54.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	15.6	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.2	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	88%	81%	A	-	-	-	-	-	-
	Crowding 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.14	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.66	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	7%	11%	E	-	-	-	-	-	-

Route F12

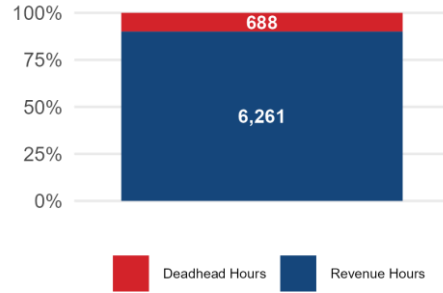
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			4.8			A		
	Circuitry N/A	1.91			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	15.6	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.2	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	73%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	88%	81%	A	-	-	-	-	-	-
	Crowding 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.14	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.66	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	7%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



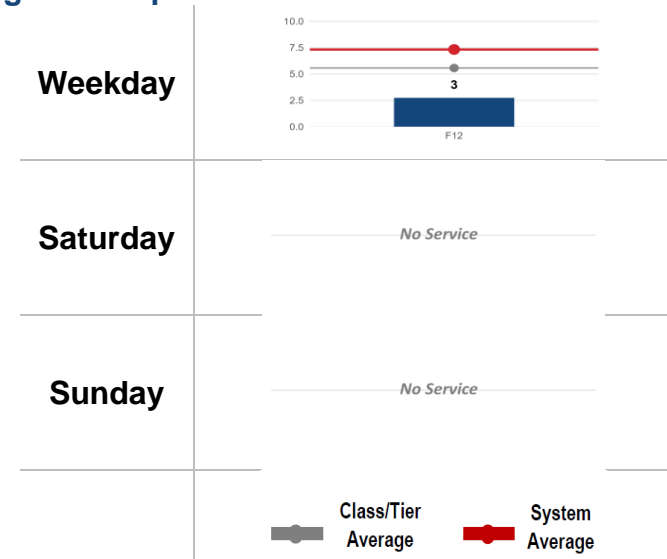
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F12	16.90	15,240	15,062 (98.8%)

Service Change Summary

Route F12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

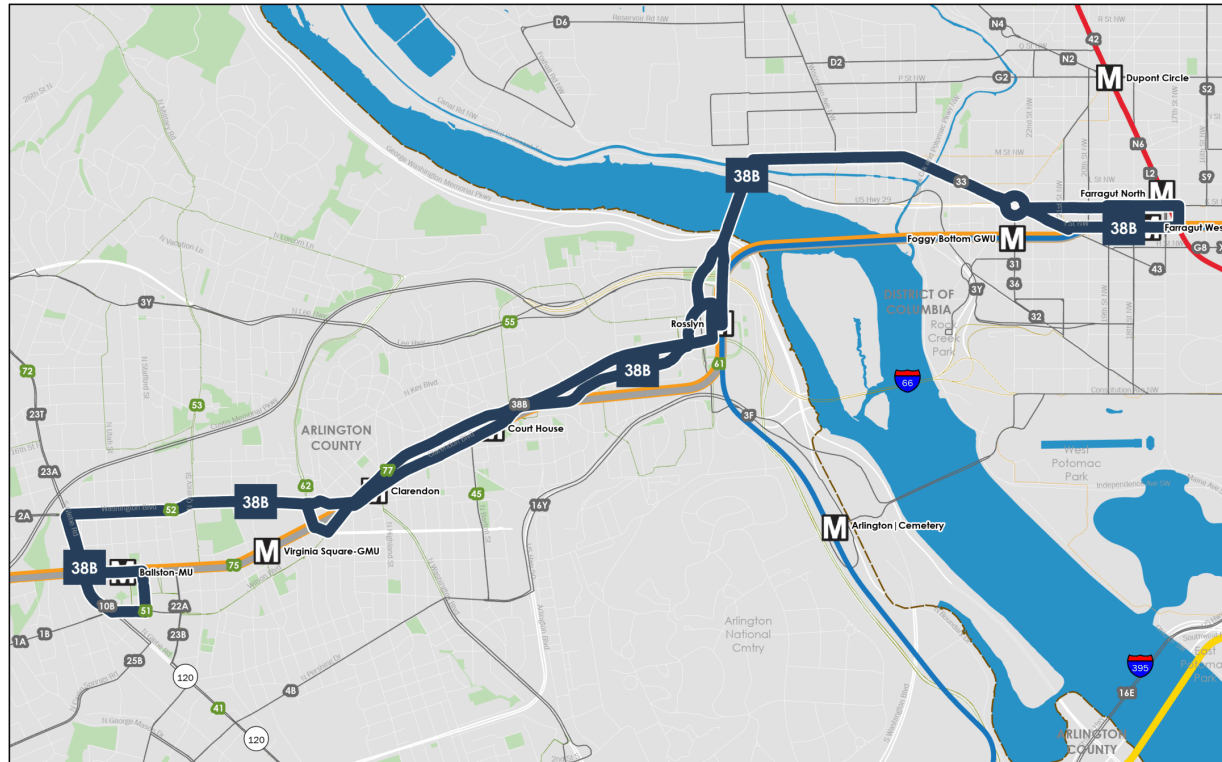
Passenger Miles per Revenue Mile



LINE: 12 - Ballston-Farragut Square

ROUTE(S): 38B

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 #12: Ballston-Farragut Square (#12)
 38B: Ballston-Farragut Square

Regional Transit

- Metrorail
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

Local Bus

- Metrobus
- Circulator
- Ride On
- TheBus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Grade
Line	C

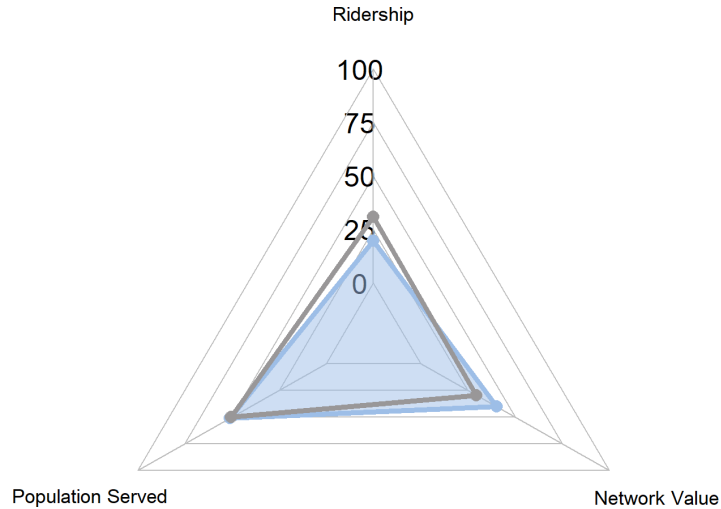
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

37

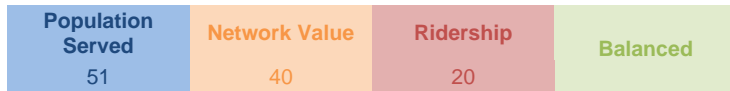
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$4,143,529
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	54,171	
	People of Color Population	Service Area	10,964
		% Riders Surveyed	59%
	Low Income Household	Service Area	7,025
		% Riders Surveyed	34%

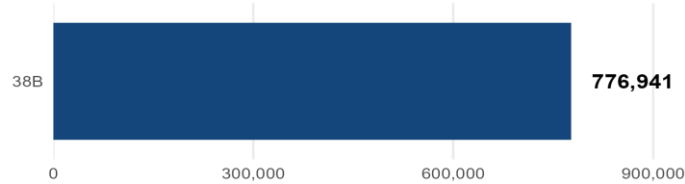
Facilities/Amenities

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



Ridership

Annual Ridership



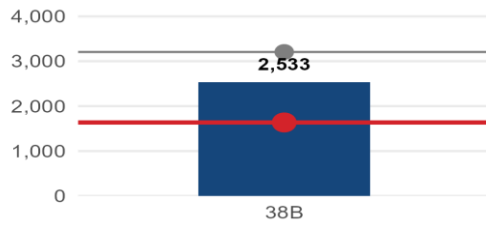
Top Transfer Locations

Rosslyn, Farragut North, Rosslyn East

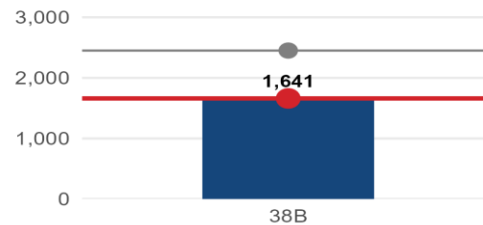
Average Daily Ridership

- Class/Tier Average
- System Average

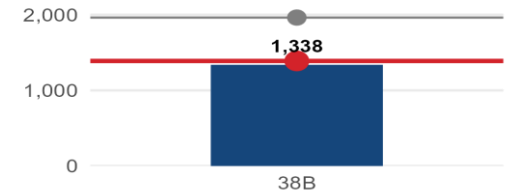
Weekday



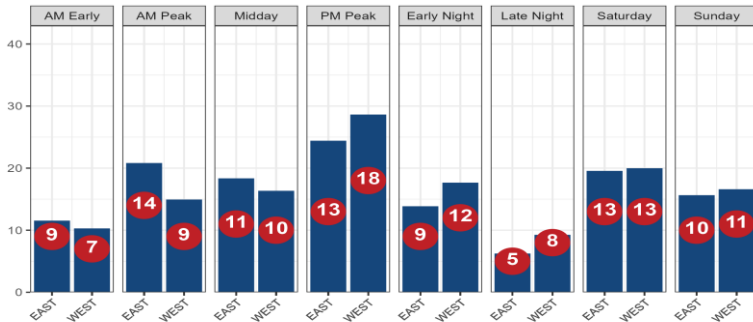
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



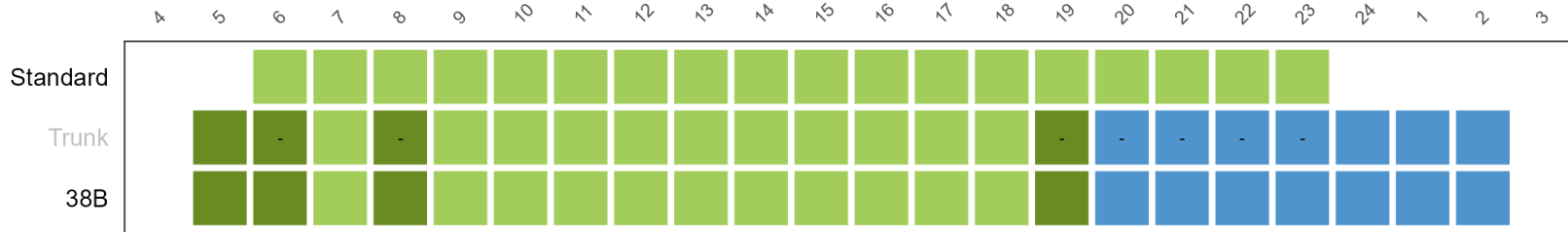
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.35	0.36
	Off-Peak Maximum Target: 1.0	0.24	0.25
Saturday Maximum Target: 1.0		0.31	0.34
Sunday Maximum Target: 1.0		0.26	0.29

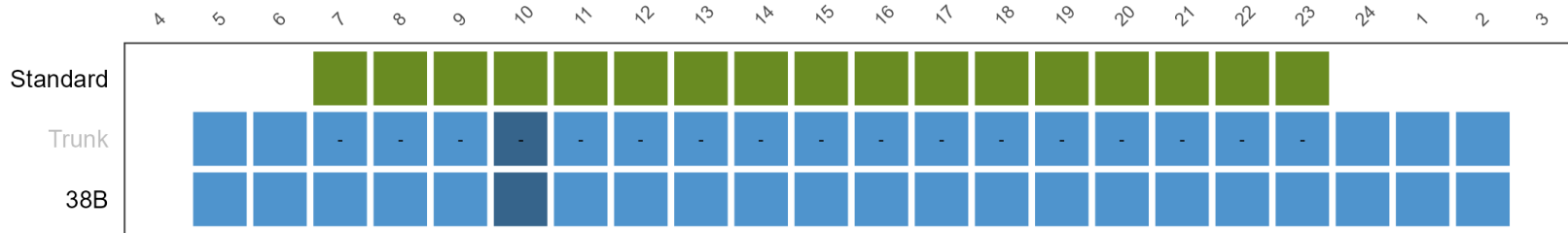
Span and Frequency



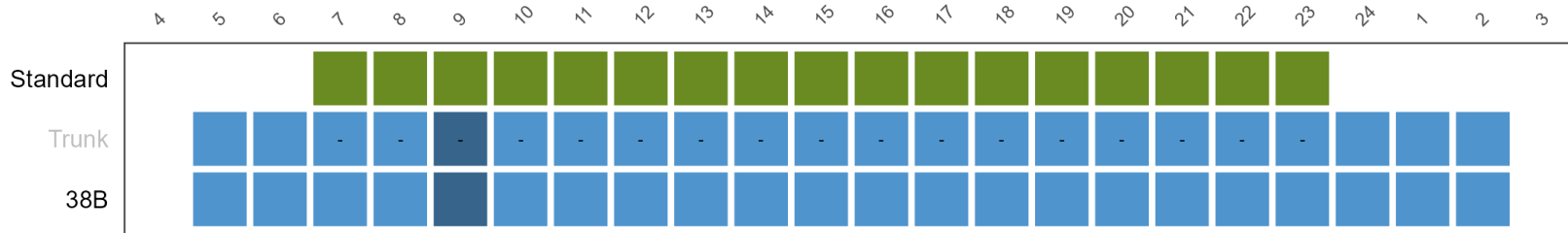
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Ballston-Farragut Square

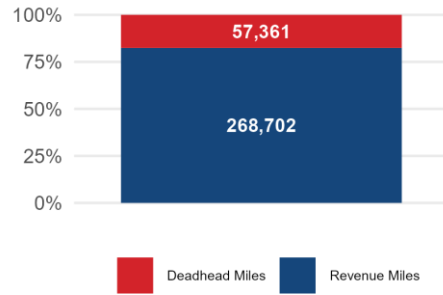
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 2:31 AM	-	A	5:30 AM - 2:28 AM	-	A	5:30 AM - 2:24 AM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 14.0	Peak: 14.7 / Off-Peak: 18.6	B	29.0	20.8	D	29.0	23.9	D
Productivity	Passengers per Revenue Hour 30	23.0	29.9	E	24.9	25.2	D	20.6	22.9	E
	Passengers per Revenue Mile 4	3.0	3.9	E	3.2	3.1	D	2.6	2.7	E
Reliability	On-Time Performance 79%	73%	74%	D	76%	75%	C	79%	76%	B
	Crowding 5%	1%	3%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.35	Off-Peak: 0.33 Peak: 0.46	A	0.33	0.33	A	0.27	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.18	\$ 4.49	B	\$4.79	\$ 5.36	A	\$5.78	\$ 5.93	C
	Cost Recovery 25%	25%	25%	C	27%	21%	B	22%	19%	D

Route 38B

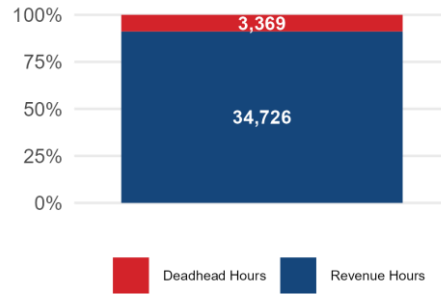
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.9			5.2			A		
	Circuitry 1.75	1.44			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	23.0	29.9	E	24.9	25.2	D	20.6	22.9	E
	Passengers per Revenue Mile 4	3.0	3.9	E	3.2	3.1	D	2.6	2.7	E
	Unique Segment Ridership 10%	46%	23%	A	50%	34%	A	50%	35%	A
Reliability	On-Time Performance 79%	73%	74%	D	76%	75%	C	79%	76%	B
	Crowding 5%	1%	3%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.35	Off-Peak: 0.34 Peak: 0.47	A	0.33	0.34	A	0.27	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.18	\$ 4.49	B	\$4.79	\$ 5.36	A	\$5.78	\$ 5.93	C
	Cost Recovery 25%	25%	26%	C	27%	21%	B	22%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



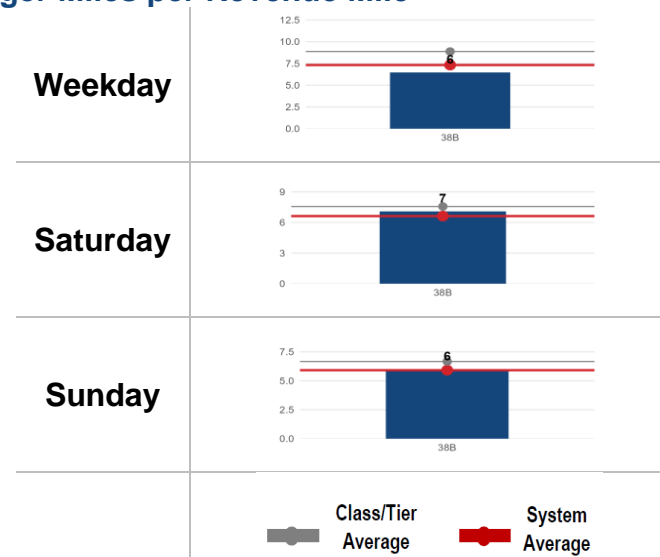
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
38B	14.30	43,907	43,513 (99.1%)

Service Change Summary

Route 38B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

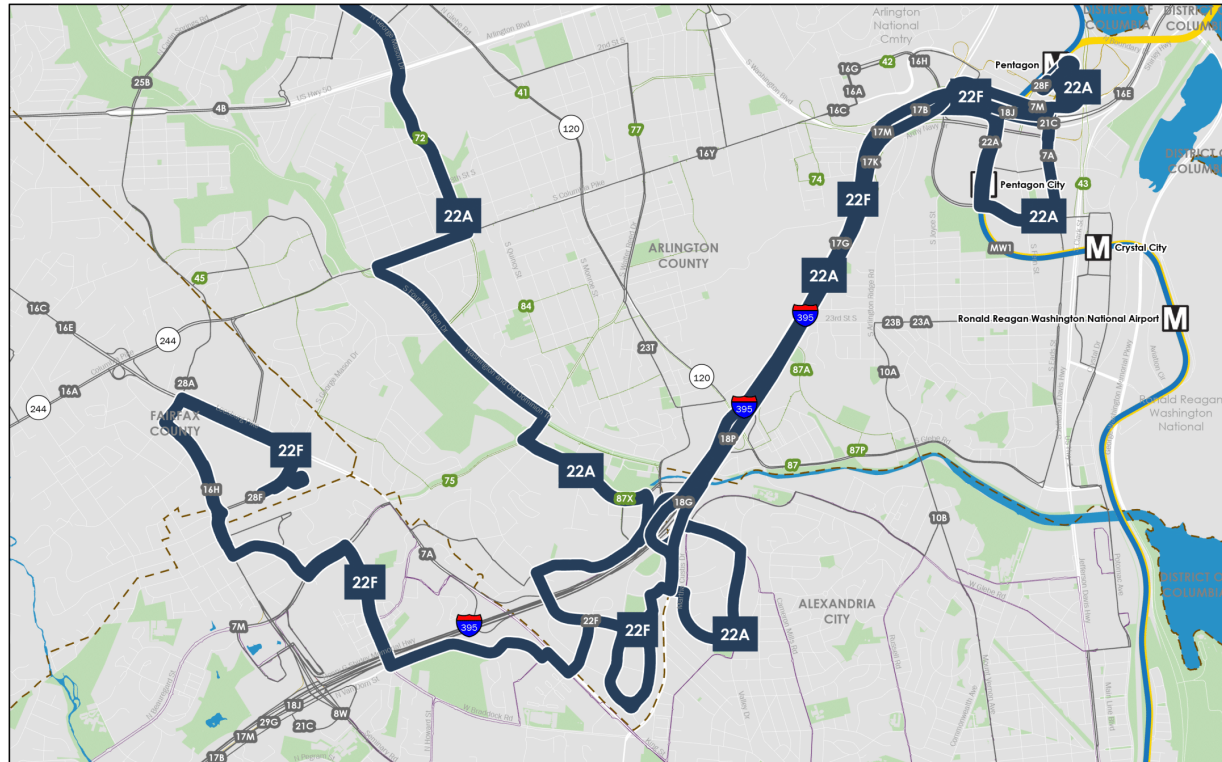
Passenger Miles per Revenue Mile



LINE: 512 - Barcroft-South Fairlington

ROUTE(S): 22A, 22F

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 Barcroft-South Fairlington (#512)
 22A: Barcroft-South Fairlington
 22F: Barcroft-South Fairlington

Regional Transit
 M Metrorail

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

Transit Center

Service Classification

Framework
 Activity Tier
 2
 Overall Grade

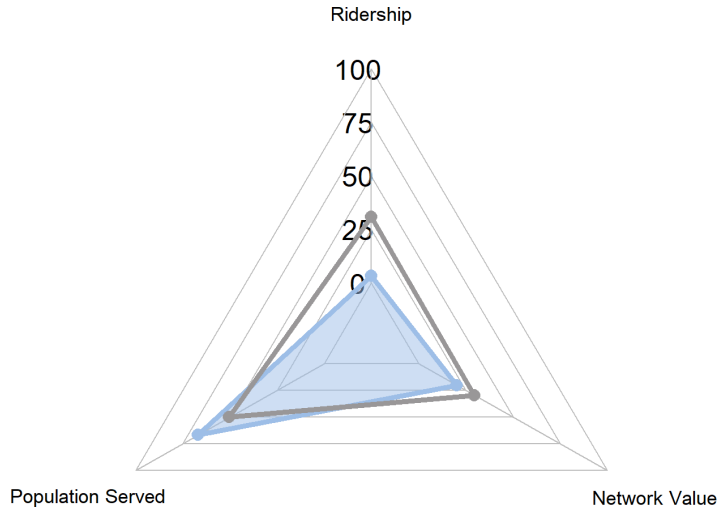
Line	D

Legend

Exceeds Meets
 Approaches Below Significantly Below

Line Benefit Score

30
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	67	20	3	

Operating Statistics

	Annual Operating Costs	\$1,675,907
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	87,080	
	People of Color Population	Service Area	27,366
		% Riders Surveyed	57%
	Low Income Household	Service Area	16,970
		% Riders Surveyed	27%

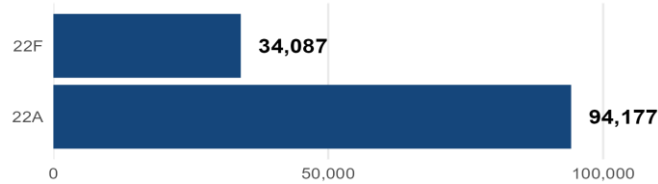
Facilities/Amenities

	Bus Stops	156
	% Stops With Shelters	24%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



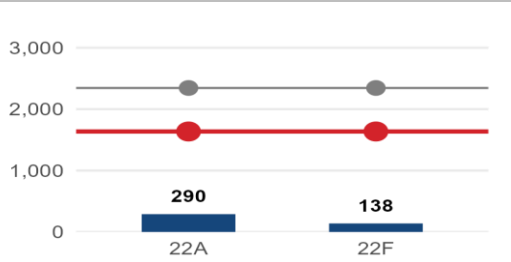
Top Transfer Locations

Pentagon, Ballston, Pentagon City

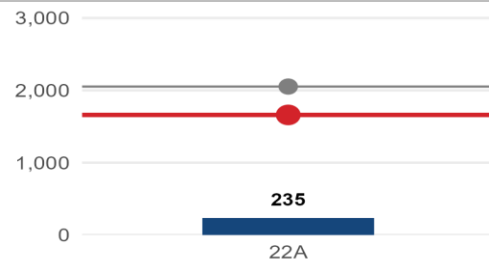
Average Daily Ridership



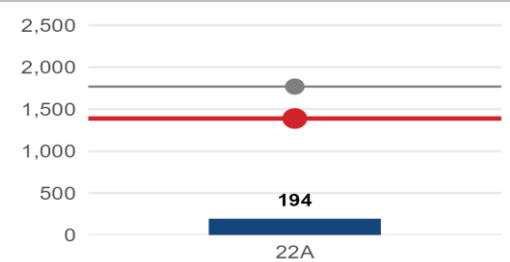
Weekday



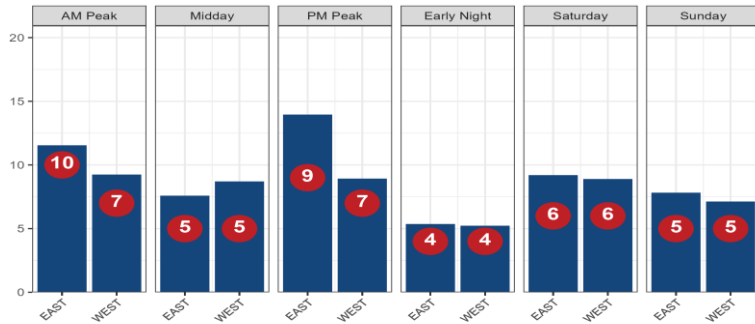
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



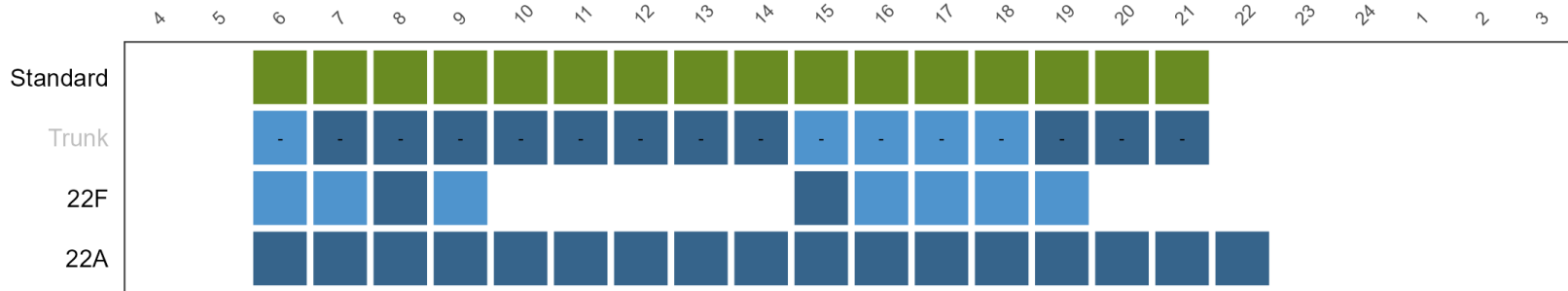
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.23	0.17
	Off-Peak Maximum Target: 1.0	0.11	0.12
Saturday Maximum Target: 1.0		0.14	0.15
Sunday Maximum Target: 1.0		0.12	0.12

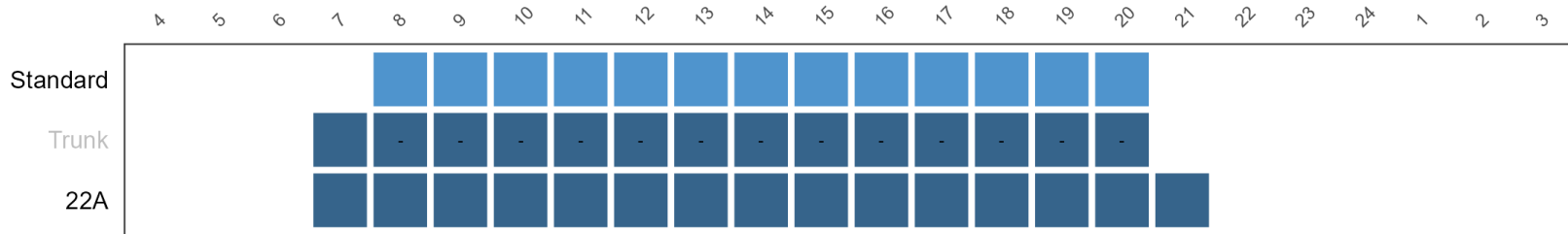
Span and Frequency



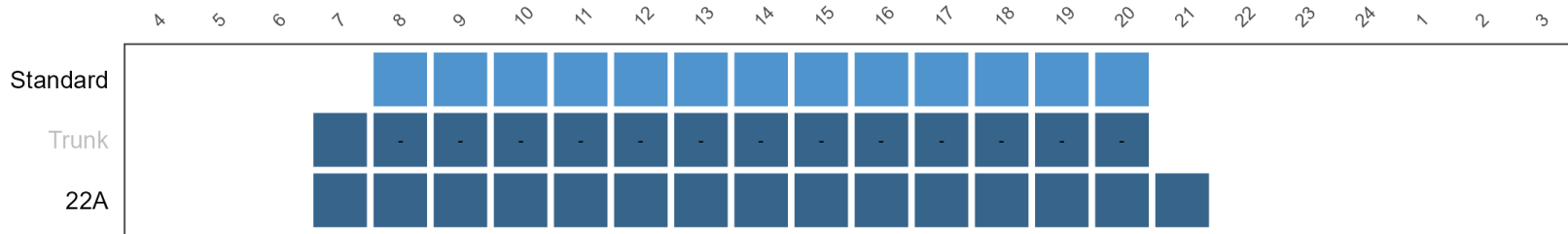
Weekday (by Hour)



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	6:00 AM - 10:19 PM	-	A	7:30 AM - 9:19 PM	-	A	7:30 AM - 9:16 PM	-	A
	Frequency of Service varies	Peak: 30.0 / Off-Peak: 58.0	Peak: 15.6 / Off-Peak: 20.1	D	60.0	24.7	E	60.0	24.6	E
Productivity	Passengers per Revenue Hour 20	9.8	24.3	E	9.2	23.1	E	7.6	20.5	E
	Passengers per Revenue Mile 2	0.8	2.4	E	0.7	2.1	E	0.6	1.9	E
Reliability	On-Time Performance 79%	81%	77%	B	78%	77%	C	82%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.2	Off-Peak: 0.34 Peak: 0.42	A	0.15	0.33	A	0.12	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$12.15	\$ 5.78	E	\$13.00	\$ 6.01	E	\$15.65	\$ 6.88	E
	Cost Recovery 20%	11%	20%	E	10%	18%	E	8%	16%	E

Route 22A

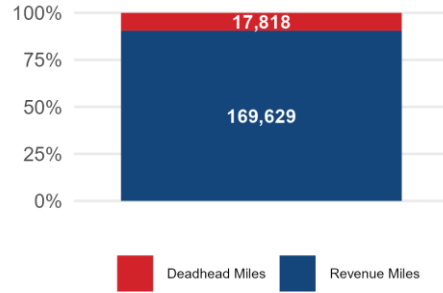
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4			4.5			A		
	Circuitry 1.75	2.88			1.44			E		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	9.3	24.3	E	9.2	23.1	E	7.6	20.5	E
	Passengers per Revenue Mile 2	0.7	2.4	E	0.7	2.1	E	0.6	1.9	E
	Unique Segment Ridership 10%	26%	18%	A	57%	35%	A	56%	38%	A
Reliability	On-Time Performance 79%	81%	77%	B	78%	77%	C	82%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.17	Off-Peak: 0.34 Peak: 0.43	A	0.15	0.34	A	0.12	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$12.90	\$ 5.78	E	\$13.00	\$ 6.01	E	\$15.65	\$ 6.88	E
	Cost Recovery 20%	9%	21%	E	9%	18%	E	8%	16%	E

Route 22F

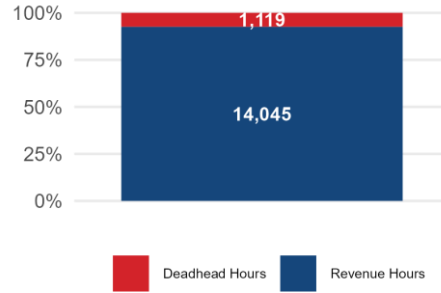
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.4			4.5			E		
	Circuitry 1.75	2.06			1.44			D		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	11.3	24.3	E	-	-	-	-	-	-
	Passengers per Revenue Mile 2	1	2.4	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	21%	18%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	77%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.23	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$10.57	\$ 5.78	E	-	-	-	-	-	-
	Cost Recovery 20%	15%	21%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



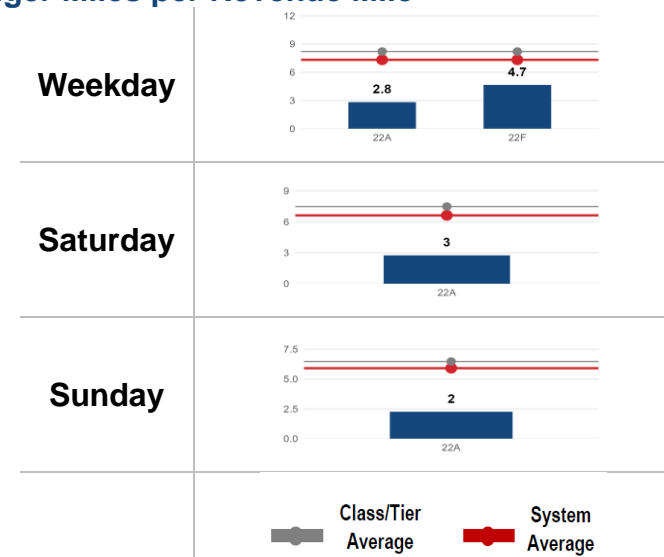
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
22A	26.90	10,958	10,786 (98.4%)
22F	21.40	3,735	3,676 (98.4%)

Service Change Summary

Route 22A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route 22F - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

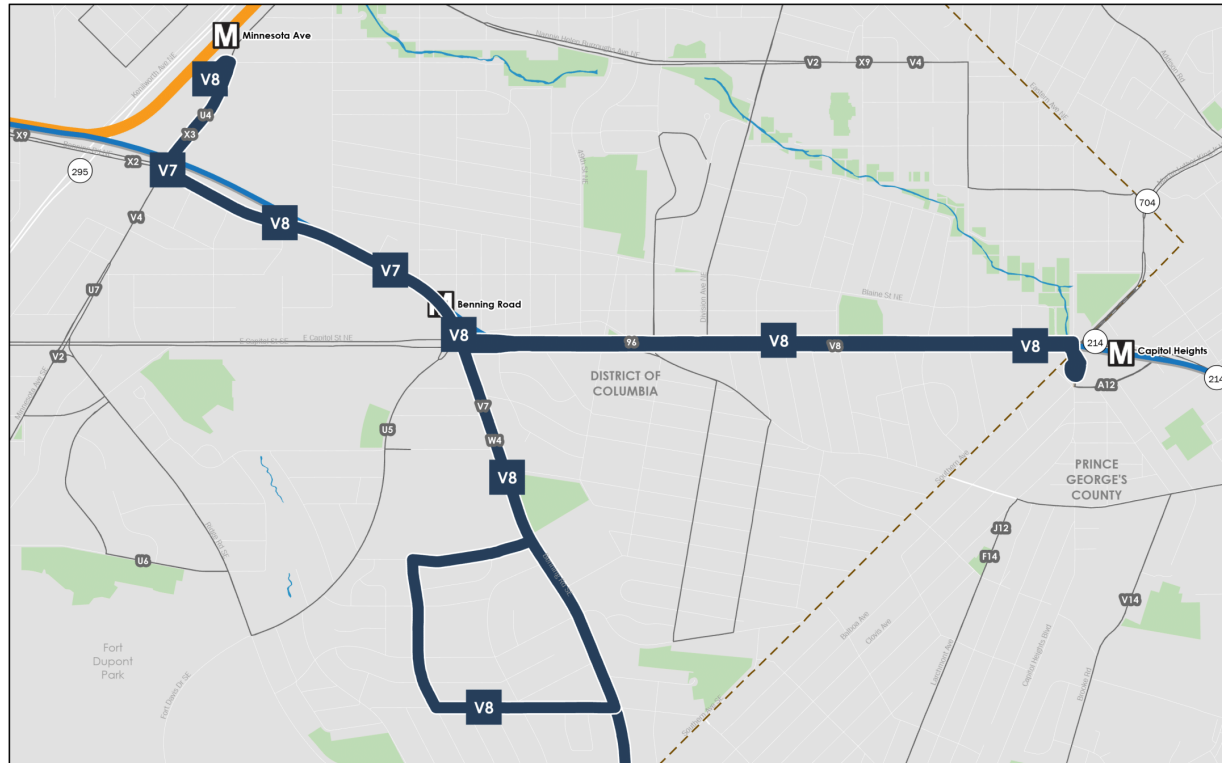
Passenger Miles per Revenue Mile



LINE: 44 - Benning Heights-Alabama Avenue

ROUTE(S): V7, V8

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 — Benning Heights-Alabama Avenue (#44)
 V7: Benning Heights-Alabama Avenue
 V8: Benning Heights-Alabama Avenue

Regional Transit

- Metrobus**
 - FD
 - GR
 - BL
- Metrotransit**
 - GR
 - SV
- Local Bus**
 - XX Metrobus
 - XX Circulator
 - XX Ride On
 - XX TheBus
 - XX Fairfax Connector
 - XX Arlington Transit
 - XX Loudoun County Transit
 - XX DASH
- Transit Center**

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	Grade
Line 44	A

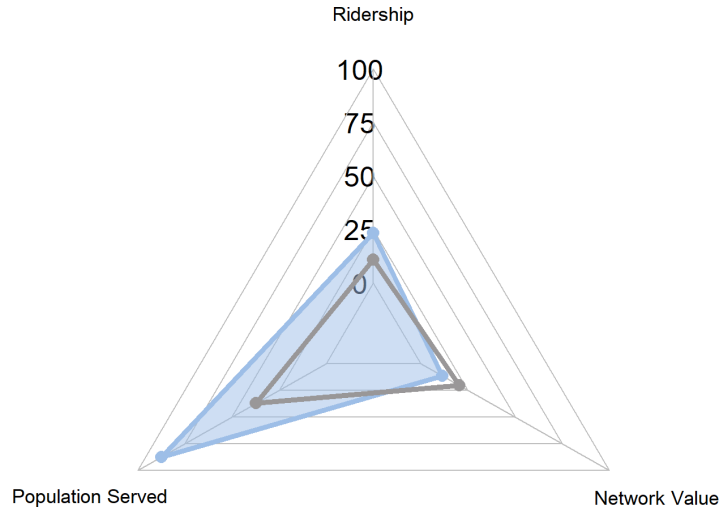
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

41

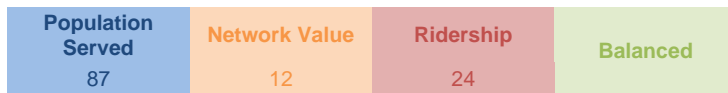
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$2,698,801
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	50,224	
	People of Color Population	Service Area	46,459
		% Riders Surveyed	99%
	Low Income Household	Service Area	24,236
		% Riders Surveyed	79%

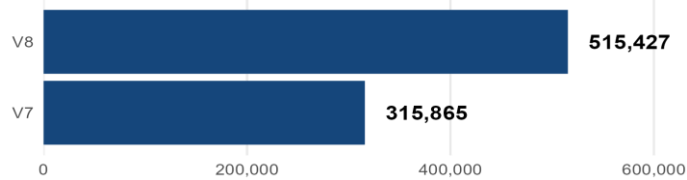
Facilities/Amenities

	Bus Stops	111
	% Stops With Shelters	24%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	5%



Ridership

Annual Ridership

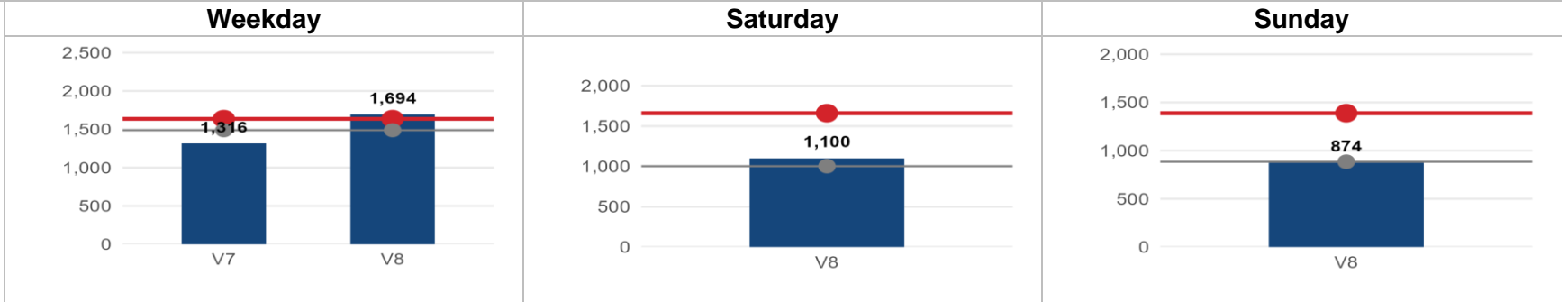


Top Transfer Locations

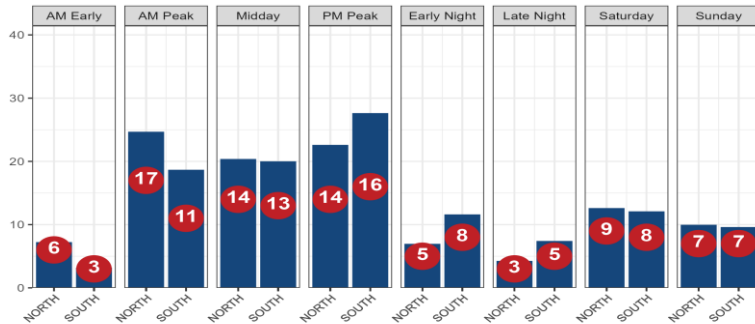
Benning Road, Congress Heights, Minnesota Avenue

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



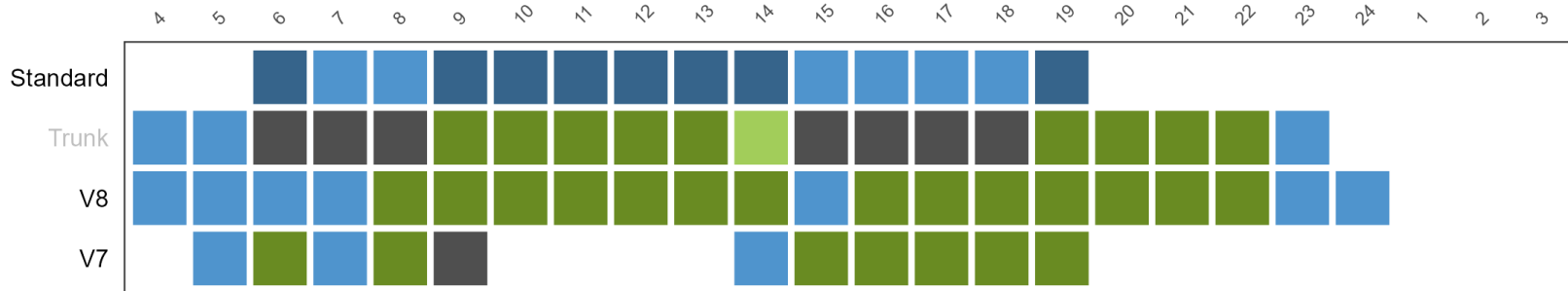
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.37	0.35
	Off-Peak Maximum Target: 1.0	0.24	0.25
Saturday Maximum Target: 1.0		0.22	0.2
Sunday Maximum Target: 1.0		0.18	0.17

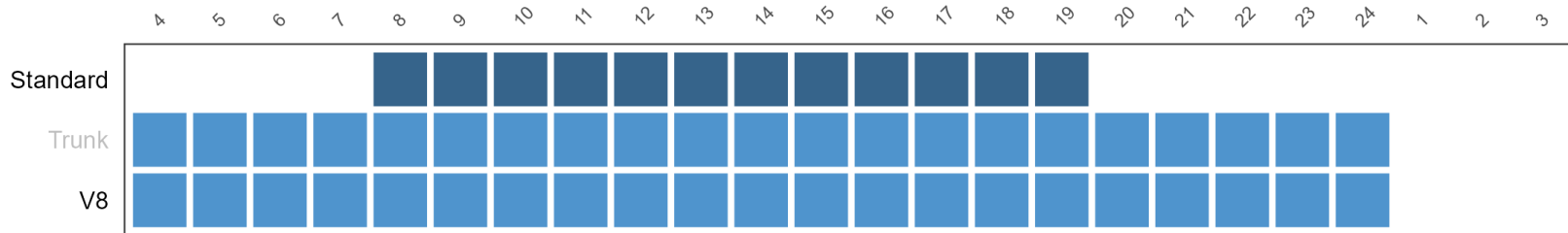
Span and Frequency



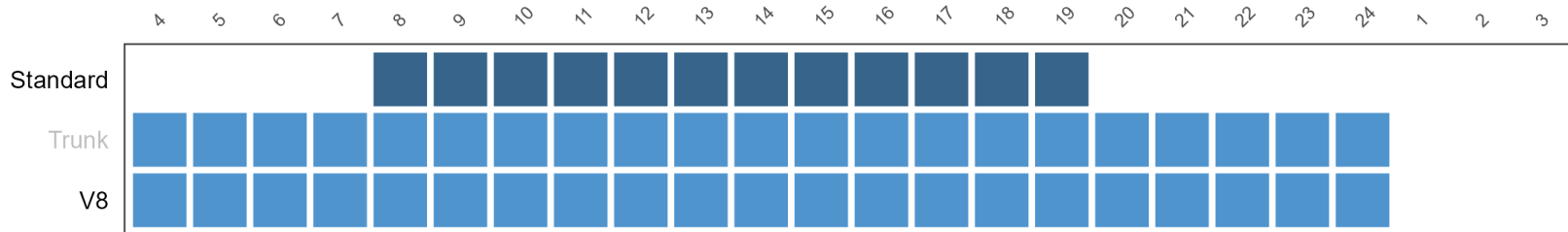
Weekday (by Hour)



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 - 12:01 AM	-	A	4:40 AM - 12:03 AM	-	A	4:40 AM - 12:02 AM	-	A
	Frequency of Service varies	Peak: 10.0 / Off-Peak: 18.0	Peak: 22.5 / Off-Peak: 32.3	A	25.0	36.5	A	25.0	37.8	A
Productivity	Passengers per Revenue Hour 15	38.7	29.6	A	37.7	26.6	A	30.9	24.6	A
	Passengers per Revenue Mile 2	5.6	3.5	A	5.6	2.9	A	4.4	2.6	A
Reliability	On-Time Performance 79%	81%	80%	B	89%	81%	A	86%	82%	A
	Crowding 5%	2%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.36	Off-Peak: 0.26 Peak: 0.35	A	0.21	0.25	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.09	\$ 4.96	A	\$3.17	\$ 5.47	A	\$3.86	\$ 5.88	A
	Cost Recovery 20%	16%	14%	D	15%	12%	D	13%	11%	E

Route V7

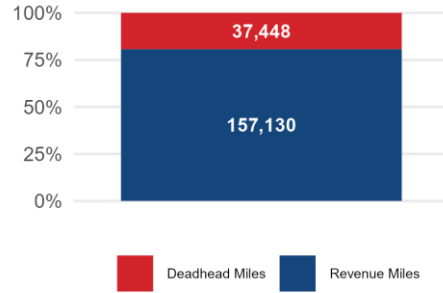
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.3			6.2			E		
	Circuitry N/A	1.39			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	33.4	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	4.6	3.5	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	2%	29%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	80%	C	-	-	-	-	-	-
	Crowding 5%	3%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.44	Off-Peak: 0.28 Peak: 0.37	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.57	\$ 4.96	A	-	-	-	-	-	-
	Cost Recovery 20%	14%	13%	E	-	-	-	-	-	-

Route V8

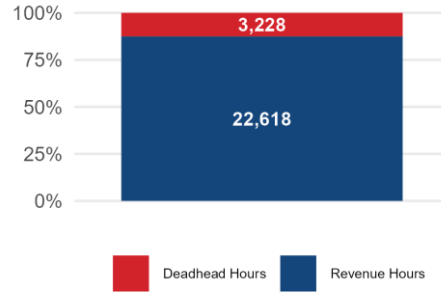
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.2			6.2			E		
	Circuitry N/A	1.12			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	44.1	29.6	A	37.7	26.6	A	30.9	24.6	A
	Passengers per Revenue Mile 2	6.7	3.5	A	5.6	2.9	A	4.4	2.6	A
	Unique Segment Ridership 10%	10%	29%	C	61%	44%	A	62%	53%	A
Reliability	On-Time Performance 79%	87%	80%	A	89%	81%	A	86%	82%	A
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.28 Peak: 0.37	A	0.21	0.26	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.71	\$ 4.96	A	\$3.17	\$ 5.47	A	\$3.86	\$ 5.88	A
	Cost Recovery 20%	18%	13%	D	15%	12%	D	13%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



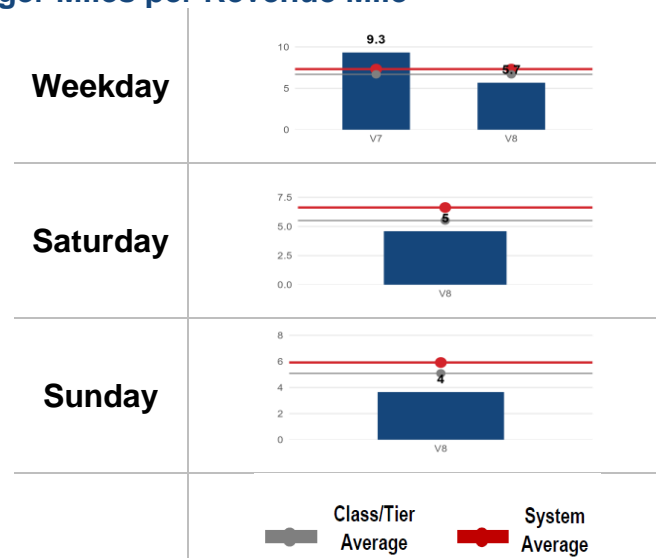
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V7	14.00	10,458	10,261 (98.1%)
V8	4.70	39,076	38,674 (99.0%)

Service Change Summary

Route V7 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;
 Route V8 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

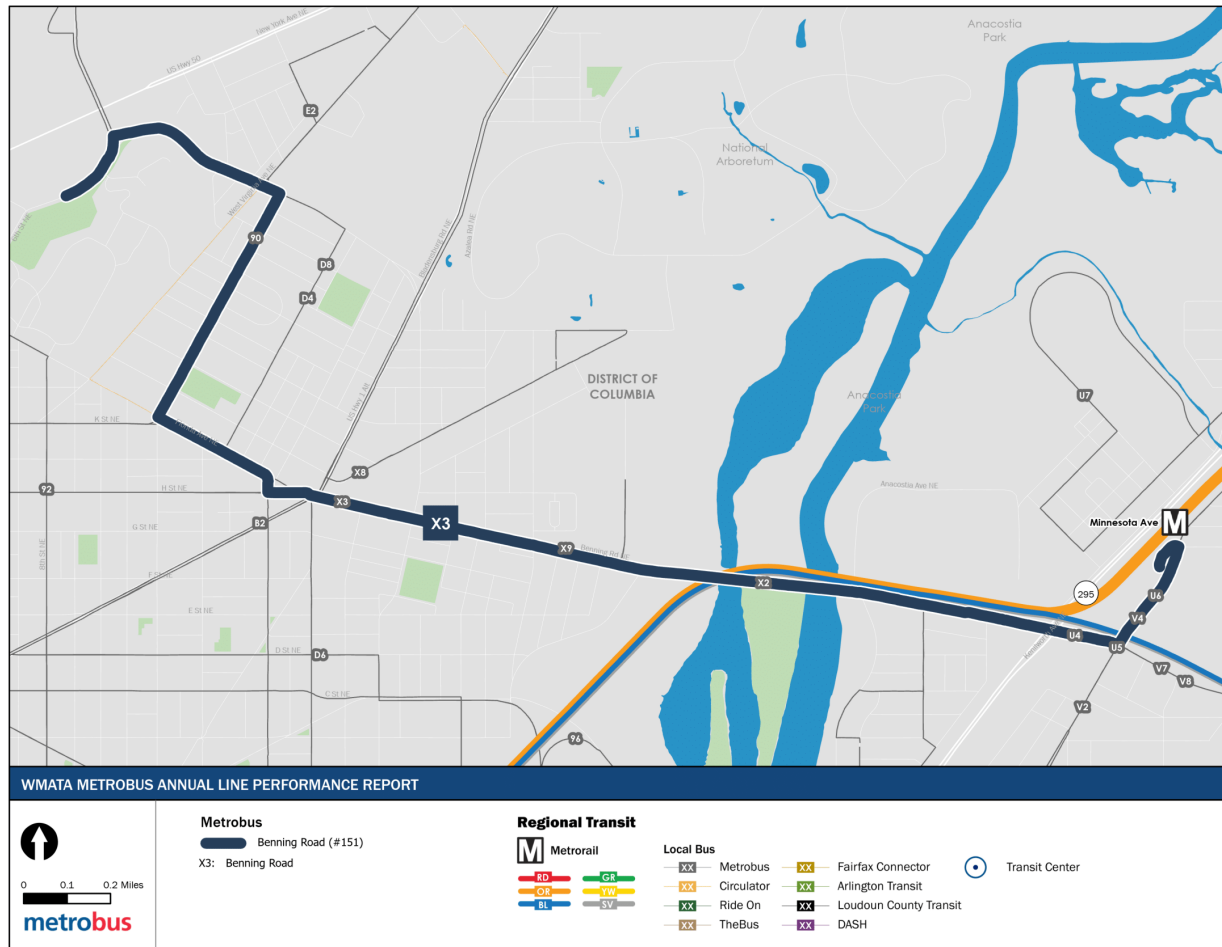
Passenger Miles per Revenue Mile



LINE: 151 - Benning Road

ROUTE(S): X3

About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	Grade
Benning Road	B

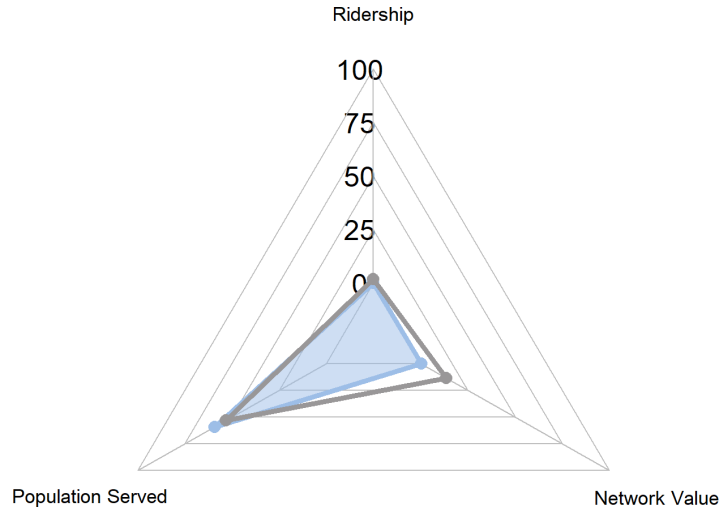
Legend

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

Line Benefit Score

20

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
59	0	0	

Operating Statistics

	Annual Operating Costs	\$10,954
	Peak Vehicles	
	Vehicle Type(s)	

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

	Service Area Population	19,626	
	People of Color Population	Service Area	14,185
		% Riders Surveyed	82%
	Low Income Household	Service Area	6,095
		% Riders Surveyed	42%

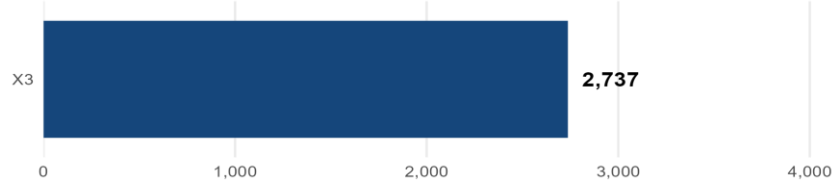
Facilities/Amenities

	Bus Stops	12
	% Stops With Shelters	33%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	25%



Ridership

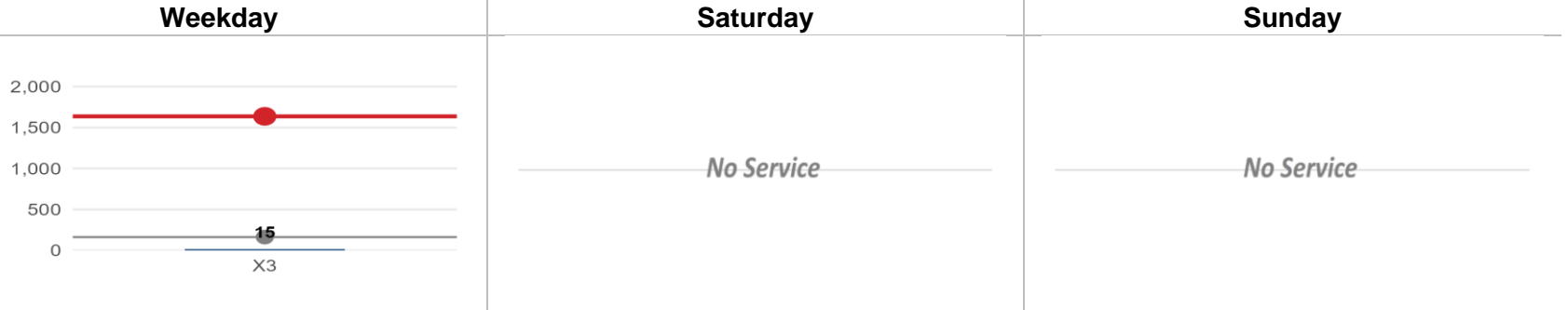
Annual Ridership



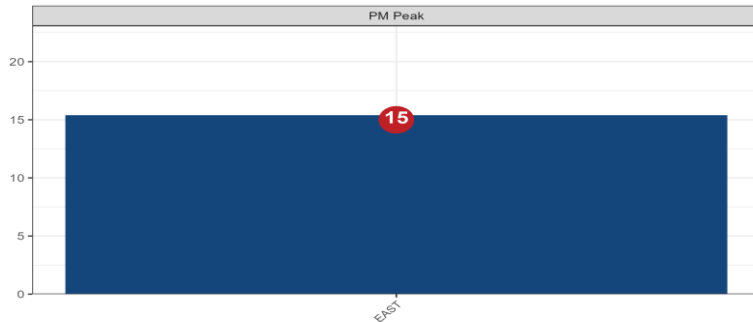
Top Transfer Locations

NA

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



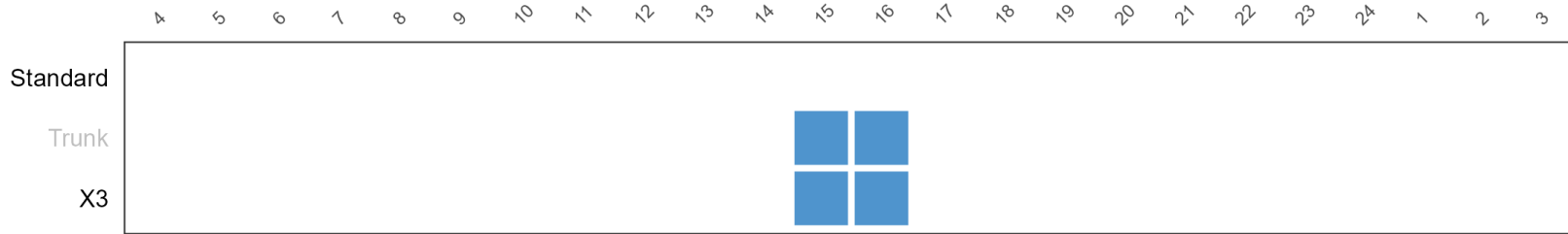
Vehicle Load Factor

		Direction:	EAST
Weekday	Peak Maximum Target: 1		
	Off-Peak Maximum Target: 1.0	0.37	
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 Benning Road

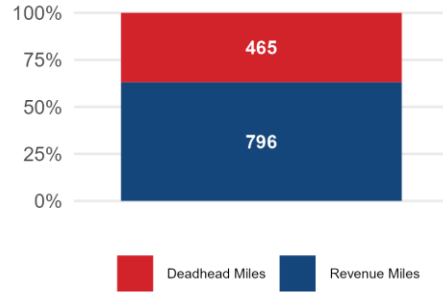
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	3:50 PM - 4:20 PM	-	E	-	-	-	-	-	-
	Frequency of Service varies	Peak: NA / Off-Peak: NA	Peak: 26 / Off-Peak: 17	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	30.8	18.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	4	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	76%	71%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.37	Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.88	\$11.40	A	-	-	-	-	-	-
	Cost Recovery 25%	30%	20%	A	-	-	-	-	-	-

Route X3

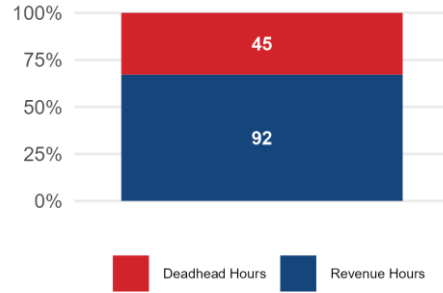
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	3.5			2.6			-		
	Circuitry N/A	1			1.23			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	30.8	18.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	4	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership 15%	0%	14%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	76%	71%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.37	Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.88	\$11.40	A	-	-	-	-	-	-
	Cost Recovery 25%	30%	20%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



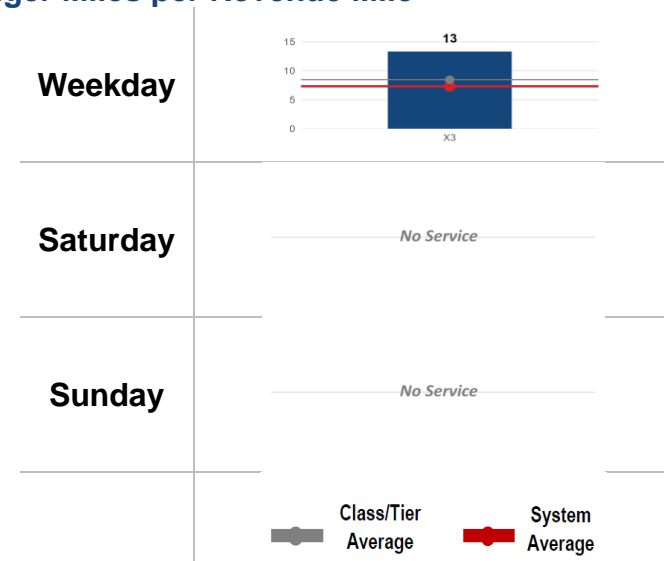
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X3	3.40	180	180 (100.0%)

Service Change Summary

Route X3 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

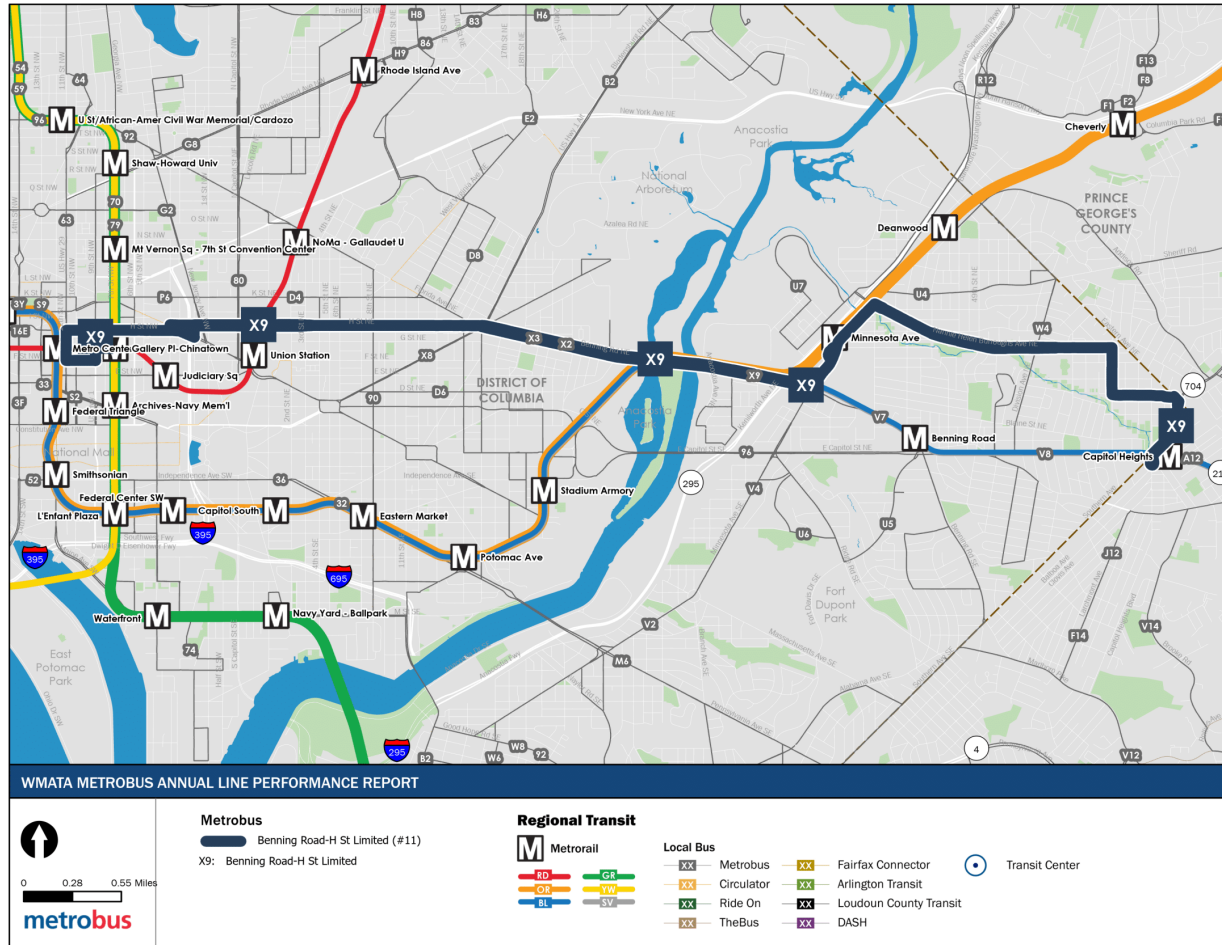
Passenger Miles per Revenue Mile



LINE: 11 - Benning Road-H St Limited

ROUTE(S): X9

About the Line



Service Classification

Framework

Activity Tier

1

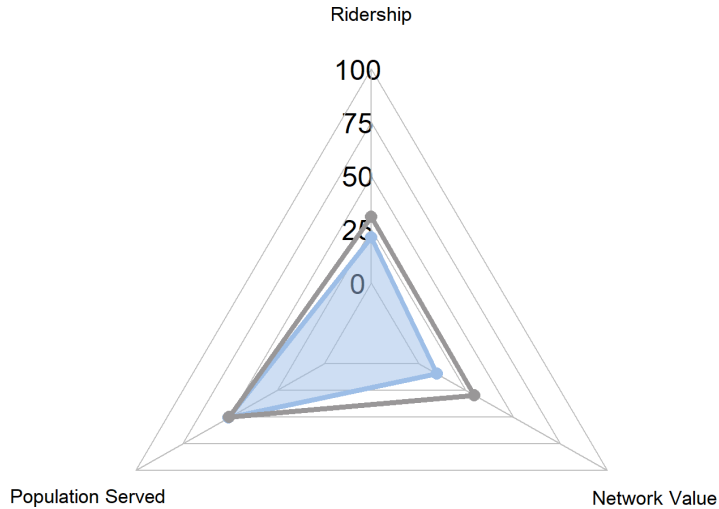
Overall Grade

Line	Overall Grade
Line	B

Line Benefit Score

27

Out of 100



Classification Average



Line Focus:

Population Served	Network Value	Ridership	Balanced
51	10	21	

Line Score:

Operating Statistics

	Annual Operating Costs	\$2,123,299
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	41,216	
	People of Color Population	Service Area	26,448
		% Riders Surveyed	93%
	Low Income Household	Service Area	12,853
		% Riders Surveyed	66%

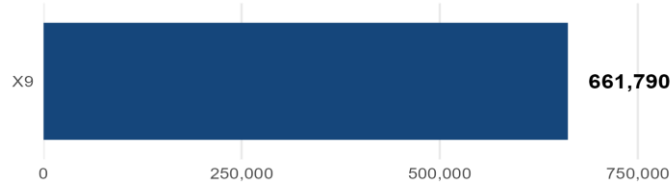
Facilities/Amenities

	Bus Stops	32
	% Stops With Shelters	50%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	44%



Ridership

Annual Ridership

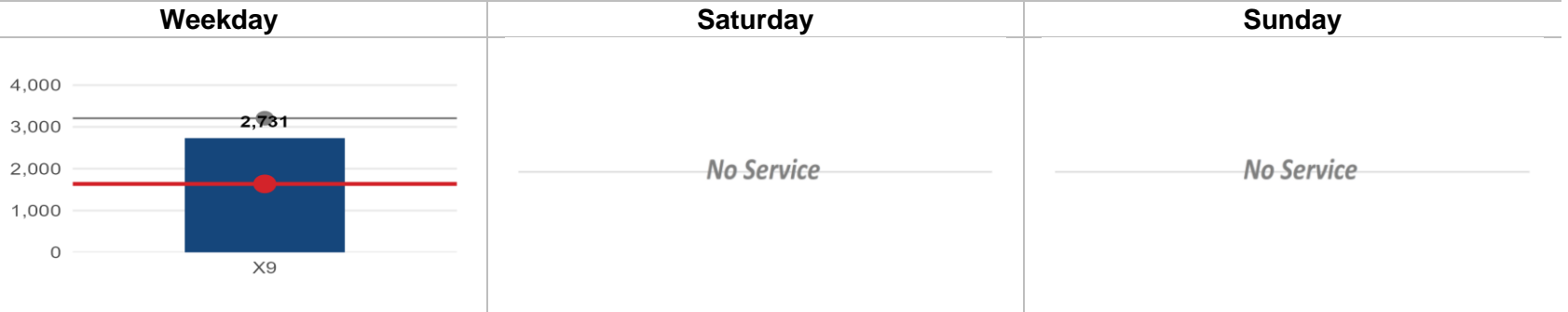


Top Transfer Locations

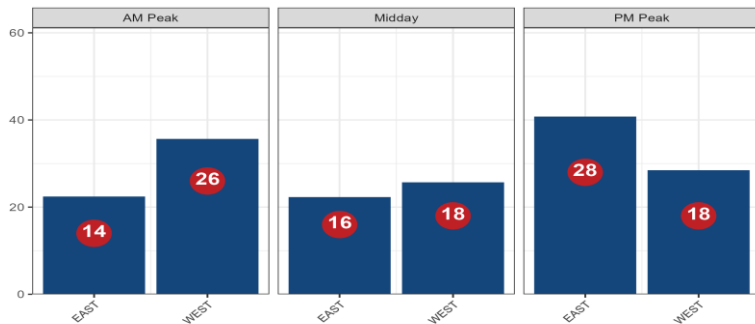
Gallery Place-Chinatown, Union Station, Metro Center

Average Daily Ridership

Class/Tier Average
 System Average



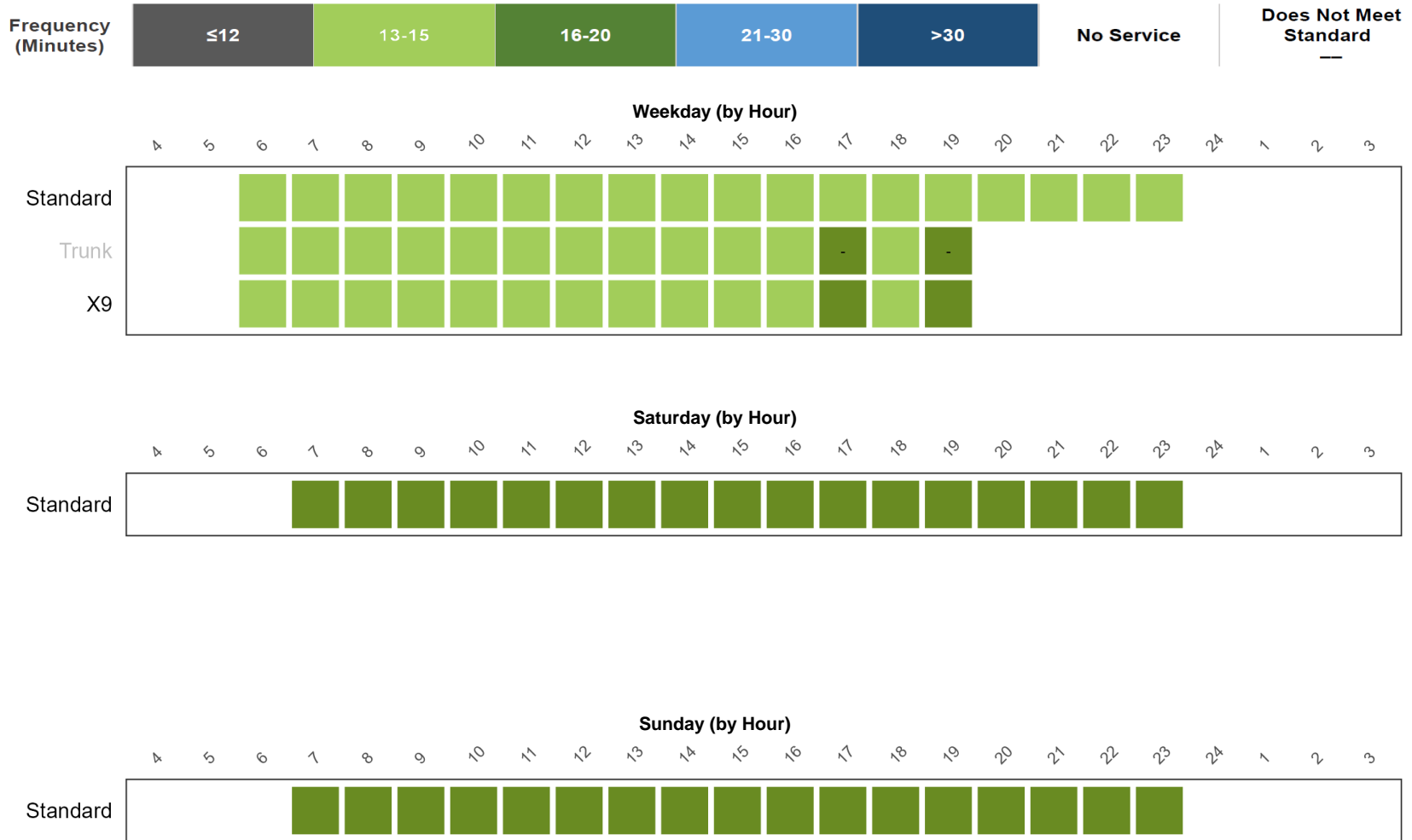
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.56	0.54
	Off-Peak Maximum Target: 1.0	0.4	0.46
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



Performance Report Card

B Benning Road-H St Limited

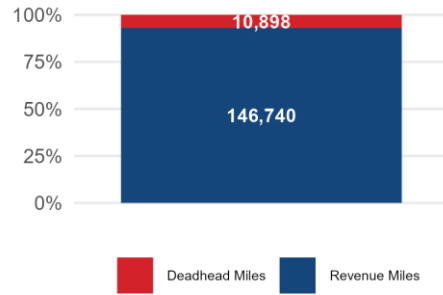
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:15 AM - 7:24 PM	-	C	-	-	-	-	-	-
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 14.7 / Off-Peak: 18.6	B	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 30	37.9	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	4.6	3.9	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	74%	B	-	-	-	-	-	-
	Crowding 5%	6%	3%	D	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.33 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.15	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	15%	25%	E	-	-	-	-	-	-

Route X9

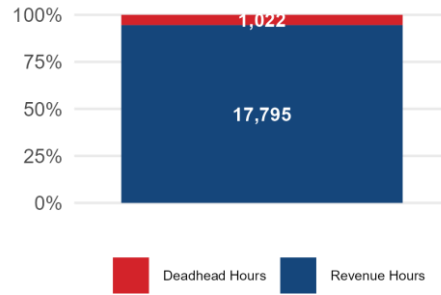
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.2			5.2			E		
	Circuitry 1.75	1.21			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	37.9	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	4.6	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	23%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	74%	B	-	-	-	-	-	-
	Crowding 5%	6%	3%	D	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.34 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.15	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	15%	26%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

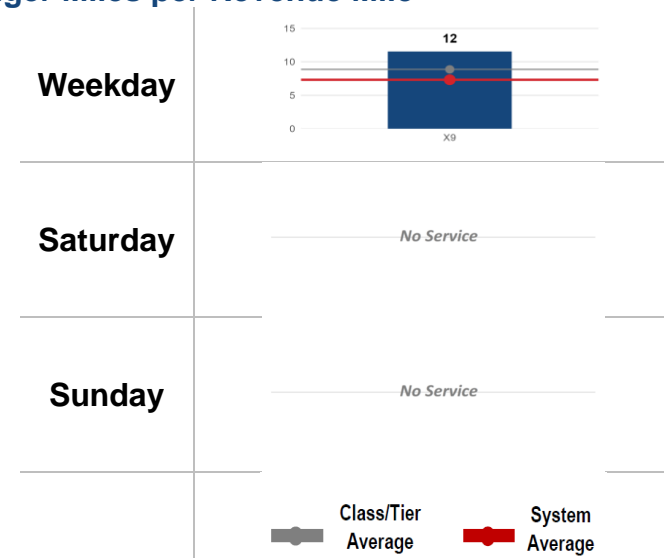
Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X9	15.70	23,655	23,397 (98.9%)

Service Change Summary

Route X9 - Dec 2022:

Weekday: The western terminal is changed from New York Ave. & 12th Street NW (Metro Center) to 9th & G Streets NW (Gallery Place) in order to better accommodate operator restroom access. Westbound buses will sign "Gallery Place."; Saturday: NA; Sunday: NA;

Passenger Miles per Revenue Mile



LINE: 14 - Benning Road-H Street

ROUTE(S): X2

About the Line



Service Classification

Framework

Activity Tier

1

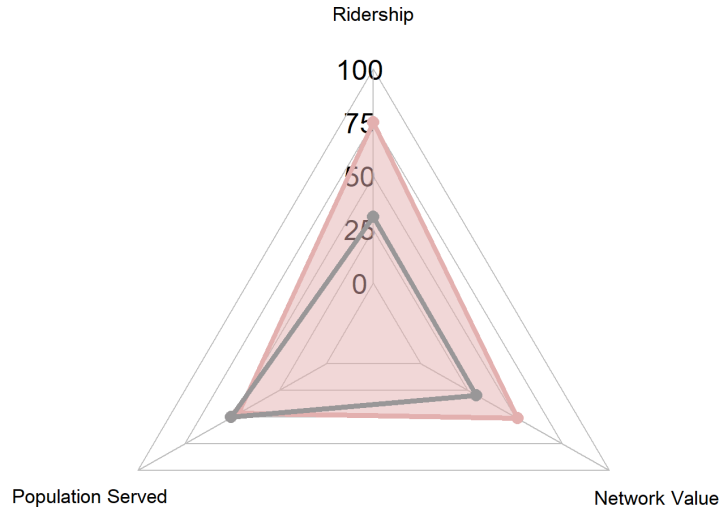
Overall Grade

Line	Overall Grade
Line 14 - Benning Road-H Street	A

Line Benefit Score

58

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$7,171,387
	Peak Vehicles	12
	Vehicle Type(s)	60 Foot

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

	Service Area Population	41,329	
	People of Color Population	Service Area	21,638
		% Riders Surveyed	84%
	Low Income Household	Service Area	10,814
		% Riders Surveyed	62%

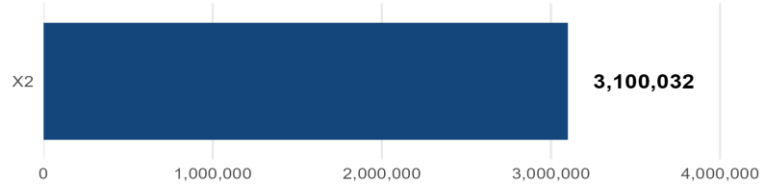
Facilities/Amenities

	Bus Stops	49
	% Stops With Shelters	49%
	% Stops With Benches	45%
	% Stops With Real-Time Signs	37%



Ridership

Annual Ridership

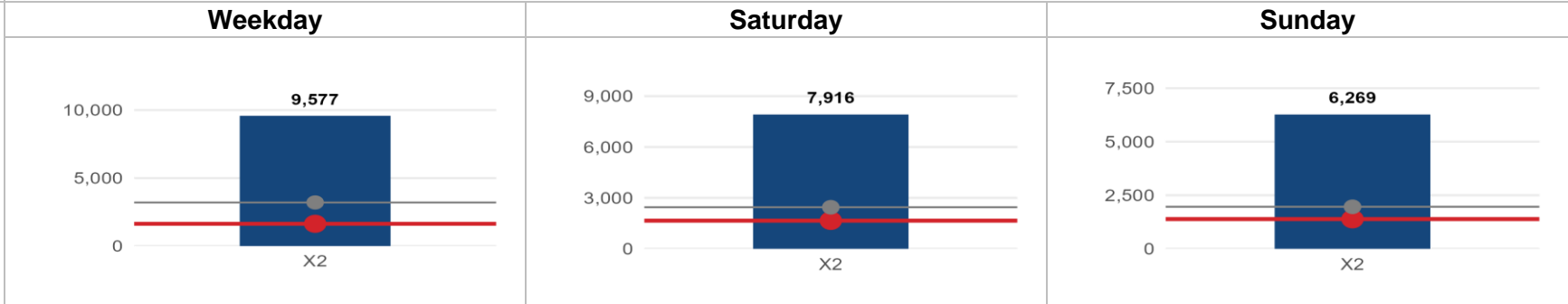


Top Transfer Locations

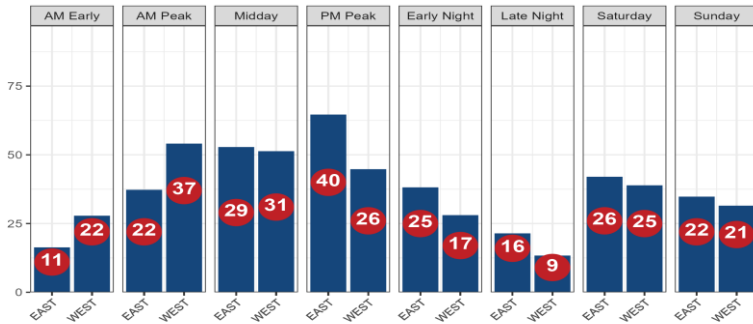
Gallery Place-Chinatown, Union Station, McPherson Square

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



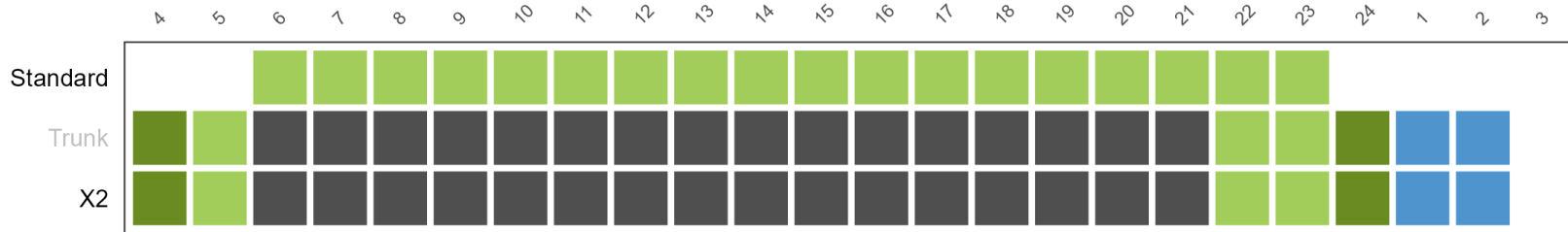
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.55	0.53
	Off-Peak Maximum Target: 1.0	0.45	0.43
Saturday Maximum Target: 1.0		0.46	0.46
Sunday Maximum Target: 1.0		0.4	0.39

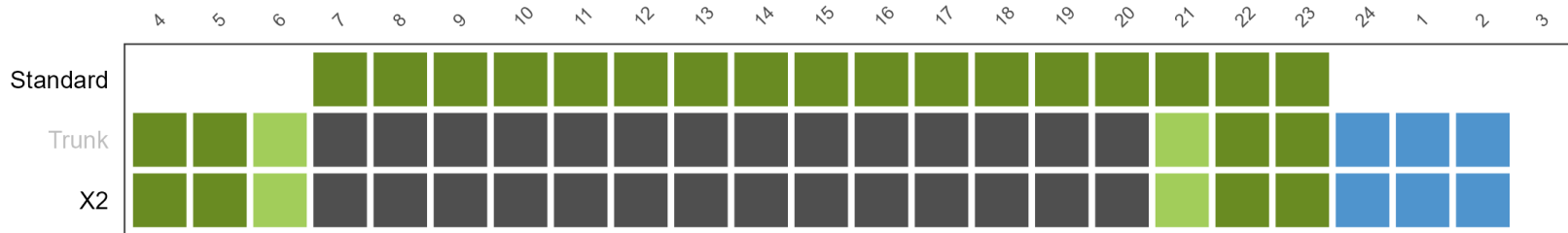
Span and Frequency



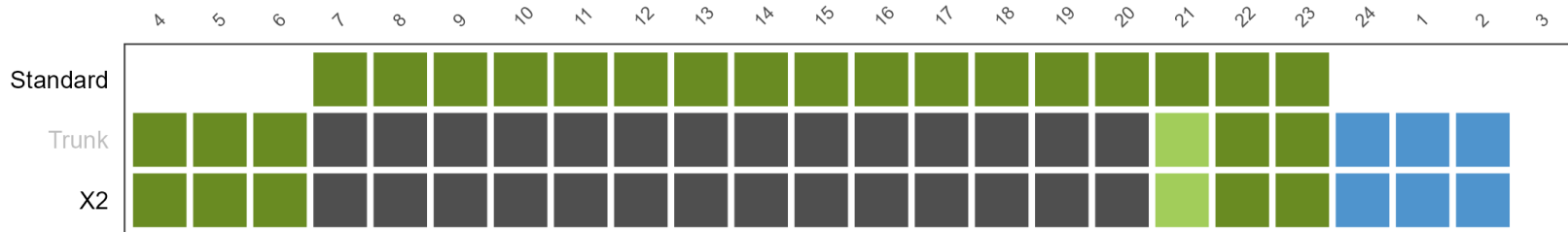
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Benning Road-H Street

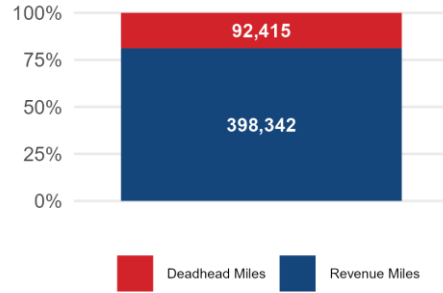
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:00 AM - 2:28 AM	-	A	4:06 AM - 2:34 AM	-	A	4:09 AM - 2:25 AM	-	A
	Frequency of Service varies	Peak: 9.0 / Off-Peak: 11.0	Peak: 14.7 / Off-Peak: 18.6	A	13.0	20.8	A	13.0	23.9	A
Productivity	Passengers per Revenue Hour 30	55.2	29.9	A	51.4	25.2	A	43.7	22.9	A
	Passengers per Revenue Mile 4	8.1	3.9	A	7.5	3.1	A	6.2	2.7	A
Reliability	On-Time Performance 79%	76%	74%	C	75%	75%	C	76%	76%	C
	Crowding 5%	2%	3%	A	2%	1%	A	2%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.54	Off-Peak: 0.33 Peak: 0.46	A	0.46	0.33	A	0.39	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.16	\$ 4.49	A	\$2.32	\$ 5.36	A	\$2.73	\$ 5.93	A
	Cost Recovery 25%	21%	25%	D	19%	21%	D	16%	19%	E

Route X2

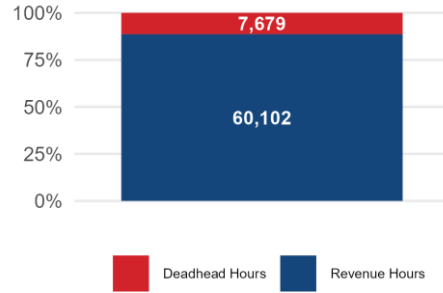
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5			5.2			A		
	Circuitry 1.75	1.02			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	55.2	29.9	A	51.4	25.2	A	43.7	22.9	A
	Passengers per Revenue Mile 4	8.1	3.9	A	7.5	3.1	A	6.2	2.7	A
	Unique Segment Ridership 10%	45%	23%	A	93%	34%	A	93%	35%	A
Reliability	On-Time Performance 79%	76%	74%	C	75%	75%	C	76%	76%	C
	Crowding 5%	2%	3%	A	2%	1%	A	2%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.54	Off-Peak: 0.34 Peak: 0.47	A	0.46	0.34	A	0.39	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.16	\$ 4.49	A	\$2.32	\$ 5.36	A	\$2.73	\$ 5.93	A
	Cost Recovery 25%	21%	26%	D	19%	21%	D	16%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



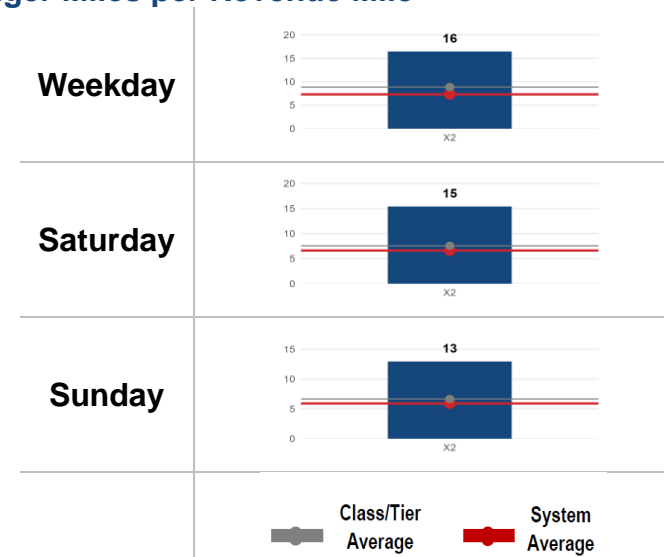
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X2	10.40	77,115	76,029 (98.6%)

Service Change Summary

Route X2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

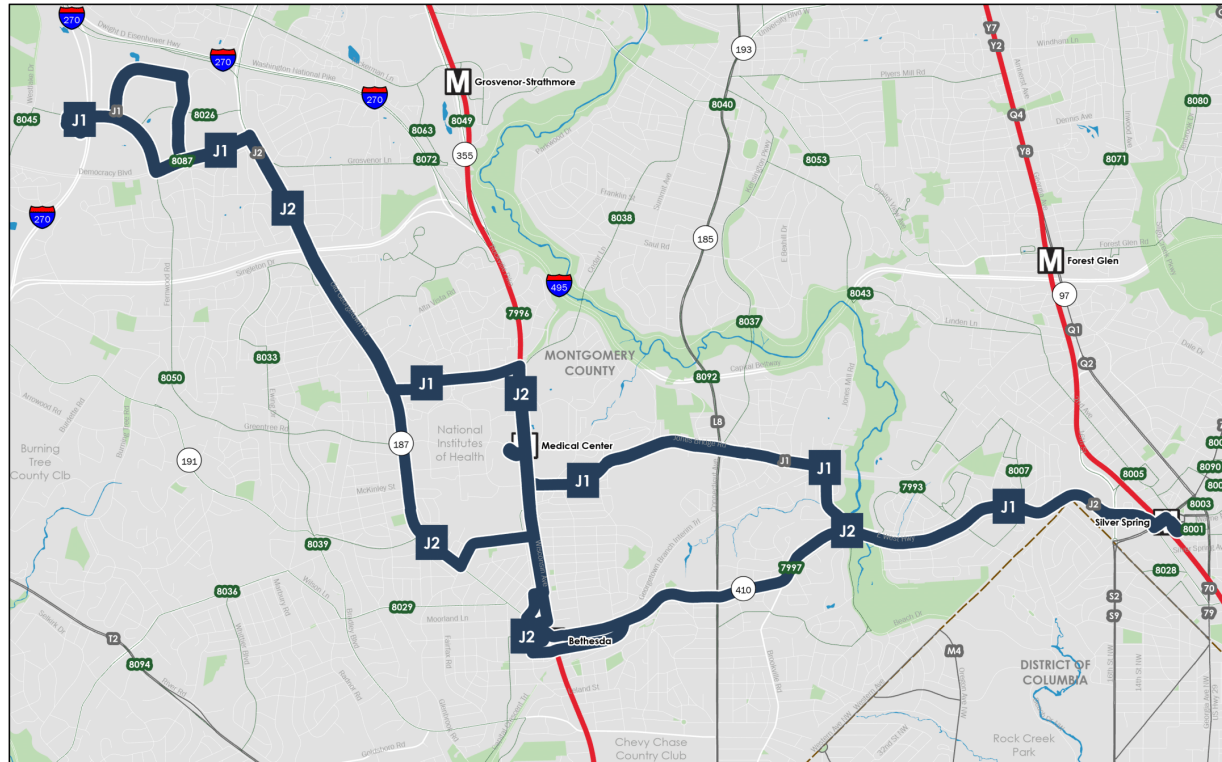
Passenger Miles per Revenue Mile



LINE: 16 - Bethesda-Silver Spring

ROUTE(S): J1, J2

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

Bethesda-Silver Spring (#16)

J1: Bethesda-Silver Spring
J2: Bethesda-Silver Spring

Regional Transit

M Metrorail

Local Bus

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

Transit Center

Service Classification

Framework

Activity Tier

2

Overall Grade

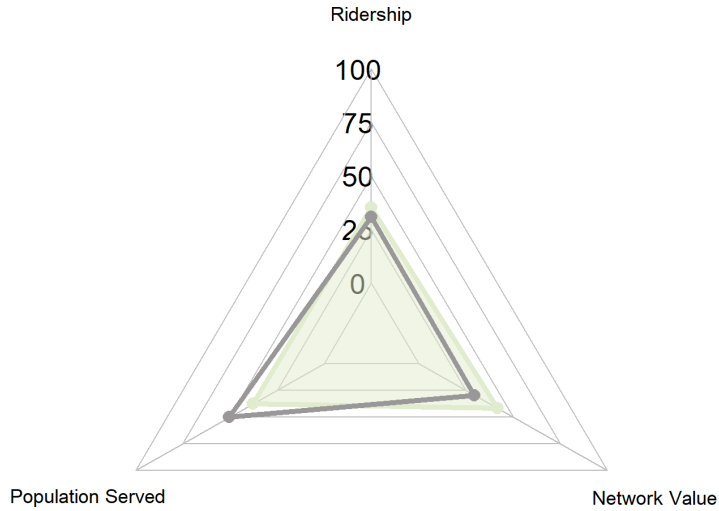
Line	B

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:	38	42	35	

Operating Statistics

	Annual Operating Costs	\$7,581,334
	Peak Vehicles	20
	Vehicle Type(s)	40 Foot

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

	Service Area Population	53,691	
	People of Color Population	Service Area	17,561
		% Riders Surveyed	73%
	Low Income Household	Service Area	8,574
		% Riders Surveyed	43%

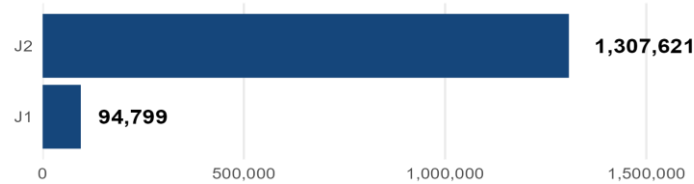
Facilities/Amenities

	Bus Stops	143
	% Stops With Shelters	28%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	6%



Ridership

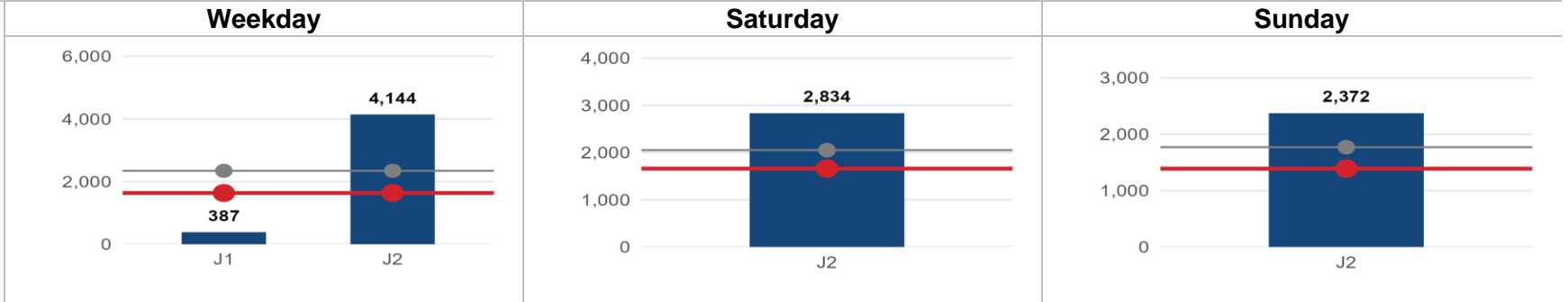
Annual Ridership



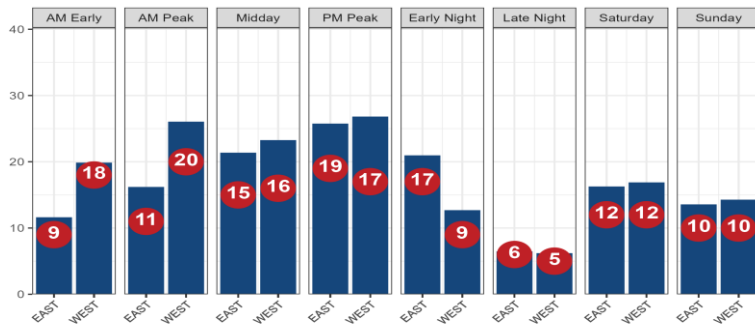
Top Transfer Locations

Silver Spring, Bethesda, Medical Center

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



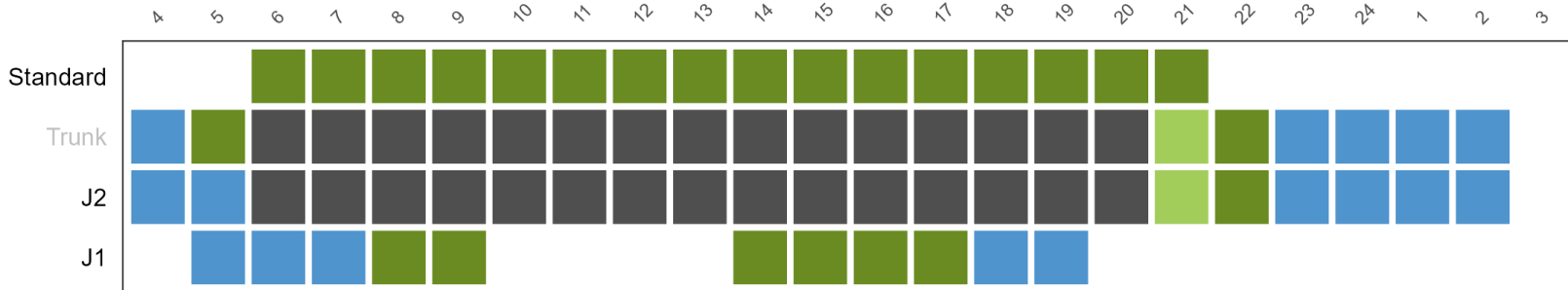
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.42	0.47
	Off-Peak Maximum Target: 1.0	0.36	0.32
Saturday Maximum Target: 1.0		0.3	0.3
Sunday Maximum Target: 1.0		0.25	0.26

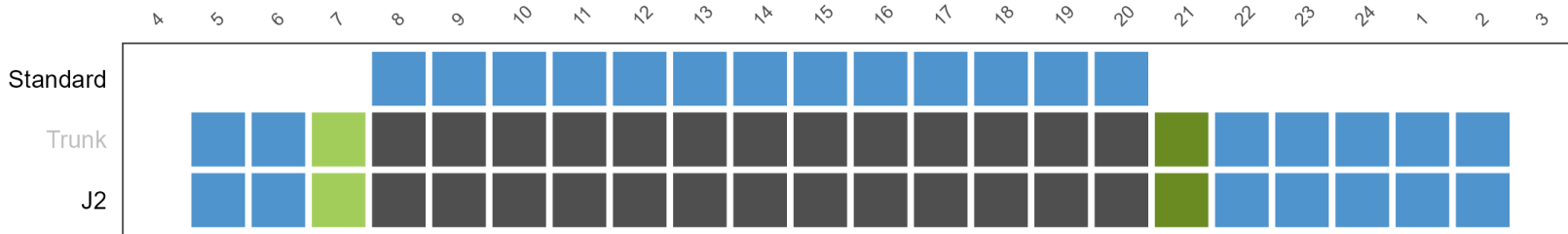
Span and Frequency



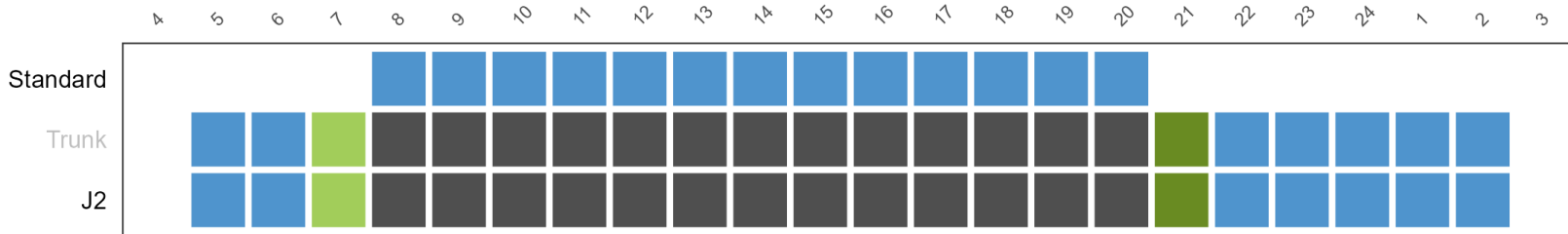
Weekday (by Hour)



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 - 2:31 AM	-	A	5:00 AM - 2:33 AM	-	A	5:00 AM - 2:29 AM	-	A
	Frequency of Service varies	Peak: 8.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20.1	A	14.0	24.7	A	14.0	24.6	A
Productivity	Passengers per Revenue Hour 20	23.6	24.3	A	21.4	23.1	B	17.9	20.5	D
	Passengers per Revenue Mile 2	2.2	2.4	B	1.7	2.1	D	1.4	1.9	E
Reliability	On-Time Performance 79%	79%	77%	B	81%	77%	B	83%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.44	Off-Peak: 0.34 Peak: 0.42	A	0.3	0.33	A	0.26	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.05	\$ 5.78	B	\$5.57	\$ 6.01	C	\$6.65	\$ 6.88	E
	Cost Recovery 20%	22%	20%	B	20%	18%	C	16%	16%	D

Route J1

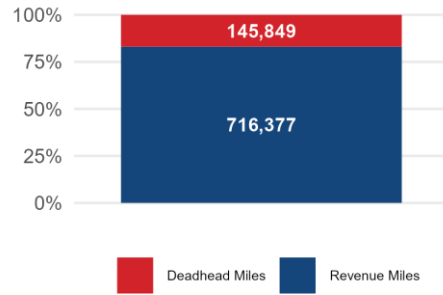
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.2			4.5			E		
	Circuitry 1.75	1.17			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	20.2	24.3	B	-	-	-	-	-	-
	Passengers per Revenue Mile 2	1.7	2.4	D	-	-	-	-	-	-
	Unique Segment Ridership 10%	15%	18%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	73%	77%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.33	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.91	\$ 5.78	C	-	-	-	-	-	-
	Cost Recovery 20%	20%	21%	B	-	-	-	-	-	-

Route J2

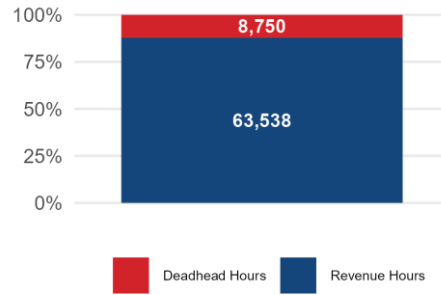
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.8			4.5			A		
	Circuitry 1.75	1.3			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	24.0	24.3	A	21.4	23.1	B	17.9	20.5	D
	Passengers per Revenue Mile 2	2.2	2.4	A	1.7	2.1	D	1.4	1.9	E
	Unique Segment Ridership 10%	33%	18%	A	100%	35%	A	100%	38%	A
Reliability	On-Time Performance 79%	80%	77%	B	81%	77%	B	83%	79%	B
	Crowding 5%	3%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.47	Off-Peak: 0.34 Peak: 0.43	A	0.3	0.34	A	0.26	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.97	\$ 5.78	A	\$5.57	\$ 6.01	C	\$6.65	\$ 6.88	E
	Cost Recovery 20%	22%	21%	B	19%	18%	C	16%	16%	D

Operational Analysis

Miles Allocation



Hours Allocation



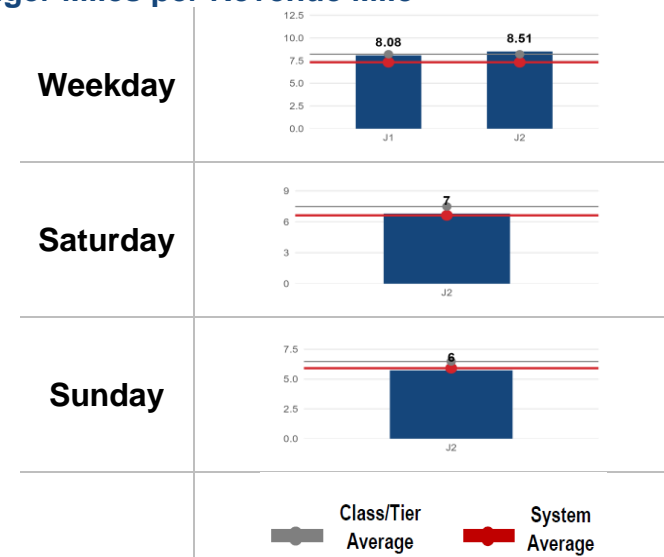
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J1	20.40	5,727	5,663 (98.9%)
J2	22.50	66,932	66,505 (99.4%)

Service Change Summary

Route J1 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;
 Route J2 - Dec 2022:
 Weekday: run time update; Saturday: run time update;
 Sunday: run time update;

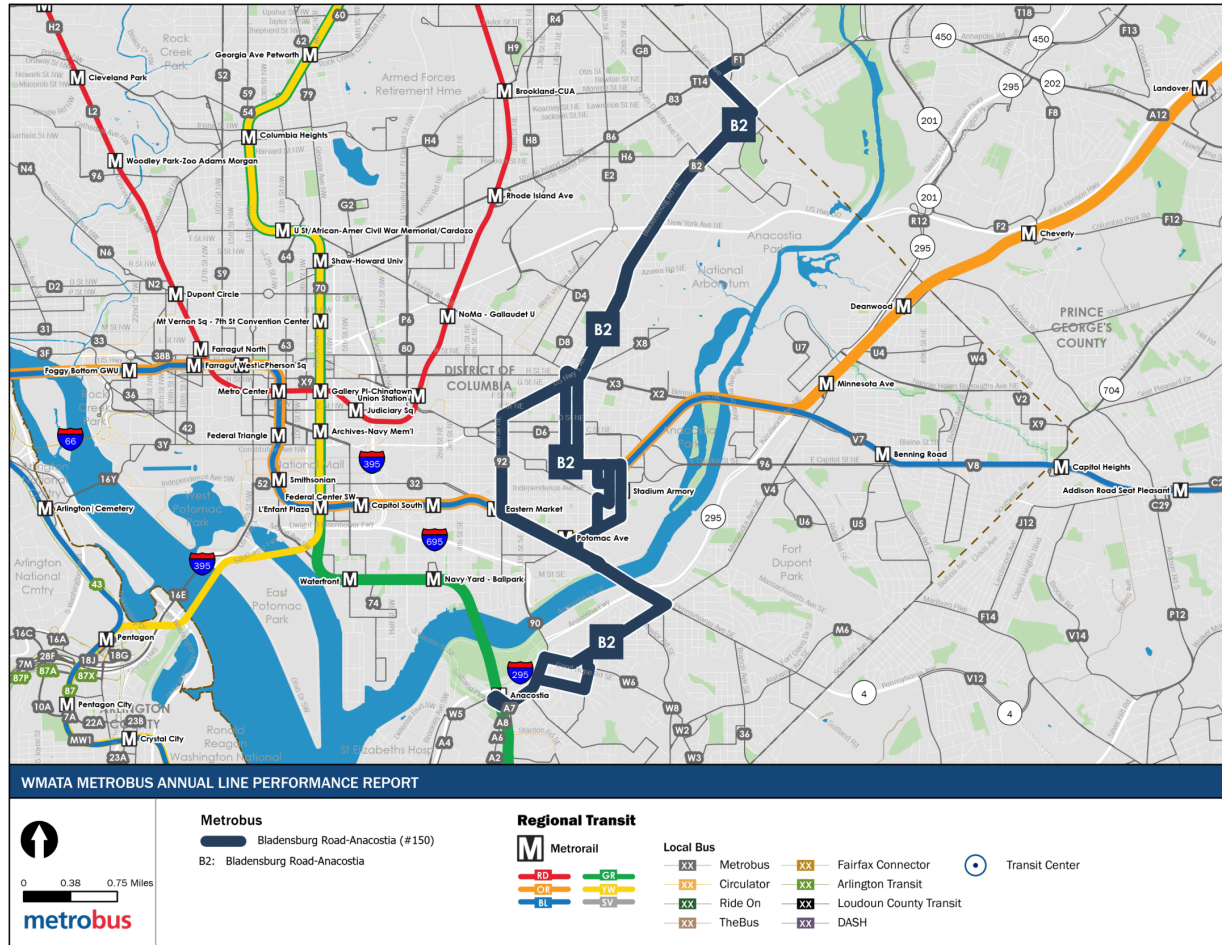
Passenger Miles per Revenue Mile



LINE: 150 - Bladensburg Road-Anacostia

ROUTE(S): B2

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

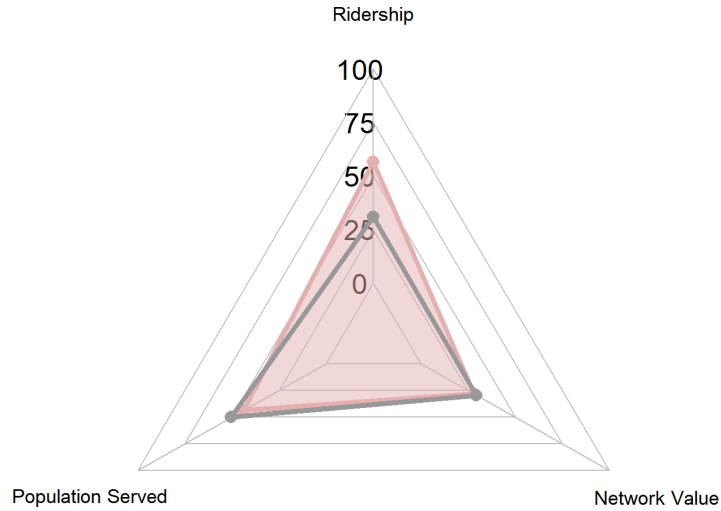
Line	Overall Grade
Line 150 - Bladensburg Road-Anacostia	A



Line Benefit Score

43

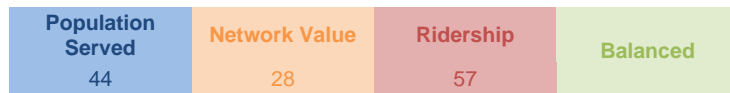
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$6,736,428
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population	47,039	
	People of Color Population	Service Area	30,659
		% Riders Surveyed	96%
	Low Income Household	Service Area	13,395
		% Riders Surveyed	72%

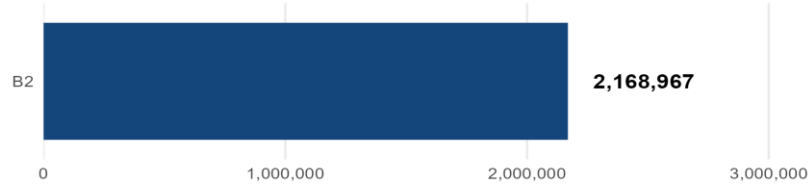
Facilities/Amenities

	Bus Stops	101
	% Stops With Shelters	22%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



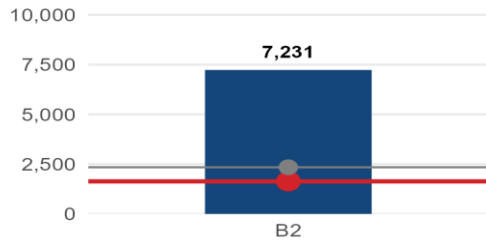
Top Transfer Locations

Potomac Avenue, Stadium-Armory, Anacostia

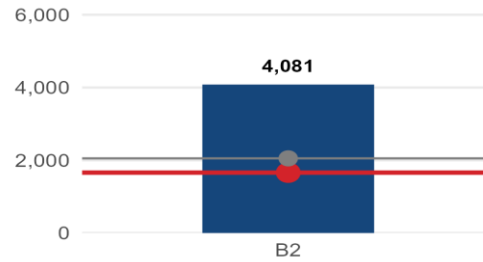
Average Daily Ridership

- Class/Tier Average
- System Average

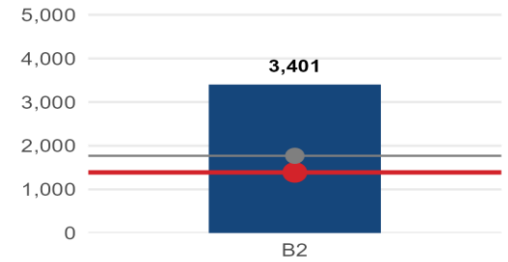
Weekday



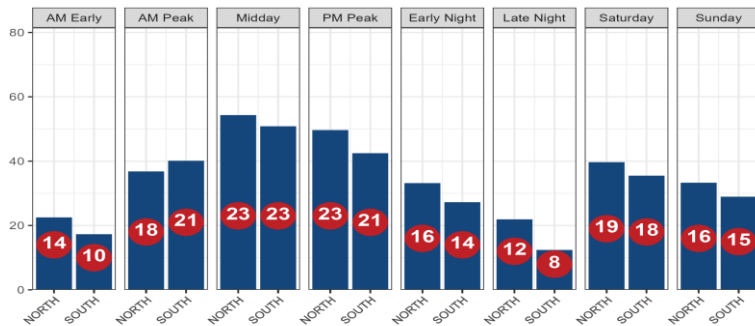
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



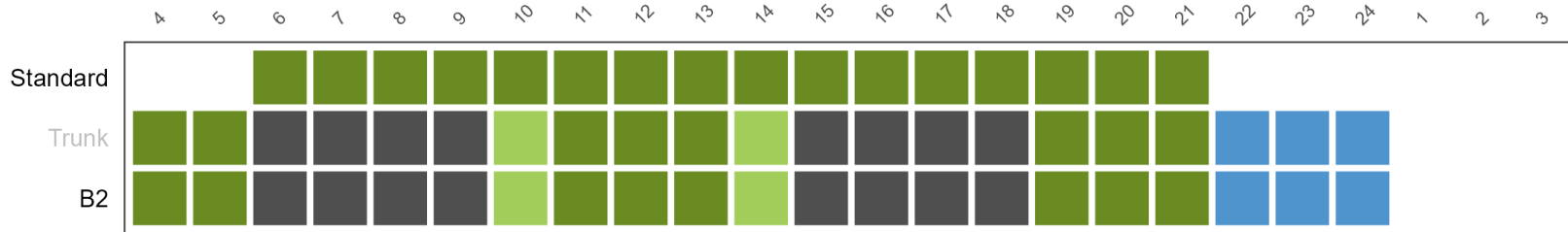
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.52	0.52
	Off-Peak Maximum Target: 1.0	0.49	0.45
Saturday Maximum Target: 1.0		0.47	0.46
Sunday Maximum Target: 1.0		0.41	0.38

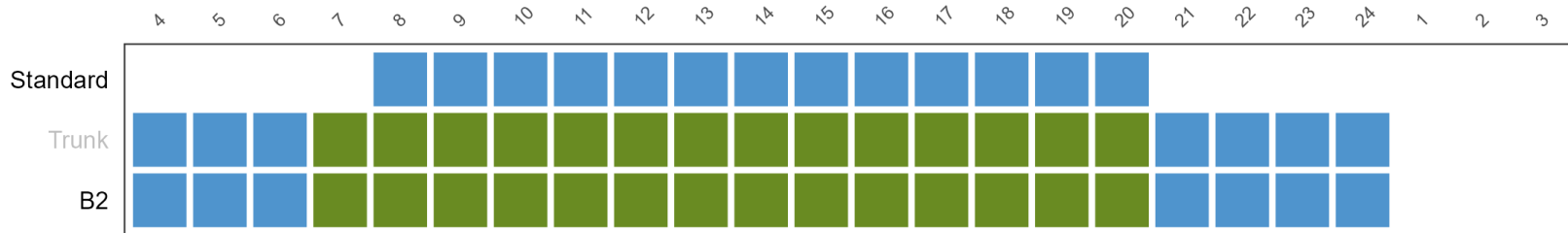
Span and Frequency



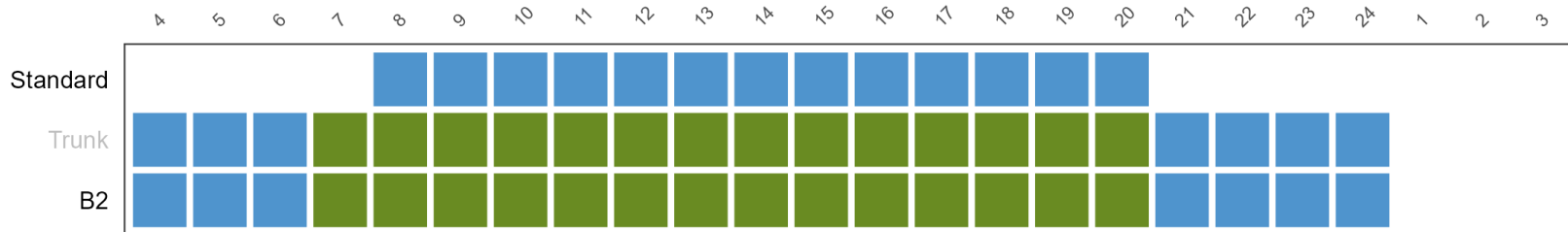
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Bladensburg Road-Anacostia

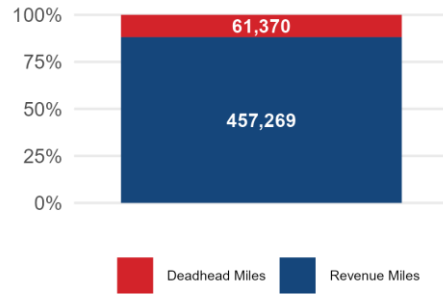
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:30 AM - 12:28 AM	-	A	4:20 AM - 12:37 AM	-	A	4:20 AM - 12:34 AM	-	A
	Frequency of Service varies	Peak: 9.0 / Off-Peak: 14.0	Peak: 15.6 / Off-Peak: 20.1	A	21.0	24.7	A	21.0	24.6	A
Productivity	Passengers per Revenue Hour 20	40.0	24.3	A	40.5	23.1	A	33.9	20.5	A
	Passengers per Revenue Mile 2	5.1	2.4	A	4.6	2.1	A	3.8	1.9	A
Reliability	On-Time Performance 79%	75%	77%	C	77%	77%	C	82%	79%	B
	Crowding 5%	2%	1%	A	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.52	Off-Peak: 0.34 Peak: 0.42	A	0.47	0.33	A	0.4	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.98	\$ 5.78	A	\$2.94	\$ 6.01	A	\$3.52	\$ 6.88	A
	Cost Recovery 20%	13%	20%	E	14%	18%	E	11%	16%	E

Route B2

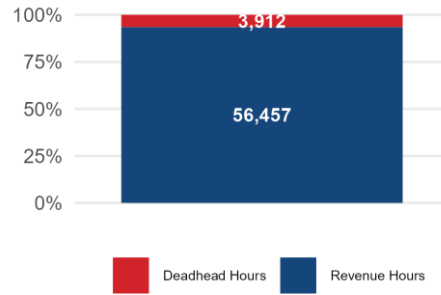
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.8			4.5			E		
	Circuitry 1.75	1.34			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	40.0	24.3	A	40.5	23.1	A	33.9	20.5	A
	Passengers per Revenue Mile 2	5.1	2.4	A	4.6	2.1	A	3.8	1.9	A
	Unique Segment Ridership 10%	61%	18%	A	65%	35%	A	64%	38%	A
Reliability	On-Time Performance 79%	75%	77%	C	77%	77%	C	82%	79%	B
	Crowding 5%	2%	1%	A	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.52	Off-Peak: 0.34 Peak: 0.43	A	0.47	0.34	A	0.4	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.98	\$ 5.78	A	\$2.94	\$ 6.01	A	\$3.52	\$ 6.88	A
	Cost Recovery 20%	13%	21%	E	14%	18%	E	11%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



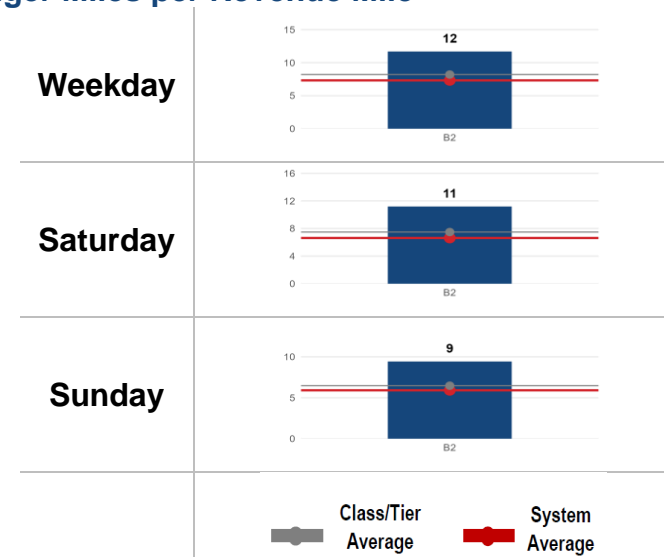
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B2	17.70	56,379	55,516 (98.5%)

Service Change Summary

Route B2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

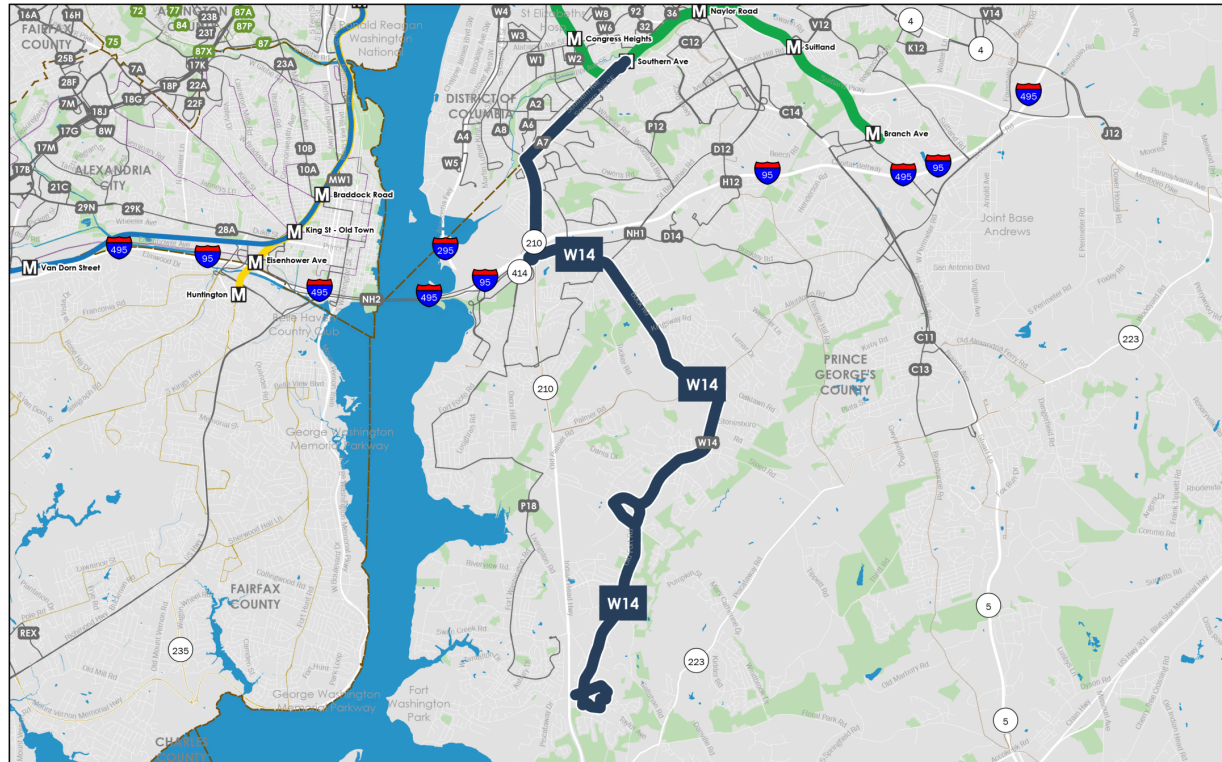
Passenger Miles per Revenue Mile



LINE: 580 - Bock Road

ROUTE(S): W14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Bock Road (#580)
W14:Bock Road

Regional Transit

- Metrorail
- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

Local Bus

- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

0 0.5 1 Miles

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Grade
Bock Road (#580)	B

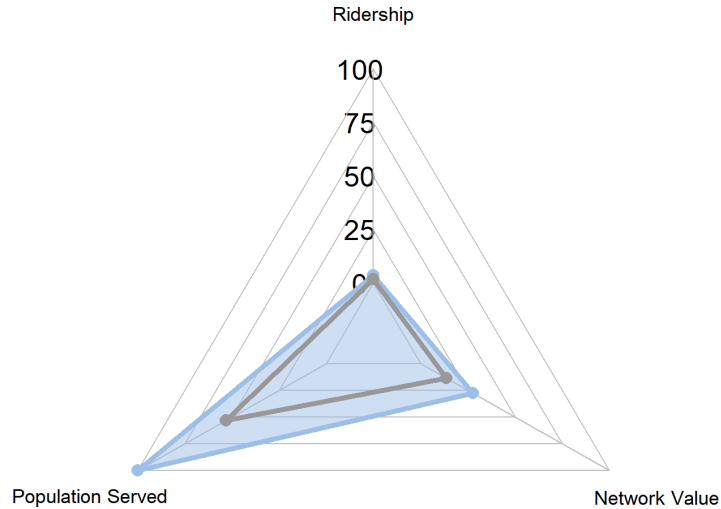
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

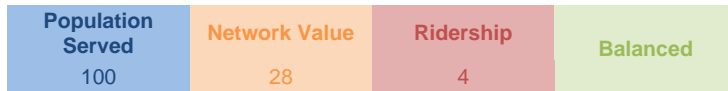
44

Out of 100



Classification Average

Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$974,525
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	22,428	
	People of Color Population	Service Area	19,066
		% Riders Surveyed	100%
	Low Income Household	Service Area	7,026
		% Riders Surveyed	36%

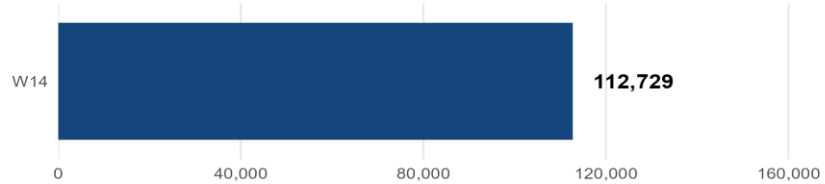
Facilities/Amenities

	Bus Stops	134
	% Stops With Shelters	5%
	% Stops With Benches	2%
	% Stops With Real-Time Signs	1%



Ridership

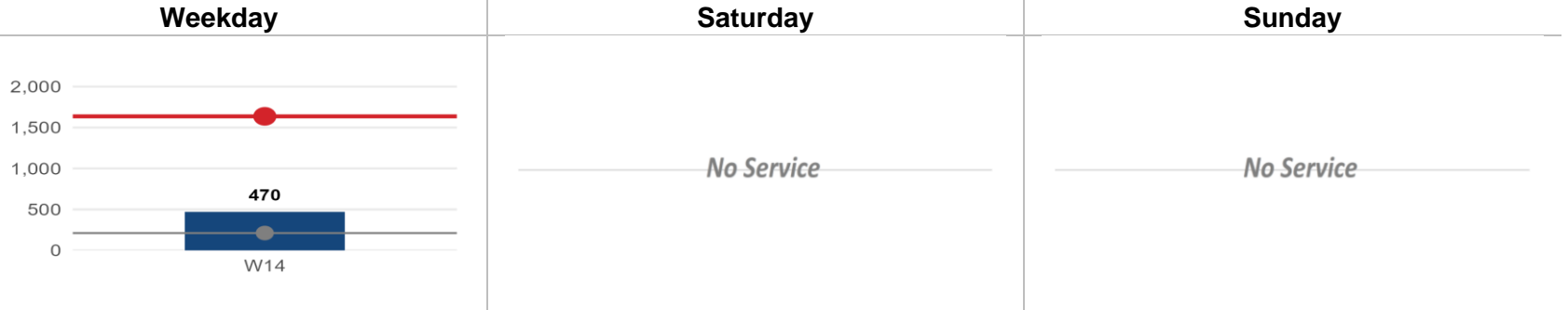
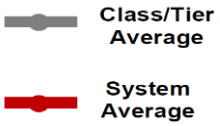
Annual Ridership



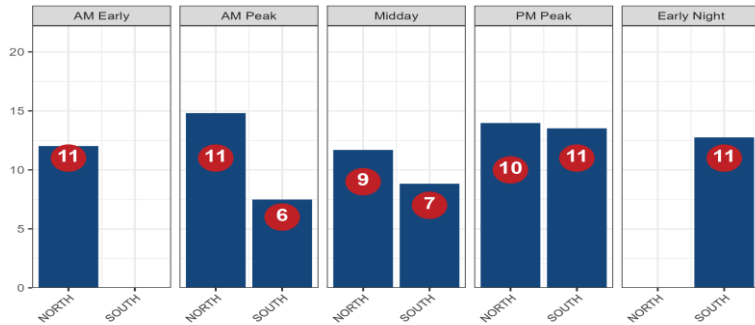
Top Transfer Locations

Southern Avenue

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



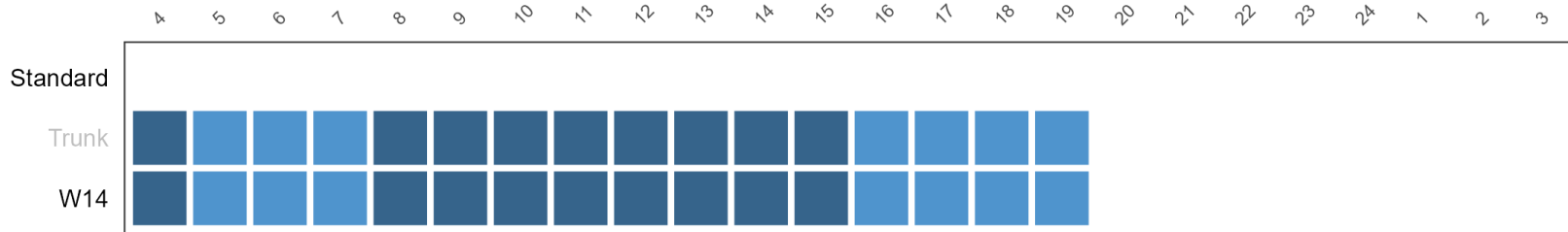
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.26	0.27
	Off-Peak Maximum Target: 1.0	0.24	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

B Bock Road

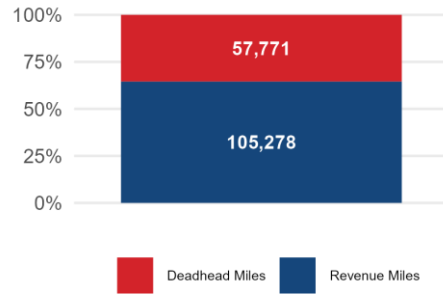
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:29 AM - 7:57 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 33.0 / Off-Peak: 60.0	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	14.6	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	0.7	B	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	78%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.26	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.20	\$10.05	C	-	-	-	-	-	-
	Cost Recovery 20%	6%	24%	E	-	-	-	-	-	-

Route W14

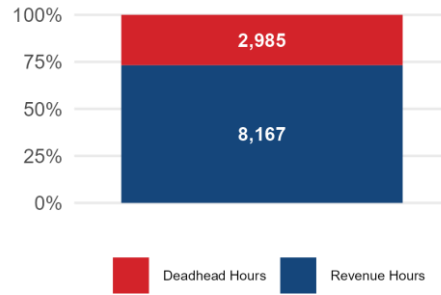
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	4.8			2.4			-		
	Circuitry N/A	1.48			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	14.6	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	0.7	B	-	-	-	-	-	-
	Unique Segment Ridership 15%	81%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	78%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.26	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.20	\$10.05	C	-	-	-	-	-	-
	Cost Recovery 20%	6%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



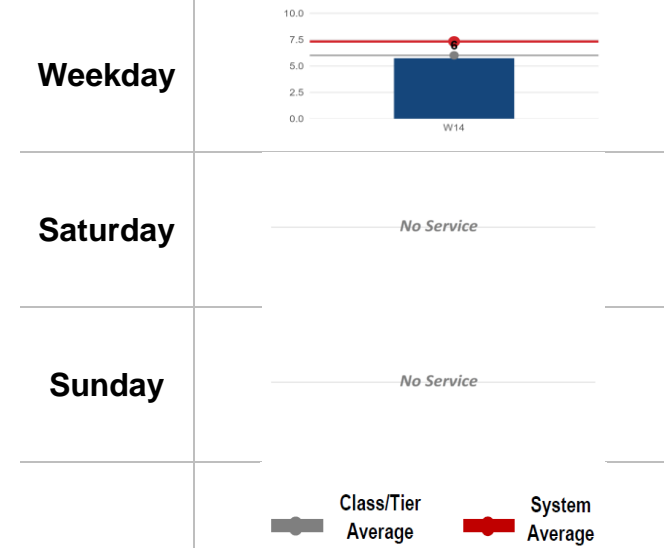
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W14	28.40	9,213	9,100 (98.8%)

Service Change Summary

Route W14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

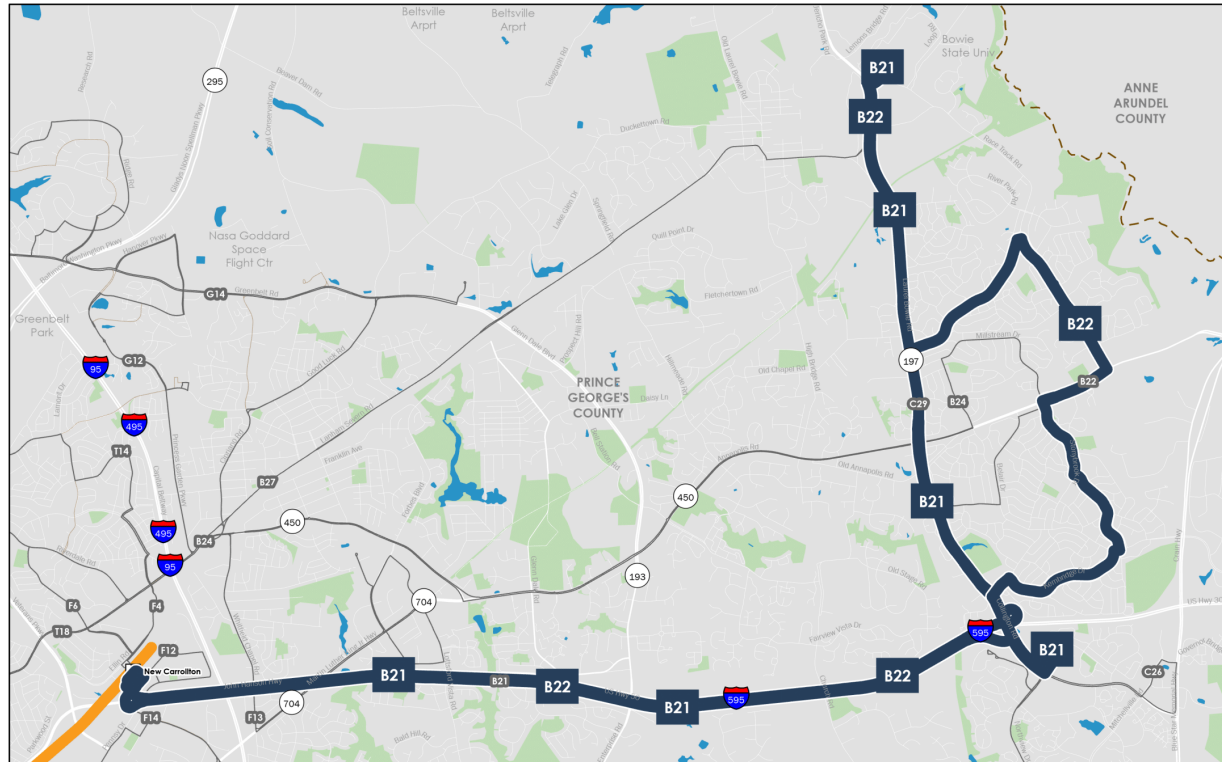
Passenger Miles per Revenue Mile



LINE: 20 - Bowie State University

ROUTE(S): B21, B22

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 Bowie State University (#20)
 B21: Bowie State University
 B22: Bowie State University

Regional Transit

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

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Grade
	C

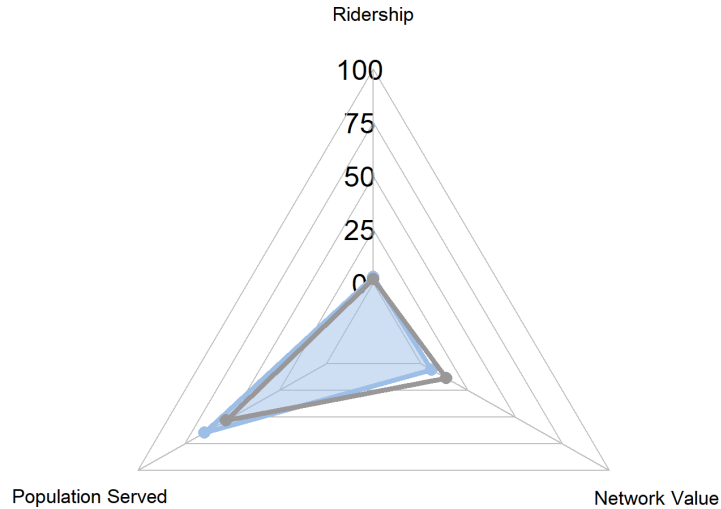
Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

24

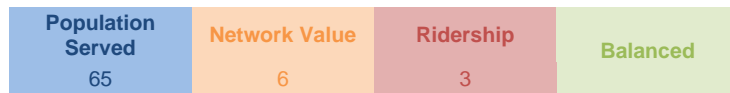
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$928,310
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	17,458	
	People of Color Population	Service Area	8,889
		% Riders Surveyed	85%
	Low Income Household	Service Area	1,606
		% Riders Surveyed	29%

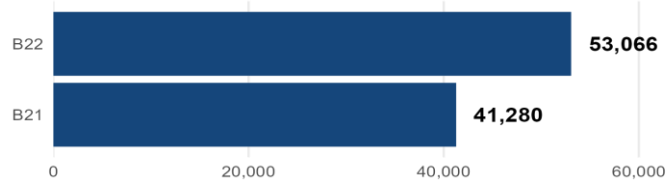
Facilities/Amenities

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



Ridership

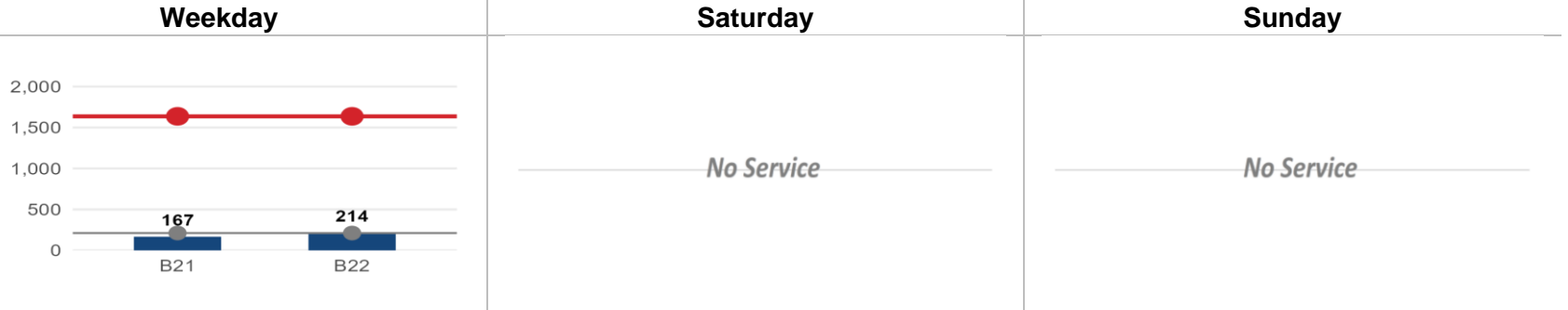
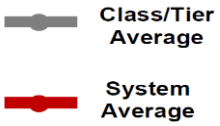
Annual Ridership



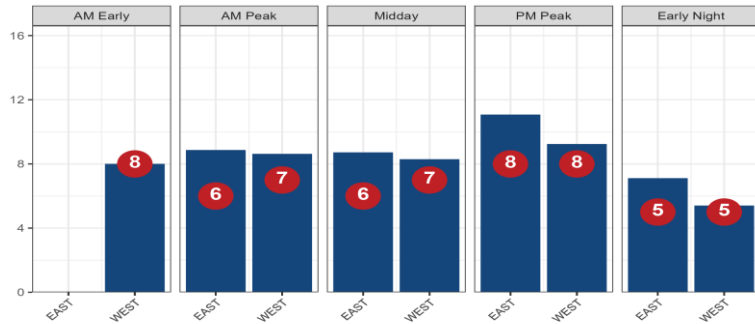
Top Transfer Locations

New Carrollton

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



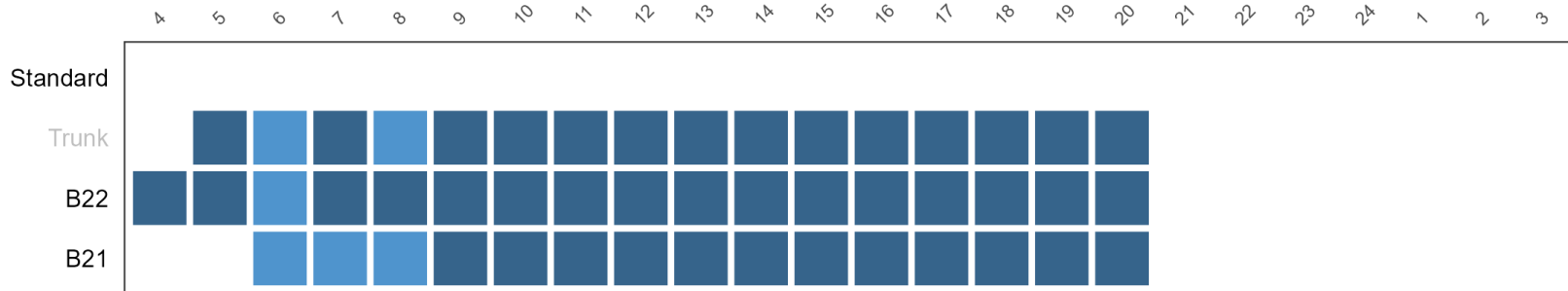
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.18	0.19
	Off-Peak Maximum Target: 1.0	0.14	0.17
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



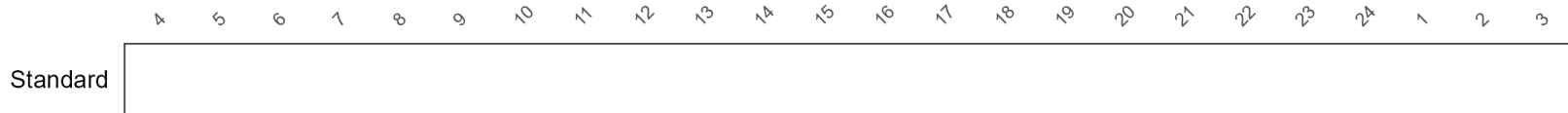
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Bowie 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: 32.0 / Off-Peak: 61.0	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	12.2	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.7	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	89%	78%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.18	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.80	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	8%	24%	E	-	-	-	-	-	-

Route B21

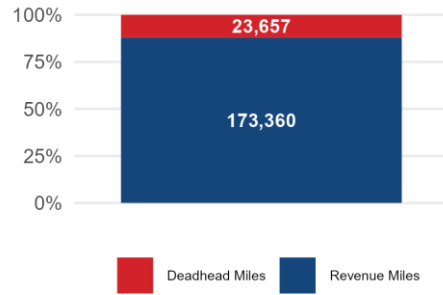
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	1.4			2.4			-		
	Circuitry N/A	1.46			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	13.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.6	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	7%	30%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	92%	78%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.18	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.64	\$10.05	D	-	-	-	-	-	-
	Cost Recovery 20%	7%	22%	E	-	-	-	-	-	-

Route B22

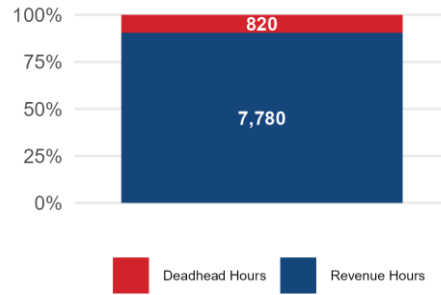
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.1			2.4			-		
	Circuitry N/A	1.82			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	11.1	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	20%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	87%	78%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.19	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$10.70	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	8%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



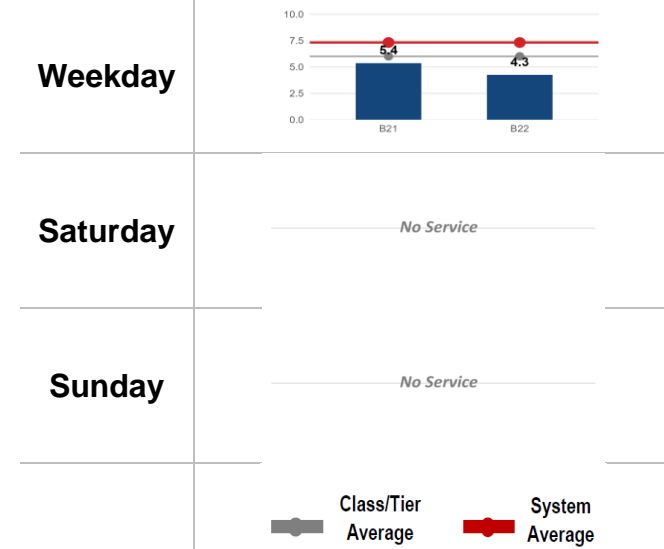
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B21	28.60	4,731	4,675 (98.8%)
B22	35.70	5,976	5,906 (98.8%)

Service Change Summary

Route B21 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route B22 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

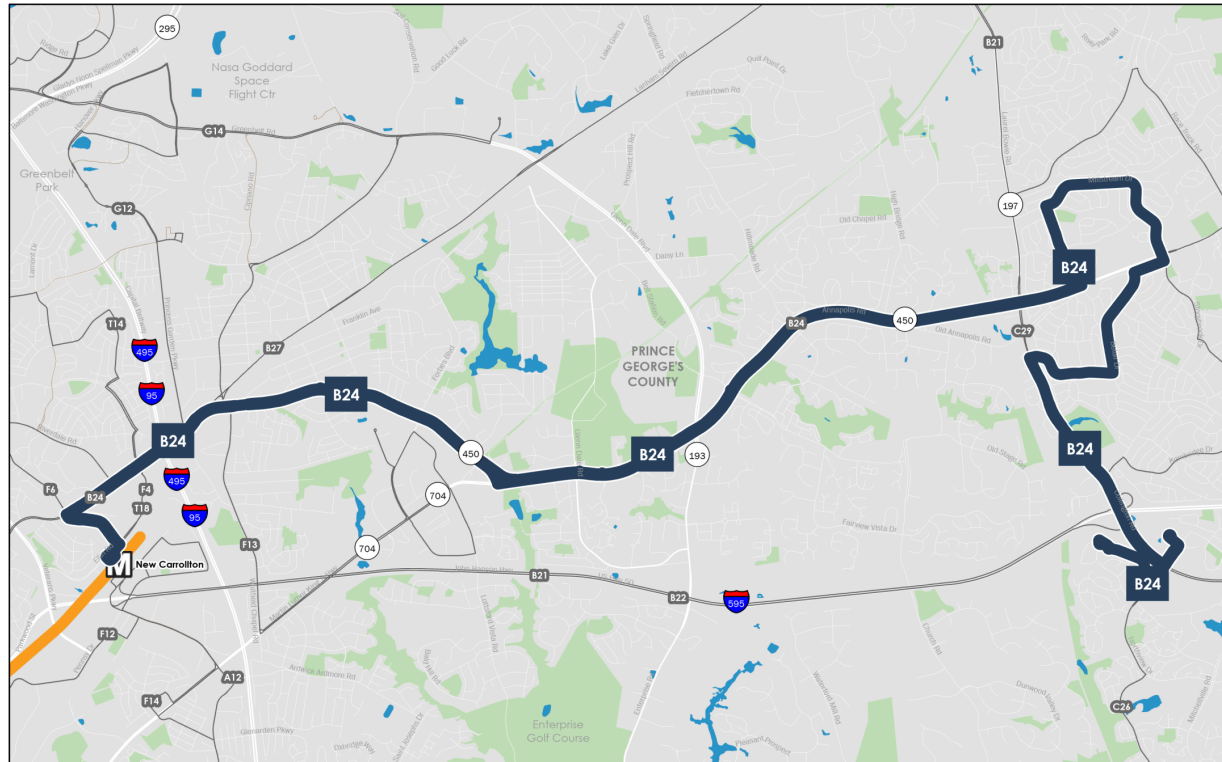
Passenger Miles per Revenue Mile



LINE: 19 - Bowie-Belair

ROUTE(S): B24

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

metrobus

Metrobus

— Bowie-Belair (#19)

B24: Bowie-Belair

Regional Transit

M Metrorail

- RD Metrorail
- GR Metrorail
- OR Metrorail
- BL Metrorail
- SV 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

- Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Bowie-Belair	A

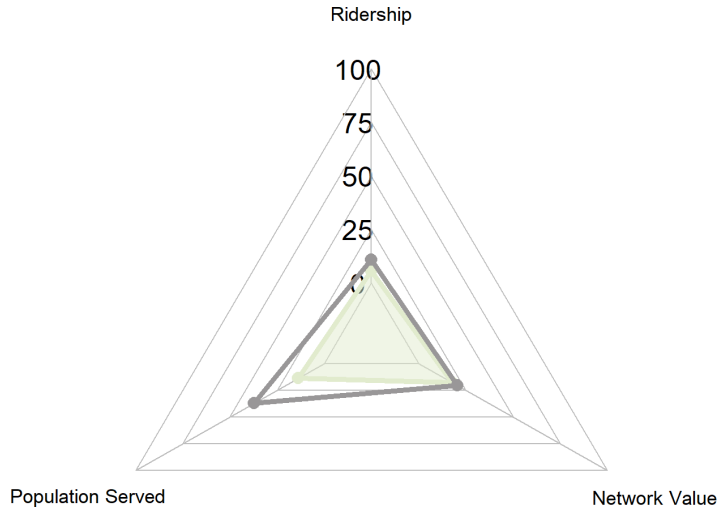
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

12

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
14	18	6	

Operating Statistics

	Annual Operating Costs	\$1,165,190
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	25,437	
	People of Color Population	Service Area	17,078
		% Riders Surveyed	99%
	Low Income Household	Service Area	3,817
		% Riders Surveyed	57%

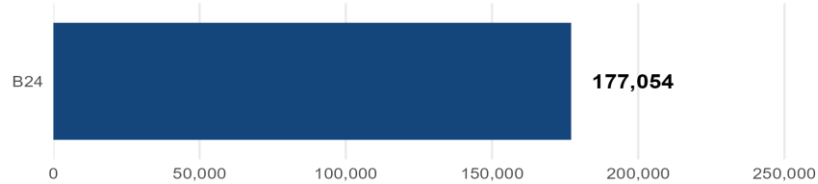
Facilities/Amenities

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



Ridership

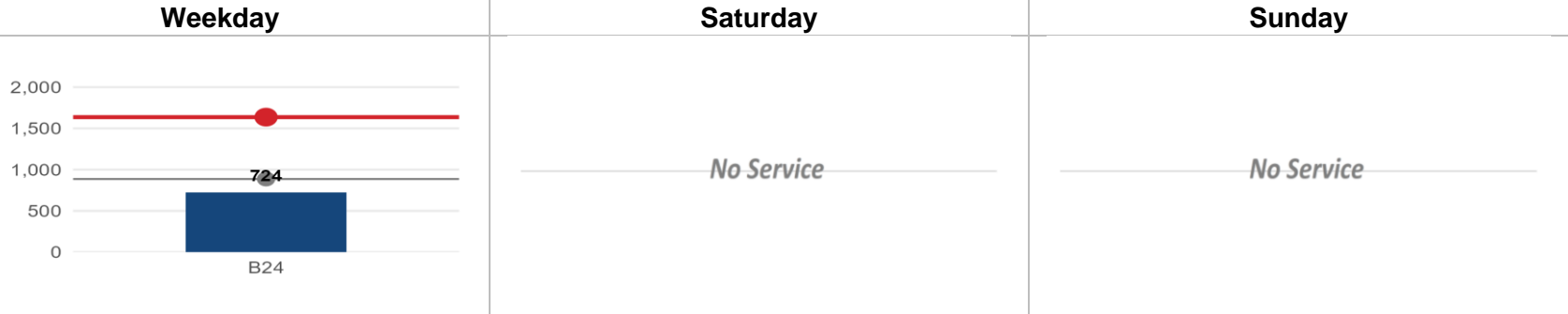
Annual Ridership



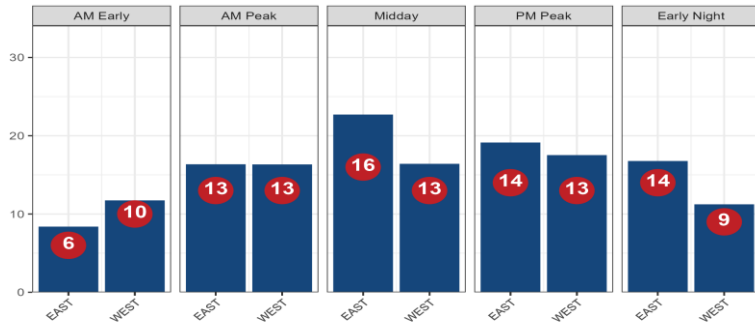
Top Transfer Locations

New Carrollton

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



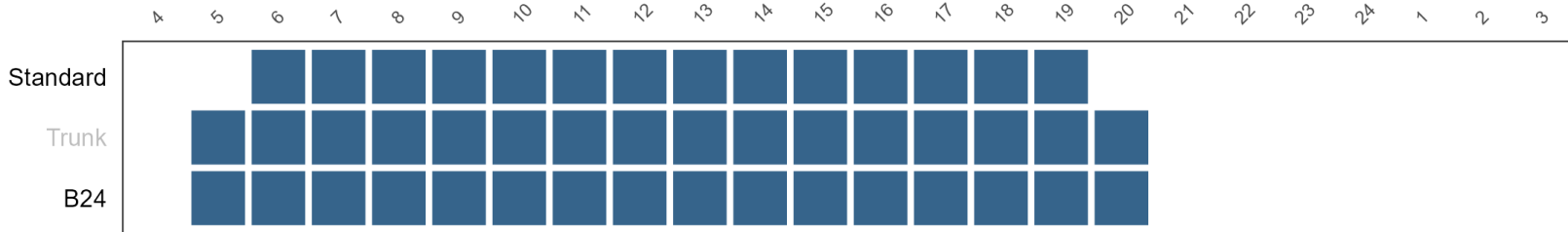
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.32
	Off-Peak Maximum Target: 1.0	0.36	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

A Bowie-Belair

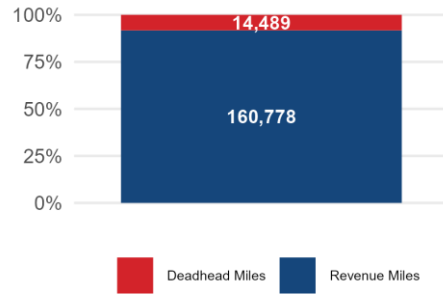
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 8:40 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 37.0 / Off-Peak: 54.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	18.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	79%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.33	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.32	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	9%	11%	E	-	-	-	-	-	-

Route B24

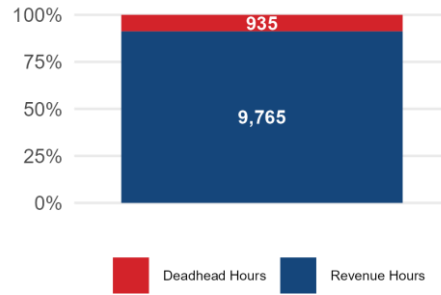
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			4.8			A		
	Circuitry N/A	1.52			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	18.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	47%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	79%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.33	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.32	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	9%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



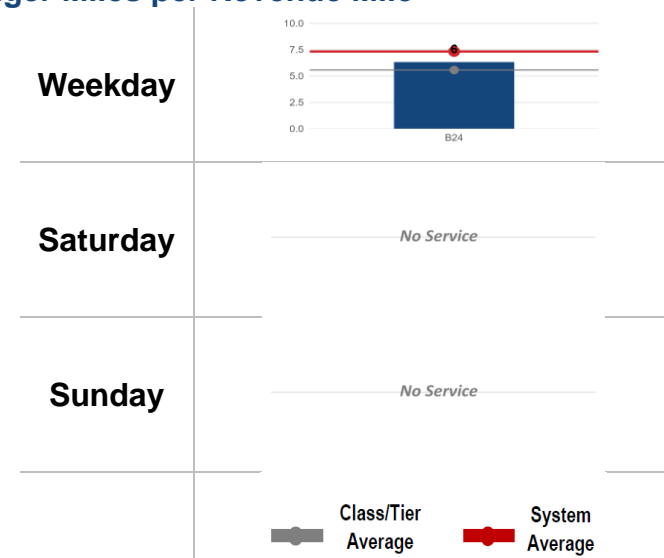
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B24	31.20	10,668	10,579 (99.2%)

Service Change Summary

Route B24 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

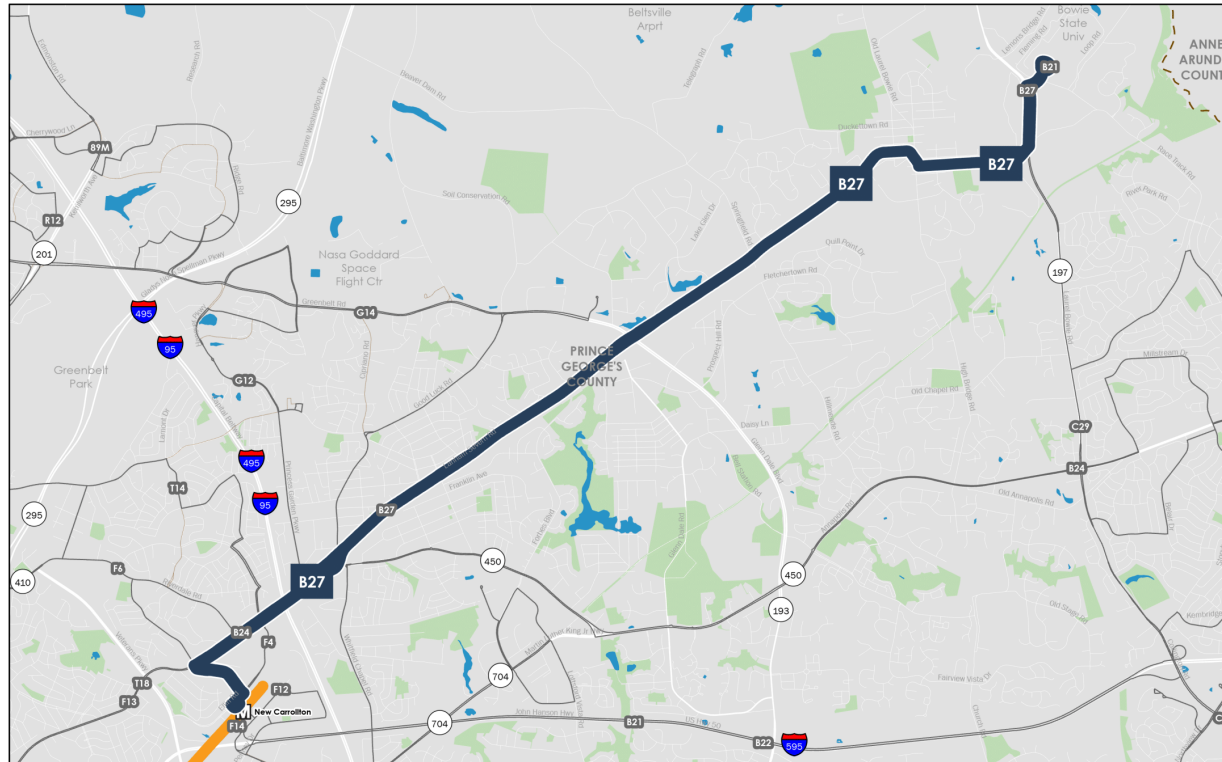
Passenger Miles per Revenue Mile



LINE: 65 - Bowie-New Carrollton

ROUTE(S): B27

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 — Bowie-New Carrollton (#65)
 B27: Bowie-New Carrollton

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

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Bowie-New Carrollton	C

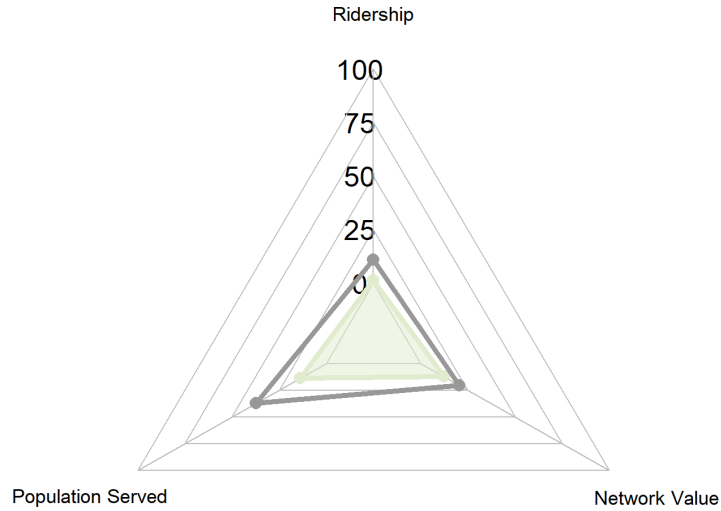
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

9

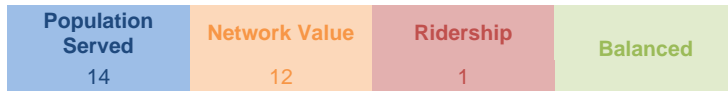
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$376,335
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	15,663	
	People of Color Population	Service Area	10,871
		% Riders Surveyed	89%
	Low Income Household	Service Area	3,942
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	64
	% Stops With Shelters	9%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	0%



Ridership

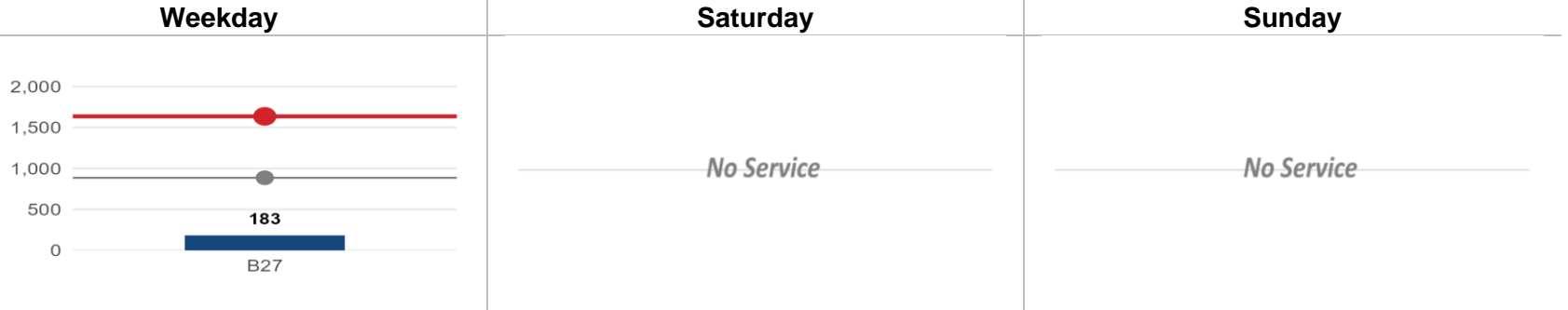
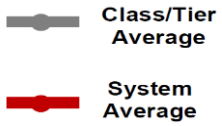
Annual Ridership



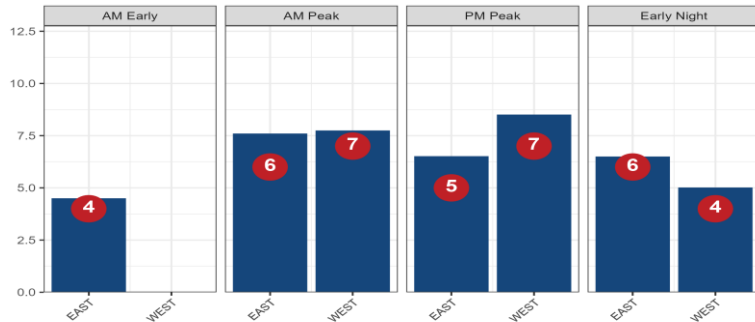
Top Transfer Locations

New Carrollton, Rhode Island Avenue

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



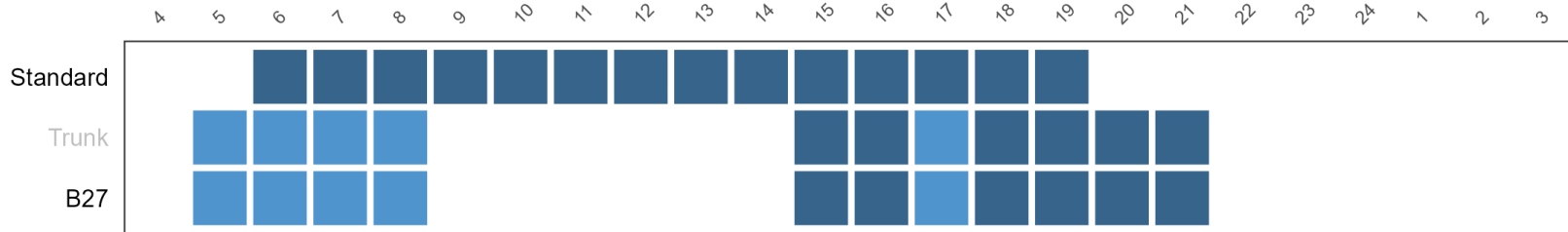
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.14	0.17
	Off-Peak Maximum Target: 1.0	0.13	0.11
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

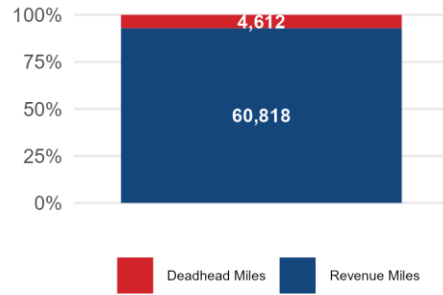
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:58 AM - 8:19 AM; 3:10 PM - 9:55 PM	-	C	-	-	-	-	-	-
	Frequency of Service varies	Peak: 34.0 / Off-Peak: NA	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	14.7	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	88%	81%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.12	\$ 6.54	C	-	-	-	-	-	-
	Cost Recovery 20%	9%	11%	E	-	-	-	-	-	-

Route B27

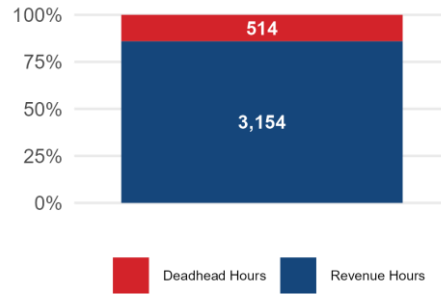
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.5			4.8			E		
	Circuitry N/A	1.09			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	14.7	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	34%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	88%	81%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.12	\$ 6.54	C	-	-	-	-	-	-
	Cost Recovery 20%	9%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



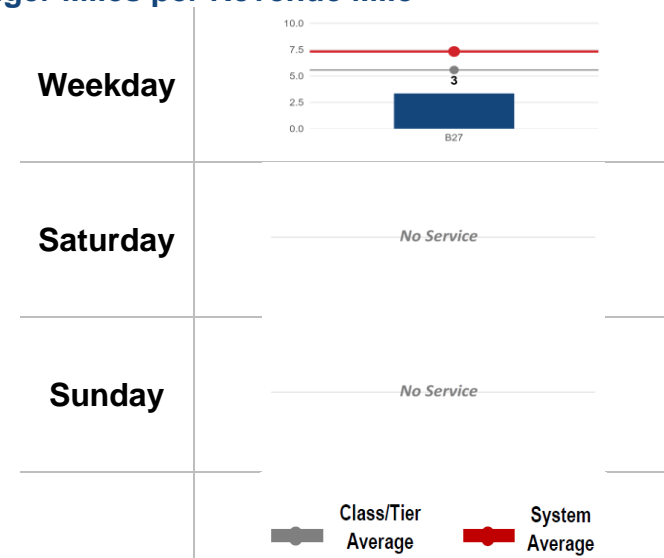
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B27	18.60	6,604	6,402 (96.9%)

Service Change Summary

Route B27 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

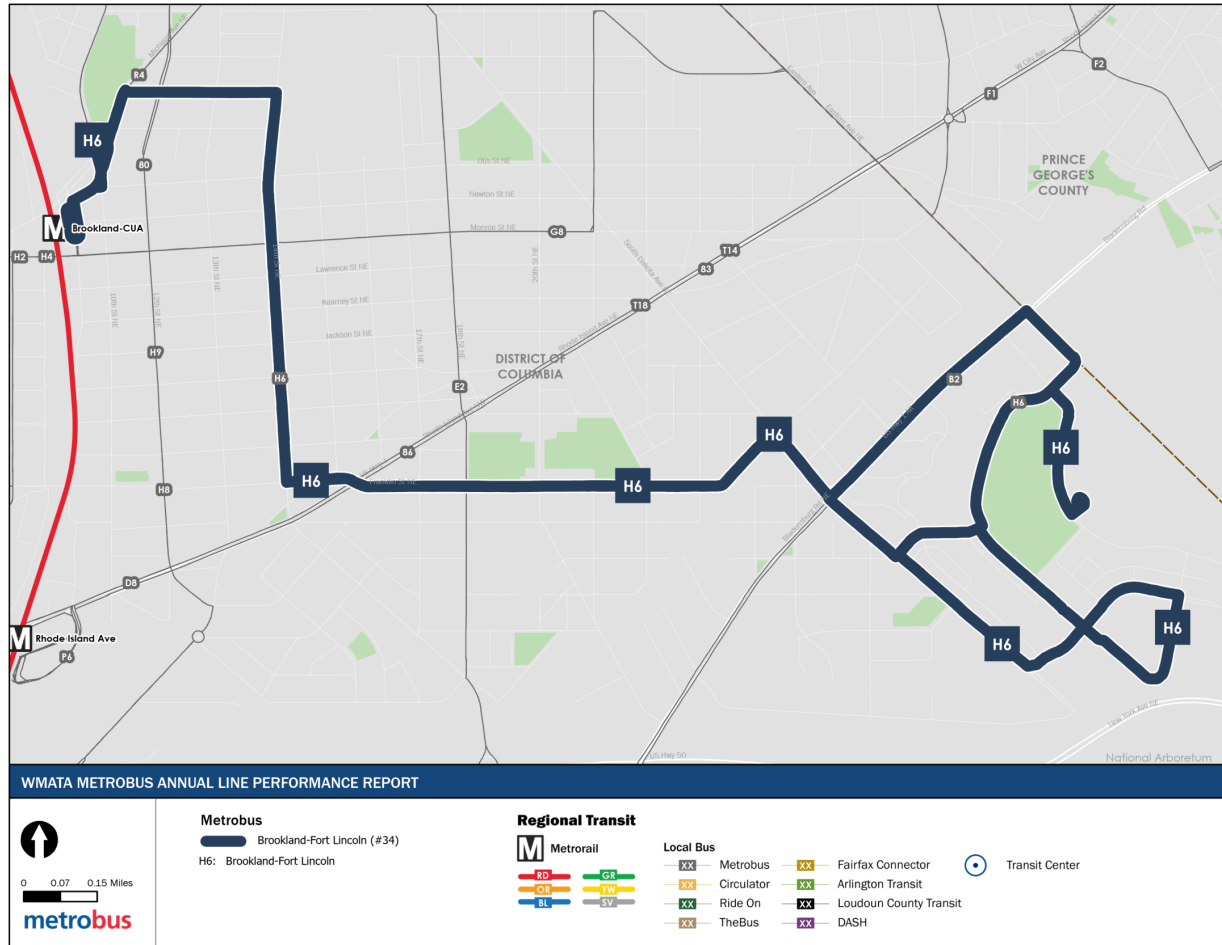
Passenger Miles per Revenue Mile



LINE: 34 - Brookland-Fort Lincoln

ROUTE(S): H6

About the Line



Service Classification

Coverage

Activity Tier

3

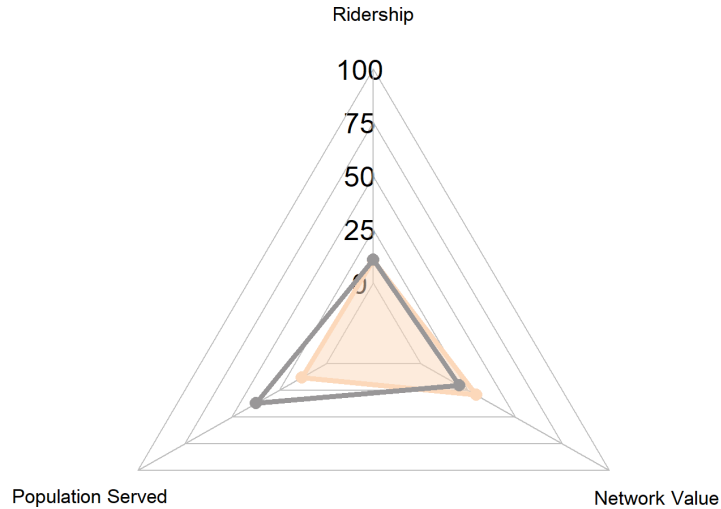
Overall Grade

Line	A

Line Benefit Score

18

Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,258,575
	Peak Vehicles	4
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population	14,582	
	People of Color Population	Service Area	9,106
		% Riders Surveyed	95%
	Low Income Household	Service Area	2,761
		% Riders Surveyed	51%

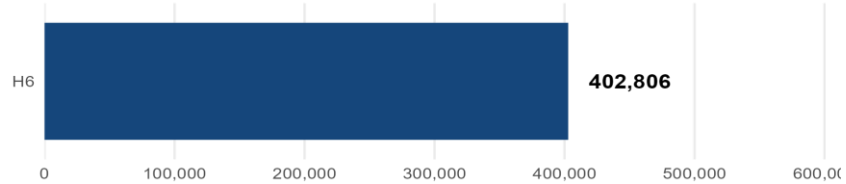
Facilities/Amenities

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



Ridership

Annual Ridership



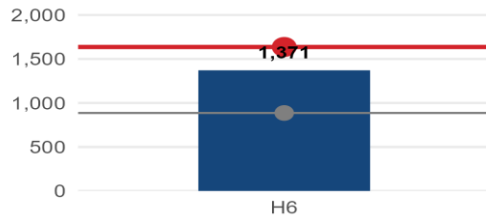
Top Transfer Locations

Brookland

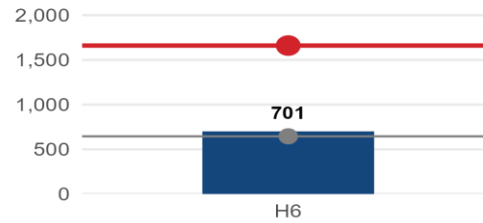
Average Daily Ridership

- Class/Tier Average
- System Average

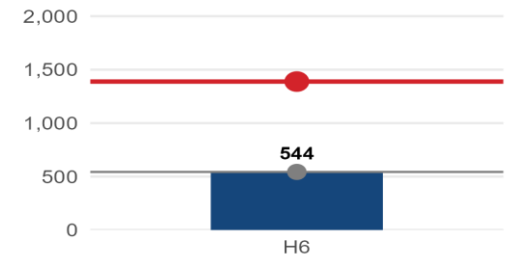
Weekday



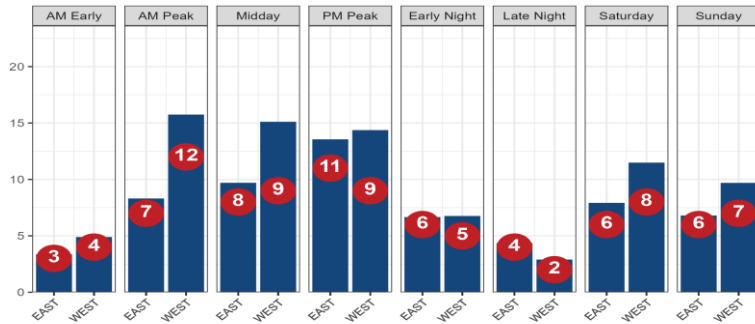
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



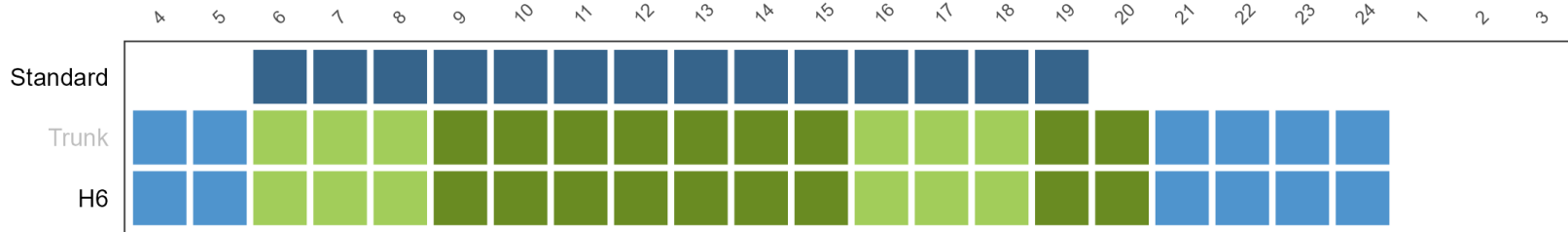
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.26	0.28
	Off-Peak Maximum Target: 1.0	0.17	0.18
Saturday Maximum Target: 1.0		0.18	0.22
Sunday Maximum Target: 1.0		0.15	0.17

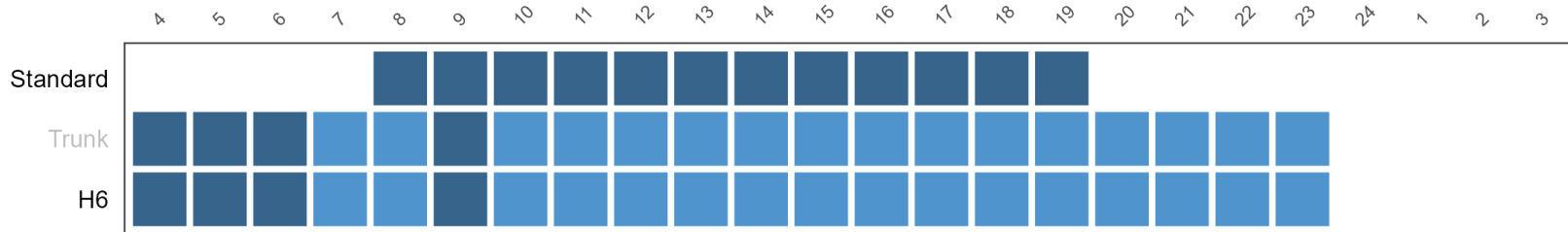
Span and Frequency



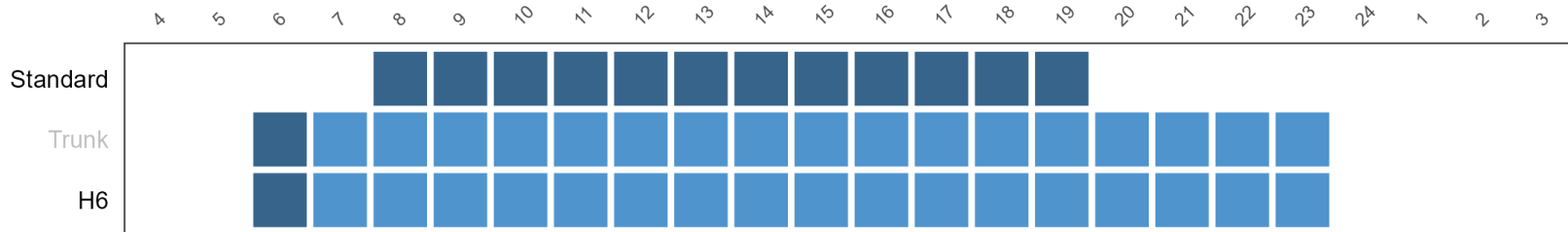
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Brookland-Fort Lincoln

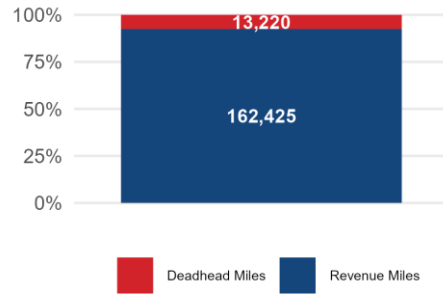
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:28 AM - 12:41 AM	-	A	4:57 AM - 11:31 PM	-	A	6:27 AM - 11:16 PM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 19.0	Peak: 26 / Off-Peak: 38.9	A	30.0	47.4	A	30.0	49.8	A
Productivity	Passengers per Revenue Hour 10	22.6	20.3	A	20.2	21.3	A	17.2	21.3	A
	Passengers per Revenue Mile 1	2.3	1.7	A	2.1	1.8	A	1.8	1.7	A
Reliability	On-Time Performance 79%	79%	81%	B	74%	80%	C	82%	81%	B
	Crowding 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.27	Off-Peak: 0.22 Peak: 0.29	A	0.2	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.29	\$ 6.54	A	\$5.91	\$ 6.11	A	\$6.95	\$ 6.02	A
	Cost Recovery 20%	12%	11%	E	11%	8%	E	9%	8%	E

Route H6

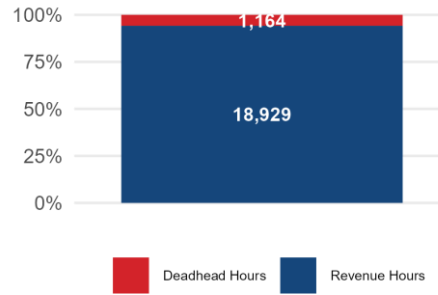
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.6			4.8			E		
	Circuitry N/A	1.95			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	22.6	20.3	A	20.2	21.3	A	17.2	21.3	A
	Passengers per Revenue Mile 1	2.3	1.7	A	2.1	1.8	A	1.8	1.7	A
	Unique Segment Ridership 10%	78%	49%	A	84%	59%	A	82%	62%	A
Reliability	On-Time Performance 79%	79%	81%	B	74%	80%	C	82%	81%	B
	Crowding 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.27	Off-Peak: 0.22 Peak: 0.28	A	0.2	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.29	\$ 6.54	A	\$5.91	\$ 6.11	A	\$6.95	\$ 6.02	A
	Cost Recovery 20%	12%	10%	E	11%	8%	E	9%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



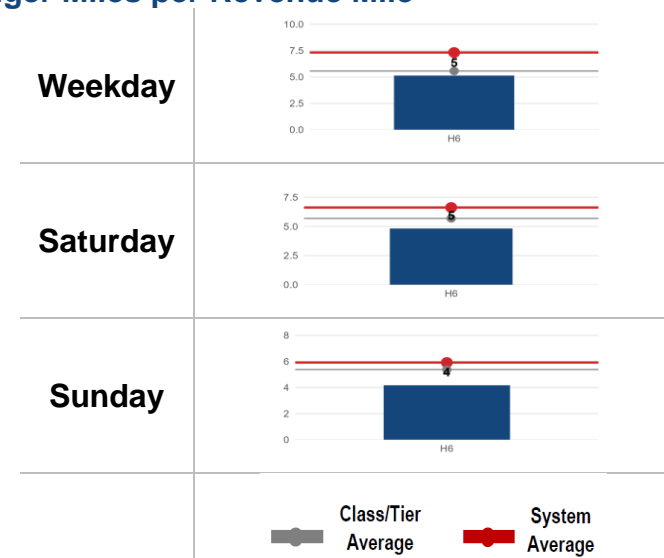
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H6	9.60	39,114	38,749 (99.1%)

Service Change Summary

Route H6 - Dec 2022:
 Weekday: New running times; Saturday: New running times; Sunday: New running times;

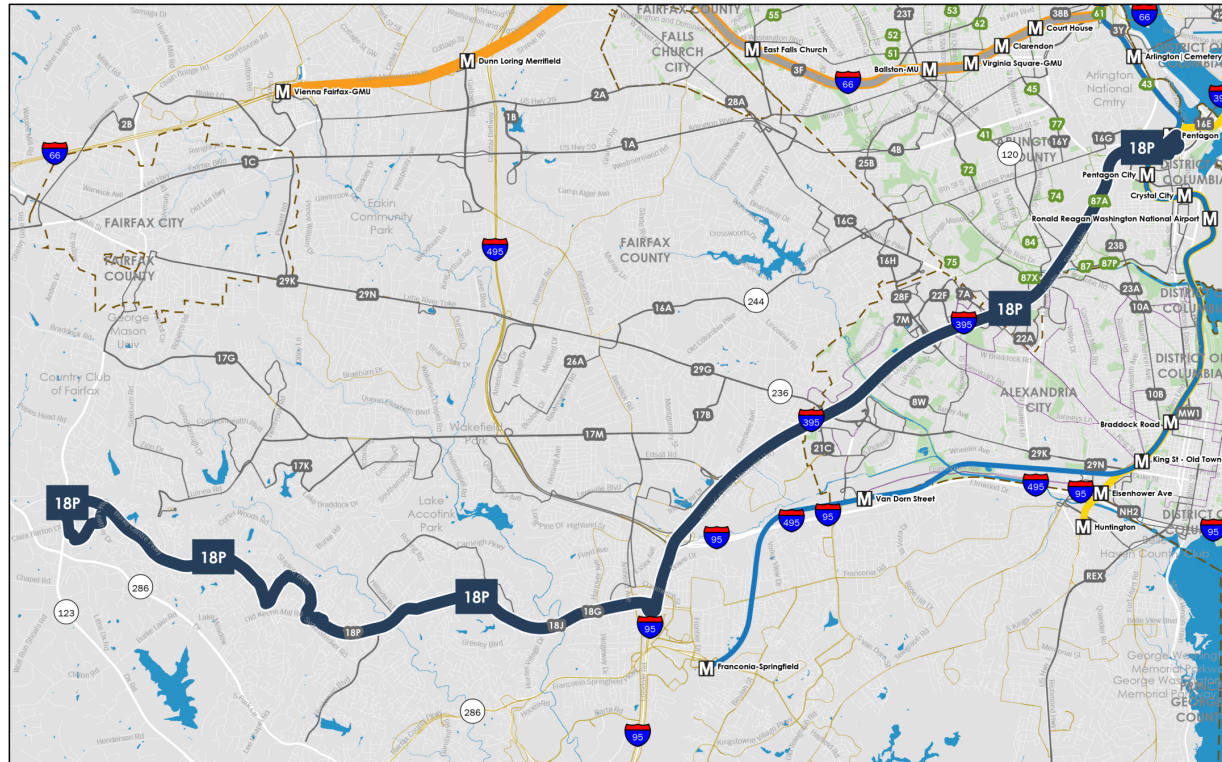
Passenger Miles per Revenue Mile



LINE: 541 - Burke Centre

ROUTE(S): 18P

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 — Burke Centre (#541)
 18P: Burke Centre

Regional Transit

- M** Metrorail
- Local Bus**
- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH
- Transit Center

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

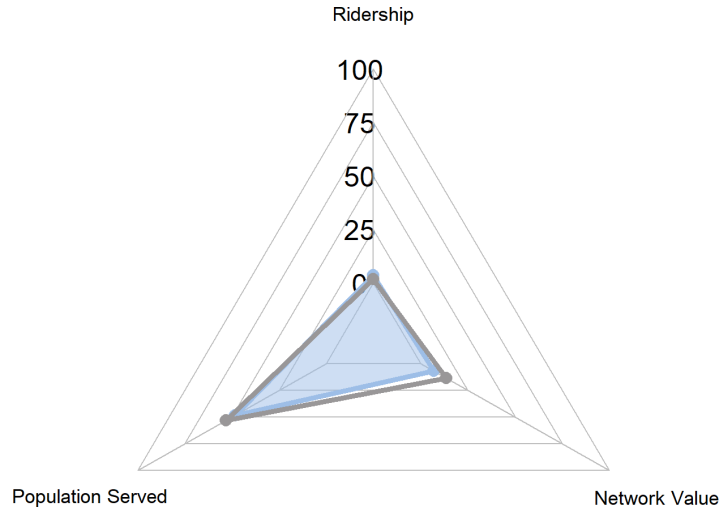
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

20

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$683,626
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

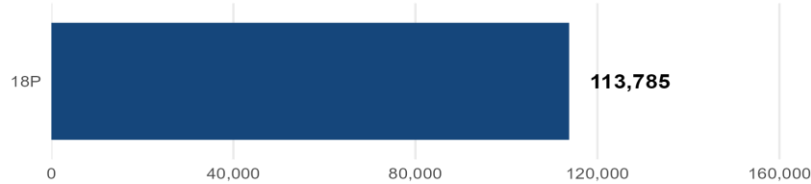
	Service Area Population	23,800	
	People of Color Population	Service Area	8,324
		% Riders Surveyed	44%
	Low Income Household	Service Area	3,009
		% Riders Surveyed	5%

Facilities/Amenities

	Bus Stops	89
	% Stops With Shelters	13%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	1%



Annual Ridership



Top Transfer Locations

Pentagon

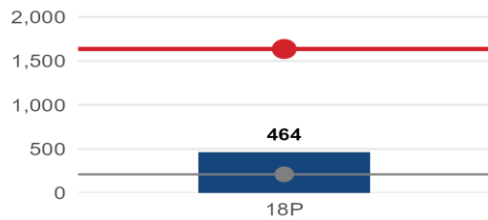
Weekday

Saturday

Sunday

Average Daily Ridership

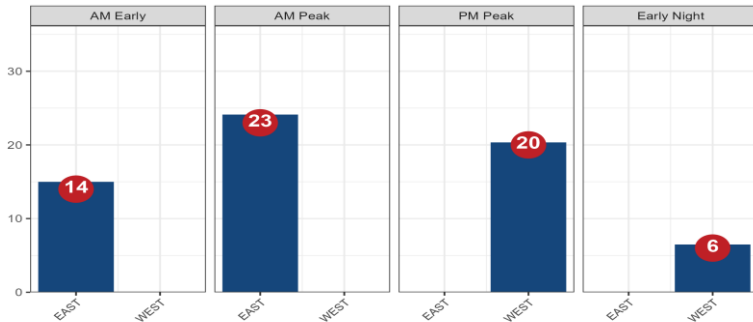
- Class/Tier Average
- System Average



No Service

No Service

Average Trip Ridership and Maximum Load by Time Period



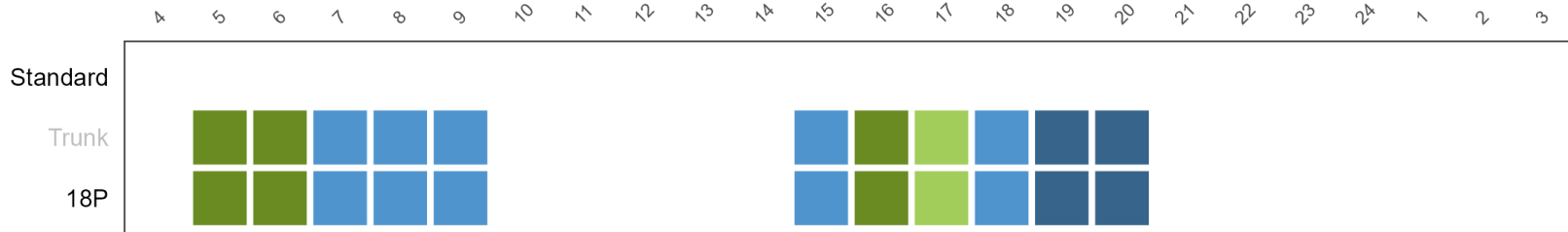
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.57	0.49
	Off-Peak Maximum Target: 1.0	0.36	0.15
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



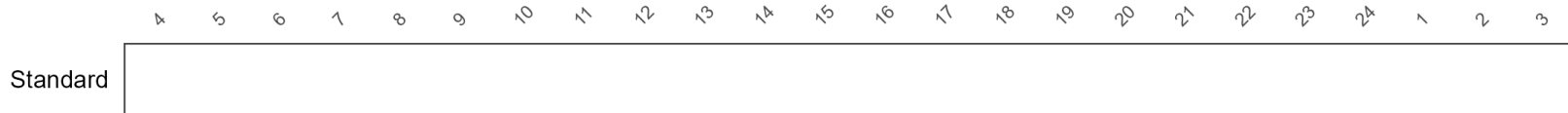
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Burke Centre

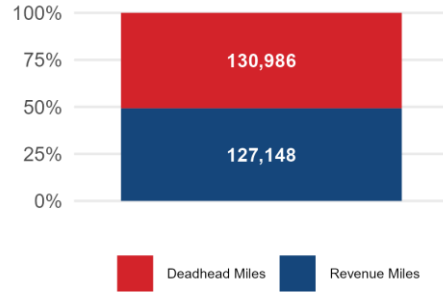
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:07 AM - 9:05 AM; 3:20 PM - 8:05 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 20.0 / Off-Peak: NA	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	20.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.7	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	78%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.52	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.74	\$10.05	A	-	-	-	-	-	-
	Cost Recovery 20%	64%	24%	A	-	-	-	-	-	-

Route 18P

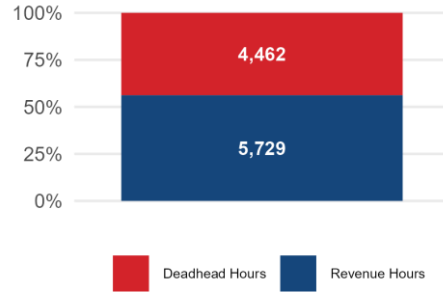
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.2			2.4			-		
	Circuitry N/A	1.28			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	20.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.7	C	-	-	-	-	-	-
	Unique Segment Ridership 15%	14%	30%	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	78%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.52	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.74	\$10.05	A	-	-	-	-	-	-
	Cost Recovery 20%	64%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



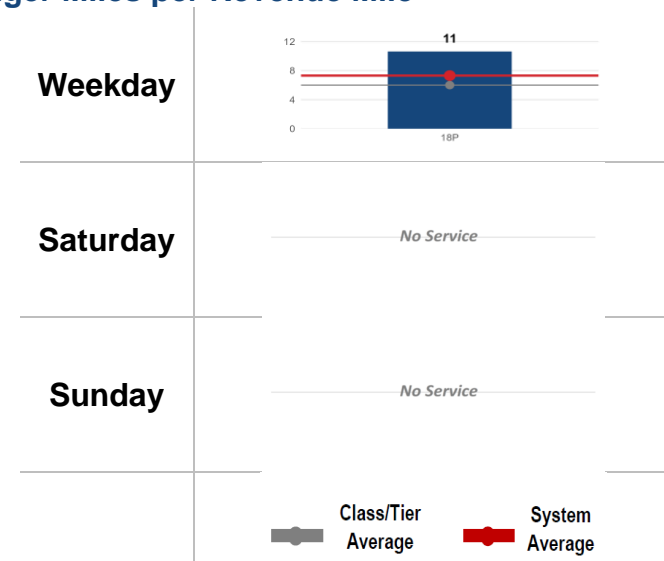
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18P	44.50	5,842	5,642 (96.6%)

Service Change Summary

Route 18P - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

Passenger Miles per Revenue Mile



LINE: 133 - Capitol Heights - Minnesota Ave.

