

ANNUAL LINE PERFORMANCE REPORT

metrobus

FY2025: July 1, 2024 – June 28, 2025

How This Document Will Be Used

In 2020, the Washington Metropolitan Area Transit Authority (WMATA) Board 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' performance.

This edition of the Annual Line Performance Report (ALPR) is the result of applying the Bus Service Guidelines and targets to Metrobus service that was operating in April 2025, primarily using data from the period from July 1, 2024-June 28, 2025. On June 29, 2025, WMATA implemented a redesigned bus network, and staff utilized the Service Guidelines to inform the new network and ensure a high standard of service. **However, this report evaluates only the network that existed prior to the re-design and will be the last edition to cover the legacy network.** The FY2026 ALPR will be the first to evaluate the redesigned network.

To accommodate the wide variety of environments in the DC region, the WMATA service guidelines define five route classifications (Bus Rapid Transit (BRT), Framework, Commuter, Coverage, and Gap Services) and three activity tiers based upon population and employment densities (further defined in the Glossary). Standards and targets for level of service, accessibility and performance can vary by classification and activity tier. Applying these service classifications and activity tiers to every line allows for a more reasonable direct comparison between similar services.

The ALPR provides transparency to regional stakeholders and the public about how the system is meeting the standards in the Service Guidelines. 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.

In the report, readers can use the Line Benefit Scores and Performance Report Cards to compare the service and performance of Metrobus lines within the same service classification and activity tier across the region's jurisdictions.

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.

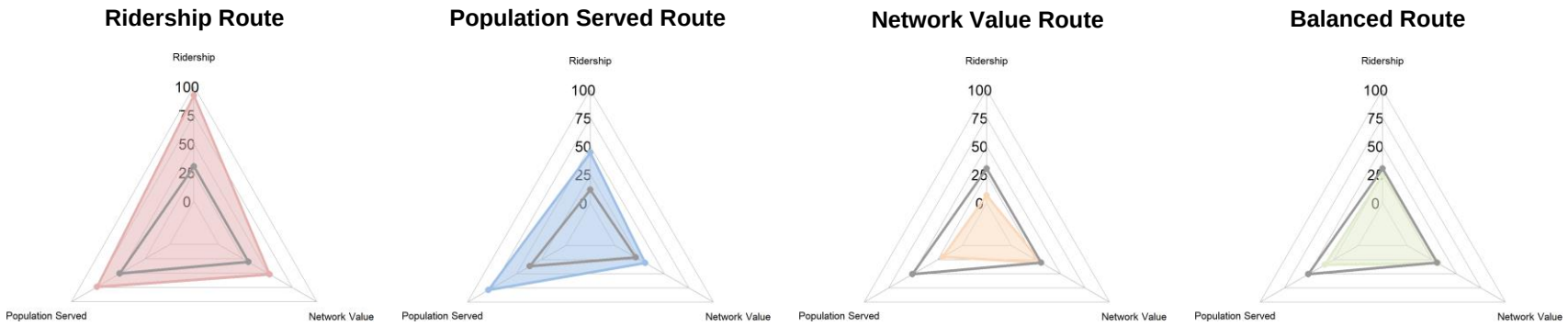
[1] The Line Benefit Score is relative to each fiscal year and therefore should not be used for multi-year trend analyses.

    - **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**).

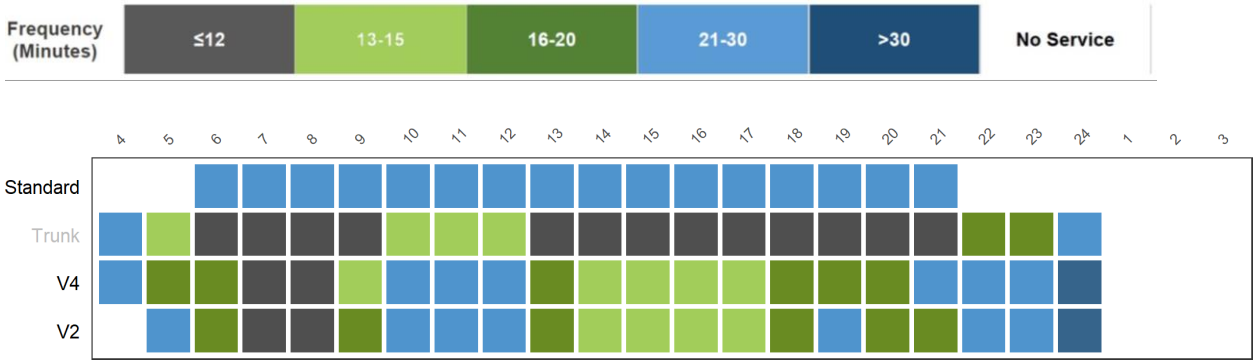
Figure 1: Example Ridership, Population, Network and Balanced Lines



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 4** provides a breakdown of the minimum thresholds required for a route to receive a specific grade for each metric.

Table 1: Metrics by Level

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

Table 2: Service Availability Metric Targets

		Span of Service			Headway						
					Weekday		Saturday		Sunday		
Class	Tier	Weekday	Saturday	Sunday	Peak	Off-Peak	Peak	Off-peak	Peak	Off-Peak	Stops per Mile
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

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

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

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

Table 4: Grade Thresholds

Branch Productivity

Classification	Tier	A	B	C	D	E
BRT	1	0.23	0.20	0.18	0.25	0.00
	2	0.23	0.20	0.18	0.25	0.00
	3	0.18	0.15	0.13	0.20	0.00
Framework	1	0.18	0.15	0.13	0.20	0.00
	2	0.13	0.10	0.08	0.15	0.00
	3	0.13	0.10	0.08	0.15	0.00
Coverage	1	0.13	0.10	0.08	0.15	0.00
	2	0.13	0.10	0.08	0.15	0.00
	3	0.13	0.10	0.08	0.15	0.00
Commuter	1	0.13	0.10	0.08	0.15	0.00
	2	0.13	0.10	0.08	0.15	0.00
	3	0.13	0.10	0.08	0.15	0.00

Circuity

Classification	Tier	A	B	C	D	E
BRT	1	1.58	1.75	1.93	2.10	0.00
	2	1.58	1.75	1.93	2.10	0.00
	3	1.58	1.75	1.93	2.10	0.00
Framework	1	1.58	1.75	1.93	2.10	0.00
	2	1.58	1.75	1.93	2.10	0.00
	3	1.58	1.75	1.93	2.10	0.00
Coverage	1	1.58	1.75	1.93	2.10	0.00
	2	-	-	-	-	0.00
	3	-	-	-	-	0.00
Commuter	1	-	-	-	-	0.00
	2	-	-	-	-	0.00
	3	-	-	-	-	0.00

Passengers per Revenue Hour

Classification	Tier	A	B	C	D	E
BRT	1	38.5	35.0	31.5	28.0	0.0
	2	27.5	25.0	22.5	20.0	0.0
	3	22.0	20.0	18.0	16.0	0.0
Framework	1	33.0	30.0	27.0	24.0	0.0
	2	22.0	20.0	18.0	16.0	0.0
	3	16.5	15.0	13.5	12.0	0.0
Coverage	1	22.0	20.0	18.0	16.0	0.0
	2	16.5	15.0	13.5	12.0	0.0
	3	11.0	10.0	9.0	8.0	0.0
Commuter	1	22.0	20.0	18.0	16.0	0.0
	2	16.5	15.0	13.5	12.0	0.0
	3	11.0	10.0	9.0	8.0	0.0

Passengers Revenue Mile

Classification	Tier	A	B	C	D	E
BRT	1	5.5	5.0	4.5	4.0	0.0
	2	2.2	2.0	1.8	1.6	0.0
	3	2.2	2.0	1.8	1.6	0.0
Framework	1	4.4	4.0	3.6	3.2	0.0
	2	2.2	2.0	1.8	1.6	0.0
	3	1.1	1.0	0.9	0.8	0.0
Coverage	1	4.4	4.0	3.6	3.2	0.0
	2	2.2	2.0	1.8	1.6	0.0
	3	1.1	1.0	0.9	0.8	0.0
Commuter	1	1.7	1.5	1.4	1.2	0.0
	2	1.1	1.0	0.9	0.8	0.0
	3	1.1	1.0	0.9	0.8	0.0

Unique Segment Ridership

Classification	Tier	A	B	C	D	E
BRT	1	0.28	0.25	0.23	0.20	0.00
	2	0.28	0.25	0.23	0.20	0.00
	3	0.23	0.20	0.18	0.15	0.00
Framework	1	0.13	0.10	0.08	0.05	0.00
	2	0.13	0.10	0.08	0.05	0.00
	3	0.13	0.10	0.08	0.05	0.00
Coverage	1	0.13	0.10	0.08	0.05	0.00
	2	0.13	0.10	0.08	0.05	0.00
	3	0.13	0.10	0.08	0.05	0.00
Commuter	1	0.18	0.15	0.13	0.10	0.00
	2	0.18	0.15	0.13	0.10	0.00
	3	0.18	0.15	0.13	0.10	0.00

On-time Performance

Classification	Tier	A	B	C	D	E
BRT	1	0.84	0.79	0.74	0.69	0.00
	2	0.84	0.79	0.74	0.69	0.00
	3	0.84	0.79	0.74	0.69	0.00
Framework	1	0.84	0.79	0.74	0.69	0.00
	2	0.84	0.79	0.74	0.69	0.00
	3	0.84	0.79	0.74	0.69	0.00
Coverage	1	0.84	0.79	0.74	0.69	0.00
	2	0.84	0.79	0.74	0.69	0.00
	3	0.84	0.79	0.74	0.69	0.00
Commuter	1	0.84	0.79	0.74	0.69	0.00
	2	0.84	0.79	0.74	0.69	0.00
	3	0.84	0.79	0.74	0.69	0.00

Crowding

Classification	Tier	A	B	C	D	E
BRT	1	0.05	0.05	0.06	0.06	0.00
	2	0.05	0.05	0.06	0.06	0.00
	3	0.05	0.05	0.06	0.06	0.00
Framework	1	0.05	0.05	0.06	0.06	0.00
	2	0.05	0.05	0.06	0.06	0.00
	3	0.05	0.05	0.06	0.06	0.00
Coverage	1	0.05	0.05	0.06	0.06	0.00
	2	0.05	0.05	0.06	0.06	0.00
	3	0.05	0.05	0.06	0.06	0.00
Commuter	1	0.05	0.05	0.06	0.06	0.00
	2	0.05	0.05	0.06	0.06	0.00
	3	0.05	0.05	0.06	0.06	0.00

Load Factor - Peak

Classification	Tier	A	B	C	D	E
BRT	1	0.80	1.20	1.44	1.60	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Framework	1	0.80	1.20	1.44	1.60	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Coverage	1	0.80	1.20	1.44	1.60	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Commuter	1	0.67	1.00	1.20	1.33	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00

Load Factor - Off Peak

Classification	Tier	A	B	C	D	E
BRT	1	0.67	1.00	1.20	1.33	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Framework	1	0.67	1.00	1.20	1.33	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Coverage	1	0.67	1.00	1.20	1.33	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00
Commuter	1	0.67	1.00	1.20	1.33	0.00
	2	0.67	1.00	1.20	1.33	0.00
	3	0.67	1.00	1.20	1.33	0.00

Operating Cost per Passenger Trip

Classification	Tier	A	B	C	D	E
BRT	1	3.15	3.50	3.85	4.20	4.55
	2	4.05	4.50	4.95	5.40	5.85
	3	4.05	4.50	4.95	5.40	5.85
Framework	1	4.50	5.00	5.50	6.00	6.50
	2	4.50	5.00	5.50	6.00	6.50
	3	6.30	7.00	7.70	8.40	9.10
Coverage	1	4.50	5.00	5.50	6.00	6.50
	2	4.50	5.00	5.50	6.00	6.50
	3	6.30	7.00	7.70	8.40	9.10
Commuter	1	6.30	7.00	7.70	8.40	9.10
	2	6.30	7.00	7.70	8.40	9.10
	3	6.30	7.00	7.70	8.40	9.10

Cost Recovery

Classification	Tier	A	B	C	D	E
BRT	1	0.33	0.30	0.27	0.22	0.00
	2	0.22	0.20	0.18	0.14	0.00
	3	0.22	0.20	0.18	0.14	0.00
Framework	1	0.28	0.25	0.23	0.18	0.00
	2	0.22	0.20	0.18	0.14	0.00
	3	0.22	0.20	0.18	0.14	0.00
Coverage	1	0.28	0.25	0.23	0.18	0.00
	2	0.22	0.20	0.18	0.14	0.00
	3	0.22	0.20	0.18	0.14	0.00
Commuter	1	0.28	0.25	0.23	0.18	0.00
	2	0.22	0.20	0.18	0.14	0.00
	3	0.22	0.20	0.18	0.14	0.00

Parallel Corridor

Classification	Tier	A	B	C	D	E
BRT	1	0	1	2	4	
	2	0	1	2	4	
	3	0	1	2	4	
Framework	1	0	1	2	4	
	2	0	1	2	4	
	3	0	1	2	4	
Coverage	1	0	1	2	4	
	2	0	1	2	4	
	3	0	1	2	4	
Commuter	1	0	1	2	4	
	2	0	1	2	4	
	3	0	1	2	4	

Operational Analysis

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

Line Grade Summary Table

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

Table 5: Line Grade Summary Table

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
MW1	Metroway-Potomac Yard	BRT	1	D	23	VA
16Y	Columbia Pike-Farragut Square	Commuter	1	B	31	VA
X3	Benning Road	Commuter	1	B	22	DC
28F	Skyline City	Commuter	1	C	4	VA
21C	Landmark-Holmes Run Parkway	Commuter	2	A	38	VA
3F, 3Y	Langston Blvd.-Farragut Square	Commuter	2	B	38	VA
11Y	Mount Vernon Express	Commuter	2	C	26	VA
17B, 17M	Kings Park-North Springfield	Commuter	2	C	24	VA
8W	Foxchase-Seminary Valley	Commuter	2	A	23	VA
29G	Annandale	Commuter	2	A	18	VA
C11, C13	Clinton	Commuter	3	A	46	DC
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	B	26	MD
Z2	Colesville-Ashton	Commuter	3	A	23	MD
18G, 18J	Orange Hunt	Commuter	3	B	23	VA
18P	Burke Centre	Commuter	3	A	21	VA
Z7	Laurel-Old Columbia Pike Express	Commuter	3	B	21	MD
P6	Anacostia-Eckington	Coverage	1	B	49	DC
G2	P Street-Ledroit Park	Coverage	1	B	36	DC
W6, W8	Garfield-Anacostia Loop	Coverage	1	B	33	DC
D4	Ivy City-Franklin Square	Coverage	1	B	31	DC
D8	Hospital Center	Coverage	1	B	27	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
D2	Glover Park-Dupont Circle	Coverage	1	B	21	DC
X8	Maryland Avenue	Coverage	1	B	19	DC
A6, A7, A8	Anacostia-Livingston	Coverage	2	A	54	DC
W2, W3	United Medical Center-Anacostia	Coverage	2	B	39	DC
V7, V8	Benning Heights-Alabama Avenue	Coverage	2	A	38	DC
A2	Anacostia - Washington Highlands	Coverage	2	A	30	DC
F8	Langley Park -Cheverly	Coverage	2	B	30	MD
4B	Pershing Drive-Arlington Blvd.	Coverage	2	B	29	VA
W1	Shipley Terrace-Fort Drum	Coverage	2	A	27	DC
U5, U6	Marshall Heights	Coverage	2	A	27	DC
U7	Deanwood- Minnesota Avenue Station	Coverage	2	B	25	DC
26A	Annandale-East Falls Church	Coverage	2	C	22	VA
2B	Fair Oaks-Jermantown Rd.	Coverage	2	C	19	VA
R4	Queens Chapel Road	Coverage	2	B	16	MD
L8	Connecticut Avenue-Maryland	Coverage	3	A	27	MD
F14	Sheriff Road-Capitol Heights	Coverage	3	B	25	MD
C21, C22, C26, C29	Central Avenue	Coverage	3	B	25	MD
A4	Anacostia-Fort Drum	Coverage	3	A	22	DC
V14	District Heights-Seat Pleasant	Coverage	3	B	22	MD
G14	Greenbelt Rd.- Good Luck Rd.	Coverage	3	B	22	MD
U4	Sheriff Road-River Terrace	Coverage	3	A	21	DC
K12	Forestville	Coverage	3	B	20	MD
H12	Marlow Heights-Temple Hills	Coverage	3	B	17	MD
P18	Oxon Hill-Fort Washington	Coverage	3	B	17	MD
G12	Greenbelt-New Carrollton	Coverage	3	B	17	MD
NH1	National Harbor-Southern Avenue	Coverage	3	A	16	MD
T2	River Road	Coverage	3	B	16	MD
M6	Fairfax Village	Coverage	3	A	14	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
89M	Laurel	Coverage	3	A	14	MD
F12	Ardwick Industrial Park Shuttle	Coverage	3	B	14	MD
H6	Brookland-Fort Lincoln	Coverage	3	B	14	DC
E2	Ivy City - Fort Totten	Coverage	3	B	14	DC
B24	Bowie-Belair	Coverage	3	A	13	MD
F13	Cheverly-Washington Business Park	Coverage	3	A	13	MD
J12	Marlboro Pike	Coverage	3	B	12	MD
K2	Takoma-Fort Totten	Coverage	3	B	11	DC
C12, C14	Hillcrest Heights	Coverage	3	B	10	MD
M4	Nebraska Avenue	Coverage	3	A	9	DC
B27	Bowie-New Carrollton	Coverage	3	B	8	MD
W5	Anacostia-Blue Plains	Coverage	3	B	2	DC
52, 54	14th Street	Framework	1	B	76	DC
90, 92	U Street-Garfield	Framework	1	A	68	DC
70	Georgia Avenue-7th Street	Framework	1	B	66	DC
31, 33	Wisconsin Avenue	Framework	1	B	64	DC
X2	Benning Road-H Street	Framework	1	A	57	DC
32, 36	Pennsylvania Avenue	Framework	1	B	57	DC
S2	16th Street	Framework	1	B	57	DC
96	East Capitol Street-Cardozo	Framework	1	B	52	DC
S9	16th Street Limited	Framework	1	B	48	DC
79	Georgia Avenue Limited	Framework	1	B	47	DC
80	North Capitol Street	Framework	1	C	45	DC
D6	Sibley Hospital-Stadium Armory	Framework	1	D	45	DC
16A, 16C, 16E	Columbia Pike	Framework	1	C	43	VA
H2, H4	Crosstown	Framework	1	B	39	DC
42, 43	Mount Pleasant	Framework	1	B	39	DC
38B	Ballston-Farragut Square	Framework	1	B	38	VA
L2	Connecticut Avenue	Framework	1	B	37	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
64	Fort Totten-Federal Triangle	Framework	1	C	35	DC
62, 63	Takoma-Petworth	Framework	1	C	34	DC
7A	Landmark-North Fairlington	Framework	1	C	33	VA
G8	Rhode Island Avenue	Framework	1	C	32	DC
H8, H9	Park Road-Brookland	Framework	1	B	31	DC
59	14th Street Limited	Framework	1	C	31	DC
16M	Columbia Pike - National Landing	Framework	1	B	30	VA
10B	Hunting Point-Ballston	Framework	1	D	28	VA
X9	Benning Road-H St Limited	Framework	1	B	26	DC
10A	Alexandria-Pentagon	Framework	1	D	24	VA
25B	Carlin Springs Road	Framework	1	D	24	VA
74	Convention Center-Southwest Waterfront	Framework	1	D	16	DC
60	Fort Totten-Petworth	Framework	1	C	13	DC
NH2	National Harbor-Alexandria	Framework	1	C	11	VA
C2, C4	Greenbelt-Twinbrook	Framework	2	B	59	MD
28A	Leesburg Pike	Framework	2	B	57	VA
F4	New Carrollton-Silver Spring	Framework	2	B	46	MD
K6	New Hampshire Avenue-Maryland	Framework	2	B	44	MD
W4	Deanwood-Alabama Avenue	Framework	2	A	41	DC
V2, V4	Capitol Heights - Minnesota Ave.	Framework	2	A	40	DC
B2	Bladensburg Road-Anacostia	Framework	2	A	40	DC
23A, 23B, 23T	Mclean-Crystal City	Framework	2	C	39	VA
Y2, Y7, Y8	Georgia Avenue-Maryland	Framework	2	A	38	MD
J1, J2	Bethesda-Silver Spring	Framework	2	B	37	MD
Q2, Q4, Q6	Veirs Mill Road	Framework	2	A	36	MD
N2, N4, N6	Massachusetts Avenue	Framework	2	B	36	DC
1A, 1B	Wilson Blvd.-Vienna	Framework	2	C	36	VA
Z6, Z8	Silver Spring - Fairland	Framework	2	B	32	MD
E4	Military Road-Crosstown	Framework	2	B	31	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
C8	College Park-White Flint	Framework	2	B	31	MD
29K, 29N	Alexandria-Fairfax	Framework	2	C	30	VA
22A, 22F	Barcroft-South Fairlington	Framework	2	D	30	VA
2A	Washington Blvd.-Dunn Loring	Framework	2	C	27	VA
1C	Fair Oaks-Fairfax Blvd.	Framework	2	D	22	VA
K9	New Hampshire Ave. - Maryland Limited	Framework	2	B	16	MD
P12	Eastover-Addison Road	Framework	3	A	36	MD
R1, R2	Riggs Road	Framework	3	B	34	MD
83, 86	College Park	Framework	3	A	32	MD
T18	Annapolis Road	Framework	3	B	32	MD
REX	Richmond Highway Express	Framework	3	B	29	VA
D14	Oxon Hill-Suitland	Framework	3	B	27	MD
F6	New Carrollton-Fort Totten	Framework	3	B	25	MD
F1	Chillum Road	Framework	3	B	23	MD
T14	Rhode Island Avenue - New Carrollton	Framework	3	B	23	MD
D12	Southern Ave. -Suitland	Framework	3	A	22	MD
L12	Landover Road	Framework	3	B	20	MD
R12	Kenilworth Avenue	Framework	3	B	18	MD
A12	Martin Luther King Jr. Highway	Framework	3	A	17	MD
V12	District Heights-Suitland	Framework	3	B	17	MD
7M	Mark Center-Pentagon	Gap	1	D	17	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 circuity and should not divert to serve areas with low demand.
- Coverage Routes: Deliver service deeper into neighborhoods or commercial districts, especially areas with poor street network connections.
- Commuter Routes: Are designed to connect residential areas or park and rides to areas of high employment density during peak periods.
- Gap Service Routes: Run for a specific purpose, such as serving a school or other destination with focused demand, replacing rail service overnight, providing shuttle service only during the hours of a major tourist attraction, meeting weekend-only needs, or other purposes that do not align with the more general service types.