ROUTE(S): V2, V4

About the Line



Service Classification

Framework

Activity Tier

2

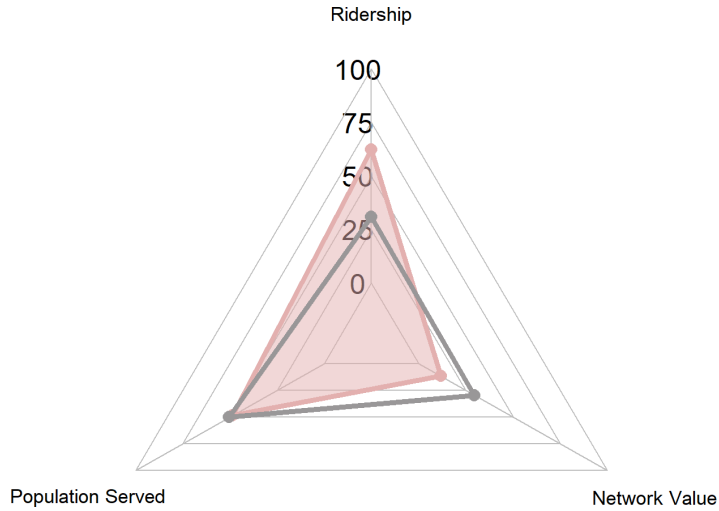
Overall Grade

Line	A

Line Benefit Score

41

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$7,887,396
	Peak Vehicles	19
	Vehicle Type(s)	40 Foot

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

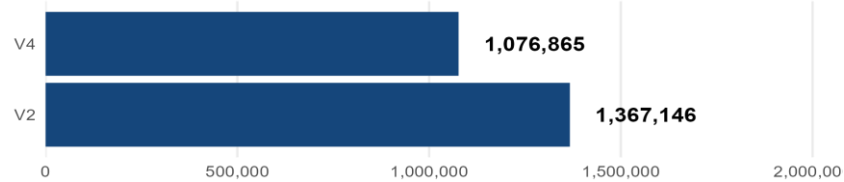
	Service Area Population	56,454	
	People of Color Population	Service Area	43,557
		% Riders Surveyed	99%
	Low Income Household	Service Area	20,933
		% Riders Surveyed	76%

Facilities/Amenities

	Bus Stops	110
	% Stops With Shelters	19%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	6%



Annual Ridership

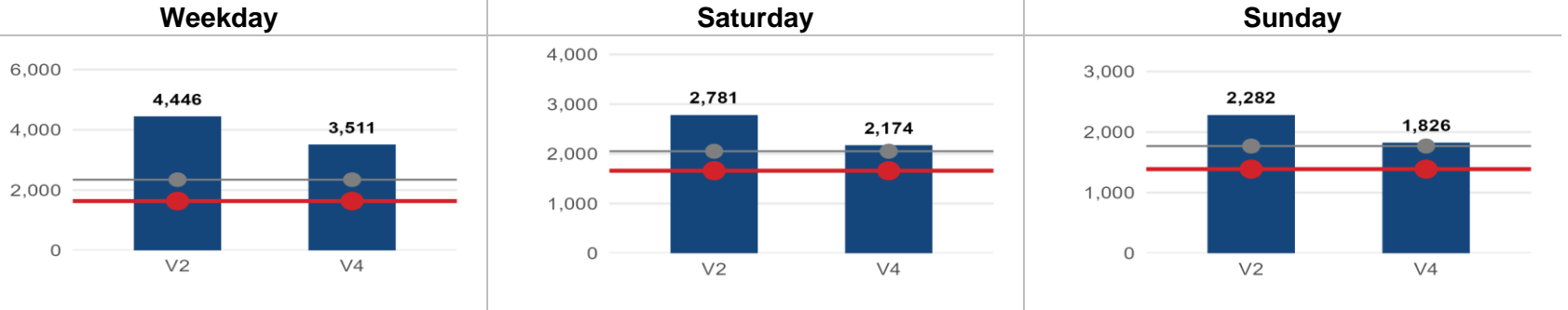


Top Transfer Locations

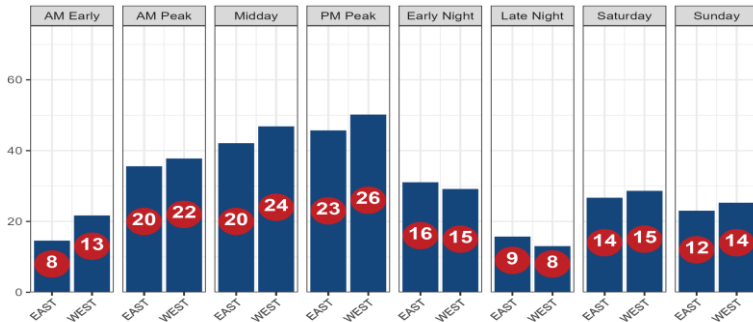
Potomac Avenue, Minnesota Avenue, Capitol Heights

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



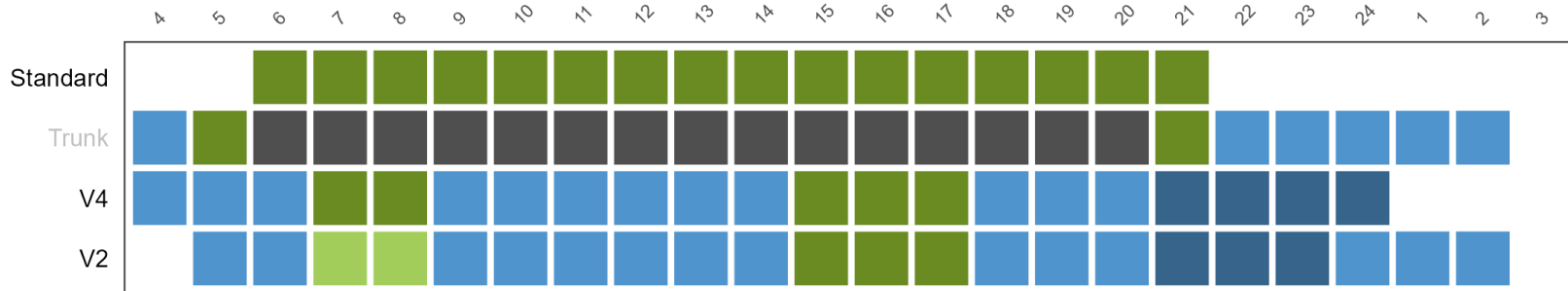
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.54	0.6
	Off-Peak Maximum Target: 1.0	0.42	0.47
Saturday Maximum Target: 1.0		0.35	0.39
Sunday Maximum Target: 1.0		0.3	0.35

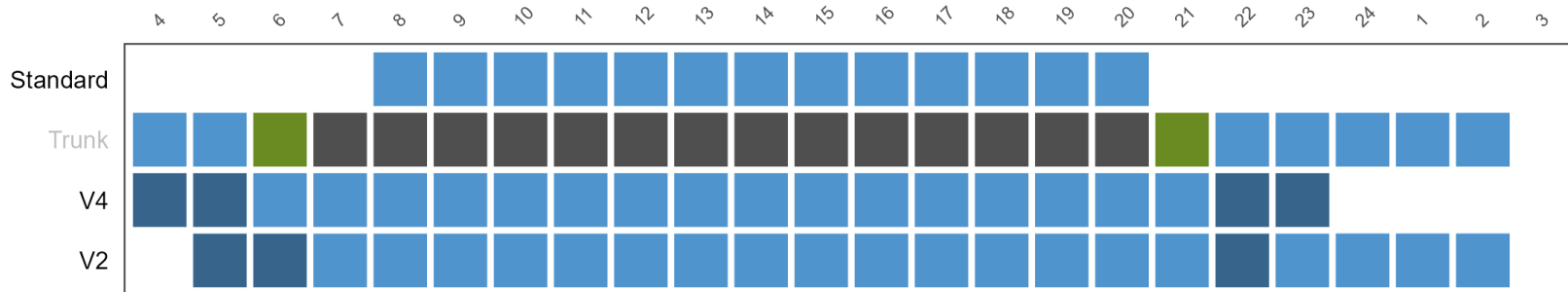
Span and Frequency



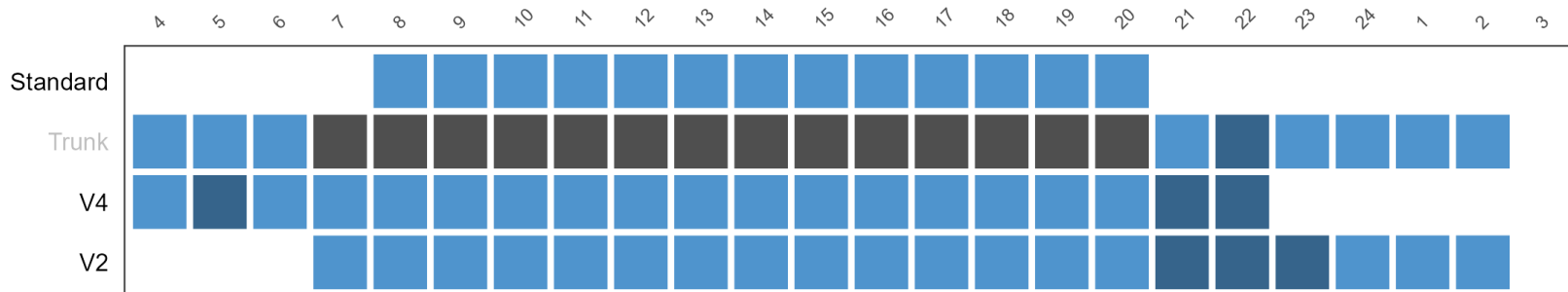
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A 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 - 2:12 AM	-	A	4:30 AM - 2:16 AM	-	A	4:30 AM - 2:16 AM	-	A
	Frequency of Service varies	Peak: 8.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20.1	A	14.0	24.7	A	15.0	24.6	A
Productivity	Passengers per Revenue Hour 20	40.5	24.3	A	32.8	23.1	A	28.4	20.5	A
	Passengers per Revenue Mile 2	5.2	2.4	A	3.8	2.1	A	3.3	1.9	A
Reliability	On-Time Performance 79%	77%	77%	C	76%	77%	C	75%	79%	C
	Crowding 5%	3%	1%	A	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.57	Off-Peak: 0.34 Peak: 0.42	A	0.37	0.33	A	0.32	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.95	\$ 5.78	A	\$3.64	\$ 6.01	A	\$4.20	\$ 6.88	A
	Cost Recovery 20%	14%	20%	E	11%	18%	E	10%	16%	E

Route V2

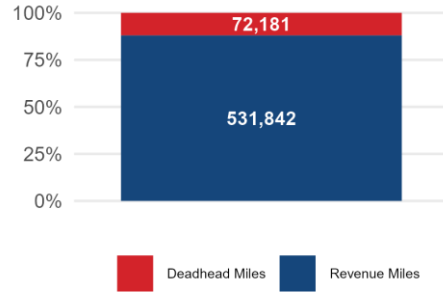
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.2			4.5			E		
	Circuitry 1.75	1.29			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	44.6	24.3	A	35.6	23.1	A	31.4	20.5	A
	Passengers per Revenue Mile 2	5.8	2.4	A	4.1	2.1	A	3.6	1.9	A
	Unique Segment Ridership 10%	11%	18%	B	11%	35%	B	10%	38%	B
Reliability	On-Time Performance 79%	78%	77%	C	77%	77%	C	75%	79%	C
	Crowding 5%	4%	1%	A	2%	1%	A	2%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.64	Off-Peak: 0.34 Peak: 0.43	A	0.39	0.34	A	0.34	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.67	\$ 5.78	A	\$3.35	\$ 6.01	A	\$3.80	\$ 6.88	A
	Cost Recovery 20%	14%	21%	E	11%	18%	E	10%	16%	E

Route V4

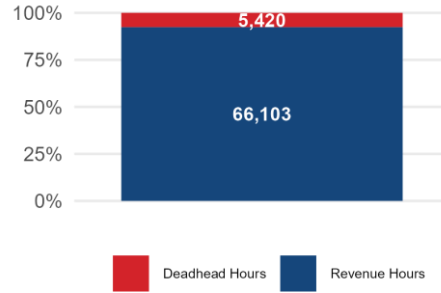
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.7			4.5			E		
	Circuitry 1.75	1.33			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	36.3	24.3	A	29.9	23.1	A	25.4	20.5	A
	Passengers per Revenue Mile 2	4.6	2.4	A	3.4	2.1	A	2.9	1.9	A
	Unique Segment Ridership 10%	11%	18%	B	10%	35%	C	10%	38%	B
Reliability	On-Time Performance 79%	75%	77%	C	74%	77%	C	75%	79%	C
	Crowding 5%	2%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.5	Off-Peak: 0.34 Peak: 0.43	A	0.34	0.34	A	0.3	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.29	\$ 5.78	A	\$3.99	\$ 6.01	A	\$4.69	\$ 6.88	A
	Cost Recovery 20%	14%	21%	E	12%	18%	E	10%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



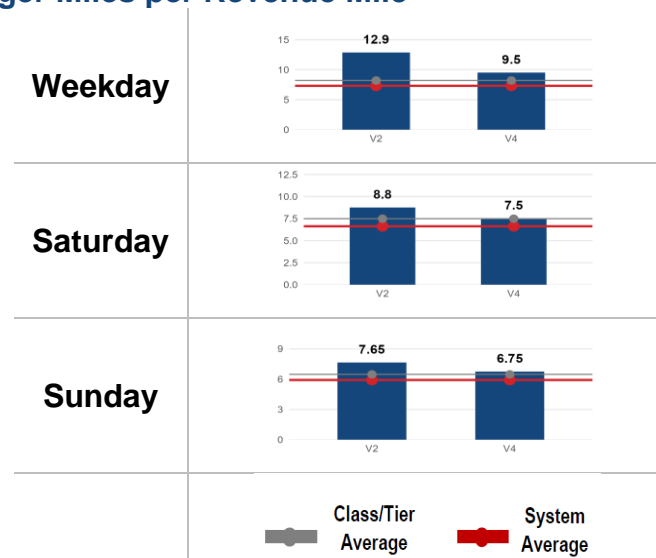
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V2	14.60	37,104	36,529 (98.5%)
V4	15.40	34,861	34,361 (98.6%)

Service Change Summary

Route V2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route V4 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

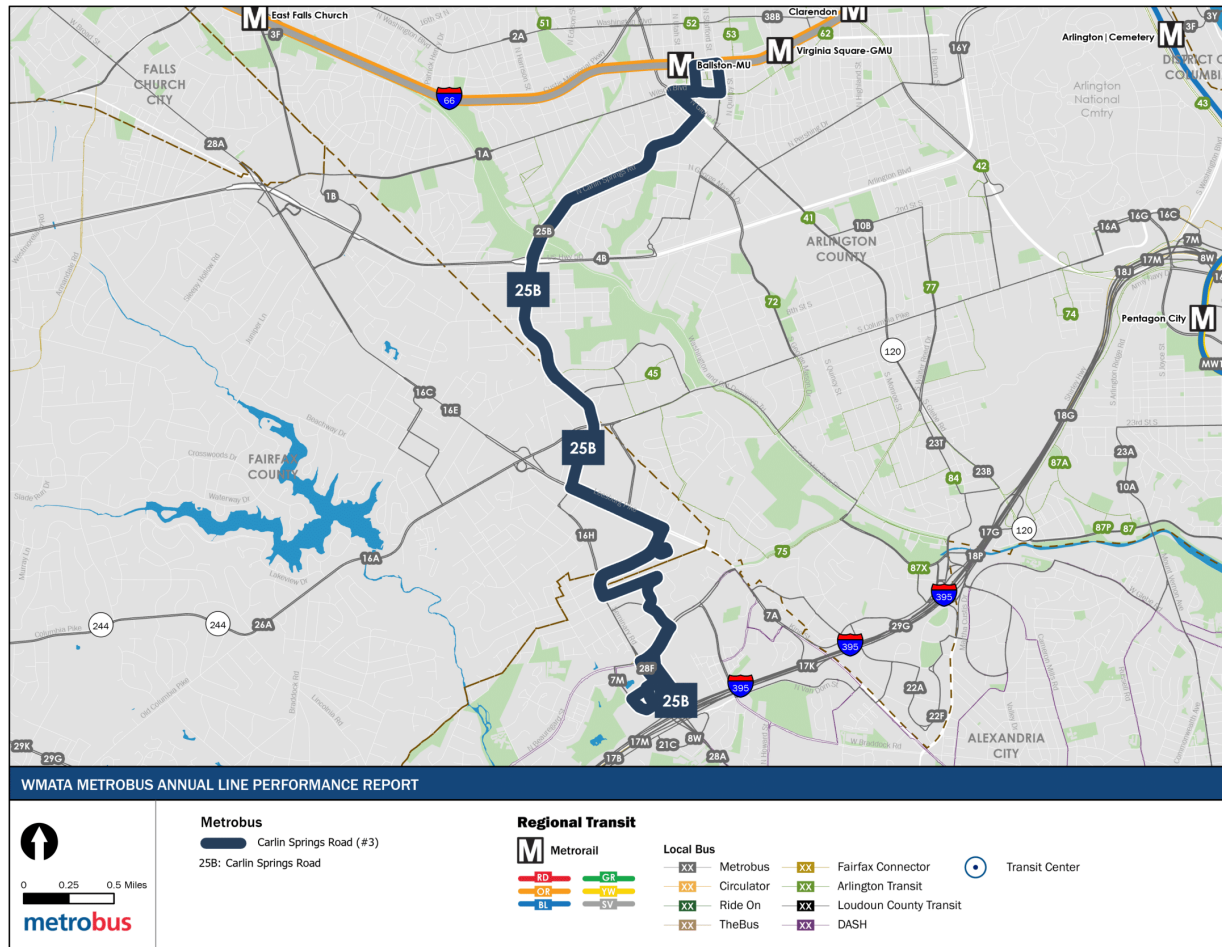
Passenger Miles per Revenue Mile



LINE: 3 - Carlin Springs Road

ROUTE(S): 25B

About the Line



Service Classification

Framework

Activity Tier

1

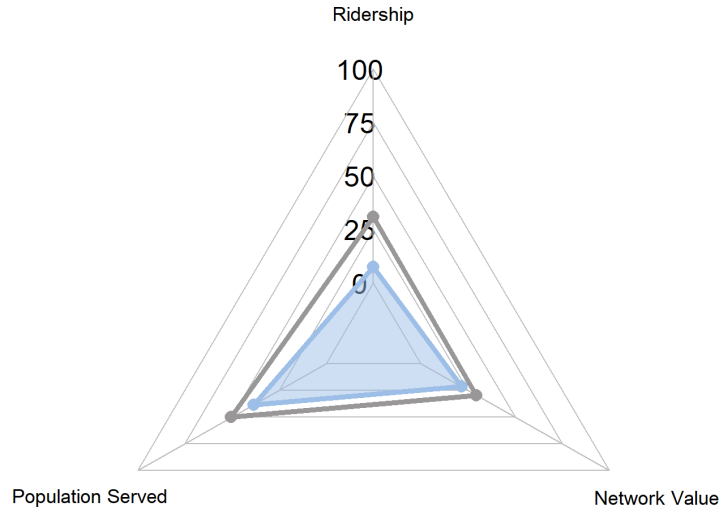
Overall Grade

Line	Overall Grade
Line	D

Line Benefit Score

23

Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$2,367,367
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	45,405	
	People of Color Population	Service Area	16,999
		% Riders Surveyed	71%
	Low Income Household	Service Area	10,352
		% Riders Surveyed	57%

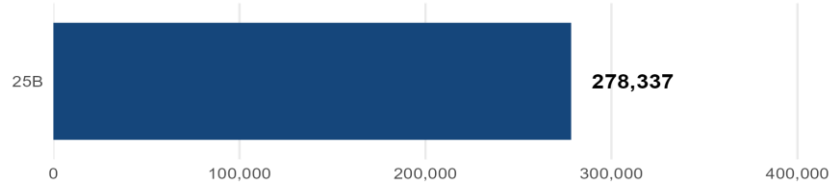
Facilities/Amenities

	Bus Stops	71
	% Stops With Shelters	18%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	0%



Ridership

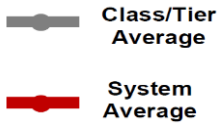
Annual Ridership



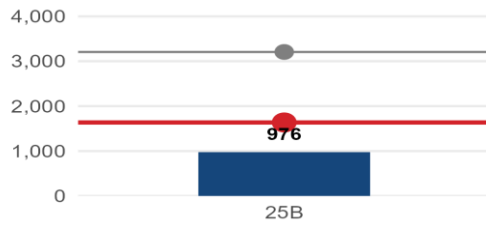
Top Transfer Locations

Ballston, Farragut North, Farragut West

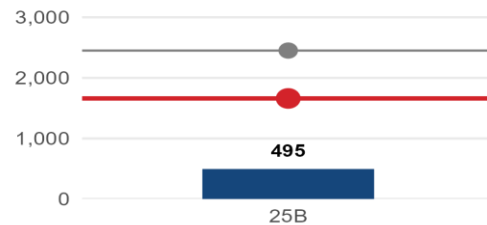
Average Daily Ridership



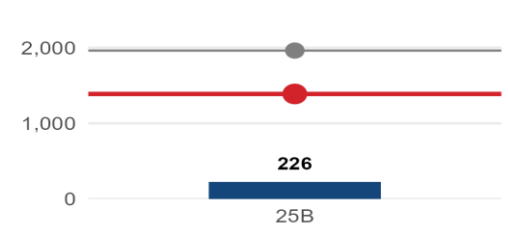
Weekday



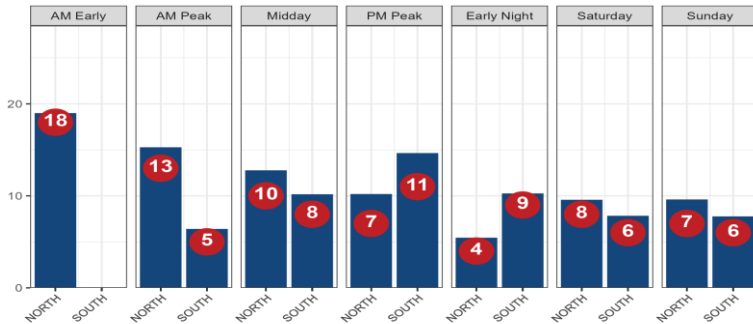
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



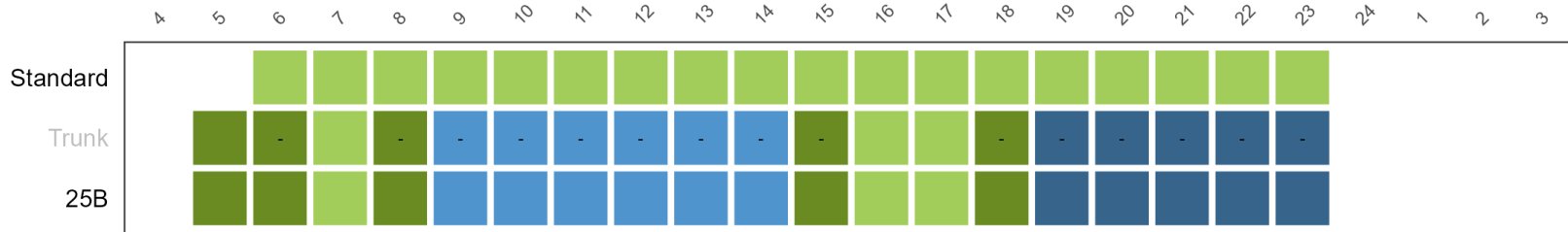
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.25	0.22
	Off-Peak Maximum Target: 1.0	0.21	0.2
Saturday Maximum Target: 1.0		0.19	0.15
Sunday Maximum Target: 1.0		0.18	0.15

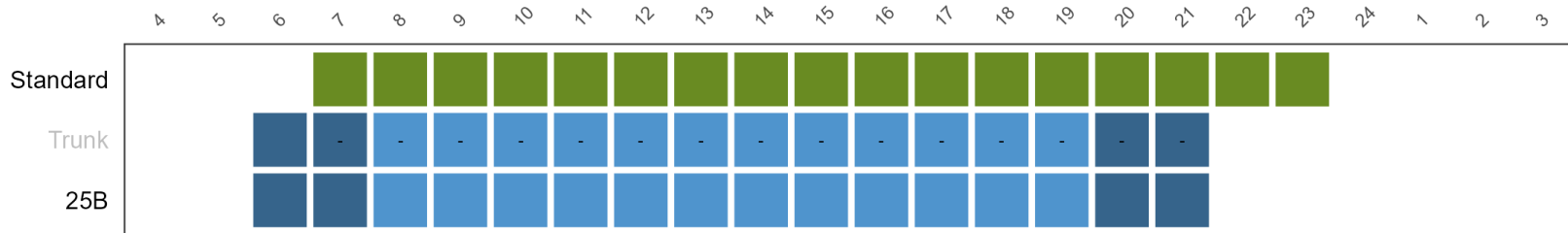
Span and Frequency



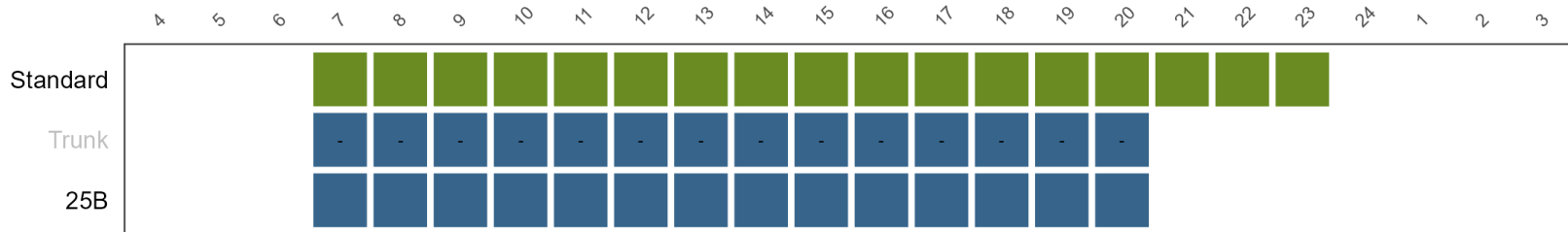
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Carlin Springs Road

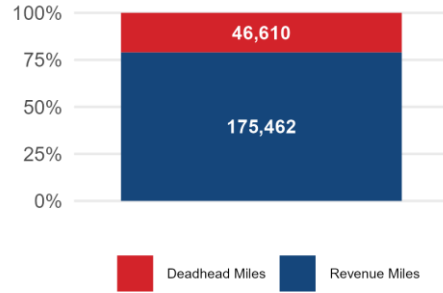
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:40 AM - 11:00 PM	-	C	6:10 AM - 9:45 PM	-	C	7:41 AM - 8:40 PM	-	C
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 29.0	Peak: 14.7 / Off-Peak: 18.6	C	31.0	20.8	E	60.0	23.9	E
Productivity	Passengers per Revenue Hour 30	14.5	29.9	E	12.4	25.2	E	16.0	22.9	E
	Passengers per Revenue Mile 4	1.7	3.9	E	1.3	3.1	E	1.4	2.7	E
Reliability	On-Time Performance 79%	85%	74%	A	81%	75%	B	80%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.23	Off-Peak: 0.33 Peak: 0.46	A	0.17	0.33	A	0.16	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$8.24	\$ 4.49	E	\$9.59	\$ 5.36	E	\$7.48	\$ 5.93	E
	Cost Recovery 25%	15%	25%	E	13%	21%	E	17%	19%	E

Route 25B

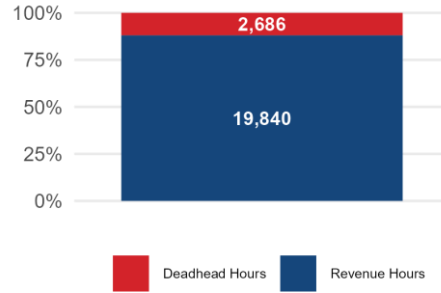
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			5.2			A		
	Circuitry 1.75	1.9			1.29			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	14.5	29.9	E	12.4	25.2	E	16.0	22.9	E
	Passengers per Revenue Mile 4	1.7	3.9	E	1.3	3.1	E	1.4	2.7	E
	Unique Segment Ridership 10%	31%	23%	A	56%	34%	A	51%	35%	A
Reliability	On-Time Performance 79%	85%	74%	A	81%	75%	B	80%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.23	Off-Peak: 0.34 Peak: 0.47	A	0.17	0.34	A	0.16	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$8.24	\$ 4.49	E	\$9.59	\$ 5.36	E	\$7.48	\$ 5.93	E
	Cost Recovery 25%	15%	26%	E	13%	21%	E	17%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



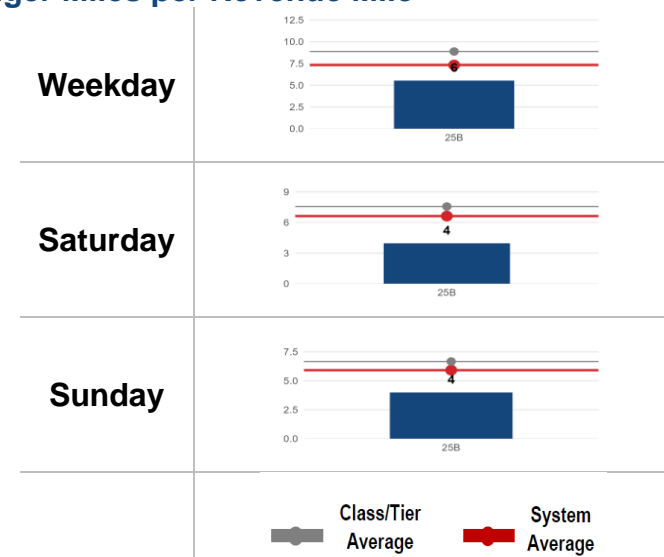
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
25B	18.20	26,420	26,220 (99.2%)

Service Change Summary

Route 25B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

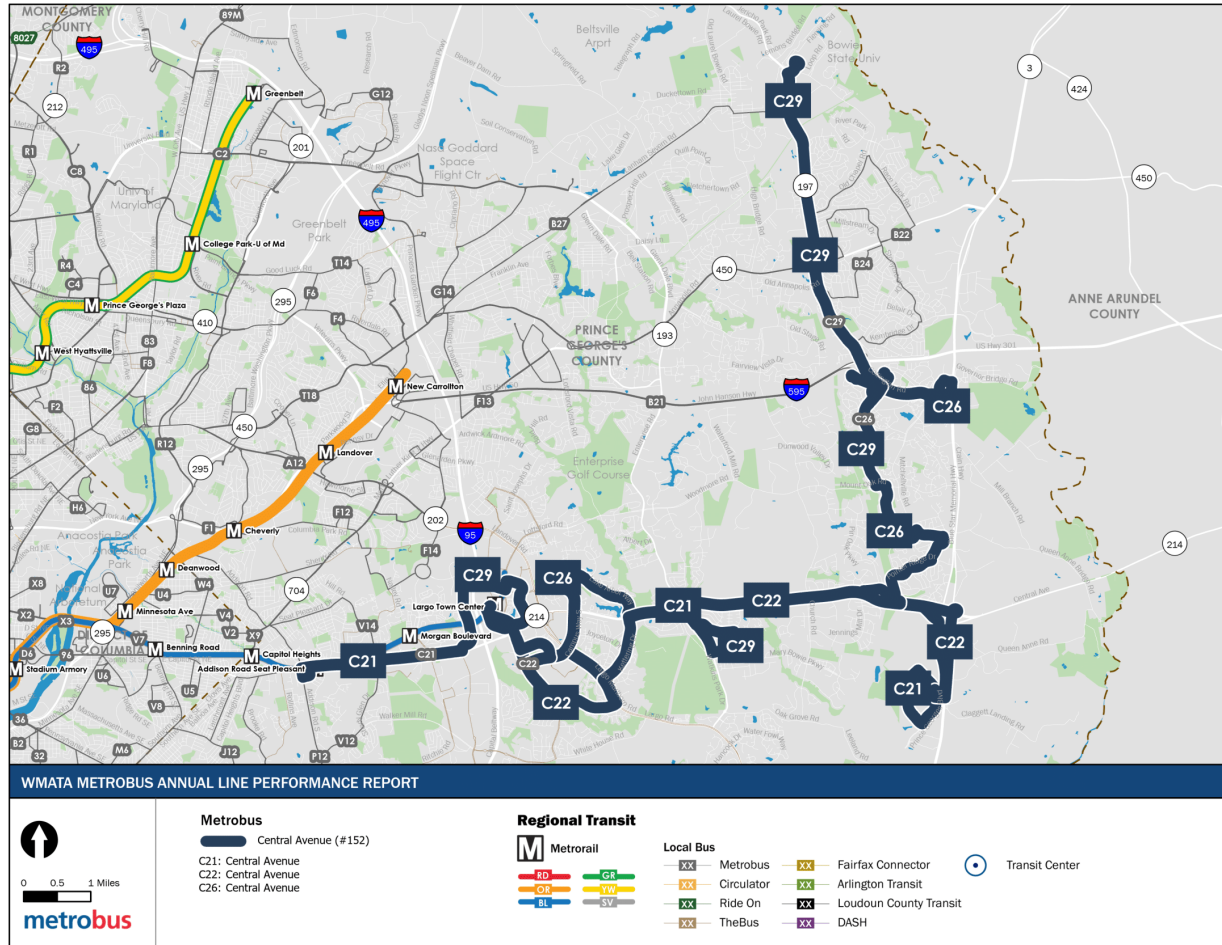
Passenger Miles per Revenue Mile



LINE: 152 - Central Avenue

ROUTE(S): C21, C22, C26, C29

About the Line



Service Classification

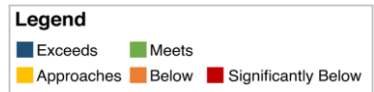
Coverage

Activity Tier

3

Overall Grade

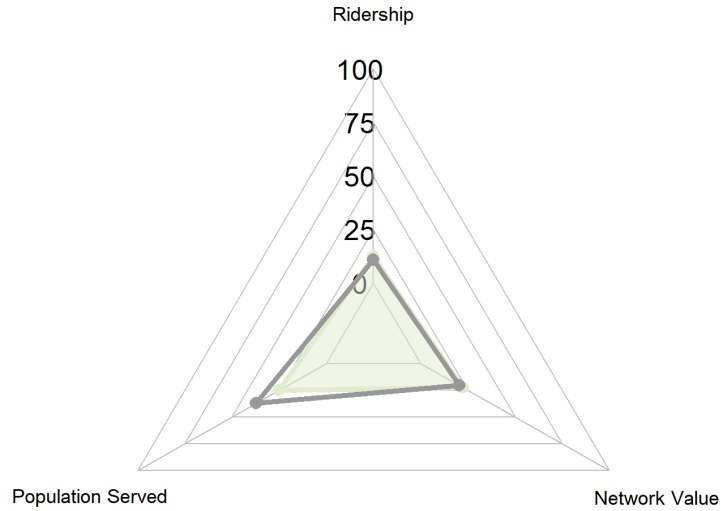
Line	Overall Grade
Line 152 - Central Avenue	B



Line Benefit Score

20

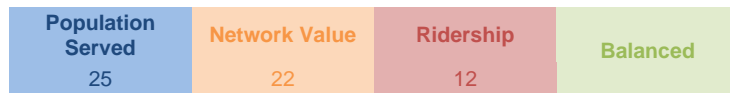
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$3,906,079
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	68,905	
	People of Color Population	Service Area	58,599
		% Riders Surveyed	100%
	Low Income Household	Service Area	9,948
		% Riders Surveyed	49%

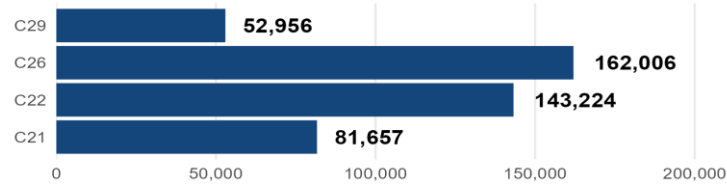
Facilities/Amenities

	Bus Stops	301
	% Stops With Shelters	45%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	0%



Ridership

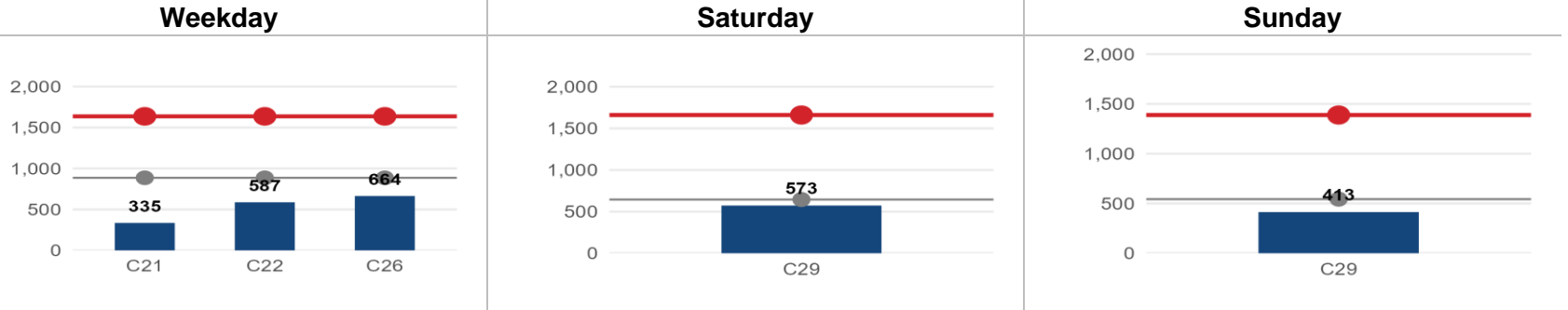
Annual Ridership



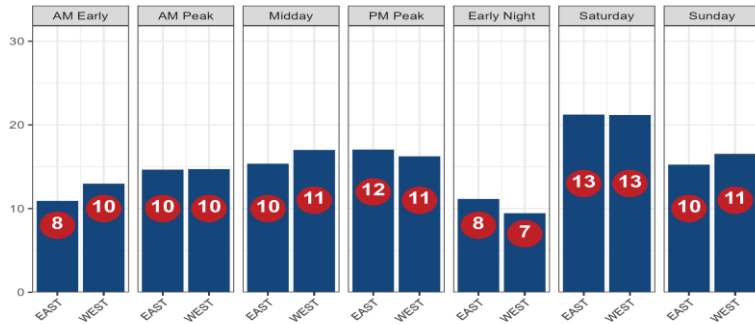
Top Transfer Locations

Largo Town Center, Addison Road, New Carrollton

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



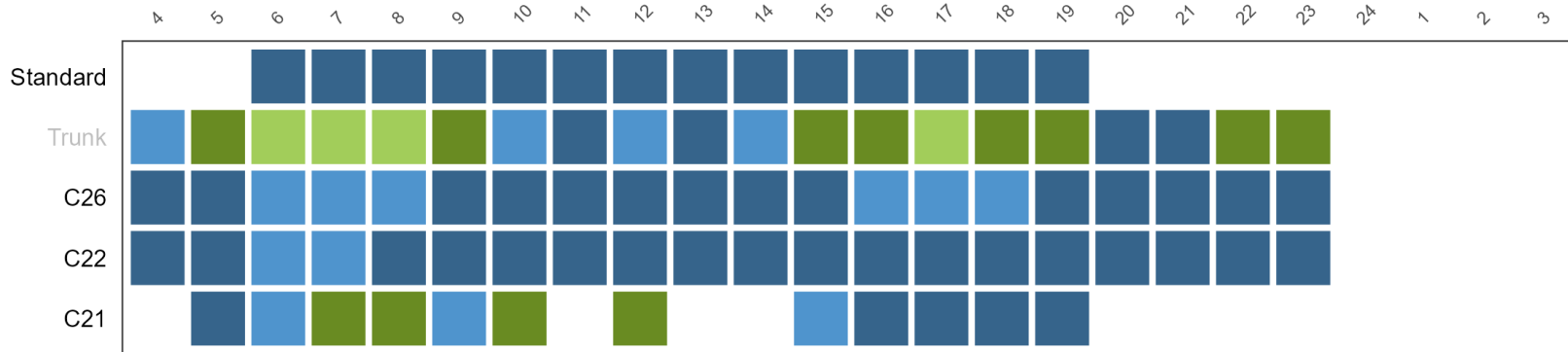
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.27	0.26
	Off-Peak Maximum Target: 1.0	0.24	0.24
Saturday Maximum Target: 1.0		0.34	0.33
Sunday Maximum Target: 1.0		0.26	0.27

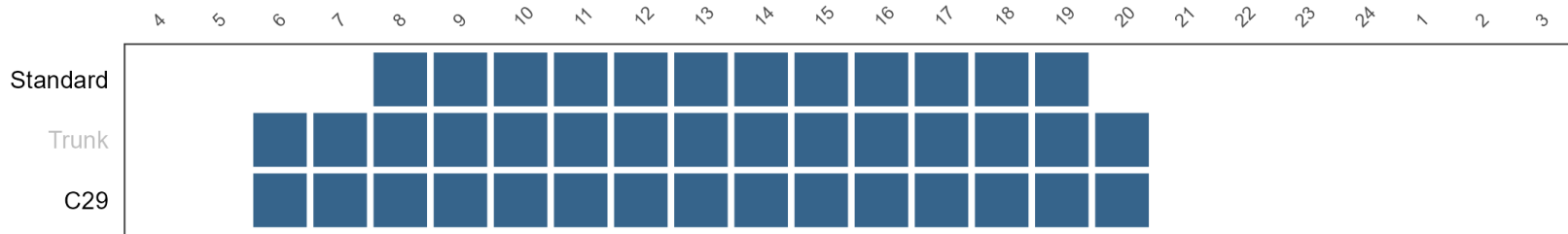
Span and Frequency



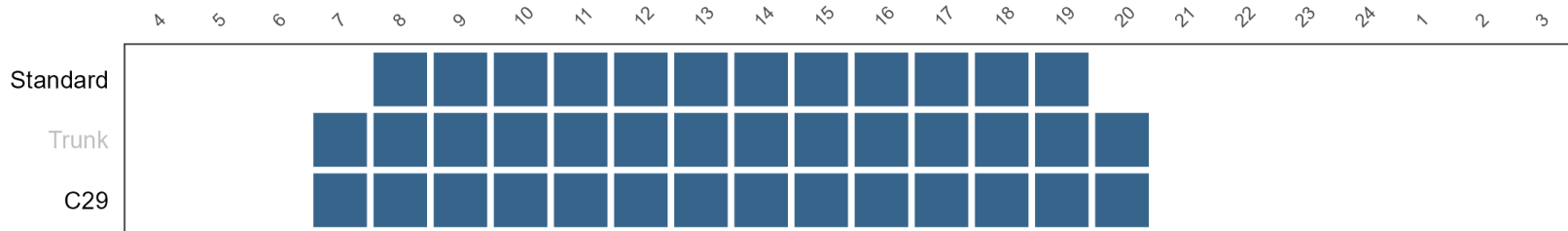
Weekday (by Hour)



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 - 11:13 PM	-	A	6:43 AM - 8:56 PM	-	A	7:35 AM - 8:28 PM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 27.0	Peak: 26 / Off-Peak: 38.9	A	60.0	47.4	B	60.0	49.8	B
Productivity	Passengers per Revenue Hour 10	13.7	20.3	A	13.7	21.3	A	15.0	21.3	A
	Passengers per Revenue Mile 1	0.8	1.7	D	0.7	1.8	E	0.9	1.7	D
Reliability	On-Time Performance 79%	81%	81%	B	72%	80%	D	79%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.26	Off-Peak: 0.22 Peak: 0.29	A	0.33	0.25	A	0.26	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.69	\$ 6.54	D	\$8.71	\$ 6.11	D	\$7.98	\$ 6.02	C
	Cost Recovery 20%	6%	11%	E	6%	8%	E	6%	8%	E

Route C21

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.8			4.8			E		
Route Design	Circuitry N/A	1.83			1.81			-		
Measure Standard		Weekday			Saturday			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	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	B	-	-	-	-	-	-
	Unique Segment Ridership 10%	6%	49%	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	86%	81%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.3	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.79	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	6%	10%	E	-	-	-	-	-	-

Route C22

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.9			4.8			E		
Route Design	Circuitry N/A	1.62			1.81			-		
Measure Standard		Weekday			Saturday			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	15.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	C	-	-	-	-	-	-
	Unique Segment Ridership 10%	5%	49%	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.28	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.50	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	7%	10%	E	-	-	-	-	-	-

Route C26

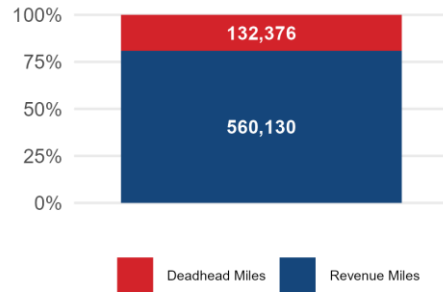
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.5			4.8			A		
Route Design	Circuitry N/A	1.9			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	11.1	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.7	1.7	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	68%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.24	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$10.71	\$ 6.54	E	-	-	-	-	-	-
	Cost Recovery 20%	5%	10%	E	-	-	-	-	-	-

Route C29

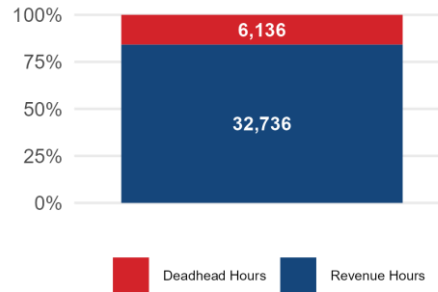
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			4.8			A		
Route Design	Circuitry N/A	2.11			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	-	-	-	13.7	21.3	A	15.0	21.3	A
	Passengers per Revenue Mile 1	-	-	-	0.7	1.8	E	0.9	1.7	D
	Unique Segment Ridership 10%	-	-	-	81%	59%	A	79%	62%	A
Reliability	On-Time Performance 79%	-	-	-	72%	80%	D	79%	81%	B
	Crowding 5%	-	-	-	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	-	-	-	0.33	0.25	A	0.26	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	-	-	-	\$8.71	\$ 6.11	D	\$7.98	\$ 6.02	C
	Cost Recovery 20%	-	-	-	4%	8%	E	5%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



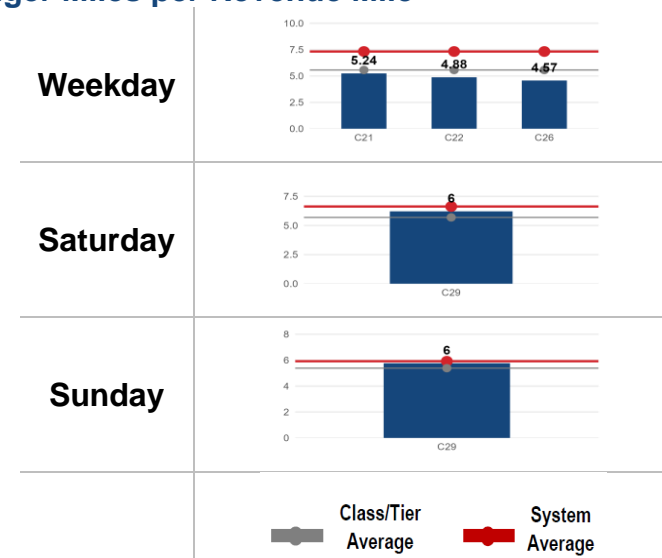
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C21	40.90	4,741	4,672 (98.5%)
C22	36.20	9,064	8,930 (98.5%)
C26	38.50	12,948	12,764 (98.6%)
C29	60.50	3,047	3,014 (98.9%)

Service Change Summary

Route C21 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route C22 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route C26 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route C29 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

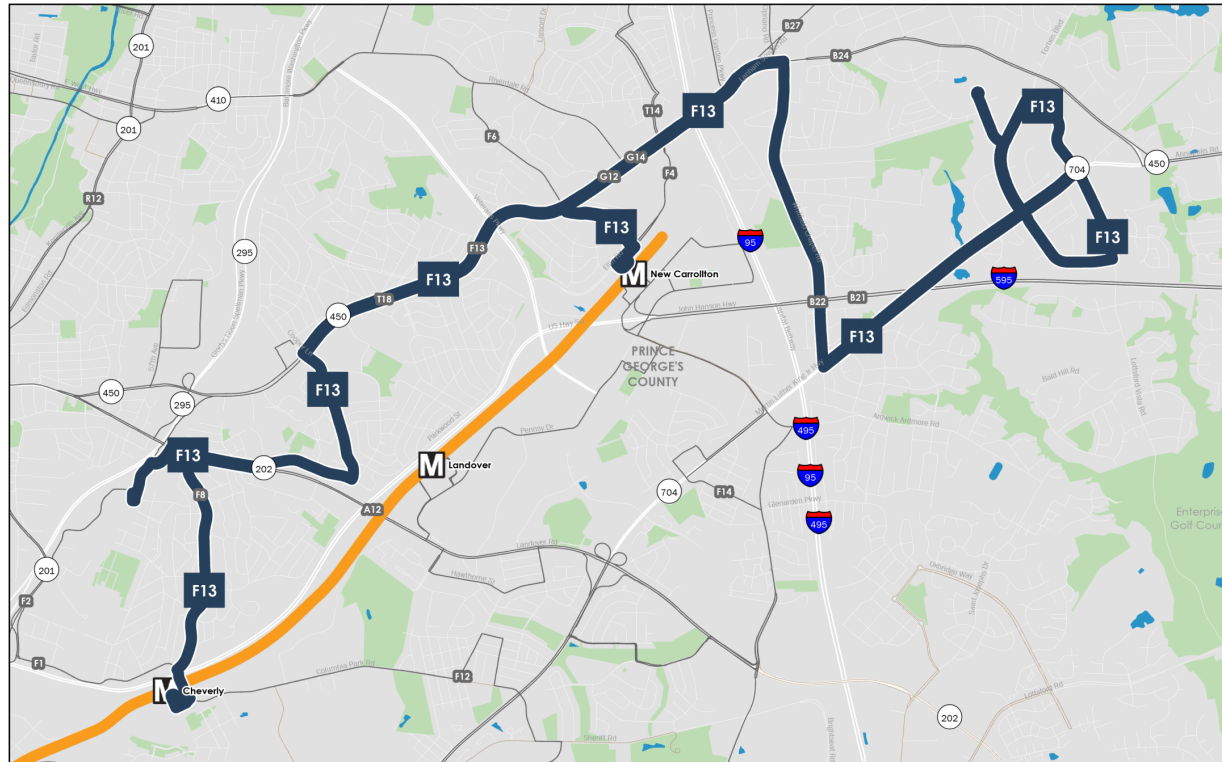
Passenger Miles per Revenue Mile



LINE: 149 - Cheverly-Washington Business Park

ROUTE(S): F13

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
█ Cheverly-Washington Business Park (#149)
█ F13: Cheverly-Washington Business Park

Regional Transit

M Metrorail	XX Fairfax Connector	● Transit Center
RD Ride On	GR Arlington Transit	
GR TheBus	YW Loudoun County Transit	
BL Metrobus	SV DASH	

Local Bus

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
F13	B

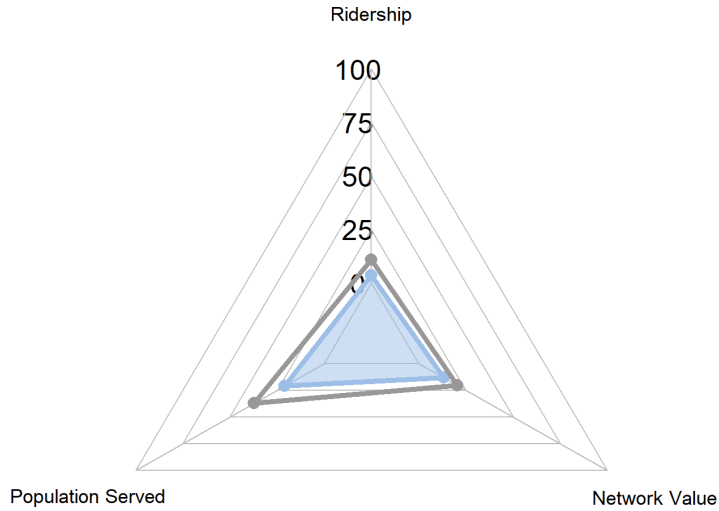
Legend

█ Exceeds	█ Meets
█ Approaches	█ Below
█ Significantly Below	

Line Benefit Score

13

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
21	13	4	

Operating Statistics

	Annual Operating Costs	\$1,041,747
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	26,695	
	People of Color Population	Service Area	17,200
		% Riders Surveyed	100%
	Low Income Household	Service Area	5,971
		% Riders Surveyed	70%

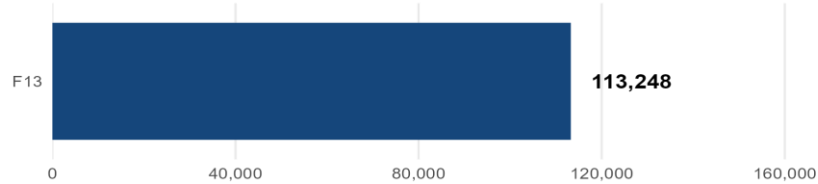
Facilities/Amenities

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



Ridership

Annual Ridership

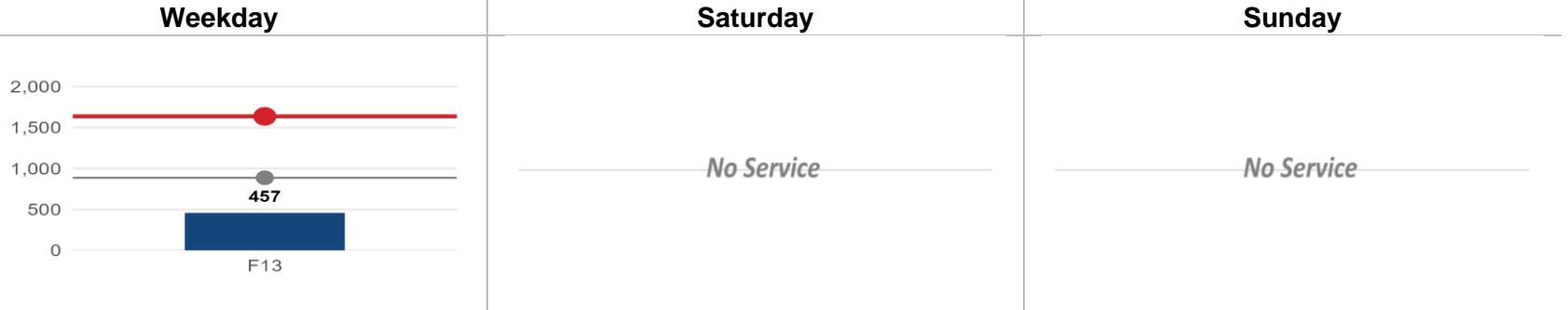


Top Transfer Locations

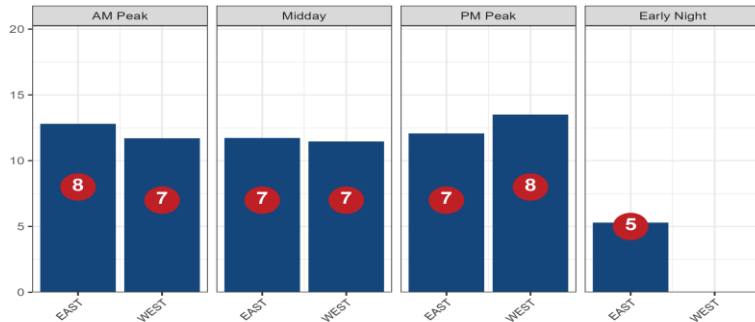
New Carrollton, Cheverly, Rhode Island Avenue

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



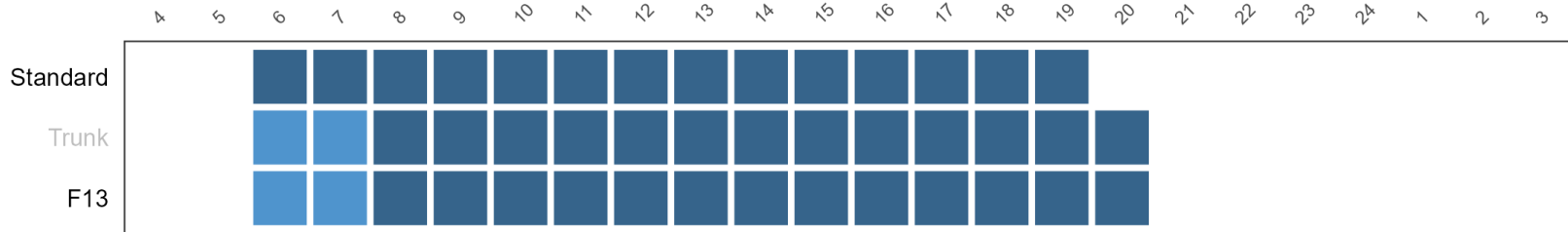
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.19	0.19
	Off-Peak Maximum Target: 1.0	0.16	0.17
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 Cheverly-Washington Business Park

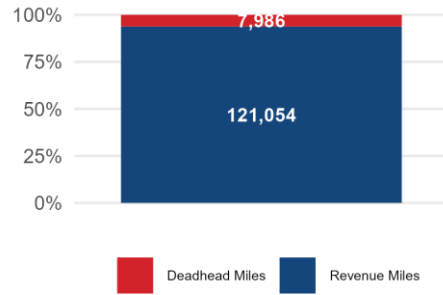
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:00 AM - 8:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 33.0 / Off-Peak: 57.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	13.2	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.02	\$ 6.54	D	-	-	-	-	-	-
	Cost Recovery 20%	7%	11%	E	-	-	-	-	-	-

Route F13

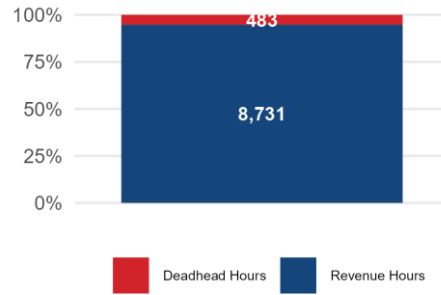
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.7			4.8			E		
	Circuitry N/A	2.92			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	13.2	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	C	-	-	-	-	-	-
	Unique Segment Ridership 10%	34%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.02	\$ 6.54	D	-	-	-	-	-	-
	Cost Recovery 20%	7%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



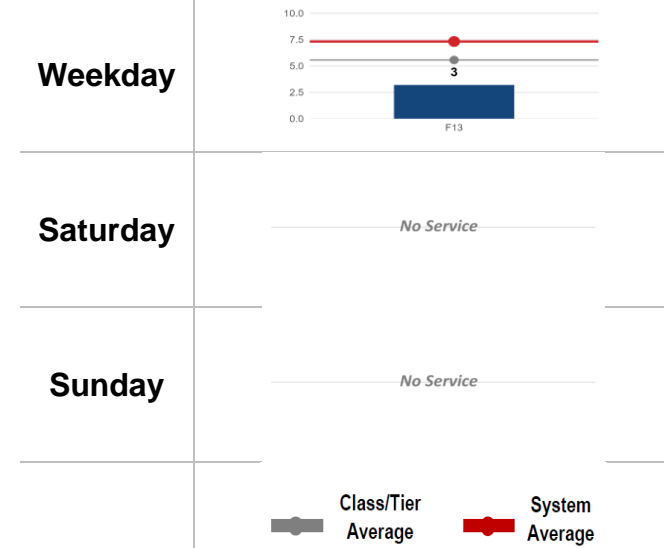
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F13	34.80	9,652	9,525 (98.7%)

Service Change Summary

Route F13 - Dec 2022:
 Weekday: put detour into data/schedule; Saturday: No change; Sunday: No change;

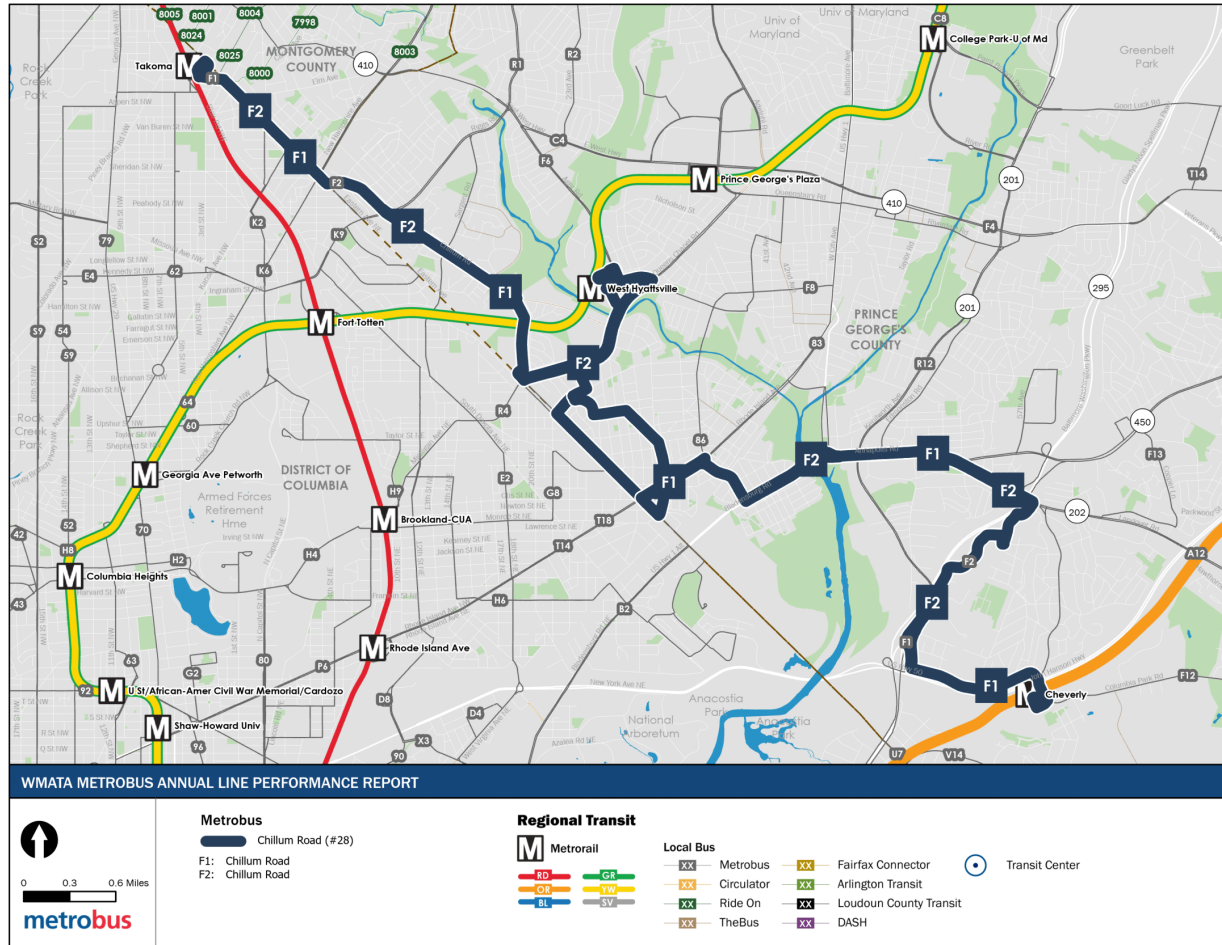
Passenger Miles per Revenue Mile



LINE: 28 - Chillum Road

ROUTE(S): F1, F2

About the Line



Service Classification Framework

Activity Tier

3

Overall Grade

Line	B

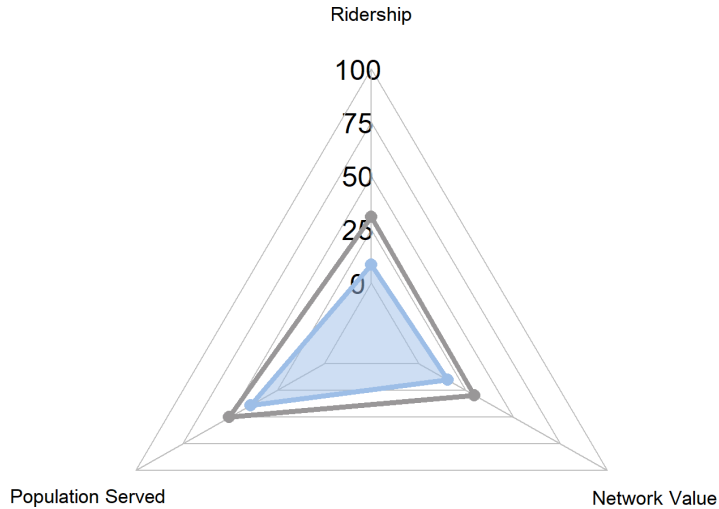
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

21

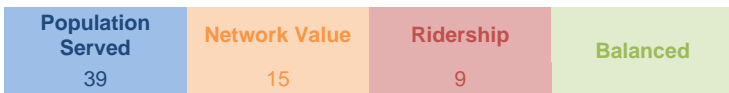
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$2,167,931
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	46,821	
	People of Color Population	Service Area	24,815
		% Riders Surveyed	87%
	Low Income Household	Service Area	11,354
		% Riders Surveyed	56%

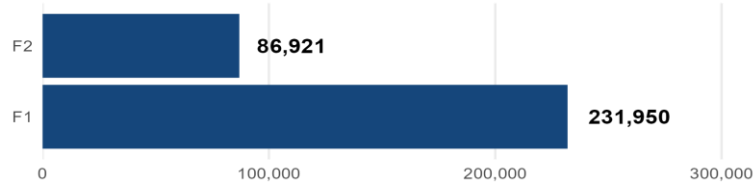
Facilities/Amenities

	Bus Stops	159
	% Stops With Shelters	30%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%



Ridership

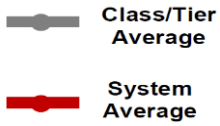
Annual Ridership



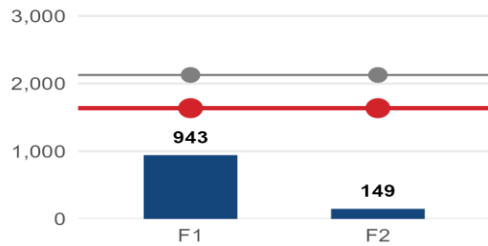
Top Transfer Locations

West Hyattsville, Takoma, Cheverly

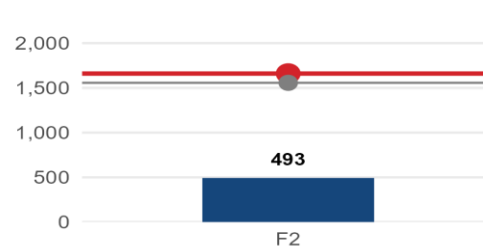
Average Daily Ridership



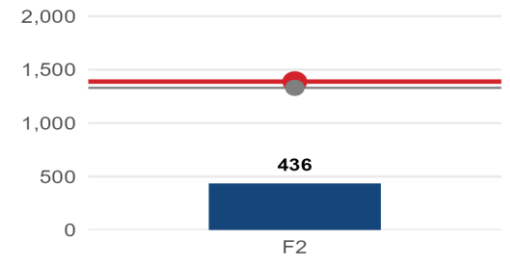
Weekday



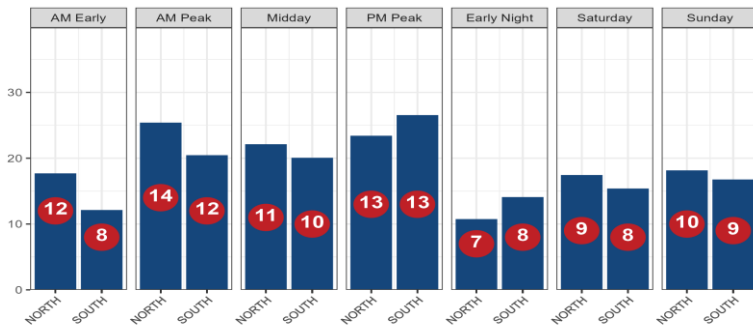
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



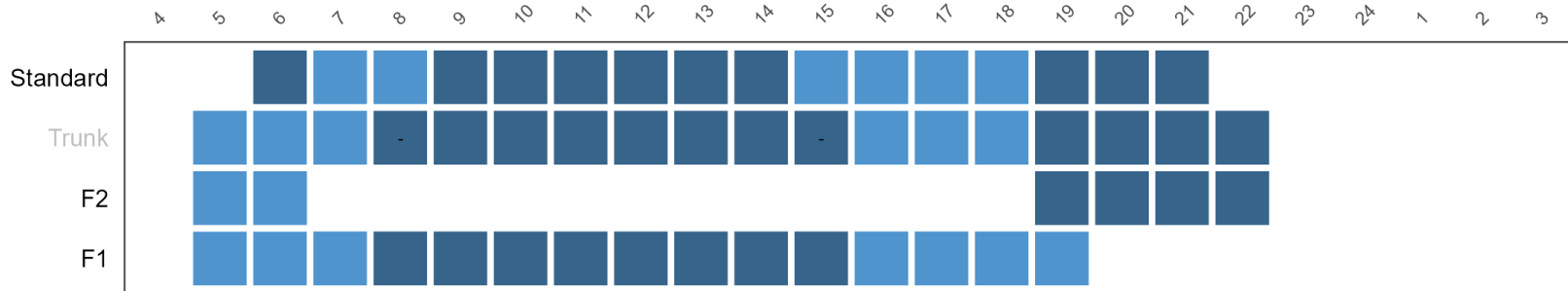
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.33	0.32
	Off-Peak Maximum Target: 1.0	0.25	0.22
Saturday Maximum Target: 1.0		0.23	0.21
Sunday Maximum Target: 1.0		0.26	0.24

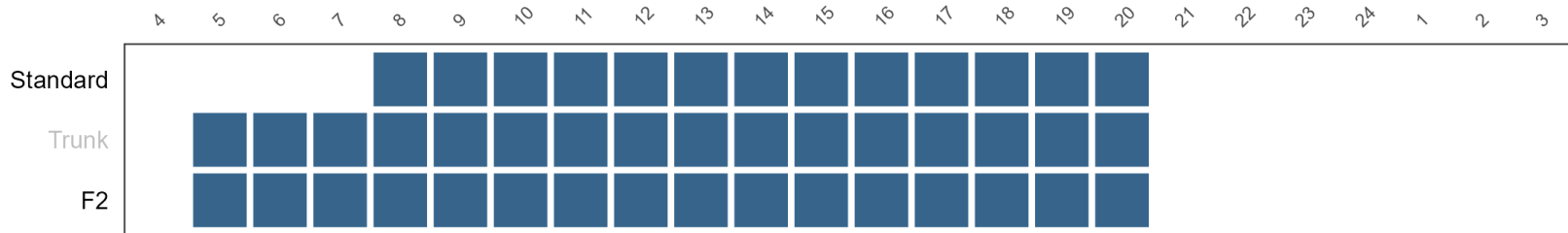
Span and Frequency



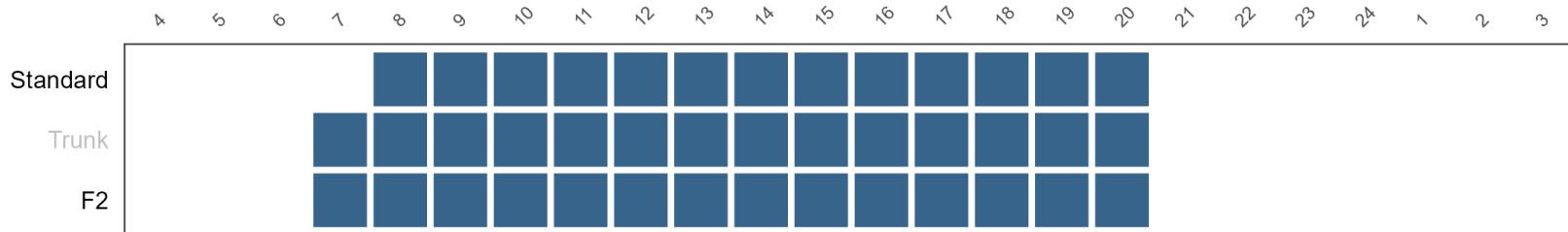
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Chillum Road

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:25 AM - 10:31 PM	-	A	5:32 AM - 8:31 PM	-	A	7:25 AM - 8:20 PM	-	B
	Frequency of Service varies	Peak: 32.0 / Off-Peak: 58.0	Peak: 21.4 / Off-Peak: 34.5	C	60.0	40.5	B	60.0	39.1	B
Productivity	Passengers per Revenue Hour 15	18.5	24.8	A	17.3	20.6	A	15.5	19.4	B
	Passengers per Revenue Mile 1	1.6	2.1	A	1.2	1.7	A	1.3	1.6	A
Reliability	On-Time Performance 79%	73%	75%	D	63%	75%	E	71%	77%	D
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.32	Off-Peak: 0.31 Peak: 0.4	A	0.22	0.29	A	0.25	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.46	\$ 5.34	A	\$6.92	\$ 6.22	A	\$7.71	\$ 6.54	C
	Cost Recovery 20%	12%	12%	E	11%	10%	E	10%	9%	E

Route F1

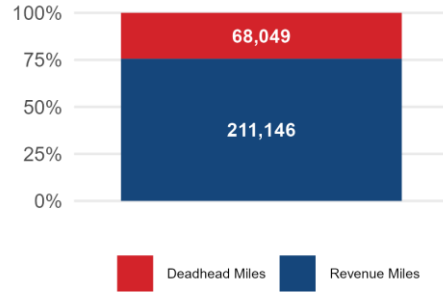
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.9			4.6			A		
	Circuitry 1.75	1.75			2.17			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	19.4	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.8	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	1%	41%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	72%	75%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.32	Off-Peak: 0.31 Peak: 0.41	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.15	\$ 5.34	A	-	-	-	-	-	-
	Cost Recovery 20%	13%	13%	E	-	-	-	-	-	-

Route F2

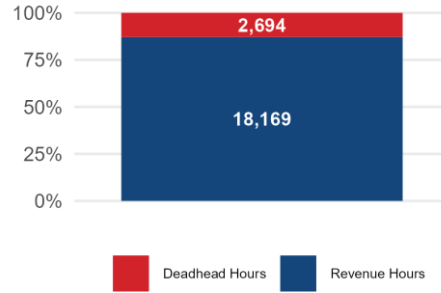
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.9			4.6			A		
	Circuitry 1.75	1.79			2.17			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	14.1	24.8	C	17.3	20.6	A	15.5	19.4	B
	Passengers per Revenue Mile 1	1.0	2.1	B	1.2	1.7	A	1.3	1.6	A
	Unique Segment Ridership 10%	5%	41%	E	63%	58%	A	64%	61%	A
Reliability	On-Time Performance 79%	77%	75%	C	63%	75%	E	71%	77%	D
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19	Off-Peak: 0.31	A	0.22	0.29	A	0.25	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.44	\$ 5.34	D	\$6.92	\$ 6.22	A	\$7.71	\$ 6.54	C
	Cost Recovery 20%	9%	13%	E	11%	10%	E	10%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



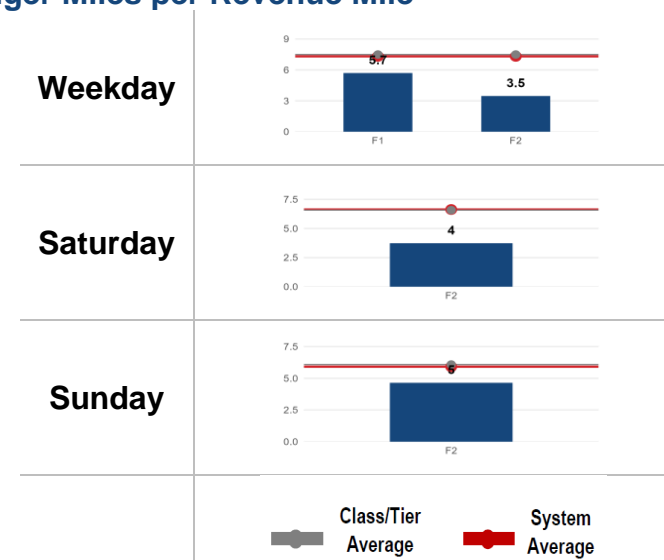
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F1	31.50	10,209	9,944 (97.4%)
F2	32.20	6,148	5,988 (97.4%)

Service Change Summary

Route F1 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route F2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

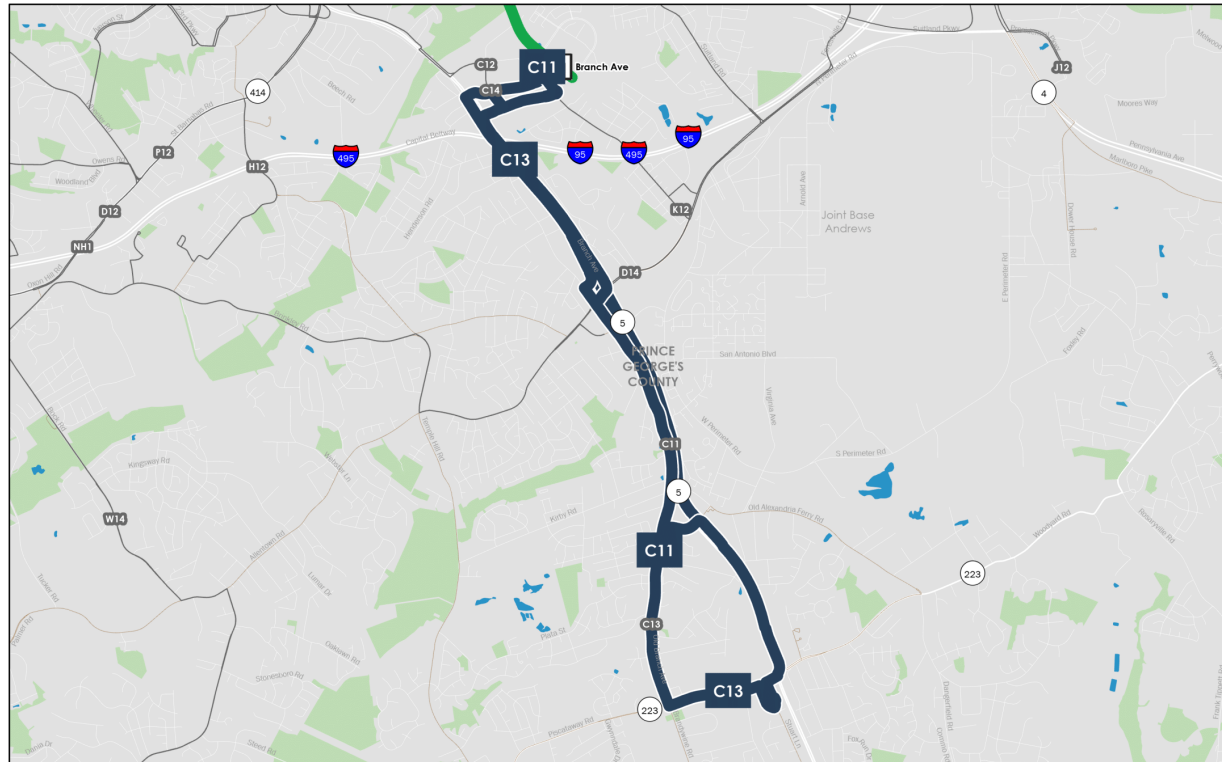
Passenger Miles per Revenue Mile



LINE: 29 - Clinton

ROUTE(S): C11, C13

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 Clinton (#29)
 C11: Clinton
 C13: Clinton

Regional Transit

- M** Metrorail
 - Local Bus**
 - Regional Transit**
 - Transit Center**
- | | | | |
|------------|------------------------|------------------------|------------------------|
| Metrobus | Fairfax Connector | Arlington Transit | Loudoun County Transit |
| Circulator | Arlington Transit | Loudoun County Transit | DASH |
| Ride On | Loudoun County Transit | Loudoun County Transit | DASH |
| TheBus | DASH | DASH | DASH |

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	
	B

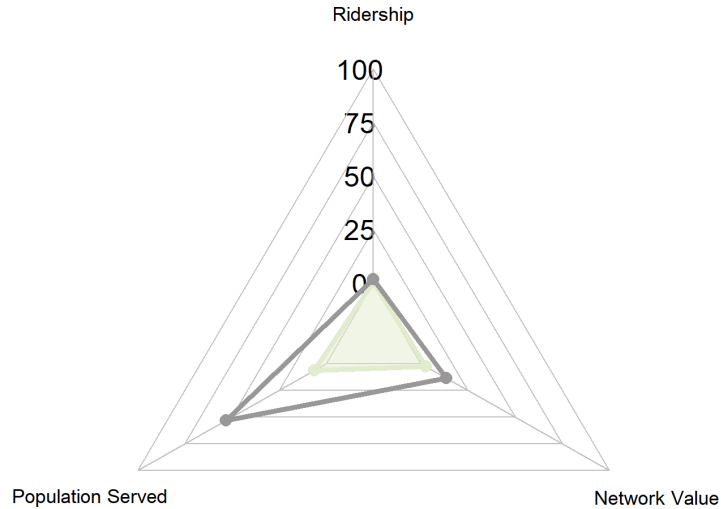
Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

3

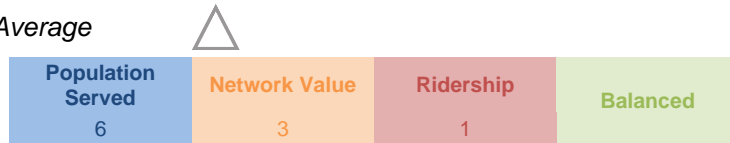
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$175,997
	Peak Vehicles	1
	Vehicle Type(s)	40 Foot

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

	Service Area Population	5,866	
	People of Color Population	Service Area	4,457
		% Riders Surveyed	92%
	Low Income Household	Service Area	645
		% Riders Surveyed	37%

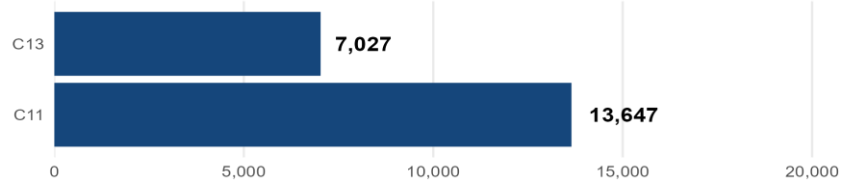
Facilities/Amenities

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



Ridership

Annual Ridership



Top Transfer Locations

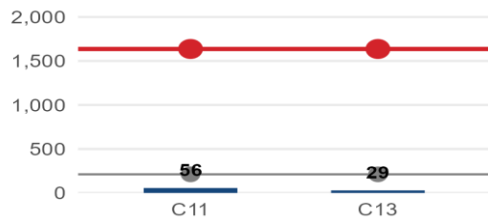
Branch Avenue

Average Daily Ridership

Class/Tier Average

System Average

Weekday



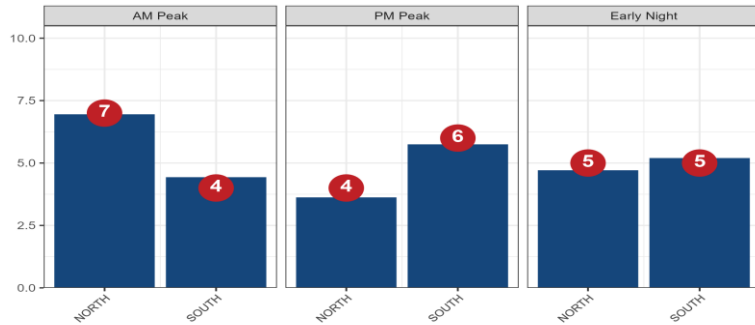
Saturday

No Service

Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



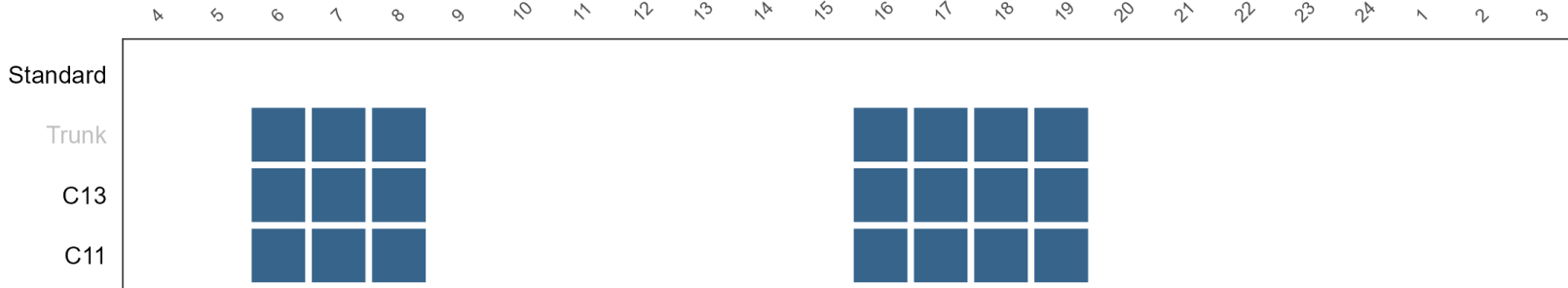
Vehicle Load Factor

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

Span and Frequency



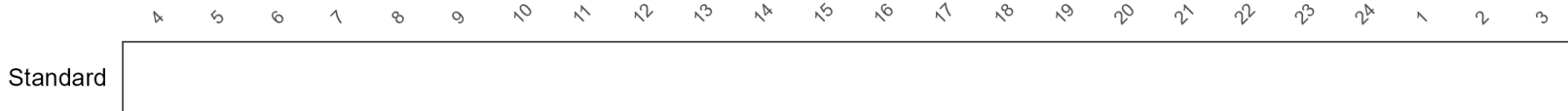
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Clinton

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:00 AM - 8:27 AM; 4:15 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 45.0 / Off-Peak: NA	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	14.4	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.7	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	78%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.13	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.26	\$10.05	C	-	-	-	-	-	-
	Cost Recovery 20%	9%	24%	E	-	-	-	-	-	-

Route C11

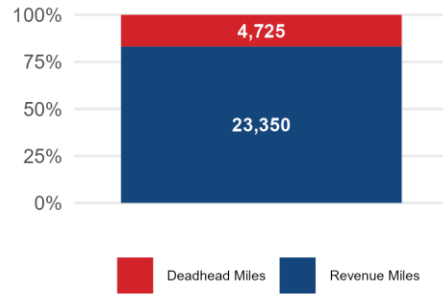
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	0.6			2.4			-		
	Circuitry N/A	1.06			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	17.4	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	0.7	B	-	-	-	-	-	-
	Unique Segment Ridership 15%	0%	30%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	74%	78%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.86	\$10.05	A	-	-	-	-	-	-
	Cost Recovery 20%	12%	22%	E	-	-	-	-	-	-

Route C13

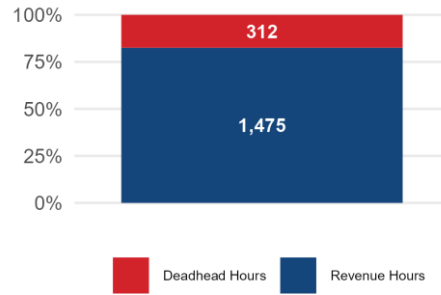
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	1.6			2.4			-		
	Circuitry N/A	1.22			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	10.9	13.5	B	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.7	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	21%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	85%	78%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.1	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$10.99	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	6%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



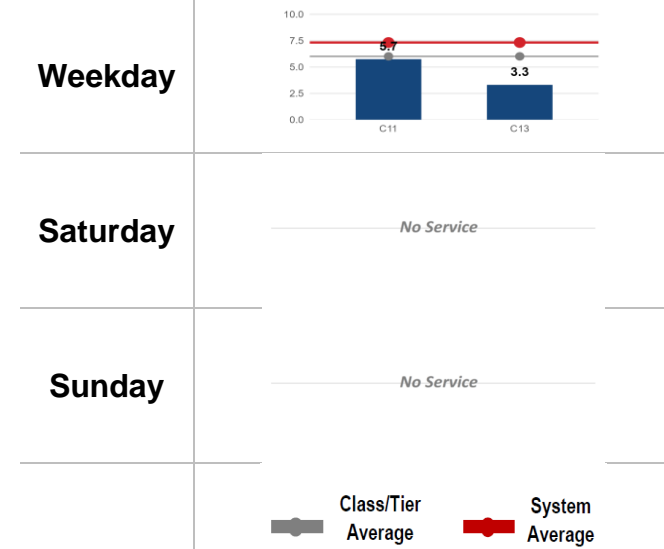
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C11	11.30	2,241	2,217 (98.9%)
C13	12.90	1,743	1,724 (98.9%)

Service Change Summary

Route C11 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route C13 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

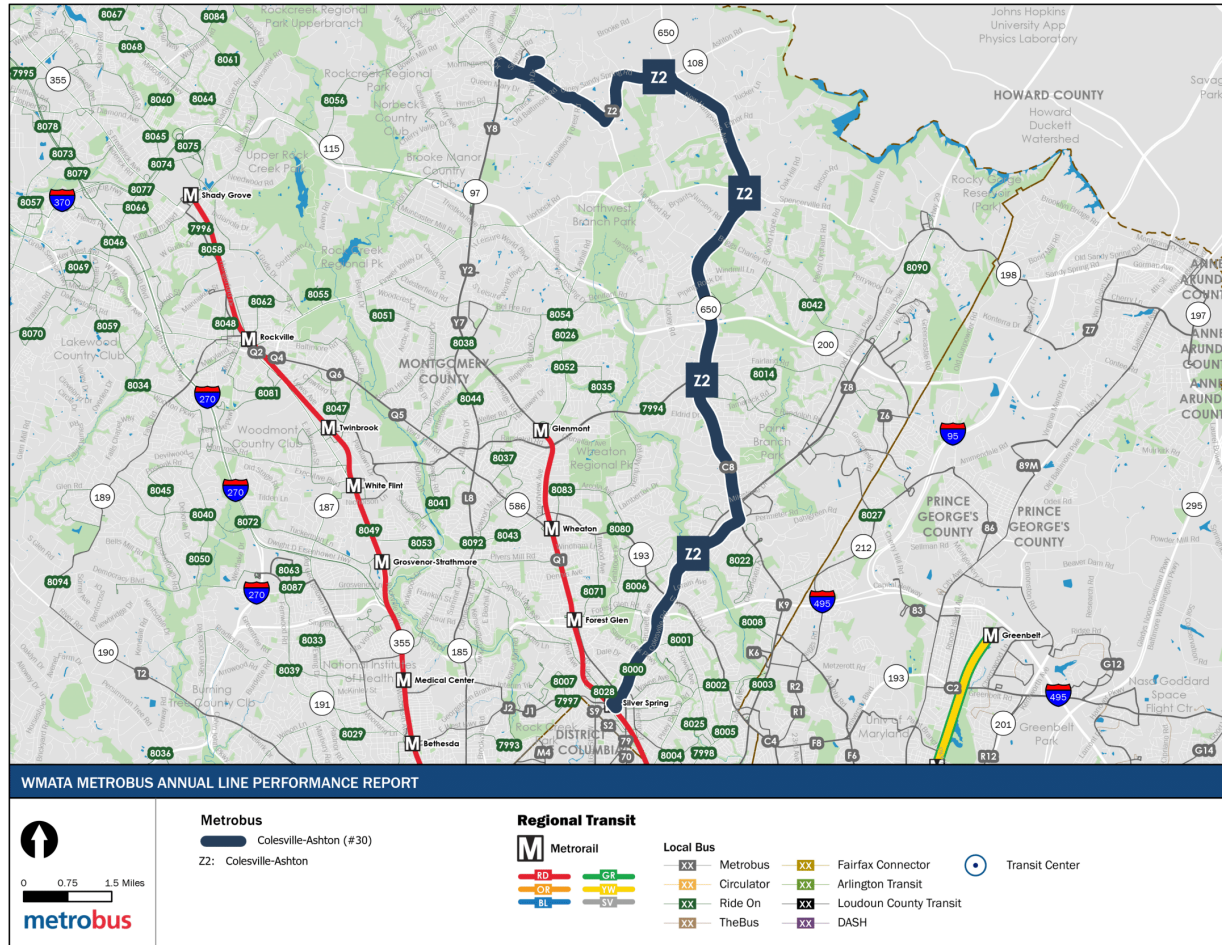
Passenger Miles per Revenue Mile



LINE: 30 - Colesville-Ashton

ROUTE(S): Z2

About the Line



Service Classification

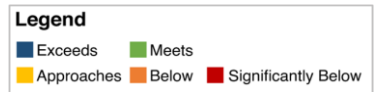
Commuter

Activity Tier

3

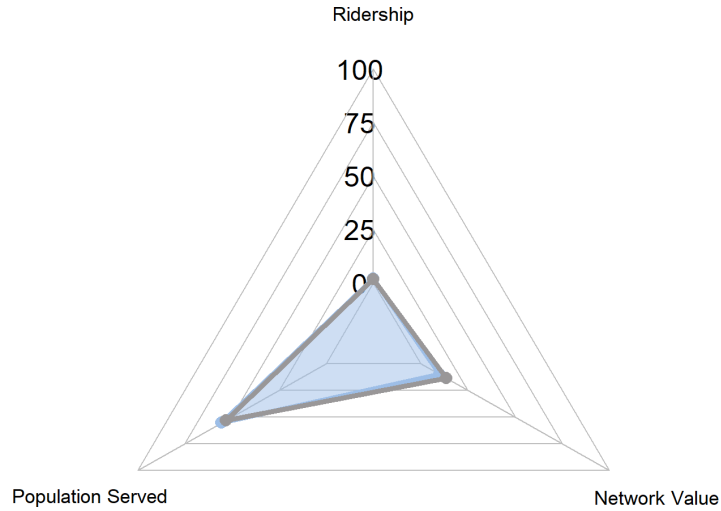
Overall Grade

Line	Overall Grade
Line 30 - Colesville-Ashton	B



Line Benefit Score

23
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$501,144
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	31,783	
	People of Color Population	Service Area	14,479
		% Riders Surveyed	85%
	Low Income Household	Service Area	4,889
		% Riders Surveyed	55%

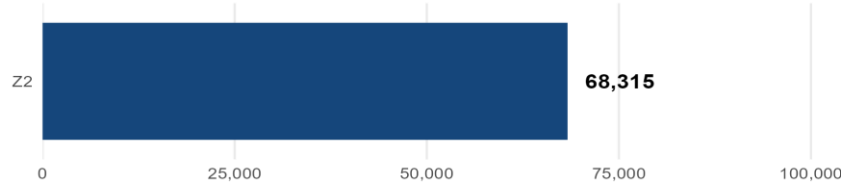
Facilities/Amenities

	Bus Stops	162
	% Stops With Shelters	10%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership

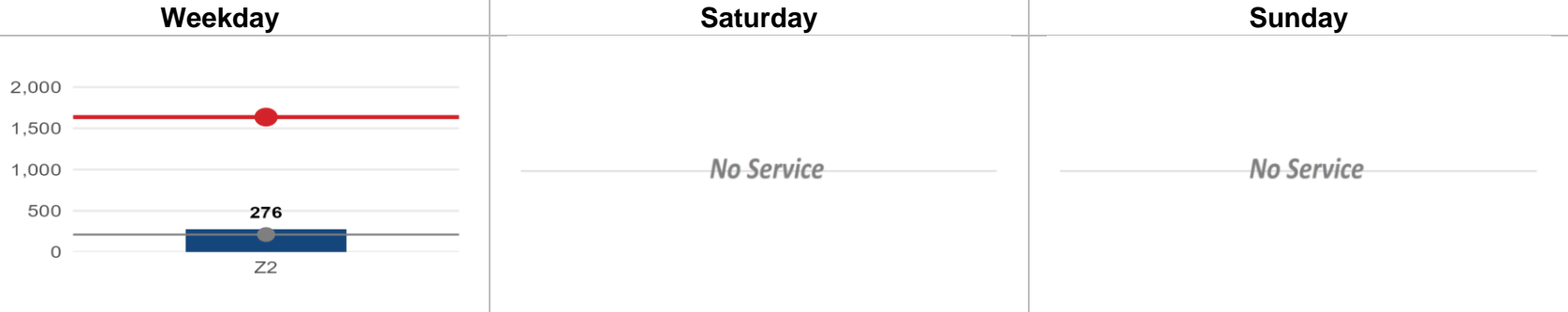


Top Transfer Locations

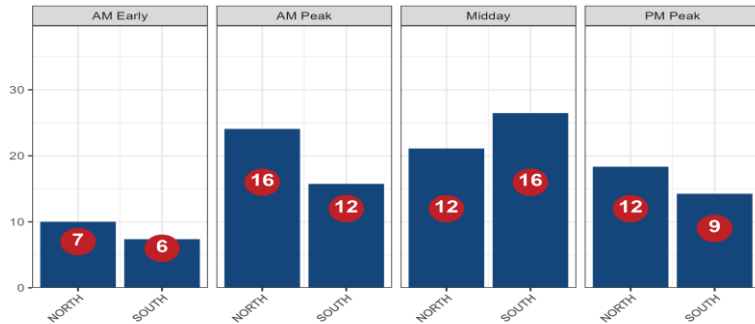
Silver Spring

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



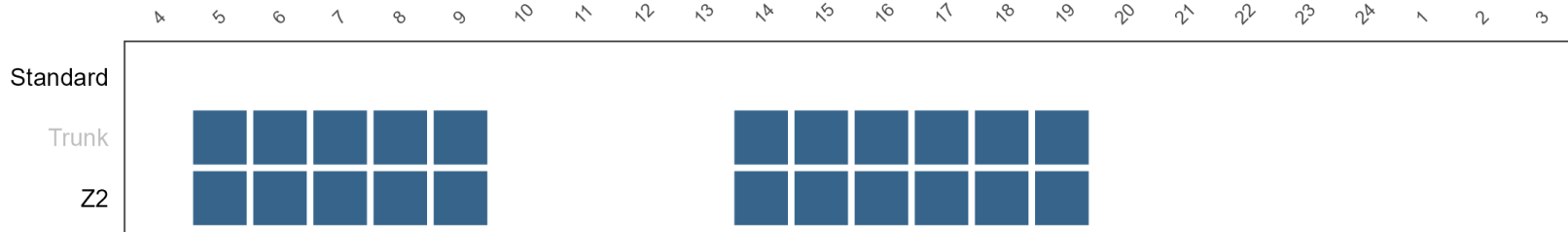
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.34	0.26
	Off-Peak Maximum Target: 1.0		0.23	0.28
Saturday Maximum Target: 1.0				
Sunday Maximum Target: 1.0				

Span and Frequency



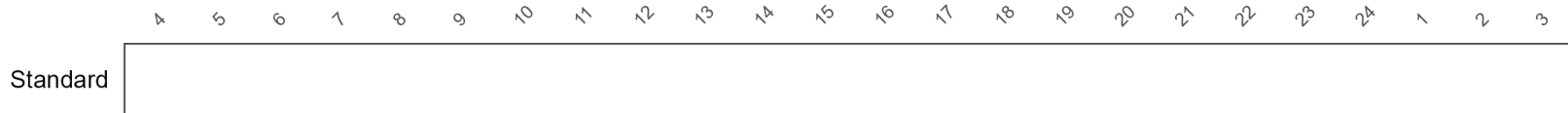
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Colesville-Ashton

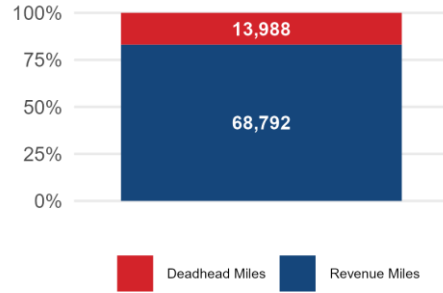
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:40 AM - 9:41 AM; 2:40 PM - 7:36 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 61.0 / Off-Peak: 60.0	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	16.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	0.7	B	-	-	-	-	-	-
Reliability	On-Time Performance 79%	71%	78%	D	-	-	-	-	-	-
	Crowding 5%	6%	1%	E	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.10	\$10.05	B	-	-	-	-	-	-
	Cost Recovery 20%	14%	24%	D	-	-	-	-	-	-

Route Z2

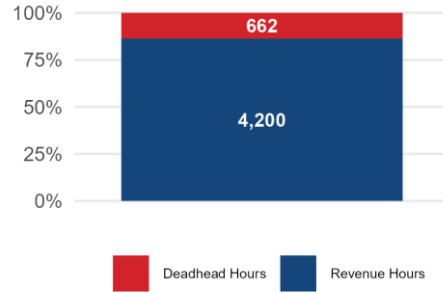
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	4.5			2.4			-		
	Circuitry N/A	1.52			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	16.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	0.7	B	-	-	-	-	-	-
	Unique Segment Ridership 15%	25%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	71%	78%	D	-	-	-	-	-	-
	Crowding 5%	6%	1%	E	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.10	\$10.05	B	-	-	-	-	-	-
	Cost Recovery 20%	14%	22%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



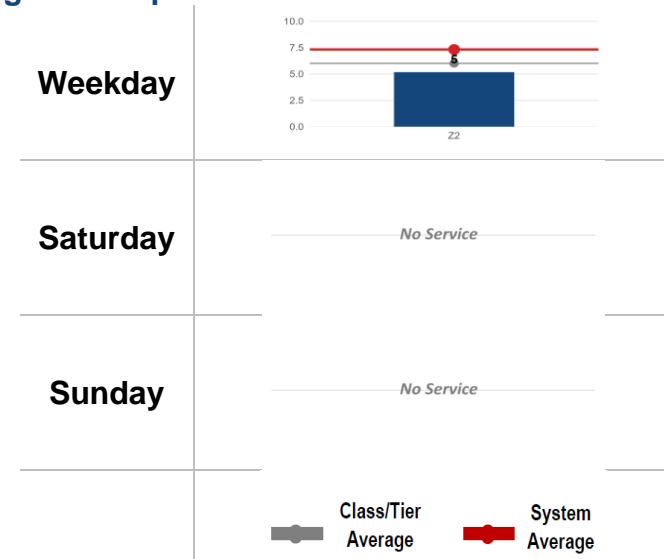
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z2	36.70	3,984	3,935 (98.8%)

Service Change Summary

Route Z2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

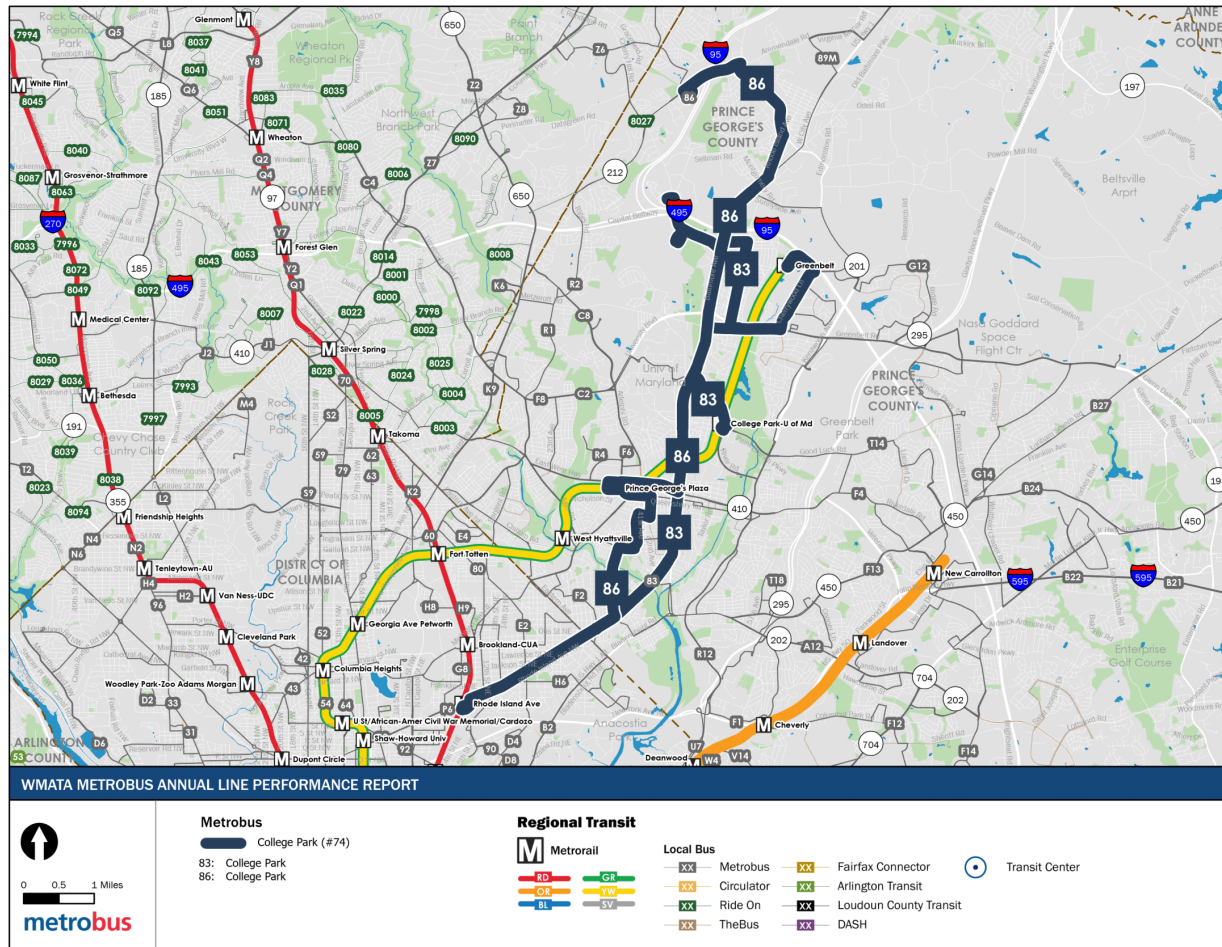
Passenger Miles per Revenue Mile



LINE: 74 - College Park

ROUTE(S): 83, 86

About the Line



Service Classification

Framework

Activity Tier

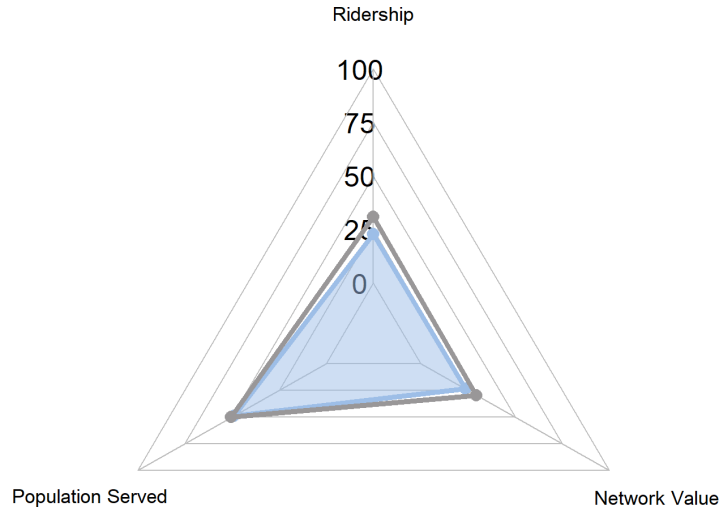
3

Overall Grade

Line	Grade
Line 74 - College Park	B

Line Benefit Score

32
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	24	23	

Operating Statistics

	Annual Operating Costs	\$5,746,450
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

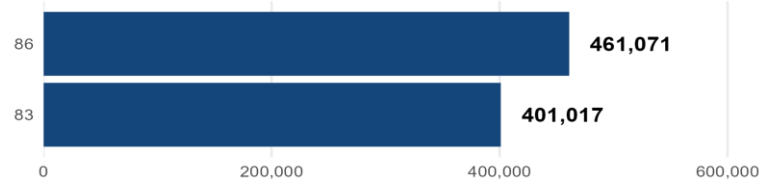
	Service Area Population	65,766	
	People of Color Population	Service Area	29,334
		% Riders Surveyed	84%
	Low Income Household	Service Area	18,179
		% Riders Surveyed	60%

Facilities/Amenities

	Bus Stops	210
	% Stops With Shelters	22%
	% Stops With Benches	29%
	% Stops With Real-Time Signs	1%



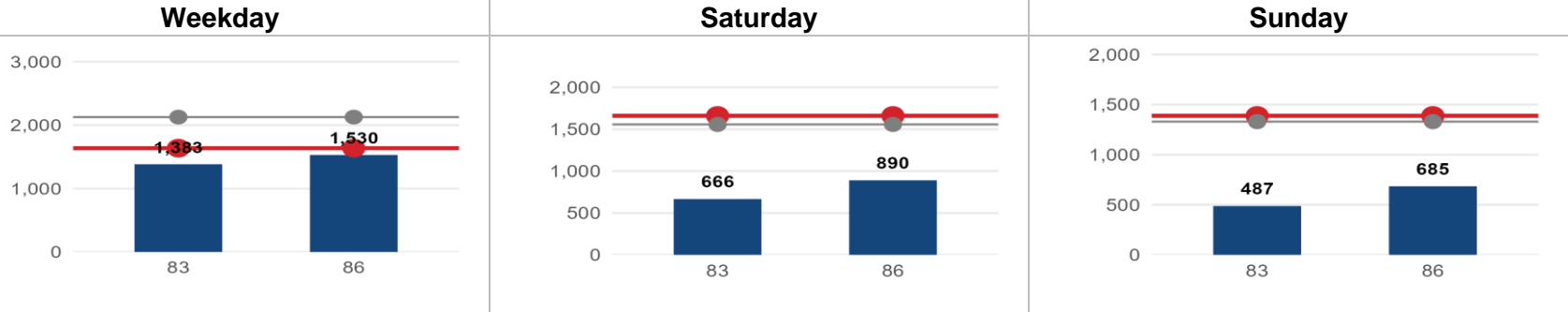
Annual Ridership



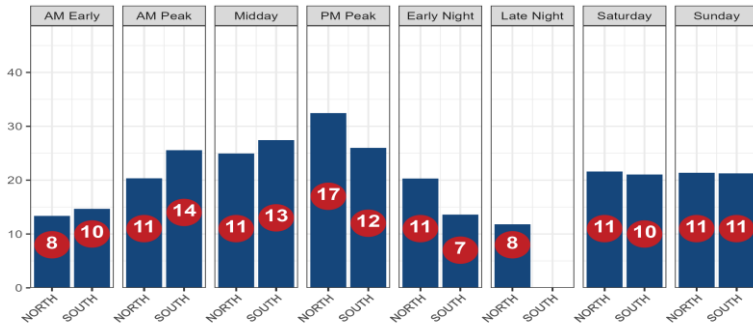
Top Transfer Locations

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

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



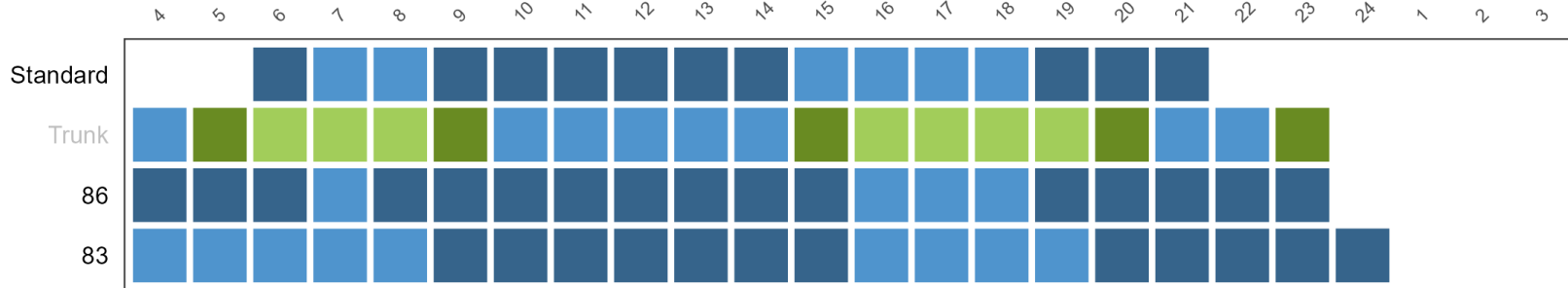
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.36	0.33
	Off-Peak Maximum Target: 1.0		0.27	0.26
Saturday Maximum Target: 1.0			0.28	0.26
Sunday Maximum Target: 1.0			0.28	0.27

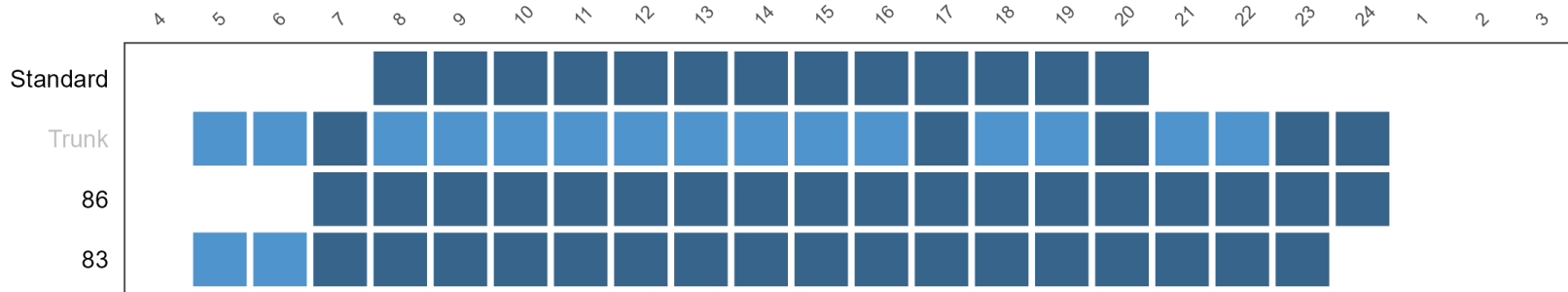
Span and Frequency



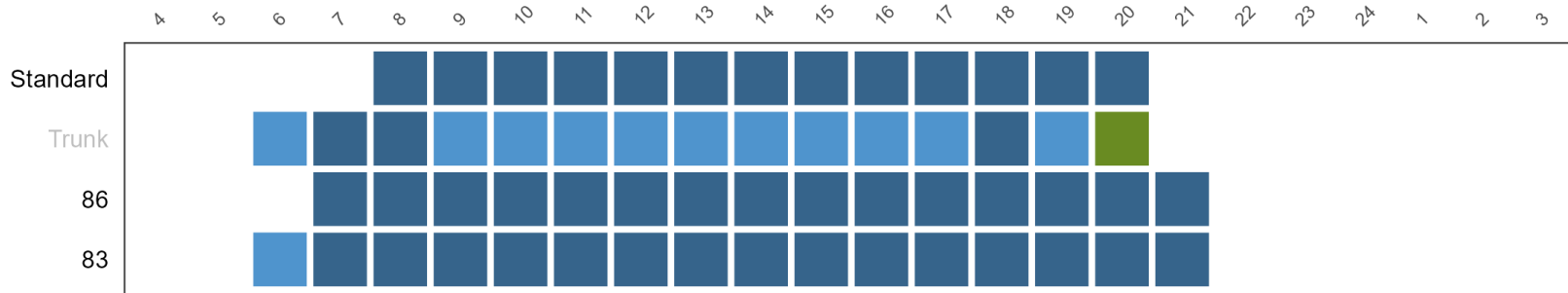
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B College Park

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:35 AM - 12:00 AM	-	E	5:35 AM - 12:43 AM	-	A	6:35 AM - 9:13 PM	-	A
	Frequency of Service varies	Peak: 14.0 / Off-Peak: 22.0	Peak: 21.4 / Off-Peak: 34.5	A	30.0	40.5	A	30.0	39.1	A
Productivity	Passengers per Revenue Hour 15	18.6	24.8	A	17.2	20.6	A	17.1	19.4	A
	Passengers per Revenue Mile 1	1.6	2.1	A	1.6	1.7	A	1.5	1.6	A
Reliability	On-Time Performance 79%	64%	75%	E	65%	75%	E	67%	77%	E
	Crowding 5%	0%	1%	A	1%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.34	Off-Peak: 0.31 Peak: 0.4	A	0.27	0.29	A	0.27	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.41	\$ 5.34	A	\$6.93	\$ 6.22	A	\$6.99	\$ 6.54	A
	Cost Recovery 20%	11%	12%	E	10%	10%	E	10%	9%	E

Route 83

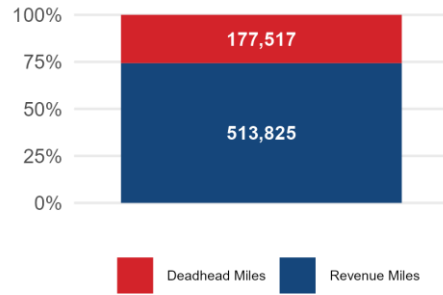
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.4			4.6			A		
	Circuitry 1.75	1.57			2.17			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	18.5	24.8	A	16.6	20.6	A	16.5	19.4	B
	Passengers per Revenue Mile 1	1.6	2.1	A	1.5	1.7	A	1.5	1.6	A
	Unique Segment Ridership 10%	31%	41%	A	35%	58%	A	34%	61%	A
Reliability	On-Time Performance 79%	65%	75%	E	66%	75%	E	67%	77%	E
	Crowding 5%	1%	1%	A	2%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.31 Peak: 0.41	A	0.23	0.29	A	0.24	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.44	\$ 5.34	A	\$7.17	\$ 6.22	B	\$7.24	\$ 6.54	B
	Cost Recovery 20%	11%	13%	E	10%	10%	E	9%	9%	E

Route 86

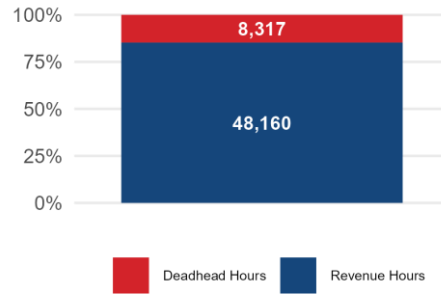
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			4.6			A		
	Circuitry 1.75	1.75			2.17			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	18.7	24.8	A	17.7	20.6	A	17.5	19.4	A
	Passengers per Revenue Mile 1	1.7	2.1	A	1.7	1.7	A	1.6	1.6	A
	Unique Segment Ridership 10%	51%	41%	A	50%	58%	A	52%	61%	A
Reliability	On-Time Performance 79%	63%	75%	E	63%	75%	E	66%	77%	E
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.37	Off-Peak: 0.31 Peak: 0.41	A	0.33	0.29	A	0.31	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.39	\$ 5.34	A	\$6.75	\$ 6.22	A	\$6.81	\$ 6.54	A
	Cost Recovery 20%	11%	13%	E	10%	10%	E	10%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



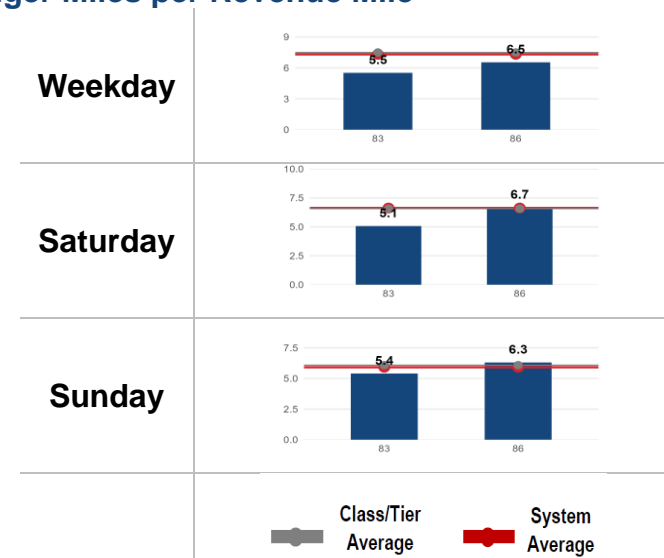
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
83	29.70	21,061	20,472 (97.2%)
86	37.30	17,027	16,548 (97.2%)

Service Change Summary

Route 83 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 86 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;

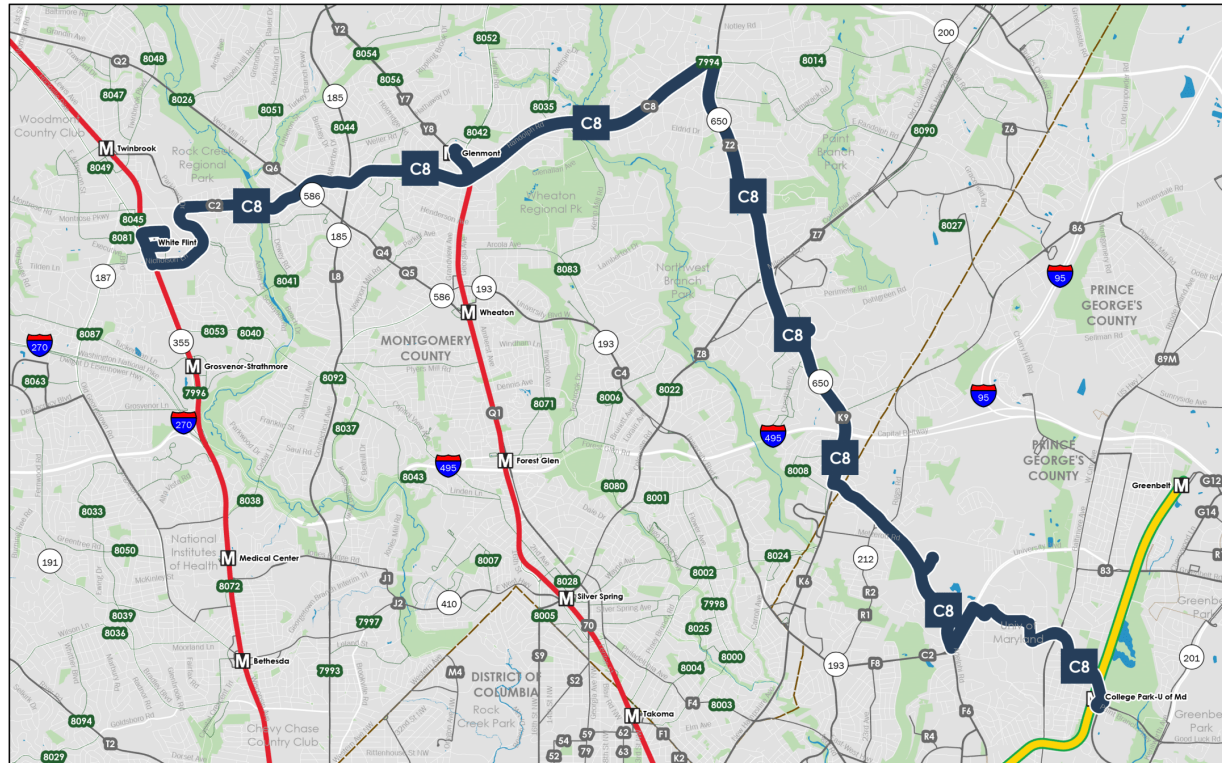
Passenger Miles per Revenue Mile



LINE: 103 - College Park-White Flint

ROUTE(S): C8

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
█ College Park-White Flint (#103)
█ C8: College Park-White Flint

Regional Transit

M Metrorail	XX Metrobus	XX Fairfax Connector	● Transit Center
M Metrolink	XX Circulator	XX Arlington Transit	
M Metro-North	XX Ride On	XX Loudoun County Transit	
M MetroWest	XX TheBus	XX DASH	

Service Classification

Framework

Activity Tier

2

Overall Grade

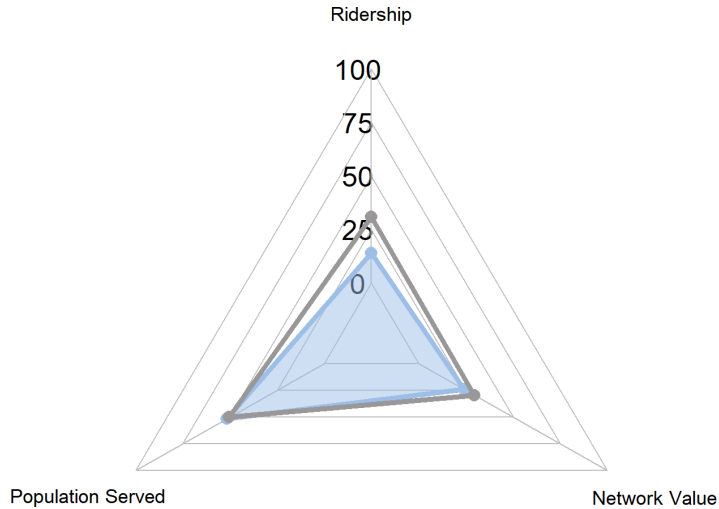
Line	
College Park-White Flint	C

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:	51	24	14	

Operating Statistics

	Annual Operating Costs	\$3,258,207
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	53,205	
	People of Color Population	Service Area	20,178
		% Riders Surveyed	84%
	Low Income Household	Service Area	13,586
		% Riders Surveyed	63%

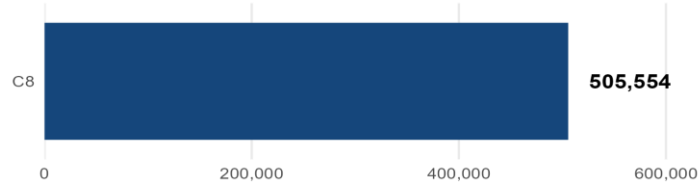
Facilities/Amenities

	Bus Stops	154
	% Stops With Shelters	20%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	2%



Ridership

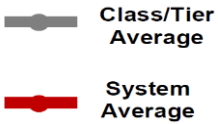
Annual Ridership



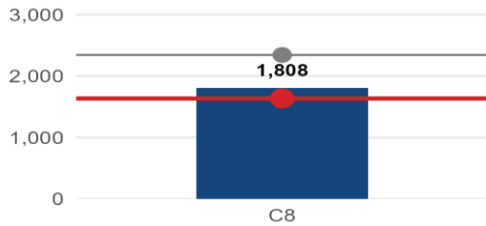
Top Transfer Locations

Glenmont, College Park-U of MD, White Flint

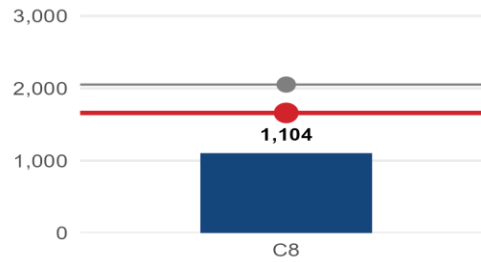
Average Daily Ridership



Weekday



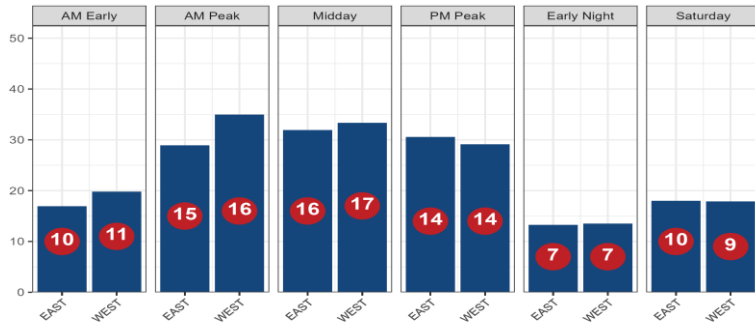
Saturday



Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



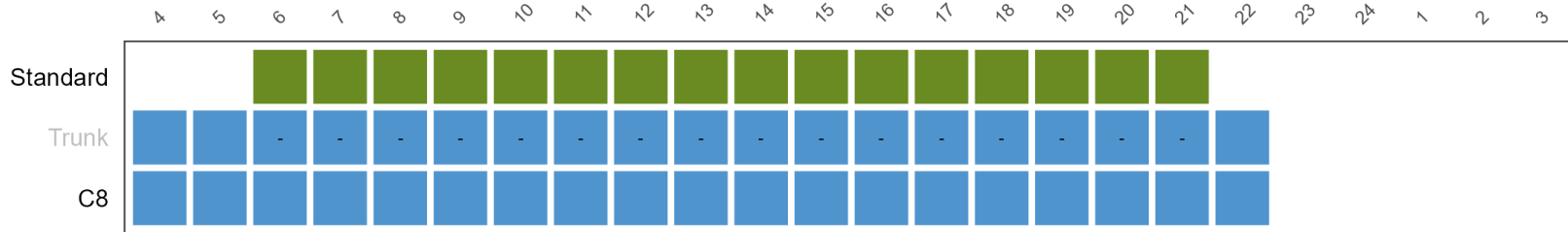
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.36	0.35
	Off-Peak Maximum Target: 1.0	0.33	0.33
Saturday Maximum Target: 1.0		0.23	0.22
Sunday Maximum Target: 1.0			

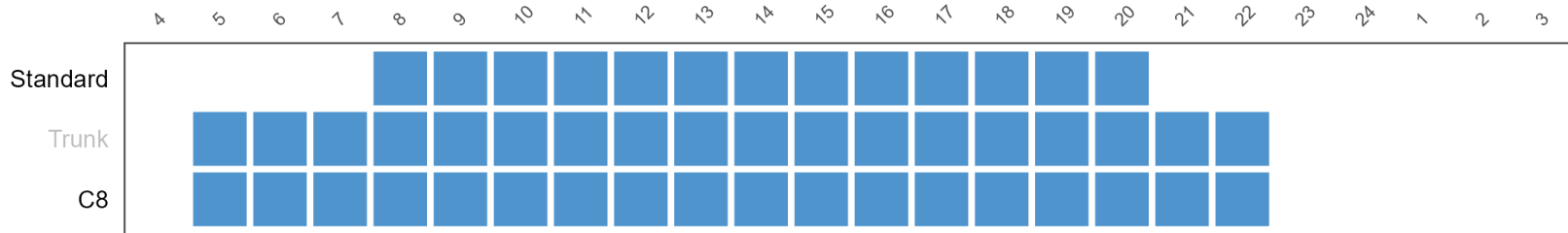
Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C College Park-White Flint

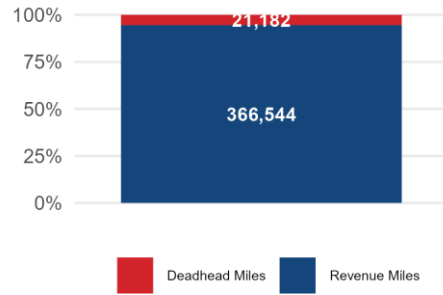
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:57 AM - 10:14 PM	-	A	5:50 AM - 10:17 PM	-	A	-	-	-
	Frequency of Service varies	Peak: 30.0 / Off-Peak: 29.0	Peak: 15.6 / Off-Peak: 20.1	D	29.0	24.7	B	-	-	-
Productivity	Passengers per Revenue Hour 20	19.9	24.3	C	13.9	23.1	E	-	-	-
	Passengers per Revenue Mile 2	1.5	2.4	E	1.0	2.1	E	-	-	-
Reliability	On-Time Performance 79%	66%	77%	E	68%	77%	E	-	-	-
	Crowding 5%	3%	1%	A	0%	1%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.36	Off-Peak: 0.34 Peak: 0.42	A	0.23	0.33	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.00	\$ 5.78	C	\$8.56	\$ 6.01	E	-	-	-
	Cost Recovery 20%	21%	20%	B	15%	18%	D	-	-	-

Route C8

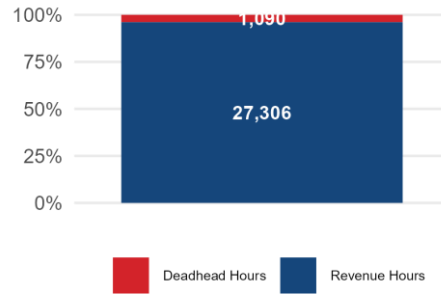
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.9			4.5			E		
	Circuitry 1.75	1.43			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	19.9	24.3	C	13.9	23.1	E	-	-	-
	Passengers per Revenue Mile 2	1.5	2.4	E	1.0	2.1	E	-	-	-
	Unique Segment Ridership 10%	51%	18%	A	64%	35%	A	-	-	-
Reliability	On-Time Performance 79%	66%	77%	E	68%	77%	E	-	-	-
	Crowding 5%	3%	1%	A	0%	1%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.36	Off-Peak: 0.34 Peak: 0.43	A	0.23	0.34	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.00	\$ 5.78	C	\$8.56	\$ 6.01	E	-	-	-
	Cost Recovery 20%	21%	21%	B	15%	18%	D	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



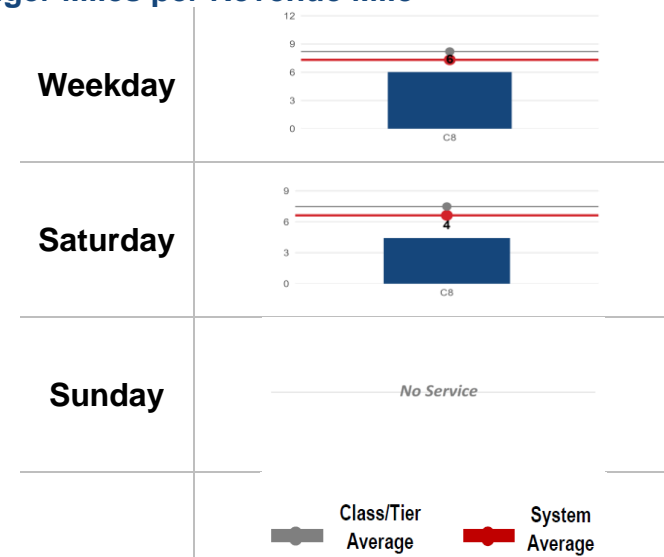
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C8	41.00	19,221	18,862 (98.1%)

Service Change Summary

Route C8 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

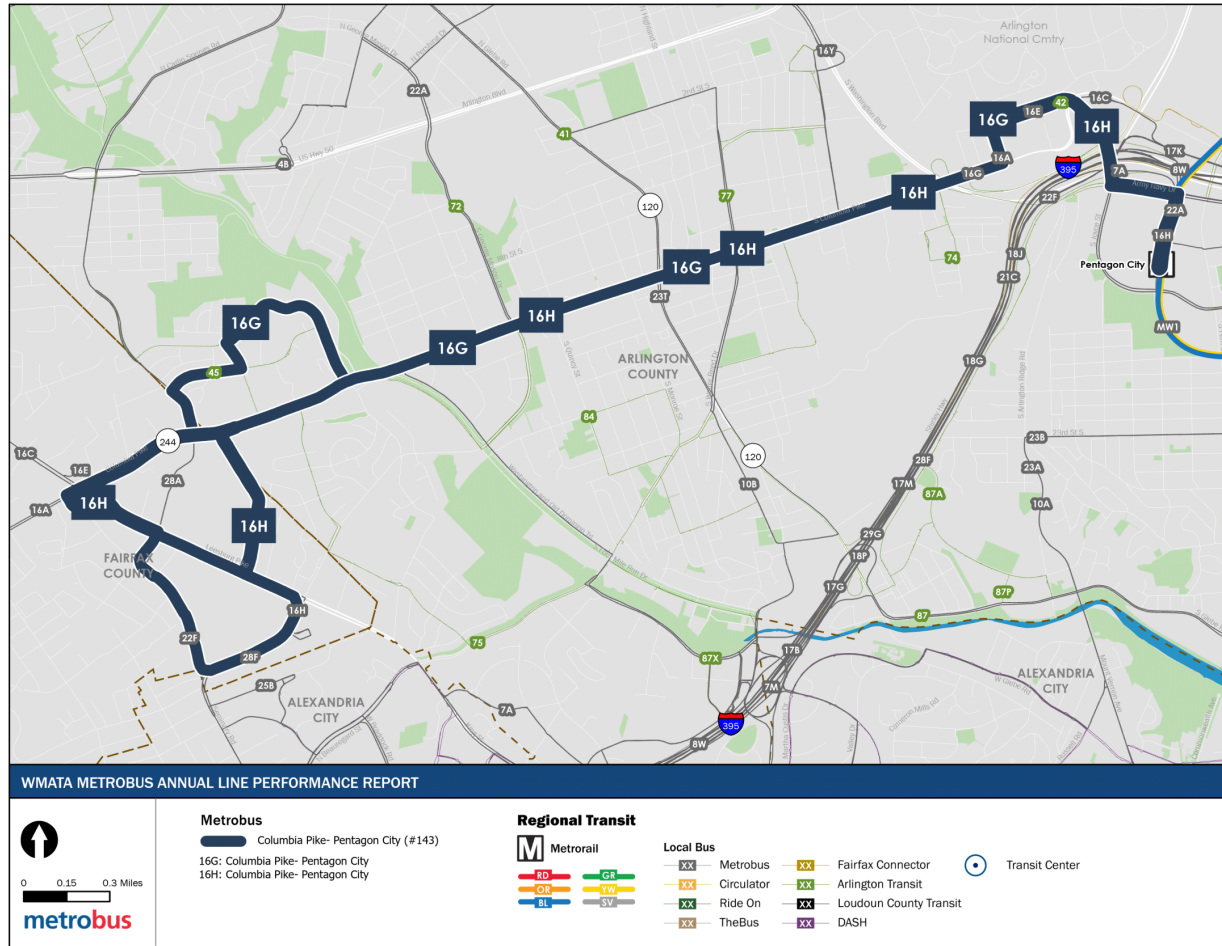
Passenger Miles per Revenue Mile



LINE: 143 - Columbia Pike- Pentagon City

ROUTE(S): 16G, 16H

About the Line



Service Classification

Framework

Activity Tier

1

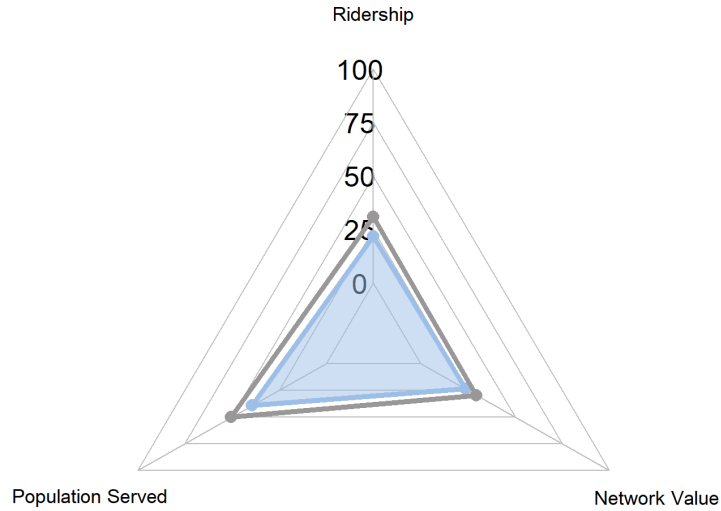
Overall Grade

Line	C

Line Benefit Score

28

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
39	24	22	

Operating Statistics

	Annual Operating Costs	\$4,289,906
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	54,700	
	People of Color Population	Service Area	20,030
		% Riders Surveyed	61%
	Low Income Household	Service Area	13,819
		% Riders Surveyed	34%

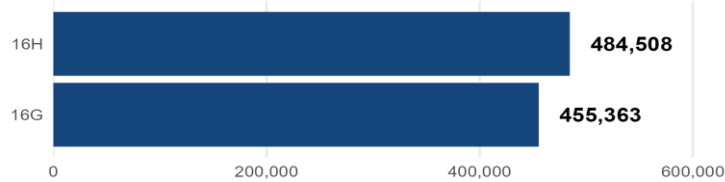
Facilities/Amenities

	Bus Stops	67
	% Stops With Shelters	31%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



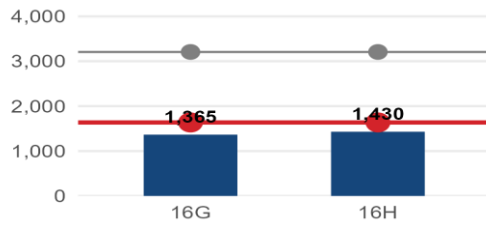
Top Transfer Locations

Pentagon City

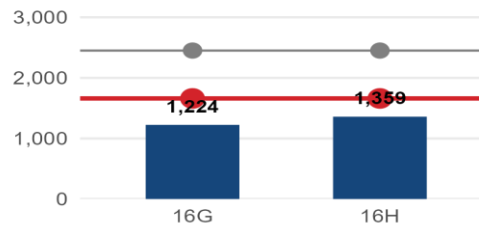
Average Daily Ridership



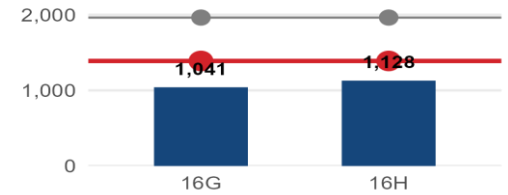
Weekday



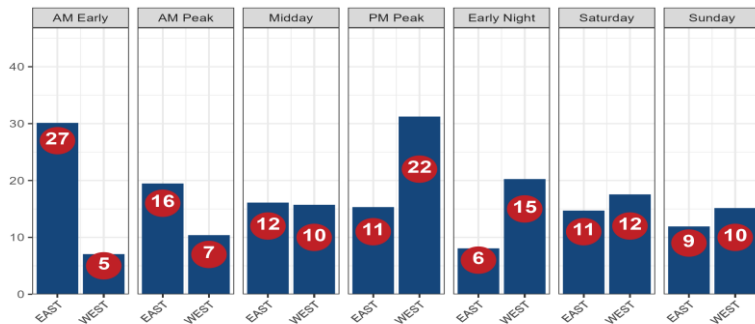
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



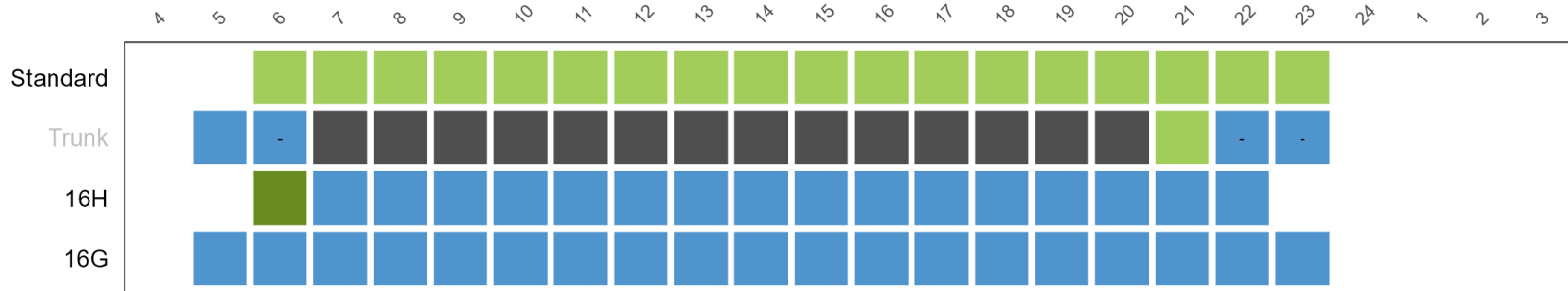
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.32	0.4
	Off-Peak Maximum Target: 1.0	0.26	0.3
Saturday Maximum Target: 1.0		0.27	0.3
Sunday Maximum Target: 1.0		0.22	0.26

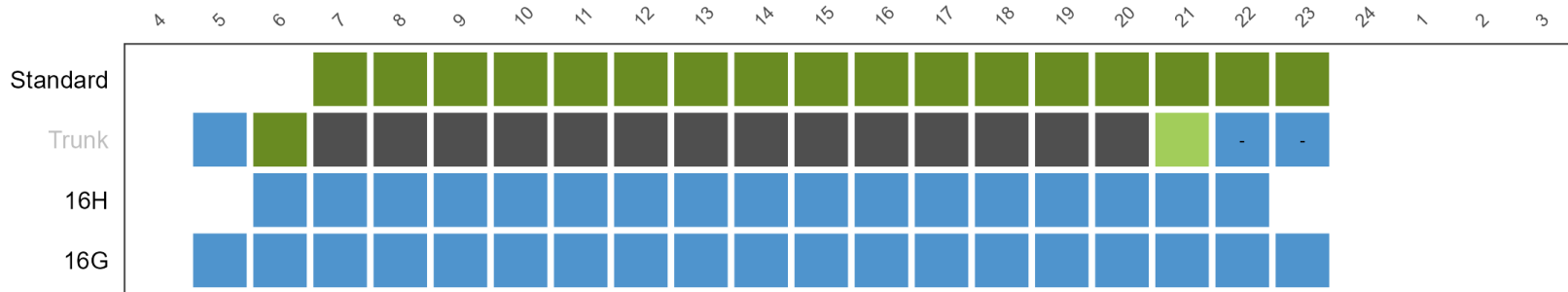
Span and Frequency



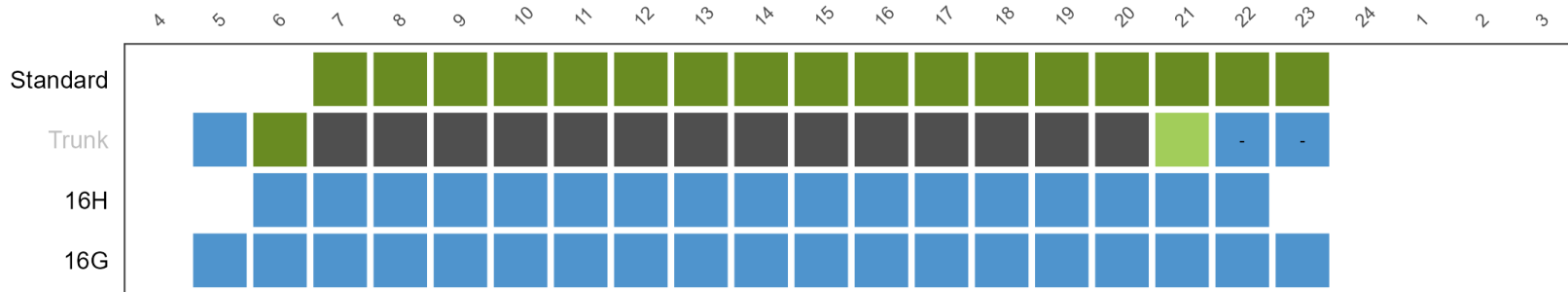
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Columbia Pike- Pentagon City

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:34 AM - 11:20 PM	-	B	5:37 AM - 11:22 PM	-	A	5:37 AM - 11:22 PM	-	A
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 12.0	Peak: 14.7 / Off-Peak: 18.6	B	12.0	20.8	A	12.0	23.9	A
Productivity	Passengers per Revenue Hour 30	29.0	29.9	C	24.8	25.2	D	21.1	22.9	E
	Passengers per Revenue Mile 4	3.5	3.9	D	3.2	3.1	D	2.7	2.7	E
Reliability	On-Time Performance 79%	85%	74%	A	88%	75%	A	89%	76%	A
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.36	Off-Peak: 0.33 Peak: 0.46	A	0.28	0.33	A	0.24	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.12	\$ 4.49	A	\$4.81	\$ 5.36	A	\$5.65	\$ 5.93	C
	Cost Recovery 25%	27%	25%	B	23%	21%	C	20%	19%	D

Route 16G

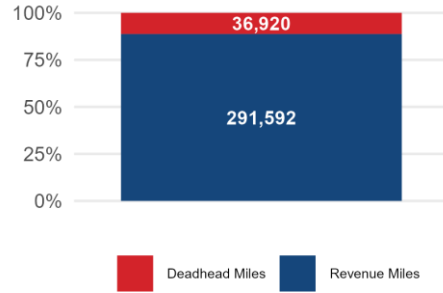
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.8			5.2			A		
	Circuitry 1.75	1.53			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	27.8	29.9	C	24.2	25.2	D	20.1	22.9	E
	Passengers per Revenue Mile 4	3.5	3.9	D	3.1	3.1	E	2.6	2.7	E
	Unique Segment Ridership 10%	15%	23%	A	16%	34%	A	15%	35%	A
Reliability	On-Time Performance 79%	88%	74%	A	92%	75%	A	91%	76%	A
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.34 Peak: 0.47	A	0.26	0.34	A	0.22	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.30	\$ 4.49	A	\$4.93	\$ 5.36	A	\$5.93	\$ 5.93	C
	Cost Recovery 25%	26%	26%	B	23%	21%	C	19%	19%	D

Route 16H

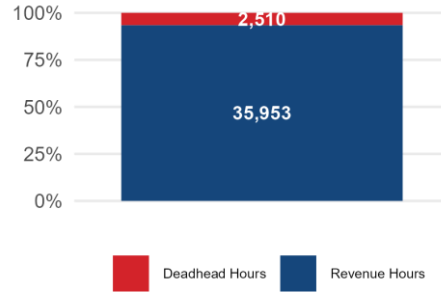
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.4			5.2			A		
	Circuitry 1.75	1.42			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	30.2	29.9	B	25.4	25.2	D	22.1	22.9	E
	Passengers per Revenue Mile 4	3.5	3.9	D	3.4	3.1	D	2.8	2.7	E
	Unique Segment Ridership 10%	12%	23%	B	14%	34%	A	14%	35%	A
Reliability	On-Time Performance 79%	81%	74%	B	84%	75%	A	87%	76%	A
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.34 Peak: 0.47	A	0.32	0.34	A	0.26	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.95	\$ 4.49	A	\$4.71	\$ 5.36	A	\$5.40	\$ 5.93	B
	Cost Recovery 25%	29%	26%	A	24%	21%	C	21%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



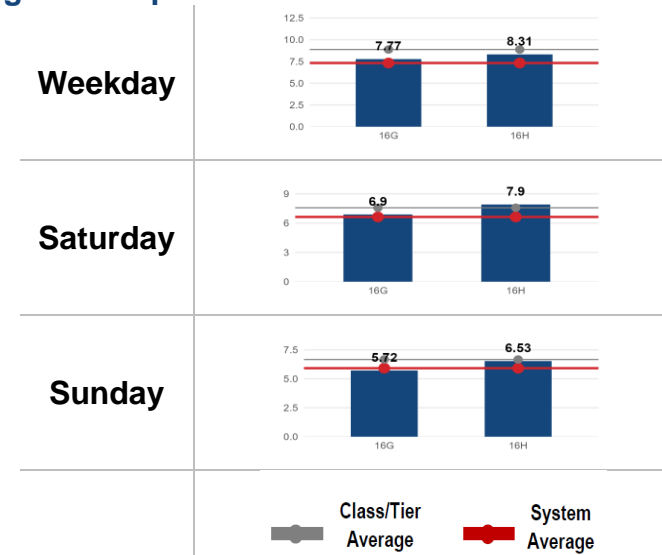
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16G	10.60	30,487	30,324 (99.5%)
16H	13.50	26,903	26,713 (99.3%)

Service Change Summary

Route 16G - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 16H - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

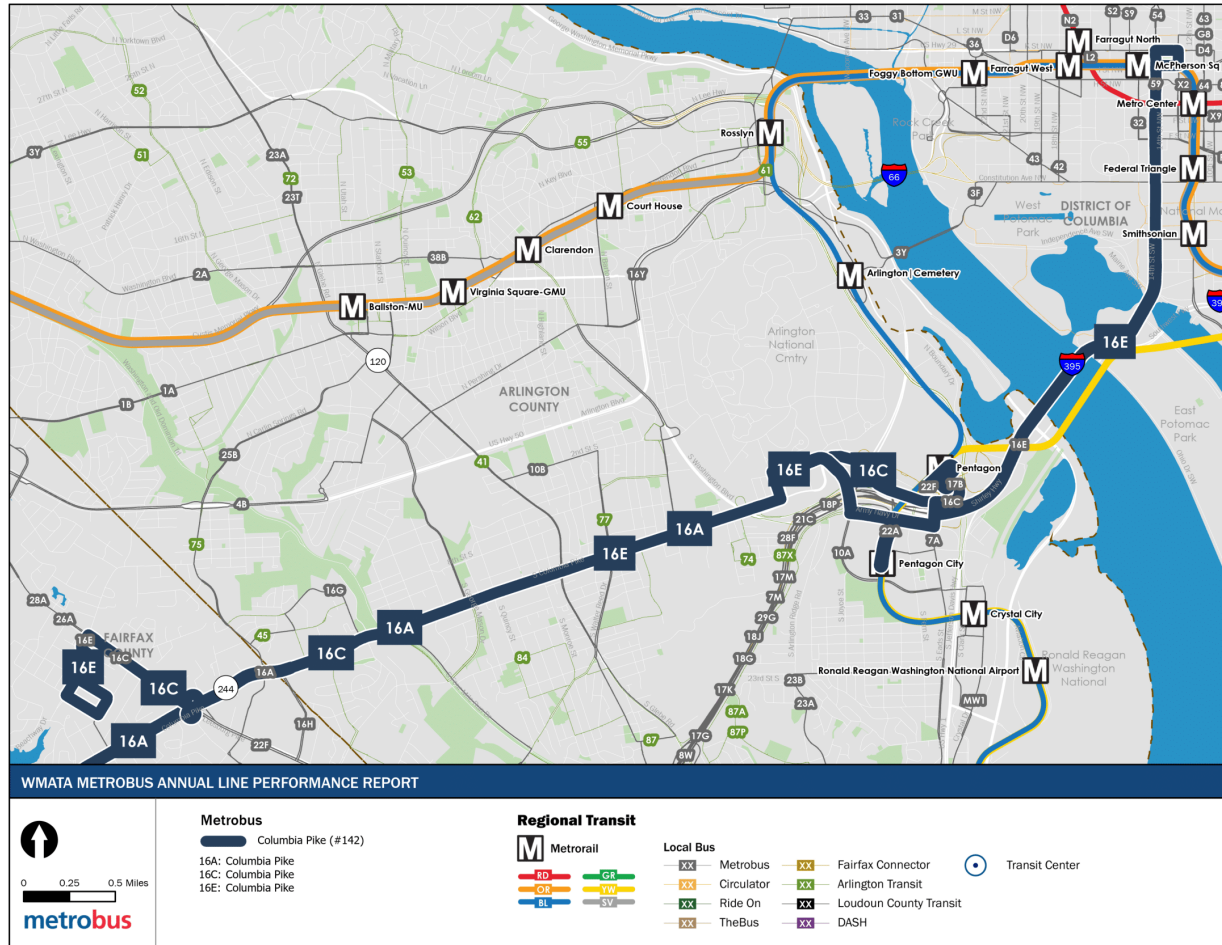
Passenger Miles per Revenue Mile



LINE: 142 - Columbia Pike

ROUTE(S): 16A, 16C, 16E

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Grade
Columbia Pike	C

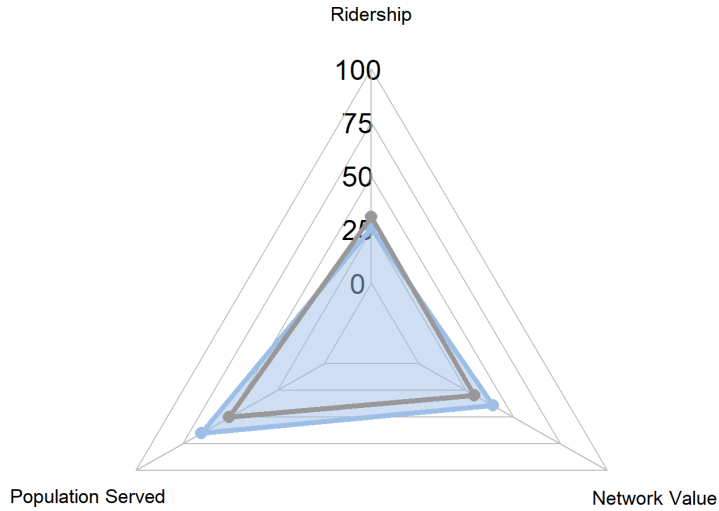
Legend

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

Line Benefit Score

43

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
65	39	26	

Operating Statistics

	Annual Operating Costs	\$5,657,219
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	94,417	
	People of Color Population	Service Area	31,859
		% Riders Surveyed	82%
	Low Income Household	Service Area	24,888
		% Riders Surveyed	60%

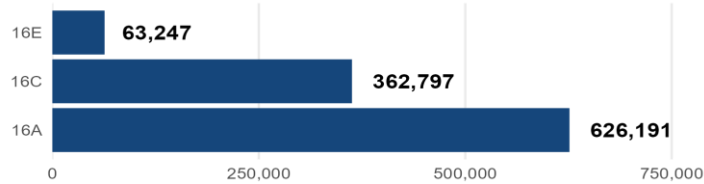
Facilities/Amenities

	Bus Stops	155
	% Stops With Shelters	40%
	% Stops With Benches	40%
	% Stops With Real-Time Signs	5%



Ridership

Annual Ridership



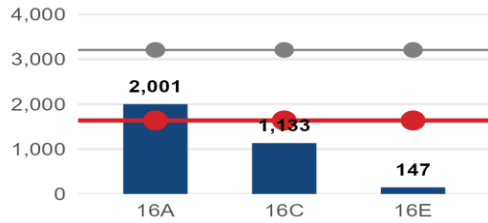
Top Transfer Locations

Pentagon, Pentagon City, Metro Center

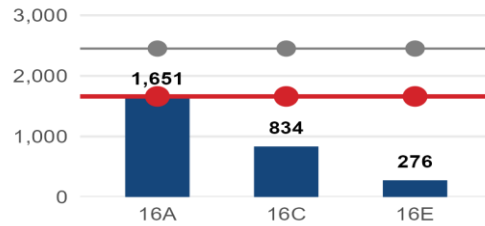
Average Daily Ridership



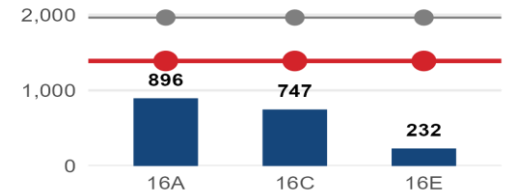
Weekday



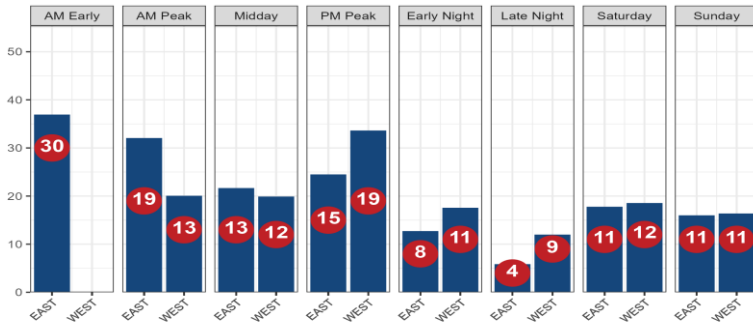
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



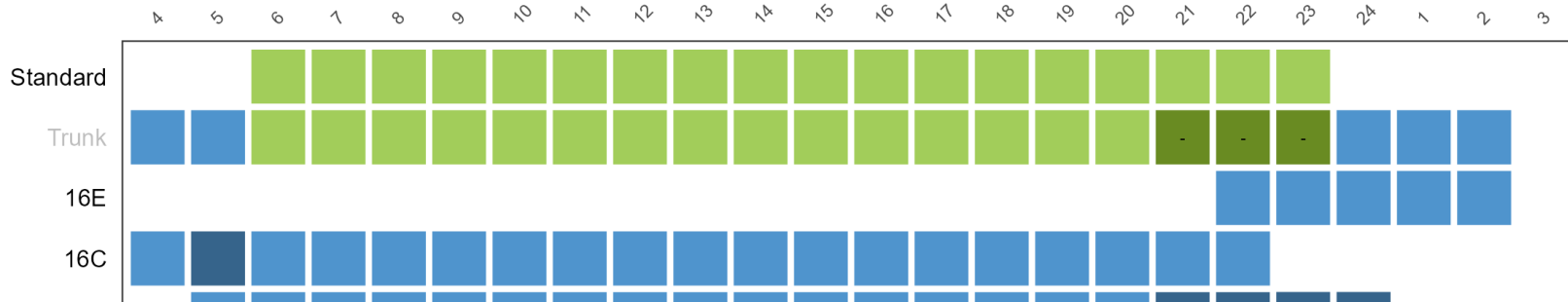
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.41	0.42
	Off-Peak Maximum Target: 1.0	0.28	0.28
Saturday Maximum Target: 1.0		0.27	0.29
Sunday Maximum Target: 1.0		0.26	0.27

Span and Frequency



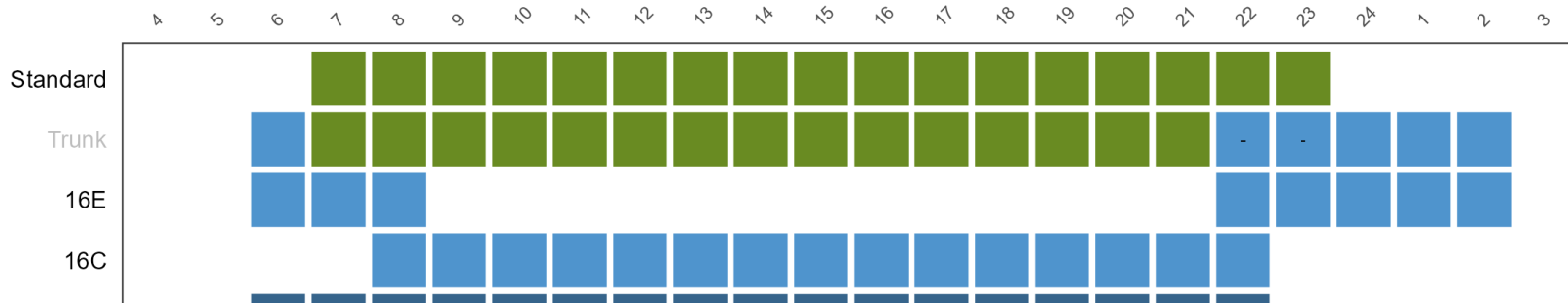
Weekday (by Hour)



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	4:33 AM - 2:46 AM	-	A	5:06 AM - 2:46 AM	-	A	6:00 AM - 2:47 AM	-	A
	Frequency of Service varies	Peak: 14.0 / Off-Peak: 15.0	Peak: 14.7 / Off-Peak: 18.6	B	16.0	20.8	B	21.0	23.9	C
Productivity	Passengers per Revenue Hour 30	24.3	29.9	D	20.1	25.2	E	18.8	22.9	E
	Passengers per Revenue Mile 4	2.3	3.9	E	1.9	3.1	E	1.8	2.7	E
Reliability	On-Time Performance 79%	84%	74%	B	82%	75%	B	80%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.42	Off-Peak: 0.33 Peak: 0.46	A	0.28	0.33	A	0.27	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.92	\$ 4.49	A	\$5.93	\$ 5.36	C	\$6.33	\$ 5.93	D
	Cost Recovery 25%	26%	25%	B	21%	21%	D	20%	19%	D

Route 16A

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.8			5.2			E		
	Circuitry 1.75	1.23			1.29			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	29.9	C	23.8	25.2	E	28.1	22.9	C
	Passengers per Revenue Mile 4	2.6	3.9	E	2.1	3.1	E	2.3	2.7	E
	Unique Segment Ridership 10%	5%	23%	D	36%	34%	A	40%	35%	A
Reliability	On-Time Performance 79%	85%	74%	A	83%	75%	B	79%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.52	Off-Peak: 0.34 Peak: 0.47	A	0.34	0.34	A	0.4	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.15	\$ 4.49	A	\$5.01	\$ 5.36	B	\$4.24	\$ 5.93	A
	Cost Recovery 25%	31%	26%	A	26%	21%	B	30%	19%	A

Route 16C

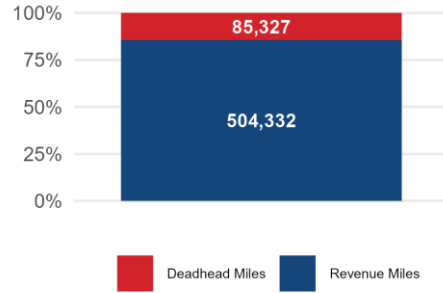
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.6			5.2			E		
	Circuitry 1.75	1.26			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	22.3	29.9	E	18.0	25.2	E	16.9	22.9	E
	Passengers per Revenue Mile 4	2.4	3.9	E	2.0	3.1	E	1.9	2.7	E
	Unique Segment Ridership 10%	0%	23%	E	0%	34%	E	0%	35%	E
Reliability	On-Time Performance 79%	86%	74%	A	83%	75%	B	84%	76%	A
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.31	Off-Peak: 0.34 Peak: 0.47	A	0.23	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.36	\$ 4.49	B	\$6.64	\$ 5.36	E	\$7.06	\$ 5.93	E
	Cost Recovery 25%	23%	26%	C	18%	21%	D	17%	19%	E

Route 16E

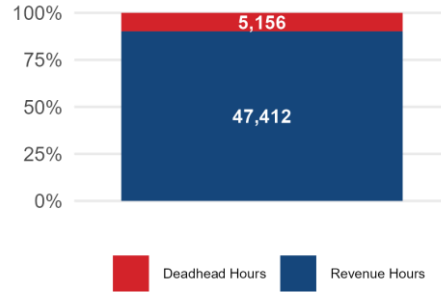
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.2			5.2			E		
	Circuitry 1.75	1.68			1.29			B		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	9.9	29.9	E	12.8	25.2	E	9.9	22.9	E
	Passengers per Revenue Mile 4	0.8	3.9	E	1.0	3.1	E	0.8	2.7	E
	Unique Segment Ridership 10%	5%	23%	E	4%	34%	E	5%	35%	E
Reliability	On-Time Performance 79%	77%	74%	C	78%	75%	C	76%	76%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17	Off-Peak: 0.34	A	0.21	0.34	A	0.16	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$12.02	\$ 4.49	E	\$9.31	\$ 5.36	E	\$12.04	\$ 5.93	E
	Cost Recovery 25%	9%	26%	E	11%	21%	E	9%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



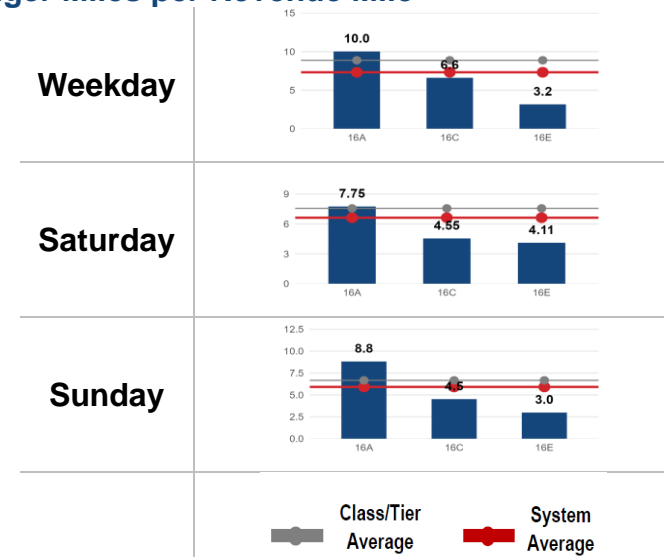
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16A	26.90	22,780	22,645 (99.4%)
16C	15.70	23,964	23,833 (99.5%)
16E	28.60	6,745	6,698 (99.3%)

Service Change Summary

Route 16A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 16C - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 16E - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

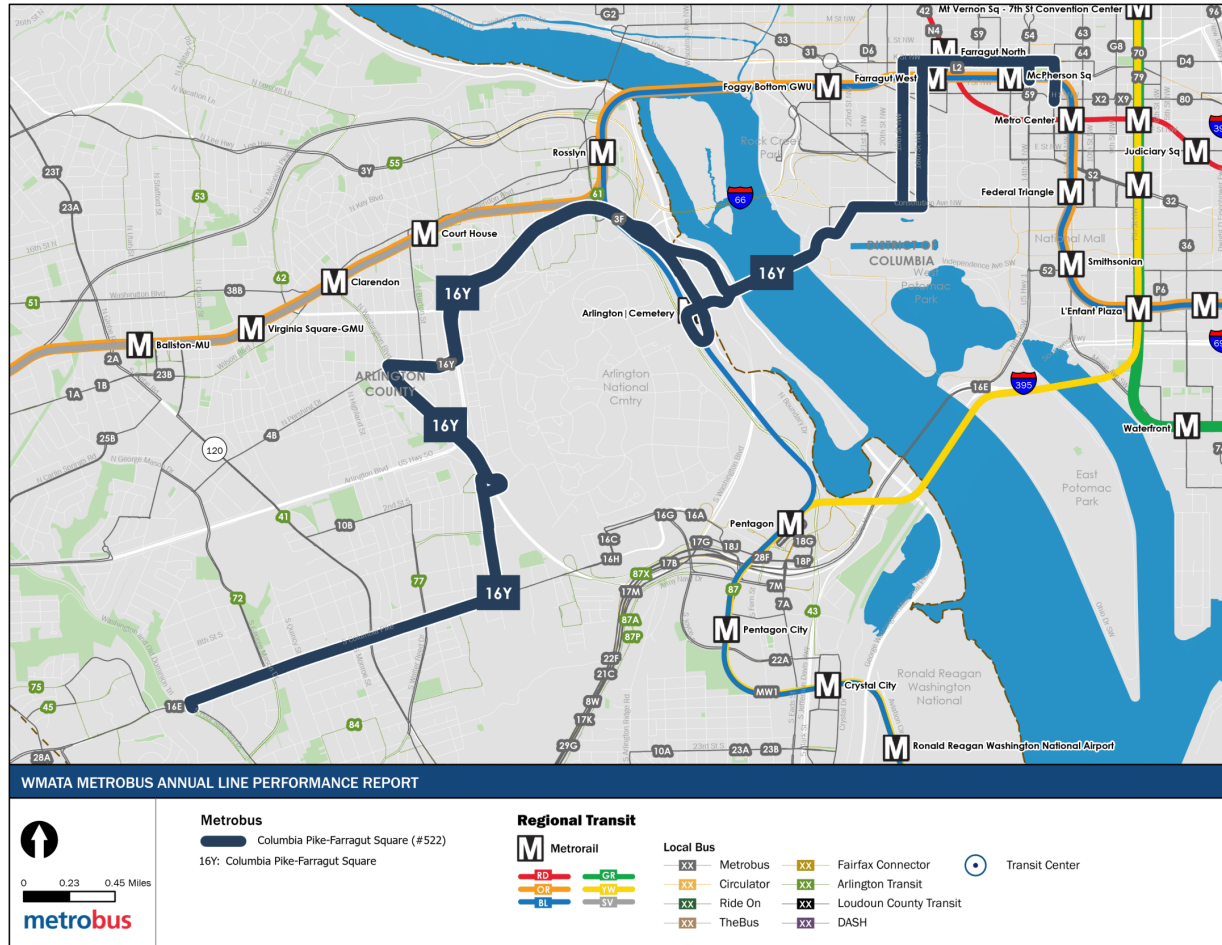
Passenger Miles per Revenue Mile



LINE: 522 - Columbia Pike-Farragut Square

ROUTE(S): 16Y

About the Line



Service Classification

Commuter

Activity Tier

1

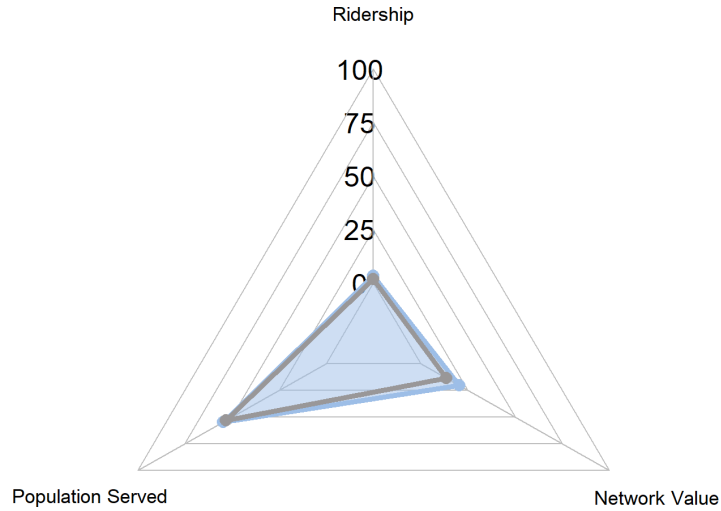
Overall Grade

Line	Grade
Line 522	B

Line Benefit Score

26

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$704,883
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	33,576	
	People of Color Population	Service Area	10,143
		% Riders Surveyed	46%
	Low Income Household	Service Area	6,089
		% Riders Surveyed	12%

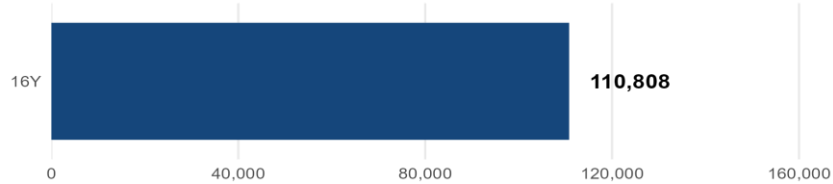
Facilities/Amenities

	Bus Stops	52
	% Stops With Shelters	46%
	% Stops With Benches	48%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership

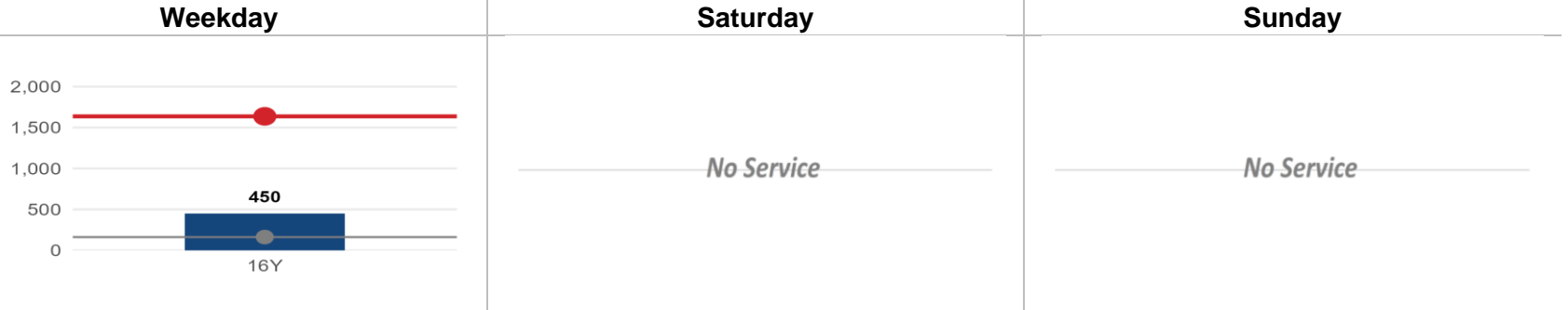


Top Transfer Locations

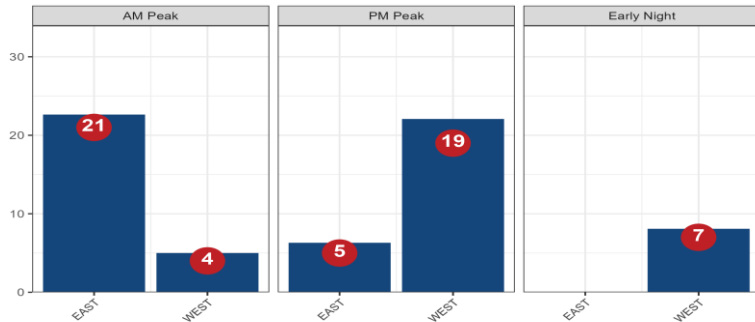
Farragut North, Farragut West, McPherson Square

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



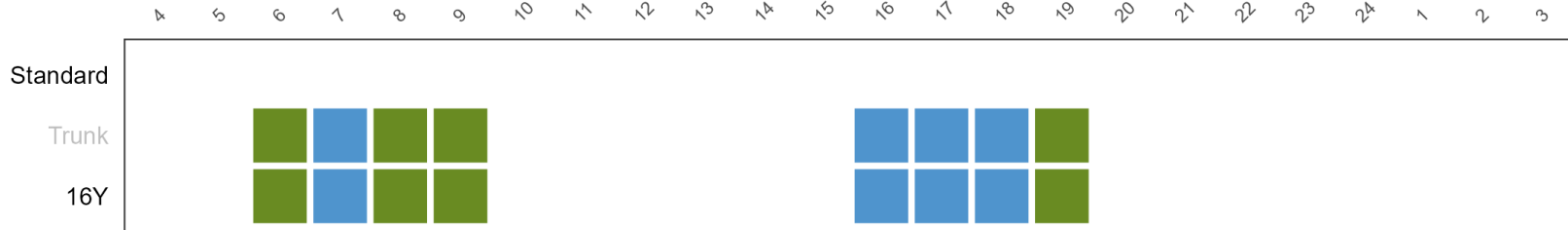
Vehicle Load Factor

		Direction:	
		WEST	EAST
Weekday	Peak Maximum Target: 1	0.32	0.38
	Off-Peak Maximum Target: 1.0	0.17	
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

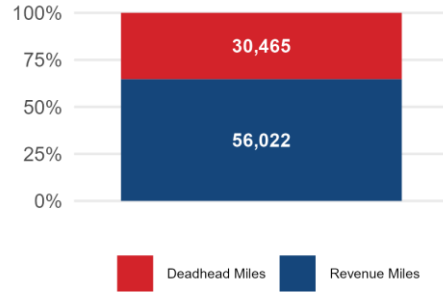
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:00 AM - 9:33 AM; 4:00 PM - 7:45 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 22.0 / Off-Peak: 17.0	Peak: 26 / Off-Peak: 17	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	19	18.2	C	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	1.9	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	70%	71%	D	-	-	-	-	-	-
	Crowding 5%	4%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.35	Off-Peak: 0.17 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.29	\$11.40	A	-	-	-	-	-	-
	Cost Recovery 25%	26%	20%	B	-	-	-	-	-	-

Route 16Y

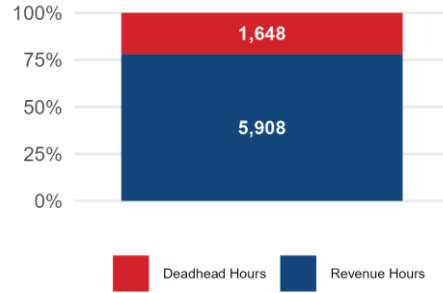
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	3			2.6			-		
	Circuitry N/A	1.39			1.23			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	19	18.2	C	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	1.9	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership 15%	20%	14%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	70%	71%	D	-	-	-	-	-	-
	Crowding 5%	4%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.35	Off-Peak: 0.17 Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.29	\$11.40	A	-	-	-	-	-	-
	Cost Recovery 25%	26%	20%	B	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



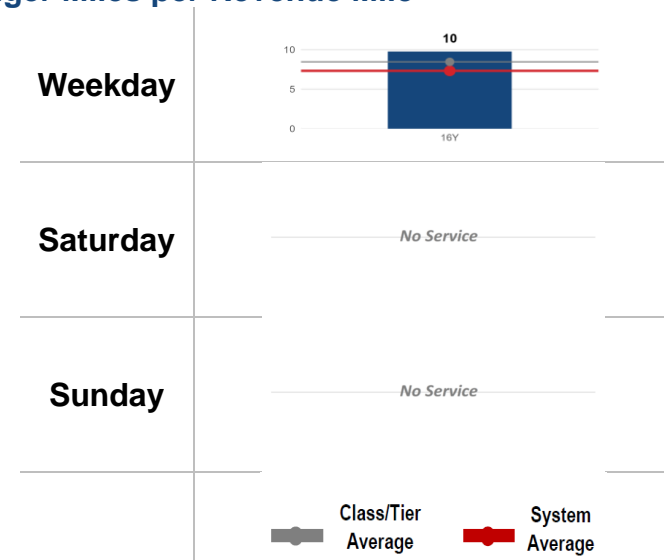
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16Y	17.10	7,221	7,106 (98.4%)

Service Change Summary

Route 16Y - Dec 2022:
 Weekday: Detour; Saturday: No change; Sunday: No change;

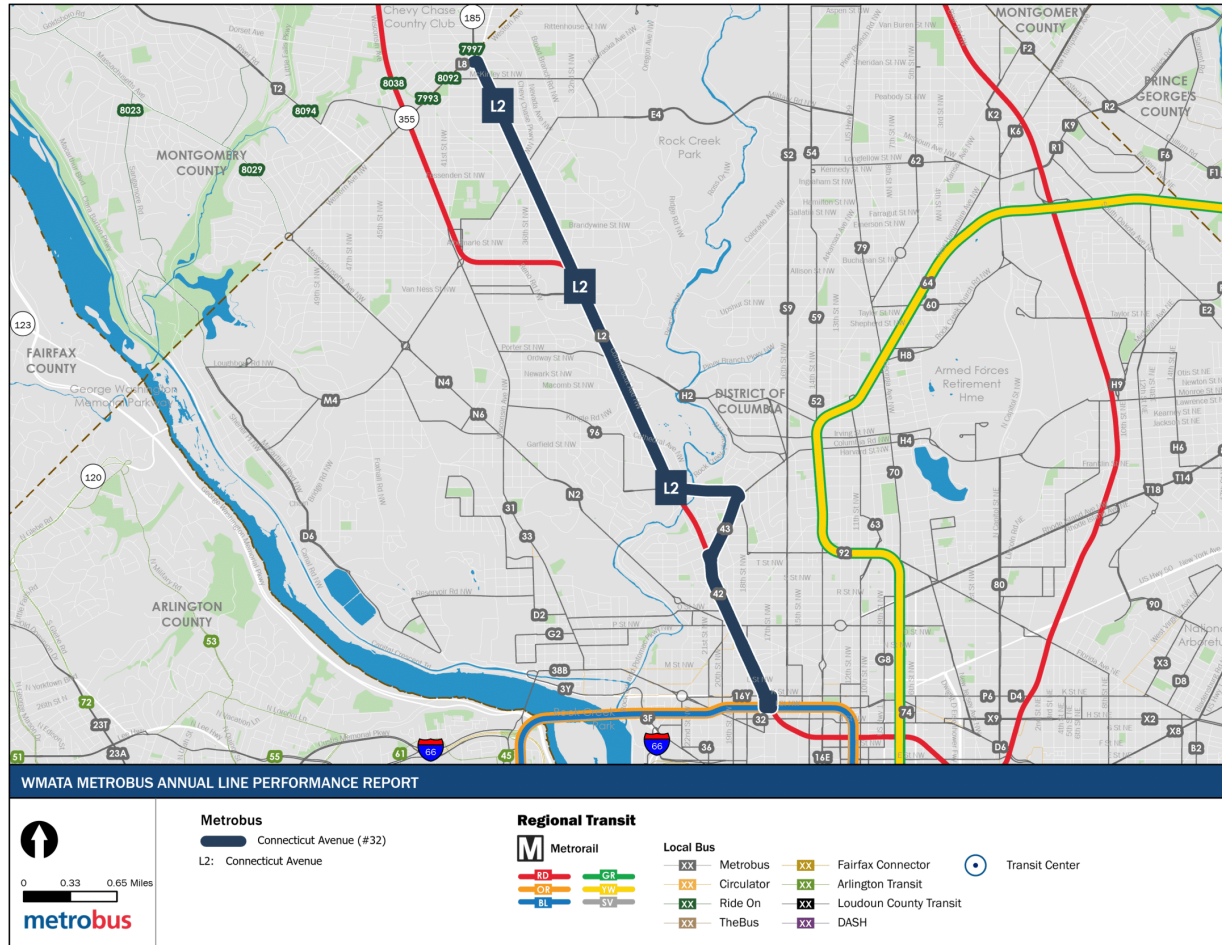
Passenger Miles per Revenue Mile



LINE: 32 - Connecticut Avenue

ROUTE(S): L2

About the Line



Service Classification

Framework

Activity Tier

1

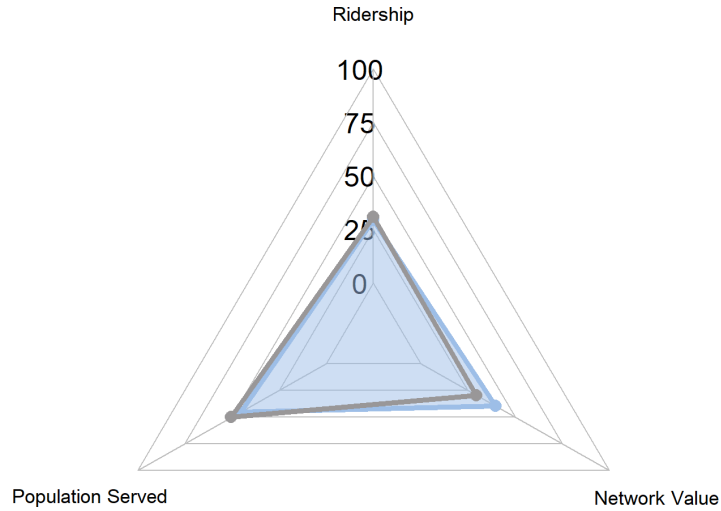
Overall Grade

Line	Overall Grade
Connecticut Avenue (#32)	B

Line Benefit Score

38

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
45	40	29	

Operating Statistics

	Annual Operating Costs	\$4,264,795
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	45,719	
	People of Color Population	Service Area	9,598
		% Riders Surveyed	50%
	Low Income Household	Service Area	4,666
		% Riders Surveyed	21%

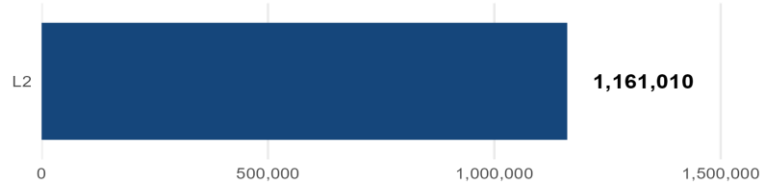
Facilities/Amenities

	Bus Stops	74
	% Stops With Shelters	68%
	% Stops With Benches	64%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership



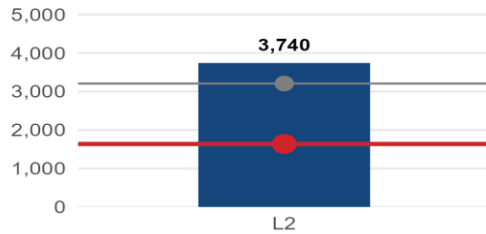
Top Transfer Locations

Van Ness-UDC, Farragut West, Farragut North

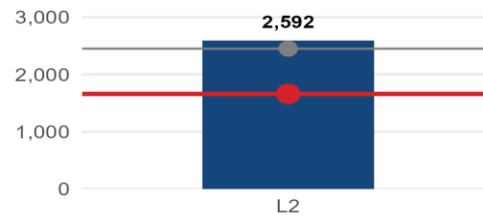
Average Daily Ridership

Class/Tier Average
 System Average

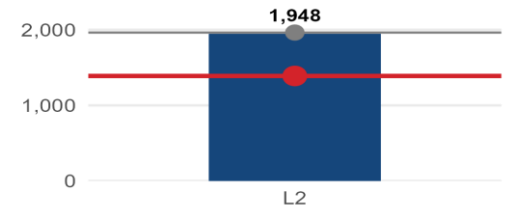
Weekday



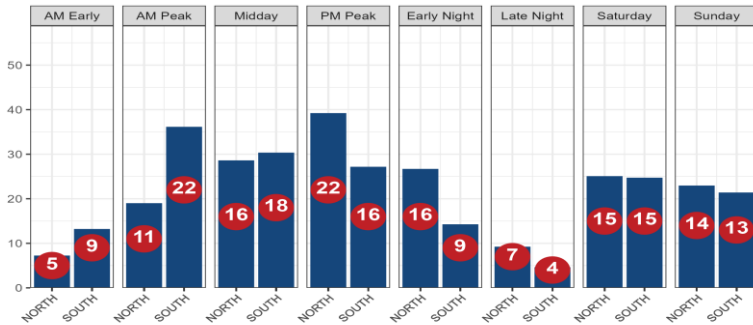
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



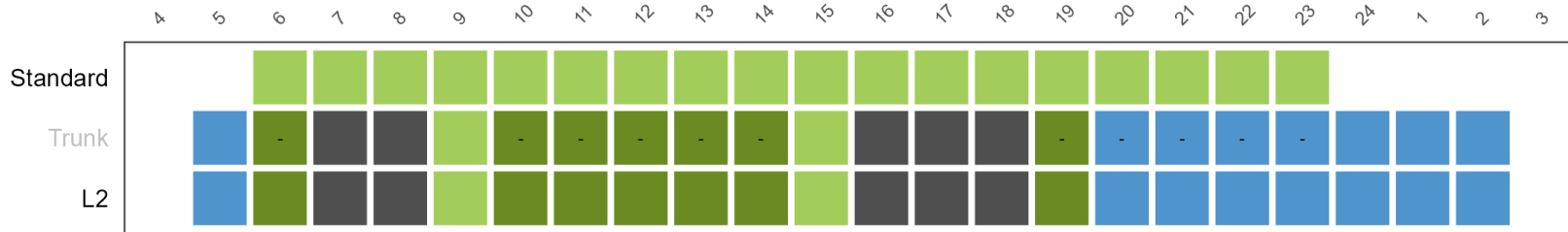
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.46	0.47
	Off-Peak Maximum Target: 1.0	0.35	0.32
Saturday Maximum Target: 1.0		0.36	0.39
Sunday Maximum Target: 1.0		0.34	0.34

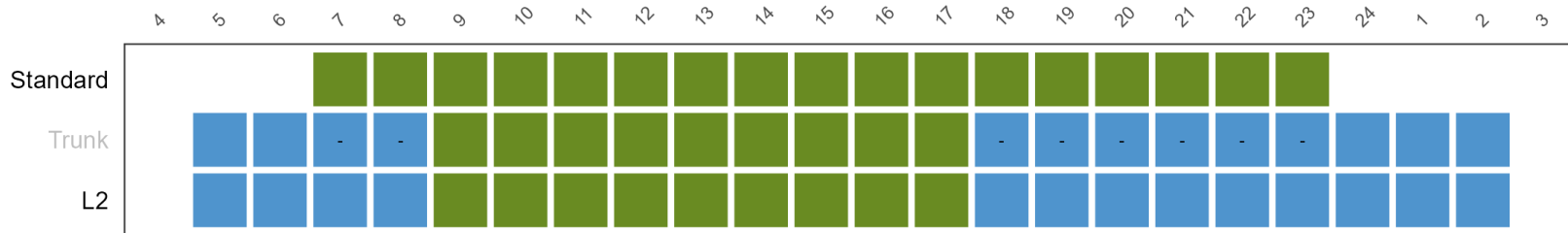
Span and Frequency



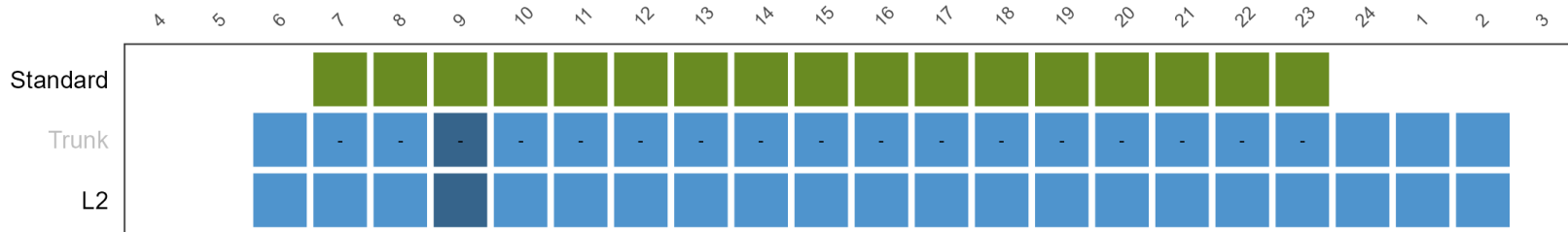
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Connecticut Avenue

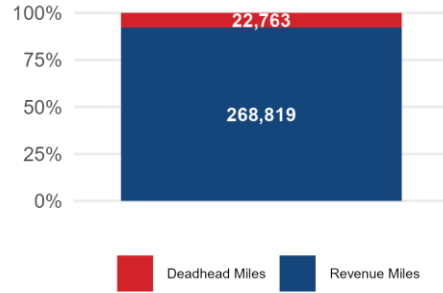
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:05 AM - 2:29 AM	-	A	5:42 AM - 2:30 AM	-	A	6:00 AM - 2:28 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 19.0	Peak: 14.7 / Off-Peak: 18.6	B	23.0	20.8	C	27.0	23.9	D
Productivity	Passengers per Revenue Hour 30	34.3	29.9	A	31.7	25.2	B	28.6	22.9	C
	Passengers per Revenue Mile 4	4.6	3.9	A	4.3	3.1	B	3.8	2.7	C
Reliability	On-Time Performance 79%	75%	74%	C	72%	75%	D	77%	76%	C
	Crowding 5%	2%	3%	A	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.46	Off-Peak: 0.33 Peak: 0.46	A	0.37	0.33	A	0.34	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.48	\$ 4.49	A	\$3.77	\$ 5.36	A	\$4.17	\$ 5.93	A
	Cost Recovery 25%	35%	25%	A	32%	21%	A	29%	19%	A

Route L2

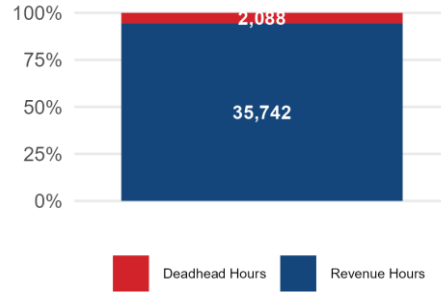
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.7			5.2			E		
	Circuitry 1.75	1.09			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	34.3	29.9	A	31.7	25.2	B	28.6	22.9	C
	Passengers per Revenue Mile 4	4.6	3.9	A	4.3	3.1	B	3.8	2.7	C
	Unique Segment Ridership 10%	58%	23%	A	58%	34%	A	60%	35%	A
Reliability	On-Time Performance 79%	75%	74%	C	72%	75%	D	77%	76%	C
	Crowding 5%	2%	3%	A	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.46	Off-Peak: 0.34 Peak: 0.47	A	0.37	0.34	A	0.34	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.48	\$ 4.49	A	\$3.77	\$ 5.36	A	\$4.17	\$ 5.93	A
	Cost Recovery 25%	35%	26%	A	32%	21%	A	29%	19%	A

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

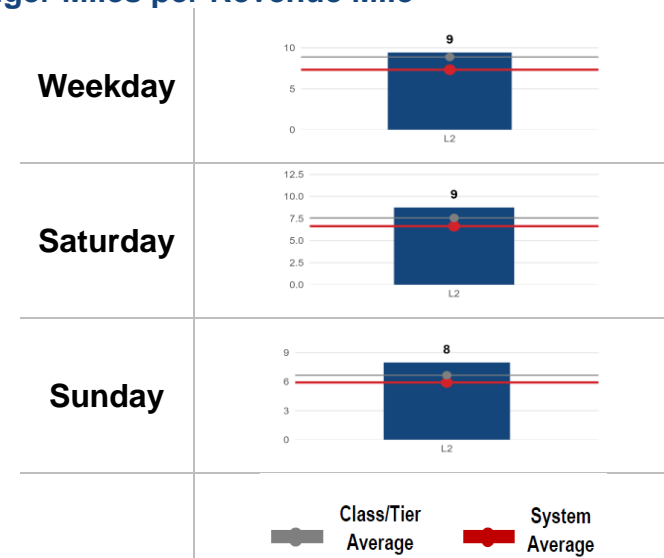
Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L2	11.10	45,923	45,146 (98.3%)

Service Change Summary

Route L2 - Dec 2022:

Weekday: Increase peak frequency from 12 to 10 minutes; remove L2 from stop #1001212; Saturday: remove L2 from stop #1001212; Sunday: remove L2 from stop #1001212;

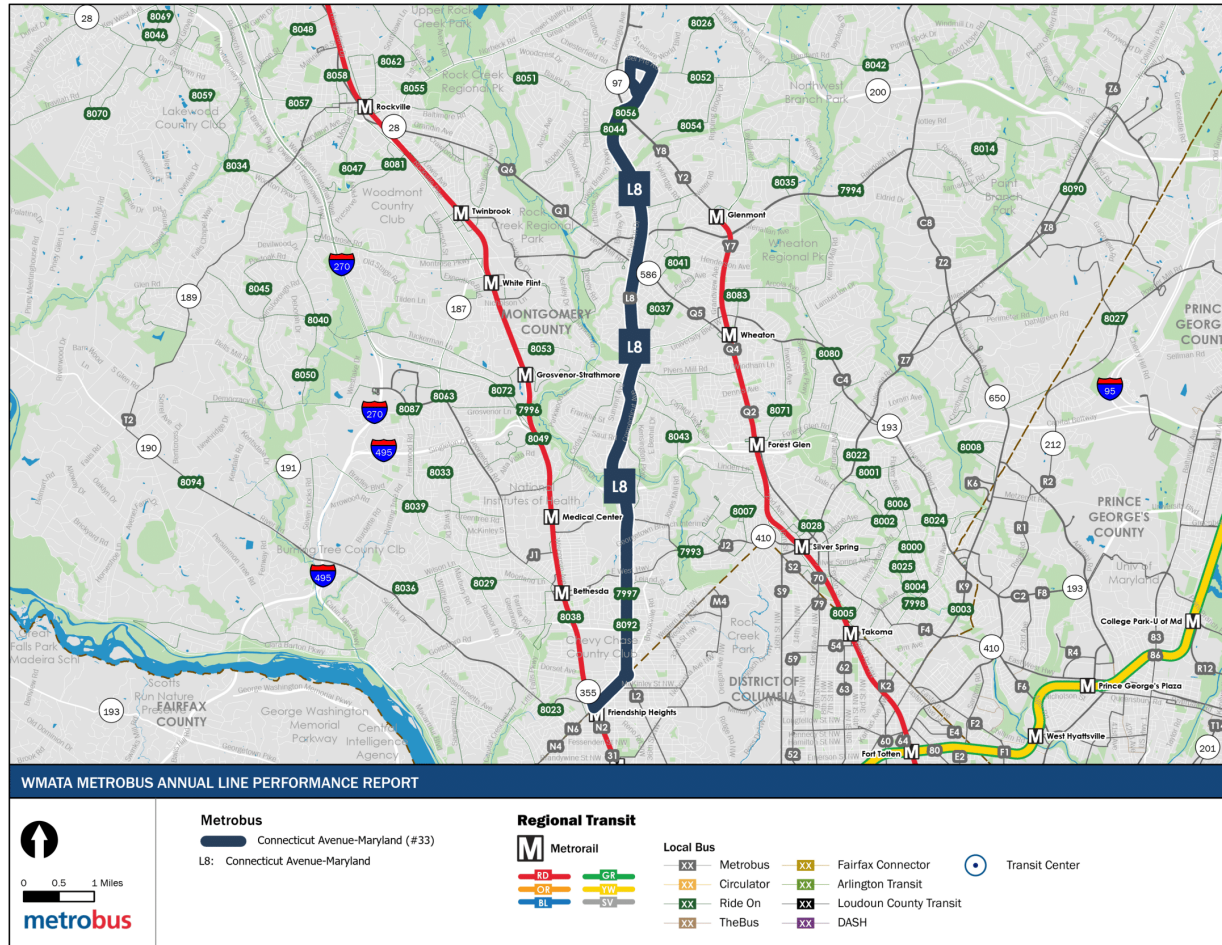
Passenger Miles per Revenue Mile



LINE: 33 - Connecticut Avenue-Maryland

ROUTE(S): L8

About the Line



Service Classification

Coverage

Activity Tier

3

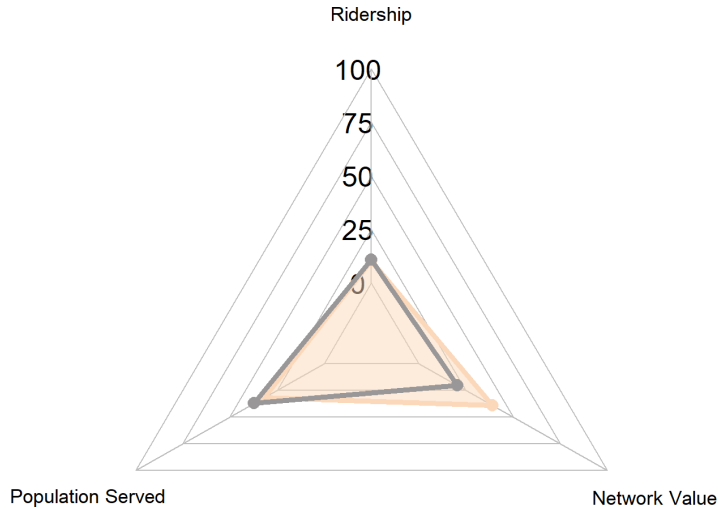
Overall Grade

Line	A

Line Benefit Score

27

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
32	39	10	

Operating Statistics

	Annual Operating Costs	\$1,775,470
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,500	
	People of Color Population	Service Area	10,020
		% Riders Surveyed	78%
	Low Income Household	Service Area	8,782
		% Riders Surveyed	55%

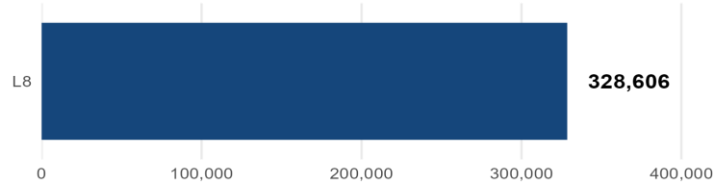
Facilities/Amenities

	Bus Stops	122
	% Stops With Shelters	18%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	1%



Ridership

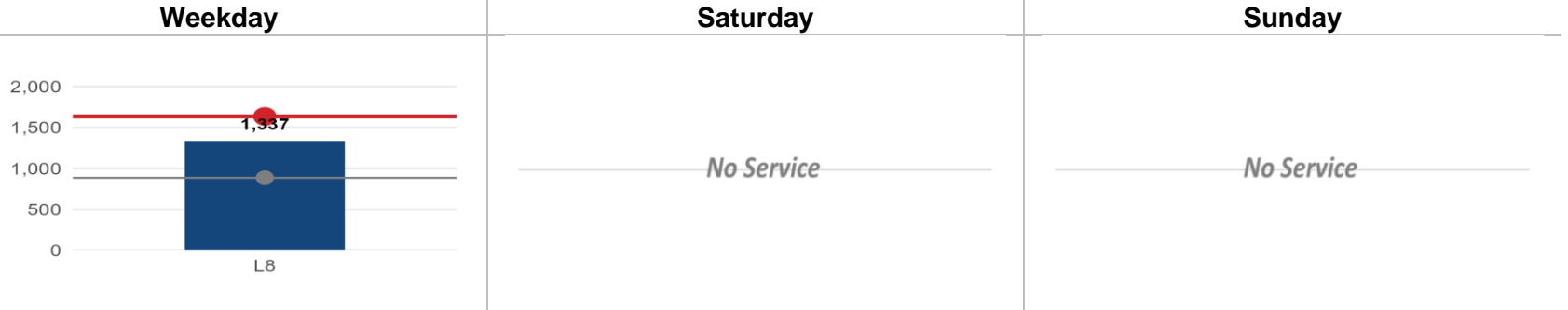
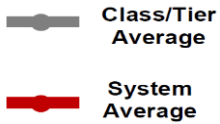
Annual Ridership



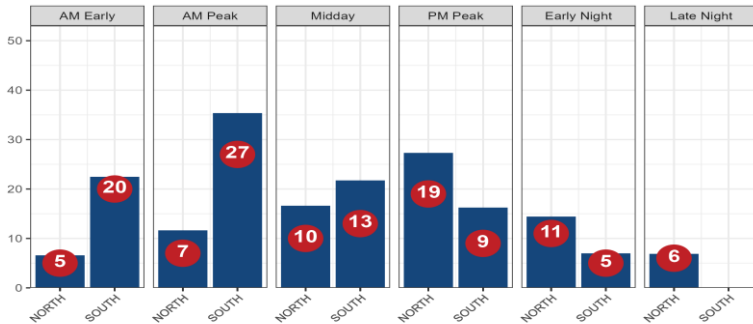
Top Transfer Locations

Friendship Heights

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



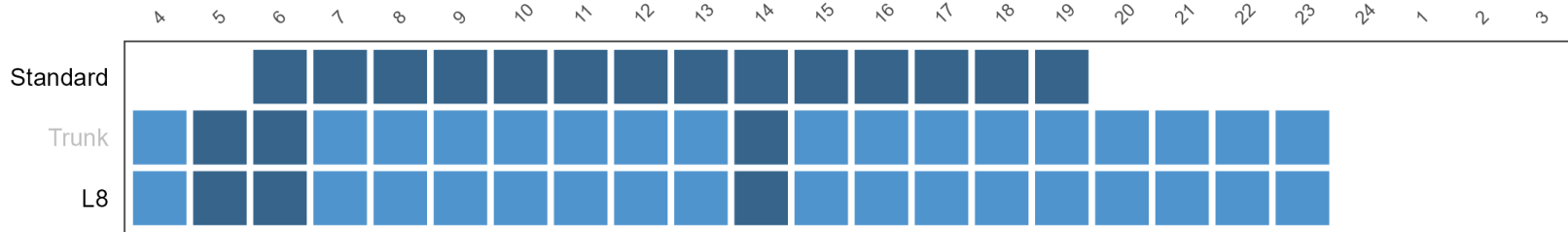
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.34	0.42
	Off-Peak Maximum Target: 1.0		0.25	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

A Connecticut Avenue-Maryland

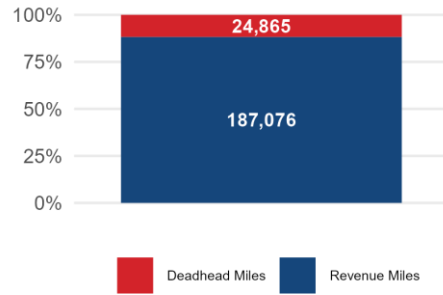
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:50 AM - 11:40 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	22.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.8	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.21	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	22%	11%	A	-	-	-	-	-	-

Route L8

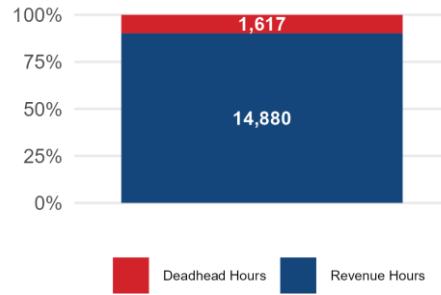
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.3			4.8			E		
	Circuitry N/A	1.2			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	22.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.8	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	100%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.21	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	22%	10%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



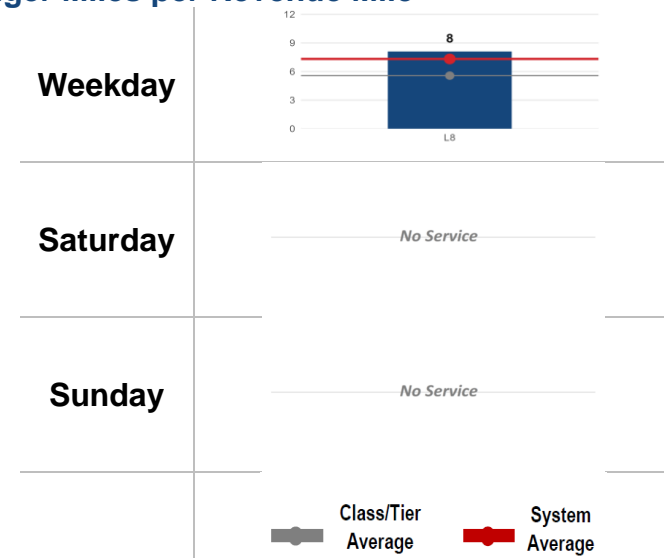
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L8	23.60	18,293	18,057 (98.7%)

Service Change Summary

Route L8 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

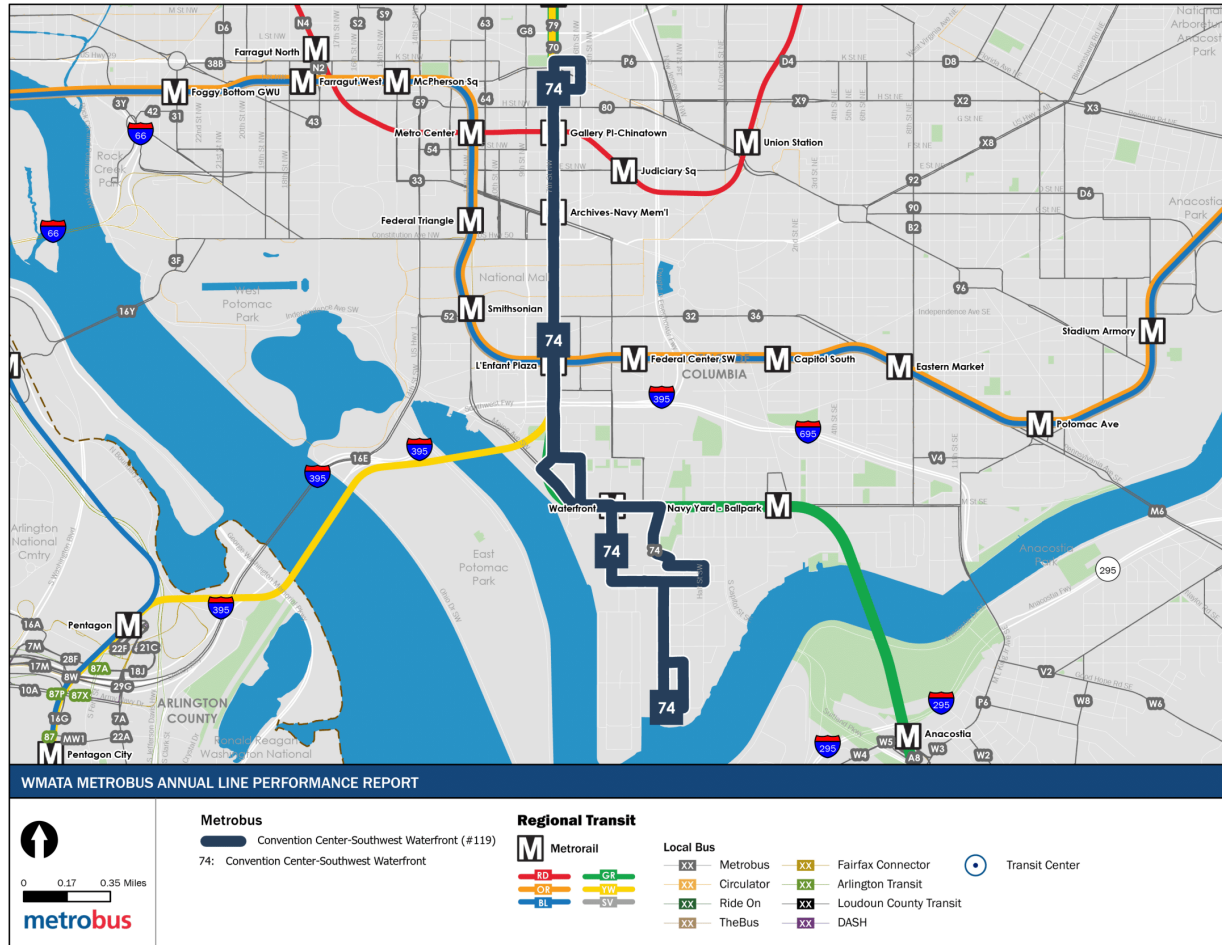
Passenger Miles per Revenue Mile



LINE: 119 - Convention Center-Southwest Waterfront

ROUTE(S): 74

About the Line



Service Classification

Framework

Activity Tier

1

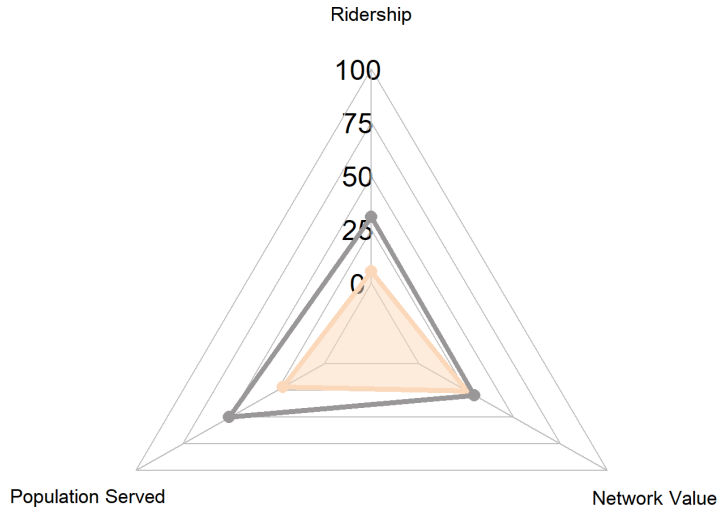
Overall Grade

Line	Overall Grade
Line 119	D

Line Benefit Score

18

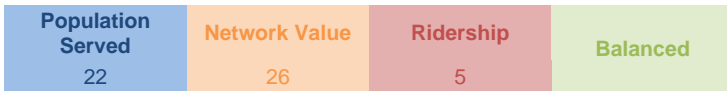
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,331,295
	Peak Vehicles	2
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population	24,654	
	People of Color Population	Service Area	9,537
		% Riders Surveyed	75%
	Low Income Household	Service Area	5,725
		% Riders Surveyed	51%

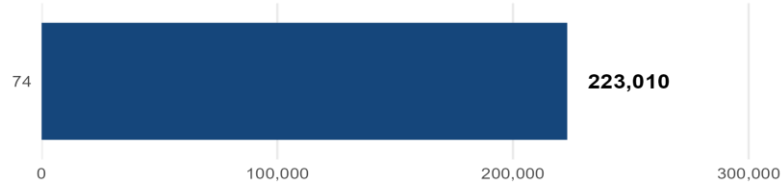
Facilities/Amenities

	Bus Stops	42
	% Stops With Shelters	36%
	% Stops With Benches	29%
	% Stops With Real-Time Signs	17%