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

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

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

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

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

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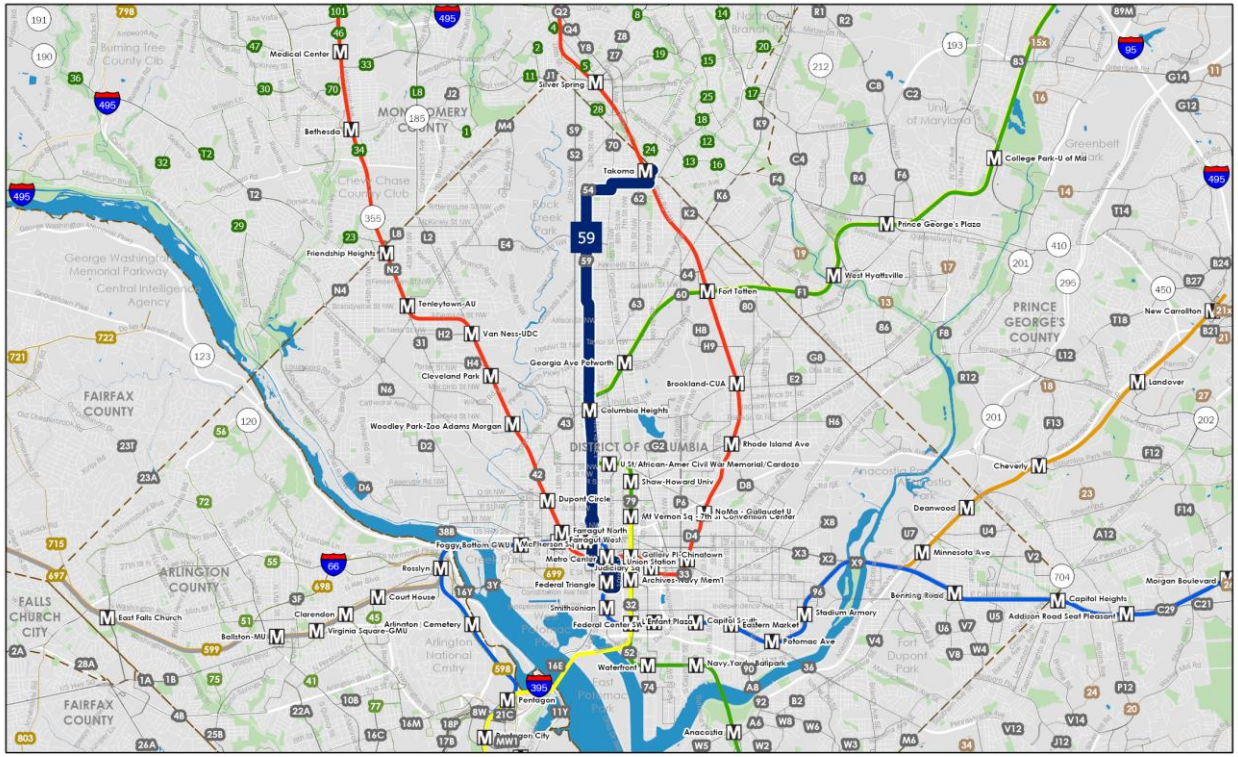
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Oxon Hill-Suitland (D14) 762
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LINE: 159 - 14th Street Limited	ROUTE(S): 59

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

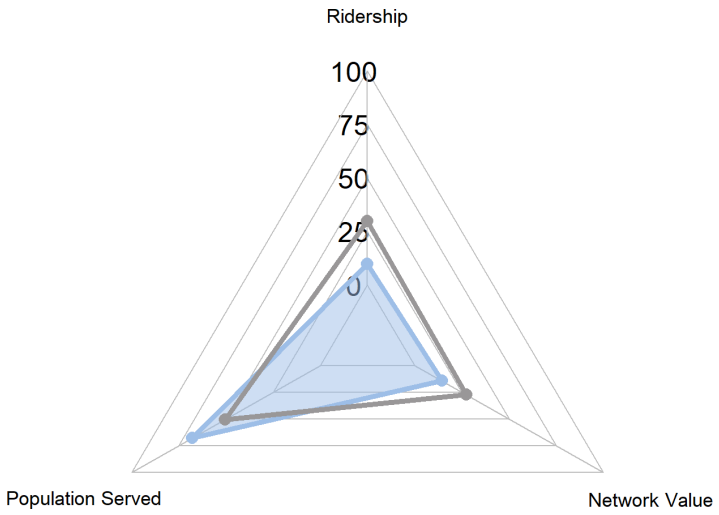
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	14	10	

Operating Statistics

Annual Operating Costs	$1,241,572
Peak Vehicles	8
Vehicle Type(s)	40 Foot

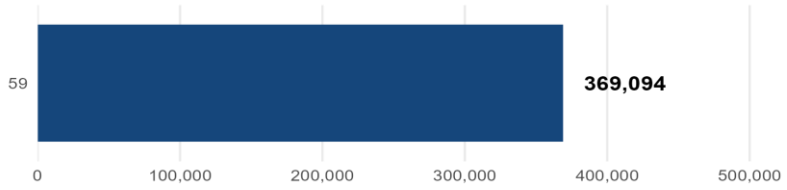
Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		68,050
Minority Population	*Service Area*	26,238
	% Riders Surveyed	78%
Low Income Household	*Service Area*	16,298
	% Riders Surveyed	44%

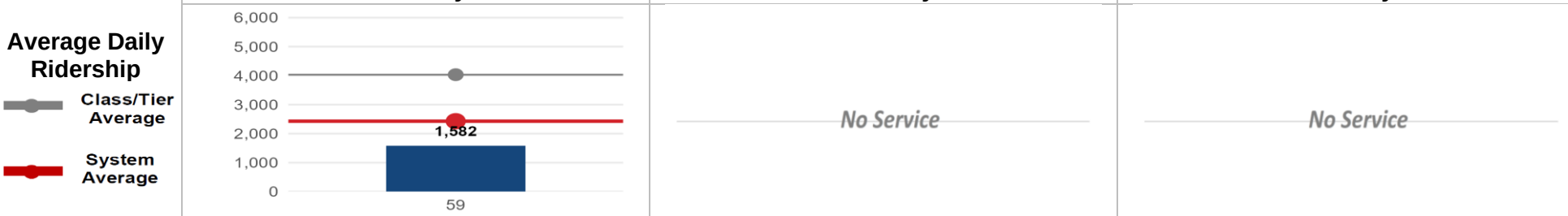
Facilities/Amenities

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

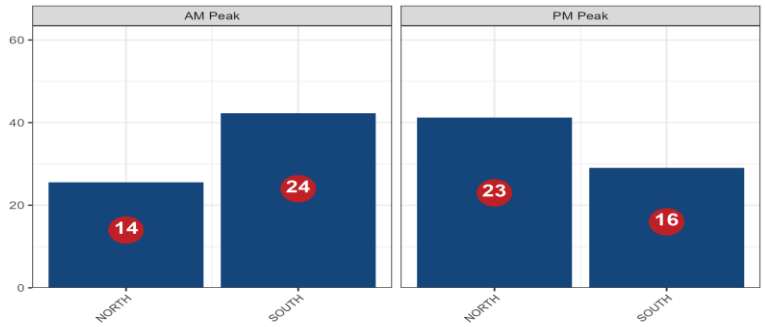
Ridership

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

Average Daily Ridership



Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2		
	Off-Peak Maximum Target: 1.0	0.5	0.51
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

C 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 - 9:46 AM; 3:45 PM - 7:34 PM	-	E	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 14.0 / Off-Peak: 15.0	Peak: 14.6 / Off-Peak: 18.6	B	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 30	38.5	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	5	4.6	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	74%	C	-	-	-	-	-	-
	Crowding | 5%	7%	3%	E	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Peak: 0.5	Peak: 0.5	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.37	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	51%	38%	A	-	-	-	-	-	-

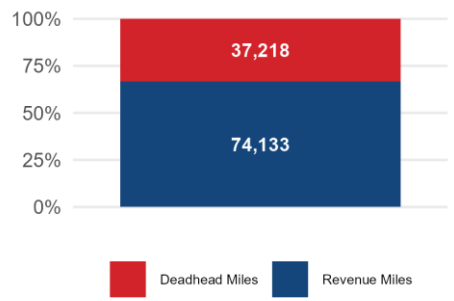
Route 59

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.3	5.5	E
Route Design	**Circuity |** 1.75	1.21	1.23	A

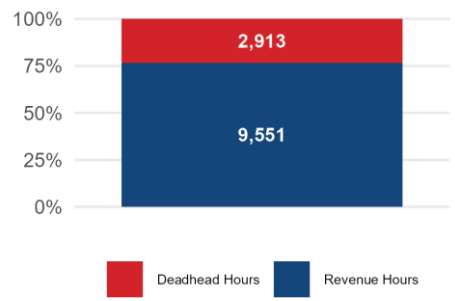
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	38.5	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	5	4.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	8%	20%	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	74%	C	-	-	-	-	-	-
	Crowding | 5%	7%	3%	E	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Peak: 0.5	Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.37	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	51%	39%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



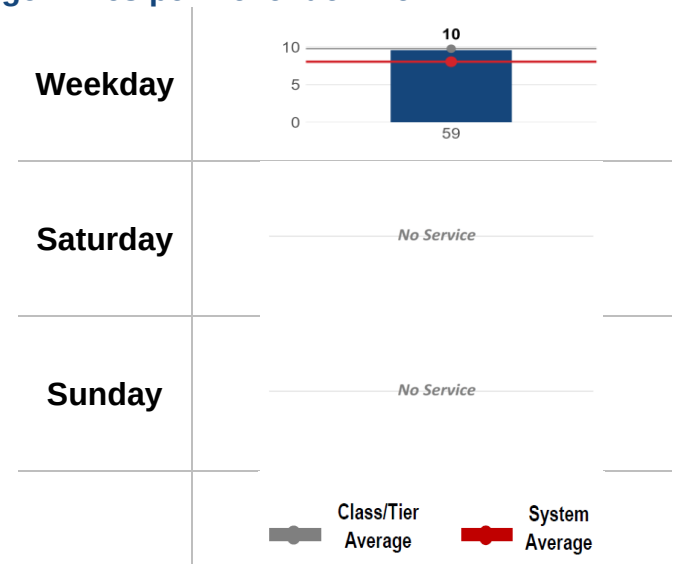
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
59	15.90	10,150	9,427 (92.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

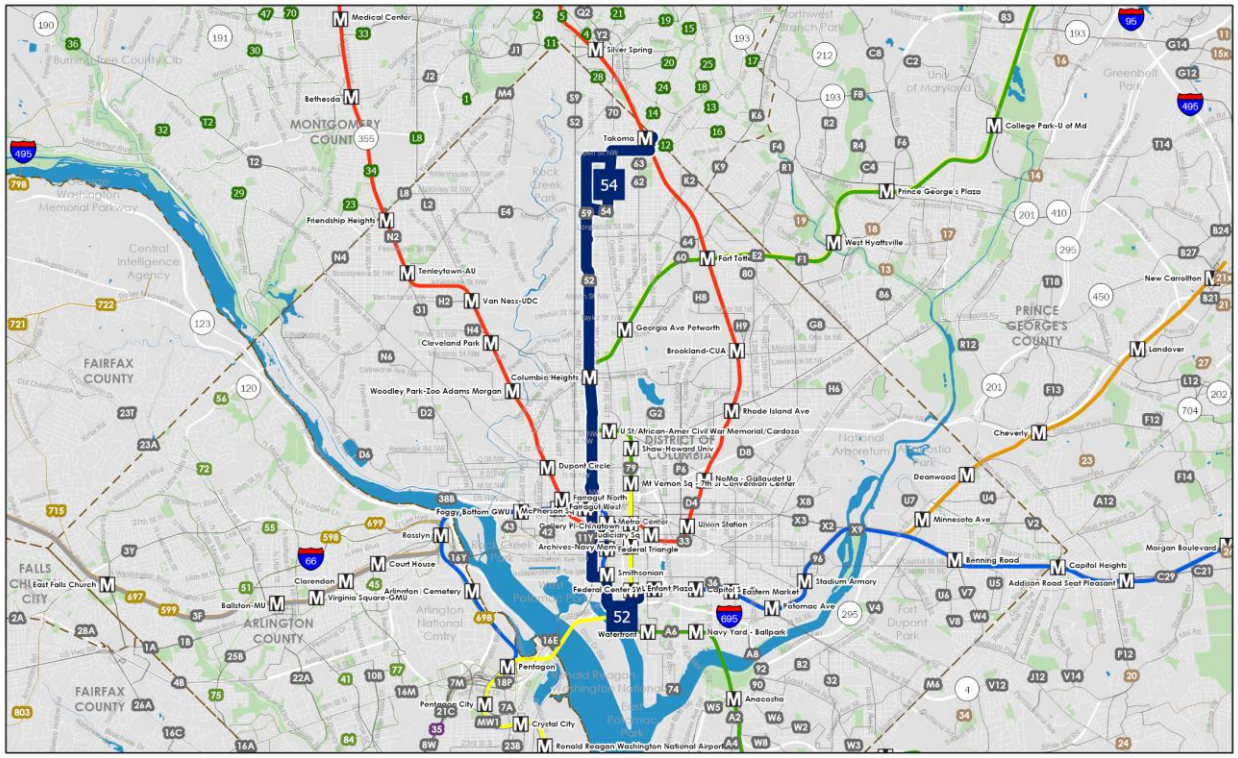
Passenger Miles per Revenue Mile

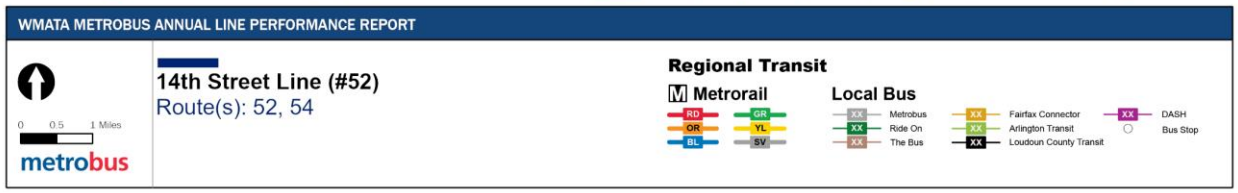


LINE: 52 - 14th Street

ROUTE(S): 52, 54

About the Line





Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

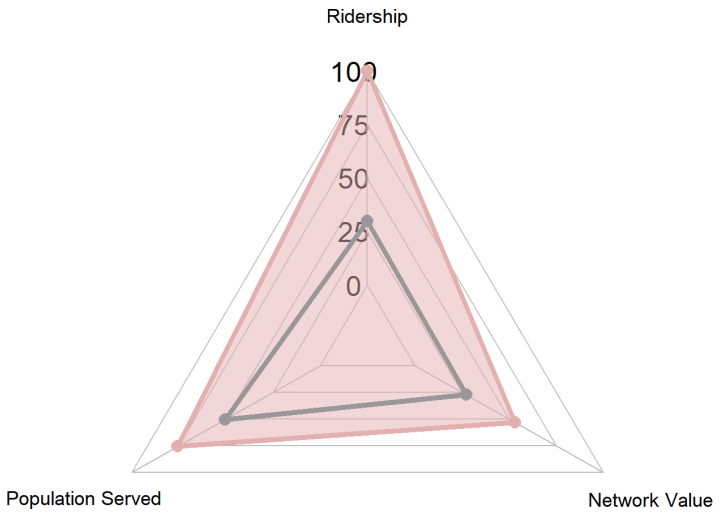
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

76

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	76	53	100	

Operating Statistics

Annual Operating Costs	$12,921,059
Peak Vehicles	30
Vehicle Type(s)	40 Foot

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

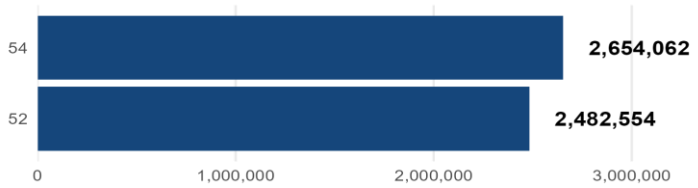
Service Area Population	84,424	
Minority Population	*Service Area*	32,721
	% Riders Surveyed	70%
Low Income Household	*Service Area*	19,476
	% Riders Surveyed	48%

Facilities/Amenities

Bus Stops	120
% Stops With Shelters	37%
% Stops With Benches	28%
% Stops With Real-Time Signs	9%

Ridership

Annual Ridership



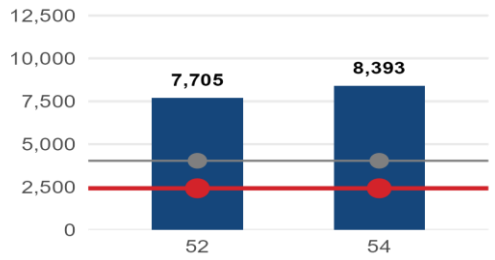
Top Transfer Locations

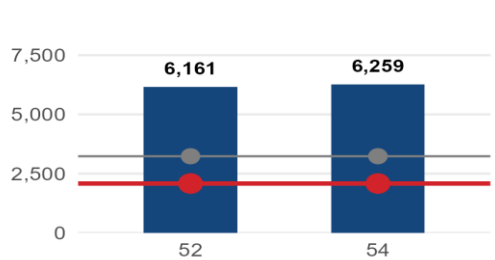
McPherson Square, Columbia Heights, Takoma

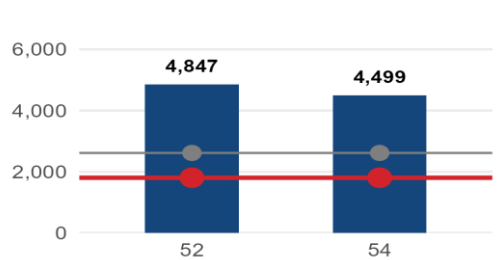
Average Daily Ridership

Class/Tier Average

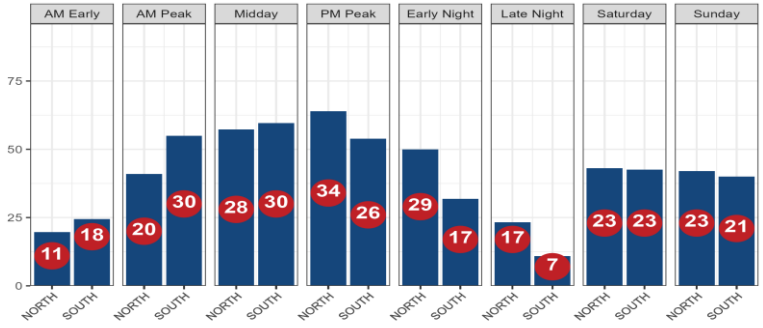
System Average







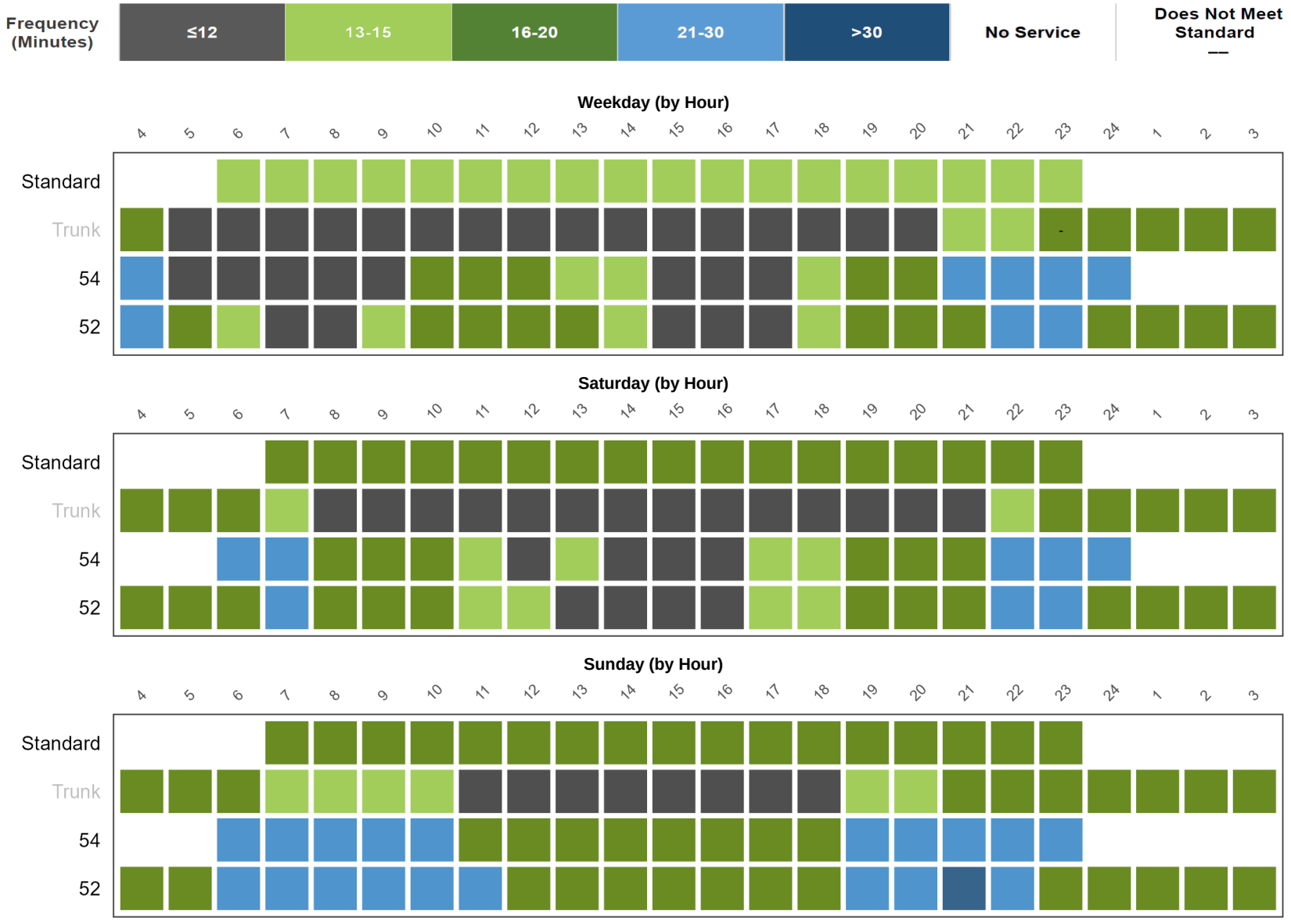
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.73	0.69
	Off-Peak Maximum Target: 1.0	0.63	0.55
	Saturday Maximum Target: 1.0	0.58	0.57
	Sunday Maximum Target: 1.0	0.58	0.53

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 6.0 / Off-Peak: 9.0	Peak: 14.6 / Off-Peak: 18.6	A	11.0	20.8	A	14.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	48.3	34.1	A	40.9	29.0	A	42.4	26.6	A
	Passengers per Revenue Mile | 4	7.1	4.6	A	6.2	3.7	A	5.8	3.2	A
Reliability	**On-Time Performance |** 79%	76%	74%	C	76%	75%	C	75%	77%	C
	Crowding | 5%	8%	3%	E	7%	2%	E	8%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.71	Off-Peak: 0.36 Peak: 0.5	A	0.58	0.37	A	0.55	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.69	$ 4.27	A	$3.18	$ 5.07	A	$3.06	$ 5.55	A
	Cost Recovery | 25%	57%	38%	A	48%	32%	A	50%	30%	A

Route 52

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	5.5	E
Route Design	**Circuity |** 1.75	1.31	1.23	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	42.0	34.1	A	37.5	29.0	A	36.9	26.6	A
	Passengers per Revenue Mile | 4	6.0	4.6	A	5.3	3.7	A	4.8	3.2	A
	Unique Segment Ridership | 10%	7%	20%	D	10%	34%	C	9%	31%	C
Reliability	**On-Time Performance |** 79%	74%	74%	C	72%	75%	D	74%	77%	C
	Crowding | 5%	7%	3%	E	7%	2%	E	7%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.66	Off-Peak: 0.37 Peak: 0.51	A	0.52	0.37	A	0.5	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.09	$ 4.27	A	$3.47	$ 5.07	A	$3.53	$ 5.55	A
	Cost Recovery | 25%	49%	39%	A	44%	32%	A	43%	30%	A