Ridership

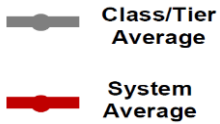
Annual Ridership



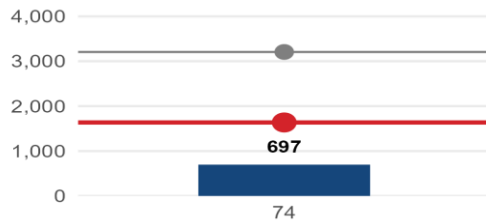
Top Transfer Locations

Waterfront, L'Enfant Plaza, Gallery Place-Chinatown

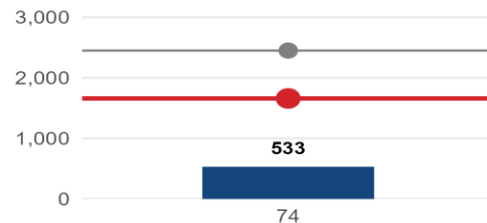
Average Daily Ridership



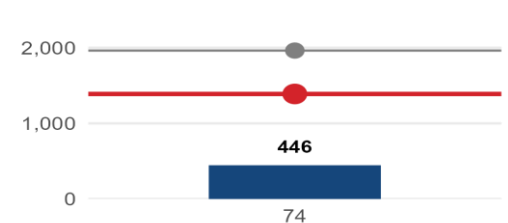
Weekday



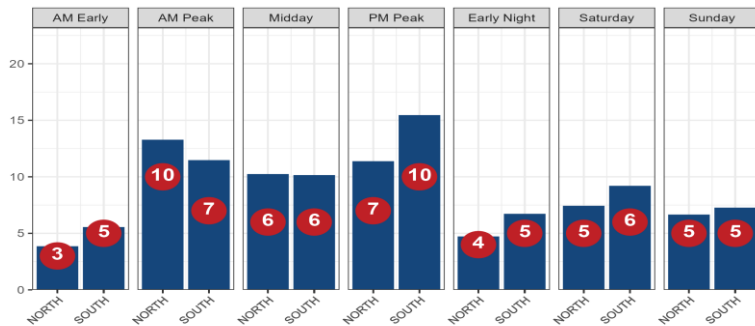
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



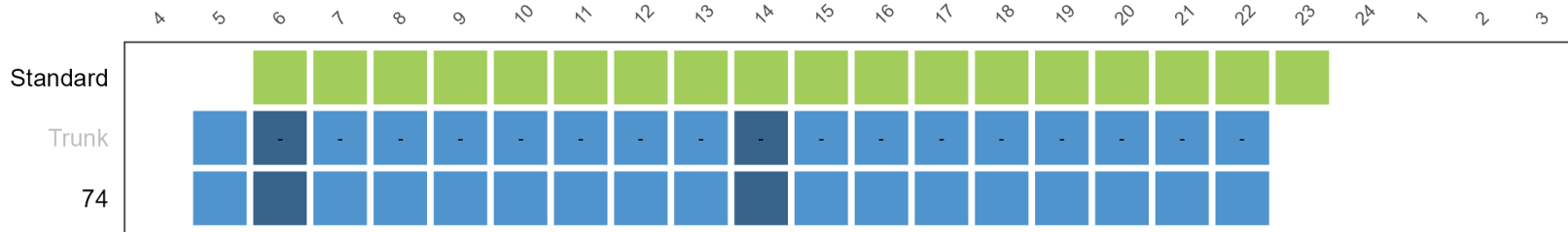
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.21	0.22
	Off-Peak Maximum Target: 1.0	0.13	0.14
Saturday Maximum Target: 1.0		0.15	0.17
Sunday Maximum Target: 1.0		0.13	0.13

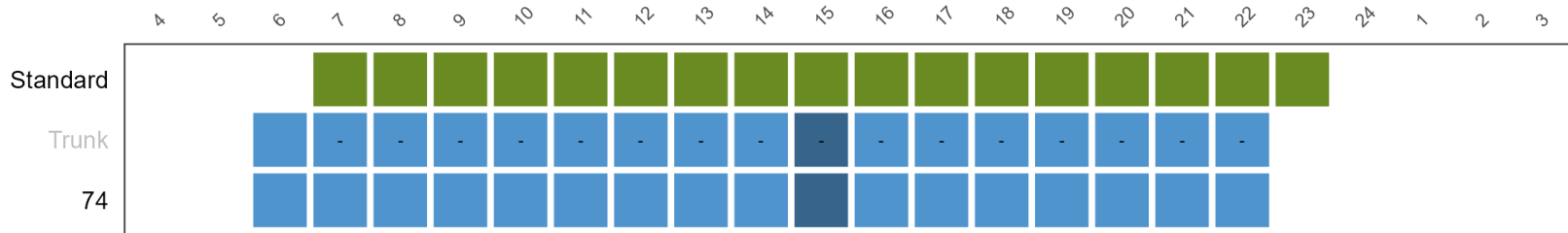
Span and Frequency



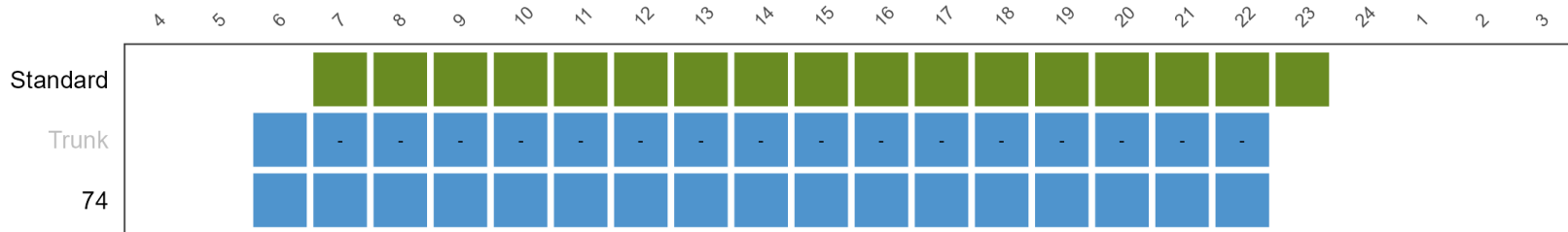
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Convention Center-Southwest Waterfront

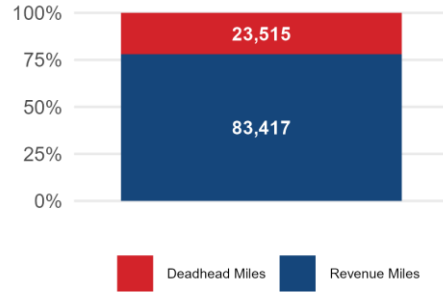
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:05 AM - 10:49 PM	-	B	6:35 AM - 10:53 PM	-	C	6:35 AM - 10:45 PM	-	C
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 14.7 / Off-Peak: 18.6	E	30.0	20.8	D	30.0	23.9	D
Productivity	Passengers per Revenue Hour 30	20.5	29.9	E	17.5	25.2	E	15.2	22.9	E
	Passengers per Revenue Mile 4	2.8	3.9	E	2.3	3.1	E	2.0	2.7	E
Reliability	On-Time Performance 79%	74%	74%	C	69%	75%	E	73%	76%	D
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.21	Off-Peak: 0.33 Peak: 0.46	A	0.16	0.33	A	0.13	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.82	\$4.49	C	\$6.80	\$5.36	E	\$7.86	\$5.93	E
	Cost Recovery 25%	14%	25%	E	12%	21%	E	11%	19%	E

Route 74

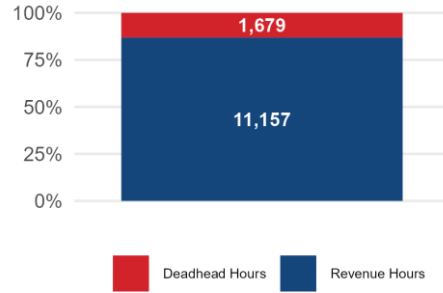
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6			5.2			E		
	Circuitry 1.75	1.31			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	20.5	29.9	E	17.5	25.2	E	15.2	22.9	E
	Passengers per Revenue Mile 4	2.8	3.9	E	2.3	3.1	E	2.0	2.7	E
	Unique Segment Ridership 10%	54%	23%	A	49%	34%	A	51%	35%	A
Reliability	On-Time Performance 79%	74%	74%	C	69%	75%	D	73%	76%	D
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.21	Off-Peak: 0.34 Peak: 0.47	A	0.16	0.34	A	0.13	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.82	\$ 4.49	C	\$6.80	\$ 5.36	E	\$7.86	\$ 5.93	E
	Cost Recovery 25%	14%	26%	E	12%	21%	E	11%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



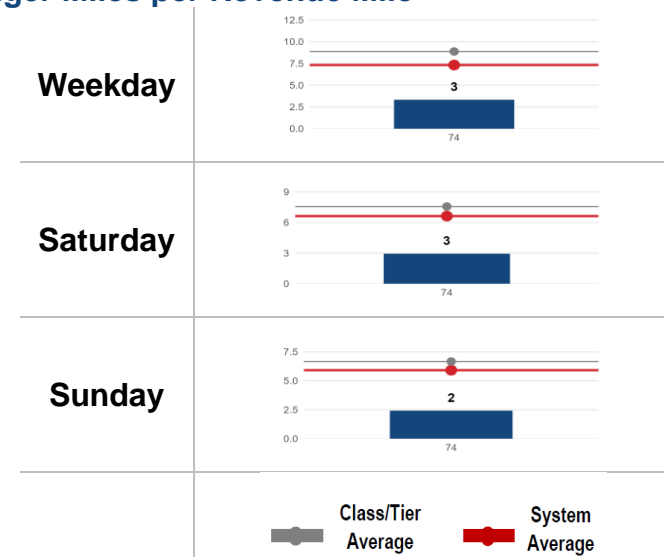
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
74	7.40	24,790	24,553 (99.0%)

Service Change Summary

Route 74 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

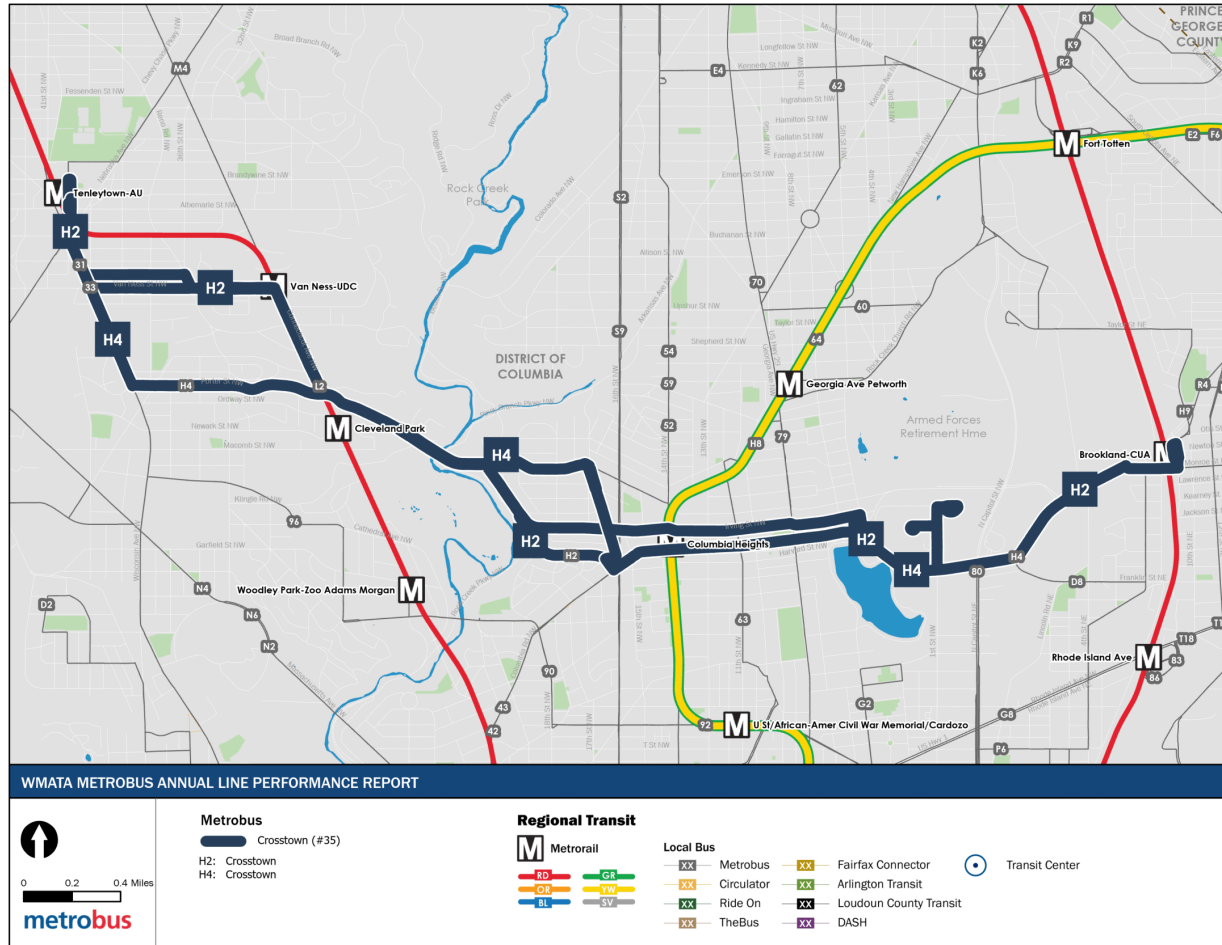
Passenger Miles per Revenue Mile



LINE: 35 - Crosstown

ROUTE(S): H2, H4

About the Line



Service Classification

Framework

Activity Tier

1

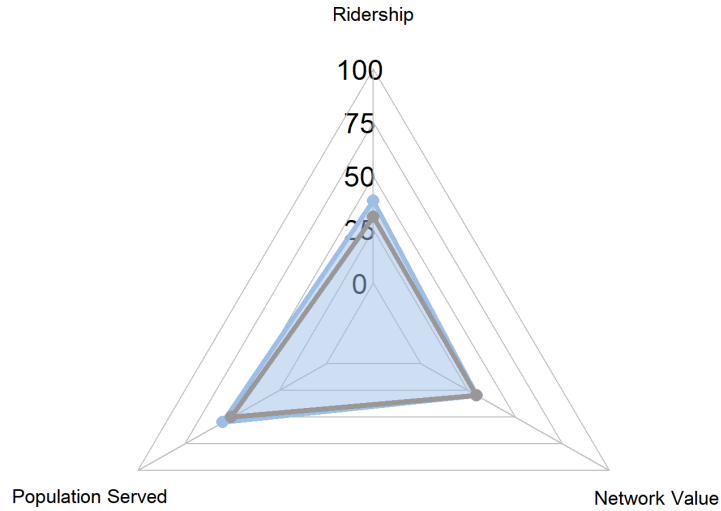
Overall Grade

Line	Overall Grade
Crosstown (#35)	C

Line Benefit Score

41

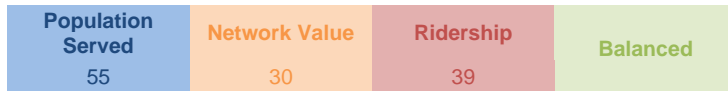
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$6,662,880
	Peak Vehicles	13
	Vehicle Type(s)	40 Foot

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

	Service Area Population	76,832	
	People of Color Population	Service Area	24,156
		% Riders Surveyed	65%
	Low Income Household	Service Area	13,921
		% Riders Surveyed	42%

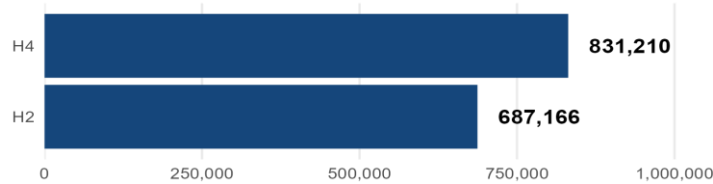
Facilities/Amenities

	Bus Stops	105
	% Stops With Shelters	25%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	7%



Ridership

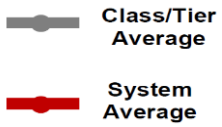
Annual Ridership



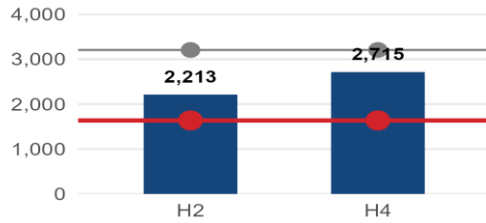
Top Transfer Locations

Columbia Heights, Brookland, Cleveland Park

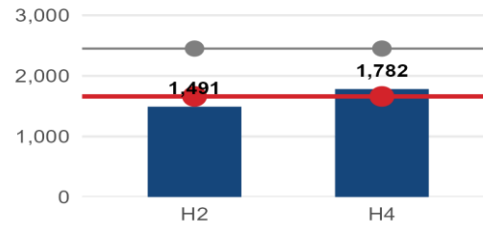
Average Daily Ridership



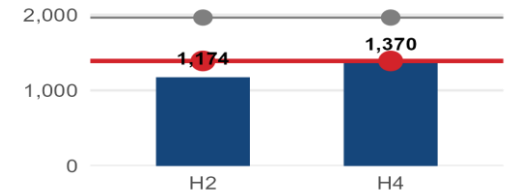
Weekday



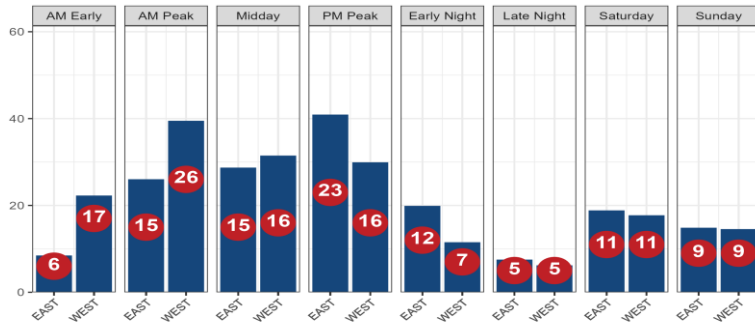
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



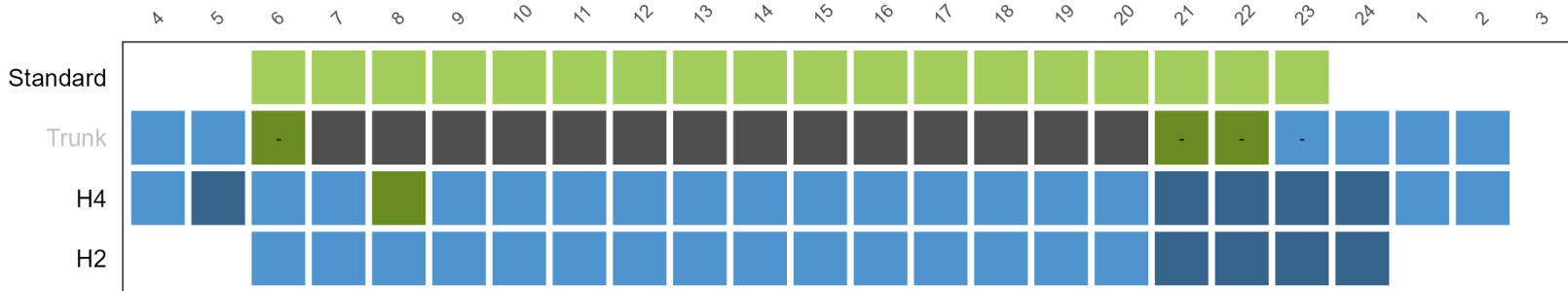
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.5	0.51
	Off-Peak Maximum Target: 1.0	0.32	0.31
Saturday Maximum Target: 1.0		0.28	0.26
Sunday Maximum Target: 1.0		0.23	0.22

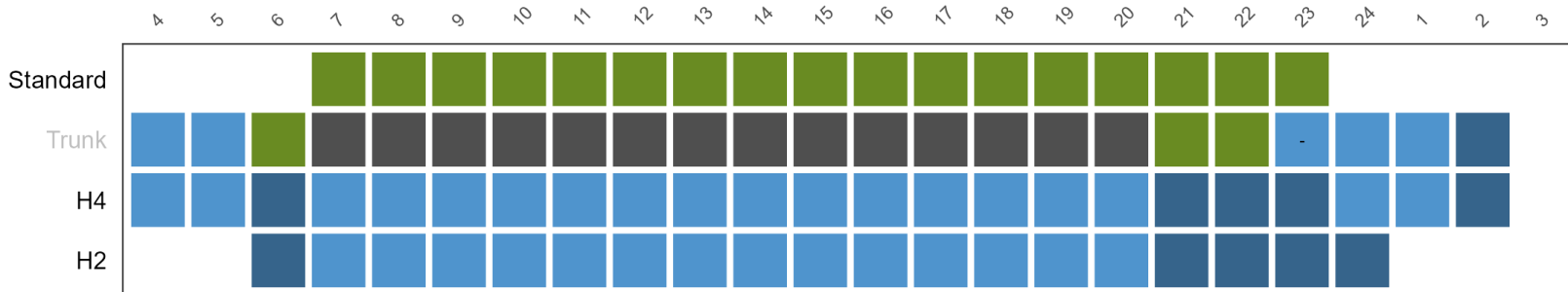
Span and Frequency



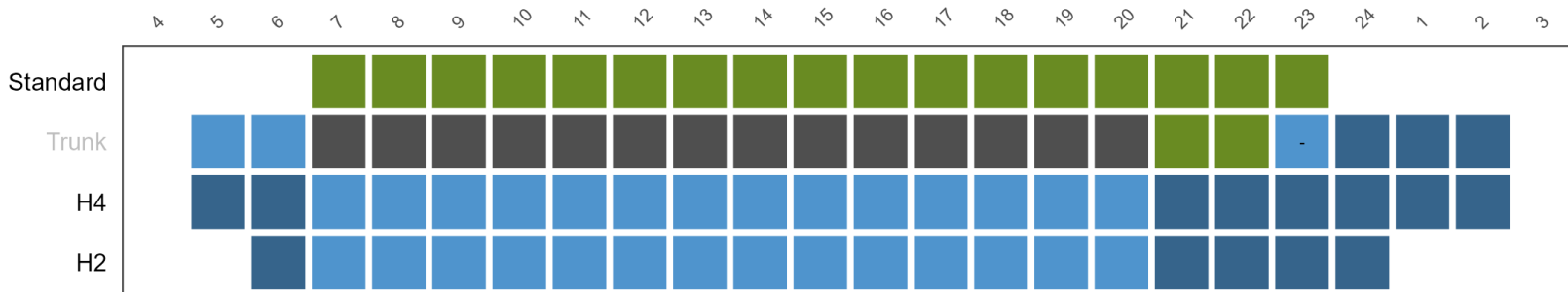
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Crosstown

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:50 AM - 2:26 AM	-	A	4:50 AM - 2:37 AM	-	A	5:00 AM - 2:35 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 14.7 / Off-Peak: 18.6	B	14.0	20.8	A	14.0	23.9	A
Productivity	Passengers per Revenue Hour 30	30.6	29.9	B	21.9	25.2	E	19.3	22.9	E
	Passengers per Revenue Mile 4	3.9	3.9	C	2.6	3.1	E	2.1	2.7	E
Reliability	On-Time Performance 79%	70%	74%	D	73%	75%	D	73%	76%	D
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.5	Off-Peak: 0.33 Peak: 0.46	A	0.27	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.90	\$ 4.49	A	\$5.45	\$ 5.36	B	\$6.18	\$ 5.93	D
	Cost Recovery 25%	29%	25%	A	21%	21%	D	19%	19%	D

Route H2

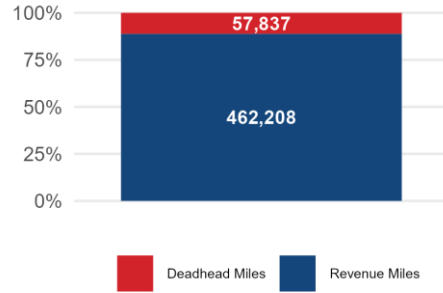
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.6			5.2			E		
	Circuitry 1.75	1.23			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	29.4	29.9	C	21.2	25.2	E	18.8	22.9	E
	Passengers per Revenue Mile 4	3.8	3.9	C	2.5	3.1	E	2.0	2.7	E
	Unique Segment Ridership 10%	6%	23%	D	8%	34%	C	7%	35%	D
Reliability	On-Time Performance 79%	70%	74%	D	74%	75%	C	75%	76%	C
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.46	Off-Peak: 0.34 Peak: 0.47	A	0.27	0.34	A	0.22	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.06	\$ 4.49	A	\$5.64	\$ 5.36	C	\$6.36	\$ 5.93	D
	Cost Recovery 25%	28%	26%	A	20%	21%	D	18%	19%	E

Route H4

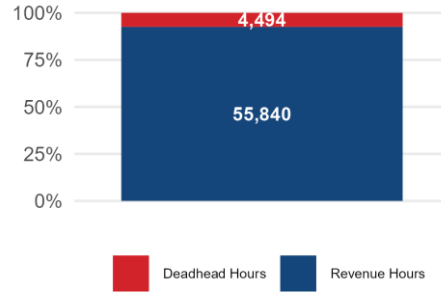
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.6			5.2			E		
	Circuitry 1.75	1.25			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	31.7	29.9	B	22.6	25.2	E	19.8	22.9	E
	Passengers per Revenue Mile 4	4.0	3.9	C	2.6	3.1	E	2.1	2.7	E
	Unique Segment Ridership 10%	19%	23%	A	20%	34%	A	19%	35%	A
Reliability	On-Time Performance 79%	70%	74%	D	73%	75%	D	72%	76%	D
	Crowding 5%	3%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.54	Off-Peak: 0.34 Peak: 0.47	A	0.27	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.77	\$ 4.49	A	\$5.29	\$ 5.36	B	\$6.02	\$ 5.93	D
	Cost Recovery 25%	31%	26%	A	22%	21%	D	19%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



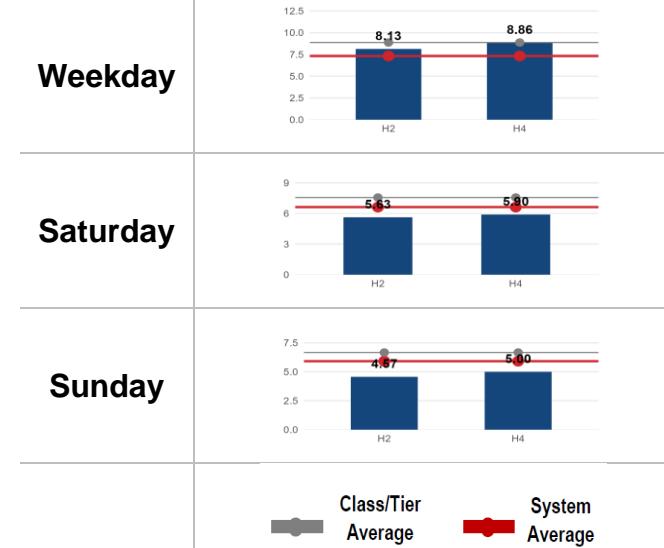
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H2	14.50	30,154	29,818 (98.9%)
H4	14.70	34,864	34,464 (98.9%)

Service Change Summary

Route H2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route H4 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

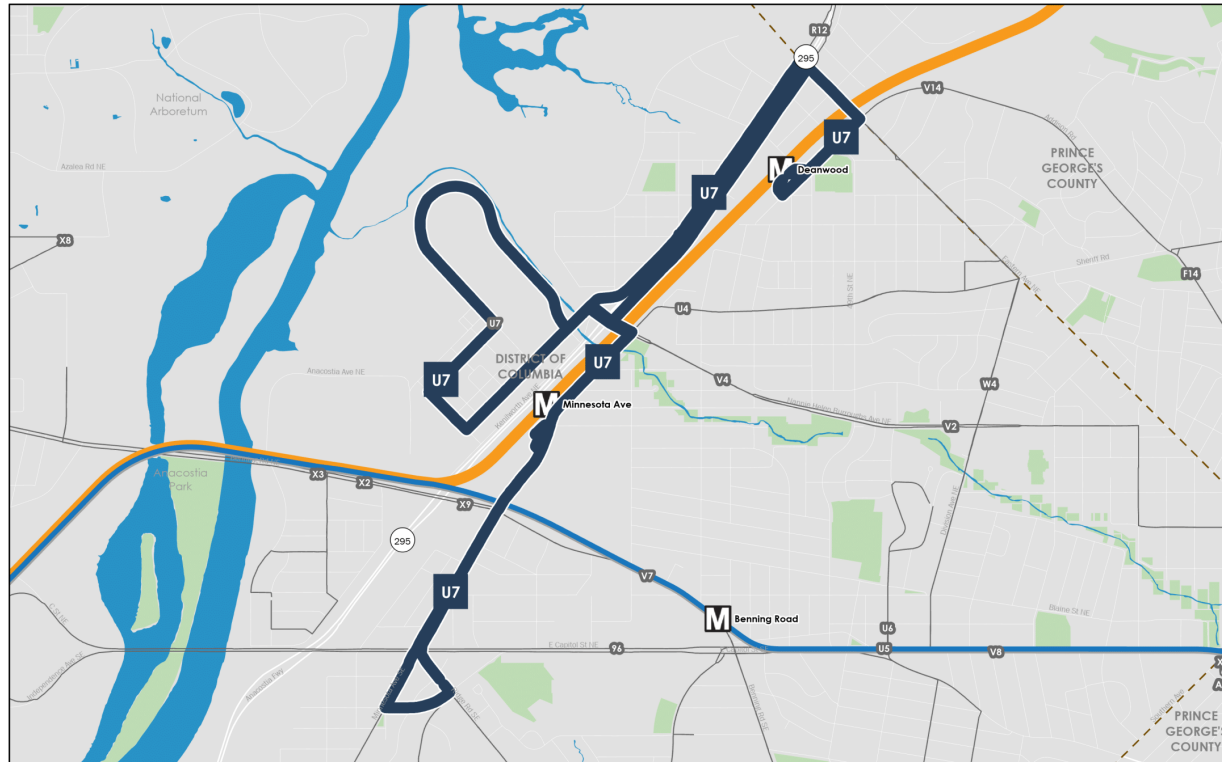
Passenger Miles per Revenue Mile



LINE: 134 - Deanwood- Minnesota Avenue Station

ROUTE(S): U7

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- Deanwood- Minnesota Avenue Station (#134)
- U7: Deanwood- Minnesota Avenue Station

Regional Transit

- M Metrorail

Local Bus

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

0 0.13 0.25 Miles

Service Classification

Coverage

Activity Tier

2

Overall Grade

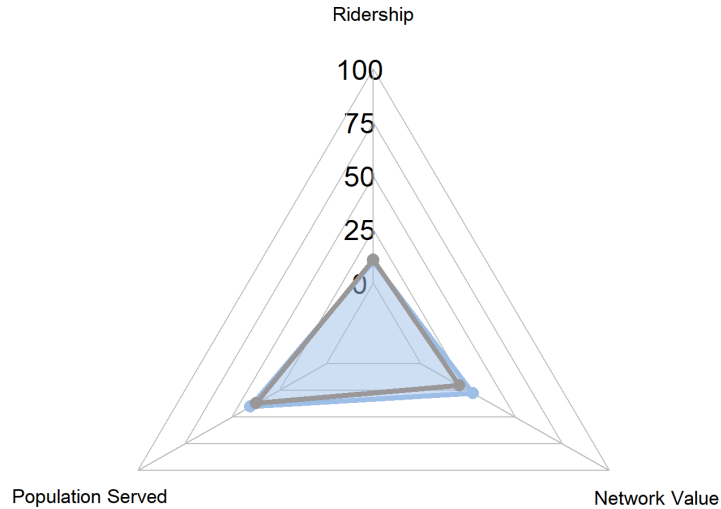
Line	Grade
Line 134	B

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

26
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$2,150,438
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	18,113	
	People of Color Population	Service Area	17,022
		% Riders Surveyed	100%
	Low Income Household	Service Area	9,537
		% Riders Surveyed	82%

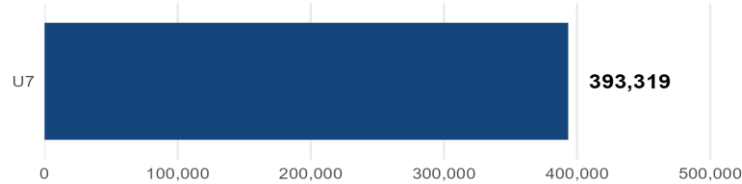
Facilities/Amenities

	Bus Stops	50
	% Stops With Shelters	14%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership



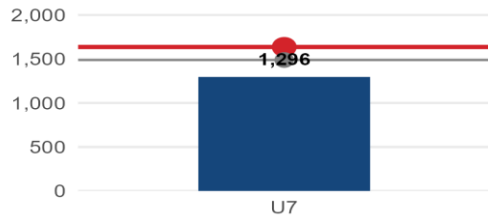
Top Transfer Locations

Minnesota Avenue, Deanwood

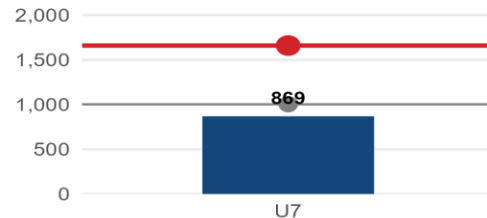
Average Daily Ridership

- Class/Tier Average
- System Average

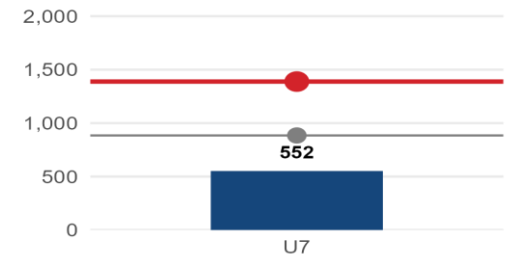
Weekday



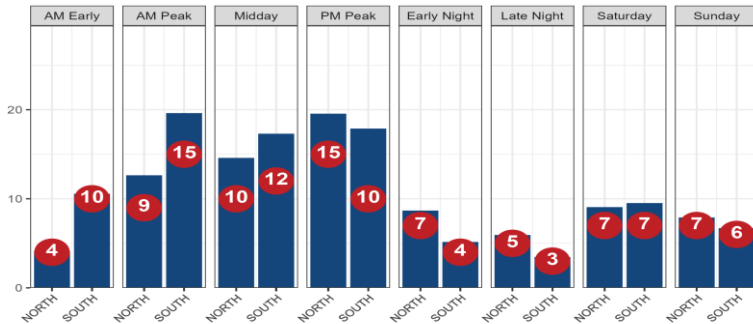
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



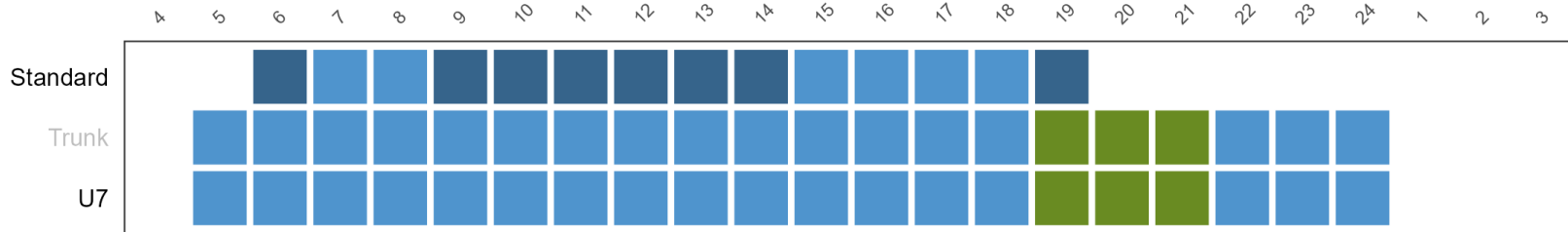
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.3	0.3
	Off-Peak Maximum Target: 1.0	0.21	0.21
Saturday Maximum Target: 1.0		0.17	0.17
Sunday Maximum Target: 1.0		0.16	0.15

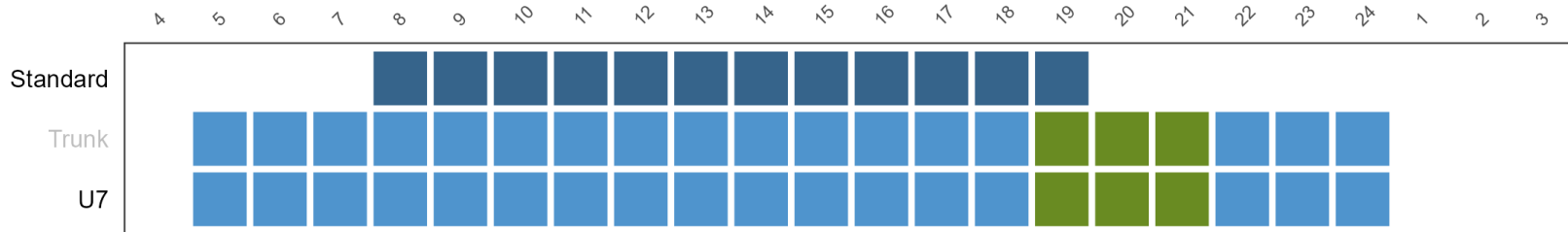
Span and Frequency



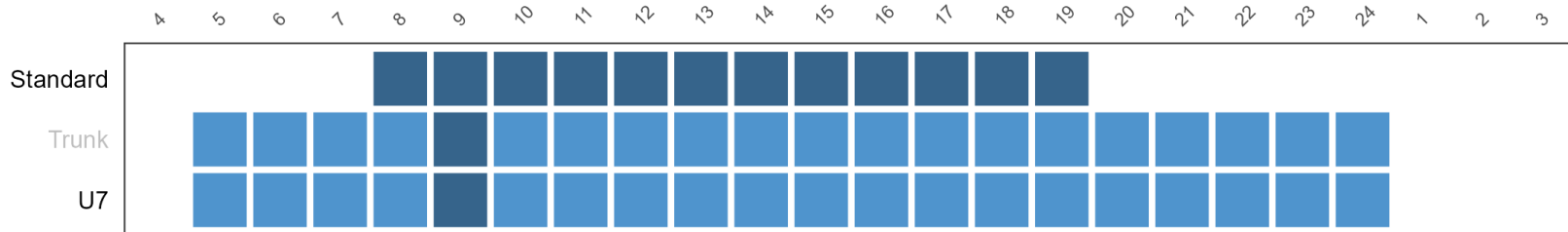
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Deanwood- Minnesota Avenue Station

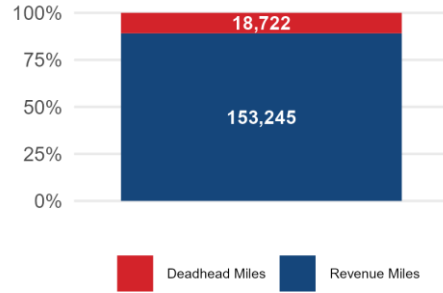
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:19 AM	-	A
	Frequency of Service varies	Peak: 24.0 / Off-Peak: 24.0	Peak: 22.5 / Off-Peak: 32.3	A	24.0	36.5	A	29.0	37.8	A
Productivity	Passengers per Revenue Hour 15	24.9	29.6	A	17.7	26.6	A	15.2	24.6	B
	Passengers per Revenue Mile 2	3.0	3.5	A	2.0	2.9	C	1.8	2.6	C
Reliability	On-Time Performance 79%	83%	80%	B	83%	81%	B	90%	82%	A
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.3	Off-Peak: 0.26 Peak: 0.35	A	0.17	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.78	\$ 4.96	A	\$6.75	\$ 5.47	E	\$7.83	\$ 5.88	E
	Cost Recovery 20%	9%	14%	E	6%	12%	E	5%	11%	E

Route U7

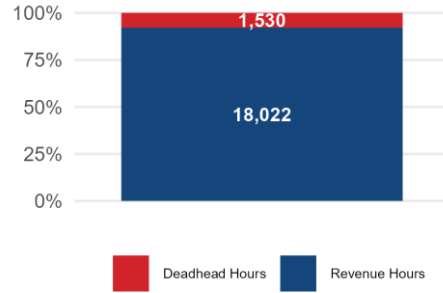
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7			6.2			E		
	Circuitry N/A	2.61			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	24.9	29.6	A	17.7	26.6	A	15.2	24.6	B
	Passengers per Revenue Mile 2	3.0	3.5	A	2.0	2.9	C	1.8	2.6	C
	Unique Segment Ridership 10%	67%	29%	A	87%	44%	A	97%	53%	A
Reliability	On-Time Performance 79%	83%	80%	B	83%	81%	B	90%	82%	A
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.3	Off-Peak: 0.28 Peak: 0.37	A	0.17	0.26	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.78	\$ 4.96	A	\$6.75	\$ 5.47	E	\$7.83	\$ 5.88	E
	Cost Recovery 20%	9%	13%	E	6%	12%	E	5%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



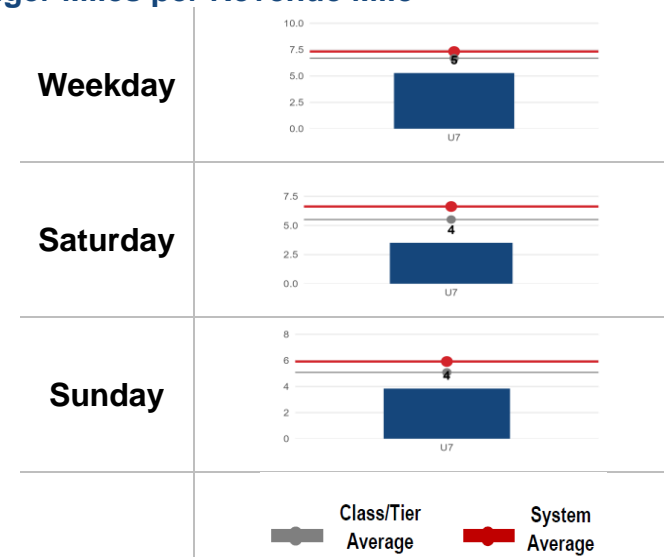
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U7	9.70	33,536	33,148 (98.8%)

Service Change Summary

Route U7 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

Passenger Miles per Revenue Mile



LINE: 95 - Deanwood-Alabama Avenue

ROUTE(S): W4

About the Line



Service Classification

Framework

Activity Tier

2

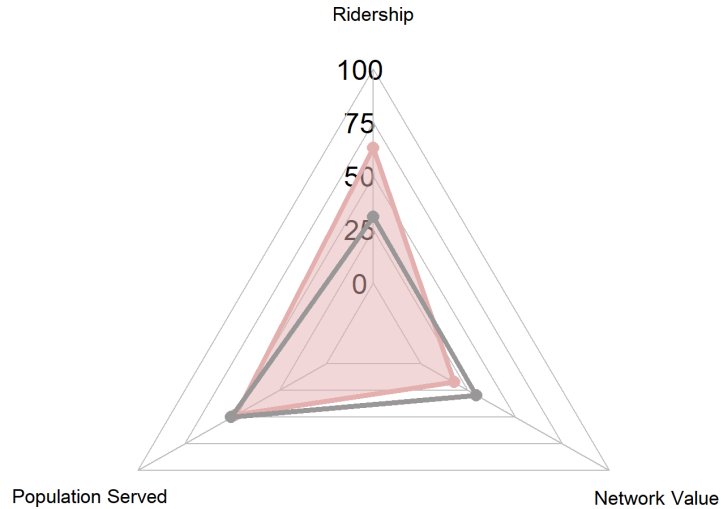
Overall Grade

Line	Overall Grade
Line 95 - Deanwood-Alabama Avenue	A

Line Benefit Score

43

Out of 100



Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

48

18

63

Operating Statistics



Annual Operating Costs

\$8,728,089



Peak Vehicles

18



Vehicle Type(s)

40 Foot, 60 Foot

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



Service Area Population

53,222



People of Color Population

Service Area

49,286

% Riders Surveyed

98%



Low Income Household

Service Area

25,242

% Riders Surveyed

80%

Facilities/Amenities



Bus Stops

138



% Stops With Shelters

18%



% Stops With Benches

17%



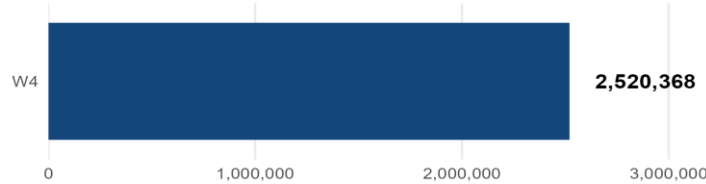
% Stops With Real-Time Signs

5%



Ridership

Annual Ridership

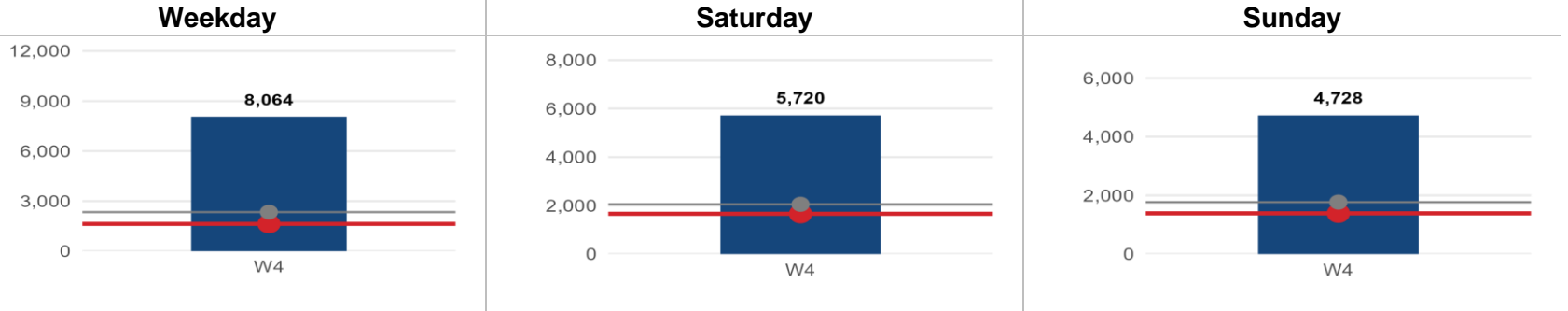


Top Transfer Locations

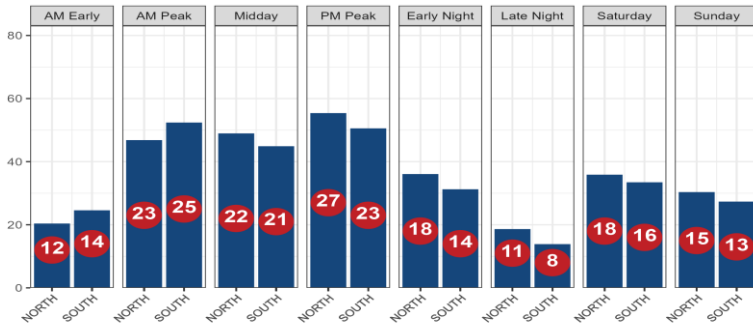
Benning Road, Congress Heights, Anacostia

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



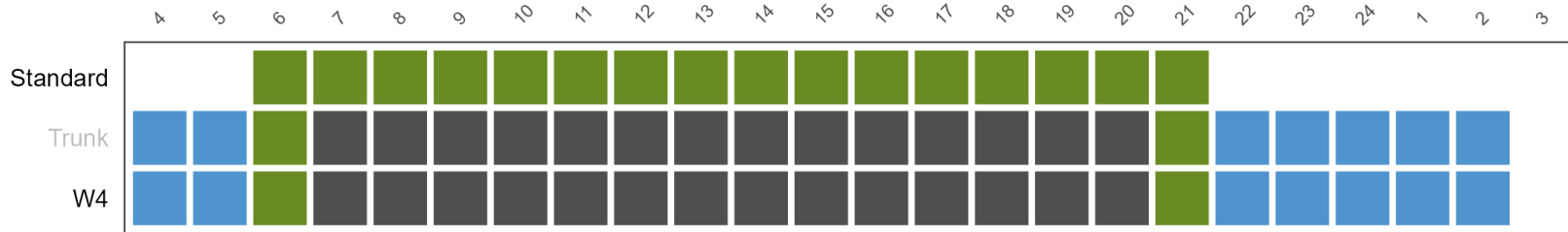
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.52	0.48
	Off-Peak Maximum Target: 1.0	0.43	0.39
Saturday Maximum Target: 1.0		0.44	0.41
Sunday Maximum Target: 1.0		0.37	0.33

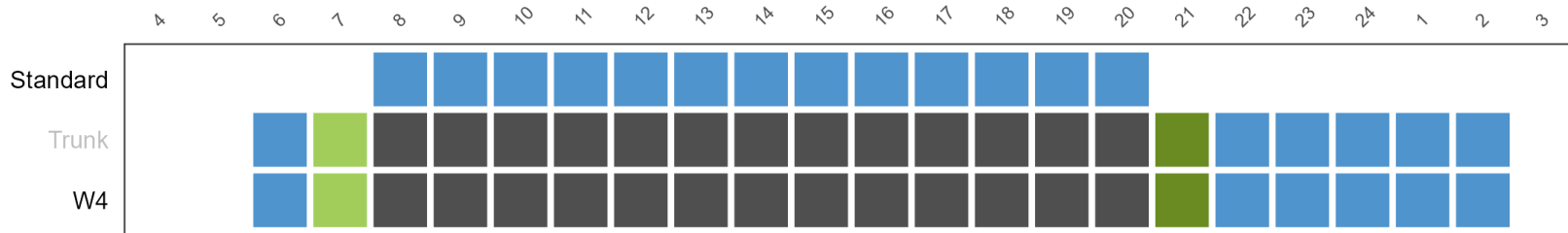
Span and Frequency



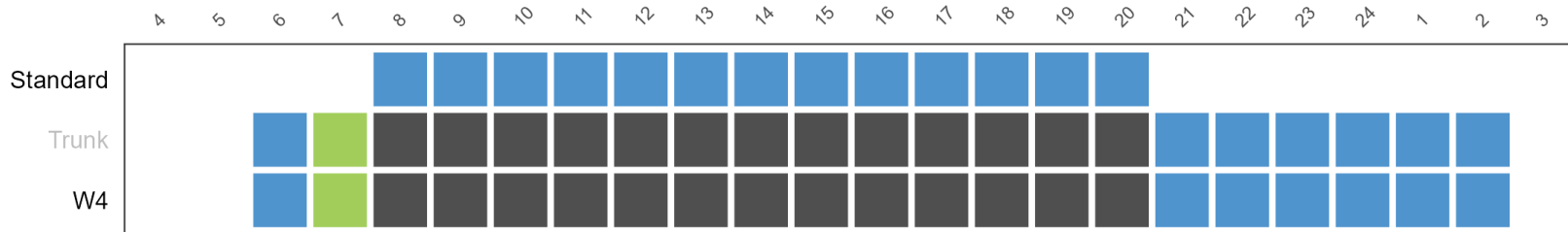
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Deanwood-Alabama Avenue

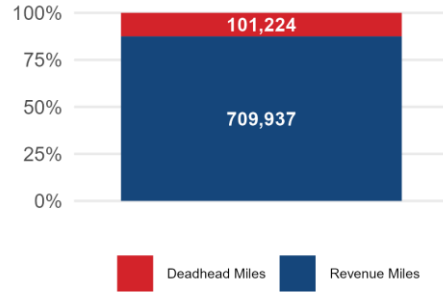
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:30 AM - 2:42 AM	-	A	6:00 AM - 2:41 AM	-	A	6:00 AM - 2:39 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20.1	A	14.0	24.7	A	14.0	24.6	A
Productivity	Passengers per Revenue Hour 20	37.2	24.3	A	31.5	23.1	A	29.7	20.5	A
	Passengers per Revenue Mile 2	4.0	2.4	A	3.1	2.1	A	2.6	1.9	A
Reliability	On-Time Performance 79%	75%	77%	C	75%	77%	C	74%	79%	C
	Crowding 5%	2%	1%	A	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.5	Off-Peak: 0.34 Peak: 0.42	A	0.42	0.33	A	0.35	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.20	\$ 5.78	A	\$3.79	\$ 6.01	A	\$4.02	\$ 6.88	A
	Cost Recovery 20%	12%	20%	E	10%	18%	E	10%	16%	E

Route W4

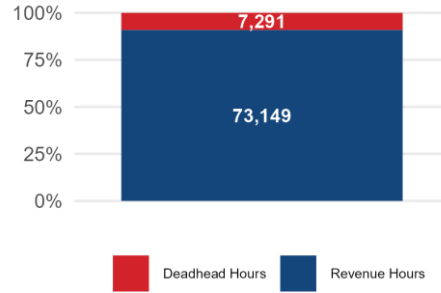
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.7			4.5			A		
	Circuitry 1.75	2.95			1.44			E		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	37.2	24.3	A	31.5	23.1	A	29.7	20.5	A
	Passengers per Revenue Mile 2	4.0	2.4	A	3.1	2.1	A	2.6	1.9	A
	Unique Segment Ridership 10%	27%	18%	A	45%	35%	A	52%	38%	A
Reliability	On-Time Performance 79%	75%	77%	C	75%	77%	C	74%	79%	C
	Crowding 5%	2%	1%	A	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.5	Off-Peak: 0.34 Peak: 0.43	A	0.42	0.34	A	0.35	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.20	\$ 5.78	A	\$3.79	\$ 6.01	A	\$4.02	\$ 6.88	A
	Cost Recovery 20%	12%	21%	E	10%	18%	E	10%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



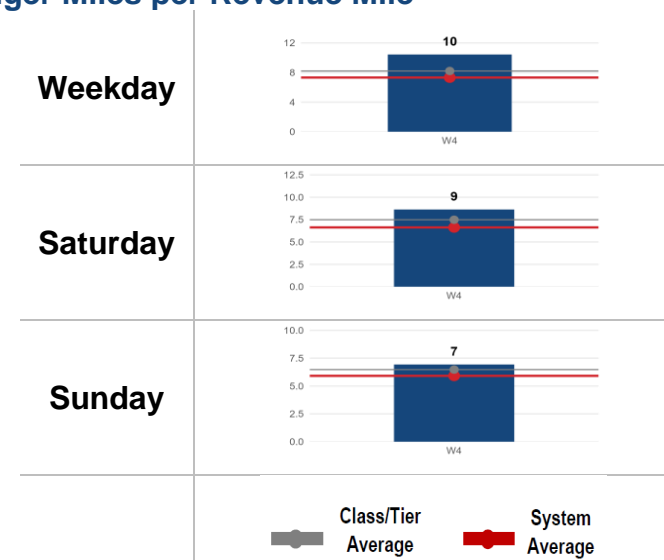
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W4	29.80	64,197	63,243 (98.5%)

Service Change Summary

Route W4 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

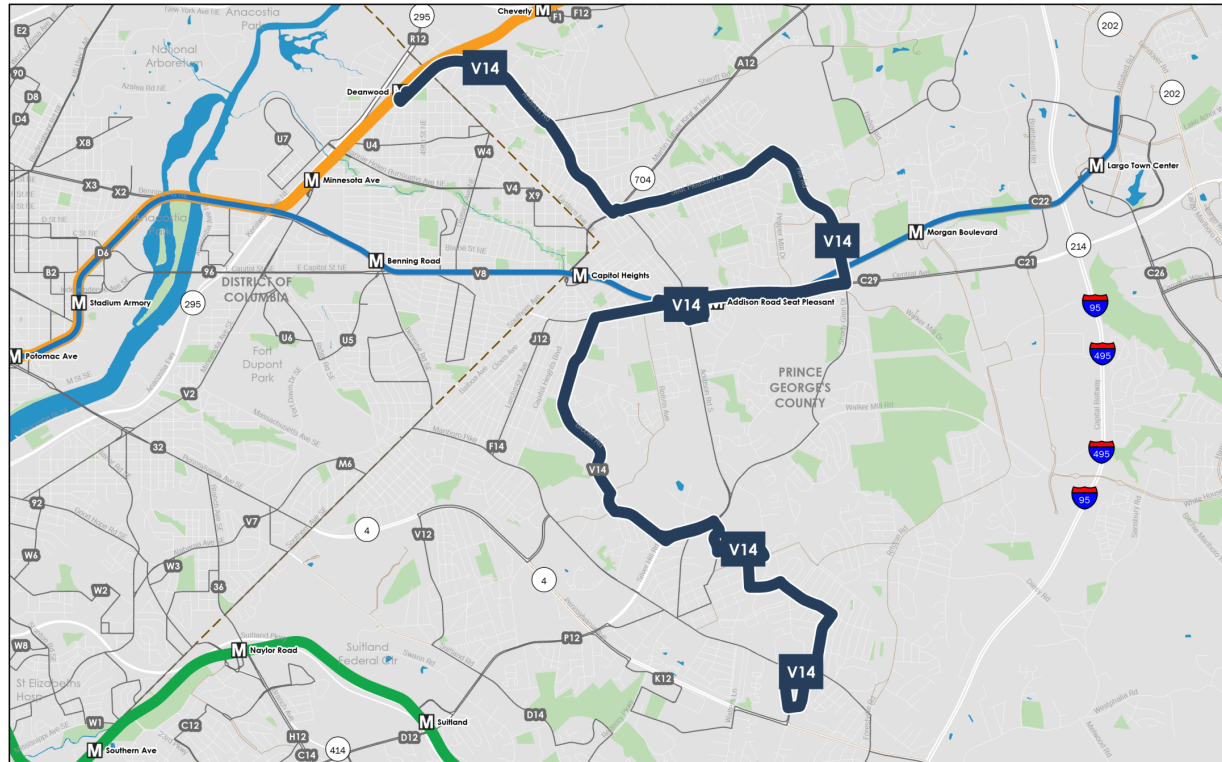
Passenger Miles per Revenue Mile



LINE: 38 - District Heights-Seat Pleasant

ROUTE(S): V14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 District Heights-Seat Pleasant (#38)
 V14: District Heights-Seat Pleasant

Regional Transit

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

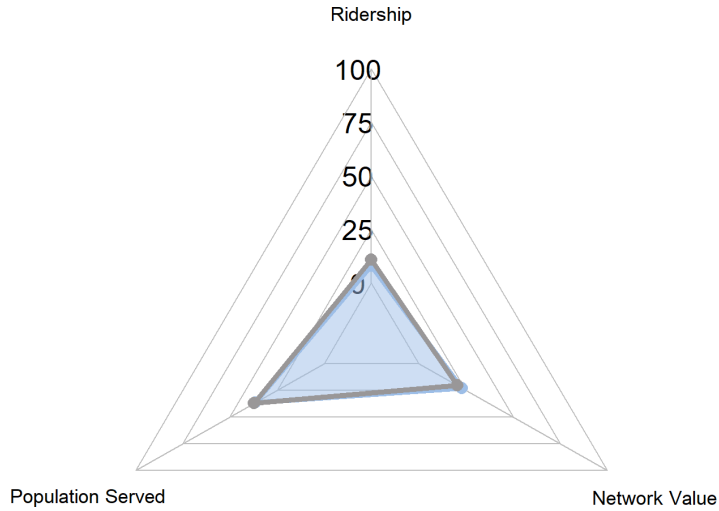
Line	B

Legend

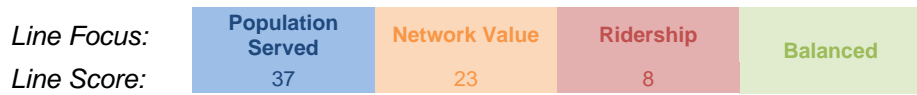
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

23
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$1,815,548
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	29,383	
	People of Color Population	Service Area	25,936
		% Riders Surveyed	97%
	Low Income Household	Service Area	9,893
		% Riders Surveyed	72%

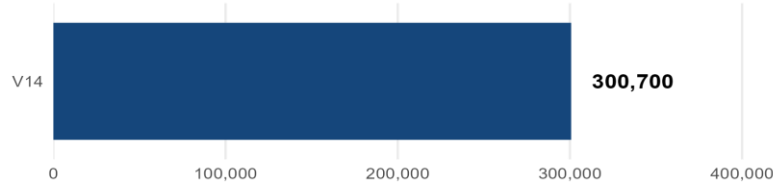
Facilities/Amenities

	Bus Stops	146
	% Stops With Shelters	15%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



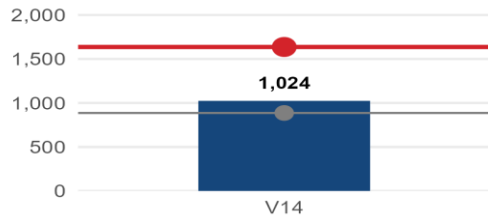
Top Transfer Locations

Addison Road, Deanwood, Prince George's Plaza

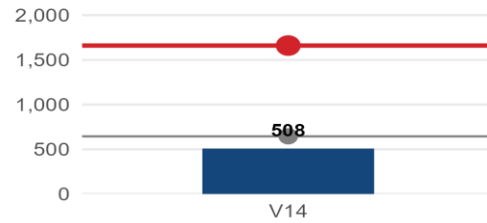
Average Daily Ridership

Class/Tier Average
 System Average

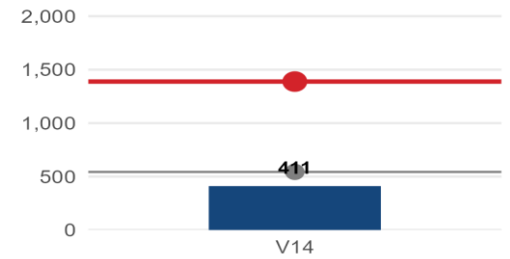
Weekday



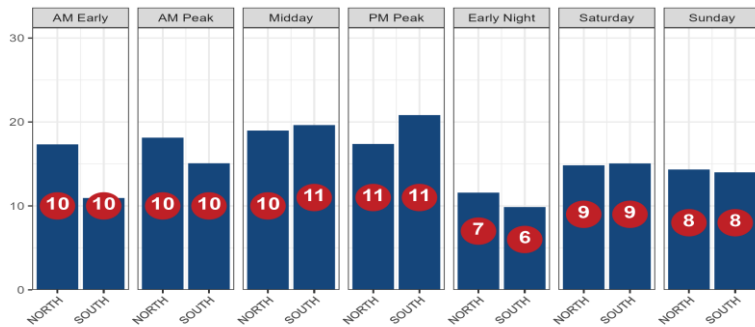
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



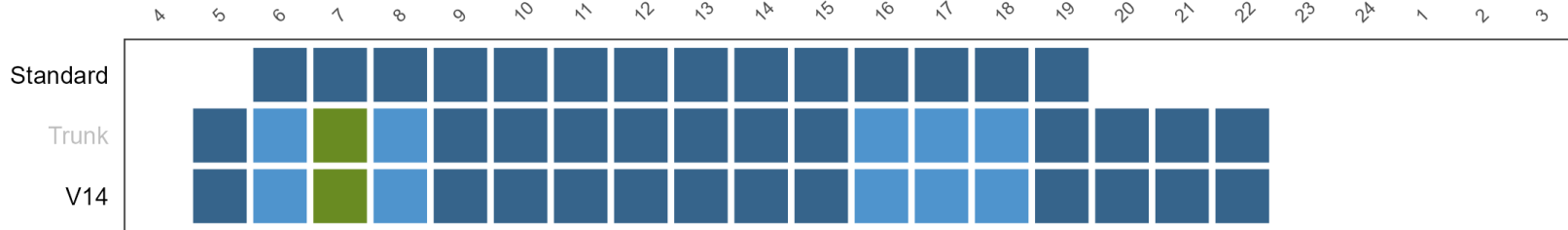
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.26	0.26
	Off-Peak Maximum Target: 1.0	0.23	0.23
Saturday Maximum Target: 1.0		0.22	0.22
Sunday Maximum Target: 1.0		0.21	0.2

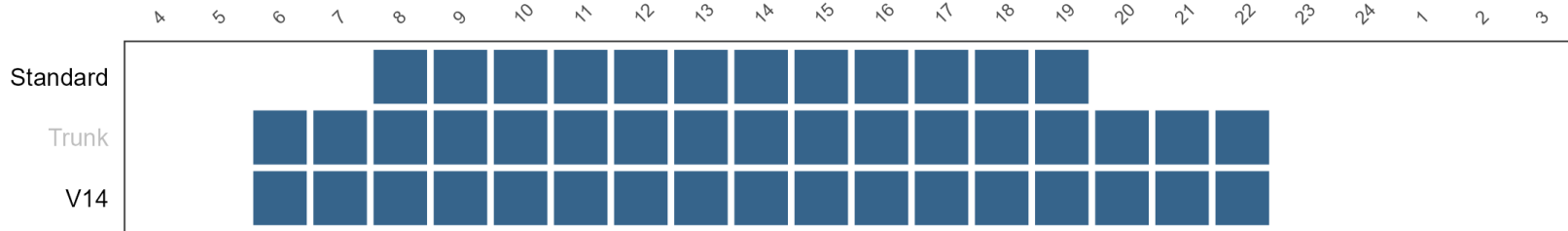
Span and Frequency



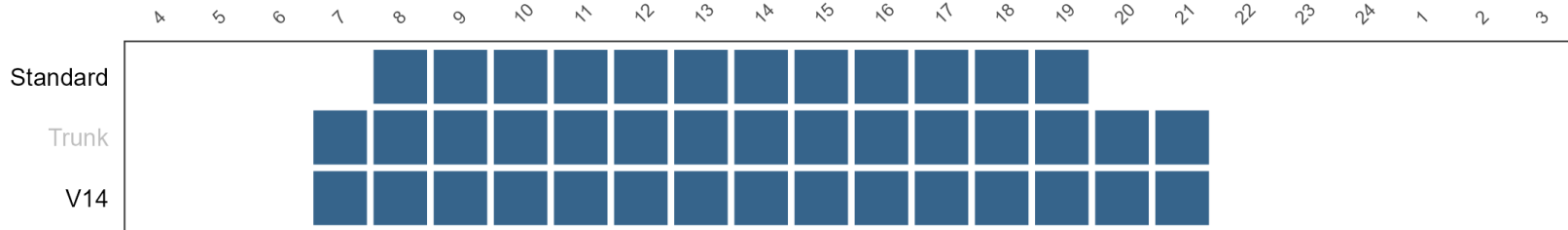
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B District Heights-Seat Pleasant

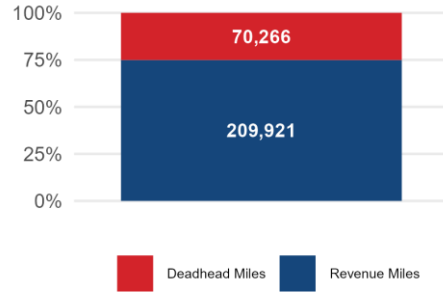
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:15 AM - 10:24 PM	-	A	6:05 AM - 10:23 PM	-	A	7:05 AM - 9:23 PM	-	A
	Frequency of Service varies	Peak: 23.0 / Off-Peak: 53.0	Peak: 26 / Off-Peak: 38.9	A	59.0	47.4	B	60.0	49.8	B
Productivity	Passengers per Revenue Hour 10	20.3	20.3	A	16.3	21.3	A	15.1	21.3	A
	Passengers per Revenue Mile 1	1.5	1.7	A	1.3	1.8	A	1.2	1.7	A
Reliability	On-Time Performance 79%	78%	81%	C	74%	80%	C	80%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.26	Off-Peak: 0.22 Peak: 0.29	A	0.22	0.25	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.89	\$ 6.54	A	\$7.33	\$ 6.11	B	\$7.91	\$ 6.02	C
	Cost Recovery 20%	7%	11%	E	6%	8%	E	5%	8%	E

Route V14

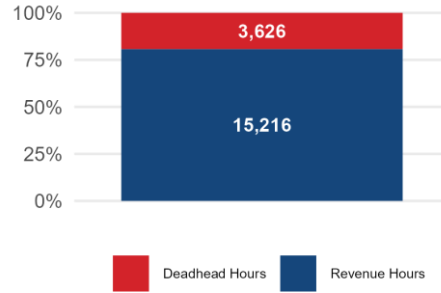
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.1			4.8			E		
	Circuitry N/A	1.92			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	20.3	20.3	A	16.3	21.3	A	15.1	21.3	A
	Passengers per Revenue Mile 1	1.5	1.7	A	1.3	1.8	A	1.2	1.7	A
	Unique Segment Ridership 10%	61%	49%	A	62%	59%	A	67%	62%	A
Reliability	On-Time Performance 79%	78%	81%	C	74%	80%	C	80%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.26	Off-Peak: 0.22 Peak: 0.28	A	0.22	0.25	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.89	\$ 6.54	A	\$7.33	\$ 6.11	B	\$7.91	\$ 6.02	C
	Cost Recovery 20%	7%	10%	E	6%	8%	E	5%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



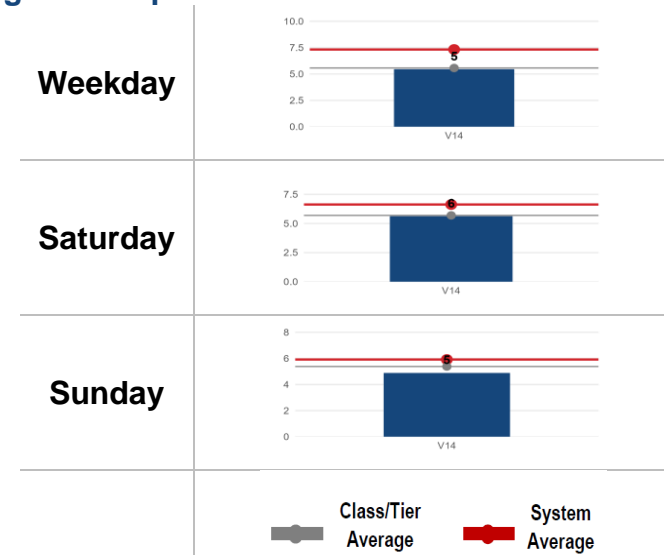
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V14	24.20	18,560	17,994 (97.0%)

Service Change Summary

Route V14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

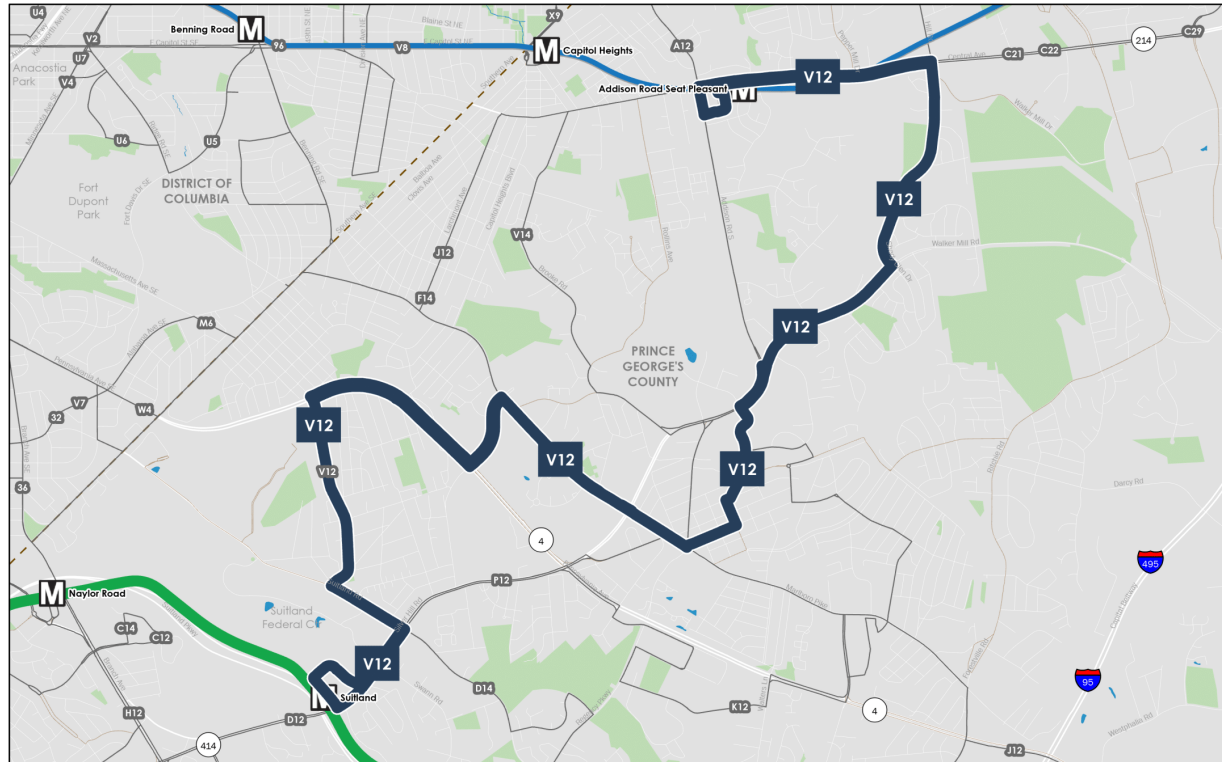
Passenger Miles per Revenue Mile



LINE: 790 - District Heights-Suitland

ROUTE(S): V12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— District Heights-Suitland (#790)

V12: District Heights-Suitland

Regional Transit

M Metrorail

Local Bus

- Metrobus
- Fairfax Connector
- Circulator
- Arlington Transit
- Ride On
- Loudoun County Transit
- TheBus
- DASH

• Transit Center

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

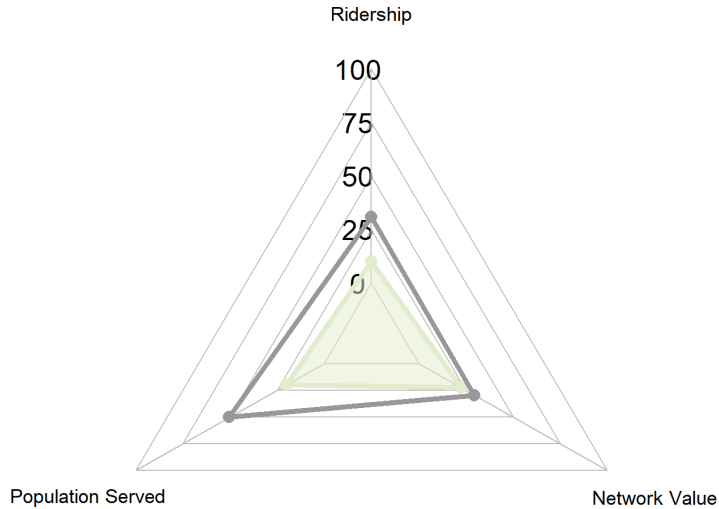
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

18

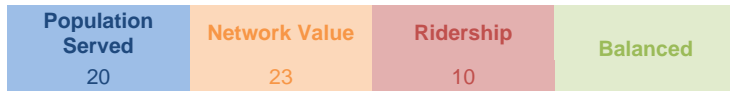
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,934,794
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	20,385	
	People of Color Population	Service Area	18,922
		% Riders Surveyed	86%
	Low Income Household	Service Area	6,410
		% Riders Surveyed	55%

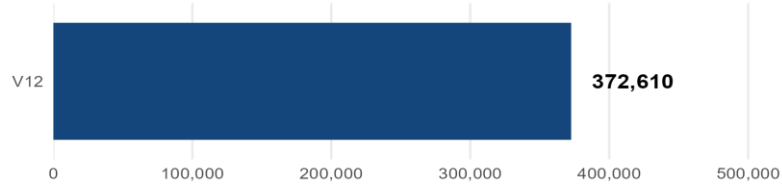
Facilities/Amenities

	Bus Stops	103
	% Stops With Shelters	10%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



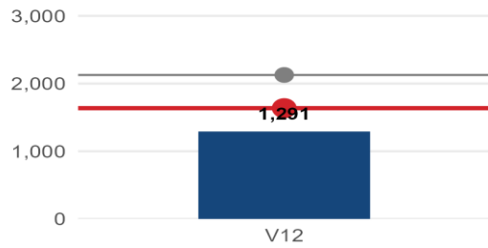
Top Transfer Locations

Suitland, Addison Road

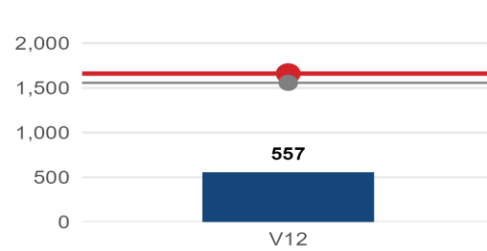
Average Daily Ridership



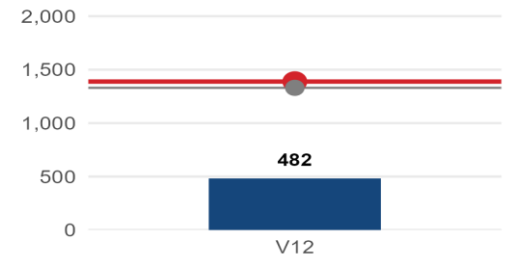
Weekday



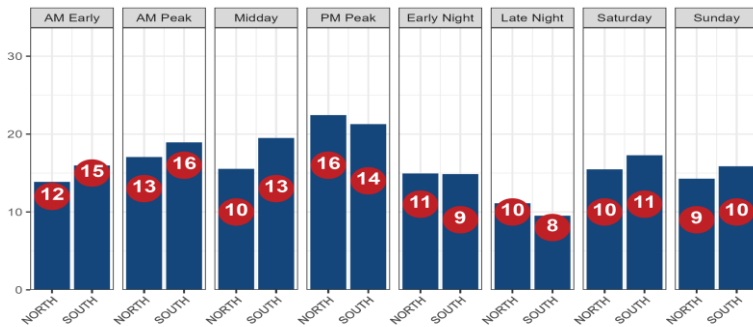
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



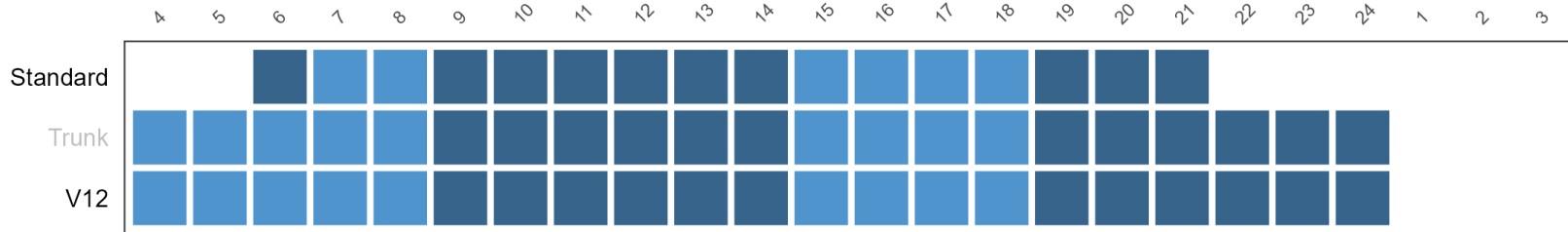
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.36	0.37
	Off-Peak Maximum Target: 1.0	0.26	0.29
Saturday Maximum Target: 1.0		0.24	0.28
Sunday Maximum Target: 1.0		0.22	0.26

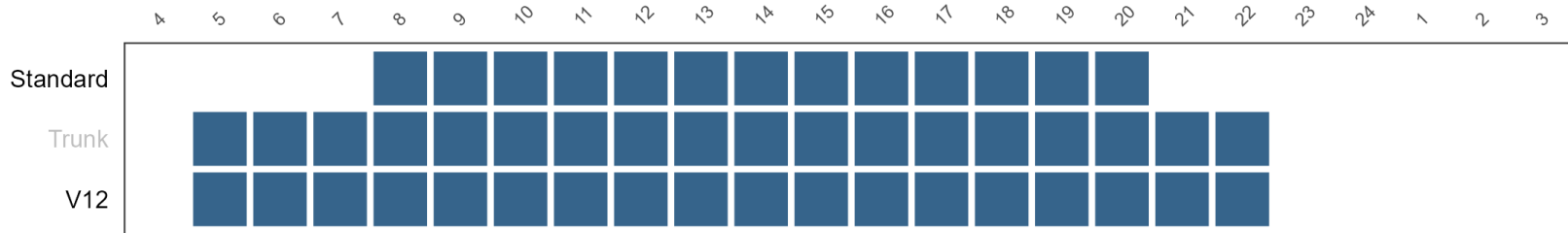
Span and Frequency



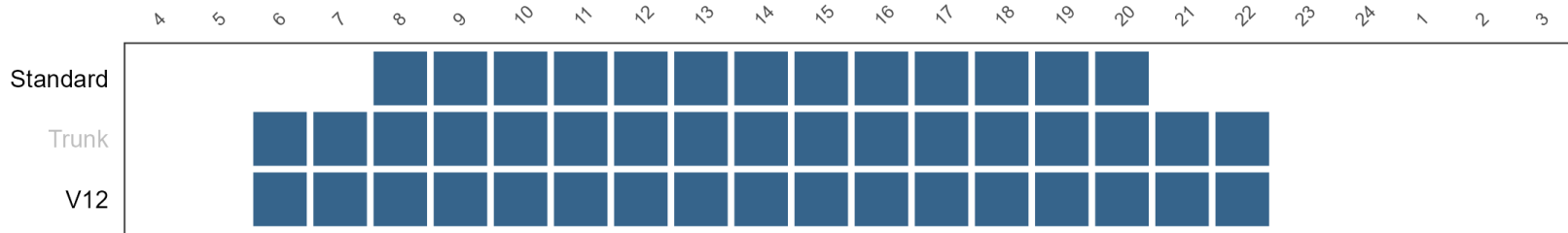
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B District Heights-Suitland

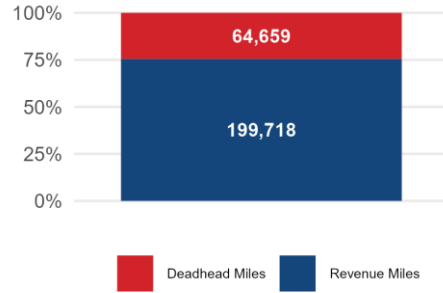
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:35 AM - 12:16 AM	-	A	5:30 AM - 10:19 PM	-	A	6:20 AM - 10:15 PM	-	A
	Frequency of Service varies	Peak: 25.0 / Off-Peak: 38.0	Peak: 21.4 / Off-Peak: 34.5	A	60.0	40.5	B	60.0	39.1	B
Productivity	Passengers per Revenue Hour 15	23.6	24.8	A	20.7	20.6	A	21.3	19.4	A
	Passengers per Revenue Mile 1	1.9	2.1	A	1.8	1.7	A	1.6	1.6	A
Reliability	On-Time Performance 79%	85%	75%	A	80%	75%	B	86%	77%	A
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.36	Off-Peak: 0.31 Peak: 0.4	A	0.26	0.29	A	0.24	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.06	\$ 5.34	A	\$5.78	\$ 6.22	A	\$5.60	\$ 6.54	A
	Cost Recovery 20%	7%	12%	E	6%	10%	E	6%	9%	E

Route V12

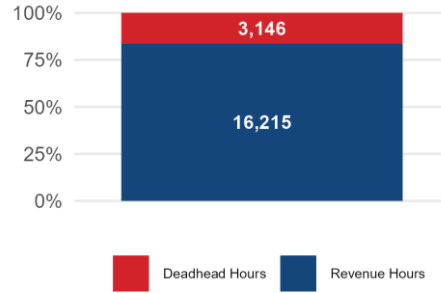
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.9			4.6			E		
	Circuitry 1.75	2.01			2.17			D		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	23.6	24.8	A	20.7	20.6	A	21.3	19.4	A
	Passengers per Revenue Mile 1	1.9	2.1	A	1.8	1.7	A	1.6	1.6	A
	Unique Segment Ridership 10%	61%	41%	A	61%	58%	A	64%	61%	A
Reliability	On-Time Performance 79%	85%	75%	A	80%	75%	B	86%	77%	A
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.36	Off-Peak: 0.31 Peak: 0.41	A	0.26	0.29	A	0.24	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.06	\$ 5.34	A	\$5.78	\$ 6.22	A	\$5.60	\$ 6.54	A
	Cost Recovery 20%	7%	13%	E	6%	10%	E	6%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



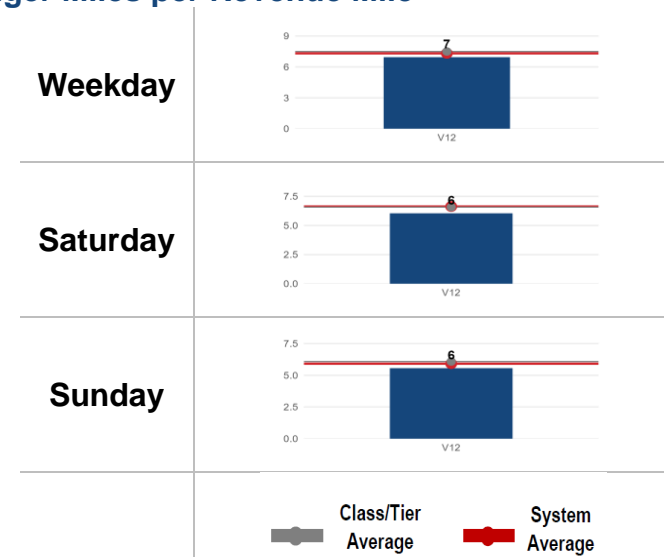
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V12	17.80	21,971	21,663 (98.6%)

Service Change Summary

Route V12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

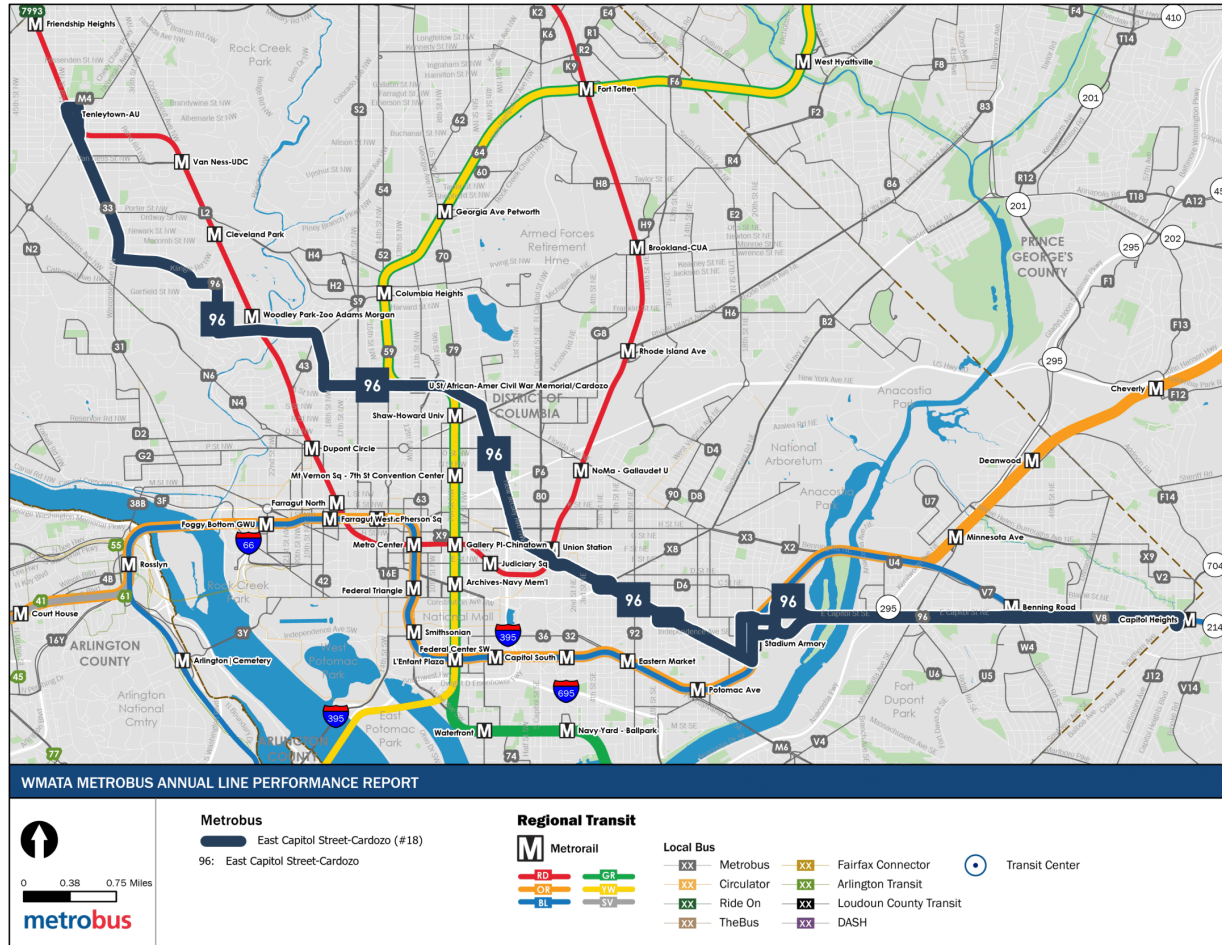
Passenger Miles per Revenue Mile



LINE: 18 - East Capitol Street-Cardozo

ROUTE(S): 96

About the Line



Service Classification

Framework

Activity Tier

1

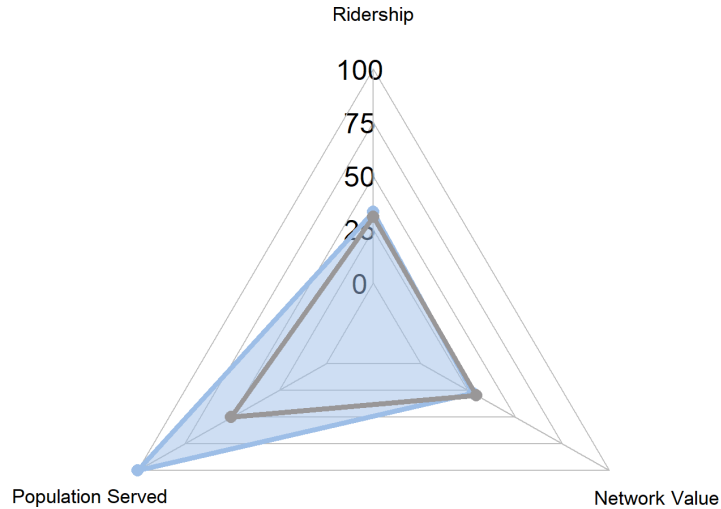
Overall Grade

Line	Grade
Line 18	C

Line Benefit Score

54

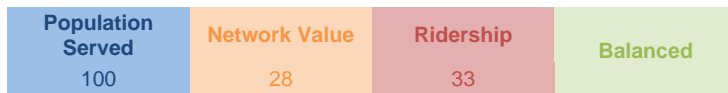
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$5,521,254
	Peak Vehicles	13
	Vehicle Type(s)	40 Foot

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

	Service Area Population	99,198	
	People of Color Population	Service Area	37,781
		% Riders Surveyed	68%
	Low Income Household	Service Area	16,545
		% Riders Surveyed	47%

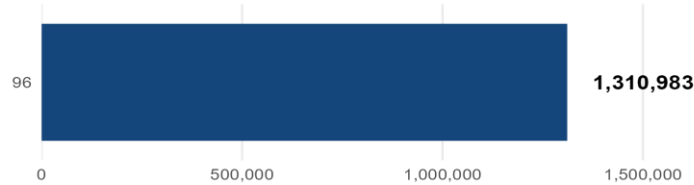
Facilities/Amenities

	Bus Stops	135
	% Stops With Shelters	29%
	% Stops With Benches	23%
	% Stops With Real-Time Signs	7%



Ridership

Annual Ridership



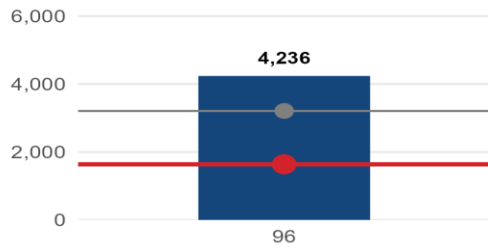
Top Transfer Locations

U Street-Cardozo, Union Station, Tenleytown-AU

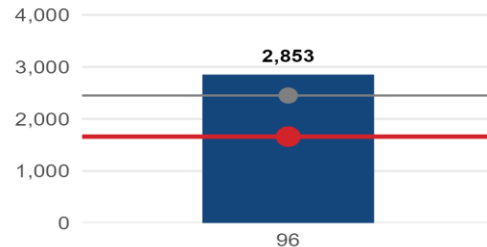
Average Daily Ridership

- Class/Tier Average
- System Average

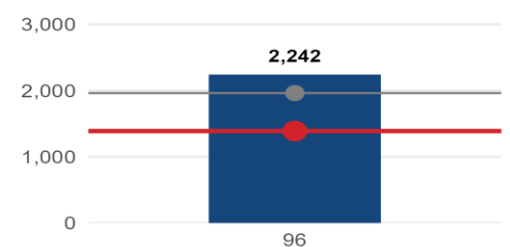
Weekday



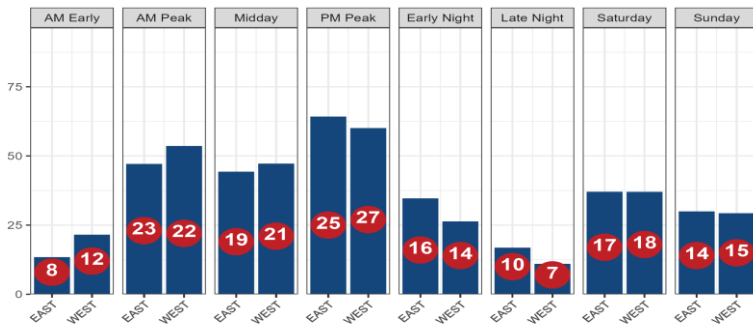
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



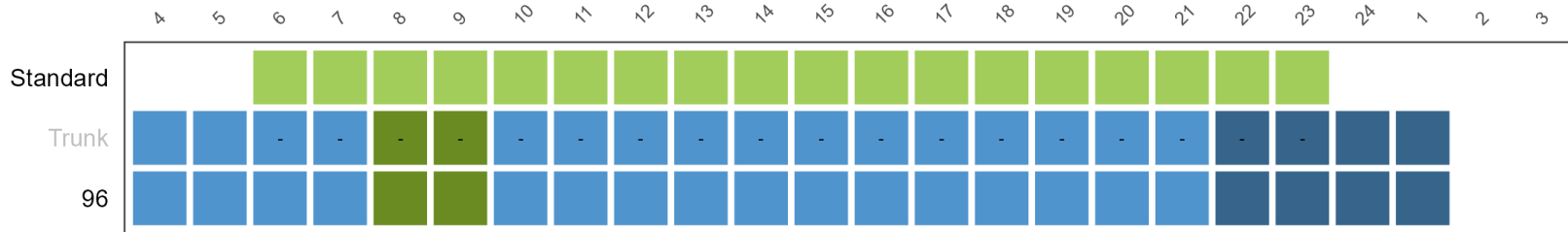
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.61	0.61
	Off-Peak Maximum Target: 1.0	0.39	0.41
Saturday Maximum Target: 1.0		0.44	0.46
Sunday Maximum Target: 1.0		0.36	0.37

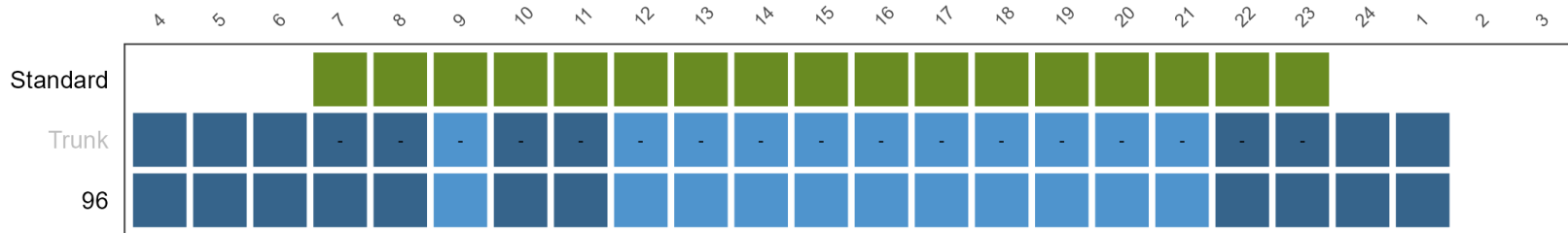
Span and Frequency



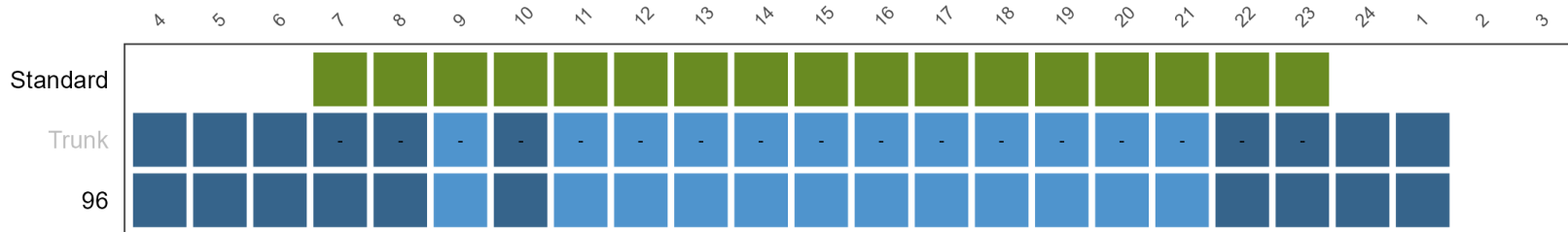
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C East Capitol Street-Cardozo

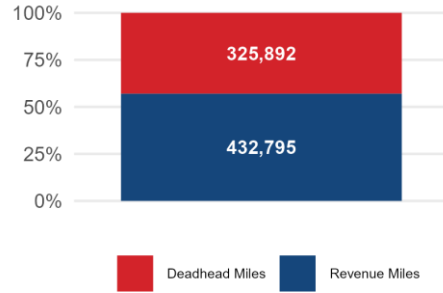
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:20 AM - 1:08 AM	-	A	4:55 AM - 1:14 AM	-	A	4:55 AM - 1:05 AM	-	A
	Frequency of Service varies	Peak: 21.0 / Off-Peak: 23.0	Peak: 14.7 / Off-Peak: 18.6	D	30.0	20.8	D	30.0	23.9	D
Productivity	Passengers per Revenue Hour 30	31.0	29.9	B	28.0	25.2	C	23.8	22.9	E
	Passengers per Revenue Mile 4	3.3	3.9	D	2.9	3.1	E	2.3	2.7	E
Reliability	On-Time Performance 79%	65%	74%	E	63%	75%	E	69%	76%	E
	Crowding 5%	2%	3%	A	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.61	Off-Peak: 0.33 Peak: 0.46	A	0.45	0.33	A	0.36	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.85	\$ 4.49	A	\$4.27	\$ 5.36	A	\$5.02	\$ 5.93	B
	Cost Recovery 25%	27%	25%	B	24%	21%	C	21%	19%	D

Route 96

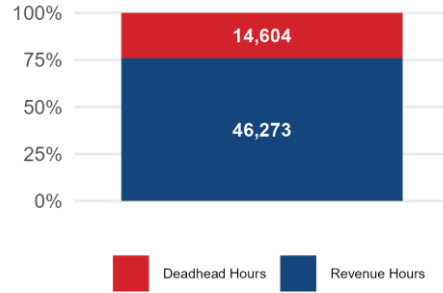
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.2			5.2			E		
	Circuitry 1.75	1.15			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	31.0	29.9	B	28.0	25.2	C	23.8	22.9	E
	Passengers per Revenue Mile 4	3.3	3.9	D	2.9	3.1	E	2.3	2.7	E
	Unique Segment Ridership 10%	38%	23%	A	36%	34%	A	36%	35%	A
Reliability	On-Time Performance 79%	65%	74%	E	63%	75%	E	69%	76%	D
	Crowding 5%	2%	3%	A	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.61	Off-Peak: 0.34 Peak: 0.47	A	0.45	0.34	A	0.36	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.85	\$ 4.49	A	\$4.27	\$ 5.36	A	\$5.02	\$ 5.93	B
	Cost Recovery 25%	27%	26%	B	24%	21%	C	21%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



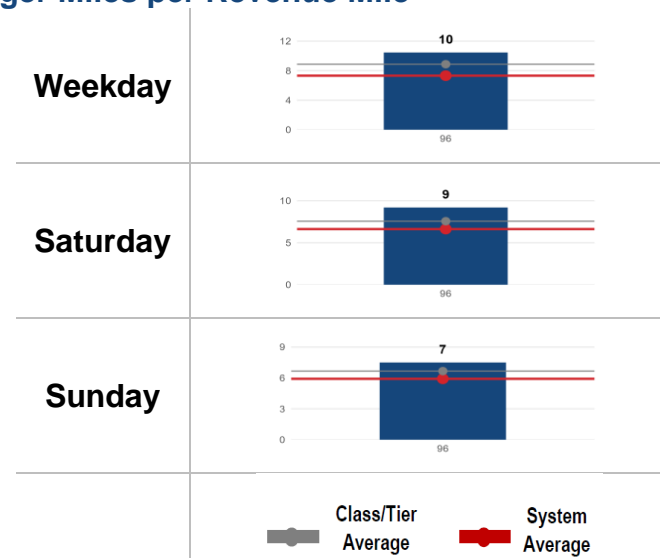
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
96	26.60	33,257	32,489 (97.7%)

Service Change Summary

Route 96 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

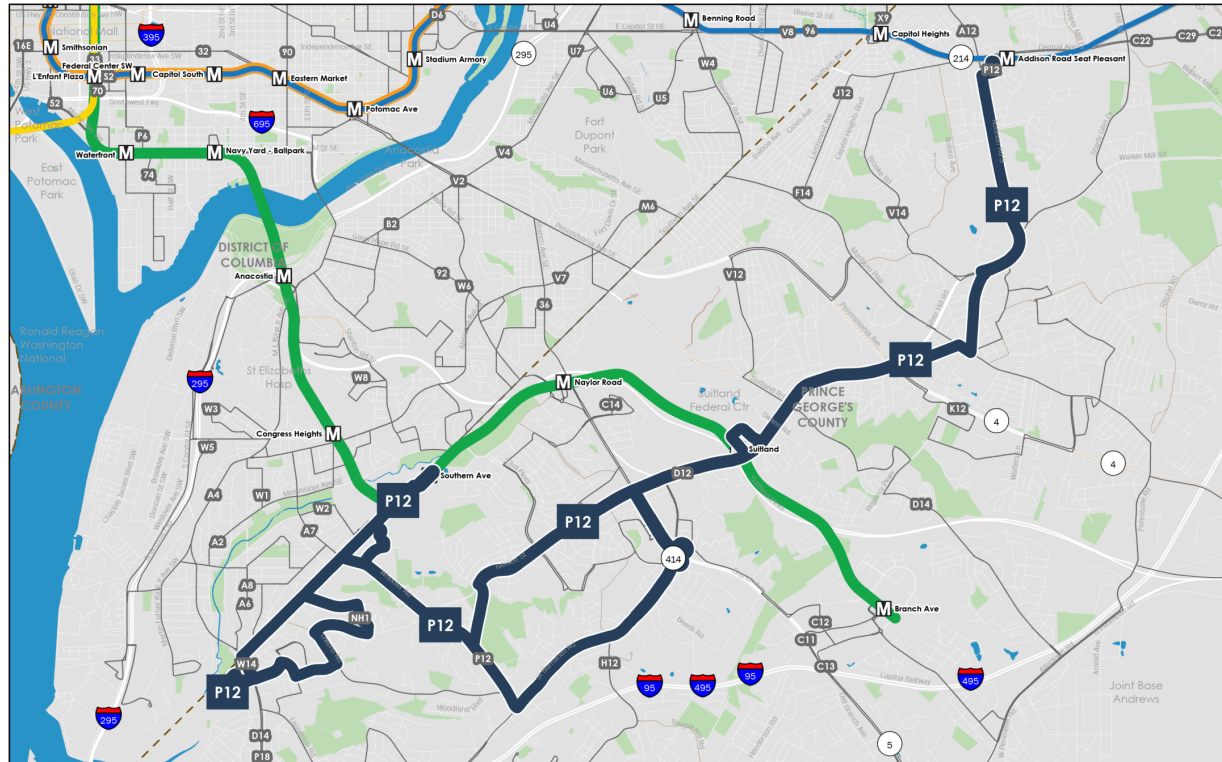
Passenger Miles per Revenue Mile



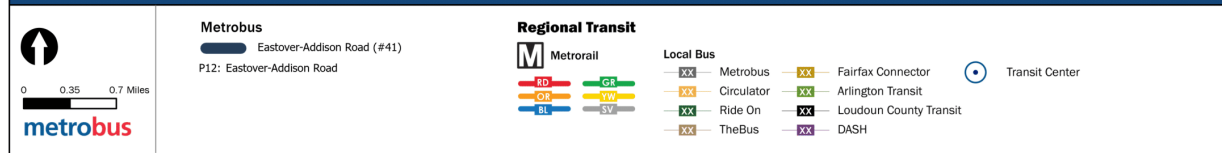
LINE: 41 - Eastover-Addison Road

ROUTE(S): P12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

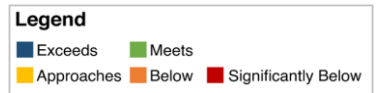
Framework

Activity Tier

3

Overall Grade

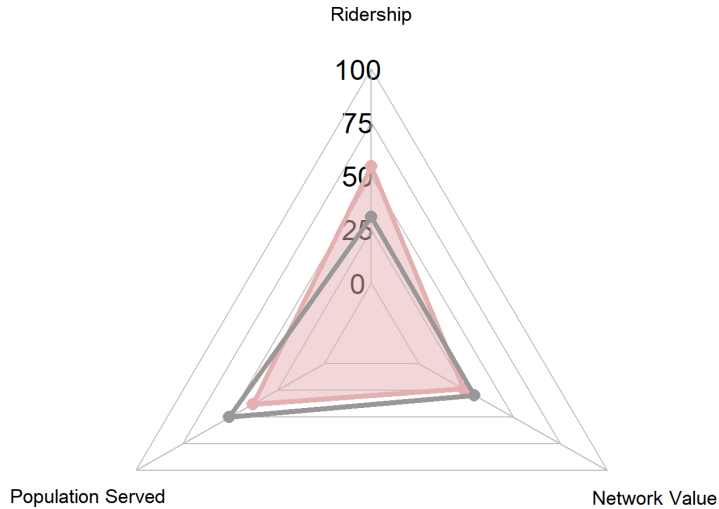
Line	Grade
Line	A



Line Benefit Score

39

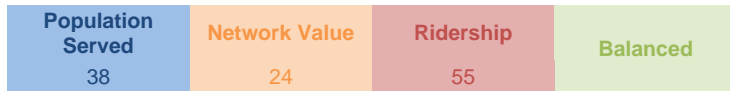
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$9,284,527
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,923	
	People of Color Population	Service Area	35,034
		% Riders Surveyed	99%
	Low Income Household	Service Area	13,215
		% Riders Surveyed	71%

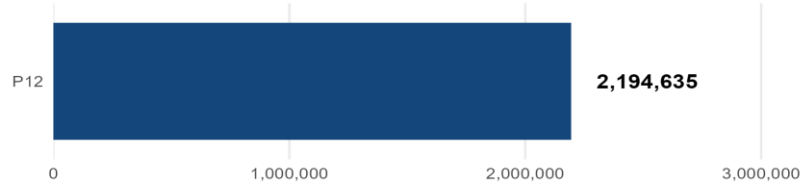
Facilities/Amenities

	Bus Stops	156
	% Stops With Shelters	8%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership



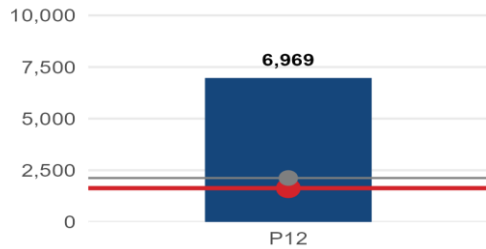
Top Transfer Locations

Southern Avenue, Suitland, Addison Road

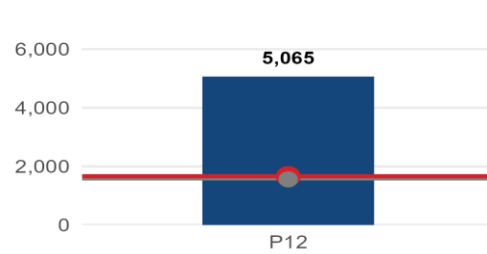
Average Daily Ridership

- Class/Tier Average
- System Average

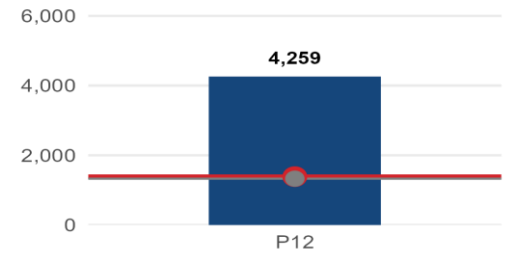
Weekday



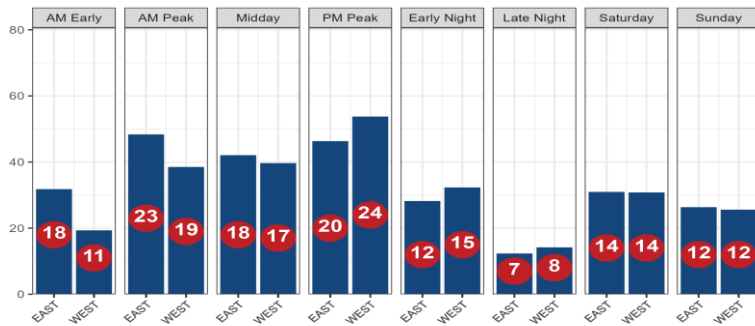
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



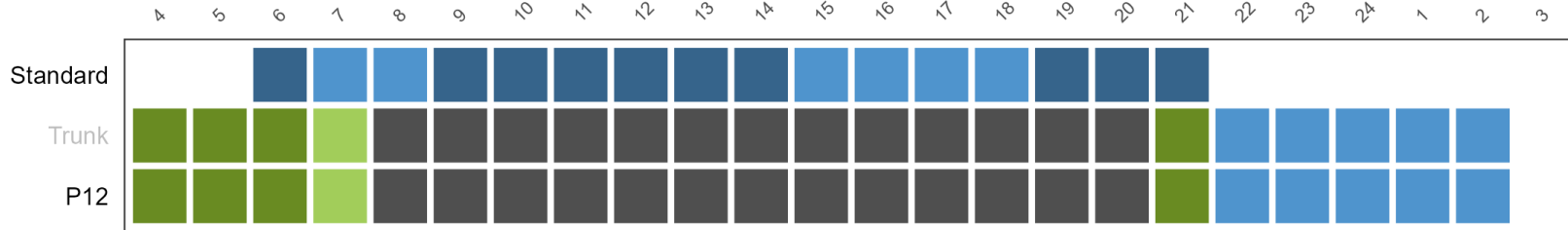
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.52	0.54
	Off-Peak Maximum Target: 1.0	0.39	0.38
Saturday Maximum Target: 1.0		0.34	0.35
Sunday Maximum Target: 1.0		0.3	0.3

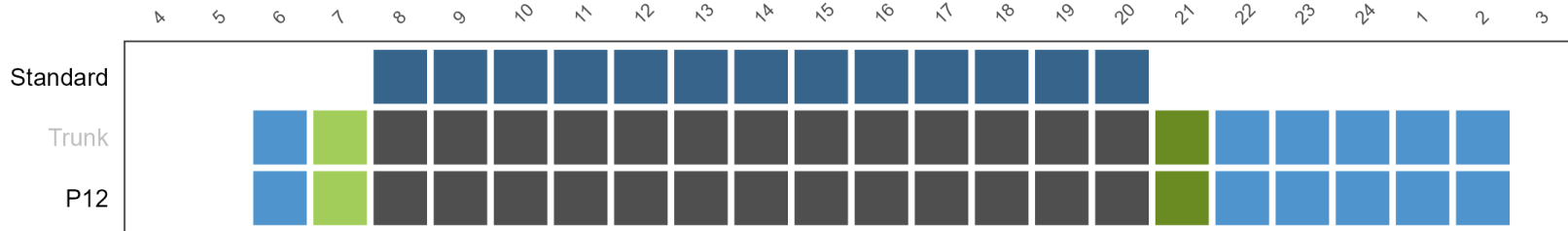
Span and Frequency



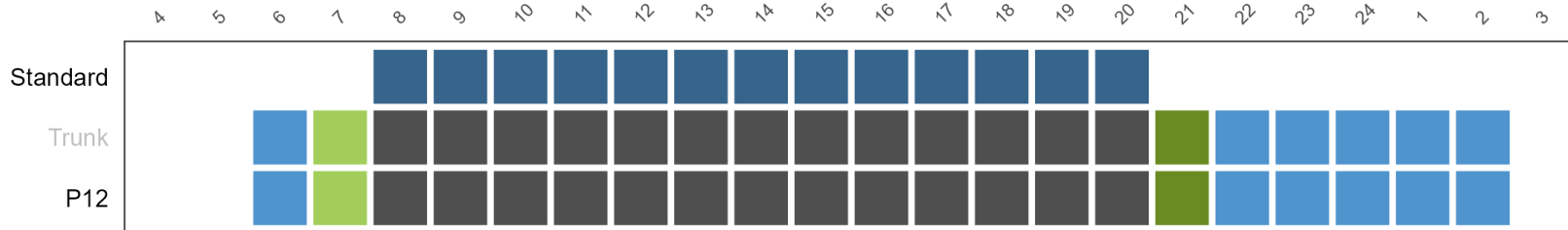
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Eastover-Addison Road

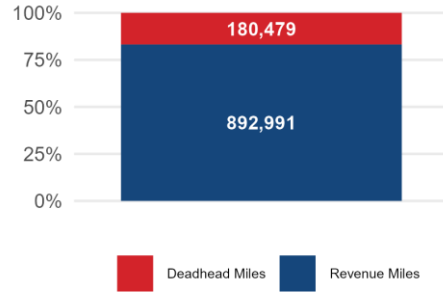
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:40 AM - 2:50 AM	-	A	6:30 AM - 2:51 AM	-	A	6:30 AM - 2:57 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 21.4 / Off-Peak: 34.5	A	14.0	40.5	A	14.0	39.1	A
Productivity	Passengers per Revenue Hour 15	31.1	24.8	A	26.1	20.6	A	22.4	19.4	A
	Passengers per Revenue Mile 1	2.8	2.1	A	2.2	1.7	A	1.8	1.6	A
Reliability	On-Time Performance 79%	76%	75%	C	76%	75%	C	81%	77%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.53	Off-Peak: 0.31 Peak: 0.4	A	0.35	0.29	A	0.3	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.83	\$ 5.34	A	\$4.58	\$ 6.22	A	\$5.33	\$ 6.54	A
	Cost Recovery 20%	6%	12%	E	5%	10%	E	4%	9%	E

Route P12

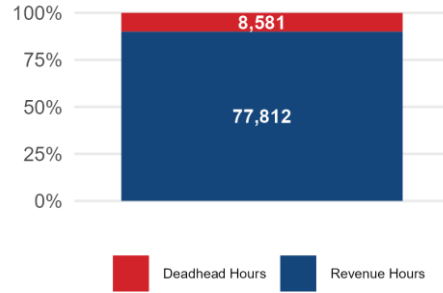
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.7			4.6			E		
	Circuitry 1.75	1.6			2.17			B		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	31.1	24.8	A	26.1	20.6	A	22.4	19.4	A
	Passengers per Revenue Mile 1	2.8	2.1	A	2.2	1.7	A	1.8	1.6	A
	Unique Segment Ridership 10%	47%	41%	A	55%	58%	A	54%	61%	A
Reliability	On-Time Performance 79%	76%	75%	C	76%	75%	C	81%	77%	B
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.53	Off-Peak: 0.31 Peak: 0.41	A	0.35	0.29	A	0.3	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.83	\$ 5.34	A	\$4.58	\$ 6.22	A	\$5.33	\$ 6.54	A
	Cost Recovery 20%	6%	13%	E	5%	10%	E	4%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



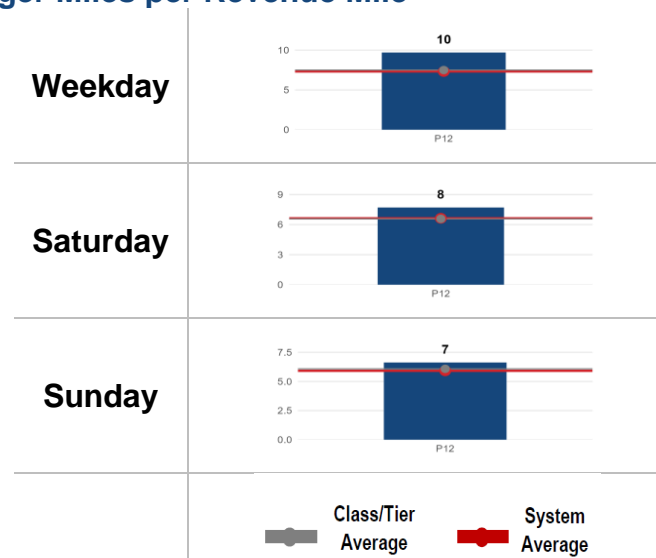
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P12	28.10	63,223	61,768 (97.7%)

Service Change Summary

Route P12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

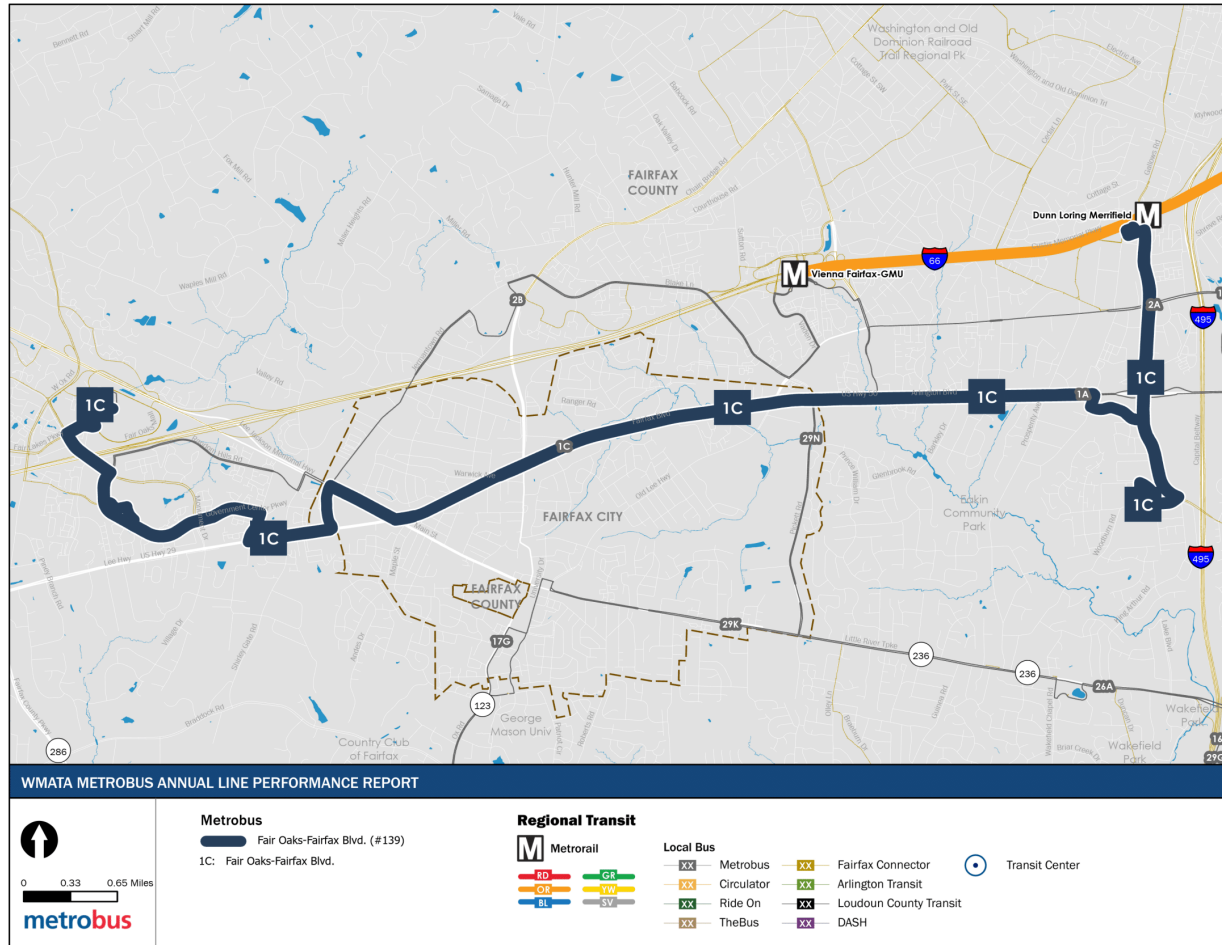
Passenger Miles per Revenue Mile



LINE: 139 - Fair Oaks-Fairfax Blvd.

ROUTE(S): 1C

About the Line



Service Classification

Framework

Activity Tier

2

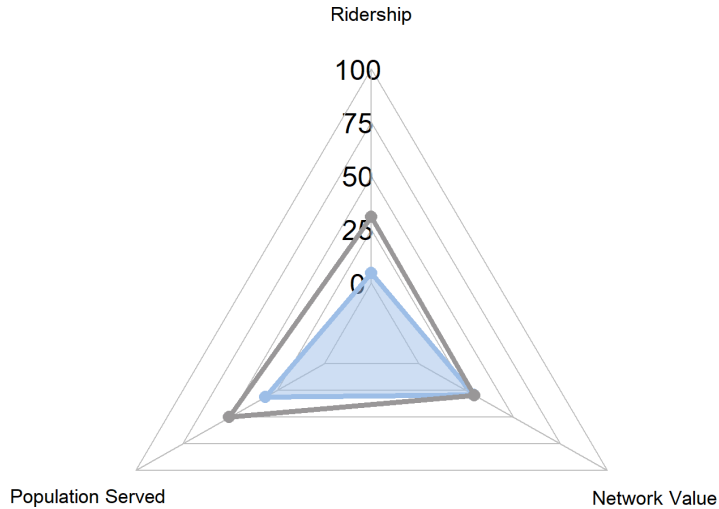
Overall Grade

Line	Overall Grade
139	D

Line Benefit Score

22

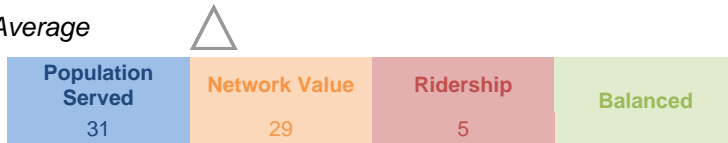
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$2,261,066
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	33,057	
	People of Color Population	Service Area	13,497
		% Riders Surveyed	84%
	Low Income Household	Service Area	5,632
		% Riders Surveyed	60%

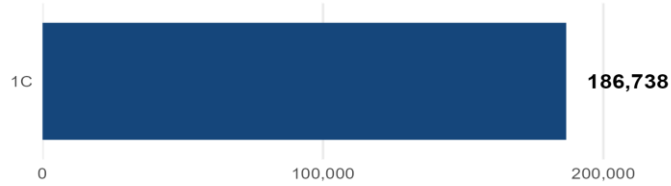
Facilities/Amenities

	Bus Stops	85
	% Stops With Shelters	18%
	% Stops With Benches	20%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



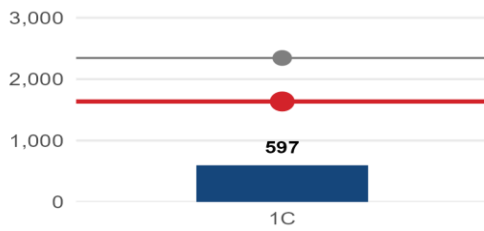
Top Transfer Locations

Dunn Loring, Vienna

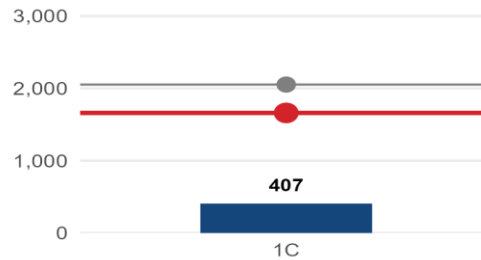
Average Daily Ridership



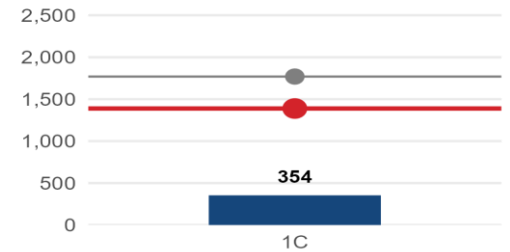
Weekday



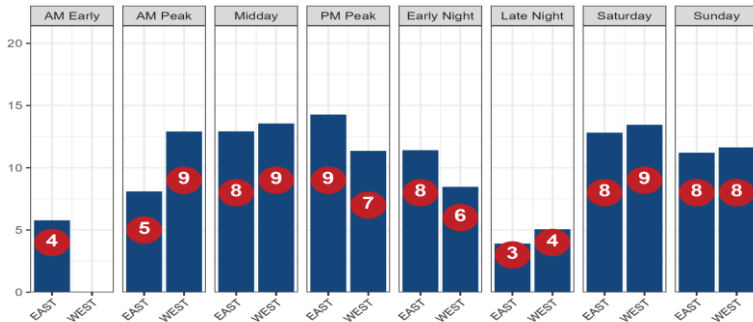
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



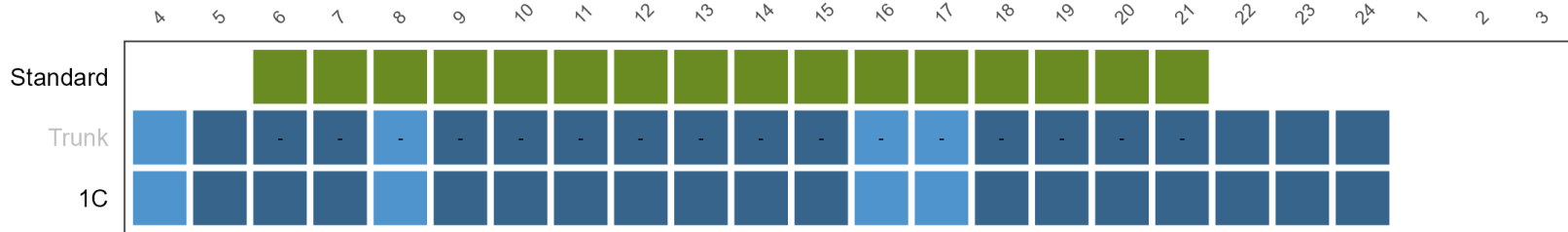
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.18	0.2
	Off-Peak Maximum Target: 1.0	0.17	0.18
Saturday Maximum Target: 1.0		0.21	0.23
Sunday Maximum Target: 1.0		0.19	0.2

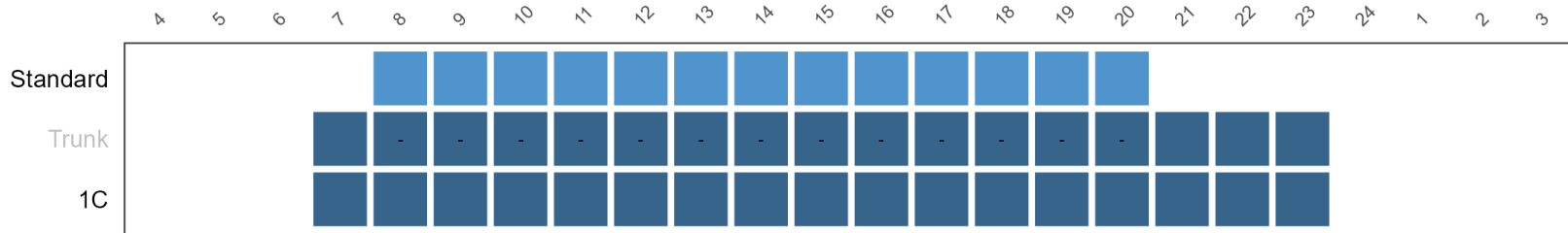
Span and Frequency



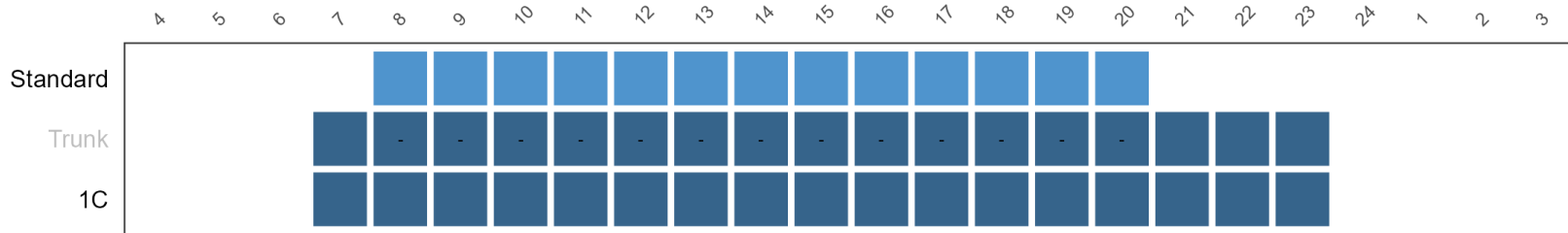
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Fair Oaks-Fairfax Blvd.

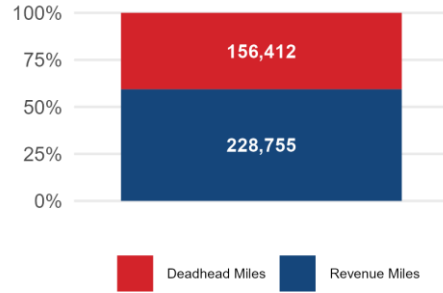
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:04 AM - 12:20 AM	-	A	7:20 AM - 11:05 PM	-	A	7:20 AM - 11:09 PM	-	A
	Frequency of Service varies	Peak: 31.0 / Off-Peak: 54.0	Peak: 15.6 / Off-Peak: 20.1	E	60.0	24.7	E	60.0	24.6	E
Productivity	Passengers per Revenue Hour 20	9.8	24.3	E	12.4	23.1	E	10.9	20.5	E
	Passengers per Revenue Mile 2	0.8	2.4	E	1.0	2.1	E	0.8	1.9	E
Reliability	On-Time Performance 79%	81%	77%	B	81%	77%	B	80%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.34 Peak: 0.42	A	0.22	0.33	A	0.2	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$12.22	\$ 5.78	E	\$9.61	\$ 6.01	E	\$10.94	\$ 6.88	E
	Cost Recovery 20%	11%	20%	E	14%	18%	E	12%	16%	E

Route 1C

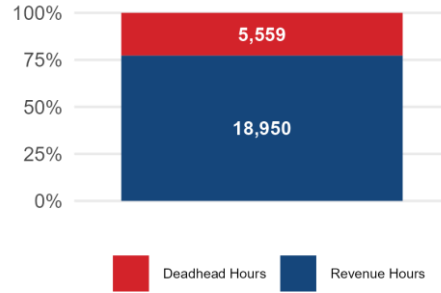
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.8			4.5			E		
	Circuitry 1.75	1.9			1.44			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	9.8	24.3	E	12.4	23.1	E	10.9	20.5	E
	Passengers per Revenue Mile 2	0.8	2.4	E	1.0	2.1	E	0.8	1.9	E
	Unique Segment Ridership 10%	72%	18%	A	77%	35%	A	77%	38%	A
Reliability	On-Time Performance 79%	81%	77%	B	81%	77%	B	80%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.19	Off-Peak: 0.34 Peak: 0.43	A	0.22	0.34	A	0.2	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$12.22	\$ 5.78	E	\$9.61	\$ 6.01	E	\$10.94	\$ 6.88	E
	Cost Recovery 20%	11%	21%	E	14%	18%	E	12%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



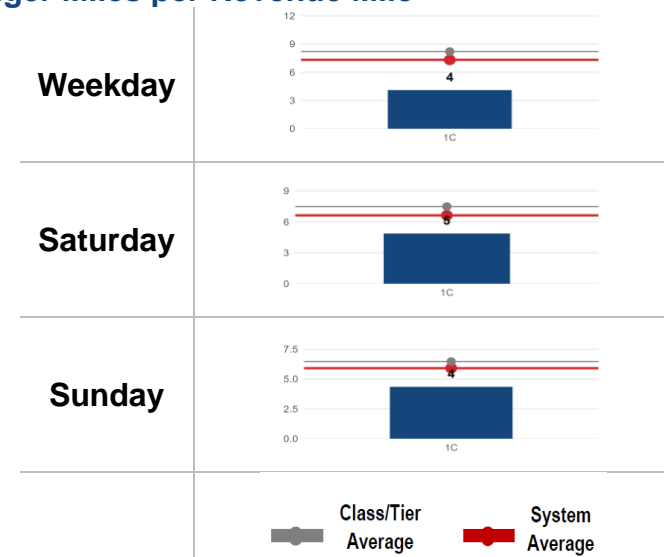
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1C	34.40	17,011	16,893 (99.3%)

Service Change Summary

Route 1C - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

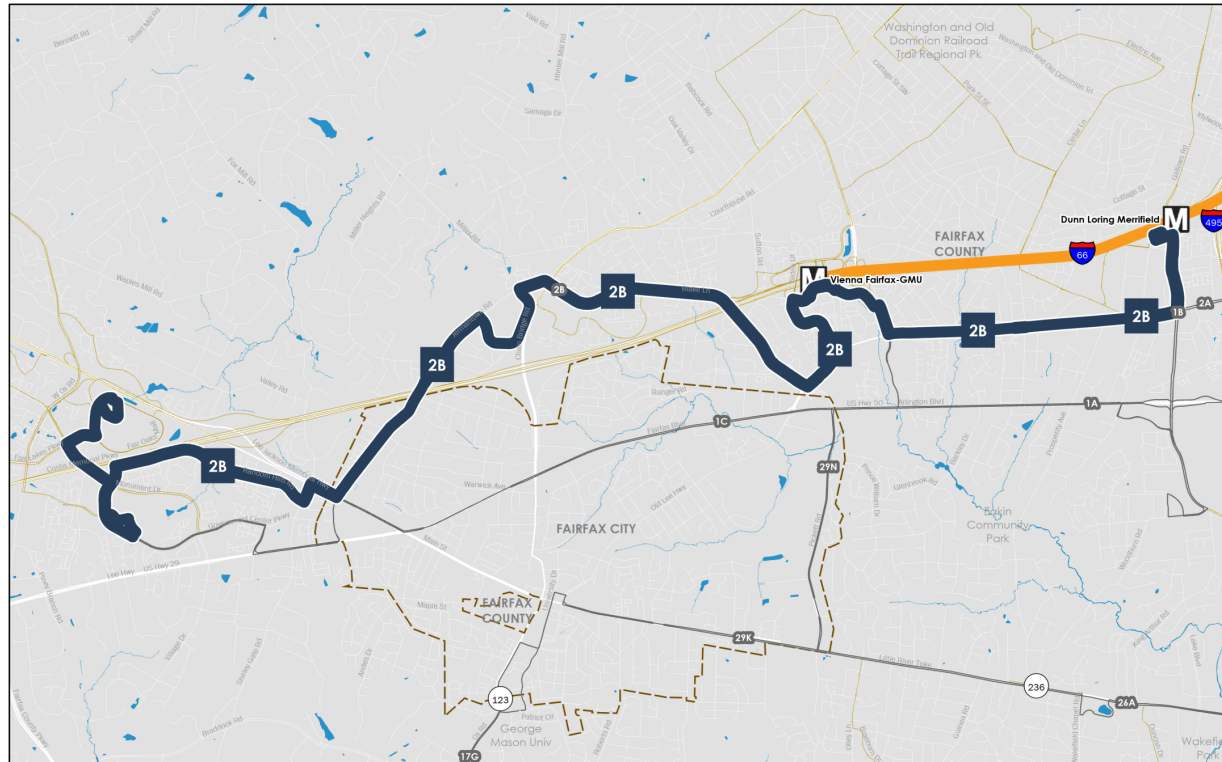
Passenger Miles per Revenue Mile



LINE: 128 - Fair Oaks-Jermantown Rd.

ROUTE(S): 2B

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— Fair Oaks-Jermantown Rd. (#128)

2B: Fair Oaks-Jermantown Rd.

Regional Transit

Metrorail	Metrobus	Fairfax Connector
Ride On	Circulator	Arlington Transit
TheBus	Ride On	Loudoun County Transit
Silver Line	TheBus	DASH

Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	Overall Grade
128	C

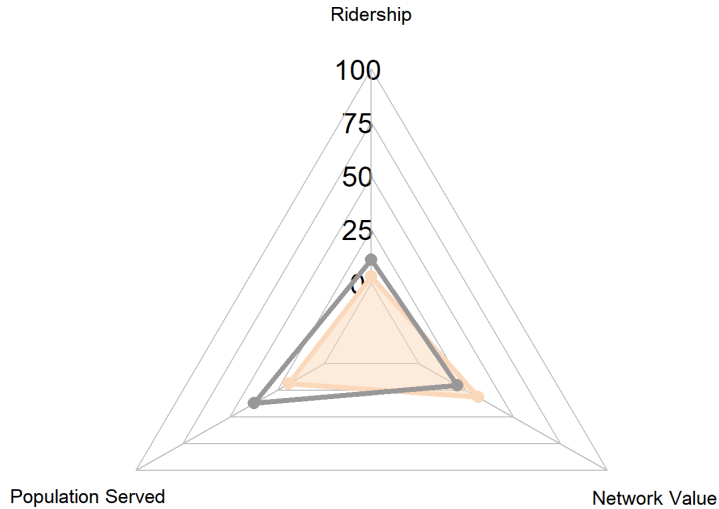
Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

18

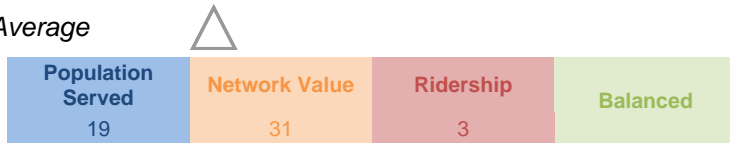
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,767,418
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,866	
	People of Color Population	Service Area	15,462
		% Riders Surveyed	31%
	Low Income Household	Service Area	5,232
		% Riders Surveyed	49%

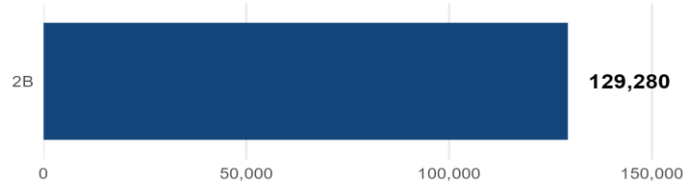
Facilities/Amenities

	Bus Stops	88
	% Stops With Shelters	10%
	% Stops With Benches	12%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



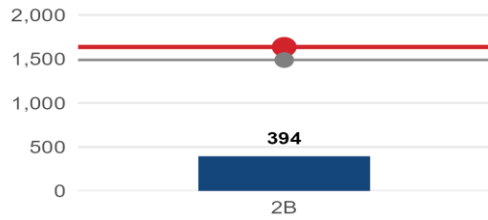
Top Transfer Locations

Vienna, Dunn Loring, Ballston

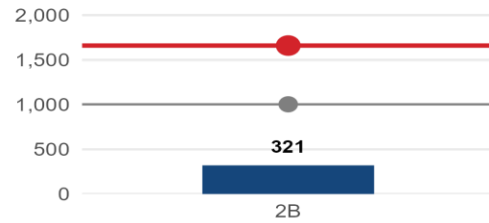
Average Daily Ridership

- Class/Tier Average
- System Average

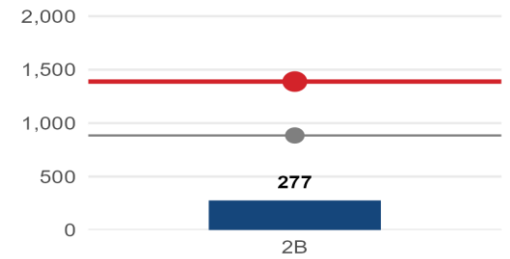
Weekday



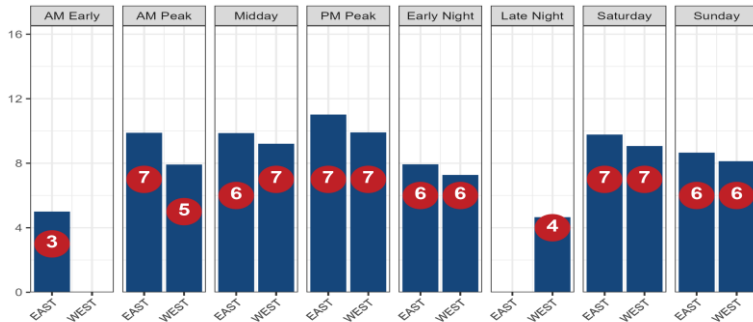
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



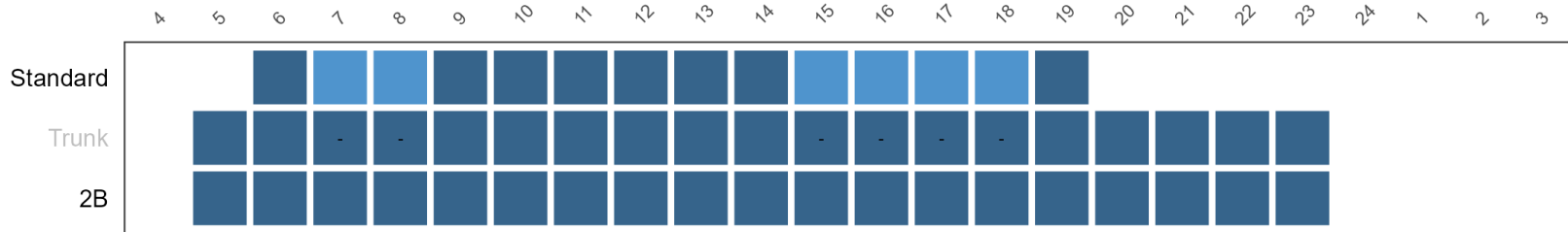
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.17	0.15
	Off-Peak Maximum Target: 1.0	0.14	0.15
Saturday Maximum Target: 1.0		0.17	0.17
Sunday Maximum Target: 1.0		0.16	0.16

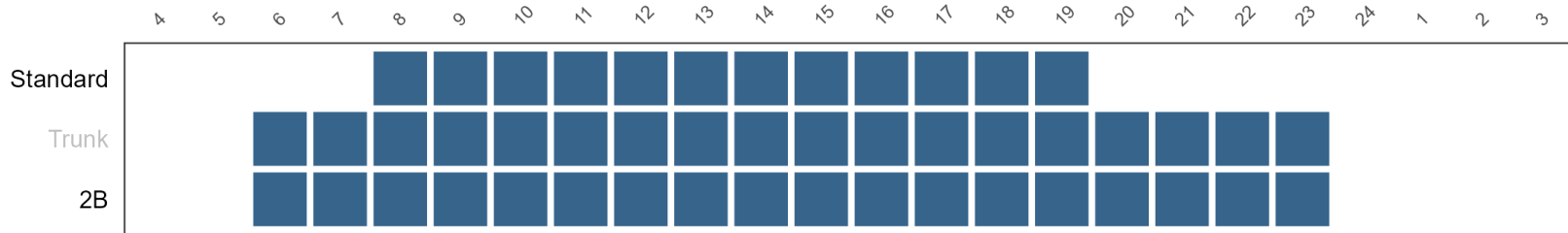
Span and Frequency



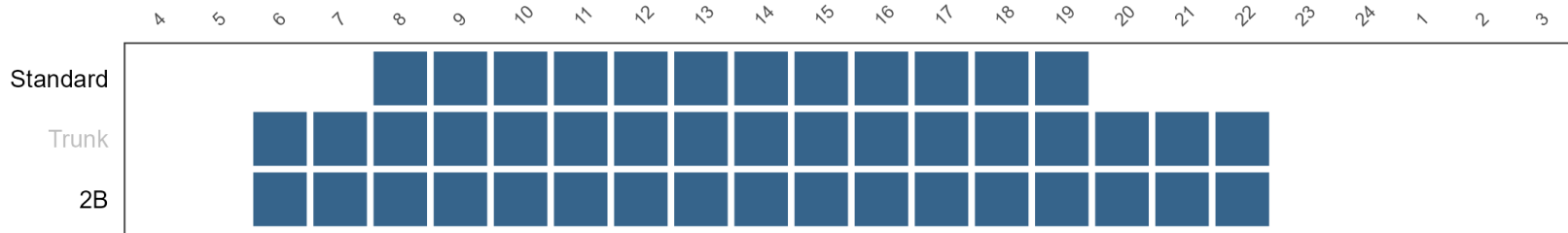
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Fair Oaks-Jermantown Rd.

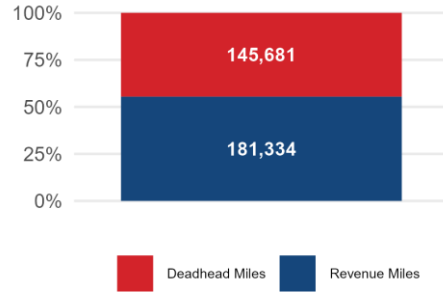
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 11:53 PM	-	A	6:20 AM - 11:35 PM	-	A	6:20 AM - 10:54 PM	-	A
	Frequency of Service varies	Peak: 45.0 / Off-Peak: 55.0	Peak: 22.5 / Off-Peak: 32.3	E	59.0	36.5	B	59.0	37.8	B
Productivity	Passengers per Revenue Hour 15	8.9	29.6	E	9.6	26.6	E	8.6	24.6	E
	Passengers per Revenue Mile 2	0.7	3.5	E	0.8	2.9	E	0.7	2.6	E
Reliability	On-Time Performance 79%	79%	80%	B	81%	81%	B	83%	82%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.26 Peak: 0.35	A	0.17	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$13.41	\$ 4.96	E	\$12.40	\$ 5.47	E	\$13.87	\$ 5.88	E
	Cost Recovery 20%	11%	14%	E	11%	12%	E	10%	11%	E

Route 2B

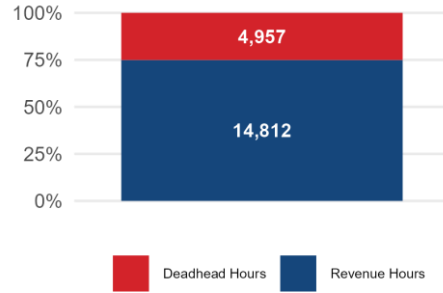
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.8			6.2			E		
	Circuitry N/A	1.82			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	8.9	29.6	E	9.6	26.6	E	8.6	24.6	E
	Passengers per Revenue Mile 2	0.7	3.5	E	0.8	2.9	E	0.7	2.6	E
	Unique Segment Ridership 10%	88%	29%	A	82%	44%	A	83%	53%	A
Reliability	On-Time Performance 79%	79%	80%	B	81%	81%	B	83%	82%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.28 Peak: 0.37	A	0.17	0.26	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$13.41	\$ 4.96	E	\$12.40	\$ 5.47	E	\$13.87	\$ 5.88	E
	Cost Recovery 20%	11%	13%	E	11%	12%	E	10%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



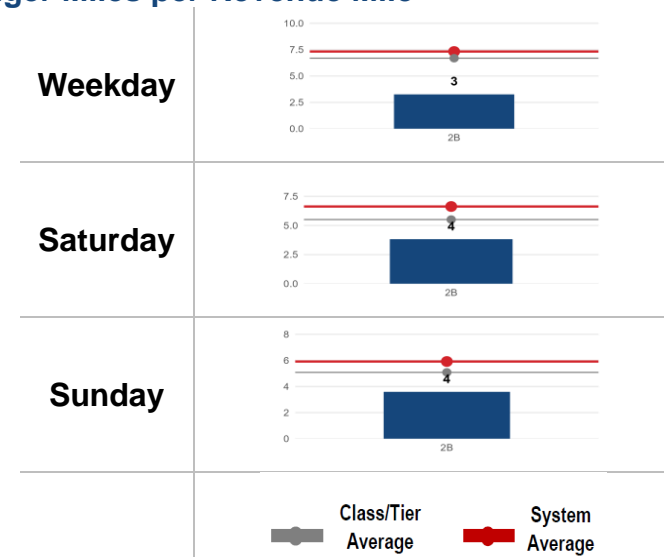
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2B	32.90	14,808	14,628 (98.8%)

Service Change Summary

Route 2B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

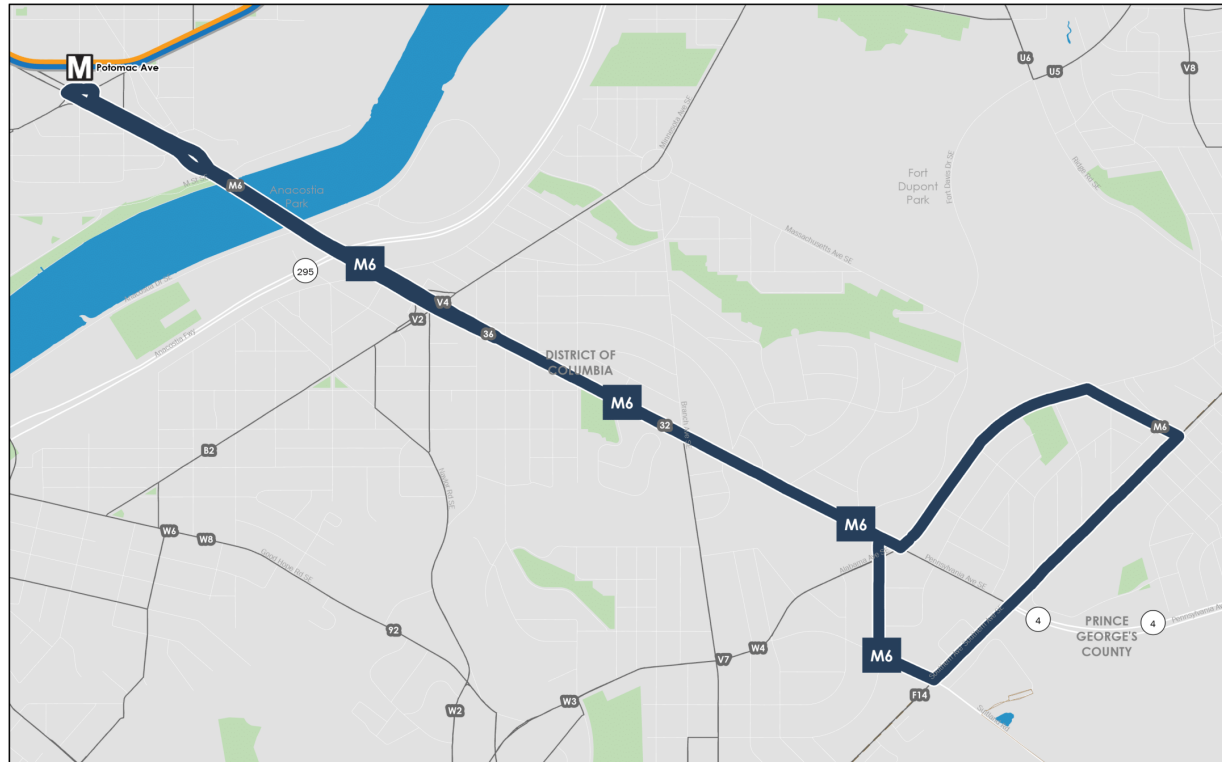
Passenger Miles per Revenue Mile



LINE: 46 - Fairfax Village

ROUTE(S): M6

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Fairfax Village (#46)
M6: Fairfax Village

Regional Transit

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

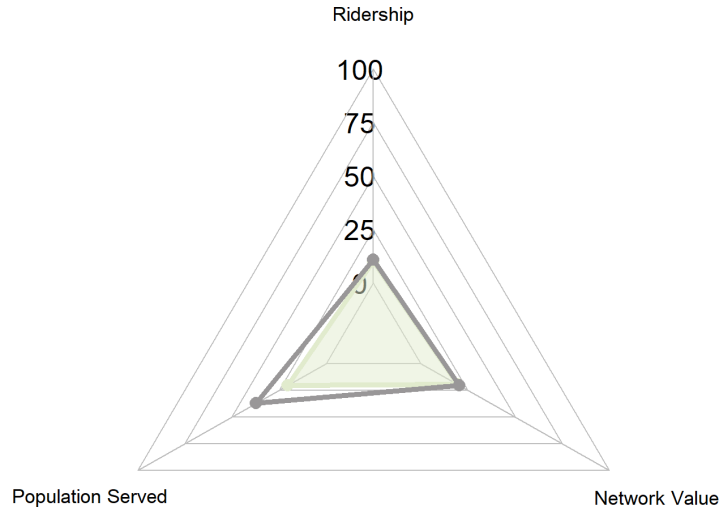
Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

17

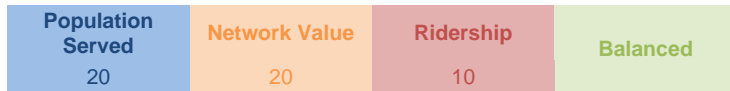
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,494,695
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	15,378	
	People of Color Population	Service Area	12,099
		% Riders Surveyed	95%
	Low Income Household	Service Area	4,580
		% Riders Surveyed	60%

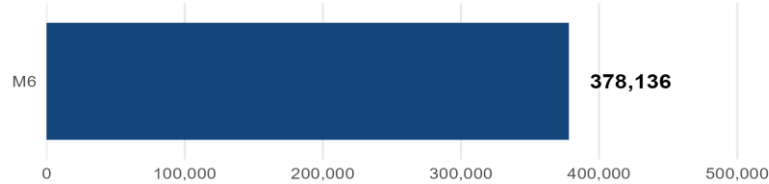
Facilities/Amenities

	Bus Stops	31
	% Stops With Shelters	23%
	% Stops With Benches	19%
	% Stops With Real-Time Signs	6%



Ridership

Annual Ridership



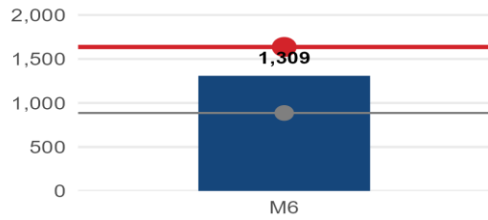
Top Transfer Locations

Potomac Avenue

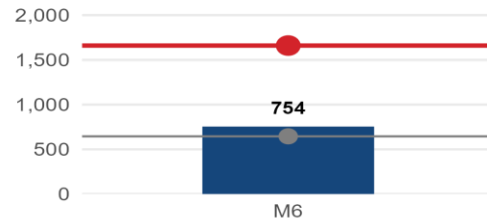
Average Daily Ridership



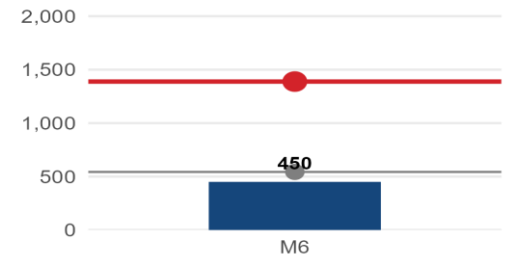
Weekday



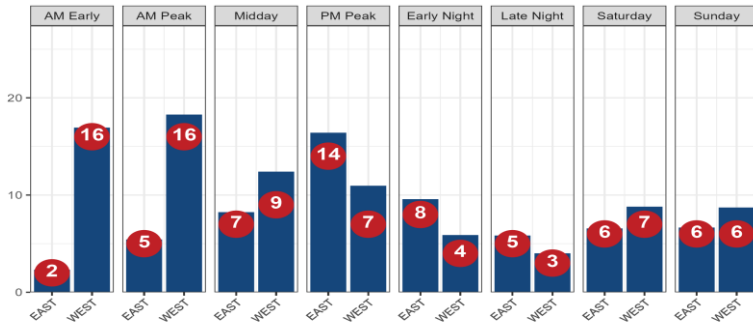
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



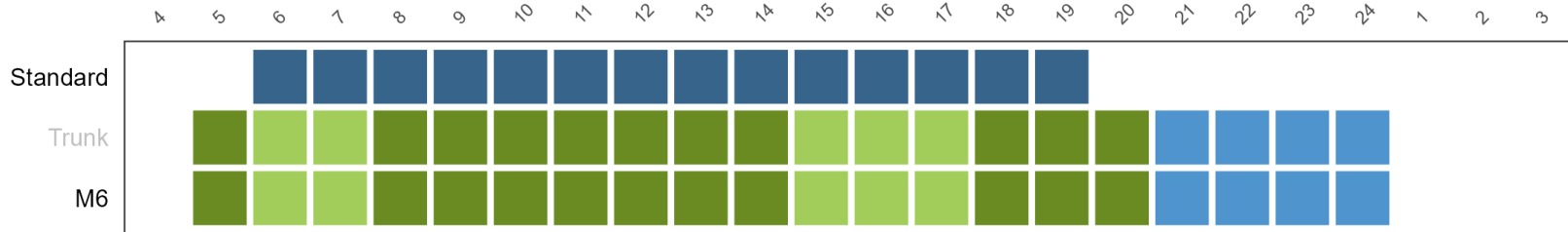
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.25	0.26
	Off-Peak Maximum Target: 1.0	0.18	0.19
Saturday Maximum Target: 1.0		0.14	0.17
Sunday Maximum Target: 1.0		0.14	0.16

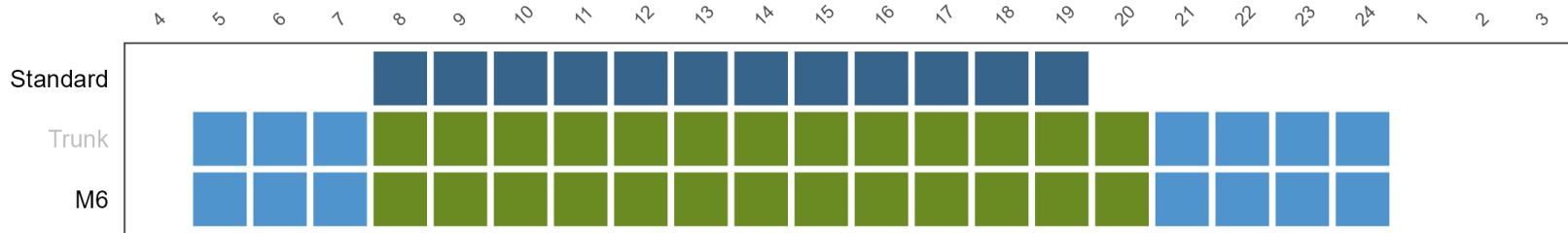
Span and Frequency



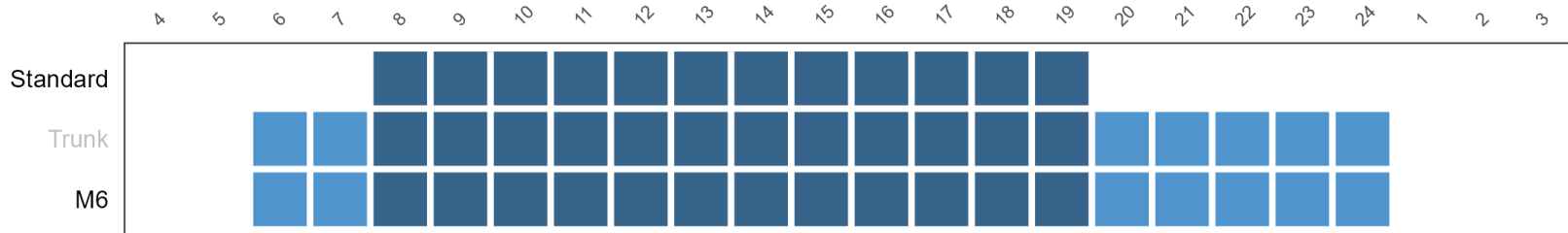
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Fairfax Village

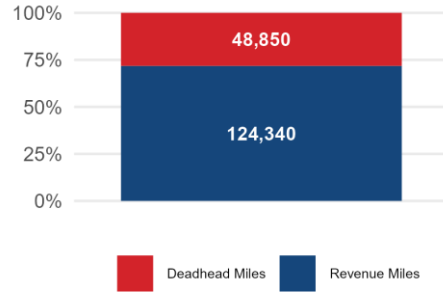
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 12:07 AM	-	A	5:37 AM - 12:16 AM	-	A	6:30 AM - 12:17 AM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 19.0	Peak: 26 / Off-Peak: 38.9	A	22.0	47.4	A	36.0	49.8	A
Productivity	Passengers per Revenue Hour 10	32.8	20.3	A	25.9	21.3	A	27.4	21.3	A
	Passengers per Revenue Mile 1	3.4	1.7	A	2.4	1.8	A	2.4	1.7	A
Reliability	On-Time Performance 79%	83%	81%	B	86%	80%	A	86%	81%	A
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.26	Off-Peak: 0.22 Peak: 0.29	A	0.15	0.25	A	0.15	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.63	\$ 6.54	A	\$4.61	\$ 6.11	A	\$4.36	\$ 6.02	A
	Cost Recovery 20%	13%	11%	E	11%	8%	E	11%	8%	E

Route M6

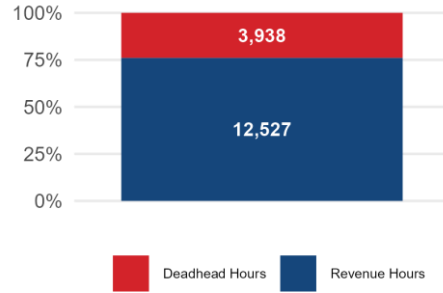
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.3			4.8			E		
	Circuitry N/A	1.42			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	32.8	20.3	A	25.9	21.3	A	27.4	21.3	A
	Passengers per Revenue Mile 1	3.4	1.7	A	2.4	1.8	A	2.4	1.7	A
	Unique Segment Ridership 10%	50%	49%	A	47%	59%	A	49%	62%	A
Reliability	On-Time Performance 79%	83%	81%	B	86%	80%	A	86%	81%	A
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.26	Off-Peak: 0.22 Peak: 0.28	A	0.15	0.25	A	0.15	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.63	\$ 6.54	A	\$4.61	\$ 6.11	A	\$4.36	\$ 6.02	A
	Cost Recovery 20%	13%	10%	E	11%	8%	E	11%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



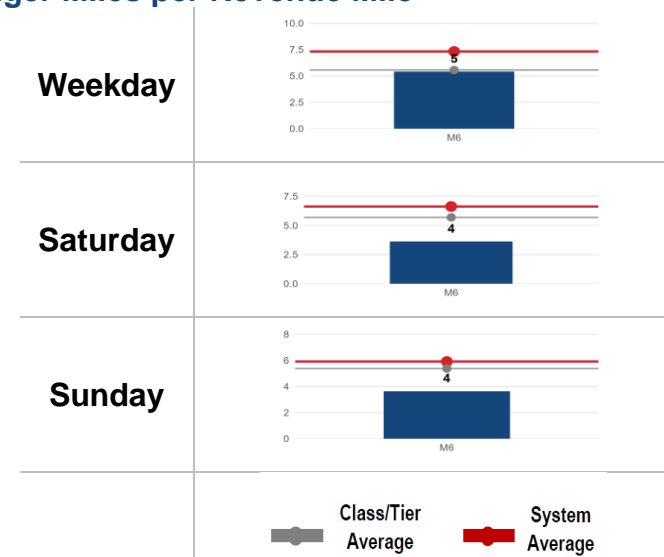
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M6	6.20	38,619	38,248 (99.0%)

Service Change Summary

Route M6 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

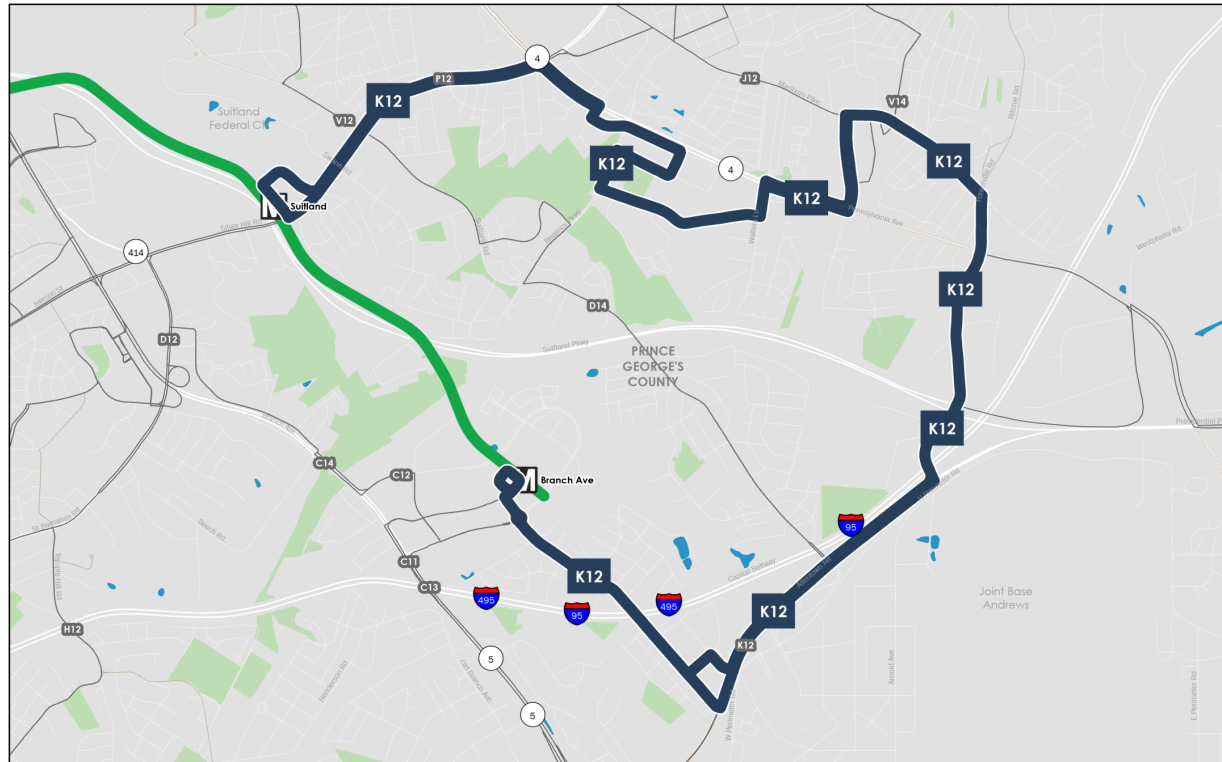
Passenger Miles per Revenue Mile



LINE: 47 - Forestville

ROUTE(S): K12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

Forestville (#47)

K12: Forestville

Regional Transit

M Metrorail

- RD Metrorail
- GR Metrorail
- BL Metrorail
- SV Metrorail

Local Bus

- XX Metabus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

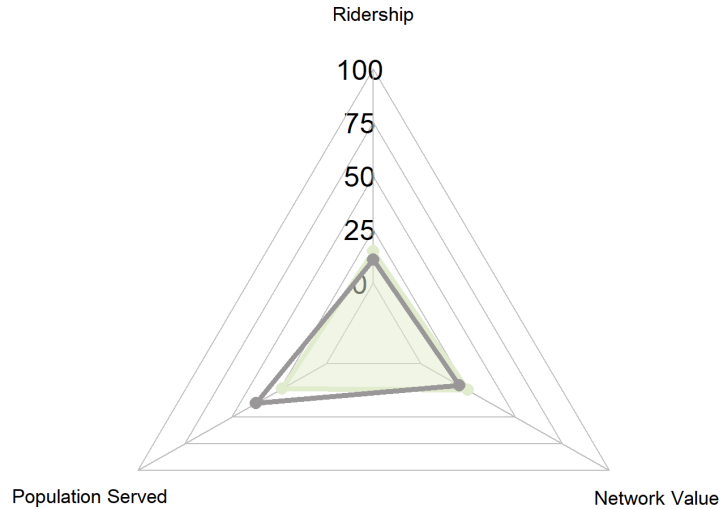
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

21

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,930,329
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	20,469	
	People of Color Population	Service Area	17,753
		% Riders Surveyed	99%
	Low Income Household	Service Area	6,311
		% Riders Surveyed	70%

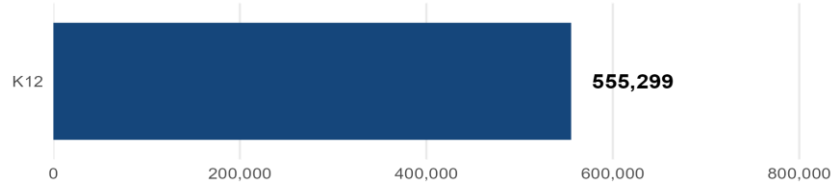
Facilities/Amenities

	Bus Stops	91
	% Stops With Shelters	11%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership

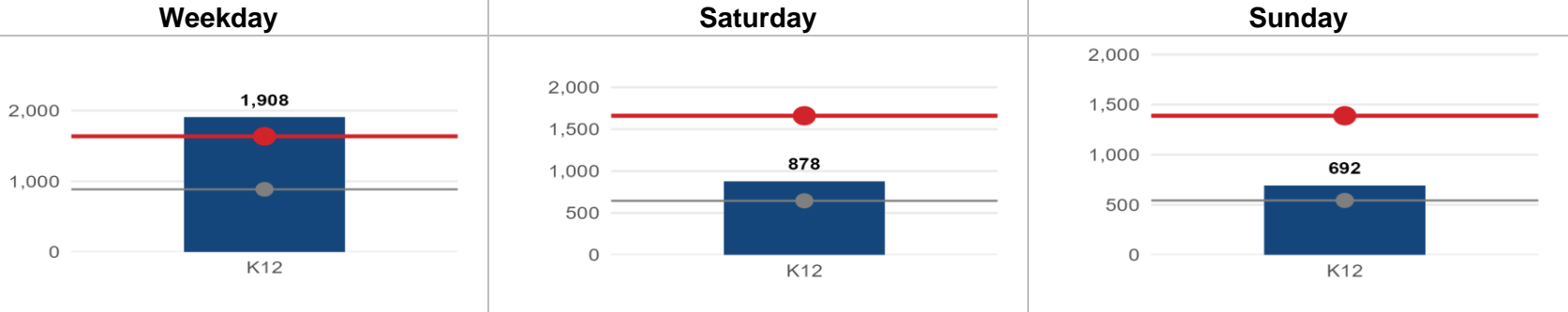


Top Transfer Locations

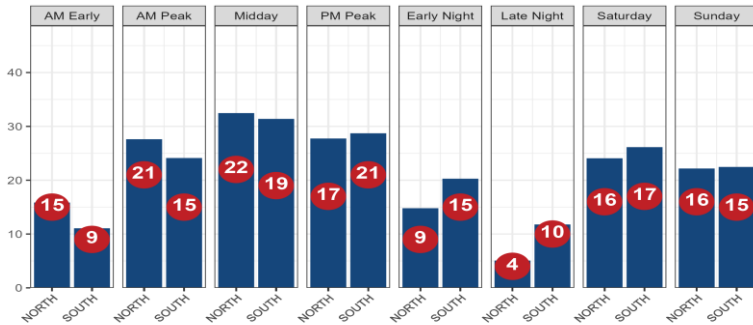
Suitland, Branch Avenue

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



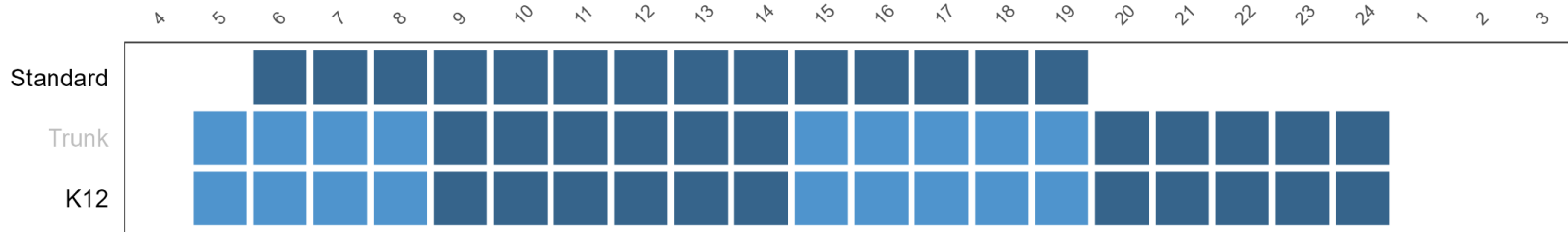
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.49	0.47
	Off-Peak Maximum Target: 1.0	0.38	0.39
Saturday Maximum Target: 1.0		0.41	0.41
Sunday Maximum Target: 1.0		0.39	0.37

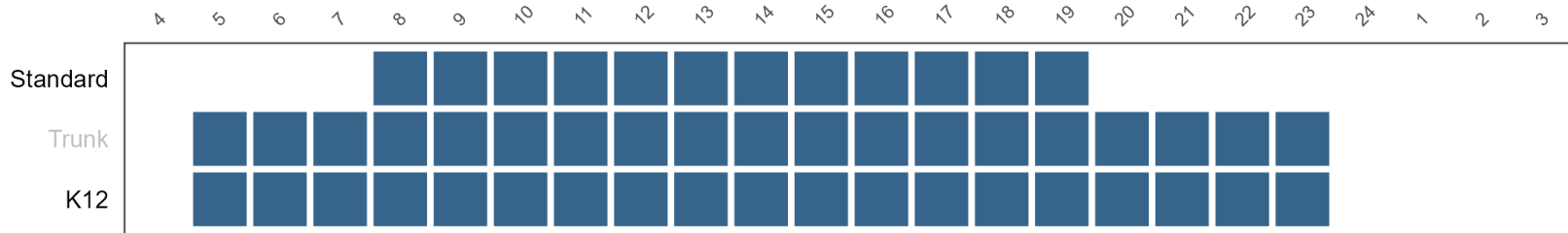
Span and Frequency



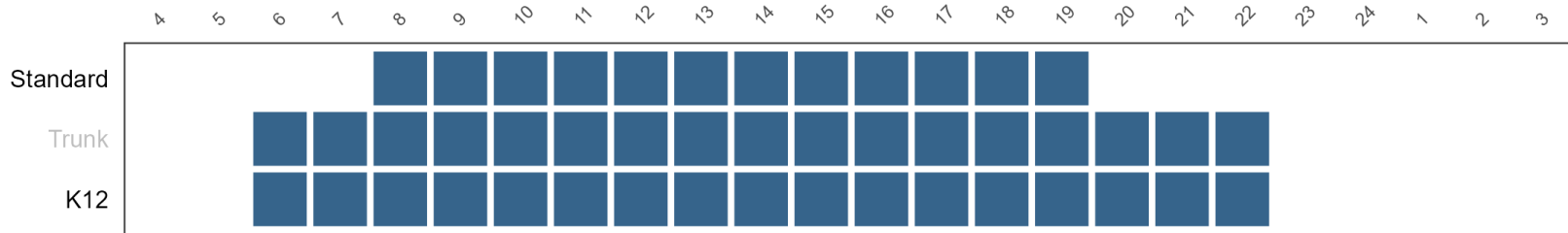
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Forestville

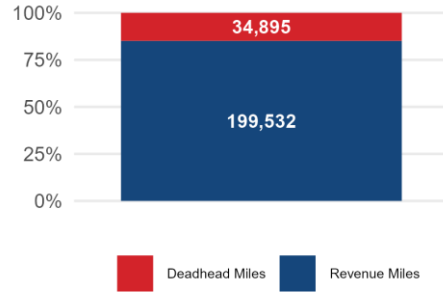
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:10 AM - 12:03 AM	-	A	5:50 AM - 11:39 PM	-	A	6:50 AM - 10:41 PM	-	A
	Frequency of Service varies	Peak: 26.0 / Off-Peak: 43.0	Peak: 26 / Off-Peak: 38.9	A	59.0	47.4	B	60.0	49.8	B
Productivity	Passengers per Revenue Hour 10	34.3	20.3	A	33.3	21.3	A	32.3	21.3	A
	Passengers per Revenue Mile 1	2.9	1.7	A	2.6	1.8	A	2.3	1.7	A
Reliability	On-Time Performance 79%	81%	81%	B	81%	80%	B	80%	81%	B
	Crowding 5%	2%	1%	A	1%	0%	A	2%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.48	Off-Peak: 0.22 Peak: 0.29	A	0.41	0.25	A	0.38	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.48	\$ 6.54	A	\$3.58	\$ 6.11	A	\$3.69	\$ 6.02	A
	Cost Recovery 20%	8%	11%	E	8%	8%	E	8%	8%	E

Route K12

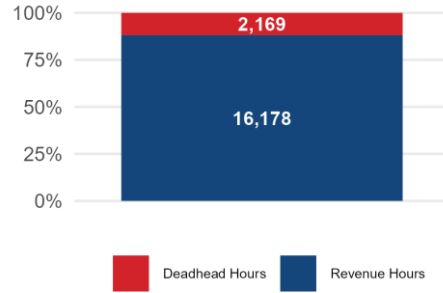
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.6			4.8			A		
	Circuitry N/A	2.85			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	34.3	20.3	A	33.3	21.3	A	32.3	21.3	A
	Passengers per Revenue Mile 1	2.9	1.7	A	2.6	1.8	A	2.3	1.7	A
	Unique Segment Ridership 10%	67%	49%	A	66%	59%	A	66%	62%	A
Reliability	On-Time Performance 79%	81%	81%	B	81%	80%	B	80%	81%	B
	Crowding 5%	2%	1%	A	1%	0%	A	2%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.48	Off-Peak: 0.22 Peak: 0.28	A	0.41	0.25	A	0.38	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.48	\$ 6.54	A	\$3.58	\$ 6.11	A	\$3.69	\$ 6.02	A
	Cost Recovery 20%	8%	10%	E	8%	8%	E	8%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



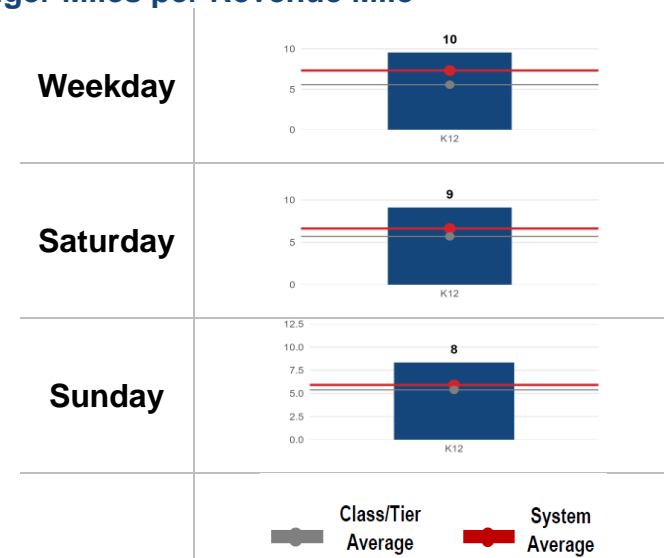
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K12	20.30	22,855	22,602 (98.9%)

Service Change Summary

Route K12 - Dec 2022:
 Weekday: run time update; Saturday: run time update;
 Sunday: run time update;

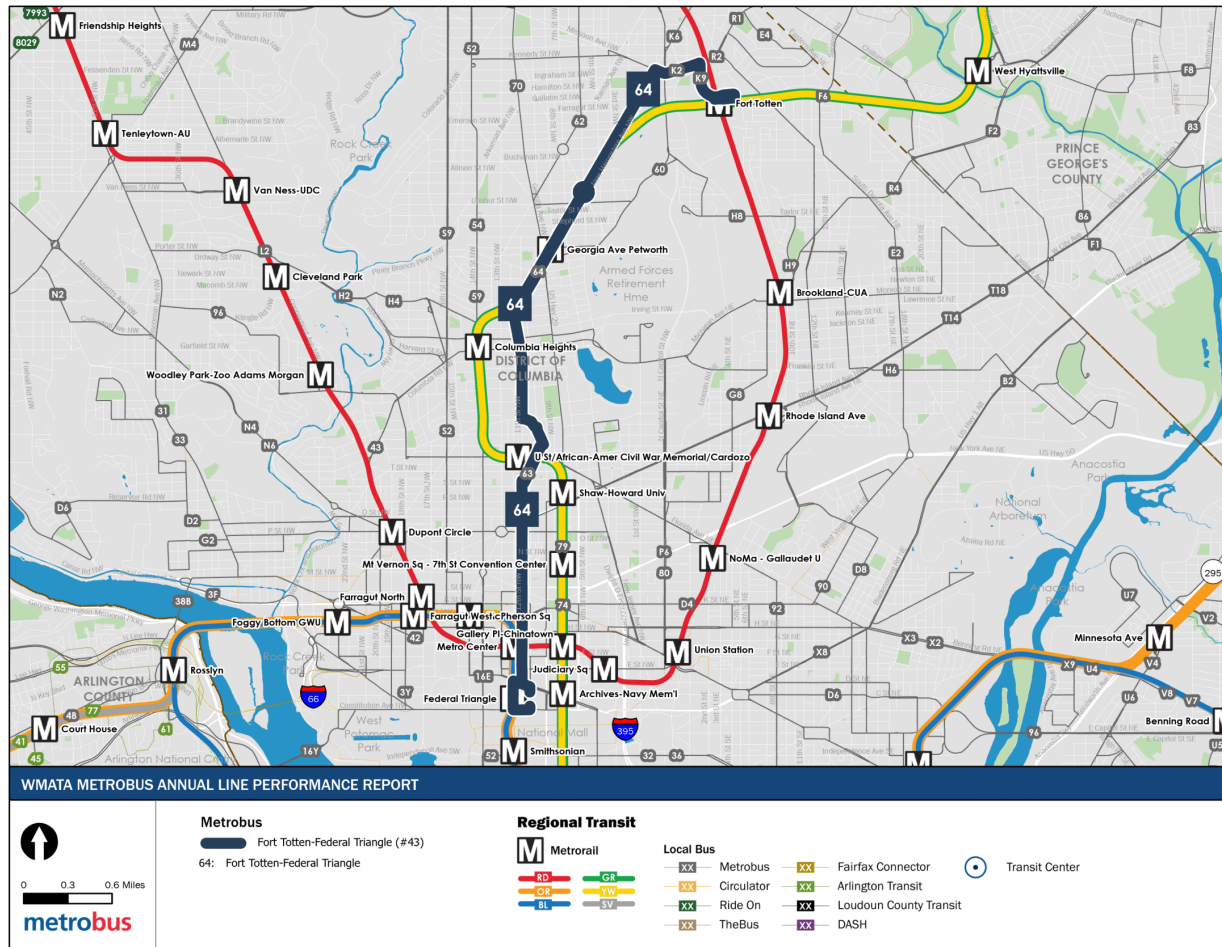
Passenger Miles per Revenue Mile



LINE: 43 - Fort Totten-Federal Triangle

ROUTE(S): 64

About the Line



Service Classification

Framework

Activity Tier

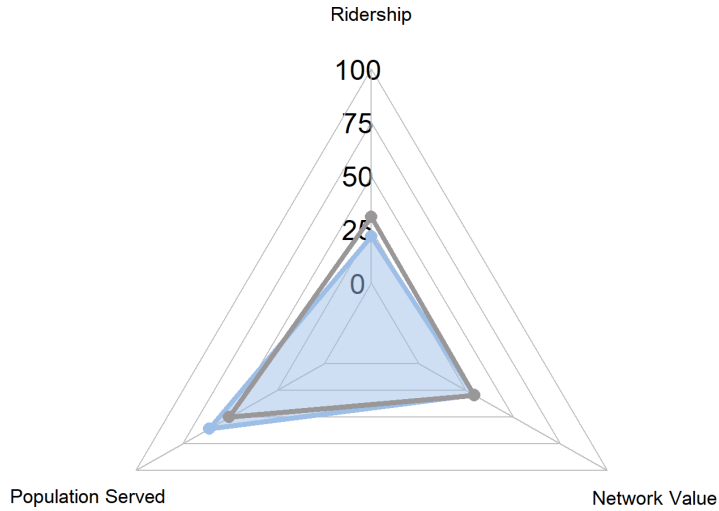
1

Overall Grade

Line	Grade
Line 43	C

Line Benefit Score

37
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	61	29	22	

Operating Statistics

	Annual Operating Costs	\$3,681,259
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

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

	Service Area Population	61,278	
	People of Color Population	Service Area	26,146
		% Riders Surveyed	82%
	Low Income Household	Service Area	11,717
		% Riders Surveyed	55%

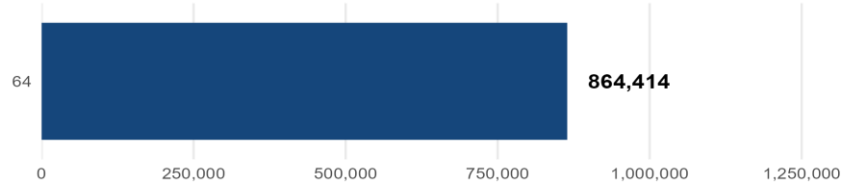
Facilities/Amenities

	Bus Stops	80
	% Stops With Shelters	16%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	6%



Ridership

Annual Ridership



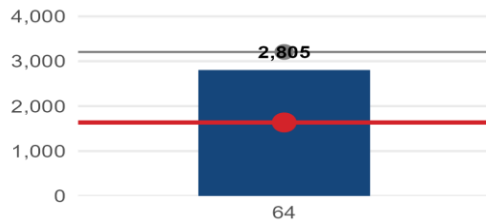
Top Transfer Locations

Fort Totten, Georgia Avenue-Petworth, Metro Center

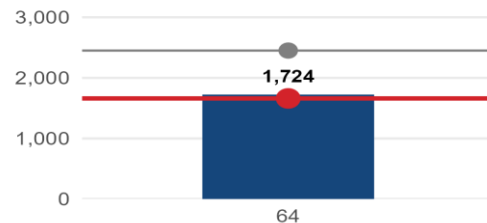
Average Daily Ridership

Class/Tier Average
 System Average

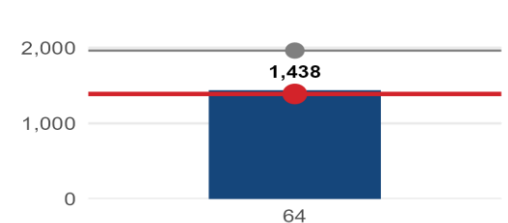
Weekday



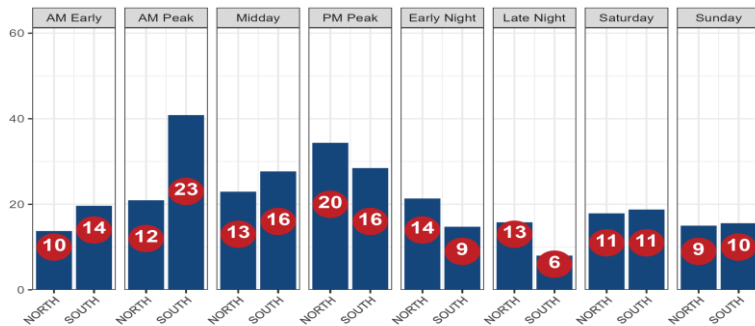
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



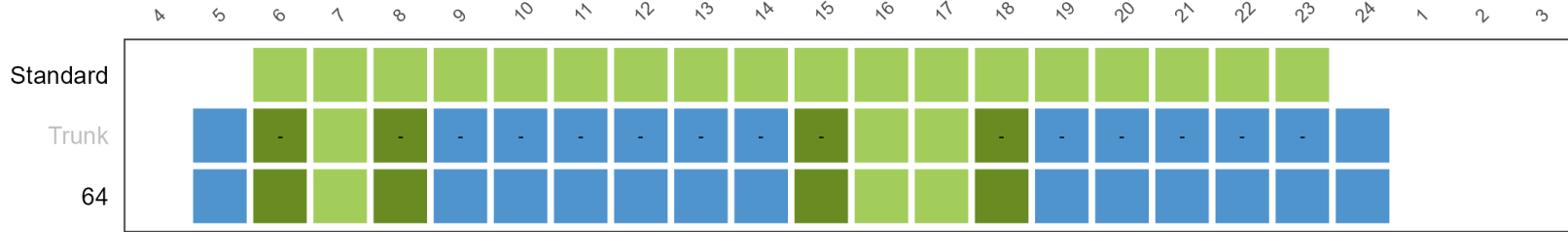
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.42	0.47
	Off-Peak Maximum Target: 1.0	0.32	0.31
Saturday Maximum Target: 1.0		0.28	0.28
Sunday Maximum Target: 1.0		0.24	0.24

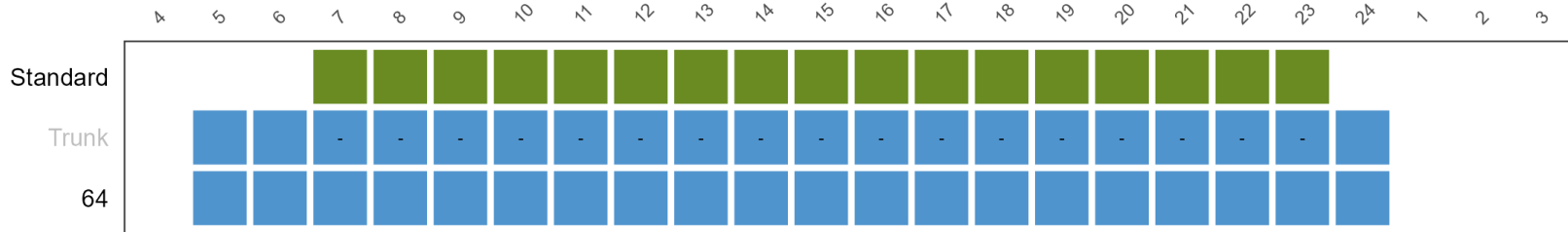
Span and Frequency



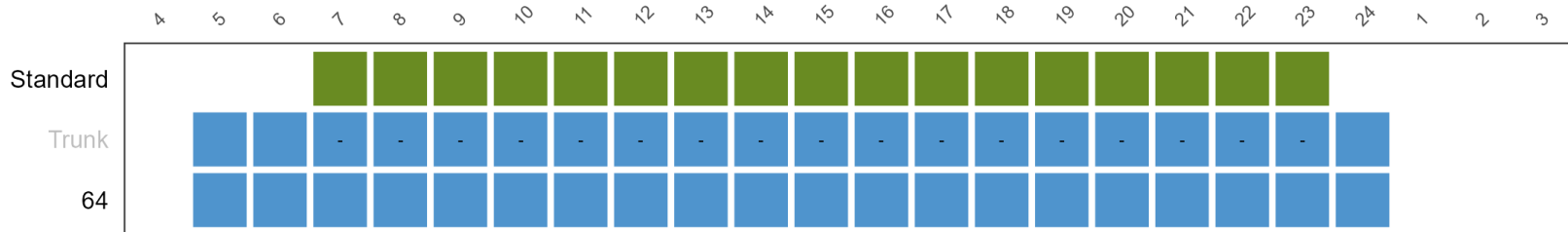
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Fort Totten-Federal Triangle

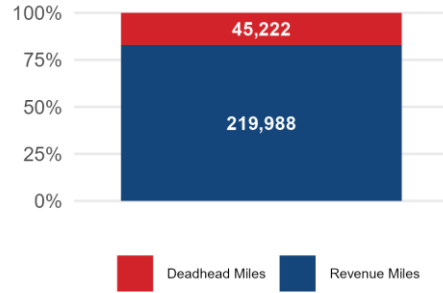
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 12:27 AM	-	A	5:00 AM - 12:25 AM	-	A	5:00 AM - 12:23 AM	-	A
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 23.0	Peak: 14.7 / Off-Peak: 18.6	C	24.0	20.8	C	24.0	23.9	C
Productivity	Passengers per Revenue Hour 30	31.4	29.9	B	23.4	25.2	E	19.6	22.9	E
	Passengers per Revenue Mile 4	4.5	3.9	A	3.1	3.1	E	2.6	2.7	E
Reliability	On-Time Performance 79%	72%	74%	D	74%	75%	C	77%	76%	C
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.45	Off-Peak: 0.33 Peak: 0.46	A	0.28	0.33	A	0.24	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.80	\$ 4.49	A	\$5.10	\$ 5.36	B	\$6.10	\$ 5.93	D
	Cost Recovery 25%	30%	25%	A	22%	21%	D	19%	19%	D

Route 64

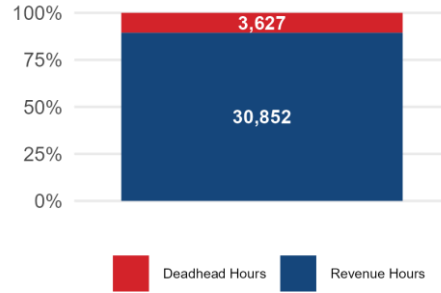
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.1			5.2			E		
	Circuitry 1.75	0.98			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	31.4	29.9	B	23.4	25.2	E	19.6	22.9	E
	Passengers per Revenue Mile 4	4.5	3.9	A	3.1	3.1	E	2.6	2.7	E
	Unique Segment Ridership 10%	36%	23%	A	53%	34%	A	53%	35%	A
Reliability	On-Time Performance 79%	72%	74%	D	74%	75%	C	77%	76%	C
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.45	Off-Peak: 0.34 Peak: 0.47	A	0.28	0.34	A	0.24	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.80	\$ 4.49	A	\$5.10	\$ 5.36	B	\$6.10	\$ 5.93	D
	Cost Recovery 25%	30%	26%	A	22%	21%	D	19%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



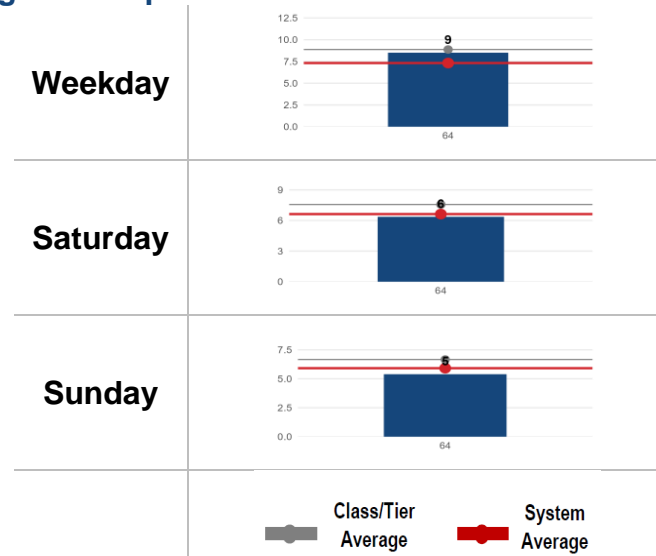
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
64	11.40	37,453	37,056 (98.9%)

Service Change Summary

Route 64 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

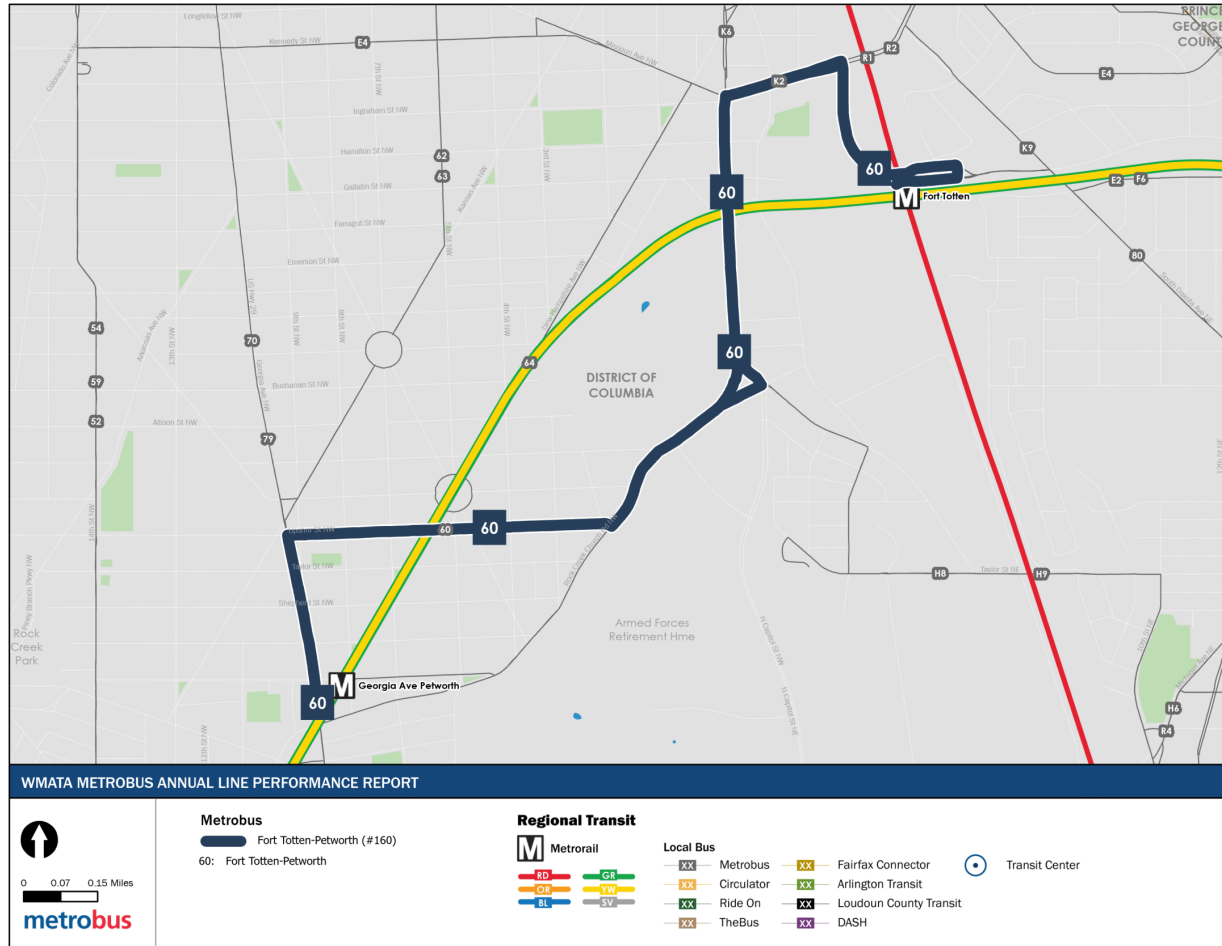
Passenger Miles per Revenue Mile



LINE: 160 - Fort Totten-Petworth

ROUTE(S): 60

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
	D

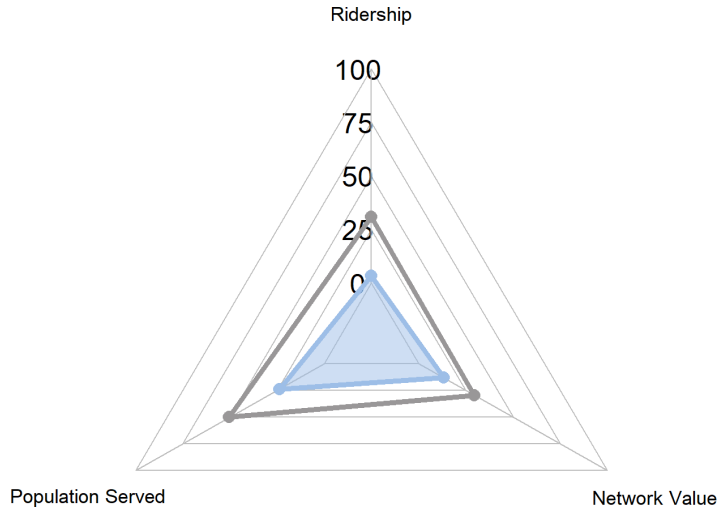
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

14

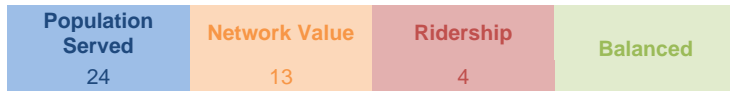
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$679,229
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	20,557	
	People of Color Population	Service Area	11,153
		% Riders Surveyed	
	Low Income Household	Service Area	4,454
		% Riders Surveyed	

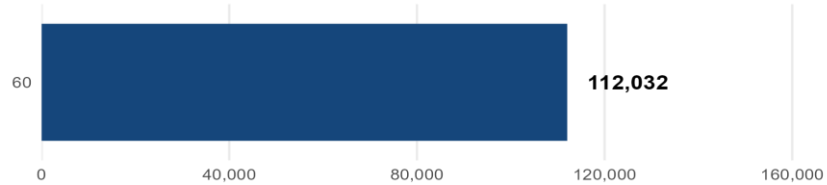
Facilities/Amenities

	Bus Stops	36
	% Stops With Shelters	17%
	% Stops With Benches	11%
	% Stops With Real-Time Signs	11%



Ridership

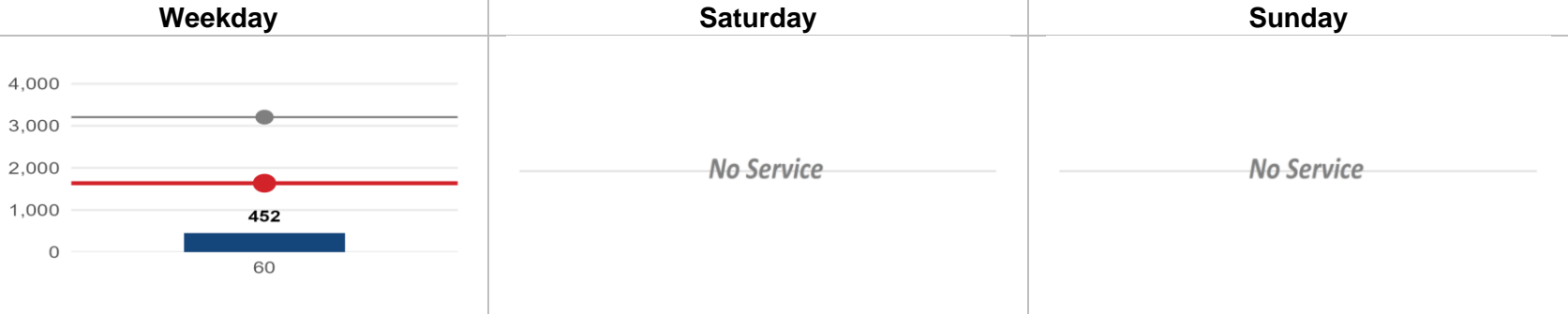
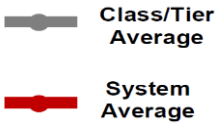
Annual Ridership



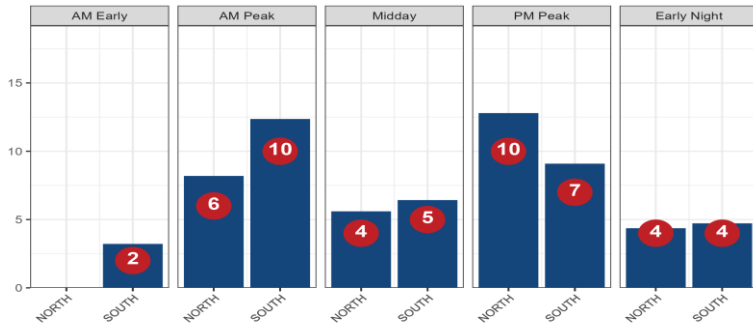
Top Transfer Locations

Fort Totten, Georgia Avenue-Petworth

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



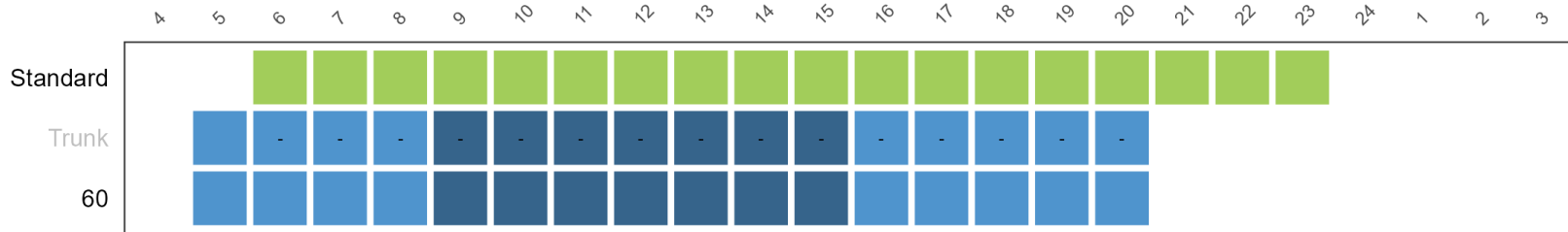
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.21	0.21
	Off-Peak Maximum Target: 1.0	0.11	0.11
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 Fort Totten-Petworth

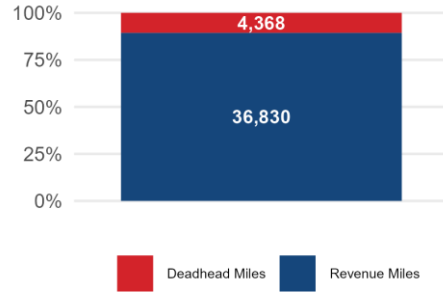
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:36 AM - 8:05 PM	-	C	-	-	-	-	-	-
	Frequency of Service varies	Peak: 27.0 / Off-Peak: 46.0	Peak: 14.7 / Off-Peak: 18.6	E	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 30	20	29.9	E	-	-	-	-	-	-
	Passengers per Revenue Mile 4	3.1	3.9	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	74%	B	-	-	-	-	-	-
	Crowding 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.21	Off-Peak: 0.33 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.95	\$ 4.49	C	-	-	-	-	-	-
	Cost Recovery 25%	19%	25%	D	-	-	-	-	-	-

Route 60

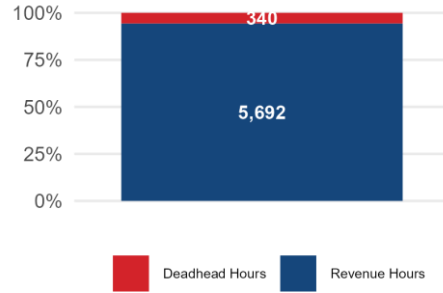
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			5.2			E		
	Circuitry 1.75	1.19			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	20	29.9	E	-	-	-	-	-	-
	Passengers per Revenue Mile 4	3.1	3.9	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	36%	23%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	74%	B	-	-	-	-	-	-
	Crowding 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.21	Off-Peak: 0.34 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.95	\$ 4.49	C	-	-	-	-	-	-
	Cost Recovery 25%	19%	26%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



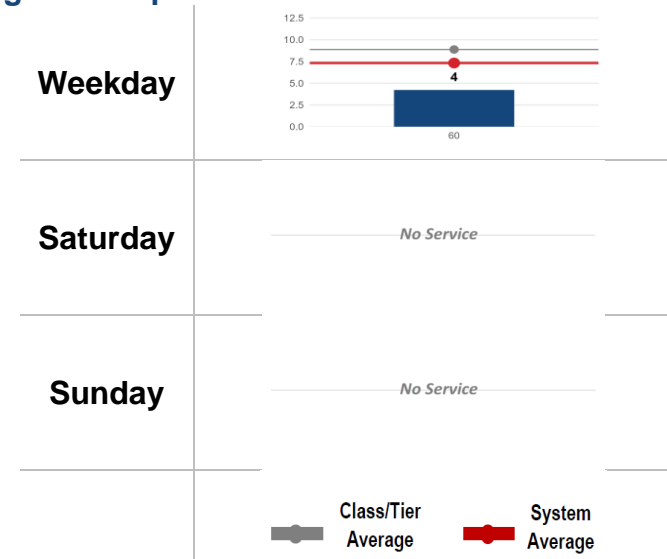
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
60	5.70	12,948	12,786 (98.7%)

Service Change Summary

Route 60 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

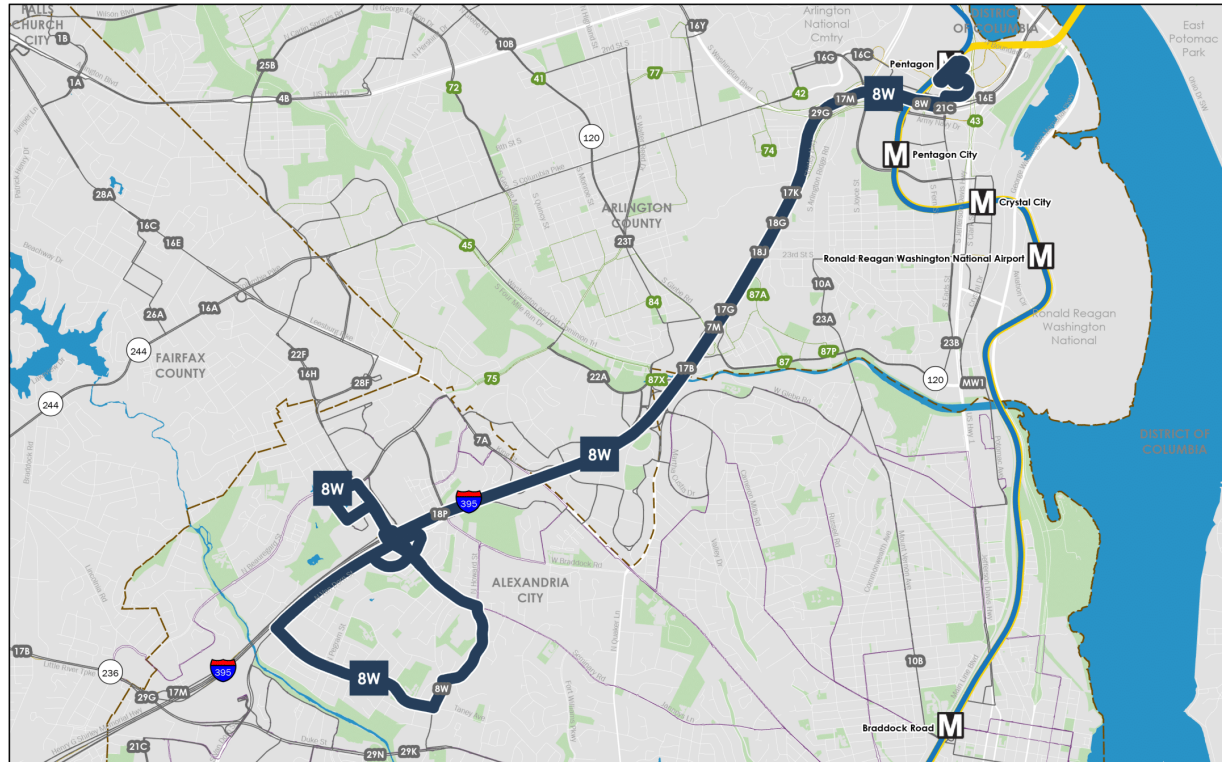
Passenger Miles per Revenue Mile



LINE: 106 - Foxchase-Seminary Valley

ROUTE(S): 8W

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 Foxchase-Seminary Valley (#106)
 8W: Foxchase-Seminary Valley

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

Commuter

Activity Tier

2

Overall Grade

Line	Grade
Line	C

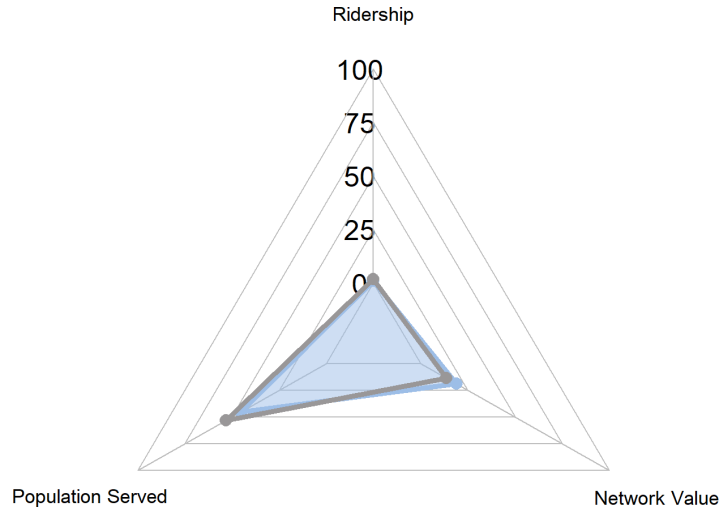
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

22

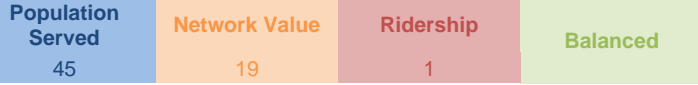
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$280,700
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

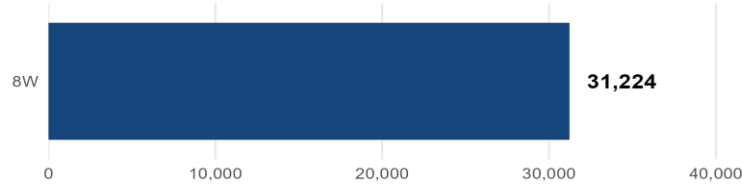
	Service Area Population	21,968	
	People of Color Population	Service Area	10,930
		% Riders Surveyed	50%
	Low Income Household	Service Area	6,028
		% Riders Surveyed	12%

Facilities/Amenities

	Bus Stops	50
	% Stops With Shelters	22%
	% Stops With Benches	20%
	% Stops With Real-Time Signs	4%



Annual Ridership

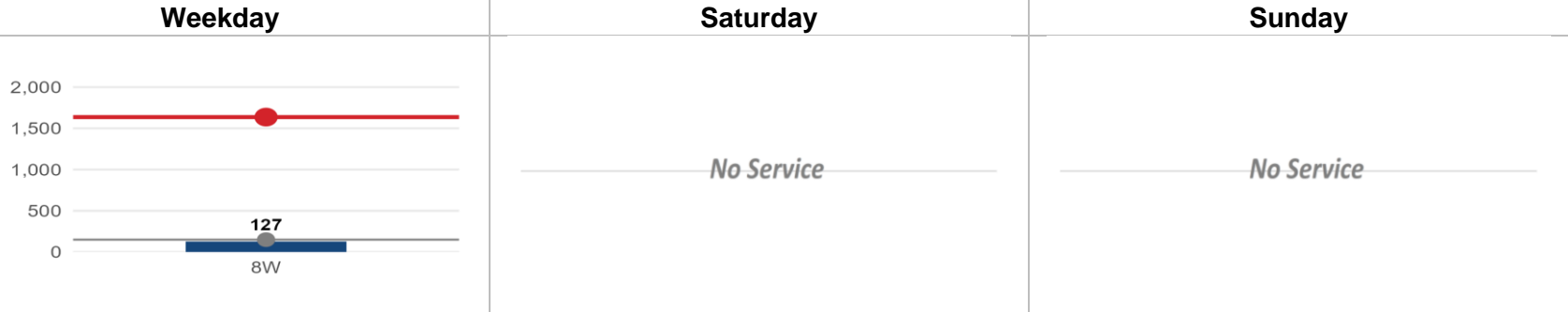


Top Transfer Locations

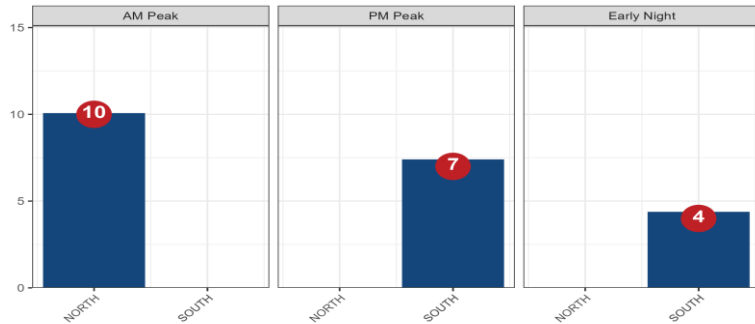
Pentagon

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



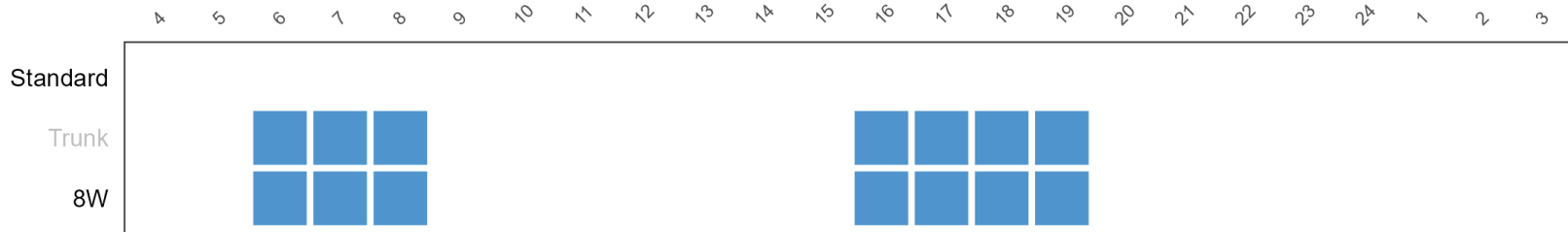
Vehicle Load Factor

		Direction:	
		SOUTH	NORTH
Weekday	Peak Maximum Target: 1	0.17	0.24
	Off-Peak Maximum Target: 1.0	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

C Foxchase-Seminary Valley

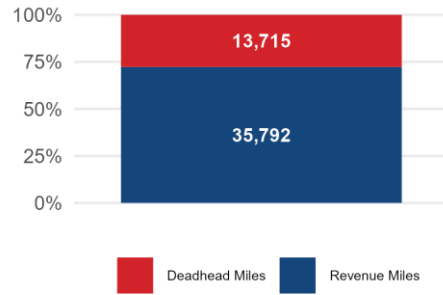
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:06 AM - 8:59 AM; 4:00 PM - 7:30 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 24.0 / Off-Peak: NA	Peak: 26 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	13.6	13.2	C	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.8	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	87%	79%	A	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.2	Off-Peak: 0.16 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.75	\$11.34	D	-	-	-	-	-	-
	Cost Recovery 20%	16%	22%	D	-	-	-	-	-	-

Route 8W

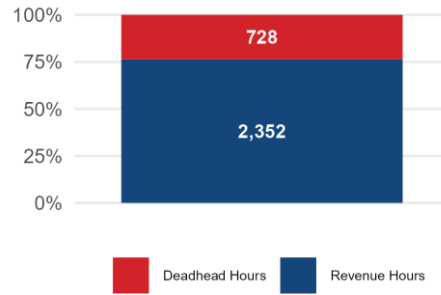
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.6			2.8			-		
	Circuitry N/A	1.68			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	13.6	13.2	C	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.8	D	-	-	-	-	-	-
	Unique Segment Ridership 15%	51%	31%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	87%	79%	A	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.2	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.75	\$11.34	D	-	-	-	-	-	-
	Cost Recovery 20%	16%	20%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



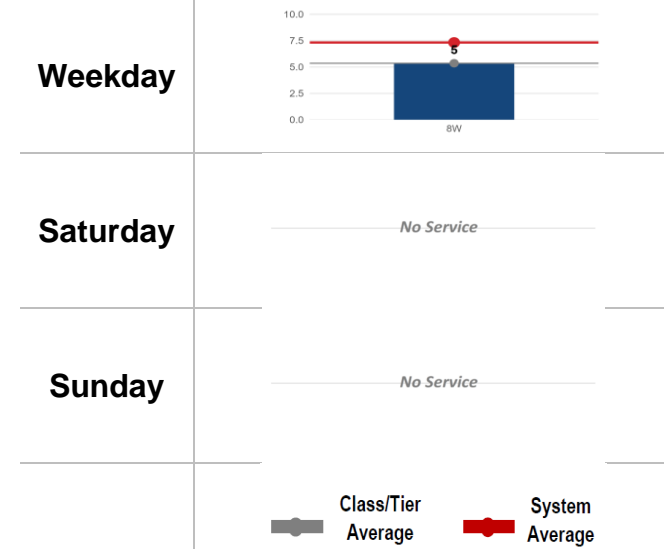
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
8W	19.80	3,735	3,640 (97.5%)

Service Change Summary

Route 8W - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

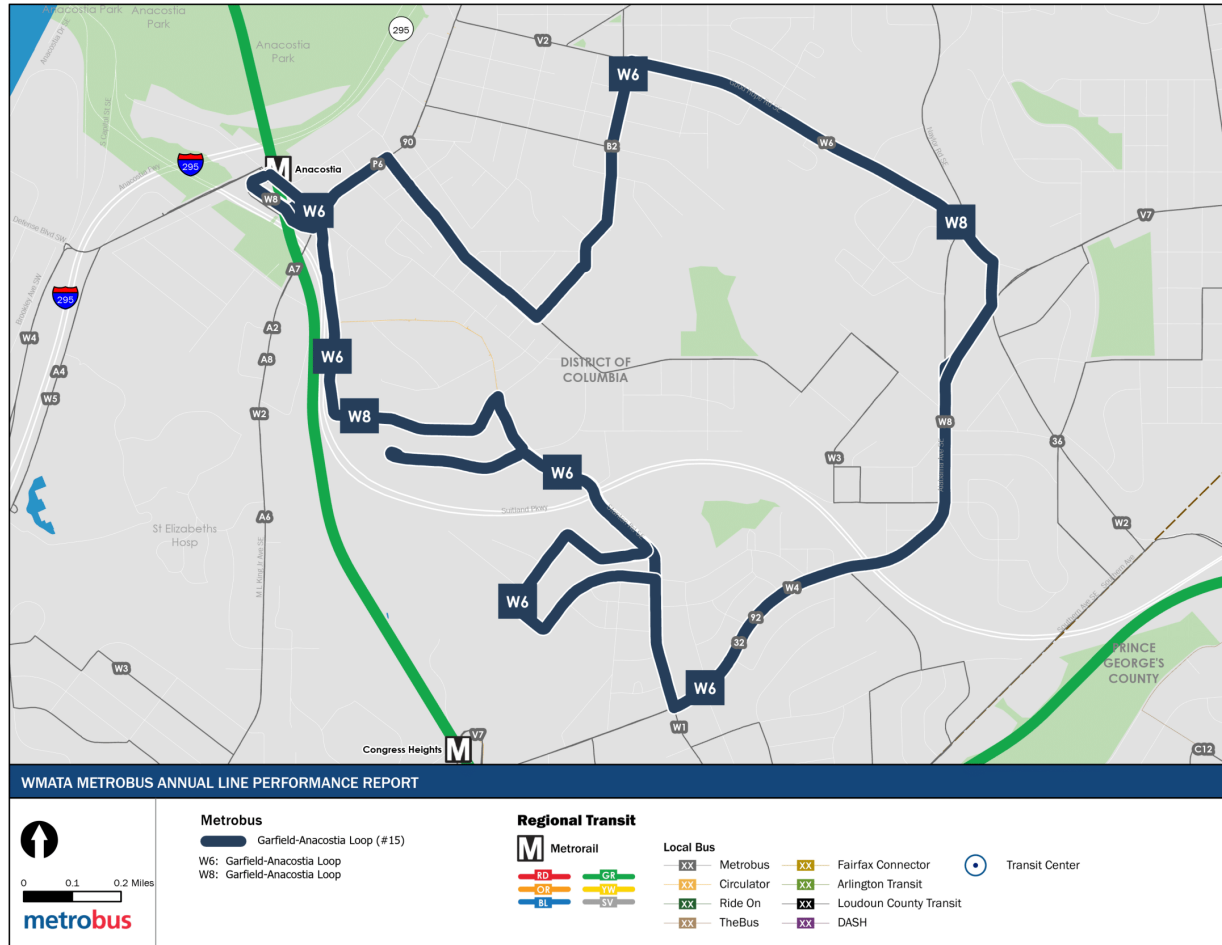
Passenger Miles per Revenue Mile



LINE: 15 - Garfield-Anacostia Loop

ROUTE(S): W6, W8

About the Line



Service Classification

Coverage

Activity Tier

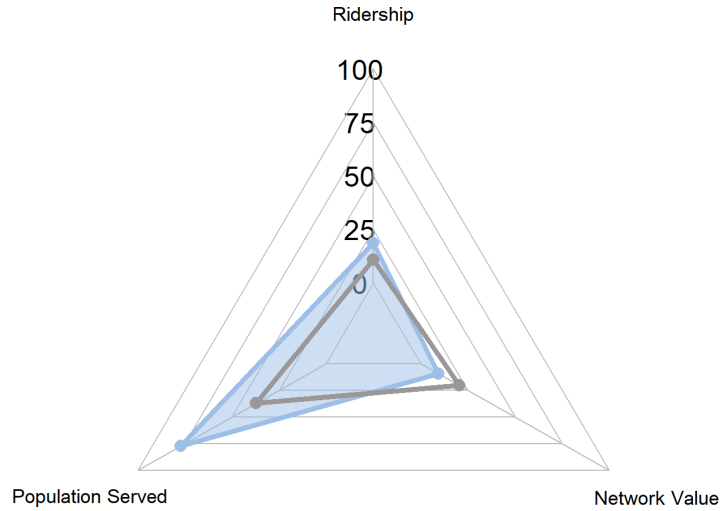
1

Overall Grade

Line	Grade
Line	B

Line Benefit Score

35
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	77	9	19	

Operating Statistics

	Annual Operating Costs	\$3,090,501
	Peak Vehicles	8
	Vehicle Type(s)	30 Foot, 35 Foot

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

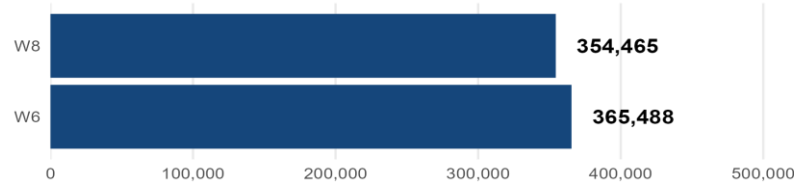
	Service Area Population	53,108	
	People of Color Population	Service Area	50,779
		% Riders Surveyed	98%
	Low Income Household	Service Area	28,920
		% Riders Surveyed	80%

Facilities/Amenities

	Bus Stops	87
	% Stops With Shelters	17%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	6%



Annual Ridership



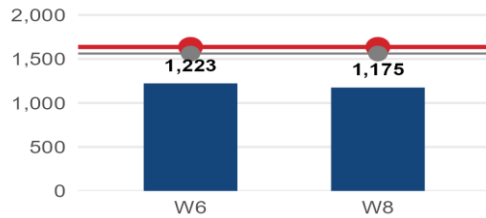
Top Transfer Locations

Anacostia

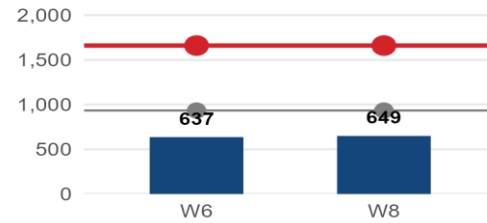
Average Daily Ridership



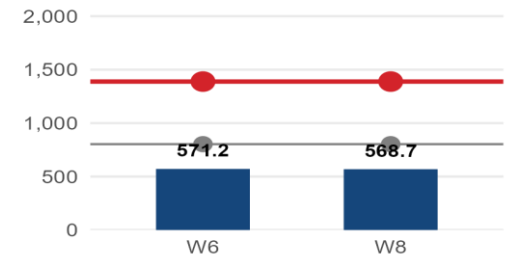
Weekday



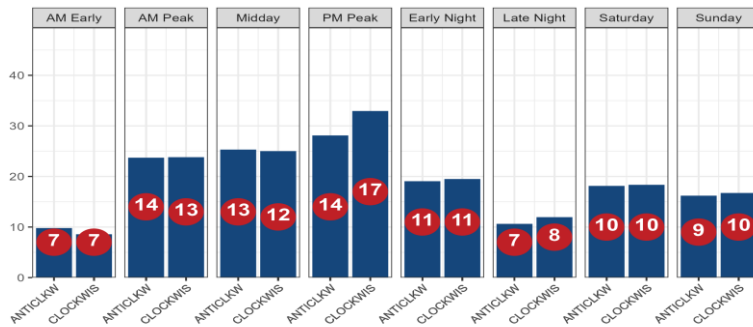
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



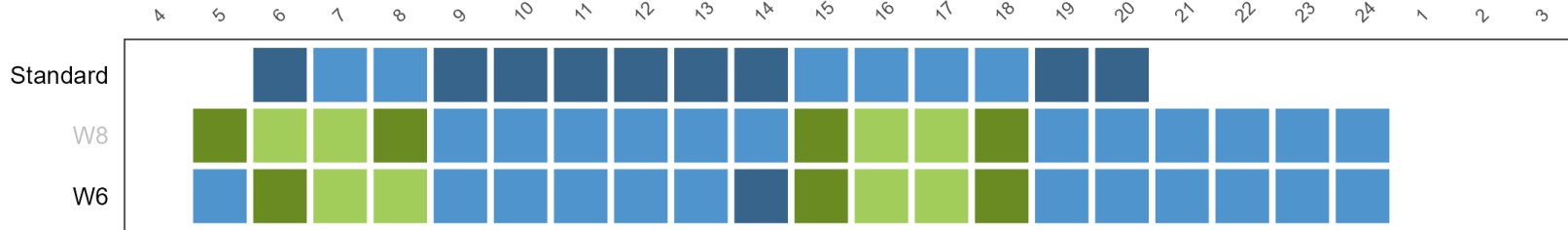
Vehicle Load Factor

		Direction: ANTICLKW		CLOCKWIS	
Weekday	Peak Maximum Target: 1.2	0.51	0.55		
	Off-Peak Maximum Target: 1.0	0.41	0.4		
Saturday Maximum Target: 1.0		0.36	0.37		
Sunday Maximum Target: 1.0		0.33	0.35		

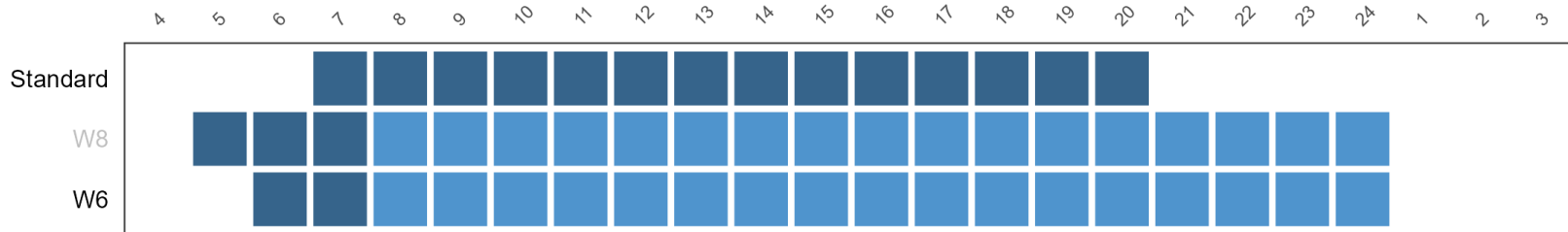
Span and Frequency



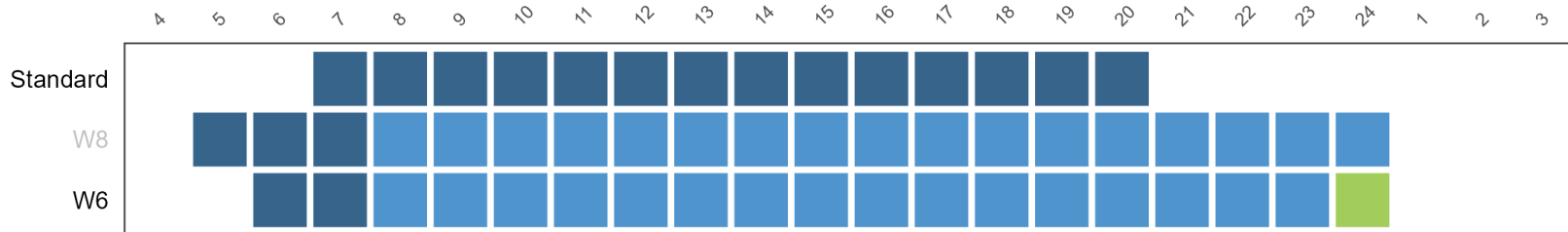
Weekday (by Hour)



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 - 12:33 AM	-	A	5:59 AM - 12:33 AM	-	A	5:59 AM - 12:30 AM	-	A
	Frequency of Service varies	Peak: NA / Off-Peak: NA	Peak: 18.3 / Off-Peak: 26.7	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 20	30.1	25.3	A	25.2	21.5	A	22.8	19.2	A
	Passengers per Revenue Mile 4	3.6	3.5	C	2.7	2.7	E	2.4	2.4	E
Reliability	On-Time Performance 79%	74%	75%	C	78%	76%	C	79%	79%	B
	Crowding 5%	6%	2%	D	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.53	Off-Peak: 0.26 Peak: 0.38	A	0.36	0.26	A	0.34	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.96	\$ 4.85	A	\$4.73	\$ 5.62	A	\$5.24	\$ 6.32	B
	Cost Recovery 25%	9%	16%	E	7%	14%	E	7%	13%	E

Route W6

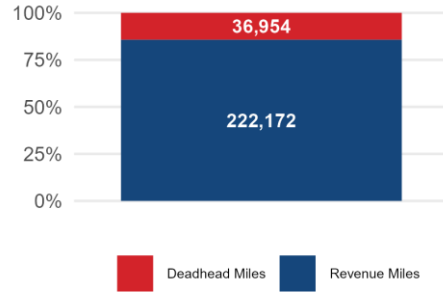
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.4			6.4			E		
	Circuitry N/A	Inf (route is a loop)			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	31.0	25.3	A	25.3	21.5	A	23.3	19.2	A
	Passengers per Revenue Mile 4	3.6	3.5	C	2.7	2.7	E	2.4	2.4	E
	Unique Segment Ridership 10%	26%	47%	A	24%	46%	A	23%	45%	A
Reliability	On-Time Performance 79%	80%	75%	B	89%	76%	A	85%	79%	A
	Crowding 5%	4%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.55	Off-Peak: 0.28 Peak: 0.4	A	0.37	0.27	A	0.35	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.85	\$ 4.85	A	\$4.72	\$ 5.62	A	\$5.12	\$ 6.32	B
	Cost Recovery 25%	8%	15%	E	6%	13%	E	6%	12%	E

Route W8

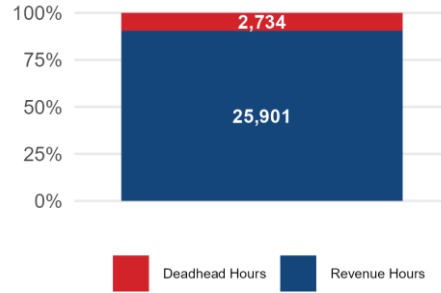
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.5			6.4			E		
	Circuitry N/A	Inf (route is a loop)			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	29.2	25.3	A	25.2	21.5	A	22.4	19.2	A
	Passengers per Revenue Mile 4	3.6	3.5	D	2.8	2.7	E	2.5	2.4	E
	Unique Segment Ridership 10%	27%	47%	A	23%	46%	A	24%	45%	A
Reliability	On-Time Performance 79%	68%	75%	E	69%	76%	D	74%	79%	C
	Crowding 5%	7%	3%	E	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.51	Off-Peak: 0.28 Peak: 0.4	A	0.36	0.27	A	0.33	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.08	\$ 4.85	A	\$4.73	\$ 5.62	A	\$5.33	\$ 6.32	B
	Cost Recovery 25%	10%	15%	E	9%	13%	E	8%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



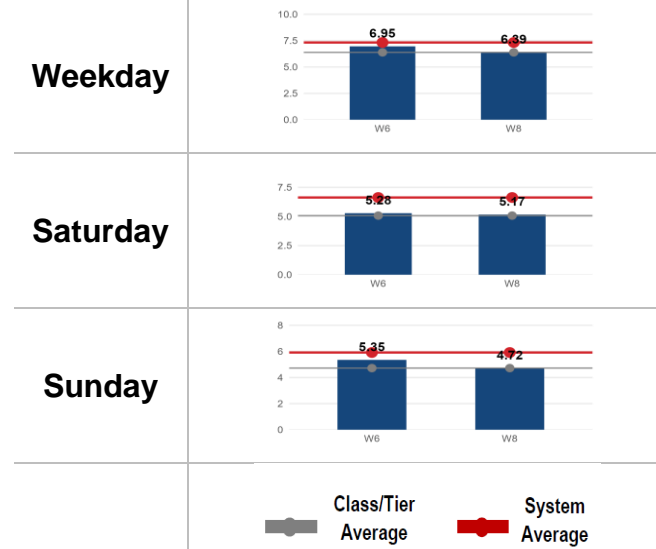
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W6	6.90	16,341	15,906 (97.3%)
W8	6.60	16,590	16,213 (97.7%)

Service Change Summary

Route W6 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route W8 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

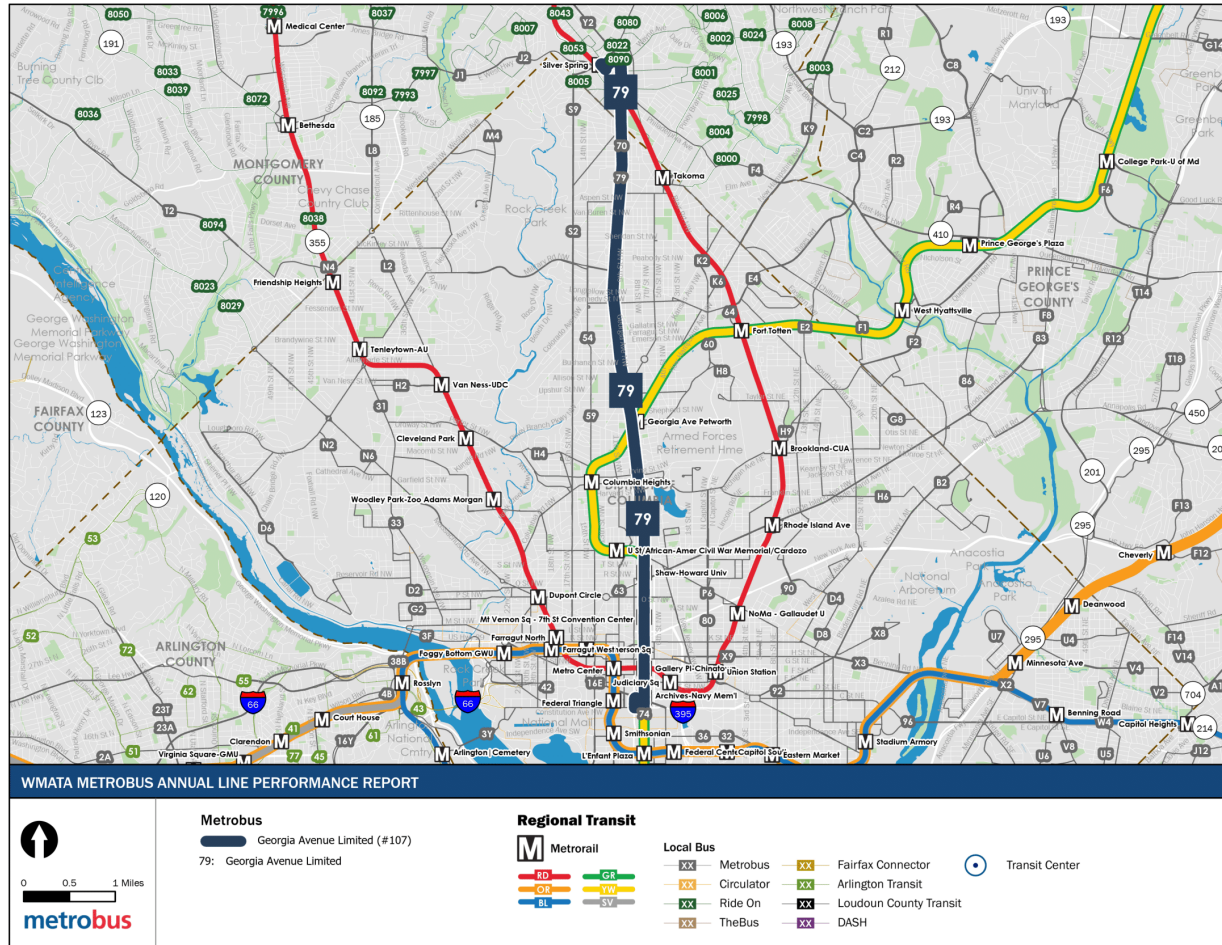
Passenger Miles per Revenue Mile



LINE: 107 - Georgia Avenue Limited

ROUTE(S): 79

About the Line



Service Classification

Framework

Activity Tier

1

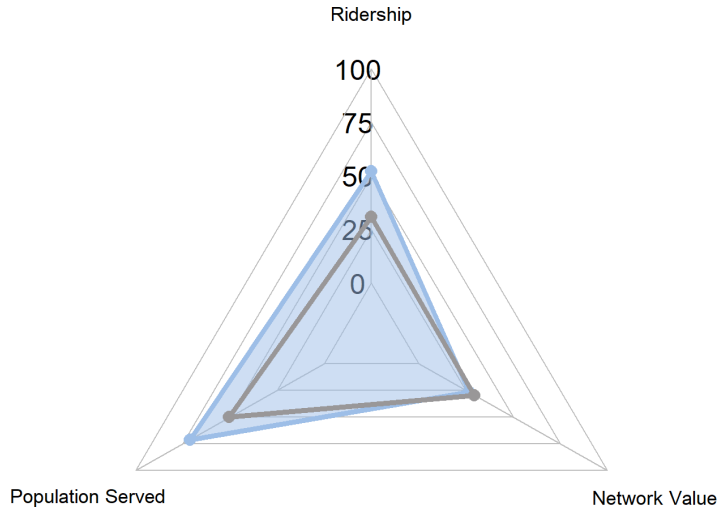
Overall Grade

Line	Overall Grade
Line	B

Line Benefit Score

50

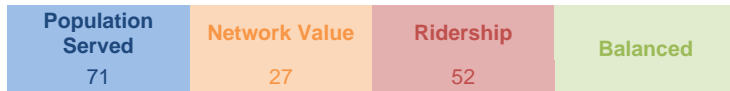
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$6,765,117
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot, EXTRA/LC

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

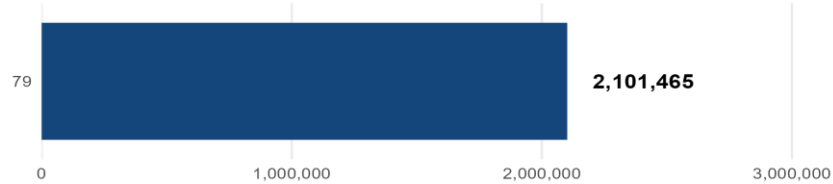
	Service Area Population	63,783	
	People of Color Population	Service Area	29,317
		% Riders Surveyed	87%
	Low Income Household	Service Area	13,842
		% Riders Surveyed	61%

Facilities/Amenities

	Bus Stops	32
	% Stops With Shelters	38%
	% Stops With Benches	41%
	% Stops With Real-Time Signs	41%



Annual Ridership

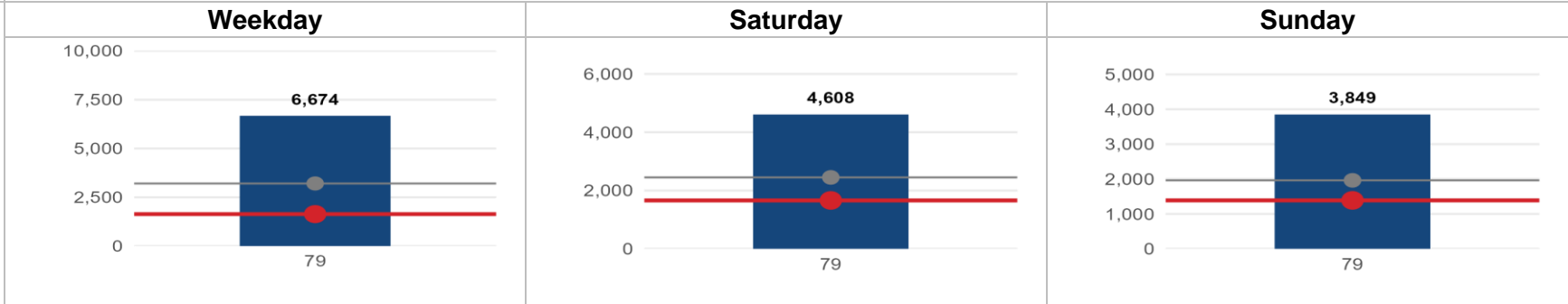


Top Transfer Locations

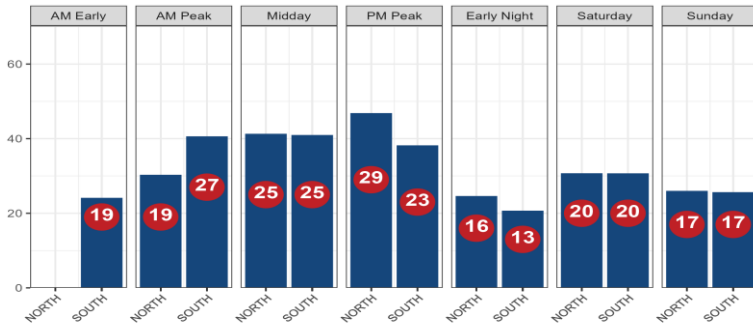
Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



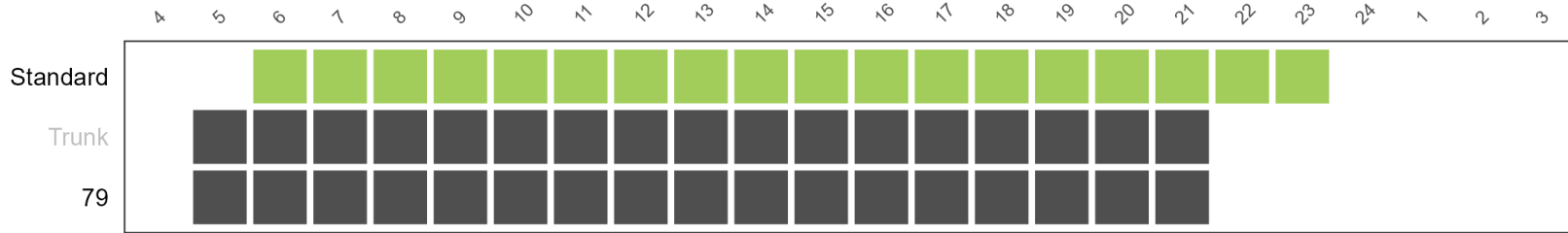
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.63	0.63
	Off-Peak Maximum Target: 1.0	0.57	0.56
Saturday Maximum Target: 1.0		0.49	0.5
Sunday Maximum Target: 1.0		0.42	0.43

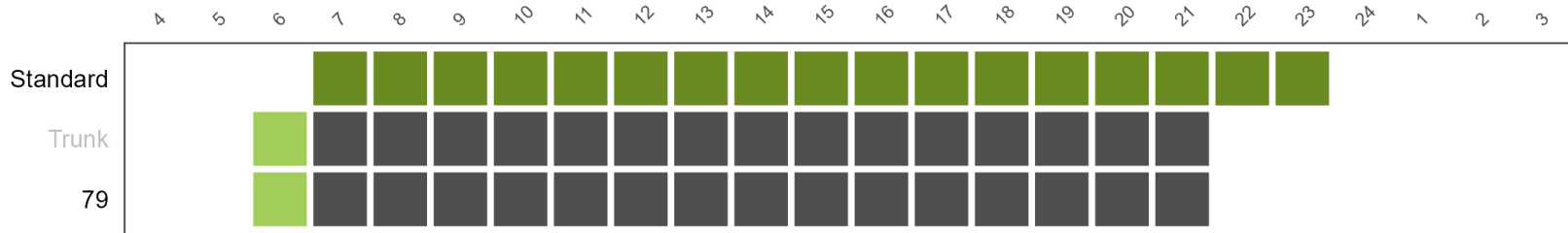
Span and Frequency



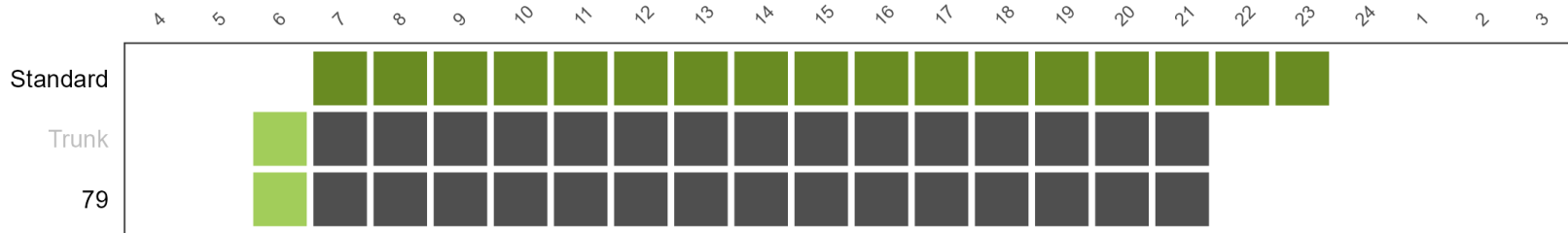
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Georgia Avenue Limited

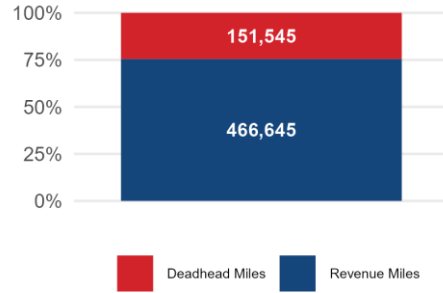
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:54 AM - 9:40 PM	-	C	6:04 AM - 9:38 PM	-	C	6:03 AM - 9:45 PM	-	C
	Frequency of Service varies	Peak: 8.0 / Off-Peak: 11.0	Peak: 14.7 / Off-Peak: 18.6	A	12.0	20.8	A	12.0	23.9	A
Productivity	Passengers per Revenue Hour 30	40.7	29.9	A	33.1	25.2	A	29.4	22.9	C
	Passengers per Revenue Mile 4	5.0	3.9	A	4.0	3.1	B	3.4	2.7	D
Reliability	On-Time Performance 79%	76%	74%	C	76%	75%	C	77%	76%	C
	Crowding 5%	10%	3%	E	3%	1%	A	2%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.63	Off-Peak: 0.33 Peak: 0.46	A	0.5	0.33	A	0.42	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.93	\$ 4.49	A	\$3.60	\$ 5.36	A	\$4.06	\$ 5.93	A
	Cost Recovery 25%	22%	25%	D	18%	21%	D	16%	19%	E

Route 79

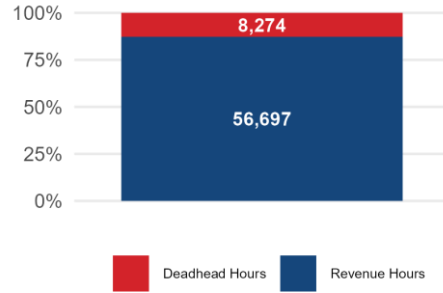
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.3			5.2			E		
	Circuitry 1.75	1.04			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	40.7	29.9	A	33.1	25.2	A	29.4	22.9	C
	Passengers per Revenue Mile 4	5.0	3.9	A	4.0	3.1	B	3.4	2.7	D
	Unique Segment Ridership 10%	10%	23%	C	11%	34%	B	11%	35%	B
Reliability	On-Time Performance 79%	76%	74%	C	76%	75%	C	77%	76%	C
	Crowding 5%	10%	3%	E	3%	1%	A	2%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.63	Off-Peak: 0.34 Peak: 0.47	A	0.5	0.34	A	0.42	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.93	\$ 4.49	A	\$3.60	\$ 5.36	A	\$4.06	\$ 5.93	A
	Cost Recovery 25%	22%	26%	D	18%	21%	D	16%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



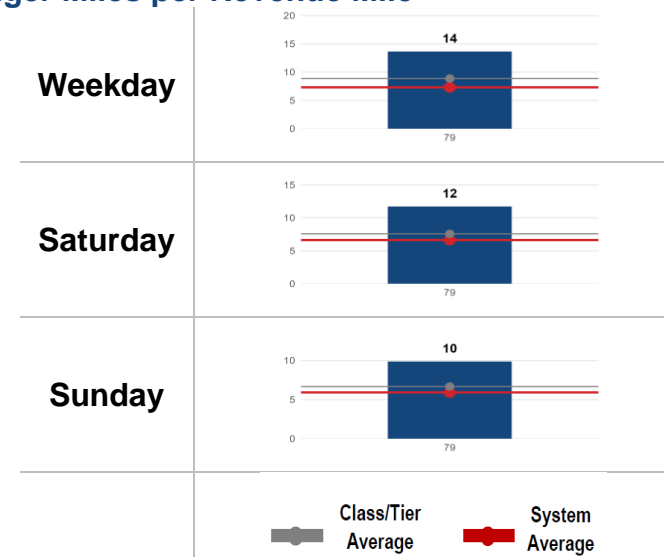
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
79	15.10	60,877	60,091 (98.7%)

Service Change Summary

Route 79 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

Passenger Miles per Revenue Mile



LINE: 118 - Georgia Avenue-7th Street

ROUTE(S): 70

About the Line



Service Classification

Framework

Activity Tier

1

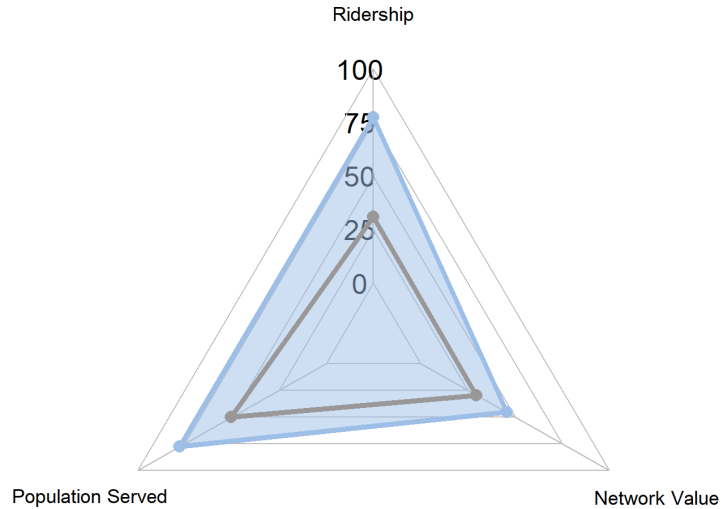
Overall Grade

Line	Overall Grade
Line 118	B

Line Benefit Score

67

Out of 100



Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

78

45

78

Operating Statistics



Annual Operating Costs

\$9,262,472



Peak Vehicles

14



Vehicle Type(s)

40 Foot, 60 Foot

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



Service Area Population

77,456



People of Color Population

Service Area

35,691

% Riders Surveyed

90%



Low Income Household

Service Area

16,732

% Riders Surveyed

64%

Facilities/Amenities



Bus Stops

110



% Stops With Shelters

37%



% Stops With Benches

35%



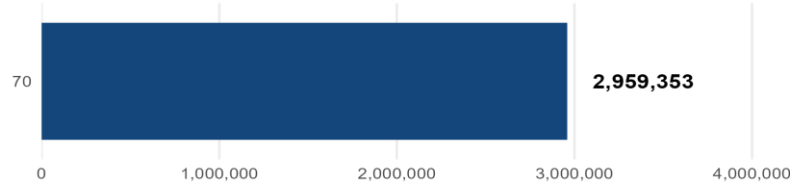
% Stops With Real-Time Signs

20%



Ridership

Annual Ridership



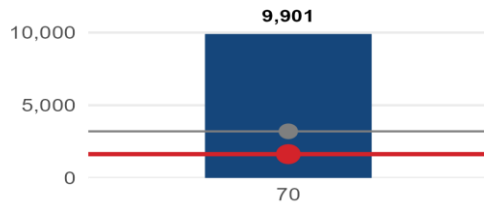
Top Transfer Locations

Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown

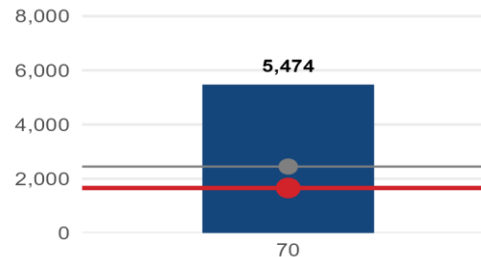
Average Daily Ridership

- Class/Tier Average
- System Average

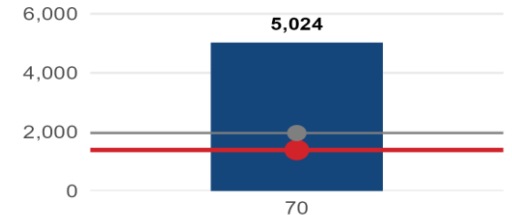
Weekday



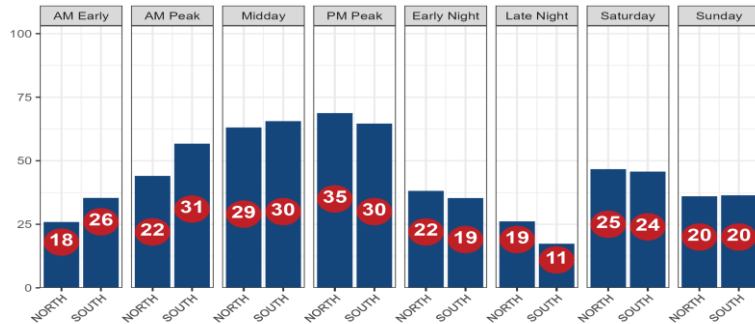
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



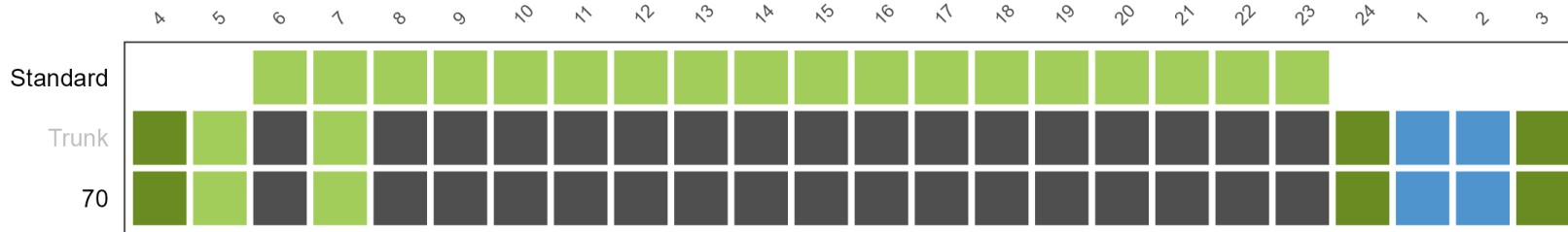
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.61	0.62
	Off-Peak Maximum Target: 1.0	0.53	0.5
Saturday Maximum Target: 1.0		0.56	0.53
Sunday Maximum Target: 1.0		0.46	0.44

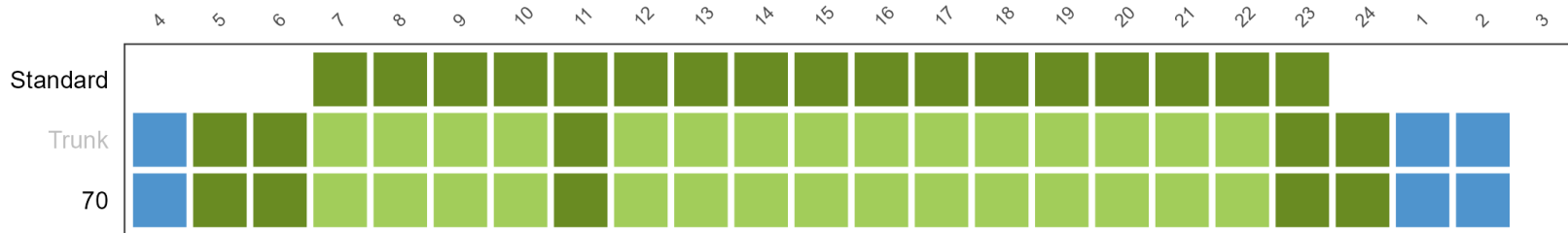
Span and Frequency



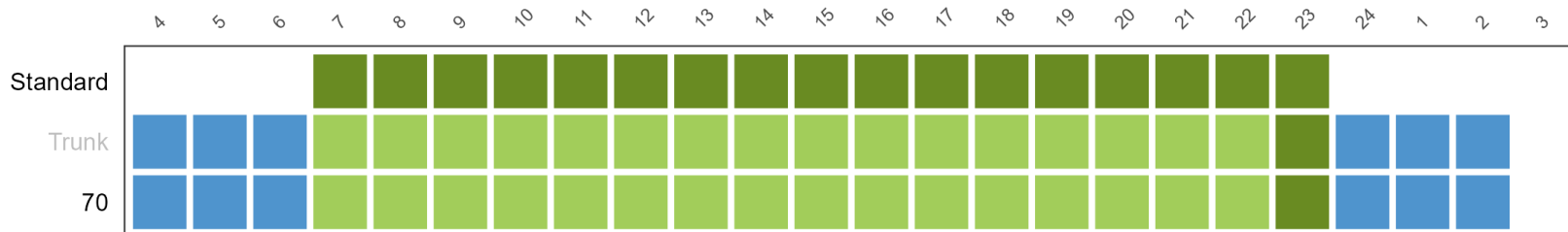
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Georgia Avenue-7th Street

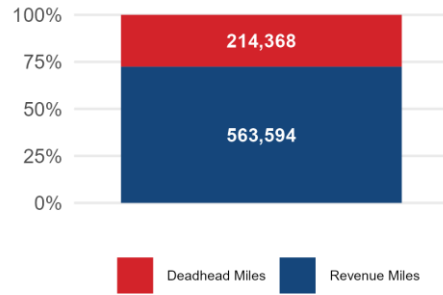
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	3:57 AM - 2:41 AM	-	A	4:00 AM - 2:46 AM	-	A	4:00 AM - 2:41 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 14.7 / Off-Peak: 18.6	B	16.0	20.8	B	16.0	23.9	B
Productivity	Passengers per Revenue Hour 30	48.3	29.9	A	42.4	25.2	A	37.1	22.9	A
	Passengers per Revenue Mile 4	6.3	3.9	A	5.8	3.1	A	4.5	2.7	A
Reliability	On-Time Performance 79%	68%	74%	E	67%	75%	E	69%	76%	E
	Crowding 5%	4%	3%	A	3%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.62	Off-Peak: 0.33 Peak: 0.46	A	0.54	0.33	A	0.45	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.47	\$ 4.49	A	\$2.81	\$ 5.36	A	\$3.21	\$ 5.93	A
	Cost Recovery 25%	27%	25%	B	24%	21%	C	21%	19%	D

Route 70

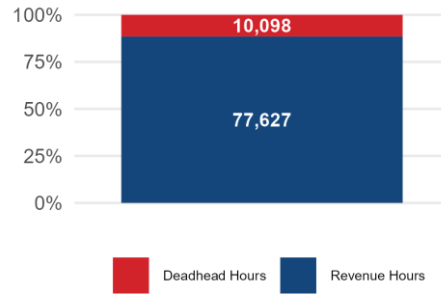
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			5.2			E		
	Circuitry 1.75	1.13			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	48.3	29.9	A	42.4	25.2	A	37.1	22.9	A
	Passengers per Revenue Mile 4	6.3	3.9	A	5.8	3.1	A	4.5	2.7	A
	Unique Segment Ridership 10%	46%	23%	A	47%	34%	A	47%	35%	A
Reliability	On-Time Performance 79%	68%	74%	E	67%	75%	E	69%	76%	D
	Crowding 5%	4%	3%	A	3%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.62	Off-Peak: 0.34 Peak: 0.47	A	0.54	0.34	A	0.45	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$2.47	\$ 4.49	A	\$2.81	\$ 5.36	A	\$3.21	\$ 5.93	A
	Cost Recovery 25%	27%	26%	B	24%	21%	C	21%	19%	D

Operational Analysis

Miles Allocation



Hours Allocation



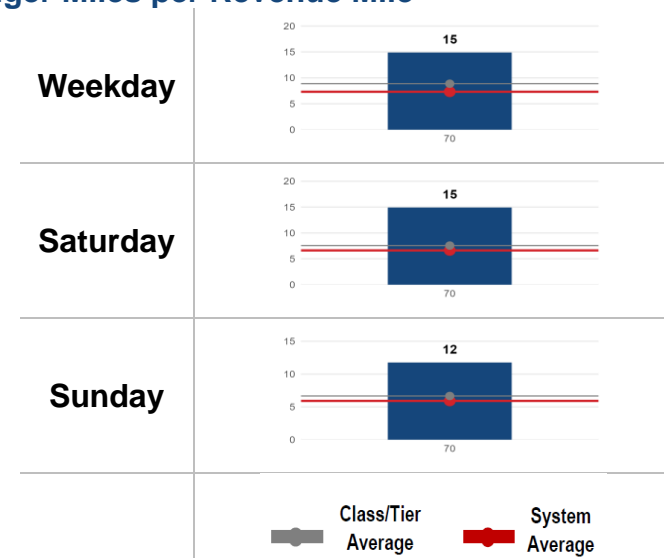
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
70	17.50	68,895	67,823 (98.4%)

Service Change Summary

Route 70 - Dec 2022:
 Weekday: Weekday daytime and evening service frequency is restored to 12 minutes. Weekday early morning and late night frequency is adjusted to 20 minutes.; Saturday: Trip time adjustments; Sunday: Trip time adjustments;

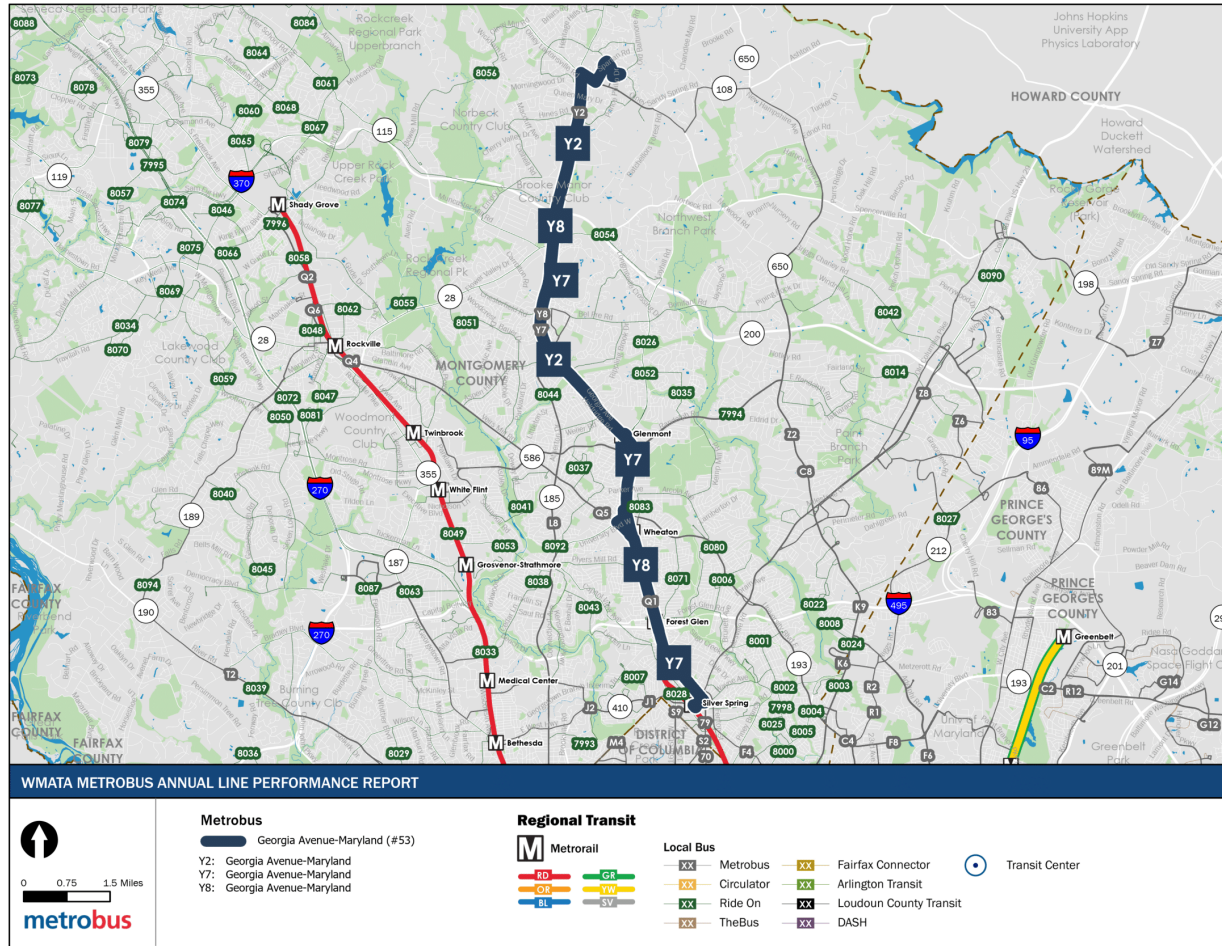
Passenger Miles per Revenue Mile



LINE: 53 - Georgia Avenue-Maryland

ROUTE(S): Y2, Y7, Y8

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

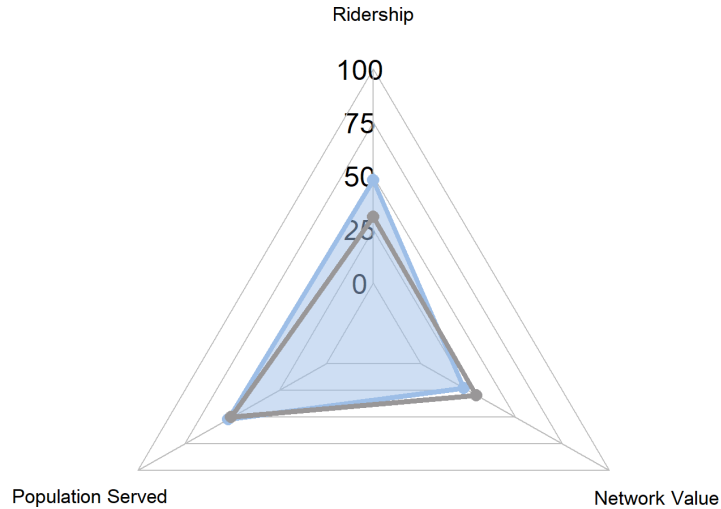
Legend

 Exceeds	 Meets
 Approaches	 Below
 Significantly Below	

Line Benefit Score

41

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
52	23	48	

Operating Statistics

	Annual Operating Costs	\$7,937,473
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

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

	Service Area Population	56,098	
	People of Color Population	Service Area	20,261
		% Riders Surveyed	88%
	Low Income Household	Service Area	12,486
		% Riders Surveyed	59%

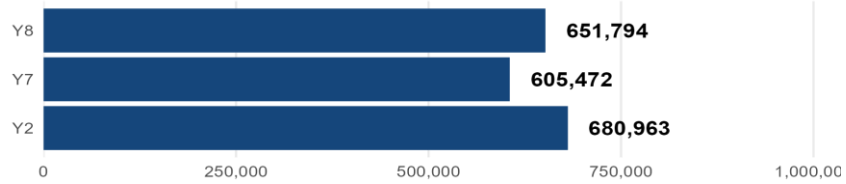
Facilities/Amenities

	Bus Stops	142
	% Stops With Shelters	29%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	5%



Ridership

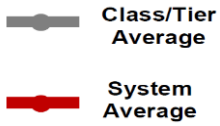
Annual Ridership



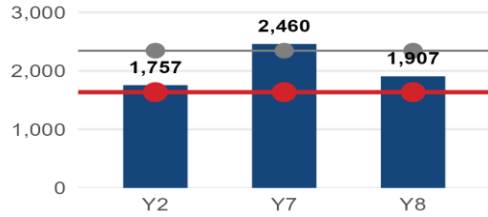
Top Transfer Locations

Glenmont, Wheaton, Silver Spring

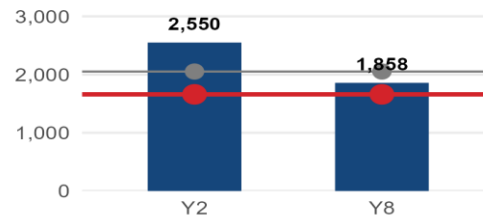
Average Daily Ridership



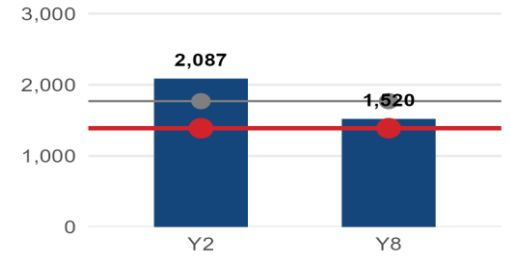
Weekday



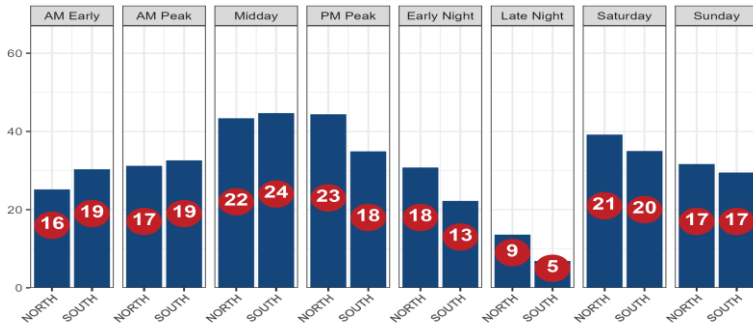
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



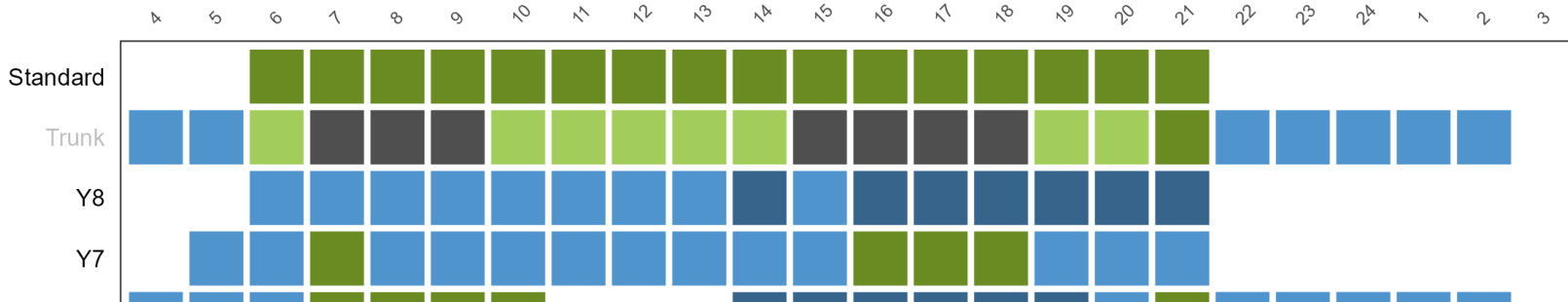
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.53	0.46
	Off-Peak Maximum Target: 1.0	0.47	0.46
Saturday Maximum Target: 1.0		0.53	0.49
Sunday Maximum Target: 1.0		0.43	0.43

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 - 2:44 AM	-	A	4:56 AM - 2:41 AM	-	A	4:56 AM - 2:39 AM	-	A
	Frequency of Service varies	Peak: 10.0 / Off-Peak: 14.0	Peak: 15.6 / Off-Peak: 20.1	A	20.0	24.7	A	21.0	24.6	A
Productivity	Passengers per Revenue Hour 20	30.1	24.3	A	32.1	23.1	A	26.8	20.5	A
	Passengers per Revenue Mile 2	2.7	2.4	A	2.6	2.1	A	2.1	1.9	B
Reliability	On-Time Performance 79%	73%	77%	D	75%	77%	C	75%	79%	C
	Crowding 5%	2%	1%	A	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.5	Off-Peak: 0.34 Peak: 0.42	A	0.51	0.33	A	0.43	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.97	\$ 5.78	A	\$3.71	\$ 6.01	A	\$4.45	\$ 6.88	A
	Cost Recovery 20%	25%	20%	A	26%	18%	A	22%	16%	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	1.05			1.44			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	26.1	24.3	A	30.8	23.1	A	25.6	20.5	A
	Passengers per Revenue Mile 2	2.0	2.4	B	2.4	2.1	A	1.9	1.9	C
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	74%	77%	C	76%	77%	C	77%	79%	C
	Crowding 5%	2%	1%	A	1%	1%	A	2%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.53	Off-Peak: 0.34 Peak: 0.43	A	0.47	0.34	A	0.4	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.57	\$ 5.78	A	\$3.87	\$ 6.01	A	\$4.65	\$ 6.88	A
	Cost Recovery 20%	21%	21%	B	25%	18%	A	20%	16%	B

Route Y7

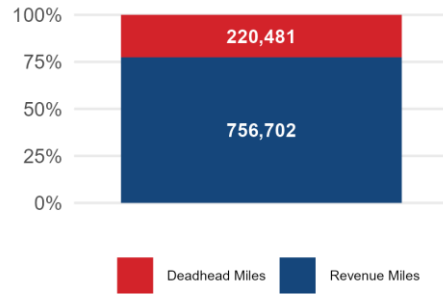
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.2			4.5			E		
	Circuitry 1.75	1.12			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	31.8	24.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	3.3	2.4	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	2%	18%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	74%	77%	C	-	-	-	-	-	-
	Crowding 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.46	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.75	\$ 5.78	A	-	-	-	-	-	-
	Cost Recovery 20%	27%	21%	A	-	-	-	-	-	-

Route Y8

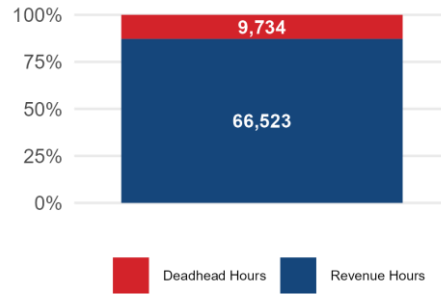
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.9			4.5			A		
	Circuitry 1.75	1.11			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	32.3	24.3	A	34.0	23.1	A	28.7	20.5	A
	Passengers per Revenue Mile 2	3.0	2.4	A	3.0	2.1	A	2.5	1.9	A
	Unique Segment Ridership 10%	0%	18%	E	2%	35%	E	2%	38%	E
Reliability	On-Time Performance 79%	70%	77%	D	73%	77%	D	74%	79%	C
	Crowding 5%	2%	1%	A	2%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.57 Peak: 0.52	Off-Peak: 0.34 Peak: 0.43	A	0.58	0.34	A	0.5	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.69	\$ 5.78	A	\$3.51	\$ 6.01	A	\$4.16	\$ 6.88	A
	Cost Recovery 20%	27%	21%	A	28%	18%	A	24%	16%	A

Operational Analysis

Miles Allocation



Hours Allocation



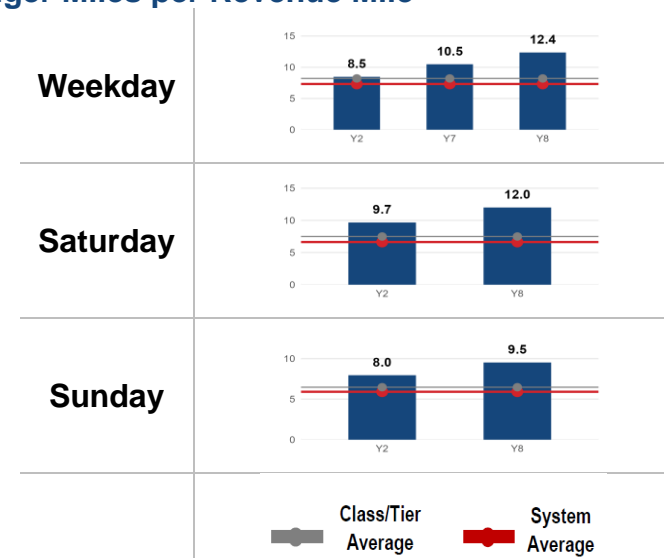
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Y2	28.00	24,033	23,815 (99.1%)
Y7	22.40	17,181	17,055 (99.3%)
Y8	29.60	15,843	15,708 (99.1%)

Service Change Summary

Route Y2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route Y7 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route Y8 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

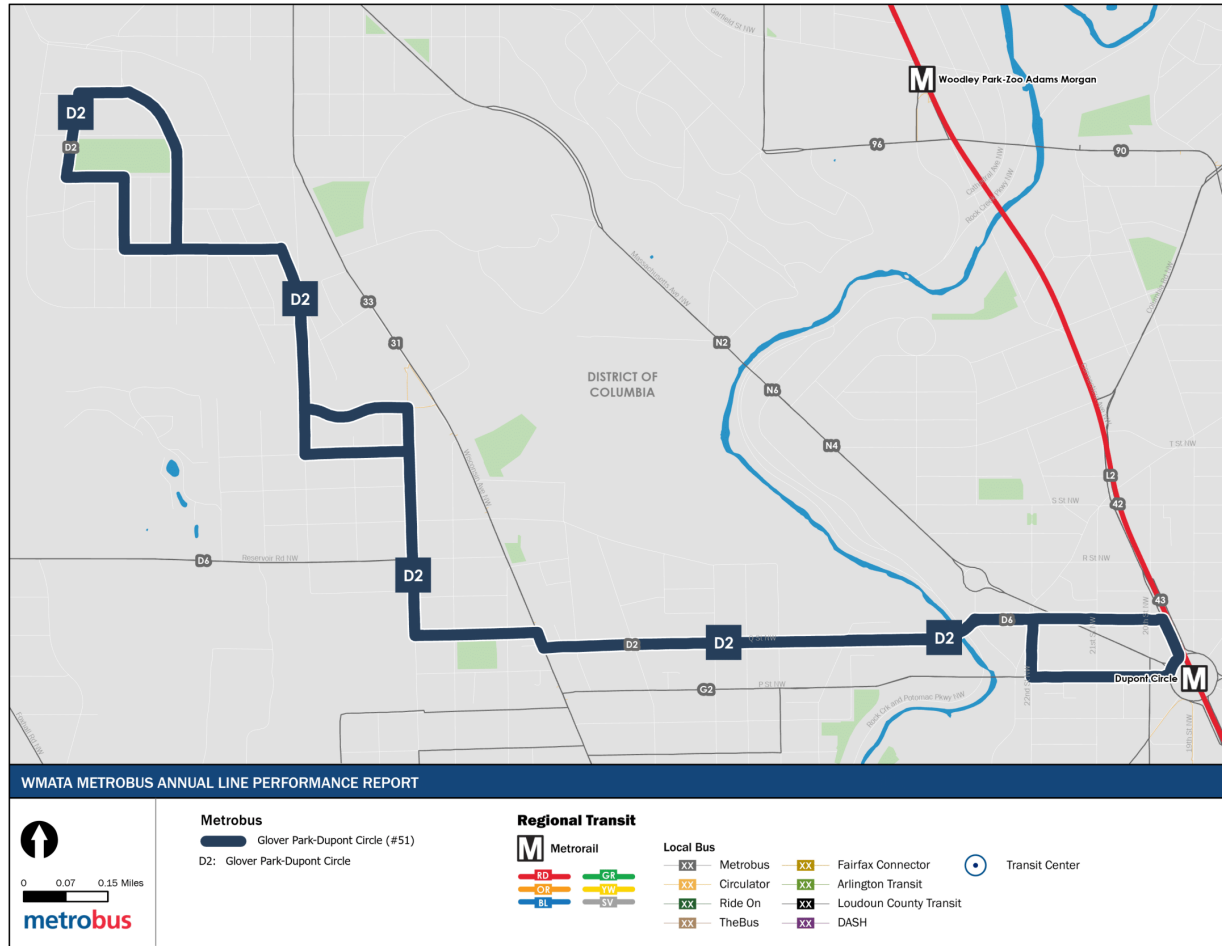
Passenger Miles per Revenue Mile



LINE: 51 - Glover Park-Dupont Circle

ROUTE(S): D2

About the Line



Service Classification

Coverage

Activity Tier

1

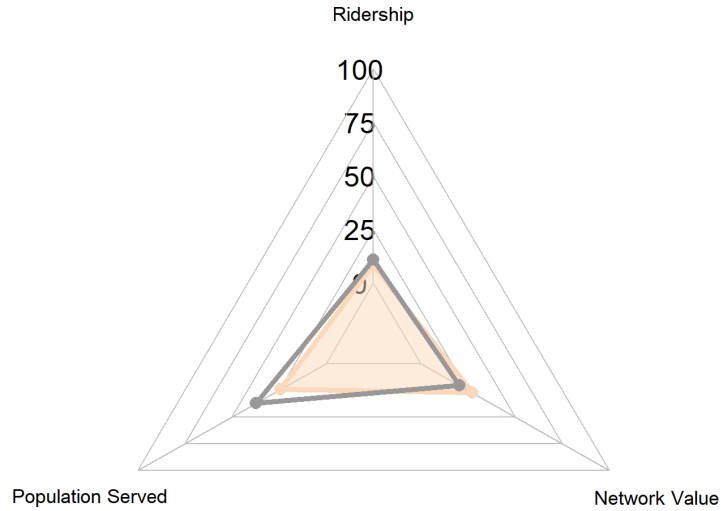
Overall Grade

Line	Overall Grade
D2	C

Line Benefit Score

20

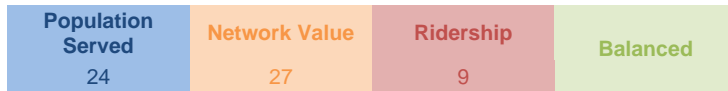
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,358,691
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot

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

	Service Area Population	24,840	
	People of Color Population	Service Area	4,288
		% Riders Surveyed	38%
	Low Income Household	Service Area	3,155
		% Riders Surveyed	21%

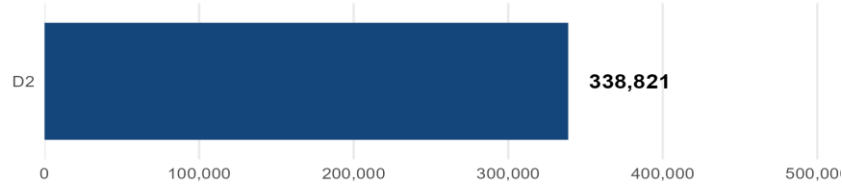
Facilities/Amenities

	Bus Stops	44
	% Stops With Shelters	20%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



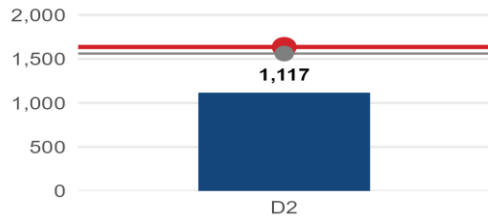
Top Transfer Locations

Dupont Circle

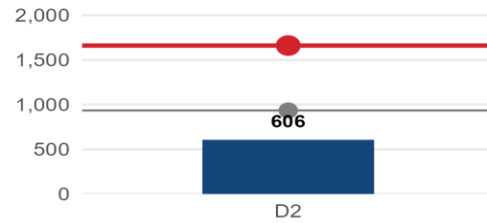
Average Daily Ridership

- Class/Tier Average
- System Average

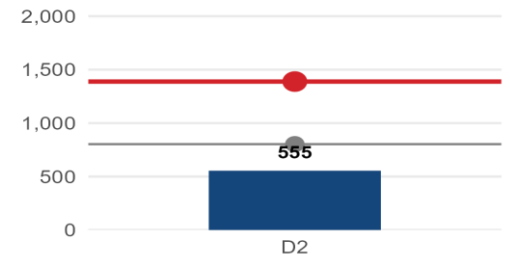
Weekday



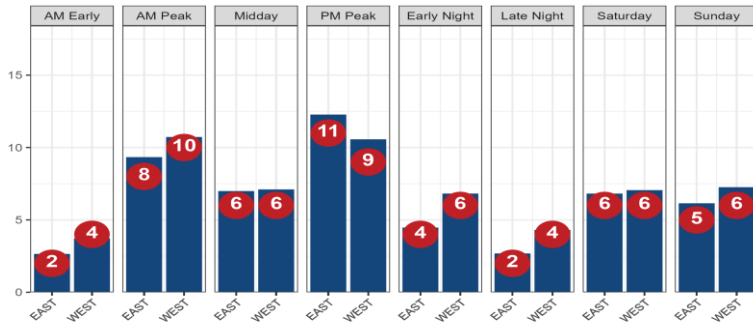
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



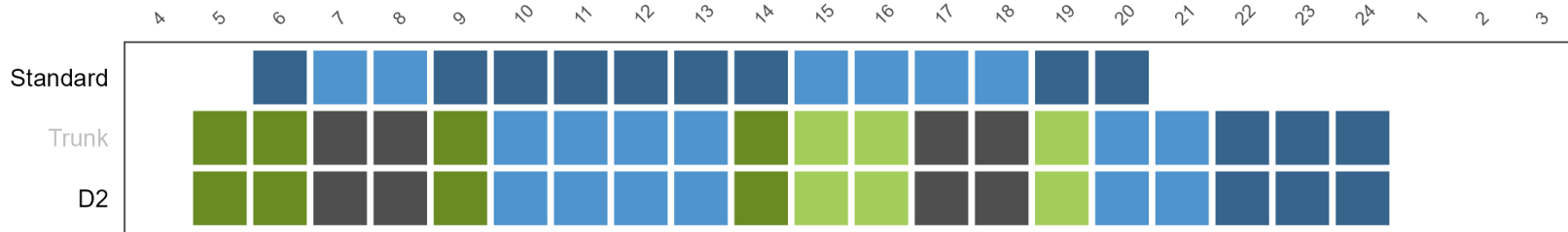
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.31	0.31
	Off-Peak Maximum Target: 1.0	0.16	0.19
Saturday Maximum Target: 1.0		0.2	0.21
Sunday Maximum Target: 1.0		0.19	0.22

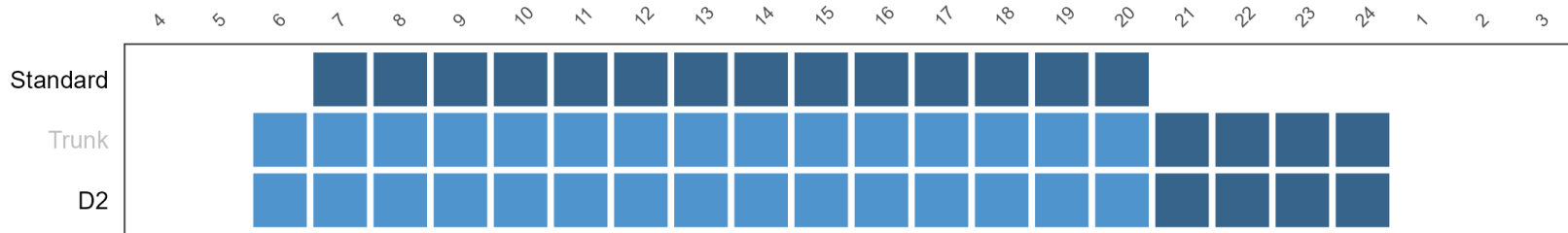
Span and Frequency



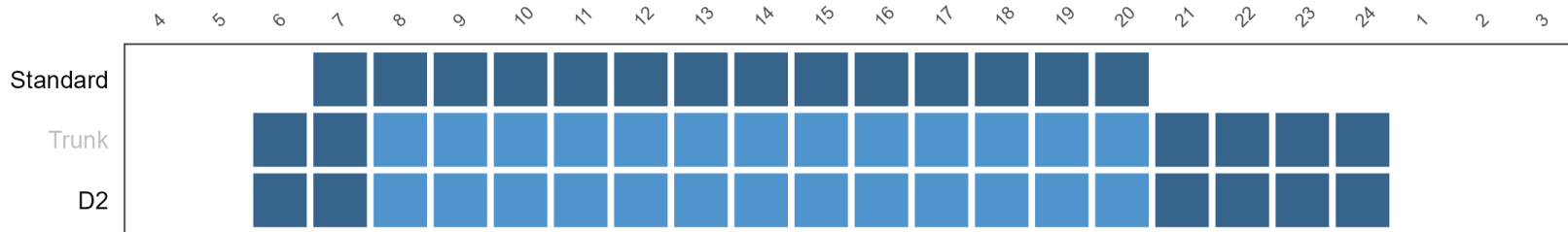
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Glover Park-Dupont Circle

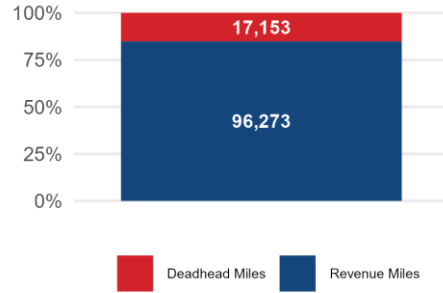
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:26 AM - 12:19 AM	-	A	6:27 AM - 12:20 AM	-	A	6:27 AM - 12:17 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 21.0	Peak: 18.3 / Off-Peak: 26.7	A	25.0	29.5	A	27.0	30.0	A
Productivity	Passengers per Revenue Hour 20	20.5	25.3	B	19.0	21.5	C	18.6	19.2	C
	Passengers per Revenue Mile 4	2.7	3.5	E	2.2	2.7	E	2.1	2.4	E
Reliability	On-Time Performance 79%	82%	75%	B	78%	76%	C	78%	79%	C
	Crowding 5%	6%	2%	D	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.31	Off-Peak: 0.26 Peak: 0.38	A	0.21	0.26	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.82	\$ 4.85	C	\$6.28	\$ 5.62	D	\$6.42	\$ 6.32	D
	Cost Recovery 25%	26%	16%	B	24%	14%	C	23%	13%	C

Route D2

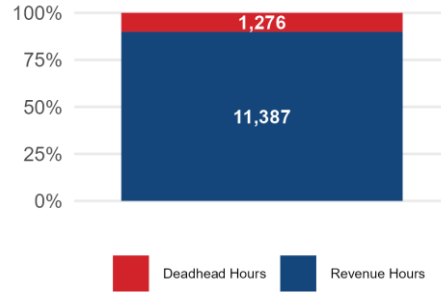
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.2			6.4			E		
	Circuitry N/A	1.65			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	20.5	25.3	B	19.0	21.5	C	18.6	19.2	C
	Passengers per Revenue Mile 4	2.7	3.5	E	2.2	2.7	E	2.1	2.4	E
	Unique Segment Ridership 10%	70%	47%	A	64%	46%	A	64%	45%	A
Reliability	On-Time Performance 79%	82%	75%	B	78%	76%	C	78%	79%	C
	Crowding 5%	6%	3%	D	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.31	Off-Peak: 0.28 Peak: 0.4	A	0.21	0.27	A	0.21	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.82	\$ 4.85	C	\$6.28	\$ 5.62	D	\$6.42	\$ 6.32	D
	Cost Recovery 25%	26%	15%	B	24%	13%	C	23%	12%	C

Operational Analysis

Miles Allocation



Hours Allocation



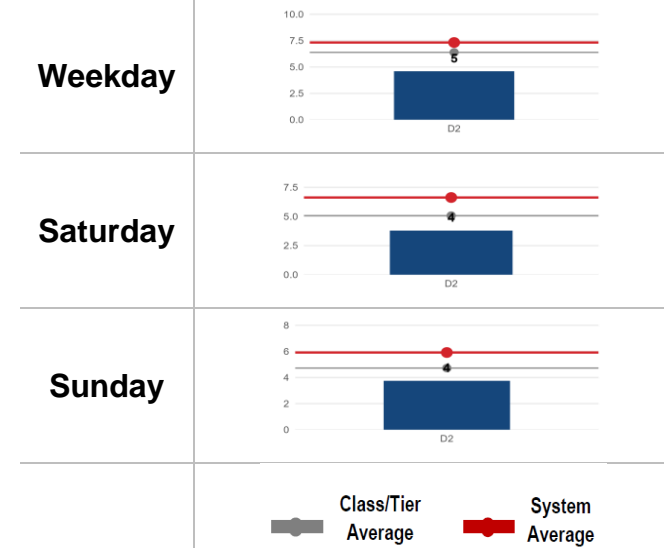
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D2	8.20	42,155	41,699 (98.9%)

Service Change Summary

Route D2 - Dec 2022:
 Weekday: No Change; Saturday: Trip time adjustments; slight frequency change from 22 to 24 min; Sunday: Trip time adjustments; slight frequency change from 22 to 24 min;

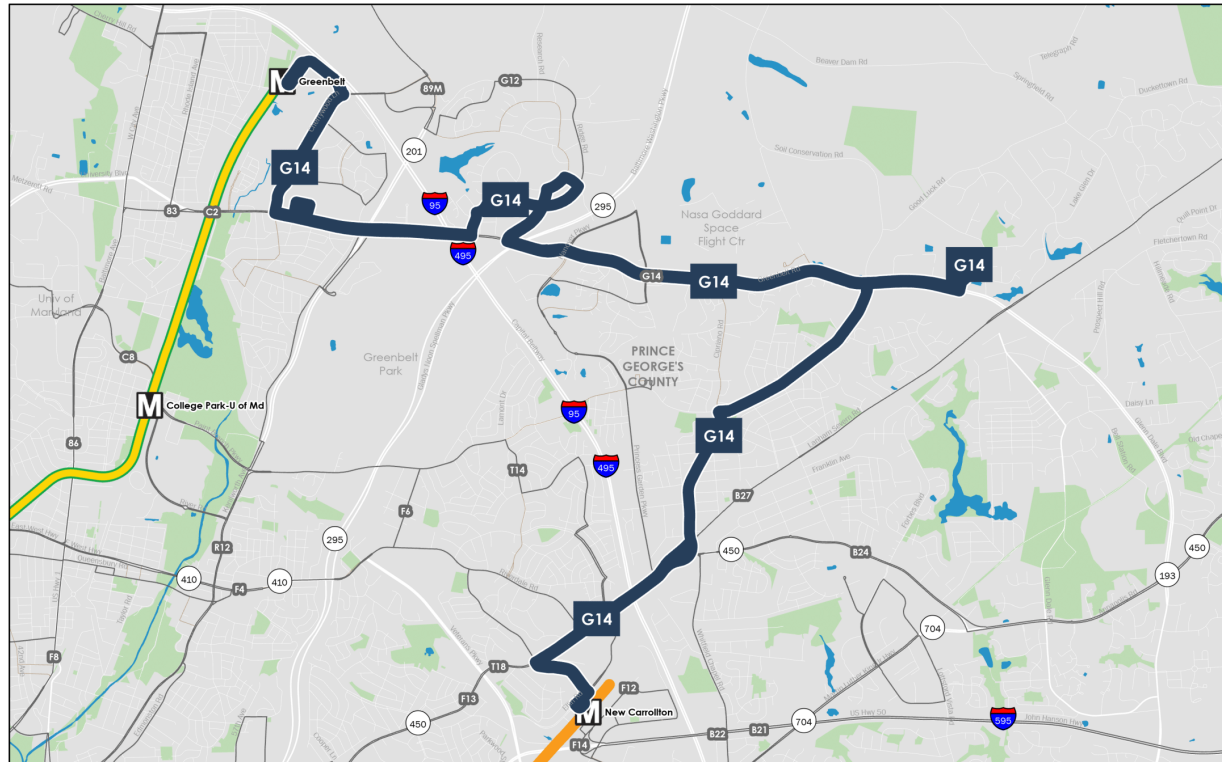
Passenger Miles per Revenue Mile



LINE: 528 - Greenbelt Rd.- Good Luck Rd.

ROUTE(S): G14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 Greenbelt Rd.- Good Luck Rd. (#528)
 G14: Greenbelt Rd.- Good Luck Rd.

Regional Transit

- Metrobus**
- Metrorail**
- Local Bus**
- Transit Center**
- Fairfax Connector**
- Arlington Transit**
- Loudoun County Transit**
- DASH**

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
G14	B

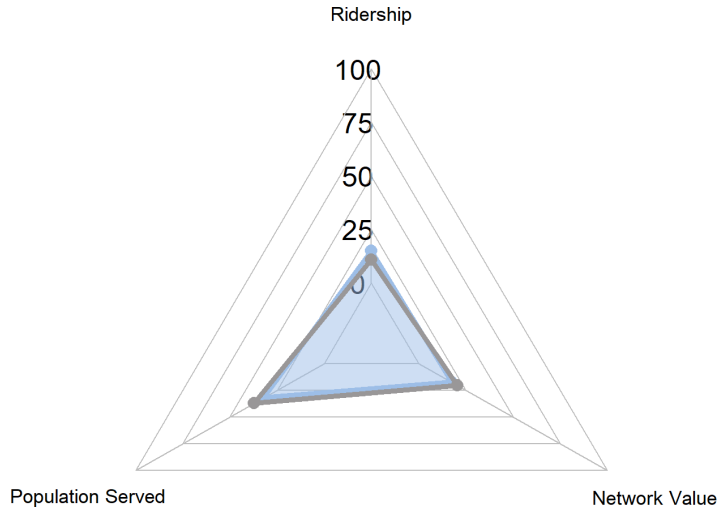
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

21

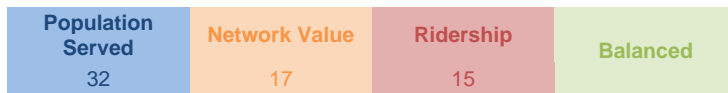
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,010,819
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	30,139	
	People of Color Population	Service Area	20,028
		% Riders Surveyed	
	Low Income Household	Service Area	8,876
		% Riders Surveyed	

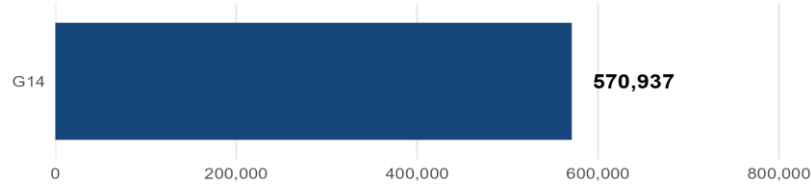
Facilities/Amenities

	Bus Stops	117
	% Stops With Shelters	23%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	0%



Ridership

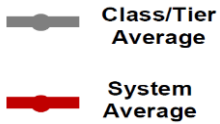
Annual Ridership



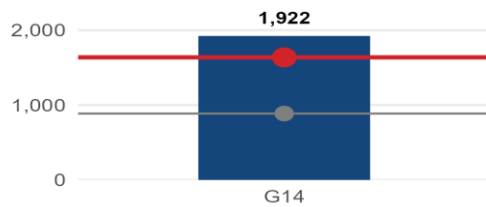
Top Transfer Locations

Greenbelt, New Carrollton

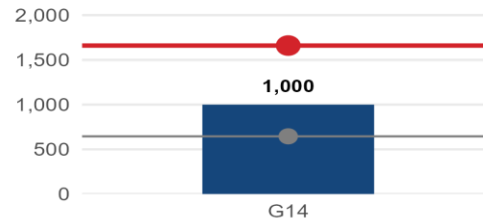
Average Daily Ridership



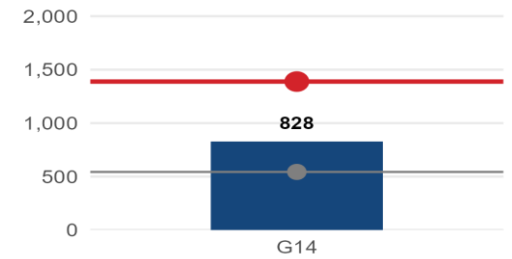
Weekday



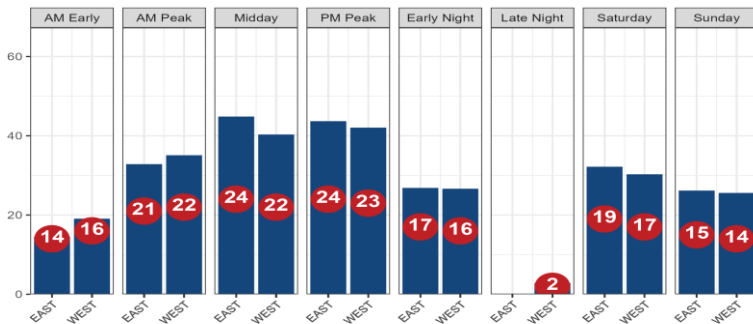
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



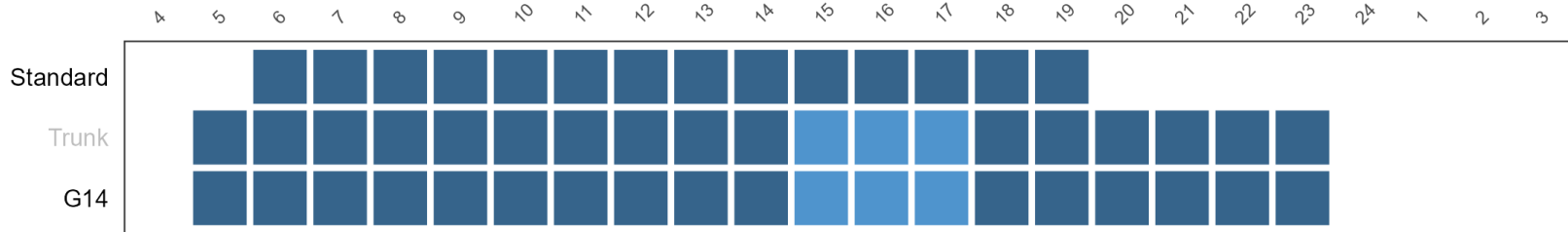
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.56	0.56
	Off-Peak Maximum Target: 1.0	0.51	0.45
Saturday Maximum Target: 1.0		0.47	0.43
Sunday Maximum Target: 1.0		0.37	0.36

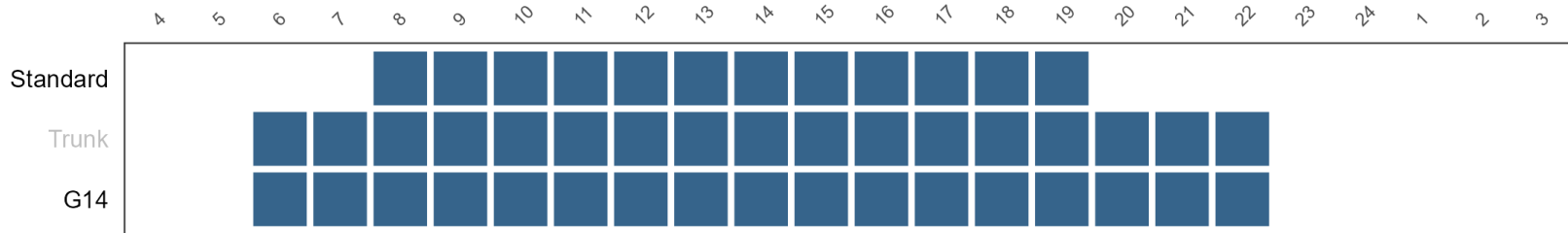
Span and Frequency



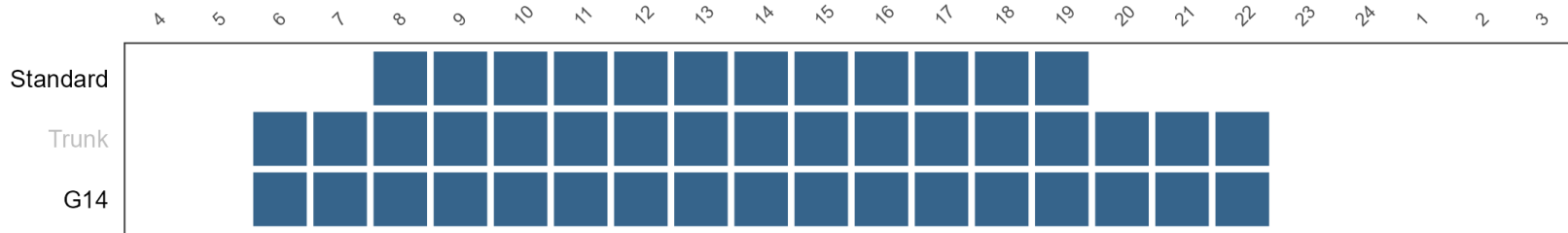
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Greenbelt Rd.- Good Luck Rd.

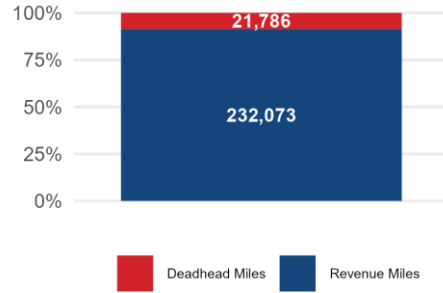
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 11:30 PM	-	A	6:30 AM - 10:47 PM	-	A	6:30 AM - 10:47 PM	-	A
	Frequency of Service varies	Peak: 31.0 / Off-Peak: 50.0	Peak: 26 / Off-Peak: 38.9	A	59.0	47.4	B	59.0	49.8	B
Productivity	Passengers per Revenue Hour 10	35.9	20.3	A	31.9	21.3	A	26.5	21.3	A
	Passengers per Revenue Mile 1	2.7	1.7	A	2.2	1.8	A	1.8	1.7	A
Reliability	On-Time Performance 79%	79%	81%	B	82%	80%	B	80%	81%	B
	Crowding 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.56	Off-Peak: 0.22 Peak: 0.29	A	0.45	0.25	A	0.37	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.32	\$ 6.54	A	\$3.75	\$ 6.11	A	\$4.51	\$ 6.02	A
	Cost Recovery 20%	14%	11%	E	12%	8%	E	10%	8%	E

Route G14

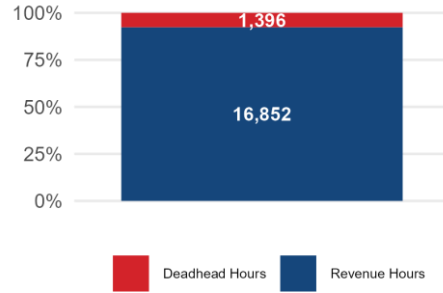
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.2			4.8			E		
	Circuitry N/A	2.16			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	35.9	20.3	A	31.9	21.3	A	26.5	21.3	A
	Passengers per Revenue Mile 1	2.7	1.7	A	2.2	1.8	A	1.8	1.7	A
	Unique Segment Ridership 10%	38%	49%	A	33%	59%	A	56%	62%	A
Reliability	On-Time Performance 79%	79%	81%	B	82%	80%	B	80%	81%	B
	Crowding 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.56	Off-Peak: 0.22 Peak: 0.28	A	0.45	0.25	A	0.37	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$3.32	\$ 6.54	A	\$3.75	\$ 6.11	A	\$4.51	\$ 6.02	A
	Cost Recovery 20%	14%	10%	E	12%	8%	E	10%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



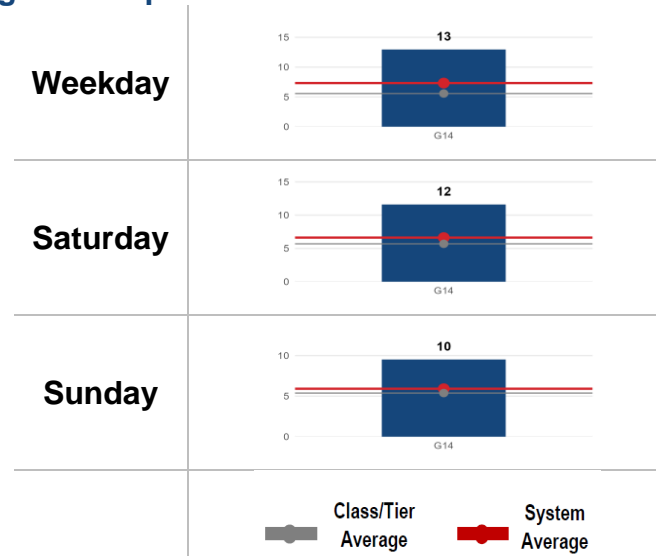
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G14	41.20	16,882	16,544 (98.0%)

Service Change Summary

Route G14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

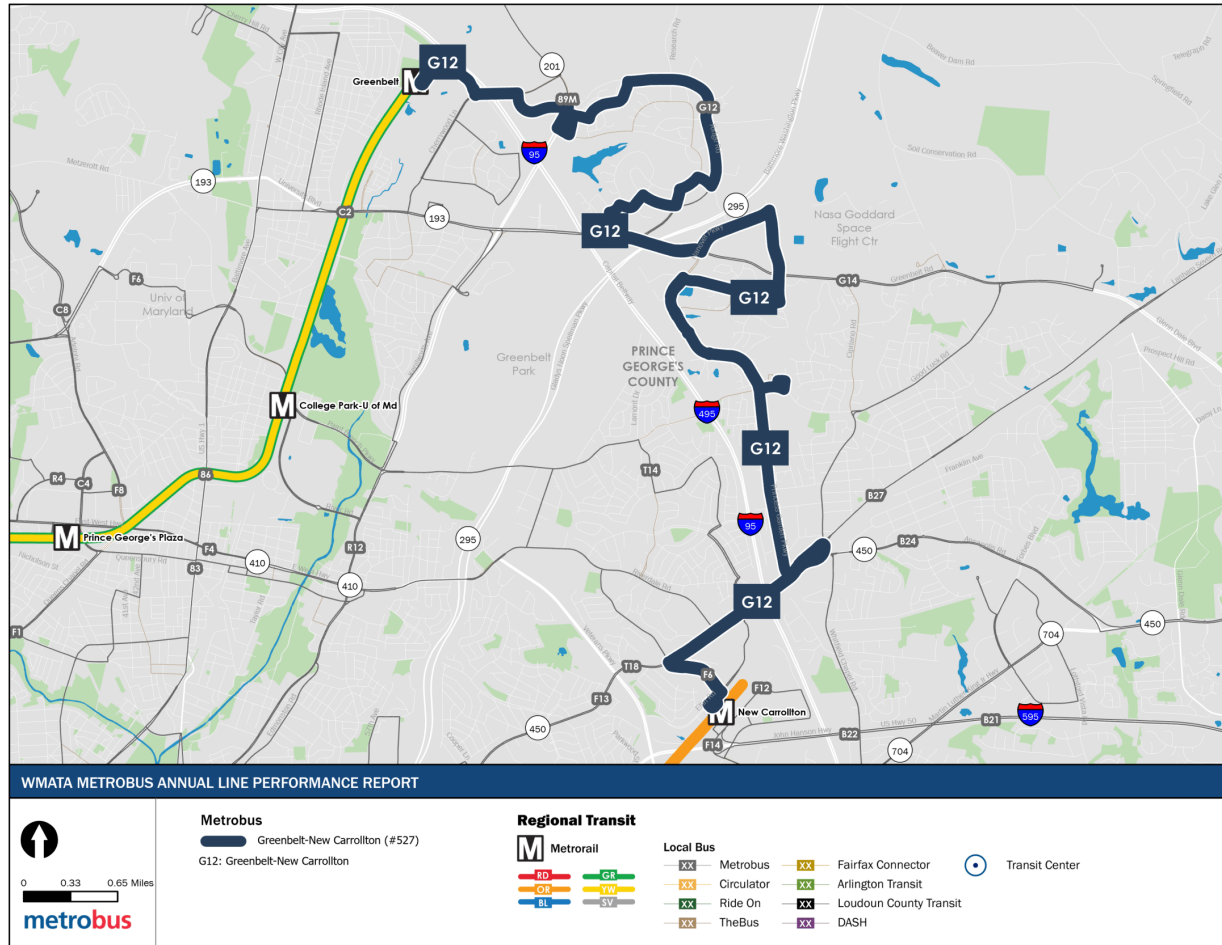
Passenger Miles per Revenue Mile



LINE: 527 - Greenbelt-New Carrollton

ROUTE(S): G12

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
	B

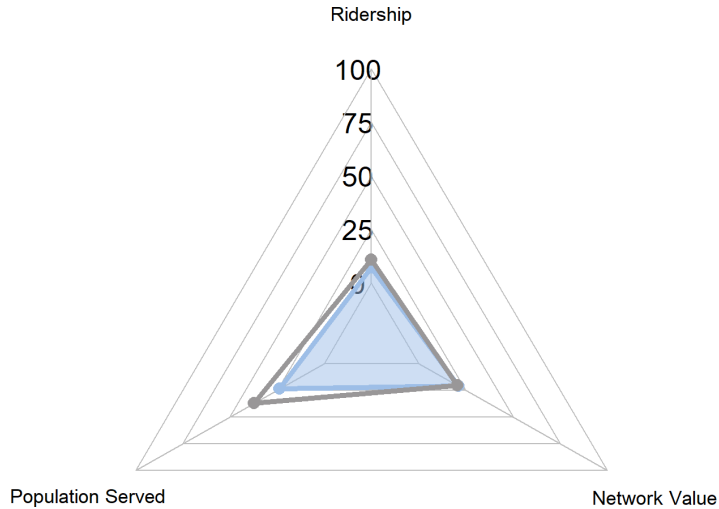
Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,916,683
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population	24,417	
	People of Color Population	Service Area	15,459
		% Riders Surveyed	92%
	Low Income Household	Service Area	6,360
		% Riders Surveyed	48%

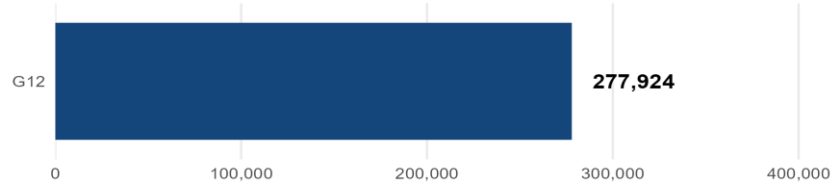
Facilities/Amenities

	Bus Stops	124
	% Stops With Shelters	20%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



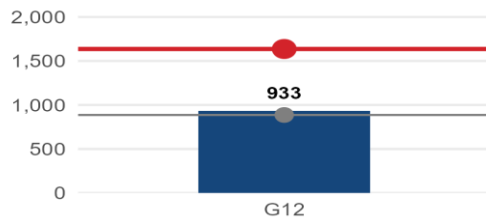
Top Transfer Locations

Greenbelt, New Carrollton

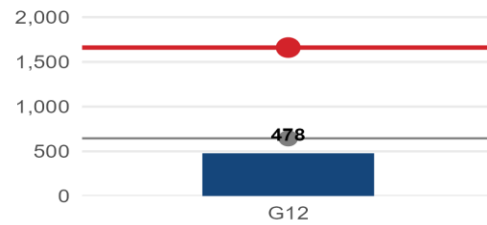
Average Daily Ridership

- Class/Tier Average
- System Average

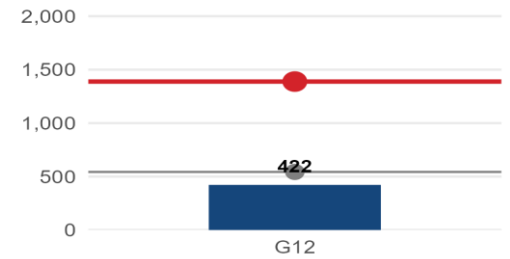
Weekday



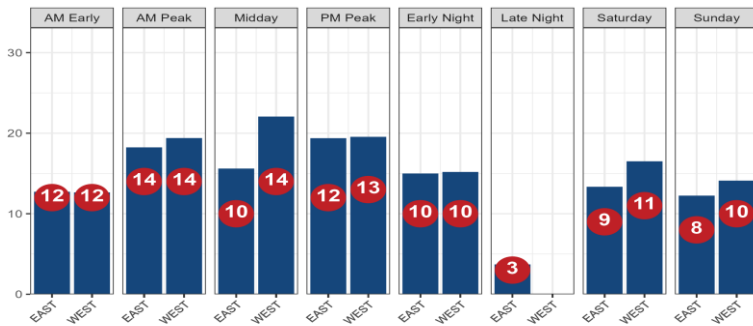
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



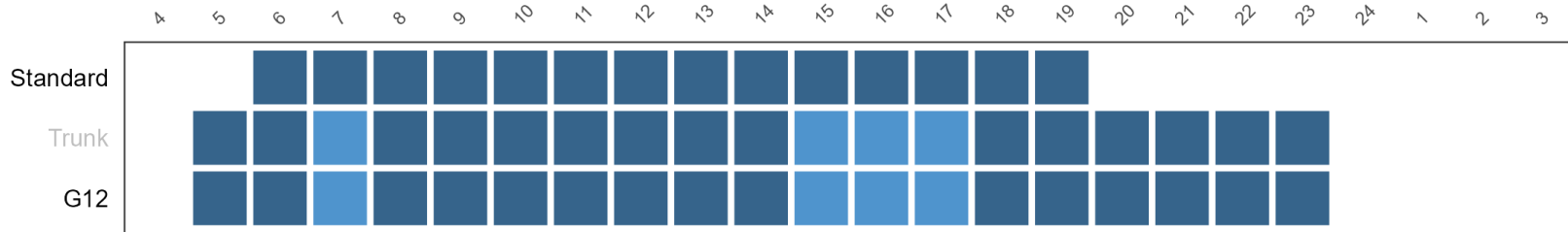
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.32	0.33
	Off-Peak Maximum Target: 1.0	0.23	0.32
Saturday Maximum Target: 1.0		0.22	0.27
Sunday Maximum Target: 1.0		0.2	0.24

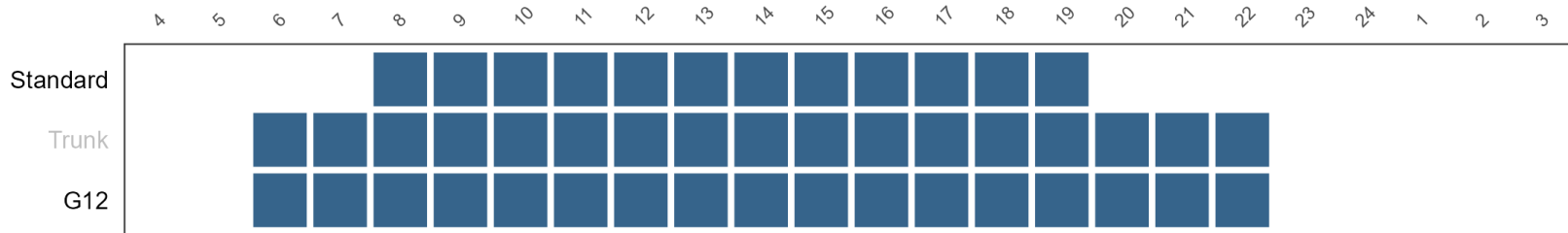
Span and Frequency



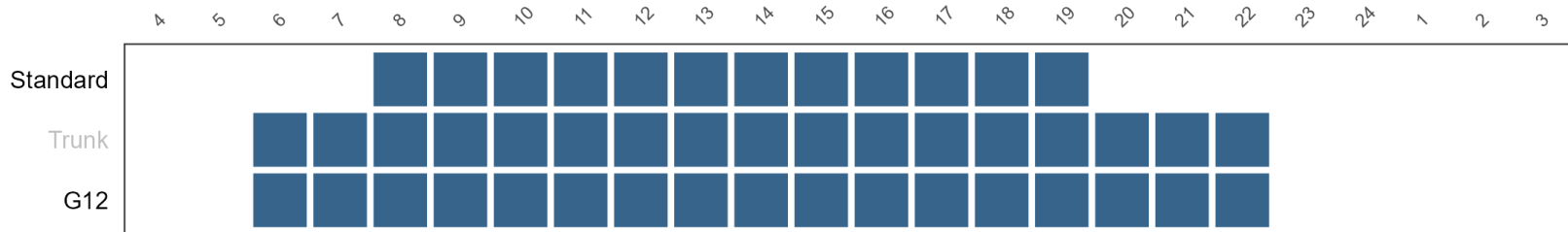
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Greenbelt-New Carrollton

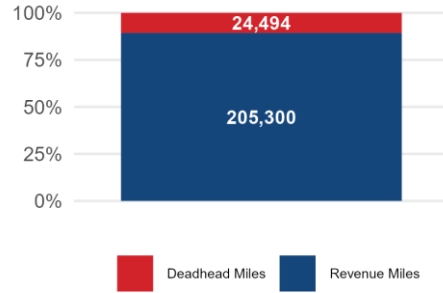
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:15 AM - 11:48 PM	-	A	6:30 AM - 10:42 PM	-	A	6:30 AM - 10:42 PM	-	A
	Frequency of Service varies	Peak: 31.0 / Off-Peak: 50.0	Peak: 26 / Off-Peak: 38.9	A	60.0	47.4	B	59.0	49.8	B
Productivity	Passengers per Revenue Hour 10	18.6	20.3	A	15.7	21.3	A	13.7	21.3	A
	Passengers per Revenue Mile 1	1.5	1.7	A	1.2	1.8	A	1.1	1.7	B
Reliability	On-Time Performance 79%	80%	81%	B	81%	80%	B	82%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.33	Off-Peak: 0.22 Peak: 0.29	A	0.25	0.25	A	0.22	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.41	\$ 6.54	A	\$7.61	\$ 6.11	B	\$8.73	\$ 6.02	D
	Cost Recovery 20%	8%	11%	E	7%	8%	E	6%	8%	E

Route G12

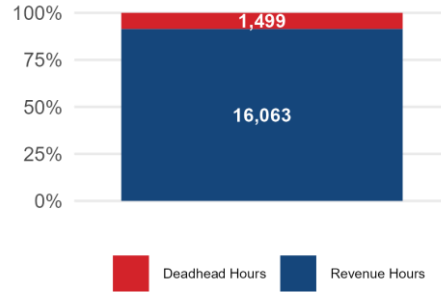
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.3			4.8			E		
Route Design	Circuitry N/A	2.04			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	18.6	20.3	A	15.7	21.3	A	13.7	21.3	A
	Passengers per Revenue Mile 1	1.5	1.7	A	1.2	1.8	A	1.1	1.7	B
	Unique Segment Ridership 10%	60%	49%	A	51%	59%	A	52%	62%	A
Reliability	On-Time Performance 79%	80%	81%	B	81%	80%	B	82%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.33	Off-Peak: 0.22 Peak: 0.28	A	0.25	0.25	A	0.22	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.41	\$ 6.54	A	\$7.61	\$ 6.11	B	\$8.73	\$ 6.02	D
	Cost Recovery 20%	8%	10%	E	7%	8%	E	6%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



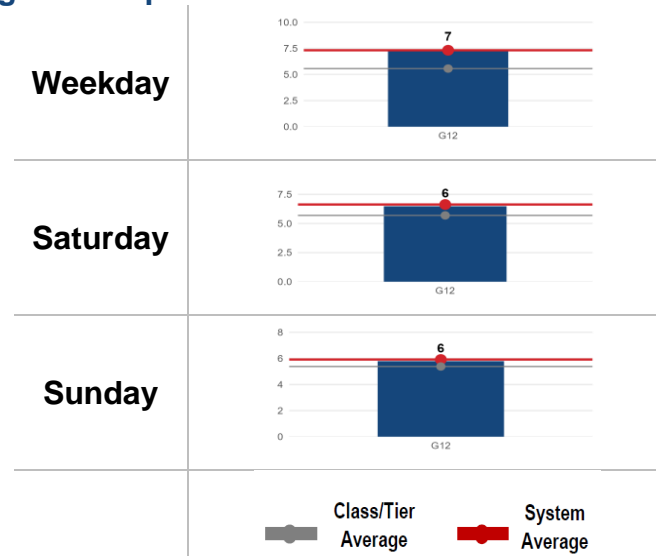
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G12	38.90	16,877	16,558 (98.1%)

Service Change Summary

Route G12 - Dec 2022:
 Weekday: update stop/routing in data; Saturday: update stop/routing in data; Sunday: update stop/routing in data;

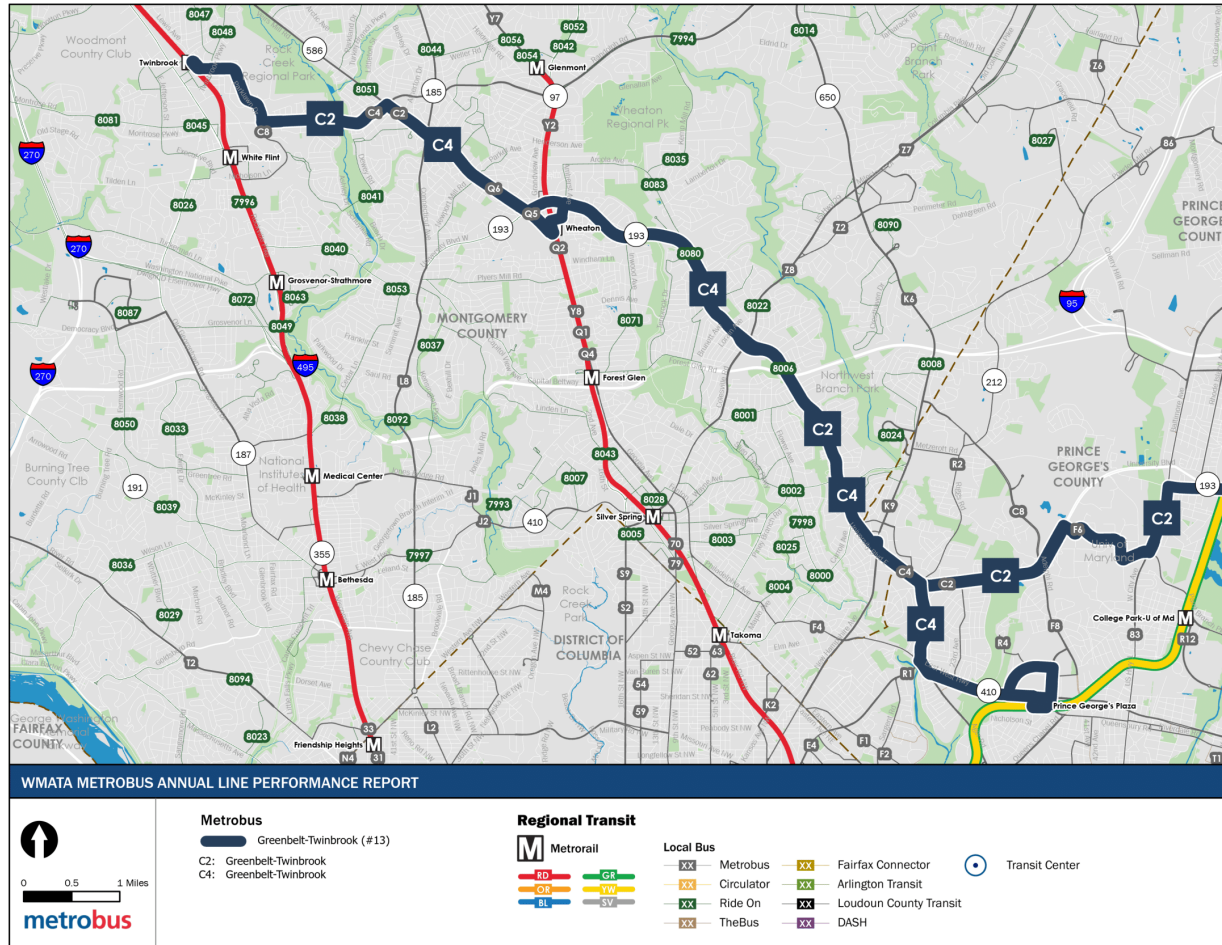
Passenger Miles per Revenue Mile



LINE: 13 - Greenbelt-Twinbrook

ROUTE(S): C2, C4

About the Line



Service Classification

Framework

Activity Tier

2

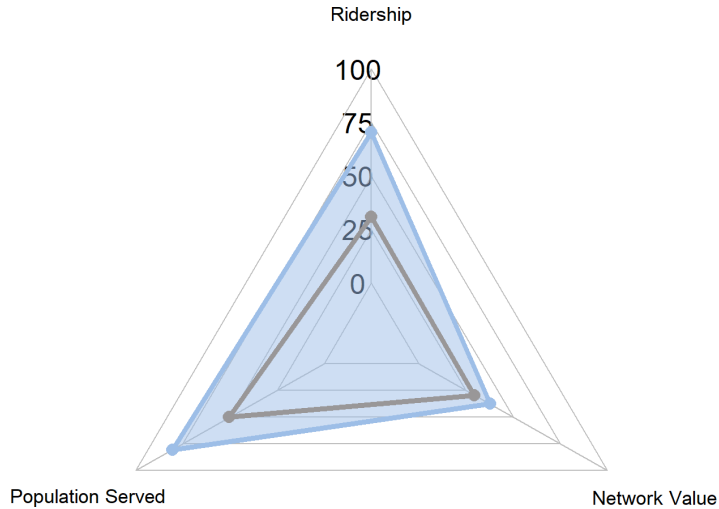
Overall Grade

Line	B

Line Benefit Score

63

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$10,928,236
	Peak Vehicles	19
	Vehicle Type(s)	40 Foot

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

	Service Area Population	94,378	
	People of Color Population	Service Area	33,121
		% Riders Surveyed	89%
	Low Income Household	Service Area	30,157
		% Riders Surveyed	67%

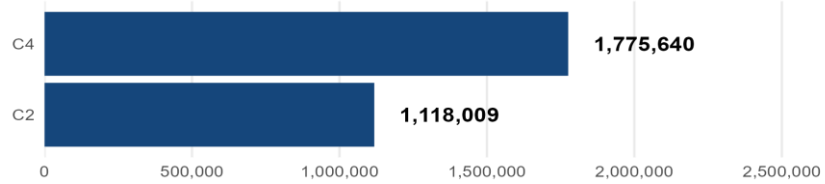
Facilities/Amenities

	Bus Stops	184
	% Stops With Shelters	28%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	5%



Ridership

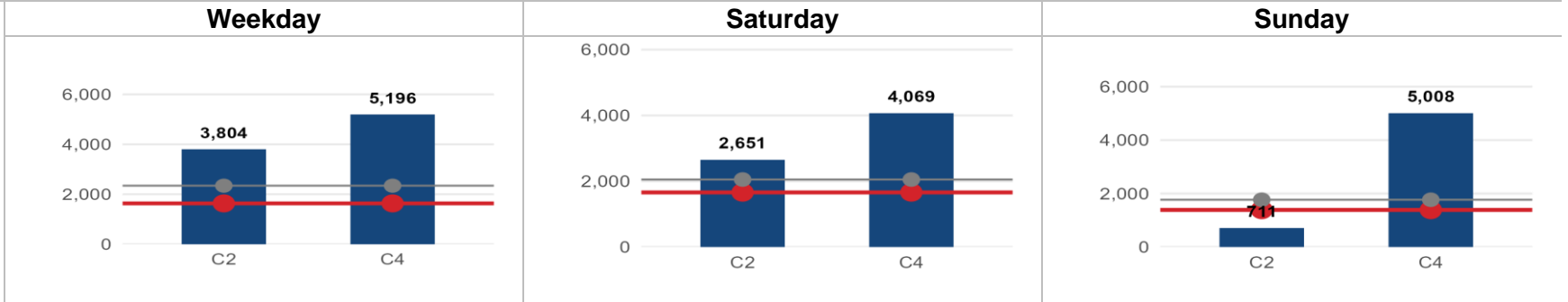
Annual Ridership



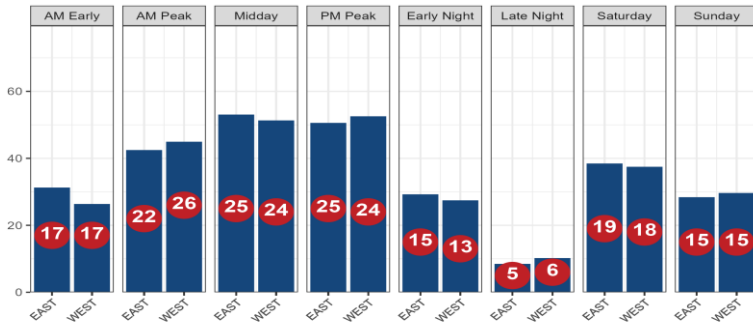
Top Transfer Locations

Twinbrook, Wheaton, Prince George's Plaza

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



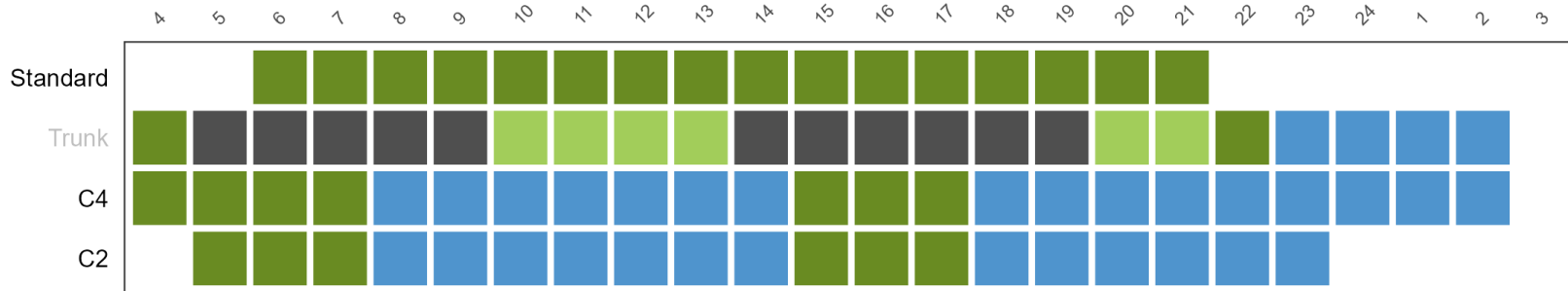
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.6	0.63
	Off-Peak Maximum Target: 1.0	0.49	0.46
Saturday Maximum Target: 1.0		0.47	0.45
Sunday Maximum Target: 1.0		0.36	0.37

Span and Frequency



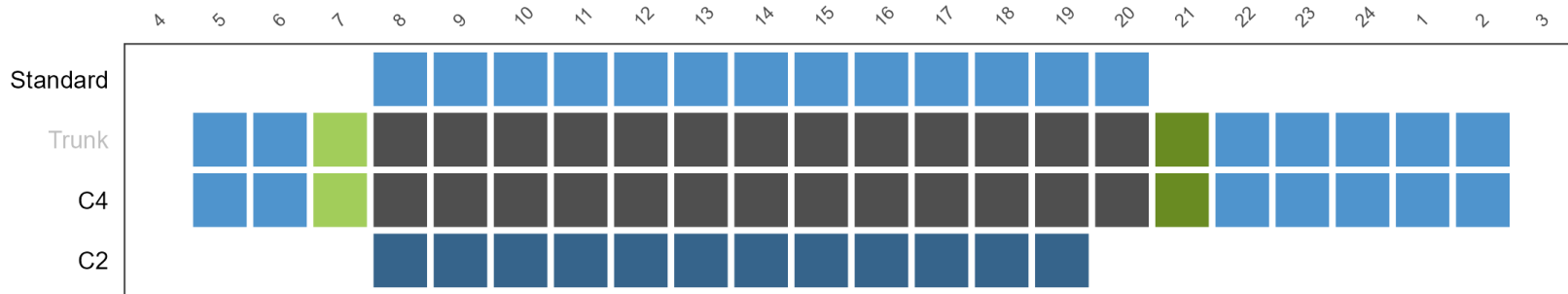
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Greenbelt-Twinbrook

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:20 AM - 2:49 AM	-	A	4:49 AM - 2:53 AM	-	A	5:24 AM - 2:59 AM	-	A
	Frequency of Service varies	Peak: 10.0 / Off-Peak: 13.0	Peak: 15.6 / Off-Peak: 20.1	A	15.0	24.7	A	14.0	24.6	A
Productivity	Passengers per Revenue Hour 20	34.9	24.3	A	30.2	23.1	A	23.0	20.5	A
	Passengers per Revenue Mile 2	3.1	2.4	A	2.7	2.1	A	2.1	1.9	B
Reliability	On-Time Performance 79%	71%	77%	D	74%	77%	C	75%	79%	C
	Crowding 5%	6%	1%	D	1%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.62	Off-Peak: 0.34 Peak: 0.42	A	0.46	0.33	A	0.37	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.42	\$ 5.78	A	\$3.95	\$ 6.01	A	\$5.18	\$ 6.88	B
	Cost Recovery 20%	29%	20%	A	25%	18%	A	19%	16%	C

Route C2

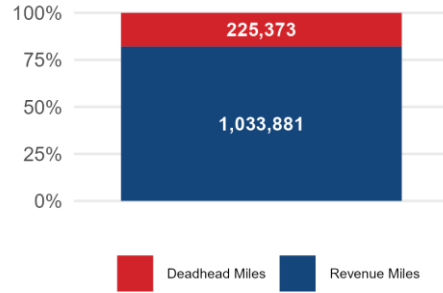
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.9			4.5			E		
	Circuitry 1.75	1.55			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	33.5	24.3	A	29.3	23.1	A	34.3	20.5	A
	Passengers per Revenue Mile 2	3.1	2.4	A	2.6	2.1	A	3.7	1.9	A
	Unique Segment Ridership 10%	12%	18%	B	12%	35%	B	32%	38%	A
Reliability	On-Time Performance 79%	73%	77%	D	73%	77%	D	82%	79%	B
	Crowding 5%	4%	1%	A	0%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.57	Off-Peak: 0.34 Peak: 0.43	A	0.42	0.34	A	0.39	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.56	\$ 5.78	A	\$4.07	\$ 6.01	A	\$3.47	\$ 6.88	A
	Cost Recovery 20%	29%	21%	A	25%	18%	A	29%	16%	A

Route C4

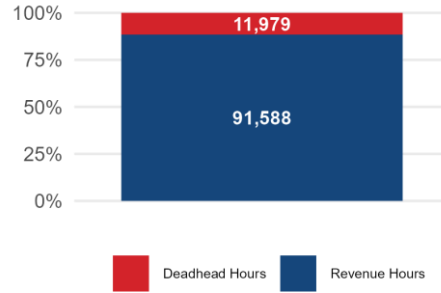
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.5			4.5			A		
	Circuitry 1.75	1.23			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	36.0	24.3	A	30.8	23.1	A	22.0	20.5	A
	Passengers per Revenue Mile 2	3.0	2.4	A	2.7	2.1	A	2.0	1.9	B
	Unique Segment Ridership 10%	14%	18%	A	21%	35%	A	64%	38%	A
Reliability	On-Time Performance 79%	70%	77%	D	75%	77%	C	74%	79%	C
	Crowding 5%	7%	1%	E	2%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.67	Off-Peak: 0.34 Peak: 0.43	A	0.49	0.34	A	0.36	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.31	\$ 5.78	A	\$3.87	\$ 6.01	A	\$5.42	\$ 6.88	B
	Cost Recovery 20%	30%	21%	A	26%	18%	A	18%	16%	C

Operational Analysis

Miles Allocation



Hours Allocation



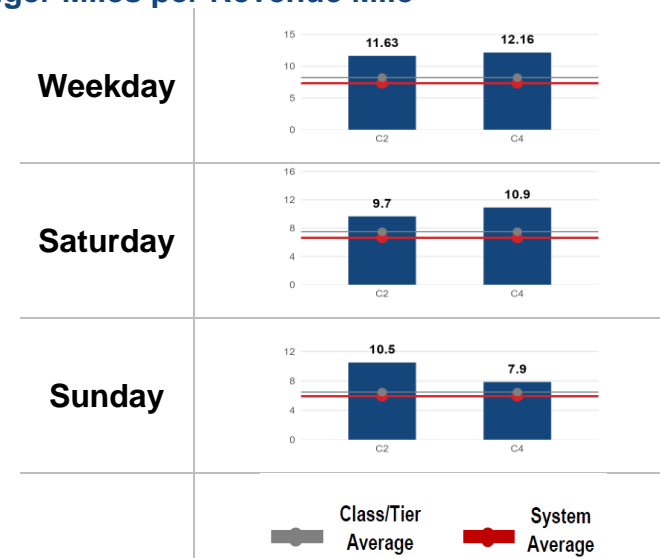
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C2	44.20	29,875	29,524 (98.8%)
C4	32.70	44,812	44,256 (98.8%)

Service Change Summary

Route C2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route C4 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

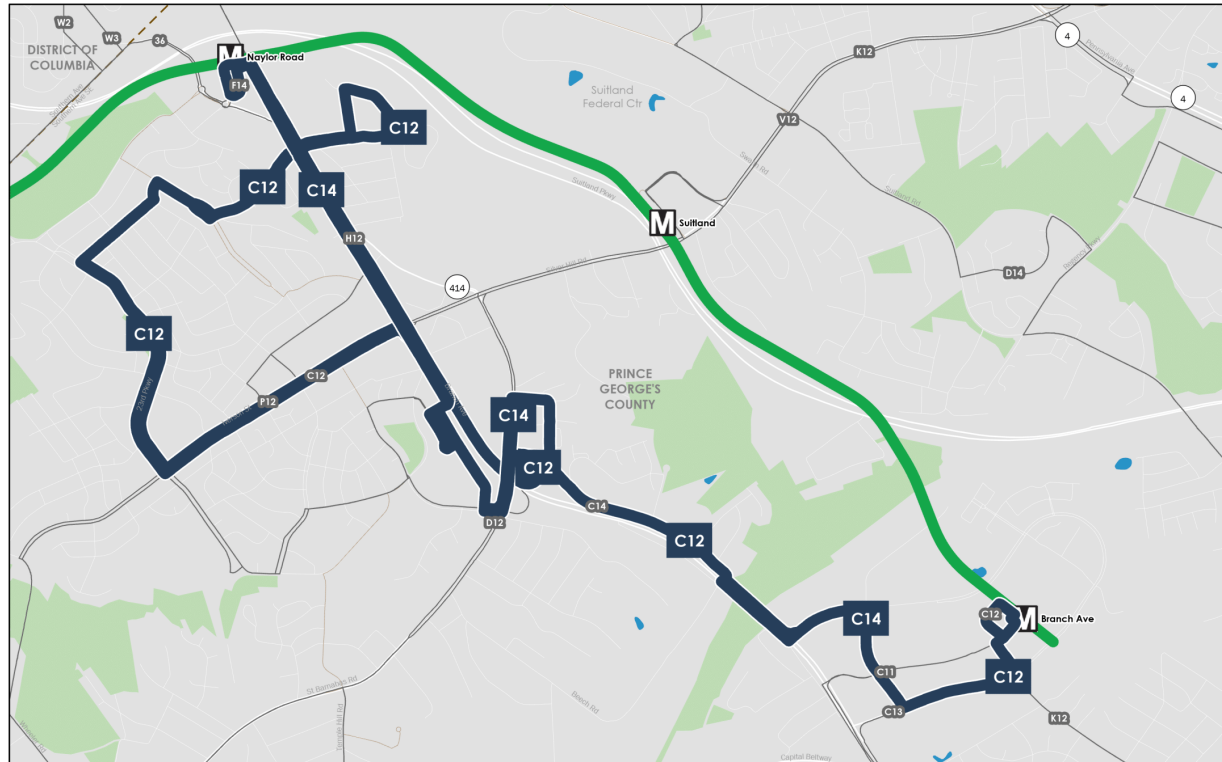
Passenger Miles per Revenue Mile



LINE: 63 - Hillcrest Heights

ROUTE(S): C12, C14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

0 0.15 0.3 Miles

Metrobus

Hillcrest Heights (#63)

C12: Hillcrest Heights

C14: Hillcrest Heights

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

Coverage

Activity Tier

3

Overall Grade

Line	Grade
Hillcrest Heights	B

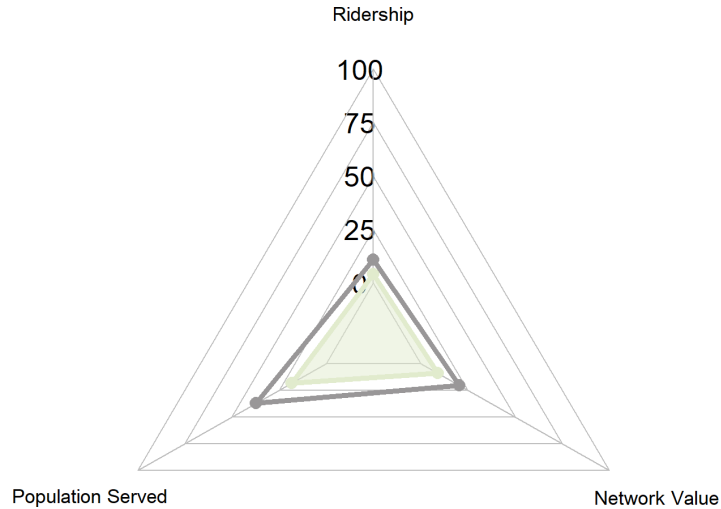
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

10

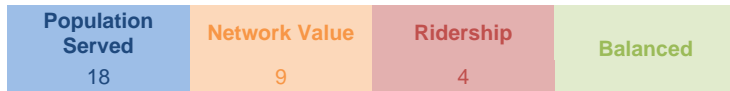
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,100,883
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	24,410	
	People of Color Population	Service Area	22,109
		% Riders Surveyed	100%
	Low Income Household	Service Area	5,995
		% Riders Surveyed	59%

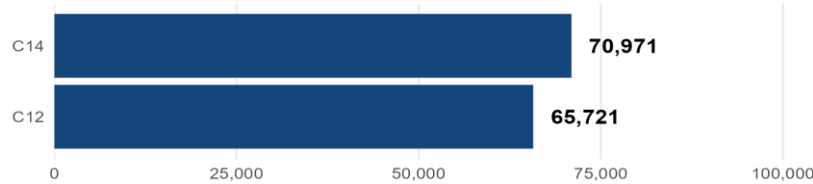
Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	23%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



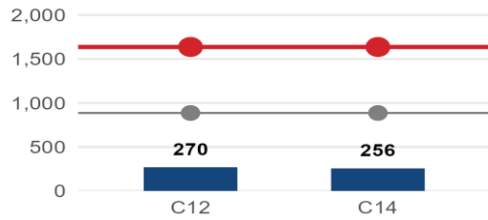
Top Transfer Locations

Branch Avenue, Naylor Road

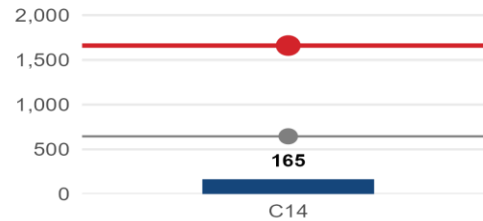
Average Daily Ridership



Weekday



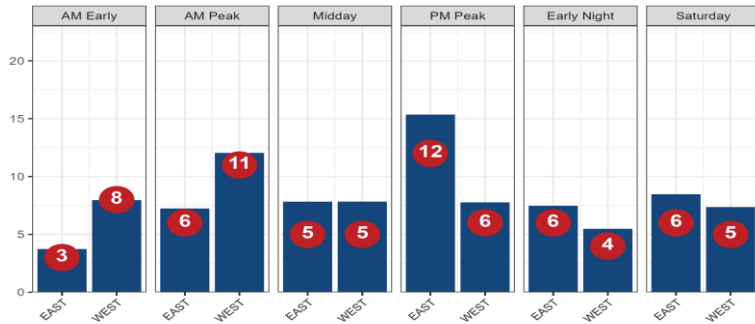
Saturday



Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



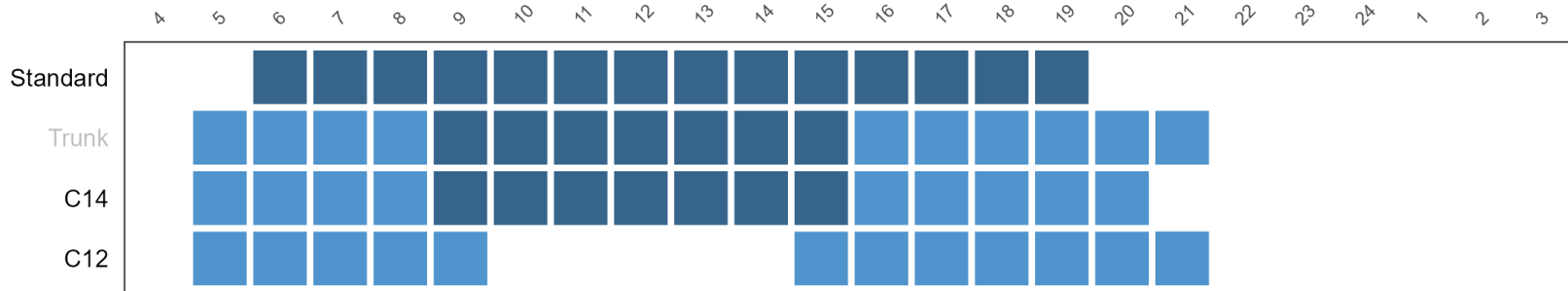
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.23	0.2
	Off-Peak Maximum Target: 1.0	0.14	0.14
Saturday Maximum Target: 1.0		0.15	0.13
Sunday Maximum Target: 1.0			

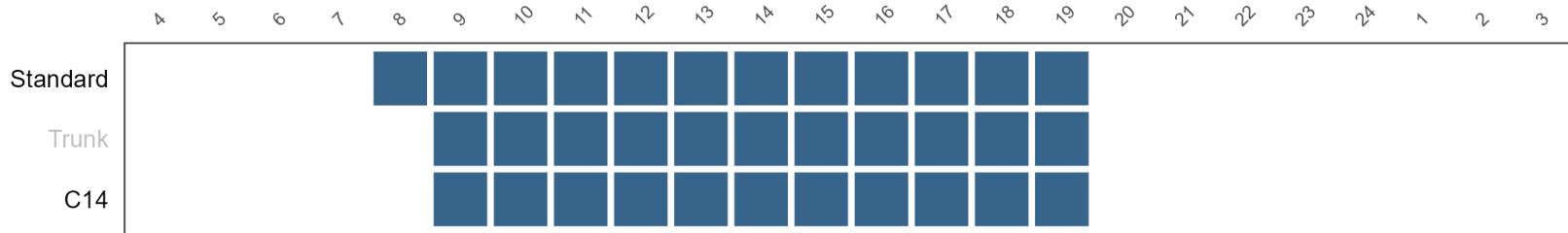
Span and Frequency



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: 26.0 / Off-Peak: 49.0	Peak: 26 / Off-Peak: 38.9	A	60.0	47.4	B	-	-	-
Productivity	Passengers per Revenue Hour 10	15.4	20.3	A	16.2	21.3	A	-	-	-
	Passengers per Revenue Mile 1	1.4	1.7	A	1.4	1.8	A	-	-	-
Reliability	On-Time Performance 79%	83%	81%	B	86%	80%	A	-	-	-
	Crowding 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.21	Off-Peak: 0.22 Peak: 0.29	A	0.14	0.25	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.75	\$ 6.54	C	\$7.38	\$ 6.11	B	-	-	-
	Cost Recovery 20%	6%	11%	E	6%	8%	E	-	-	-

Route C12

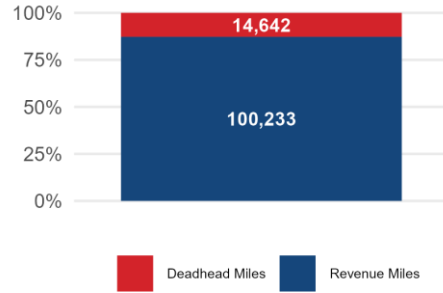
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.1			4.8			E		
	Circuitry N/A	2.15			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	16.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.5	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	9%	49%	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.29	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.05	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	8%	10%	E	-	-	-	-	-	-

Route C14

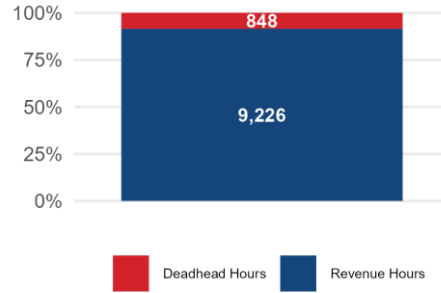
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			4.8			A		
	Circuitry N/A	1.74			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	14.1	20.3	A	16.2	21.3	A	-	-	-
	Passengers per Revenue Mile 1	1.3	1.7	A	1.4	1.8	A	-	-	-
	Unique Segment Ridership 10%	5%	49%	D	79%	59%	A	-	-	-
Reliability	On-Time Performance 79%	84%	81%	A	86%	80%	A	-	-	-
	Crowding 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.15	Off-Peak: 0.22 Peak: 0.28	A	0.14	0.25	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.49	\$ 6.54	D	\$7.38	\$ 6.11	B	-	-	-
	Cost Recovery 20%	4%	10%	E	5%	8%	E	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



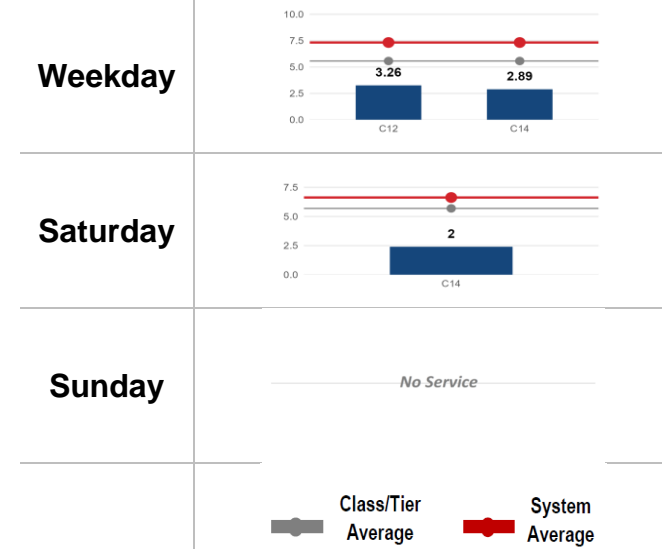
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C12	15.60	5,727	5,633 (98.4%)
C14	12.70	9,663	9,537 (98.7%)

Service Change Summary

Route C12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route C14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

Passenger Miles per Revenue Mile



LINE: 45 - Hospital Center

ROUTE(S): D8

About the Line



Service Classification

Coverage

Activity Tier

1

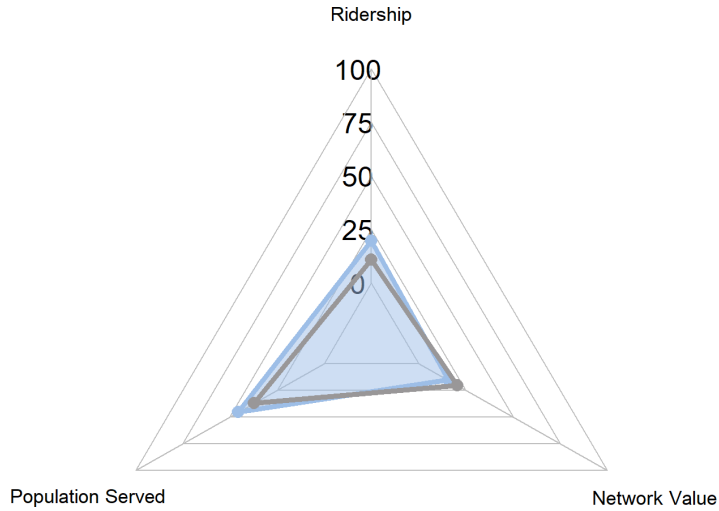
Overall Grade

Line	Overall Grade
Hospital Center	C

Line Benefit Score

27

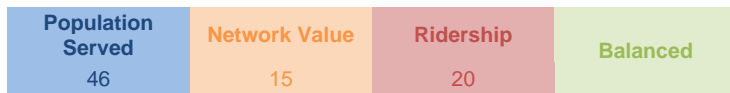
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$4,180,920
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	34,783	
	People of Color Population	Service Area	19,750
		% Riders Surveyed	92%
	Low Income Household	Service Area	9,300
		% Riders Surveyed	76%

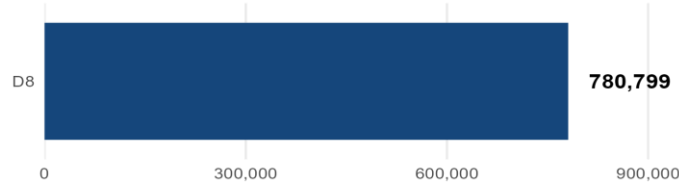
Facilities/Amenities

	Bus Stops	75
	% Stops With Shelters	16%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership



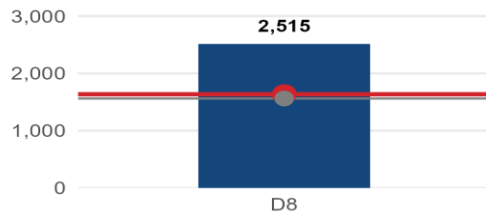
Top Transfer Locations

Rhode Island Avenue, Union Station, College Park-U of MD

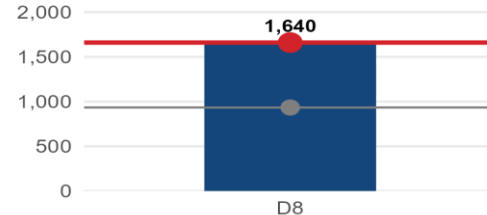
Average Daily Ridership

- Class/Tier Average
- System Average

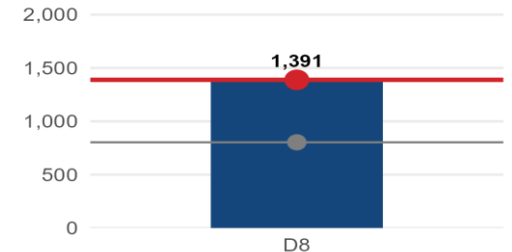
Weekday



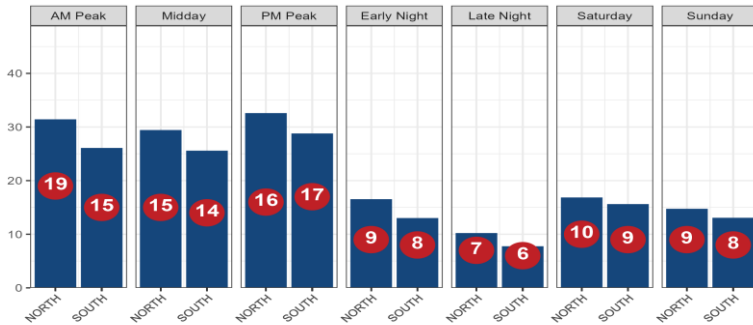
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



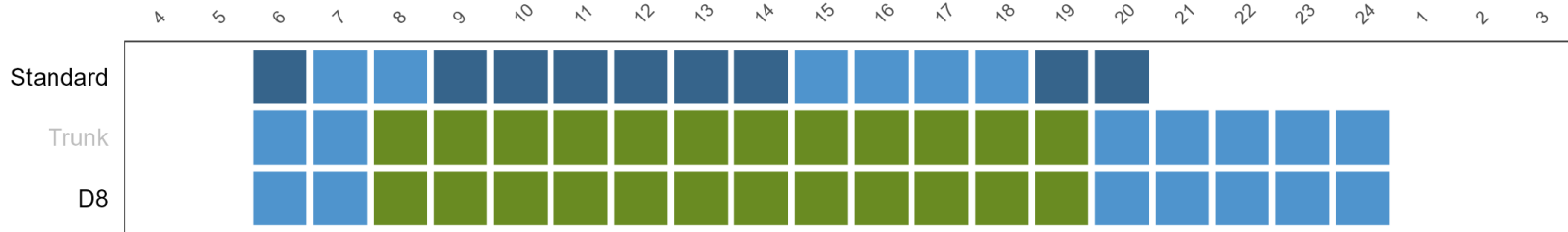
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.44	0.4
	Off-Peak Maximum Target: 1.0	0.31	0.3
Saturday Maximum Target: 1.0		0.24	0.24
Sunday Maximum Target: 1.0		0.21	0.2

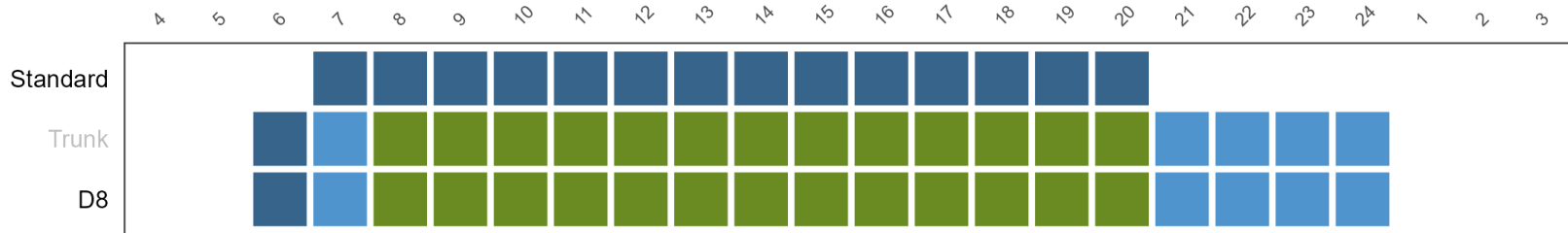
Span and Frequency



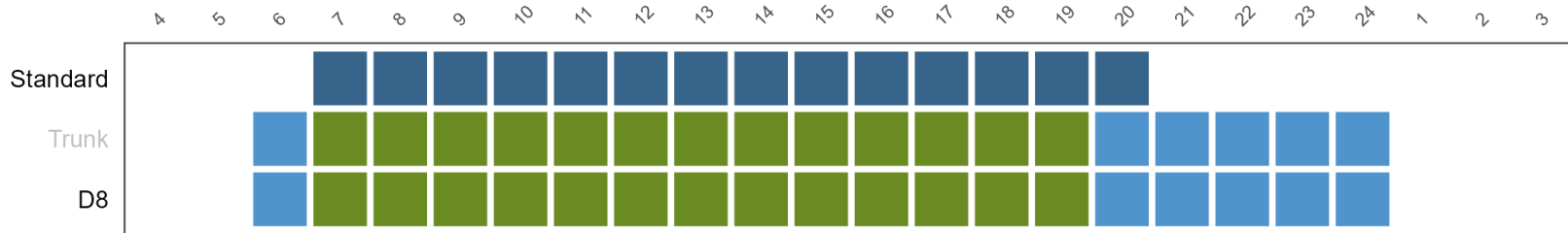
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Hospital Center

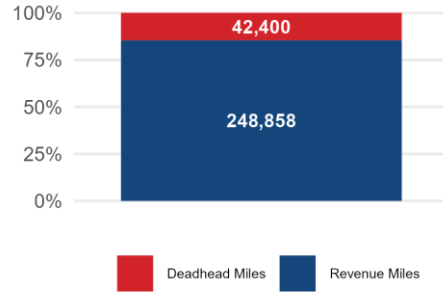
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:00 AM - 12:41 AM	-	A	6:00 AM - 12:39 AM	-	A	6:15 AM - 12:34 AM	-	A
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 19.0	Peak: 18.3 / Off-Peak: 26.7	A	21.0	29.5	A	21.0	30.0	A
Productivity	Passengers per Revenue Hour 20	25.5	25.3	A	19.3	21.5	C	15.8	19.2	E
	Passengers per Revenue Mile 4	3.7	3.5	C	2.4	2.7	E	2.0	2.4	E
Reliability	On-Time Performance 79%	73%	75%	D	75%	76%	C	77%	79%	C
	Crowding 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.26 Peak: 0.38	A	0.24	0.26	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.67	\$ 4.85	A	\$6.19	\$ 5.62	D	\$7.57	\$ 6.32	E
	Cost Recovery 25%	12%	16%	E	9%	14%	E	7%	13%	E

Route D8

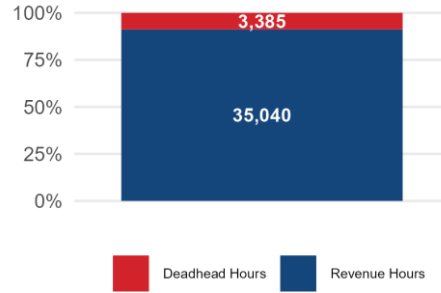
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.8			6.4			E		
	Circuitry N/A	2.52			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	25.5	25.3	A	19.3	21.5	C	15.8	19.2	E
	Passengers per Revenue Mile 4	3.7	3.5	C	2.4	2.7	E	2.0	2.4	E
	Unique Segment Ridership 10%	22%	47%	A	21%	46%	A	20%	45%	A
Reliability	On-Time Performance 79%	73%	75%	D	75%	76%	C	77%	79%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.28 Peak: 0.4	A	0.24	0.27	A	0.21	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.67	\$ 4.85	A	\$6.19	\$ 5.62	D	\$7.57	\$ 6.32	E
	Cost Recovery 25%	12%	15%	E	9%	13%	E	7%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D8	13.40	36,457	36,008 (98.8%)

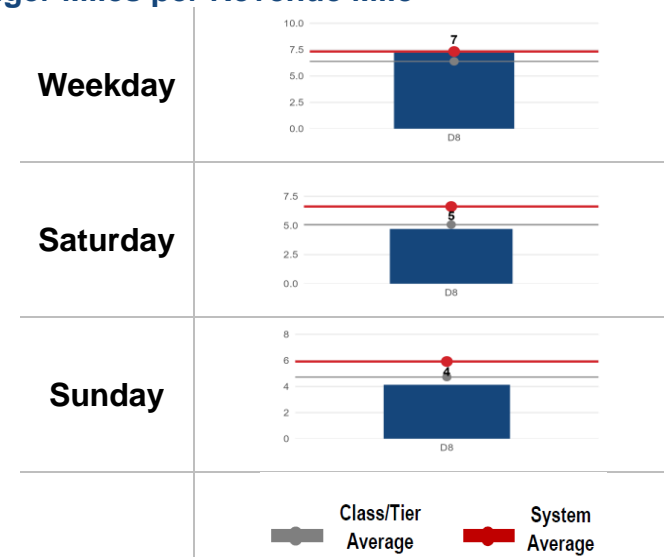
Service Change Summary

Route D8 - Dec 2022:

Weekday: Return northbound routing to original route, prior to the DC Water detour that was put in place in June 2018. Northbound routing should be restored as described in the attached map and route description. Please note that when this detour was implemented in 2018, the detour routing was added to BusETA data, but not Trapeze. All systems should reflect the change back to regular routing.;

Saturday: Return northbound routing to original route, prior to the DC Water detour that was put in place in June 2018. Northbound routing should be restored as described in the attached map and route description. Please note that when this detour was implemented in 2018, the detour routing was added to BusETA data but not

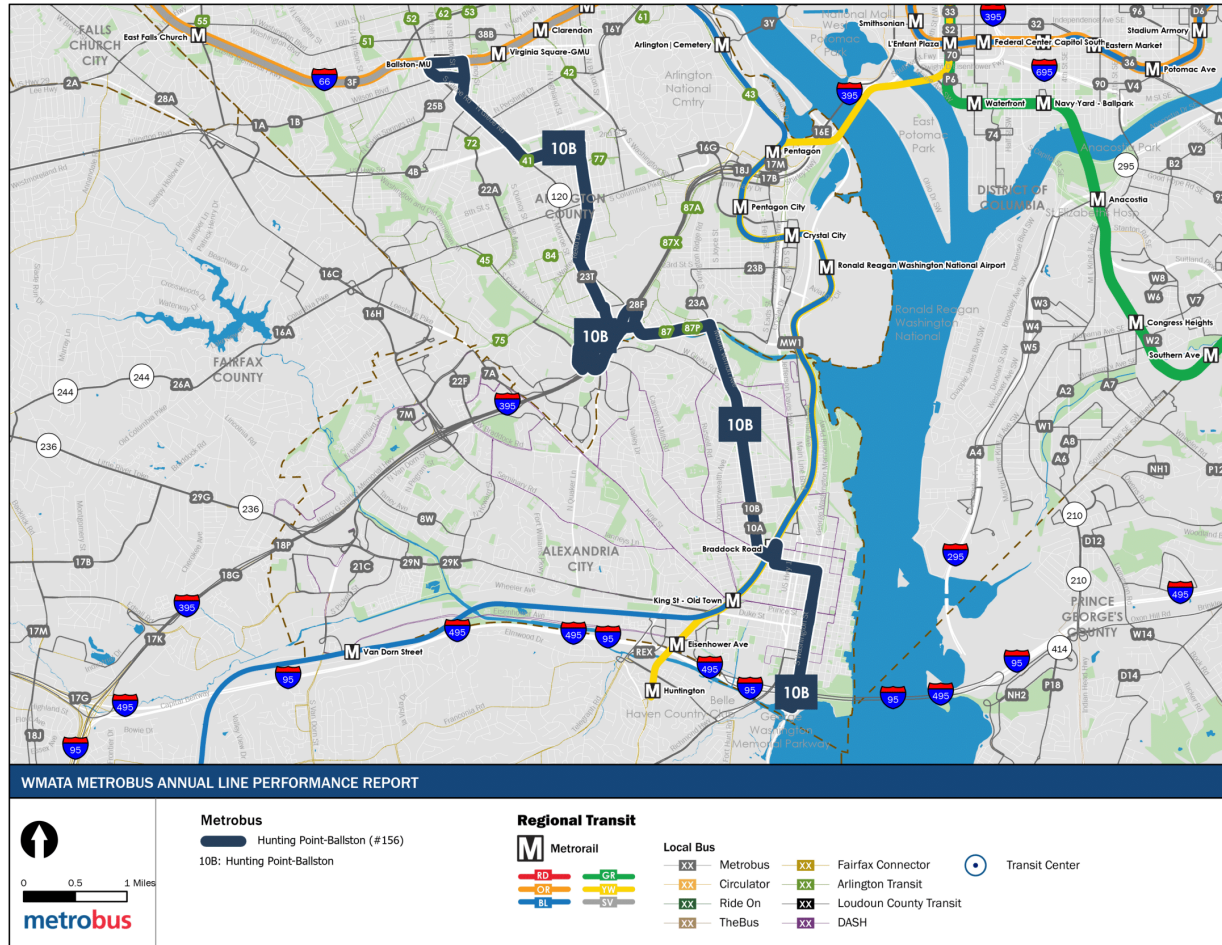
Passenger Miles per Revenue Mile



LINE: 156 - Hunting Point-Ballston

ROUTE(S): 10B

About the Line



Service Classification

Framework

Activity Tier

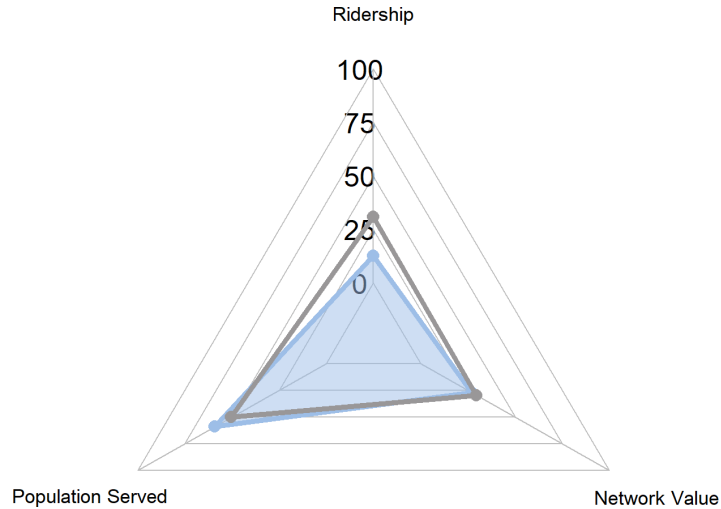
1

Overall Grade

Line	Overall Grade
156	D

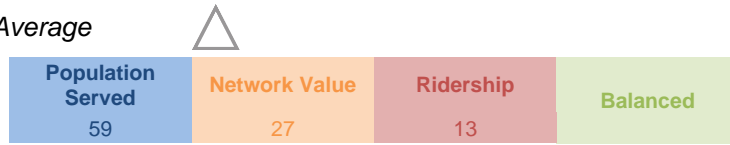
Line Benefit Score

33
Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$3,664,242
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	67,245	
	People of Color Population	Service Area	14,896
		% Riders Surveyed	75%
	Low Income Household	Service Area	13,516
		% Riders Surveyed	50%

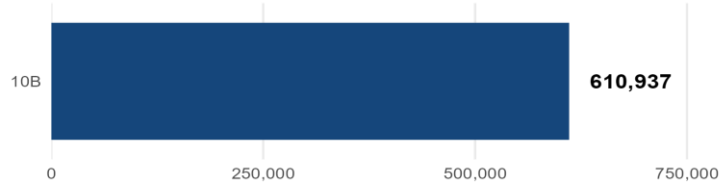
Facilities/Amenities

	Bus Stops	132
	% Stops With Shelters	22%
	% Stops With Benches	32%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



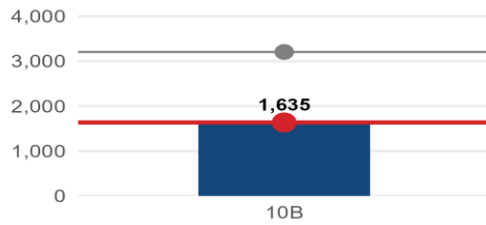
Top Transfer Locations

Braddock Road, Ballston

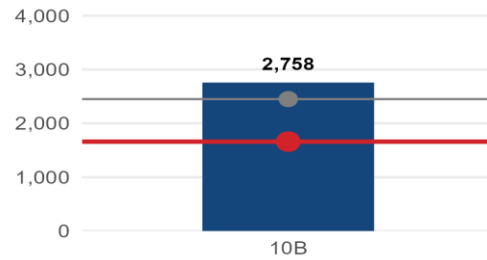
Average Daily Ridership



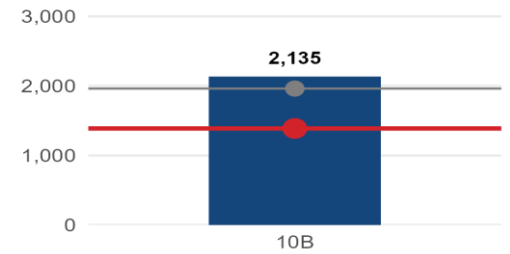
Weekday



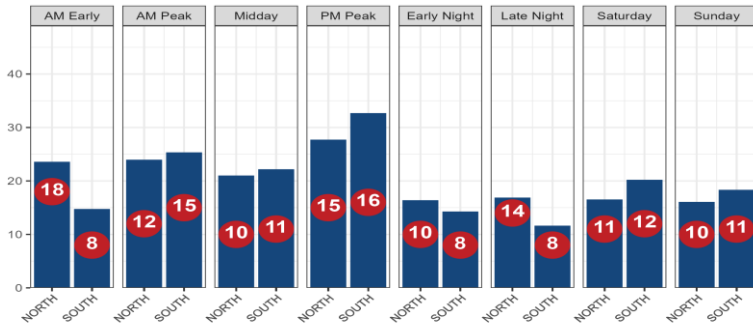
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



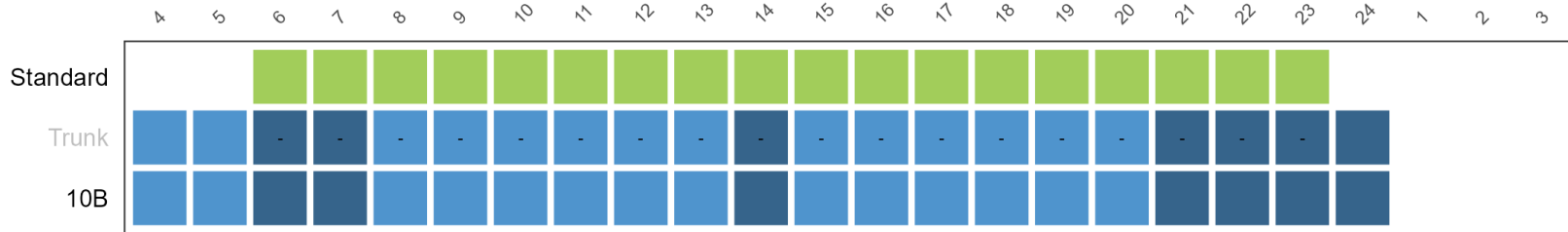
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.35	0.38
	Off-Peak Maximum Target: 1.0	0.29	0.24
Saturday Maximum Target: 1.0		0.28	0.33
Sunday Maximum Target: 1.0		0.25	0.28

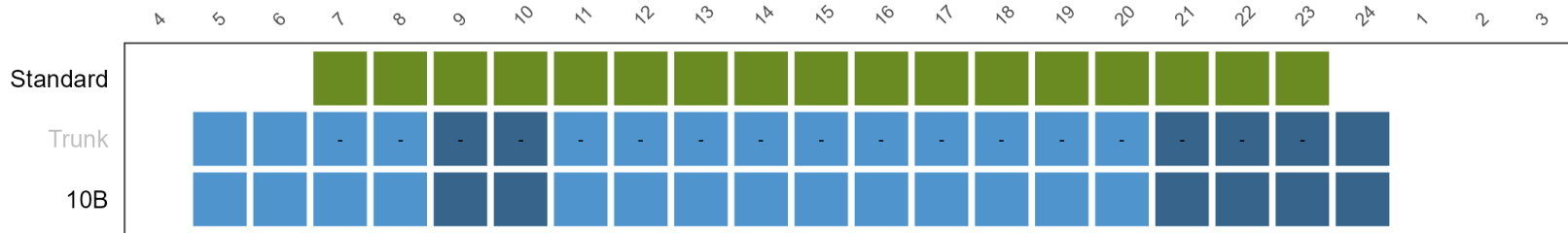
Span and Frequency



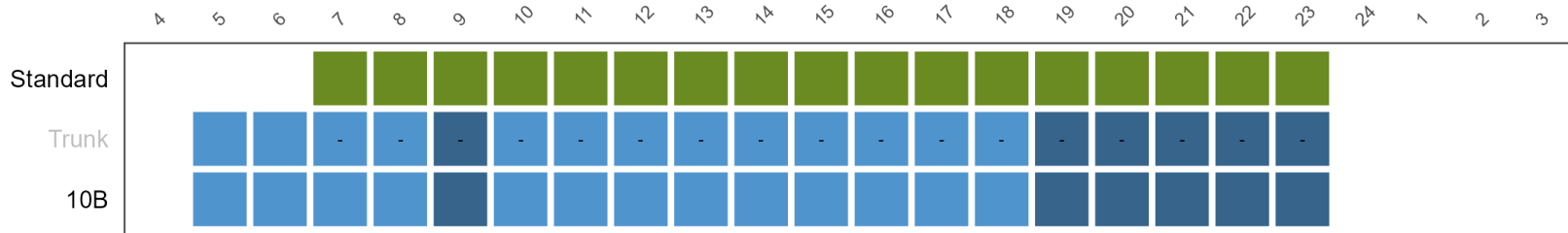
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Hunting Point-Ballston

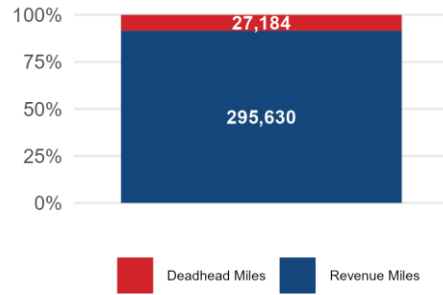
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:45 AM - 12:33 AM	-	A	5:45 AM - 12:34 AM	-	A	5:45 AM - 11:38 PM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 14.7 / Off-Peak: 18.6	E	32.0	20.8	E	31.0	23.9	E
Productivity	Passengers per Revenue Hour 30	18.8	29.9	E	16.1	25.2	E	14.2	22.9	E
	Passengers per Revenue Mile 4	1.9	3.9	E	1.4	3.1	E	1.3	2.7	E
Reliability	On-Time Performance 79%	80%	74%	B	82%	75%	B	82%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.37	Off-Peak: 0.33 Peak: 0.46	A	0.3	0.33	A	0.27	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.34	\$ 4.49	D	\$7.40	\$ 5.36	E	\$8.40	\$ 5.93	E
	Cost Recovery 25%	20%	25%	D	17%	21%	E	15%	19%	E

Route 10B

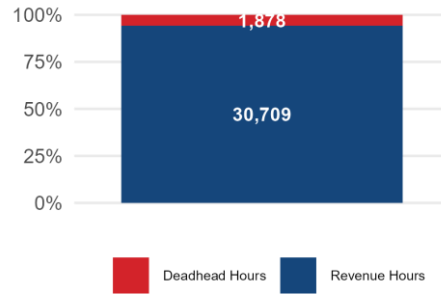
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.8			5.2			E		
	Circuitry 1.75	1.41			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	18.8	29.9	E	16.1	25.2	E	14.2	22.9	E
	Passengers per Revenue Mile 4	1.9	3.9	E	1.4	3.1	E	1.3	2.7	E
	Unique Segment Ridership 10%	27%	23%	A	52%	34%	A	51%	35%	A
Reliability	On-Time Performance 79%	80%	74%	B	82%	75%	B	82%	76%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.37	Off-Peak: 0.34 Peak: 0.47	A	0.3	0.34	A	0.27	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.34	\$ 4.49	D	\$7.40	\$ 5.36	E	\$8.40	\$ 5.93	E
	Cost Recovery 25%	20%	26%	D	17%	21%	E	15%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



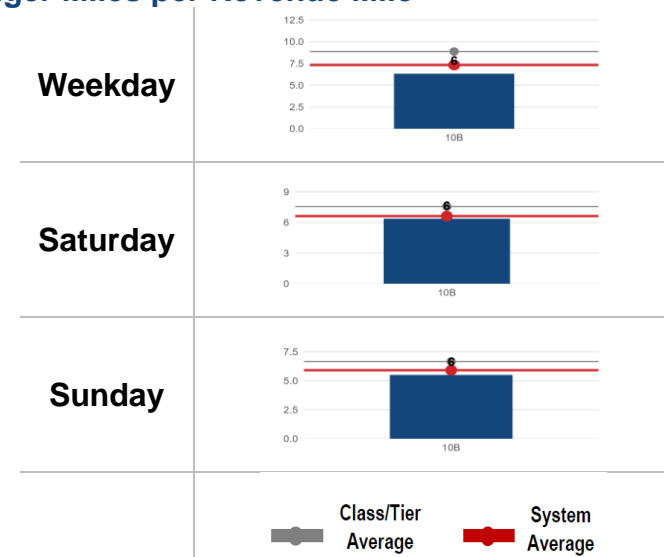
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10B	23.20	25,573	25,294 (98.9%)

Service Change Summary

Route 10B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

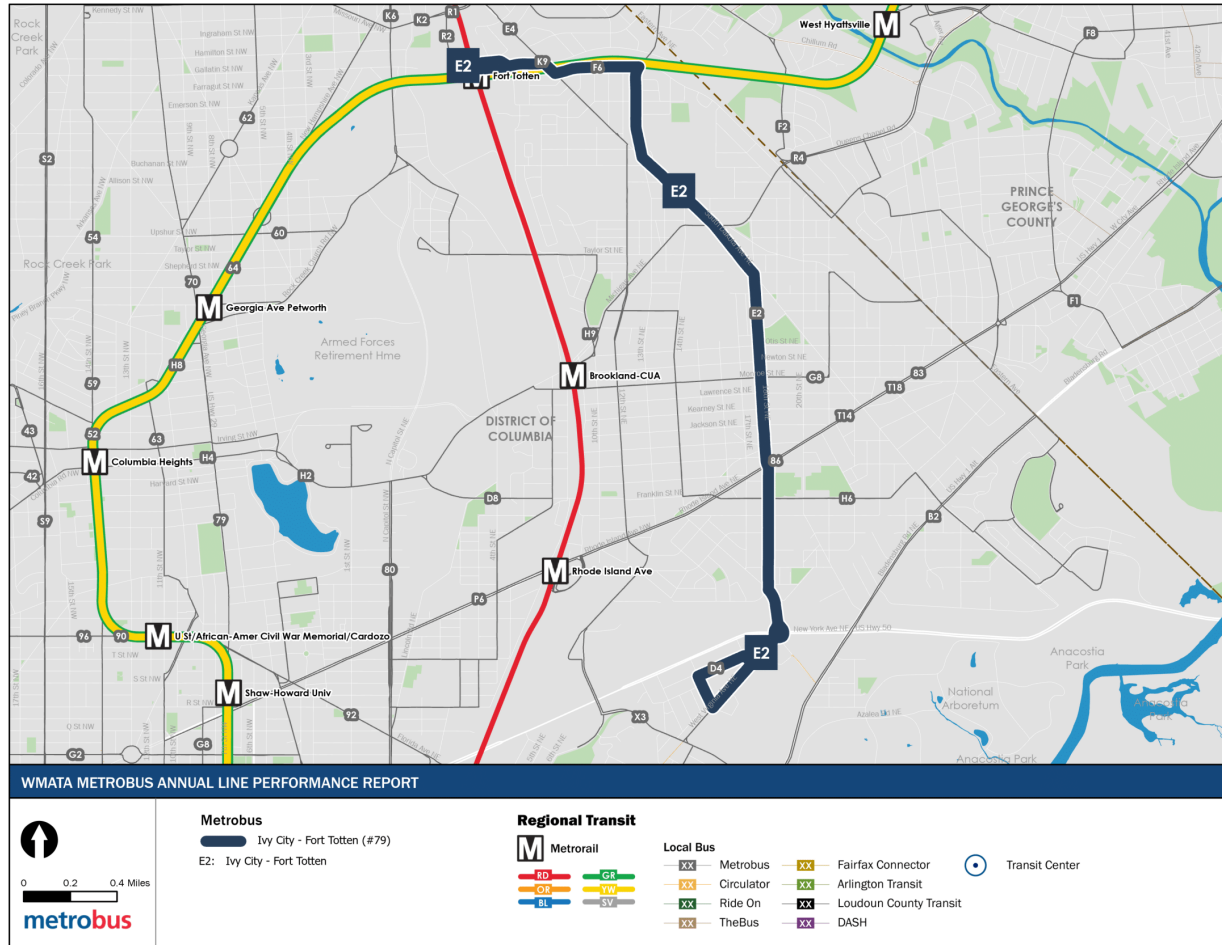
Passenger Miles per Revenue Mile



LINE: 79 - Ivy City - Fort Totten

ROUTE(S): E2

About the Line



Service Classification

Coverage

Activity Tier

3

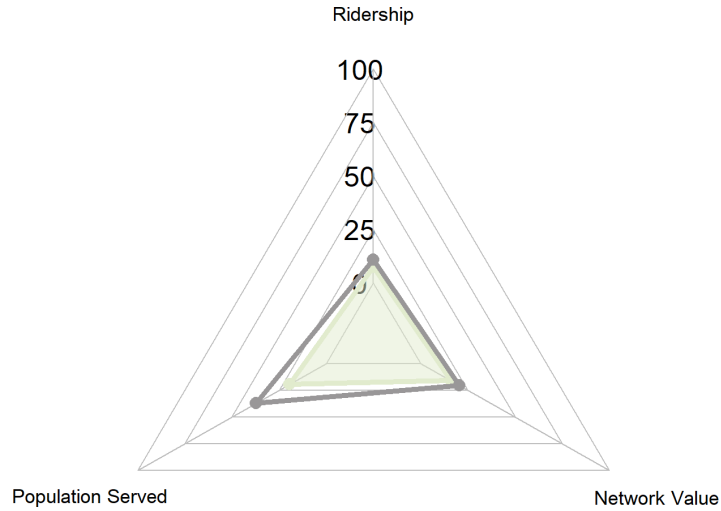
Overall Grade

Line	Overall Grade
Line 79	B

Line Benefit Score

14

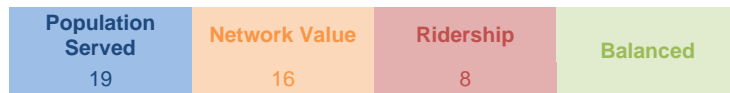
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,618,638
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	17,815	
	People of Color Population	Service Area	13,798
		% Riders Surveyed	84%
	Low Income Household	Service Area	4,416
		% Riders Surveyed	40%

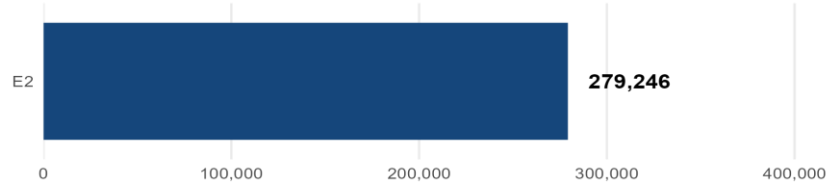
Facilities/Amenities

	Bus Stops	57
	% Stops With Shelters	4%
	% Stops With Benches	2%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



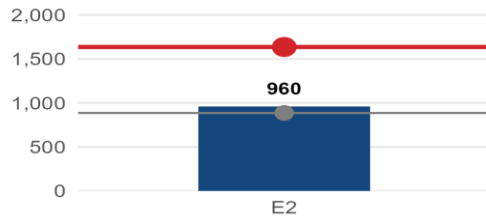
Top Transfer Locations

Fort Totten

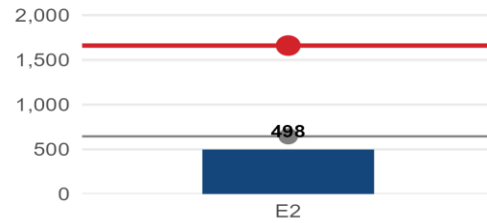
Average Daily Ridership

- Class/Tier Average
- System Average

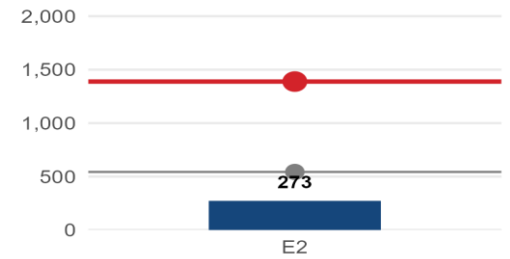
Weekday



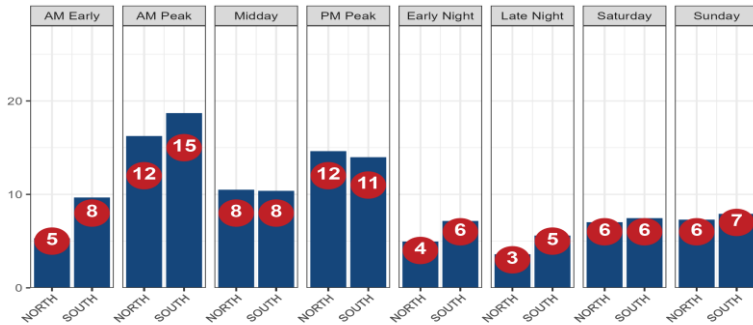
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



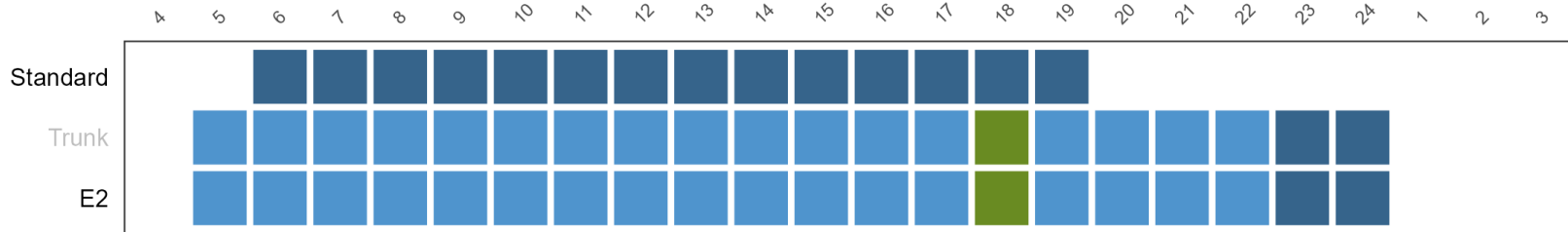
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.31	0.31
	Off-Peak Maximum Target: 1.0	0.16	0.18
Saturday Maximum Target: 1.0		0.15	0.15
Sunday Maximum Target: 1.0		0.15	0.16

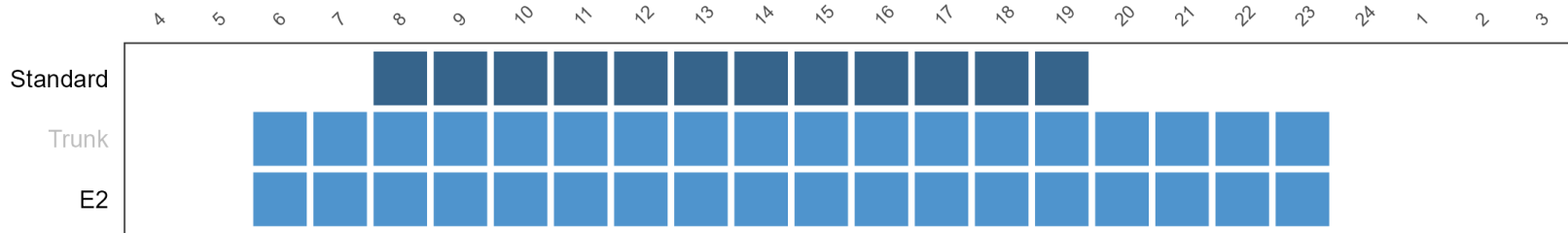
Span and Frequency



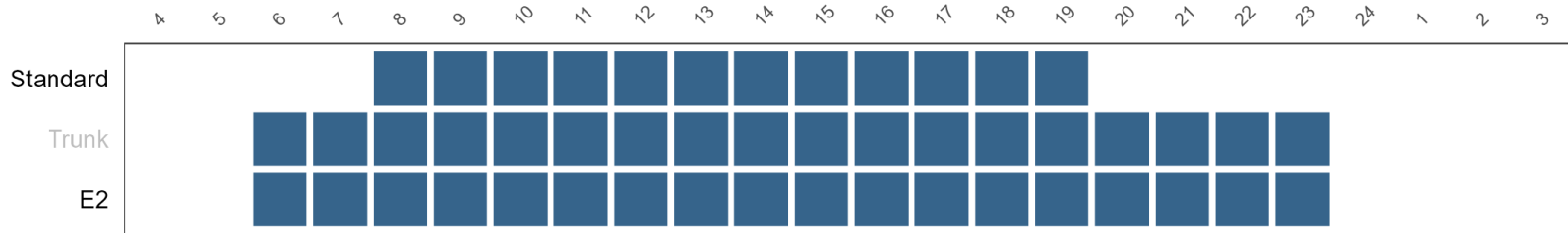
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Ivy City - Fort Totten

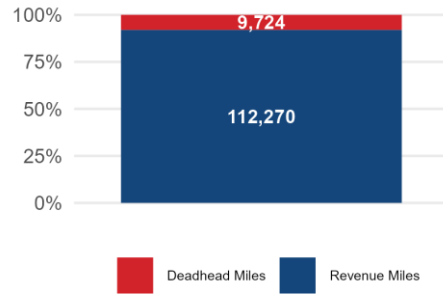
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:25 AM - 12:02 AM	-	A	6:05 AM - 11:50 PM	-	A	6:05 AM - 11:50 PM	-	A
	Frequency of Service varies	Peak: 21.0 / Off-Peak: 29.0	Peak: 26 / Off-Peak: 38.9	A	29.0	47.4	A	59.0	49.8	B
Productivity	Passengers per Revenue Hour 10	22.6	20.3	A	14.8	21.3	A	15.6	21.3	A
	Passengers per Revenue Mile 1	2.8	1.7	A	1.7	1.8	A	1.8	1.7	A
Reliability	On-Time Performance 79%	83%	81%	B	83%	80%	B	85%	81%	A
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.31	Off-Peak: 0.22 Peak: 0.29	A	0.15	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.28	\$ 6.54	A	\$8.04	\$ 6.11	C	\$7.65	\$ 6.02	B
	Cost Recovery 20%	16%	11%	D	11%	8%	E	11%	8%	E

Route E2

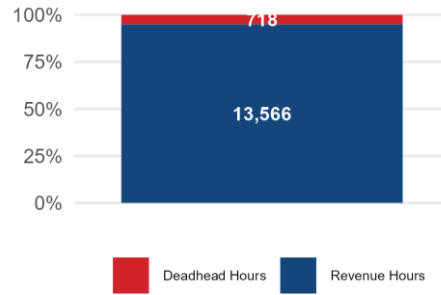
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.4			4.8			E		
	Circuitry N/A	1.11			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	22.6	20.3	A	14.8	21.3	A	15.6	21.3	A
	Passengers per Revenue Mile 1	2.8	1.7	A	1.7	1.8	A	1.8	1.7	A
	Unique Segment Ridership 10%	37%	49%	A	41%	59%	A	41%	62%	A
Reliability	On-Time Performance 79%	83%	81%	B	83%	80%	B	85%	81%	A
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.31	Off-Peak: 0.22 Peak: 0.28	A	0.15	0.25	A	0.16	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.28	\$ 6.54	A	\$8.04	\$ 6.11	C	\$7.65	\$ 6.02	B
	Cost Recovery 20%	16%	10%	D	11%	8%	E	11%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



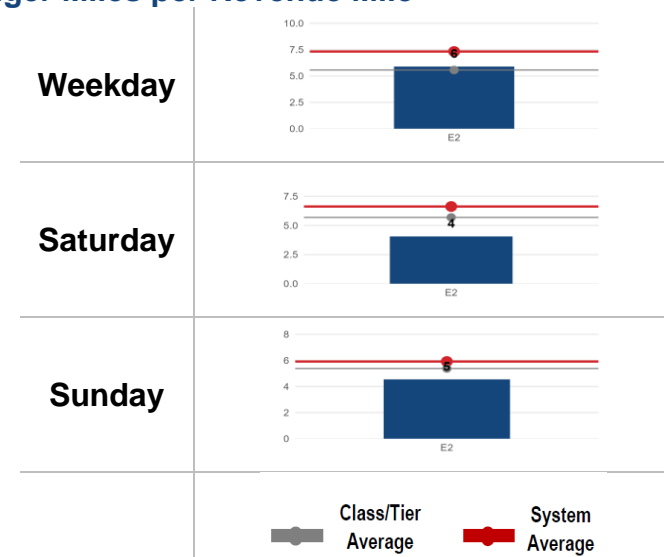
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E2	8.00	26,994	26,759 (99.1%)

Service Change Summary

Route E2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

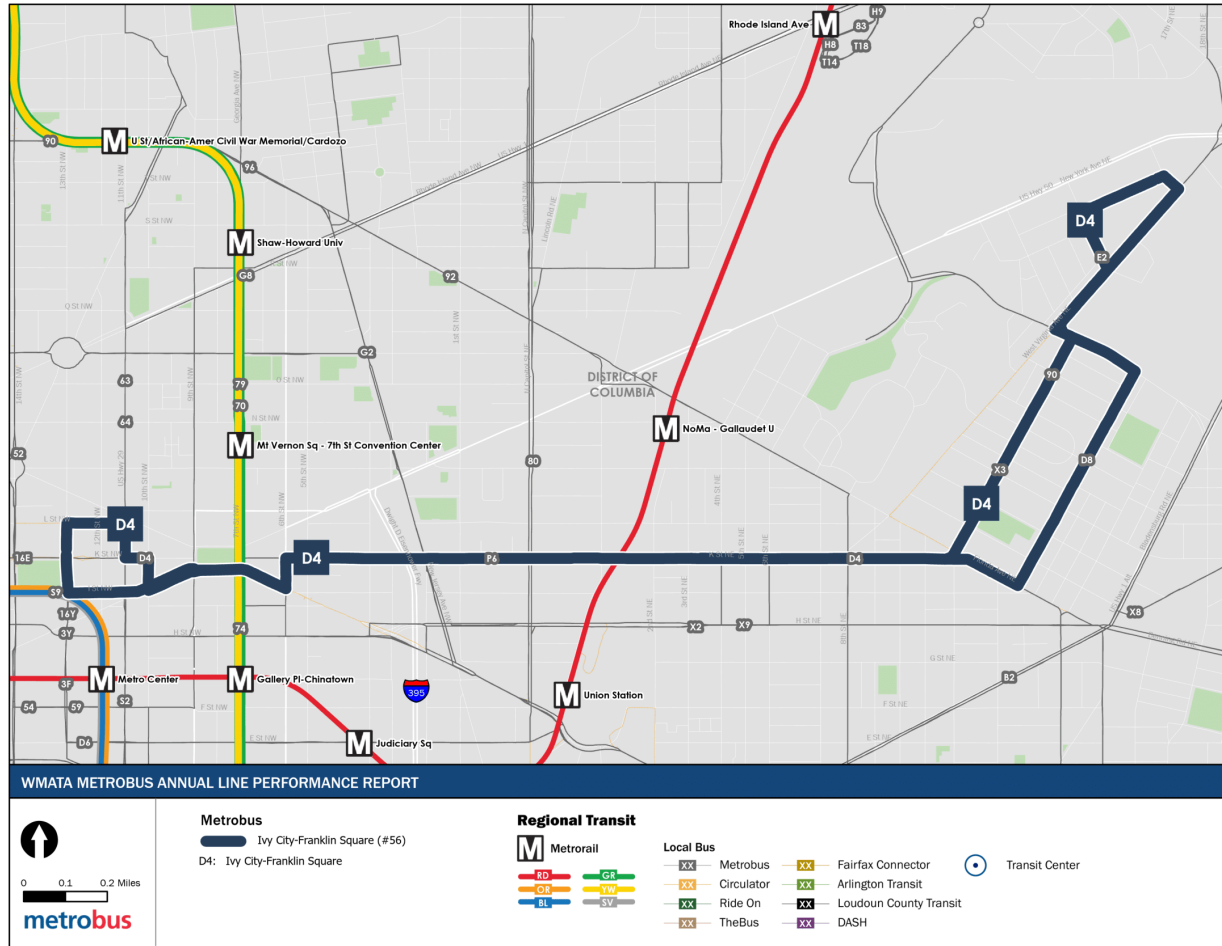
Passenger Miles per Revenue Mile



LINE: 56 - Ivy City-Franklin Square

ROUTE(S): D4

About the Line



Service Classification

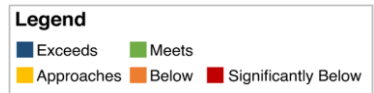
Coverage

Activity Tier

1

Overall Grade

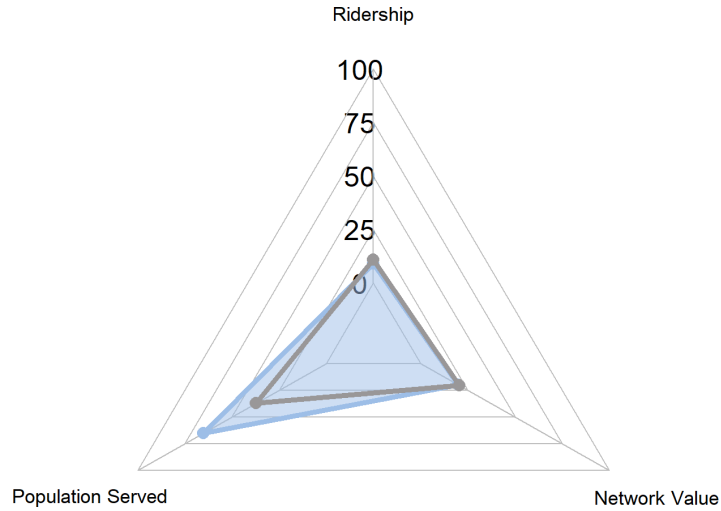
Line	Overall Grade
Ivy City-Franklin Square	C



Line Benefit Score

31

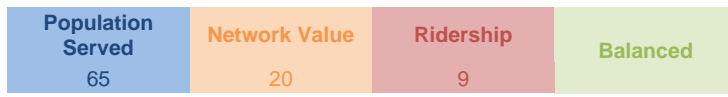
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,013,828
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	41,648	
	People of Color Population	Service Area	19,538
		% Riders Surveyed	82%
	Low Income Household	Service Area	10,962
		% Riders Surveyed	50%

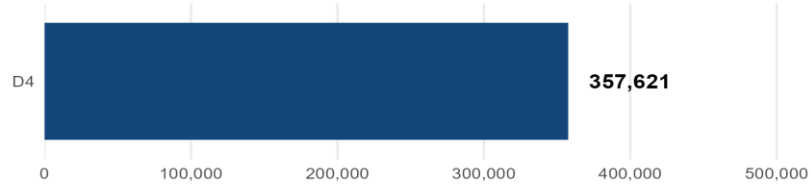
Facilities/Amenities

	Bus Stops	48
	% Stops With Shelters	19%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



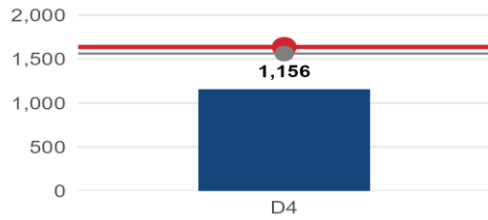
Top Transfer Locations

McPherson Square, Gallery Place-Chinatown, Metro Center

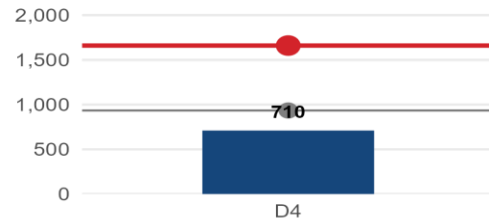
Average Daily Ridership

- Class/Tier Average
- System Average

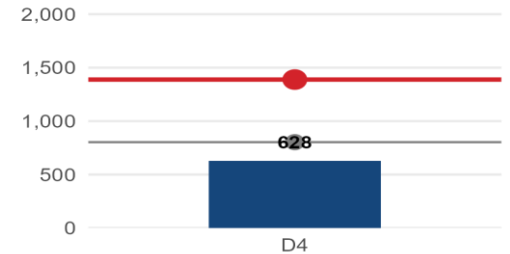
Weekday



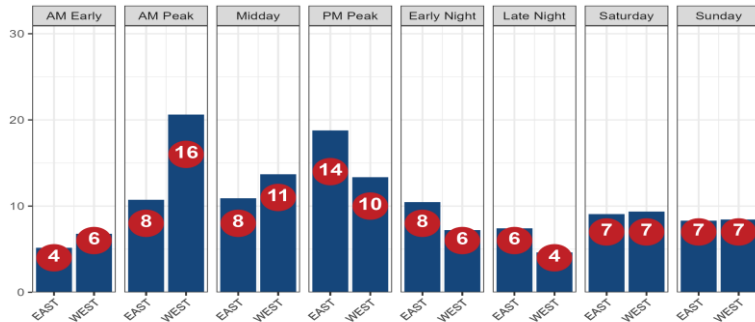
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



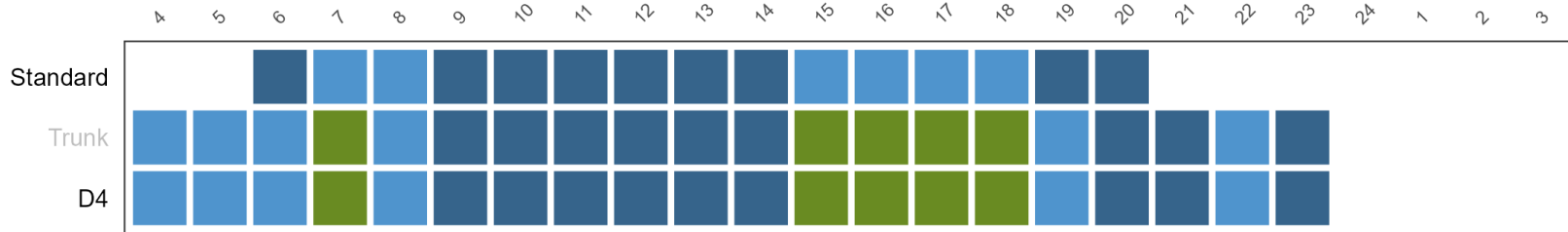
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.29	0.32
	Off-Peak Maximum Target: 1.0	0.19	0.19
Saturday Maximum Target: 1.0		0.18	0.19
Sunday Maximum Target: 1.0		0.17	0.17