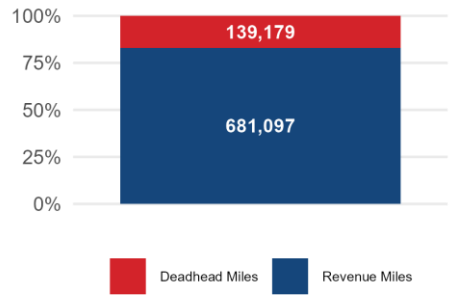
Route 54

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	5.5	E
Route Design	**Circuity |** 1.75	1.12	1.23	A

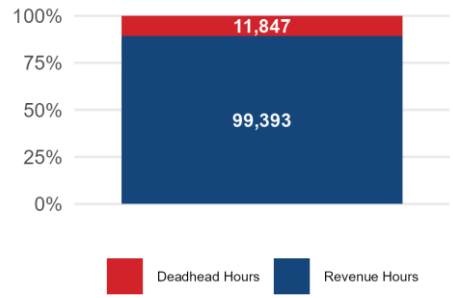
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	56.1	34.1	A	45.0	29.0	A	50.5	26.6	A
	Passengers per Revenue Mile | 4	8.4	4.6	A	7.3	3.7	A	7.3	3.2	A
	Unique Segment Ridership | 10%	1%	20%	E	4%	34%	E	1%	31%	E
Reliability	**On-Time Performance |** 79%	77%	74%	C	80%	75%	B	77%	77%	C
	Crowding | 5%	10%	3%	E	6%	2%	E	8%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.71 Peak: 0.76	Off-Peak: 0.37 Peak: 0.51	B	0.66	0.37	A	0.64	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.32	$ 4.27	A	$2.89	$ 5.07	A	$2.57	$ 5.55	A
	Cost Recovery | 25%	65%	39%	A	52%	32%	A	59%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



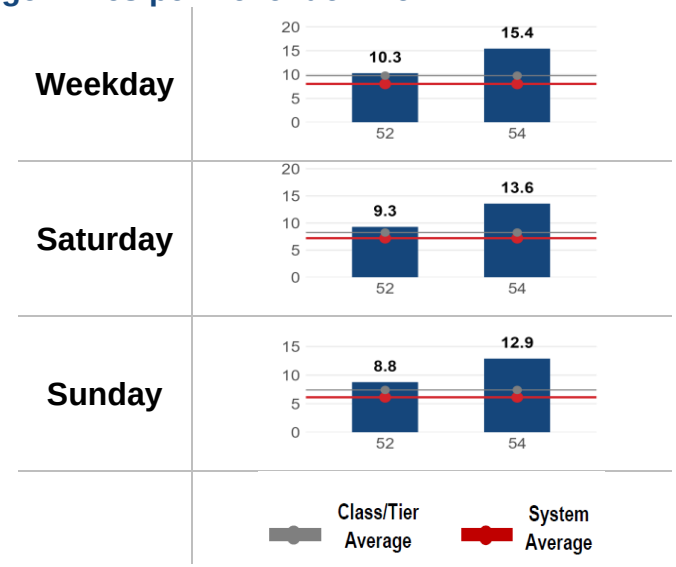
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
52	18.20	62,403	61,181 (98.0%)
54	14.20	48,291	46,902 (97.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: Additional trips added between Colorado Ave Terminal and Metro Center to address crowding concerns from DC Circulator

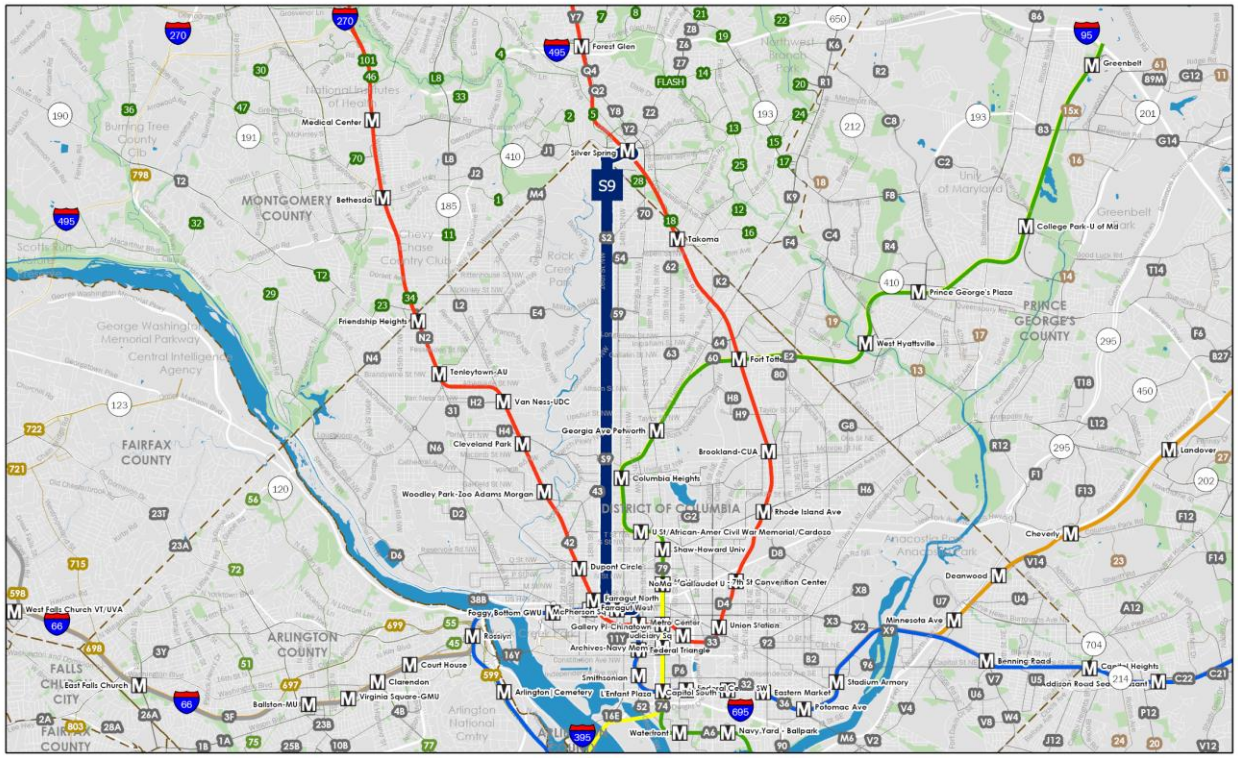
Passenger Miles per Revenue Mile



LINE: 112 - 16th Street Limited

ROUTE(S): S9

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

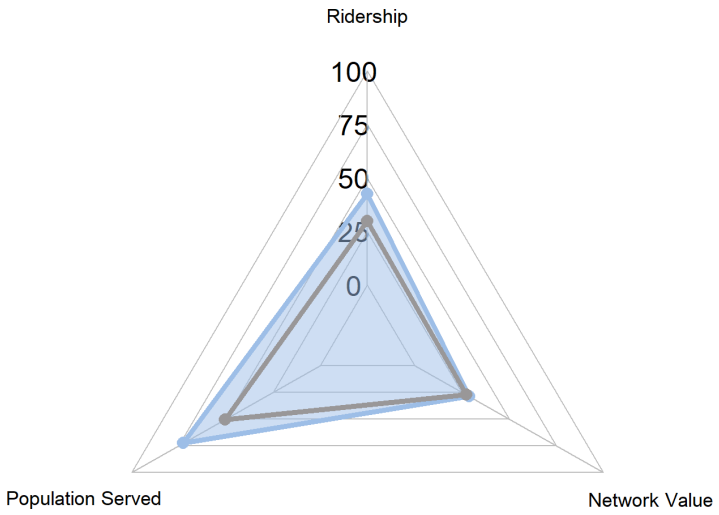
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

48

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	73	29	43	

Operating Statistics

Annual Operating Costs	$6,774,072
Peak Vehicles	18
Vehicle Type(s)	40 Foot

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

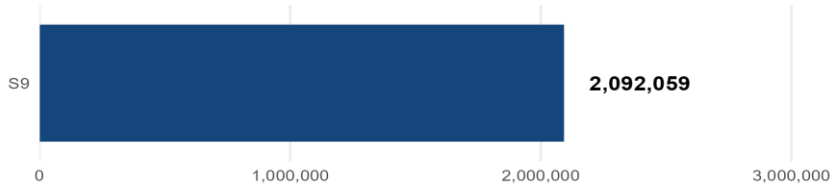
Service Area Population	69,891	
Minority Population	*Service Area*	25,657
	% Riders Surveyed	64%
Low Income Household	*Service Area*	13,554
	% Riders Surveyed	35%

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

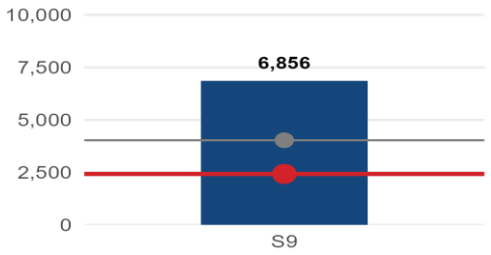
McPherson Square, Columbia Heights, Silver Spring

Average Daily Ridership

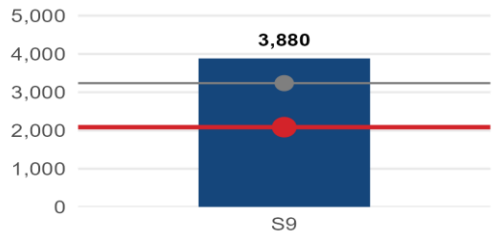
Class/Tier Average

System Average

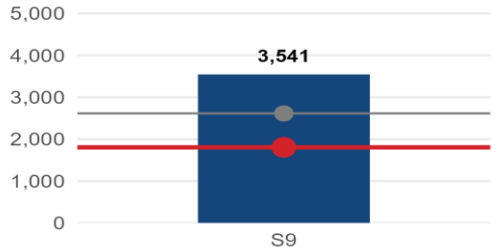
Weekday



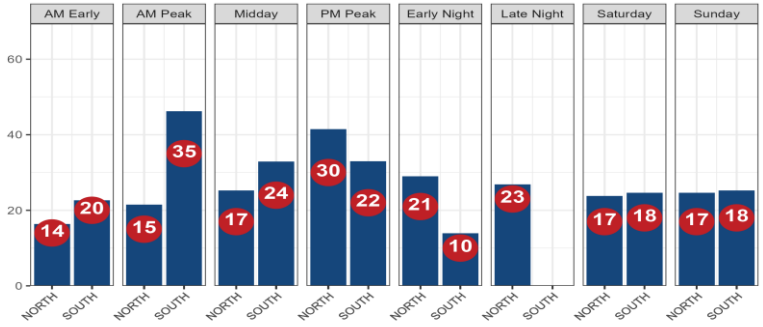
Saturday



Sunday



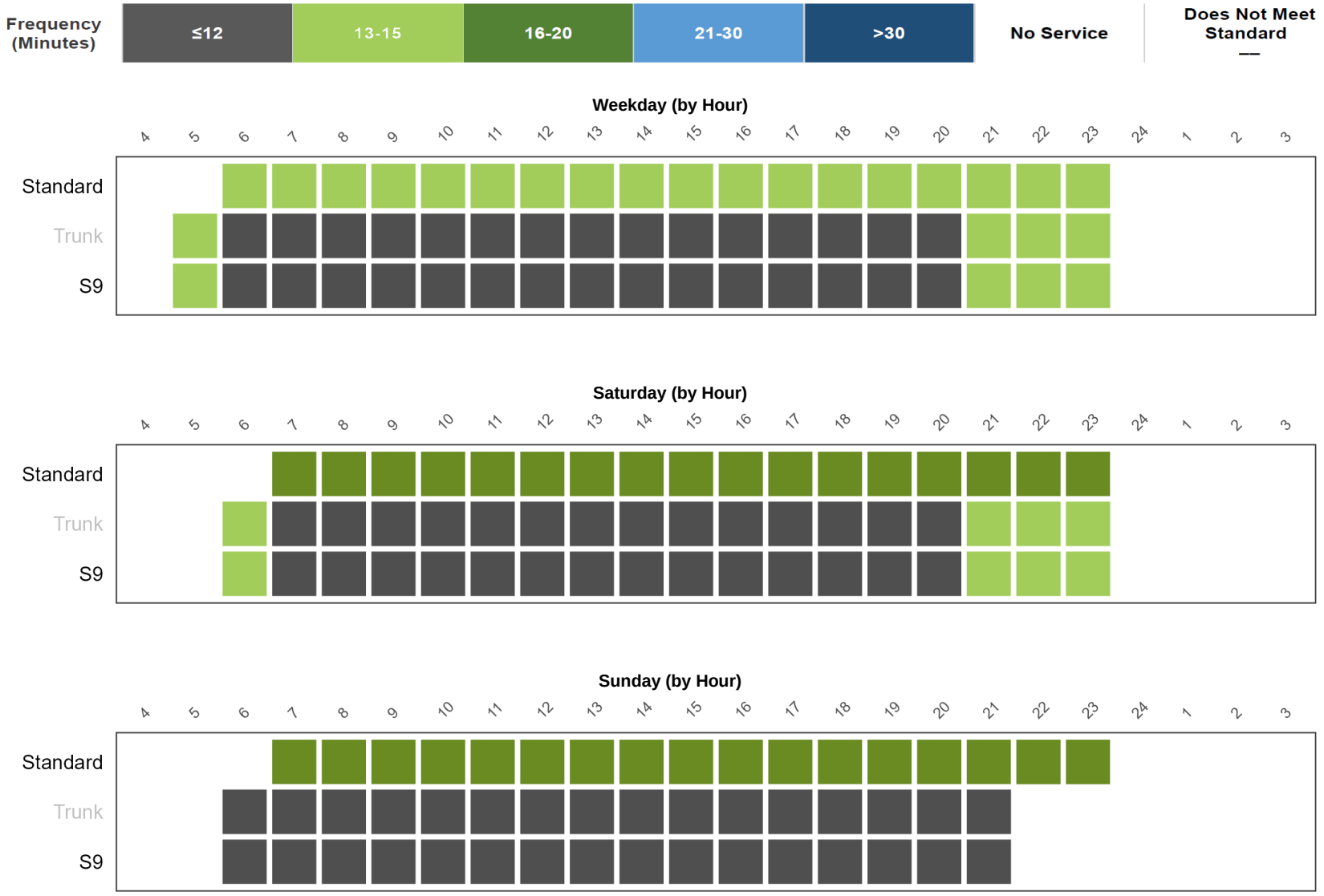
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.63	0.72
Weekday	**Off-Peak** Maximum Target: 1.0	0.46	0.46
	Saturday Maximum Target: 1.0	0.42	0.45
	Sunday Maximum Target: 1.0	0.43	0.46

Span and Frequency



Performance Report Card

B 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 - 11:49 PM	-	A	6:08 AM - 11:38 PM	-	A	6:36 AM - 9:23 PM	-	C
	Frequency of Service | varies	Peak: 7.0 / Off-Peak: 11.0	Peak: 14.6 / Off-Peak: 18.6	A	12.0	20.8	A	12.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	41.7	34.1	A	30.9	29.0	B	31.7	26.6	B
	Passengers per Revenue Mile | 4	4.5	4.6	A	3.4	3.7	D	3.5	3.2	D
Reliability	**On-Time Performance |** 79%	80%	74%	B	83%	75%	B	84%	77%	B
	Crowding | 5%	10%	3%	E	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.67	Off-Peak: 0.36 Peak: 0.5	A	0.43	0.37	A	0.44	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.12	$ 4.27	A	$4.21	$ 5.07	A	$4.10	$ 5.55	A
	Cost Recovery | 25%	54%	38%	A	40%	32%	A	41%	30%	A

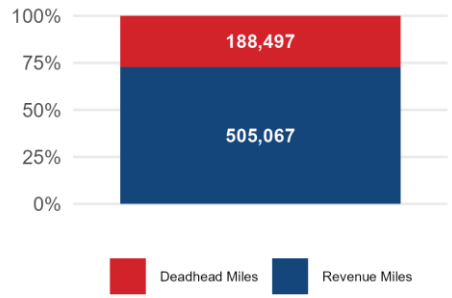
Route S9

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3	5.5	E
Route Design	**Circuity |** 1.75	1.17	1.23	A

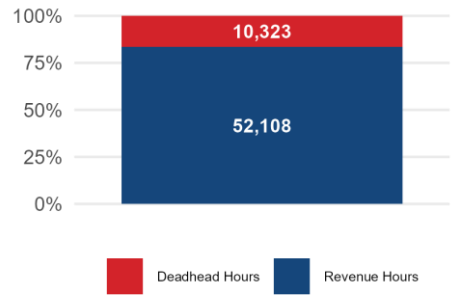
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	41.7	34.1	A	30.9	29.0	B	31.7	26.6	B
	Passengers per Revenue Mile | 4	4.5	4.6	A	3.4	3.7	D	3.5	3.2	D
	Unique Segment Ridership | 10%	13%	20%	A	23%	34%	A	22%	31%	A
Reliability	**On-Time Performance |** 79%	80%	74%	B	83%	75%	B	84%	77%	A
	Crowding | 5%	10%	3%	E	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.67	Off-Peak: 0.37 Peak: 0.51	A	0.43	0.37	A	0.44	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.12	$ 4.27	A	$4.21	$ 5.07	A	$4.10	$ 5.55	A
	Cost Recovery | 25%	54%	39%	A	40%	32%	A	41%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



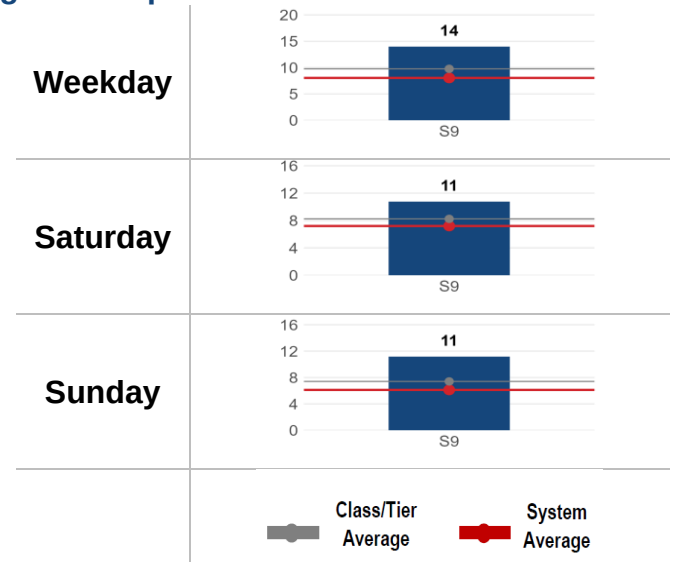
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S9	15.40	69,784	68,676 (98.4%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

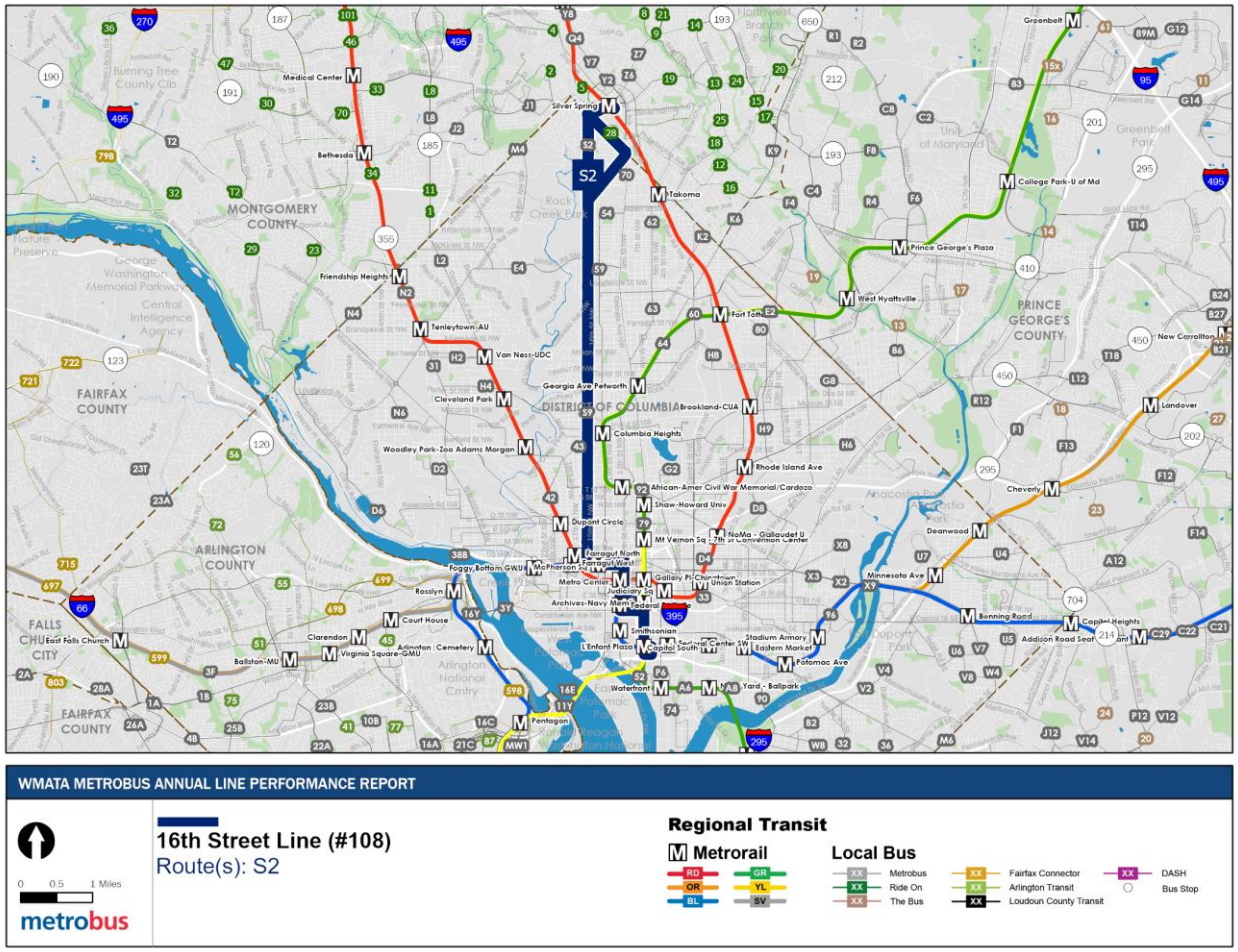
Passenger Miles per Revenue Mile



LINE: 108 - 16th Street

ROUTE(S): S2

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

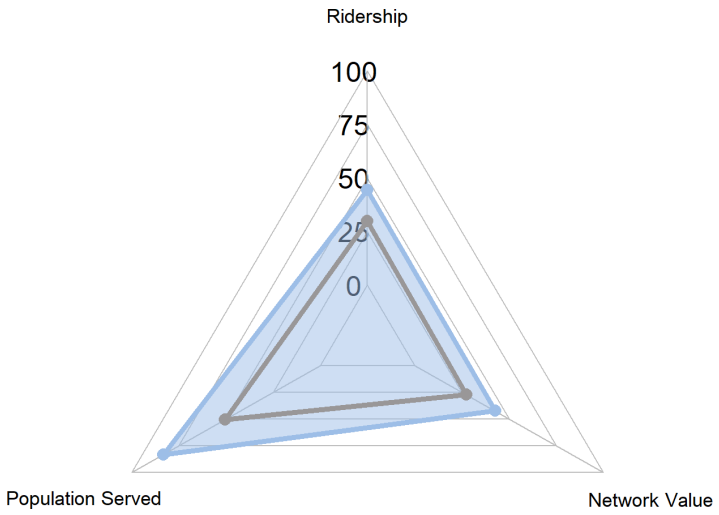
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

57

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	83	42	44	

Operating Statistics

Annual Operating Costs	$8,309,493
Peak Vehicles	14
Vehicle Type(s)	60 Foot, 40 Foot