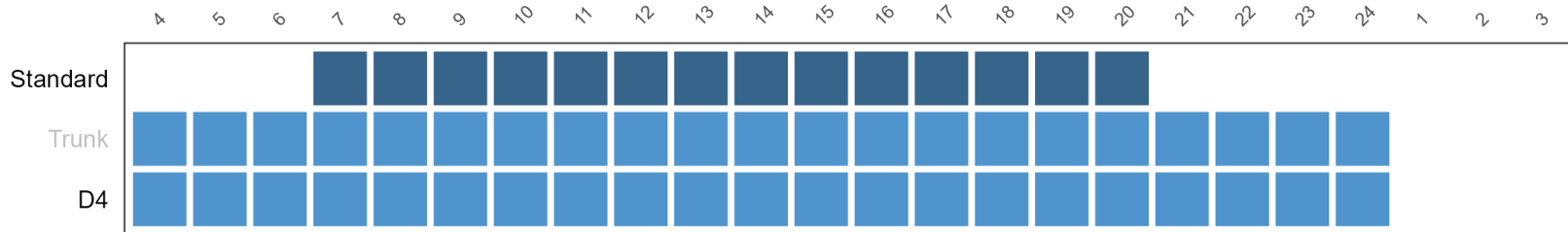
Span and Frequency



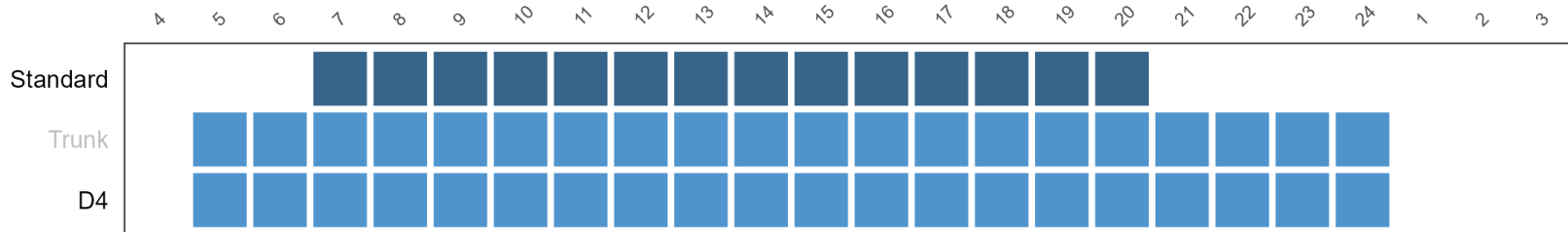
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Ivy City-Franklin Square

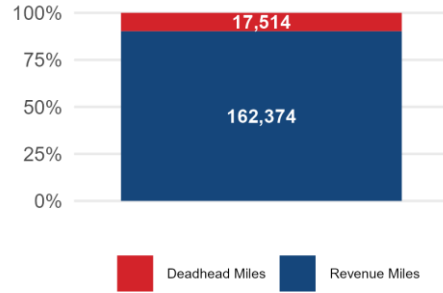
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:10 AM - 11:56 PM	-	A	4:44 AM - 12:08 AM	-	A	5:18 AM - 12:08 AM	-	A
	Frequency of Service varies	Peak: 19.0 / Off-Peak: 34.0	Peak: 18.3 / Off-Peak: 26.7	A	30.0	29.5	A	30.0	30.0	A
Productivity	Passengers per Revenue Hour 20	22.8	25.3	A	19.0	21.5	C	17.4	19.2	D
	Passengers per Revenue Mile 4	3.4	3.5	D	2.4	2.7	E	2.2	2.4	E
Reliability	On-Time Performance 79%	77%	75%	C	83%	76%	B	81%	79%	B
	Crowding 5%	1%	2%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.31	Off-Peak: 0.26 Peak: 0.38	A	0.18	0.26	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.23	\$ 4.85	B	\$6.28	\$ 5.62	D	\$6.86	\$ 6.32	E
	Cost Recovery 25%	17%	16%	E	14%	14%	E	13%	13%	E

Route D4

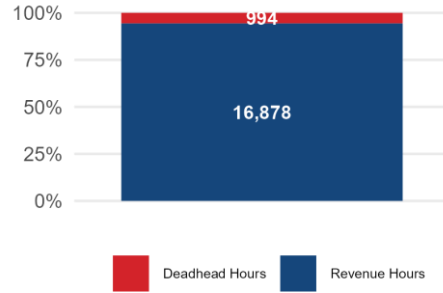
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.2			6.4			E		
	Circuitry N/A	1.31			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	22.8	25.3	A	19.0	21.5	C	17.4	19.2	D
	Passengers per Revenue Mile 4	3.4	3.5	D	2.4	2.7	E	2.2	2.4	E
	Unique Segment Ridership 10%	33%	47%	A	33%	46%	A	34%	45%	A
Reliability	On-Time Performance 79%	77%	75%	C	83%	76%	B	81%	79%	B
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.31	Off-Peak: 0.28 Peak: 0.4	A	0.18	0.27	A	0.17	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.23	\$ 4.85	B	\$6.28	\$ 5.62	D	\$6.86	\$ 6.32	E
	Cost Recovery 25%	17%	15%	E	14%	13%	E	13%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



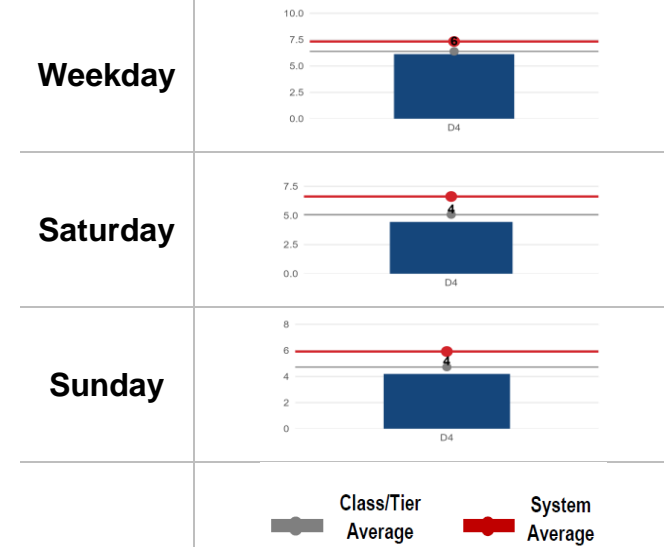
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D4	8.10	31,149	30,861 (99.1%)

Service Change Summary

Route D4 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

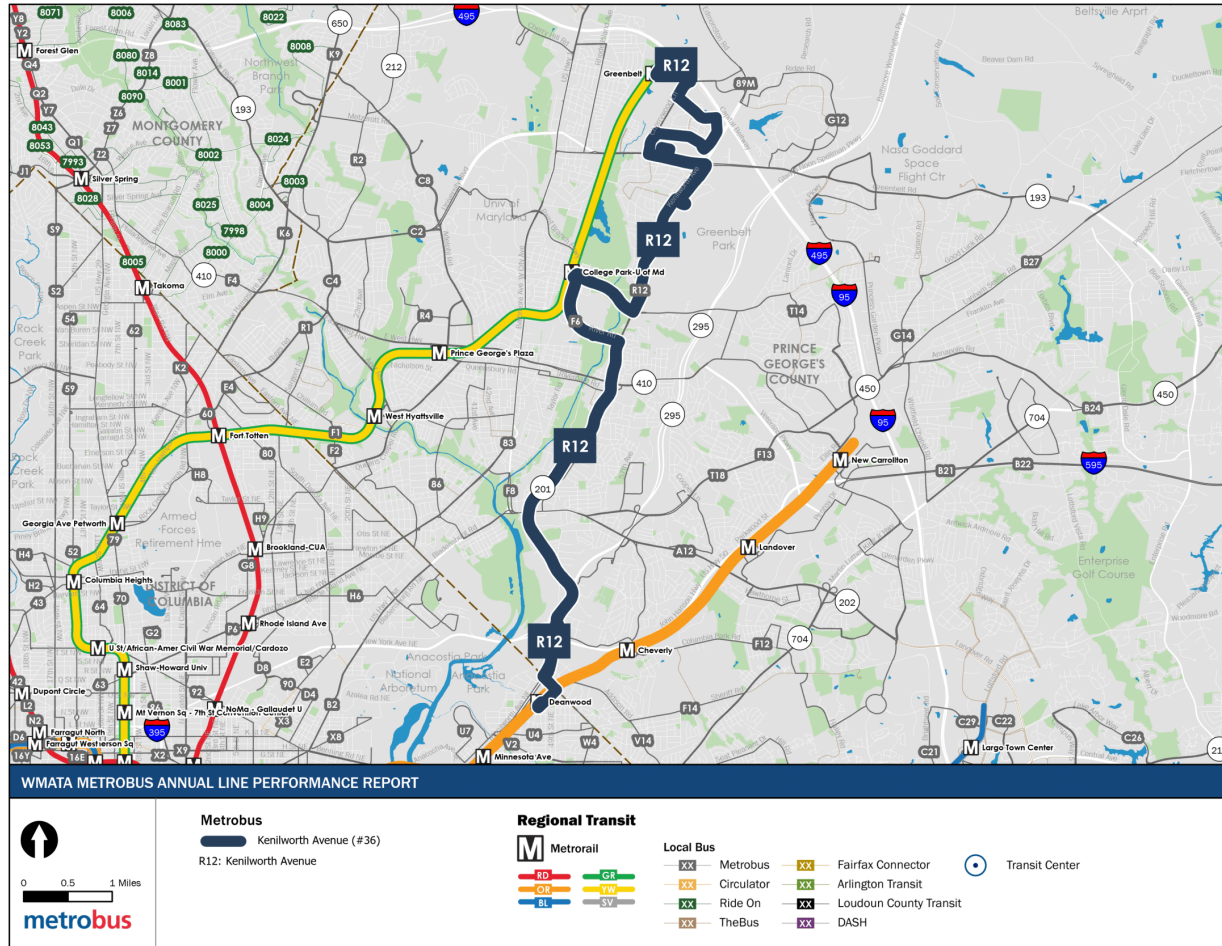
Passenger Miles per Revenue Mile



LINE: 36 - Kenilworth Avenue

ROUTE(S): R12

About the Line



Service Classification

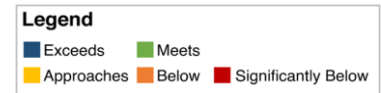
Framework

Activity Tier

3

Overall Grade

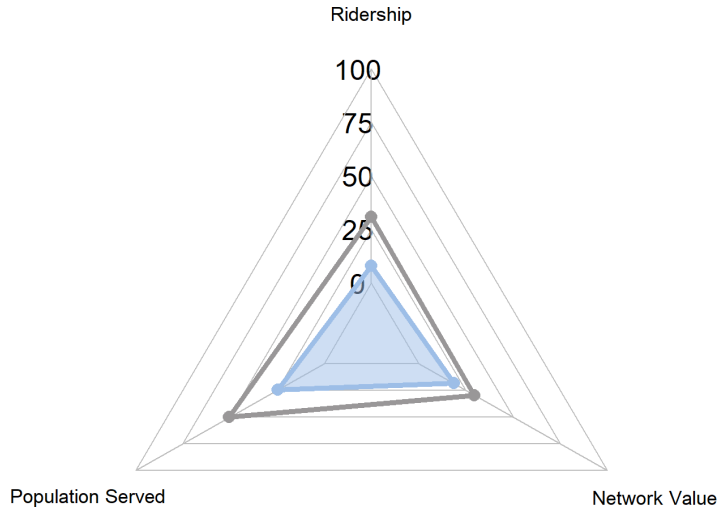
Line	B



Line Benefit Score

17

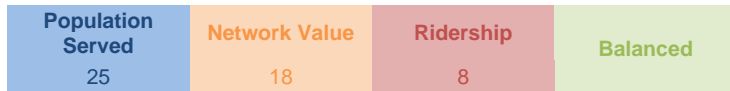
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,774,157
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	26,989	
	People of Color Population	Service Area	12,028
		% Riders Surveyed	89%
	Low Income Household	Service Area	9,556
		% Riders Surveyed	45%

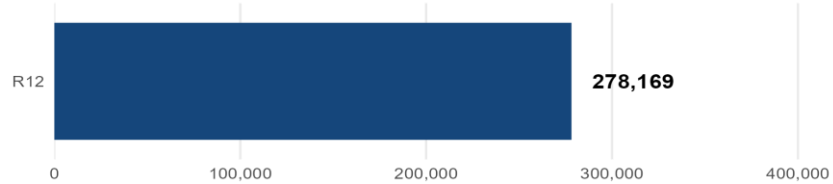
Facilities/Amenities

	Bus Stops	106
	% Stops With Shelters	10%
	% Stops With Benches	22%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



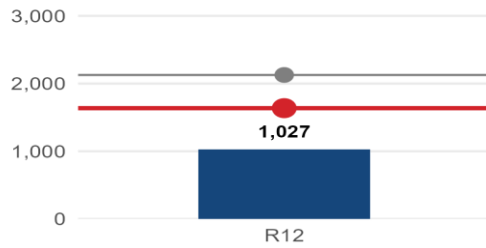
Top Transfer Locations

Greenbelt, College Park-U of MD, Deanwood

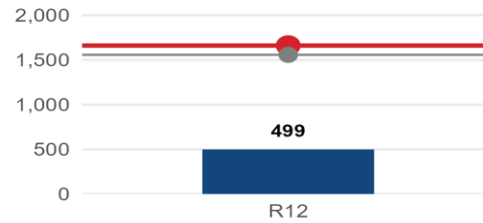
Average Daily Ridership



Weekday



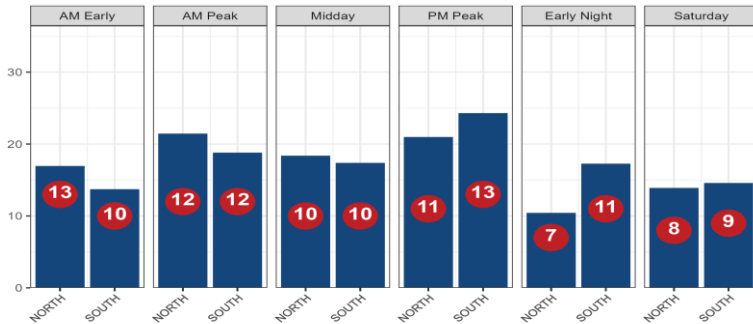
Saturday



Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



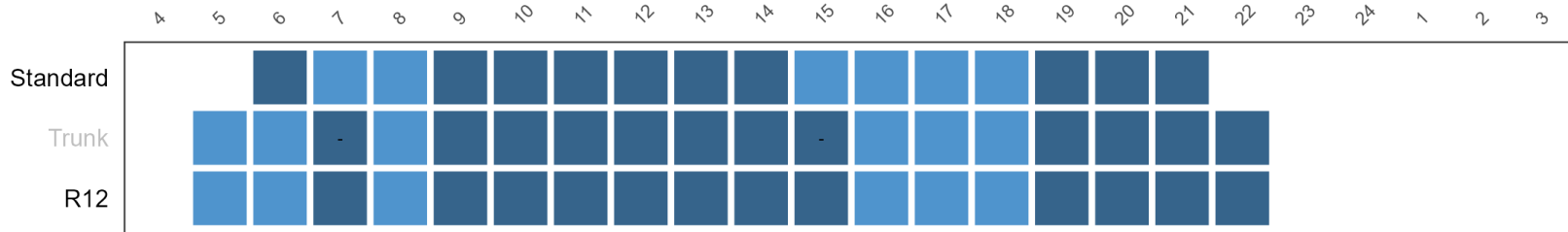
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.28	0.31
	Off-Peak Maximum Target: 1.0		0.23	0.25
Saturday Maximum Target: 1.0			0.21	0.22
Sunday Maximum Target: 1.0				

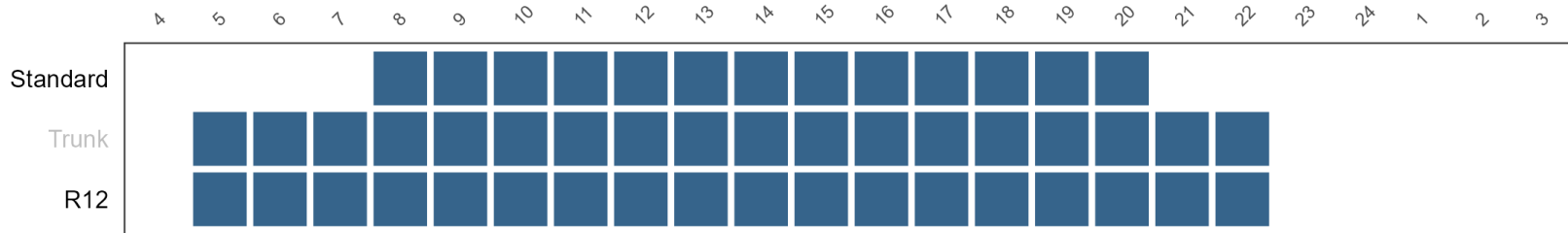
Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Kenilworth Avenue

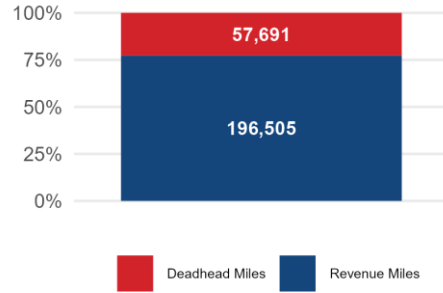
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 10:00 PM	-	A	5:00 AM - 10:47 PM	-	A	-	-	-
	Frequency of Service varies	Peak: 30.0 / Off-Peak: 47.0	Peak: 21.4 / Off-Peak: 34.5	B	60.0	40.5	B	-	-	-
Productivity	Passengers per Revenue Hour 15	19.3	24.8	A	14.7	20.6	C	-	-	-
	Passengers per Revenue Mile 1	1.5	2.1	A	1.1	1.7	B	-	-	-
Reliability	On-Time Performance 79%	80%	75%	B	84%	75%	B	-	-	-
	Crowding 5%	0%	1%	A	4%	0%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.31 Peak: 0.4	A	0.22	0.29	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.17	\$ 5.34	A	\$8.10	\$ 6.22	C	-	-	-
	Cost Recovery 20%	11%	12%	E	9%	10%	E	-	-	-

Route R12

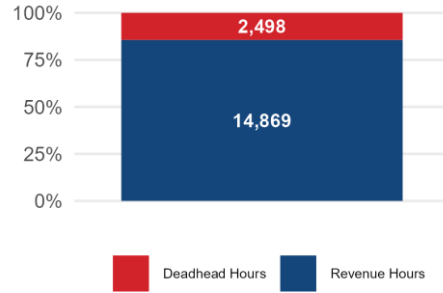
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.8			4.6			E		
	Circuitry 1.75	1.62			2.17			B		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	19.3	24.8	A	14.7	20.6	C	-	-	-
	Passengers per Revenue Mile 1	1.5	2.1	A	1.1	1.7	B	-	-	-
	Unique Segment Ridership 10%	45%	41%	A	46%	58%	A	-	-	-
Reliability	On-Time Performance 79%	80%	75%	B	84%	75%	A	-	-	-
	Crowding 5%	0%	1%	A	4%	1%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.31 Peak: 0.41	A	0.22	0.29	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.17	\$ 5.34	A	\$8.10	\$ 6.22	C	-	-	-
	Cost Recovery 20%	11%	13%	E	9%	10%	E	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



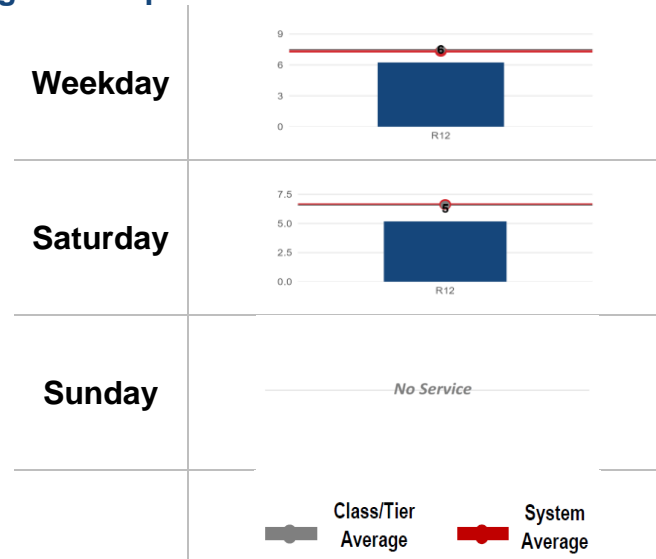
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R12	41.00	15,441	14,954 (96.8%)

Service Change Summary

Route R12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

Passenger Miles per Revenue Mile



LINE: 61 - Kings Park Express

ROUTE(S): 17G, 17K

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- █ Kings Park Express (#61)
- █ 17G: Kings Park Express
- █ 17K: Kings Park Express

Regional Transit

- M Metrorail
- M Fairfax Connector
- M Arlington Transit
- M Loudoun County Transit
- M DASH

Local Bus

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

0 0.5 1 Miles

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	Grade
	C

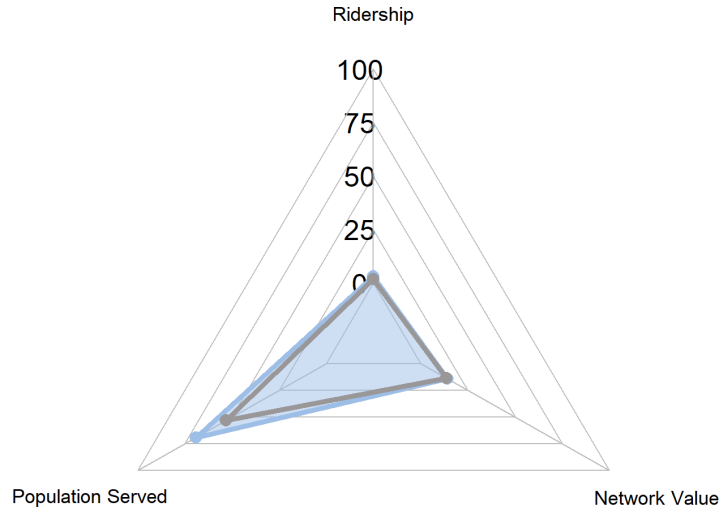
Legend

- █ Exceeds
- █ Meets
- █ Approaches
- █ Below
- █ Significantly Below

Line Benefit Score

29

Out of 100



Classification Average



Line Focus:

Population Served

Network Value

Ridership

Balanced

Line Score:

69

14

3

Operating Statistics



Annual Operating Costs

\$1,016,636



Peak Vehicles

24



Vehicle Type(s)

40 Foot

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



Service Area Population

37,582



People of Color Population

Service Area

10,459

% Riders Surveyed

45%



Low Income Household

Service Area

3,733

% Riders Surveyed

9%

Facilities/Amenities



Bus Stops

152



% Stops With Shelters

7%



% Stops With Benches

7%



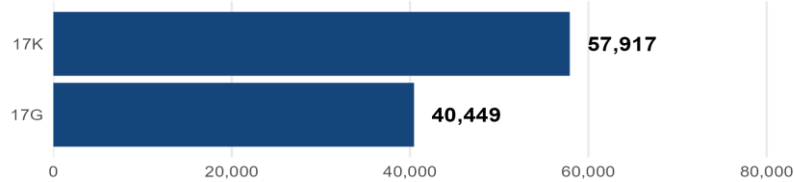
% Stops With Real-Time Signs

1%



Ridership

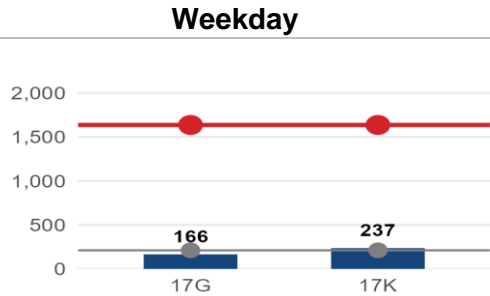
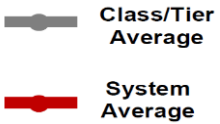
Annual Ridership



Top Transfer Locations

Pentagon

Average Daily Ridership



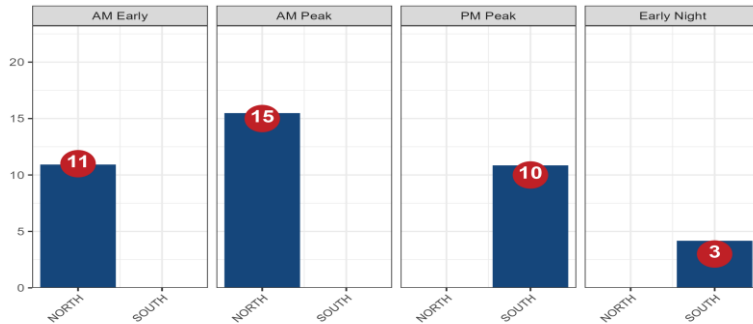
Saturday

No Service

Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



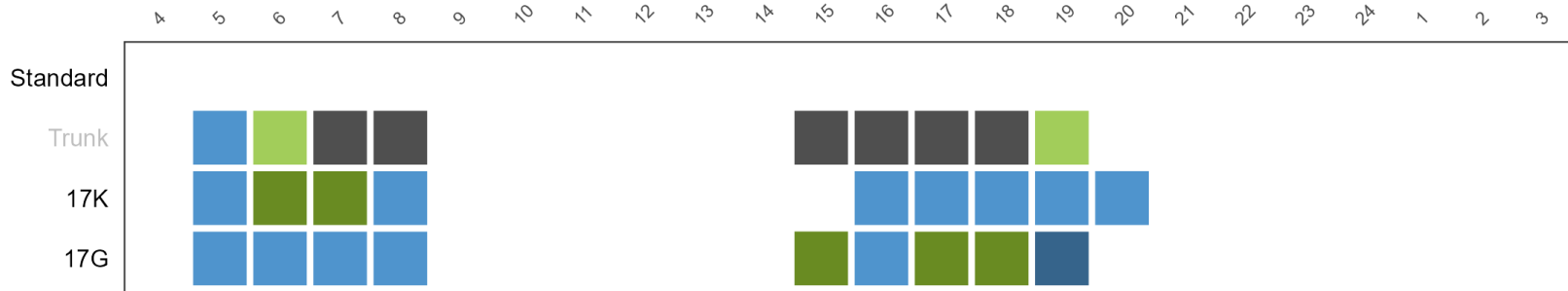
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.38	0.25
	Off-Peak Maximum Target: 1.0	0.26	0.09
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



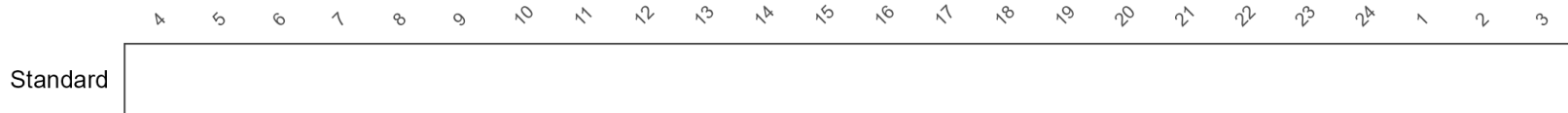
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Kings Park Express

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:12 AM - 8:51 AM; 3:55 PM - 8:11 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 11.0 / Off-Peak: NA	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	12	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.7	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	73%	78%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.3	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.92	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	37%	24%	A	-	-	-	-	-	-

Route 17G

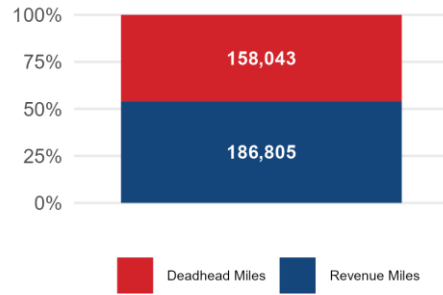
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2			2.4			-		
	Circuitry N/A	1.38			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	10.6	13.5	B	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	18%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	72%	78%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.26	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$11.27	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	31%	22%	A	-	-	-	-	-	-

Route 17K

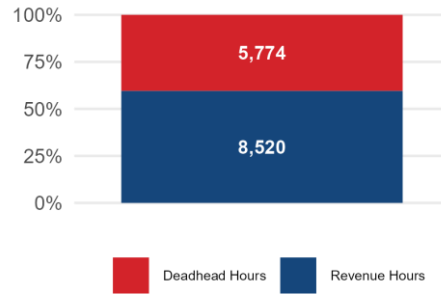
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.4			2.4			-		
	Circuitry N/A	1.57			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	13.3	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.6	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	44%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	73%	78%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.34	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.97	\$10.05	D	-	-	-	-	-	-
	Cost Recovery 20%	42%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



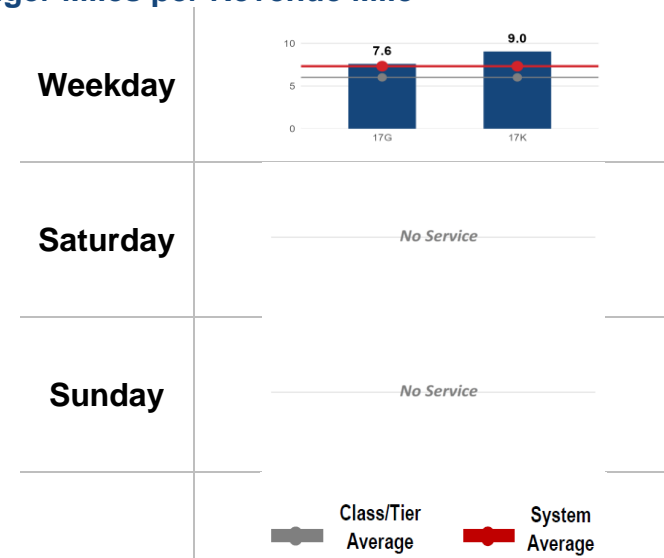
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17G	43.10	3,810	3,614 (94.9%)
17K	43.70	4,572	4,374 (95.7%)

Service Change Summary

Route 17G - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 17K - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

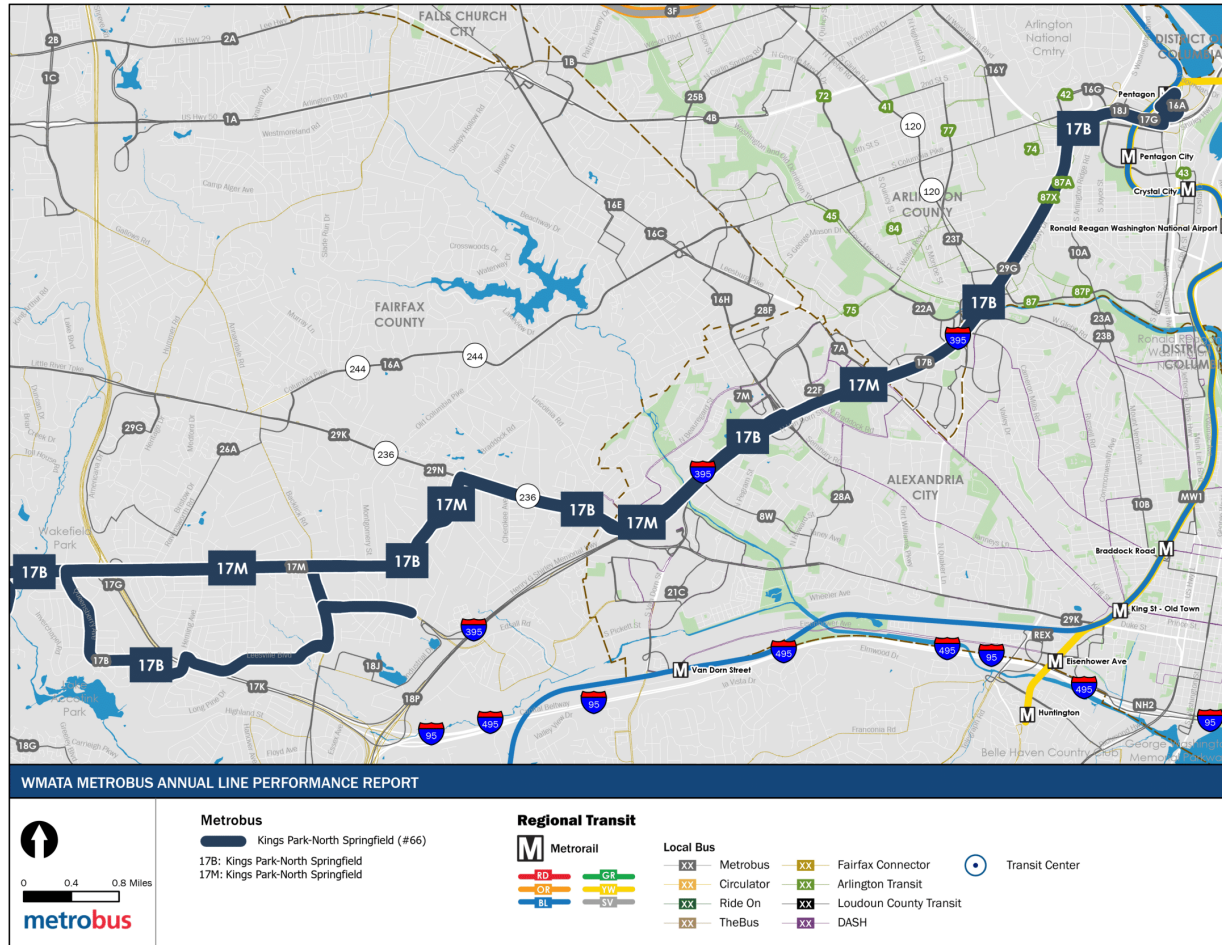
Passenger Miles per Revenue Mile



LINE: 66 - Kings Park-North Springfield

ROUTE(S): 17B, 17M

About the Line



Service Classification

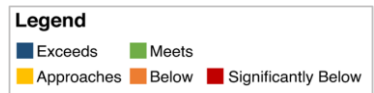
Commuter

Activity Tier

2

Overall Grade

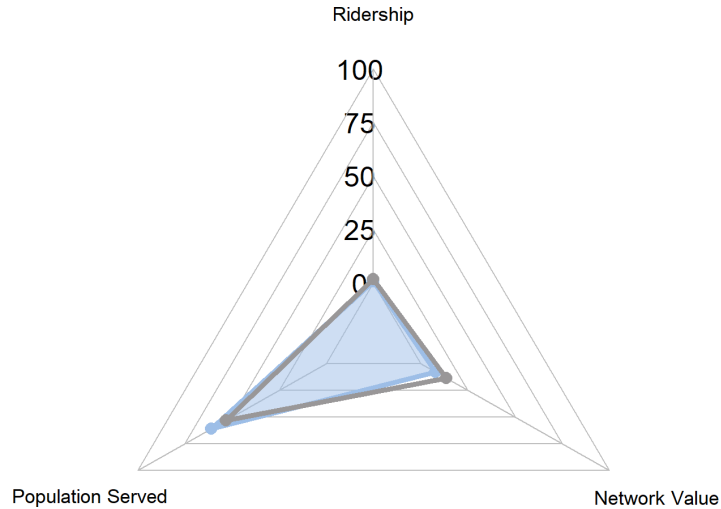
Line	Grade
Line 66	C



Line Benefit Score

23

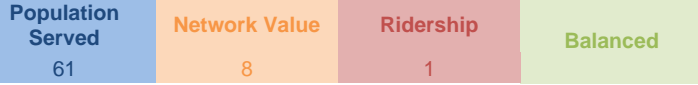
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$405,372
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	35,512	
	People of Color Population	Service Area	12,952
		% Riders Surveyed	69%
	Low Income Household	Service Area	5,344
		% Riders Surveyed	13%

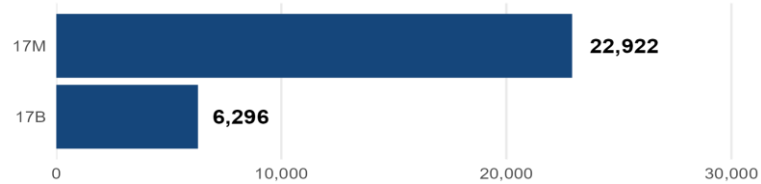
Facilities/Amenities

	Bus Stops	147
	% Stops With Shelters	8%
	% Stops With Benches	8%
	% Stops With Real-Time Signs	1%



Ridership

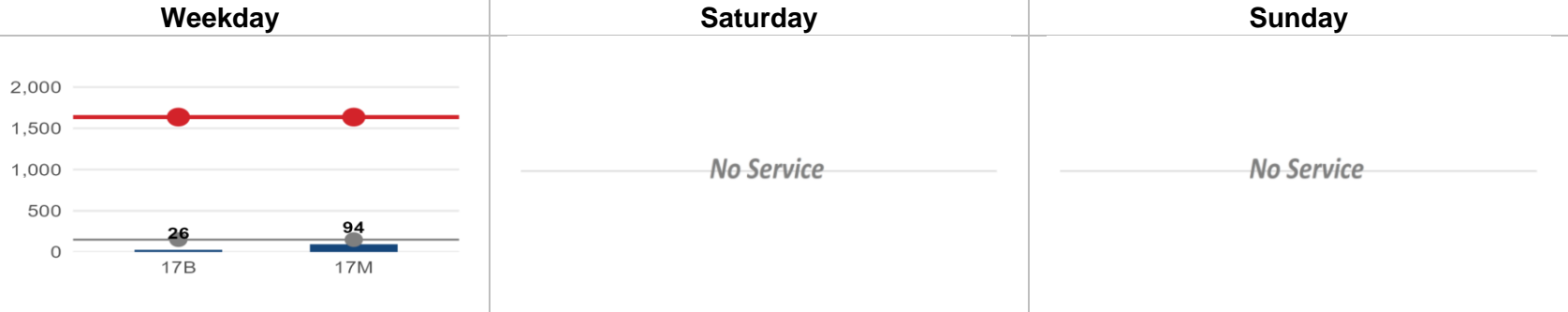
Annual Ridership



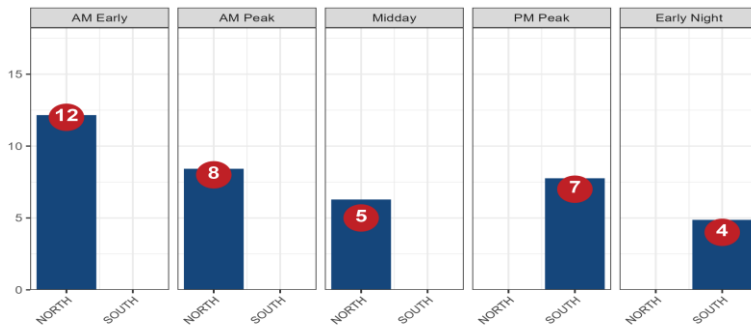
Top Transfer Locations

Pentagon

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



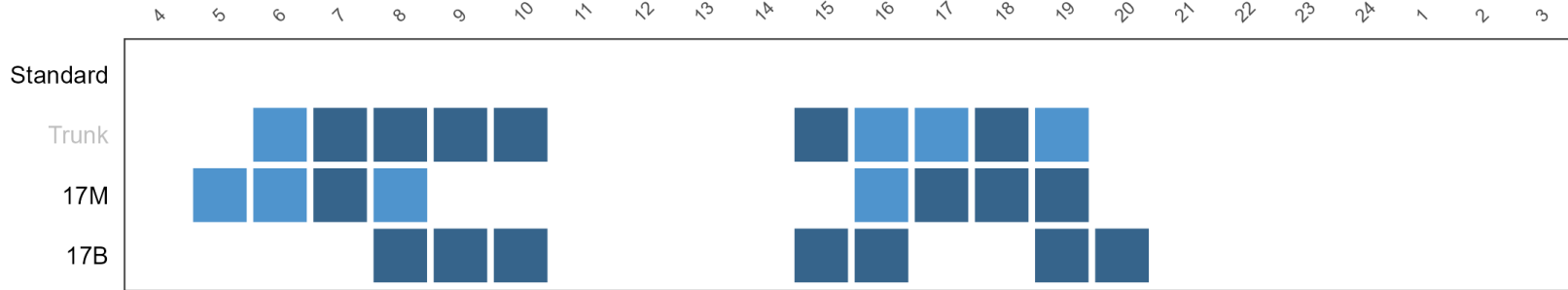
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.19	0.16
	Off-Peak Maximum Target: 1.0	0.21	0.1
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

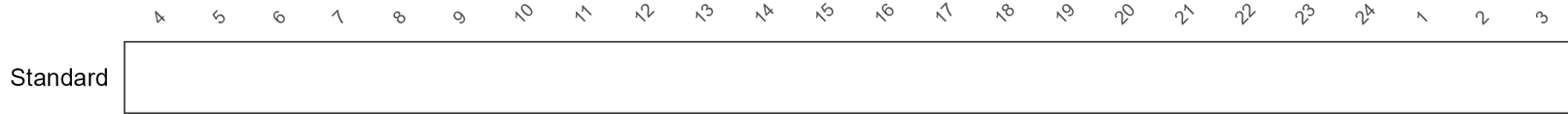
Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

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: 33.0 / Off-Peak: 50.0	Peak: 26 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	9.2	13.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.8	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	79%	C	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.17	Off-Peak: 0.16 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$13.01	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	25%	22%	A	-	-	-	-	-	-

Route 17B

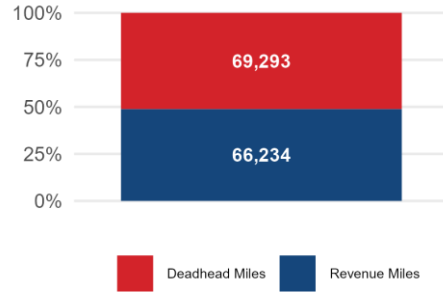
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.9			2.8			-		
	Circuitry N/A	1.36			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	7.4	13.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.3	0.8	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	17%	31%	B	-	-	-	-	-	-
Reliability	On-Time Performance 79%	70%	79%	D	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.16	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$16.13	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	20%	20%	B	-	-	-	-	-	-

Route 17M

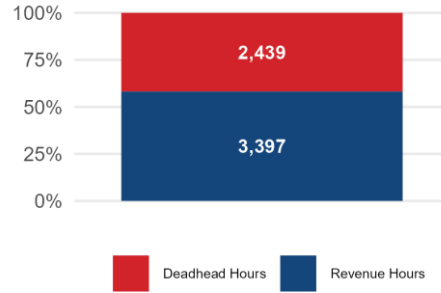
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.8			2.8			-		
	Circuitry N/A	1.91			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	9.8	13.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.5	0.8	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	14%	31%	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	79%	C	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.18	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$12.17	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	26%	20%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



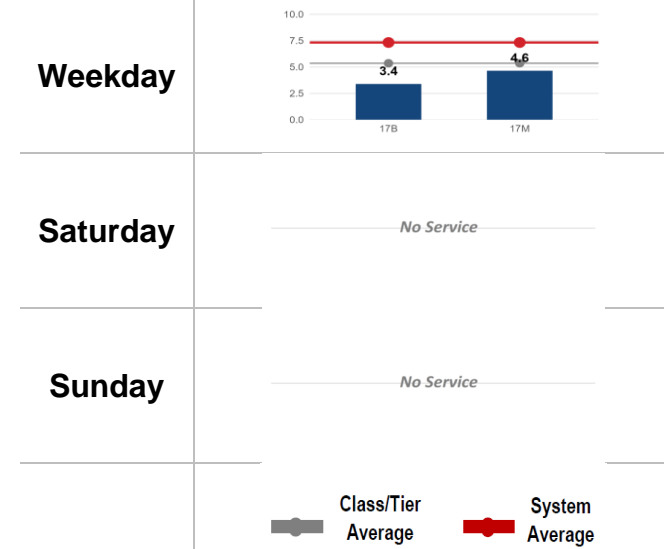
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17B	44.20	1,016	986 (97.0%)
17M	33.00	2,794	2,685 (96.1%)

Service Change Summary

Route 17B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 17M - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

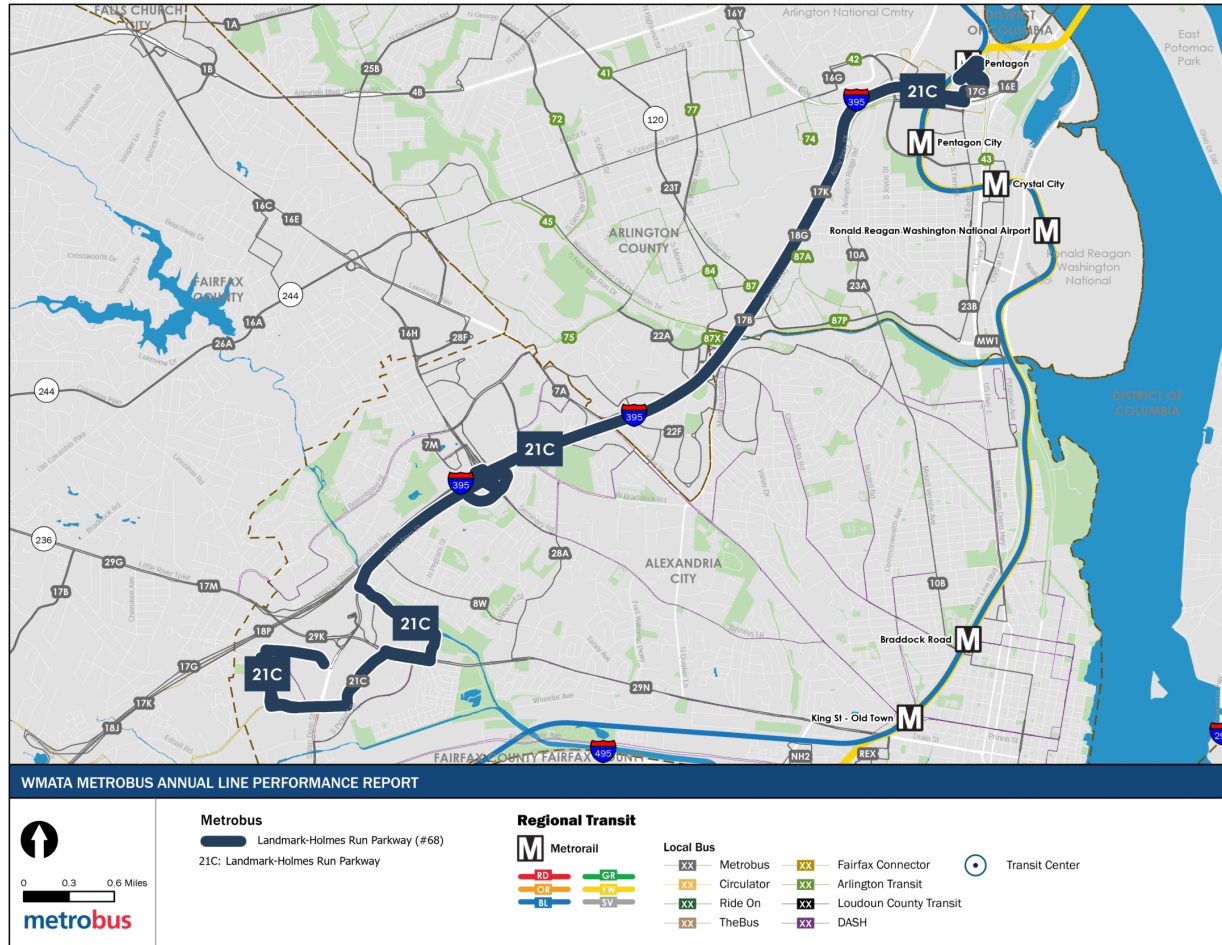
Passenger Miles per Revenue Mile



LINE: 68 - Landmark-Holmes Run Parkway

ROUTE(S): 21C

About the Line



Service Classification

Commuter

Activity Tier

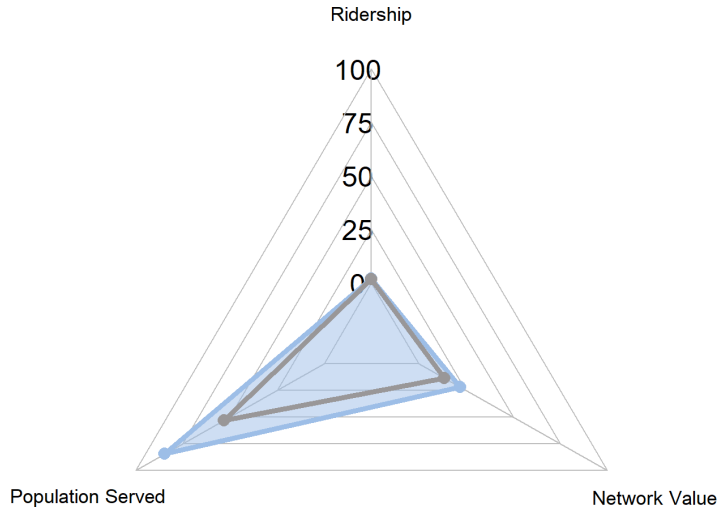
2

Overall Grade

Line	Grade
21C	A

Line Benefit Score

36
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$364,821
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	36,238	
	People of Color Population	Service Area	18,632
		% Riders Surveyed	51%
	Low Income Household	Service Area	11,209
		% Riders Surveyed	23%

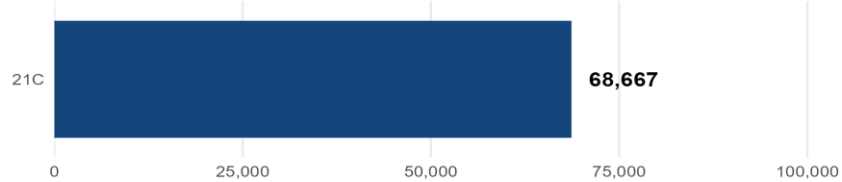
Facilities/Amenities

	Bus Stops	50
	% Stops With Shelters	26%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	2%



Ridership

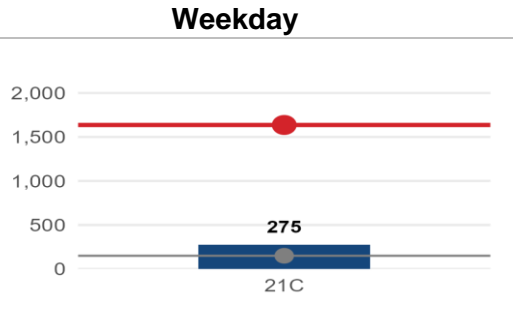
Annual Ridership



Top Transfer Locations

Pentagon

Average Daily Ridership



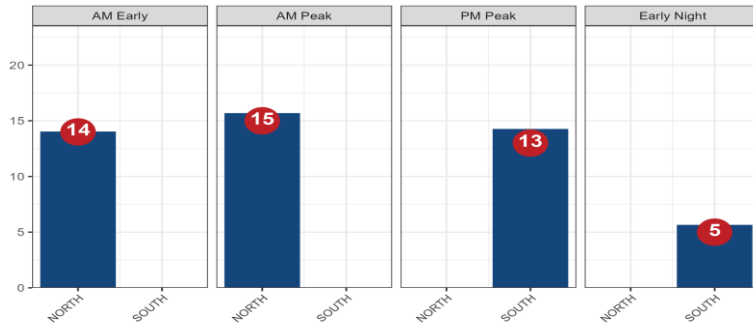
Saturday

No Service

Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



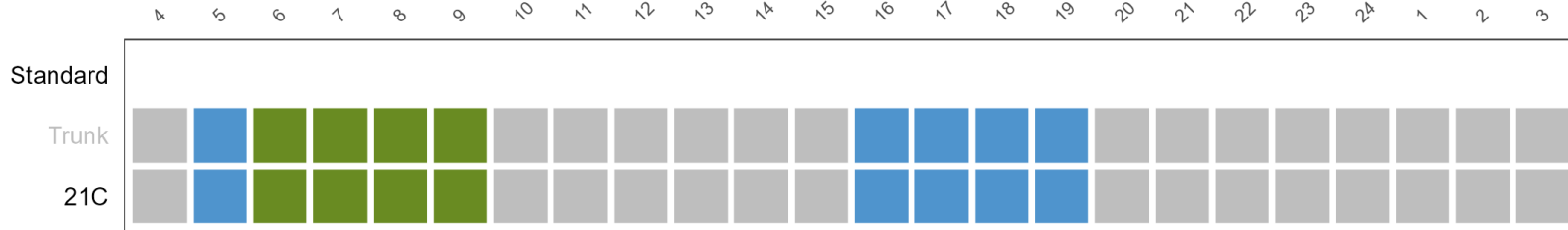
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.37	0.32
	Off-Peak Maximum Target: 1.0	0.35	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

A Landmark-Holmes Run Parkway

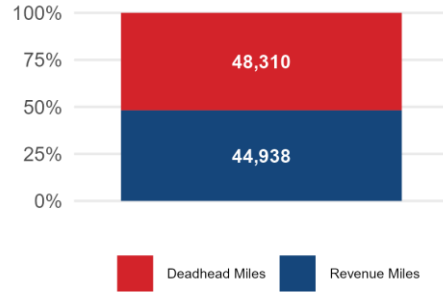
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 9:10 AM; 4:00 PM - 7:29 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 21.0 / Off-Peak: NA	Peak: 26 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	22.5	13.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.5	0.8	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	92%	79%	A	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.35	Off-Peak: 0.16 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.30	\$11.34	A	-	-	-	-	-	-
	Cost Recovery 20%	27%	22%	A	-	-	-	-	-	-

Route 21C

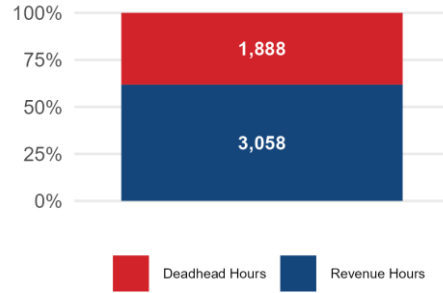
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.6			2.8			-		
	Circuitry N/A	1.34			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	22.5	13.2	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.5	0.8	A	-	-	-	-	-	-
	Unique Segment Ridership 15%	57%	31%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	92%	79%	A	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.35	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.30	\$11.34	A	-	-	-	-	-	-
	Cost Recovery 20%	27%	20%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



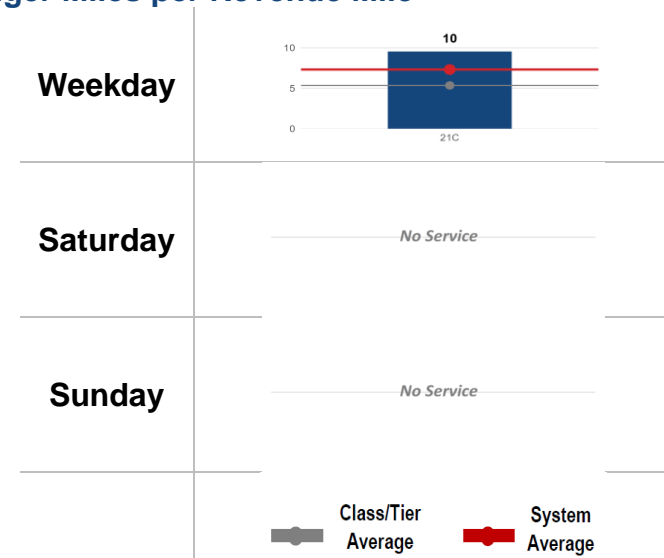
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
21C	19.30	4,731	4,621 (97.7%)

Service Change Summary

Route 21C - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

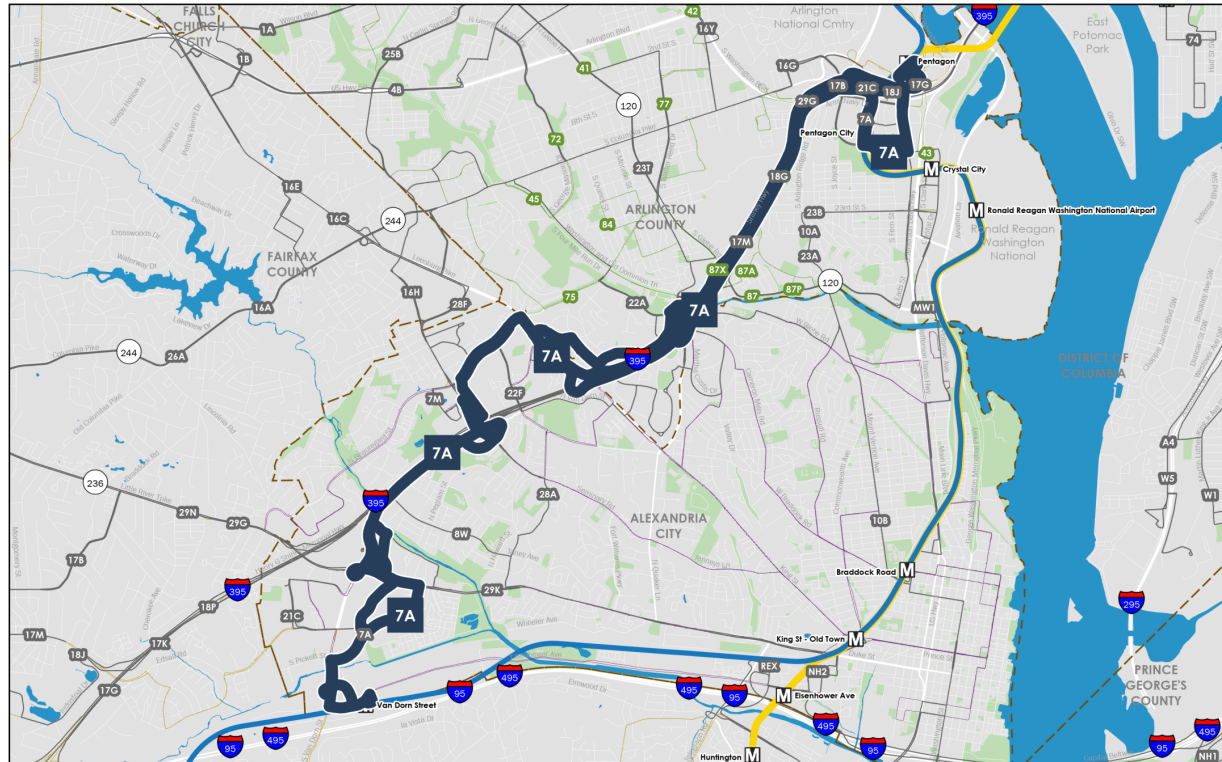
Passenger Miles per Revenue Mile



LINE: 70 - Landmark-North Fairlington

ROUTE(S): 7A

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 Landmark-North Fairlington (#70)
 7A: Landmark-North Fairlington

Regional Transit

- M** Metrorail
 - Local Bus**
 - Regional Transit**
 - Transit Center**
- | | | |
|---------------|---------------------------|--------------|
| XX Metrobus | XX Fairfax Connector | XX Metrorail |
| XX Circulator | XX Arlington Transit | XX Ride On |
| XX TheBus | XX Loudoun County Transit | XX DASH |

Service Classification Framework

Activity Tier

1

Overall Grade

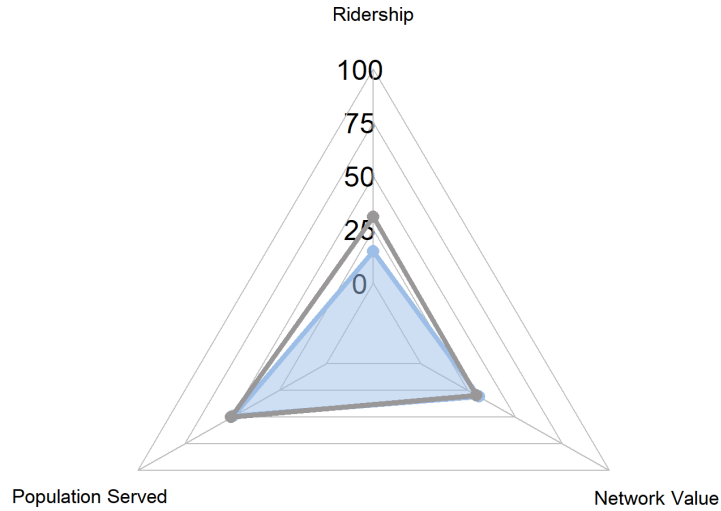
Line	C

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below
■ Significantly Below	

Line Benefit Score

32
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	31	15	

Operating Statistics

	Annual Operating Costs	\$5,099,826
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	55,014	
	People of Color Population	Service Area	23,905
		% Riders Surveyed	62%
	Low Income Household	Service Area	13,419
		% Riders Surveyed	34%

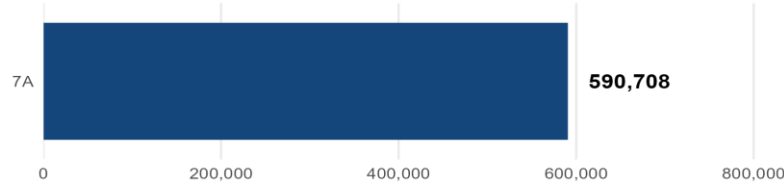
Facilities/Amenities

	Bus Stops	85
	% Stops With Shelters	21%
	% Stops With Benches	20%
	% Stops With Real-Time Signs	5%



Ridership

Annual Ridership



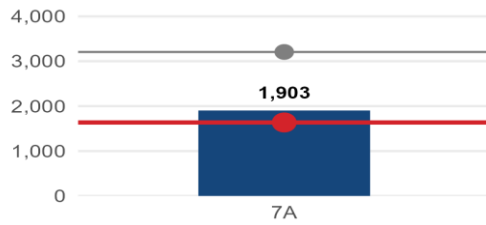
Top Transfer Locations

Pentagon, Pentagon City, Van Dorn Street

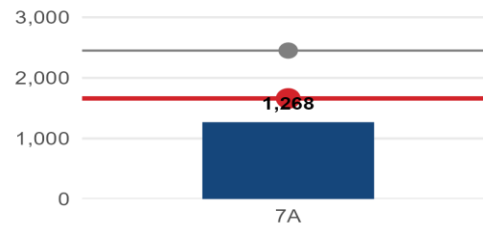
Average Daily Ridership

- Class/Tier Average
- System Average

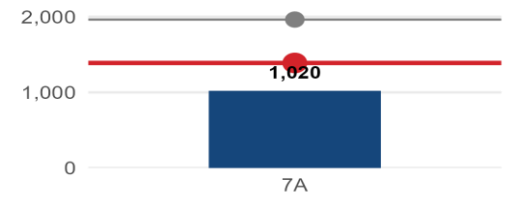
Weekday



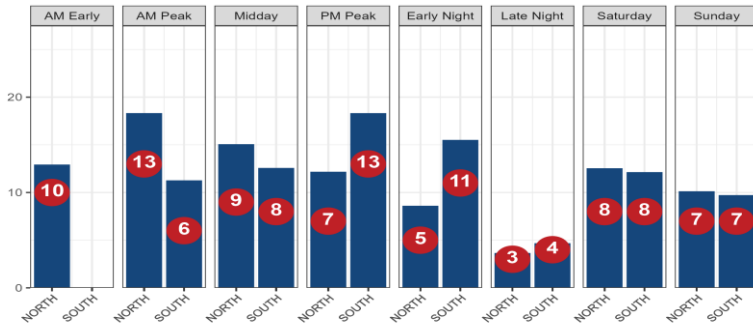
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



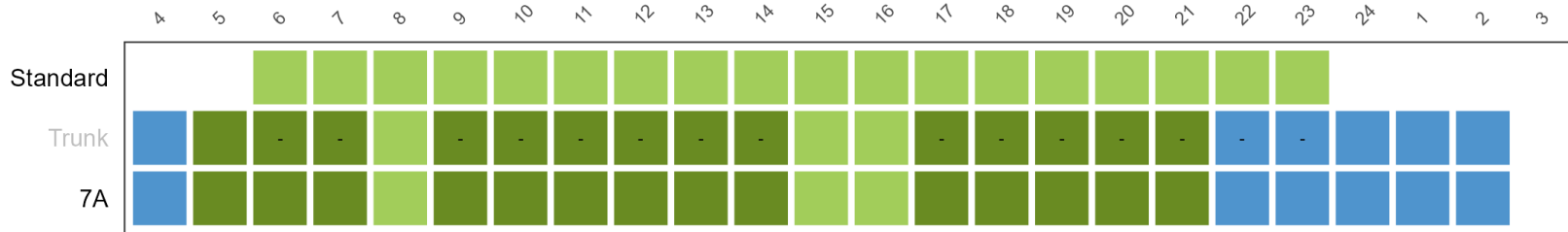
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.25	0.26
	Off-Peak Maximum Target: 1.0	0.18	0.21
Saturday Maximum Target: 1.0		0.2	0.2
Sunday Maximum Target: 1.0		0.16	0.17

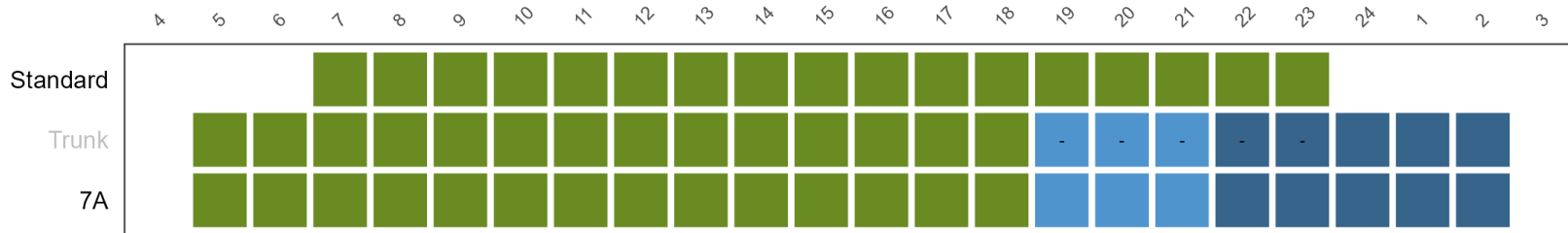
Span and Frequency



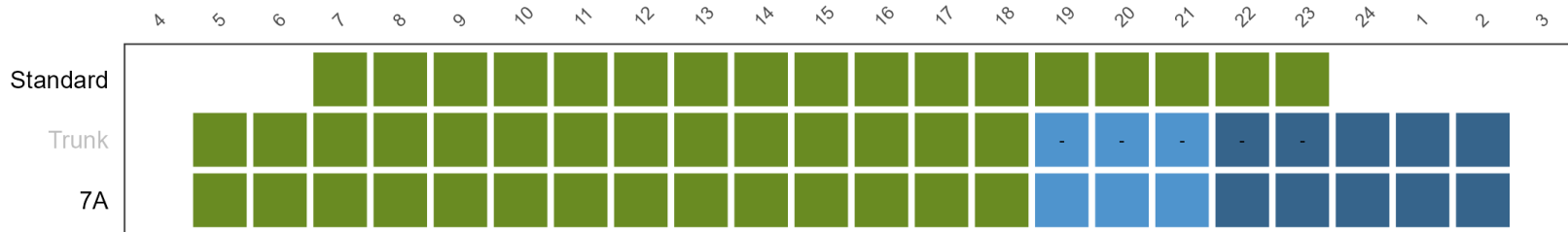
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Landmark-North Fairlington

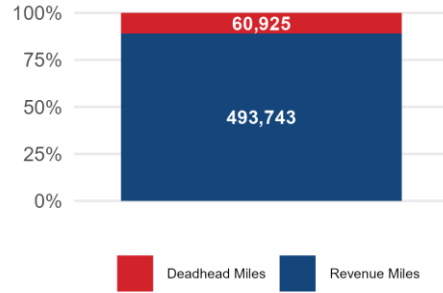
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:41 AM - 2:27 AM	-	A	5:20 AM - 2:21 AM	-	A	5:20 AM - 2:21 AM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 19.0	Peak: 14.7 / Off-Peak: 18.6	B	22.0	20.8	C	22.0	23.9	C
Productivity	Passengers per Revenue Hour 30	15.2	29.9	E	12.7	25.2	E	10.3	22.9	E
	Passengers per Revenue Mile 4	1.3	3.9	E	1.1	3.1	E	0.9	2.7	E
Reliability	On-Time Performance 79%	84%	74%	B	84%	75%	B	85%	76%	A
	Crowding 5%	0%	3%	A	0%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.25	Off-Peak: 0.33 Peak: 0.46	A	0.2	0.33	A	0.17	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.85	\$ 4.49	E	\$9.38	\$ 5.36	E	\$11.64	\$ 5.93	E
	Cost Recovery 25%	15%	25%	E	13%	21%	E	10%	19%	E

Route 7A

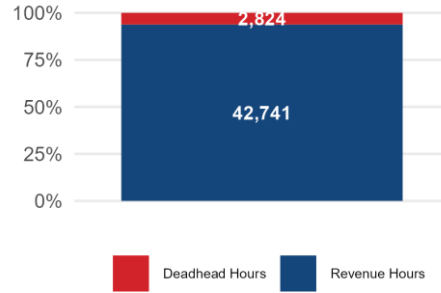
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.5			5.2			E		
	Circuitry 1.75	1.4			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	15.2	29.9	E	12.7	25.2	E	10.3	22.9	E
	Passengers per Revenue Mile 4	1.3	3.9	E	1.1	3.1	E	0.9	2.7	E
	Unique Segment Ridership 10%	50%	23%	A	60%	34%	A	59%	35%	A
Reliability	On-Time Performance 79%	84%	74%	A	84%	75%	A	85%	76%	A
	Crowding 5%	0%	3%	A	0%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.25	Off-Peak: 0.34 Peak: 0.47	A	0.2	0.34	A	0.17	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.85	\$ 4.49	E	\$9.38	\$ 5.36	E	\$11.64	\$ 5.93	E
	Cost Recovery 25%	15%	26%	E	13%	21%	E	10%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



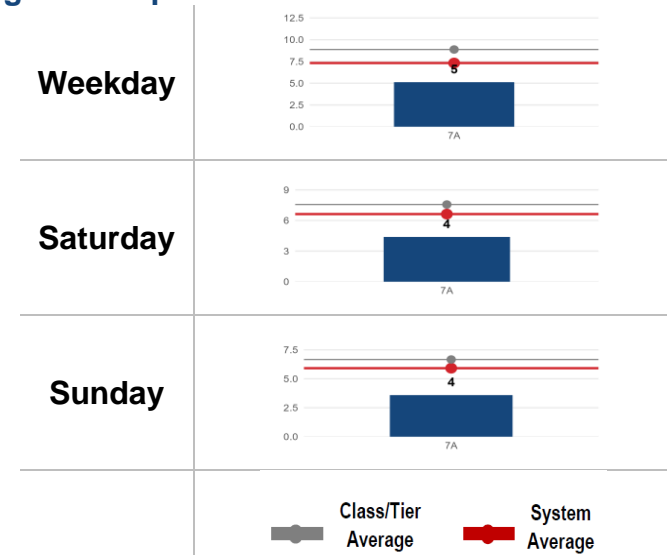
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7A	25.00	47,313	47,057 (99.5%)

Service Change Summary

Route 7A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

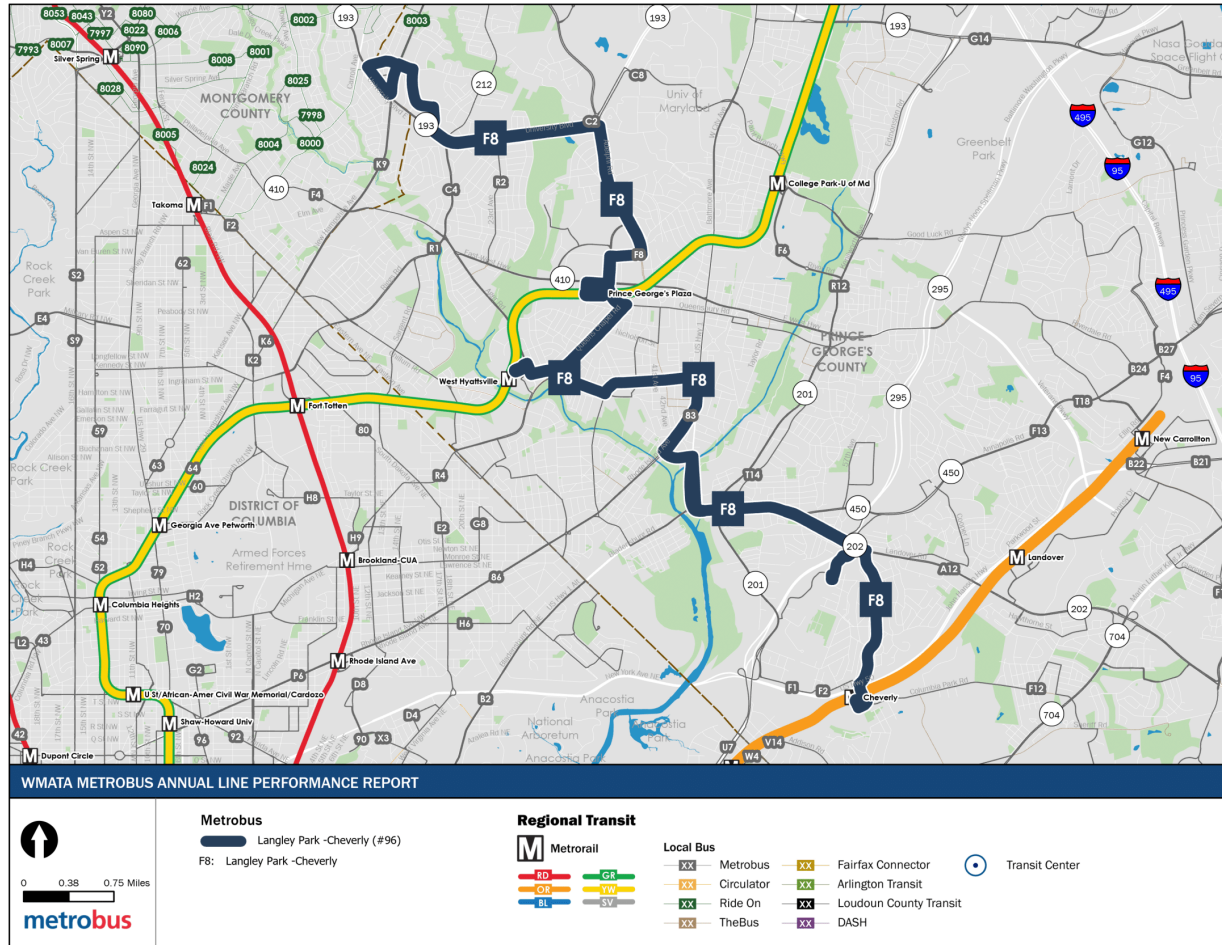
Passenger Miles per Revenue Mile



LINE: 96 - Langley Park -Cheverly

ROUTE(S): F8

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

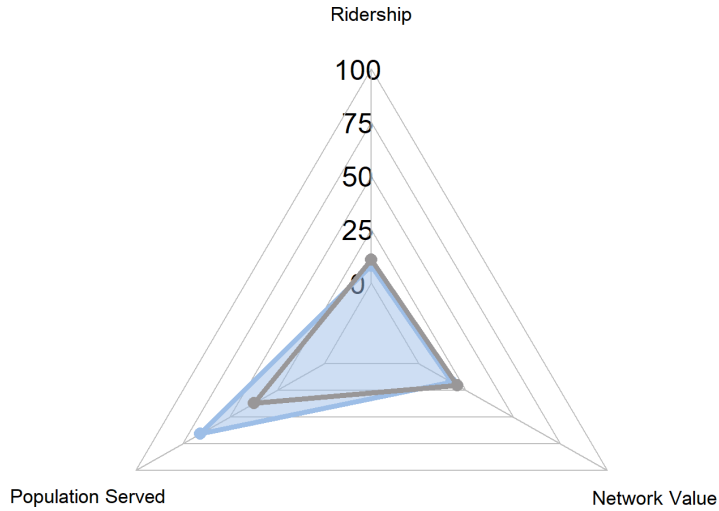
Line	C

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:	66	17	8	

Operating Statistics

	Annual Operating Costs	\$1,802,564
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	49,350	
	People of Color Population	Service Area	15,651
		% Riders Surveyed	84%
	Low Income Household	Service Area	18,360
		% Riders Surveyed	64%

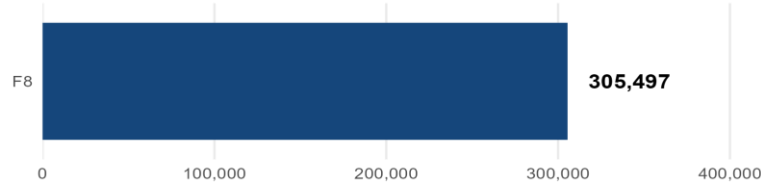
Facilities/Amenities

	Bus Stops	138
	% Stops With Shelters	14%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



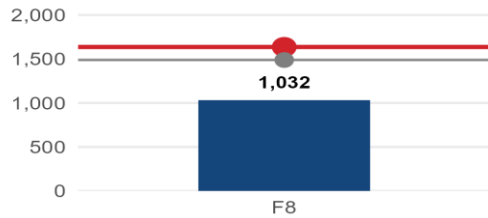
Top Transfer Locations

West Hyattsville, Prince George's Plaza, Cheverly

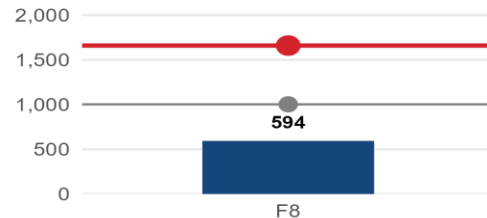
Average Daily Ridership

Class/Tier Average
 System Average

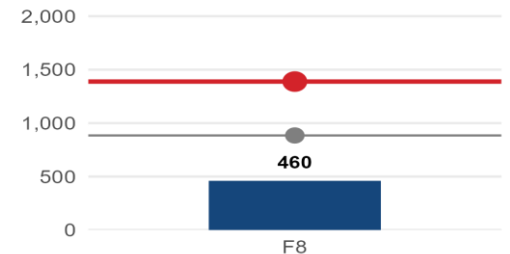
Weekday



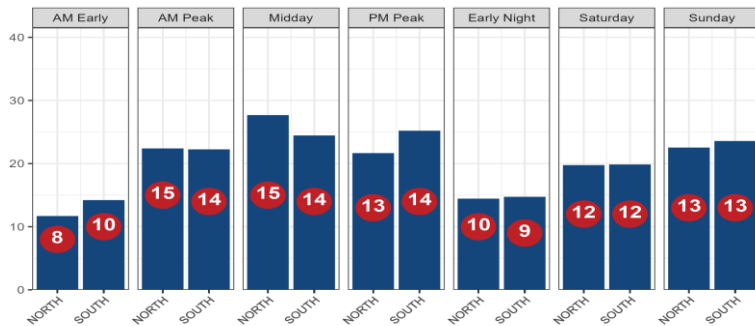
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



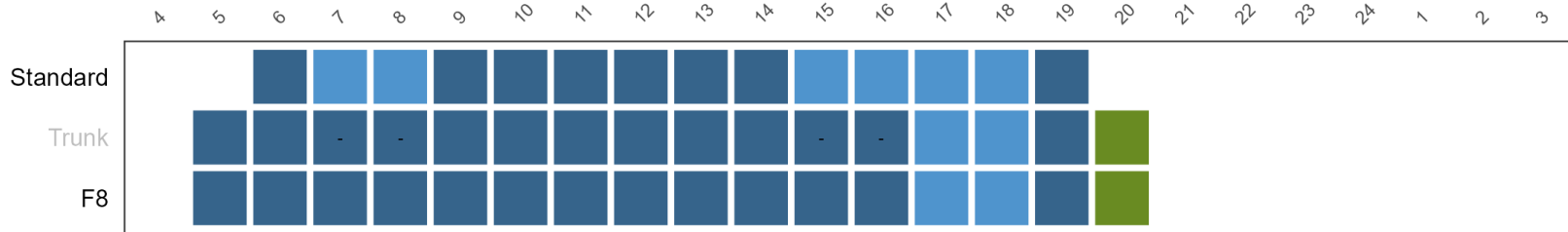
Vehicle Load Factor

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

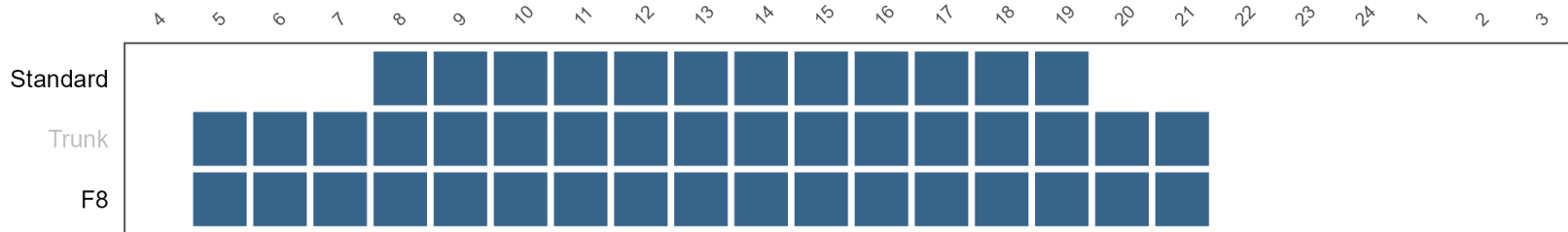
Span and Frequency



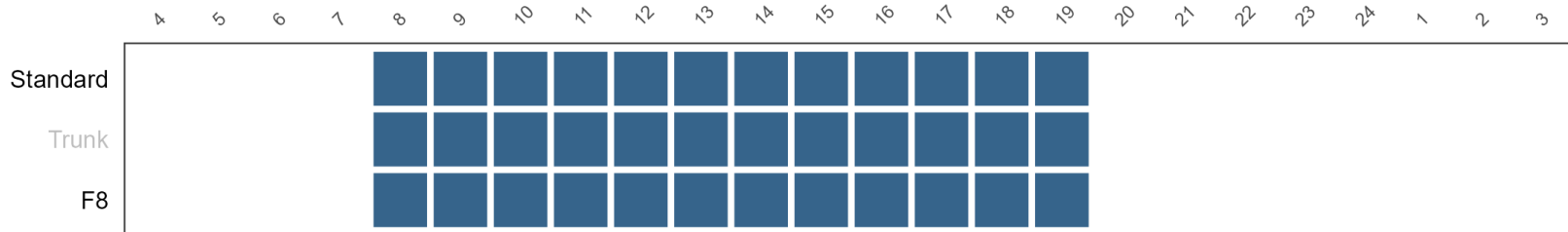
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Langley Park -Cheverly

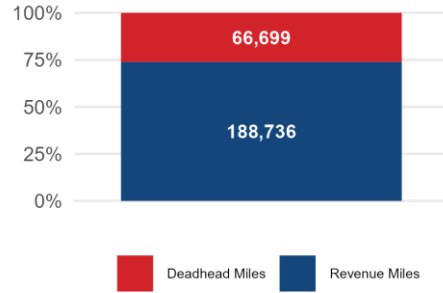
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:35 AM - 8:41 PM	-	A	5:42 AM - 9:25 PM	-	A	8:55 AM - 7:48 PM	-	C
	Frequency of Service varies	Peak: 35.0 / Off-Peak: 49.0	Peak: 22.5 / Off-Peak: 32.3	C	63.0	36.5	C	60.0	37.8	B
Productivity	Passengers per Revenue Hour 15	19.4	29.6	A	19.0	26.6	A	20.5	24.6	A
	Passengers per Revenue Mile 2	1.7	3.5	D	1.5	2.9	E	1.7	2.6	D
Reliability	On-Time Performance 79%	69%	80%	E	66%	81%	E	71%	82%	D
	Crowding 5%	1%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.34	Off-Peak: 0.26 Peak: 0.35	A	0.3	0.25	A	0.33	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.14	\$ 4.96	D	\$6.28	\$ 5.47	D	\$5.83	\$ 5.88	C
	Cost Recovery 20%	13%	14%	E	12%	12%	E	13%	11%	E

Route F8

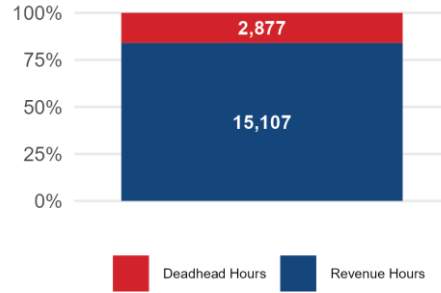
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			6.2			A		
	Circuitry N/A	2.16			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	19.4	29.6	A	19.0	26.6	A	20.5	24.6	A
	Passengers per Revenue Mile 2	1.7	3.5	D	1.5	2.9	E	1.7	2.6	D
	Unique Segment Ridership 10%	38%	29%	A	48%	44%	A	44%	53%	A
Reliability	On-Time Performance 79%	69%	80%	D	66%	81%	E	71%	82%	D
	Crowding 5%	1%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.34	Off-Peak: 0.28 Peak: 0.37	A	0.3	0.26	A	0.33	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.14	\$ 4.96	D	\$6.28	\$ 5.47	D	\$5.83	\$ 5.88	C
	Cost Recovery 20%	13%	13%	E	12%	12%	E	13%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



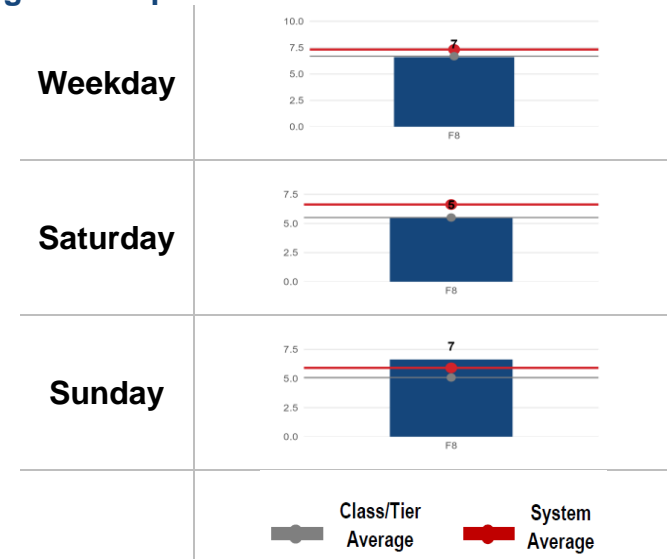
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F8	35.70	14,075	13,653 (97.0%)

Service Change Summary

Route F8 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;

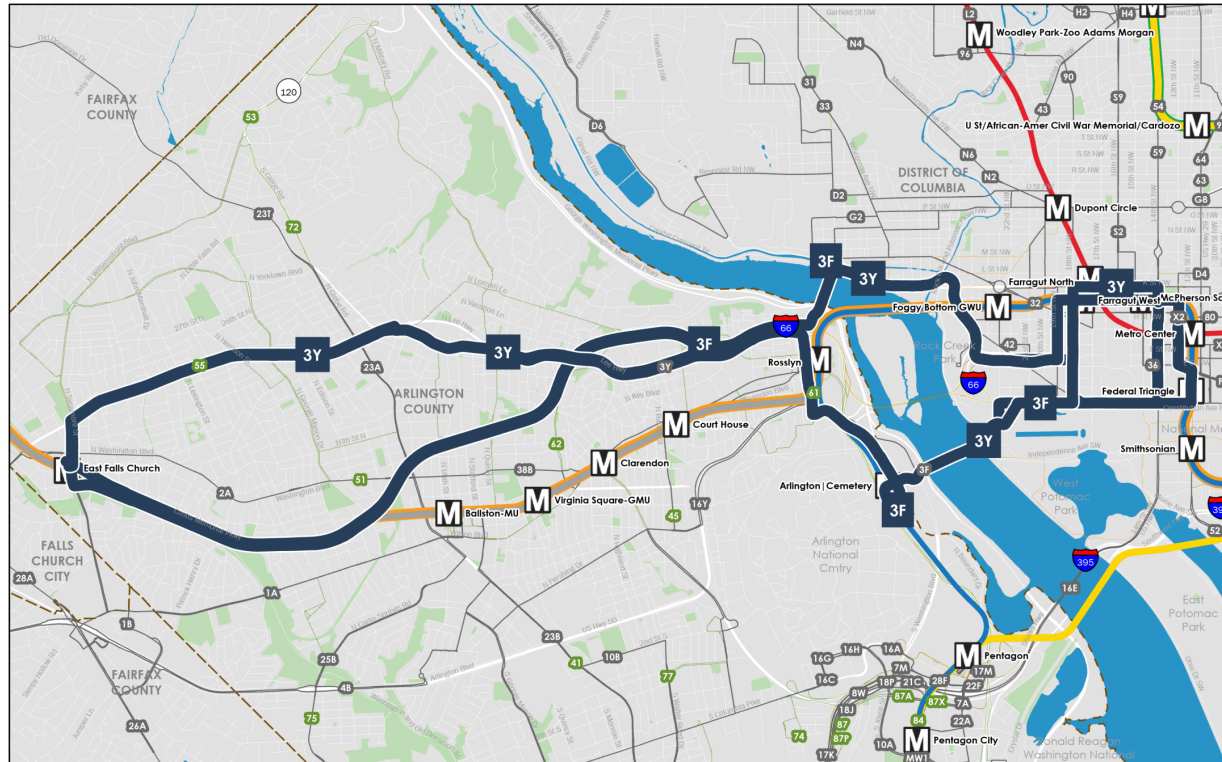
Passenger Miles per Revenue Mile



LINE: 138 - Langston Blvd.-McPherson Square

ROUTE(S): 3F, 3Y

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

metrobus

Metrobus

Langston Blvd.-McPherson Square (#138)

3F: Langston Blvd.-McPherson Square

3Y: Langston Blvd.-McPherson Square

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

Commuter

Activity Tier

2

Overall Grade

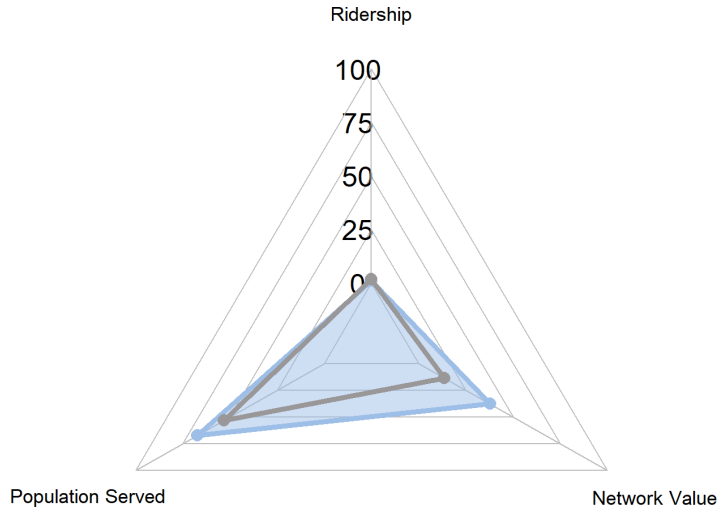
Line	Overall Grade
Langston Blvd.-McPherson Square	C

Legend

- █ Exceeds
- █ Meets
- █ Approaches
- █ Below
- █ Significantly Below

Line Benefit Score

35
Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$383,316
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,706	
	People of Color Population	Service Area	8,845
		% Riders Surveyed	39%
	Low Income Household	Service Area	4,556
		% Riders Surveyed	7%

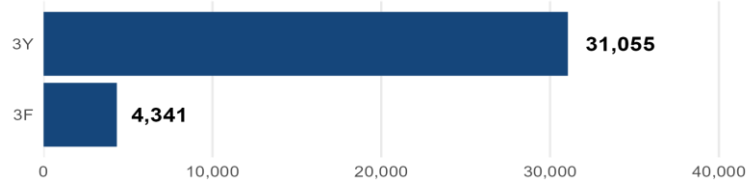
Facilities/Amenities

	Bus Stops	102
	% Stops With Shelters	35%
	% Stops With Benches	37%
	% Stops With Real-Time Signs	4%



Ridership

Annual Ridership



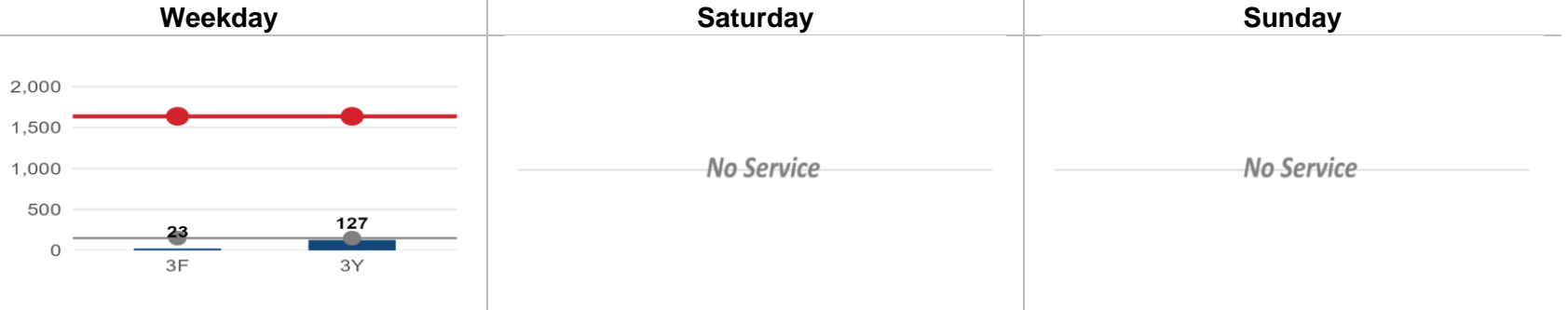
Top Transfer Locations

Farragut North, East Falls Church, Metro Center

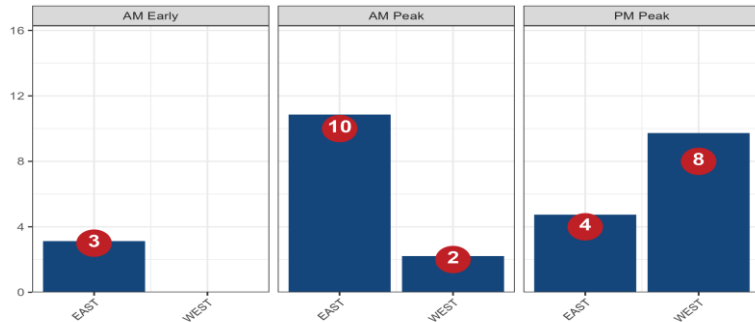
Average Daily Ridership

Class/Tier Average

System Average



Average Trip Ridership and Maximum Load by Time Period



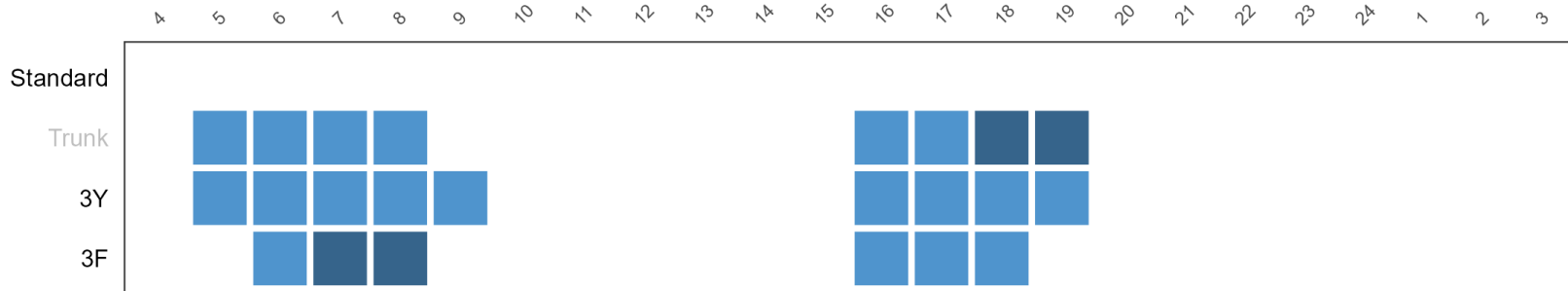
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.2	0.15
	Off-Peak Maximum Target: 1.0	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

C Langston Blvd.-McPherson 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	5:45 AM - 9:10 AM; 4:15 PM - 7:23 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 28.0 / Off-Peak: NA	Peak: 26 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	11.1	13.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.9	0.8	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	65%	79%	E	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.18	Off-Peak: 0.16 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$10.73	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	17%	22%	D	-	-	-	-	-	-

Route 3F

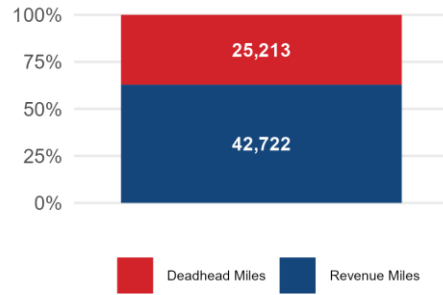
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	1.3			2.8			-		
	Circuitry N/A	1.08			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	5.4	13.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.4	0.8	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	19%	31%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	-	-	-	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.07	Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$21.95	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	8%	20%	E	-	-	-	-	-	-

Route 3Y

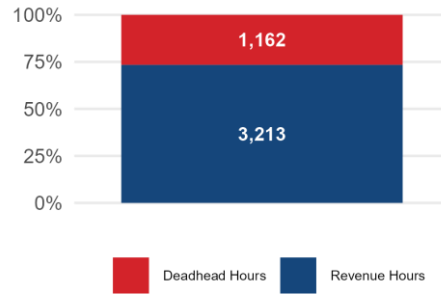
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	4.5			2.8			-		
	Circuitry N/A	1.17			1.41			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	12.9	13.2	D	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	0.8	A	-	-	-	-	-	-
	Unique Segment Ridership 15%	55%	31%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	65%	79%	E	-	-	-	-	-	-
	Crowding 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.22	Off-Peak: 0.17 Peak: 0.21	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.25	\$11.34	E	-	-	-	-	-	-
	Cost Recovery 20%	20%	20%	C	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



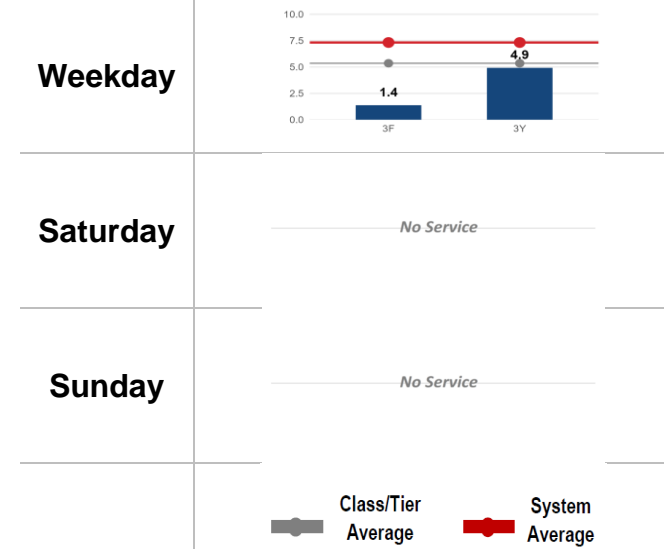
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3F	17.20	1,743	1,697 (97.4%)
3Y	18.80	3,237	3,136 (96.9%)

Service Change Summary

Route 3F - Dec 2022:
 Weekday: Detour; Saturday: No change; Sunday: No change;
 Route 3Y - Dec 2022:
 Weekday: Detour; Saturday: No change; Sunday: No change;

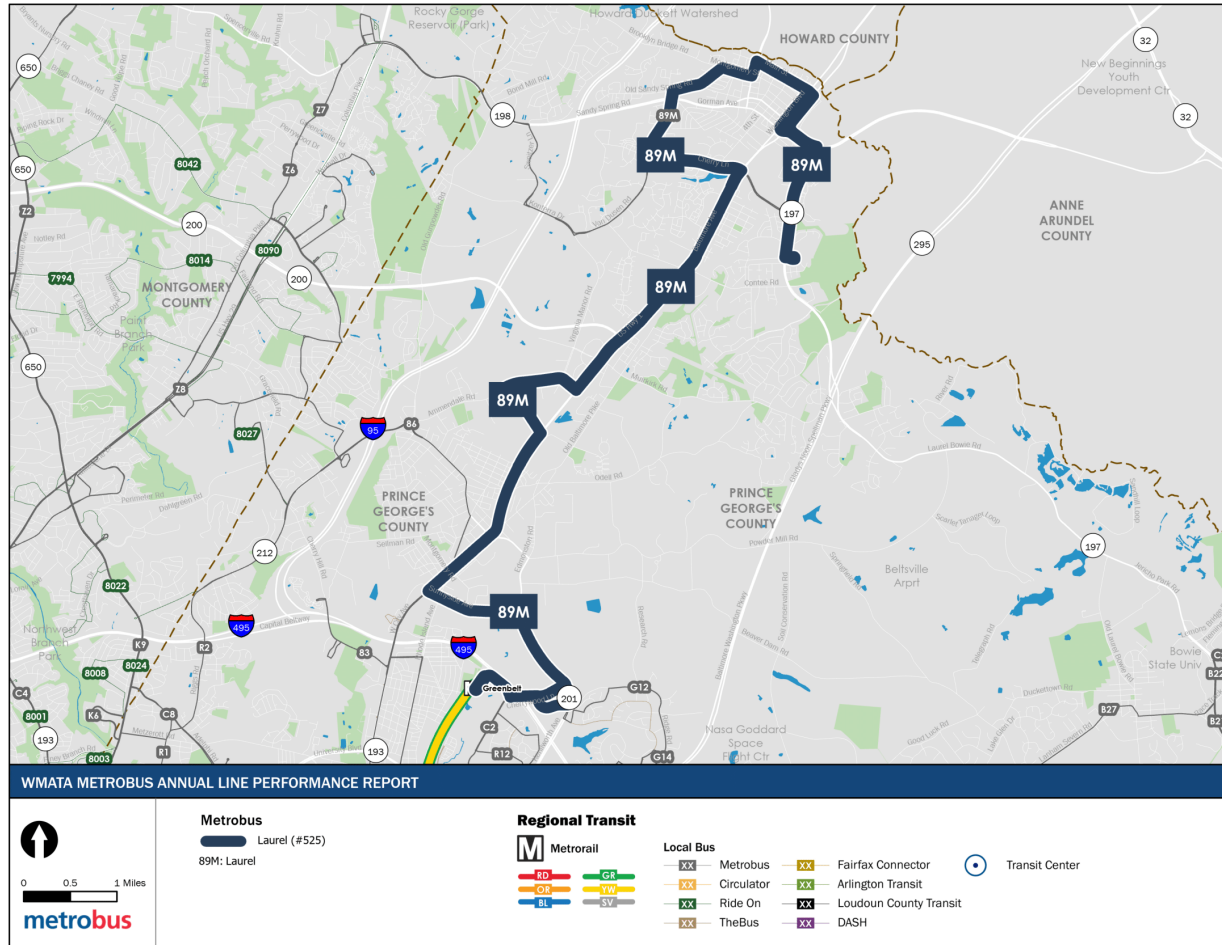
Passenger Miles per Revenue Mile



LINE: 525 - Laurel

ROUTE(S): 89M

About the Line



Service Classification

Coverage

Activity Tier

3

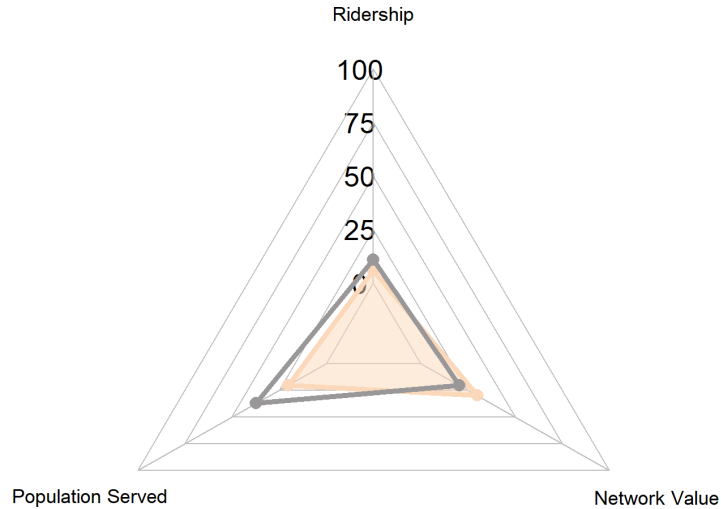
Overall Grade

Line	Grade
Laurel	A

Line Benefit Score

19

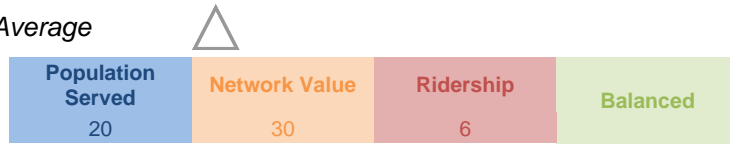
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,080,144
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	23,695	
	People of Color Population	Service Area	13,567
		% Riders Surveyed	91%
	Low Income Household	Service Area	5,905
		% Riders Surveyed	53%

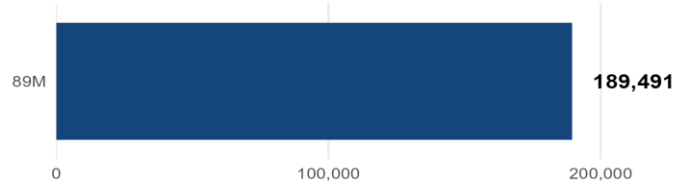
Facilities/Amenities

	Bus Stops	90
	% Stops With Shelters	16%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%



Ridership

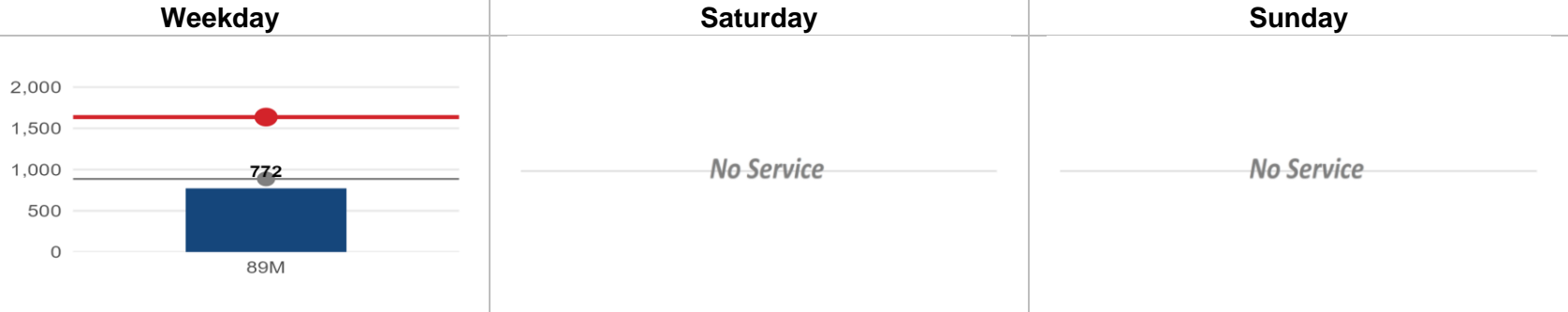
Annual Ridership



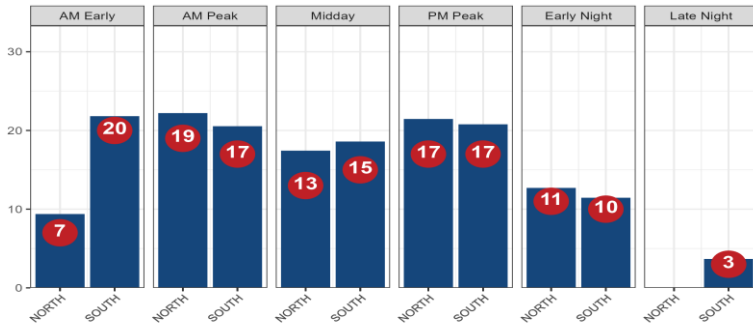
Top Transfer Locations

Greenbelt

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



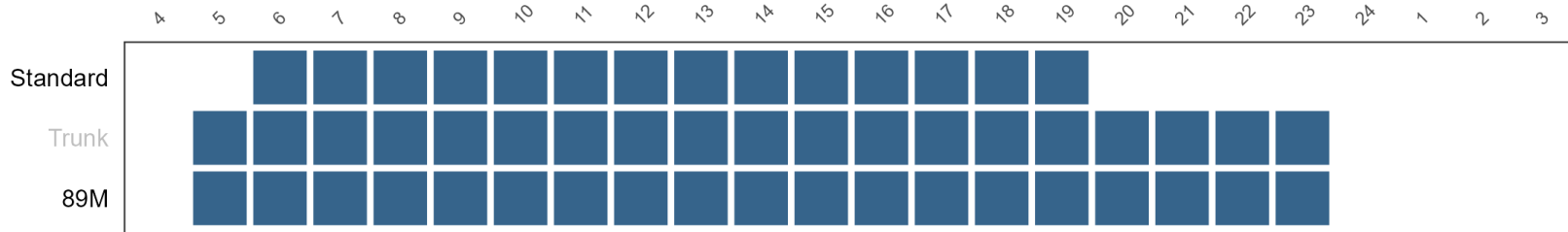
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.44	0.42
	Off-Peak Maximum Target: 1.0	0.28	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 Laurel

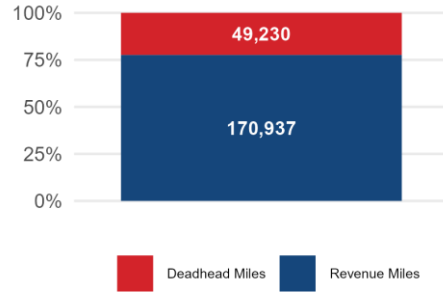
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:20 AM - 11:47 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 44.0 / Off-Peak: 54.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	18.4	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	81%	C	-	-	-	-	-	-
	Crowding 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.43	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.50	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	10%	11%	E	-	-	-	-	-	-

Route 89M

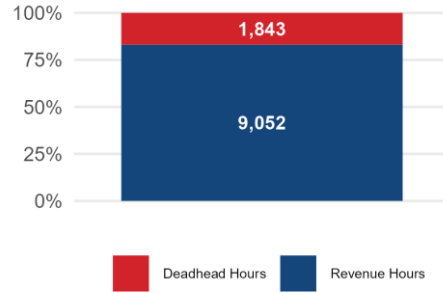
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.1			4.8			E		
	Circuitry N/A	2.52			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	18.4	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.1	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	80%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	81%	C	-	-	-	-	-	-
	Crowding 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.43	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.50	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	10%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



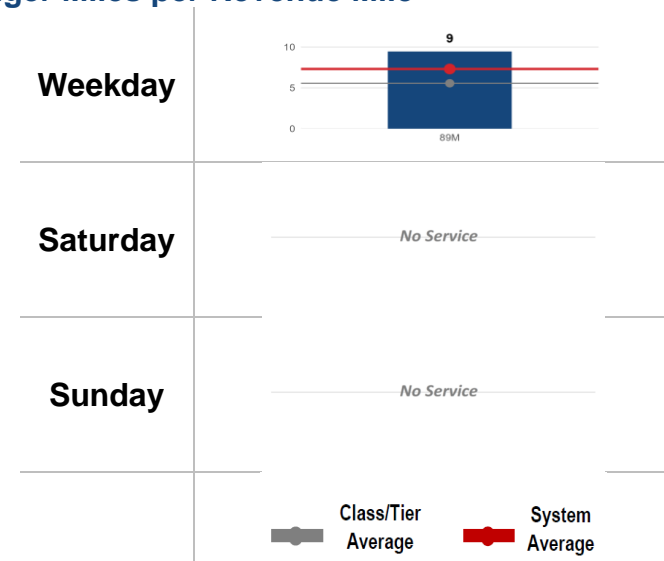
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
89M	43.40	10,922	10,799 (98.9%)

Service Change Summary

Route 89M - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

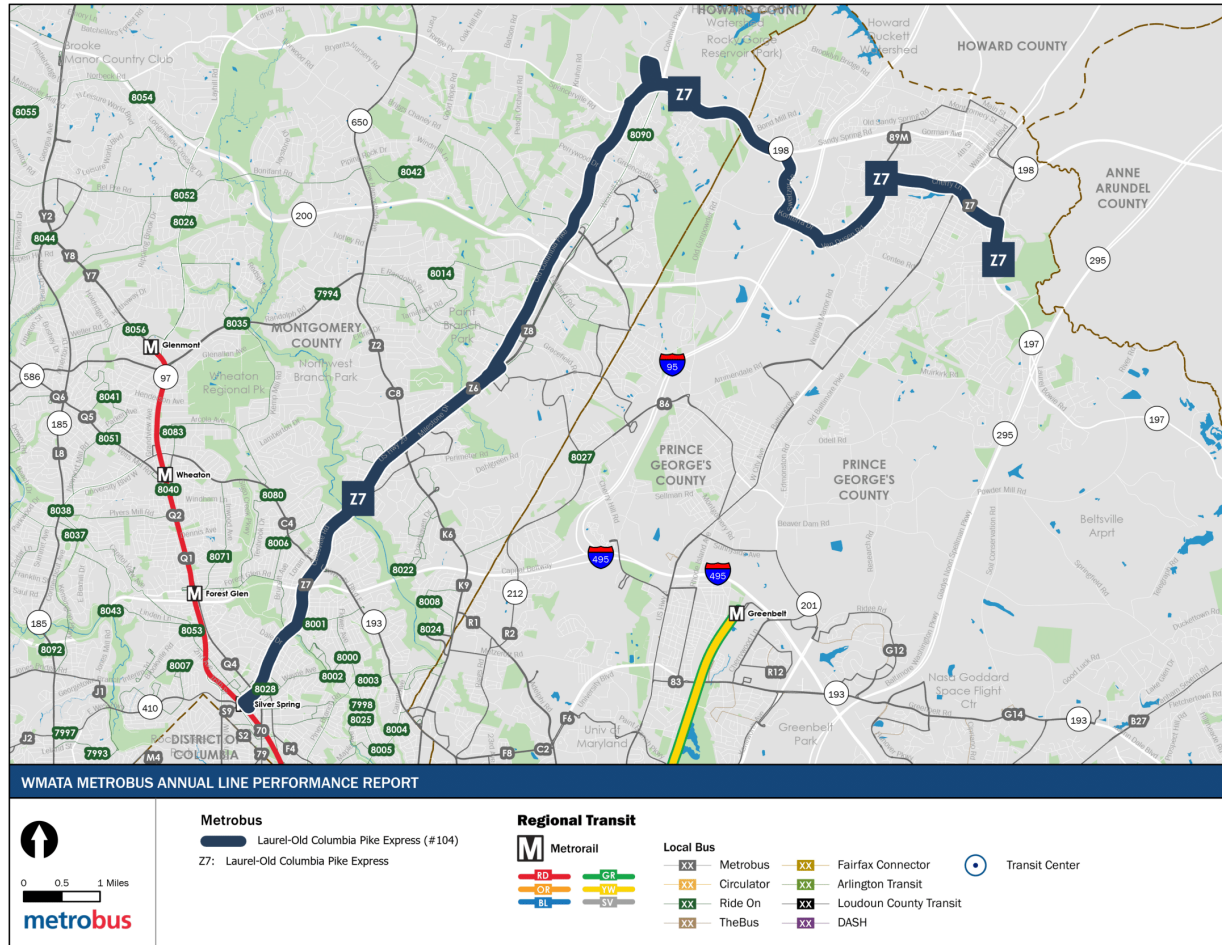
Passenger Miles per Revenue Mile



LINE: 104 - Laurel-Old Columbia Pike Express

ROUTE(S): Z7

About the Line



Service Classification

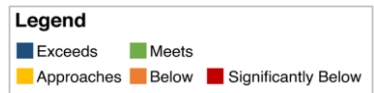
Commuter

Activity Tier

3

Overall Grade

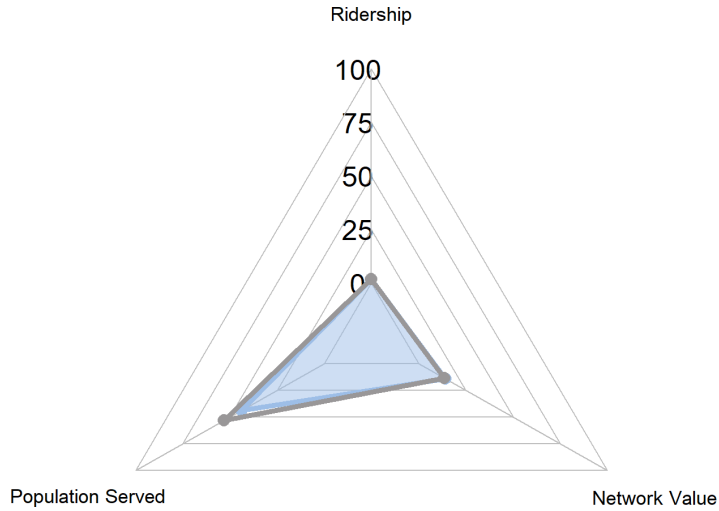
Line	Grade
Line 104	C



Line Benefit Score

20

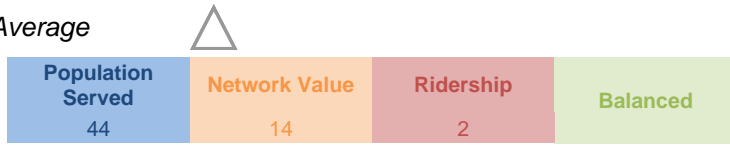
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$607,040
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	31,138	
	People of Color Population	Service Area	19,612
		% Riders Surveyed	86%
	Low Income Household	Service Area	5,949
		% Riders Surveyed	54%

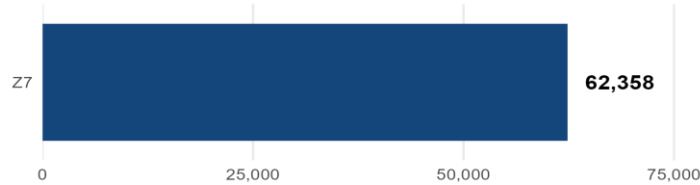
Facilities/Amenities

	Bus Stops	97
	% Stops With Shelters	21%
	% Stops With Benches	24%
	% Stops With Real-Time Signs	1%



Ridership

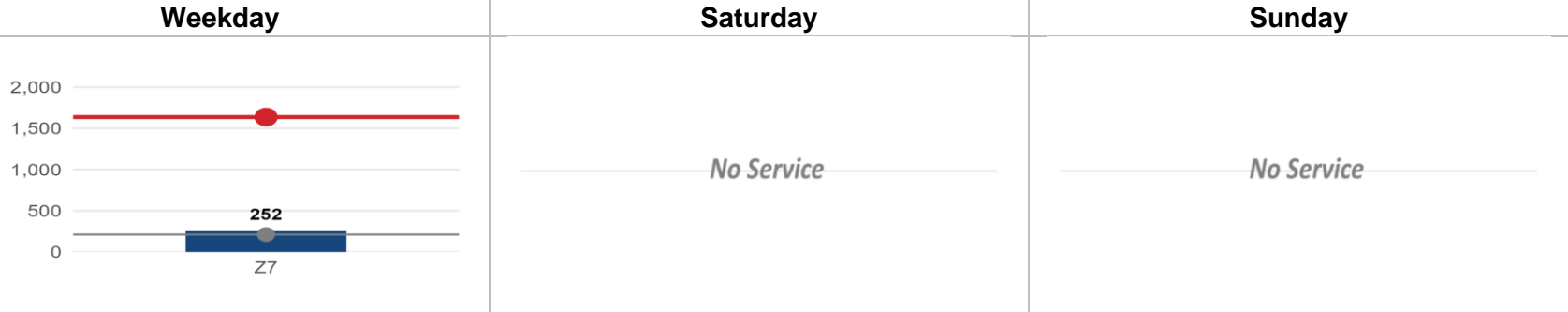
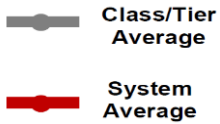
Annual Ridership



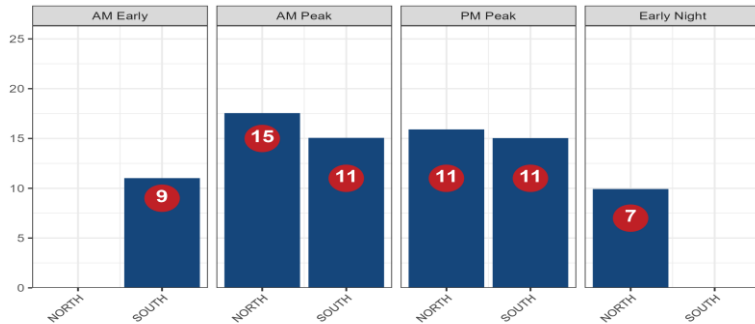
Top Transfer Locations

Silver Spring

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



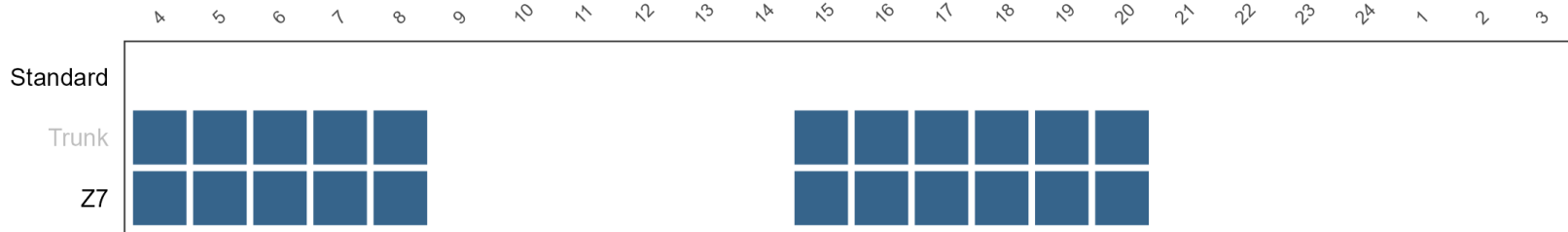
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.3	0.27
	Off-Peak Maximum Target: 1.0	0.18	0.24
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



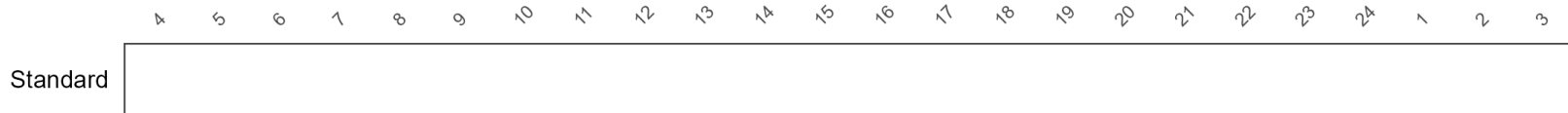
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Laurel-Old Columbia Pike Express

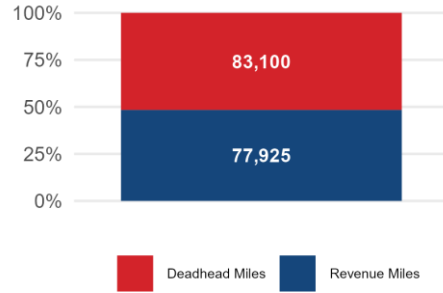
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:59 AM - 8:58 AM; 3:17 PM - 8:31 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 37.0 / Off-Peak: NA	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	12.4	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	0.7	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	70%	78%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.29	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.61	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	12%	24%	E	-	-	-	-	-	-

Route Z7

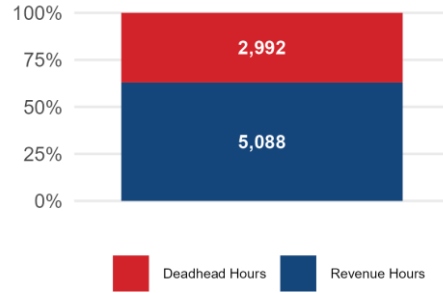
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.7			2.4			-		
	Circuitry N/A	1.38			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	12.4	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	0.7	D	-	-	-	-	-	-
	Unique Segment Ridership 15%	37%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	70%	78%	D	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.29	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.61	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	12%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



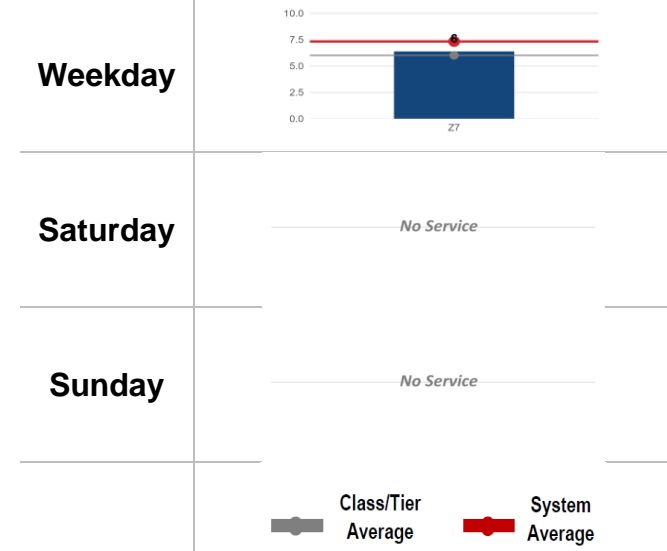
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z7	37.30	4,233	4,149 (98.0%)

Service Change Summary

Route Z7 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

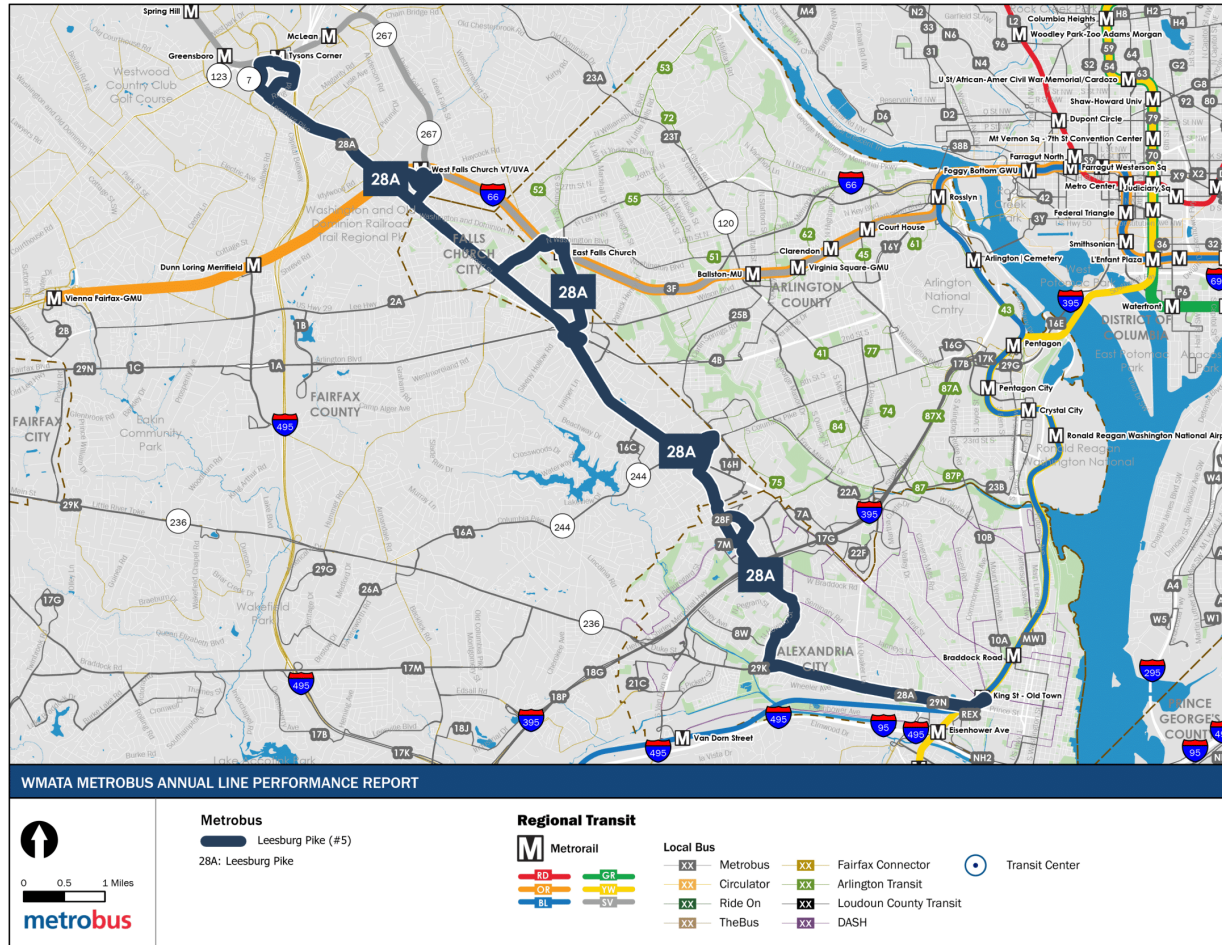
Passenger Miles per Revenue Mile



LINE: 5 - Leesburg Pike

ROUTE(S): 28A

About the Line



Service Classification Framework

Activity Tier

2

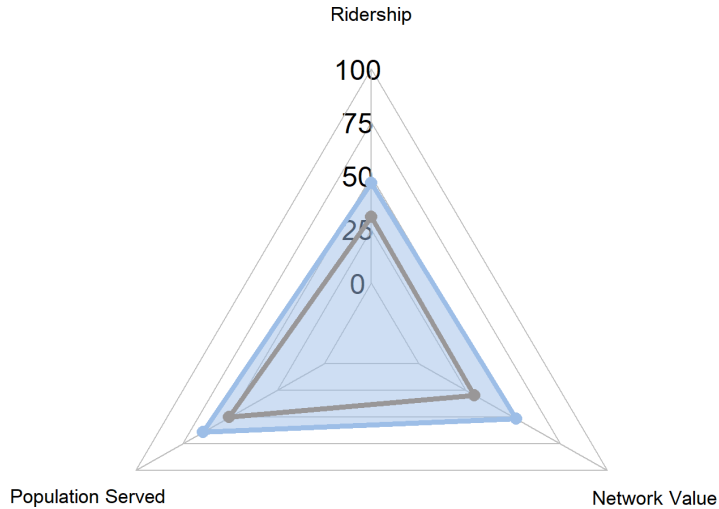
Overall Grade

Line	C

Line Benefit Score

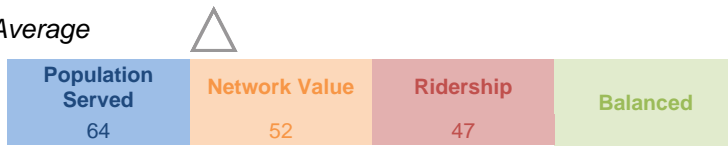
54

Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$12,401,170
	Peak Vehicles	21
	Vehicle Type(s)	40 Foot

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

	Service Area Population	67,707	
	People of Color Population	Service Area	24,097
		% Riders Surveyed	83%
	Low Income Household	Service Area	17,277
		% Riders Surveyed	62%

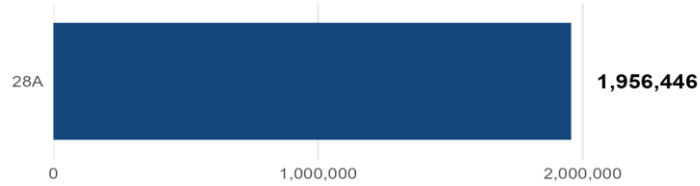
Facilities/Amenities

	Bus Stops	152
	% Stops With Shelters	25%
	% Stops With Benches	31%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



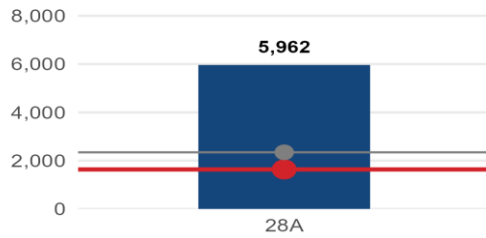
Top Transfer Locations

East Falls Church, West Falls Church, King Street

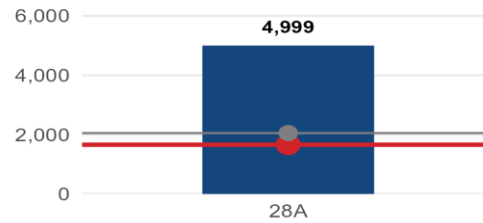
Average Daily Ridership

Class/Tier Average
 System Average

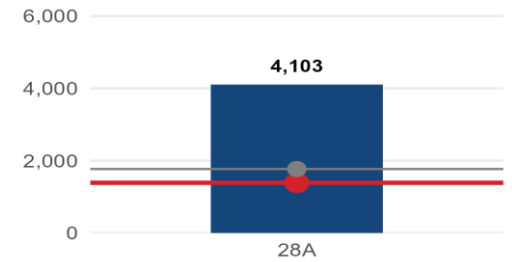
Weekday



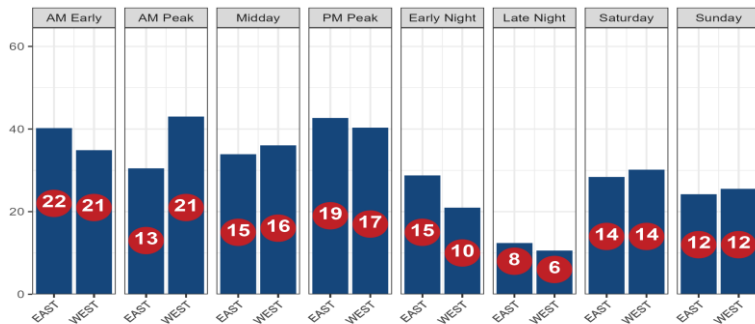
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



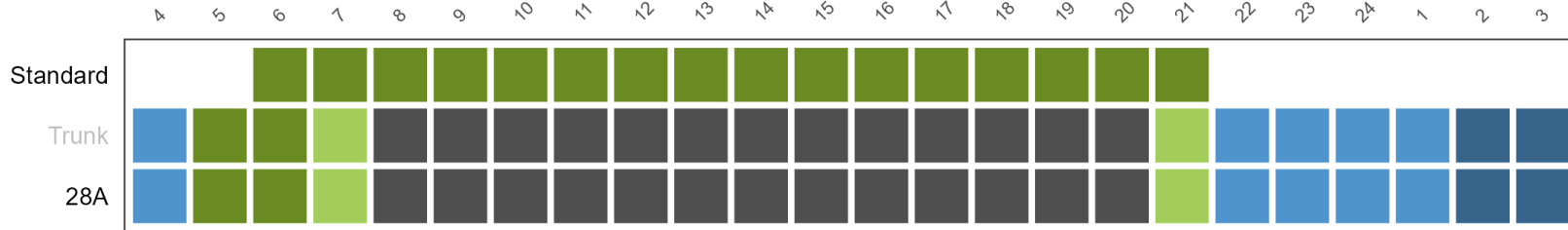
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.42	0.47
	Off-Peak Maximum Target: 1.0	0.36	0.35
Saturday Maximum Target: 1.0		0.34	0.36
Sunday Maximum Target: 1.0		0.29	0.3

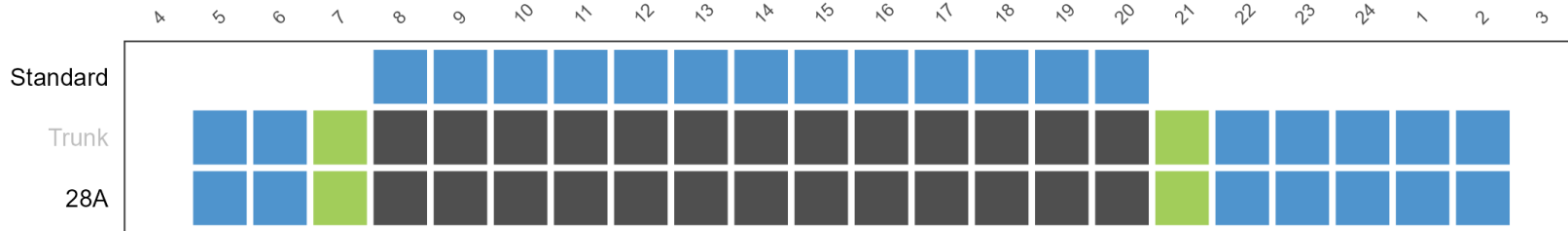
Span and Frequency



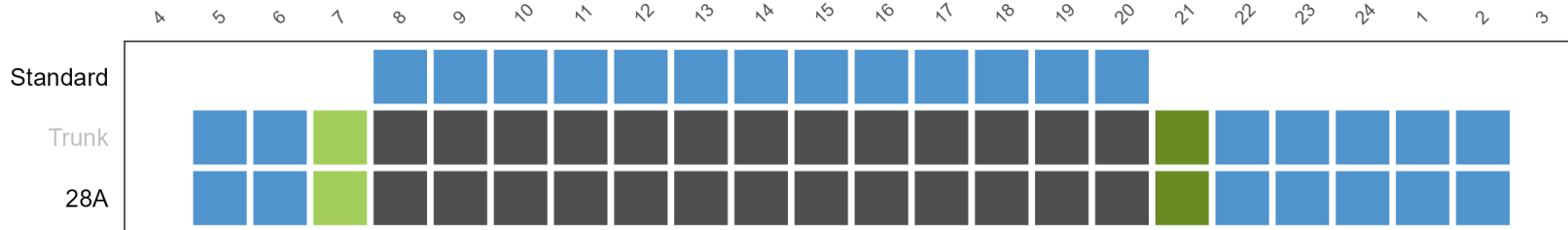
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Leesburg Pike

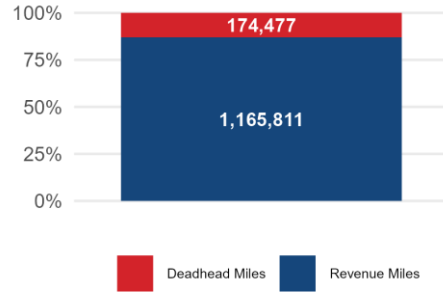
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:18 AM - 3:06 AM	-	A	5:30 AM - 2:54 AM	-	A	5:45 AM - 2:55 AM	-	A
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 12.0	Peak: 15.6 / Off-Peak: 20.1	A	14.0	24.7	A	14.0	24.6	A
Productivity	Passengers per Revenue Hour 20	20.5	24.3	B	16.8	23.1	D	14.8	20.5	E
	Passengers per Revenue Mile 2	1.8	2.4	C	1.6	2.1	D	1.4	1.9	E
Reliability	On-Time Performance 79%	81%	77%	B	83%	77%	B	84%	79%	B
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.45	Off-Peak: 0.34 Peak: 0.42	A	0.35	0.33	A	0.3	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.83	\$ 5.78	C	\$7.10	\$ 6.01	E	\$8.06	\$ 6.88	E
	Cost Recovery 20%	22%	20%	B	18%	18%	D	16%	16%	D

Route 28A

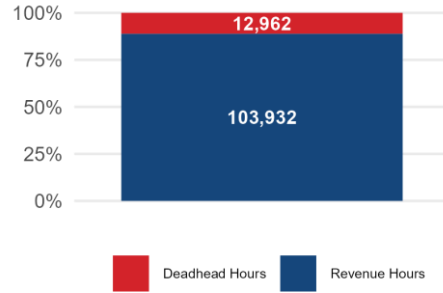
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.7			4.5			E		
	Circuitry 1.75	1.63			1.44			B		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	20.5	24.3	B	16.8	23.1	D	14.8	20.5	E
	Passengers per Revenue Mile 2	1.8	2.4	C	1.6	2.1	D	1.4	1.9	E
	Unique Segment Ridership 10%	40%	18%	A	63%	35%	A	62%	38%	A
Reliability	On-Time Performance 79%	81%	77%	B	83%	77%	B	84%	79%	A
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.45	Off-Peak: 0.34 Peak: 0.43	A	0.35	0.34	A	0.3	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.83	\$ 5.78	C	\$7.10	\$ 6.01	E	\$8.06	\$ 6.88	E
	Cost Recovery 20%	22%	21%	B	18%	18%	D	16%	16%	D

Operational Analysis

Miles Allocation



Hours Allocation



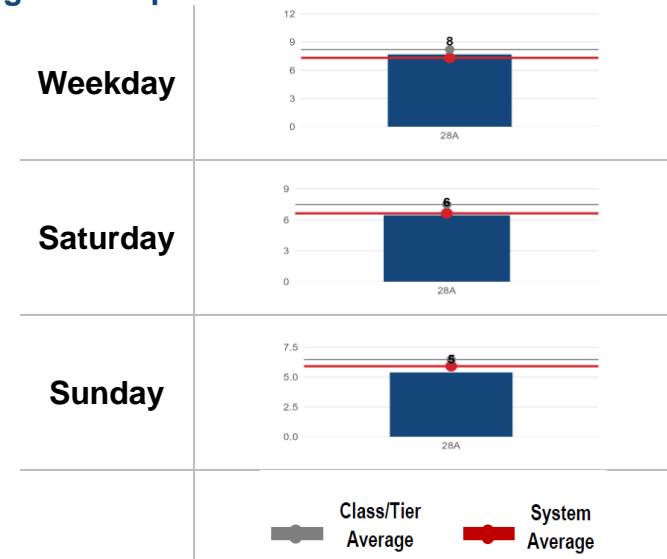
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28A	41.70	63,969	63,321 (99.0%)

Service Change Summary

Route 28A - Dec 2022:
 Weekday: Running Time; Saturday: No change; Sunday:
 No change;

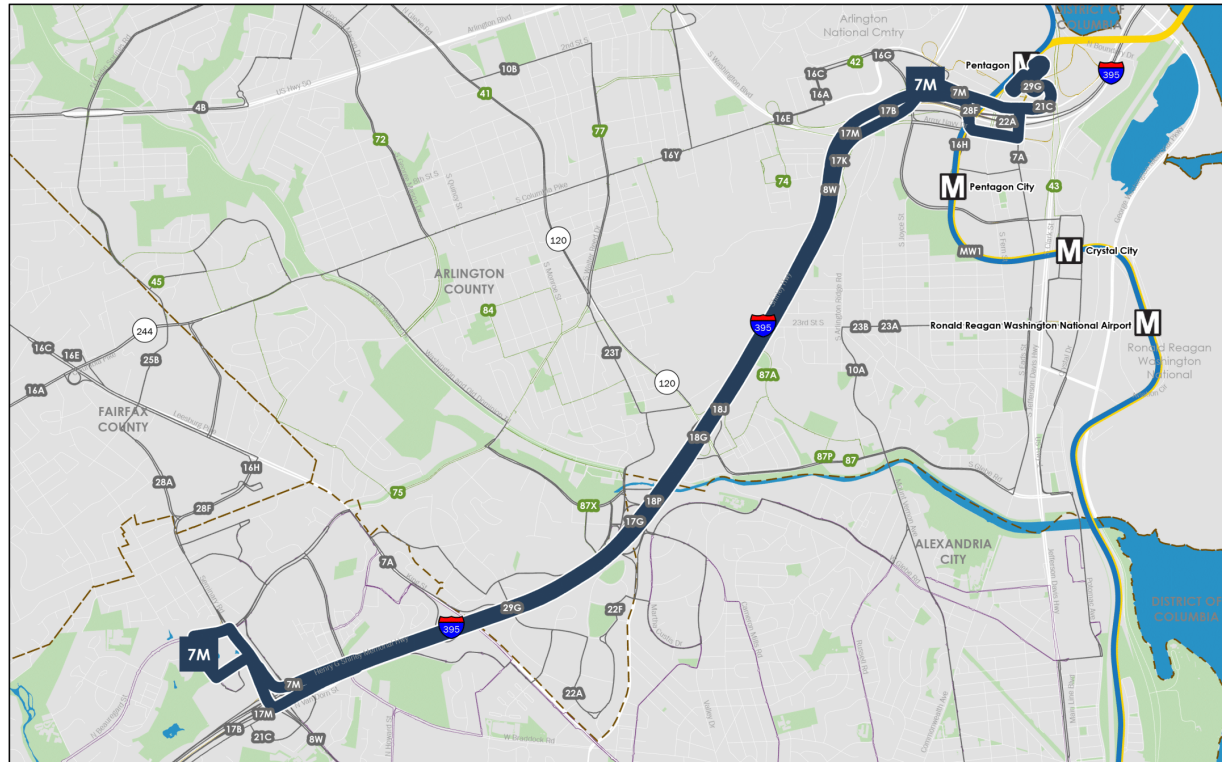
Passenger Miles per Revenue Mile



LINE: 80 - Mark Center-Pentagon

ROUTE(S): 7M

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

metrobus

Metrobus

- Mark Center-Pentagon (#80)
- 7M: Mark Center-Pentagon

Regional Transit

- M** Metrorail
- 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

Gap	
Activity Tier	1
Overall Grade	
Line	-

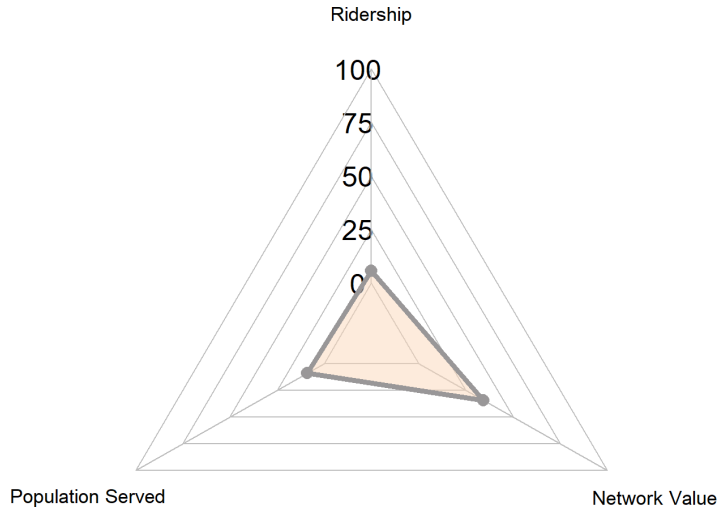
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

16

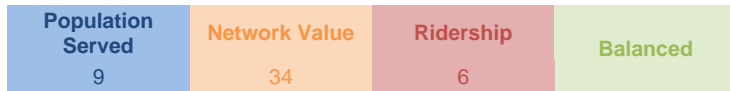
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,371,583
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	3,998	
	People of Color Population	Service Area	2,267
		% Riders Surveyed	39%
	Low Income Household	Service Area	950
		% Riders Surveyed	6%

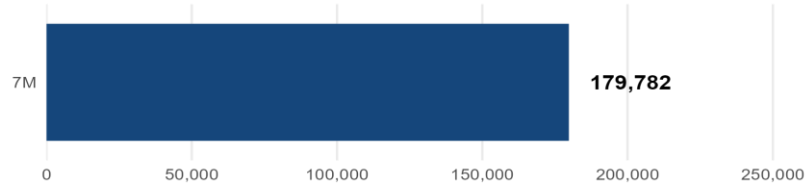
Facilities/Amenities

	Bus Stops	4
	% Stops With Shelters	50%
	% Stops With Benches	0%
	% Stops With Real-Time Signs	50%



Ridership

Annual Ridership



Top Transfer Locations

Pentagon

Weekday

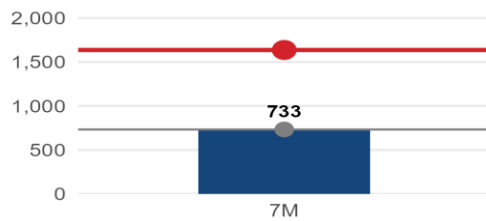
Saturday

Sunday

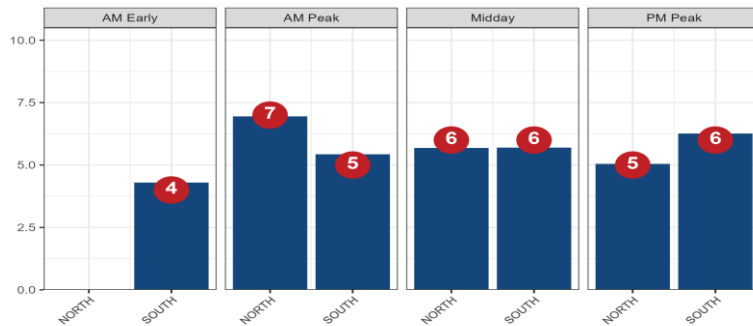
Average Daily Ridership

Class/Tier Average

System Average



Average Trip Ridership and Maximum Load by Time Period



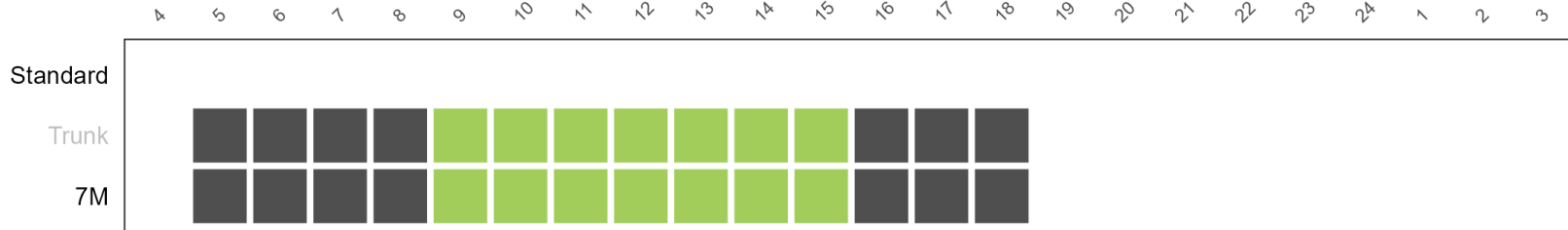
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: NA	0.15	0.14
	Off-Peak Maximum Target: NA	0.14	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

■ Mark Center-Pentagon

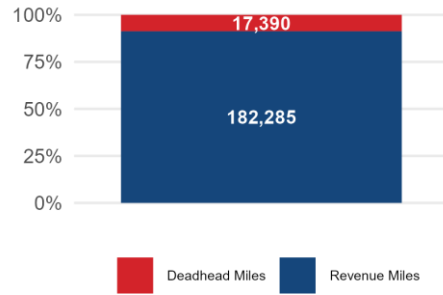
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:40 AM - 6:55 PM	-	■	-	-	■	-	-	■
	Frequency of Service varies	Peak: 10.0 / Off-Peak: 14.0	Peak: 10 / Off-Peak: 14	■	-	-	■	-	-	■
Productivity	Passengers per Revenue Hour	16.2	16.2	■	-	-	■	-	-	■
	Passengers per Revenue Mile	1	1	■	-	-	■	-	-	■
Reliability	On-Time Performance	96%	96%	■	-	-	■	-	-	■
	Crowding	0%	0%	■	-	-	■	-	-	■
	Load Factor Peak: NA / Off-Peak: NA	-	-	■	-	-	■	-	-	■
Cost Effectiveness	Operating Cost per Passenger Trip	\$7.37	\$ 7.37	■	-	-	■	-	-	■
	Cost Recovery	5%	5%	■	-	-	■	-	-	■

Route 7M

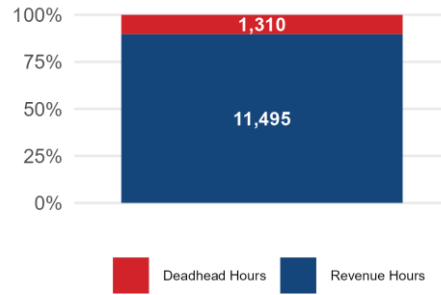
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile	0.4			0.4			-		
	Circuitry	1			1			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	16.2	16.2	-	-	-	-	-	-	-
	Passengers per Revenue Mile	1	1	-	-	-	-	-	-	-
	Unique Segment Ridership	98%	98%	-	-	-	-	-	-	-
Reliability	On-Time Performance	96%	96%	-	-	-	-	-	-	-
	Crowding	0%	0%	-	-	-	-	-	-	-
	Load Factor Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	\$7.37	\$ 7.37	-	-	-	-	-	-	-
	Cost Recovery	5%	5%	-	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



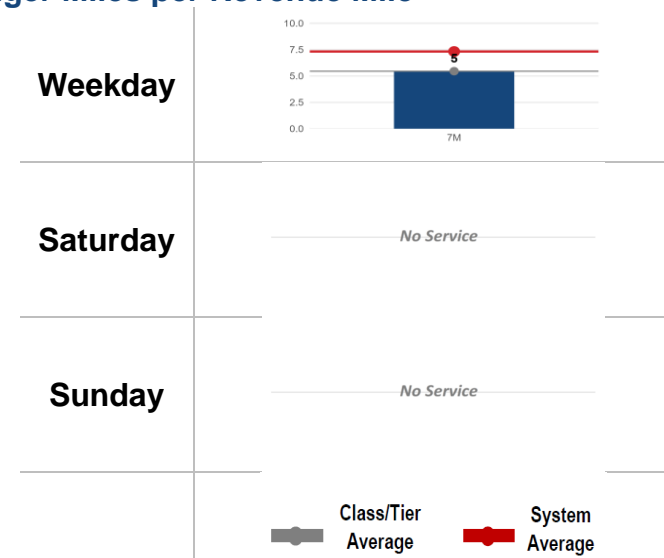
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7M	11.60	31,623	31,433 (99.4%)

Service Change Summary

Route 7M - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

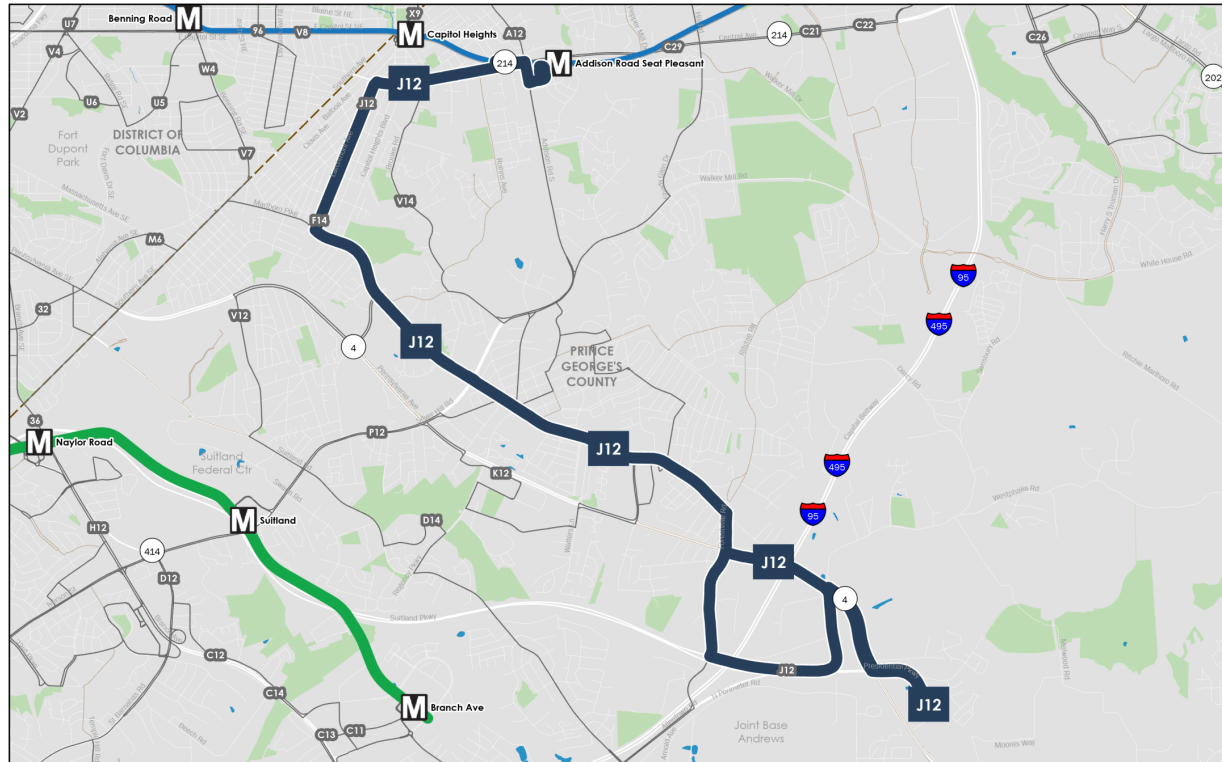
Passenger Miles per Revenue Mile



LINE: 72 - Marlboro Pike

ROUTE(S): J12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

Marlboro Pike (#72)

J12: Marlboro Pike

Regional Transit

M Metrorail

- FD Metrobus
- GR Circulator
- BL Ride On
- SV TheBus
- GR Fairfax Connector
- YW Arlington Transit
- SV Loudoun County Transit
- XX DASH

Local Bus

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

Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line						
		B				

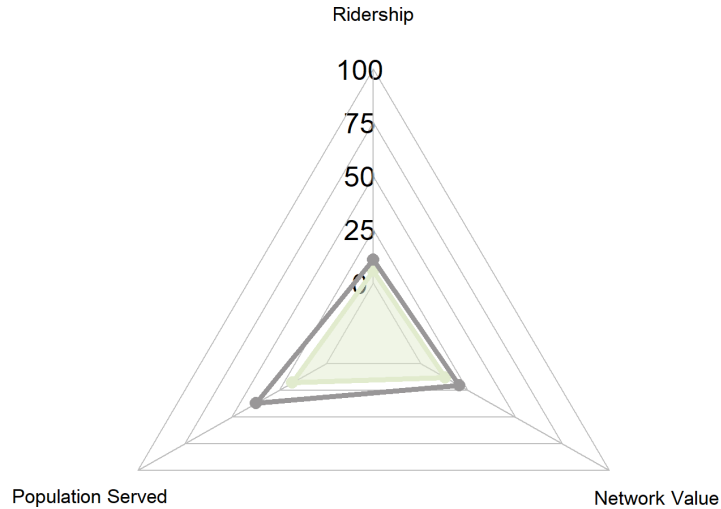
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

12

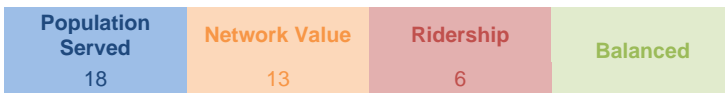
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,212,640
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	18,171	
	People of Color Population	Service Area	15,598
		% Riders Surveyed	98%
	Low Income Household	Service Area	4,679
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	9%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



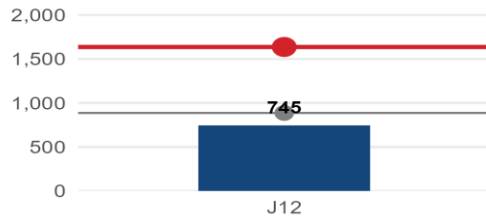
Top Transfer Locations

Addison Road

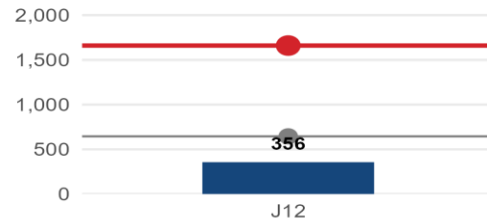
Average Daily Ridership

- Class/Tier Average
- System Average

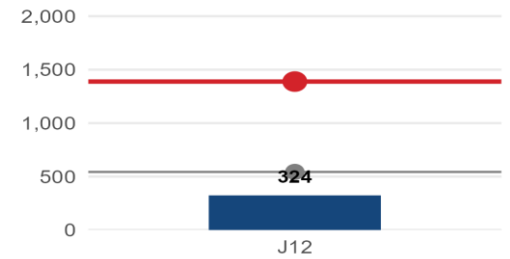
Weekday



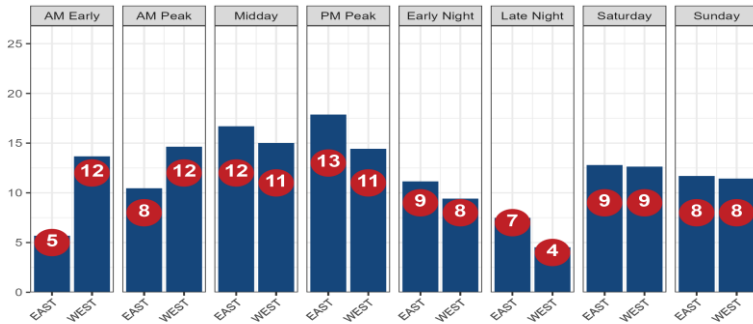
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



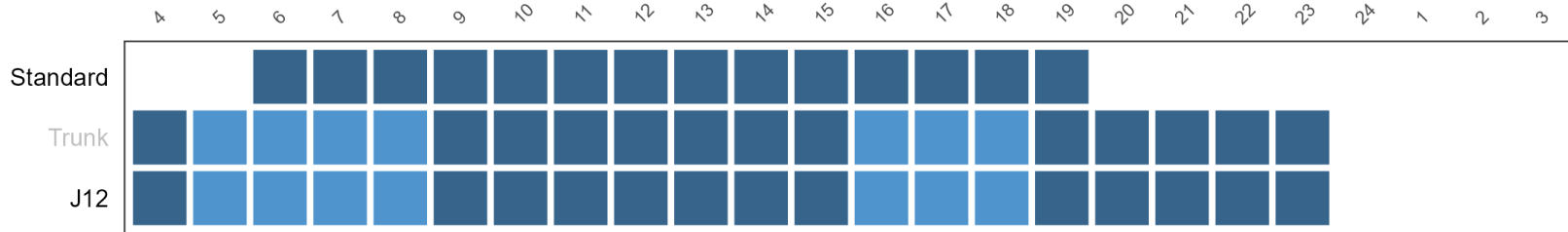
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.26	0.29
	Off-Peak Maximum Target: 1.0	0.24	0.24
Saturday Maximum Target: 1.0		0.23	0.23
Sunday Maximum Target: 1.0		0.21	0.21

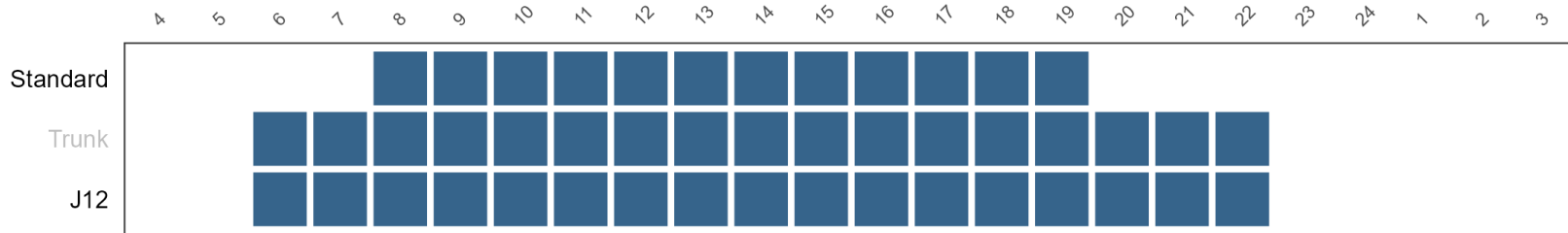
Span and Frequency



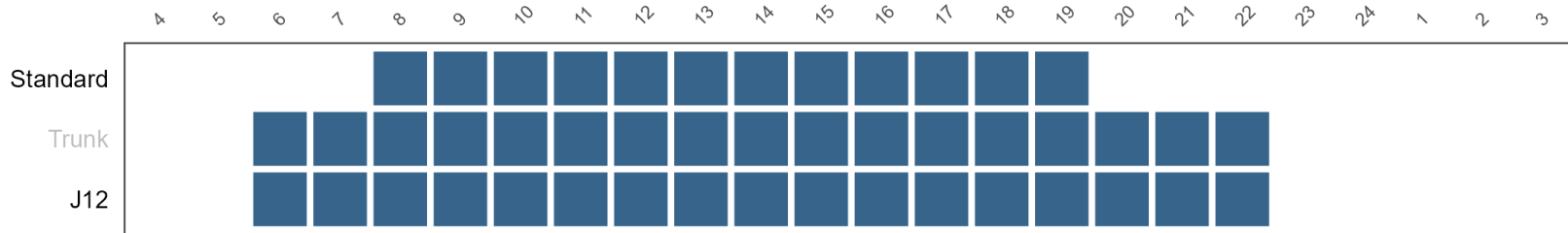
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Marlboro Pike

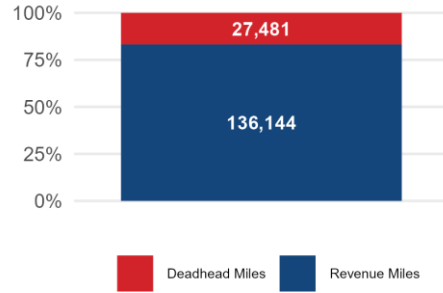
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:25 AM - 11:56 PM	-	A	6:15 AM - 10:26 PM	-	A	6:15 AM - 10:26 PM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 63.0	Peak: 26 / Off-Peak: 38.9	A	69.0	47.4	D	70.0	49.8	D
Productivity	Passengers per Revenue Hour 10	22.3	20.3	A	22.7	21.3	A	20.8	21.3	A
	Passengers per Revenue Mile 1	1.7	1.7	A	1.7	1.8	A	1.5	1.7	A
Reliability	On-Time Performance 79%	87%	81%	A	79%	80%	B	83%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.27	Off-Peak: 0.22 Peak: 0.29	A	0.23	0.25	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.36	\$ 6.54	A	\$5.26	\$ 6.11	A	\$5.73	\$ 6.02	A
	Cost Recovery 20%	7%	11%	E	7%	8%	E	6%	8%	E

Route J12

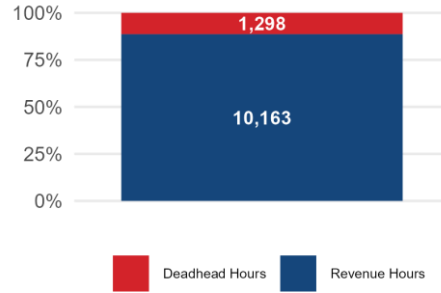
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.5			4.8			A		
	Circuitry N/A	1.64			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	22.3	20.3	A	22.7	21.3	A	20.8	21.3	A
	Passengers per Revenue Mile 1	1.7	1.7	A	1.7	1.8	A	1.5	1.7	A
	Unique Segment Ridership 10%	30%	49%	A	31%	59%	A	49%	62%	A
Reliability	On-Time Performance 79%	87%	81%	A	79%	80%	B	83%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.27	Off-Peak: 0.22 Peak: 0.28	A	0.23	0.25	A	0.21	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.36	\$ 6.54	A	\$5.26	\$ 6.11	A	\$5.73	\$ 6.02	A
	Cost Recovery 20%	7%	10%	E	7%	8%	E	6%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



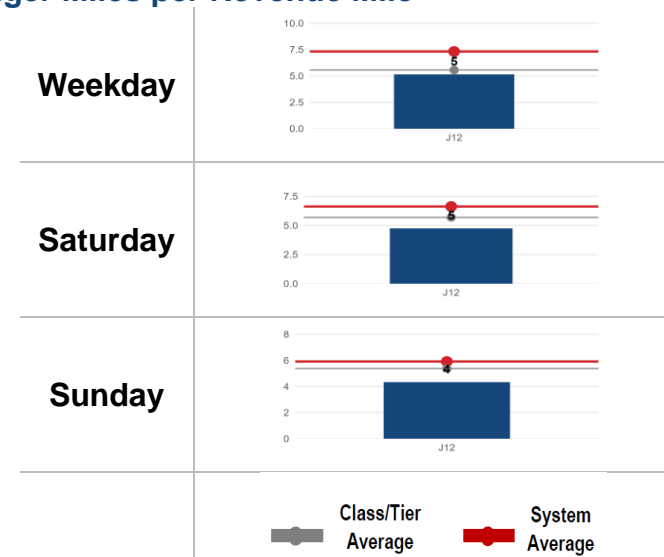
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J12	18.20	16,915	16,650 (98.4%)

Service Change Summary

Route J12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

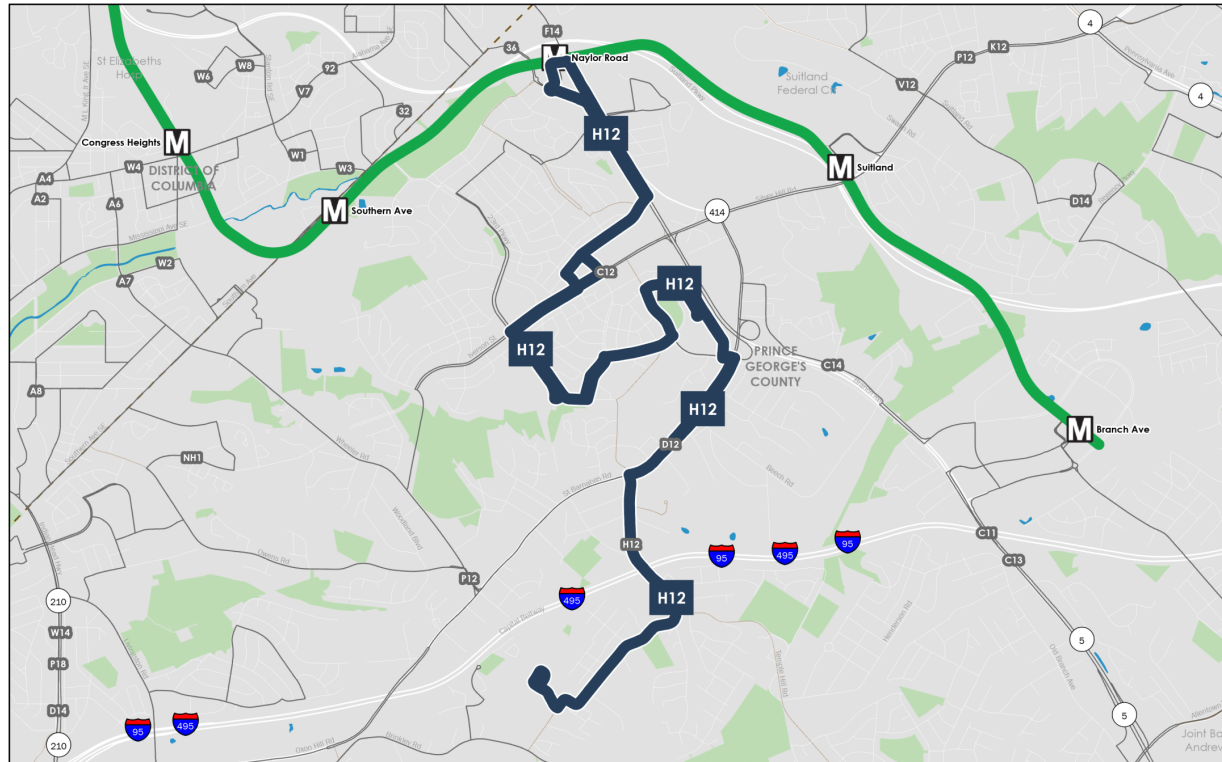
Passenger Miles per Revenue Mile



LINE: 73 - Marlow Heights-Temple Hills

ROUTE(S): H12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- Marlow Heights-Temple Hills (#73)
- H12: Marlow Heights-Temple Hills

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

Coverage

Activity Tier

3

Overall Grade

Line	Grade
	B

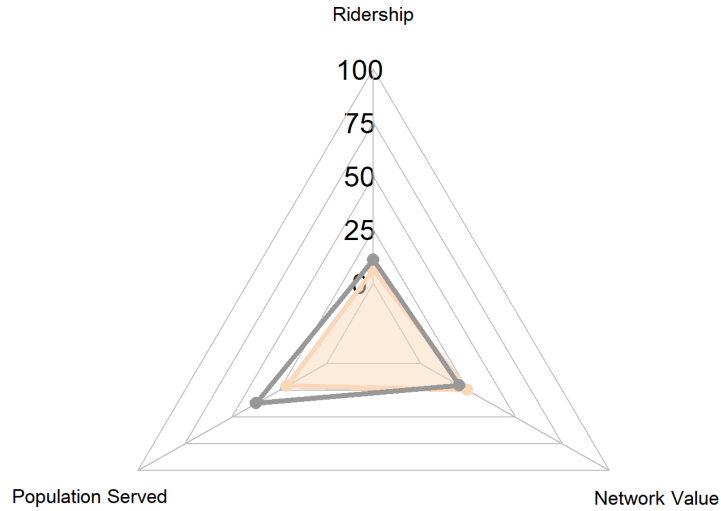
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

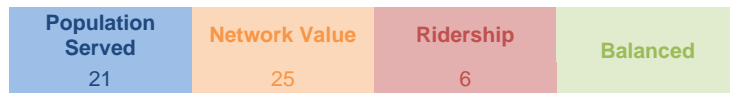
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,370,045
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population	17,811	
	People of Color Population	Service Area	15,742
		% Riders Surveyed	99%
	Low Income Household	Service Area	5,300
		% Riders Surveyed	56%

Facilities/Amenities

	Bus Stops	79
	% Stops With Shelters	10%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	0%



Annual Ridership



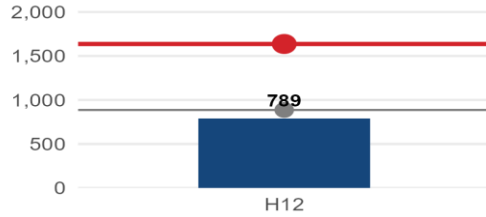
Top Transfer Locations

Naylor Road

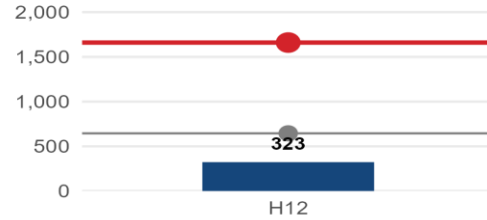
Average Daily Ridership

- Class/Tier Average
- System Average

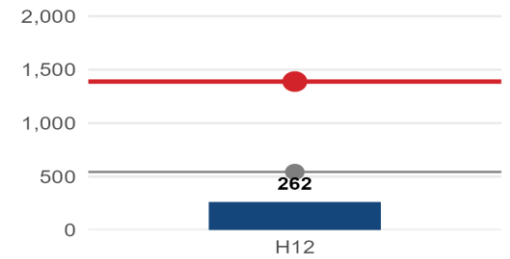
Weekday



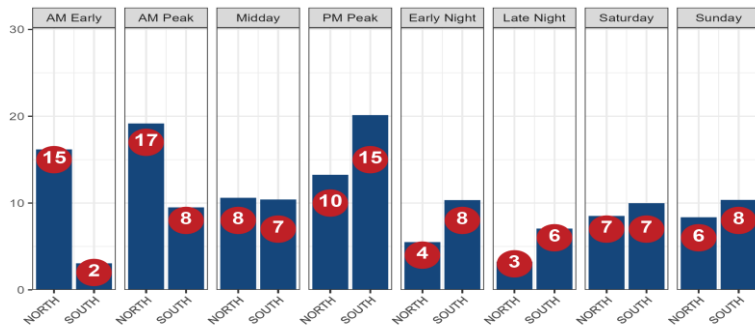
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



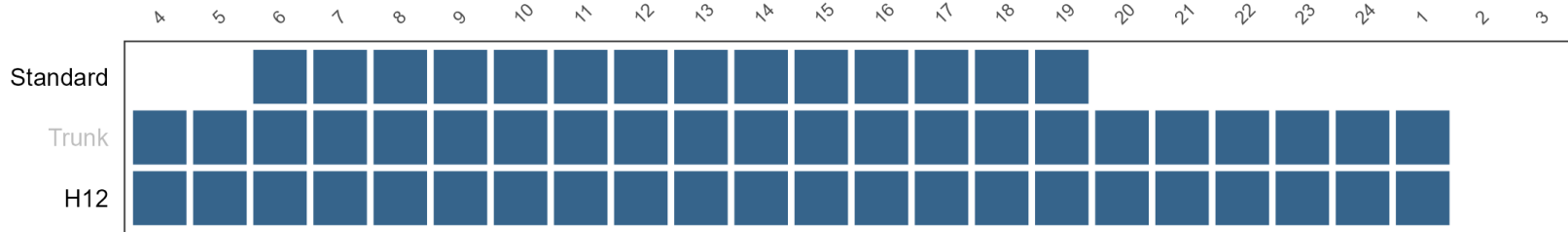
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.33	0.29
	Off-Peak Maximum Target: 1.0	0.18	0.18
Saturday Maximum Target: 1.0		0.16	0.18
Sunday Maximum Target: 1.0		0.16	0.19

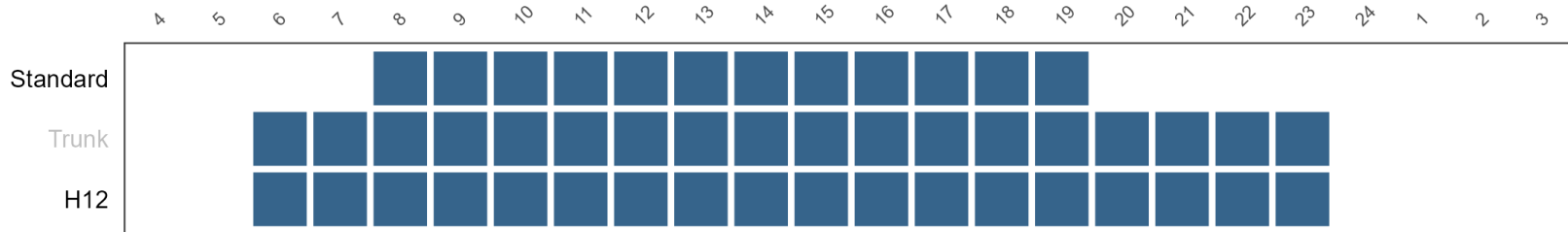
Span and Frequency



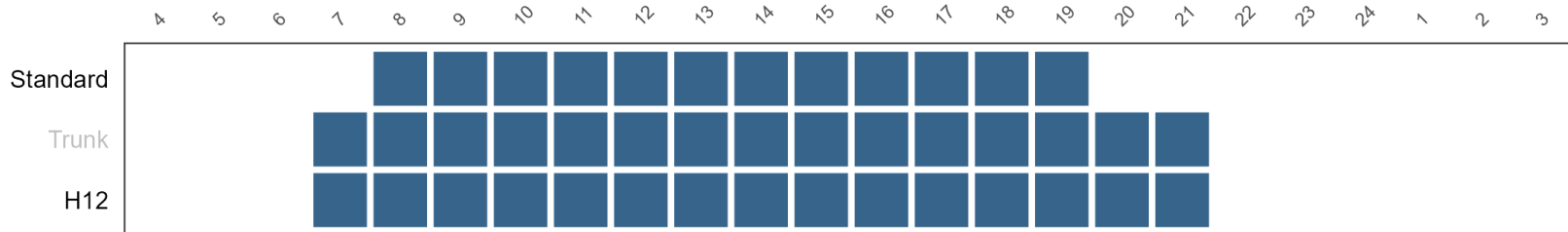
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Marlow Heights-Temple Hills

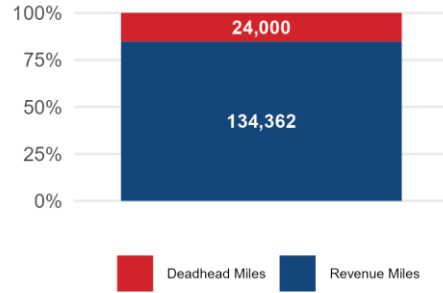
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:50 AM - 1:07 AM	-	A	6:19 AM - 11:47 PM	-	A	7:50 AM - 9:48 PM	-	A
	Frequency of Service varies	Peak: 34.0 / Off-Peak: 34.0	Peak: 26 / Off-Peak: 38.9	A	59.0	47.4	B	60.0	49.8	B
Productivity	Passengers per Revenue Hour 10	20.6	20.3	A	18.3	21.3	A	19.1	21.3	A
	Passengers per Revenue Mile 1	1.8	1.7	A	1.4	1.8	A	1.4	1.7	A
Reliability	On-Time Performance 79%	82%	81%	B	83%	80%	B	83%	81%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.31	Off-Peak: 0.22 Peak: 0.29	A	0.17	0.25	A	0.18	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.80	\$ 6.54	A	\$6.51	\$ 6.11	A	\$6.24	\$ 6.02	A
	Cost Recovery 20%	7%	11%	E	6%	8%	E	6%	8%	E

Route H12

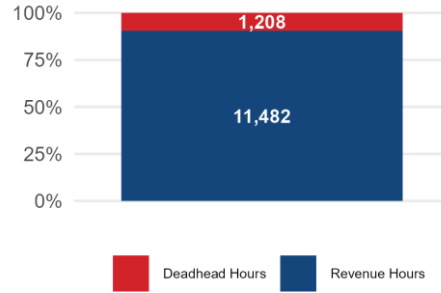
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			4.8			E		
	Circuitry N/A	1.48			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	20.6	20.3	A	18.3	21.3	A	19.1	21.3	A
	Passengers per Revenue Mile 1	1.8	1.7	A	1.4	1.8	A	1.4	1.7	A
	Unique Segment Ridership 10%	71%	49%	A	65%	59%	A	81%	62%	A
Reliability	On-Time Performance 79%	82%	81%	B	83%	80%	B	83%	81%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.31	Off-Peak: 0.22 Peak: 0.28	A	0.17	0.25	A	0.18	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.80	\$ 6.54	A	\$6.51	\$ 6.11	A	\$6.24	\$ 6.02	A
	Cost Recovery 20%	7%	10%	E	6%	8%	E	6%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



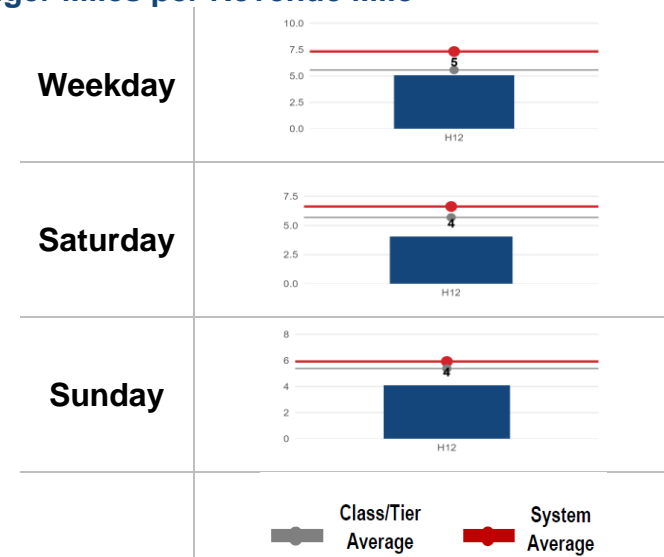
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H12	12.50	20,551	20,328 (98.9%)

Service Change Summary

Route H12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

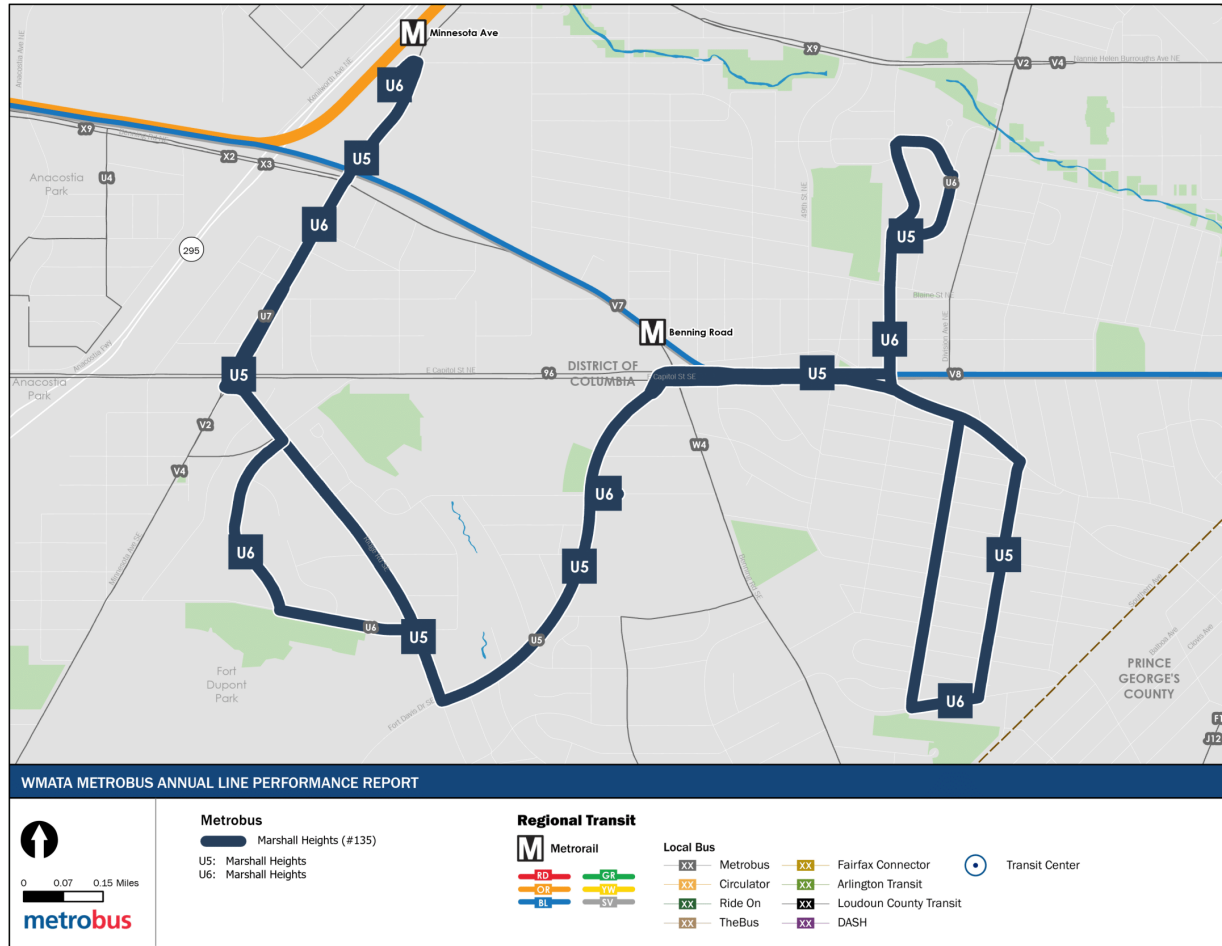
Passenger Miles per Revenue Mile



LINE: 135 - Marshall Heights

ROUTE(S): U5, U6

About the Line



Service Classification

Coverage

Activity Tier

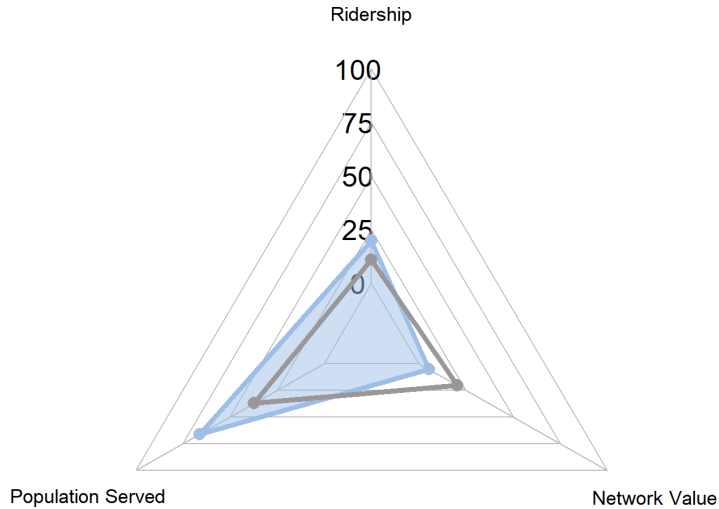
2

Overall Grade

Line	Overall Grade
Line 135 - Marshall Heights	A

Line Benefit Score

30
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$2,909,903
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	45,464	
	People of Color Population	Service Area	42,354
		% Riders Surveyed	100%
	Low Income Household	Service Area	22,478
		% Riders Surveyed	70%

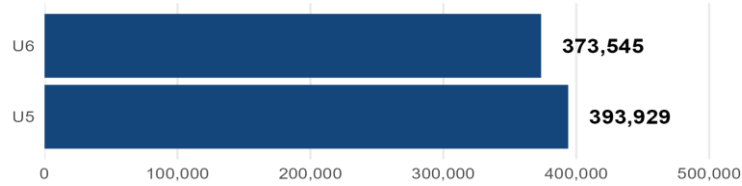
Facilities/Amenities

	Bus Stops	73
	% Stops With Shelters	10%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	3%



Ridership

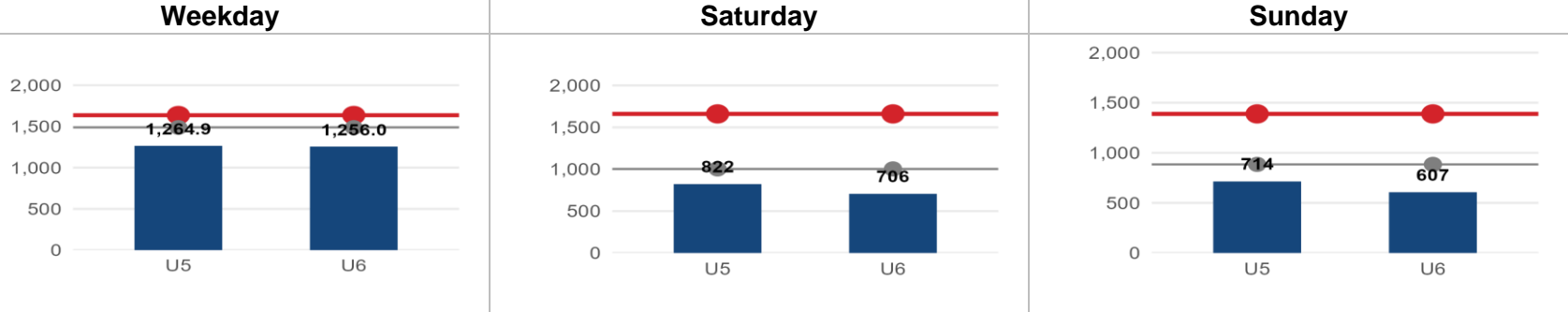
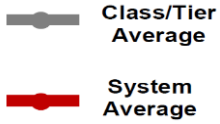
Annual Ridership



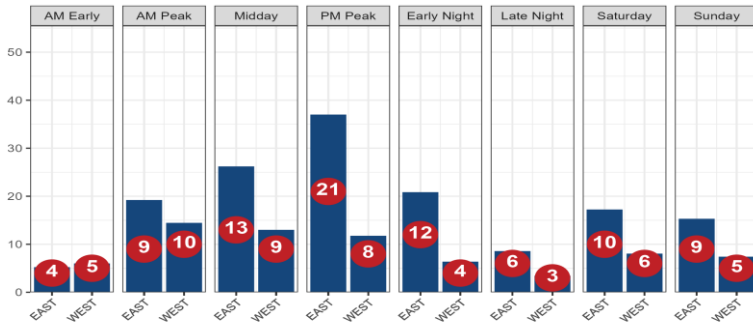
Top Transfer Locations

Benning Road, Minnesota Avenue

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



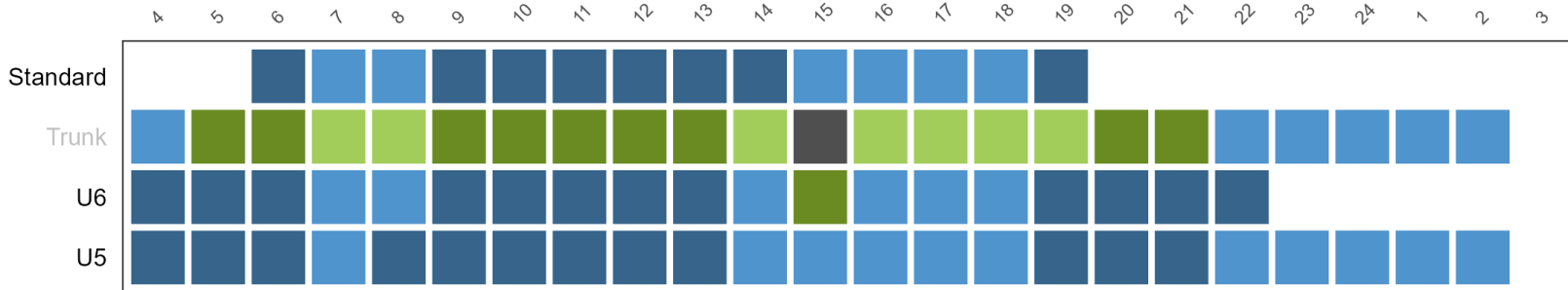
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.39	0.21
	Off-Peak Maximum Target: 1.0	0.27	0.15
Saturday Maximum Target: 1.0		0.24	0.14
Sunday Maximum Target: 1.0		0.22	0.13

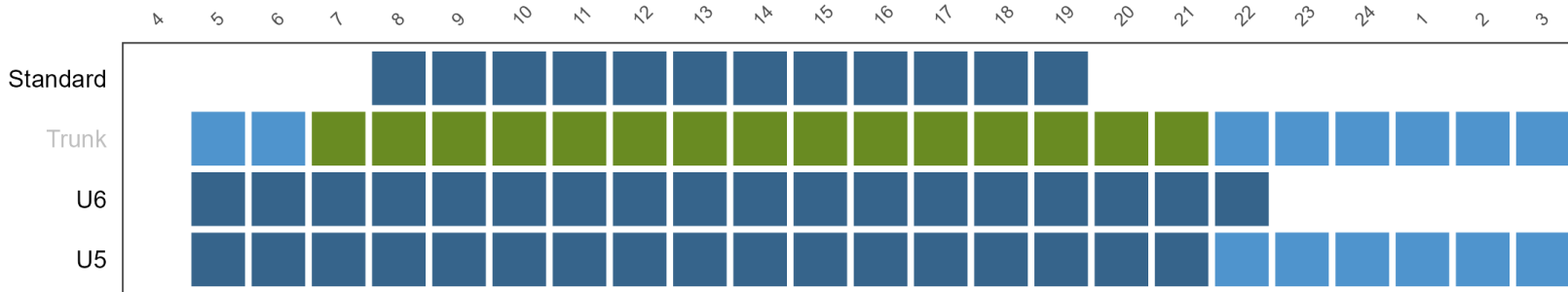
Span and Frequency



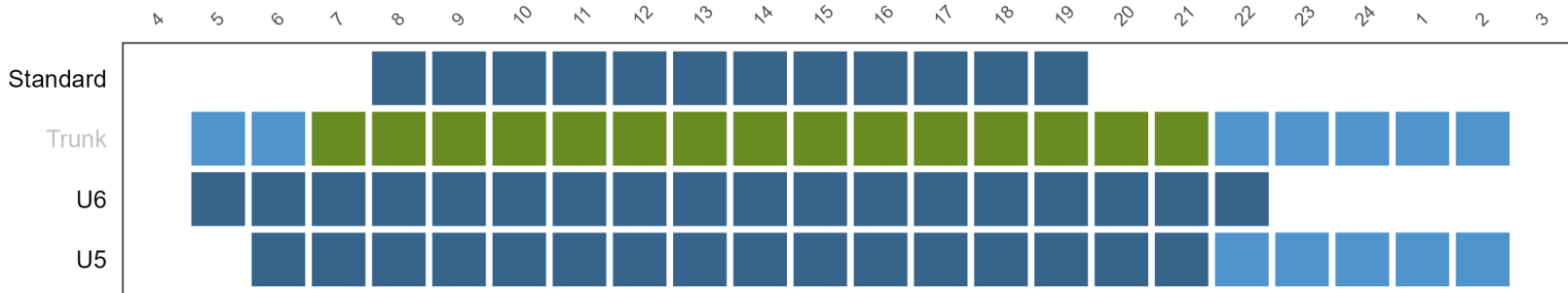
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A 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	4:20 AM - 2:23 AM	-	A	5:06 AM - 3:09 AM	-	A	5:36 AM - 2:26 AM	-	A
	Frequency of Service varies	Peak: 14.0 / Off-Peak: 18.0	Peak: 22.5 / Off-Peak: 32.3	A	21.0	36.5	A	21.0	37.8	A
Productivity	Passengers per Revenue Hour 15	34.5	29.6	A	27.5	26.6	A	24.9	24.6	A
	Passengers per Revenue Mile 2	4.1	3.5	A	3.0	2.9	A	2.7	2.6	A
Reliability	On-Time Performance 79%	79%	80%	B	80%	81%	B	81%	82%	B
	Crowding 5%	2%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.3	Off-Peak: 0.26 Peak: 0.35	A	0.19	0.25	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.46	\$ 4.96	A	\$4.34	\$ 5.47	A	\$4.80	\$ 5.88	A
	Cost Recovery 20%	13%	14%	E	11%	12%	E	10%	11%	E

Route U5

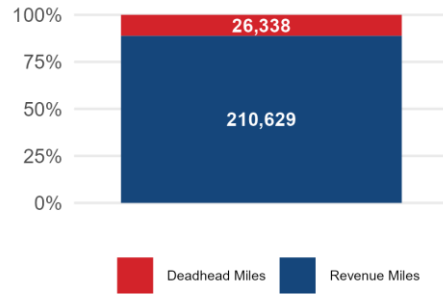
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.8			6.2			E		
	Circuitry N/A	3.56			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	33.4	29.6	A	25.2	26.6	A	24.1	24.6	A
	Passengers per Revenue Mile 2	3.9	3.5	A	2.8	2.9	A	2.6	2.6	A
	Unique Segment Ridership 10%	10%	29%	C	9%	44%	C	9%	53%	C
Reliability	On-Time Performance 79%	80%	80%	B	79%	81%	B	82%	82%	B
	Crowding 5%	2%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.31	Off-Peak: 0.28 Peak: 0.37	A	0.17	0.26	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.57	\$ 4.96	A	\$4.73	\$ 5.47	A	\$4.95	\$ 5.88	A
	Cost Recovery 20%	12%	13%	E	9%	12%	E	9%	11%	E

Route U6

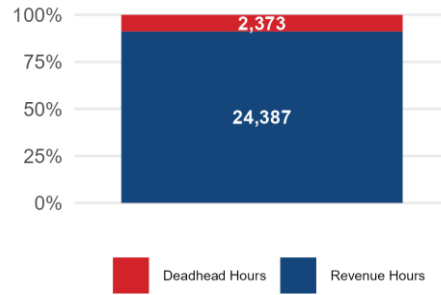
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.6			6.2			E		
	Circuitry N/A	3.71			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	35.6	29.6	A	30.7	26.6	A	25.9	24.6	A
	Passengers per Revenue Mile 2	4.4	3.5	A	3.3	2.9	A	2.8	2.6	A
	Unique Segment Ridership 10%	11%	29%	B	9%	44%	C	9%	53%	C
Reliability	On-Time Performance 79%	78%	80%	C	80%	81%	B	79%	82%	B
	Crowding 5%	1%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.29	Off-Peak: 0.28 Peak: 0.37	A	0.21	0.26	A	0.18	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.35	\$ 4.96	A	\$3.89	\$ 5.47	A	\$4.61	\$ 5.88	A
	Cost Recovery 20%	15%	13%	D	13%	12%	E	11%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



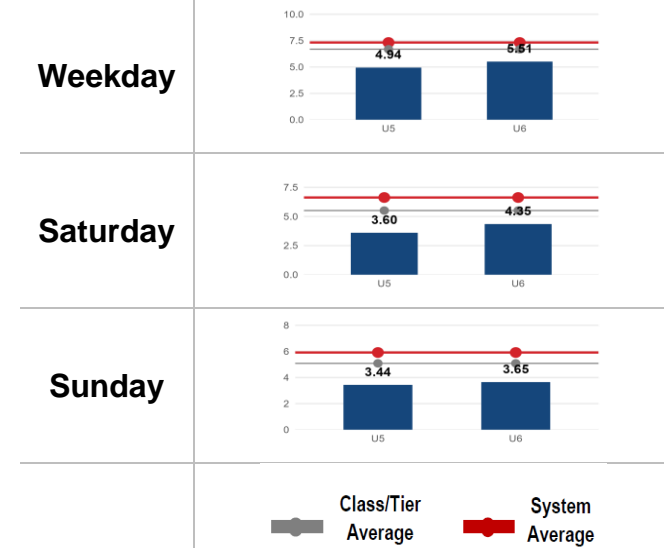
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U5	9.40	27,968	27,438 (98.1%)
U6	9.80	22,628	22,412 (99.0%)

Service Change Summary

Route U5 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;
 Route U6 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

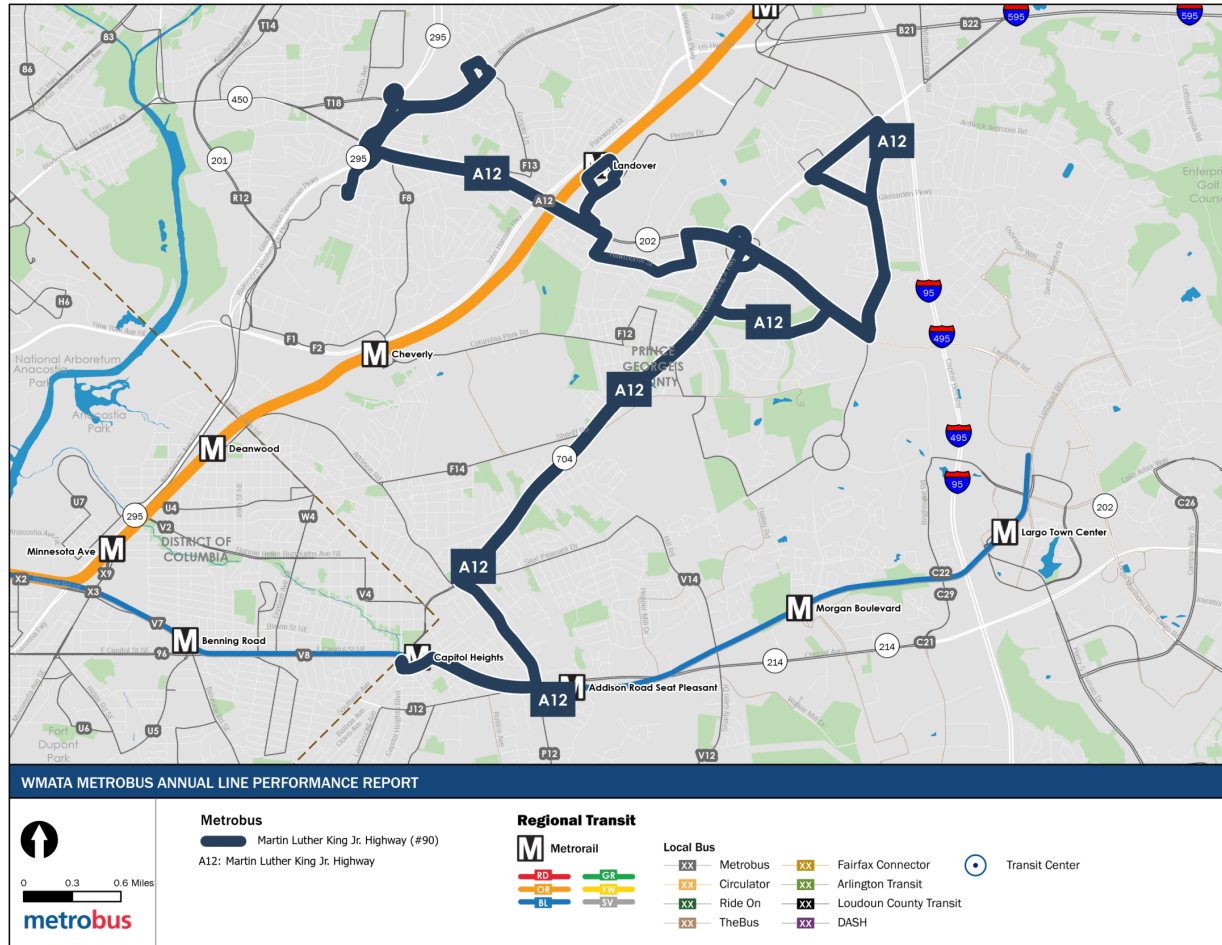
Passenger Miles per Revenue Mile



LINE: 90 - Martin Luther King Jr. Highway

ROUTE(S): A12

About the Line



Service Classification

Framework

Activity Tier

3

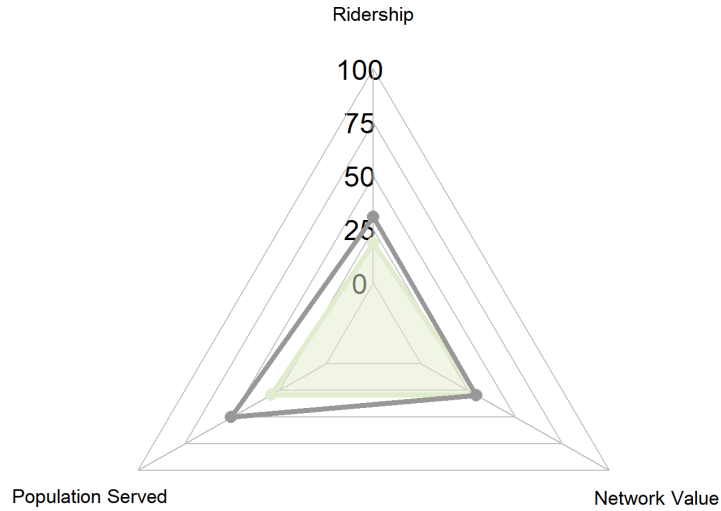
Overall Grade

Line	Grade
Line	B

Line Benefit Score

26

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
29	29	19	

Operating Statistics

	Annual Operating Costs	\$5,327,194
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	31,255	
	People of Color Population	Service Area	24,659
		% Riders Surveyed	96%
	Low Income Household	Service Area	10,291
		% Riders Surveyed	67%