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

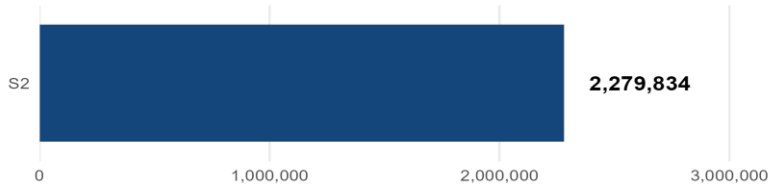
Service Area Population		86,465
Minority Population	*Service Area*	31,790
	% Riders Surveyed	70%
Low Income Household	*Service Area*	16,785
	% Riders Surveyed	55%

Facilities/Amenities

Bus Stops	115
% Stops With Shelters	31%
% Stops With Benches	27%
% Stops With Real-Time Signs	27%

Ridership

Annual Ridership



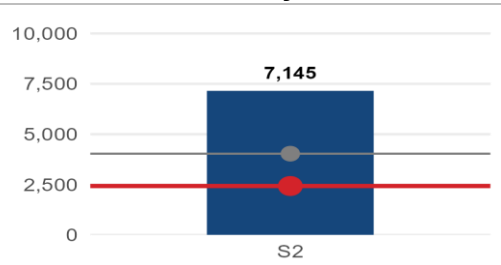
Top Transfer Locations

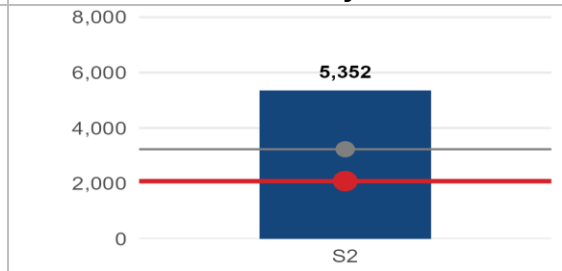
McPherson Square, Columbia Heights, Silver Spring

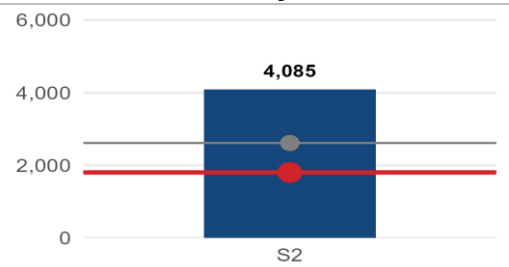
Average Daily Ridership

Class/Tier Average

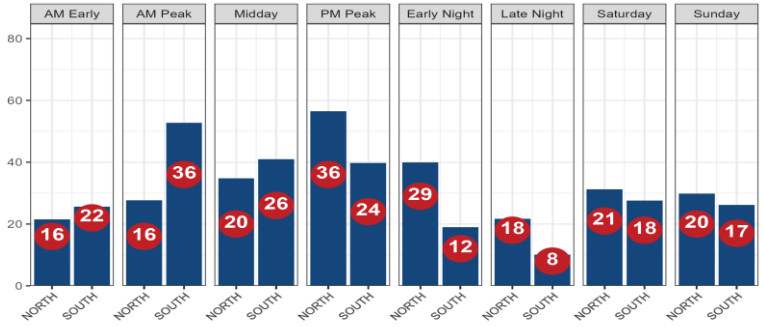
System Average







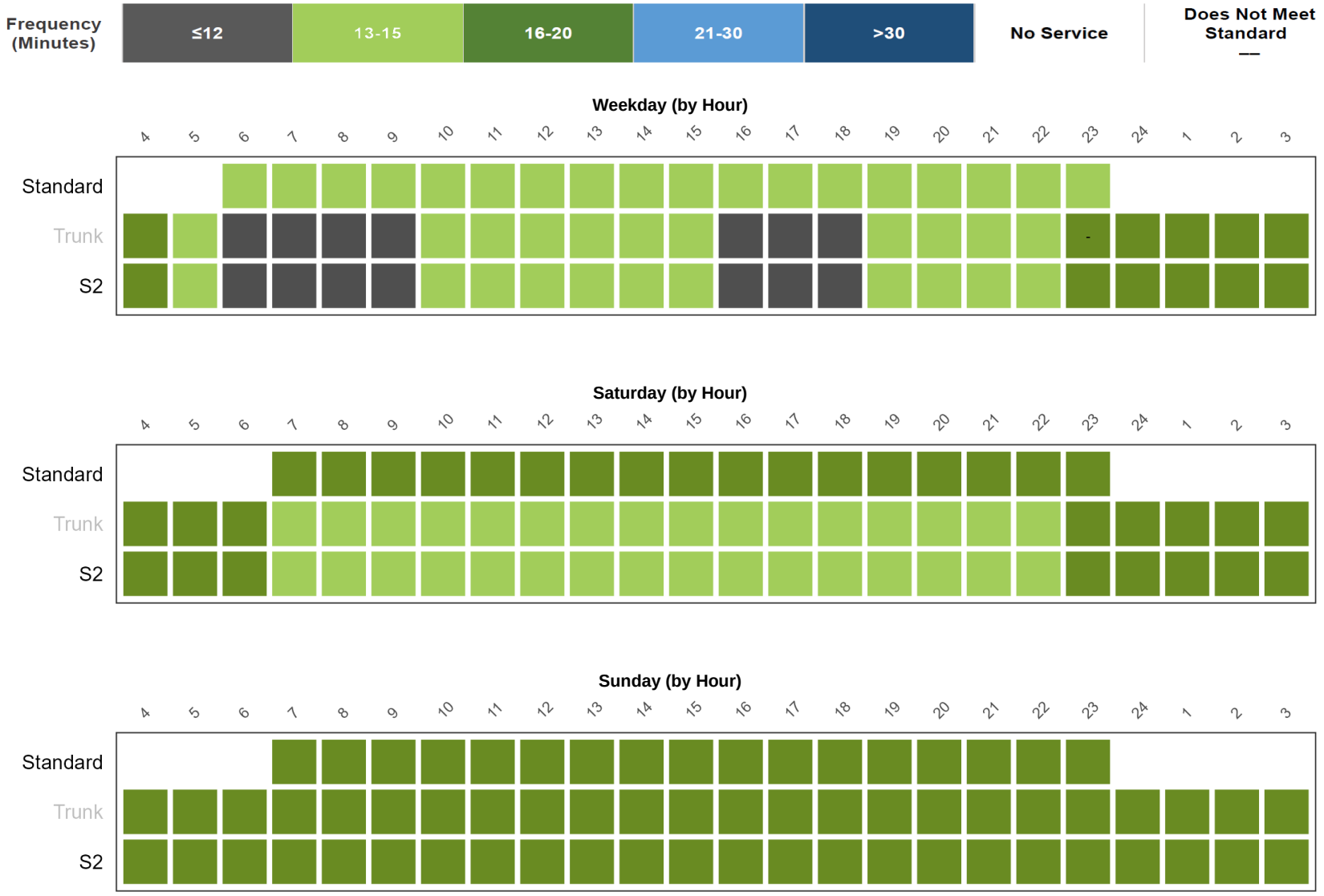
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.54	0.58
	Off-Peak Maximum Target: 1.0	0.43	0.36
	Saturday Maximum Target: 1.0	0.42	0.36
	Sunday Maximum Target: 1.0	0.4	0.34

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 14.0	Peak: 14.6 / Off-Peak: 18.6	B	15.0	20.8	A	19.0	23.8	B
Productivity	**Passengers per Revenue Hour |** 30	35.3	34.1	A	28.4	29.0	C	28.0	26.6	C
	Passengers per Revenue Mile | 4	4.1	4.6	B	3.3	3.7	D	3.2	3.2	E
Reliability	**On-Time Performance |** 79%	75%	74%	C	76%	75%	C	78%	77%	C
	Crowding | 5%	4%	3%	A	2%	2%	A	2%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.56	Off-Peak: 0.36 Peak: 0.5	A	0.39	0.37	A	0.37	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.68	$ 4.27	A	$4.57	$ 5.07	A	$4.64	$ 5.55	A
	Cost Recovery | 25%	46%	38%	A	37%	32%	A	37%	30%	A

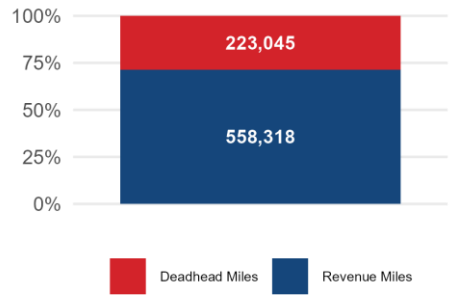
Route S2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	5.5	E
Route Design	**Circuity |** 1.75	1.34	1.23	A

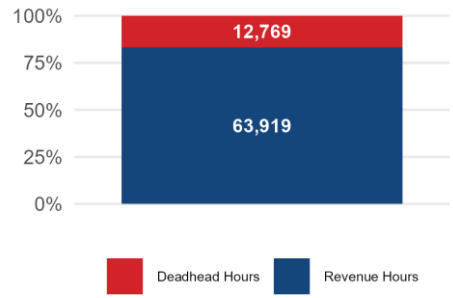
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	35.3	34.1	A	28.4	29.0	C	28.0	26.6	C
	Passengers per Revenue Mile | 4	4.1	4.6	B	3.3	3.7	D	3.2	3.2	E
	Unique Segment Ridership | 10%	33%	20%	A	41%	34%	A	43%	31%	A
Reliability	**On-Time Performance |** 79%	75%	74%	C	76%	75%	C	78%	77%	C
	Crowding | 5%	4%	3%	A	2%	2%	A	2%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.56	Off-Peak: 0.37 Peak: 0.51	A	0.39	0.37	A	0.37	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.68	$ 4.27	A	$4.57	$ 5.07	A	$4.64	$ 5.55	A
	Cost Recovery | 25%	46%	39%	A	37%	32%	A	37%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



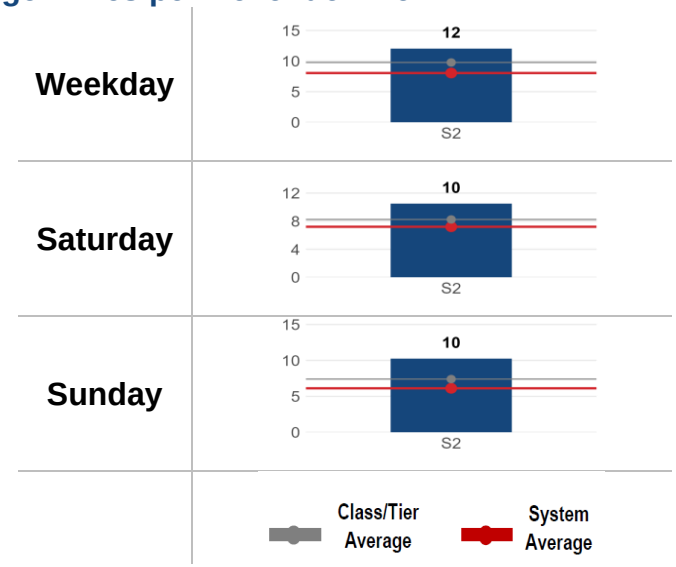
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S2	20.60	68,414	67,524 (98.7%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

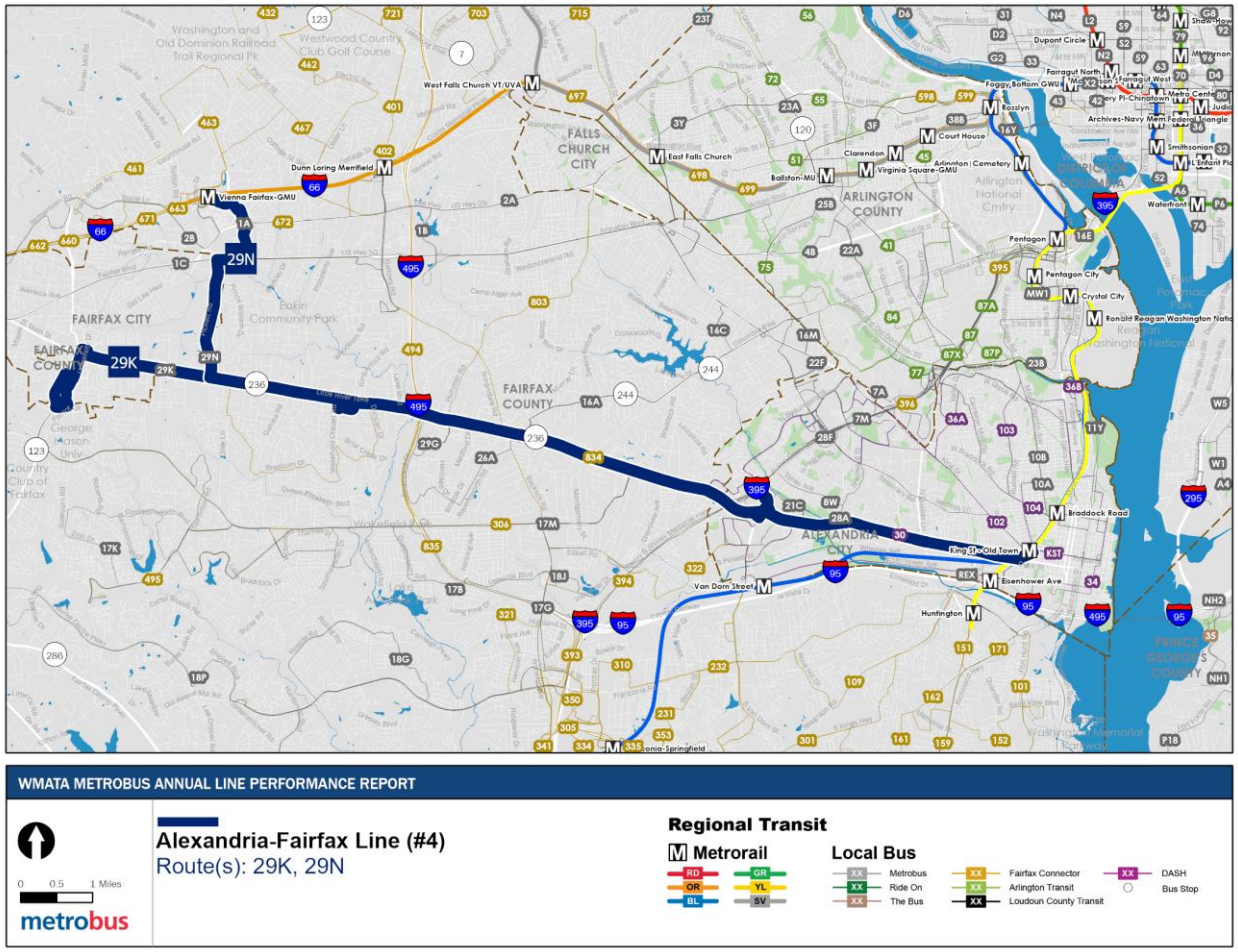
Passenger Miles per Revenue Mile



LINE: 4 - Alexandria-Fairfax

ROUTE(S): 29K, 29N

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

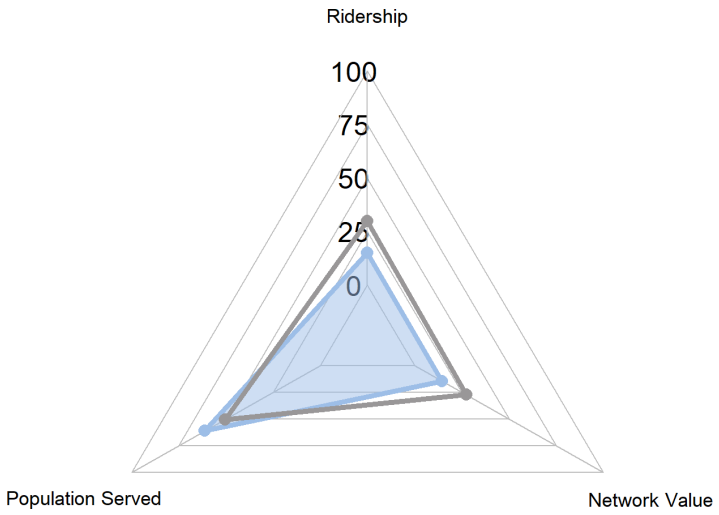
Legend

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:	61	15	15	

Operating Statistics

Annual Operating Costs	$5,816,680
Peak Vehicles	13
Vehicle Type(s)	40 Foot

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

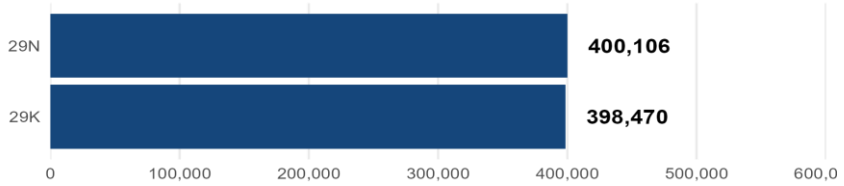
Service Area Population	61,629	
Minority Population	*Service Area*	26,804
	% Riders Surveyed	82%
Low Income Household	*Service Area*	14,204
	% Riders Surveyed	73%

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

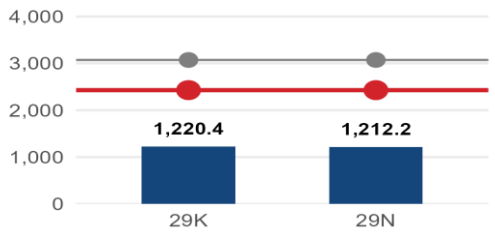
King Street, Vienna

Average Daily Ridership

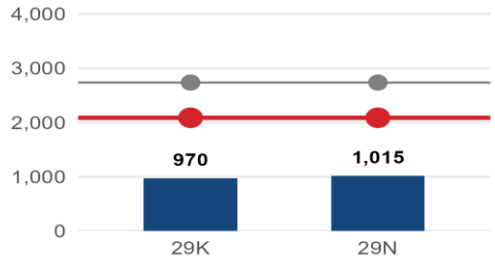
Class/Tier Average

System Average

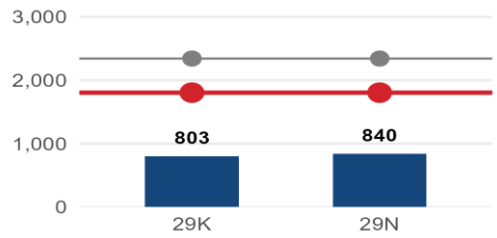
Weekday



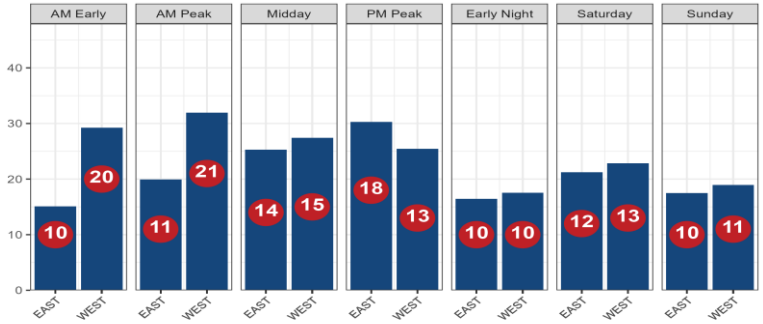
Saturday



Sunday



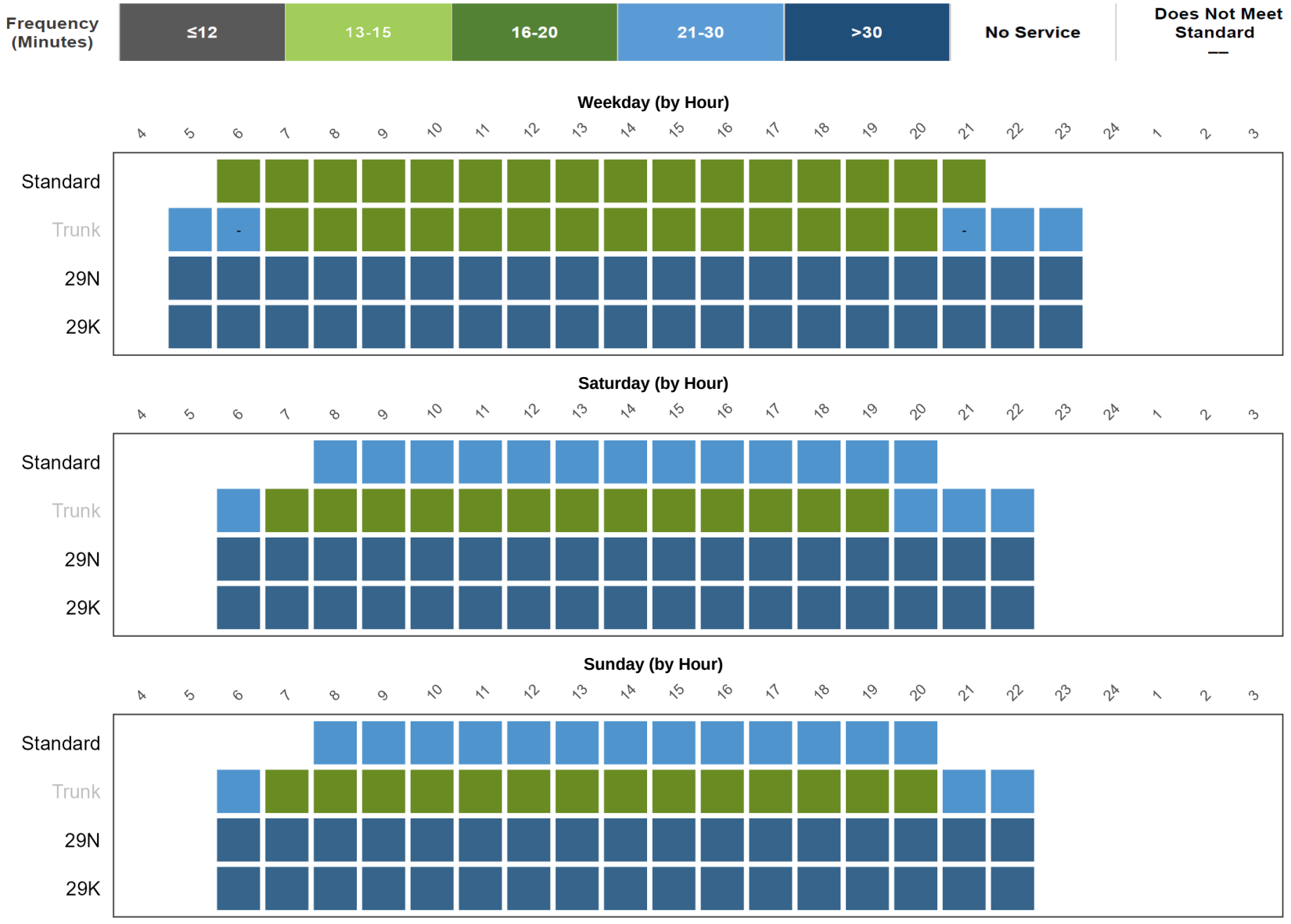
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.37	0.4
	Off-Peak Maximum Target: 1.0	0.3	0.33
	Saturday Maximum Target: 1.0	0.29	0.31
	Sunday Maximum Target: 1.0	0.26	0.27

Span and Frequency



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	5:20 AM - 11:30 PM	-	A	6:09 AM - 10:34 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	B	20.0	24.4	A	20.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	18.9	29.6	C	16.4	28.2	D	13.9	25.5	E
	Passengers per Revenue Mile | 2	1.5	2.9	E	1.3	2.6	E	1.1	2.3	E
Reliability	**On-Time Performance |** 79%	76%	75%	C	78%	77%	C	83%	78%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.39 Peak: 0.49	A	0.3	0.38	A	0.26	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.86	$ 5.18	E	$7.93	$ 5.36	E	$9.37	$ 6.15	E
	Cost Recovery | 20%	23%	29%	A	20%	26%	C	17%	23%	D

Route 29K

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.4	4.5	E
Route Design	**Circuity |** 1.75	1.18	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	19.3	29.6	C	16.0	28.2	E	13.7	25.5	E
	Passengers per Revenue Mile | 2	1.5	2.9	E	1.3	2.6	E	1.1	2.3	E
	Unique Segment Ridership | 10%	12%	19%	B	18%	36%	A	16%	37%	A
Reliability	**On-Time Performance |** 79%	76%	75%	C	78%	77%	C	84%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.4	Off-Peak: 0.39 Peak: 0.49	A	0.3	0.4	A	0.26	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.74	$ 5.18	E	$8.15	$ 5.36	E	$9.49	$ 6.15	E
	Cost Recovery | 20%	24%	29%	A	20%	27%	C	17%	24%	D

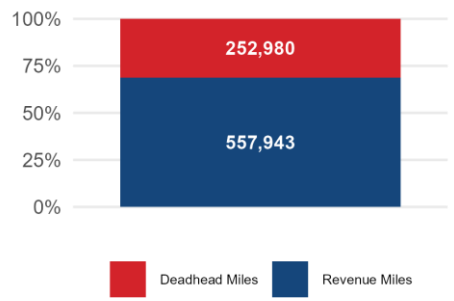
Route 29N

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3	4.5	E
Route Design	**Circuity |** 1.75	1.27	1.47	A

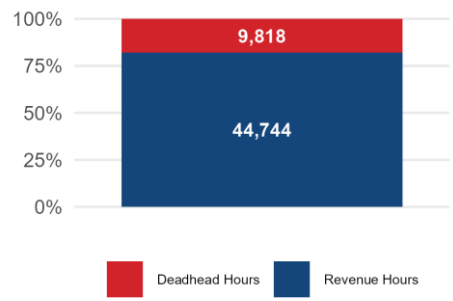
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.6	29.6	C	16.8	28.2	D	14.0	25.5	E
	Passengers per Revenue Mile | 2	1.5	2.9	E	1.4	2.6	E	1.1	2.3	E
	Unique Segment Ridership | 10%	10%	19%	B	11%	36%	B	12%	37%	B
Reliability	**On-Time Performance |** 79%	75%	75%	C	78%	77%	C	82%	78%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.38	Off-Peak: 0.39 Peak: 0.49	A	0.31	0.4	A	0.26	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.98	$ 5.18	E	$7.73	$ 5.36	E	$9.25	$ 6.15	E
	Cost Recovery | 20%	22%	29%	B	20%	27%	C	16%	24%	D

Operational Analysis

Miles Allocation



Hours Allocation



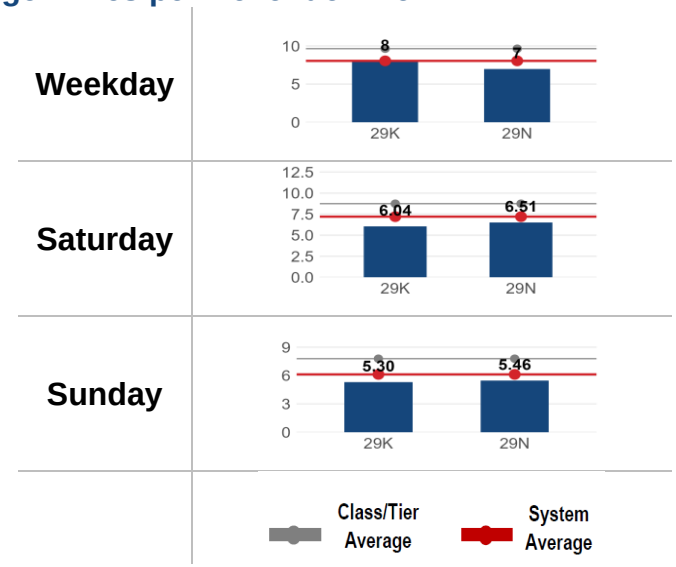
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29K	34.70	17,282	17,013 (98.4%)
29N	35.20	17,396	17,145 (98.6%)

Service Change Summary

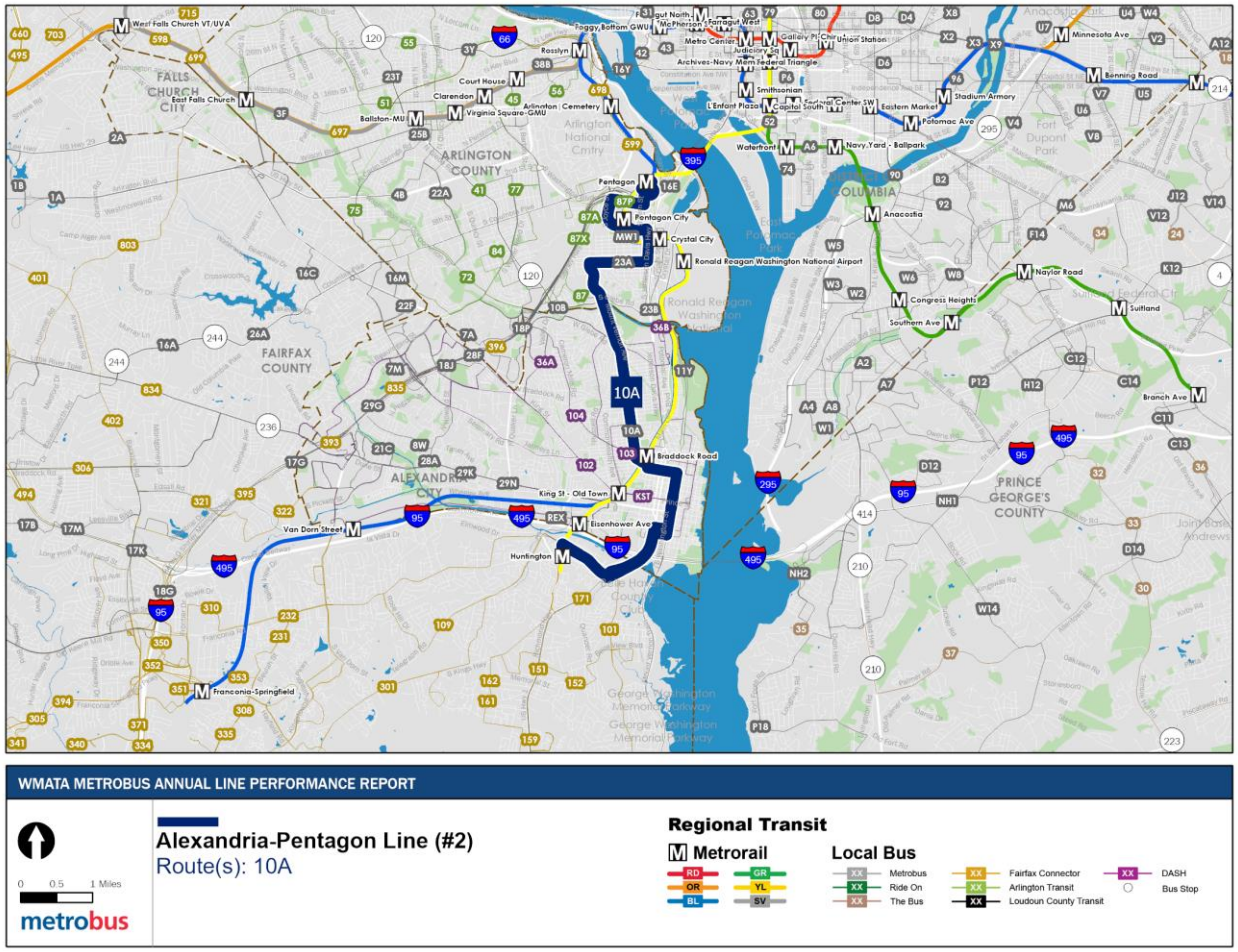
Jun 2024: Stop at Landmark Transit Center moved to temporary on-street location to accommodate construction; Travel time adjustments
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 2 - Alexandria-Pentagon ROUTE(S): 10A

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

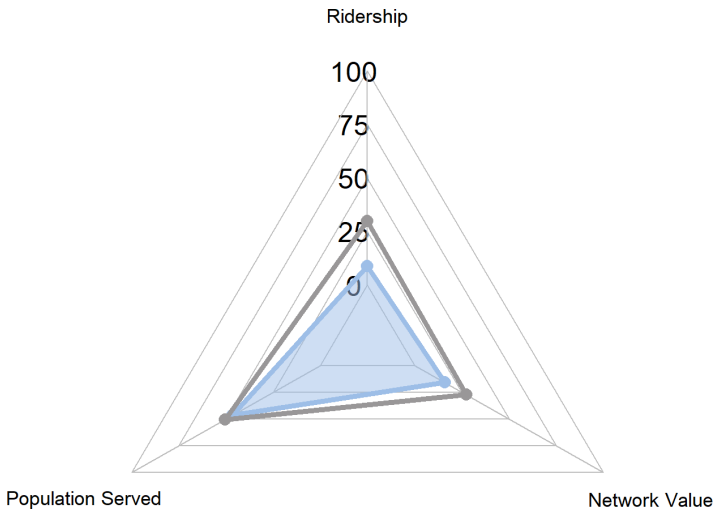
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

24

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	47	16	9	

Operating Statistics

Annual Operating Costs	$3,576,819
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

Service Area Population	57,166	
Minority Population	*Service Area*	16,193
	% Riders Surveyed	75%
Low Income Household	*Service Area*	8,534
	% Riders Surveyed	54%

Facilities/Amenities

Bus Stops	105
% Stops With Shelters	17%
% Stops With Benches	32%
% Stops With Real-Time Signs	3%

Ridership

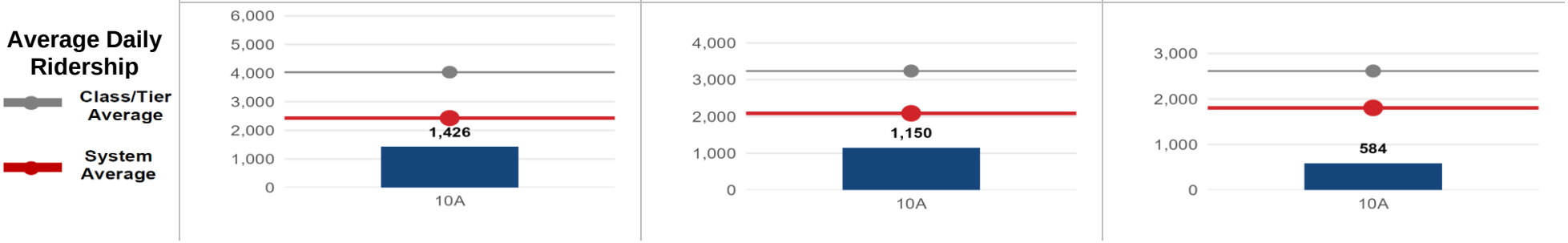
Annual Ridership



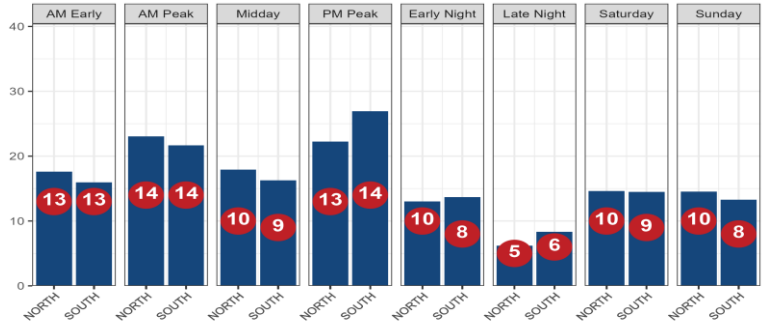
Top Transfer Locations

Braddock Road, Crystal City, Pentagon

Average Daily Ridership



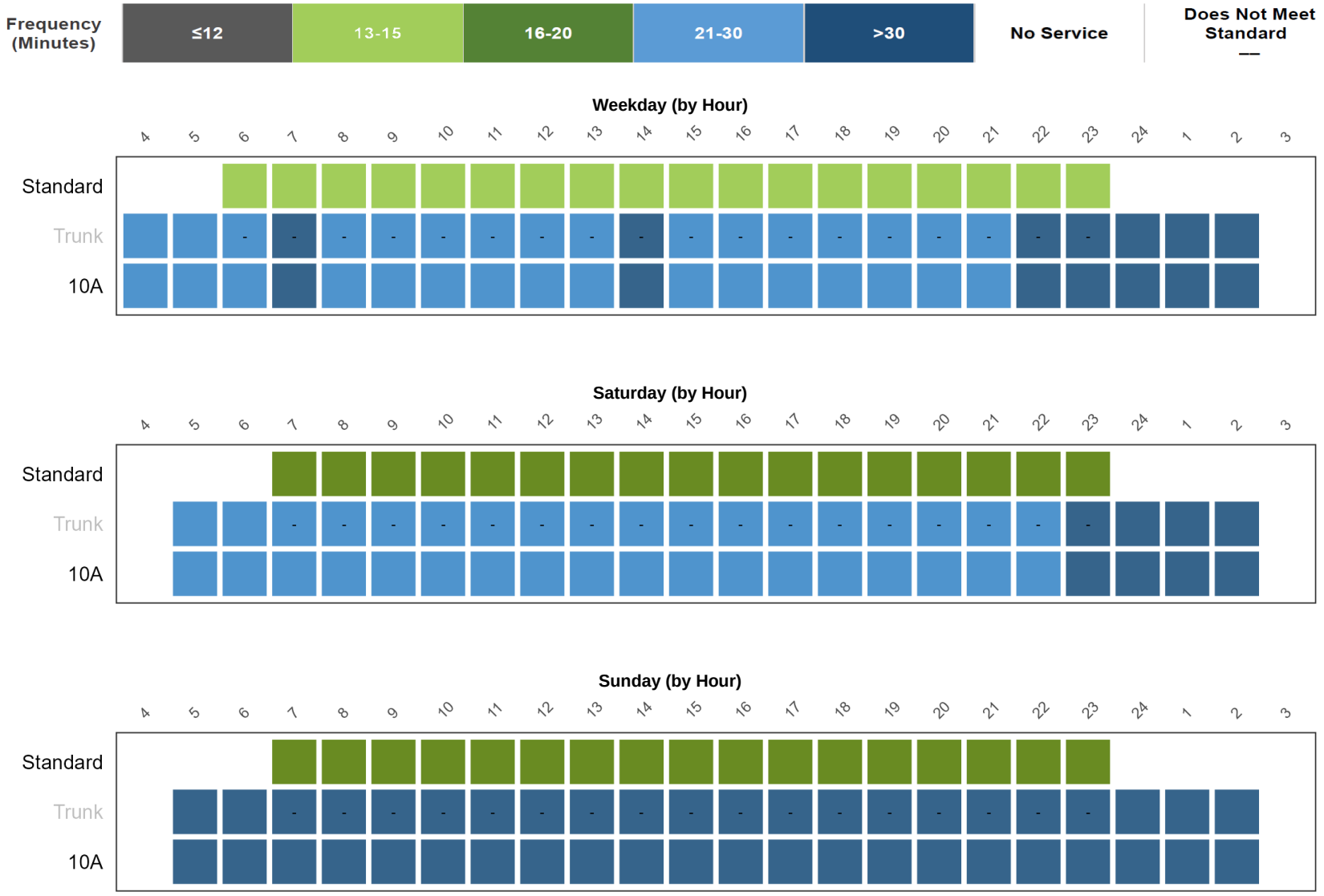
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.33	0.35
	Off-Peak Maximum Target: 1.0	0.25	0.21
	Saturday Maximum Target: 1.0	0.24	0.22
	Sunday Maximum Target: 1.0	0.25	0.2

Span and Frequency



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: 14.6 / Off-Peak: 18.6	E	31.0	20.8	E	60.0	23.8	E
Productivity	**Passengers per Revenue Hour |** 30	17.1	34.1	E	15.2	29.0	E	14.3	26.6	E
	Passengers per Revenue Mile | 4	1.7	4.6	E	1.4	3.7	E	1.3	3.2	E
Reliability	**On-Time Performance |** 79%	78%	74%	C	71%	75%	D	76%	77%	C
	Crowding | 5%	2%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.34	Off-Peak: 0.36 Peak: 0.5	A	0.23	0.37	A	0.23	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.60	$ 4.27	E	$8.53	$ 5.07	E	$9.07	$ 5.55	E
	Cost Recovery | 25%	20%	38%	D	18%	32%	D	17%	30%	E

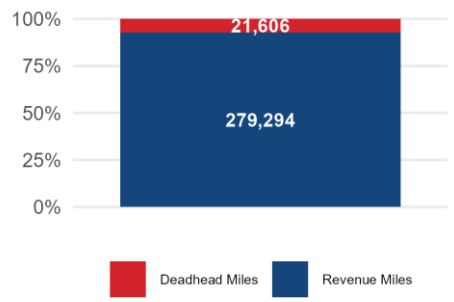
Route 10A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.2	5.5	E
Route Design	**Circuity |** 1.75	1.53	1.23	A

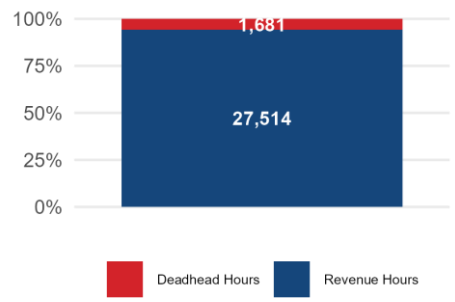
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	17.1	34.1	E	15.2	29.0	E	14.3	26.6	E
	Passengers per Revenue Mile | 4	1.7	4.6	E	1.4	3.7	E	1.3	3.2	E
	Unique Segment Ridership | 10%	27%	20%	A	24%	34%	A	25%	31%	A
Reliability	**On-Time Performance |** 79%	78%	74%	C	71%	75%	D	76%	77%	C
	Crowding | 5%	2%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.34	Off-Peak: 0.37 Peak: 0.51	A	0.23	0.37	A	0.23	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.60	$ 4.27	E	$8.53	$ 5.07	E	$9.07	$ 5.55	E
	Cost Recovery | 25%	20%	39%	D	18%	32%	D	17%	30%	E

Operational Analysis

Miles Allocation



Hours Allocation



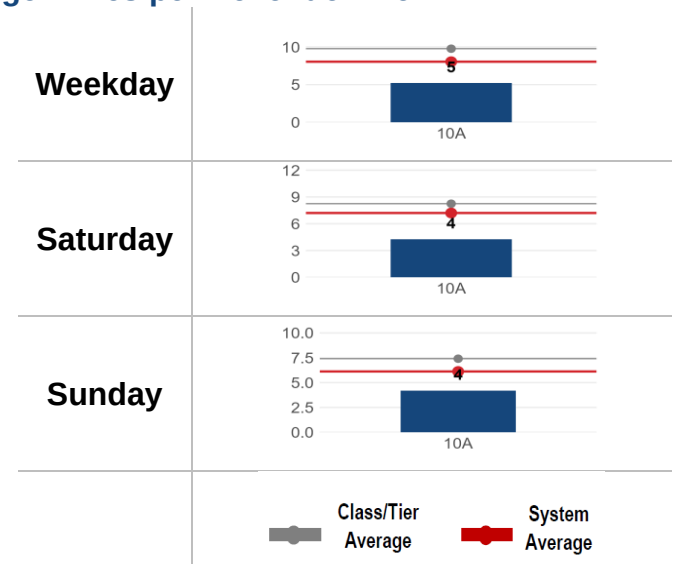
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10A	20.40	26,737	26,324 (98.5%)

Service Change Summary

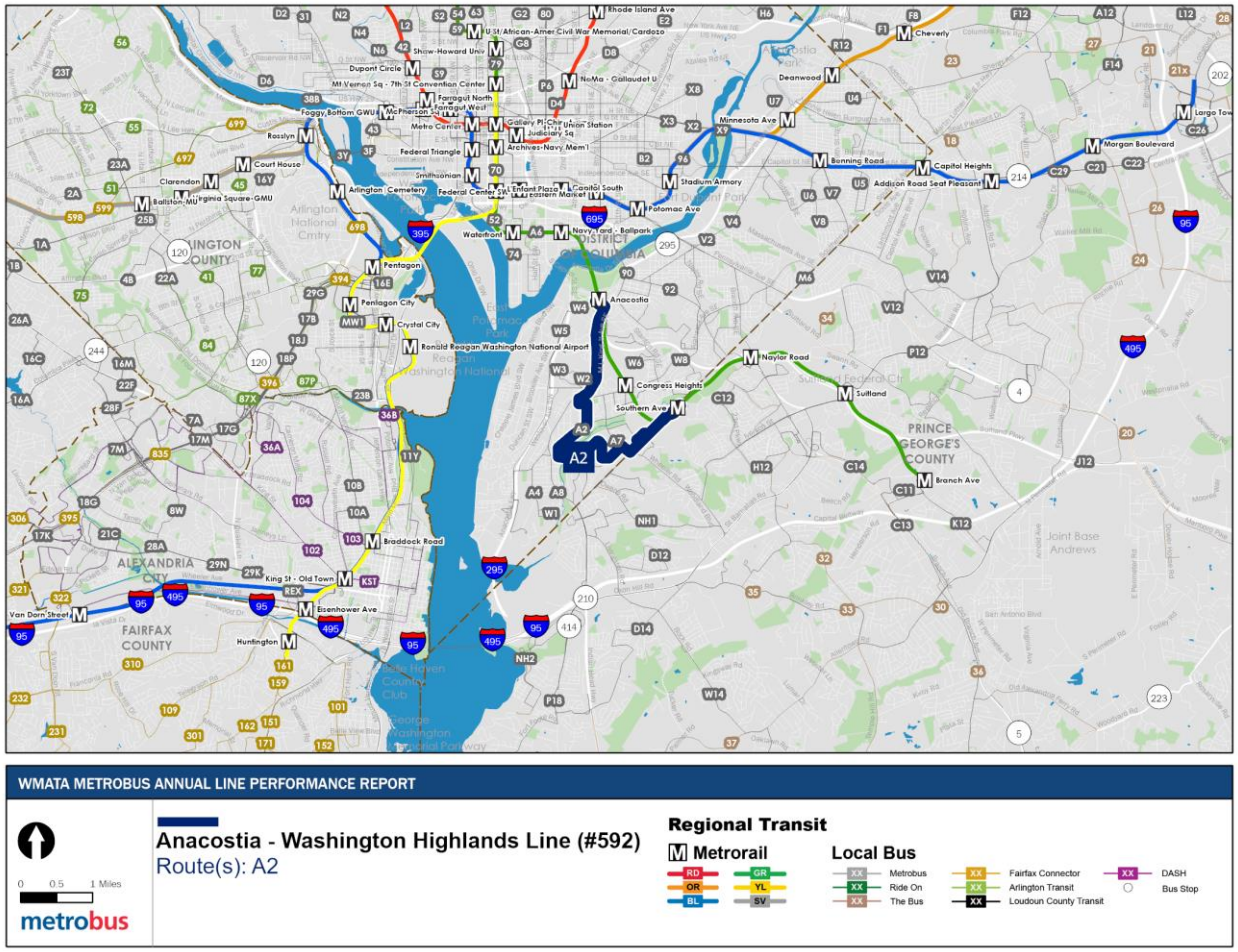
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 592 - Anacostia - Washington Highlands ROUTE(S): A2