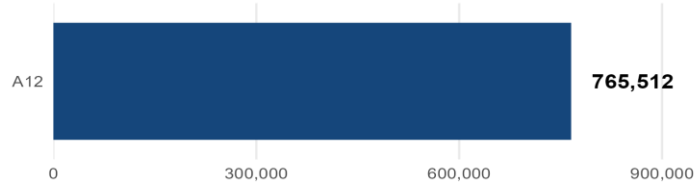
Facilities/Amenities

	Bus Stops	126
	% Stops With Shelters	37%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



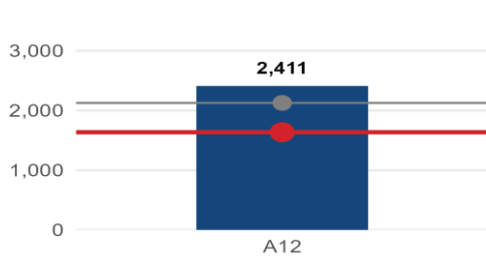
Top Transfer Locations

Landover, Addison Road, New Carrollton

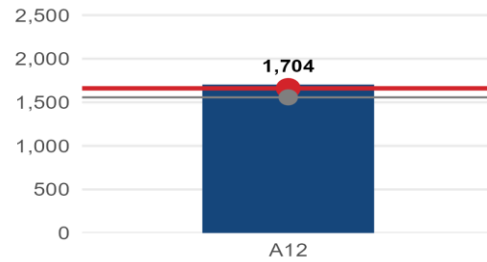
Average Daily Ridership

- Class/Tier Average
- System Average

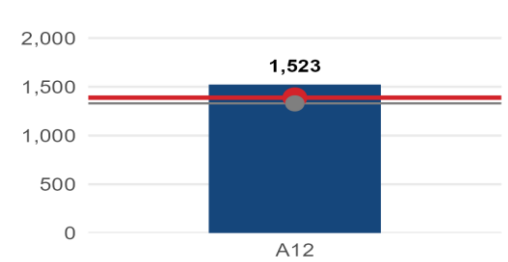
Weekday



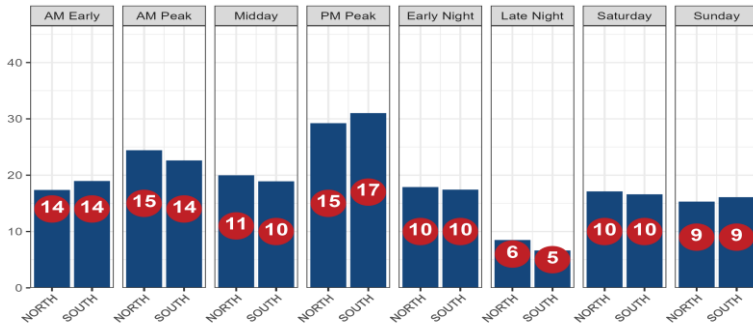
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



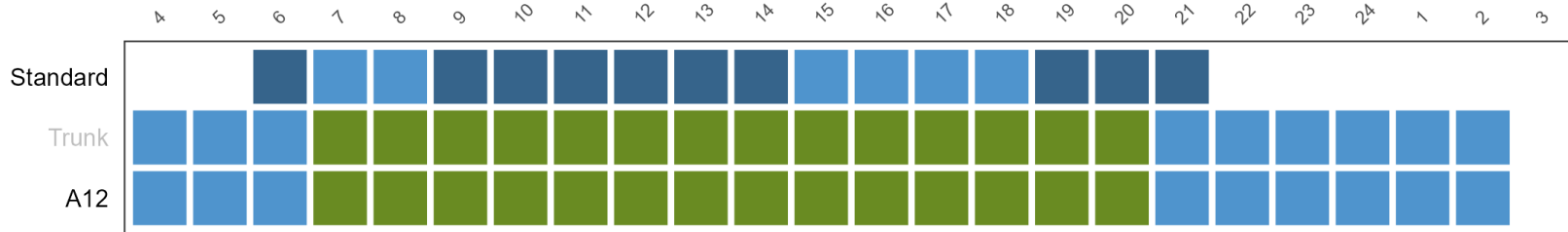
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.37	0.39
	Off-Peak Maximum Target: 1.0	0.25	0.24
Saturday Maximum Target: 1.0		0.25	0.25
Sunday Maximum Target: 1.0		0.22	0.22

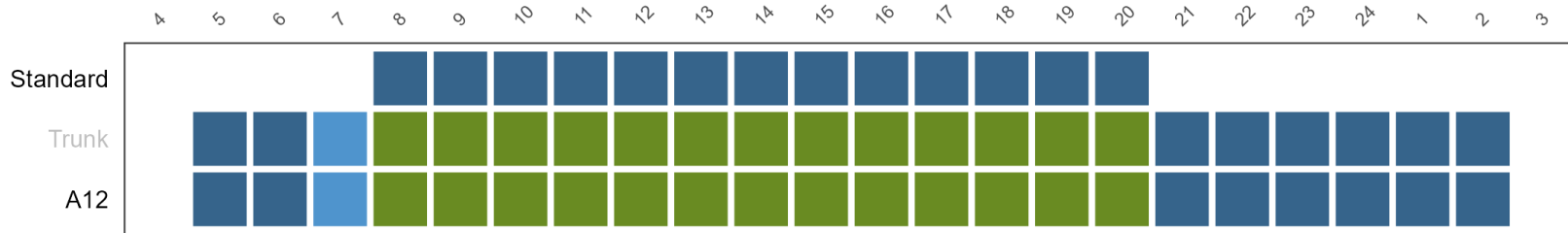
Span and Frequency



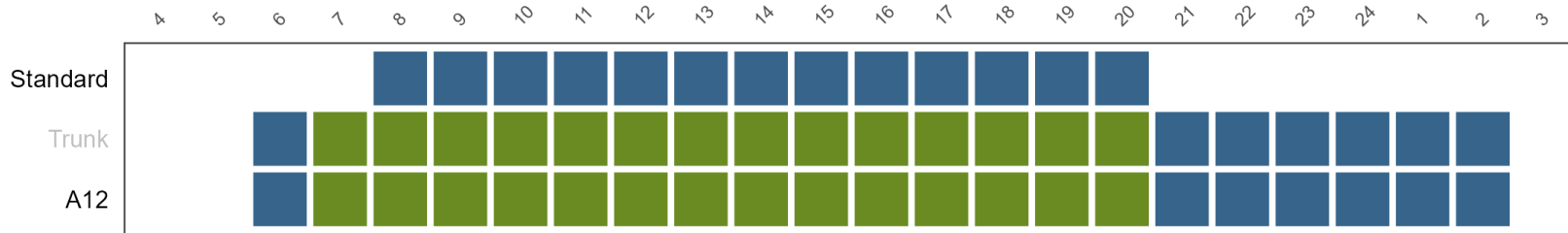
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Martin Luther King Jr. Highway

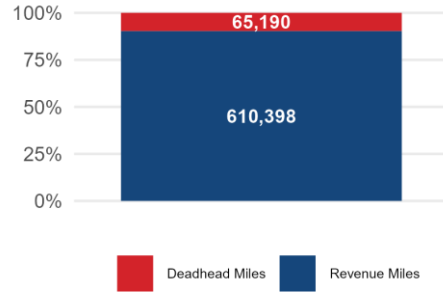
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:55 AM - 2:45 AM	-	A	5:40 AM - 2:50 AM	-	A	6:00 AM - 2:05 AM	-	A
	Frequency of Service varies	Peak: 19.0 / Off-Peak: 20.0	Peak: 21.4 / Off-Peak: 34.5	A	24.0	40.5	A	23.0	39.1	A
Productivity	Passengers per Revenue Hour 15	19.1	24.8	A	14.6	20.6	C	13.1	19.4	D
	Passengers per Revenue Mile 1	1.4	2.1	A	1.1	1.7	A	1.0	1.6	C
Reliability	On-Time Performance 79%	79%	75%	B	82%	75%	B	79%	77%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.38	Off-Peak: 0.31 Peak: 0.4	A	0.25	0.29	A	0.22	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.26	\$ 5.34	A	\$8.15	\$ 6.22	C	\$9.11	\$ 6.54	E
	Cost Recovery 20%	5%	12%	E	4%	10%	E	4%	9%	E

Route A12

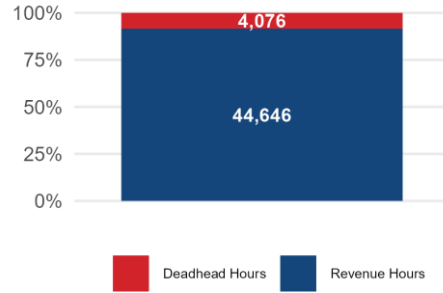
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.8			4.6			E		
	Circuitry 1.75	3.54			2.17			E		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	19.1	24.8	A	14.6	20.6	C	13.1	19.4	D
	Passengers per Revenue Mile 1	1.4	2.1	A	1.1	1.7	A	1.0	1.6	C
	Unique Segment Ridership 10%	68%	41%	A	78%	58%	A	90%	61%	A
Reliability	On-Time Performance 79%	79%	75%	B	82%	75%	B	79%	77%	B
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.38	Off-Peak: 0.31 Peak: 0.41	A	0.25	0.29	A	0.22	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$6.26	\$ 5.34	A	\$8.15	\$ 6.22	C	\$9.11	\$ 6.54	E
	Cost Recovery 20%	5%	13%	E	4%	10%	E	4%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



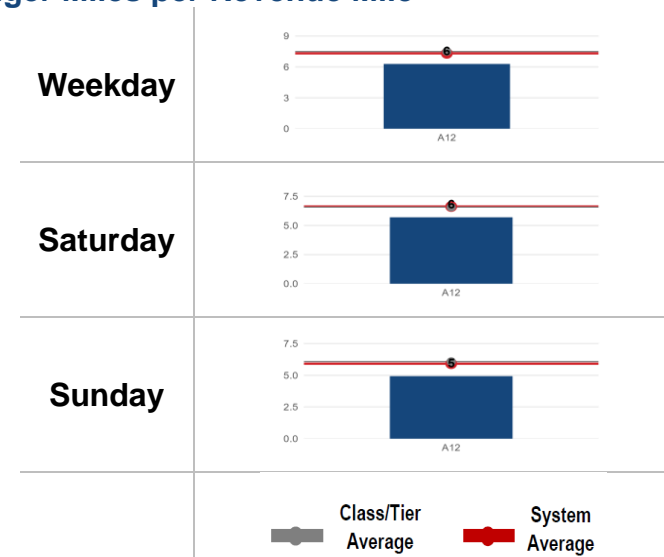
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A12	40.60	40,864	40,035 (98.0%)

Service Change Summary

Route A12 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;

Passenger Miles per Revenue Mile



LINE: 25 - Maryland Avenue

ROUTE(S): X8

About the Line



Service Classification

Coverage

Activity Tier

1

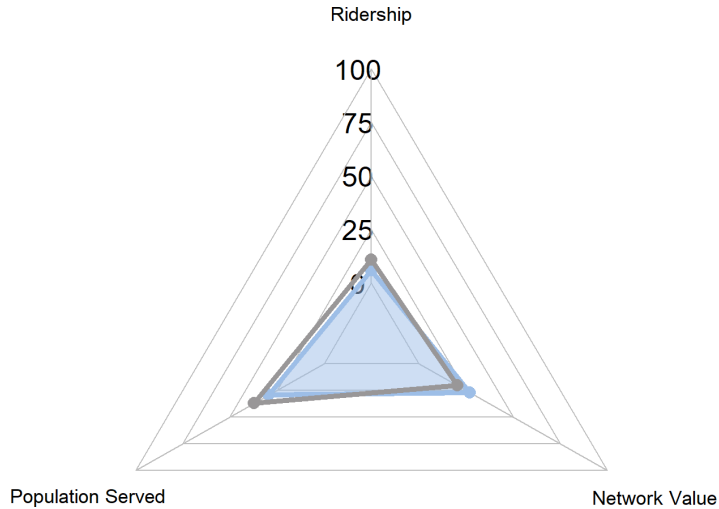
Overall Grade

Line	Grade
Line	B

Line Benefit Score

21

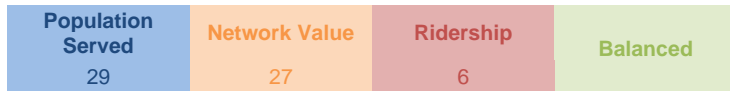
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$966,181
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	25,110	
	People of Color Population	Service Area	12,026
		% Riders Surveyed	74%
	Low Income Household	Service Area	6,041
		% Riders Surveyed	37%

Facilities/Amenities

	Bus Stops	32
	% Stops With Shelters	12%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



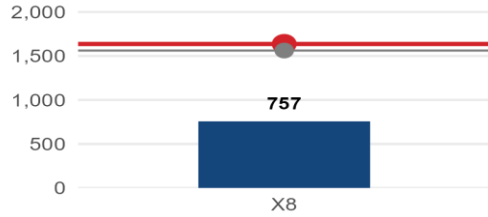
Top Transfer Locations

Union Station

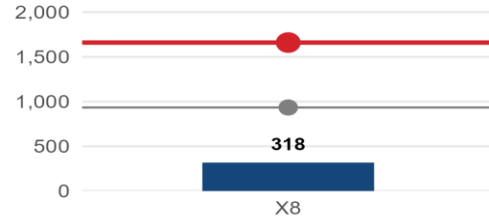
Average Daily Ridership

- Class/Tier Average
- System Average

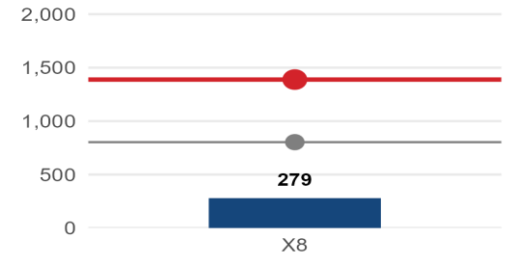
Weekday



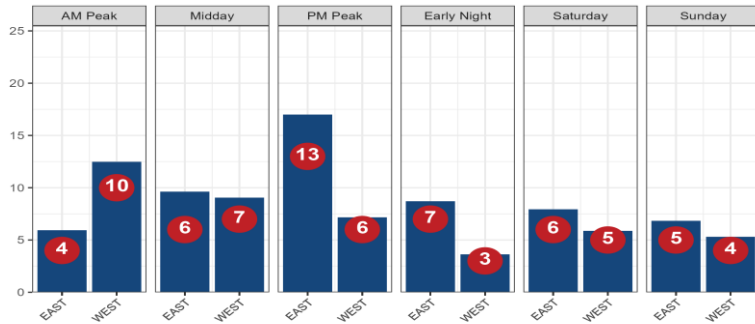
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



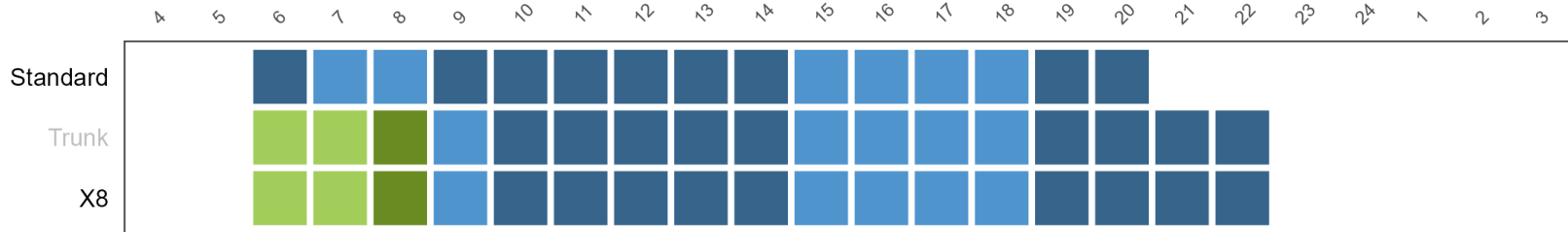
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.21	0.2
	Off-Peak Maximum Target: 1.0	0.17	0.14
Saturday Maximum Target: 1.0		0.14	0.12
Sunday Maximum Target: 1.0		0.13	0.11

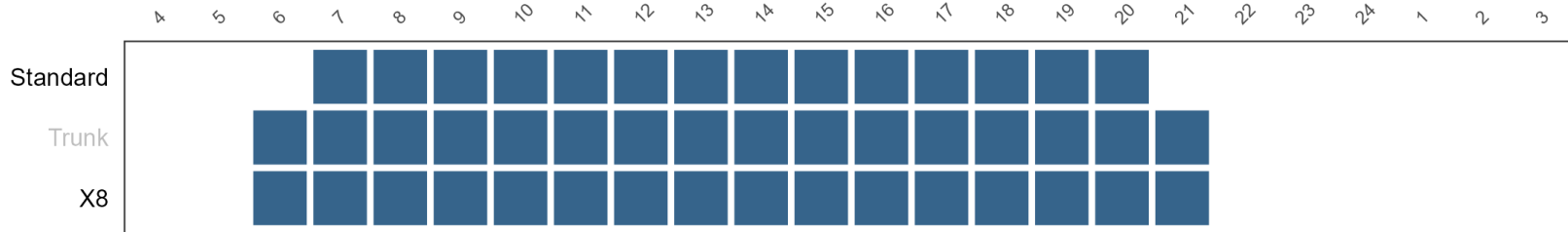
Span and Frequency



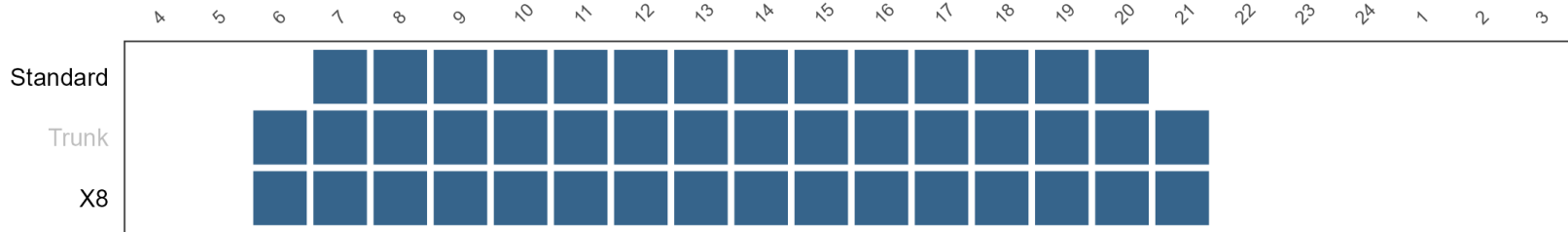
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Maryland Avenue

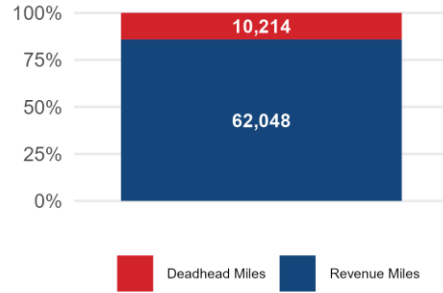
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:00 AM - 10:38 PM	-	A	6:40 AM - 9:54 PM	-	A	6:40 AM - 9:53 PM	-	A
	Frequency of Service varies	Peak: 18.0 / Off-Peak: 36.0	Peak: 18.3 / Off-Peak: 26.7	A	39.0	29.5	A	39.0	30.0	A
Productivity	Passengers per Revenue Hour 20	29.5	25.3	A	21.3	21.5	B	18.5	19.2	C
	Passengers per Revenue Mile 4	3.9	3.5	C	2.7	2.7	E	2.4	2.4	E
Reliability	On-Time Performance 79%	77%	75%	C	80%	76%	B	80%	79%	B
	Crowding 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.21	Off-Peak: 0.26 Peak: 0.38	A	0.13	0.26	A	0.12	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.05	\$ 4.85	A	\$5.60	\$ 5.62	C	\$6.45	\$ 6.32	D
	Cost Recovery 25%	19%	16%	D	14%	14%	E	12%	13%	E

Route X8

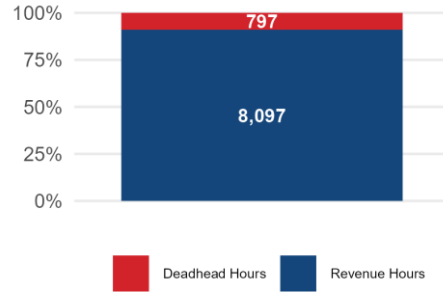
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.7			6.4			E		
	Circuitry N/A	1.05			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	29.5	25.3	A	21.3	21.5	B	18.5	19.2	C
	Passengers per Revenue Mile 4	3.9	3.5	C	2.7	2.7	E	2.4	2.4	E
	Unique Segment Ridership 10%	71%	47%	A	73%	46%	A	72%	45%	A
Reliability	On-Time Performance 79%	77%	75%	C	80%	76%	B	80%	79%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.21	Off-Peak: 0.28 Peak: 0.4	A	0.13	0.27	A	0.12	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.05	\$ 4.85	A	\$5.60	\$ 5.62	C	\$6.45	\$ 6.32	D
	Cost Recovery 25%	19%	15%	D	14%	13%	E	12%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



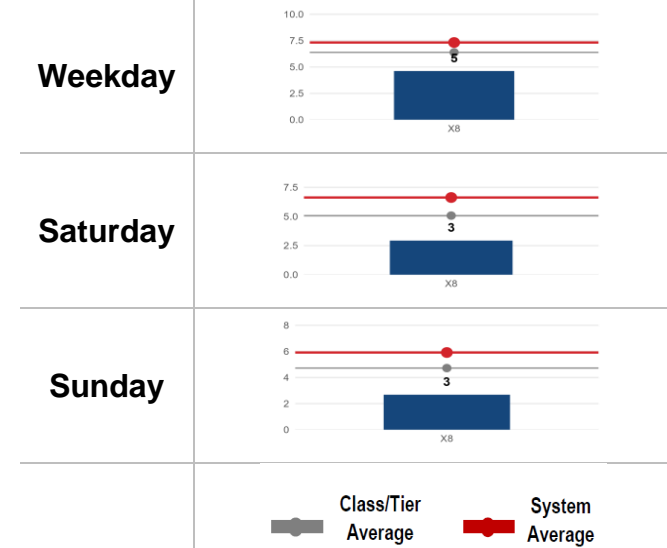
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X8	4.90	24,463	24,261 (99.2%)

Service Change Summary

Route X8 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

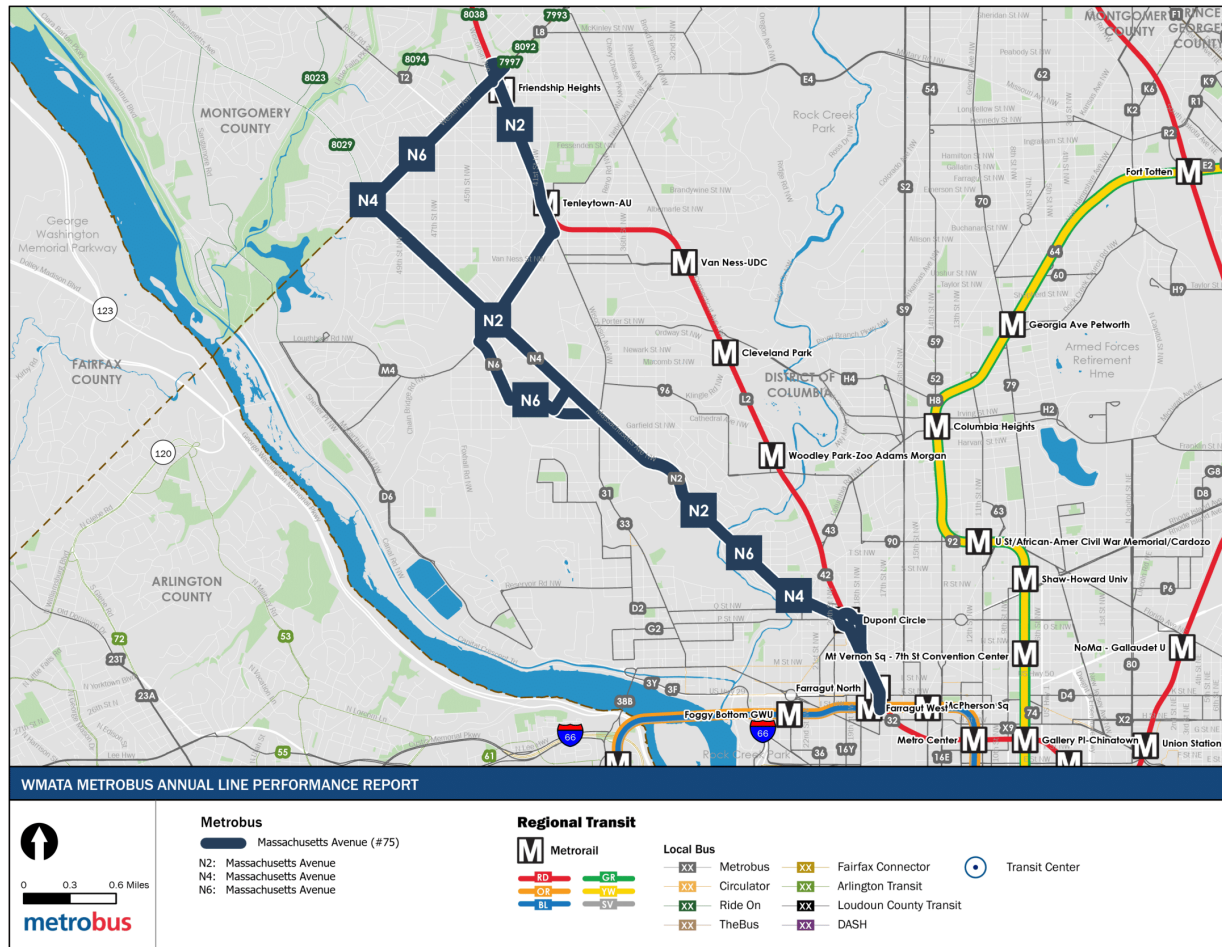
Passenger Miles per Revenue Mile



LINE: 75 - Massachusetts Avenue

ROUTE(S): N2, N4, N6

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

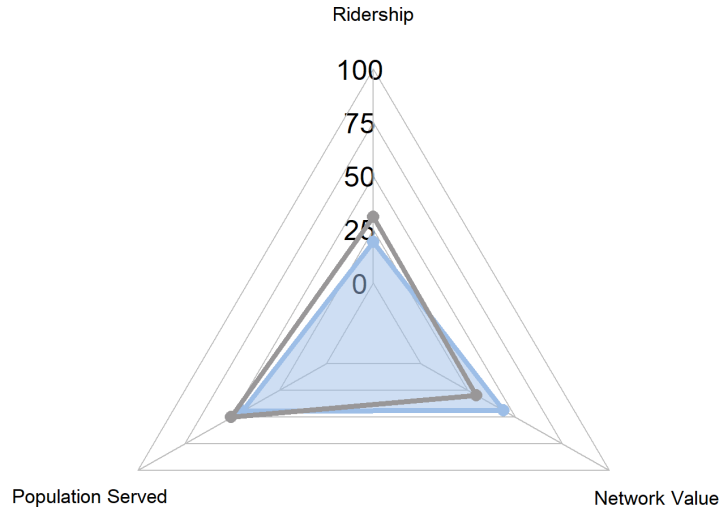
Line	Overall Grade
Line 75	C

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

36
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	44	19	

Operating Statistics

	Annual Operating Costs	\$4,003,984
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	57,281	
	People of Color Population	Service Area	11,947
		% Riders Surveyed	49%
	Low Income Household	Service Area	7,310
		% Riders Surveyed	39%

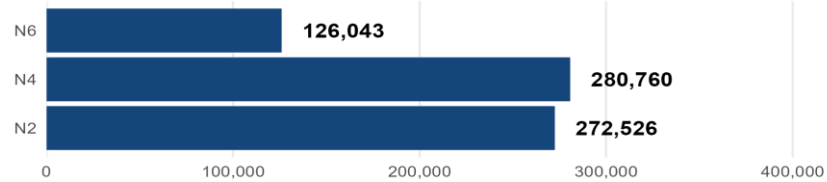
Facilities/Amenities

	Bus Stops	116
	% Stops With Shelters	39%
	% Stops With Benches	34%
	% Stops With Real-Time Signs	9%



Ridership

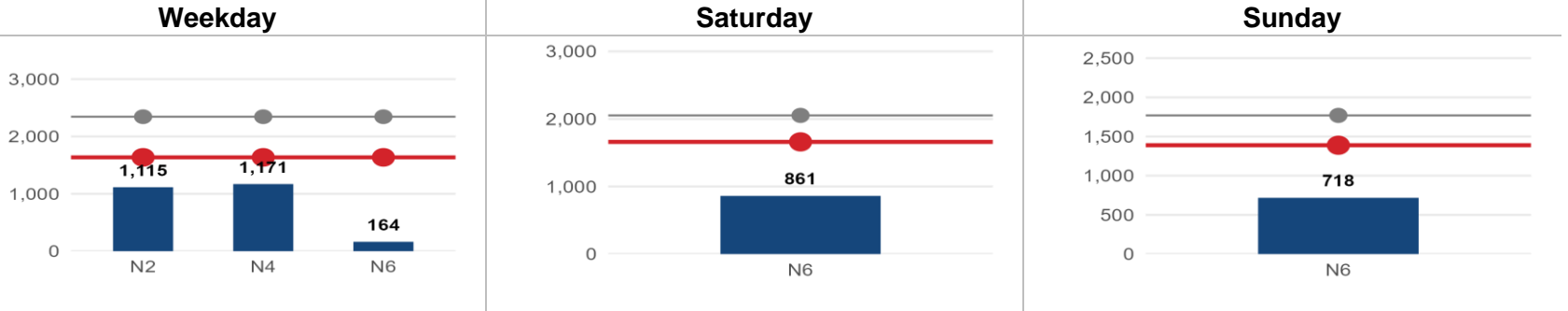
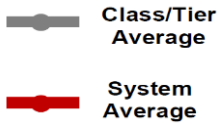
Annual Ridership



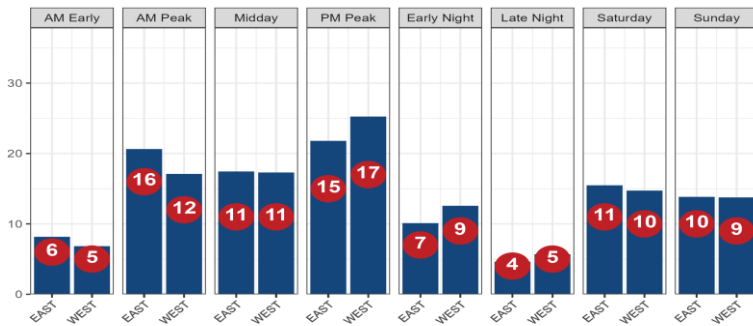
Top Transfer Locations

Farragut West, Dupont Circle, Farragut North

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



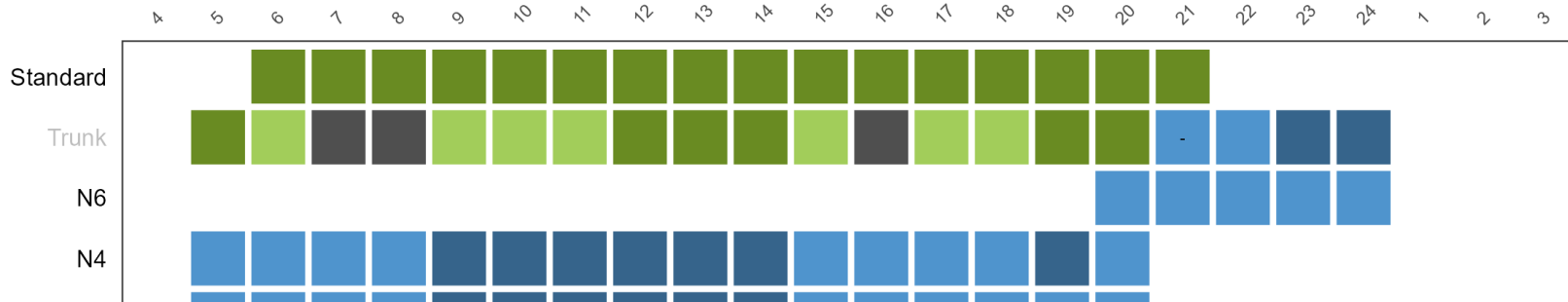
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.38	0.37
	Off-Peak Maximum Target: 1.0	0.24	0.24
Saturday Maximum Target: 1.0		0.28	0.24
Sunday Maximum Target: 1.0		0.25	0.22

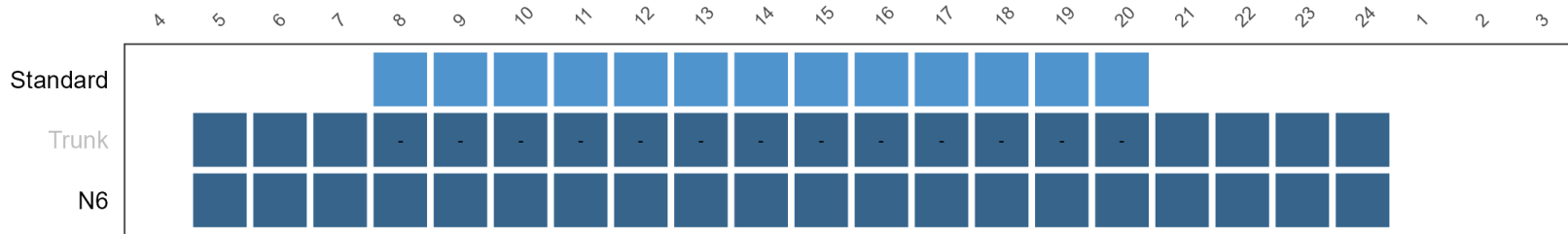
Span and Frequency



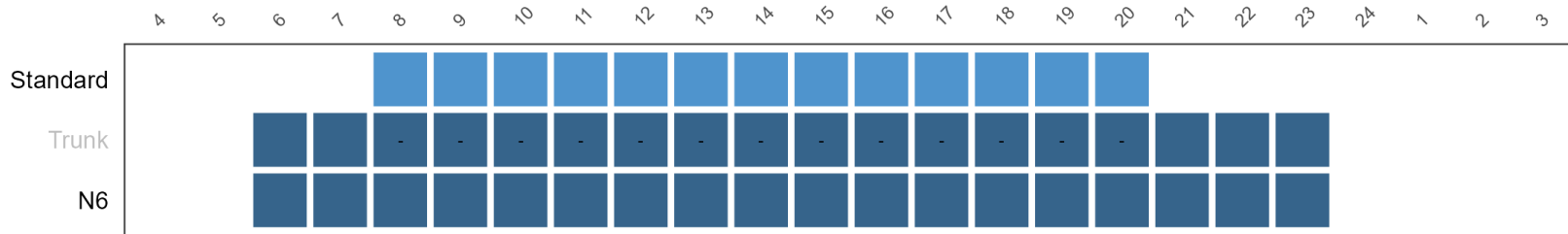
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C 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	5:31 AM - 12:17 AM	-	A	5:33 AM - 12:07 AM	-	A	6:15 AM - 11:22 PM	-	A
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 15.0	Peak: 15.6 / Off-Peak: 20.1	A	38.0	24.7	D	37.0	24.6	D
Productivity	Passengers per Revenue Hour 20	22.5	24.3	A	19.2	23.1	C	17.3	20.5	D
	Passengers per Revenue Mile 2	2.7	2.4	A	1.8	2.1	C	1.7	1.9	D
Reliability	On-Time Performance 79%	75%	77%	C	69%	77%	E	73%	79%	D
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.38	Off-Peak: 0.34 Peak: 0.42	A	0.26	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.31	\$ 5.78	B	\$6.23	\$ 6.01	D	\$6.91	\$ 6.88	E
	Cost Recovery 20%	48%	20%	A	41%	18%	A	37%	16%	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	1.16			1.44			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	24.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	3	2.4	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	17%	18%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	74%	77%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.37	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.14	\$ 5.78	B	-	-	-	-	-	-
	Cost Recovery 20%	46%	21%	A	-	-	-	-	-	-

Route N4

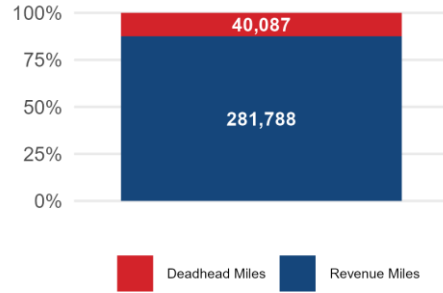
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.1			4.5			E		
	Circuitry 1.75	1.15			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	24.3	24.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	2.9	2.4	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	18%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	77%	C	-	-	-	-	-	-
	Crowding 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.39	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.91	\$ 5.78	A	-	-	-	-	-	-
	Cost Recovery 20%	53%	21%	A	-	-	-	-	-	-

Route N6

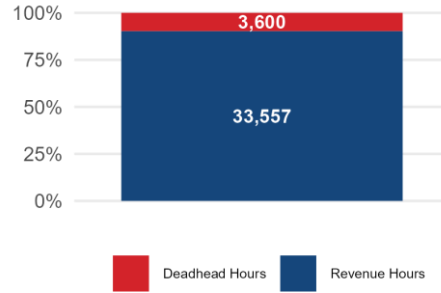
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6			4.5			E		
	Circuitry 1.75	1.48			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	12.7	24.3	E	19.2	23.1	C	17.3	20.5	D
	Passengers per Revenue Mile 2	1.1	2.4	E	1.8	2.1	C	1.7	1.9	D
	Unique Segment Ridership 10%	0%	18%	E	84%	35%	A	85%	38%	A
Reliability	On-Time Performance 79%	78%	77%	C	69%	77%	D	73%	79%	D
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16	Off-Peak: 0.34	A	0.26	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$9.36	\$ 5.78	E	\$6.23	\$ 6.01	D	\$6.91	\$ 6.88	E
	Cost Recovery 20%	30%	21%	A	46%	18%	A	41%	16%	A

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
N2	12.50	14,567	14,325 (98.3%)
N4	12.50	15,065	14,815 (98.3%)
N6	16.00	10,747	10,594 (98.6%)

Service Change Summary

Route N2 - Dec 2022:

Weekday: Increase peak frequency from 12 to 10 minutes in the core; Saturday: NA; Sunday: NA;

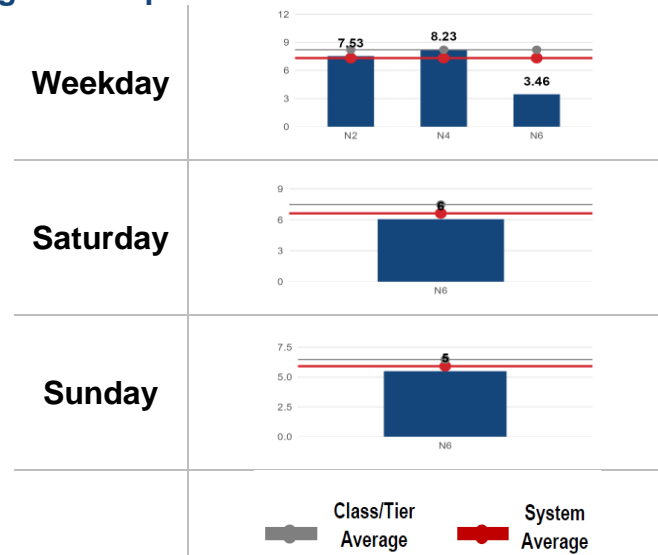
Route N4 - Dec 2022:

Weekday: Increase peak frequency from 12 to 10 minutes in the core; Saturday: NA; Sunday: NA;

Route N6 - Dec 2022:

Weekday: Schedule adjustments as a result of changing N2, N4; Saturday: No Change; Sunday: No Change;

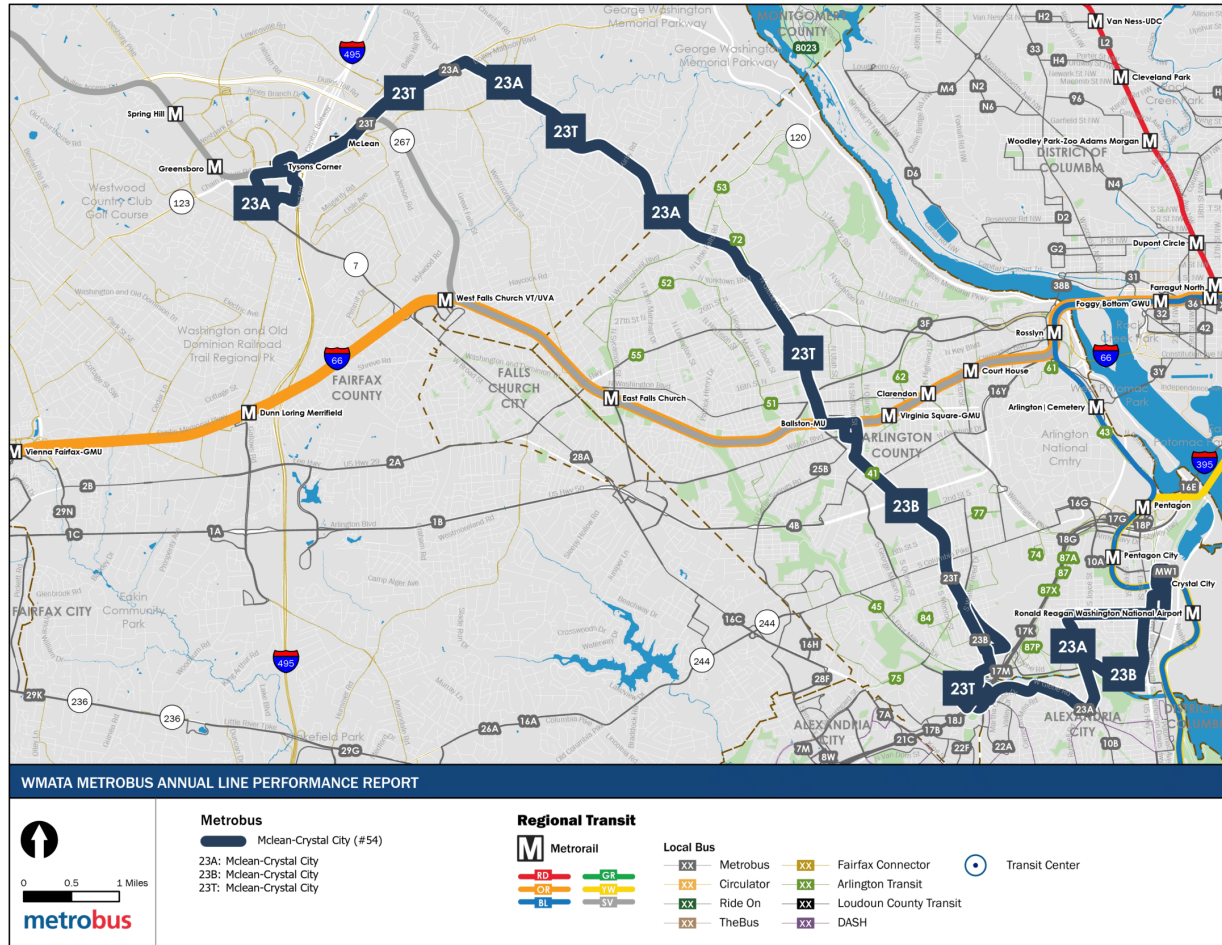
Passenger Miles per Revenue Mile



LINE: 54 - Mclean-Crystal City

ROUTE(S): 23A, 23B, 23T

About the Line



Service Classification Framework

Activity Tier

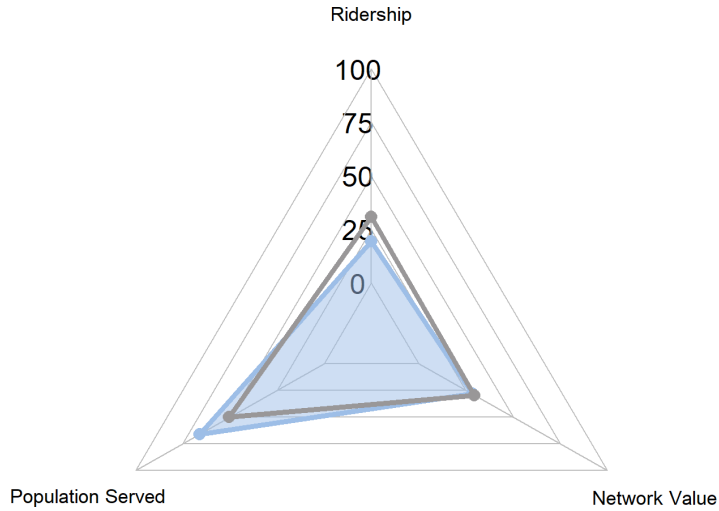
2

Overall Grade

Line	Overall Grade
Line 54 - Mclean-Crystal City	C

Line Benefit Score

38
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$6,058,977
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population	76,844	
	People of Color Population	Service Area	18,694
		% Riders Surveyed	66%
	Low Income Household	Service Area	14,321
		% Riders Surveyed	47%

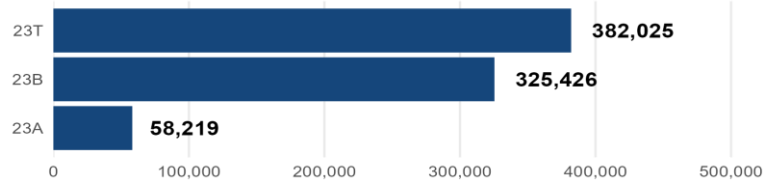
Facilities/Amenities

	Bus Stops	159
	% Stops With Shelters	20%
	% Stops With Benches	27%
	% Stops With Real-Time Signs	4%



Ridership

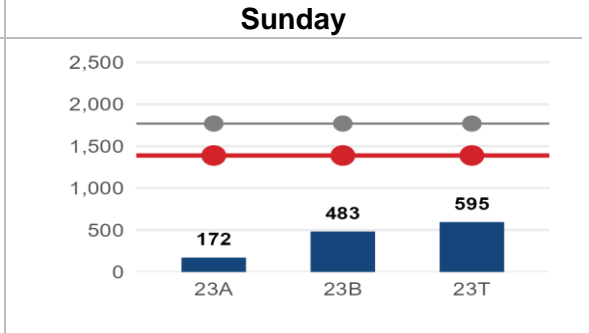
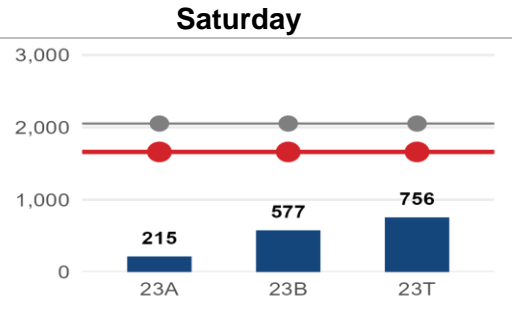
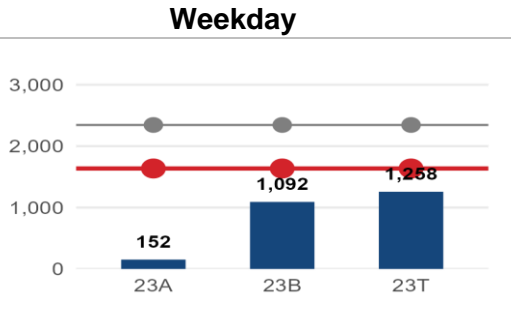
Annual Ridership



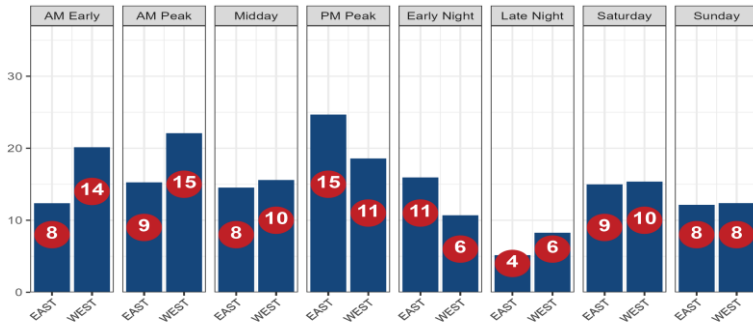
Top Transfer Locations

Ballston, Crystal City, McLean

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



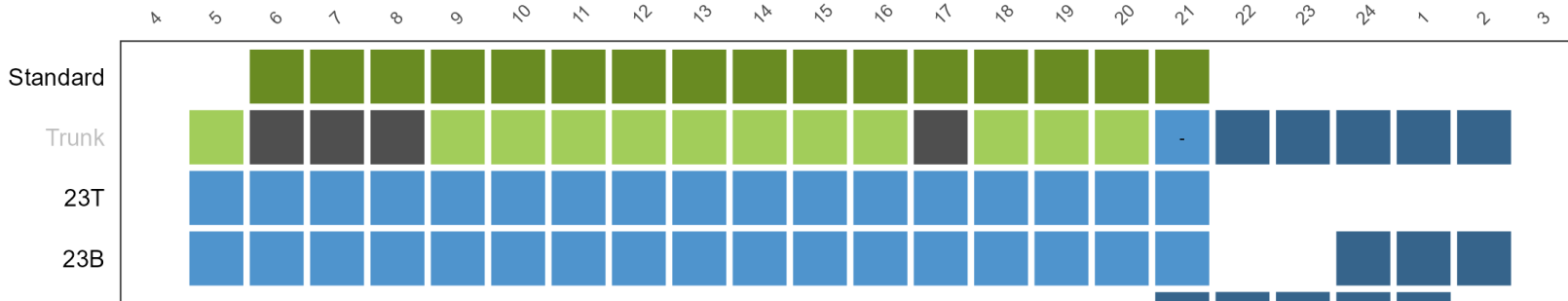
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.31	0.31
	Off-Peak Maximum Target: 1.0	0.22	0.22
Saturday Maximum Target: 1.0		0.23	0.25
Sunday Maximum Target: 1.0		0.19	0.2

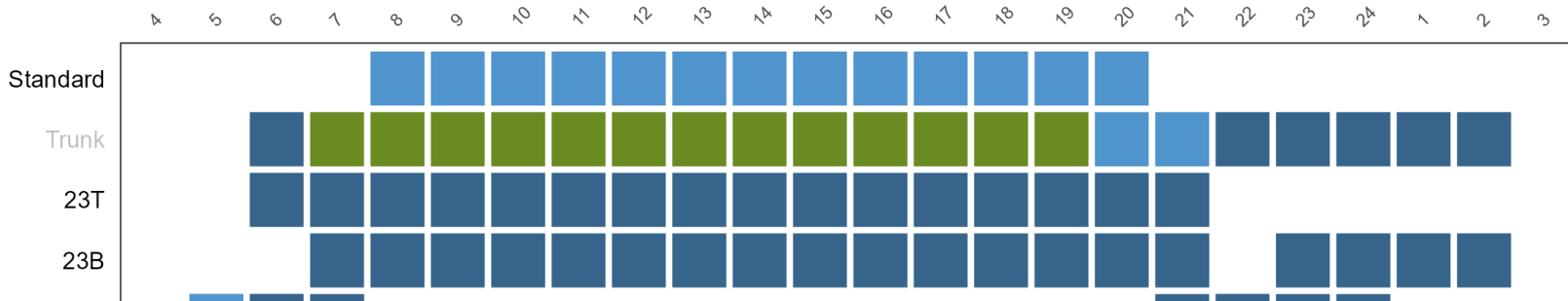
Span and Frequency



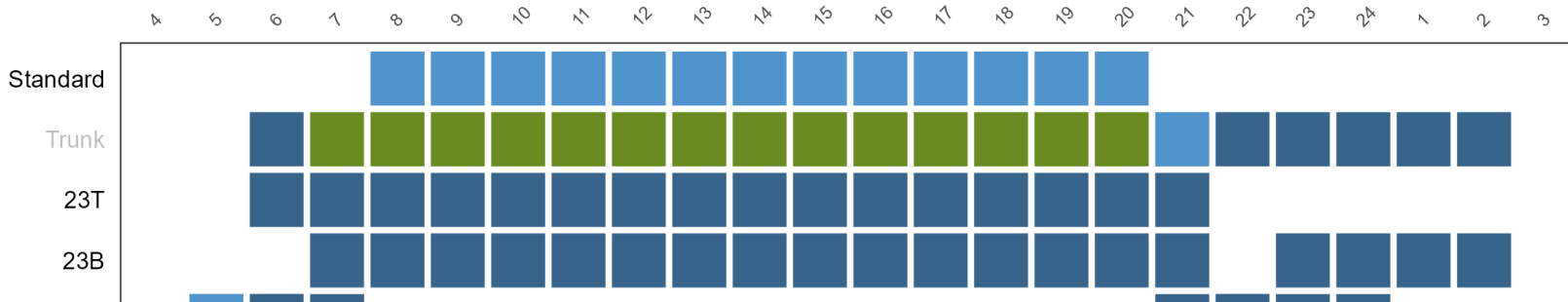
Weekday (by Hour)



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 - 2:30 AM	-	A	5:45 AM - 2:37 AM	-	A	5:45 AM - 2:34 AM	-	A
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 14.0	Peak: 15.6 / Off-Peak: 20.1	A	23.0	24.7	A	23.0	24.6	A
Productivity	Passengers per Revenue Hour 20	16.0	24.3	D	14.8	23.1	E	12.0	20.5	E
	Passengers per Revenue Mile 2	1.5	2.4	E	1.3	2.1	E	1.0	1.9	E
Reliability	On-Time Performance 79%	80%	77%	B	81%	77%	B	80%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.31	Off-Peak: 0.34 Peak: 0.42	A	0.24	0.33	A	0.2	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.44	\$ 5.78	E	\$8.08	\$ 6.01	E	\$9.95	\$ 6.88	E
	Cost Recovery 20%	16%	20%	D	15%	18%	D	12%	16%	E

Route 23A

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			4.5			A		
	Circuitry 1.75	1.6			1.44			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	16.5	24.3	D	13.7	23.1	E	11.3	20.5	E
	Passengers per Revenue Mile 2	1.1	2.4	E	1.0	2.1	E	0.8	1.9	E
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	74%	77%	C	78%	77%	C	67%	79%	E
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31	Off-Peak: 0.34	A	0.29	0.34	A	0.24	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.22	\$ 5.78	E	\$8.74	\$ 6.01	E	\$10.60	\$ 6.88	E
	Cost Recovery 20%	16%	21%	D	13%	18%	E	11%	16%	E

Route 23B

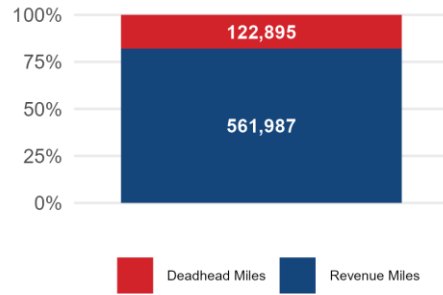
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.8			4.5			A		
	Circuitry 1.75	1.93			1.44			D		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	15.7	24.3	E	13.1	23.1	E	11.0	20.5	E
	Passengers per Revenue Mile 2	1.7	2.4	D	1.4	2.1	E	1.2	1.9	E
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	83%	77%	B	83%	77%	B	82%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.29	Off-Peak: 0.34 Peak: 0.43	A	0.2	0.34	A	0.17	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.61	\$ 5.78	E	\$9.12	\$ 6.01	E	\$10.88	\$ 6.88	E
	Cost Recovery 20%	16%	21%	D	13%	18%	E	11%	16%	E

Route 23T

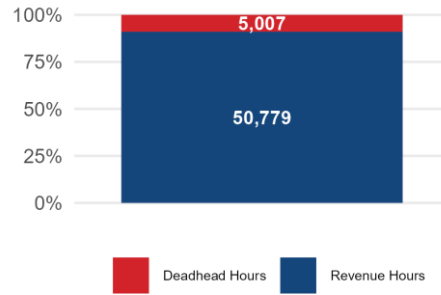
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			4.5			A		
	Circuitry 1.75	1.37			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	16.3	24.3	D	16.8	23.1	D	13.2	20.5	E
	Passengers per Revenue Mile 2	1.4	2.4	E	1.3	2.1	E	1.0	1.9	E
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	78%	77%	C	81%	77%	B	82%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.34 Peak: 0.43	A	0.28	0.34	A	0.22	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.32	\$ 5.78	E	\$7.10	\$ 6.01	E	\$9.01	\$ 6.88	E
	Cost Recovery 20%	16%	21%	D	16%	18%	D	13%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



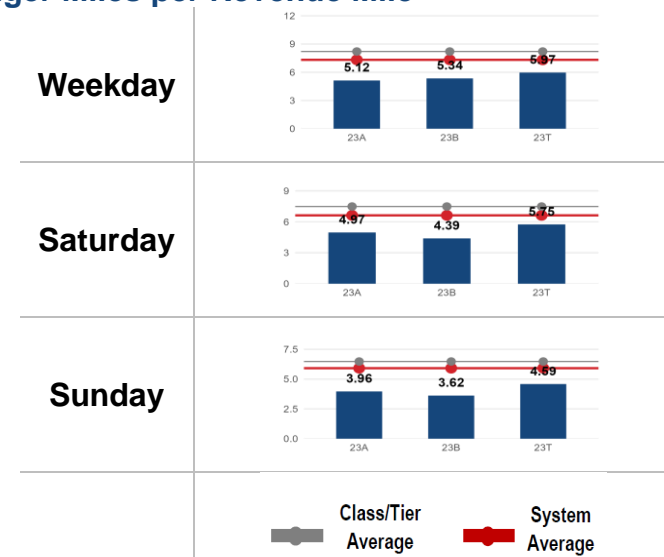
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
23A	37.60	3,372	3,350 (99.3%)
23B	18.20	23,443	23,317 (99.5%)
23T	27.60	21,877	21,735 (99.4%)

Service Change Summary

Route 23A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 23B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route 23T - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

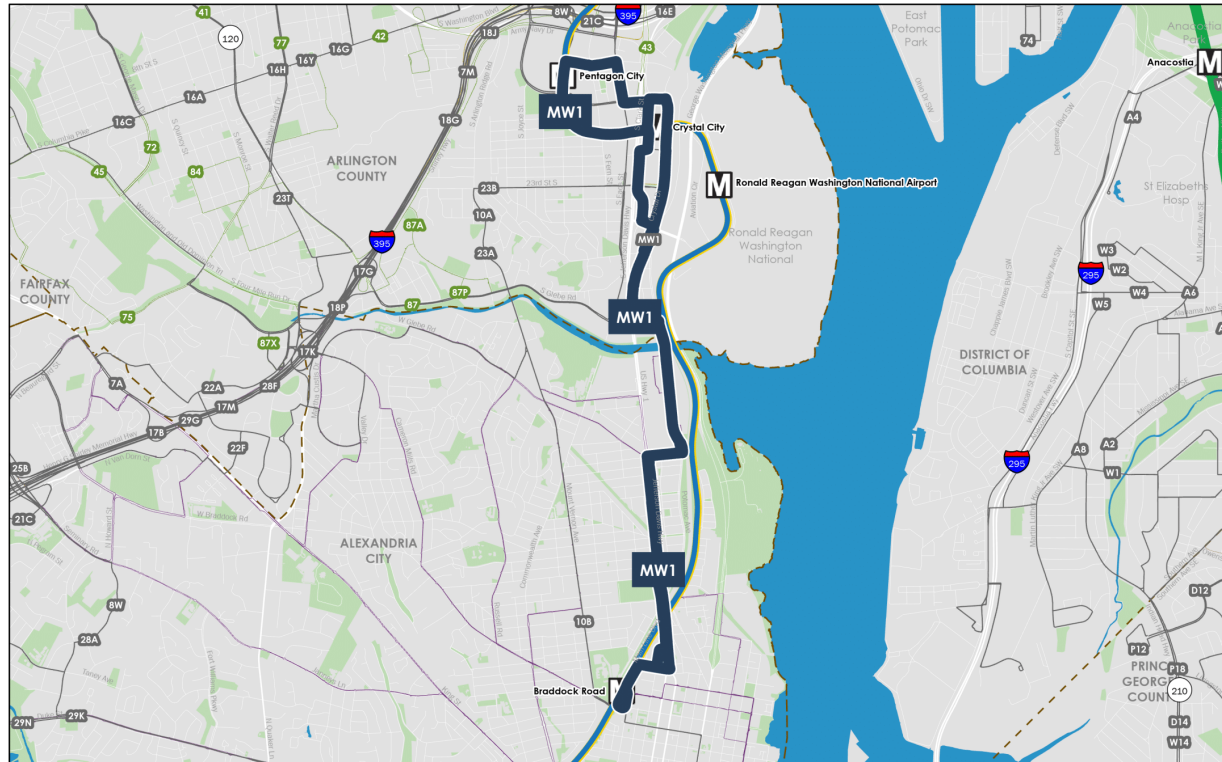
Passenger Miles per Revenue Mile



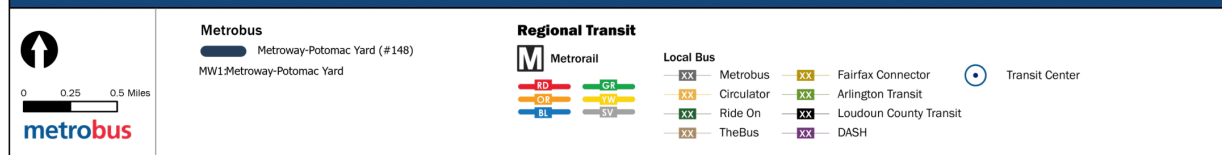
LINE: 148 - Metroway-Potomac Yard

ROUTE(S): MW1

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Service Classification

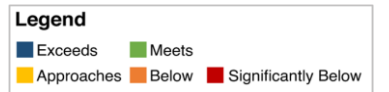
BRT

Activity Tier

1

Overall Grade

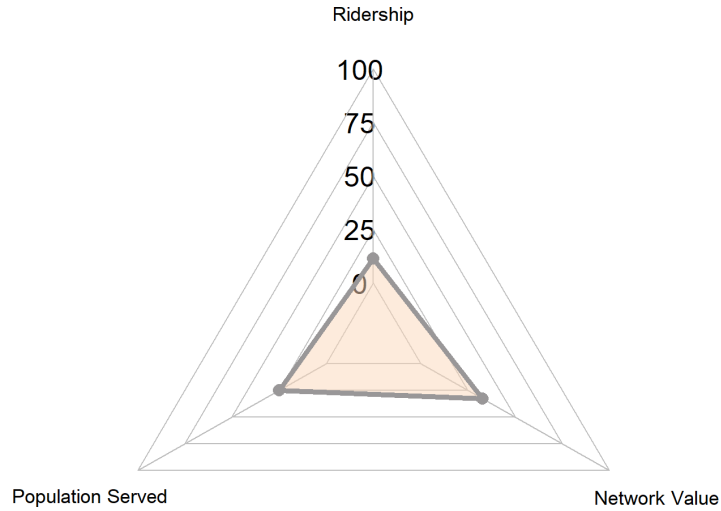
Line	Overall Grade
	D



Line Benefit Score

23

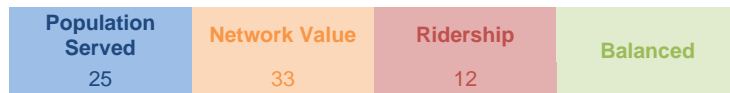
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$3,226,909
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	26,195	
	People of Color Population	Service Area	8,352
		% Riders Surveyed	55%
	Low Income Household	Service Area	3,573
		% Riders Surveyed	23%

Facilities/Amenities

	Bus Stops	28
	% Stops With Shelters	21%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	79%



Annual Ridership

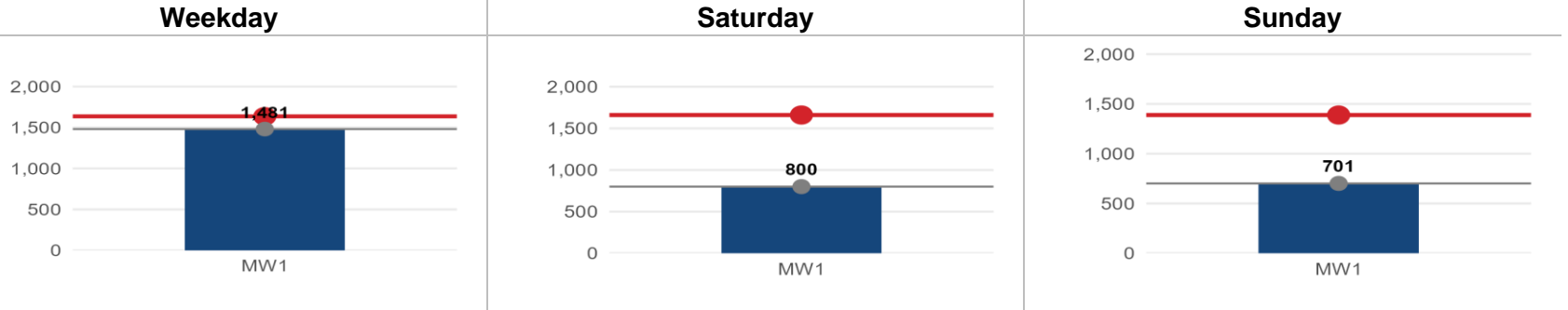


Top Transfer Locations

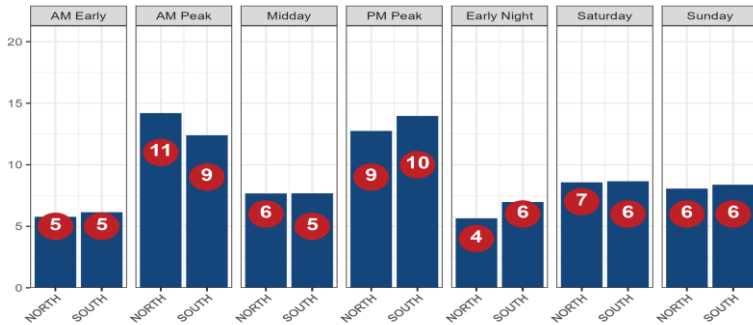
Crystal City, Braddock Road, Pentagon City

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



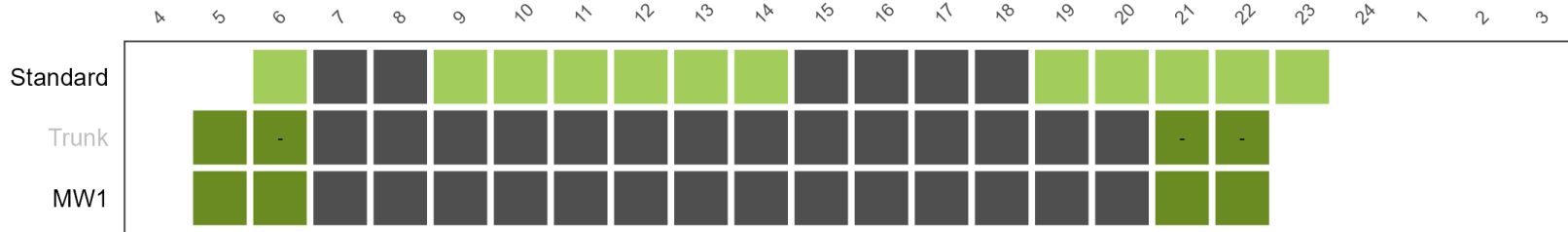
Vehicle Load Factor

		<i>Direction:</i>	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.25	0.25
	Off-Peak Maximum Target: 1.0	0.13	0.14
Saturday Maximum Target: 1.0		0.16	0.16
Sunday Maximum Target: 1.0		0.16	0.16

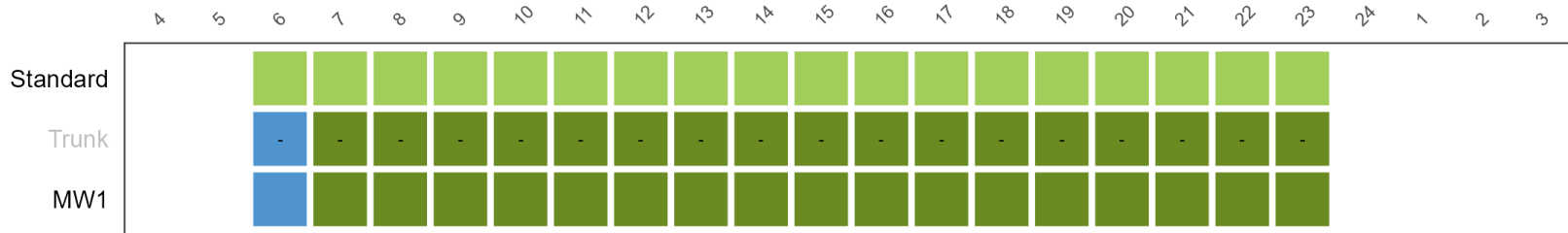
Span and Frequency



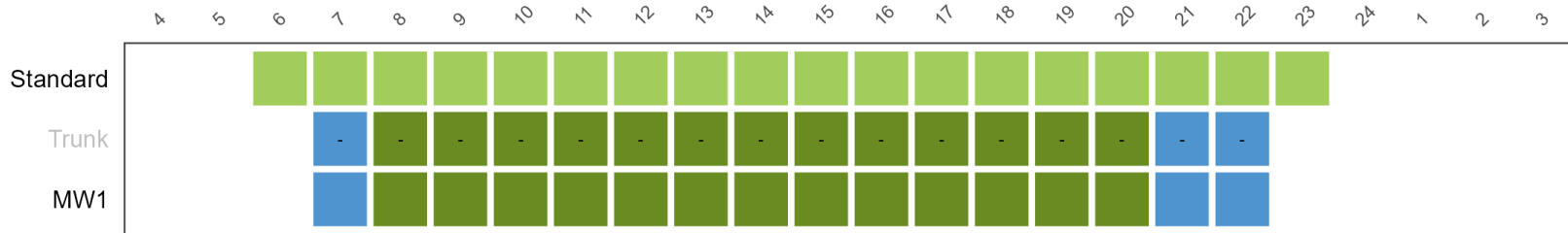
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Metroway-Potomac Yard

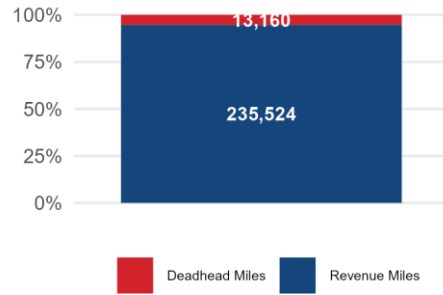
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 10:24 PM	-	-	6:30 AM - 11:03 PM	-	C	7:30 AM - 10:25 PM	-	C
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 11.0	Peak: 12 / Off-Peak: 11	C	20.0	20.0	C	20.0	20.0	C
Productivity	Passengers per Revenue Hour 35	18.4	18.4	E	15.2	15.2	E	13.0	13.0	E
	Passengers per Revenue Mile 5	2.1	2.1	E	1.8	1.8	E	1.7	1.7	E
Reliability	On-Time Performance 79%	91%	91%	A	91%	91%	A	91%	91%	A
	Crowding 5%	1%	1%	A	4%	4%	A	0%	0%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.25	Off-Peak: 0.14 Peak: 0.25	A	0.16	0.16	A	0.16	0.16	A
Cost Effectiveness	Operating Cost per Passenger Trip \$3.5	\$6.47	\$ 6.47	E	\$7.84	\$ 7.84	E	\$9.20	\$ 9.20	E
	Cost Recovery 30%	18%	18%	E	15%	15%	E	12%	12%	E

Route MW1

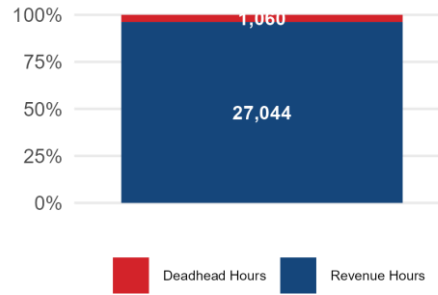
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 2-3	2.9			2.9			A		
	Circuitry 1.75	1.25			1.25			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 35	18.4	18.4	E	15.2	15.2	E	13.0	13.0	E
	Passengers per Revenue Mile 5	2.1	2.1	E	1.8	1.8	E	1.7	1.7	E
	Unique Segment Ridership 25%	73%	73%	A	72%	72%	A	73%	73%	A
Reliability	On-Time Performance 79%	91%	91%	A	91%	91%	A	91%	91%	A
	Crowding 5%	1%	1%	A	4%	4%	A	0%	0%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.25	Off-Peak: 0.14 Peak: 0.25	A	0.16	0.16	A	0.16	0.16	A
Cost Effectiveness	Operating Cost per Passenger Trip \$3.5	\$6.47	\$ 6.47	E	\$7.84	\$ 7.84	E	\$9.20	\$ 9.20	E
	Cost Recovery 30%	18%	18%	E	15%	15%	E	12%	12%	E

Operational Analysis

Miles Allocation



Hours Allocation



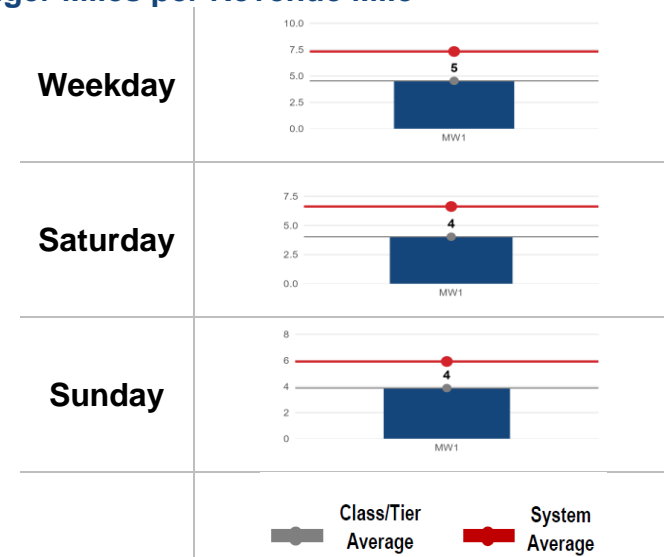
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
MW1	10.20	49,534	49,297 (99.5%)

Service Change Summary

Route MW1 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

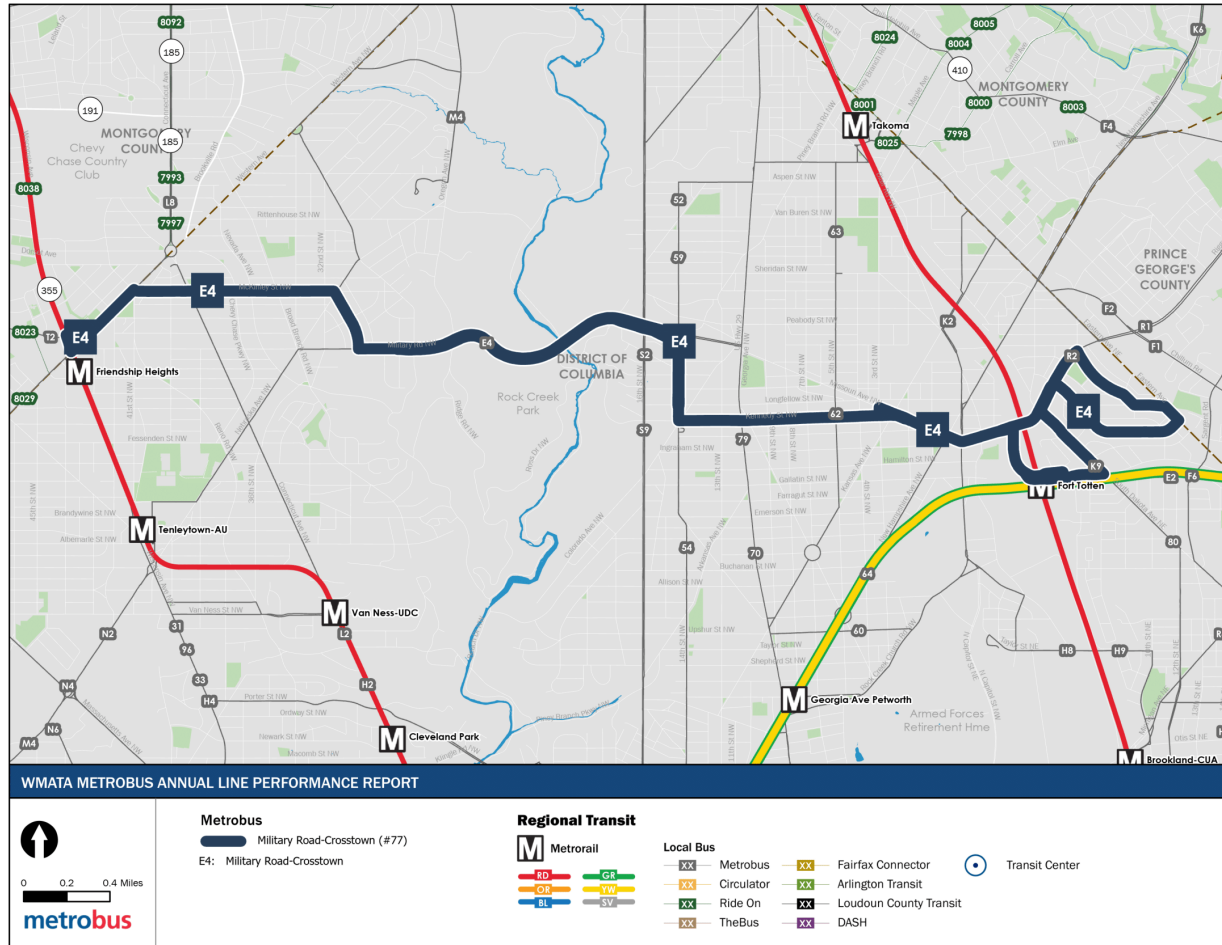
Passenger Miles per Revenue Mile



LINE: 77 - Military Road-Crosstown

ROUTE(S): E4

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	Grade
E4	B

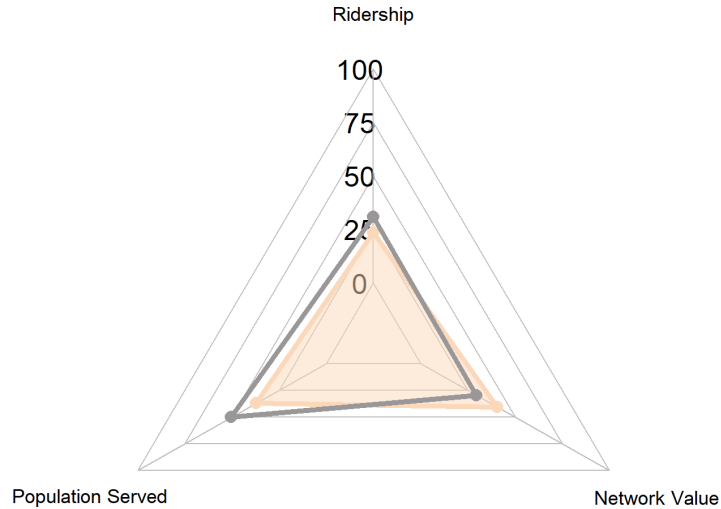
Legend

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

Line Benefit Score

34

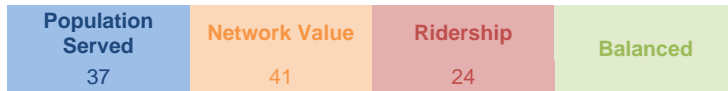
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$3,599,948
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	40,185	
	People of Color Population	Service Area	22,232
		% Riders Surveyed	82%
	Low Income Household	Service Area	10,059
		% Riders Surveyed	50%

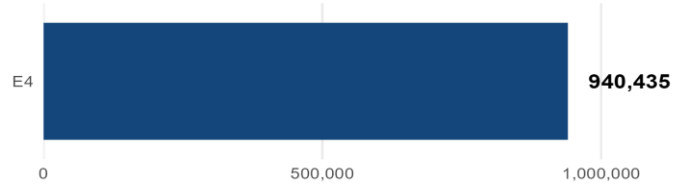
Facilities/Amenities

	Bus Stops	90
	% Stops With Shelters	18%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	6%



Ridership

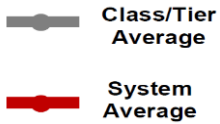
Annual Ridership



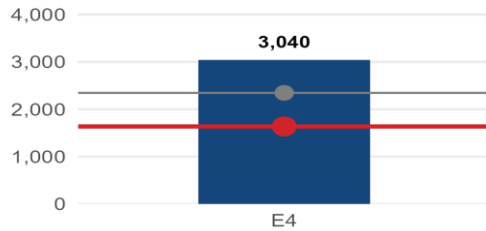
Top Transfer Locations

Fort Totten, Friendship Heights, Brookland

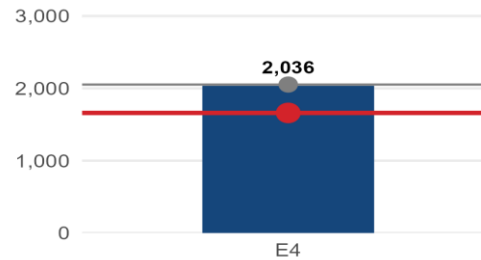
Average Daily Ridership



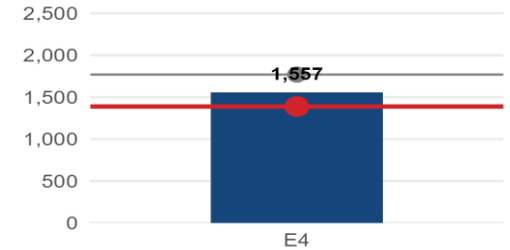
Weekday



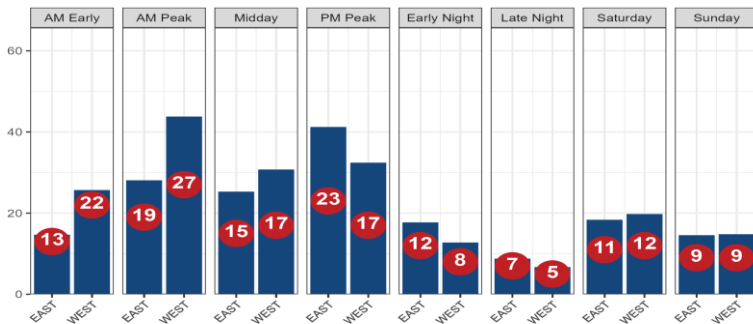
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



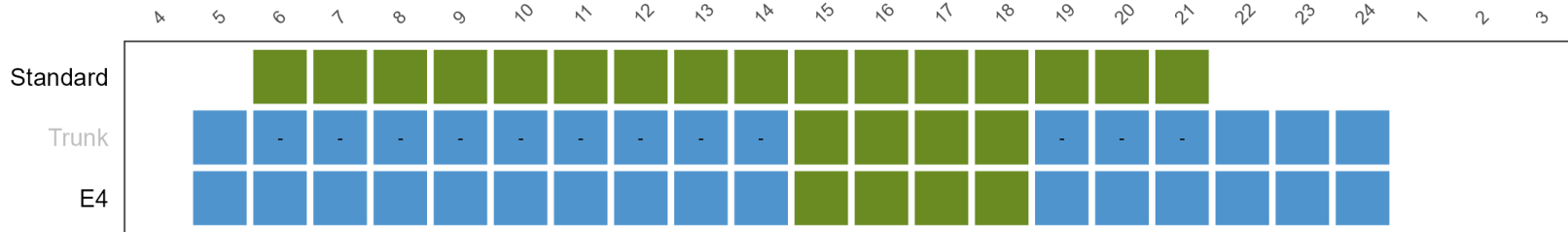
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.53	0.54
	Off-Peak Maximum Target: 1.0	0.33	0.34
Saturday Maximum Target: 1.0		0.28	0.31
Sunday Maximum Target: 1.0		0.23	0.24

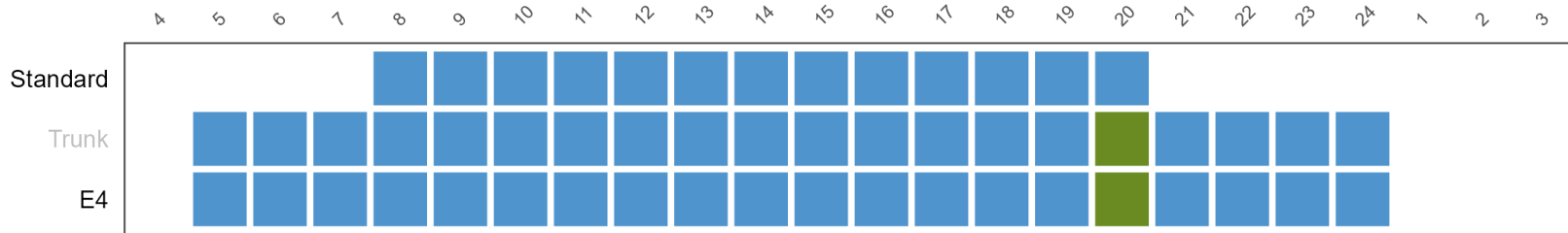
Span and Frequency



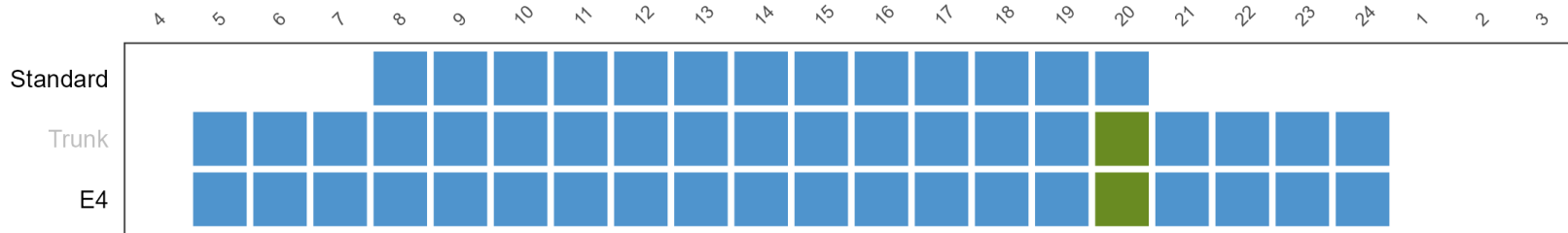
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Military Road-Crosstown

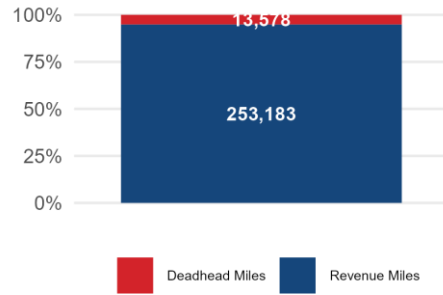
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 12:25 AM	-	A	5:00 AM - 12:28 AM	-	A	5:00 AM - 12:24 AM	-	A
	Frequency of Service varies	Peak: 21.0 / Off-Peak: 21.0	Peak: 15.6 / Off-Peak: 20.1	C	22.0	24.7	A	23.0	24.6	A
Productivity	Passengers per Revenue Hour 20	34.6	24.3	A	24.7	23.1	A	19.6	20.5	C
	Passengers per Revenue Mile 2	4.2	2.4	A	2.9	2.1	A	2.3	1.9	A
Reliability	On-Time Performance 79%	80%	77%	B	83%	77%	B	84%	79%	B
	Crowding 5%	2%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.53	Off-Peak: 0.34 Peak: 0.42	A	0.3	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.45	\$ 5.78	A	\$4.82	\$ 6.01	A	\$6.09	\$ 6.88	D
	Cost Recovery 20%	24%	20%	A	17%	18%	D	13%	16%	E

Route E4

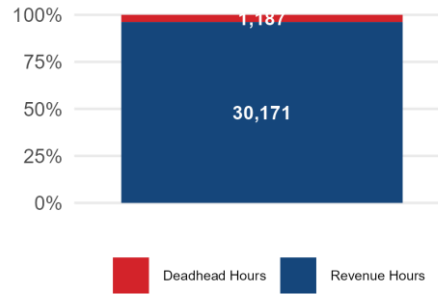
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			4.5			E		
	Circuitry 1.75	1.28			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	34.6	24.3	A	24.7	23.1	A	19.6	20.5	C
	Passengers per Revenue Mile 2	4.2	2.4	A	2.9	2.1	A	2.3	1.9	A
	Unique Segment Ridership 10%	60%	18%	A	78%	35%	A	79%	38%	A
Reliability	On-Time Performance 79%	80%	77%	B	83%	77%	B	84%	79%	A
	Crowding 5%	2%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.53	Off-Peak: 0.34 Peak: 0.43	A	0.3	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.45	\$ 5.78	A	\$4.82	\$ 6.01	A	\$6.09	\$ 6.88	D
	Cost Recovery 20%	24%	21%	A	17%	18%	D	13%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



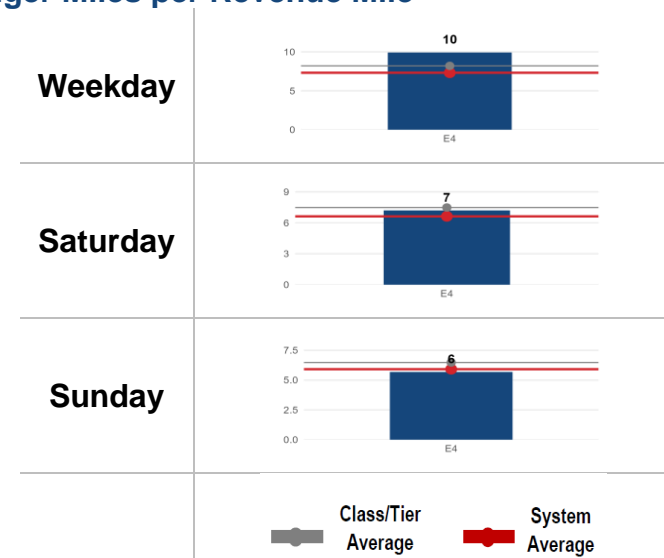
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E4	14.50	39,708	39,318 (99.0%)

Service Change Summary

Route E4 - Dec 2022:
 Weekday: New running times; Saturday: New running times; Sunday: New running times;

Passenger Miles per Revenue Mile



LINE: 81 - Mount Pleasant

ROUTE(S): 42, 43

About the Line



Service Classification

Framework

Activity Tier

1

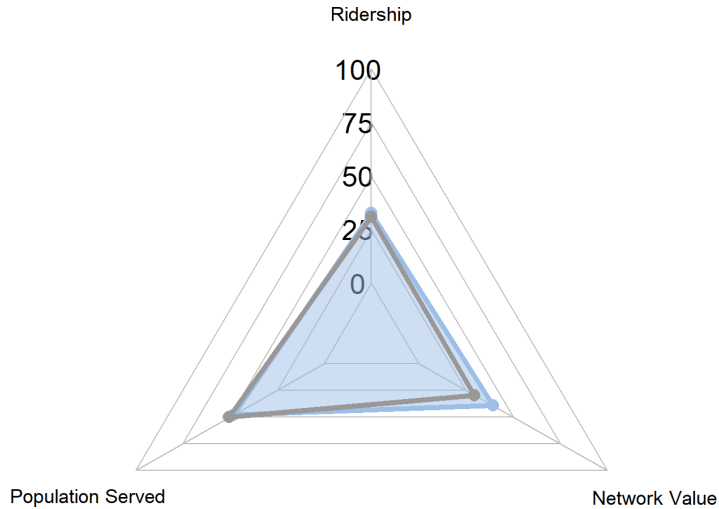
Overall Grade

Line	Overall Grade
Line 81 - Mount Pleasant	B

Line Benefit Score

40

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
48	39	33	

Operating Statistics

	Annual Operating Costs	\$5,581,146
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	58,320	
	People of Color Population	Service Area	15,417
		% Riders Surveyed	51%
	Low Income Household	Service Area	9,809
		% Riders Surveyed	23%

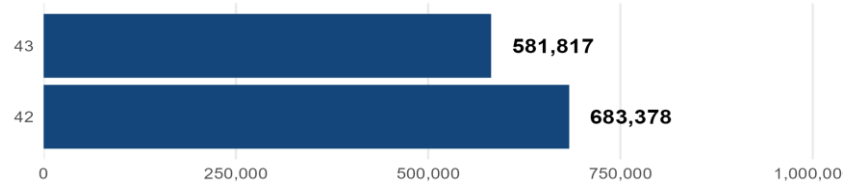
Facilities/Amenities

	Bus Stops	57
	% Stops With Shelters	56%
	% Stops With Benches	56%
	% Stops With Real-Time Signs	16%



Ridership

Annual Ridership

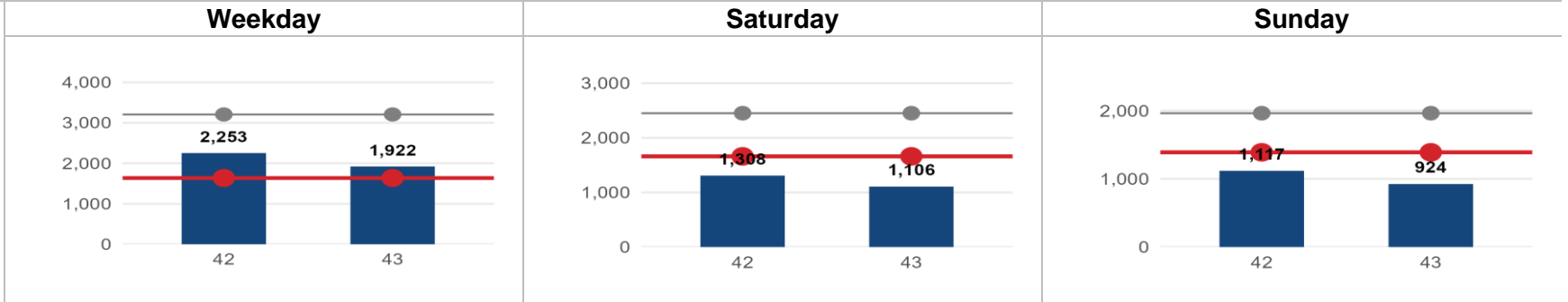


Top Transfer Locations

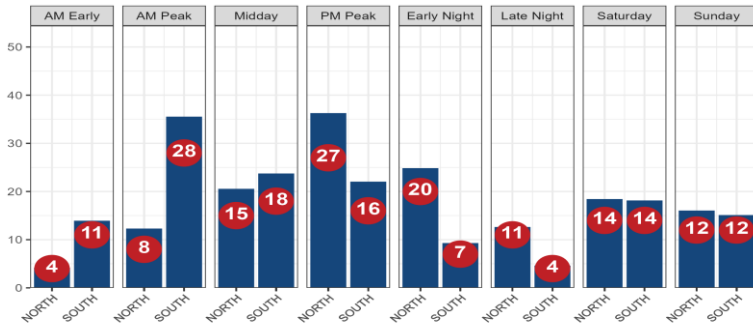
Farragut West, Farragut North, Dupont Circle

Average Daily Ridership

Class/Tier Average
 System Average



Average Trip Ridership and Maximum Load by Time Period



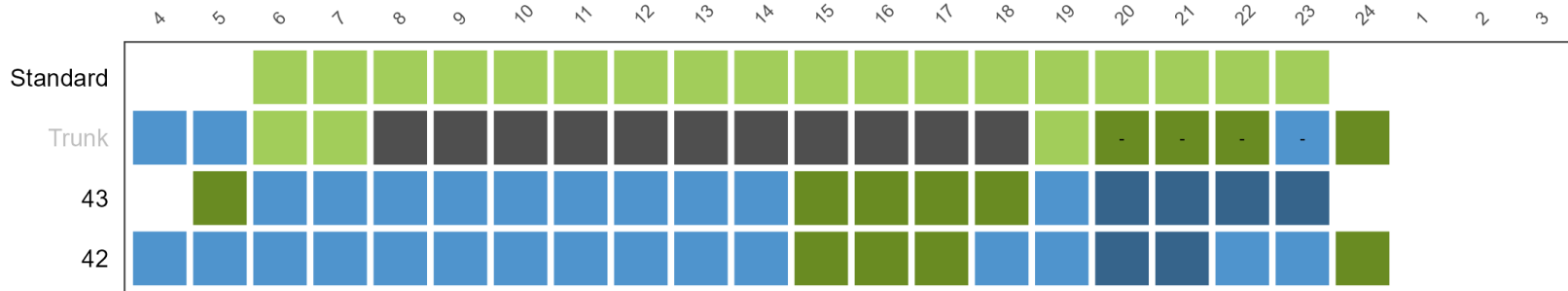
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.54	0.55
	Off-Peak Maximum Target: 1.0	0.38	0.34
Saturday Maximum Target: 1.0		0.35	0.35
Sunday Maximum Target: 1.0		0.31	0.29

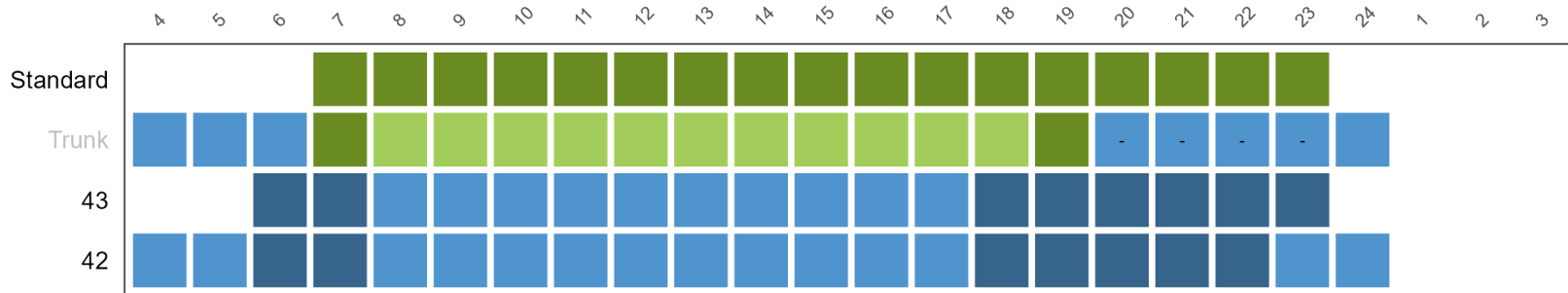
Span and Frequency



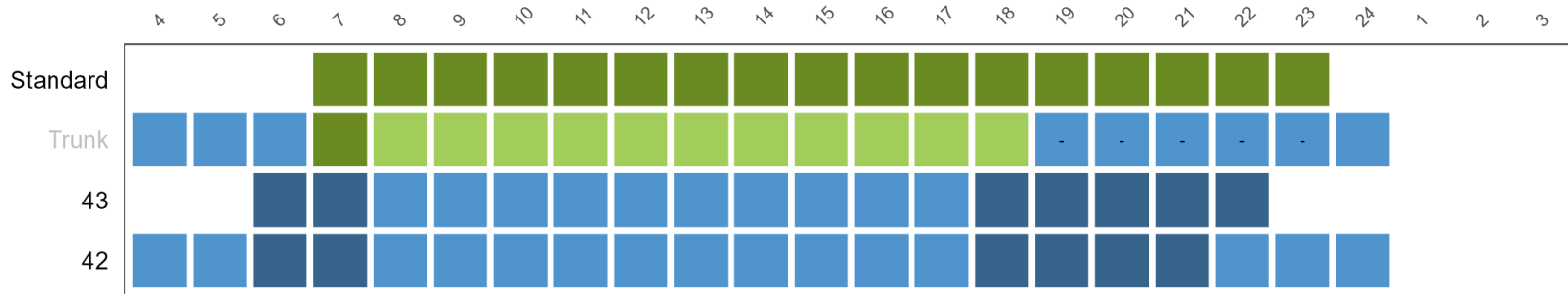
Weekday (by Hour)



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	4:30 AM - 12:40 AM	-	A	4:30 AM - 12:40 AM	-	A	4:30 AM - 12:27 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 11.0	Peak: 14.7 / Off-Peak: 18.6	B	17.0	20.8	B	17.0	23.9	B
Productivity	Passengers per Revenue Hour 30	28.5	29.9	C	24.7	25.2	D	22.4	22.9	E
	Passengers per Revenue Mile 4	5.4	3.9	A	4.1	3.1	B	3.5	2.7	D
Reliability	On-Time Performance 79%	82%	74%	B	82%	75%	B	82%	76%	B
	Crowding 5%	6%	3%	E	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.55	Off-Peak: 0.33 Peak: 0.46	A	0.35	0.33	A	0.3	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.18	\$ 4.49	A	\$4.83	\$ 5.36	A	\$5.33	\$ 5.93	B
	Cost Recovery 25%	33%	25%	A	29%	21%	A	26%	19%	B

Route 42

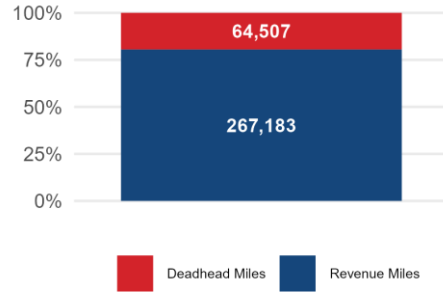
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.7			5.2			E		
	Circuitry 1.75	1.47			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	28.3	29.9	C	24.3	25.2	D	22.2	22.9	E
	Passengers per Revenue Mile 4	5.2	3.9	A	4.0	3.1	C	3.4	2.7	D
	Unique Segment Ridership 10%	10%	23%	C	11%	34%	B	13%	35%	A
Reliability	On-Time Performance 79%	80%	74%	B	81%	75%	B	83%	76%	B
	Crowding 5%	7%	3%	E	1%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.56	Off-Peak: 0.34 Peak: 0.47	A	0.33	0.34	A	0.29	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.22	\$ 4.49	A	\$4.91	\$ 5.36	A	\$5.37	\$ 5.93	B
	Cost Recovery 25%	32%	26%	A	28%	21%	A	25%	19%	B

Route 43

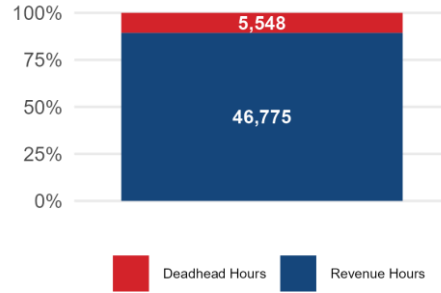
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.2			5.2			E		
	Circuitry 1.75	1.46			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	28.9	29.9	C	25.2	25.2	D	22.6	22.9	E
	Passengers per Revenue Mile 4	5.7	3.9	A	4.2	3.1	B	3.6	2.7	D
	Unique Segment Ridership 10%	0%	23%	E	0%	34%	E	0%	35%	E
Reliability	On-Time Performance 79%	85%	74%	A	82%	75%	B	80%	76%	B
	Crowding 5%	5%	3%	C	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.53	Off-Peak: 0.34 Peak: 0.47	A	0.36	0.34	A	0.31	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.13	\$ 4.49	A	\$4.73	\$ 5.36	A	\$5.27	\$ 5.93	B
	Cost Recovery 25%	34%	26%	A	30%	21%	A	27%	19%	B

Operational Analysis

Miles Allocation



Hours Allocation



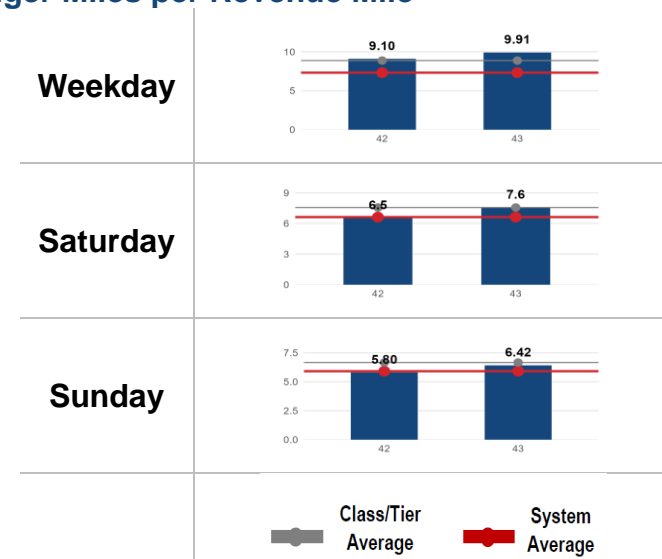
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
42	8.80	32,299	31,876 (98.7%)
43	8.70	27,150	26,849 (98.9%)

Service Change Summary

Route 42 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route 43 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile



LINE: 17 - National Harbor-Alexandria

ROUTE(S): NH2

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	Overall Grade
NH2	C

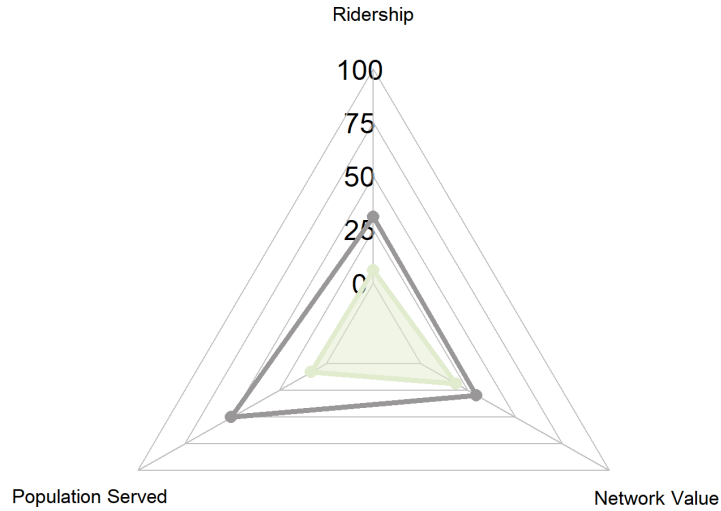
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

11

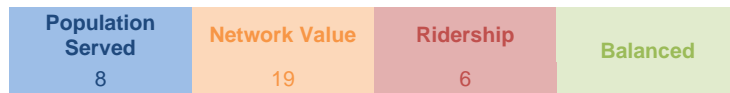
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,543,905
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	6,552	
	People of Color Population	Service Area	1,855
		% Riders Surveyed	83%
	Low Income Household	Service Area	597
		% Riders Surveyed	46%

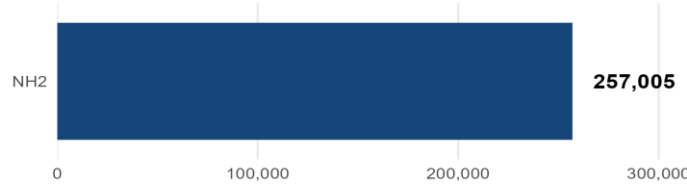
Facilities/Amenities

	Bus Stops	9
	% Stops With Shelters	11%
	% Stops With Benches	33%
	% Stops With Real-Time Signs	0%



Ridership

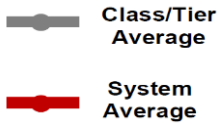
Annual Ridership



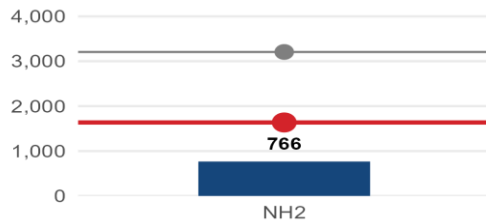
Top Transfer Locations

King Street, Eisenhower Avenue

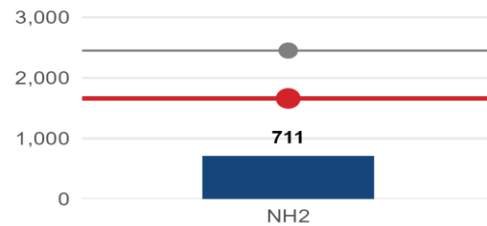
Average Daily Ridership



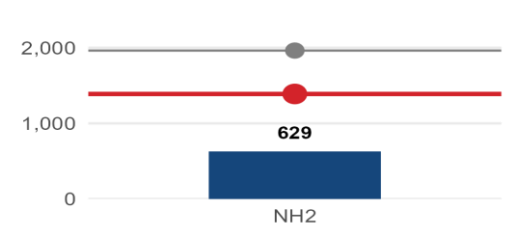
Weekday



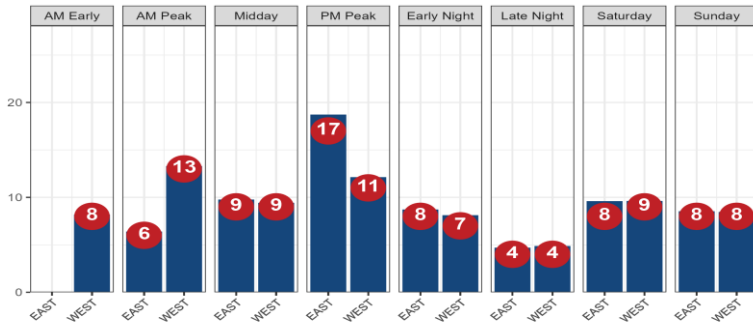
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



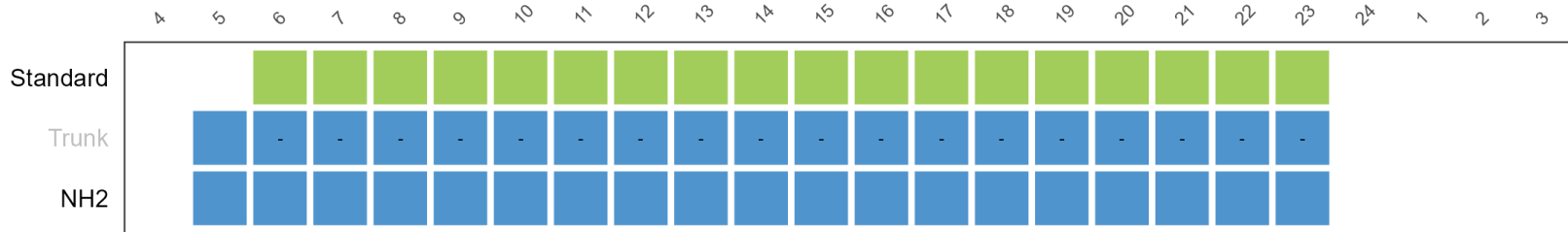
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.3	0.29
	Off-Peak Maximum Target: 1.0	0.2	0.2
Saturday Maximum Target: 1.0		0.21	0.22
Sunday Maximum Target: 1.0		0.19	0.2

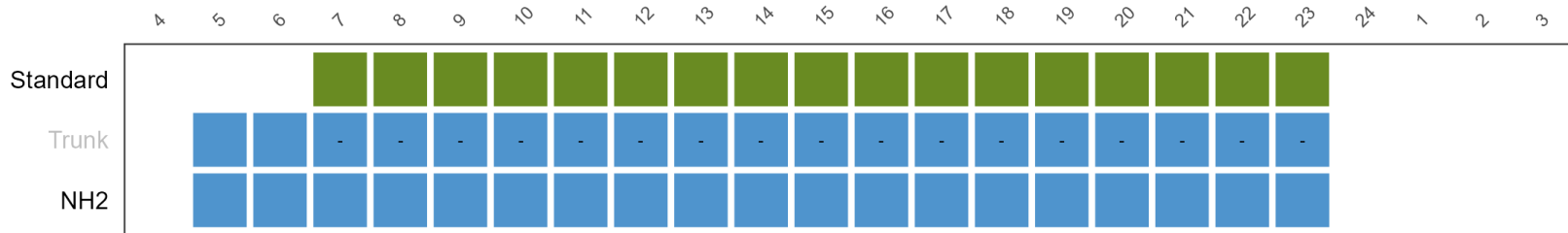
Span and Frequency



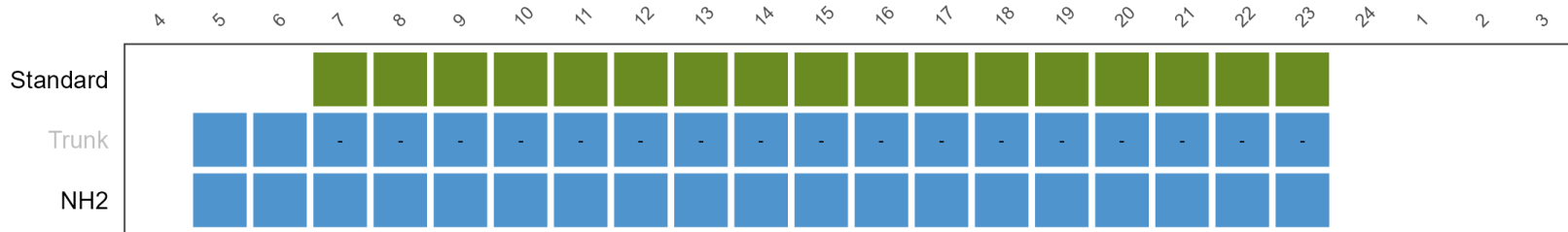
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C National Harbor-Alexandria

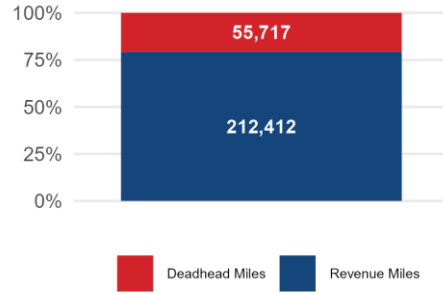
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 14.7 / Off-Peak: 18.6	E	30.0	20.8	D	30.0	23.9	D
Productivity	Passengers per Revenue Hour 30	21.7	29.9	E	20.1	25.2	E	17.8	22.9	E
	Passengers per Revenue Mile 4	1.3	3.9	E	1.2	3.1	E	1.1	2.7	E
Reliability	On-Time Performance 79%	87%	74%	A	89%	75%	A	89%	76%	A
	Crowding 5%	0%	3%	A	3%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.3	Off-Peak: 0.33 Peak: 0.46	A	0.22	0.33	A	0.19	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.51	\$ 4.49	C	\$5.92	\$ 5.36	C	\$6.70	\$ 5.93	E
	Cost Recovery 25%	14%	25%	E	13%	21%	E	12%	19%	E

Route NH2

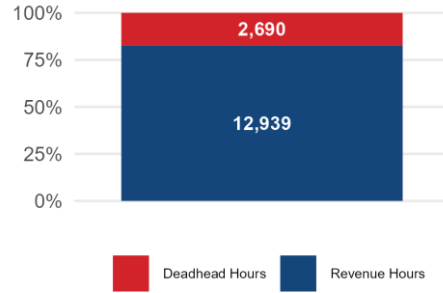
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	0.3			5.2			E		
	Circuitry 1.75	1.19			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	21.7	29.9	E	20.1	25.2	E	17.8	22.9	E
	Passengers per Revenue Mile 4	1.3	3.9	E	1.2	3.1	E	1.1	2.7	E
	Unique Segment Ridership 10%	42%	23%	A	40%	34%	A	40%	35%	A
Reliability	On-Time Performance 79%	87%	74%	A	89%	75%	A	89%	76%	A
	Crowding 5%	0%	3%	A	3%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.3	Off-Peak: 0.34 Peak: 0.47	A	0.22	0.34	A	0.19	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.51	\$ 4.49	C	\$5.92	\$ 5.36	C	\$6.70	\$ 5.93	E
	Cost Recovery 25%	14%	26%	E	13%	21%	E	12%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



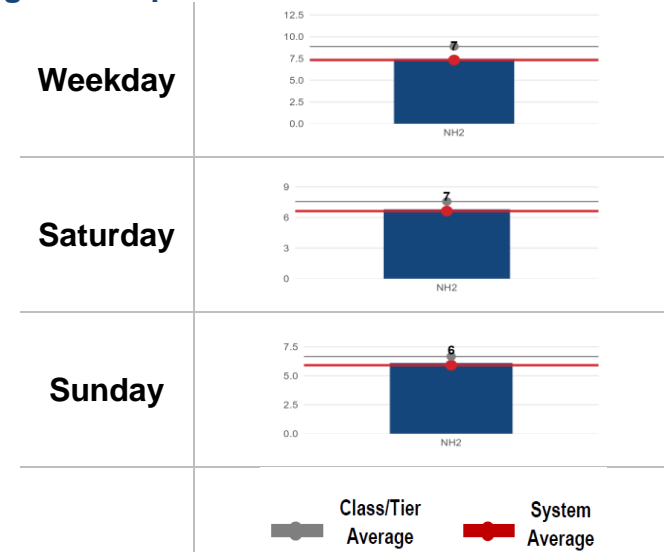
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH2	42.80	26,936	26,575 (98.7%)

Service Change Summary

Route NH2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route NH2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

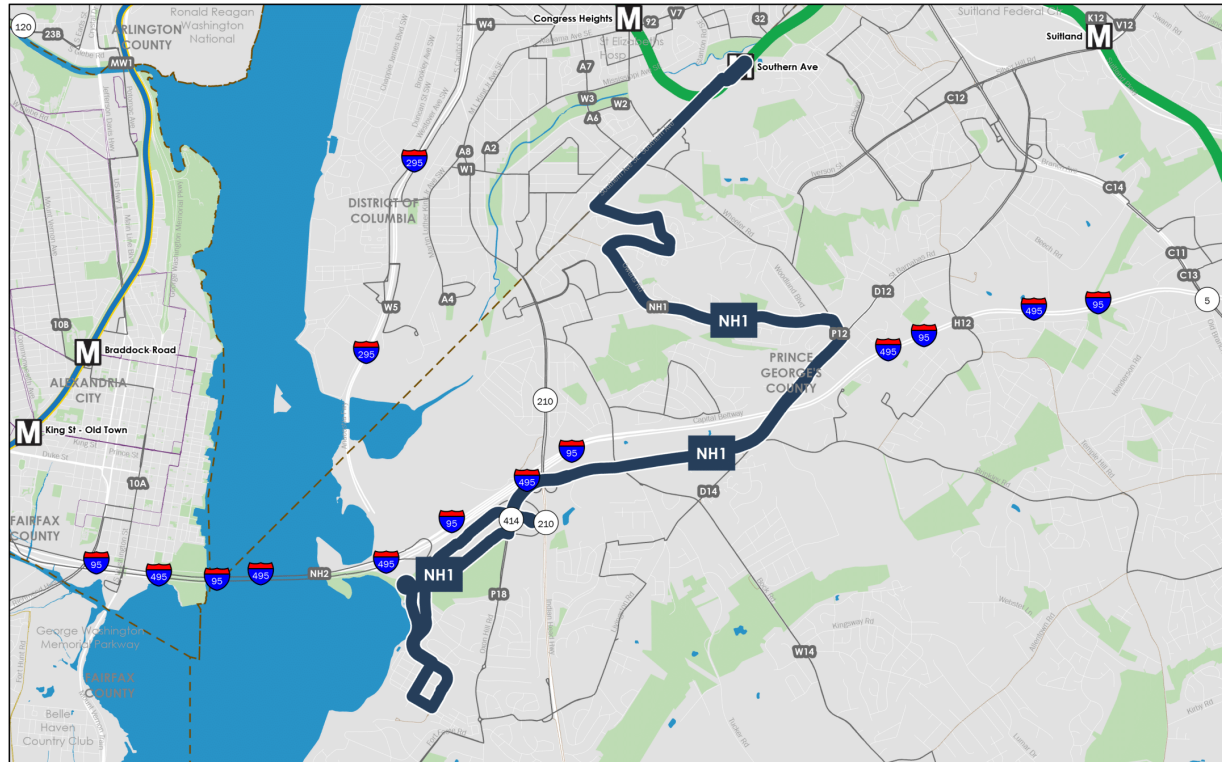
Passenger Miles per Revenue Mile



LINE: 7 - National Harbor-Southern Avenue

ROUTE(S): NH1

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- National Harbor-Southern Avenue (#7)
- NH1: National Harbor-Southern Avenue

Regional Transit

- M Metrorail
- Local Bus: Metrobus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Ride On, TheBus, Circulator
- Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
NH1	A

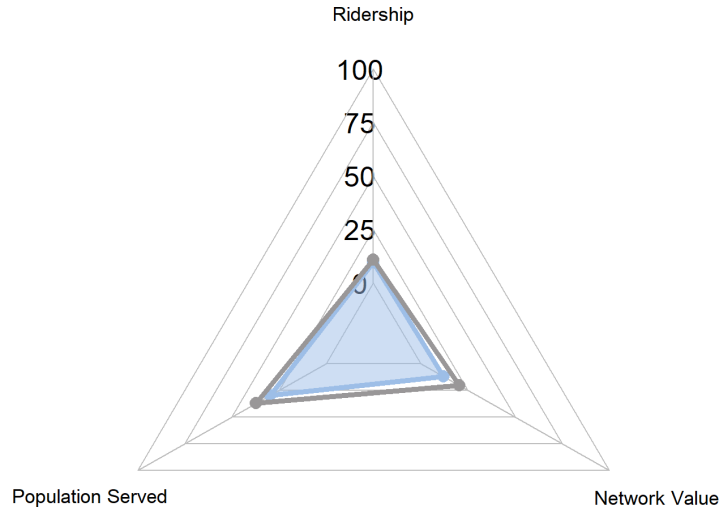
Legend

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

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,818,647
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	21,521	
	People of Color Population	Service Area	17,633
		% Riders Surveyed	98%
	Low Income Household	Service Area	7,405
		% Riders Surveyed	58%

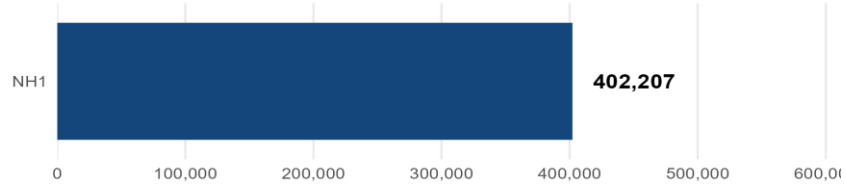
Facilities/Amenities

	Bus Stops	66
	% Stops With Shelters	12%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



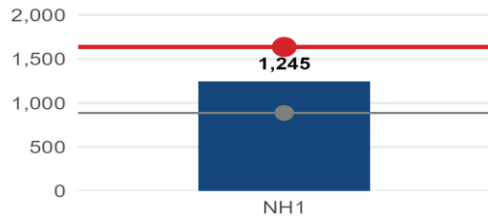
Top Transfer Locations

Southern Avenue

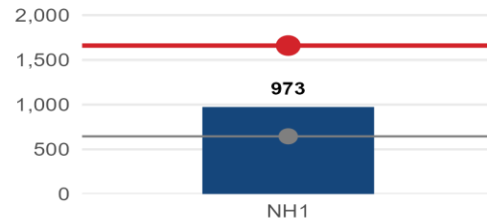
Average Daily Ridership

- Class/Tier Average
- System Average

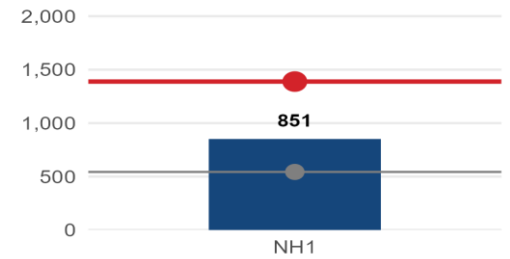
Weekday



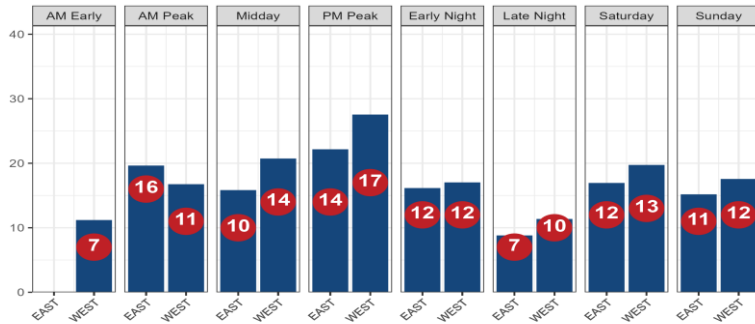
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



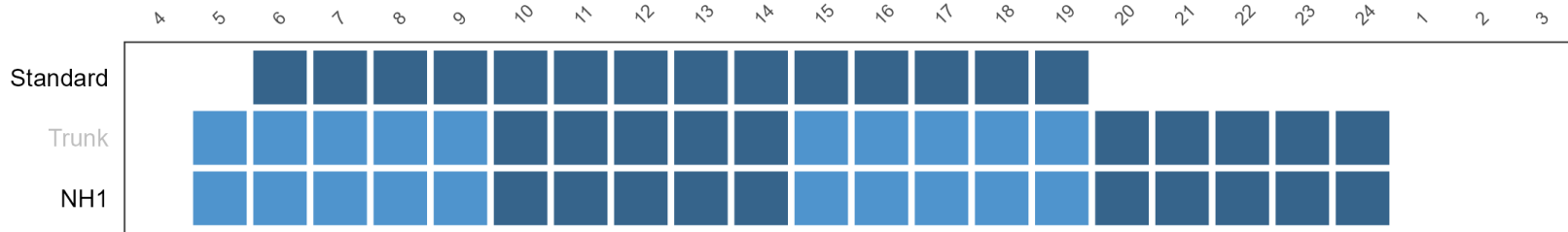
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.38	0.37
	Off-Peak Maximum Target: 1.0	0.27	0.31
Saturday Maximum Target: 1.0		0.3	0.34
Sunday Maximum Target: 1.0		0.27	0.31

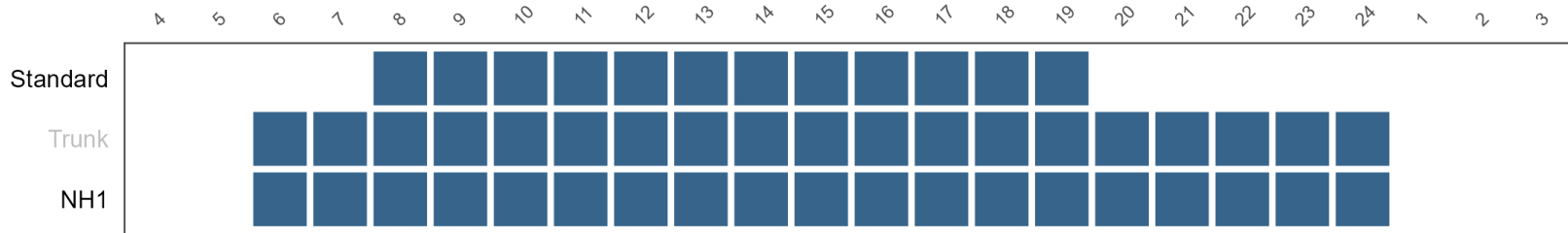
Span and Frequency



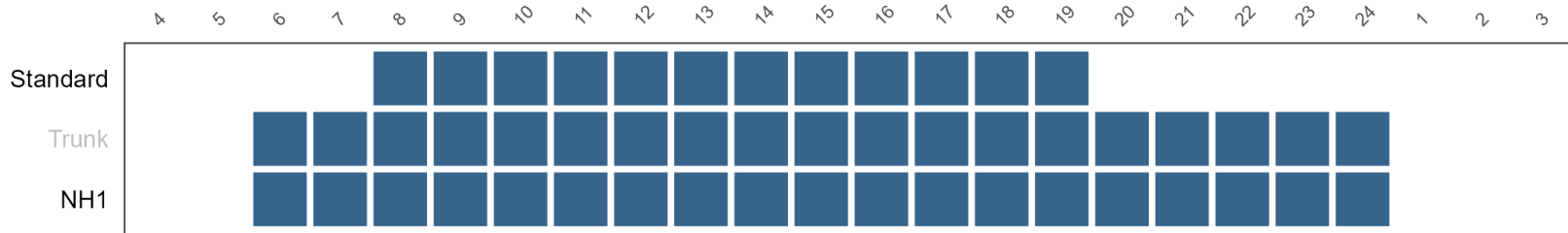
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A National Harbor-Southern Avenue

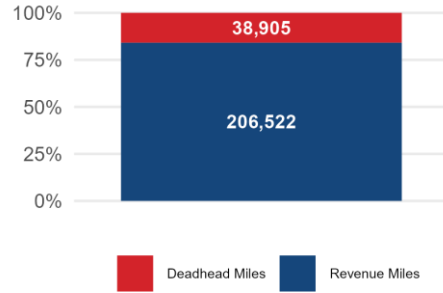
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:45 AM - 12:06 AM	-	A	6:15 AM - 12:04 AM	-	A	6:15 AM - 12:27 AM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 36.0	Peak: 26 / Off-Peak: 38.9	A	39.0	47.4	A	40.0	49.8	A
Productivity	Passengers per Revenue Hour 10	27.8	20.3	A	28.4	21.3	A	25.3	21.3	A
	Passengers per Revenue Mile 1	2.1	1.7	A	2.0	1.8	A	1.8	1.7	A
Reliability	On-Time Performance 79%	82%	81%	B	80%	80%	B	82%	81%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.37	Off-Peak: 0.22 Peak: 0.29	A	0.32	0.25	A	0.29	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.29	\$ 6.54	A	\$4.20	\$ 6.11	A	\$4.72	\$ 6.02	A
	Cost Recovery 20%	7%	11%	E	7%	8%	E	6%	8%	E

Route NH1

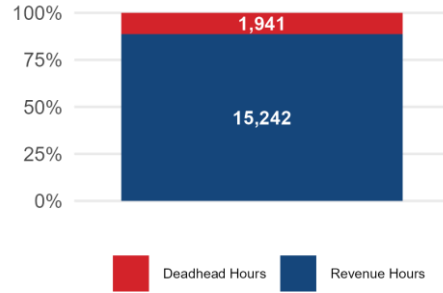
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.7			4.8			E		
	Circuitry N/A	1.72			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	27.8	20.3	A	28.4	21.3	A	25.3	21.3	A
	Passengers per Revenue Mile 1	2.1	1.7	A	2.0	1.8	A	1.8	1.7	A
	Unique Segment Ridership 10%	28%	49%	A	30%	59%	A	30%	62%	A
Reliability	On-Time Performance 79%	82%	81%	B	80%	80%	B	82%	81%	B
	Crowding 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.37	Off-Peak: 0.22 Peak: 0.28	A	0.32	0.25	A	0.29	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.29	\$ 6.54	A	\$4.20	\$ 6.11	A	\$4.72	\$ 6.02	A
	Cost Recovery 20%	7%	10%	E	7%	8%	E	6%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



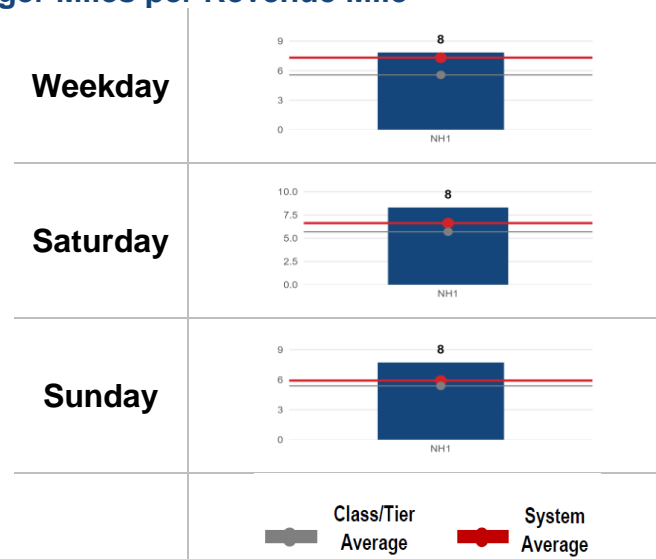
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH1	18.50	22,222	21,938 (98.7%)

Service Change Summary

Route NH1 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

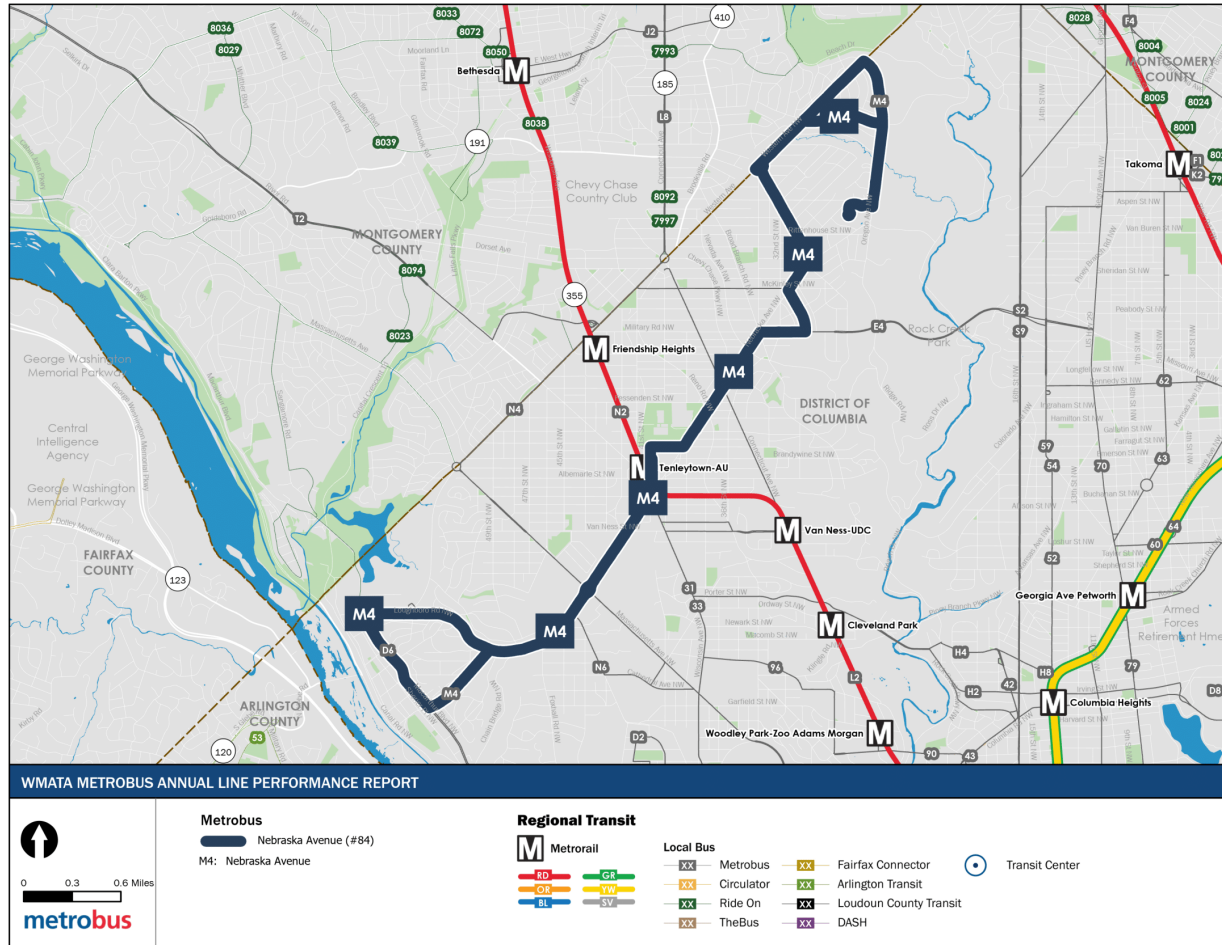
Passenger Miles per Revenue Mile



LINE: 84 - Nebraska Avenue

ROUTE(S): M4

About the Line



Service Classification

Coverage

Activity Tier

3

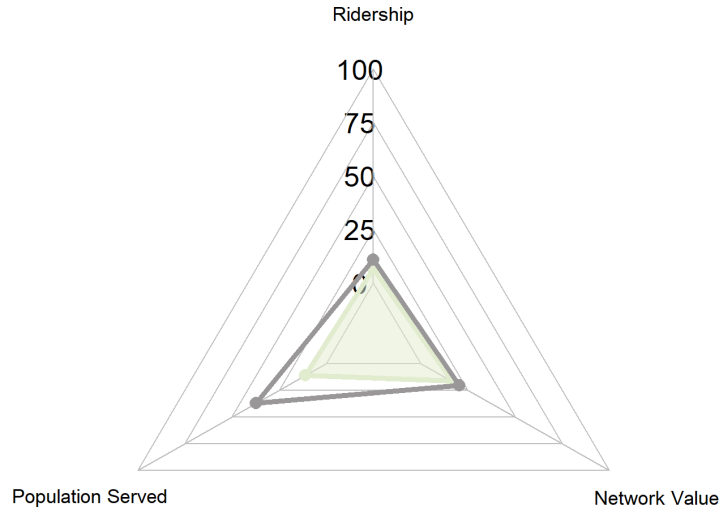
Overall Grade

Line	B

Line Benefit Score

11

Out of 100



Classification Average

Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,543,927
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 35 Foot, 40 Foot

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

	Service Area Population	25,204	
	People of Color Population	Service Area	4,556
		% Riders Surveyed	49%
	Low Income Household	Service Area	1,974
		% Riders Surveyed	40%

Facilities/Amenities

	Bus Stops	106
	% Stops With Shelters	8%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership

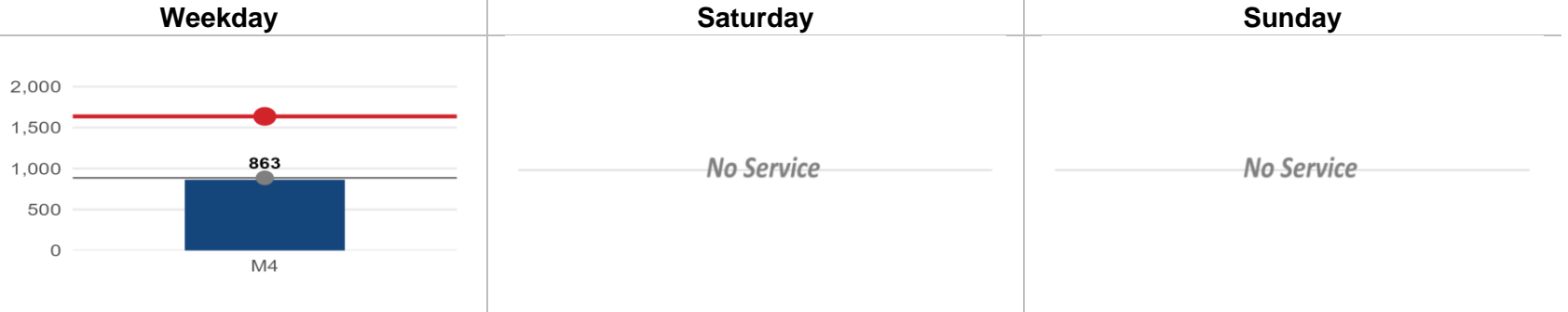


Top Transfer Locations

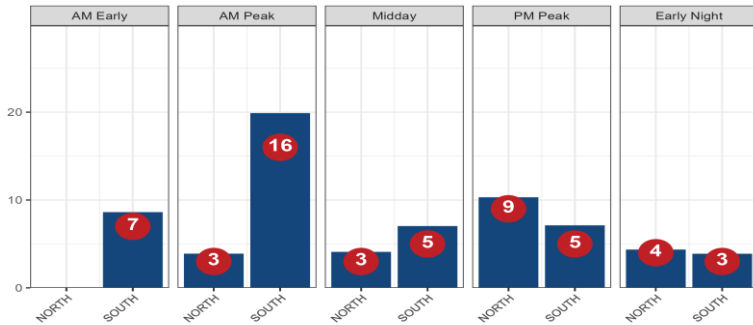
Tenleytown-AU, Dupont Circle, Farragut North

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



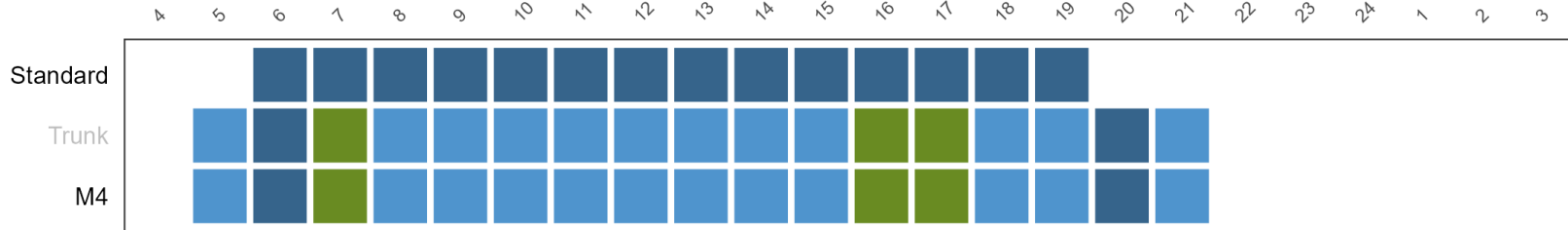
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.21	0.31
	Off-Peak Maximum Target: 1.0	0.11	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 Nebraska Avenue

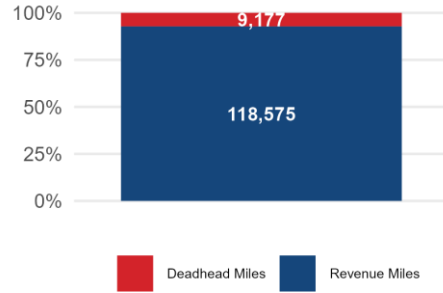
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:50 AM - 9:54 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 21.0 / Off-Peak: 29.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	16.2	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.6	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	4%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.24	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.34	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	27%	11%	A	-	-	-	-	-	-

Route M4

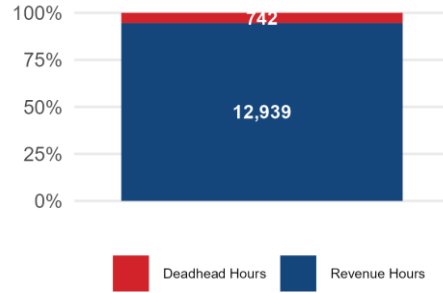
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	9.2			4.8			E		
	Circuitry N/A	1.67			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	16.2	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.6	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	41%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	78%	81%	C	-	-	-	-	-	-
	Crowding 5%	4%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.24	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.34	\$ 6.54	B	-	-	-	-	-	-
	Cost Recovery 20%	27%	10%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



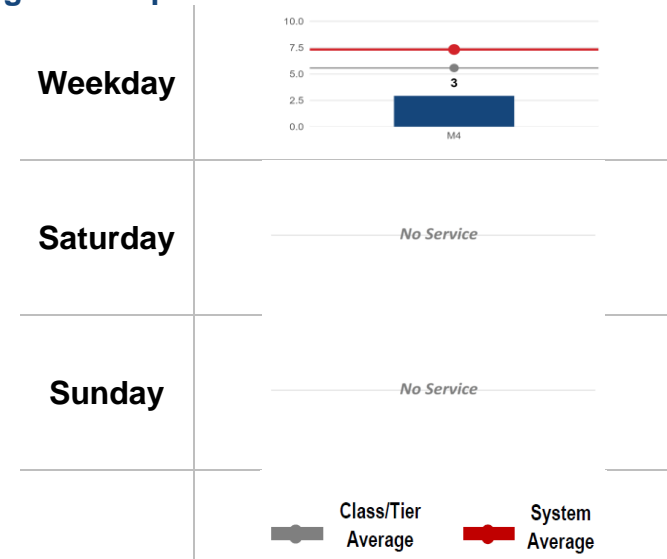
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M4	11.80	27,432	27,082 (98.7%)

Service Change Summary

Route M4 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

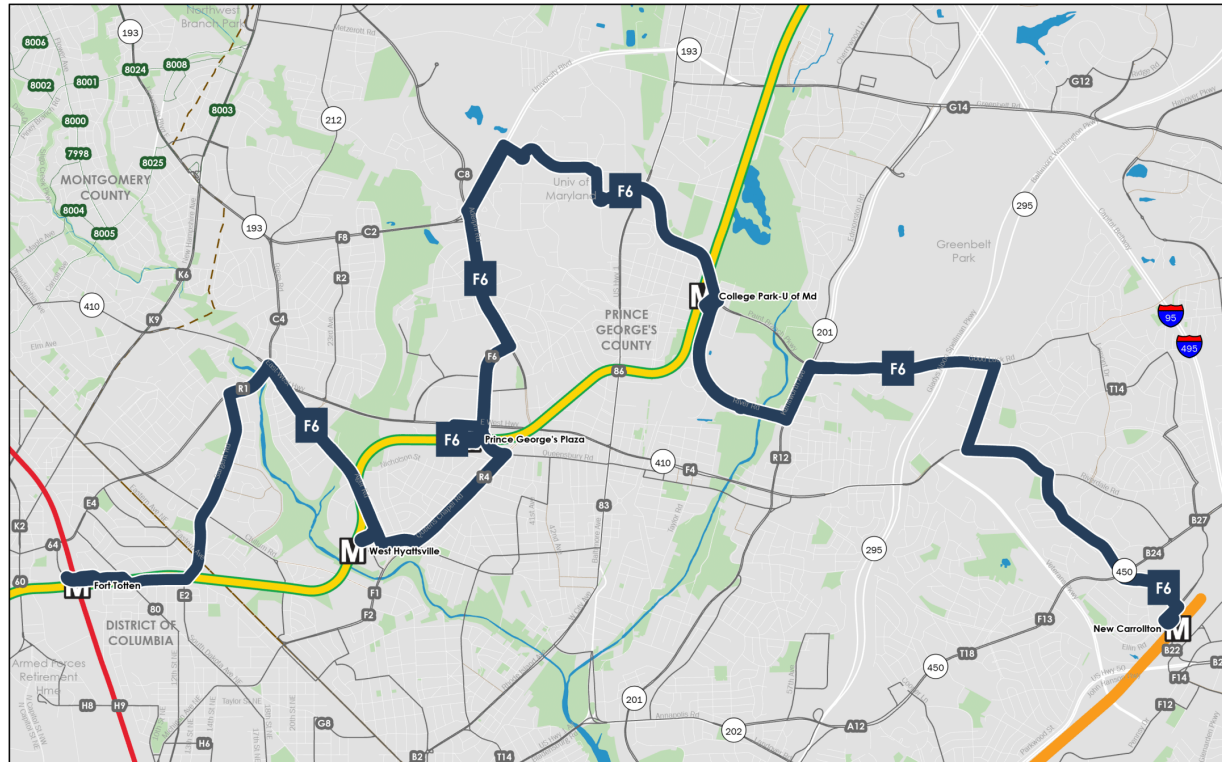
Passenger Miles per Revenue Mile



LINE: 98 - New Carrollton-Fort Totten

ROUTE(S): F6

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- █ New Carrollton-Fort Totten (#98)
- █ F6: New Carrollton-Fort Totten

Regional Transit

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

Local Bus

- Transit Center

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	Grade
	B

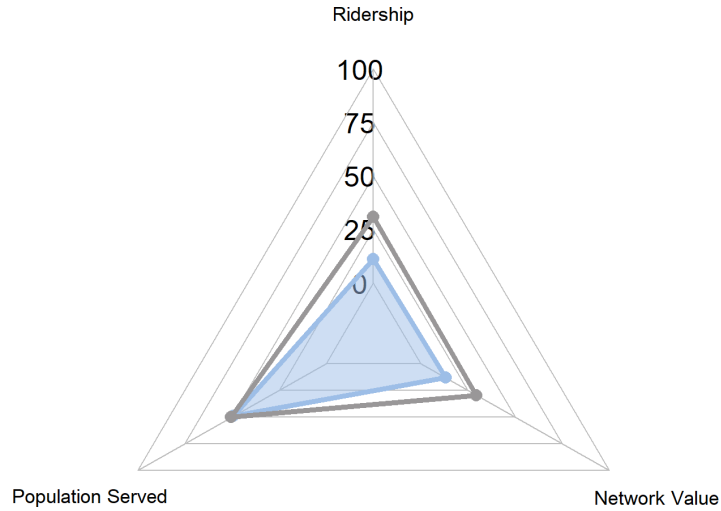
Legend

█ Exceeds	█ Meets
█ Approaches	█ Below
█ Significantly Below	

Line Benefit Score

25

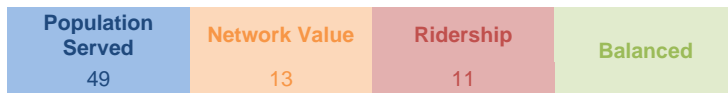
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$1,922,746
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	48,112	
	People of Color Population	Service Area	25,090
		% Riders Surveyed	92%
	Low Income Household	Service Area	13,215
		% Riders Surveyed	58%

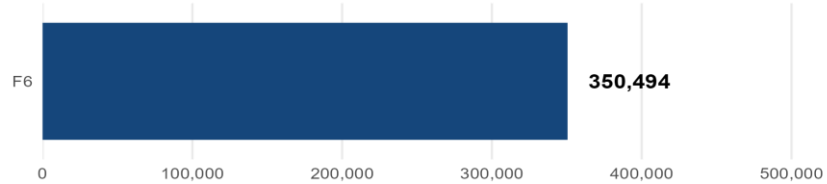
Facilities/Amenities

	Bus Stops	149
	% Stops With Shelters	14%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership

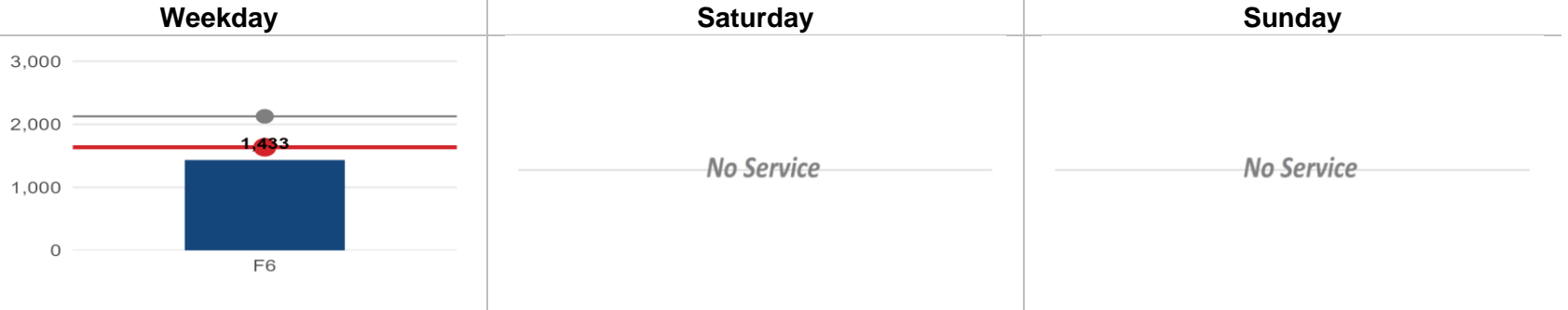


Top Transfer Locations

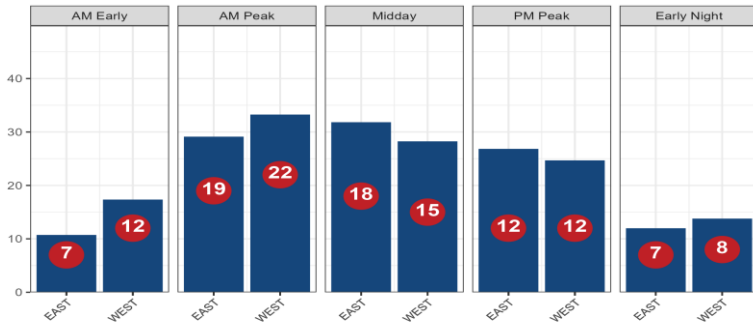
Fort Totten, West Hyattsville, College Park-U of MD

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



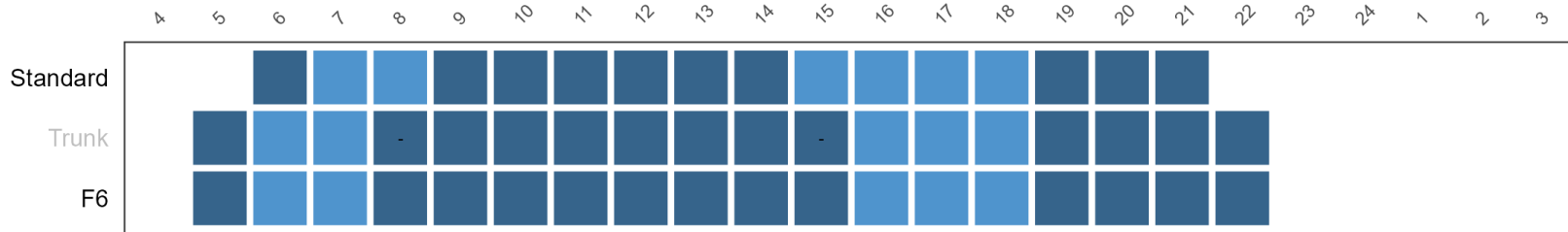
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.37	0.41
	Off-Peak Maximum Target: 1.0	0.32	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

B New Carrollton-Fort Totten

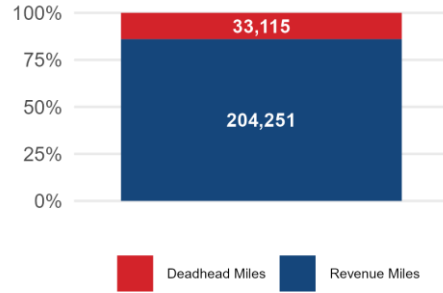
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:10 AM - 10:31 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 28.0 / Off-Peak: 55.0	Peak: 21.4 / Off-Peak: 34.5	B	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 15	22	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.7	2.1	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	75%	C	-	-	-	-	-	-
	Crowding 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.31 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.42	\$ 5.34	A	-	-	-	-	-	-
	Cost Recovery 20%	12%	12%	E	-	-	-	-	-	-

Route F6

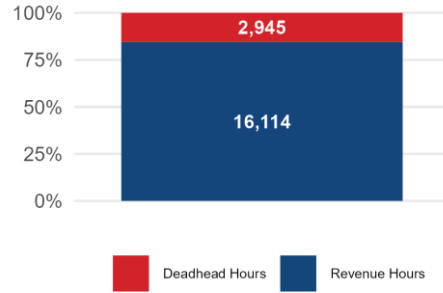
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.6			4.6			A		
	Circuitry 1.75	1.93			2.17			D		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	22	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1.7	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	26%	41%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	77%	75%	C	-	-	-	-	-	-
	Crowding 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.31 Peak: 0.41	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.42	\$ 5.34	A	-	-	-	-	-	-
	Cost Recovery 20%	12%	13%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



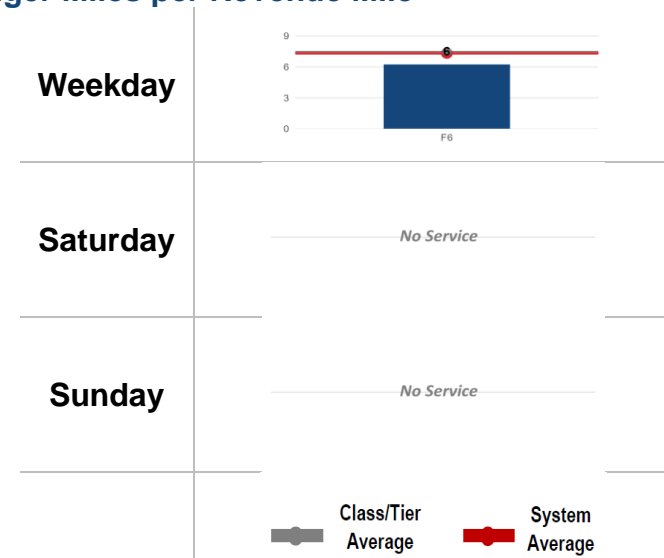
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F6	33.80	13,875	13,225 (95.3%)

Service Change Summary

Route F6 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;

Passenger Miles per Revenue Mile



LINE: 97 - New Carrollton-Silver Spring

ROUTE(S): F4

About the Line



Service Classification

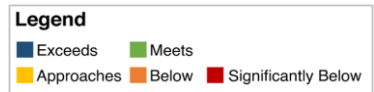
Framework

Activity Tier

2

Overall Grade

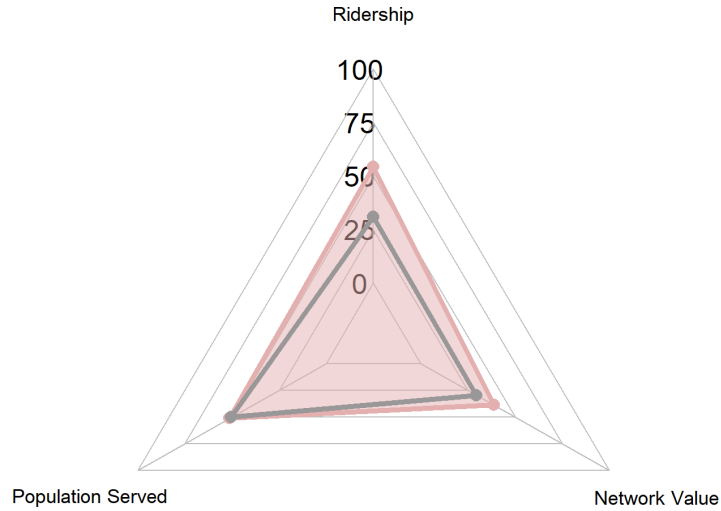
Line	B



Line Benefit Score

48

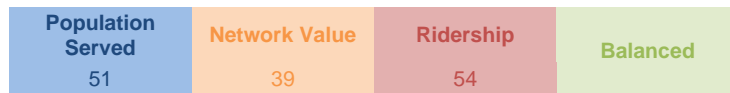
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$8,720,557
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

	Service Area Population	52,794	
	People of Color Population	Service Area	25,679
		% Riders Surveyed	94%
	Low Income Household	Service Area	14,314
		% Riders Surveyed	73%

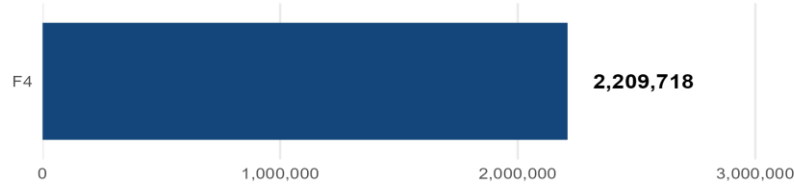
Facilities/Amenities

	Bus Stops	134
	% Stops With Shelters	16%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



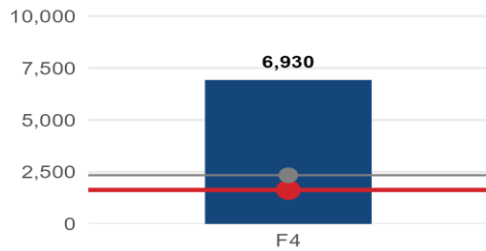
Top Transfer Locations

Prince George's Plaza, New Carrollton, Silver Spring

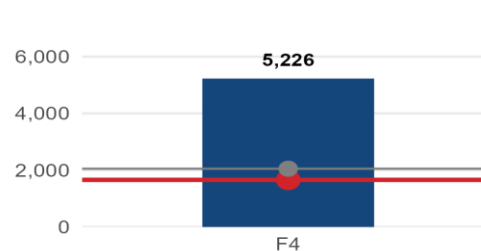
Average Daily Ridership

Class/Tier Average
 System Average

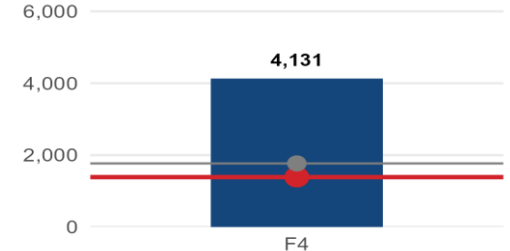
Weekday



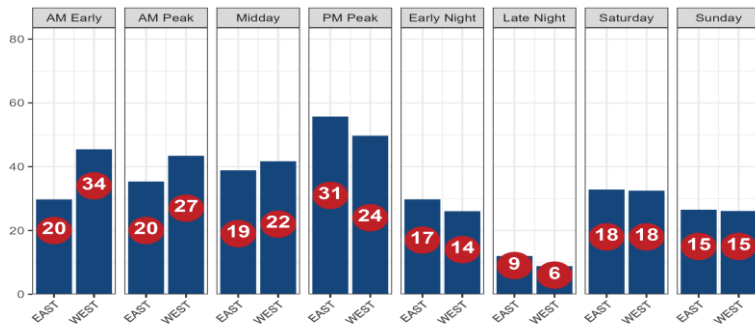
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



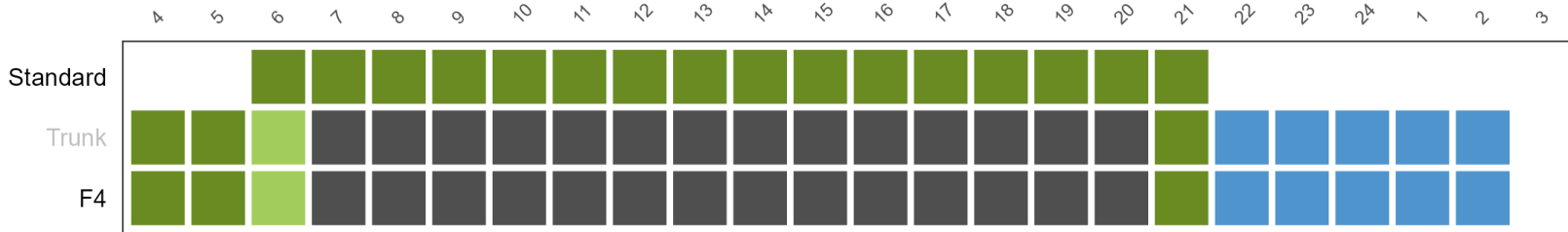
Vehicle Load Factor

		<i>Direction:</i>	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.66	0.63
	Off-Peak Maximum Target: 1.0	0.44	0.47
Saturday Maximum Target: 1.0		0.44	0.44
Sunday Maximum Target: 1.0		0.37	0.37

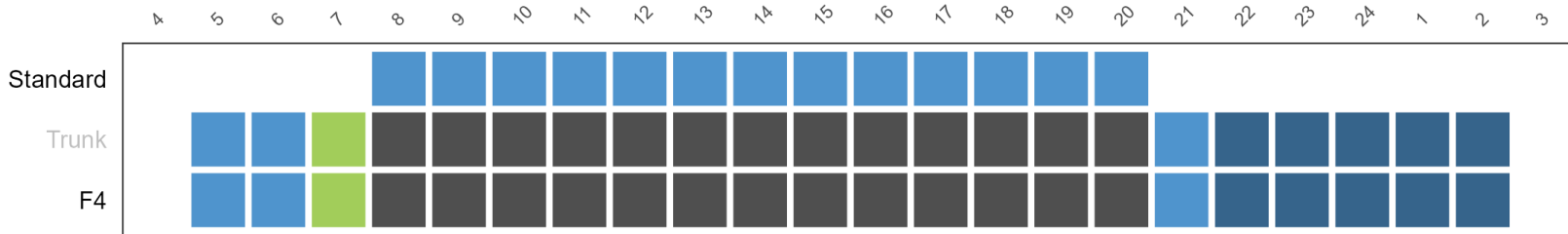
Span and Frequency



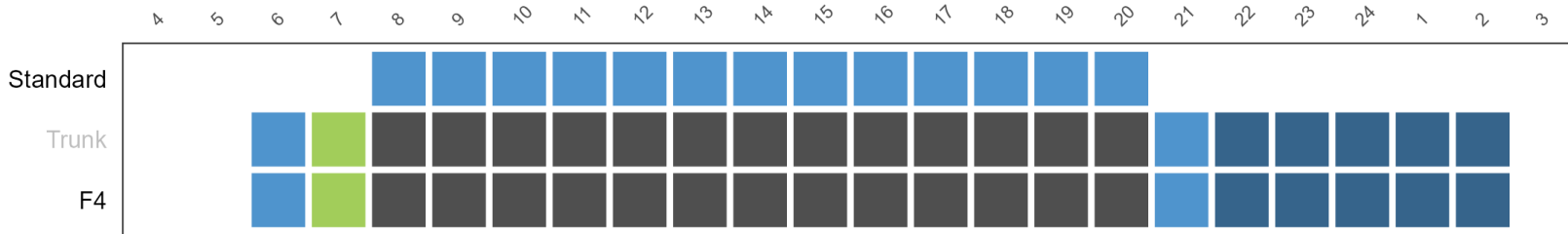
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B New Carrollton-Silver Spring

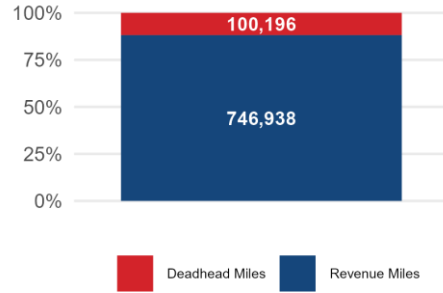
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:50 AM - 2:54 AM	-	A	5:00 AM - 2:19 AM	-	A	6:00 AM - 2:22 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 15.6 / Off-Peak: 20.1	A	15.0	24.7	A	15.0	24.6	A
Productivity	Passengers per Revenue Hour 20	32.5	24.3	A	28.9	23.1	A	23.4	20.5	A
	Passengers per Revenue Mile 2	3.3	2.4	A	2.8	2.1	A	2.2	1.9	A
Reliability	On-Time Performance 79%	80%	77%	B	76%	77%	C	79%	79%	B
	Crowding 5%	4%	1%	A	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.64	Off-Peak: 0.34 Peak: 0.42	A	0.44	0.33	A	0.37	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.68	\$ 5.78	A	\$4.13	\$ 6.01	A	\$5.10	\$ 6.88	B
	Cost Recovery 20%	15%	20%	D	14%	18%	E	11%	16%	E

Route F4

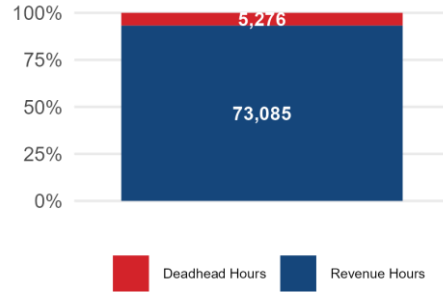
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.4			4.5			E		
	Circuitry 1.75	1.23			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	32.5	24.3	A	28.9	23.1	A	23.4	20.5	A
	Passengers per Revenue Mile 2	3.3	2.4	A	2.8	2.1	A	2.2	1.9	A
	Unique Segment Ridership 10%	58%	18%	A	72%	35%	A	72%	38%	A
Reliability	On-Time Performance 79%	80%	77%	B	76%	77%	C	79%	79%	B
	Crowding 5%	4%	1%	A	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.64	Off-Peak: 0.34 Peak: 0.43	A	0.44	0.34	A	0.37	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.68	\$ 5.78	A	\$4.13	\$ 6.01	A	\$5.10	\$ 6.88	B
	Cost Recovery 20%	15%	21%	D	14%	18%	E	11%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



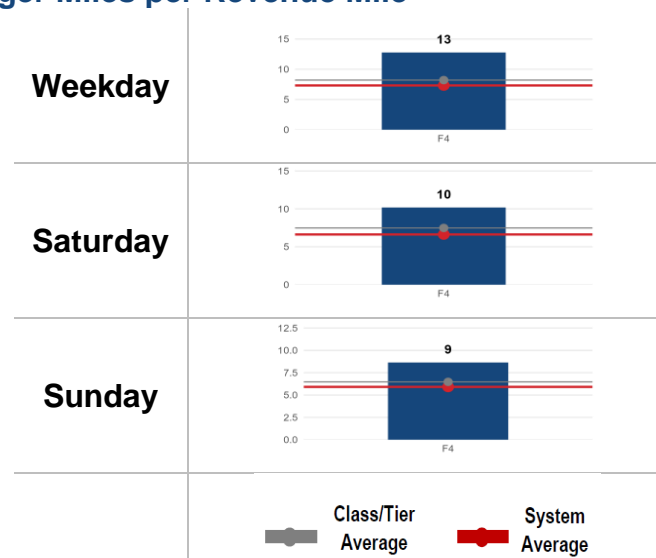
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F4	25.20	63,156	61,870 (98.0%)

Service Change Summary

Route F4 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

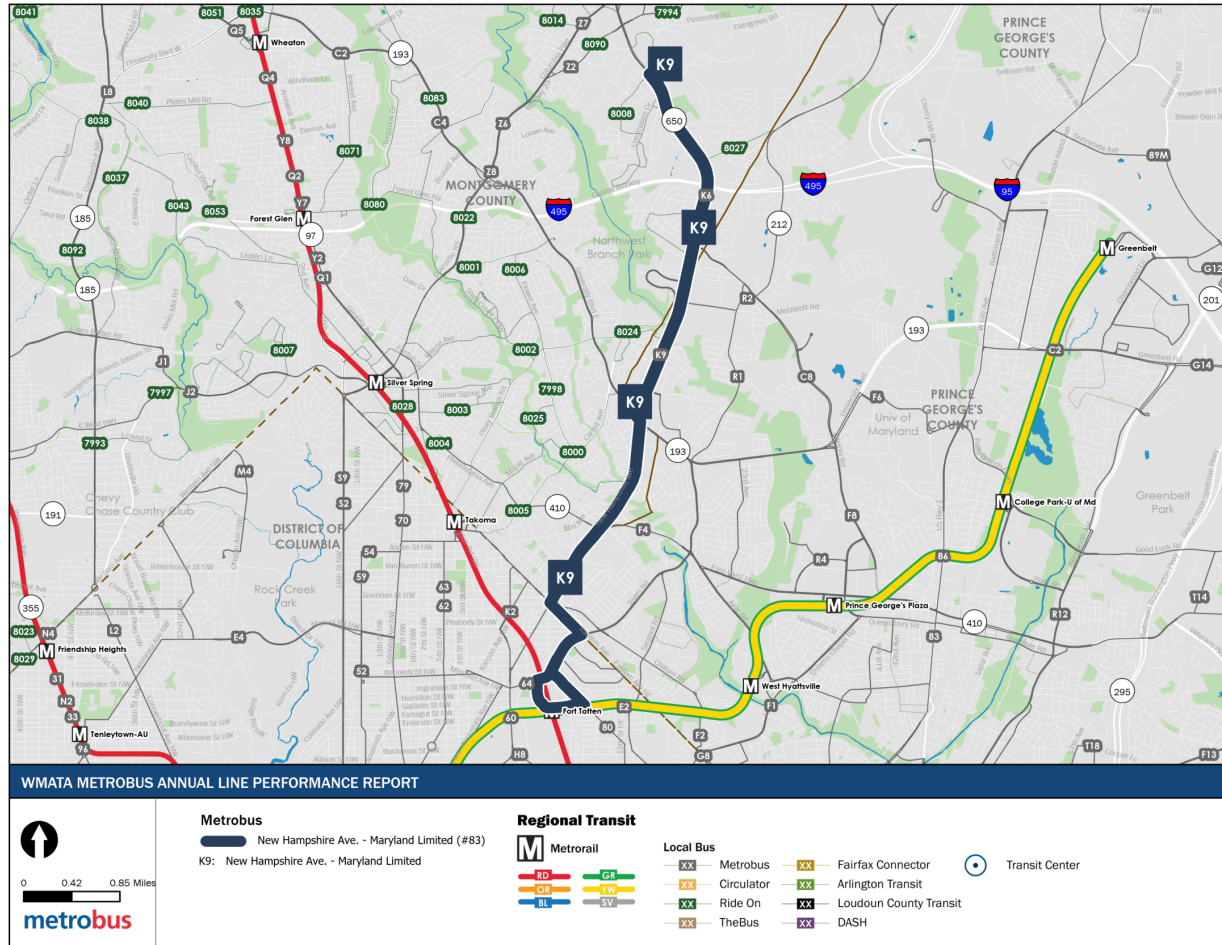
Passenger Miles per Revenue Mile



LINE: 83 - New Hampshire Ave. - Maryland Limited

ROUTE(S): K9

About the Line



Service Classification

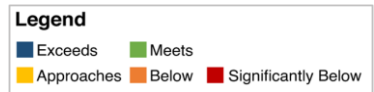
Framework

Activity Tier

2

Overall Grade

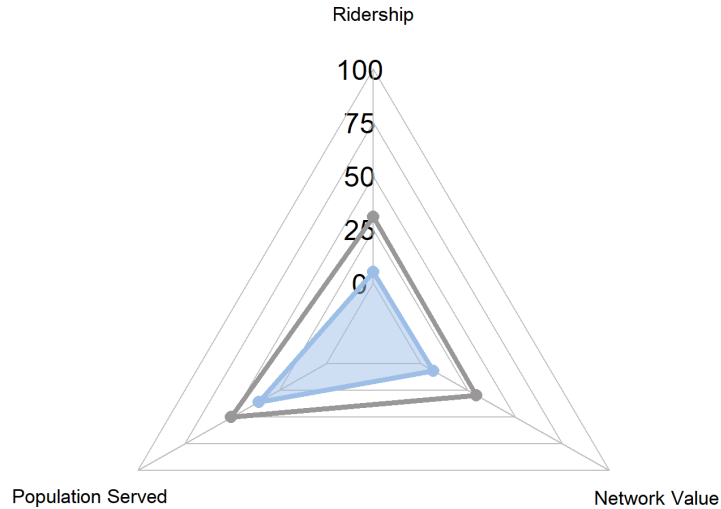
Line	Grade
Line 83	C



Line Benefit Score

16

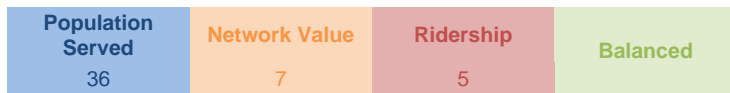
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,171,424
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population	27,896	
	People of Color Population	Service Area	11,578
		% Riders Surveyed	66%
	Low Income Household	Service Area	11,064
		% Riders Surveyed	44%

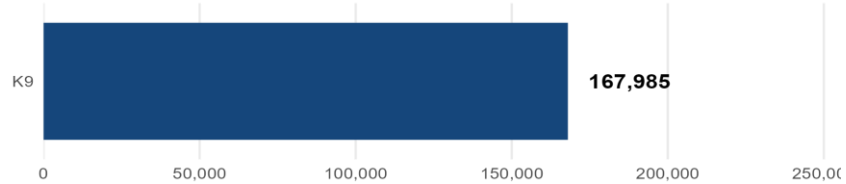
Facilities/Amenities

	Bus Stops	23
	% Stops With Shelters	35%
	% Stops With Benches	43%
	% Stops With Real-Time Signs	17%



Ridership

Annual Ridership



Top Transfer Locations

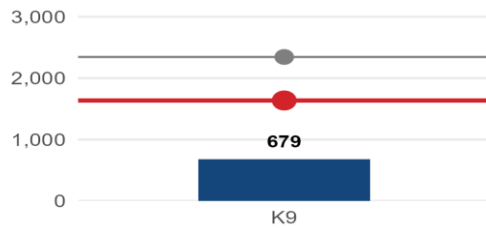
Fort Totten

Weekday

Saturday

Sunday

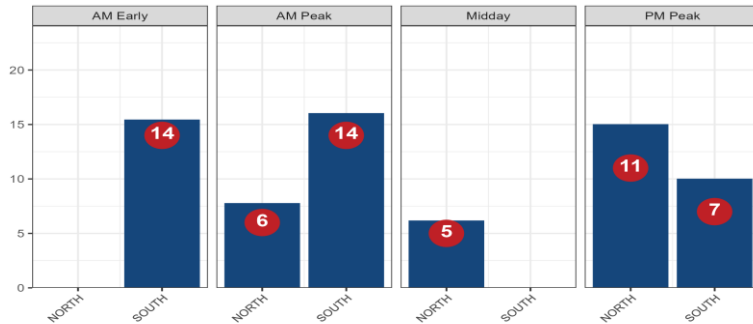
Average Daily Ridership



No Service

No Service

Average Trip Ridership and Maximum Load by Time Period



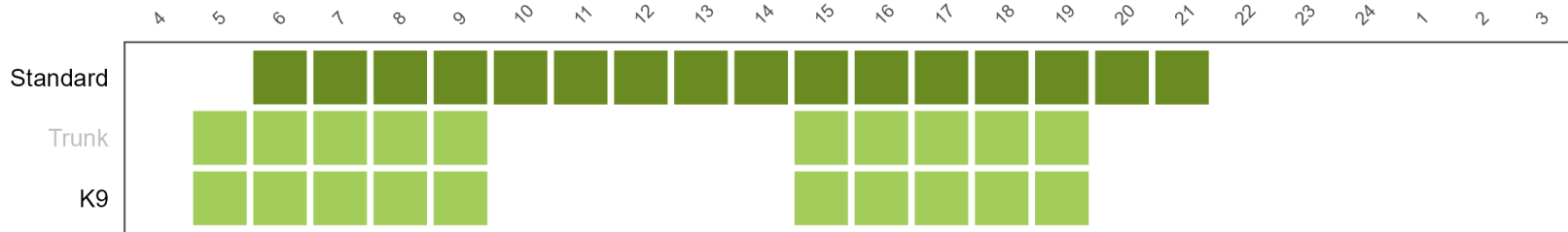
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.22	0.25
	Off-Peak Maximum Target: 1.0	0.11	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

C New Hampshire Ave. - Maryland Limited

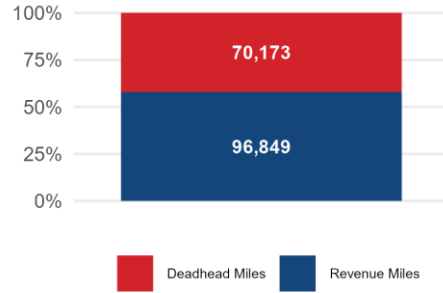
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:21 AM - 9:32 AM; 3:20 PM - 7:22 PM	-	E	-	-	-	-	-	-
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 15.6 / Off-Peak: 20.1	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 20	17.7	24.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile 2	1.8	2.4	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	77%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.23	Off-Peak: 0.34 Peak: 0.42	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.76	\$ 5.78	E	-	-	-	-	-	-
	Cost Recovery 20%	14%	20%	E	-	-	-	-	-	-

Route K9

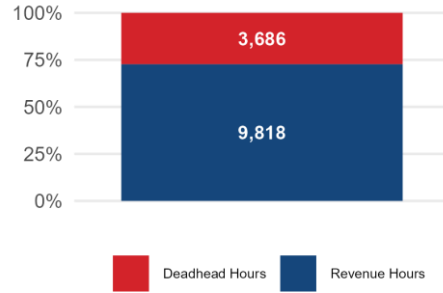
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	1.9			4.5			E		
	Circuitry 1.75	1.05			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	17.7	24.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile 2	1.8	2.4	D	-	-	-	-	-	-
	Unique Segment Ridership 10%	13%	18%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	75%	77%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.23	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.76	\$ 5.78	E	-	-	-	-	-	-
	Cost Recovery 20%	14%	21%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



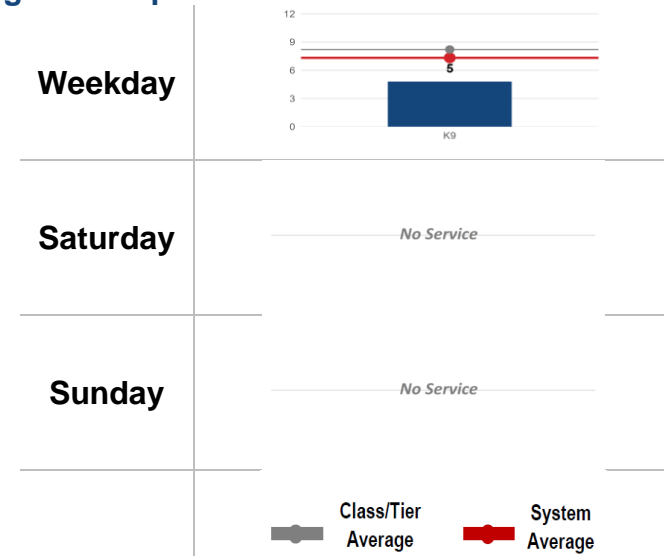
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K9	14.20	13,970	13,645 (97.7%)

Service Change Summary

Route K9 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

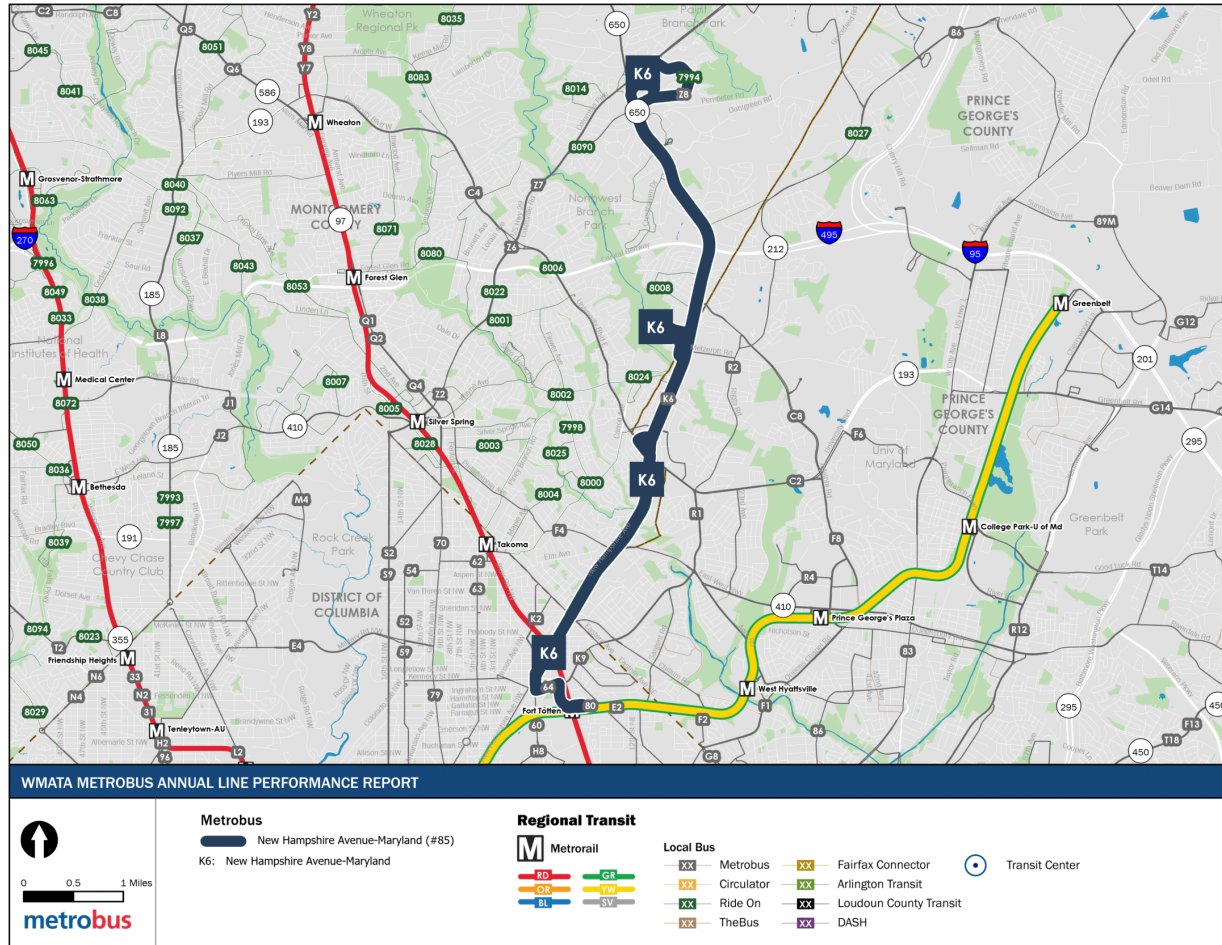
Passenger Miles per Revenue Mile



LINE: 85 - New Hampshire Avenue-Maryland

ROUTE(S): K6

About the Line



Service Classification

Framework

Activity Tier

2

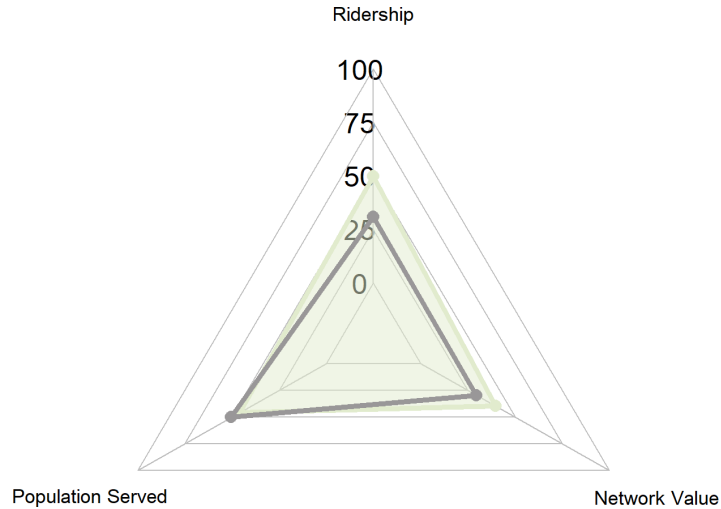
Overall Grade

Line	Overall Grade
K6	A

Line Benefit Score

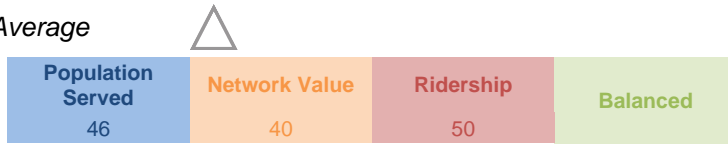
45

Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$6,792,167
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population	49,113	
	People of Color Population	Service Area	22,565
		% Riders Surveyed	95%
	Low Income Household	Service Area	18,967
		% Riders Surveyed	67%

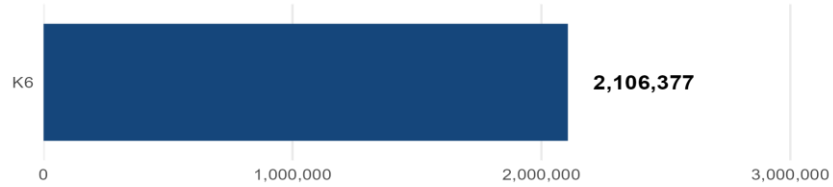
Facilities/Amenities

	Bus Stops	98
	% Stops With Shelters	32%
	% Stops With Benches	44%
	% Stops With Real-Time Signs	7%



Ridership

Annual Ridership



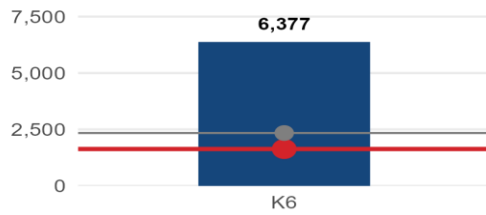
Top Transfer Locations

Fort Totten

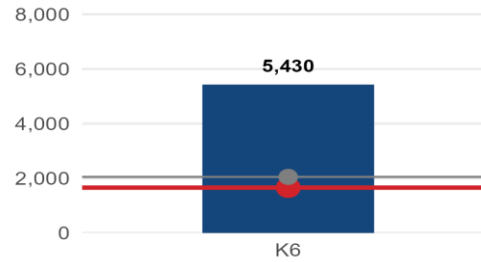
Average Daily Ridership

- Class/Tier Average
- System Average

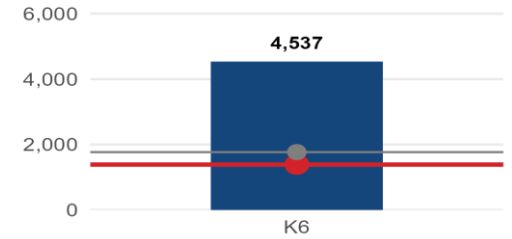
Weekday



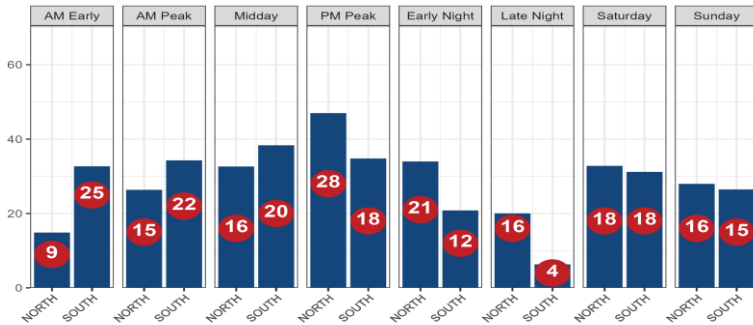
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



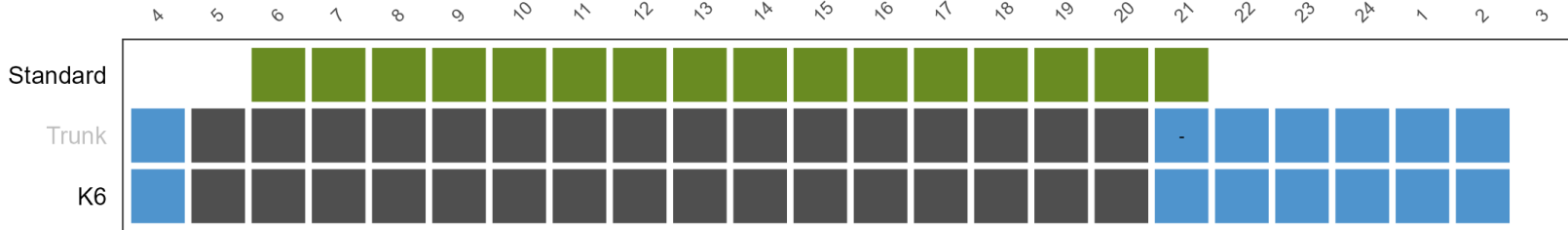
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.56	0.49
	Off-Peak Maximum Target: 1.0		0.42	0.43
Saturday Maximum Target: 1.0			0.46	0.44
Sunday Maximum Target: 1.0			0.4	0.38

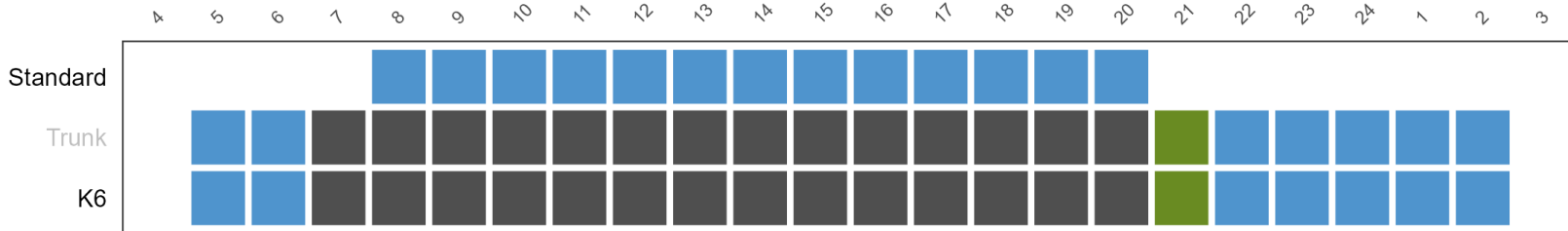
Span and Frequency



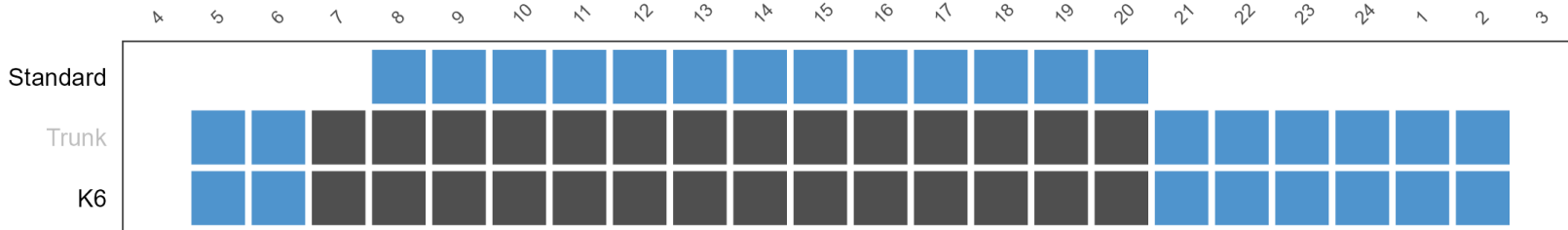
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A New Hampshire Avenue-Maryland

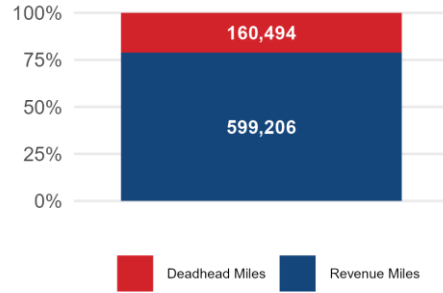
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:30 AM - 2:30 AM	-	A	5:15 AM - 2:28 AM	-	A	5:15 AM - 2:10 AM	-	A
	Frequency of Service varies	Peak: 10.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20.1	A	14.0	24.7	A	14.0	24.6	A
Productivity	Passengers per Revenue Hour 20	38.5	24.3	A	38.7	23.1	A	33.9	20.5	A
	Passengers per Revenue Mile 2	3.8	2.4	A	3.7	2.1	A	3.1	1.9	A
Reliability	On-Time Performance 79%	74%	77%	C	74%	77%	C	77%	79%	C
	Crowding 5%	3%	1%	A	4%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.53	Off-Peak: 0.34 Peak: 0.42	A	0.45	0.33	A	0.39	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.10	\$ 5.78	A	\$3.08	\$ 6.01	A	\$3.52	\$ 6.88	A
	Cost Recovery 20%	24%	20%	A	24%	18%	A	21%	16%	B

Route K6

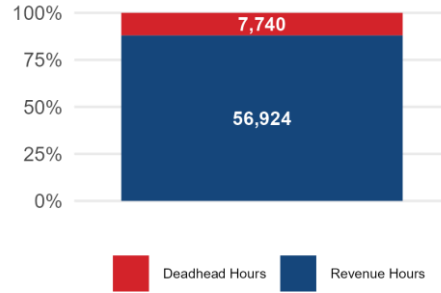
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.6			4.5			E		
	Circuitry 1.75	1.23			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	38.5	24.3	A	38.7	23.1	A	33.9	20.5	A
	Passengers per Revenue Mile 2	3.8	2.4	A	3.7	2.1	A	3.1	1.9	A
	Unique Segment Ridership 10%	33%	18%	A	72%	35%	A	89%	38%	A
Reliability	On-Time Performance 79%	74%	77%	C	74%	77%	C	77%	79%	C
	Crowding 5%	3%	1%	A	4%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.53	Off-Peak: 0.34 Peak: 0.43	A	0.45	0.34	A	0.39	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.10	\$ 5.78	A	\$3.08	\$ 6.01	A	\$3.52	\$ 6.88	A
	Cost Recovery 20%	24%	21%	A	24%	18%	A	21%	16%	B

Operational Analysis

Miles Allocation



Hours Allocation



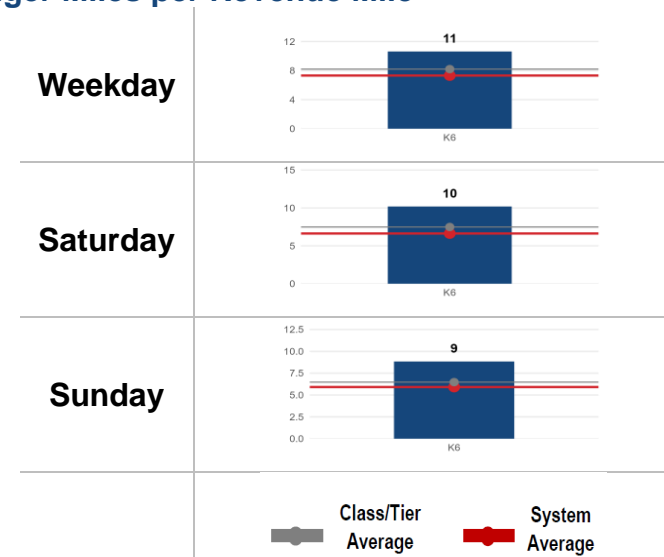
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K6	18.10	68,041	67,458 (99.1%)

Service Change Summary

Route K6 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

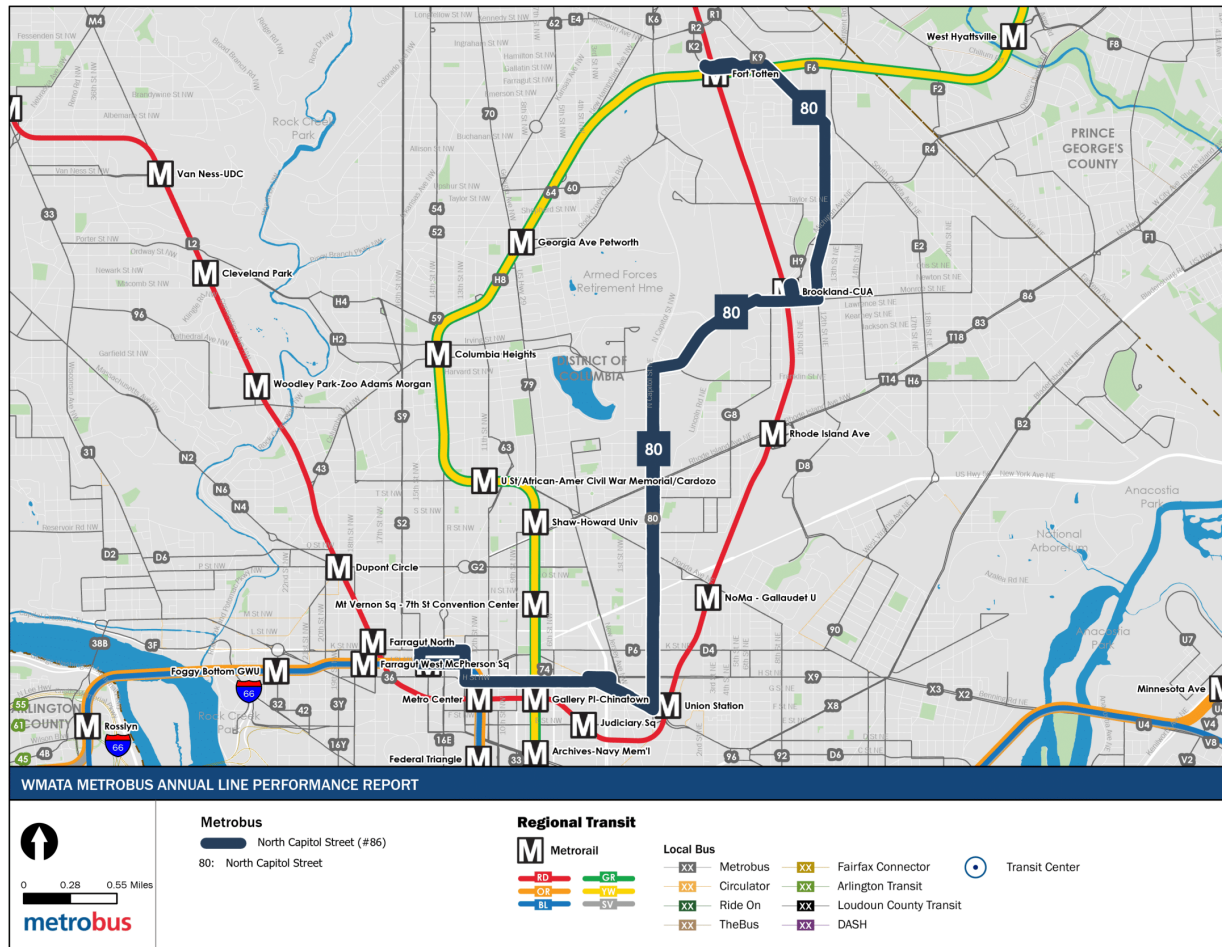
Passenger Miles per Revenue Mile



LINE: 86 - North Capitol Street

ROUTE(S): 80

About the Line



Service Classification

Framework

Activity Tier

1

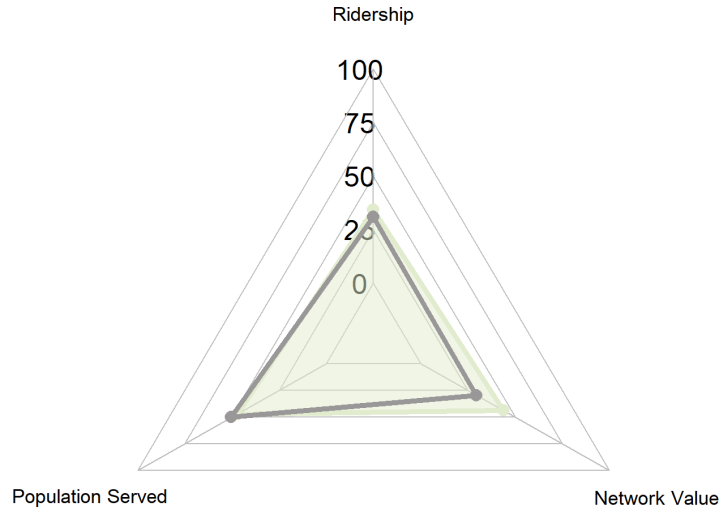
Overall Grade

Line	Overall Grade
Line 86	C

Line Benefit Score

42

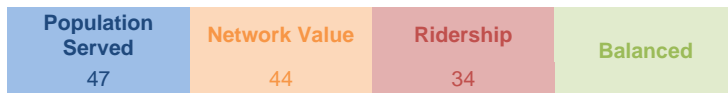
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$7,558,391
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population	44,906	
	People of Color Population	Service Area	21,848
		% Riders Surveyed	84%
	Low Income Household	Service Area	8,907
		% Riders Surveyed	54%

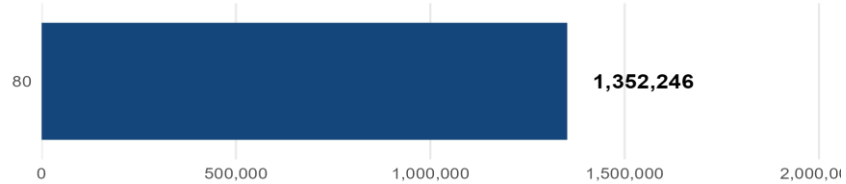
Facilities/Amenities

	Bus Stops	89
	% Stops With Shelters	28%
	% Stops With Benches	25%
	% Stops With Real-Time Signs	12%



Ridership

Annual Ridership



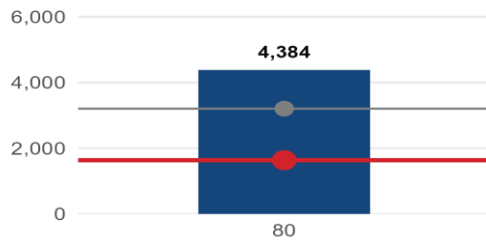
Top Transfer Locations

Fort Totten, Brookland, Gallery Place-Chinatown

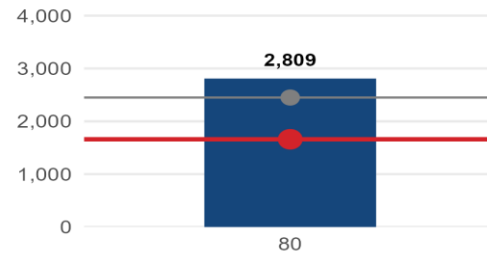
Average Daily Ridership

Class/Tier Average
 System Average

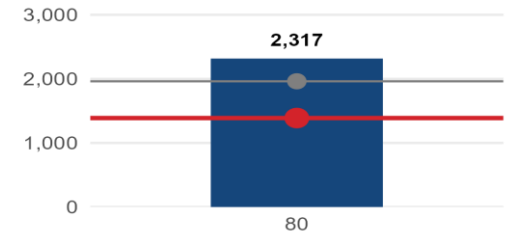
Weekday



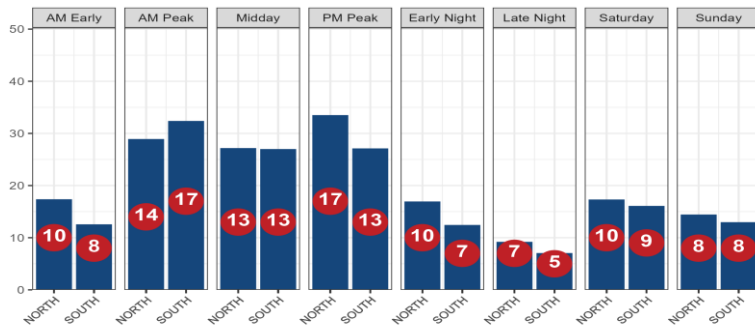
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



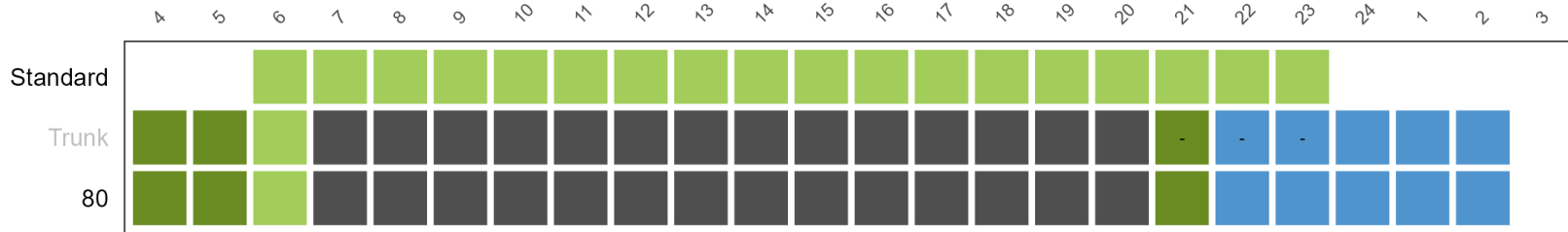
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.39	0.36
	Off-Peak Maximum Target: 1.0	0.29	0.26
Saturday Maximum Target: 1.0		0.24	0.23
Sunday Maximum Target: 1.0		0.21	0.19