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

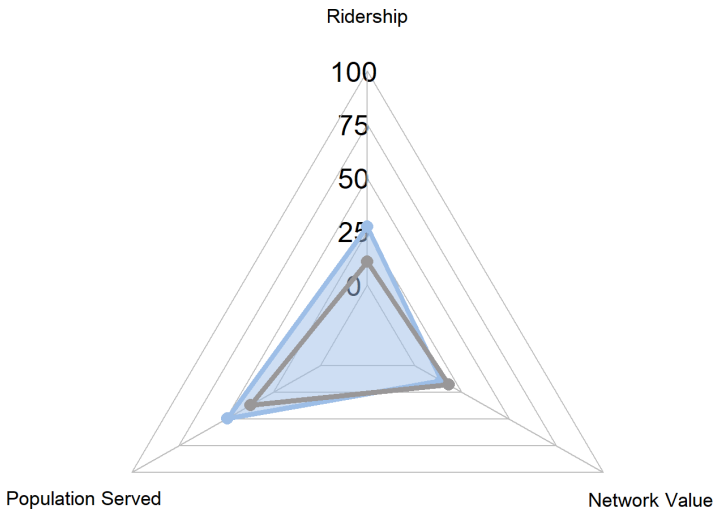
Legend

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:	49	14	27	

Operating Statistics

Annual Operating Costs	$3,997,308
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

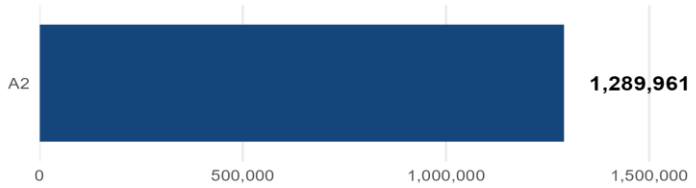
Service Area Population	23,776	
Minority Population	*Service Area*	22,285
	% Riders Surveyed	82%
Low Income Household	*Service Area*	10,865
	% Riders Surveyed	56%

Facilities/Amenities

Bus Stops	73
% Stops With Shelters	15%
% Stops With Benches	11%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



Top Transfer Locations

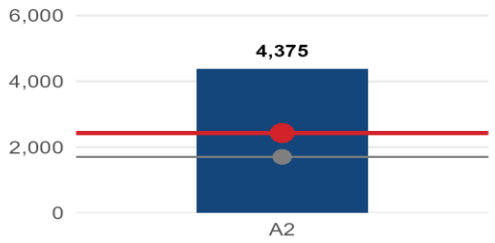
Anacostia, Southern Avenue, Metro Center

Average Daily Ridership

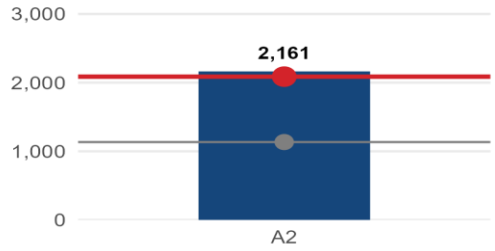
Class/Tier Average

System Average

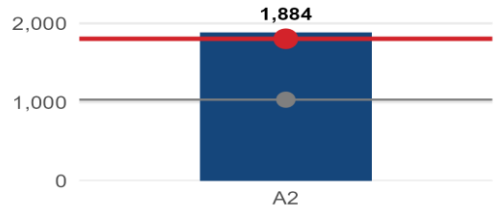
Weekday



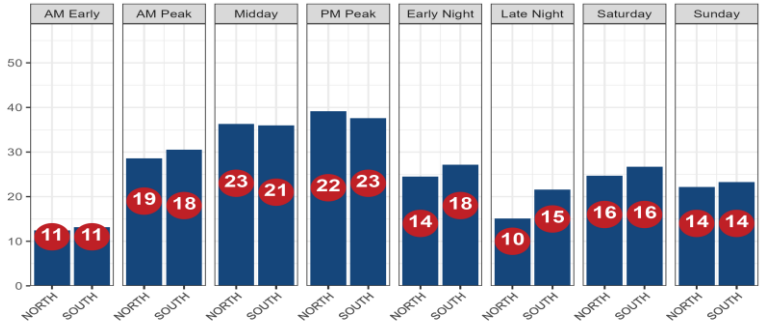
Saturday



Sunday



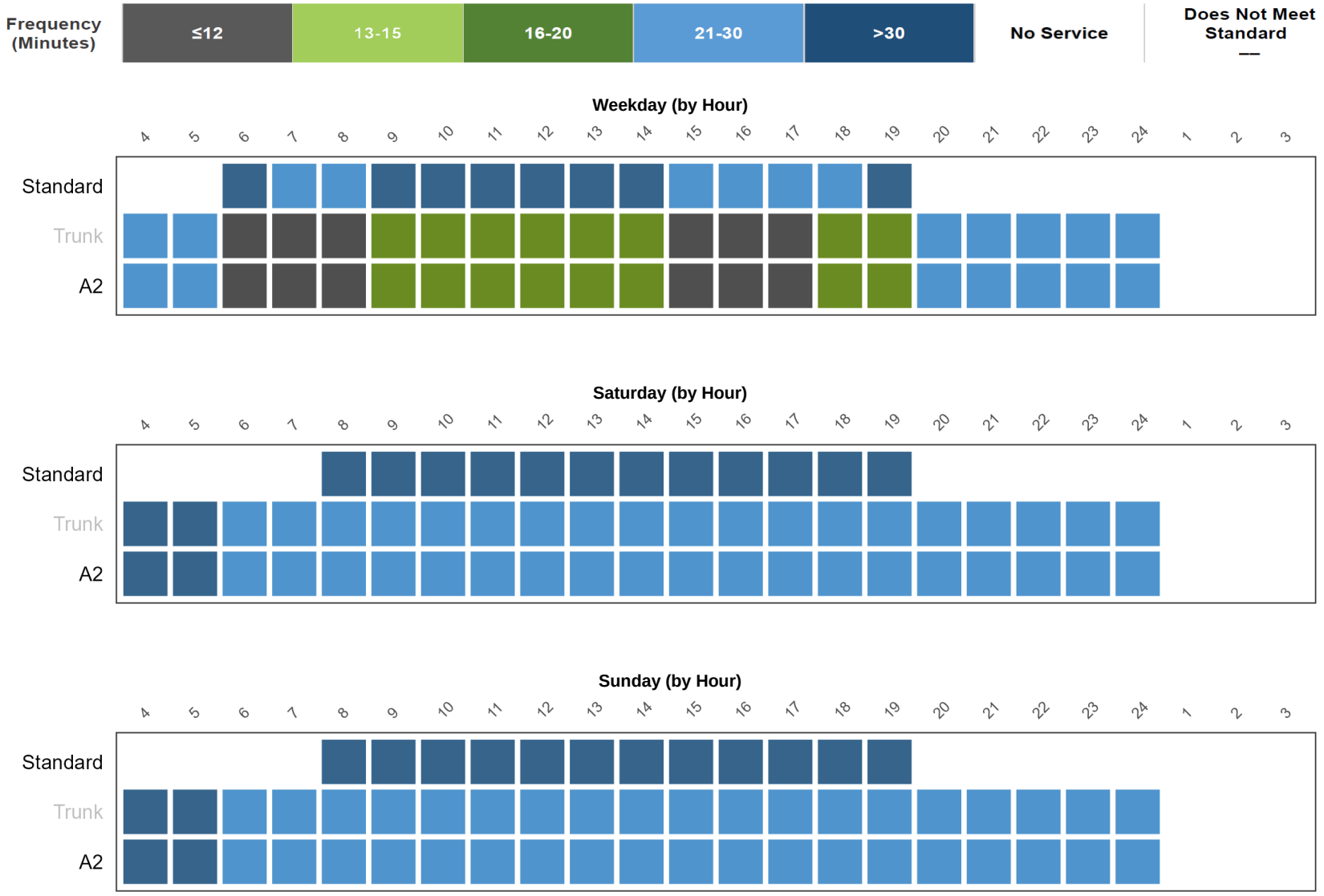
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.51	0.53
	Off-Peak Maximum Target: 1.0	0.46	0.48
	Saturday Maximum Target: 1.0	0.39	0.4
	Sunday Maximum Target: 1.0	0.36	0.36

Span and Frequency



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: 10.0 / Off-Peak: 18.0	Peak: 22.1 / Off-Peak: 32.8	A	25.0	36.3	A	26.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	45.8	33.4	A	41.1	28.1	A	36.4	26.6	A
	Passengers per Revenue Mile | 2	6.0	3.9	A	4.8	3.0	A	4.2	2.8	A
Reliability	**On-Time Performance |** 79%	82%	78%	B	85%	80%	A	85%	80%	A
	Crowding | 5%	2%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.52	Off-Peak: 0.29 Peak: 0.39	A	0.4	0.27	A	0.36	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.84	$ 4.60	A	$3.17	$ 5.40	A	$3.57	$ 5.77	A
	Cost Recovery | 20%	39%	29%	A	35%	24%	A	31%	23%	A

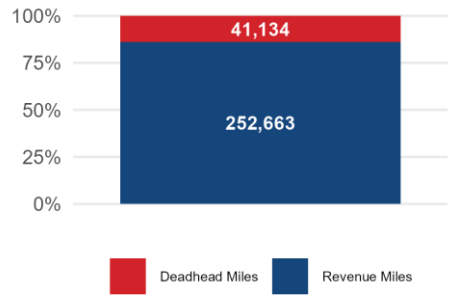
Route A2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	6.2	E
Route Design	**Circuity |** N/A	1.64	2.37	-

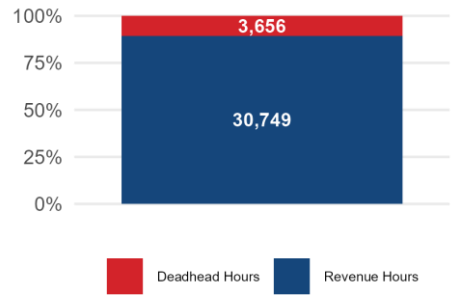
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	45.8	33.4	A	41.1	28.1	A	36.4	26.6	A
	Passengers per Revenue Mile | 2	6.0	3.9	A	4.8	3.0	A	4.2	2.8	A
	Unique Segment Ridership | 10%	10%	24%	C	75%	43%	A	47%	38%	A
Reliability	**On-Time Performance |** 79%	82%	78%	B	85%	80%	A	85%	80%	A
	Crowding | 5%	2%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.52	Off-Peak: 0.31 Peak: 0.42	A	0.4	0.28	A	0.36	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.84	$ 4.60	A	$3.17	$ 5.40	A	$3.57	$ 5.77	A
	Cost Recovery | 20%	39%	32%	A	35%	24%	A	31%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



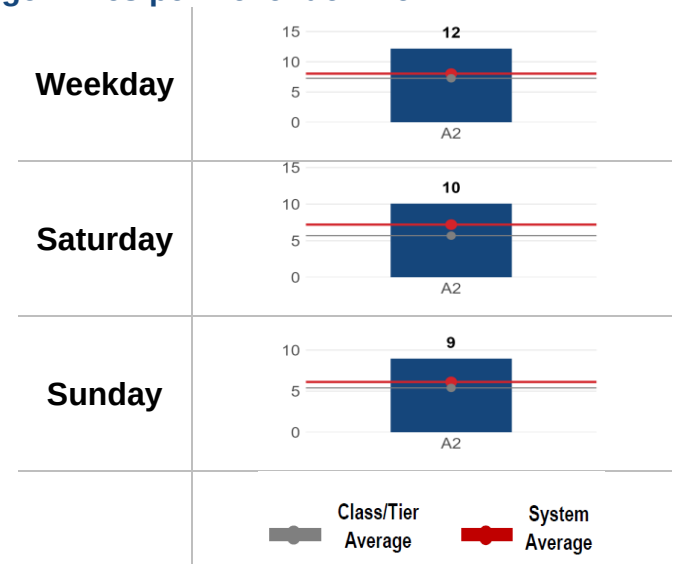
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A2	11.20	45,714	44,361 (97.0%)

Service Change Summary

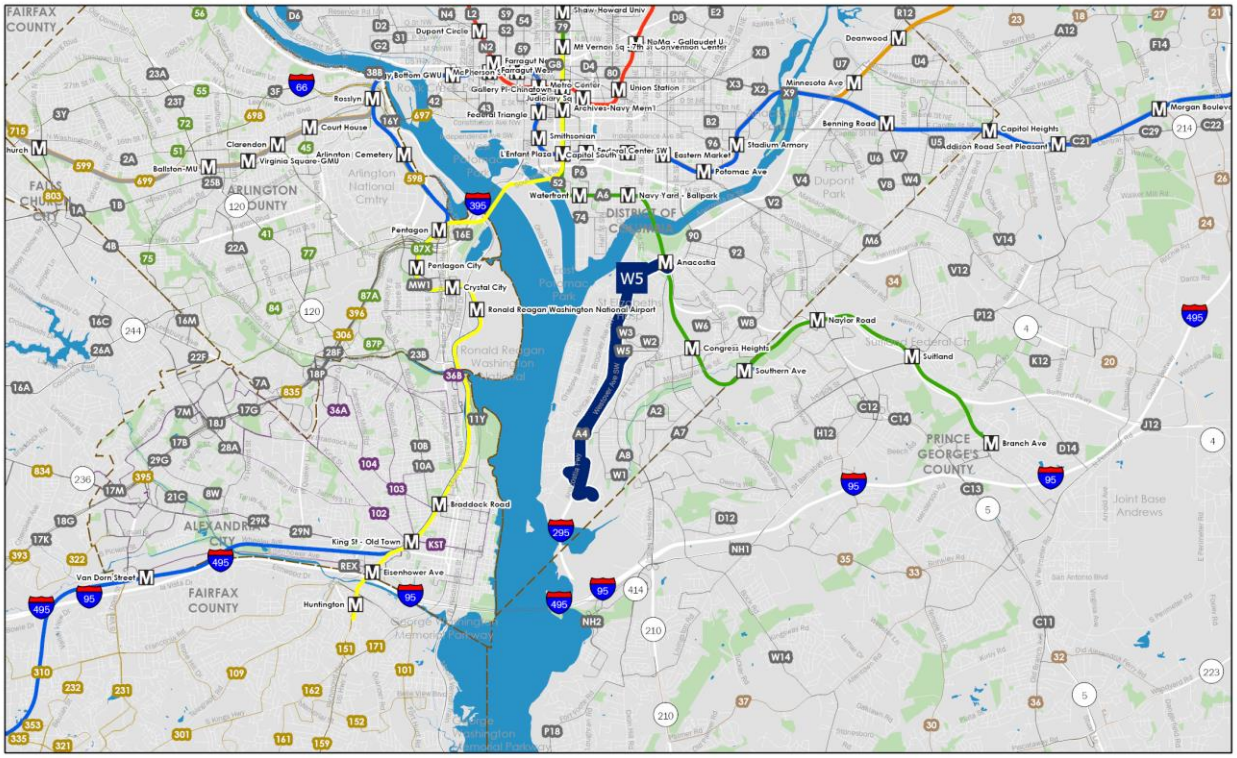
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	B

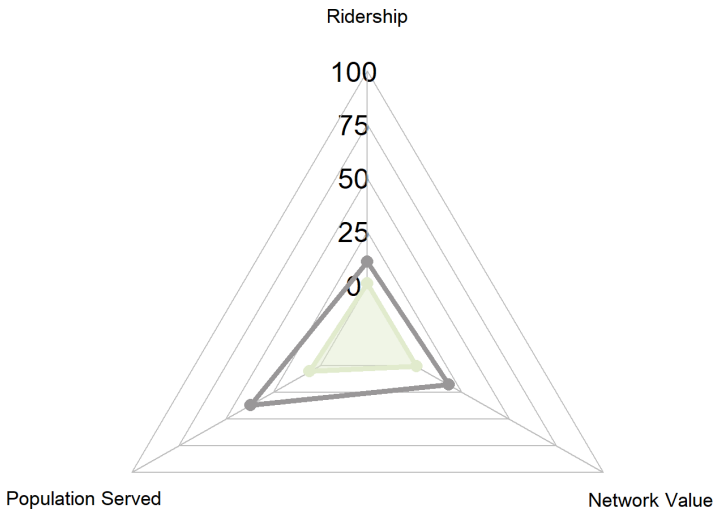
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

2

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	6	1	1	

Operating Statistics

Annual Operating Costs	$361,867
Peak Vehicles	0
Vehicle Type(s)	40 Foot

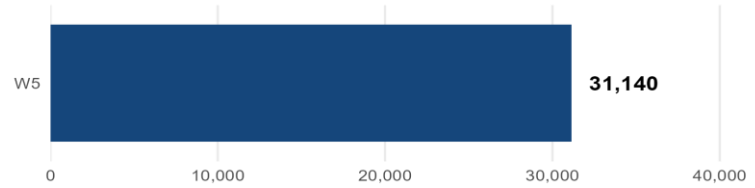
Service Area Context (1/4 Mile, Survey Weekday Only)

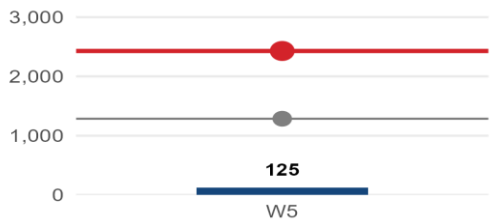
Service Area Population	3,357	
Minority Population	*Service Area*	2,640
	% Riders Surveyed	100%
Low Income Household	*Service Area*	1,283
	% Riders Surveyed	66%

Facilities/Amenities

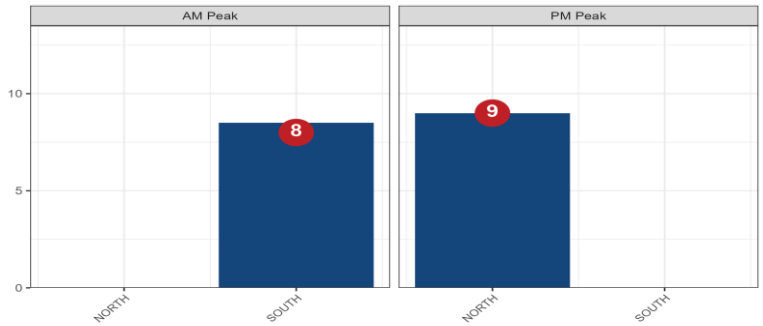
Bus Stops	21
% Stops With Shelters	14%
% Stops With Benches	14%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership	
Top Transfer Locations	**Anacostia**

Average Daily Ridership	**Weekday**	**Saturday**	**Sunday**
Class/Tier Average System Average		*No Service*	*No Service*

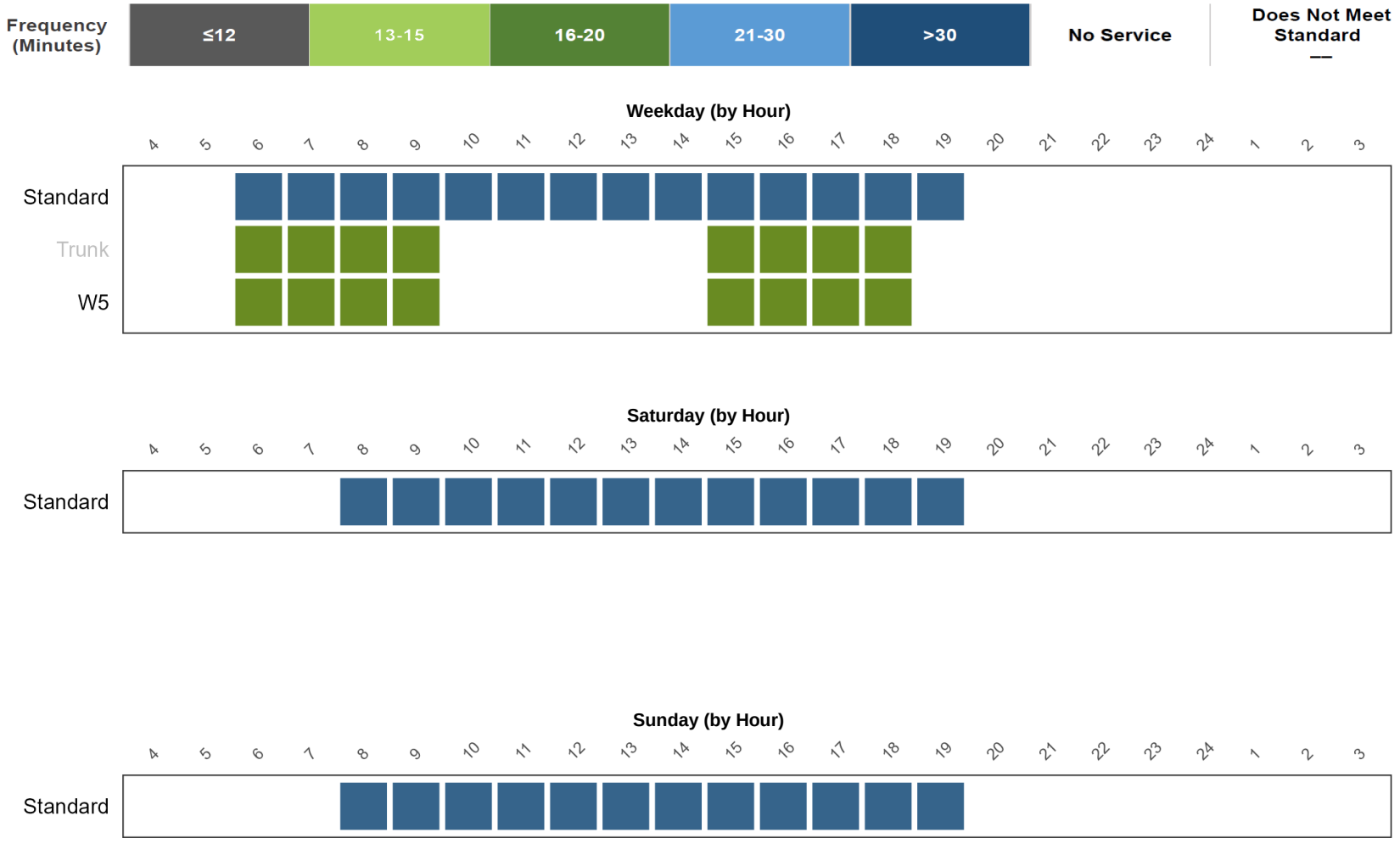
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

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

Span and Frequency



Performance Report Card

B 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	6:10 AM - 9:24 AM; 3:30 PM - 6:08 PM	-	E	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 19.0 / Off-Peak: 20.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	17	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.7	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.21	Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.66	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	18%	23%	C	-	-	-	-	-	-

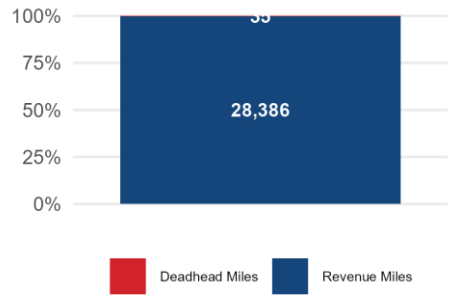
Route W5

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.3	4.8	E
Route Design	**Circuity |** N/A	1.3	1.78	-

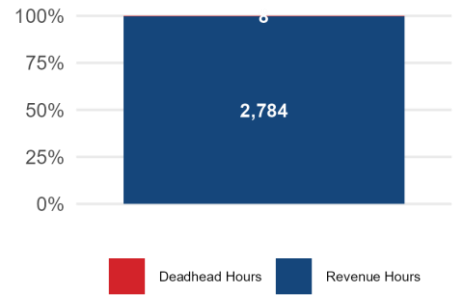
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.7	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	42%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.21	Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.66	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	18%	22%	C	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



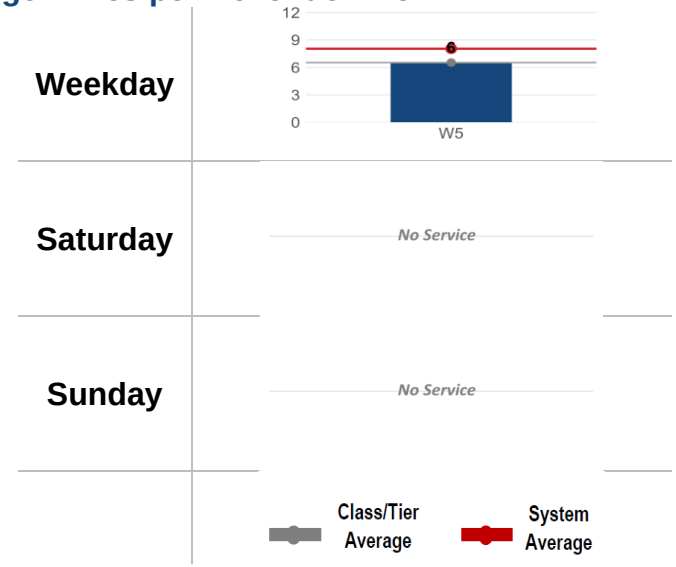
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W5	10.60	4,464	4,387 (98.3%)

Service Change Summary

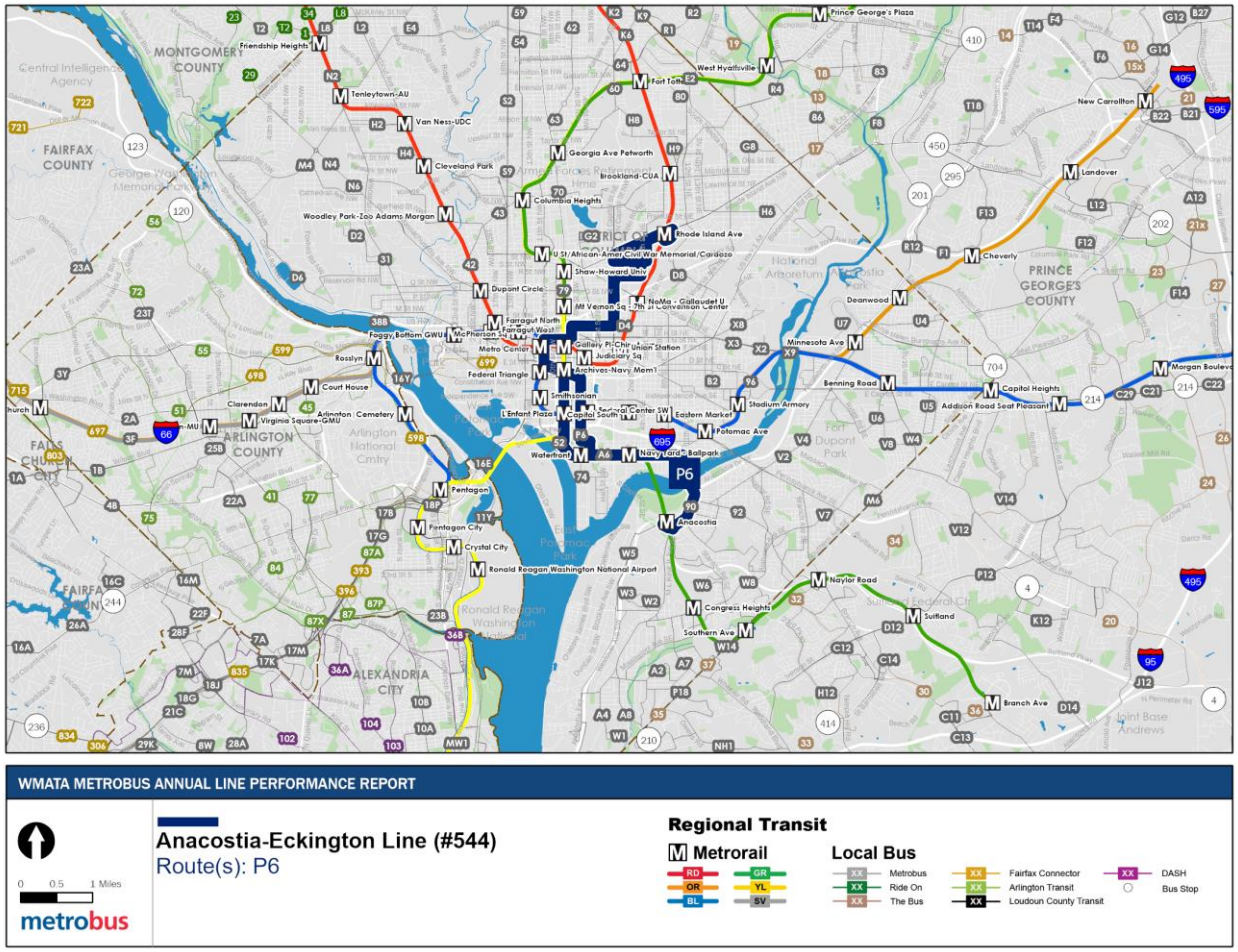
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 544 - Anacostia-Eckington ROUTE(S): P6

About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	B

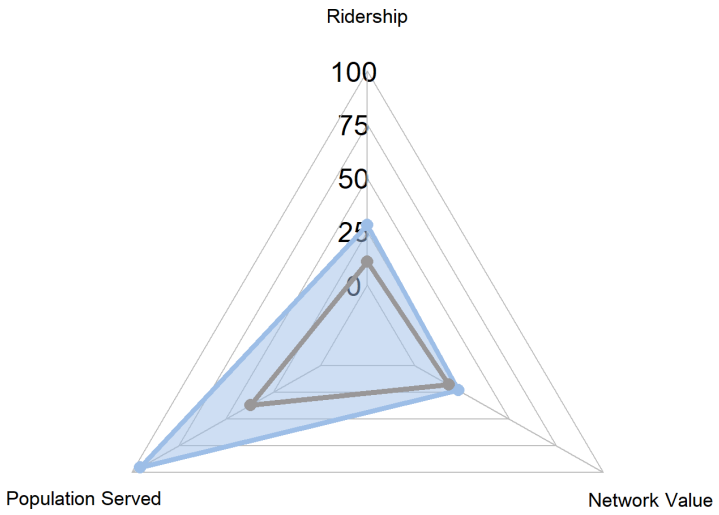
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

49

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	95	23	28	

Operating Statistics

Annual Operating Costs	$5,807,786
Peak Vehicles	12
Vehicle Type(s)	40 Foot

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

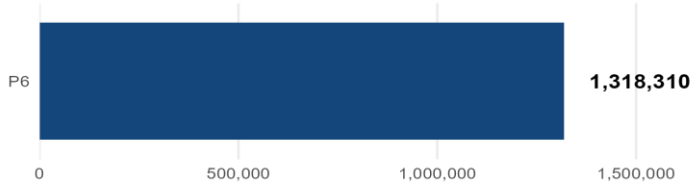
Service Area Population	63,380	
Minority Population	*Service Area*	29,195
	% Riders Surveyed	93%
Low Income Household	*Service Area*	14,311
	% Riders Surveyed	70%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	29%
% Stops With Benches	24%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership



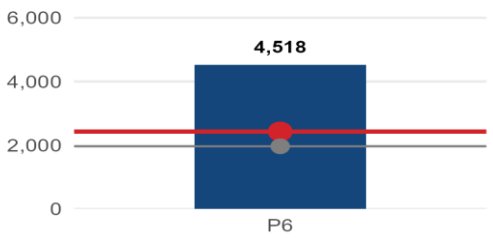
Top Transfer Locations

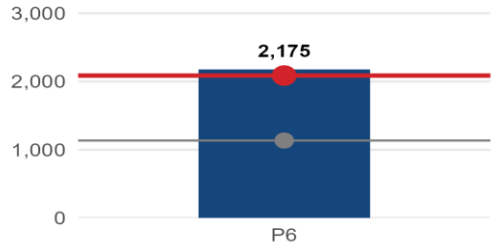
Gallery Place-Chinatown, Rhode Island Avenue, Metro Center

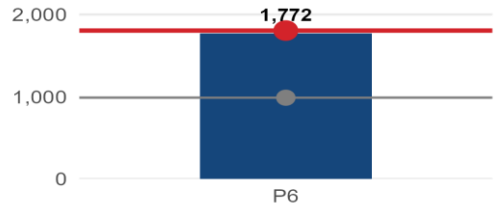
Average Daily Ridership

Class/Tier Average

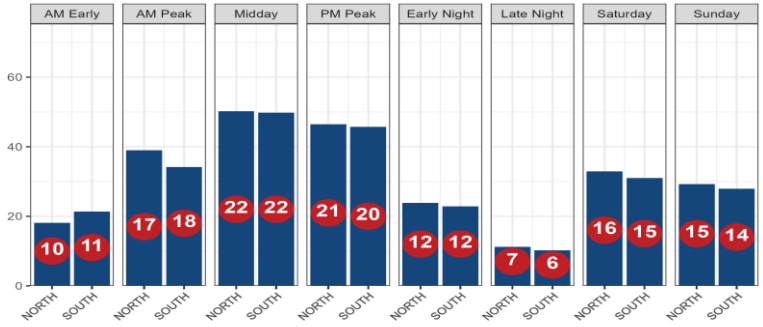
System Average







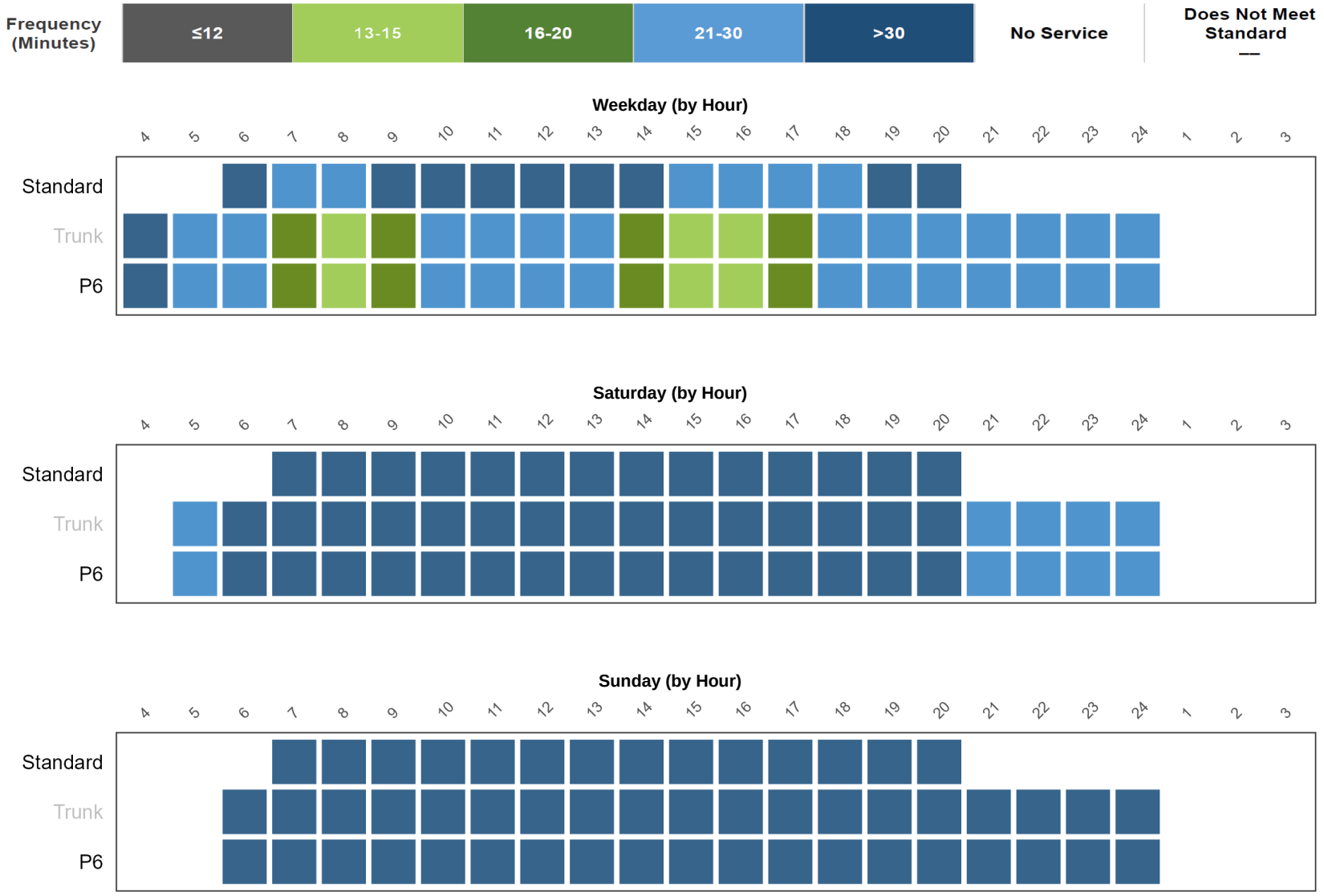
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.48	0.47
	Off-Peak Maximum Target: 1.0	0.41	0.42
	Saturday Maximum Target: 1.0	0.4	0.38
	Sunday Maximum Target: 1.0	0.37	0.36

Span and Frequency



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	4:30 AM - 12:33 AM	-	A	5:20 AM - 12:39 AM	-	A	6:20 AM - 12:31 AM	-	A
	Frequency of Service | varies	Peak: 16.0 / Off-Peak: 21.0	Peak: 17.8 / Off-Peak: 26.7	A	33.0	29.8	A	34.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	33.5	31.2	A	29.2	26.5	A	25.8	23.9	A
	Passengers per Revenue Mile | 4	4.9	4.3	A	3.9	3.4	C	3.5	3.1	D
Reliability	**On-Time Performance |** 79%	67%	73%	E	66%	75%	E	75%	79%	C
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.48	Off-Peak: 0.32 Peak: 0.46	A	0.39	0.32	A	0.36	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.88	$ 4.26	A	$4.46	$ 5.01	A	$5.03	$ 5.62	B
	Cost Recovery | 25%	32%	33%	A	28%	28%	A	25%	26%	C

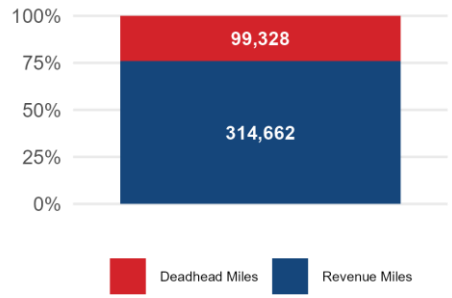
Route P6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.8	6.3	E
Route Design	**Circuity |** N/A	1.66	1.59	-

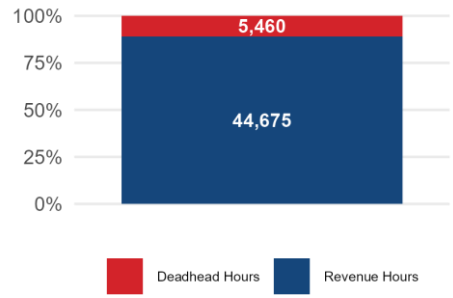
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	33.5	31.2	A	29.2	26.5	A	25.8	23.9	A
	Passengers per Revenue Mile | 4	4.9	4.3	A	3.9	3.4	C	3.5	3.1	D
	Unique Segment Ridership | 10%	19%	40%	A	44%	46%	A	18%	39%	A
Reliability	**On-Time Performance |** 79%	67%	73%	E	66%	75%	E	75%	79%	C
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.48	Off-Peak: 0.34 Peak: 0.48	A	0.39	0.33	A	0.36	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.88	$ 4.26	A	$4.46	$ 5.01	A	$5.03	$ 5.62	B
	Cost Recovery | 25%	32%	34%	A	28%	29%	A	25%	27%	C

Operational Analysis

Miles Allocation



Hours Allocation



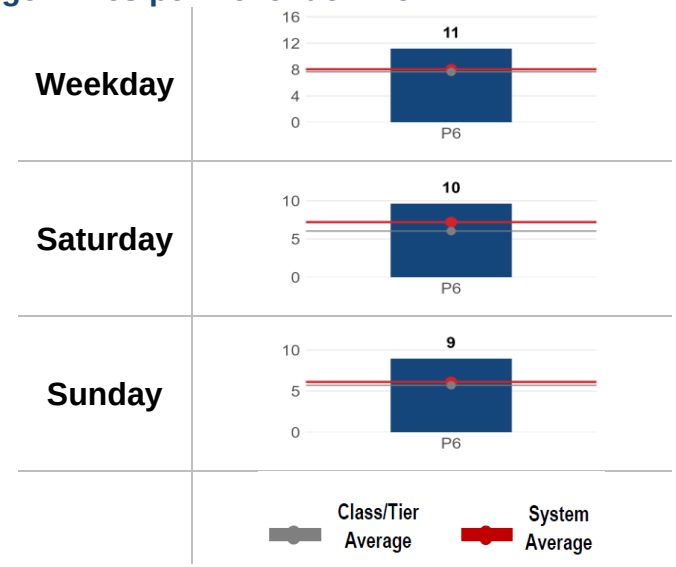
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P6	17.00	35,474	34,315 (96.7%)

Service Change Summary

Jun 2024: Trip times changed when school is in session: Trips departing T St + Summit Pl NE at 3:40pm and 4:20pm changed to 3:20pm and 4:37pm
Sep 2024: No change
Dec 2024: No change

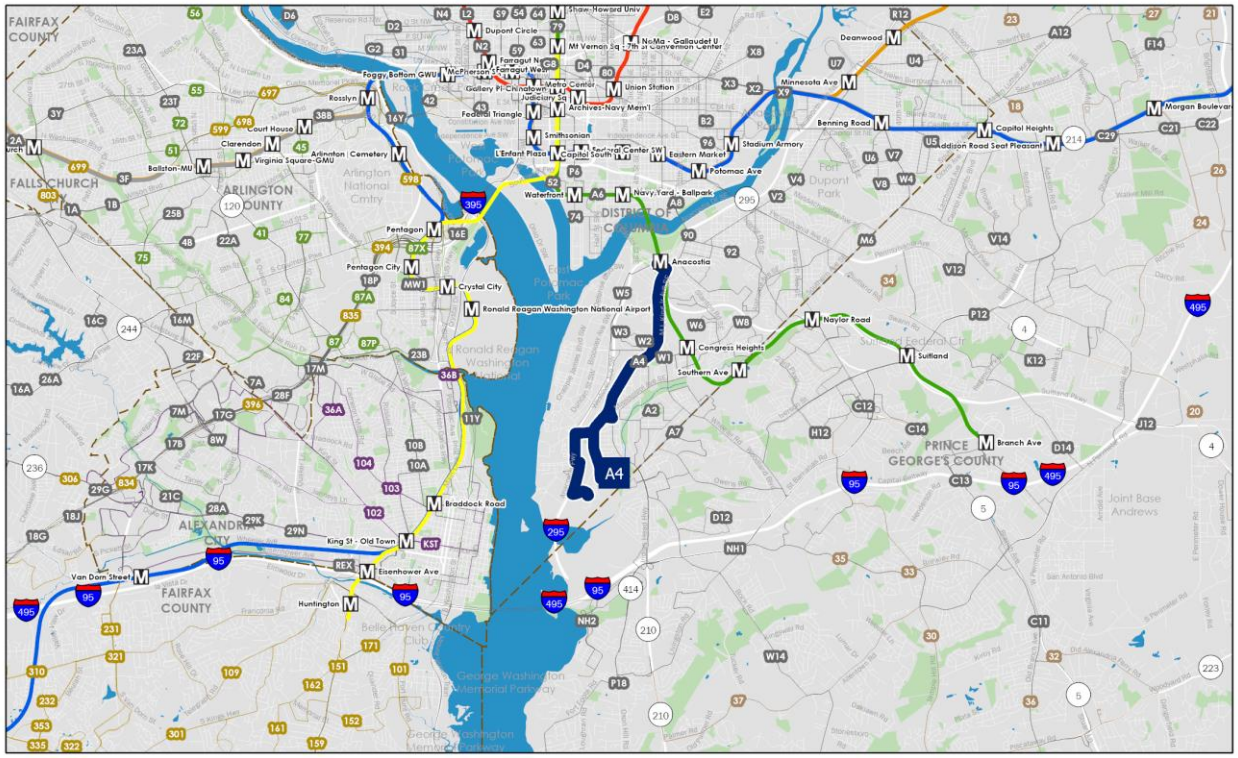
Passenger Miles per Revenue Mile



LINE: 582 - Anacostia-Fort Drum

ROUTE(S): A4

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

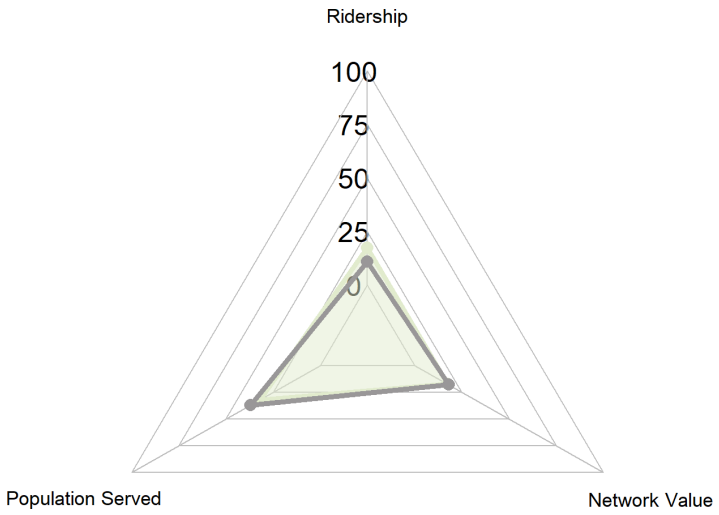
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

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

Operating Statistics

Annual Operating Costs	$3,566,159
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

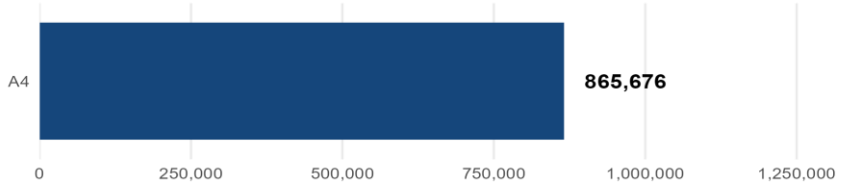
Service Area Population	16,154	
Minority Population	*Service Area*	14,603
	% Riders Surveyed	85%
Low Income Household	*Service Area*	6,858
	% Riders Surveyed	66%

Facilities/Amenities

Bus Stops	68
% Stops With Shelters	21%
% Stops With Benches	12%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership