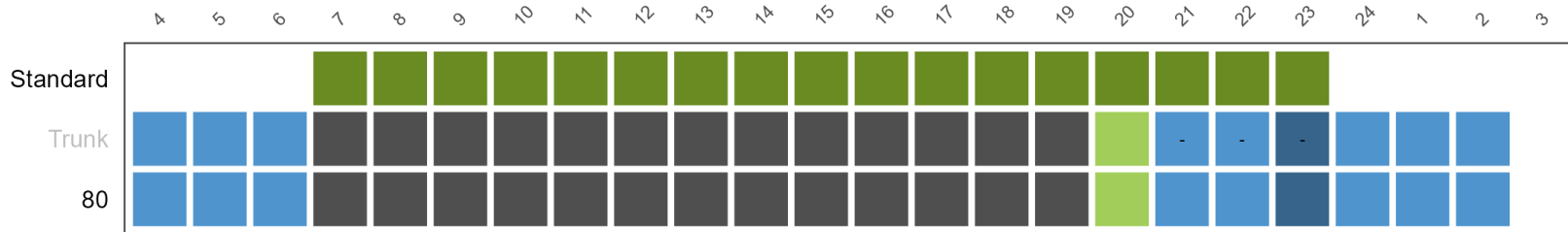
Span and Frequency



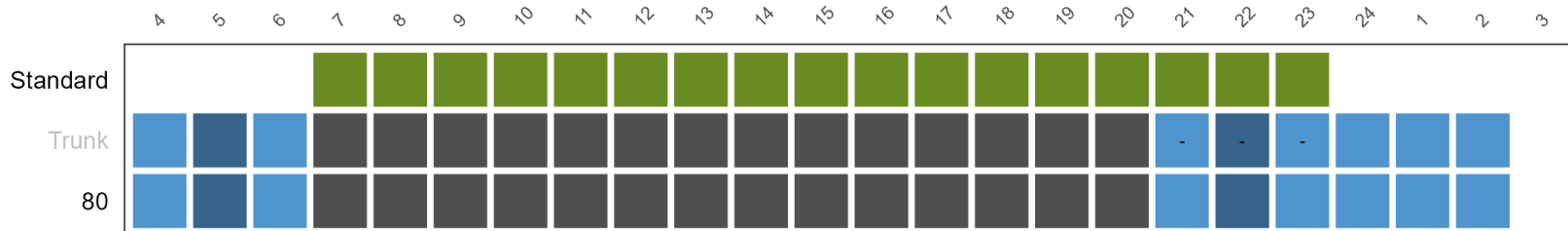
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C North Capitol Street

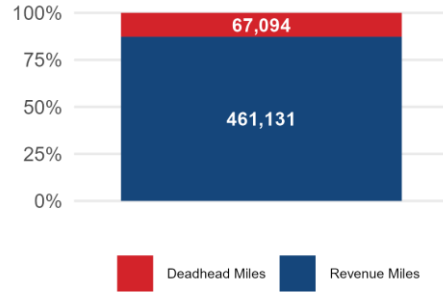
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:16 AM - 2:19 AM	-	A	4:31 AM - 2:22 AM	-	A	4:43 AM - 2:17 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 14.7 / Off-Peak: 18.6	B	15.0	20.8	A	14.0	23.9	A
Productivity	Passengers per Revenue Hour 30	23.7	29.9	E	17.0	25.2	E	16.8	22.9	E
	Passengers per Revenue Mile 4	3.4	3.9	D	2.3	3.1	E	1.9	2.7	E
Reliability	On-Time Performance 79%	74%	74%	C	75%	75%	C	76%	76%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.33 Peak: 0.46	A	0.24	0.33	A	0.2	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.04	\$ 4.49	B	\$7.01	\$ 5.36	E	\$7.12	\$ 5.93	E
	Cost Recovery 25%	14%	25%	E	10%	21%	E	10%	19%	E

Route 80

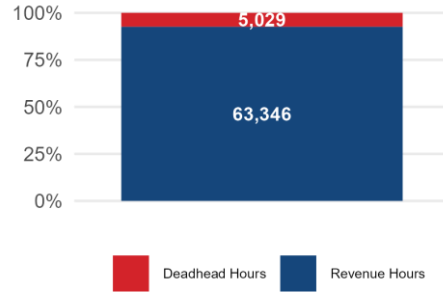
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.1			5.2			E		
	Circuitry 1.75	1.46			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	23.7	29.9	E	17.0	25.2	E	16.8	22.9	E
	Passengers per Revenue Mile 4	3.4	3.9	D	2.3	3.1	E	1.9	2.7	E
	Unique Segment Ridership 10%	58%	23%	A	57%	34%	A	56%	35%	A
Reliability	On-Time Performance 79%	74%	74%	C	75%	75%	C	76%	76%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.38	Off-Peak: 0.34 Peak: 0.47	A	0.24	0.34	A	0.2	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.04	\$ 4.49	B	\$7.01	\$ 5.36	E	\$7.12	\$ 5.93	E
	Cost Recovery 25%	14%	26%	E	10%	21%	E	10%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



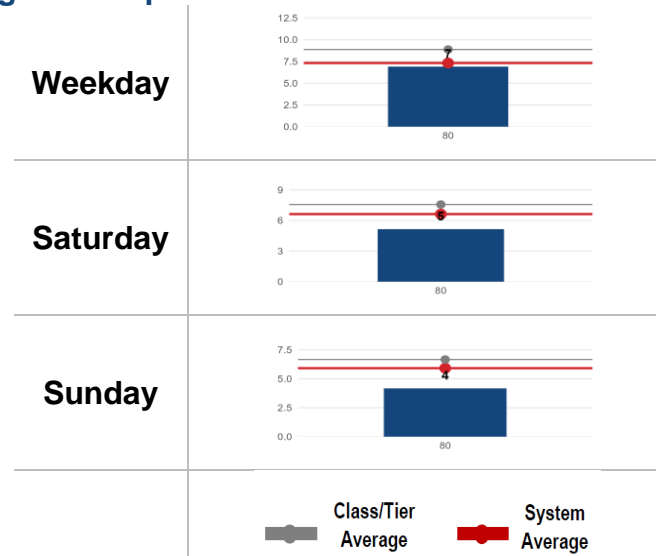
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
80	14.80	64,059	63,290 (98.8%)

Service Change Summary

Route 80 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

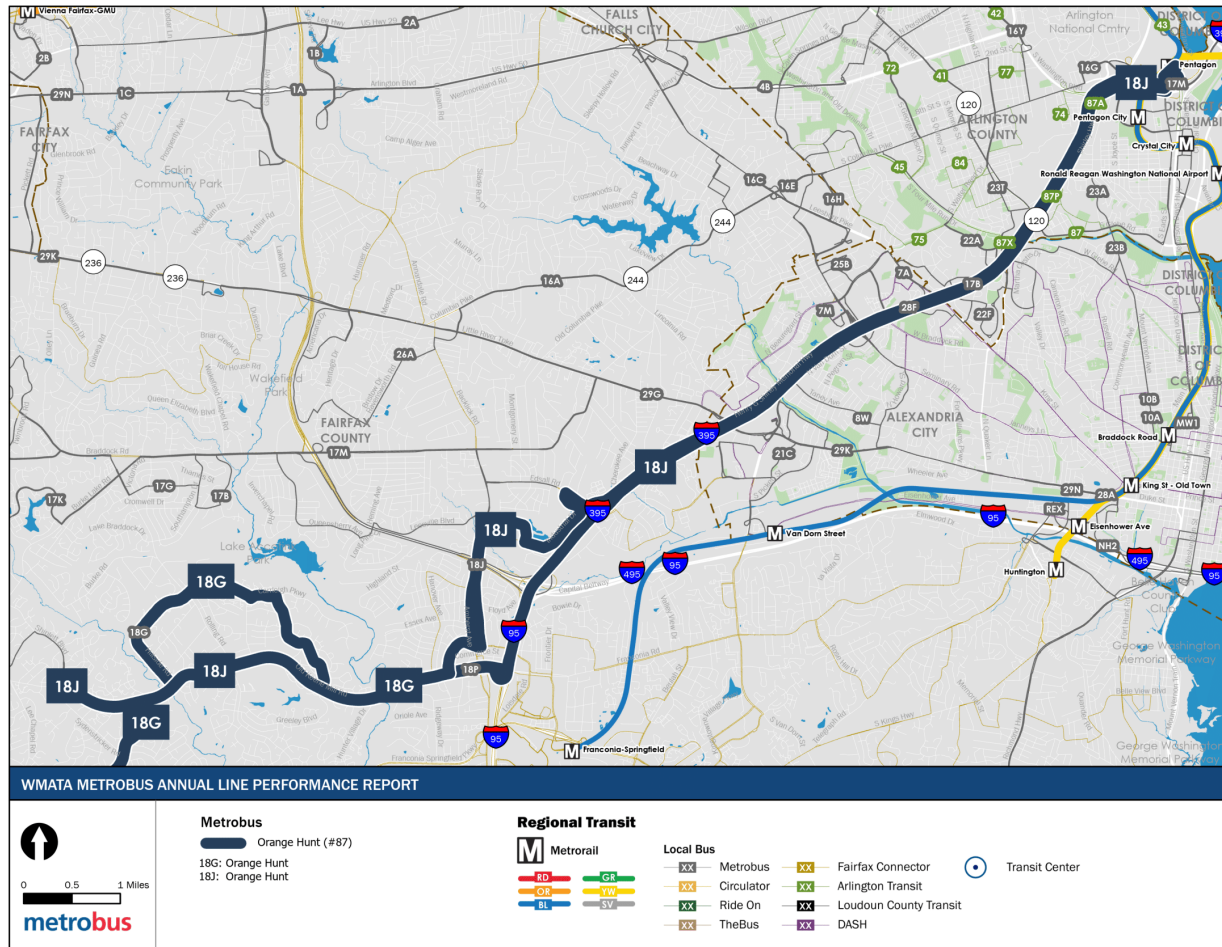
Passenger Miles per Revenue Mile



LINE: 87 - Orange Hunt

ROUTE(S): 18G, 18J

About the Line



Service Classification

Commuter

Activity Tier

3

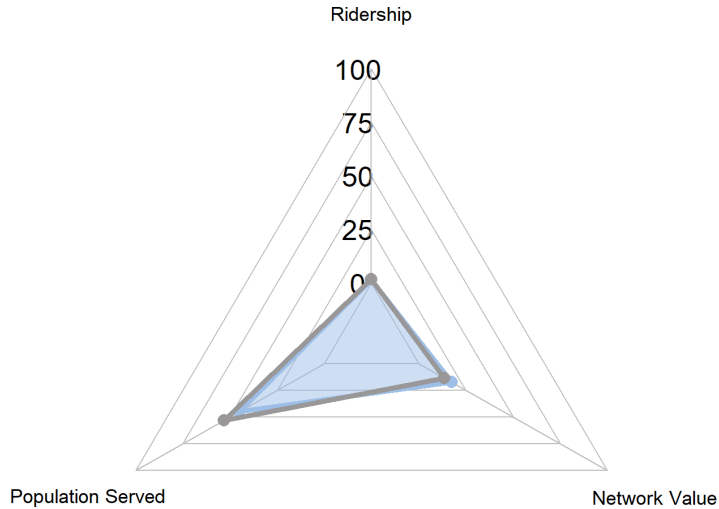
Overall Grade

Line	Grade
Orange Hunt	C

Line Benefit Score

21

Out of 100



Classification Average

Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$505,917
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	34,132	
	People of Color Population	Service Area	12,589
		% Riders Surveyed	37%
	Low Income Household	Service Area	4,688
		% Riders Surveyed	5%

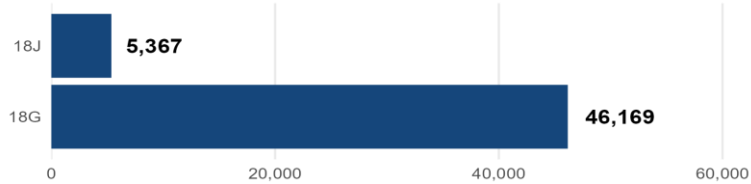
Facilities/Amenities

	Bus Stops	140
	% Stops With Shelters	9%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	1%



Ridership

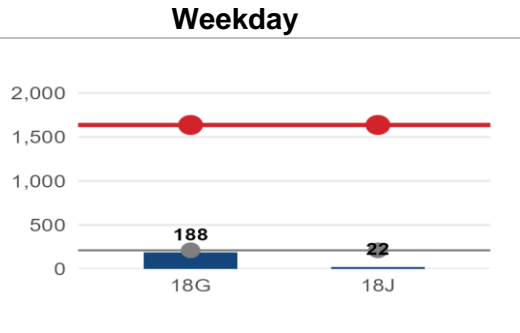
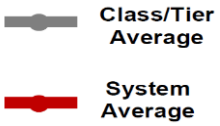
Annual Ridership



Top Transfer Locations

Pentagon

Average Daily Ridership



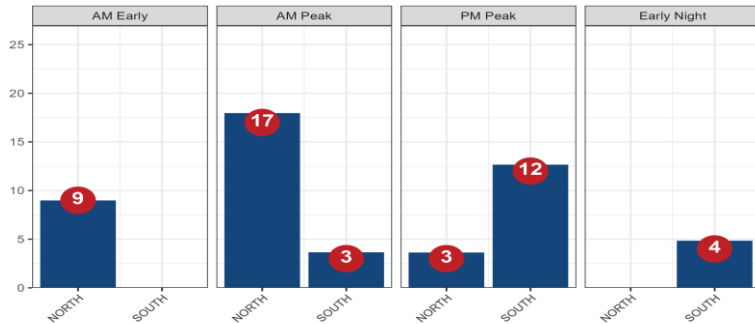
Saturday

No Service

Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



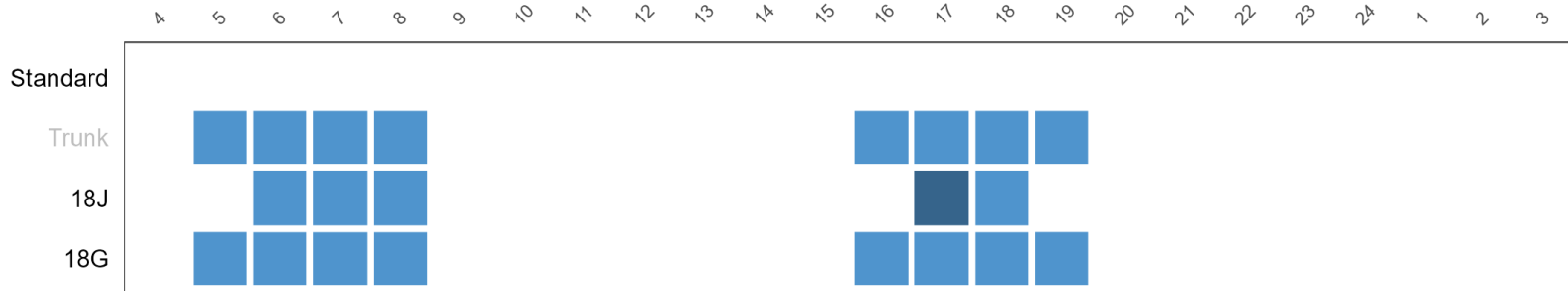
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.29	0.23
	Off-Peak Maximum Target: 1.0	0.21	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

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	5:19 AM - 8:58 AM; 4:05 PM - 7:44 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 29.0 / Off-Peak: NA	Peak: 33.5 / Off-Peak: 60.3	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	12.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.6	0.7	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	78%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.26	Off-Peak: 0.21 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.33	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	39%	24%	A	-	-	-	-	-	-

Route 18G

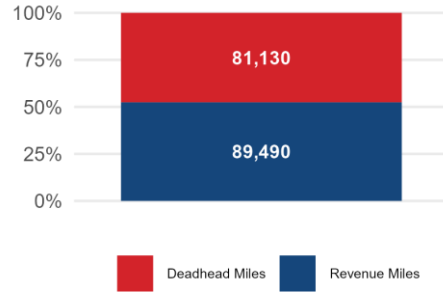
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.1			2.4			-		
	Circuitry N/A	1.15			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	15.8	13.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.7	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	43%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	87%	78%	A	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.36	Off-Peak: 0.2 Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.56	\$10.05	B	-	-	-	-	-	-
	Cost Recovery 20%	50%	22%	A	-	-	-	-	-	-

Route 18J

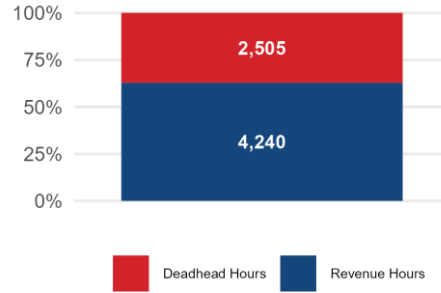
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	2.2			2.4			-		
	Circuitry N/A	1.14			1.37			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	4.8	13.5	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.2	0.7	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	47%	30%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	74%	78%	C	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.07	Peak: 0.25	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$24.95	\$10.05	E	-	-	-	-	-	-
	Cost Recovery 20%	7%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



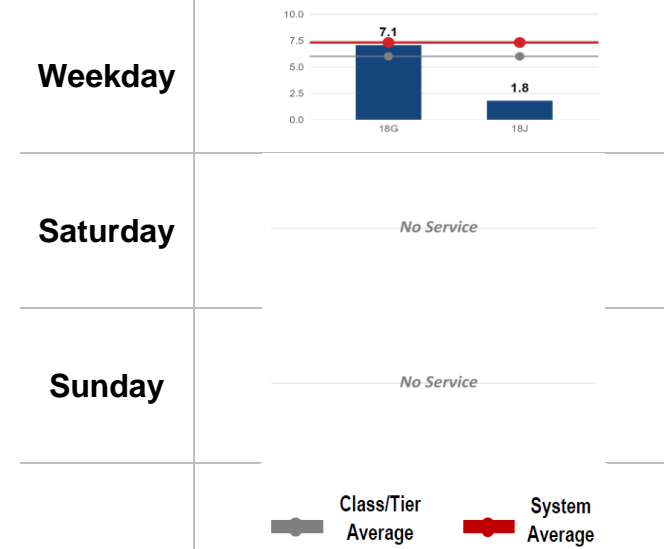
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18G	37.50	3,486	3,339 (95.8%)
18J	34.60	1,494	1,419 (95.0%)

Service Change Summary

Route 18G - Dec 2022:
 Weekday: Add bus stop; Saturday: No change; Sunday: No change;
 Route 18J - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

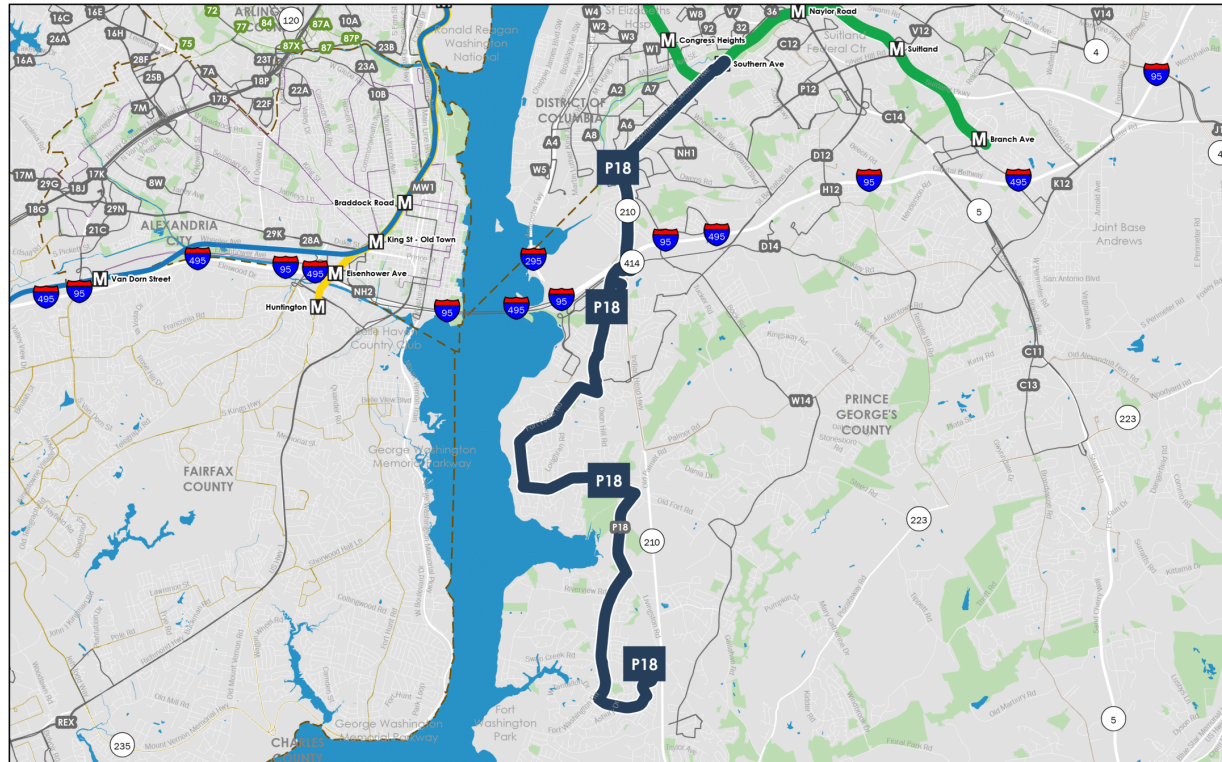
Passenger Miles per Revenue Mile



LINE: 88 - Oxon Hill-Fort Washington

ROUTE(S): P18

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 Oxon Hill-Fort Washington (#88)
 P18: Oxon Hill-Fort Washington

Regional Transit

- M Metrorail
- RD Metrolink
- GR Green Line
- BL Blue Line
- SV Silver Line
- XX Fairfax Connector
- XX Circulator
- XX Ride On
- XX TheBus
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

Local Bus

- XX Metrolink
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH

● Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
88	B

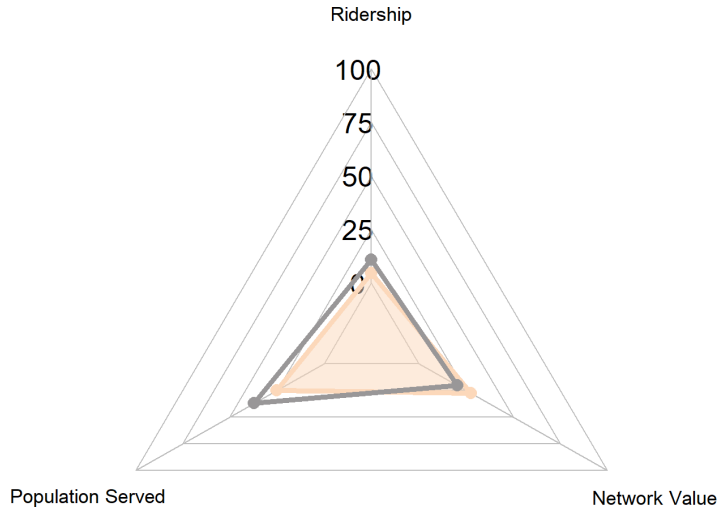
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

19

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
25	28	5	

Operating Statistics

	Annual Operating Costs	\$1,406,353
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	19,259	
	People of Color Population	Service Area	16,431
		% Riders Surveyed	97%
	Low Income Household	Service Area	6,399
		% Riders Surveyed	42%

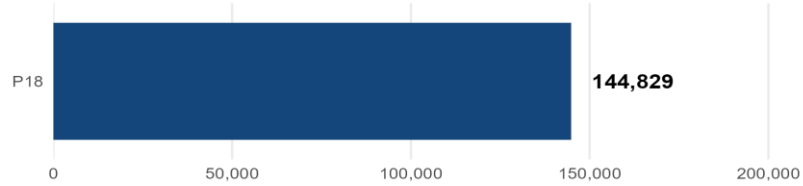
Facilities/Amenities

	Bus Stops	81
	% Stops With Shelters	6%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	1%



Ridership

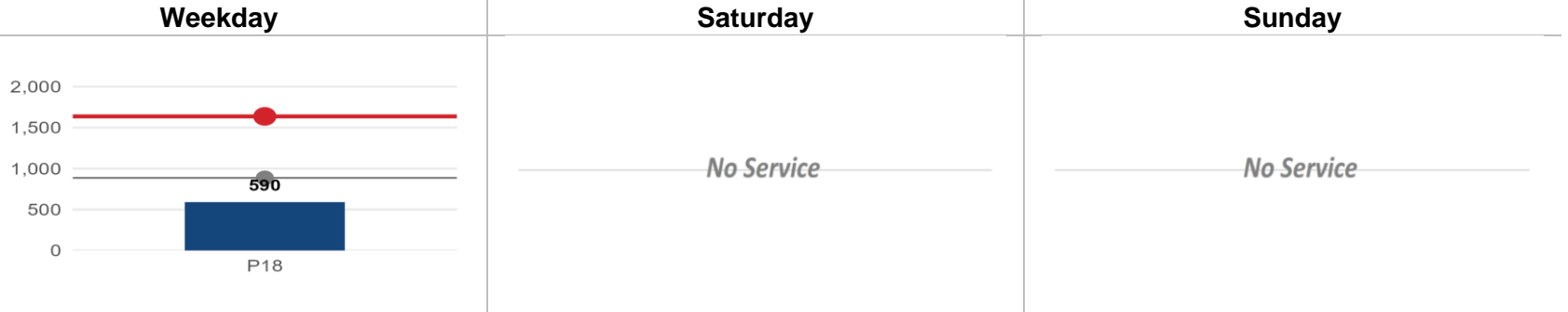
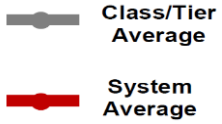
Annual Ridership



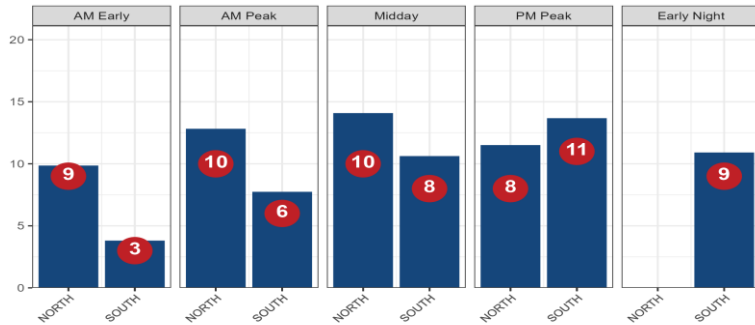
Top Transfer Locations

Southern Avenue

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



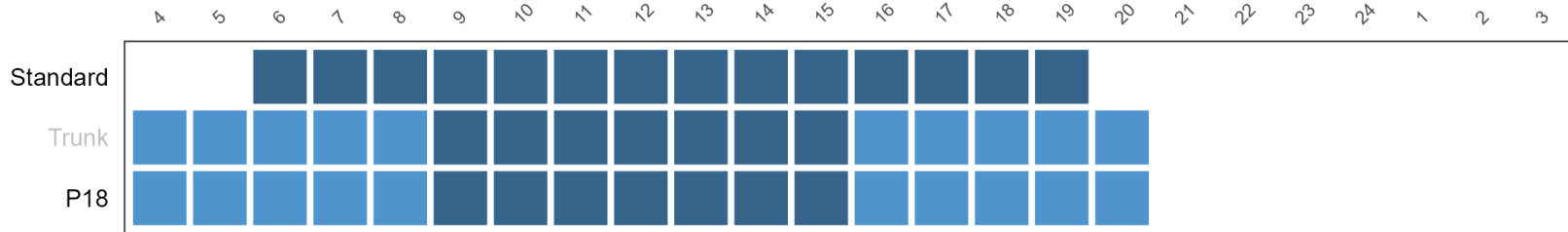
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.23	0.22
	Off-Peak Maximum Target: 1.0	0.23	0.19
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 Oxon Hill-Fort Washington

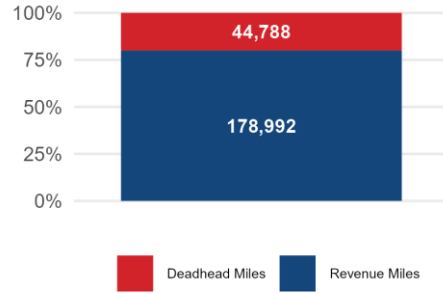
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:32 AM - 8:12 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 27.0 / Off-Peak: 58.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	12.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	D	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.23	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.22	\$ 6.54	E	-	-	-	-	-	-
	Cost Recovery 20%	6%	11%	E	-	-	-	-	-	-

Route P18

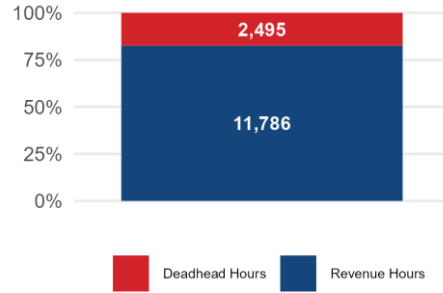
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	2.6			4.8			E		
	Circuitry N/A	1.81			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	12.9	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	0.8	1.7	D	-	-	-	-	-	-
	Unique Segment Ridership 10%	78%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.23	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$9.22	\$ 6.54	E	-	-	-	-	-	-
	Cost Recovery 20%	6%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



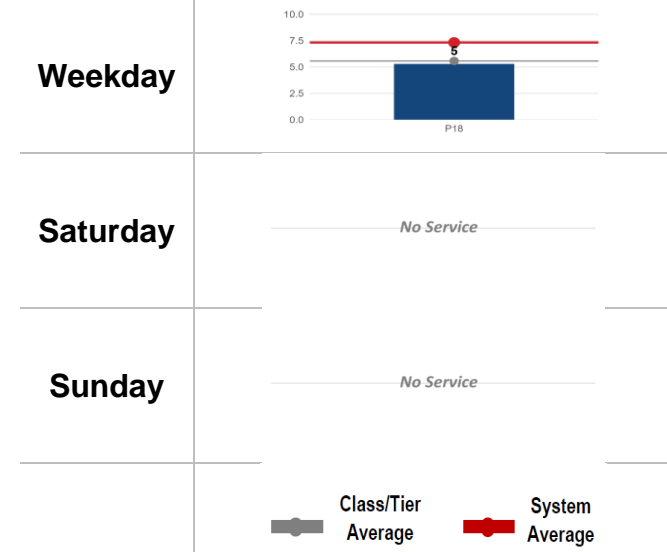
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P18	32.20	12,954	12,810 (98.9%)

Service Change Summary

Route P18 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

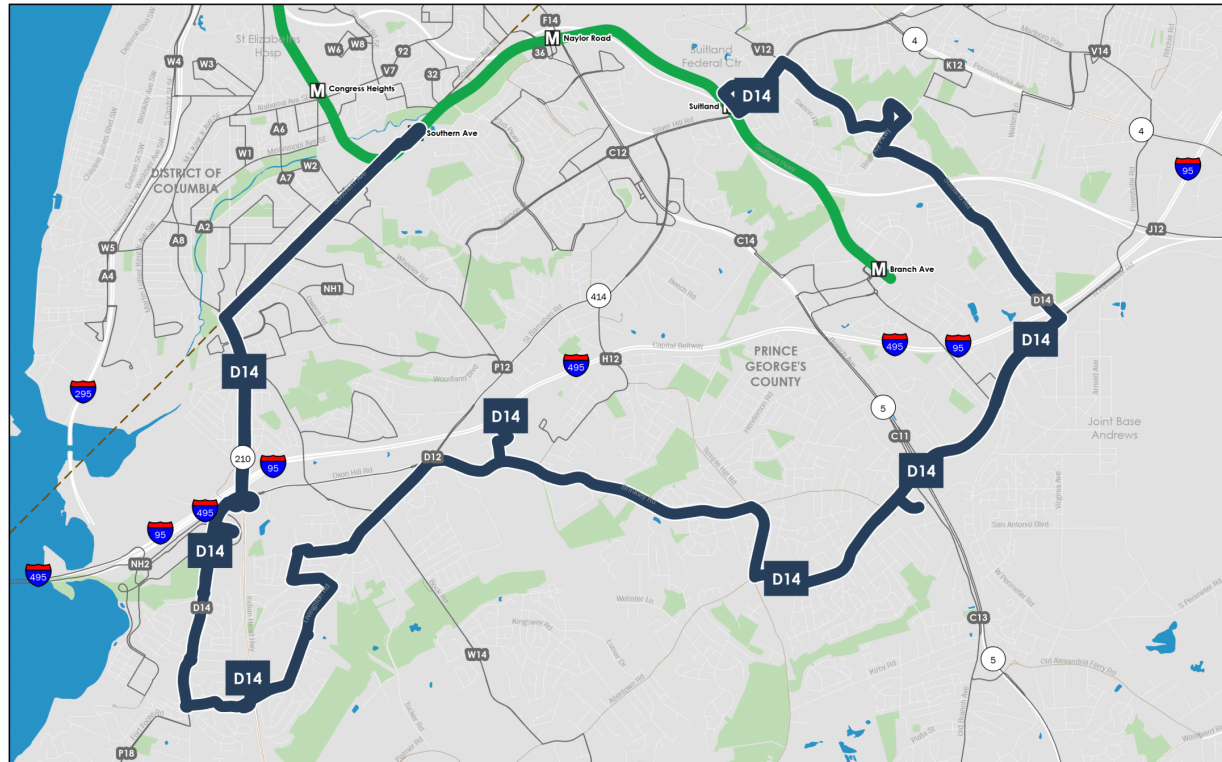
Passenger Miles per Revenue Mile



LINE: 584 - Oxon Hill-Suitland

ROUTE(S): D14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 Oxon Hill-Suitland (#584)
 D14: Oxon Hill-Suitland

Regional Transit

Metrotransit
 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
- SV Transit Center

0 0.35 0.7 Miles
 metrobus

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	Overall Grade
D14	B

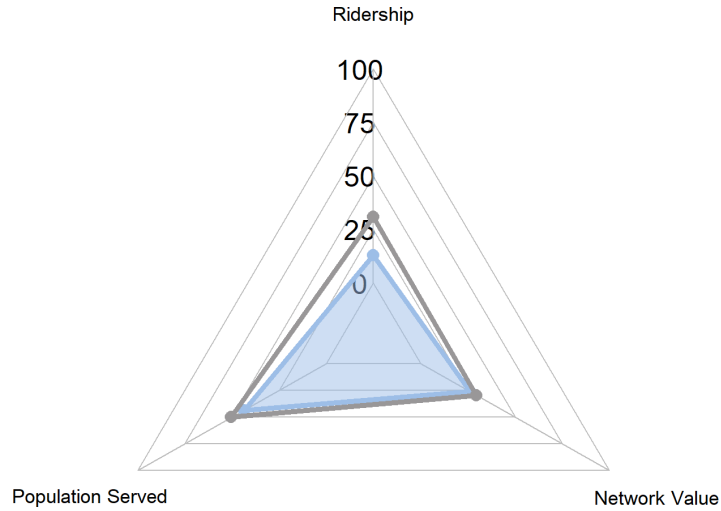
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

28

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$3,338,772
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population	42,729	
	People of Color Population	Service Area	36,054
		% Riders Surveyed	98%
	Low Income Household	Service Area	11,947
		% Riders Surveyed	78%

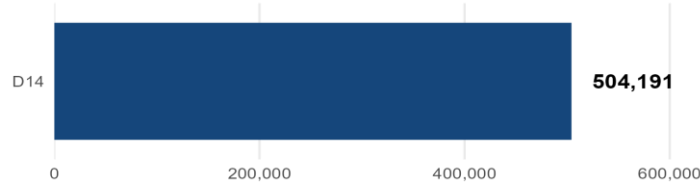
Facilities/Amenities

	Bus Stops	189
	% Stops With Shelters	7%
	% Stops With Benches	5%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



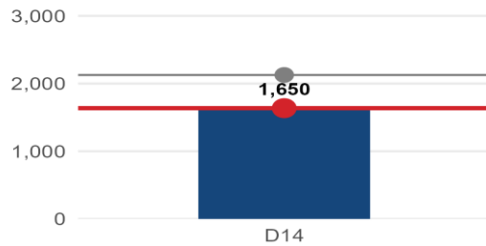
Top Transfer Locations

Southern Avenue, Suitland

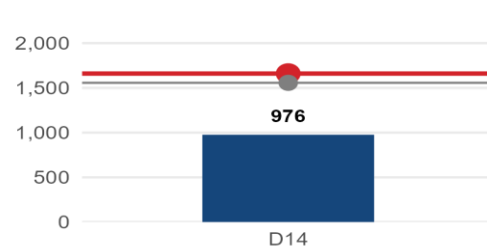
Average Daily Ridership

- Class/Tier Average
- System Average

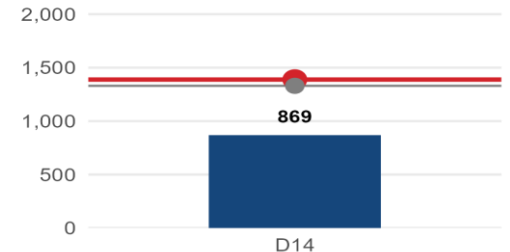
Weekday



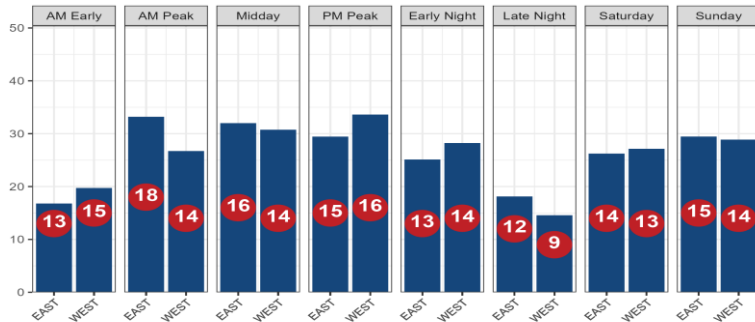
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



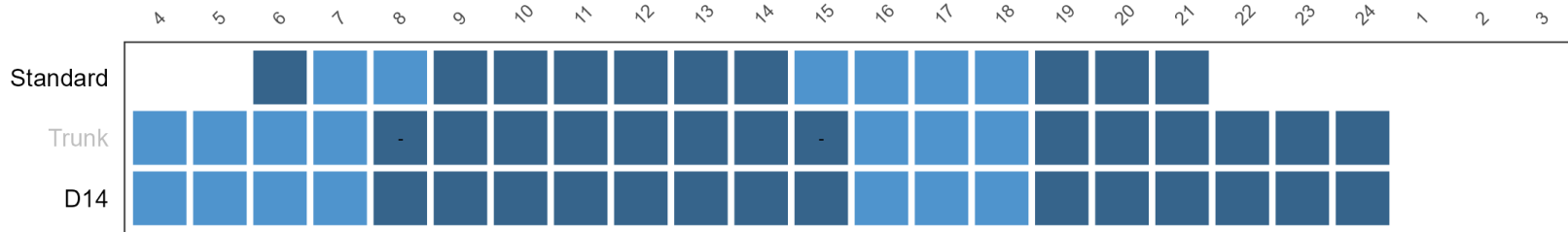
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.4	0.37
	Off-Peak Maximum Target: 1.0	0.36	0.36
Saturday Maximum Target: 1.0		0.35	0.33
Sunday Maximum Target: 1.0		0.37	0.35

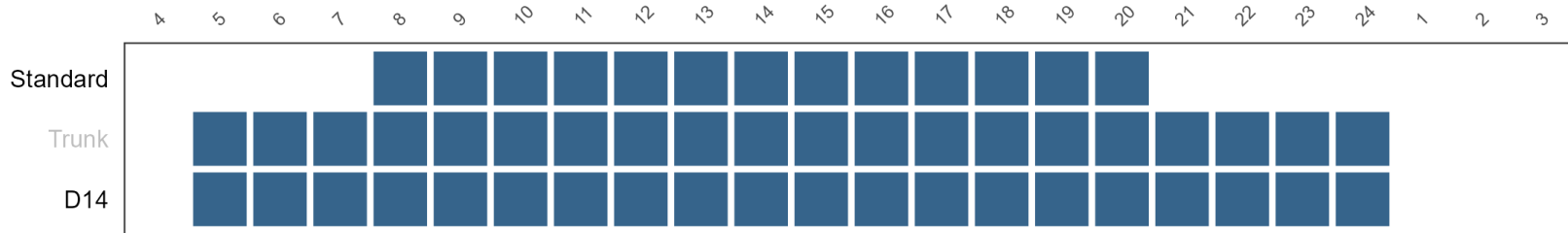
Span and Frequency



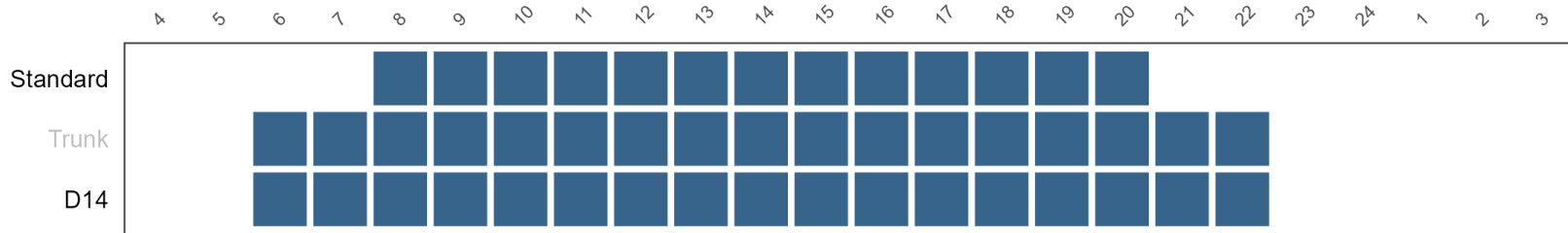
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Oxon Hill-Suitland

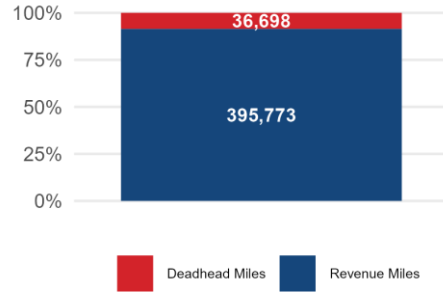
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:12 AM - 12:37 AM	-	A	5:30 AM - 12:30 AM	-	A	6:00 AM - 10:39 PM	-	A
	Frequency of Service varies	Peak: 30.0 / Off-Peak: 58.0	Peak: 21.4 / Off-Peak: 34.5	B	59.0	40.5	B	60.0	39.1	B
Productivity	Passengers per Revenue Hour 15	20.2	24.8	A	17.9	20.6	A	19.3	19.4	A
	Passengers per Revenue Mile 1	1.3	2.1	A	1.2	1.7	A	1.3	1.6	A
Reliability	On-Time Performance 79%	68%	75%	E	64%	75%	E	68%	77%	E
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.39	Off-Peak: 0.31 Peak: 0.4	A	0.34	0.29	A	0.36	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.89	\$ 5.34	A	\$6.66	\$ 6.22	A	\$6.19	\$ 6.54	A
	Cost Recovery 20%	8%	12%	E	7%	10%	E	7%	9%	E

Route D14

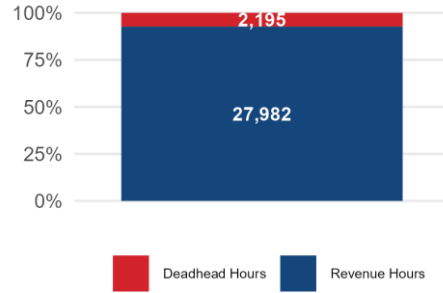
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.3			4.6			A		
	Circuitry 1.75	6.36			2.17			E		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	20.2	24.8	A	17.9	20.6	A	19.3	19.4	A
	Passengers per Revenue Mile 1	1.3	2.1	A	1.2	1.7	A	1.3	1.6	A
	Unique Segment Ridership 10%	69%	41%	A	69%	58%	A	70%	61%	A
Reliability	On-Time Performance 79%	68%	75%	E	64%	75%	E	68%	77%	E
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.39	Off-Peak: 0.31 Peak: 0.41	A	0.34	0.29	A	0.36	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.89	\$ 5.34	A	\$6.66	\$ 6.22	A	\$6.19	\$ 6.54	A
	Cost Recovery 20%	8%	13%	E	7%	10%	E	7%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



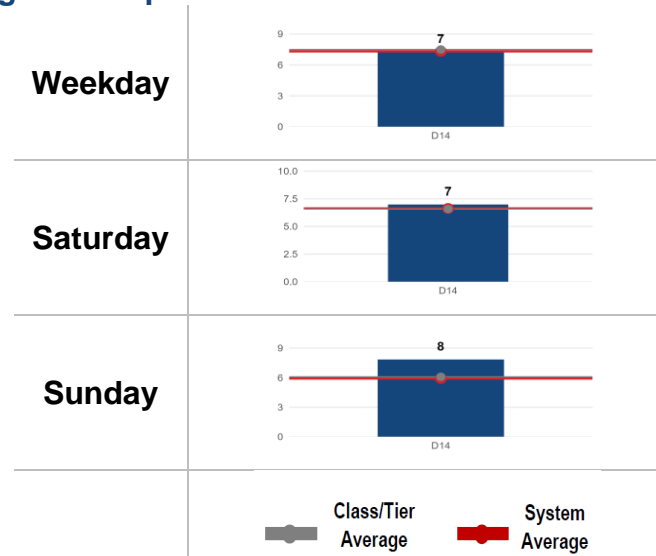
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D14	47.40	18,789	18,465 (98.3%)

Service Change Summary

Route D14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

Passenger Miles per Revenue Mile



LINE: 89 - P Street-Ledroit Park

ROUTE(S): G2

About the Line



Service Classification

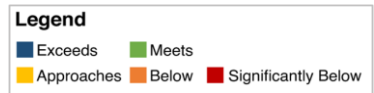
Coverage

Activity Tier

1

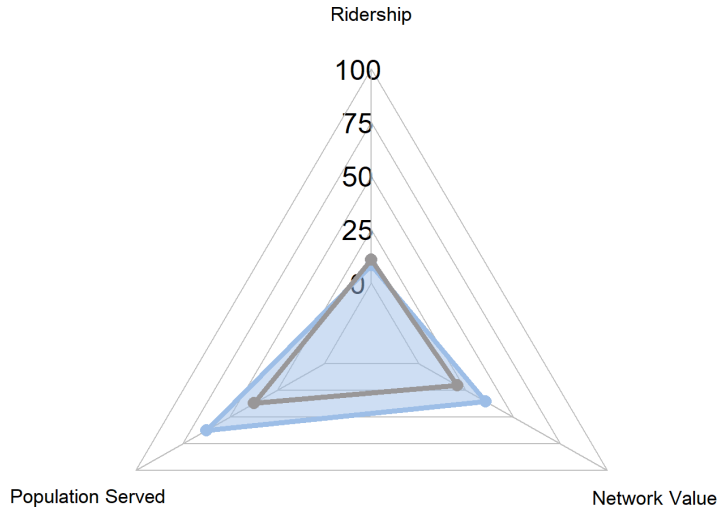
Overall Grade

Line	Overall Grade
G2	C



Line Benefit Score

35
Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,140,404
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population	48,745	
	People of Color Population	Service Area	14,594
		% Riders Surveyed	74%
	Low Income Household	Service Area	7,928
		% Riders Surveyed	36%

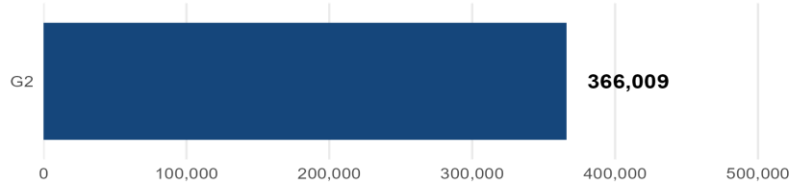
Facilities/Amenities

	Bus Stops	59
	% Stops With Shelters	25%
	% Stops With Benches	22%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



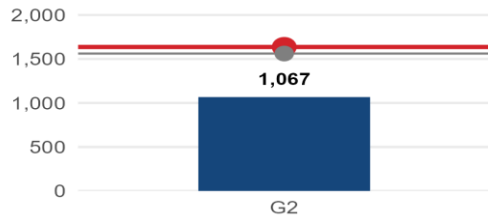
Top Transfer Locations

Dupont Circle, Shaw-Howard University, Mt. Vernon Square-UDC

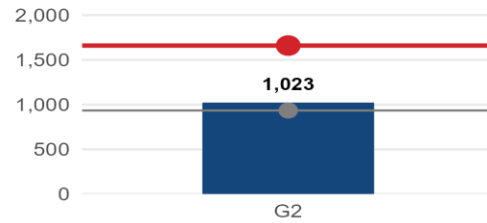
Average Daily Ridership

- Class/Tier Average
- System Average

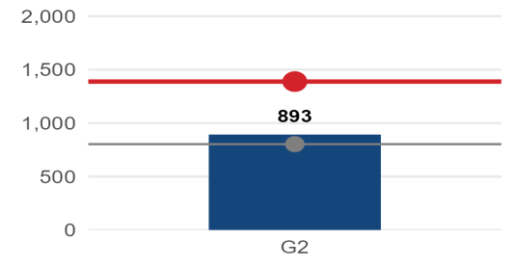
Weekday



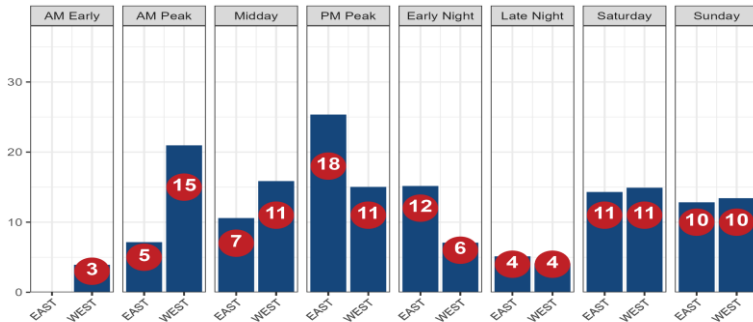
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



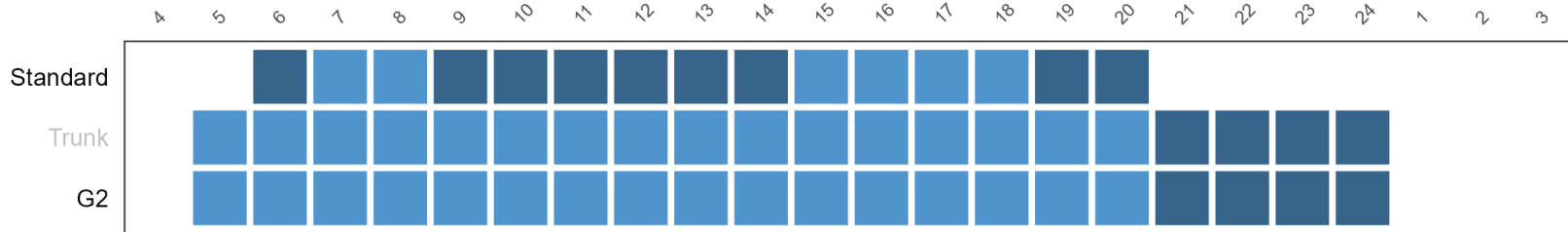
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.47	0.44
	Off-Peak Maximum Target: 1.0	0.29	0.28
Saturday Maximum Target: 1.0		0.37	0.39
Sunday Maximum Target: 1.0		0.34	0.35

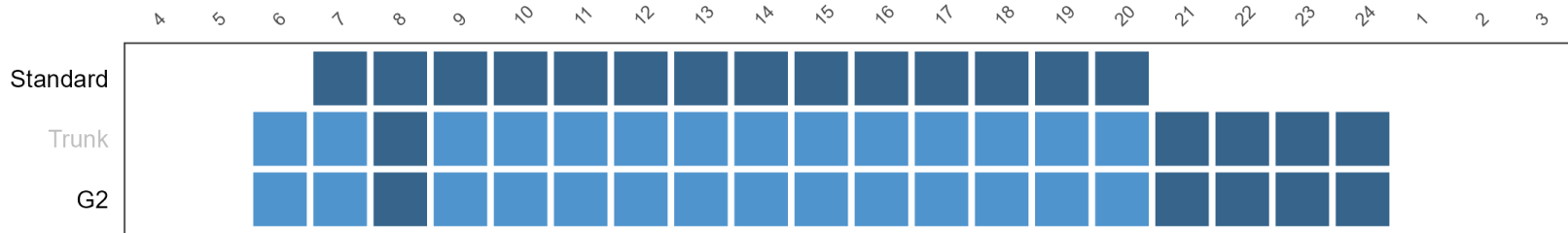
Span and Frequency



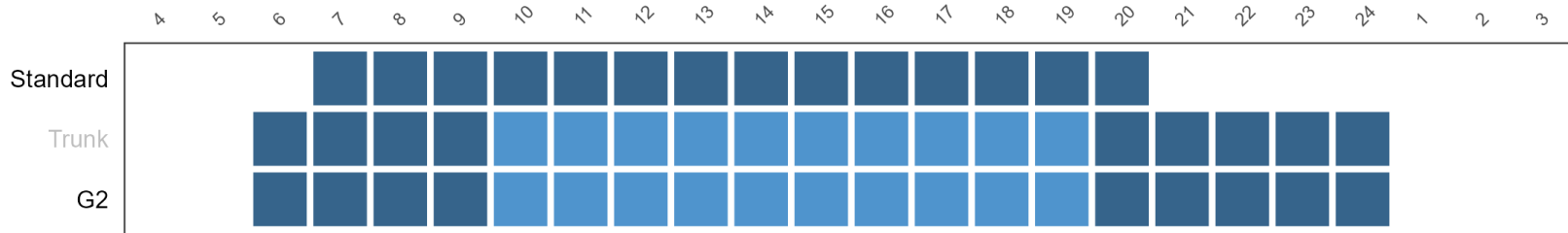
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C P Street-Ledroit Park

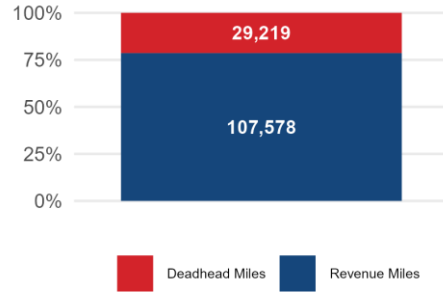
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:45 AM - 12:30 AM	-	A	6:15 AM - 12:33 AM	-	A	6:20 AM - 12:29 AM	-	A
	Frequency of Service varies	Peak: 26.0 / Off-Peak: 29.0	Peak: 18.3 / Off-Peak: 26.7	B	31.0	29.5	A	31.0	30.0	A
Productivity	Passengers per Revenue Hour 20	19.2	25.3	C	20.0	21.5	B	17.9	19.2	D
	Passengers per Revenue Mile 4	3.3	3.5	D	3.4	2.7	D	3.0	2.4	E
Reliability	On-Time Performance 79%	76%	75%	C	74%	76%	C	82%	79%	B
	Crowding 5%	4%	2%	A	6%	1%	E	4%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.46	Off-Peak: 0.26 Peak: 0.38	A	0.38	0.26	A	0.34	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.21	\$ 4.85	D	\$5.96	\$ 5.62	C	\$6.65	\$ 6.32	E
	Cost Recovery 25%	21%	16%	D	21%	14%	D	19%	13%	D

Route G2

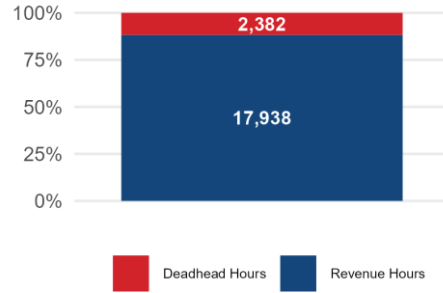
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.2			6.4			E		
Route Design	Circuitry N/A	1.12			1.55			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	19.2	25.3	C	20.0	21.5	B	17.9	19.2	D
	Passengers per Revenue Mile 4	3.3	3.5	D	3.4	2.7	D	3.0	2.4	E
	Unique Segment Ridership 10%	85%	47%	A	82%	46%	A	81%	45%	A
Reliability	On-Time Performance 79%	76%	75%	C	74%	76%	C	82%	79%	B
	Crowding 5%	4%	3%	A	6%	1%	E	4%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.46	Off-Peak: 0.28 Peak: 0.4	A	0.38	0.27	A	0.34	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.21	\$ 4.85	D	\$5.96	\$ 5.62	C	\$6.65	\$ 6.32	E
	Cost Recovery 25%	21%	15%	D	21%	13%	D	19%	12%	D

Operational Analysis

Miles Allocation



Hours Allocation



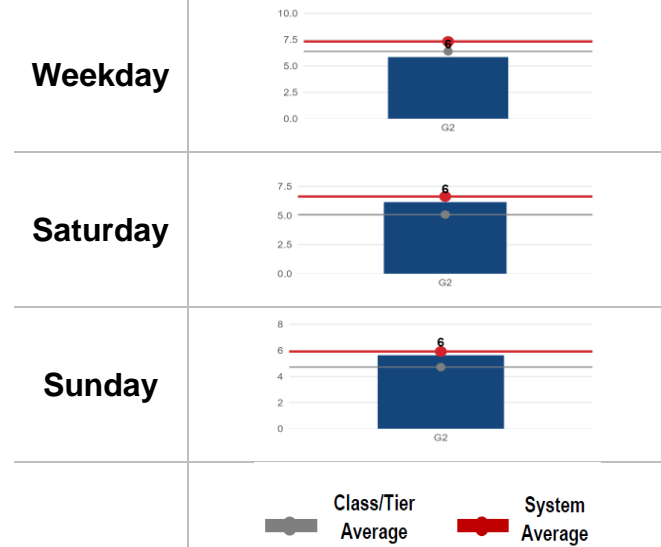
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G2	8.50	26,375	25,863 (98.1%)

Service Change Summary

Route G2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

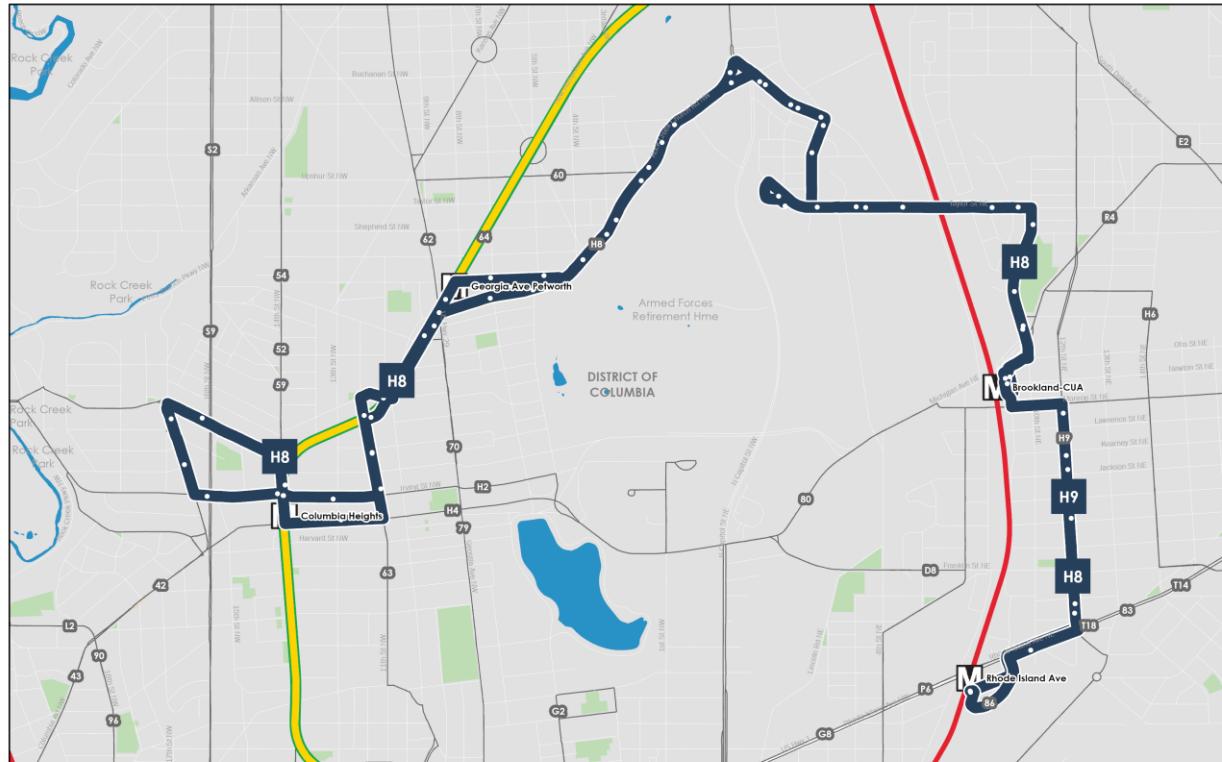
Passenger Miles per Revenue Mile



LINE: 91 - Park Road-Brookland

ROUTE(S): H8, H9

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— Park Road-Brookland (#91)

H8: Park Road-Brookland

H9: Park Road-Brookland

Regional Transit

M Metrorail

— Metrorail

Local Bus

— Metrobus

— Fairfax Connector

— Circulator

— Ride On

— TheBus

— Arlington Transit

— Loudoun County Transit

— DASH

— Transit Center

0 0.13 0.25 Miles

Service Classification

Framework

Activity Tier

1

Overall Grade

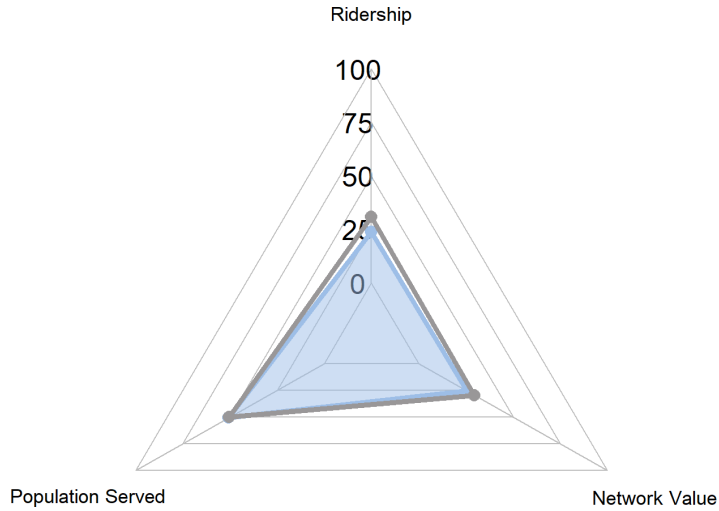
Line	Overall Grade
Park Road-Brookland	B

Legend

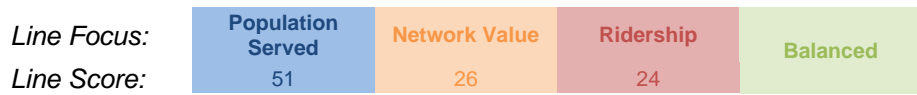
Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

33
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$3,615,574
	Peak Vehicles	8
	Vehicle Type(s)	40 Foot

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

	Service Area Population	63,620	
	People of Color Population	Service Area	29,547
		% Riders Surveyed	90%
	Low Income Household	Service Area	16,297
		% Riders Surveyed	61%

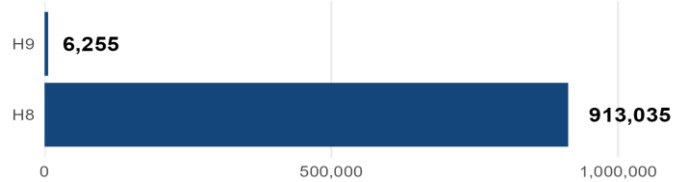
Facilities/Amenities

	Bus Stops	75
	% Stops With Shelters	13%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	8%



Ridership

Annual Ridership



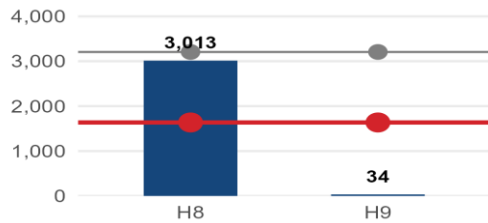
Top Transfer Locations

Brookland, Georgia Avenue-Petworth, Columbia Heights

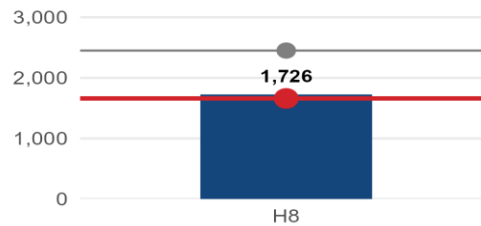
Average Daily Ridership

Class/Tier Average
 System Average

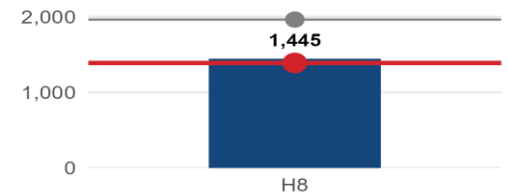
Weekday



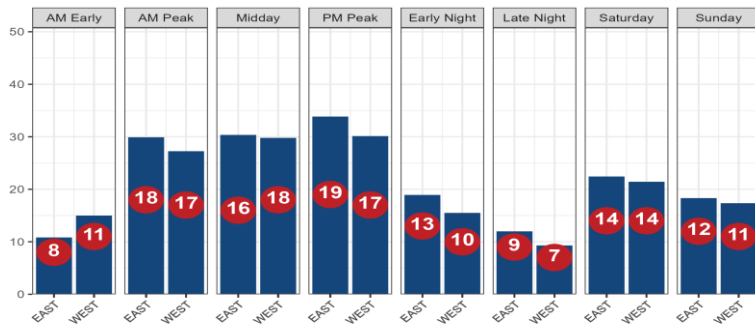
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



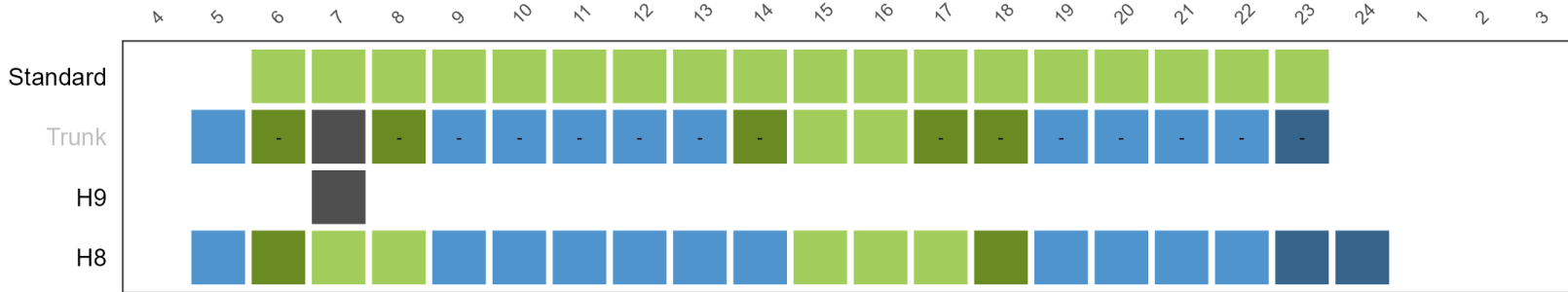
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.47	0.43
	Off-Peak Maximum Target: 1.0	0.35	0.35
Saturday Maximum Target: 1.0		0.35	0.34
Sunday Maximum Target: 1.0		0.29	0.28

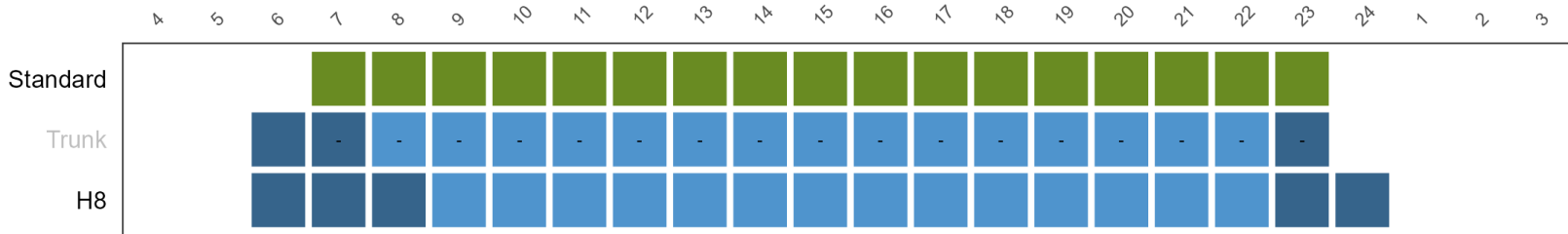
Span and Frequency



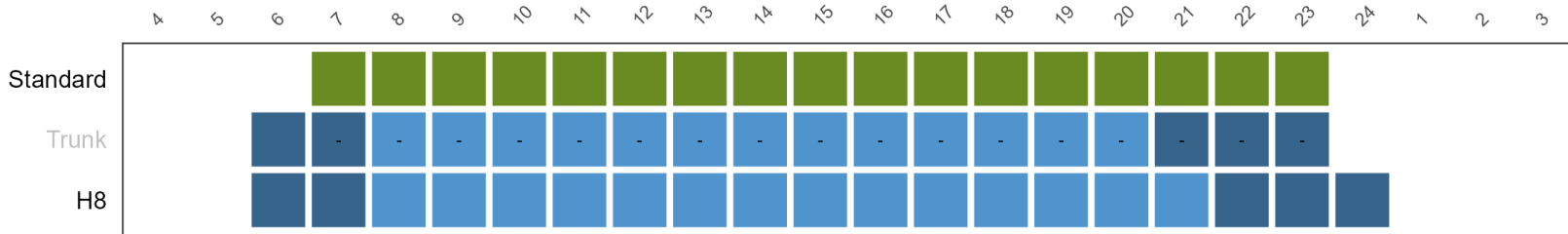
Weekday (by Hour)



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 - 12:17 AM	-	A	6:00 AM - 12:16 AM	-	A	6:00 AM - 12:21 AM	-	A
	Frequency of Service varies	Peak: 13.0 / Off-Peak: 23.0	Peak: 14.7 / Off-Peak: 18.6	B	27.0	20.8	D	27.0	23.9	D
Productivity	Passengers per Revenue Hour 30	32.7	29.9	B	28.6	25.2	C	23.0	22.9	E
	Passengers per Revenue Mile 4	4.6	3.9	A	3.7	3.1	C	3.0	2.7	E
Reliability	On-Time Performance 79%	78%	74%	C	77%	75%	C	84%	76%	B
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.45	Off-Peak: 0.33 Peak: 0.46	A	0.34	0.33	A	0.29	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.65	\$ 4.49	A	\$4.17	\$ 5.36	A	\$5.18	\$ 5.93	B
	Cost Recovery 25%	24%	25%	C	21%	21%	D	17%	19%	E

Route H8

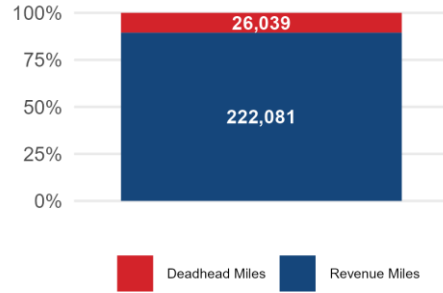
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.6			5.2			E		
	Circuitry 1.75	1.75			1.29			C		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	32.7	29.9	B	28.6	25.2	C	23.0	22.9	E
	Passengers per Revenue Mile 4	4.5	3.9	A	3.7	3.1	C	3.0	2.7	E
	Unique Segment Ridership 10%	30%	23%	A	54%	34%	A	54%	35%	A
Reliability	On-Time Performance 79%	78%	74%	C	77%	75%	C	84%	76%	A
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.45	Off-Peak: 0.34 Peak: 0.47	A	0.34	0.34	A	0.29	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.65	\$ 4.49	A	\$4.17	\$ 5.36	A	\$5.18	\$ 5.93	B
	Cost Recovery 25%	24%	26%	C	21%	21%	D	17%	19%	E

Route H9

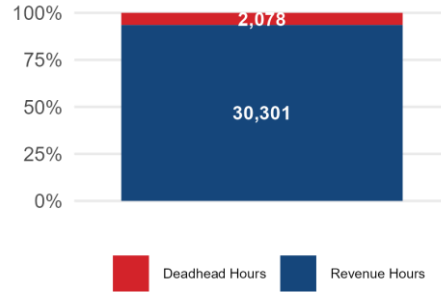
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.8			5.2			E		
	Circuitry 1.75	1			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	29.6	29.9	C	-	-	-	-	-	-
	Passengers per Revenue Mile 4	5.9	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	23%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	89%	74%	A	-	-	-	-	-	-
	Crowding 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Peak: 0.39	Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.03	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	41%	26%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



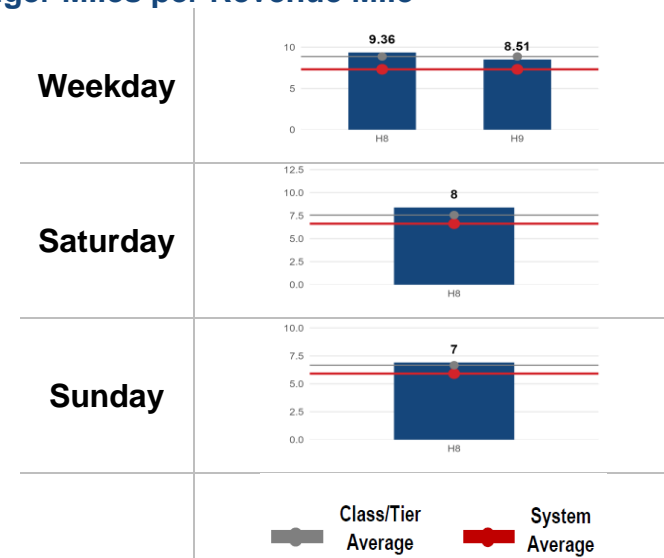
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H8	11.60	36,897	36,434 (98.7%)
H9	2.80	360	358 (99.4%)

Service Change Summary

Route H8 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route H9 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

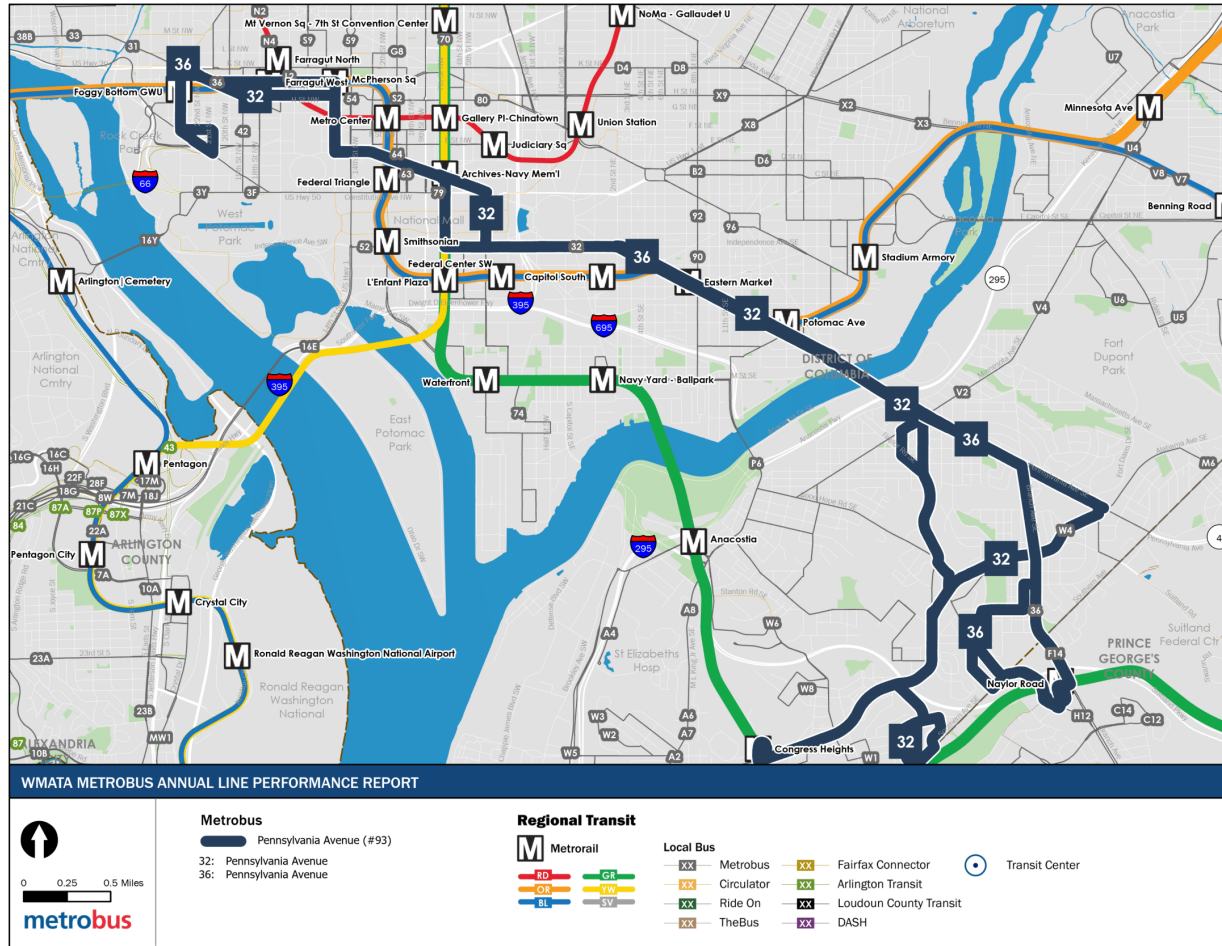
Passenger Miles per Revenue Mile



LINE: 93 - Pennsylvania Avenue

ROUTE(S): 32, 36

About the Line



Service Classification

Framework

Activity Tier

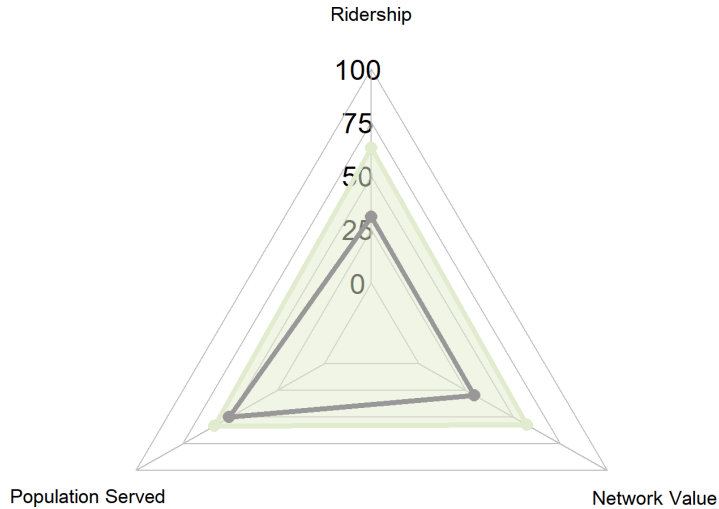
1

Overall Grade

Line	Overall Grade
Line 93 - Pennsylvania Avenue	C

Line Benefit Score

60
Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	57	63	

Operating Statistics

	Annual Operating Costs	\$11,312,313
	Peak Vehicles	20
	Vehicle Type(s)	40 Foot

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

	Service Area Population	68,585	
	People of Color Population	Service Area	43,845
		% Riders Surveyed	88%
	Low Income Household	Service Area	22,905
		% Riders Surveyed	57%

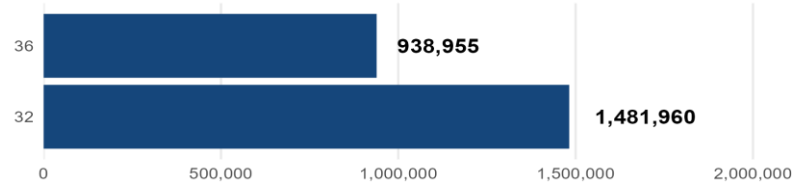
Facilities/Amenities

	Bus Stops	128
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	18%



Ridership

Annual Ridership

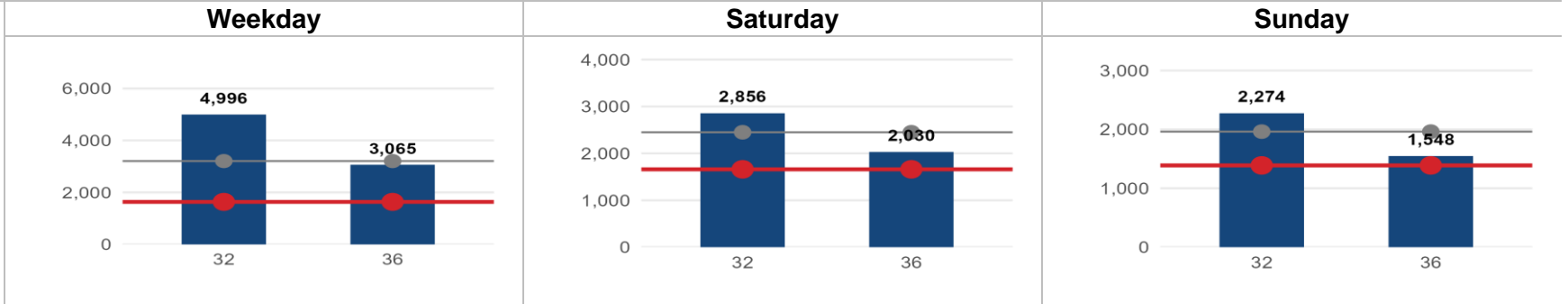


Top Transfer Locations

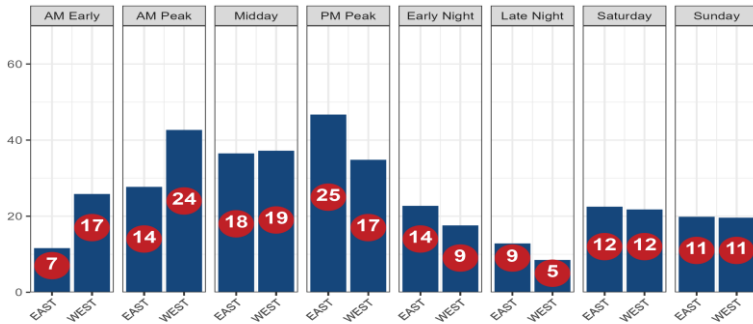
Potomac Avenue, Foggy Bottom, Archives-Navy Memorial

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



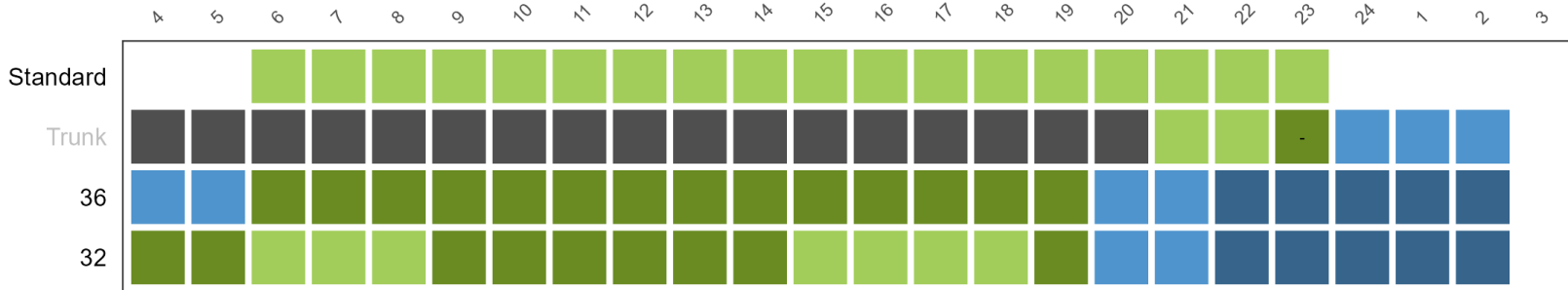
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.53	0.52
	Off-Peak Maximum Target: 1.0	0.37	0.38
Saturday Maximum Target: 1.0		0.3	0.3
Sunday Maximum Target: 1.0		0.27	0.27

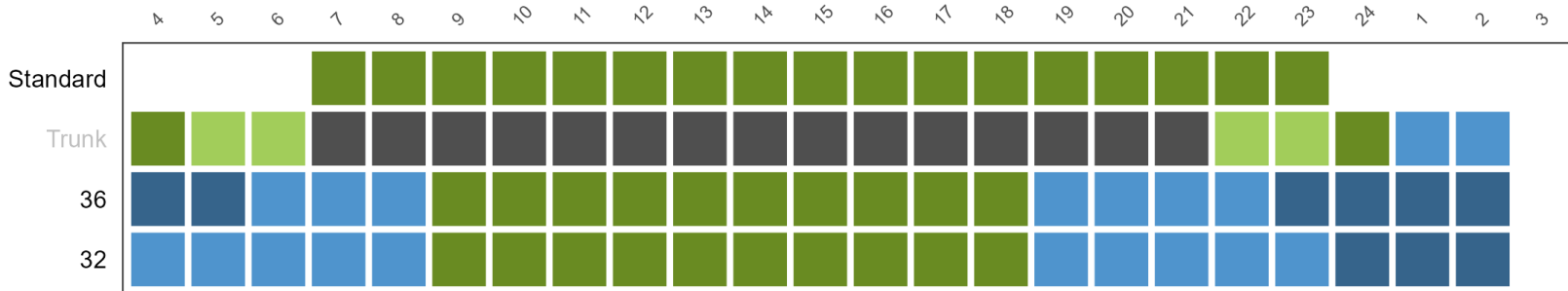
Span and Frequency



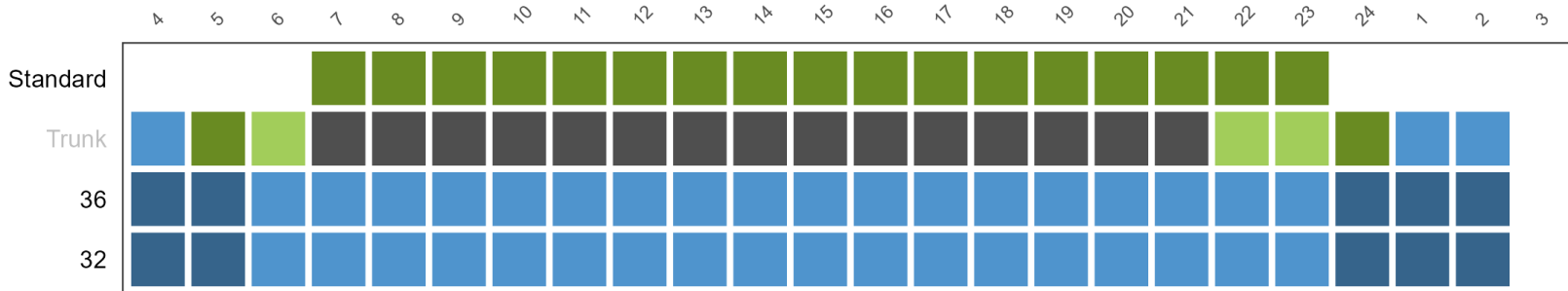
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C 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	4:04 AM - 2:39 AM	-	A	4:03 AM - 2:45 AM	-	A	4:03 AM - 2:32 AM	-	A
	Frequency of Service varies	Peak: 7.0 / Off-Peak: 9.0	Peak: 14.7 / Off-Peak: 18.6	A	11.0	20.8	A	13.0	23.9	A
Productivity	Passengers per Revenue Hour 30	29.8	29.9	C	21.8	25.2	E	20.4	22.9	E
	Passengers per Revenue Mile 4	3.5	3.9	D	2.4	3.1	E	2.1	2.7	E
Reliability	On-Time Performance 79%	70%	74%	D	71%	75%	D	72%	76%	D
	Crowding 5%	2%	3%	A	0%	1%	A	1%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.53	Off-Peak: 0.33 Peak: 0.46	A	0.3	0.33	A	0.27	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.00	\$ 4.49	A	\$5.47	\$ 5.36	B	\$5.84	\$ 5.93	C
	Cost Recovery 25%	17%	25%	E	12%	21%	E	12%	19%	E

Route 32

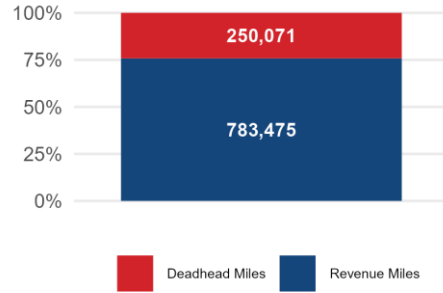
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.5			5.2			A		
	Circuitry 1.75	1.29			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	33.5	29.9	A	24.9	25.2	D	23.5	22.9	E
	Passengers per Revenue Mile 4	4.0	3.9	B	2.8	3.1	E	2.5	2.7	E
	Unique Segment Ridership 10%	25%	23%	A	28%	34%	A	28%	35%	A
Reliability	On-Time Performance 79%	71%	74%	D	72%	75%	D	73%	76%	D
	Crowding 5%	3%	3%	A	0%	1%	A	2%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.57	Off-Peak: 0.34 Peak: 0.47	A	0.34	0.34	A	0.31	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.56	\$ 4.49	A	\$4.79	\$ 5.36	A	\$5.07	\$ 5.93	B
	Cost Recovery 25%	18%	26%	E	13%	21%	E	12%	19%	E

Route 36

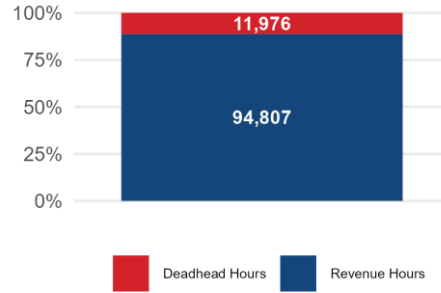
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.4			5.2			A		
	Circuitry 1.75	1.37			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	25.3	29.9	D	18.6	25.2	E	17.1	22.9	E
	Passengers per Revenue Mile 4	2.9	3.9	E	2.0	3.1	E	1.8	2.7	E
	Unique Segment Ridership 10%	13%	23%	A	11%	34%	B	11%	35%	B
Reliability	On-Time Performance 79%	68%	74%	E	69%	75%	D	71%	76%	D
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.47	Off-Peak: 0.34 Peak: 0.47	A	0.26	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.72	\$ 4.49	A	\$6.42	\$ 5.36	D	\$6.96	\$ 5.93	E
	Cost Recovery 25%	16%	26%	E	12%	21%	E	11%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



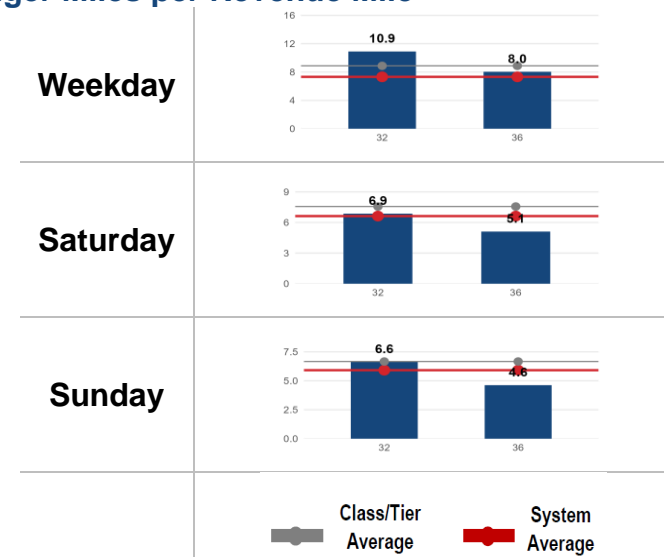
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
32	21.70	45,184	44,351 (98.2%)
36	21.00	40,585	39,852 (98.2%)

Service Change Summary

Route 32 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route 36 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

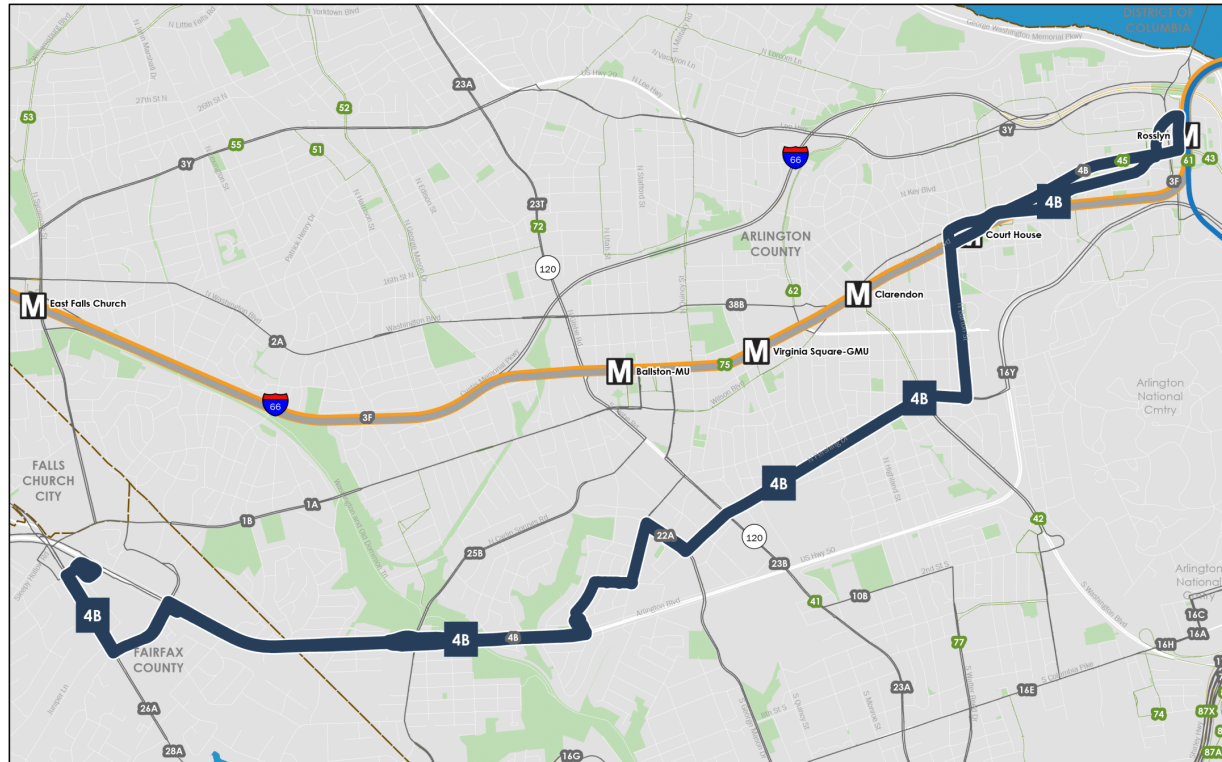
Passenger Miles per Revenue Mile



LINE: 94 - Pershing Drive-Arlington Blvd.

ROUTE(S): 4B

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 — Pershing Drive-Arlington Blvd. (#94)
 4B: Pershing Drive-Arlington Blvd.

Regional Transit

Metro
 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

Coverage

Activity Tier

2

Overall Grade

Line	Overall Grade
Line 94 - Pershing Drive-Arlington Blvd.	B

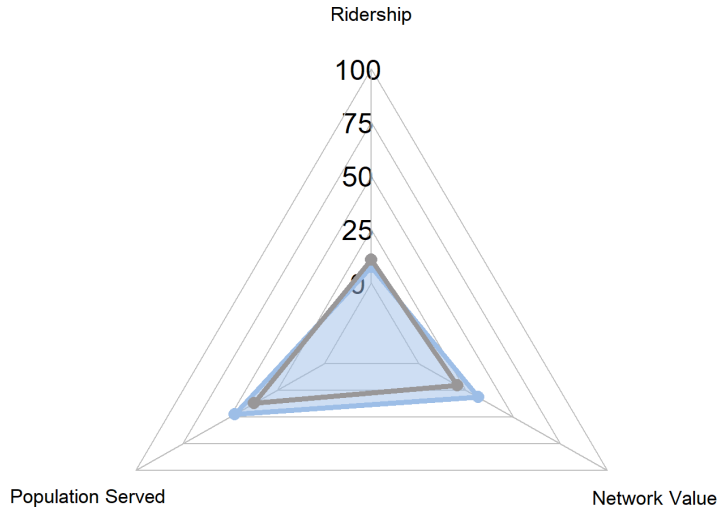
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

29

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,070,222
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	50,726	
	People of Color Population	Service Area	11,022
		% Riders Surveyed	72%
	Low Income Household	Service Area	10,115
		% Riders Surveyed	47%

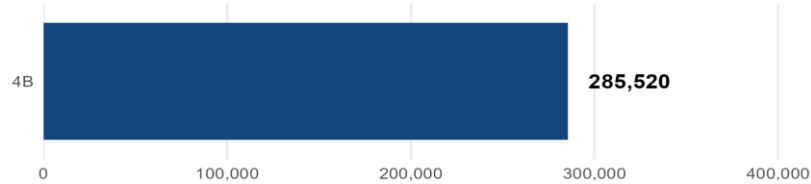
Facilities/Amenities

	Bus Stops	71
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



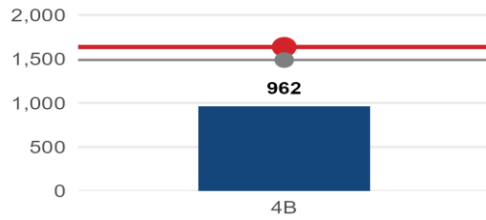
Top Transfer Locations

Rosslyn, Court House, Rosslyn East

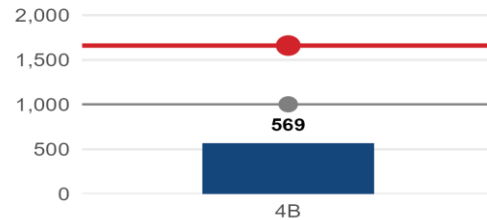
Average Daily Ridership



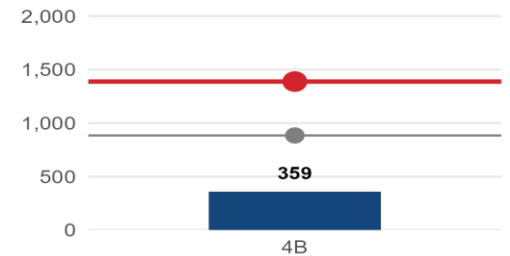
Weekday



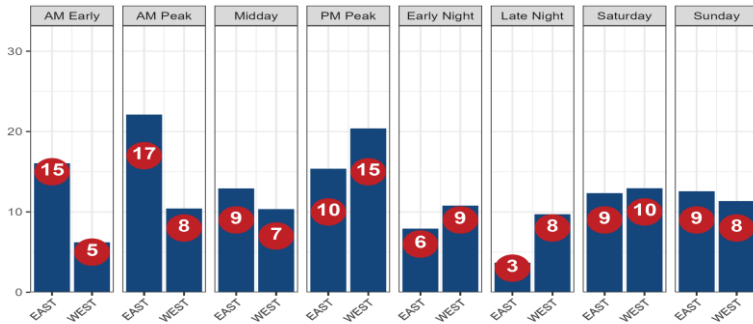
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



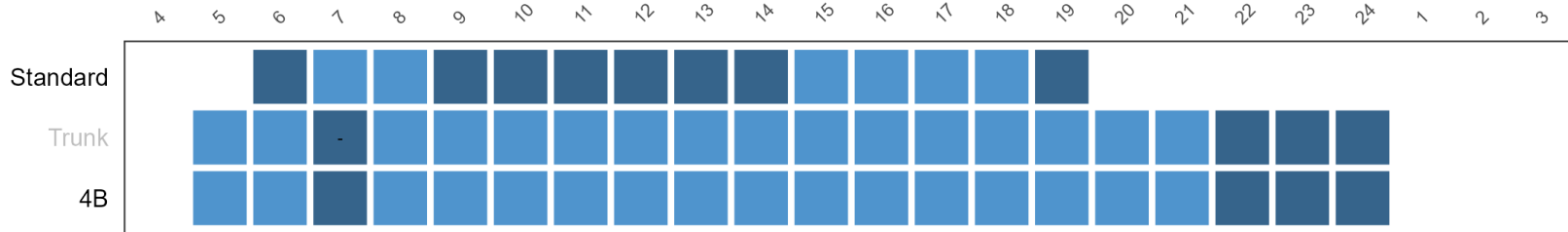
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.33	0.3
	Off-Peak Maximum Target: 1.0	0.21	0.19
Saturday Maximum Target: 1.0		0.23	0.24
Sunday Maximum Target: 1.0		0.23	0.21

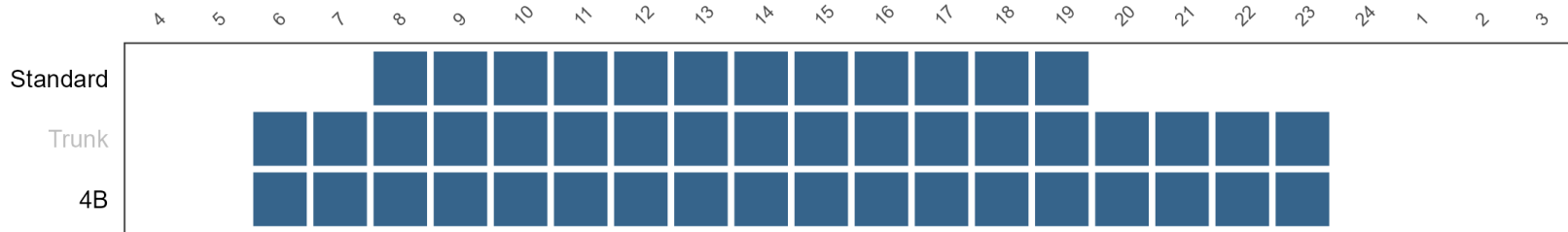
Span and Frequency



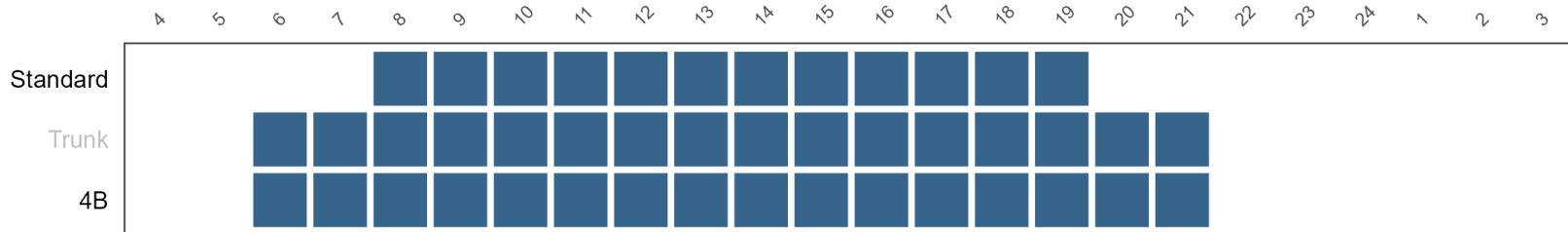
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Pershing Drive-Arlington Blvd.

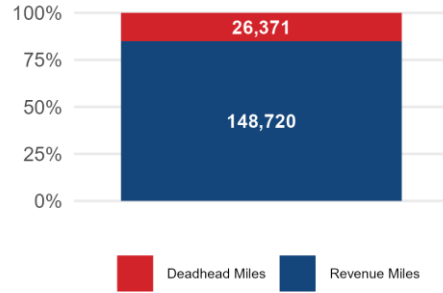
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:05 AM - 12:01 AM	-	A	6:20 AM - 11:31 PM	-	A	6:35 AM - 9:44 PM	-	A
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 29.0	Peak: 22.5 / Off-Peak: 32.3	B	45.0	36.5	A	60.0	37.8	B
Productivity	Passengers per Revenue Hour 15	17.0	29.6	A	17.6	26.6	A	16.0	24.6	B
	Passengers per Revenue Mile 2	2.0	3.5	C	1.9	2.9	C	1.8	2.6	C
Reliability	On-Time Performance 79%	89%	80%	A	89%	81%	A	83%	82%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.26 Peak: 0.35	A	0.23	0.25	A	0.22	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.03	\$ 4.96	E	\$6.79	\$ 5.47	E	\$7.46	\$ 5.88	E
	Cost Recovery 20%	19%	14%	C	20%	12%	C	18%	11%	D

Route 4B

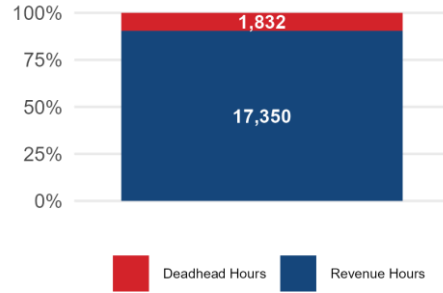
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.3			6.2			E		
Route Design	Circuitry N/A	1.27			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	17.0	29.6	A	17.6	26.6	A	16.0	24.6	B
	Passengers per Revenue Mile 2	2.0	3.5	C	1.9	2.9	C	1.8	2.6	C
	Unique Segment Ridership 10%	71%	29%	A	74%	44%	A	72%	53%	A
Reliability	On-Time Performance 79%	89%	80%	A	89%	81%	A	83%	82%	B
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.28 Peak: 0.37	A	0.23	0.26	A	0.22	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$7.03	\$ 4.96	E	\$6.79	\$ 5.47	E	\$7.46	\$ 5.88	E
	Cost Recovery 20%	19%	13%	C	20%	12%	C	18%	11%	D

Operational Analysis

Miles Allocation



Hours Allocation



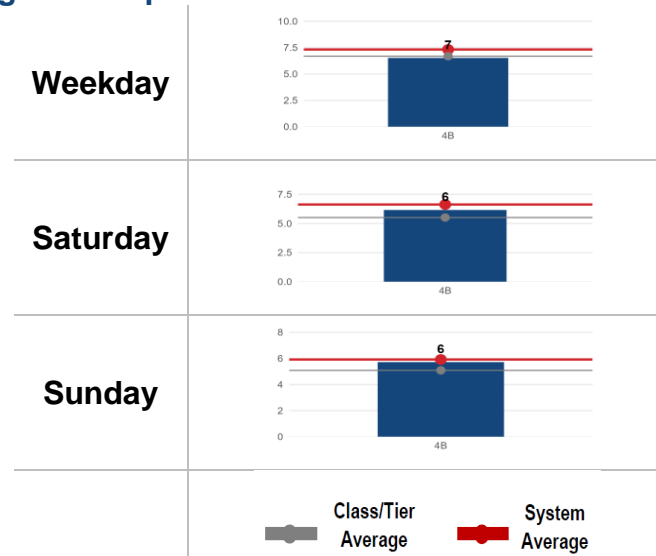
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
4B	13.70	22,482	22,321 (99.3%)

Service Change Summary

Route 4B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

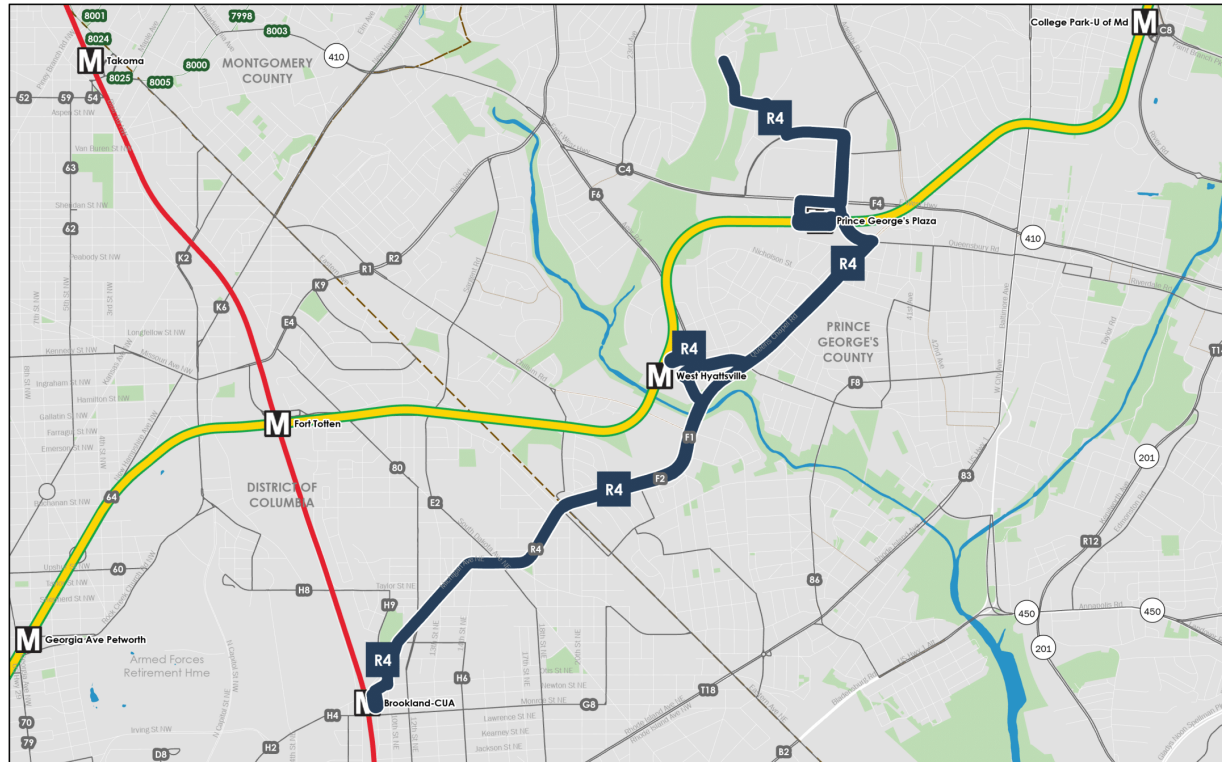
Passenger Miles per Revenue Mile



LINE: 802 - Queens Chapel Road

ROUTE(S): R4

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

metrobus

Metrobus

- Queens Chapel Road (#802)
- R4: Queens Chapel Road

Regional Transit

- M Metrorail
- Local Bus: Metrobus, Fairfax Connector, Circulator, Arlington Transit, Ride On, Loudoun County Transit, TheBus, DASH
- Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	Grade
Line	B

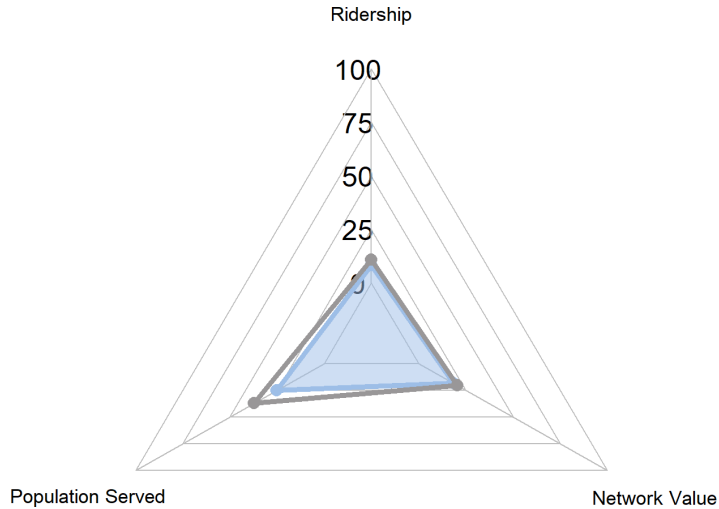
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

17

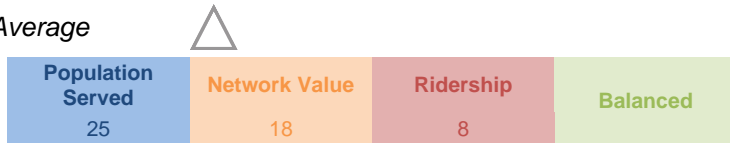
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,335,097
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	24,030	
	People of Color Population	Service Area	12,122
		% Riders Surveyed	94%
	Low Income Household	Service Area	6,394
		% Riders Surveyed	63%

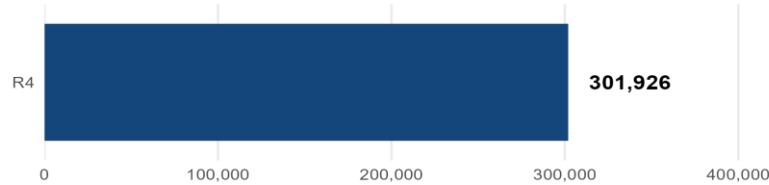
Facilities/Amenities

	Bus Stops	70
	% Stops With Shelters	23%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



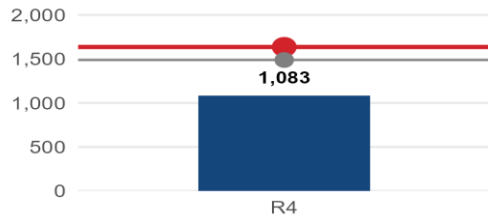
Top Transfer Locations

Brookland, Prince George's Plaza, West Hyattsville

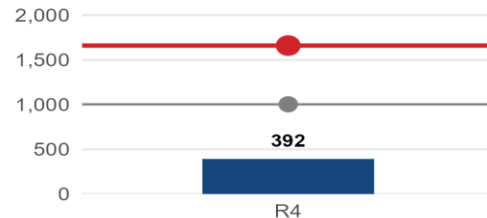
Average Daily Ridership

Class/Tier Average
 System Average

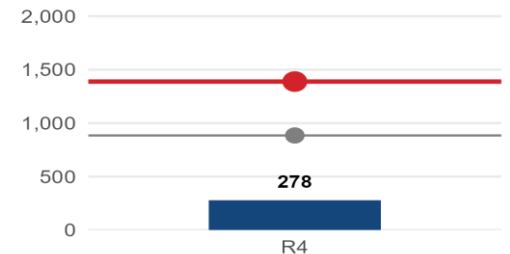
Weekday



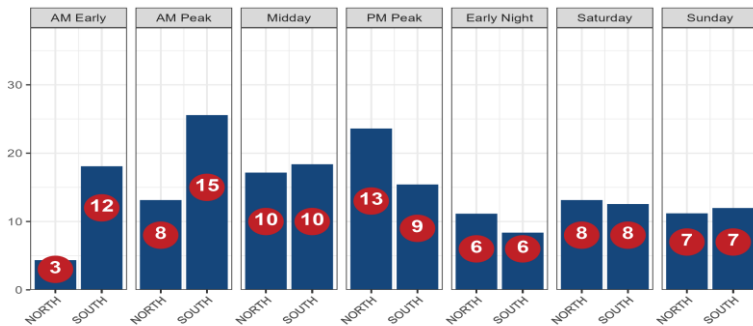
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



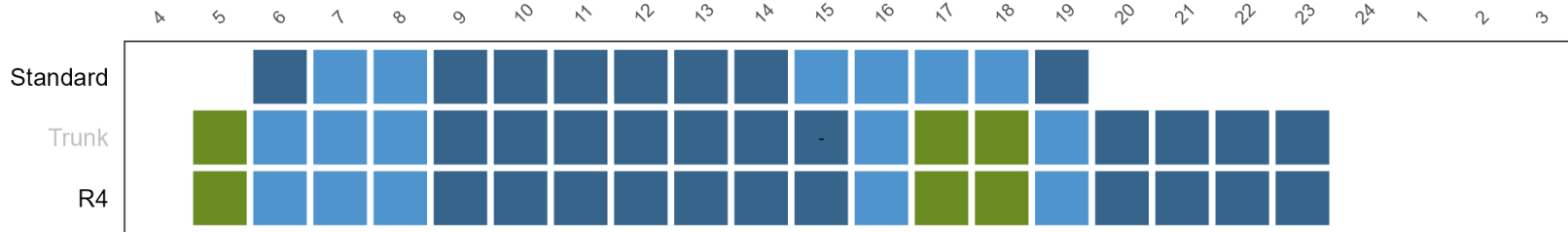
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.28	0.29
	Off-Peak Maximum Target: 1.0	0.19	0.23
Saturday Maximum Target: 1.0		0.2	0.2
Sunday Maximum Target: 1.0		0.17	0.18

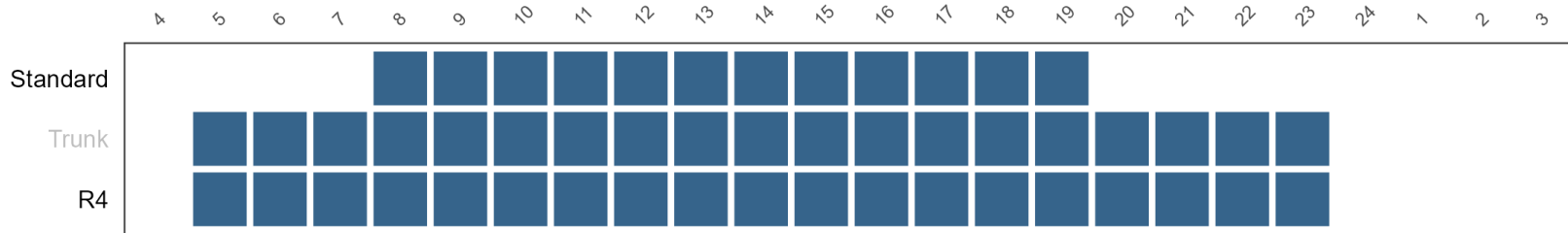
Span and Frequency



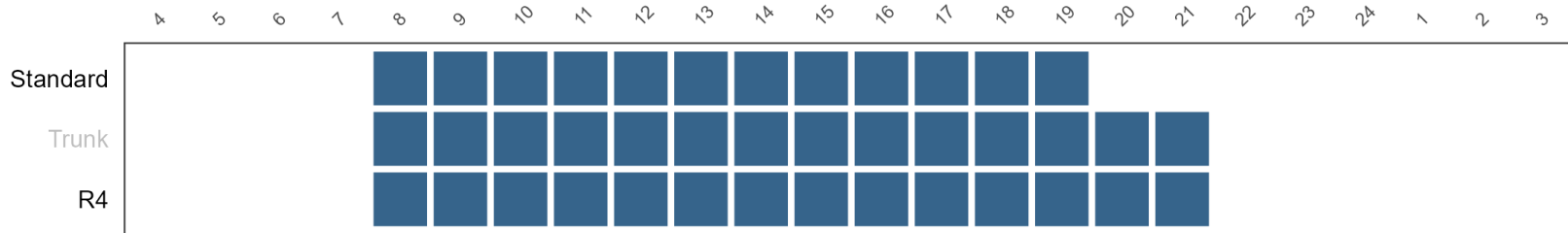
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Queens Chapel Road

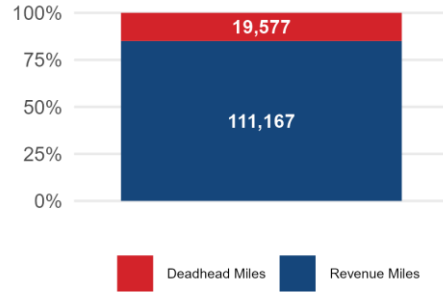
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:00 AM - 11:24 PM	-	A	5:24 AM - 11:03 PM	-	A	8:30 AM - 9:06 PM	-	A
	Frequency of Service varies	Peak: 23.0 / Off-Peak: 56.0	Peak: 22.5 / Off-Peak: 32.3	A	68.0	36.5	D	63.0	37.8	C
Productivity	Passengers per Revenue Hour 15	27.9	29.6	A	22.6	26.6	A	22.1	24.6	A
	Passengers per Revenue Mile 2	2.9	3.5	A	2.1	2.9	B	1.9	2.6	C
Reliability	On-Time Performance 79%	79%	80%	B	75%	81%	C	74%	82%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.26 Peak: 0.35	A	0.2	0.25	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.27	\$ 4.96	A	\$5.29	\$ 5.47	B	\$5.40	\$ 5.88	B
	Cost Recovery 20%	22%	14%	B	17%	12%	D	17%	11%	D

Route R4

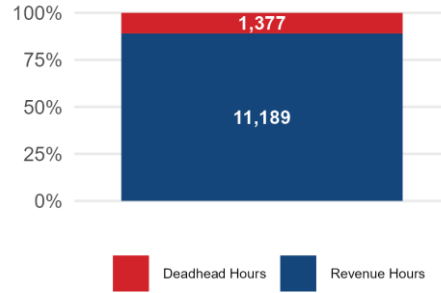
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.1			6.2			E		
	Circuitry N/A	1.27			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	27.9	29.6	A	22.6	26.6	A	22.1	24.6	A
	Passengers per Revenue Mile 2	2.9	3.5	A	2.1	2.9	B	1.9	2.6	C
	Unique Segment Ridership 10%	40%	29%	A	45%	44%	A	45%	53%	A
Reliability	On-Time Performance 79%	79%	80%	B	75%	81%	C	74%	82%	C
	Crowding 5%	0%	3%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.28 Peak: 0.37	A	0.2	0.26	A	0.17	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.27	\$ 4.96	A	\$5.29	\$ 5.47	B	\$5.40	\$ 5.88	B
	Cost Recovery 20%	22%	13%	B	17%	12%	D	17%	11%	D

Operational Analysis

Miles Allocation



Hours Allocation



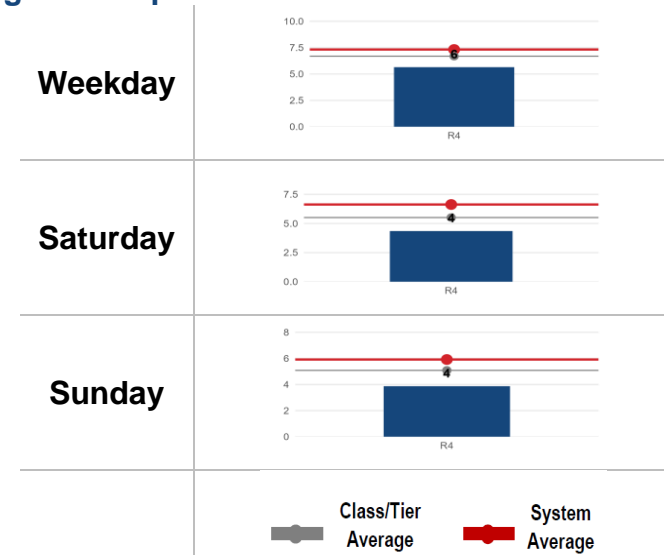
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R4	12.50	18,846	18,670 (99.1%)

Service Change Summary

Route R4 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

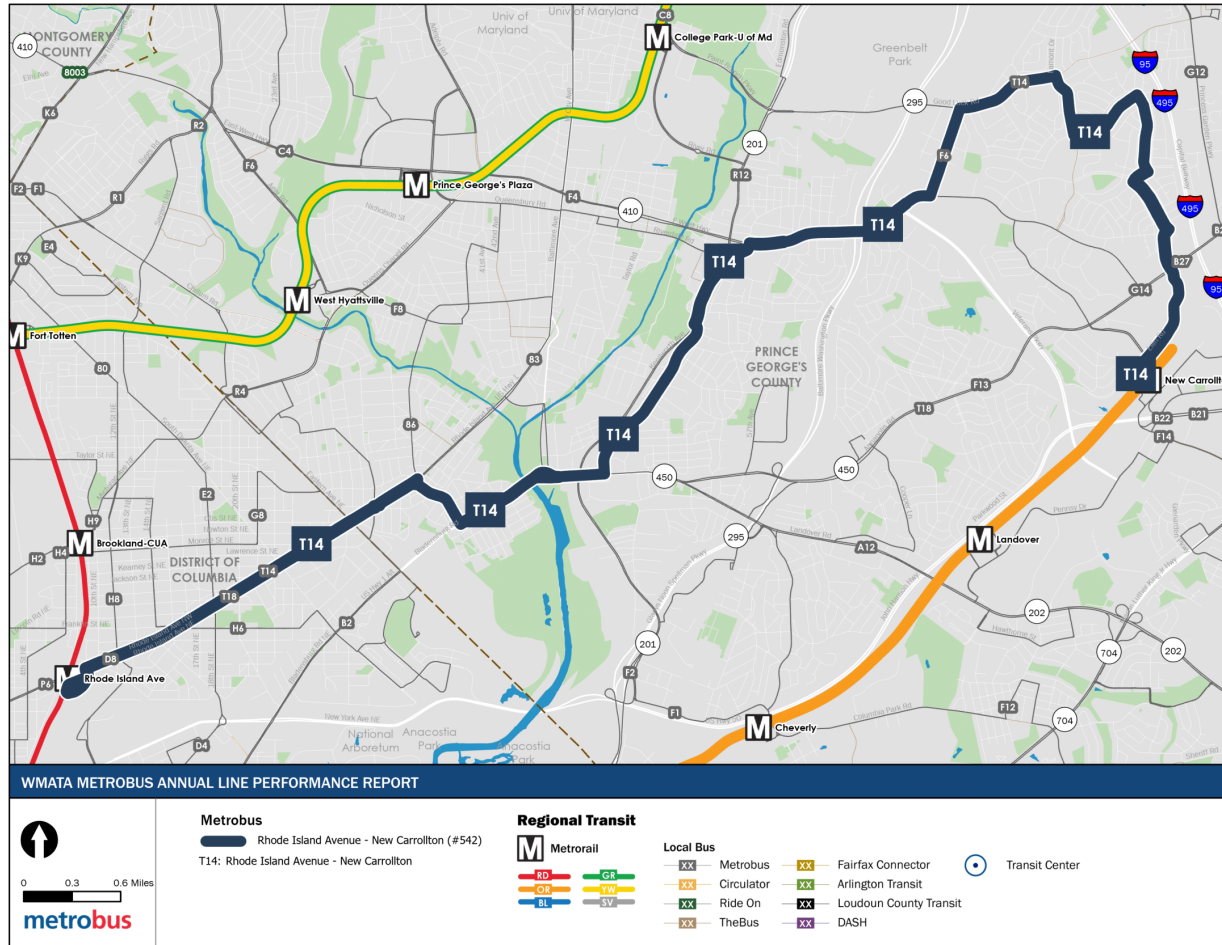
Passenger Miles per Revenue Mile



LINE: 542 - Rhode Island Avenue - New Carrollton

ROUTE(S): T14

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	Overall Grade
Line 542	B

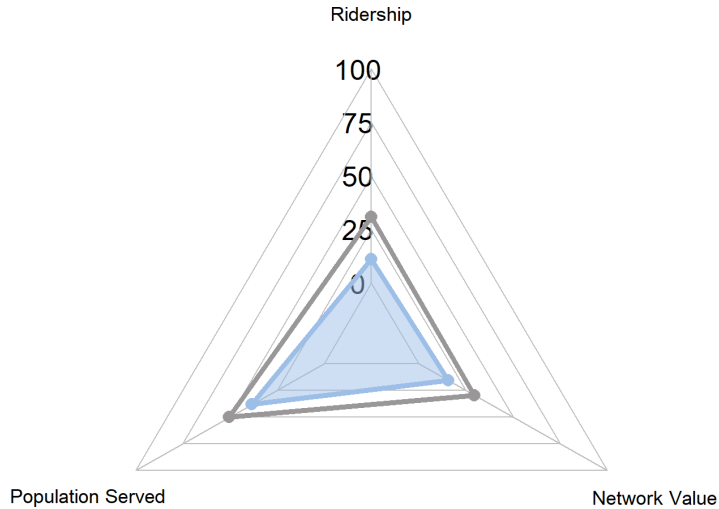
Legend

- 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	\$1,871,594
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,145	
	People of Color Population	Service Area	19,279
		% Riders Surveyed	89%
	Low Income Household	Service Area	10,801
		% Riders Surveyed	54%

Facilities/Amenities

	Bus Stops	123
	% Stops With Shelters	15%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



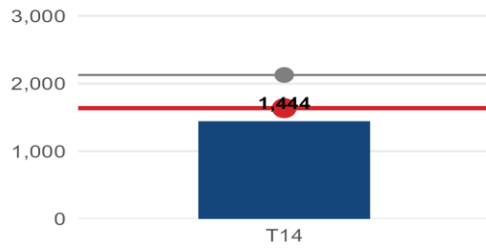
Top Transfer Locations

Rhode Island Avenue, New Carrollton, Fort Totten

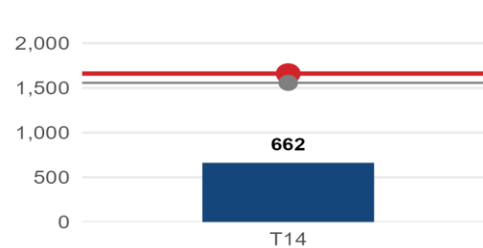
Average Daily Ridership

- Class/Tier Average
- System Average

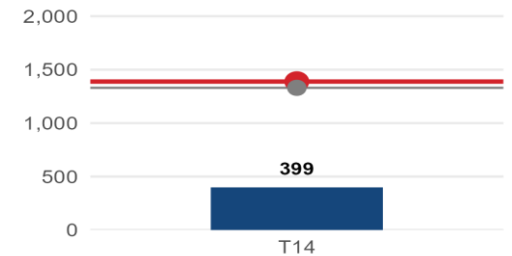
Weekday



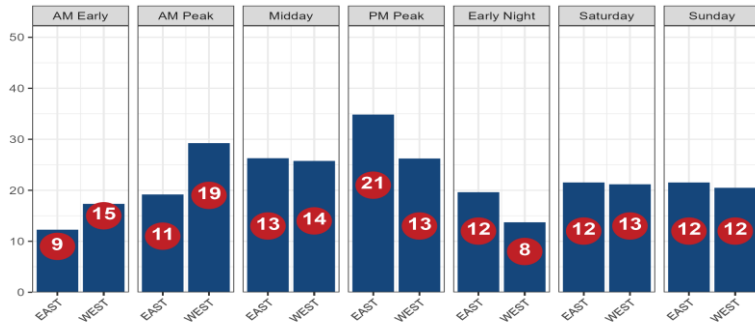
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



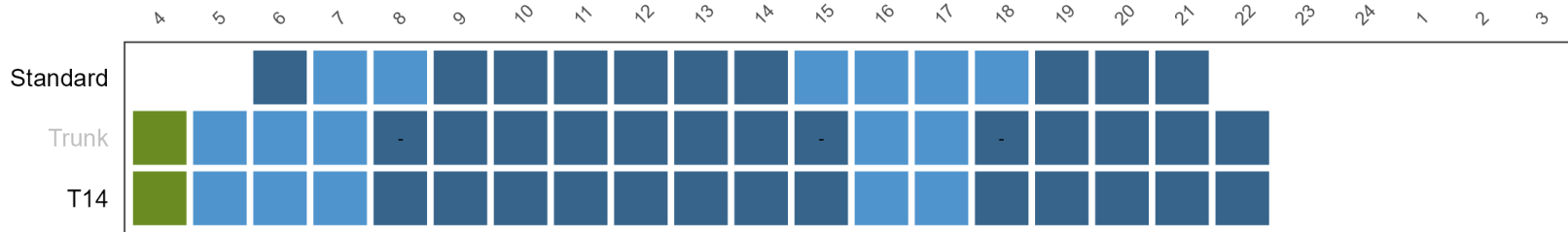
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.41	0.4
	Off-Peak Maximum Target: 1.0	0.3	0.32
Saturday Maximum Target: 1.0		0.31	0.32
Sunday Maximum Target: 1.0		0.31	0.31

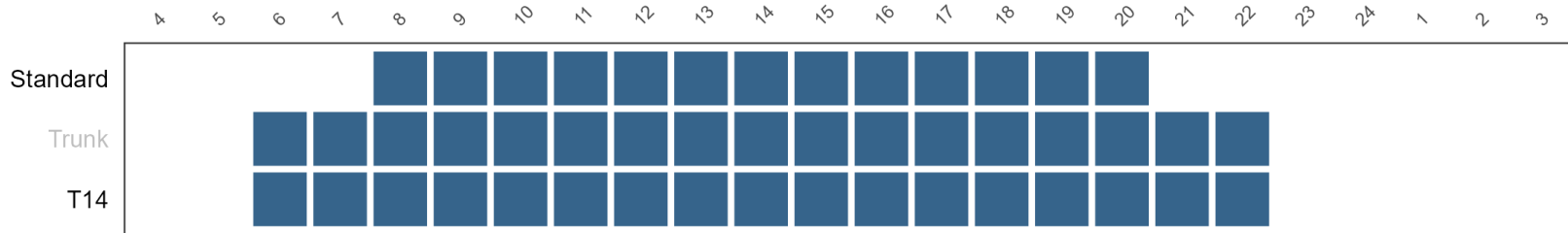
Span and Frequency



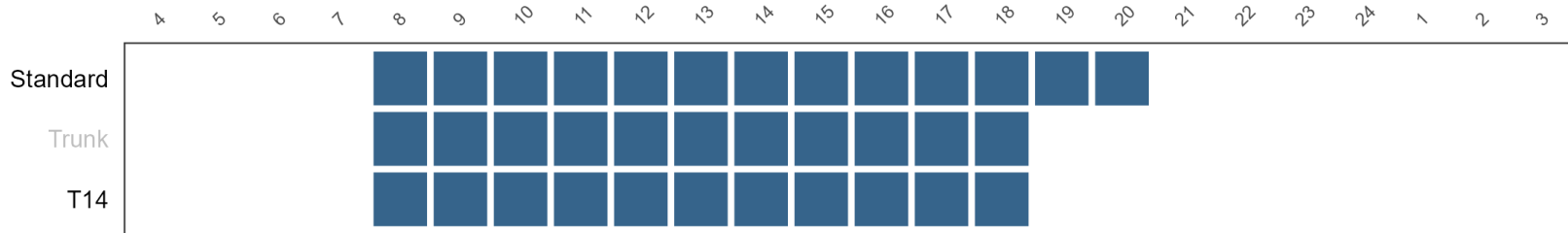
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Rhode Island Avenue - New Carrollton

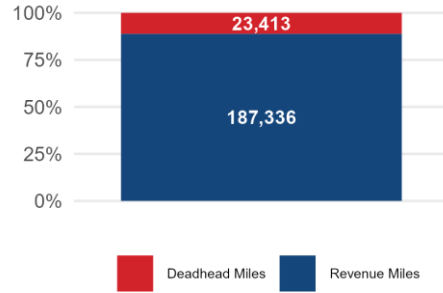
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:37 AM - 10:33 PM	-	A	6:42 AM - 10:28 PM	-	A	8:05 AM - 6:41 PM	-	C
	Frequency of Service varies	Peak: 28.0 / Off-Peak: 53.0	Peak: 21.4 / Off-Peak: 34.5	B	60.0	40.5	B	63.0	39.1	C
Productivity	Passengers per Revenue Hour 15	26.9	24.8	A	21.7	20.6	A	21.2	19.4	A
	Passengers per Revenue Mile 1	2.2	2.1	A	1.9	1.7	A	1.8	1.6	A
Reliability	On-Time Performance 79%	73%	75%	D	76%	75%	C	72%	77%	D
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.31 Peak: 0.4	A	0.31	0.29	A	0.31	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.43	\$ 5.34	A	\$5.50	\$ 6.22	A	\$5.62	\$ 6.54	A
	Cost Recovery 20%	15%	12%	D	12%	10%	E	12%	9%	E

Route T14

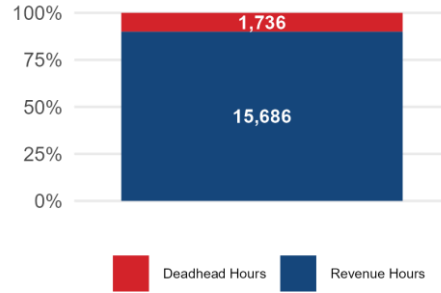
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.3			4.6			E		
	Circuitry 1.75	1.5			2.17			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	26.9	24.8	A	21.7	20.6	A	21.2	19.4	A
	Passengers per Revenue Mile 1	2.2	2.1	A	1.9	1.7	A	1.8	1.6	A
	Unique Segment Ridership 10%	35%	41%	A	38%	58%	A	46%	61%	A
Reliability	On-Time Performance 79%	73%	75%	D	76%	75%	C	72%	77%	D
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.4	Off-Peak: 0.31 Peak: 0.41	A	0.31	0.29	A	0.31	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.43	\$ 5.34	A	\$5.50	\$ 6.22	A	\$5.62	\$ 6.54	A
	Cost Recovery 20%	15%	13%	D	12%	10%	E	12%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



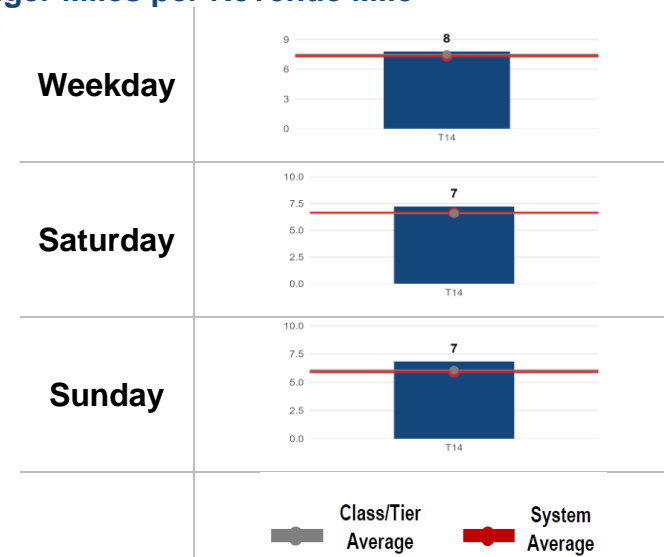
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T14	23.70	17,560	17,171 (97.8%)

Service Change Summary

Route T14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

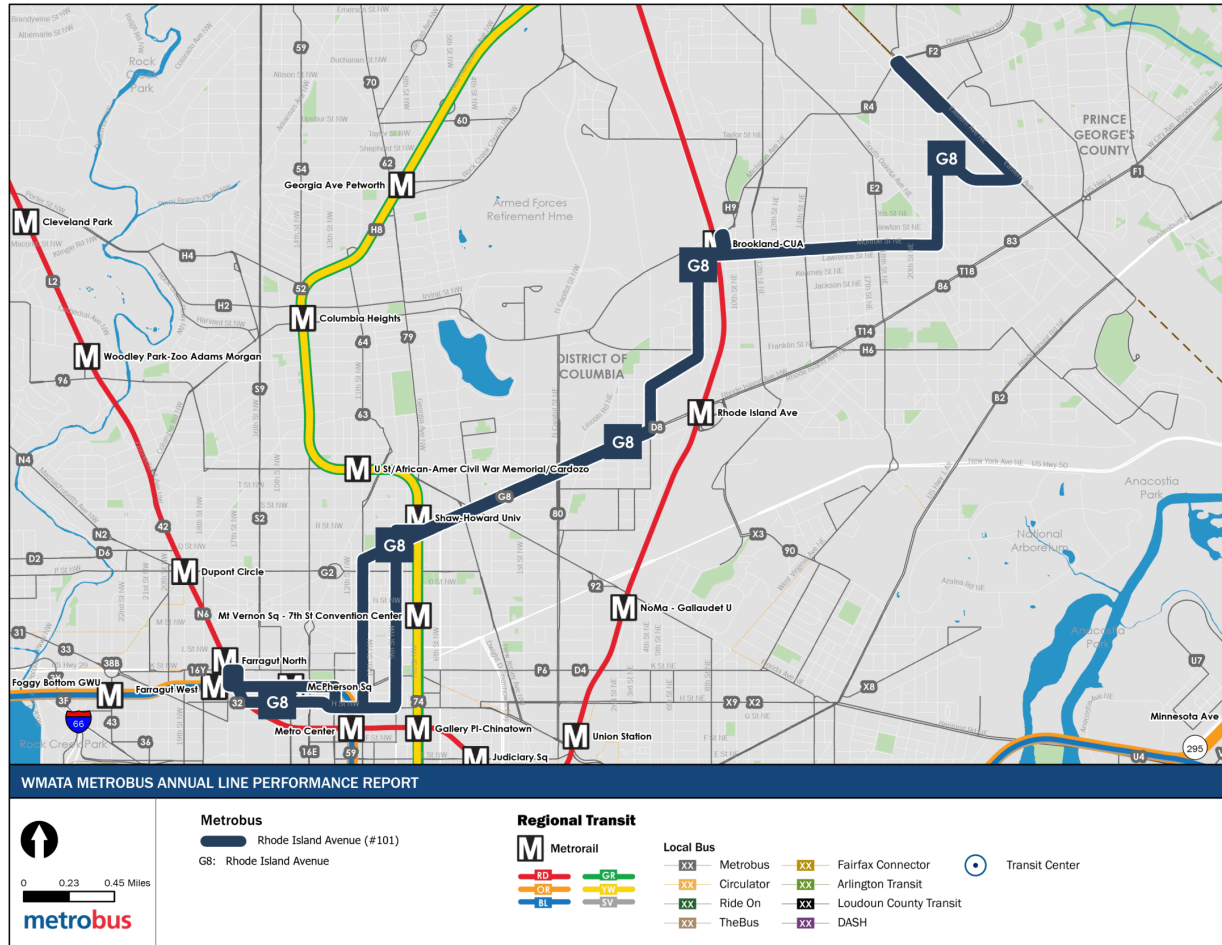
Passenger Miles per Revenue Mile



LINE: 101 - Rhode Island Avenue

ROUTE(S): G8

About the Line



Service Classification

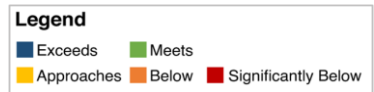
Framework

Activity Tier

1

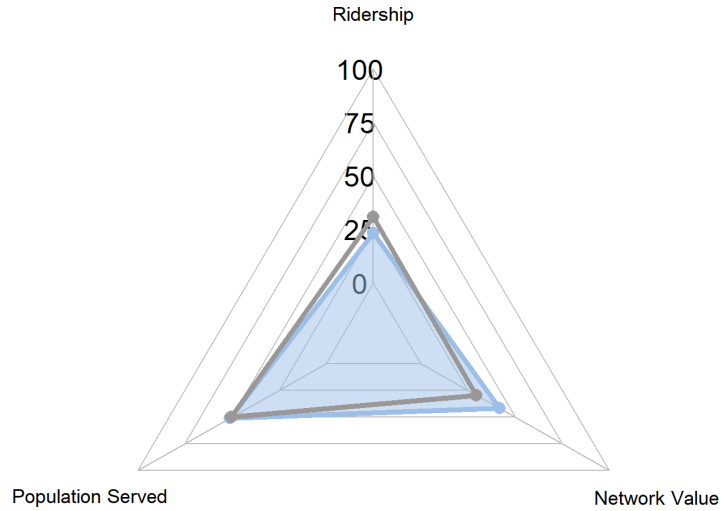
Overall Grade

Line	Grade
Line	C

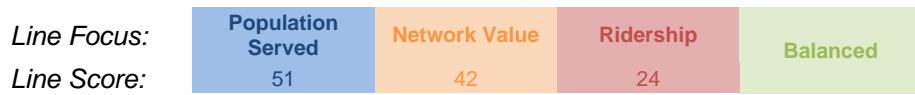


Line Benefit Score

39
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$4,770,748
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

	Service Area Population	54,366	
	People of Color Population	Service Area	25,935
		% Riders Surveyed	73%
	Low Income Household	Service Area	11,816
		% Riders Surveyed	46%

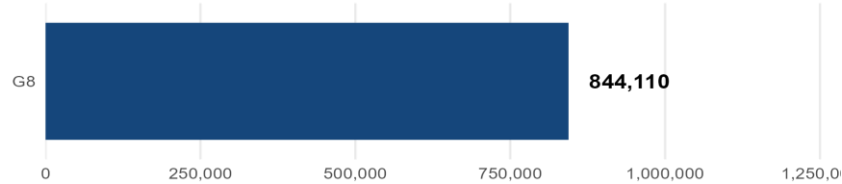
Facilities/Amenities

	Bus Stops	89
	% Stops With Shelters	15%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	7%



Ridership

Annual Ridership



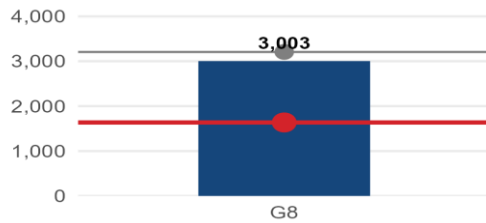
Top Transfer Locations

Brookland, Shaw-Howard University, Metro Center

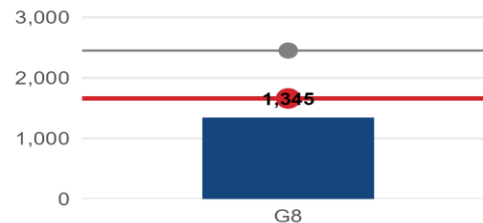
Average Daily Ridership

- Class/Tier Average
- System Average

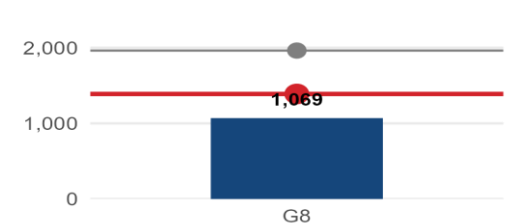
Weekday



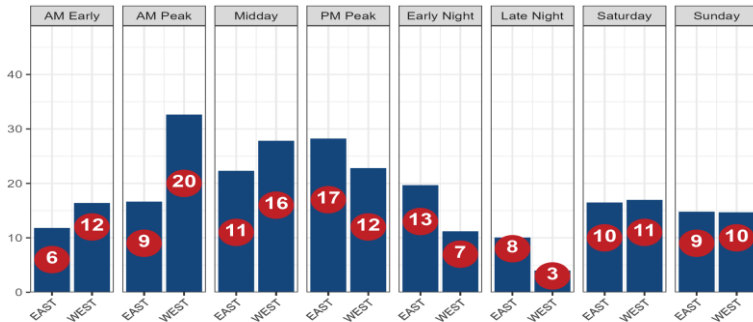
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



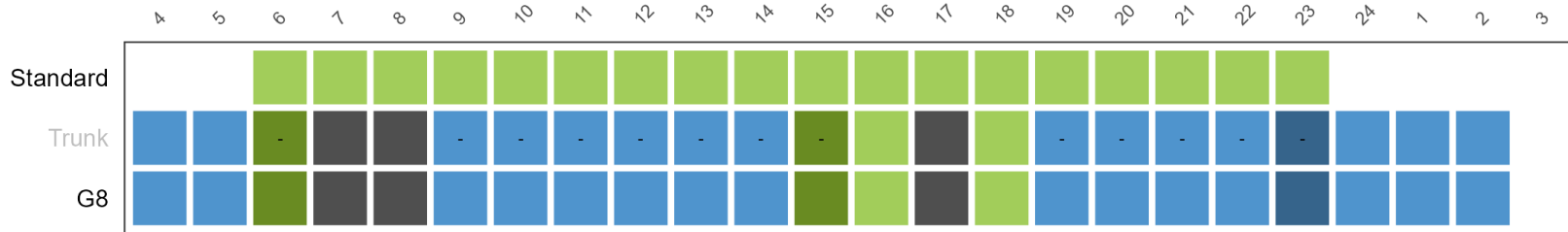
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.36	0.43
	Off-Peak Maximum Target: 1.0	0.26	0.26
Saturday Maximum Target: 1.0		0.25	0.27
Sunday Maximum Target: 1.0		0.22	0.24

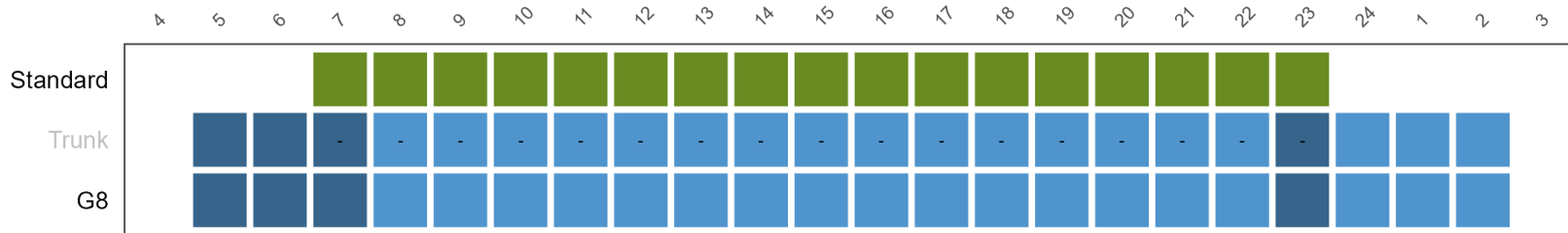
Span and Frequency



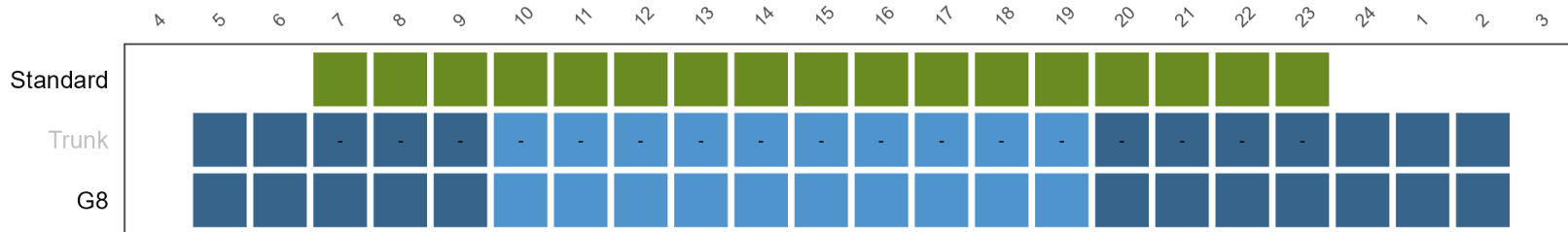
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Rhode Island Avenue

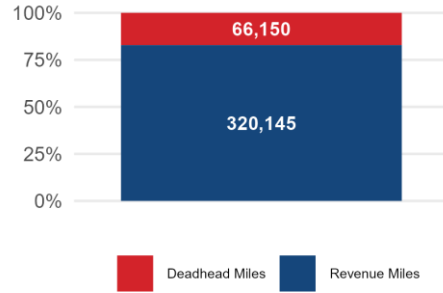
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:40 AM - 2:23 AM	-	A	5:15 AM - 2:27 AM	-	A	5:00 AM - 2:17 AM	-	A
	Frequency of Service varies	Peak: 12.0 / Off-Peak: 27.0	Peak: 14.7 / Off-Peak: 18.6	B	30.0	20.8	D	34.0	23.9	E
Productivity	Passengers per Revenue Hour 30	23.0	29.9	E	18.0	25.2	E	16.3	22.9	E
	Passengers per Revenue Mile 4	3.1	3.9	E	2.2	3.1	E	1.9	2.7	E
Reliability	On-Time Performance 79%	68%	74%	E	65%	75%	E	65%	76%	E
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.4	Off-Peak: 0.33 Peak: 0.46	A	0.26	0.33	A	0.23	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.18	\$ 4.49	B	\$6.63	\$ 5.36	E	\$7.32	\$ 5.93	E
	Cost Recovery 25%	24%	25%	C	19%	21%	D	17%	19%	E

Route G8

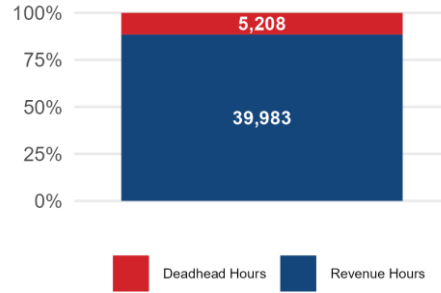
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.1			5.2			E		
	Circuitry 1.75	1.39			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	23.0	29.9	E	18.0	25.2	E	16.3	22.9	E
	Passengers per Revenue Mile 4	3.1	3.9	E	2.2	3.1	E	1.9	2.7	E
	Unique Segment Ridership 10%	70%	23%	A	73%	34%	A	73%	35%	A
Reliability	On-Time Performance 79%	68%	74%	E	65%	75%	E	65%	76%	E
	Crowding 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.4	Off-Peak: 0.34 Peak: 0.47	A	0.26	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.18	\$ 4.49	B	\$6.63	\$ 5.36	E	\$7.32	\$ 5.93	E
	Cost Recovery 25%	24%	26%	C	19%	21%	D	17%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G8	14.90	40,723	39,990 (98.2%)

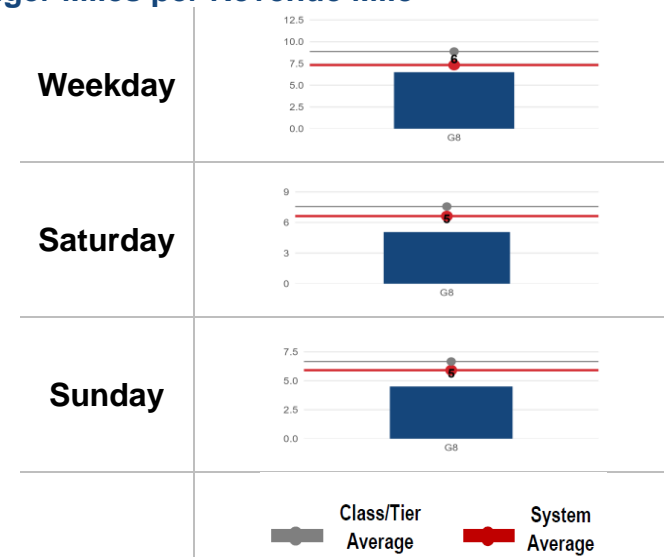
Service Change Summary

Route G8 - Dec 2022:

Weekday: Return northbound routing to original route, prior to the DC Water detour that was put in place in June 2018. Northbound routing should be restored as described in the attached map and route description. Please note that when this detour was implemented in 2018, the detour routing was added to BusETA data, but not Trapeze. All systems should reflect the change back to regular routing.;

Saturday: Return northbound routing to original route, prior to the DC Water detour that was put in place in June 2018. Northbound routing should be restored as described in the attached map and route description. Please note that when this detour was implemented in 2018, the detour routing was added to BusETA data but not

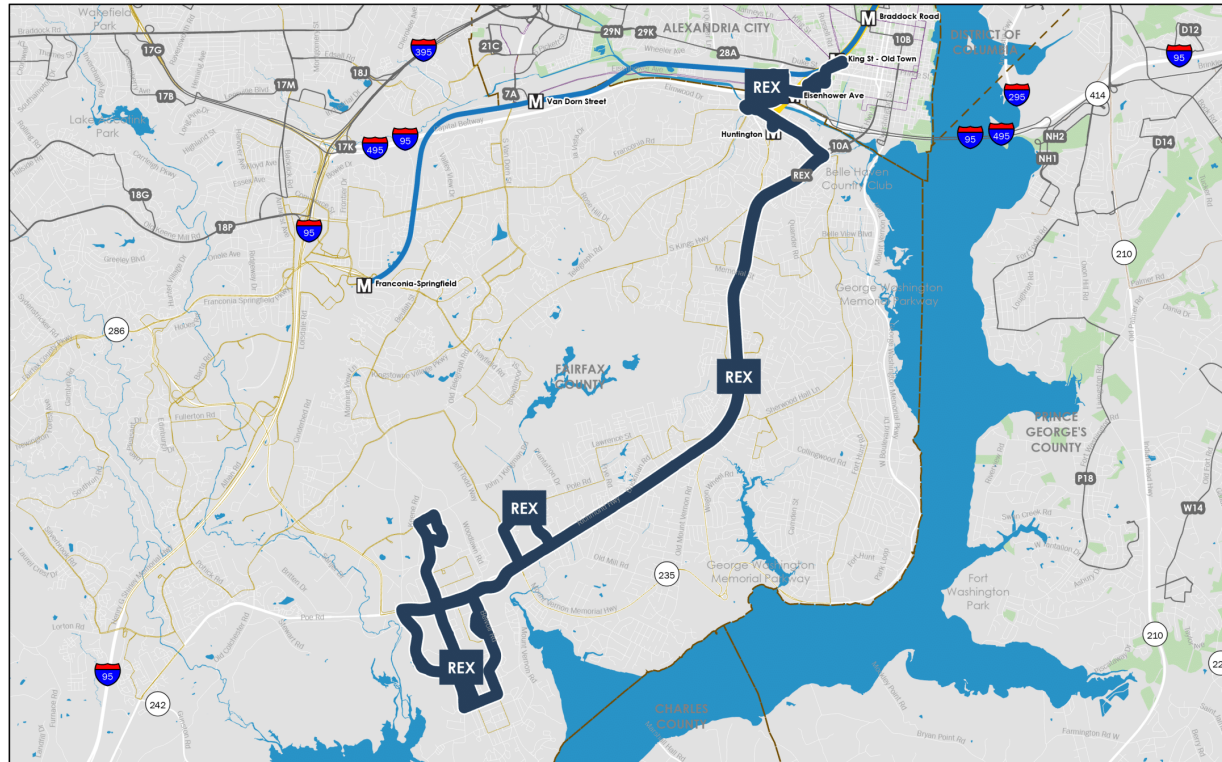
Passenger Miles per Revenue Mile



LINE: 131 - Richmond Highway Express

ROUTE(S): REX

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

Richmond Highway Express (#131)
REX: Richmond Highway Express

Regional Transit

M Metrorail

Local Bus

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

Transit Center

Service Classification

Framework

Activity Tier

3

Overall Grade

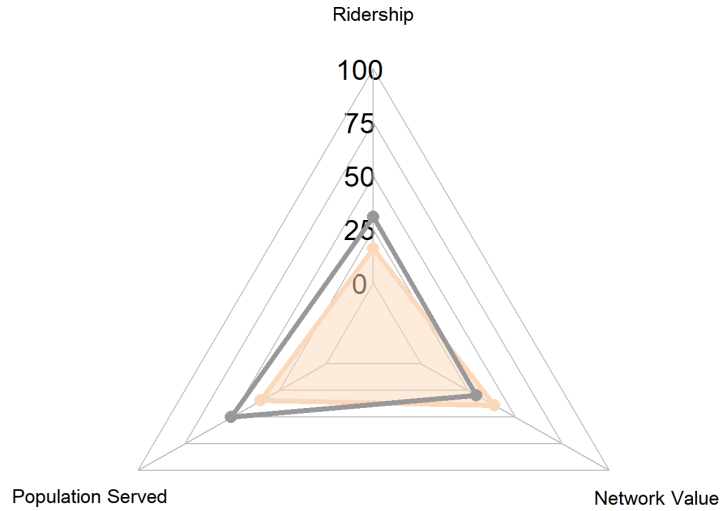
Line						
		B				

Legend

Exceeds	Meets
Approaches	Below
Significantly Below	

Line Benefit Score

30
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$5,374,185
	Peak Vehicles	11
	Vehicle Type(s)	REX/LC

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

	Service Area Population	27,692	
	People of Color Population	Service Area	10,318
		% Riders Surveyed	86%
	Low Income Household	Service Area	7,892
		% Riders Surveyed	63%

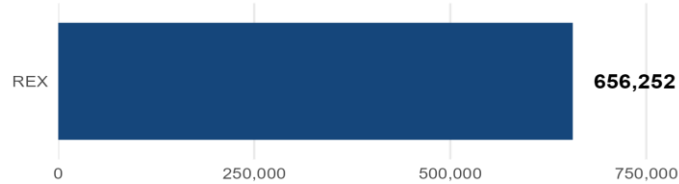
Facilities/Amenities

	Bus Stops	42
	% Stops With Shelters	40%
	% Stops With Benches	40%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership



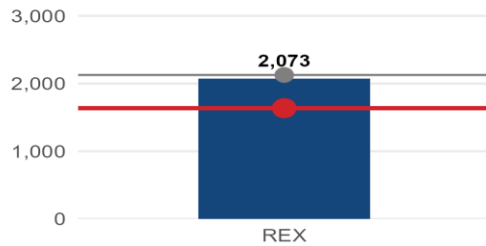
Top Transfer Locations

King Street, Huntington, Eisenhower Avenue

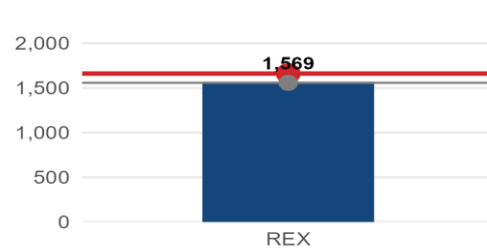
Average Daily Ridership

- Class/Tier Average
- System Average

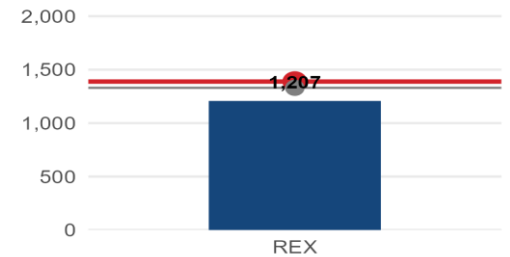
Weekday



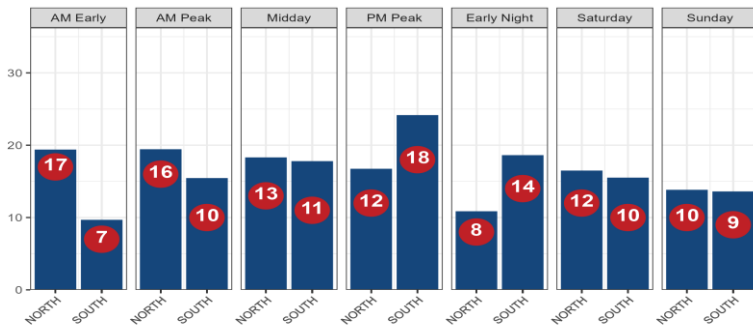
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



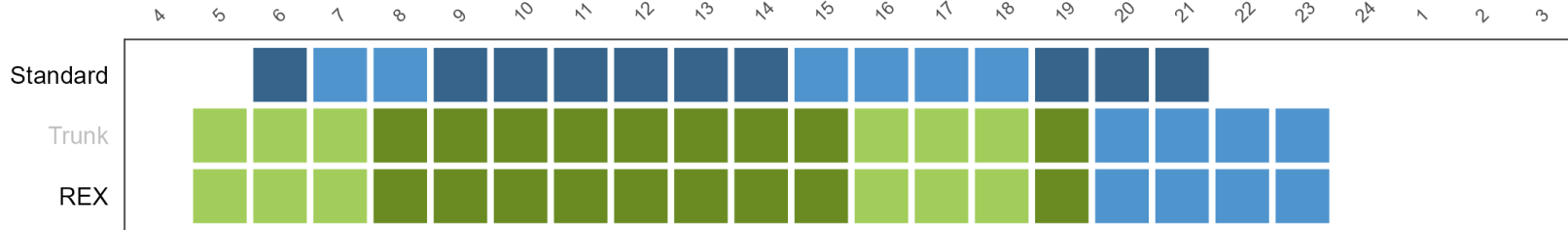
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.34	0.37
	Off-Peak Maximum Target: 1.0	0.31	0.29
Saturday Maximum Target: 1.0		0.3	0.26
Sunday Maximum Target: 1.0		0.26	0.23

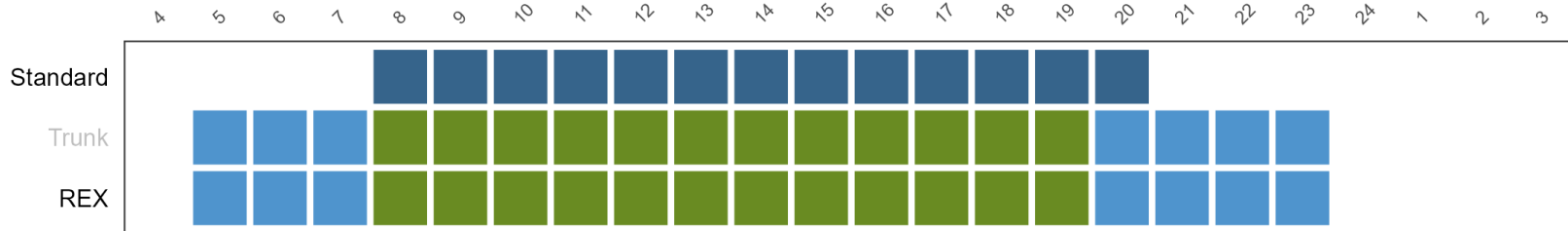
Span and Frequency



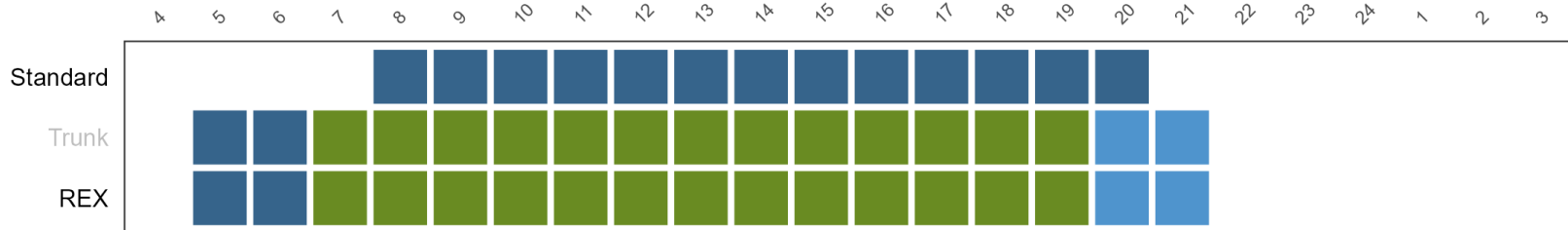
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Richmond Highway Express

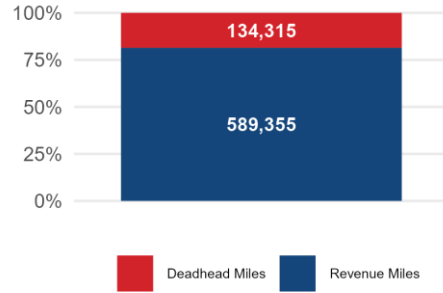
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:02 AM - 11:39 PM	-	A	5:00 AM - 11:46 PM	-	A	5:00 AM - 9:47 PM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 20.0	Peak: 21.4 / Off-Peak: 34.5	A	21.0	40.5	A	21.0	39.1	A
Productivity	Passengers per Revenue Hour 15	15.8	24.8	B	14.3	20.6	C	11.7	19.4	E
	Passengers per Revenue Mile 1	1.2	2.1	A	1.1	1.7	B	0.9	1.6	C
Reliability	On-Time Performance 79%	82%	75%	B	79%	75%	B	79%	77%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.36	Off-Peak: 0.31 Peak: 0.4	A	0.28	0.29	A	0.24	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.55	\$ 5.34	B	\$8.33	\$ 6.22	C	\$10.20	\$ 6.54	E
	Cost Recovery 20%	15%	12%	D	14%	10%	E	11%	9%	E

Route REX

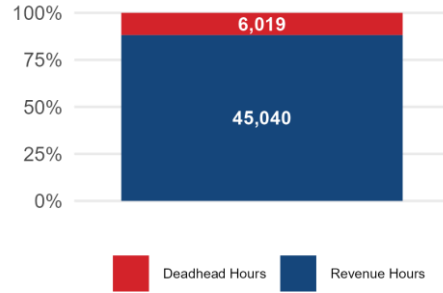
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	1.4			4.6			E		
	Circuitry 1.75	1.69			2.17			B		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	15.8	24.8	B	14.3	20.6	C	11.7	19.4	E
	Passengers per Revenue Mile 1	1.2	2.1	A	1.1	1.7	B	0.9	1.6	C
	Unique Segment Ridership 10%	95%	41%	A	97%	58%	A	96%	61%	A
Reliability	On-Time Performance 79%	82%	75%	B	79%	75%	B	79%	77%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.36	Off-Peak: 0.31 Peak: 0.41	A	0.28	0.29	A	0.24	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$7.55	\$ 5.34	B	\$8.33	\$ 6.22	C	\$10.20	\$ 6.54	E
	Cost Recovery 20%	15%	13%	D	14%	10%	E	11%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



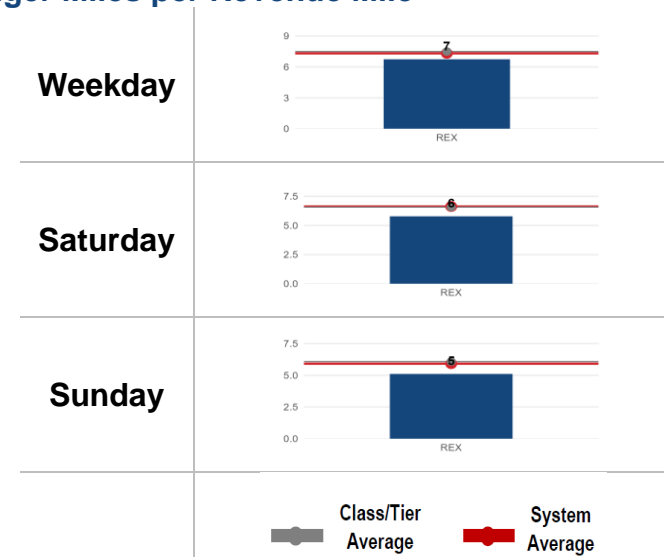
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
REX	34.80	39,335	38,837 (98.7%)

Service Change Summary

Route REX - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

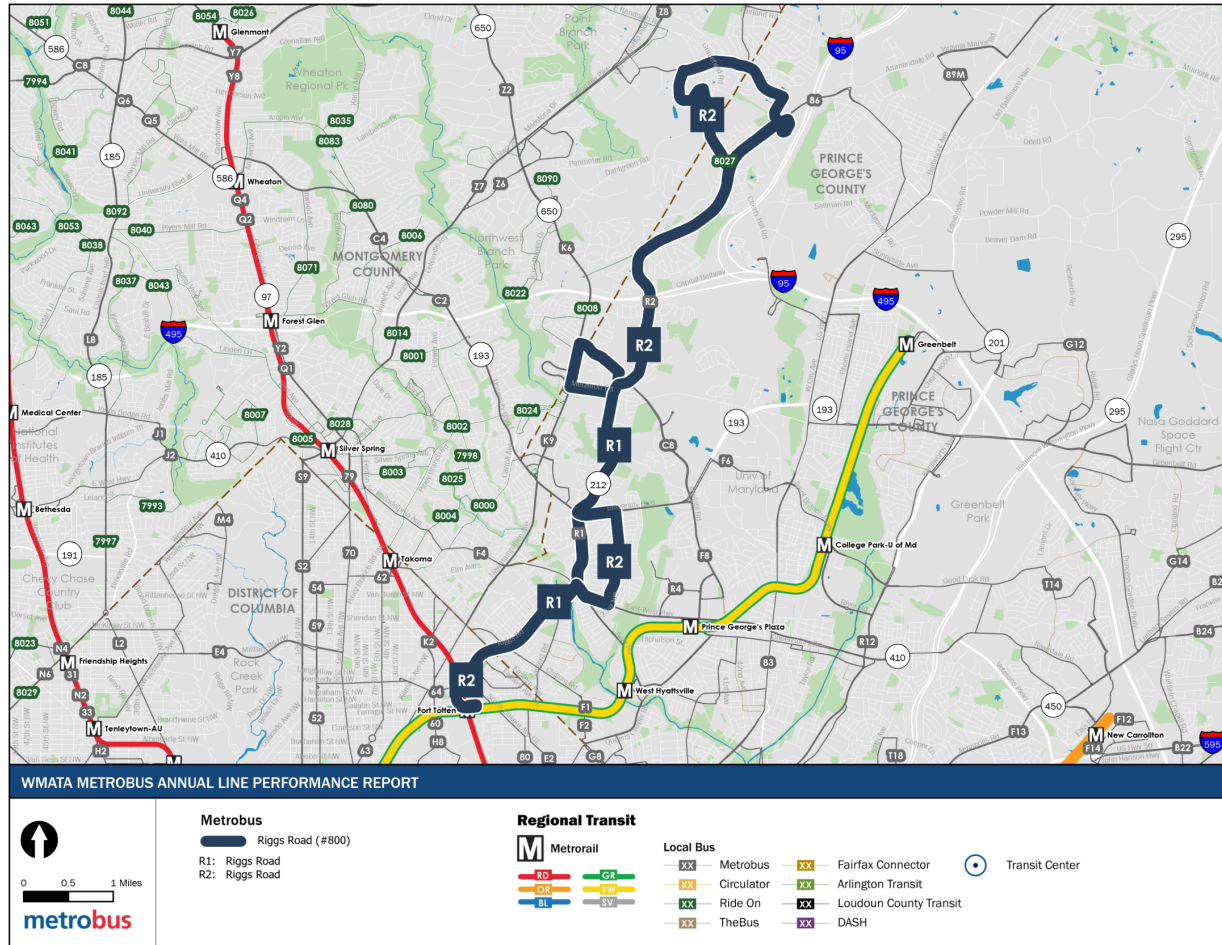
Passenger Miles per Revenue Mile



LINE: 800 - Riggs Road

ROUTE(S): R1, R2

About the Line



Service Classification

Framework

Activity Tier

3

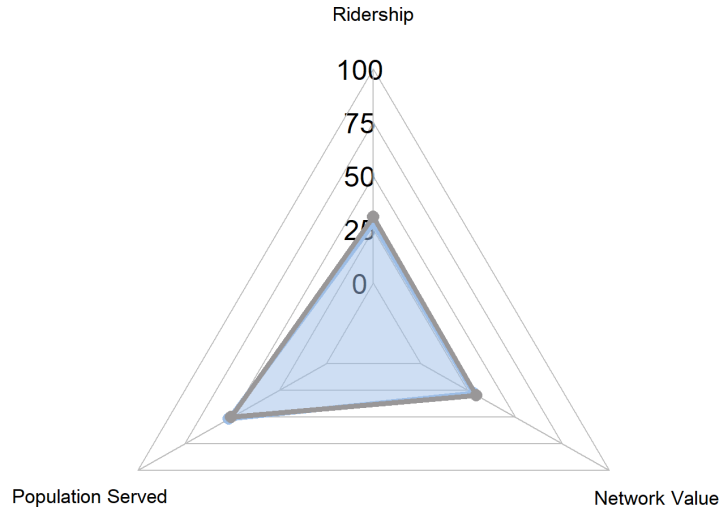
Overall Grade

Line	Grade
Riggs Road	B

Line Benefit Score

36

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
52	28	28	

Operating Statistics

	Annual Operating Costs	\$2,723,447
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot, 60 Foot

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

	Service Area Population	70,826	
	People of Color Population	Service Area	28,795
		% Riders Surveyed	93%
	Low Income Household	Service Area	24,586
		% Riders Surveyed	66%

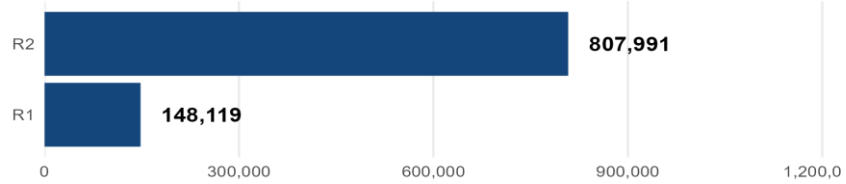
Facilities/Amenities

	Bus Stops	143
	% Stops With Shelters	6%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	1%



Ridership

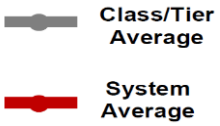
Annual Ridership



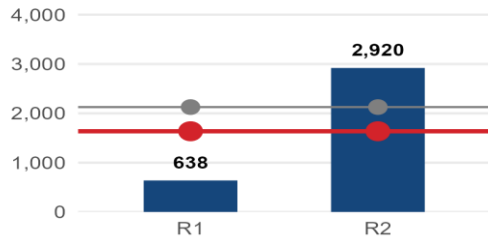
Top Transfer Locations

Fort Totten

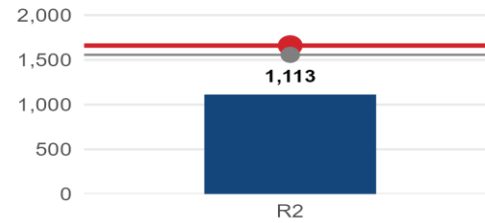
Average Daily Ridership



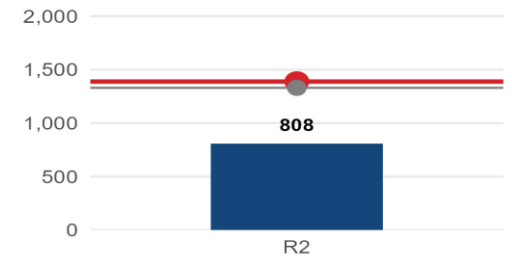
Weekday



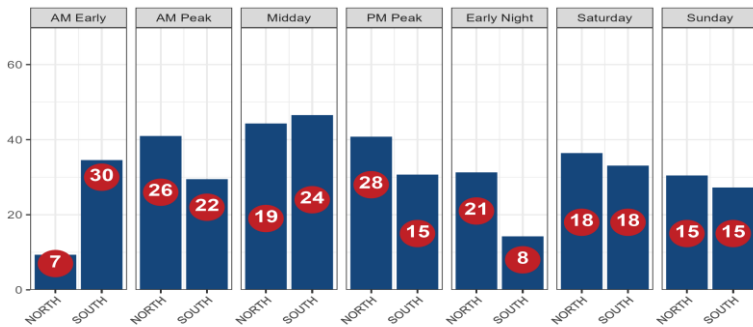
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



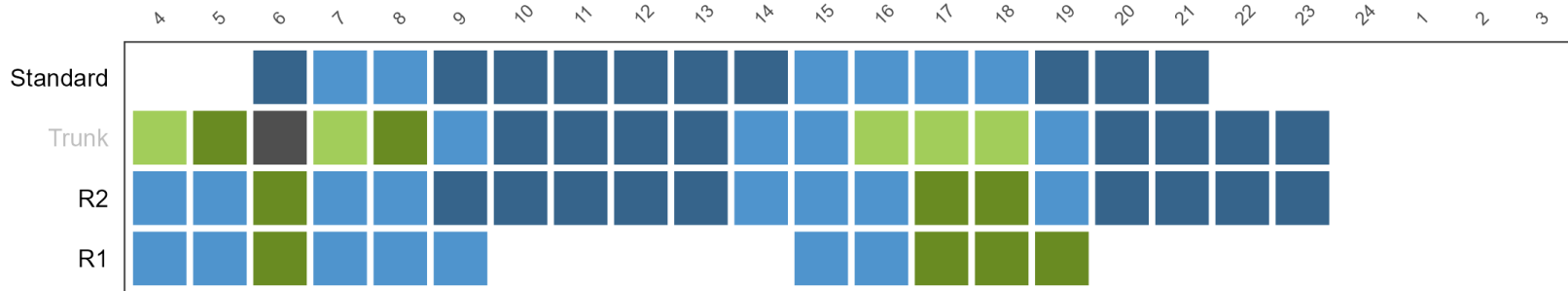
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.57	0.4
	Off-Peak Maximum Target: 1.0	0.33	0.42
Saturday Maximum Target: 1.0		0.38	0.37
Sunday Maximum Target: 1.0		0.34	0.32

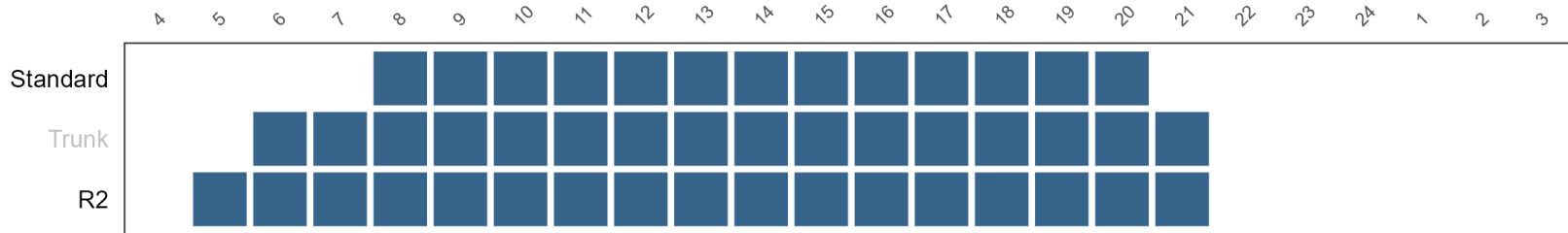
Span and Frequency



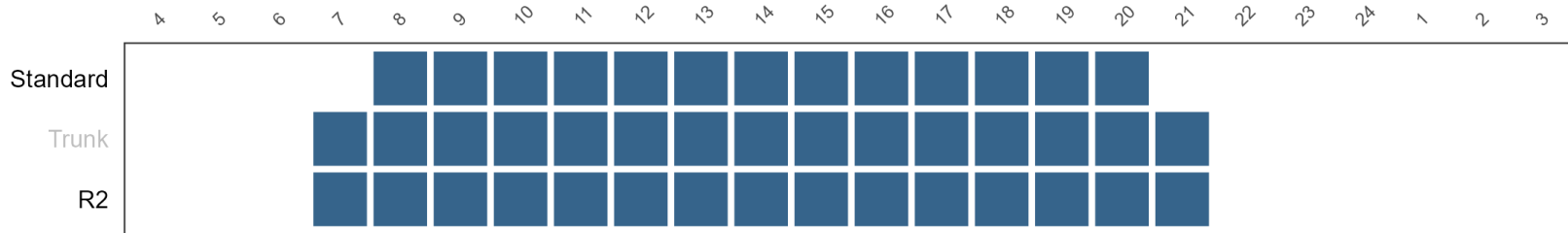
Weekday (by Hour)



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	4:24 AM - 11:29 PM	-	A	5:50 AM - 9:42 PM	-	A	7:00 AM - 9:27 PM	-	A
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 33.0	Peak: 21.4 / Off-Peak: 34.5	A	59.0	40.5	B	60.0	39.1	B
Productivity	Passengers per Revenue Hour 15	42.6	24.8	A	36.2	20.6	A	30.1	19.4	A
	Passengers per Revenue Mile 1	3.5	2.1	A	3.2	1.7	A	2.6	1.6	A
Reliability	On-Time Performance 79%	66%	75%	E	70%	75%	D	77%	77%	C
	Crowding 5%	0%	1%	A	1%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.49	Off-Peak: 0.31 Peak: 0.4	A	0.37	0.29	A	0.33	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$2.80	\$ 5.34	A	\$3.29	\$ 6.22	A	\$3.97	\$ 6.54	A
	Cost Recovery 20%	34%	12%	A	29%	10%	A	24%	9%	A

Route R1

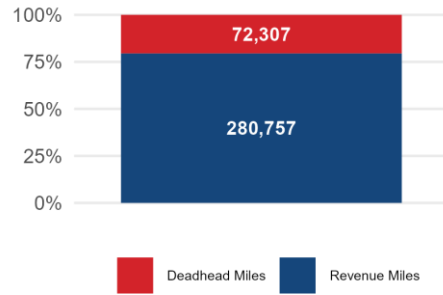
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.2			4.6			E		
	Circuitry 1.75	1.42			2.17			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	41.9	24.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	4.5	2.1	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	11%	41%	B	-	-	-	-	-	-
Reliability	On-Time Performance 79%	67%	75%	E	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.52	Off-Peak: 0.31 Peak: 0.41	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$2.85	\$ 5.34	A	-	-	-	-	-	-
	Cost Recovery 20%	38%	13%	A	-	-	-	-	-	-

Route R2

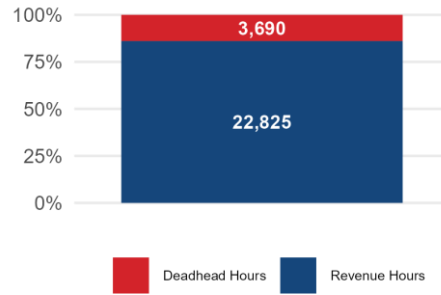
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.4			4.6			E		
	Circuitry 1.75	1.28			2.17			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	42.7	24.8	A	36.2	20.6	A	30.1	19.4	A
	Passengers per Revenue Mile 1	3.4	2.1	A	3.2	1.7	A	2.6	1.6	A
	Unique Segment Ridership 10%	39%	41%	A	81%	58%	A	81%	61%	A
Reliability	On-Time Performance 79%	65%	75%	E	70%	75%	D	77%	77%	C
	Crowding 5%	6%	1%	E	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.47	Off-Peak: 0.31 Peak: 0.41	A	0.37	0.29	A	0.33	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$2.79	\$ 5.34	A	\$3.29	\$ 6.22	A	\$3.97	\$ 6.54	A
	Cost Recovery 20%	33%	13%	A	28%	10%	A	23%	9%	A

Operational Analysis

Miles Allocation



Hours Allocation



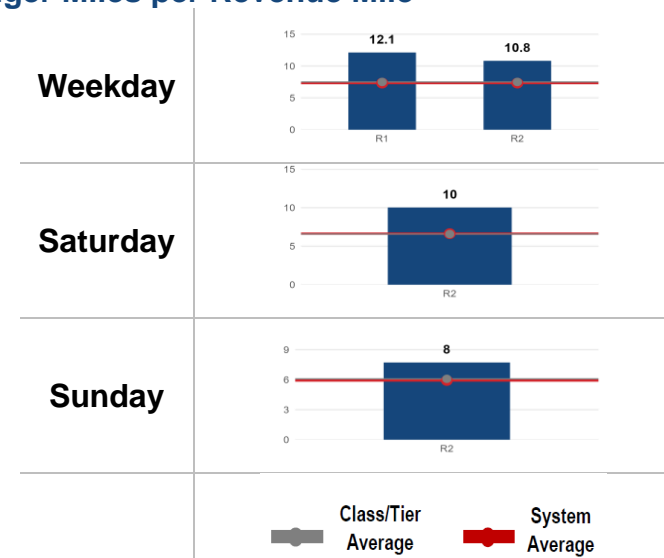
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R1	13.10	5,229	5,169 (98.9%)
R2	23.10	23,242	23,004 (99.0%)

Service Change Summary

Route R1 - Dec 2022:
 Weekday: run time update; Saturday: No change;
 Sunday: No change;
 Route R2 - Dec 2022:
 Weekday: run time update; Saturday: run time update;
 Sunday: run time update;

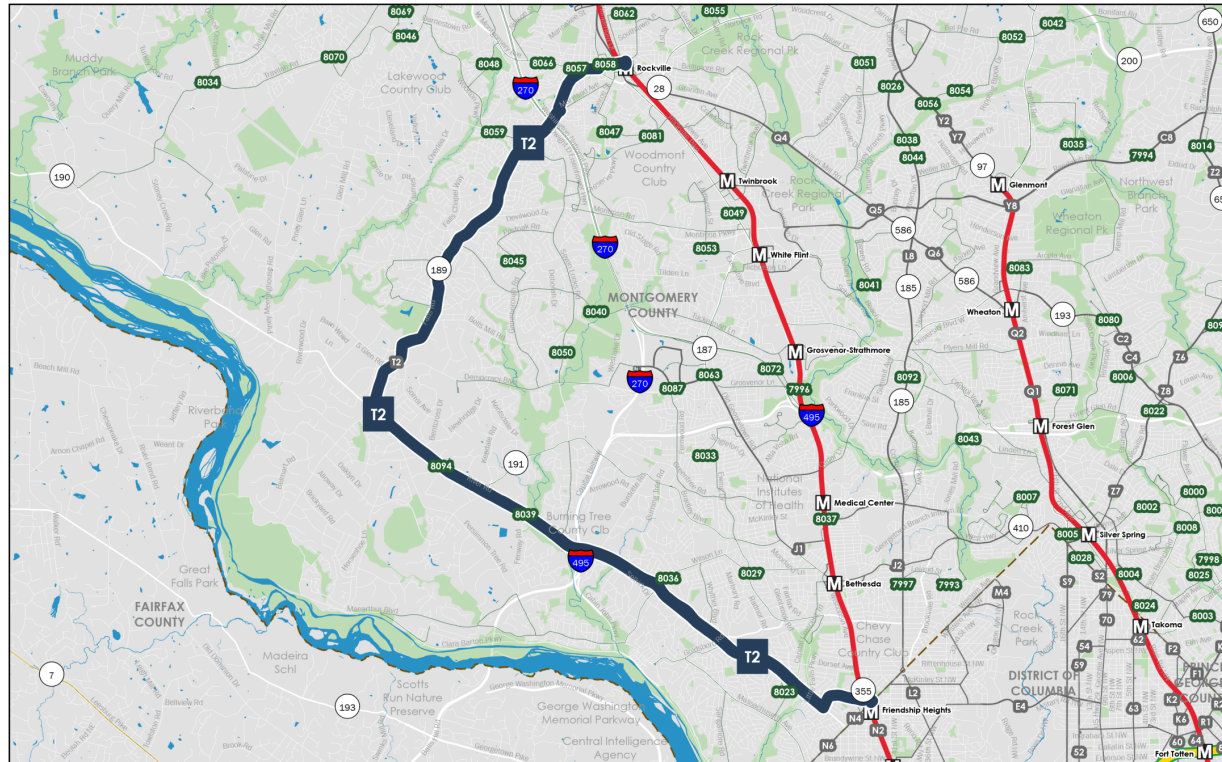
Passenger Miles per Revenue Mile



LINE: 102 - River Road

ROUTE(S): T2

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 River Road (#102)
 T2: River Road

Regional Transit

- M** Metrorail
- Local Bus**
- FD** Metrobus
- GR** Circulator
- BL** Ride On
- SV** TheBus
- XX** Fairfax Connector
- XX** Arlington Transit
- XX** Loudoun County Transit
- XX** DASH
- Transit Center**

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

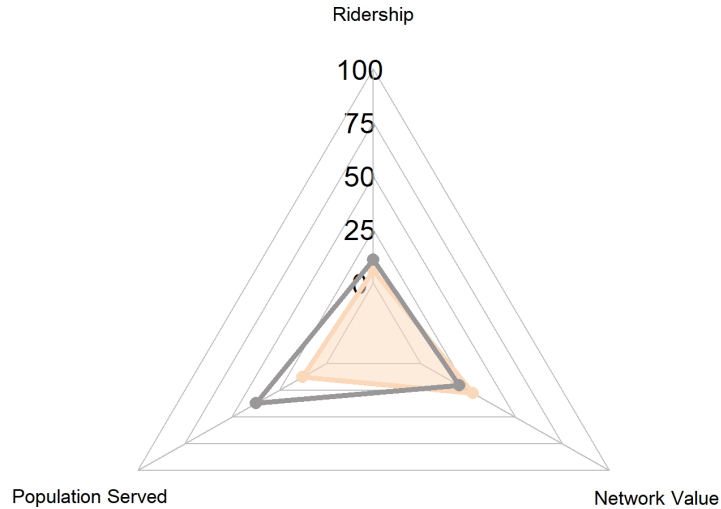
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

15

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
12	28	6	

Operating Statistics

	Annual Operating Costs	\$1,633,688
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population	26,698	
	People of Color Population	Service Area	6,761
		% Riders Surveyed	71%
	Low Income Household	Service Area	2,519
		% Riders Surveyed	49%

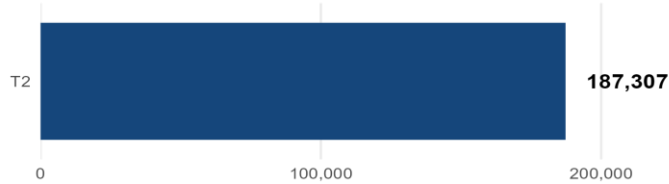
Facilities/Amenities

	Bus Stops	132
	% Stops With Shelters	11%
	% Stops With Benches	49%
	% Stops With Real-Time Signs	1%



Ridership

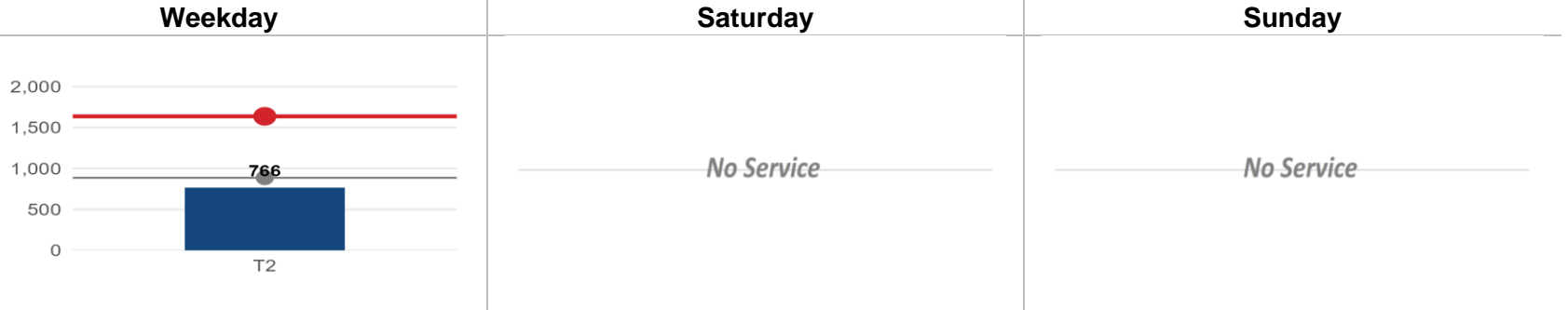
Annual Ridership



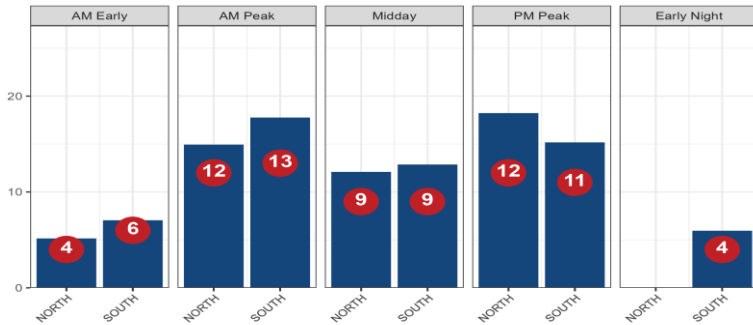
Top Transfer Locations

Friendship Heights, Rockville

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



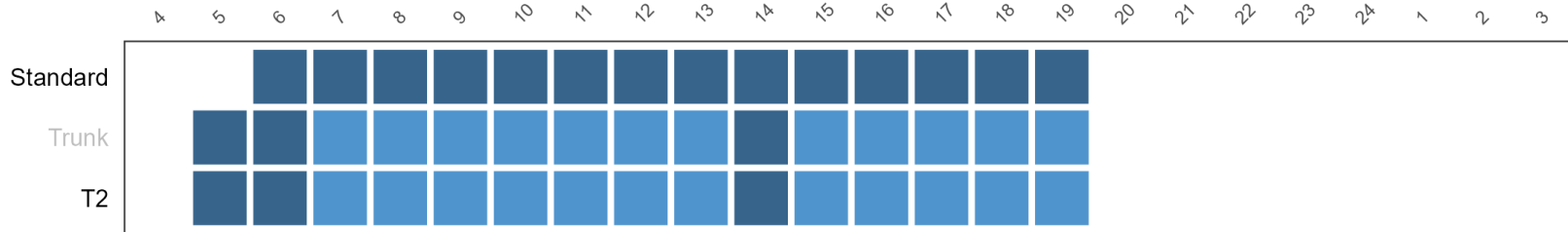
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.3	0.3
	Off-Peak Maximum Target: 1.0	0.21	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 River Road

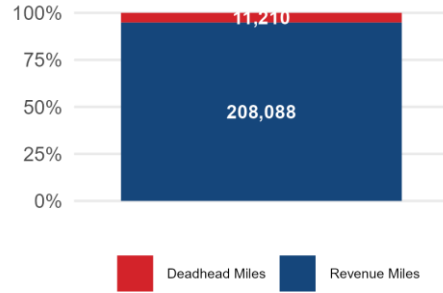
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:30 AM - 7:35 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	14.5	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.3	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.22	\$ 6.54	C	-	-	-	-	-	-
	Cost Recovery 20%	14%	11%	E	-	-	-	-	-	-

Route T2

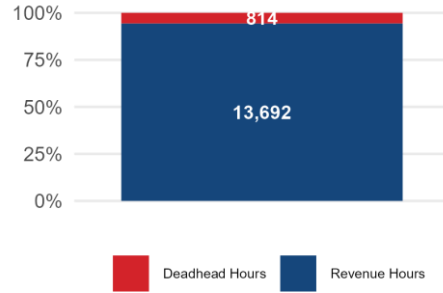
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.1			4.8			A		
	Circuitry N/A	1.68			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	14.5	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	1	1.7	C	-	-	-	-	-	-
	Unique Segment Ridership 10%	73%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	81%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.3	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$8.22	\$ 6.54	C	-	-	-	-	-	-
	Cost Recovery 20%	14%	10%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



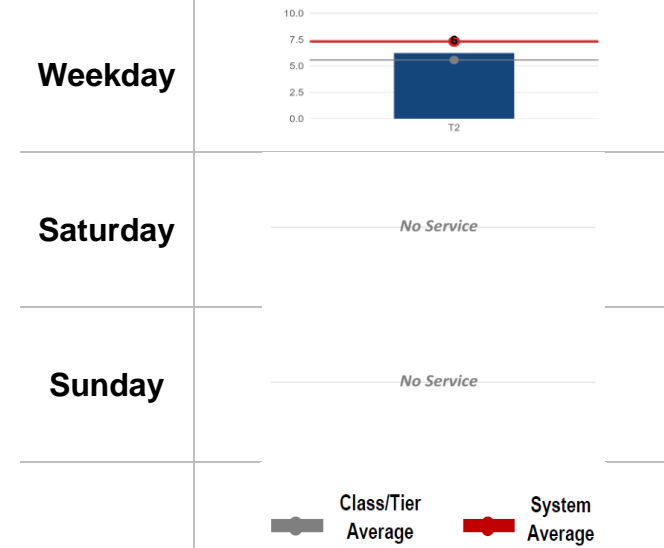
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T2	32.30	13,985	13,811 (98.8%)

Service Change Summary

Route T2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

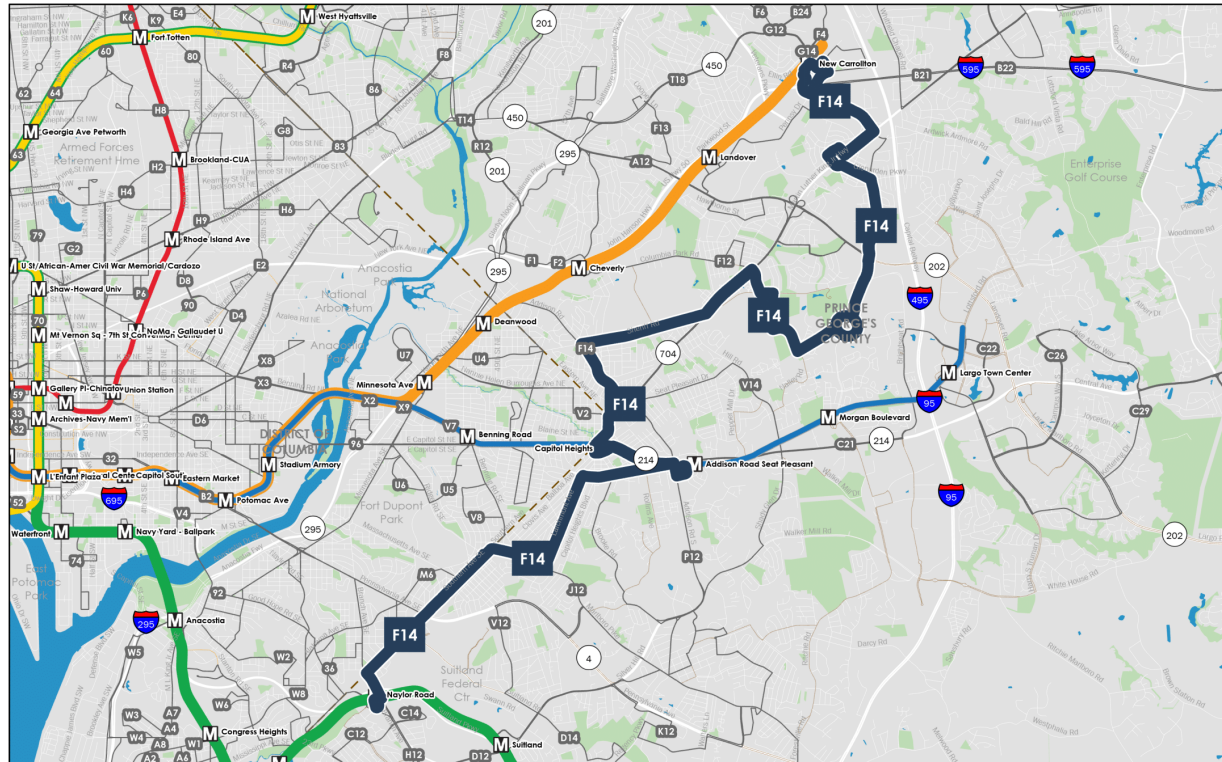
Passenger Miles per Revenue Mile



LINE: 105 - Sheriff Road-Capitol Heights

ROUTE(S): F14

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

— Sheriff Road-Capitol Heights (#105)

F14: Sheriff Road-Capitol Heights

Regional Transit

- M Metrorail
- RD Metrobus
- GR Circulator
- BL Ride On
- SV TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- T Transit Center

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	
	B

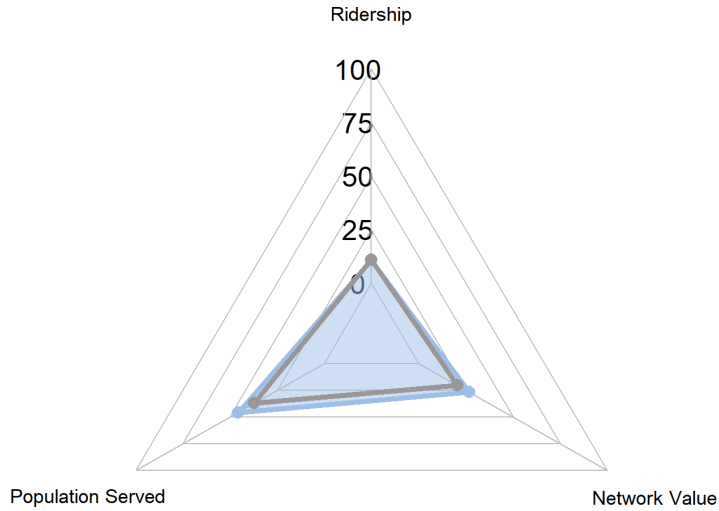
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

28

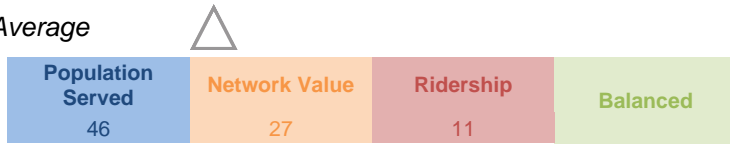
Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$2,187,253
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population	36,919	
	People of Color Population	Service Area	32,272
		% Riders Surveyed	99%
	Low Income Household	Service Area	12,251
		% Riders Surveyed	62%

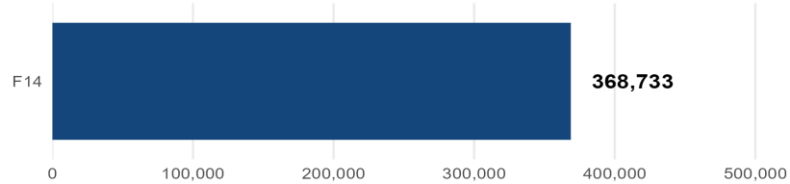
Facilities/Amenities

	Bus Stops	177
	% Stops With Shelters	21%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



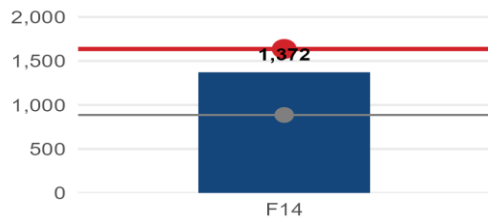
Top Transfer Locations

Capitol Heights, Naylor Road, Addison Road

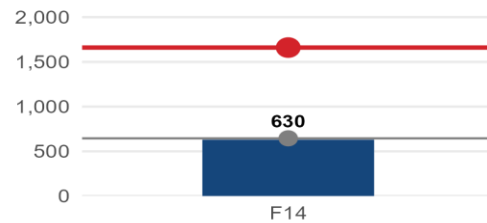
Average Daily Ridership

- Class/Tier Average
- System Average

Weekday



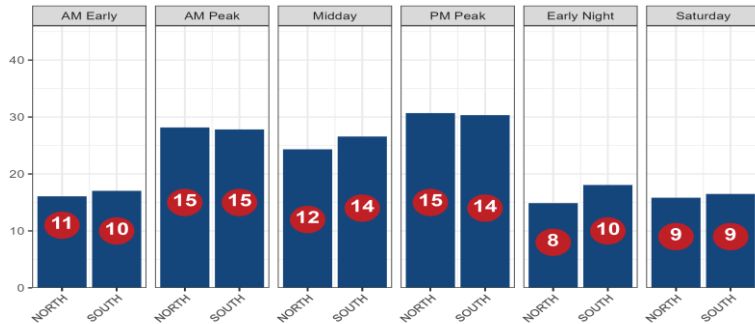
Saturday



Sunday

No Service

Average Trip Ridership and Maximum Load by Time Period



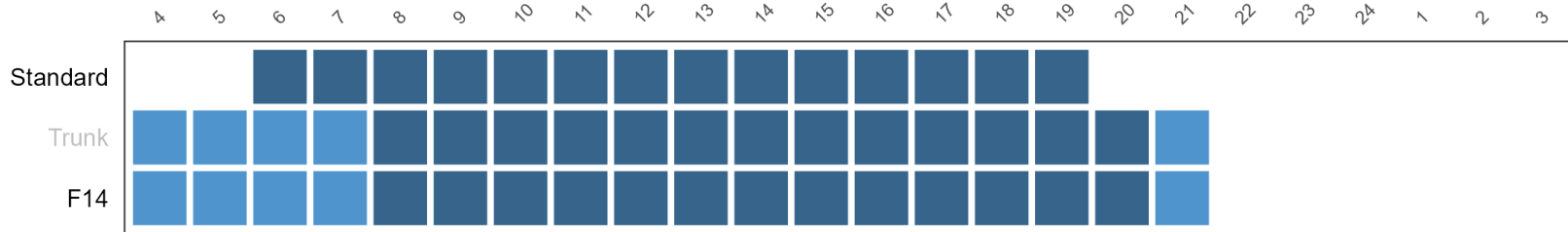
Vehicle Load Factor

		Direction:	NORTH	SOUTH
Weekday	Peak Maximum Target: 1		0.37	0.36
	Off-Peak Maximum Target: 1.0		0.27	0.3
Saturday Maximum Target: 1.0			0.22	0.23
Sunday Maximum Target: 1.0				

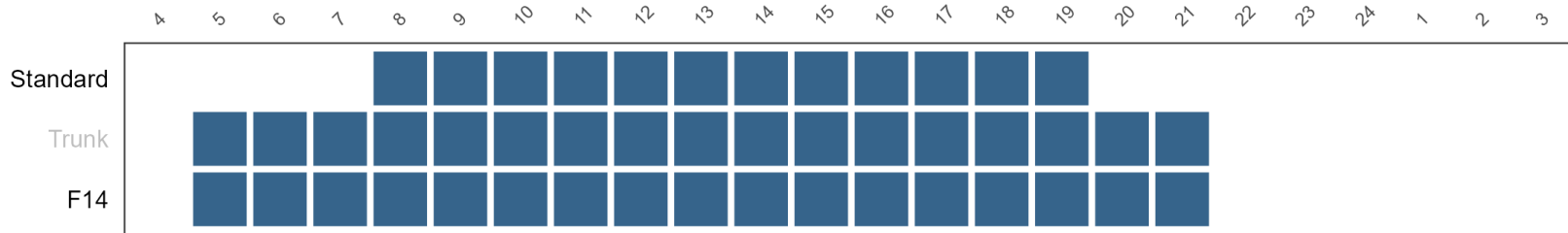
Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Sheriff Road-Capitol Heights

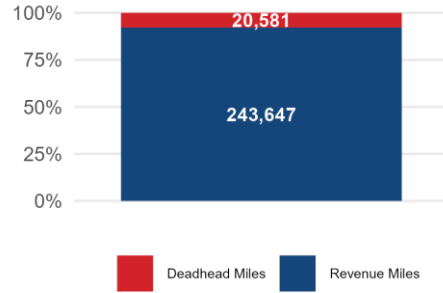
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:39 AM - 9:48 PM	-	A	5:02 AM - 9:49 PM	-	A	-	-	-
	Frequency of Service varies	Peak: 32.0 / Off-Peak: 47.0	Peak: 26 / Off-Peak: 38.9	A	50.0	47.4	A	-	-	-
Productivity	Passengers per Revenue Hour 10	20.4	20.3	A	13.2	21.3	A	-	-	-
	Passengers per Revenue Mile 1	1.5	1.7	A	1.0	1.8	C	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	81%	80%	B	-	-	-
	Crowding 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.36	Off-Peak: 0.22 Peak: 0.29	A	0.23	0.25	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.84	\$ 6.54	A	\$9.03	\$ 6.11	D	-	-	-
	Cost Recovery 20%	8%	11%	E	5%	8%	E	-	-	-

Route F14

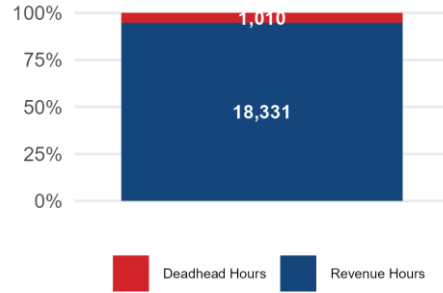
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.1			4.8			E		
	Circuitry N/A	1.73			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	20.4	20.3	A	13.2	21.3	A	-	-	-
	Passengers per Revenue Mile 1	1.5	1.7	A	1.0	1.8	C	-	-	-
	Unique Segment Ridership 10%	72%	49%	A	73%	59%	A	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	81%	80%	B	-	-	-
	Crowding 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.36	Off-Peak: 0.22 Peak: 0.28	A	0.23	0.25	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$5.84	\$ 6.54	A	\$9.03	\$ 6.11	D	-	-	-
	Cost Recovery 20%	8%	10%	E	5%	8%	E	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



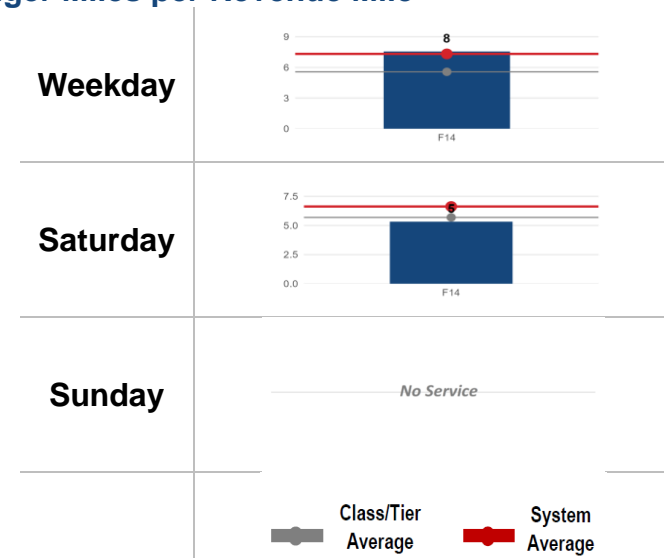
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F14	35.00	15,918	15,552 (97.7%)

Service Change Summary

Route F14 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

Passenger Miles per Revenue Mile



LINE: 78 - Sheriff Road-River Terrace

ROUTE(S): U4

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Grade
U4	A

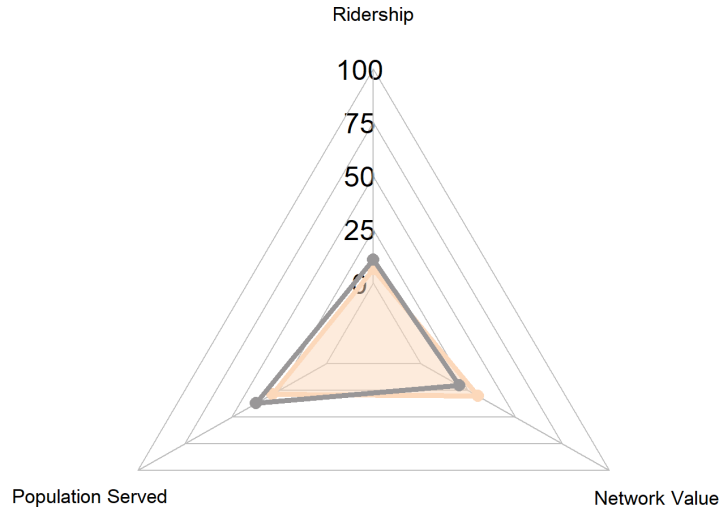
Legend

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

Line Benefit Score

22

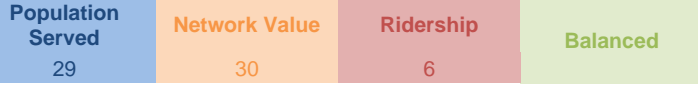
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$1,238,241
	Peak Vehicles	3
	Vehicle Type(s)	30 Foot

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

	Service Area Population	15,770	
	People of Color Population	Service Area	14,752
		% Riders Surveyed	100%
	Low Income Household	Service Area	6,667
		% Riders Surveyed	71%

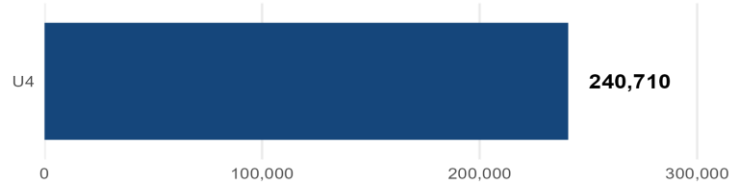
Facilities/Amenities

	Bus Stops	40
	% Stops With Shelters	25%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	5%



Ridership

Annual Ridership



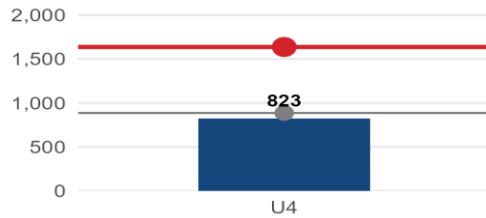
Top Transfer Locations

Minnesota Avenue

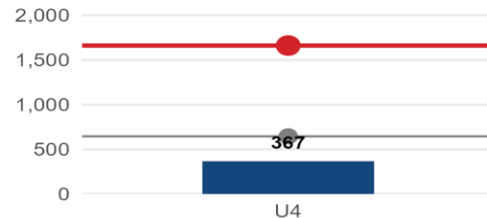
Average Daily Ridership

- Class/Tier Average
- System Average

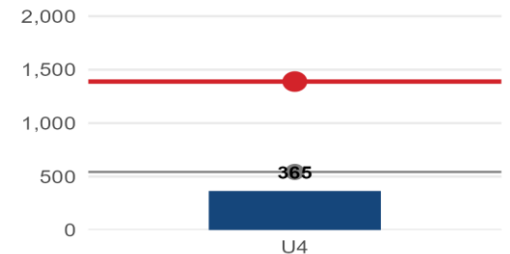
Weekday



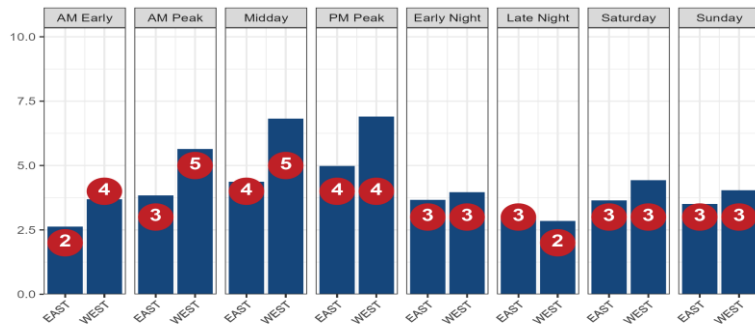
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



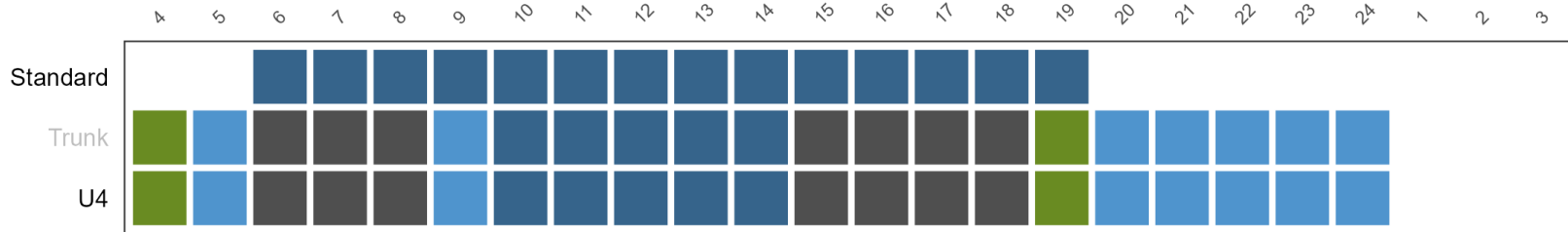
Vehicle Load Factor

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

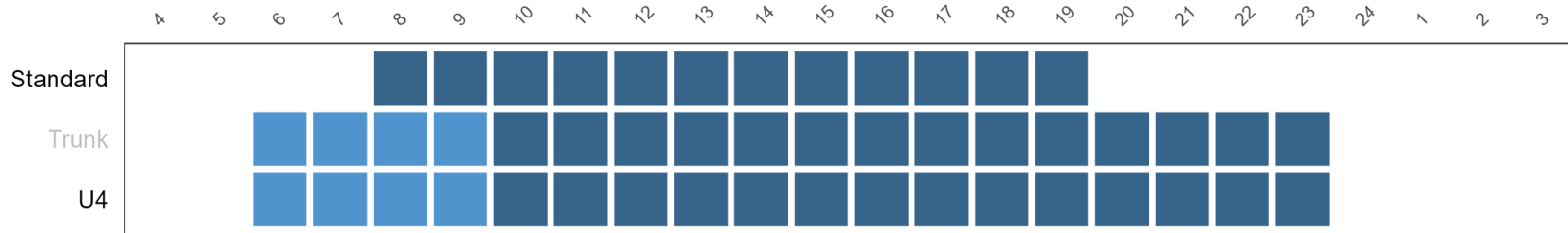
Span and Frequency



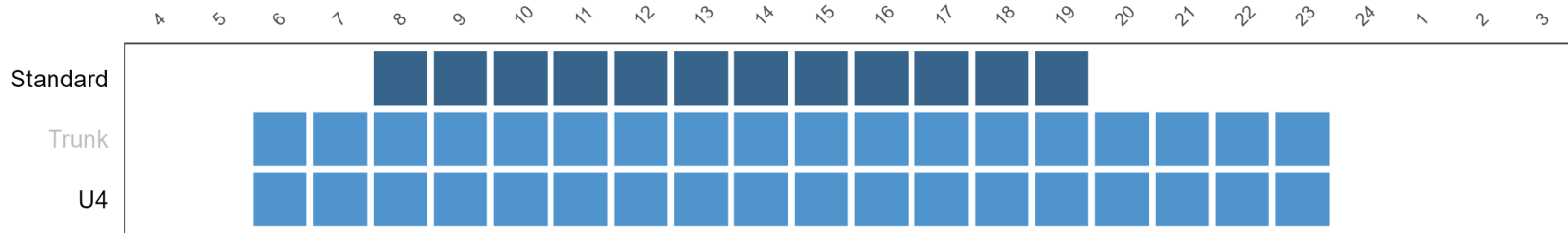
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Sheriff Road-River Terrace

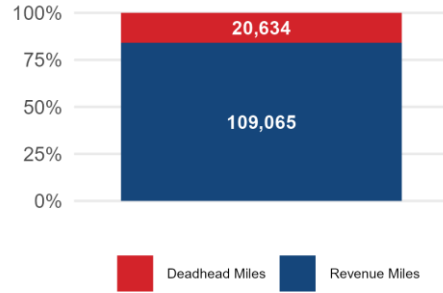
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:42 AM - 12:26 AM	-	A	6:00 AM - 11:19 PM	-	A	6:30 AM - 11:25 PM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 31.0	Peak: 26 / Off-Peak: 38.9	A	31.0	47.4	A	29.0	49.8	A
Productivity	Passengers per Revenue Hour 10	24.4	20.3	A	22.0	21.3	A	22.5	21.3	A
	Passengers per Revenue Mile 1	2.4	1.7	A	2.0	1.8	A	1.9	1.7	A
Reliability	On-Time Performance 79%	88%	81%	A	84%	80%	B	82%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.22 Peak: 0.29	A	0.11	0.25	A	0.11	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.90	\$ 6.54	A	\$5.42	\$ 6.11	A	\$5.31	\$ 6.02	A
	Cost Recovery 20%	10%	11%	E	9%	8%	E	10%	8%	E

Route U4

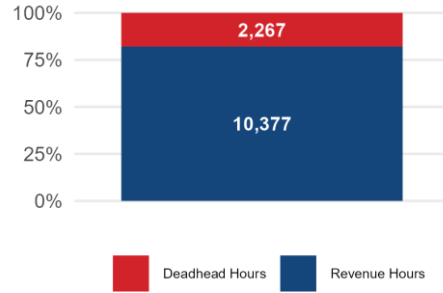
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	9.2			4.8			E		
	Circuitry N/A	1.12			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	24.4	20.3	A	22.0	21.3	A	22.5	21.3	A
	Passengers per Revenue Mile 1	2.4	1.7	A	2.0	1.8	A	1.9	1.7	A
	Unique Segment Ridership 10%	90%	49%	A	88%	59%	A	88%	62%	A
Reliability	On-Time Performance 79%	88%	81%	A	84%	80%	A	82%	81%	B
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.22 Peak: 0.28	A	0.11	0.25	A	0.11	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.90	\$ 6.54	A	\$5.42	\$ 6.11	A	\$5.31	\$ 6.02	A
	Cost Recovery 20%	10%	10%	E	9%	8%	E	10%	8%	E

Operational Analysis

Miles Allocation



Hours Allocation



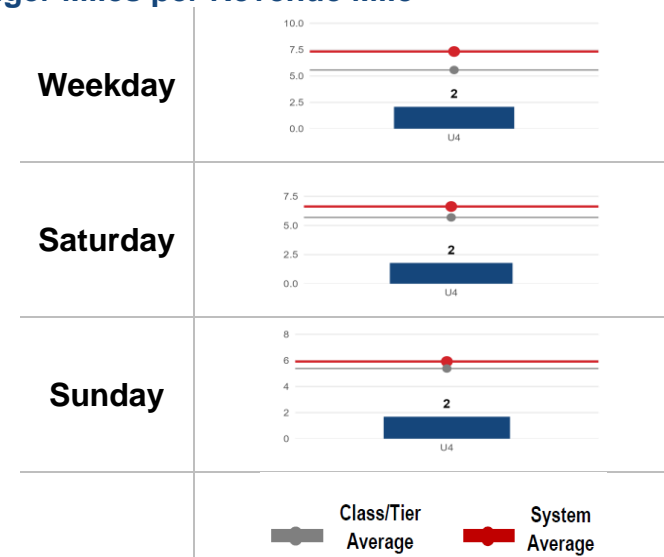
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U4	4.60	55,212	54,297 (98.3%)

Service Change Summary

Route U4 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

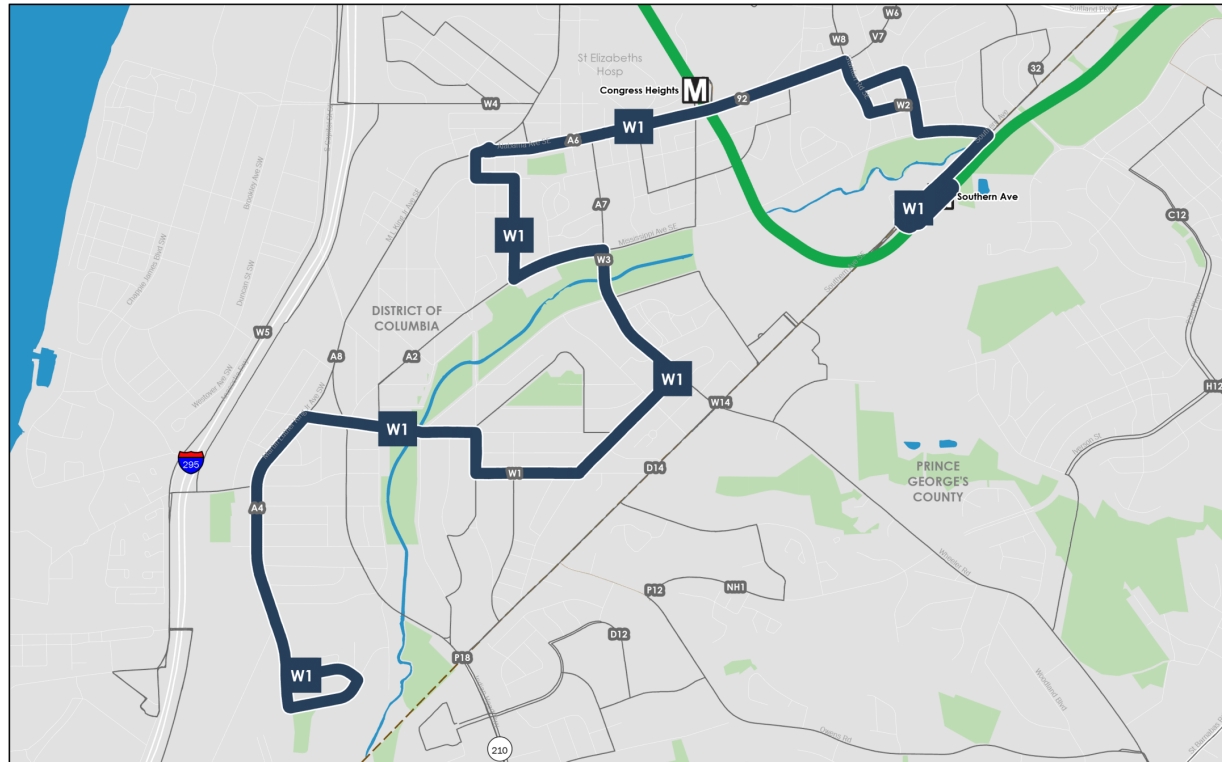
Passenger Miles per Revenue Mile



LINE: 82 - Shipley Terrace-Fort Drum

ROUTE(S): W1

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus

- ShIPLEY Terrace-Fort Drum (#82)
- W1: ShIPLEY Terrace-Fort Drum

Regional Transit

M Metrorail

- FD Metrorail
- GR Metrorail
- BL Metrorail
- SV Metrorail

Local Bus

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

T Transit Center

Service Classification

Coverage

Activity Tier

2

Overall Grade

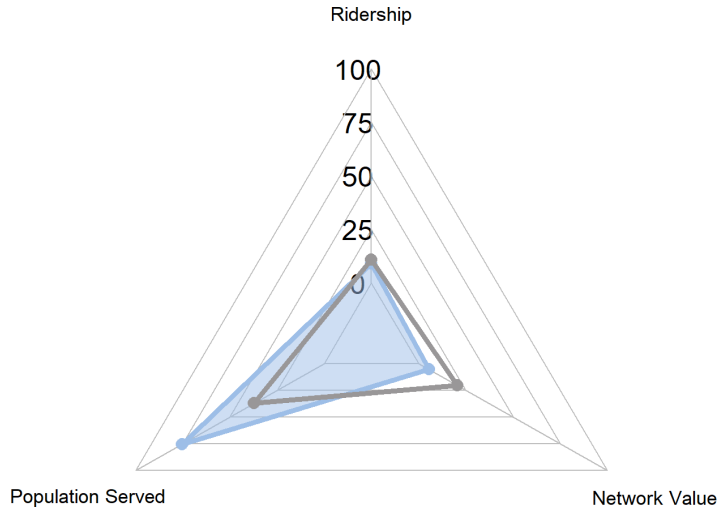
Line	Grade
Line 82 - Shipley Terrace-Fort Drum	B

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

30
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$1,281,411
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population	34,155	
	People of Color Population	Service Area	32,187
		% Riders Surveyed	96%
	Low Income Household	Service Area	17,427
		% Riders Surveyed	74%

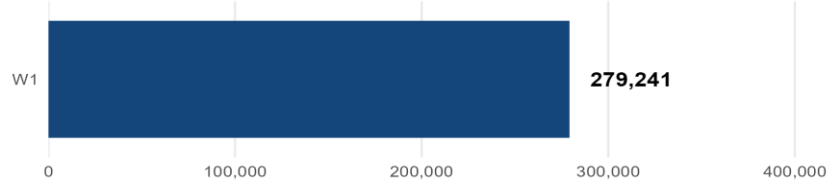
Facilities/Amenities

	Bus Stops	85
	% Stops With Shelters	7%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	2%



Ridership

Annual Ridership

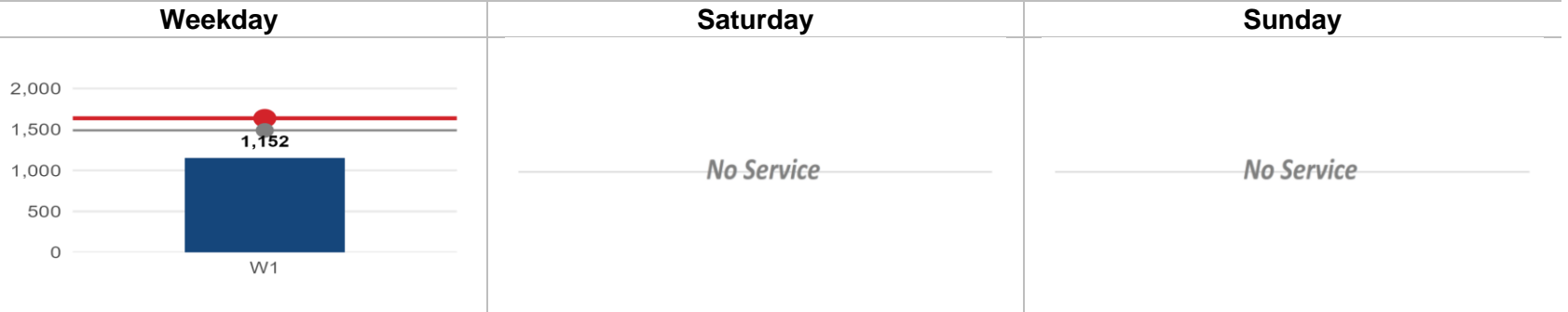


Top Transfer Locations

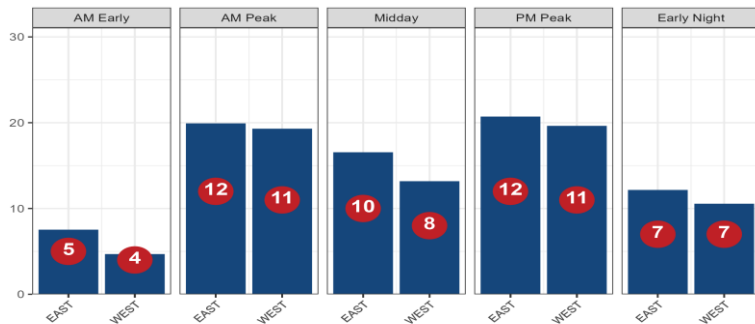
Congress Heights, Southern Avenue

Average Daily Ridership

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



Average Trip Ridership and Maximum Load by Time Period



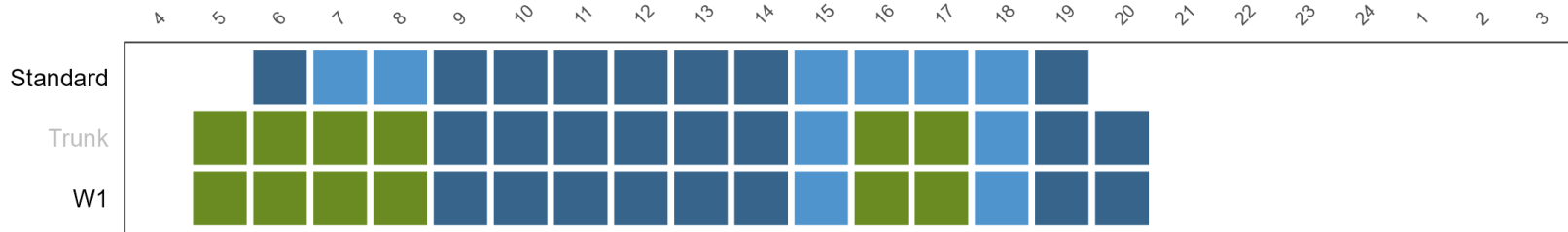
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.43	0.41
	Off-Peak Maximum Target: 1.0	0.33	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 Shipley Terrace-Fort Drum

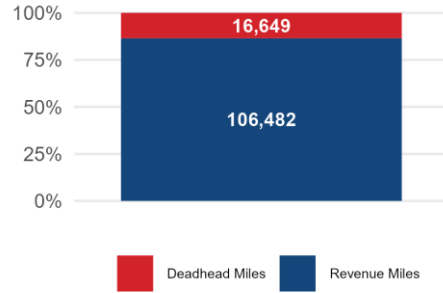
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:40 AM - 8:49 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 34.0	Peak: 22.5 / Off-Peak: 32.3	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 15	27.3	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	2.8	3.5	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	80%	B	-	-	-	-	-	-
	Crowding 5%	8%	3%	E	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.26 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.36	\$ 4.96	A	-	-	-	-	-	-
	Cost Recovery 20%	14%	14%	E	-	-	-	-	-	-

Route W1

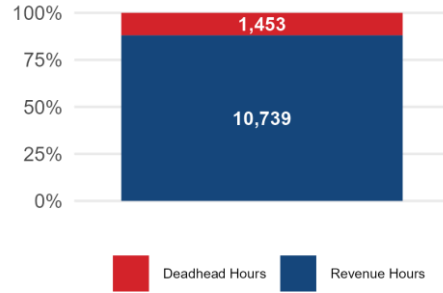
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.8			6.2			E		
	Circuitry N/A	2.55			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	27.3	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile 2	2.8	3.5	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	14%	29%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	81%	80%	B	-	-	-	-	-	-
	Crowding 5%	8%	3%	E	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.28 Peak: 0.37	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.36	\$ 4.96	A	-	-	-	-	-	-
	Cost Recovery 20%	14%	13%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



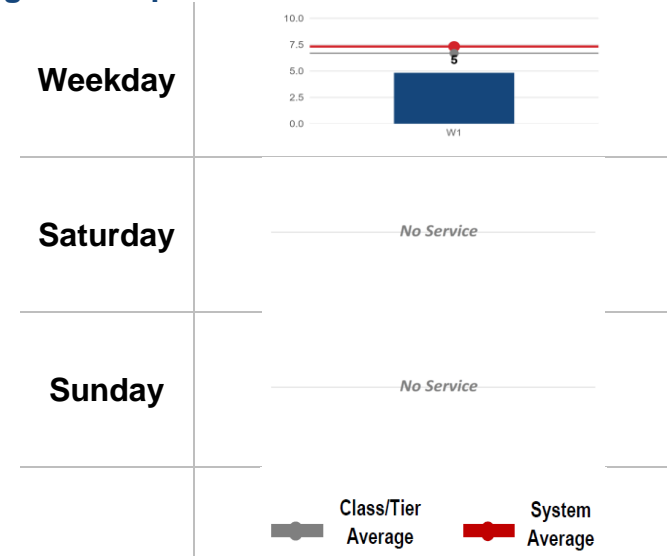
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W1	12.70	17,043	16,598 (97.4%)

Service Change Summary

Route W1 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

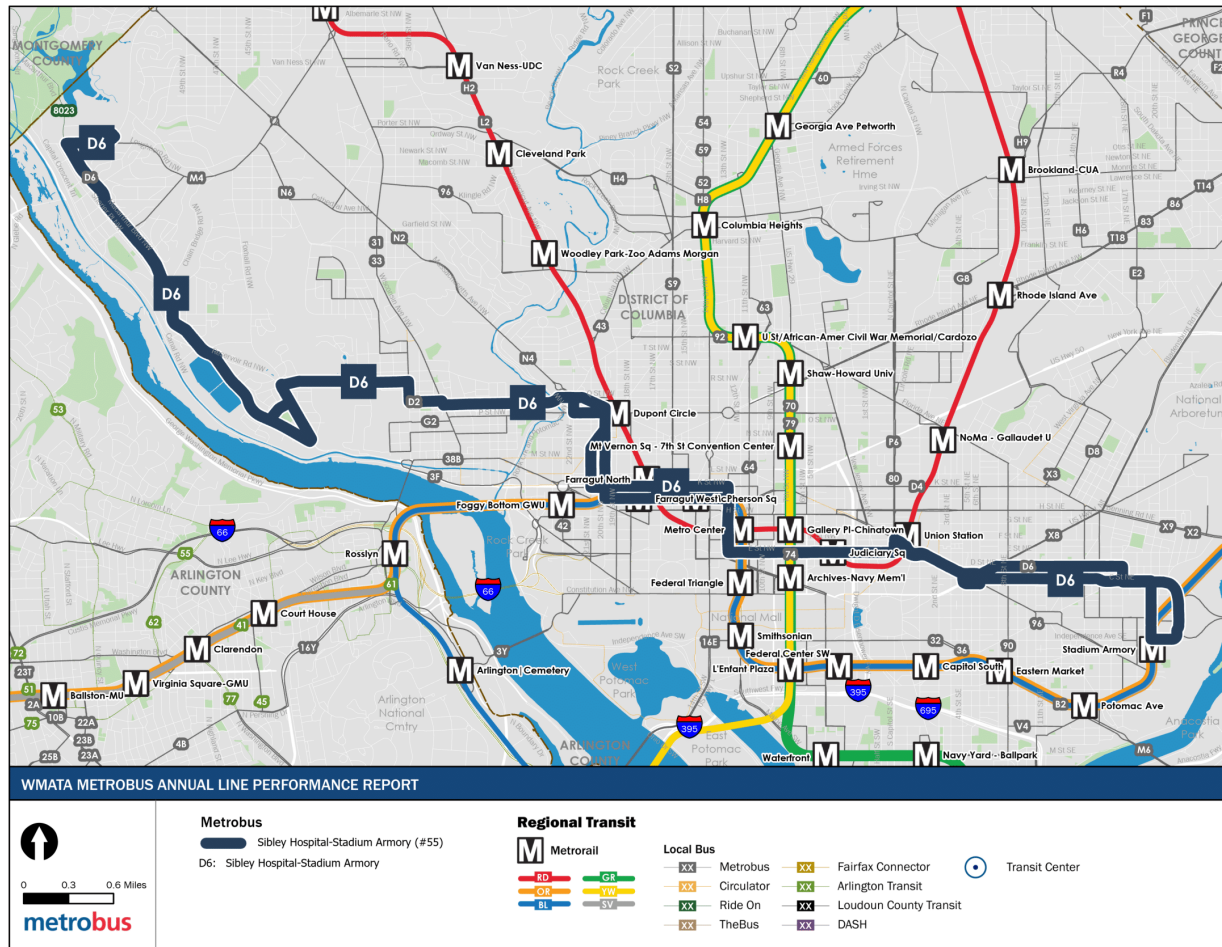
Passenger Miles per Revenue Mile



LINE: 55 - Sibley Hospital-Stadium Armory

ROUTE(S): D6

About the Line



Service Classification

Framework

Activity Tier

1

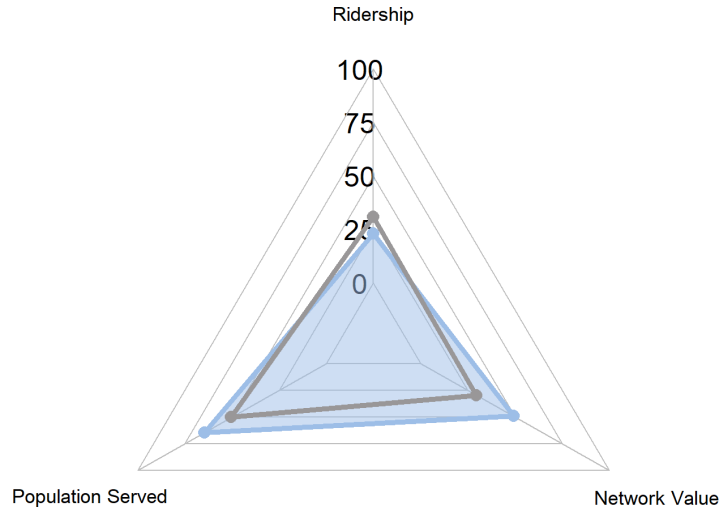
Overall Grade

Line	Overall Grade
D6	Below

Line Benefit Score

46

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$5,606,361
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population	58,538	
	People of Color Population	Service Area	15,187
		% Riders Surveyed	57%
	Low Income Household	Service Area	7,831
		% Riders Surveyed	29%

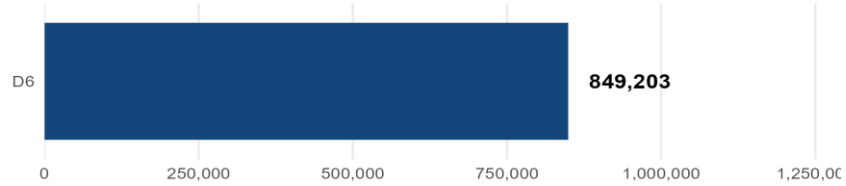
Facilities/Amenities

	Bus Stops	153
	% Stops With Shelters	25%
	% Stops With Benches	23%
	% Stops With Real-Time Signs	3%



Ridership

Annual Ridership



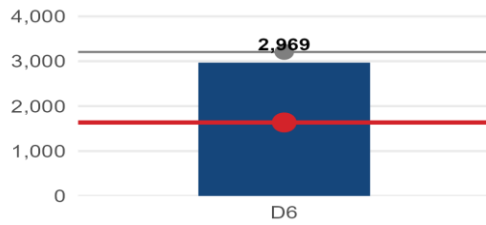
Top Transfer Locations

Dupont Circle, Farragut West, Union Station

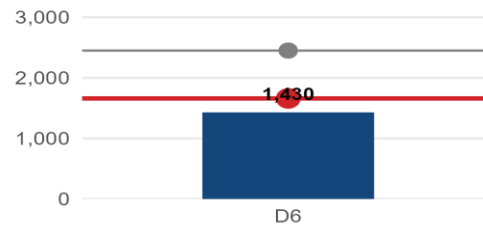
Average Daily Ridership

- Class/Tier Average
- System Average

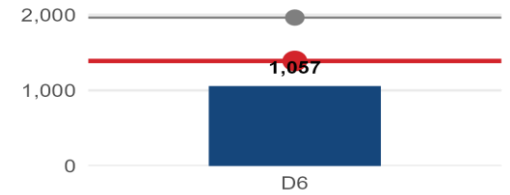
Weekday



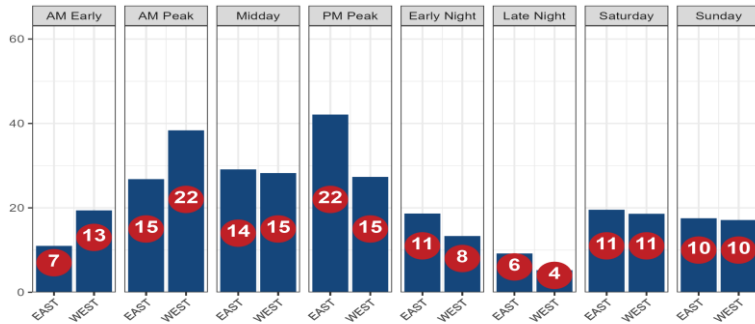
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



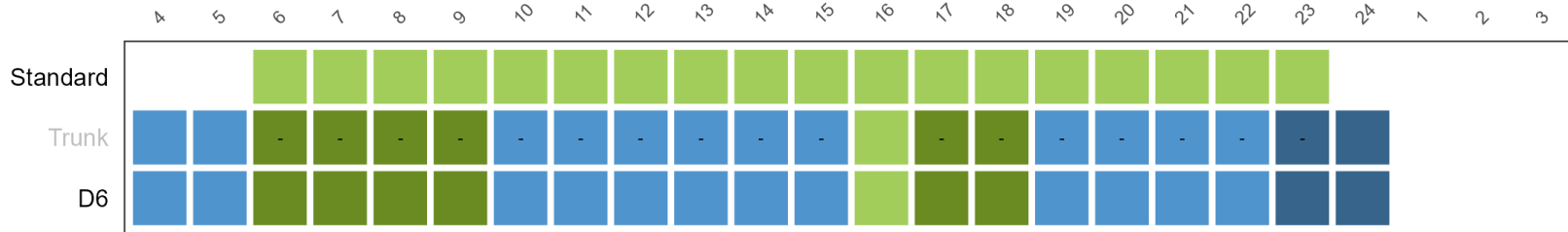
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1.2	0.48	0.45
	Off-Peak Maximum Target: 1.0	0.29	0.3
Saturday Maximum Target: 1.0		0.28	0.27
Sunday Maximum Target: 1.0		0.25	0.25

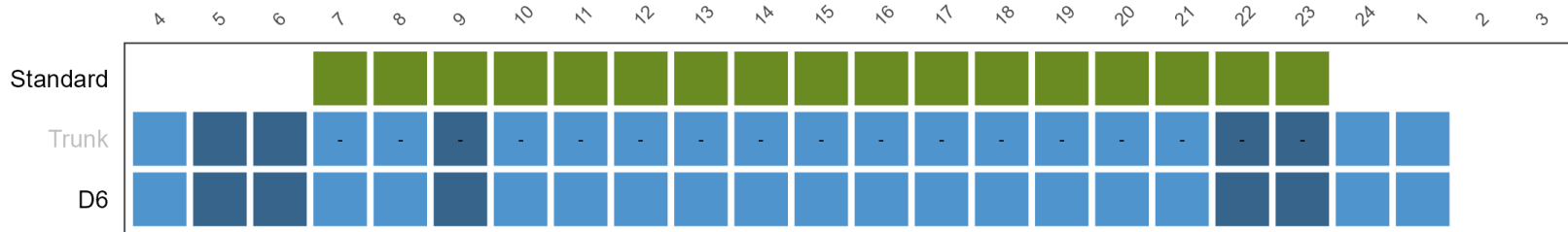
Span and Frequency



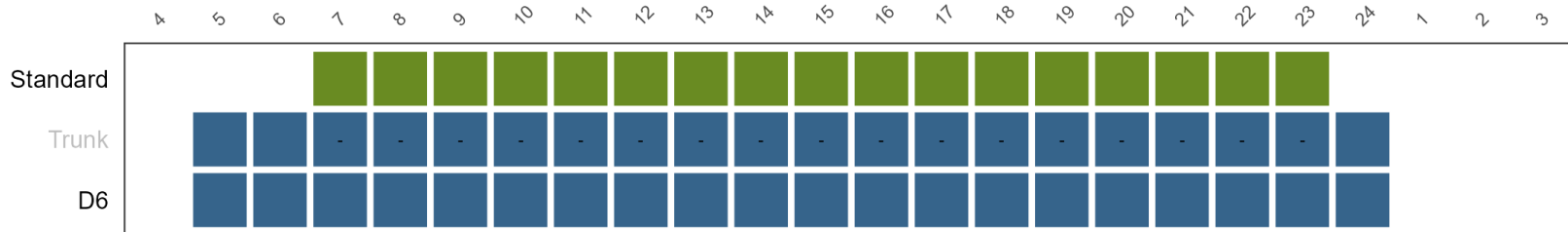
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

D Sibley Hospital-Stadium Armory

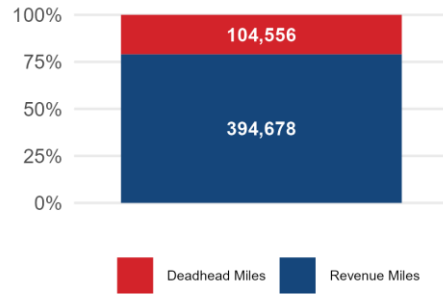
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:10 AM - 12:57 AM	-	A	4:40 AM - 1:05 AM	-	A	5:15 AM - 12:42 AM	-	A
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 25.0	Peak: 14.7 / Off-Peak: 18.6	C	30.0	20.8	D	36.0	23.9	E
Productivity	Passengers per Revenue Hour 30	19.2	29.9	E	15.4	25.2	E	14.1	22.9	E
	Passengers per Revenue Mile 4	2.4	3.9	E	1.6	3.1	E	1.5	2.7	E
Reliability	On-Time Performance 79%	67%	74%	E	68%	75%	E	68%	76%	E
	Crowding 5%	2%	3%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.47	Off-Peak: 0.33 Peak: 0.46	A	0.27	0.33	A	0.25	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.22	\$ 4.49	D	\$7.77	\$ 5.36	E	\$8.44	\$ 5.93	E
	Cost Recovery 25%	21%	25%	D	17%	21%	E	15%	19%	E

Route D6

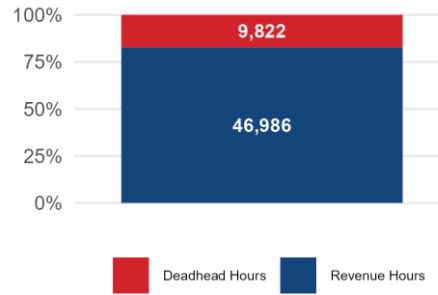
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.7			5.2			E		
	Circuitry 1.75	1.31			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	19.2	29.9	E	15.4	25.2	E	14.1	22.9	E
	Passengers per Revenue Mile 4	2.4	3.9	E	1.6	3.1	E	1.5	2.7	E
	Unique Segment Ridership 10%	58%	23%	A	68%	34%	A	68%	35%	A
Reliability	On-Time Performance 79%	67%	74%	E	68%	75%	E	68%	76%	E
	Crowding 5%	2%	3%	A	1%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.47	Off-Peak: 0.34 Peak: 0.47	A	0.27	0.34	A	0.25	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.22	\$ 4.49	D	\$7.77	\$ 5.36	E	\$8.44	\$ 5.93	E
	Cost Recovery 25%	21%	26%	D	17%	21%	E	15%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

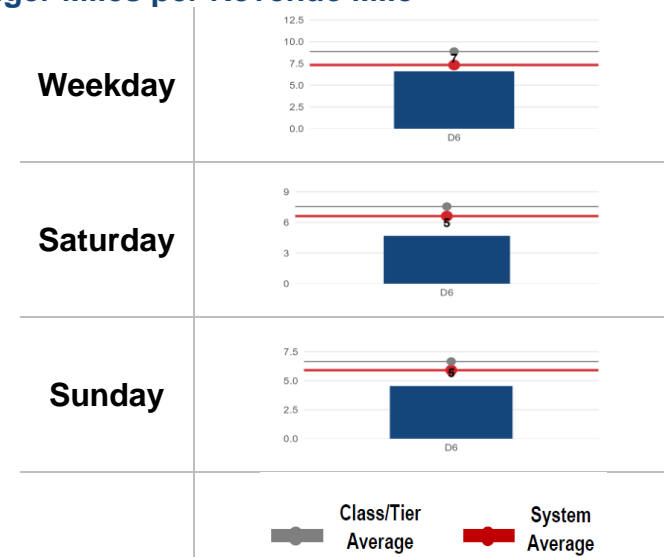
Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D6	23.10	34,207	33,549 (98.1%)

Service Change Summary

Route D6 - Dec 2022:

Weekday: The westbound routing is changed to use I Street NW between 13th Street and 20th Street, in order to avoid safety issues when turning right off K Street NW to 20th Street NW.; Saturday: The westbound routing is changed to use I Street NW between 13th Street and 20th Street, in order to avoid safety issues when turning right off K Street NW to 20th Street NW.; Sunday: The westbound routing is changed to use I Street NW between 13th Street and 20th Street, in order to avoid safety issues when turning right off K Street NW to 20th Street NW.;

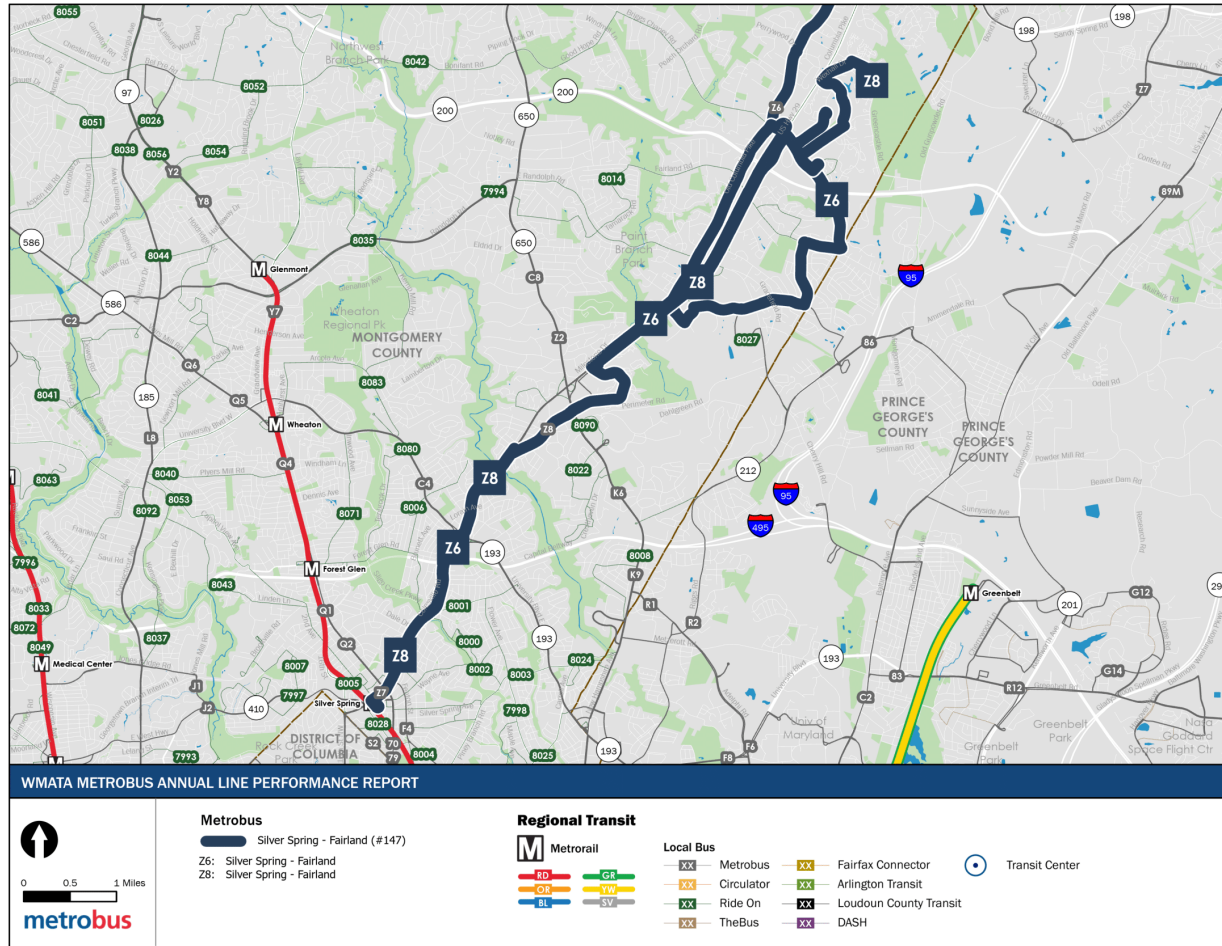
Passenger Miles per Revenue Mile



LINE: 147 - Silver Spring - Fairland

ROUTE(S): Z6, Z8

About the Line



Service Classification

Framework

Activity Tier

2

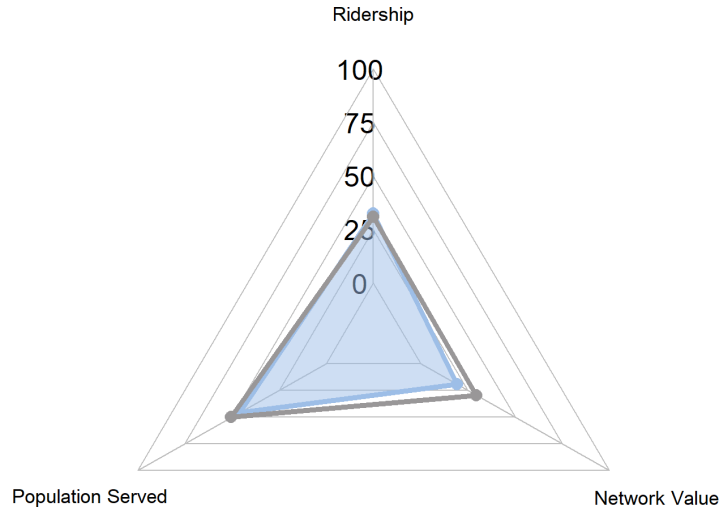
Overall Grade

Line	Grade
	B

Line Benefit Score

33

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$6,485,432
	Peak Vehicles	12
	Vehicle Type(s)	40 Foot

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

	Service Area Population	66,011	
	People of Color Population	Service Area	41,272
		% Riders Surveyed	94%
	Low Income Household	Service Area	18,301
		% Riders Surveyed	61%

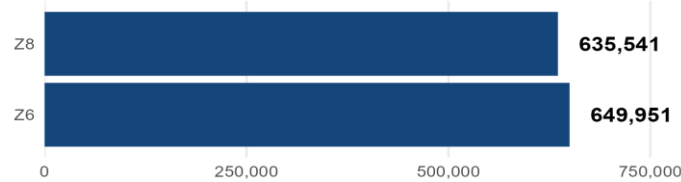
Facilities/Amenities

	Bus Stops	188
	% Stops With Shelters	19%
	% Stops With Benches	22%
	% Stops With Real-Time Signs	1%



Ridership

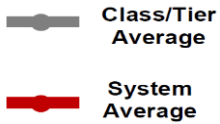
Annual Ridership



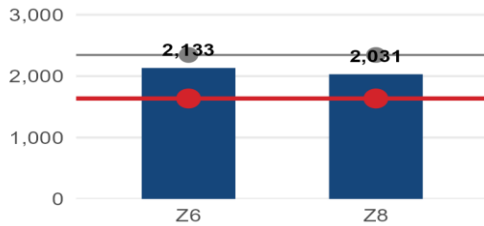
Top Transfer Locations

Silver Spring, Bethesda

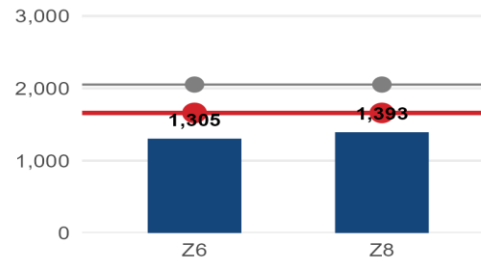
Average Daily Ridership



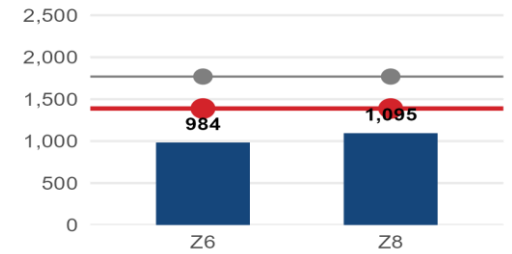
Weekday



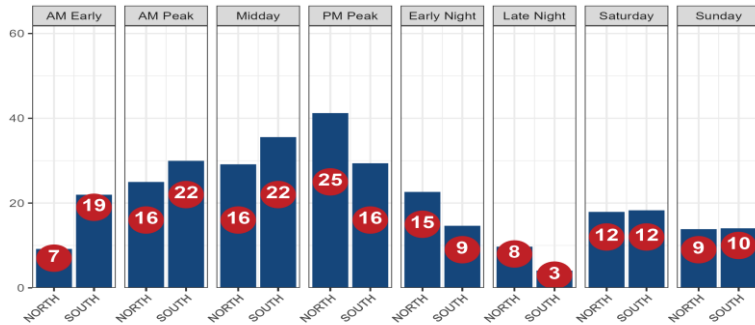
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



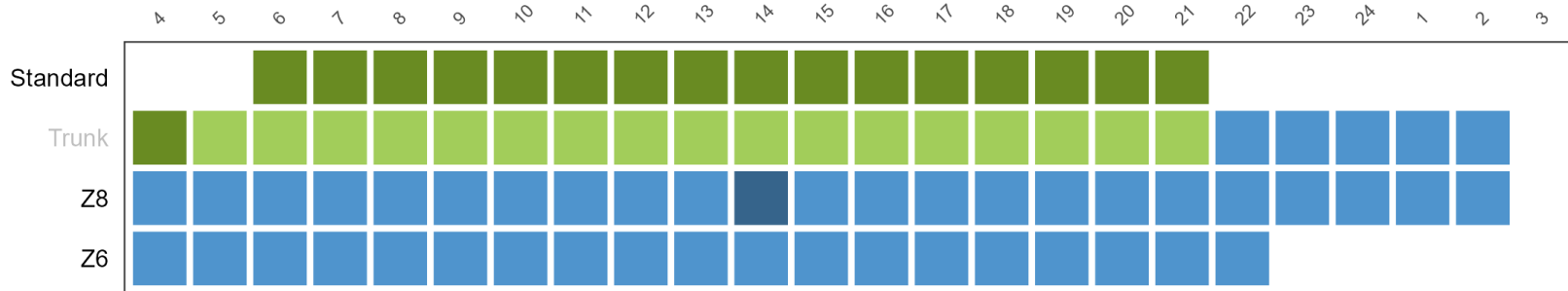
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.53	0.47
	Off-Peak Maximum Target: 1.0	0.36	0.4
Saturday Maximum Target: 1.0		0.29	0.3
Sunday Maximum Target: 1.0		0.23	0.24

Span and Frequency



Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B Silver Spring - 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	4:38 AM - 2:27 AM	-	A	5:05 AM - 2:15 AM	-	A	5:05 AM - 2:15 AM	-	A
	Frequency of Service varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 15.6 / Off-Peak: 20.1	A	17.0	24.7	A	17.0	24.6	A
Productivity	Passengers per Revenue Hour 20	25.9	24.3	A	21.6	23.1	B	16.7	20.5	D
	Passengers per Revenue Mile 2	2.0	2.4	C	1.6	2.1	D	1.3	1.9	E
Reliability	On-Time Performance 79%	76%	77%	C	76%	77%	C	79%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.5	Off-Peak: 0.34 Peak: 0.42	A	0.3	0.33	A	0.24	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.61	\$ 5.78	A	\$5.53	\$ 6.01	C	\$7.14	\$ 6.88	E
	Cost Recovery 20%	20%	20%	C	16%	18%	D	13%	16%	E

Route Z6

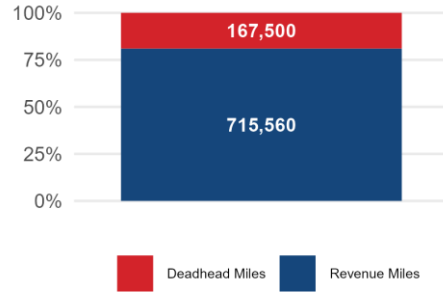
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5			4.5			A		
	Circuitry 1.75	1.44			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	29.3	24.3	A	23.0	23.1	A	17.4	20.5	D
	Passengers per Revenue Mile 2	2.2	2.4	B	1.7	2.1	D	1.3	1.9	E
	Unique Segment Ridership 10%	18%	18%	A	31%	35%	A	30%	38%	A
Reliability	On-Time Performance 79%	76%	77%	C	75%	77%	C	79%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.51	Off-Peak: 0.34 Peak: 0.43	A	0.31	0.34	A	0.24	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.07	\$ 5.78	A	\$5.18	\$ 6.01	B	\$6.85	\$ 6.88	E
	Cost Recovery 20%	23%	21%	A	18%	18%	D	14%	16%	E

Route Z8

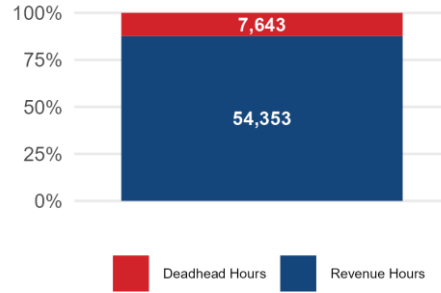
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5			4.5			A		
	Circuitry 1.75	1.39			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	23.1	24.3	A	20.4	23.1	B	16.1	20.5	D
	Passengers per Revenue Mile 2	1.8	2.4	C	1.6	2.1	E	1.2	1.9	E
	Unique Segment Ridership 10%	18%	18%	A	25%	35%	A	25%	38%	A
Reliability	On-Time Performance 79%	76%	77%	C	76%	77%	C	79%	79%	B
	Crowding 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.49	Off-Peak: 0.34 Peak: 0.43	A	0.28	0.34	A	0.23	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.17	\$ 5.78	B	\$5.85	\$ 6.01	C	\$7.40	\$ 6.88	E
	Cost Recovery 20%	17%	21%	D	15%	18%	D	12%	16%	E

Operational Analysis

Miles Allocation



Hours Allocation



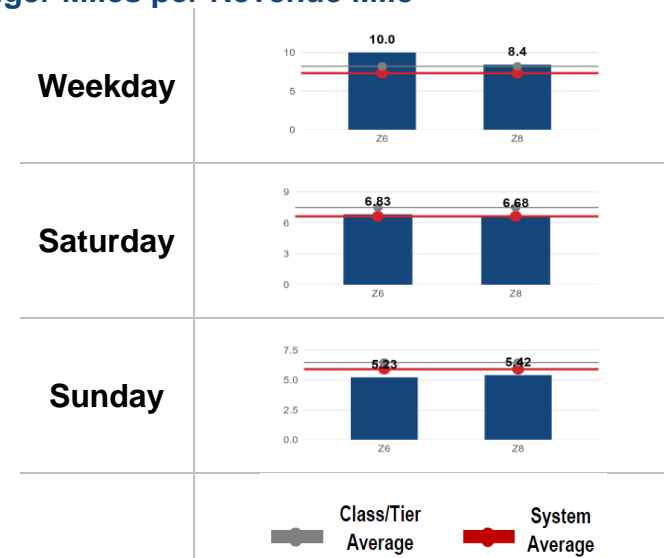
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z6	29.90	24,771	24,591 (99.3%)
Z8	26.30	31,074	30,826 (99.2%)

Service Change Summary

Route Z6 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route Z8 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

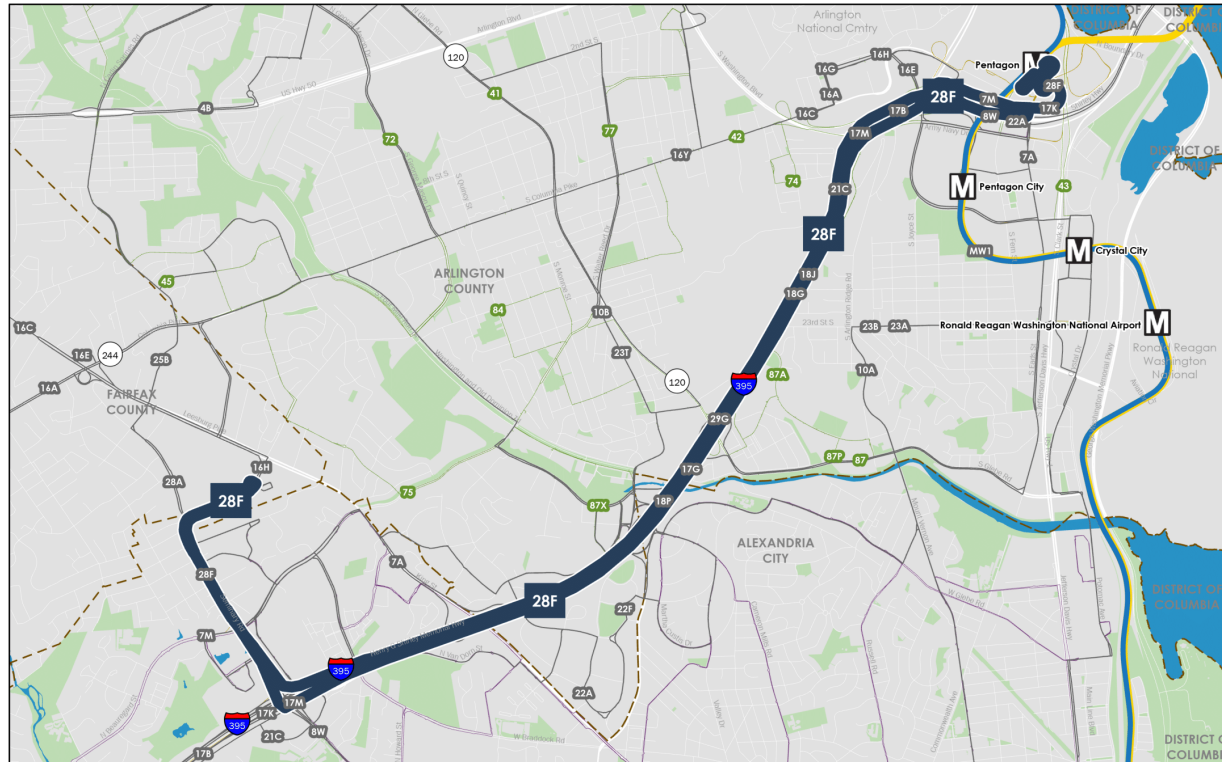
Passenger Miles per Revenue Mile



LINE: 110 - Skyline City

ROUTE(S): 28F

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Skyline City (#110)
28F: Skyline City

Regional Transit

- Metrorail
- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

Local Bus

- Metrobus
- Circulator
- Ride On
- TheBus
- Fairfax Connector
- Arlington Transit
- Loudoun County Transit
- DASH

Legend

- Exceeds
- Approaches
- Meets
- Below
- Significantly Below

Service Classification

Commuter

Activity Tier

1

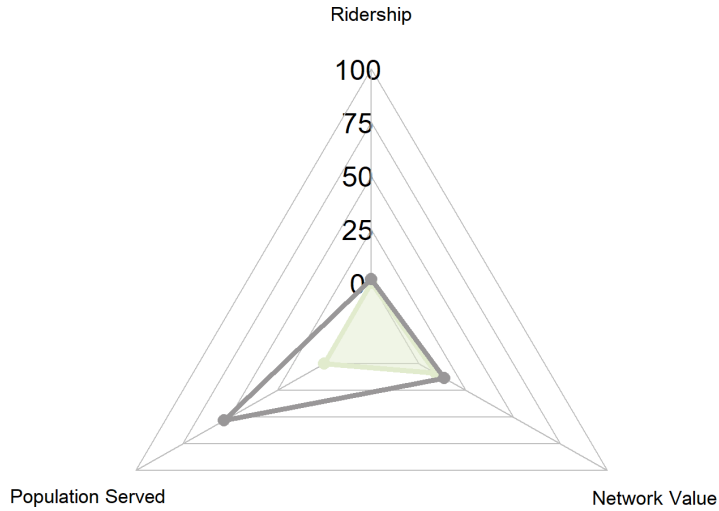
Overall Grade

Line	

Line Benefit Score

3

Out of 100



Classification Average



Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
0	9	0	

Operating Statistics

	Annual Operating Costs	\$217,759
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

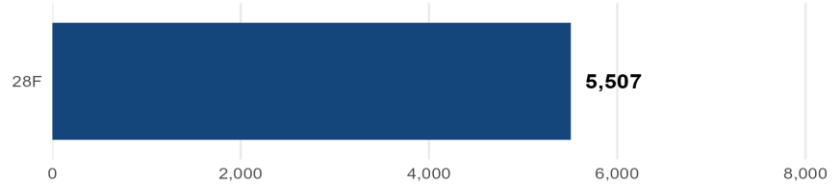
	Service Area Population	9,253	
	People of Color Population	Service Area	4,471
		% Riders Surveyed	72%
	Low Income Household	Service Area	2,468
		% Riders Surveyed	2%

Facilities/Amenities

	Bus Stops	15
	% Stops With Shelters	20%
	% Stops With Benches	13%
	% Stops With Real-Time Signs	13%



Annual Ridership



Top Transfer Locations

Pentagon

Weekday

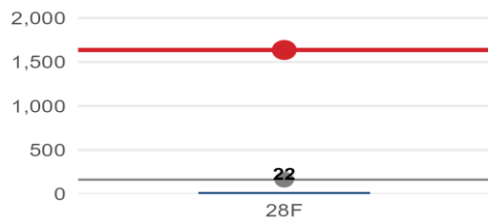
Saturday

Sunday

Average Daily Ridership

Class/Tier Average

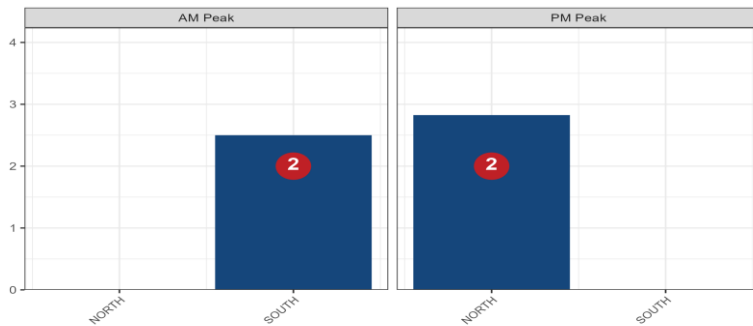
System Average



No Service

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	0.06	0.06
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency



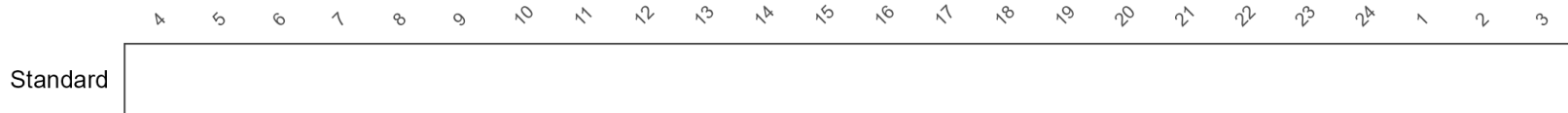
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

Skyline City

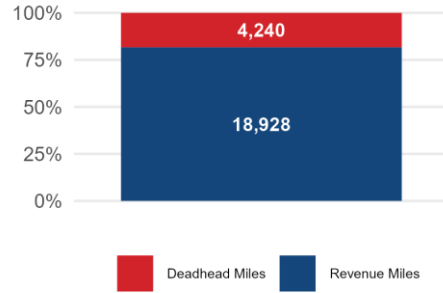
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	6:39 AM - 8:56 AM; 3:55 PM - 7:12 PM	-	A	-	-	-	-	-	-
	Frequency of Service varies	Peak: 30.0 / Off-Peak: NA	Peak: 26 / Off-Peak: 17	-	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour N/A	5	18.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	0.5	2.1	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	71%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.06	Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$24.03	\$11.40	E	-	-	-	-	-	-
	Cost Recovery 25%	5%	20%	E	-	-	-	-	-	-

Route 28F

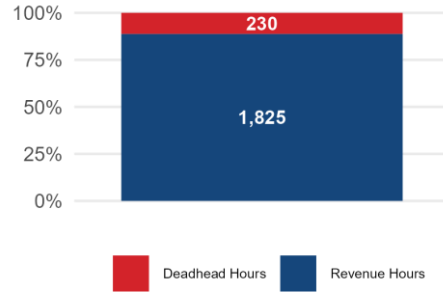
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile N/A	1.1			2.6			-		
	Circuitry N/A	1.3			1.23			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour N/A	5	18.2	E	-	-	-	-	-	-
	Passengers per Revenue Mile 1.5	0.5	2.1	E	-	-	-	-	-	-
	Unique Segment Ridership 15%	24%	14%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	71%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Peak: 0.06	Peak: 0.26	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$24.03	\$11.40	E	-	-	-	-	-	-
	Cost Recovery 25%	5%	20%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



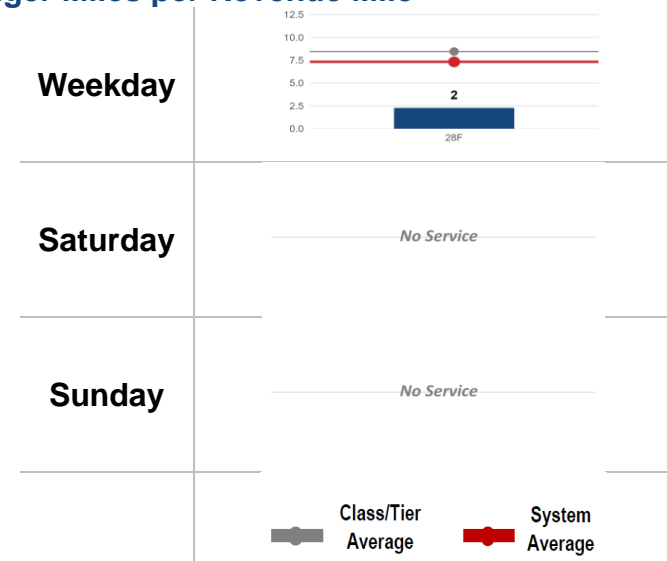
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28F	13.60	2,988	2,918 (97.7%)

Service Change Summary

Route 28F - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

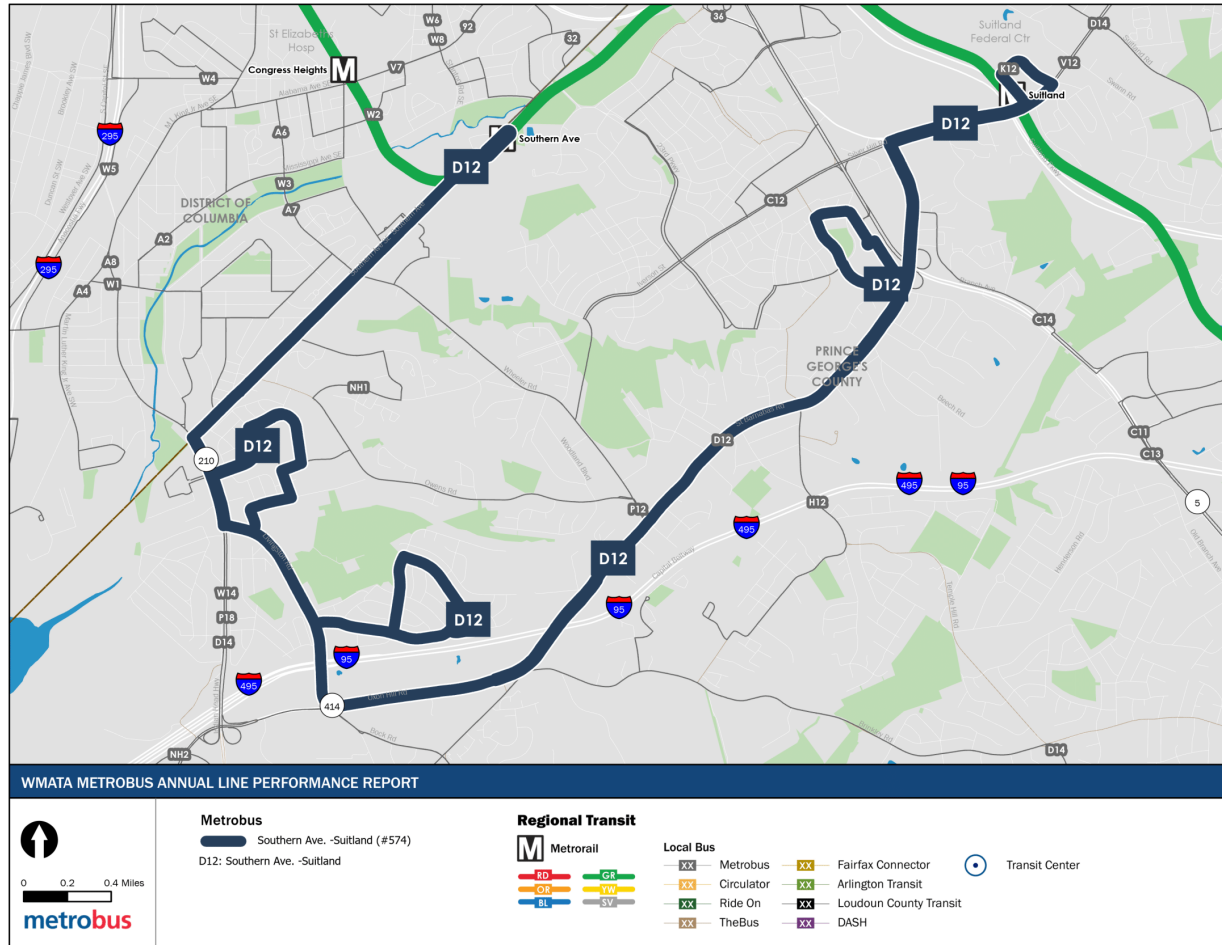
Passenger Miles per Revenue Mile



LINE: 574 - Southern Ave. -Suitland

ROUTE(S): D12

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

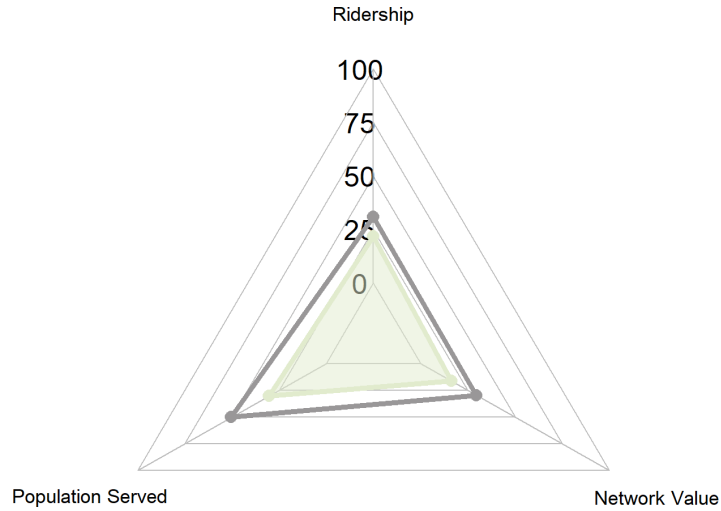
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

23

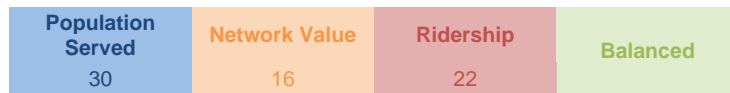
Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$4,890,265
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population	33,151	
	People of Color Population	Service Area	28,276
		% Riders Surveyed	
	Low Income Household	Service Area	11,234
		% Riders Surveyed	

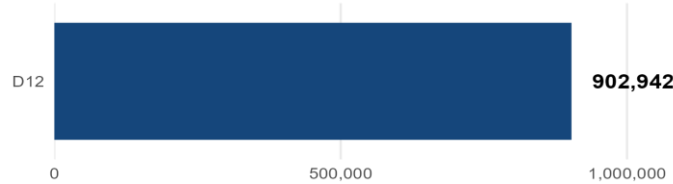
Facilities/Amenities

	Bus Stops	126
	% Stops With Shelters	7%
	% Stops With Benches	2%
	% Stops With Real-Time Signs	1%



Ridership

Annual Ridership



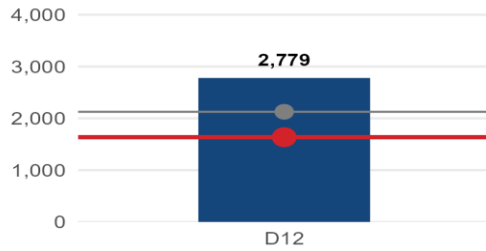
Top Transfer Locations

Southern Avenue, Suitland

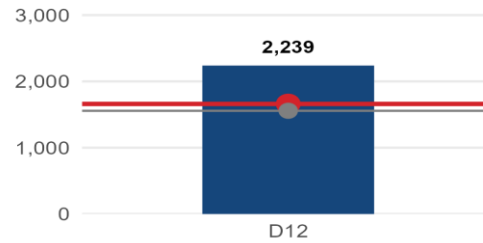
Average Daily Ridership

- Class/Tier Average
- System Average

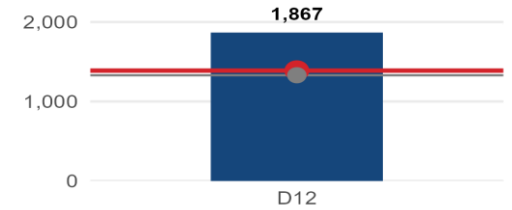
Weekday



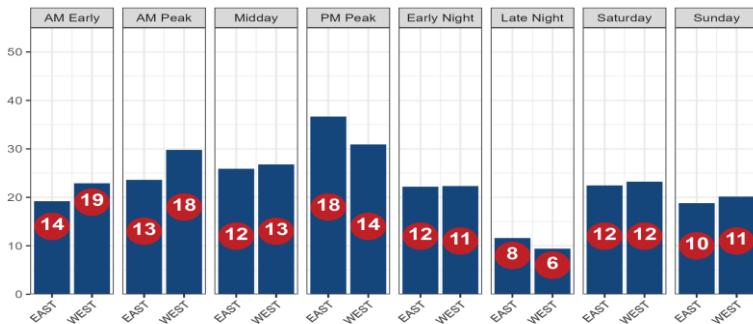
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



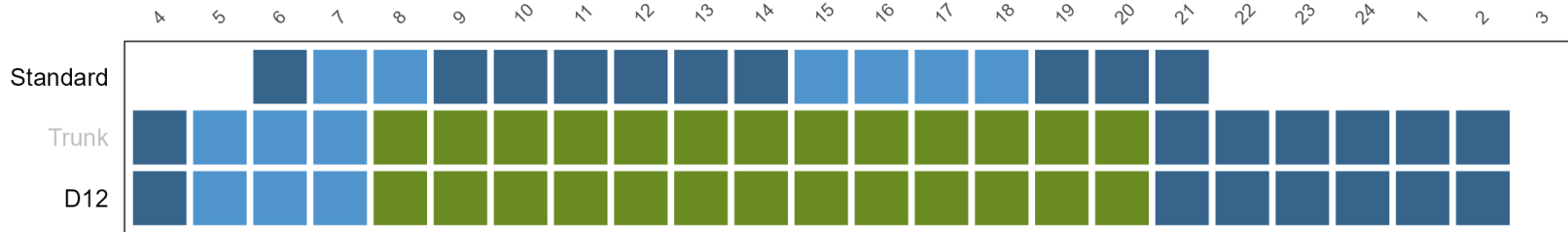
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.41	0.39
	Off-Peak Maximum Target: 1.0	0.29	0.31
Saturday Maximum Target: 1.0		0.29	0.3
Sunday Maximum Target: 1.0		0.24	0.26

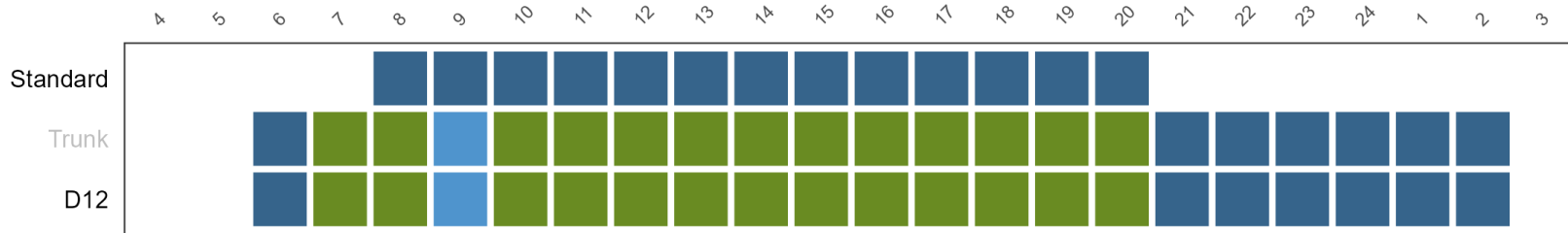
Span and Frequency



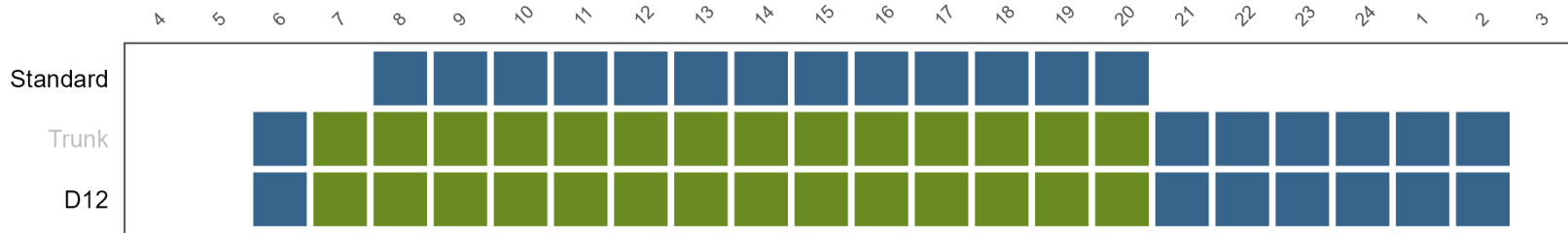
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

A Southern Ave. -Suitland

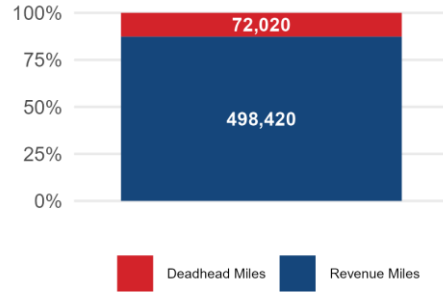
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:30 AM - 2:39 AM	-	A	6:00 AM - 2:36 AM	-	A	6:00 AM - 2:46 AM	-	A
	Frequency of Service varies	Peak: 19.0 / Off-Peak: 20.0	Peak: 21.4 / Off-Peak: 34.5	A	24.0	40.5	A	24.0	39.1	A
Productivity	Passengers per Revenue Hour 15	26.4	24.8	A	23.0	20.6	A	20.6	19.4	A
	Passengers per Revenue Mile 1	2.0	2.1	A	1.7	1.7	A	1.5	1.6	A
Reliability	On-Time Performance 79%	71%	75%	D	72%	75%	D	71%	77%	D
	Crowding 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.4	Off-Peak: 0.31 Peak: 0.4	A	0.29	0.29	A	0.25	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.52	\$ 5.34	A	\$5.19	\$ 6.22	A	\$5.80	\$ 6.54	A
	Cost Recovery 20%	6%	12%	E	6%	10%	E	5%	9%	E

Route D12

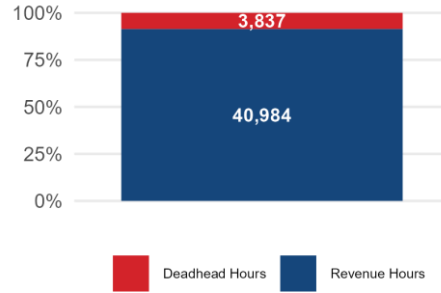
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.7			4.6			E		
	Circuitry 1.75	3.6			2.17			E		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	26.4	24.8	A	23.0	20.6	A	20.6	19.4	A
	Passengers per Revenue Mile 1	2.0	2.1	A	1.7	1.7	A	1.5	1.6	A
	Unique Segment Ridership 10%	42%	41%	A	37%	58%	A	37%	61%	A
Reliability	On-Time Performance 79%	71%	75%	D	72%	75%	D	71%	77%	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: 0.4	Off-Peak: 0.31 Peak: 0.41	A	0.29	0.29	A	0.25	0.28	A
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.52	\$ 5.34	A	\$5.19	\$ 6.22	A	\$5.80	\$ 6.54	A
	Cost Recovery 20%	6%	13%	E	6%	10%	E	5%	9%	E

Operational Analysis

Miles Allocation



Hours Allocation



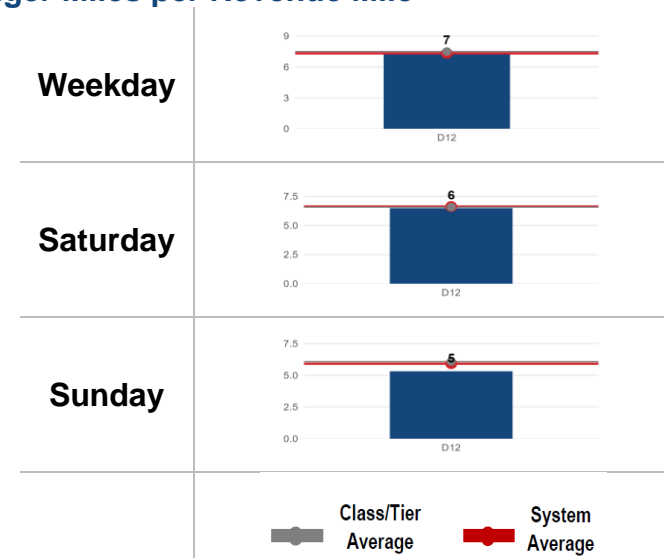
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D12	26.80	37,965	37,459 (98.7%)

Service Change Summary

Route D12 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

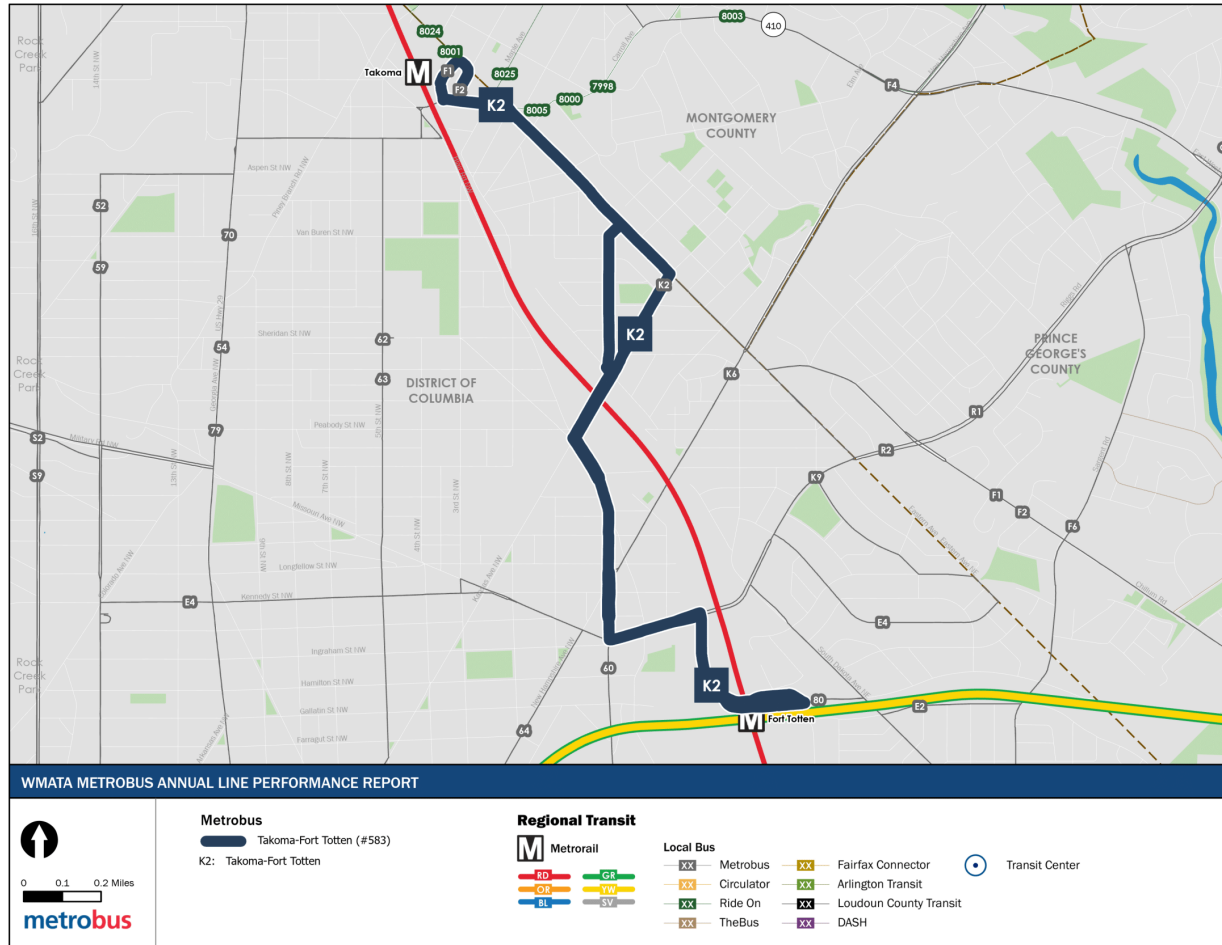
Passenger Miles per Revenue Mile



LINE: 583 - Takoma-Fort Totten

ROUTE(S): K2

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	Overall Grade
K2	B

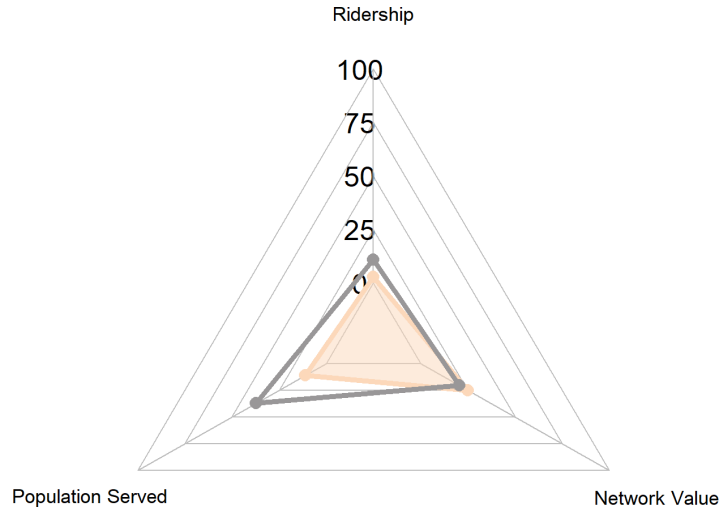
Legend

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

Line Benefit Score

13

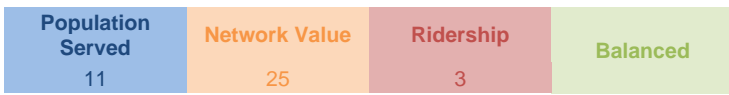
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$417,918
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	12,471	
	People of Color Population	Service Area	8,045
		% Riders Surveyed	74%
	Low Income Household	Service Area	2,073
		% Riders Surveyed	44%

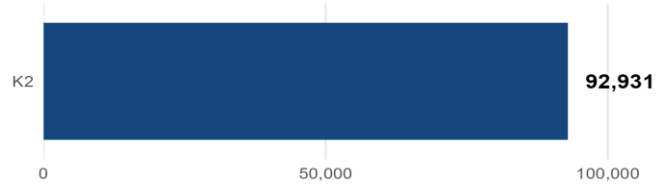
Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	13%
	% Stops With Benches	3%
	% Stops With Real-Time Signs	10%



Ridership

Annual Ridership

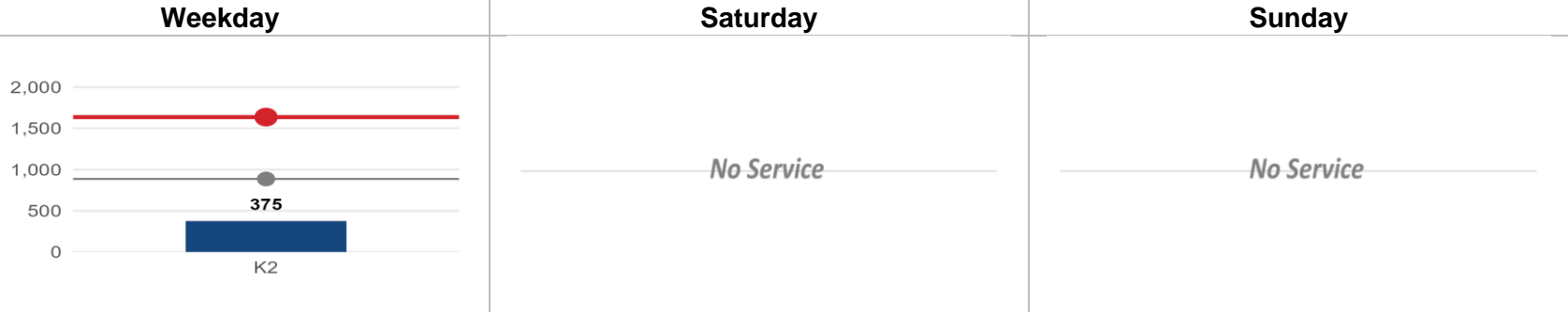


Top Transfer Locations

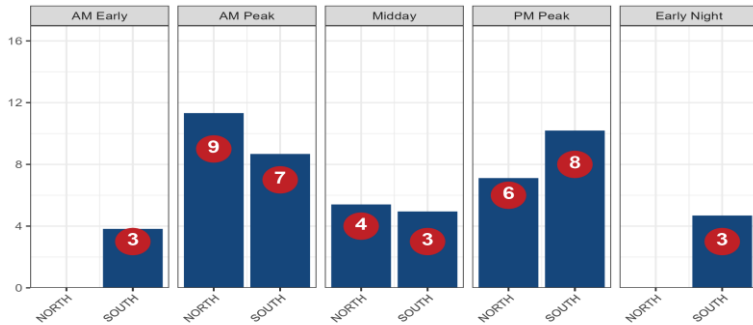
Takoma, Fort Totten

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



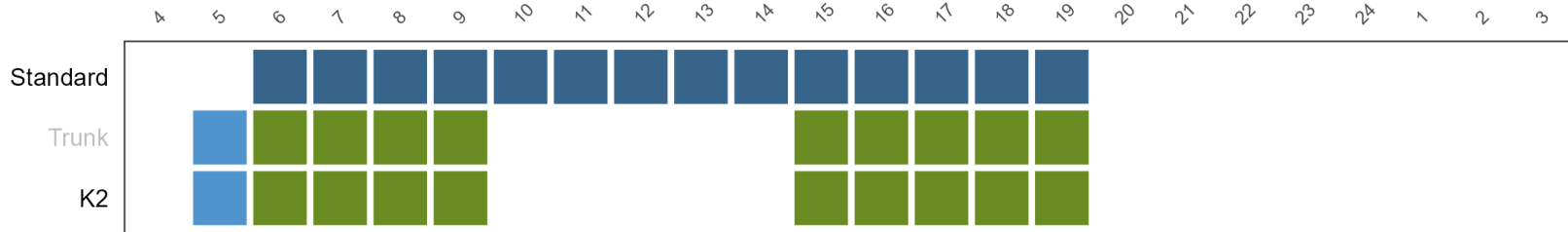
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.18	0.18
	Off-Peak Maximum Target: 1.0	0.11	0.08
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

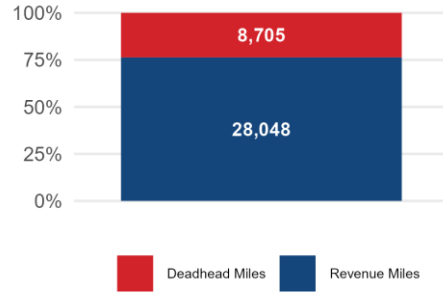
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:58 AM - 9:24 AM; 3:19 PM - 7:16 PM	-	D	-	-	-	-	-	-
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 18.0	Peak: 26 / Off-Peak: 38.9	A	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour 10	26.5	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	3.3	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.18	Off-Peak: 0.22 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.51	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	29%	11%	A	-	-	-	-	-	-

Route K2

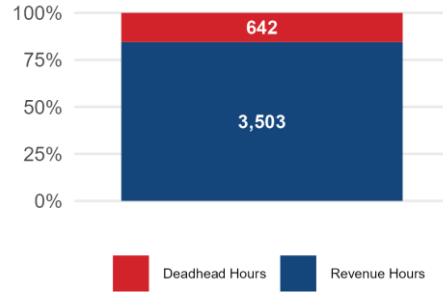
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.5			4.8			E		
	Circuitry N/A	1.09			1.81			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 10	26.5	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile 1	3.3	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	72%	49%	A	-	-	-	-	-	-
Reliability	On-Time Performance 79%	80%	81%	B	-	-	-	-	-	-
	Crowding 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.18	Off-Peak: 0.22 Peak: 0.28	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$7	\$4.51	\$ 6.54	A	-	-	-	-	-	-
	Cost Recovery 20%	29%	10%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



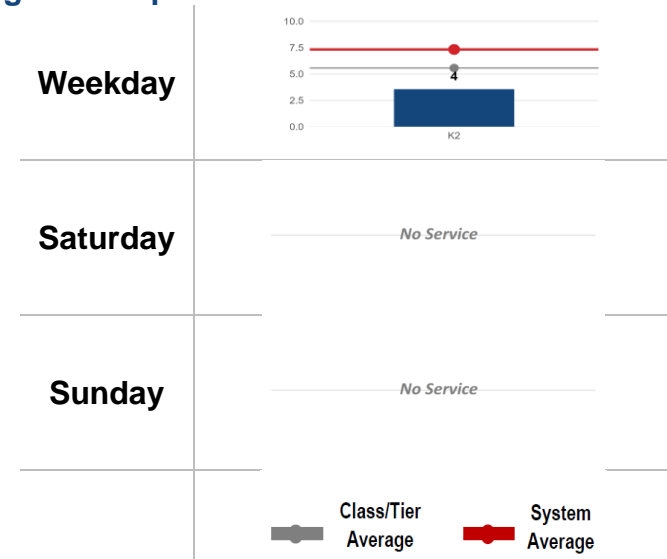
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K2	4.90	10,596	10,468 (98.8%)

Service Change Summary

Route K2 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

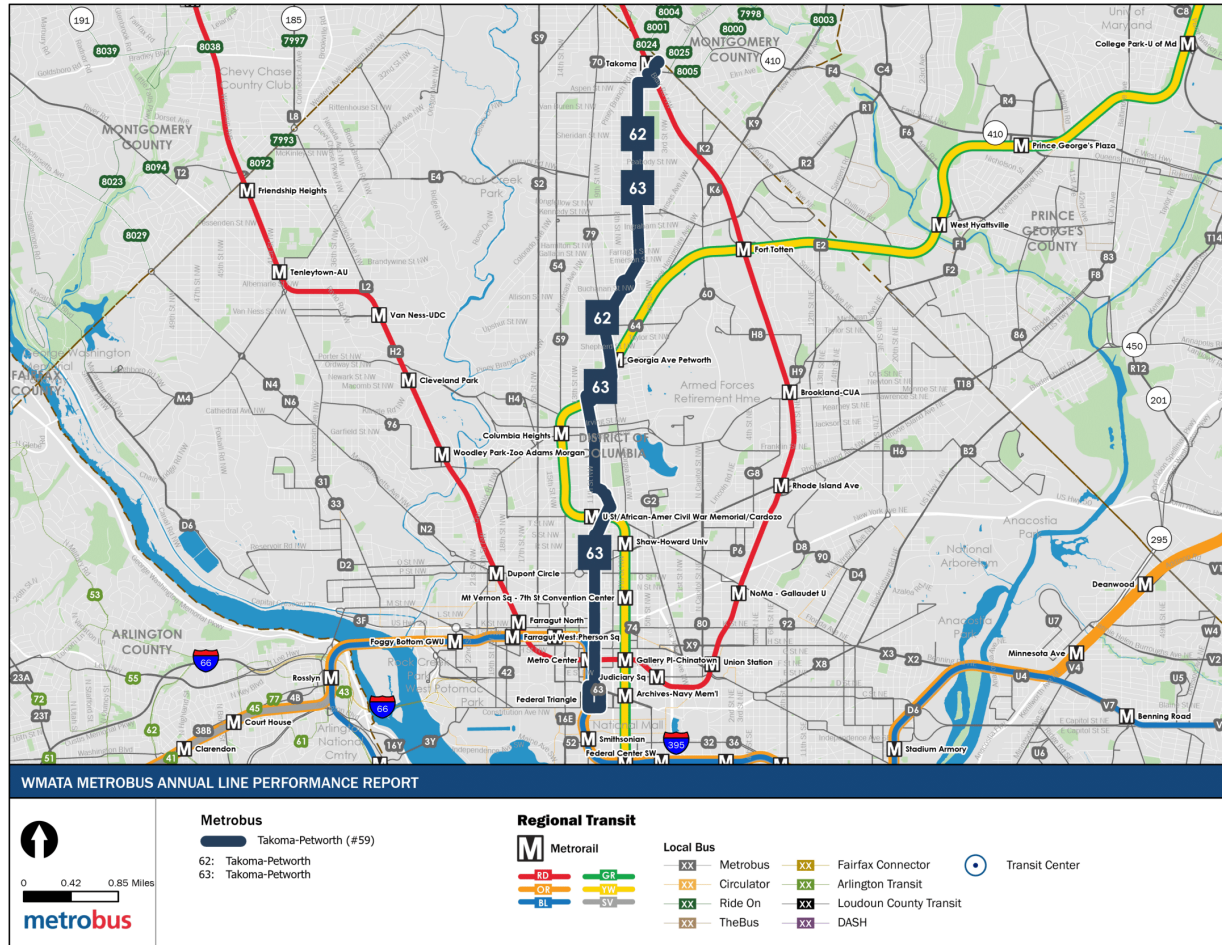
Passenger Miles per Revenue Mile



LINE: 59 - Takoma-Petworth

ROUTE(S): 62, 63

About the Line



Service Classification

Framework

Activity Tier

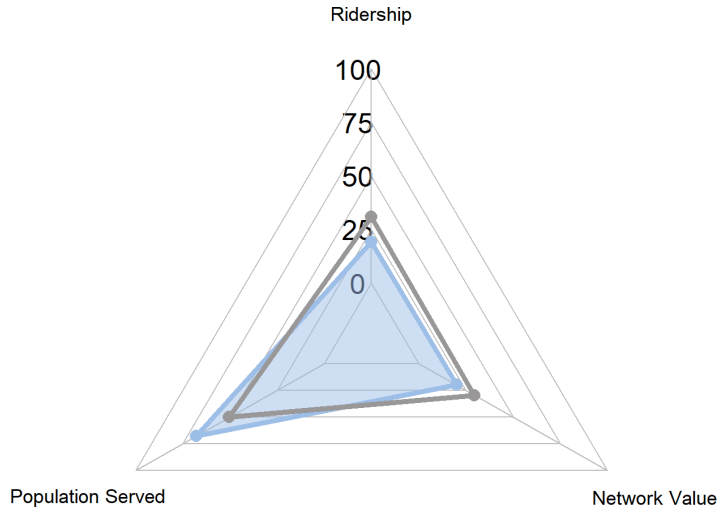
1

Overall Grade

Line	Overall Grade
Line	C

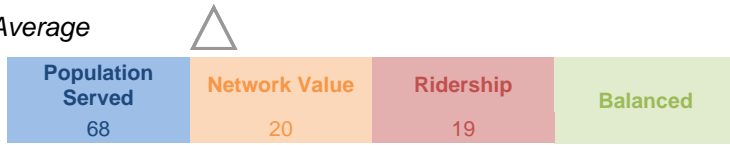
Line Benefit Score

36
Out of 100



Classification Average

Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$2,678,971
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population	72,845	
	People of Color Population	Service Area	31,327
		% Riders Surveyed	70%
	Low Income Household	Service Area	13,962
		% Riders Surveyed	34%

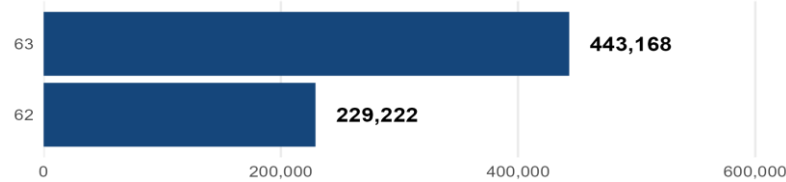
Facilities/Amenities

	Bus Stops	93
	% Stops With Shelters	14%
	% Stops With Benches	12%
	% Stops With Real-Time Signs	3%



Ridership

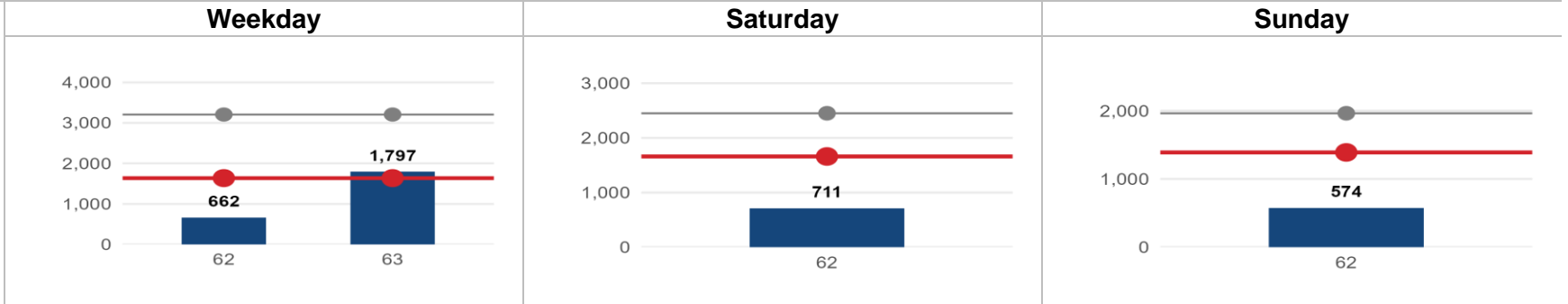
Annual Ridership



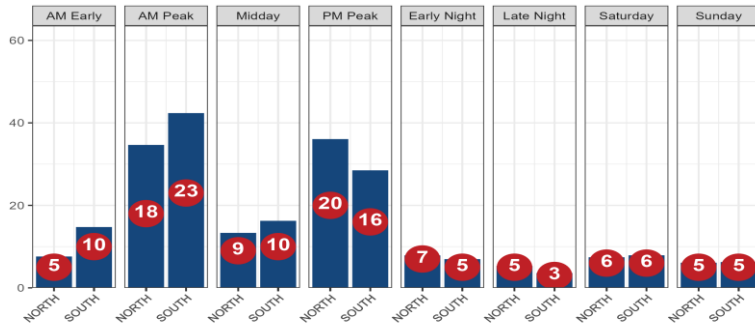
Top Transfer Locations

Georgia Avenue-Petworth, Takoma, Metro Center

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



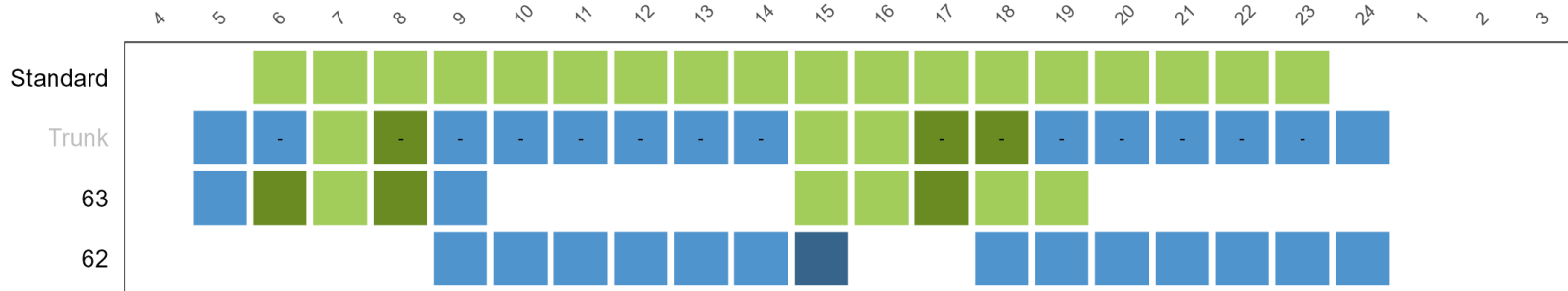
Vehicle Load Factor

		<i>Direction:</i>	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.47	0.46
	Off-Peak Maximum Target: 1.0	0.18	0.2
Saturday Maximum Target: 1.0		0.14	0.15
Sunday Maximum Target: 1.0		0.12	0.12

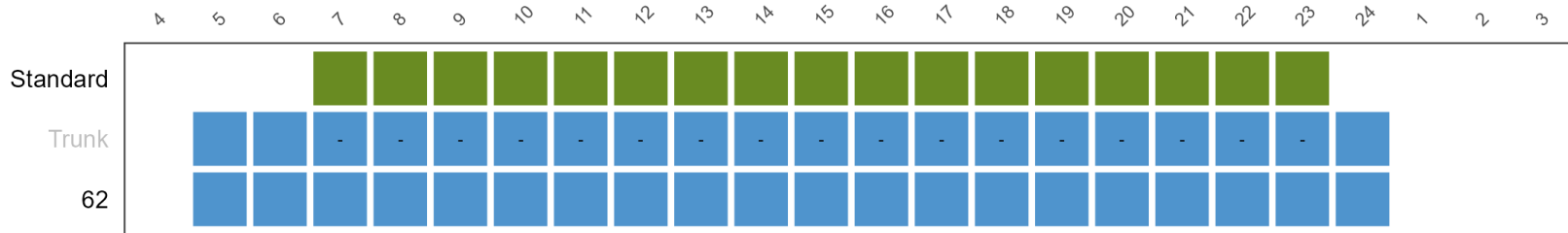
Span and Frequency



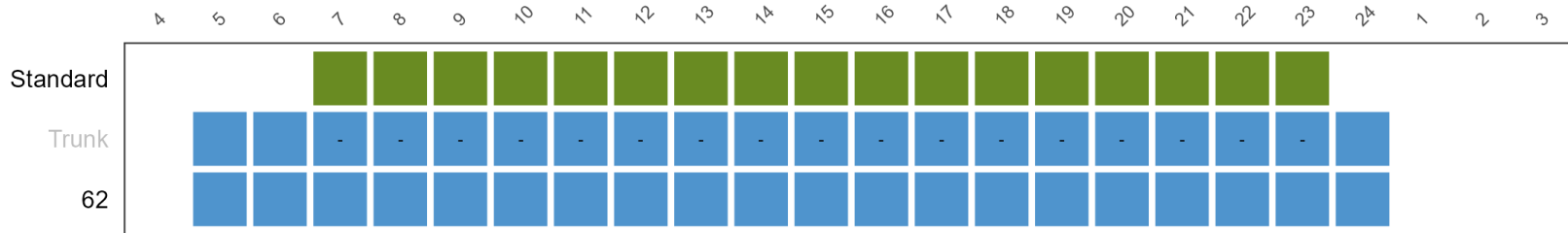
Weekday (by Hour)



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	5:09 AM - 12:18 AM	-	A	5:30 AM - 12:10 AM	-	A	5:30 AM - 12:10 AM	-	A
	Frequency of Service varies	Peak: 16.0 / Off-Peak: 23.0	Peak: 14.7 / Off-Peak: 18.6	C	24.0	20.8	C	24.0	23.9	C
Productivity	Passengers per Revenue Hour 30	33.2	29.9	A	19.5	25.2	E	15.8	22.9	E
	Passengers per Revenue Mile 4	4.5	3.9	A	2.4	3.1	E	1.9	2.7	E
Reliability	On-Time Performance 79%	72%	74%	D	83%	75%	B	82%	76%	B
	Crowding 5%	5%	3%	B	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.47	Off-Peak: 0.33 Peak: 0.46	A	0.14	0.33	A	0.12	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.59	\$ 4.49	A	\$6.11	\$ 5.36	D	\$7.57	\$ 5.93	E
	Cost Recovery 25%	35%	25%	A	20%	21%	D	16%	19%	E

Route 62

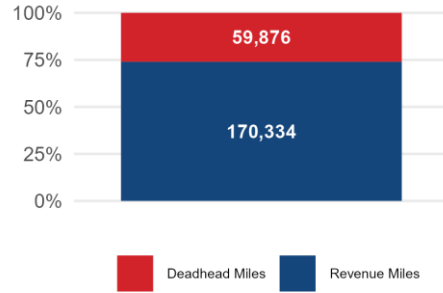
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.5			5.2			E		
	Circuitry 1.75	1.05			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	28.9	29.9	C	19.5	25.2	E	15.8	22.9	E
	Passengers per Revenue Mile 4	3.6	3.9	C	2.4	3.1	E	1.9	2.7	E
	Unique Segment Ridership 10%	1%	23%	E	66%	34%	A	64%	35%	A
Reliability	On-Time Performance 79%	80%	74%	B	83%	75%	B	82%	76%	B
	Crowding 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.46	Off-Peak: 0.34 Peak: 0.47	A	0.14	0.34	A	0.12	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.12	\$ 4.49	A	\$6.11	\$ 5.36	D	\$7.57	\$ 5.93	E
	Cost Recovery 25%	22%	26%	D	15%	21%	E	12%	19%	E

Route 63

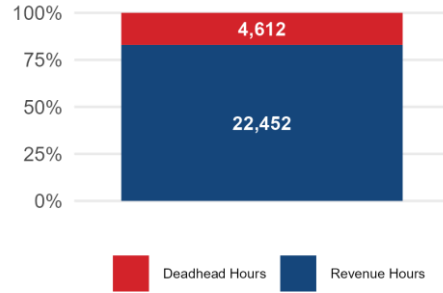
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	7.1			5.2			E		
	Circuitry 1.75	1			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	35.1	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	4.9	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	23%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	67%	74%	E	-	-	-	-	-	-
	Crowding 5%	6%	3%	D	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.47	Off-Peak: 0.34 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.40	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	41%	26%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



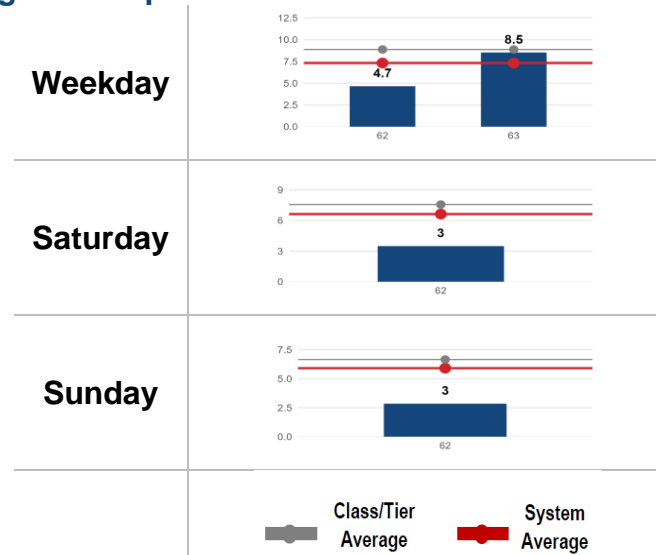
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
62	6.30	24,819	24,582 (99.0%)
63	13.20	13,197	12,970 (98.3%)

Service Change Summary

Route 62 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route 63 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;

Passenger Miles per Revenue Mile



LINE: 130 - U Street-Garfield

ROUTE(S): 90, 92

About the Line



Service Classification Framework

Activity Tier

1

Overall Grade

Line	B

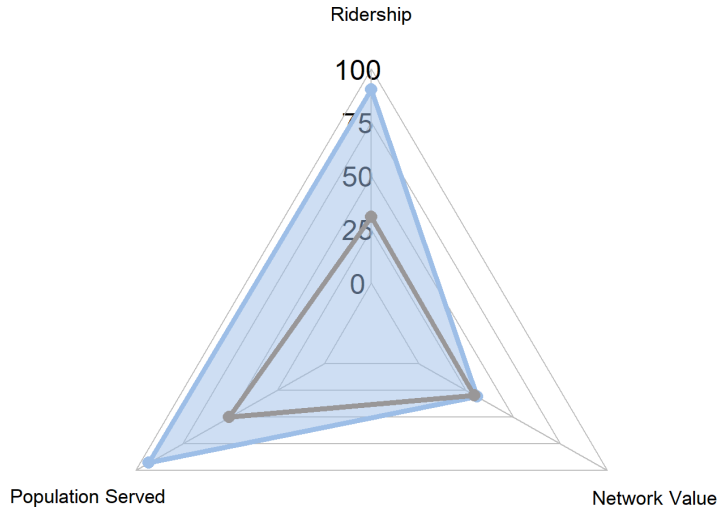
Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

71

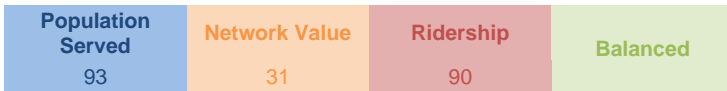
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$12,937,004
	Peak Vehicles	29
	Vehicle Type(s)	40 Foot

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

	Service Area Population	104,584	
	People of Color Population	Service Area	50,234
		% Riders Surveyed	89%
	Low Income Household	Service Area	24,598
		% Riders Surveyed	68%

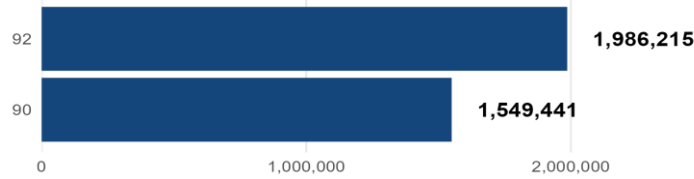
Facilities/Amenities

	Bus Stops	136
	% Stops With Shelters	28%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	7%



Ridership

Annual Ridership



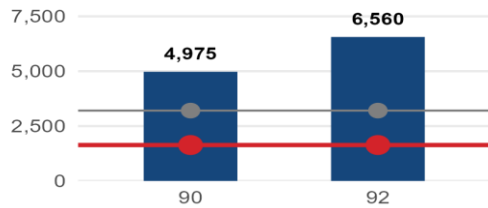
Top Transfer Locations

Eastern Market, U Street-Cardozo, New York Ave. W

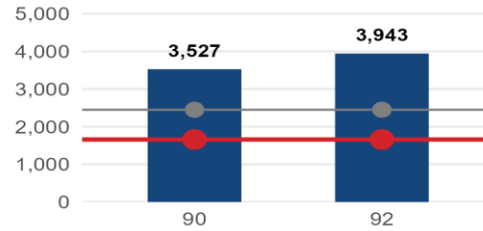
Average Daily Ridership

Class/Tier Average
 System Average

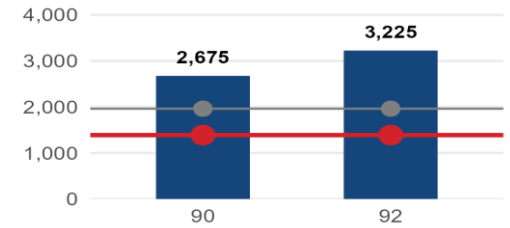
Weekday



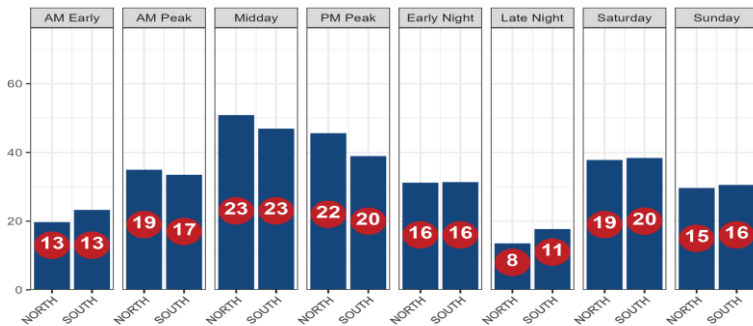
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



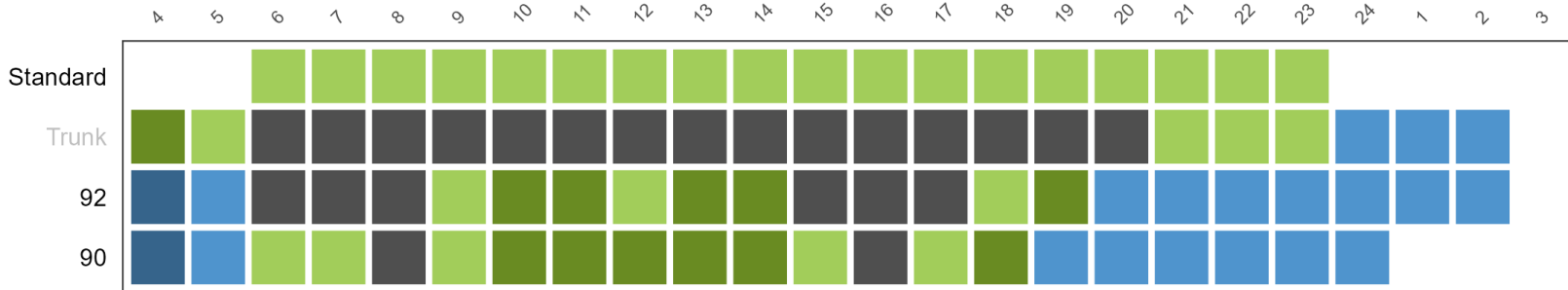
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.51	0.48
	Off-Peak Maximum Target: 1.0	0.47	0.49
Saturday Maximum Target: 1.0		0.49	0.5
Sunday Maximum Target: 1.0		0.38	0.41

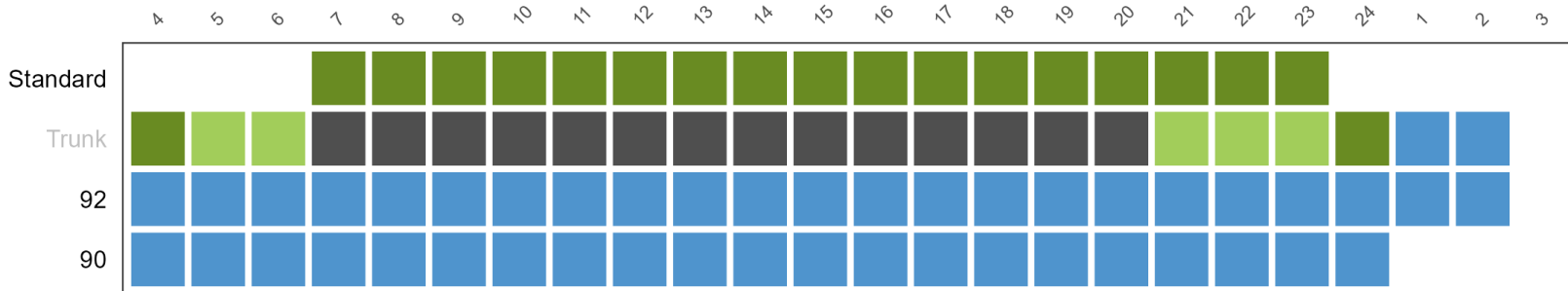
Span and Frequency



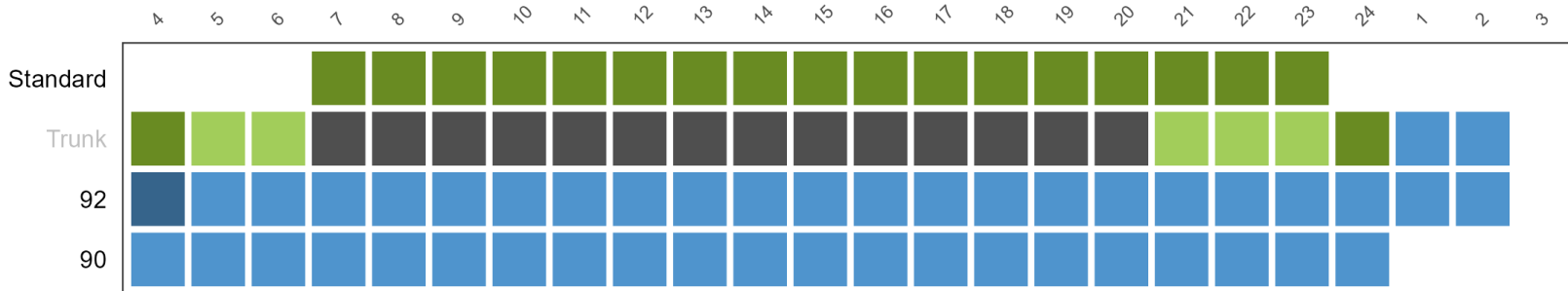
Weekday (by Hour)



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	4:03 AM - 2:29 AM	-	A	4:04 AM - 2:44 AM	-	A	4:14 AM - 2:41 AM	-	A
	Frequency of Service varies	Peak: 6.0 / Off-Peak: 8.0	Peak: 14.7 / Off-Peak: 18.6	A	13.0	20.8	A	13.0	23.9	A
Productivity	Passengers per Revenue Hour 30	35.4	29.9	A	35.2	25.2	A	29.7	22.9	C
	Passengers per Revenue Mile 4	5.1	3.9	A	4.9	3.1	A	3.9	2.7	C
Reliability	On-Time Performance 79%	68%	74%	E	70%	75%	D	73%	76%	D
	Crowding 5%	2%	3%	A	4%	1%	A	3%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.49	Off-Peak: 0.33 Peak: 0.46	A	0.49	0.33	A	0.39	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.37	\$ 4.49	A	\$3.39	\$ 5.36	A	\$4.02	\$ 5.93	A
	Cost Recovery 25%	14%	25%	E	14%	21%	E	12%	19%	E

Route 90

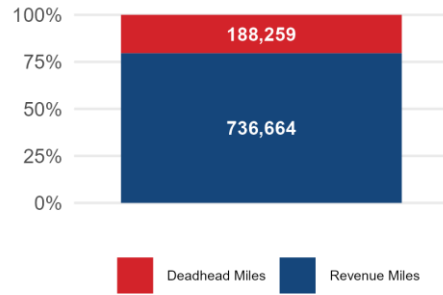
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.3			5.2			E		
	Circuitry 1.75	1.09			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	34.4	29.9	A	34.9	25.2	A	27.8	22.9	C
	Passengers per Revenue Mile 4	5.4	3.9	A	5.3	3.1	A	4.0	2.7	B
	Unique Segment Ridership 10%	12%	23%	B	11%	34%	B	12%	35%	B
Reliability	On-Time Performance 79%	68%	74%	E	68%	75%	E	76%	76%	C
	Crowding 5%	3%	3%	A	6%	1%	E	4%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.53	Off-Peak: 0.34 Peak: 0.47	A	0.53	0.34	A	0.41	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.47	\$ 4.49	A	\$3.42	\$ 5.36	A	\$4.30	\$ 5.93	A
	Cost Recovery 25%	16%	26%	E	16%	21%	E	13%	19%	E

Route 92

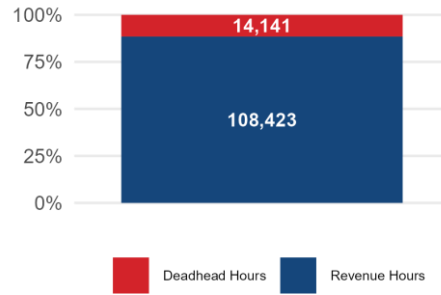
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.8			5.2			E		
	Circuitry 1.75	1.15			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	36.2	29.9	A	35.4	25.2	A	31.5	22.9	B
	Passengers per Revenue Mile 4	4.9	3.9	A	4.6	3.1	A	3.8	2.7	C
	Unique Segment Ridership 10%	15%	23%	A	14%	34%	A	13%	35%	A
Reliability	On-Time Performance 79%	68%	74%	E	71%	75%	D	70%	76%	D
	Crowding 5%	2%	3%	A	1%	1%	A	3%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.47	Off-Peak: 0.34 Peak: 0.47	A	0.46	0.34	A	0.38	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.30	\$ 4.49	A	\$3.37	\$ 5.36	A	\$3.79	\$ 5.93	A
	Cost Recovery 25%	12%	26%	E	12%	21%	E	10%	19%	E

Operational Analysis

Miles Allocation



Hours Allocation



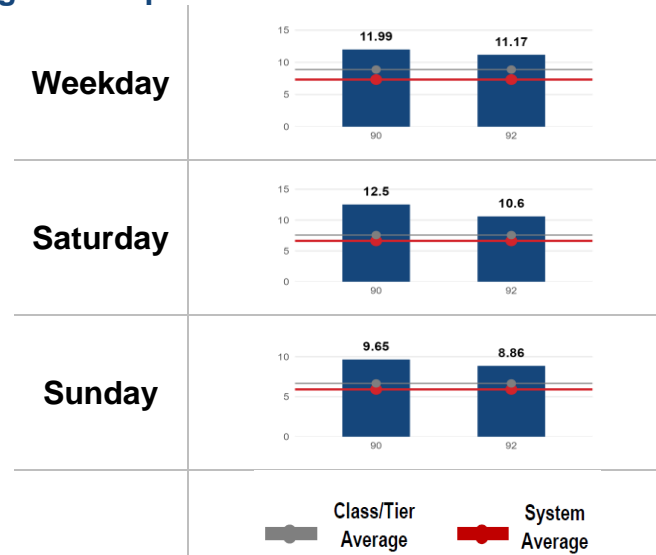
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
90	14.20	43,095	42,454 (98.5%)
92	16.60	54,615	53,339 (97.7%)

Service Change Summary

Route 90 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route 92 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

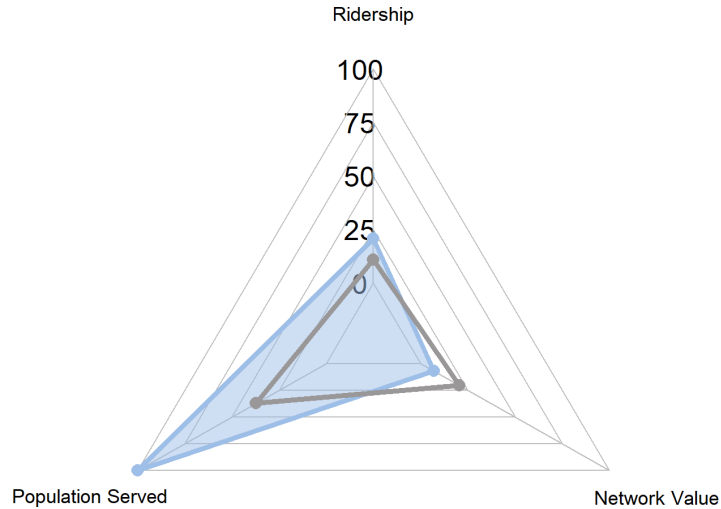
Passenger Miles per Revenue Mile



Line Benefit Score

43

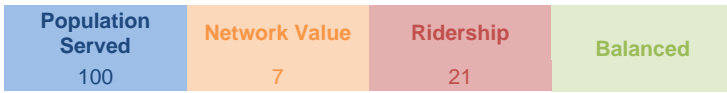
Out of 100



Classification Average



Line Focus:



Line Score:

Operating Statistics

	Annual Operating Costs	\$4,774,231
	Peak Vehicles	8
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population	49,821	
	People of Color Population	Service Area	47,441
		% Riders Surveyed	99%
	Low Income Household	Service Area	25,751
		% Riders Surveyed	78%

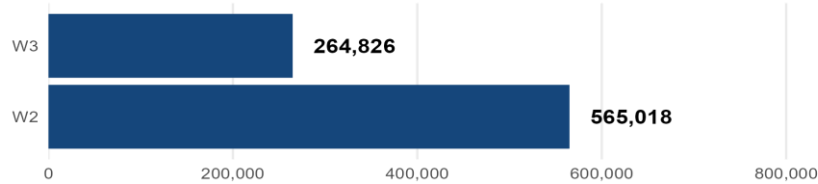
Facilities/Amenities

	Bus Stops	159
	% Stops With Shelters	13%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	2%



Ridership

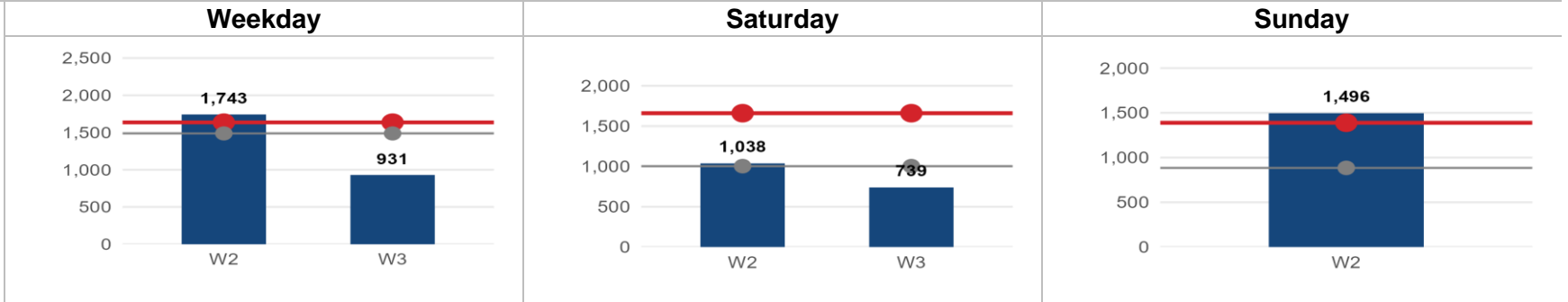
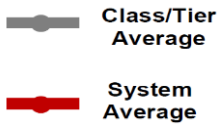
Annual Ridership



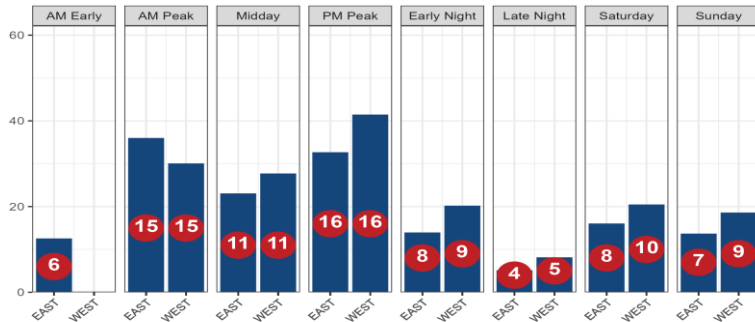
Top Transfer Locations

Anacostia, Congress Heights, Southern Avenue

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



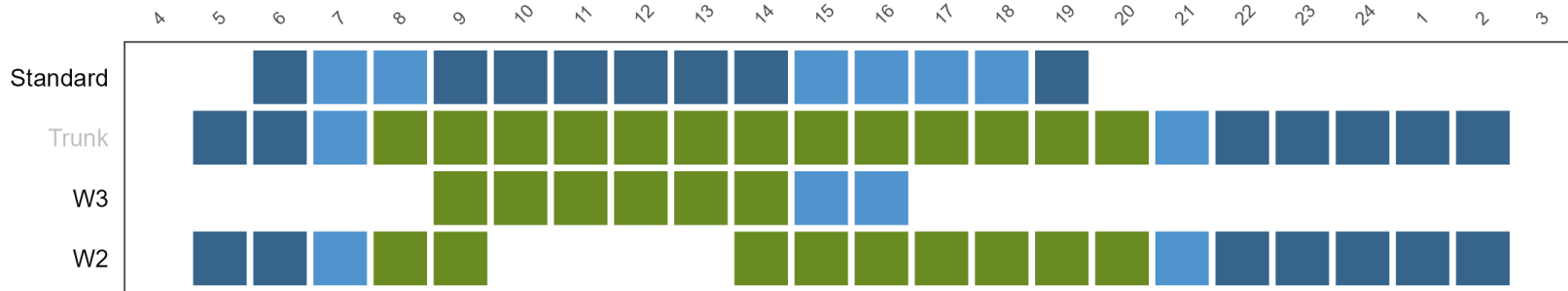
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.58	0.58
	Off-Peak Maximum Target: 1.0	0.32	0.35
Saturday Maximum Target: 1.0		0.3	0.35
Sunday Maximum Target: 1.0		0.27	0.31

Span and Frequency



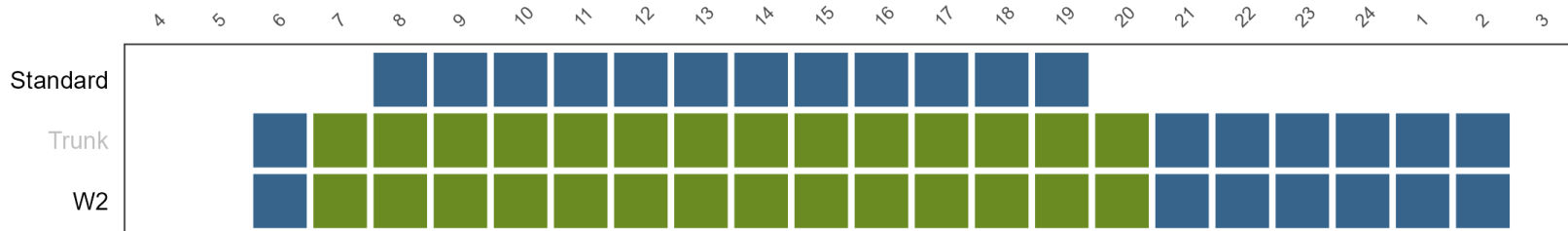
Weekday (by Hour)



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	5:48 AM - 2:12 AM	-	A	6:10 AM - 2:07 AM	-	A	6:10 AM - 2:10 AM	-	A
	Frequency of Service varies	Peak: 20.0 / Off-Peak: 19.0	Peak: 22.5 / Off-Peak: 32.3	A	22.0	36.5	A	22.0	37.8	A
Productivity	Passengers per Revenue Hour 15	22.9	29.6	A	18.1	26.6	A	16.7	24.6	A
	Passengers per Revenue Mile 2	2.5	3.5	A	1.7	2.9	D	1.5	2.6	E
Reliability	On-Time Performance 79%	74%	80%	C	74%	81%	C	77%	82%	C
	Crowding 5%	14%	3%	E	4%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.58	Off-Peak: 0.26 Peak: 0.35	A	0.32	0.25	A	0.29	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.20	\$ 4.96	B	\$6.57	\$ 5.47	E	\$7.13	\$ 5.88	E
	Cost Recovery 20%	6%	14%	E	5%	12%	E	4%	11%	E

Route W2

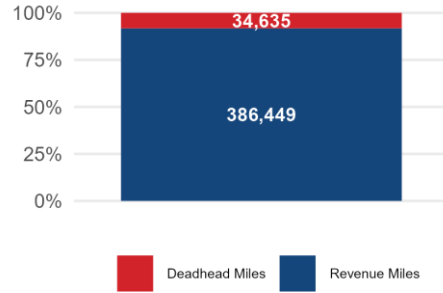
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.9			6.2			E		
	Circuitry N/A	5.57			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	23.9	29.6	A	18.2	26.6	A	16.7	24.6	A
	Passengers per Revenue Mile 2	2.6	3.5	A	1.7	2.9	D	1.5	2.6	E
	Unique Segment Ridership 10%	0%	29%	E	0%	44%	E	55%	53%	A
Reliability	On-Time Performance 79%	73%	80%	D	76%	81%	C	77%	82%	C
	Crowding 5%	18%	3%	E	3%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.57	Off-Peak: 0.28 Peak: 0.37	A	0.31	0.26	A	0.29	0.23	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.00	\$ 4.96	A	\$6.54	\$ 5.47	E	\$7.13	\$ 5.88	E
	Cost Recovery 20%	6%	13%	E	5%	12%	E	5%	11%	E

Route W3

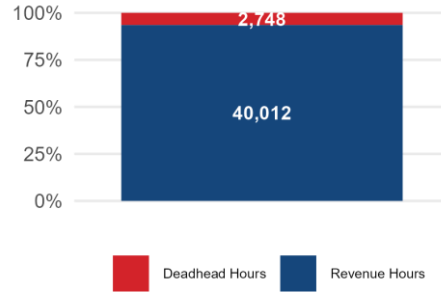
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	6.9			6.2			E		
	Circuitry N/A	5.48			2.38			-		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 15	21.4	29.6	A	18.0	26.6	A	-	-	-
	Passengers per Revenue Mile 2	2.3	3.5	A	1.9	2.9	C	-	-	-
	Unique Segment Ridership 10%	0%	29%	E	0%	44%	E	-	-	-
Reliability	On-Time Performance 79%	76%	80%	C	72%	81%	D	-	-	-
	Crowding 5%	6%	3%	D	5%	1%	C	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.7	Off-Peak: 0.28 Peak: 0.37	B	0.35	0.26	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.57	\$ 4.96	C	\$6.62	\$ 5.47	E	-	-	-
	Cost Recovery 20%	6%	13%	E	5%	12%	E	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



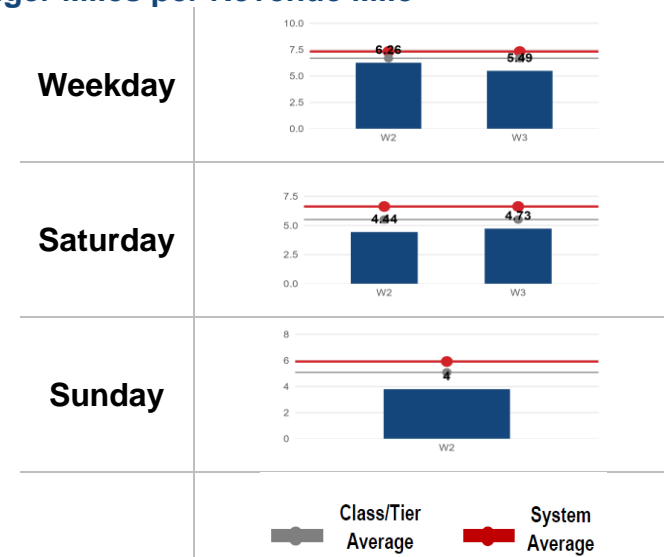
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W2	26.00	26,342	25,537 (96.9%)
W3	25.50	11,016	10,810 (98.1%)

Service Change Summary

Route W2 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;
 Route W3 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday: No Change;

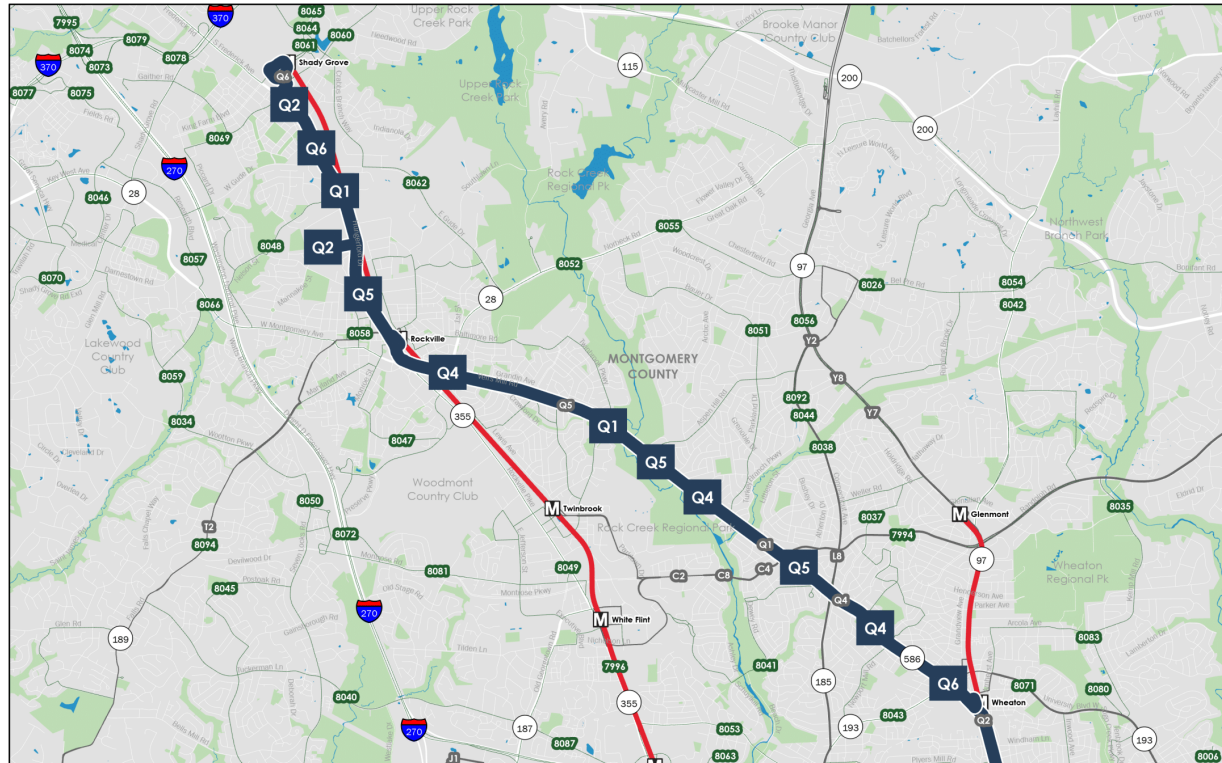
Passenger Miles per Revenue Mile



LINE: 123 - Veirs Mill Road

ROUTE(S): Q1, Q2, Q4, Q5, Q6

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT



Metrobus
 Veirs Mill Road (#123)
 Q1: Veirs Mill Road
 Q2: Veirs Mill Road
 Q4: Veirs Mill Road

Regional Transit

- M** Metrorail
- Local Bus**
- FD Metrobus
- GR Circulator
- BL Ride On
- SV TheBus
- FA Fairfax Connector
- AR Arlington Transit
- LC Loudoun County Transit
- DASH DASH
- Transit Center

Service Classification

Framework

Activity Tier

2

Overall Grade

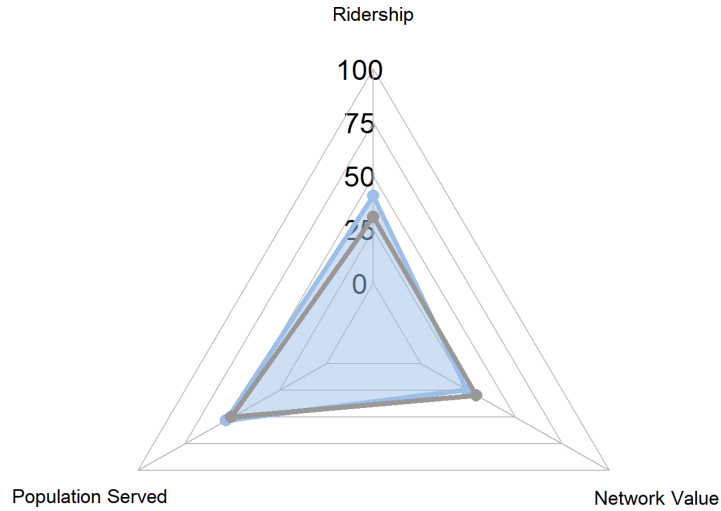
Line	Grade
Line 123	B

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:	53	24	41	

Operating Statistics

	Annual Operating Costs	\$7,191,120
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot

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

	Service Area Population	60,151	
	People of Color Population	Service Area	23,067
		% Riders Surveyed	92%
	Low Income Household	Service Area	12,360
		% Riders Surveyed	68%

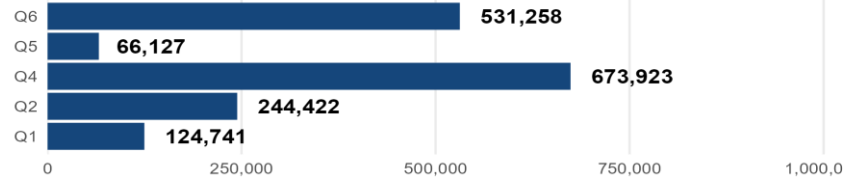
Facilities/Amenities

	Bus Stops	139
	% Stops With Shelters	42%
	% Stops With Benches	48%
	% Stops With Real-Time Signs	8%



Ridership

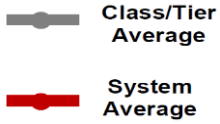
Annual Ridership



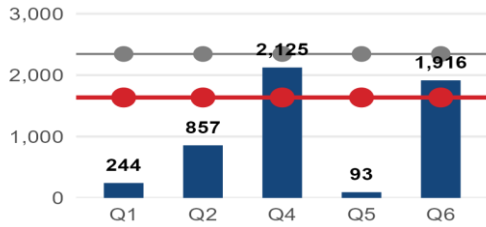
Top Transfer Locations

Wheaton, Rockville, Silver Spring

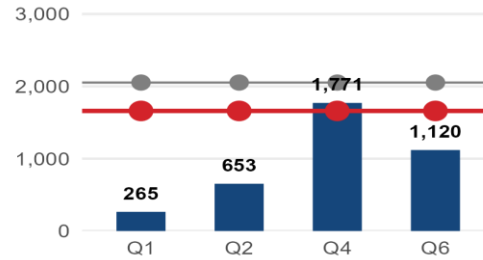
Average Daily Ridership



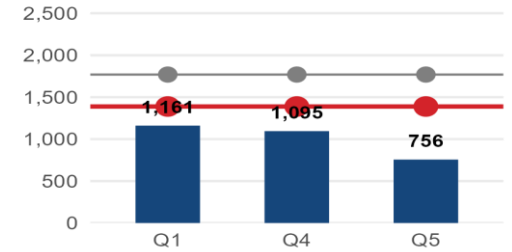
Weekday



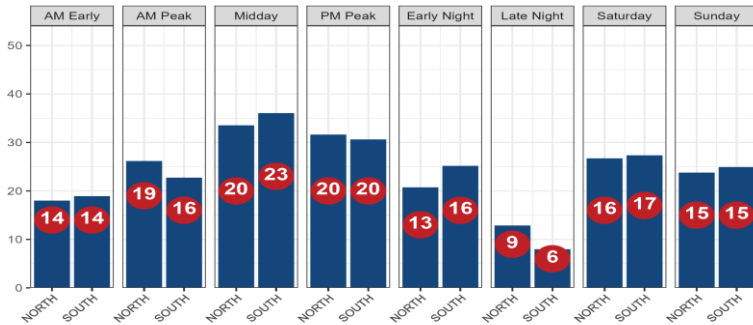
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1	0.48	0.45
	Off-Peak Maximum Target: 1.0	0.4	0.47
Saturday Maximum Target: 1.0		0.41	0.43
Sunday Maximum Target: 1.0		0.37	0.39

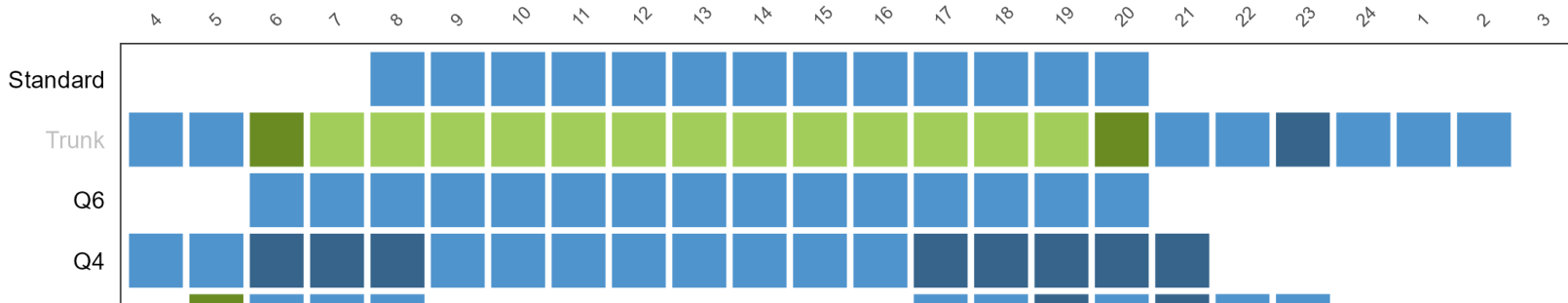
Span and Frequency



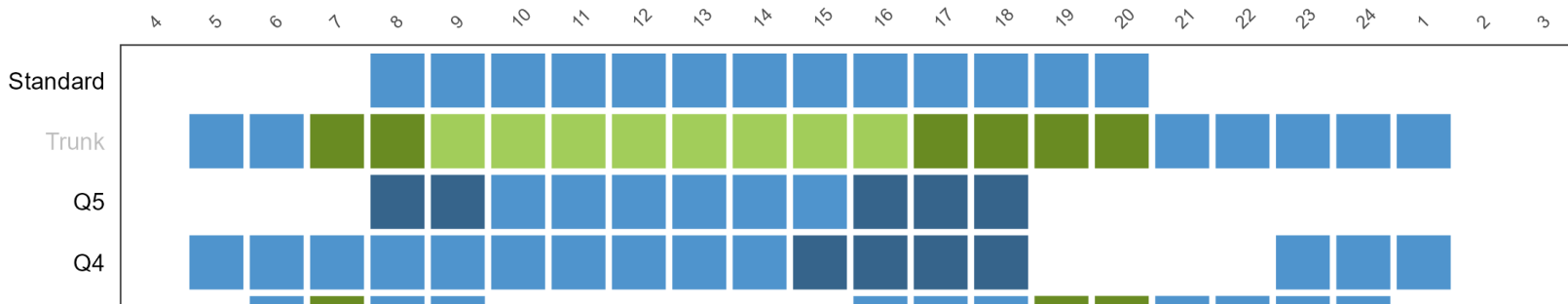
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B 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 - 1:29 AM	-	A	4:45 AM - 2:37 AM	-	A	5:49 AM - 1:20 AM	-	A
	Frequency of Service varies	Peak: 9.0 / Off-Peak: 14.0	Peak: 15.6 / Off-Peak: 20.1	A	17.0	24.7	A	18.0	24.6	A
Productivity	Passengers per Revenue Hour 20	28.0	24.3	A	26.3	23.1	A	24.7	20.5	A
	Passengers per Revenue Mile 2	2.5	2.4	A	2.4	2.1	A	2.1	1.9	B
Reliability	On-Time Performance 79%	79%	77%	B	76%	77%	C	74%	79%	C
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.47	Off-Peak: 0.34 Peak: 0.42	A	0.42	0.33	A	0.38	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.26	\$ 5.78	A	\$4.54	\$ 6.01	A	\$4.83	\$ 6.88	A
	Cost Recovery 20%	25%	20%	A	23%	18%	A	22%	16%	B

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			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	14.7	24.3	E	14.7	23.1	E	22.6	20.5	A
	Passengers per Revenue Mile 2	1.0	2.4	E	1.2	2.1	E	1.7	1.9	D
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	79%	77%	B	71%	77%	D	71%	79%	D
	Crowding 5%	0%	1%	A	0%	1%	A	1%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24	Off-Peak: 0.34	A	0.27	0.34	A	0.36	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$8.10	\$ 5.78	E	\$8.12	\$ 6.01	E	\$5.29	\$ 6.88	B
	Cost Recovery 20%	12%	21%	E	12%	18%	E	18%	16%	D

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			1.44			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	24.3	A	22.1	23.1	A	-	-	-
	Passengers per Revenue Mile 2	2.1	2.4	B	1.9	2.1	C	-	-	-
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	-	-	-
Reliability	On-Time Performance 79%	76%	77%	C	74%	77%	C	-	-	-
	Crowding 5%	0%	1%	A	0%	1%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.49	Off-Peak: 0.34 Peak: 0.43	A	0.41	0.34	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.77	\$ 5.78	A	\$5.40	\$ 6.01	B	-	-	-
	Cost Recovery 20%	21%	21%	B	19%	18%	C	-	-	-

Route Q4

Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.2			4.5			A		
	Circuitry 1.75	1.31			1.44			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	34.8	24.3	A	34.5	23.1	A	29.3	20.5	A
	Passengers per Revenue Mile 2	3.2	2.4	A	3.2	2.1	A	2.7	1.9	A
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	0%	38%	E
Reliability	On-Time Performance 79%	79%	77%	B	77%	77%	C	76%	79%	C
	Crowding 5%	1%	1%	A	1%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.52	Off-Peak: 0.34 Peak: 0.43	A	0.49	0.34	A	0.4	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.43	\$ 5.78	A	\$3.46	\$ 6.01	A	\$4.07	\$ 6.88	A
	Cost Recovery 20%	30%	21%	A	30%	18%	A	25%	16%	A

Route Q5

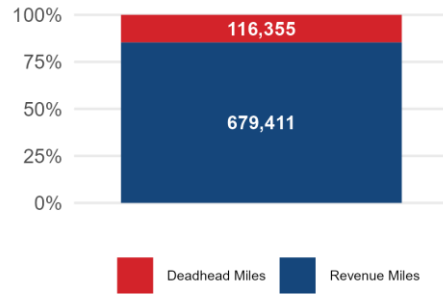
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4			4.5			A		
	Circuitry 1.75	1.28			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	17.8	24.3	D	-	-	-	22.8	20.5	A
	Passengers per Revenue Mile 2	1.6	2.4	D	-	-	-	2.3	1.9	A
	Unique Segment Ridership 10%	0%	18%	E	-	-	-	0%	38%	E
Reliability	On-Time Performance 79%	86%	77%	A	-	-	-	78%	79%	C
	Crowding 5%	0%	1%	A	-	-	-	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.52	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	0.37	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.69	\$ 5.78	E	-	-	-	\$5.24	\$ 6.88	B
	Cost Recovery 20%	17%	21%	D	-	-	-	21%	16%	B

Route Q6

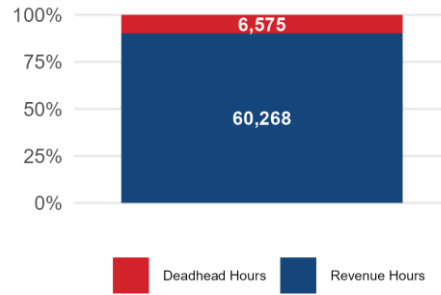
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.1			4.5			A		
	Circuitry 1.75	1.36			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	27.4	24.3	A	24.3	23.1	A	-	-	-
	Passengers per Revenue Mile 2	2.6	2.4	A	2.3	2.1	A	-	-	-
	Unique Segment Ridership 10%	0%	18%	E	0%	35%	E	-	-	-
Reliability	On-Time Performance 79%	80%	77%	B	78%	77%	C	-	-	-
	Crowding 5%	1%	1%	A	0%	1%	A	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.43	Off-Peak: 0.34 Peak: 0.43	A	0.4	0.34	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$4.36	\$ 5.78	A	\$4.91	\$ 6.01	A	-	-	-
	Cost Recovery 20%	25%	21%	A	23%	18%	A	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



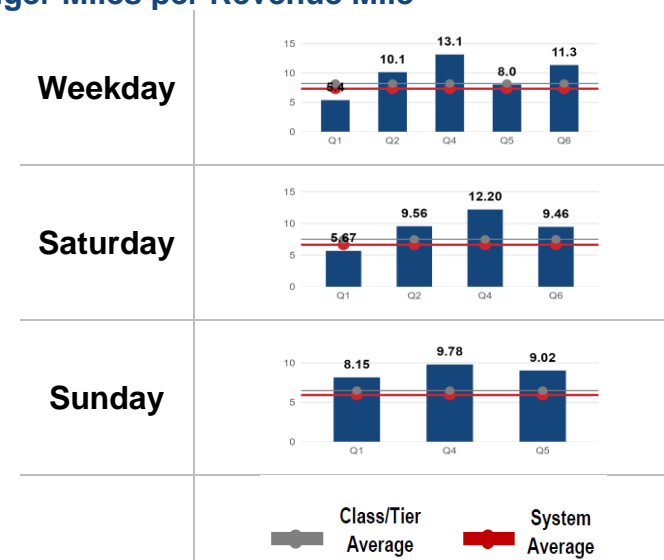
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Q1	32.40	6,775	6,682 (98.6%)
Q2	33.80	9,452	9,343 (98.8%)
Q4	26.00	20,757	20,552 (99.0%)
Q5	23.80	3,512	3,485 (99.2%)
Q6	25.10	20,656	20,527 (99.4%)

Service Change Summary

Route Q1 - Dec 2022:
 Weekday: change 2 Q4 trips to Q1 trips; Saturday: No change; Sunday: No change;
 Route Q2 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route Q4 - Dec 2022:
 Weekday: change 2 Q4 trips to Q1 trips; Saturday: No change; Sunday: No change;
 Route Q5 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;
 Route Q6 - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile



LINE: 126 - Washington Blvd.-Dunn Loring

ROUTE(S): 2A

About the Line



Service Classification

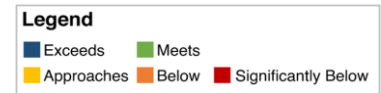
Framework

Activity Tier

2

Overall Grade

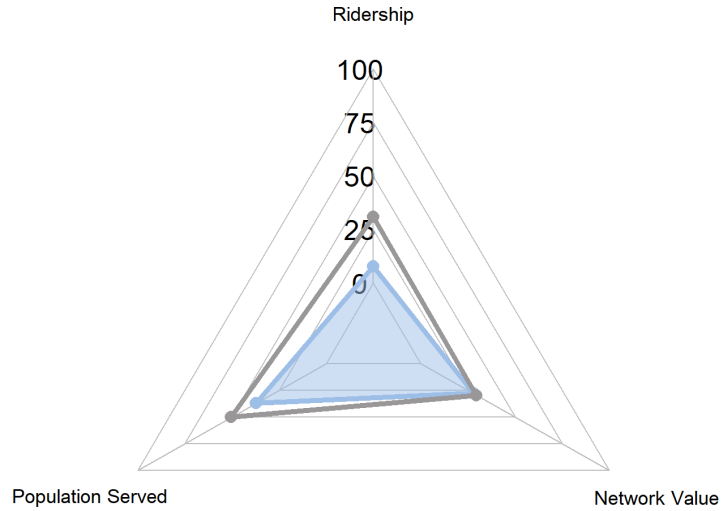
Line	Overall Grade
Line 126 - Washington Blvd.-Dunn Loring	C



Line Benefit Score

24

Out of 100



Classification Average

Line Focus:

Line Score:



Operating Statistics

	Annual Operating Costs	\$1,870,605
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population	38,143	
	People of Color Population	Service Area	10,021
		% Riders Surveyed	57%
	Low Income Household	Service Area	4,710
		% Riders Surveyed	43%

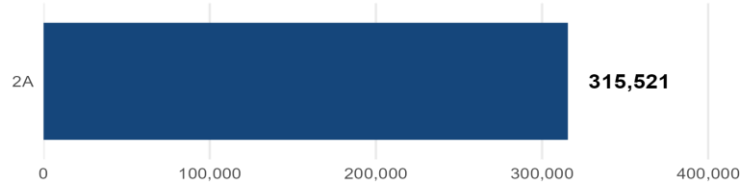
Facilities/Amenities

	Bus Stops	91
	% Stops With Shelters	14%
	% Stops With Benches	14%
	% Stops With Real-Time Signs	0%



Ridership

Annual Ridership



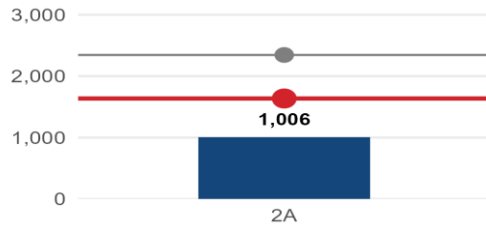
Top Transfer Locations

East Falls Church, Ballston, Dunn Loring

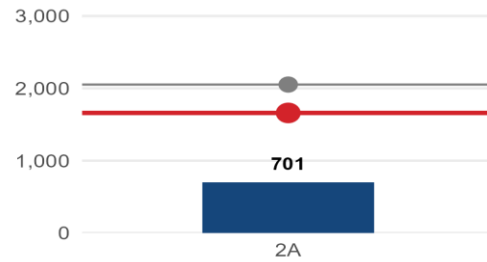
Average Daily Ridership

Class/Tier Average
 System Average

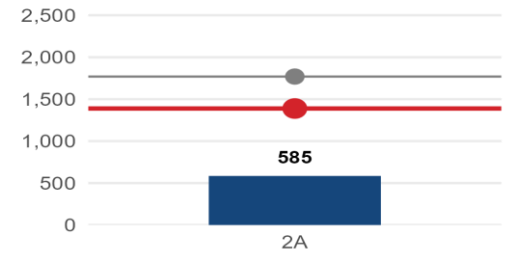
Weekday



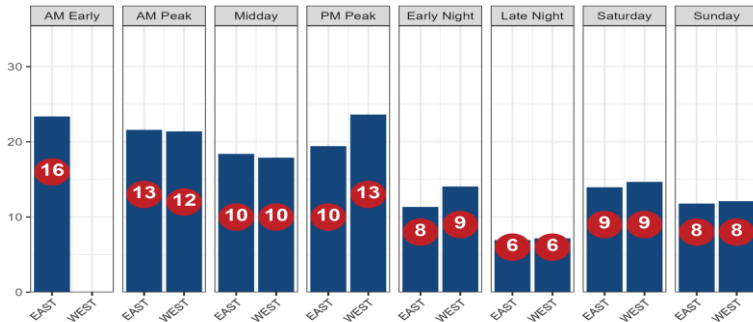
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period



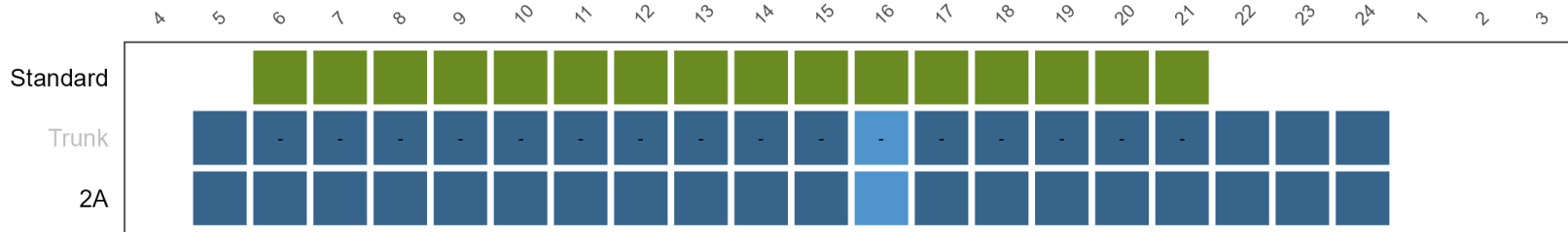
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.29	0.32
	Off-Peak Maximum Target: 1.0	0.23	0.22
Saturday Maximum Target: 1.0		0.22	0.23
Sunday Maximum Target: 1.0		0.19	0.19

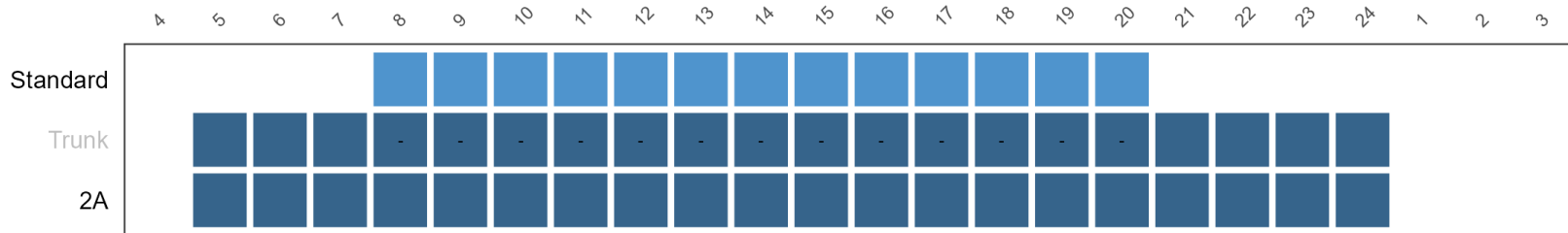
Span and Frequency



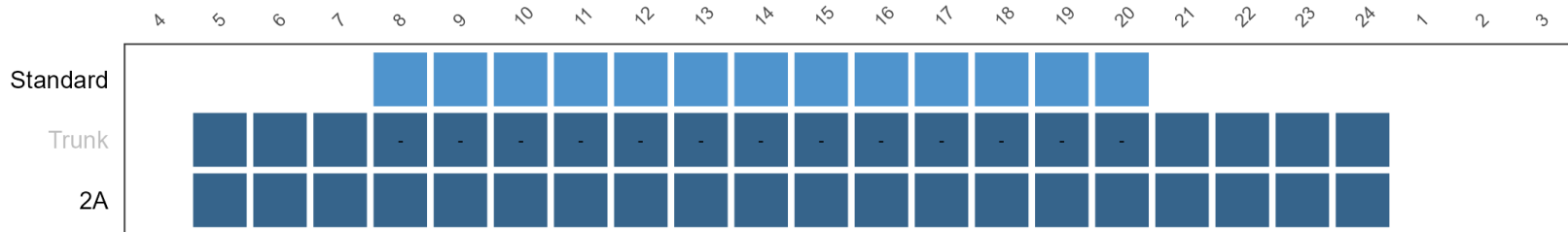
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Washington Blvd.-Dunn Loring

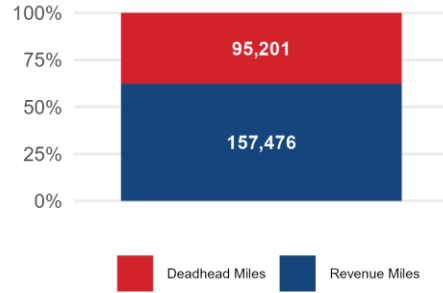
Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A
	Frequency of Service varies	Peak: 32.0 / Off-Peak: 44.0	Peak: 15.6 / Off-Peak: 20.1	E	44.0	24.7	E	44.0	24.6	E
Productivity	Passengers per Revenue Hour 20	22.4	24.3	A	18.1	23.1	C	14.9	20.5	E
	Passengers per Revenue Mile 2	2.2	2.4	A	1.8	2.1	D	1.5	1.9	E
Reliability	On-Time Performance 79%	86%	77%	A	88%	77%	A	88%	79%	A
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.34 Peak: 0.42	A	0.22	0.33	A	0.19	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.33	\$ 5.78	B	\$6.60	\$ 6.01	E	\$7.99	\$ 6.88	E
	Cost Recovery 20%	23%	20%	A	18%	18%	C	15%	16%	D

Route 2A

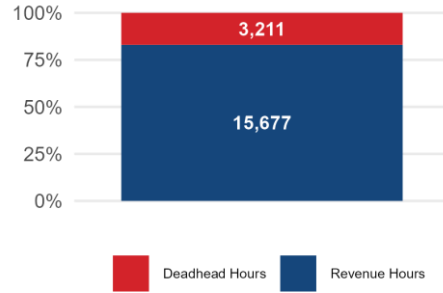
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.7			4.5			E		
	Circuitry 1.75	1.31			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	22.4	24.3	A	18.1	23.1	C	14.9	20.5	E
	Passengers per Revenue Mile 2	2.2	2.4	A	1.8	2.1	D	1.5	1.9	E
	Unique Segment Ridership 10%	49%	18%	A	65%	35%	A	64%	38%	A
Reliability	On-Time Performance 79%	86%	77%	A	88%	77%	A	88%	79%	A
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.34 Peak: 0.43	A	0.22	0.34	A	0.19	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$5.33	\$ 5.78	B	\$6.60	\$ 6.01	E	\$7.99	\$ 6.88	E
	Cost Recovery 20%	23%	21%	A	18%	18%	C	15%	16%	D

Operational Analysis

Miles Allocation



Hours Allocation



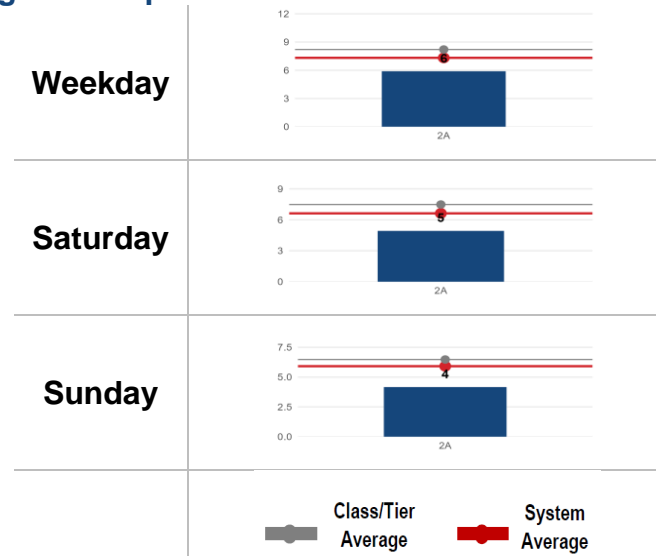
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2A	24.90	19,689	19,549 (99.3%)

Service Change Summary

Route 2A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

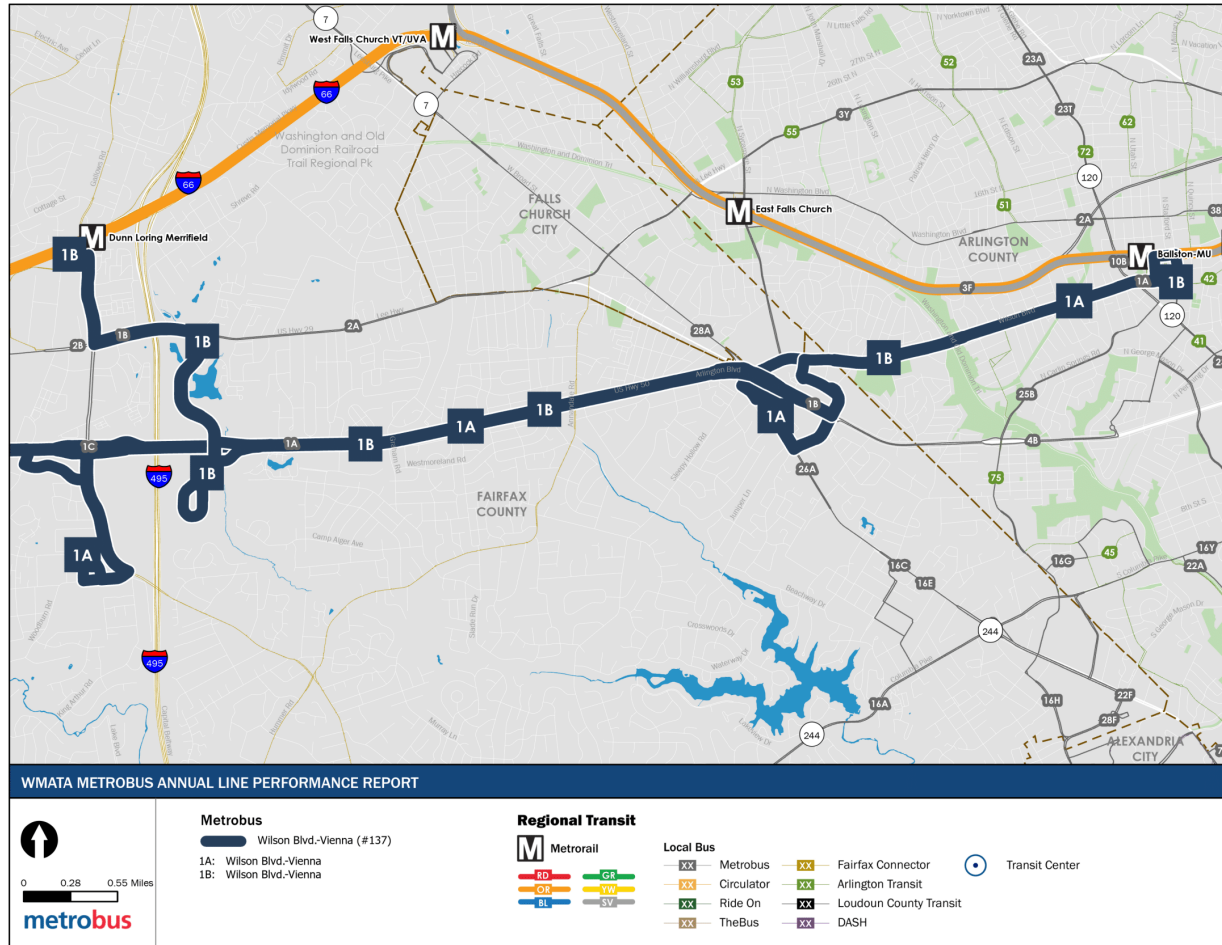
Passenger Miles per Revenue Mile



LINE: 137 - Wilson Blvd.-Vienna

ROUTE(S): 1A, 1B

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

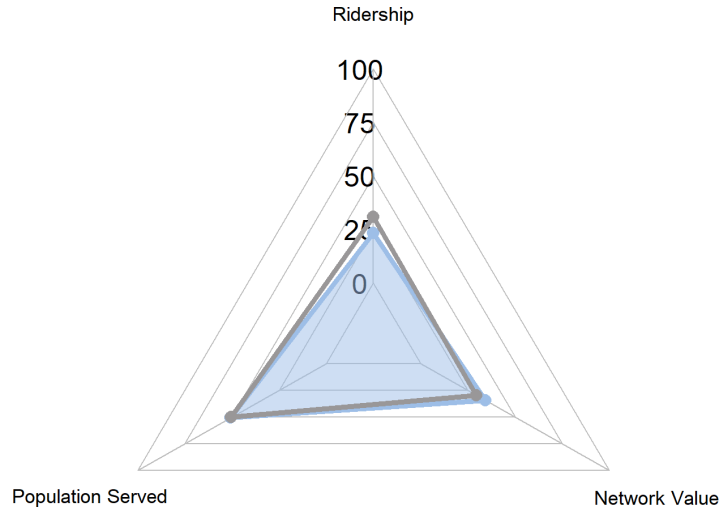
Line	Grade
Line 137	C

Legend

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

Line Benefit Score

36
Out of 100



Classification Average



Operating Statistics

	Annual Operating Costs	\$6,677,331
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

	Service Area Population	62,225	
	People of Color Population	Service Area	18,549
		% Riders Surveyed	78%
	Low Income Household	Service Area	14,582
		% Riders Surveyed	60%

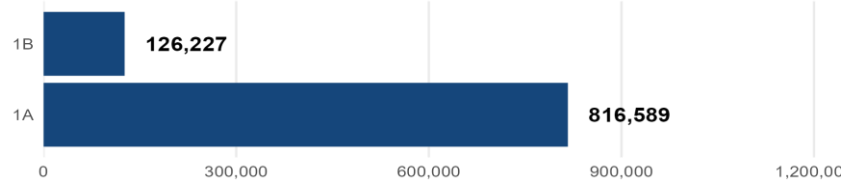
Facilities/Amenities

	Bus Stops	124
	% Stops With Shelters	26%
	% Stops With Benches	22%
	% Stops With Real-Time Signs	0%



Ridership

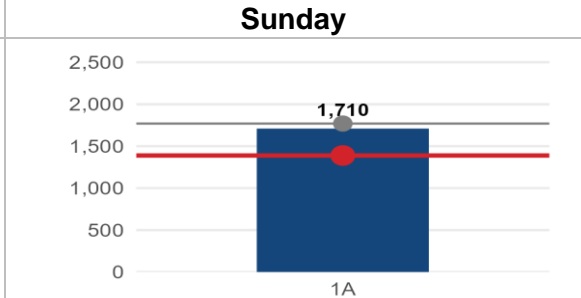
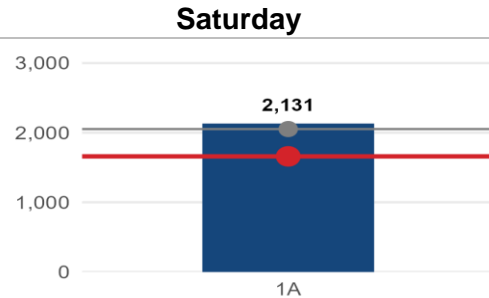
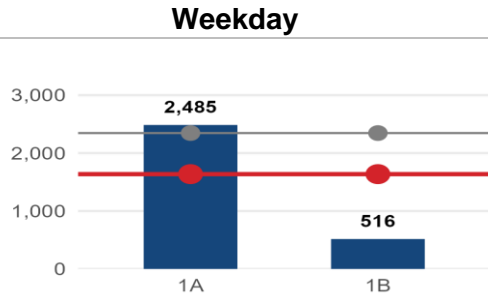
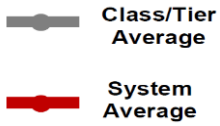
Annual Ridership



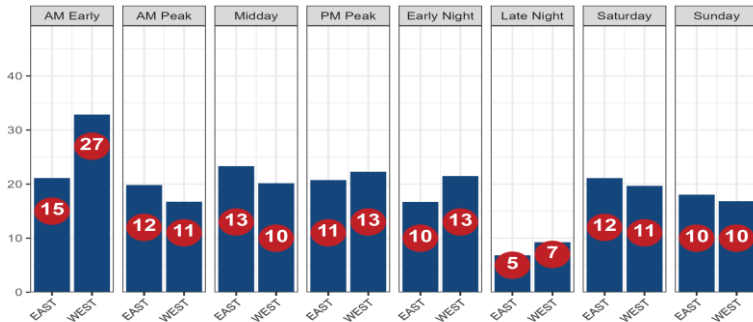
Top Transfer Locations

Ballston, Vienna, Dunn Loring

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



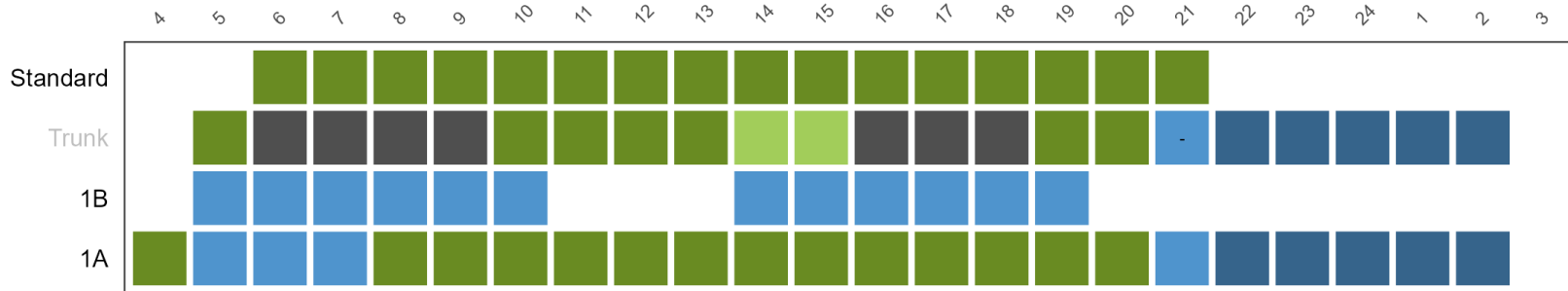
Vehicle Load Factor

		Direction:	
		EAST	WEST
Weekday	Peak Maximum Target: 1	0.29	0.3
	Off-Peak Maximum Target: 1.0	0.29	0.28
Saturday Maximum Target: 1.0		0.3	0.28
Sunday Maximum Target: 1.0		0.26	0.24

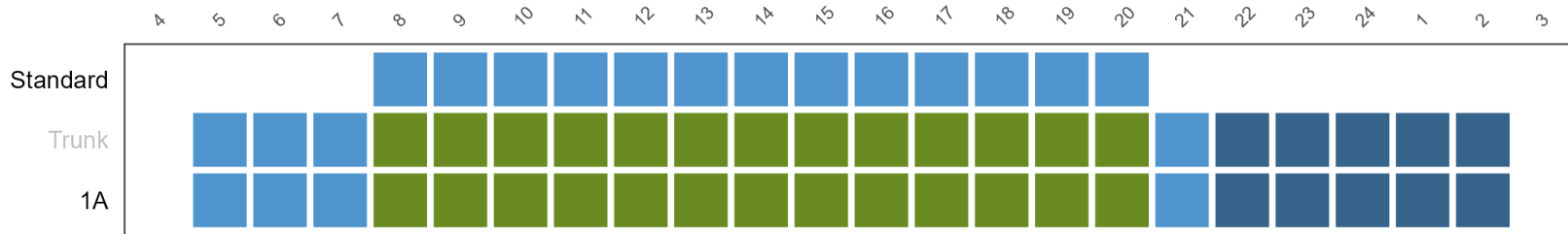
Span and Frequency



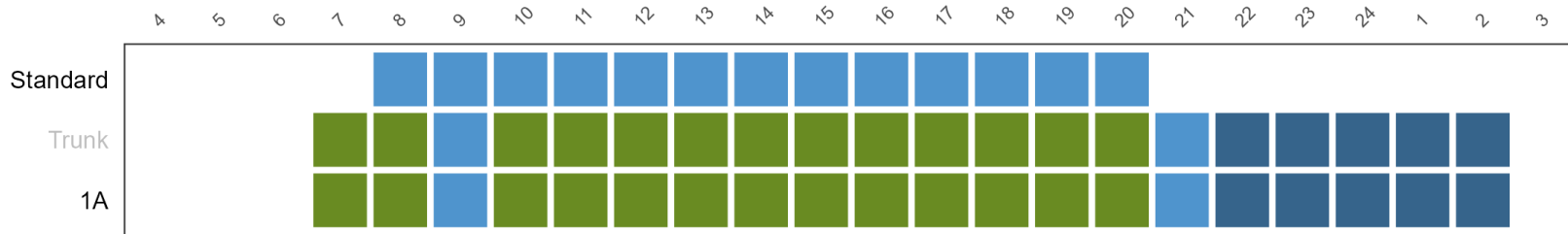
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

C Wilson Blvd.-Vienna

Measure Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service varies	4:54 AM - 2:51 AM	-	A	5:29 AM - 2:51 AM	-	A	7:00 AM - 2:26 AM	-	A
	Frequency of Service varies	Peak: 11.0 / Off-Peak: 16.0	Peak: 15.6 / Off-Peak: 20.1	A	23.0	24.7	A	23.0	24.6	A
Productivity	Passengers per Revenue Hour 20	17.7	24.3	D	16.8	23.1	D	15.6	20.5	E
	Passengers per Revenue Mile 2	1.6	2.4	E	1.5	2.1	E	1.3	1.9	E
Reliability	On-Time Performance 79%	82%	77%	B	85%	77%	A	81%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.29	Off-Peak: 0.34 Peak: 0.42	A	0.29	0.33	A	0.25	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.75	\$ 5.78	E	\$7.10	\$ 6.01	E	\$7.66	\$ 6.88	E
	Cost Recovery 20%	18%	20%	C	17%	18%	D	16%	16%	D

Route 1A

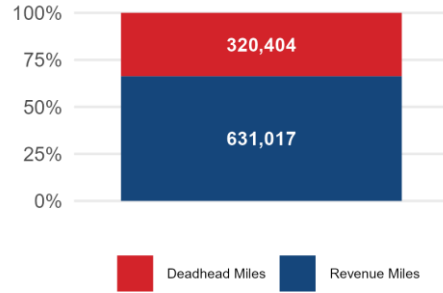
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.1			4.5			A		
	Circuitry 1.75	1.51			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	18.8	24.3	C	16.8	23.1	D	15.6	20.5	E
	Passengers per Revenue Mile 2	1.7	2.4	D	1.5	2.1	E	1.3	1.9	E
	Unique Segment Ridership 10%	8%	18%	C	71%	35%	A	71%	38%	A
Reliability	On-Time Performance 79%	82%	77%	B	85%	77%	A	81%	79%	B
	Crowding 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.36	Off-Peak: 0.34 Peak: 0.43	A	0.29	0.34	A	0.25	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$6.34	\$ 5.78	D	\$7.10	\$ 6.01	E	\$7.66	\$ 6.88	E
	Cost Recovery 20%	19%	21%	C	17%	18%	D	16%	16%	D

Route 1B

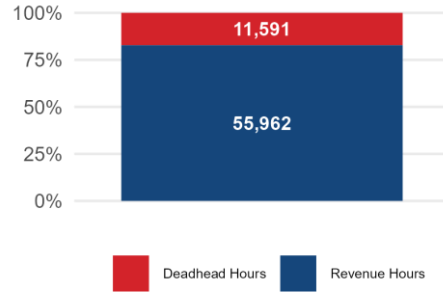
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	3.2			4.5			E		
	Circuitry 1.75	1.49			1.44			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 20	13.7	24.3	E	-	-	-	-	-	-
	Passengers per Revenue Mile 2	1.3	2.4	E	-	-	-	-	-	-
	Unique Segment Ridership 10%	10%	18%	C	-	-	-	-	-	-
Reliability	On-Time Performance 79%	83%	77%	B	-	-	-	-	-	-
	Crowding 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.22	Off-Peak: 0.34 Peak: 0.43	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$8.72	\$ 5.78	E	-	-	-	-	-	-
	Cost Recovery 20%	15%	21%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



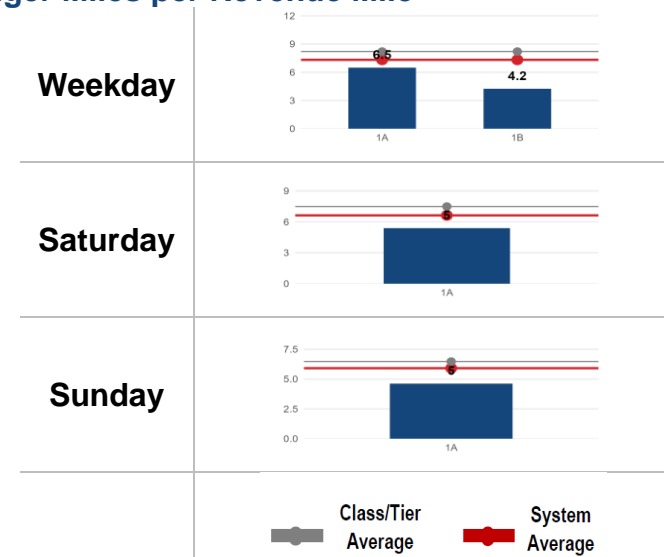
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1A	28.30	39,169	38,829 (99.1%)
1B	28.50	10,209	10,126 (99.2%)

Service Change Summary

Route 1A - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;
 Route 1B - Dec 2022:
 Weekday: No change; Saturday: No change; Sunday:
 No change;

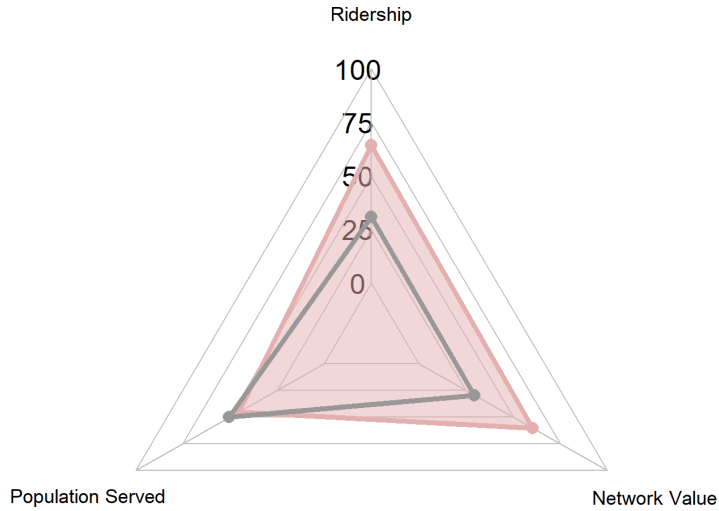
Passenger Miles per Revenue Mile



Line Benefit Score

57

Out of 100



Classification Average



Line Focus:
Line Score:



Operating Statistics

	Annual Operating Costs	\$9,308,009
	Peak Vehicles	22
	Vehicle Type(s)	40 Foot

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

	Service Area Population	49,752	
	People of Color Population	Service Area	9,936
		% Riders Surveyed	50%
	Low Income Household	Service Area	7,322
		% Riders Surveyed	26%

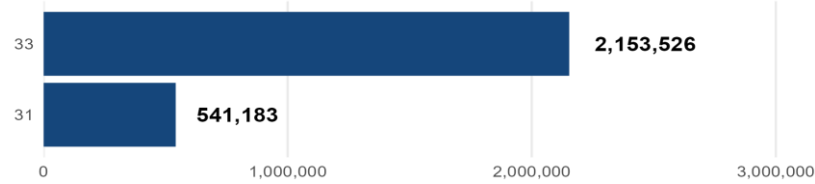
Facilities/Amenities

	Bus Stops	95
	% Stops With Shelters	44%
	% Stops With Benches	41%
	% Stops With Real-Time Signs	27%



Ridership

Annual Ridership

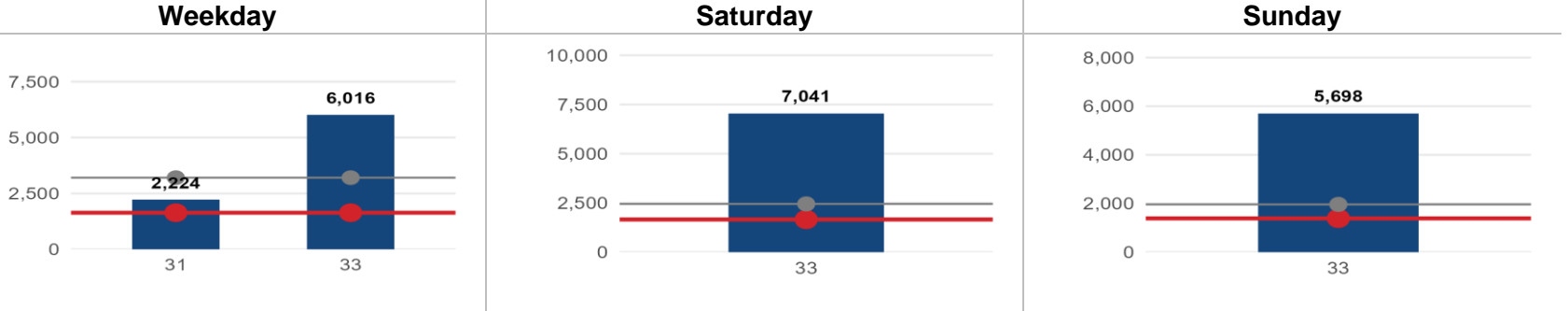


Top Transfer Locations

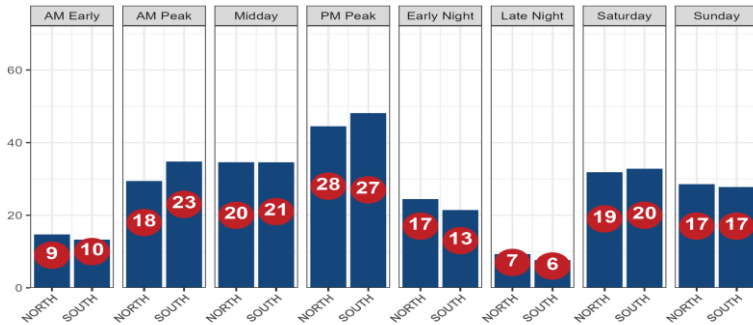
Foggy Bottom, Tenleytown-AU, Archives-Navy Memorial

Average Daily Ridership

- Class/Tier Average
- System Average



Average Trip Ridership and Maximum Load by Time Period



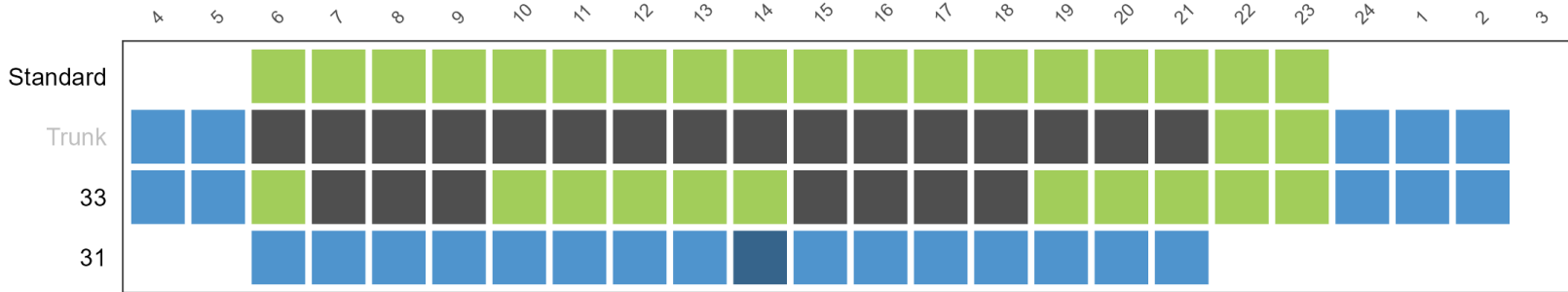
Vehicle Load Factor

		Direction:	
		NORTH	SOUTH
Weekday	Peak Maximum Target: 1.2	0.61	0.63
	Off-Peak Maximum Target: 1.0	0.43	0.41
Saturday Maximum Target: 1.0		0.48	0.5
Sunday Maximum Target: 1.0		0.43	0.42

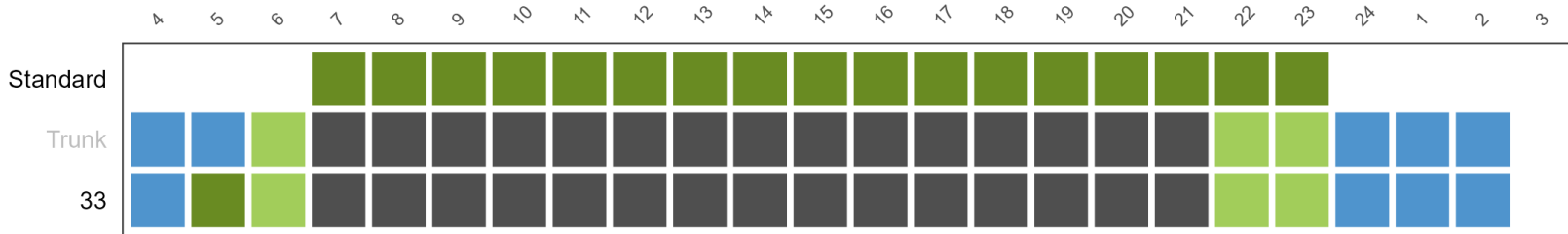
Span and Frequency



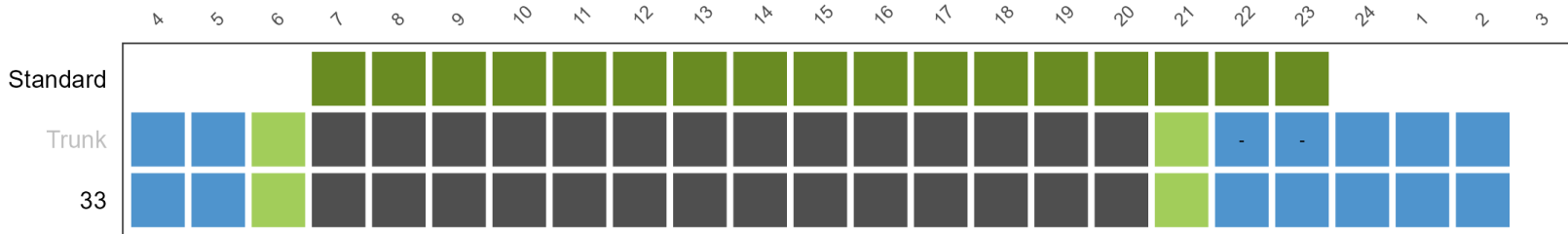
Weekday (by Hour)



Saturday (by Hour)



Sunday (by Hour)



Performance Report Card

B 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	4:20 AM - 2:31 AM	-	A	4:20 AM - 2:33 AM	-	A	4:20 AM - 2:30 AM	-	A
	Frequency of Service varies	Peak: 7.0 / Off-Peak: 9.0	Peak: 14.7 / Off-Peak: 18.6	A	11.0	20.8	A	12.0	23.9	A
Productivity	Passengers per Revenue Hour 30	34.7	29.9	A	33.4	25.2	A	30.7	22.9	B
	Passengers per Revenue Mile 4	4.7	3.9	A	4.3	3.1	B	3.8	2.7	C
Reliability	On-Time Performance 79%	69%	74%	E	69%	75%	E	72%	76%	D
	Crowding 5%	8%	3%	E	8%	1%	E	4%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.62	Off-Peak: 0.33 Peak: 0.46	A	0.49	0.33	A	0.42	0.29	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.43	\$ 4.49	A	\$3.57	\$ 5.36	A	\$3.89	\$ 5.93	A
	Cost Recovery 25%	48%	25%	A	46%	21%	A	42%	19%	A

Route 31

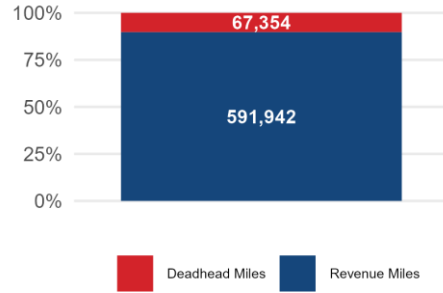
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	4.6			5.2			A		
	Circuitry 1.75	1.32			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	38.8	29.9	A	-	-	-	-	-	-
	Passengers per Revenue Mile 4	5.3	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership 10%	0%	23%	E	-	-	-	-	-	-
Reliability	On-Time Performance 79%	72%	74%	D	-	-	-	-	-	-
	Crowding 5%	7%	3%	E	-	-	-	-	-	-
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.57	Off-Peak: 0.34 Peak: 0.47	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.08	\$ 4.49	A	-	-	-	-	-	-
	Cost Recovery 25%	54%	26%	A	-	-	-	-	-	-

Route 33

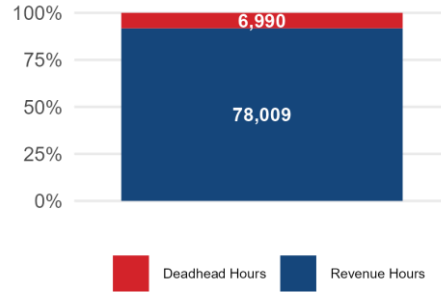
Measure Standard		Route Average			Class Tier Average			Grade		
Availability	Number of Stops per Mile 4-5	5.2			5.2			E		
	Circuitry 1.75	1.18			1.29			A		
Measure Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour 30	33.4	29.9	A	33.4	25.2	A	30.7	22.9	B
	Passengers per Revenue Mile 4	4.5	3.9	A	4.3	3.1	B	3.8	2.7	C
	Unique Segment Ridership 10%	3%	23%	E	51%	34%	A	52%	35%	A
Reliability	On-Time Performance 79%	69%	74%	D	69%	75%	D	72%	76%	D
	Crowding 5%	9%	3%	E	8%	1%	E	4%	1%	A
	Load Factor Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.65	Off-Peak: 0.34 Peak: 0.47	A	0.49	0.34	A	0.42	0.3	A
Cost Effectiveness	Operating Cost per Passenger Trip \$5	\$3.57	\$ 4.49	A	\$3.57	\$ 5.36	A	\$3.89	\$ 5.93	A
	Cost Recovery 25%	46%	26%	A	46%	21%	A	42%	19%	A

Operational Analysis

Miles Allocation



Hours Allocation



Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
31	15.30	17,181	16,833 (98.0%)
33	17.50	69,375	68,257 (98.4%)

Service Change Summary

Route 31 - Dec 2022:
 Weekday: No Change; Saturday: NA; Sunday: NA;
 Route 33 - Dec 2022:
 Weekday: No Change; Saturday: No Change; Sunday:
 No Change;

Passenger Miles per Revenue Mile