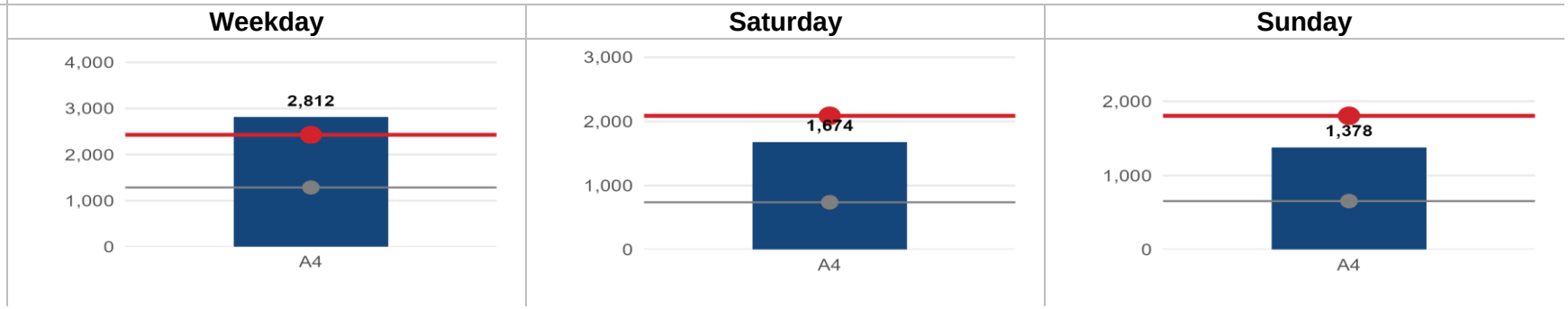


Top Transfer Locations

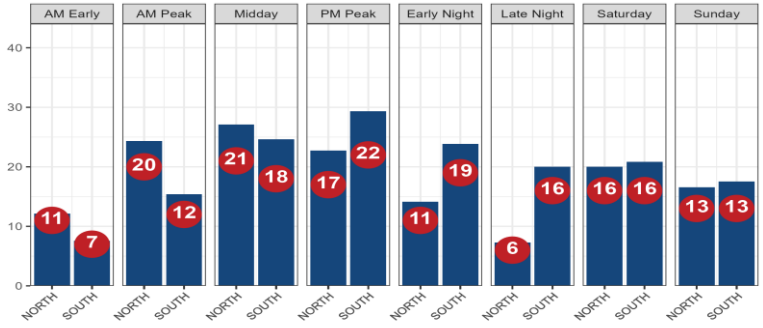
Anacostia, Deanwood, Southern Avenue

Average Daily Ridership





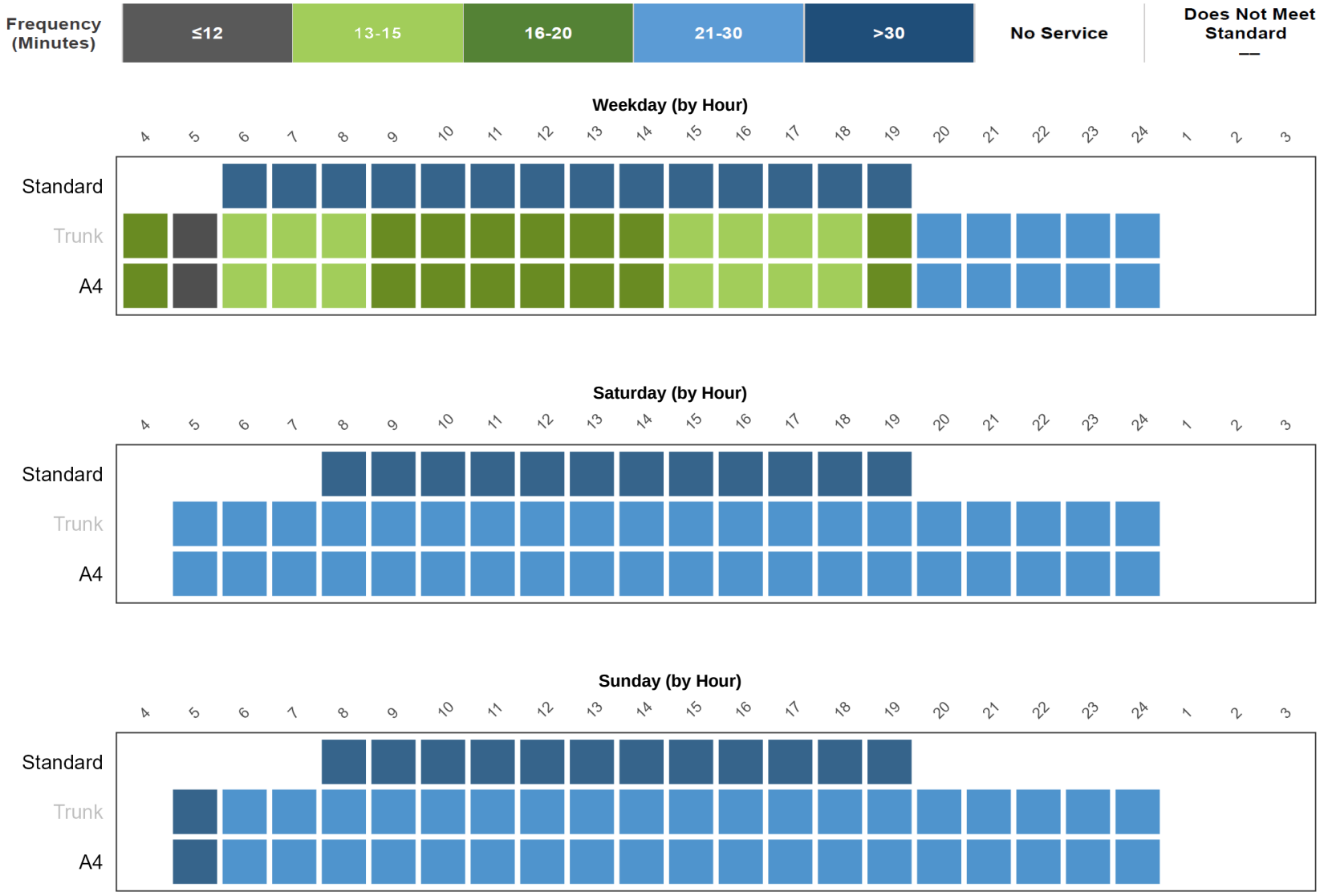
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.47	0.48
Weekday	**Off-Peak** Maximum Target: 1.0	0.41	0.44
	Saturday Maximum Target: 1.0	0.4	0.4
	Sunday Maximum Target: 1.0	0.32	0.33

Span and Frequency



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	4:46 AM - 12:20 AM	-	A	5:40 AM - 12:22 AM	-	A	5:37 AM - 12:20 AM	-	A
	Frequency of Service | varies	Peak: 14.0 / Off-Peak: 18.0	Peak: 25.9 / Off-Peak: 38.8	A	25.0	47.4	A	25.0	49.8	A
Productivity	**Passengers per Revenue Hour |** 10	37.5	24.7	A	29.6	24.2	A	30.1	24.3	A
	Passengers per Revenue Mile | 1	4.1	2.2	A	3.3	2.0	A	2.8	2.0	A
Reliability	**On-Time Performance |** 79%	85%	78%	A	84%	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: 0.42 Peak: 0.48	Off-Peak: 0.26 Peak: 0.34	A	0.4	0.28	A	0.33	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.46	$ 5.68	A	$4.40	$ 5.79	A	$4.32	$ 5.67	A
	Cost Recovery | 20%	28%	23%	A	22%	20%	A	23%	20%	A

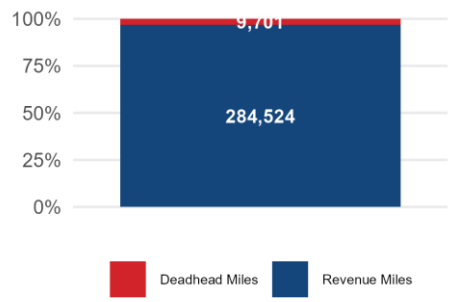
Route A4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	4.8	E
Route Design	**Circuity |** N/A	1.65	1.78	-

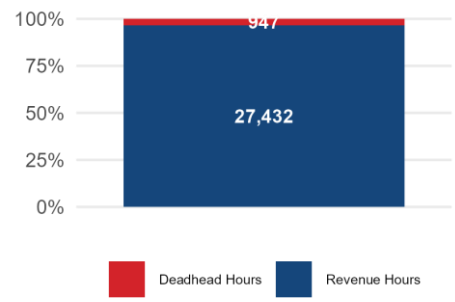
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	37.5	24.7	A	29.6	24.2	A	30.1	24.3	A
	Passengers per Revenue Mile | 1	4.1	2.2	A	3.3	2.0	A	2.8	2.0	A
	Unique Segment Ridership | 10%	31%	42%	A	64%	61%	A	62%	47%	A
Reliability	**On-Time Performance |** 79%	85%	78%	A	84%	80%	A	80%	81%	B
	Crowding | 5%	3%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.48	Off-Peak: 0.26 Peak: 0.33	A	0.4	0.28	A	0.33	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.46	$ 5.68	A	$4.40	$ 5.79	A	$4.32	$ 5.67	A
	Cost Recovery | 20%	28%	22%	A	22%	19%	A	23%	20%	A

Operational Analysis

Miles Allocation



Hours Allocation



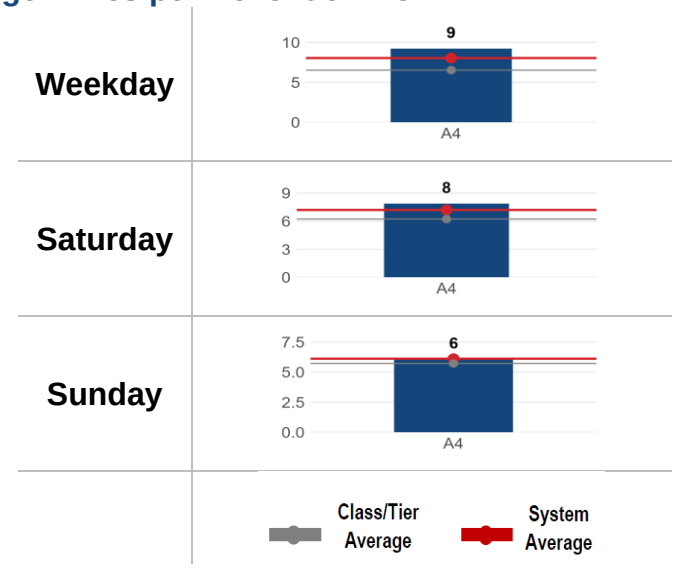
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A4	13.60	43,455	42,273 (97.3%)

Service Change Summary

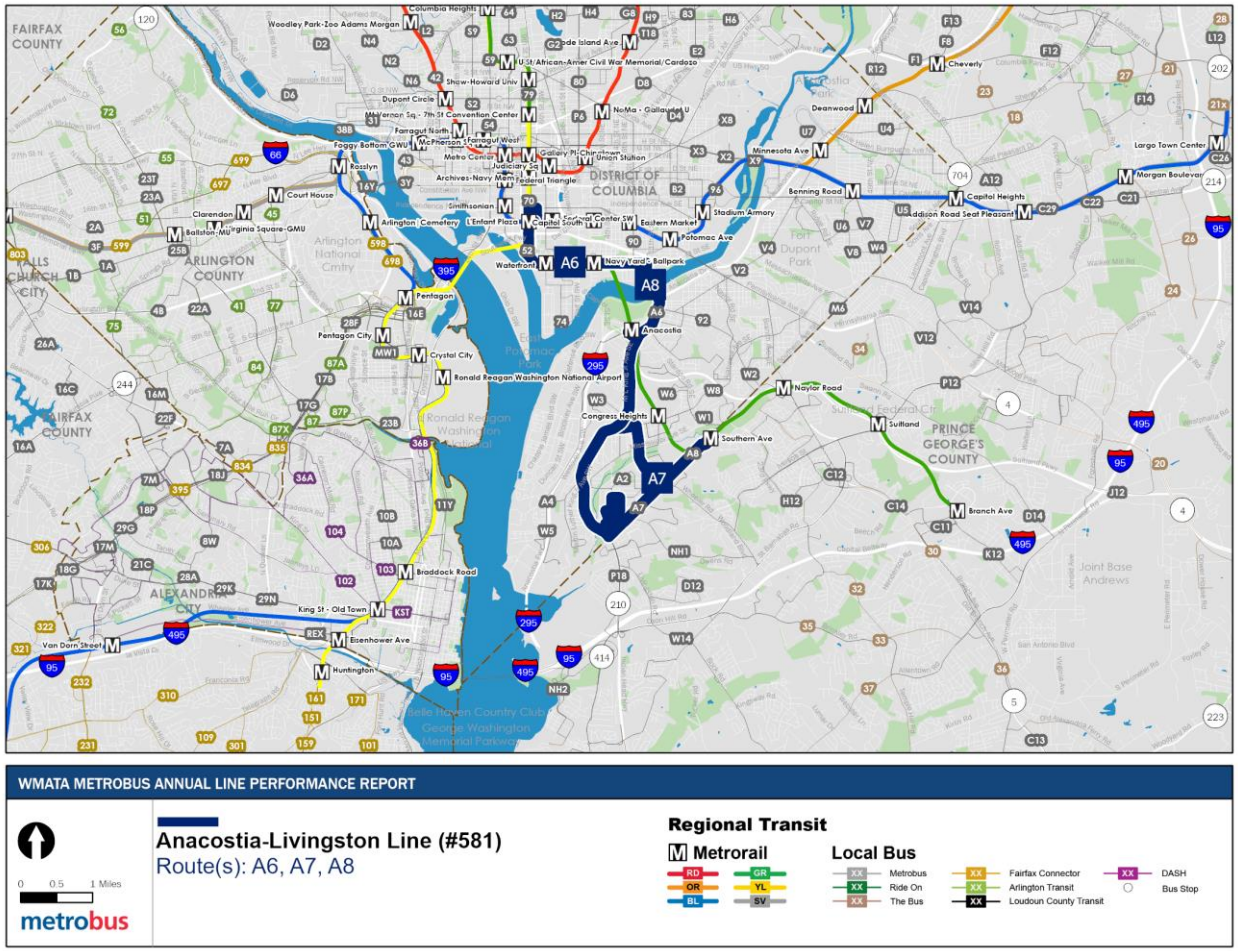
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 581 - Anacostia-Livingston ROUTE(S): A6, A7, A8

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

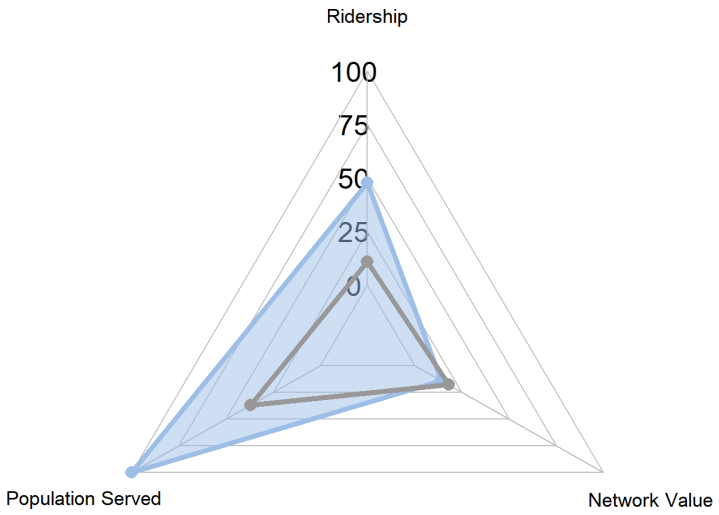
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

54

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	14	48	

Operating Statistics

Annual Operating Costs	$5,941,172
Peak Vehicles	28
Vehicle Type(s)	40 Foot

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

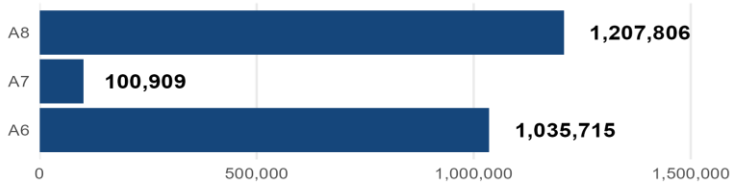
Service Area Population		85,787
Minority Population	*Service Area*	62,917
	% Riders Surveyed	97%
Low Income Household	*Service Area*	30,509
	% Riders Surveyed	78%

Facilities/Amenities

Bus Stops	126
% Stops With Shelters	27%
% Stops With Benches	20%
% Stops With Real-Time Signs	6%

Ridership

Annual Ridership



Top Transfer Locations

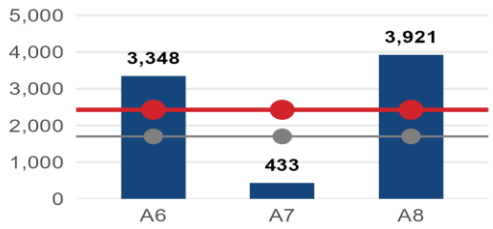
Anacostia, L'Enfant Plaza, Southern Avenue

Average Daily Ridership

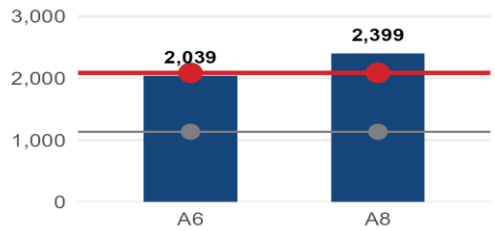
Class/Tier Average

System Average

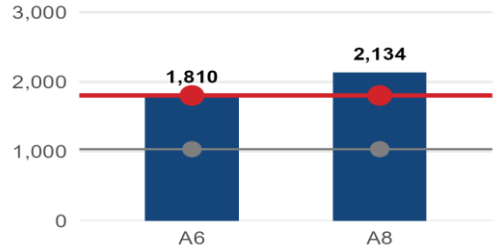
Weekday



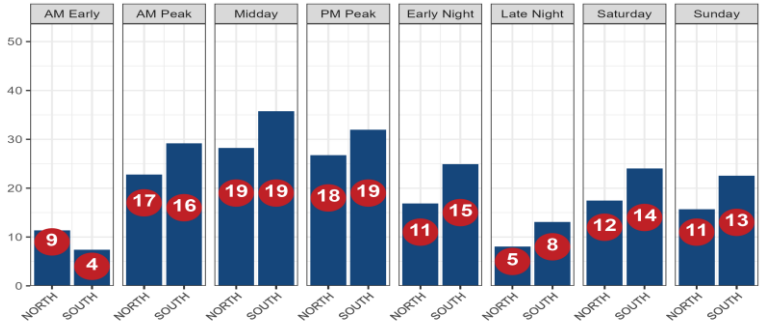
Saturday



Sunday



Average Trip Ridership and Maximum Load by Time Period

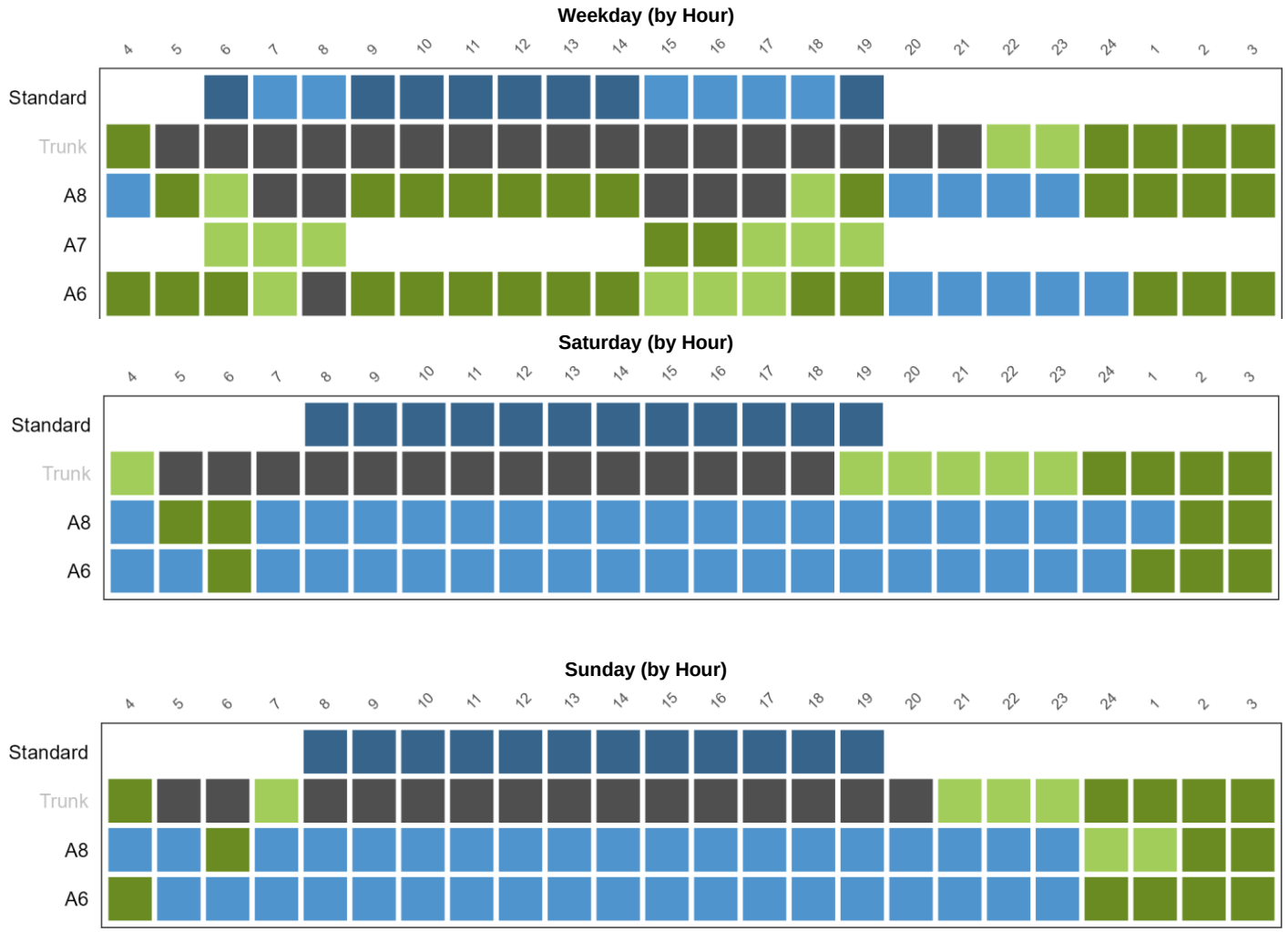


Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.43	0.46
	Off-Peak Maximum Target: 1.0	0.33	0.37
	Saturday Maximum Target: 1.0	0.29	0.34
	Sunday Maximum Target: 1.0	0.26	0.31

Span and Frequency





Performance Report Card

A 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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 5.0 / Off-Peak: 9.0	Peak: 22.1 / Off-Peak: 32.8	A	13.0	36.3	A	13.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	49.5	33.4	A	42.5	28.1	A	39.3	26.6	A
	Passengers per Revenue Mile | 2	5.4	3.9	A	4.2	3.0	A	3.7	2.8	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	81%	80%	B	82%	80%	B
	Crowding | 5%	3%	2%	A	2%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.45	Off-Peak: 0.29 Peak: 0.39	A	0.31	0.27	A	0.29	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.62	$ 4.60	A	$3.06	$ 5.40	A	$3.31	$ 5.77	A
	Cost Recovery | 20%	42%	29%	A	36%	24%	A	33%	23%	A

Route A6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	6.2	E
Route Design	**Circuity |** N/A	1.54	2.37	-

	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 |** 15	43.5	33.4	A	37.8	28.1	A	34.7	26.6	A
	Passengers per Revenue Mile | 2	4.9	3.9	A	3.7	3.0	A	3.3	2.8	A
	Unique Segment Ridership | 10%	0%	24%	E	39%	43%	A	4%	38%	E
Reliability	**On-Time Performance |** 79%	78%	78%	C	81%	80%	B	79%	80%	B
	Crowding | 5%	3%	2%	A	3%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.42	Off-Peak: 0.31 Peak: 0.42	A	0.28	0.28	A	0.26	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.99	$ 4.60	A	$3.44	$ 5.40	A	$3.75	$ 5.77	A
	Cost Recovery | 20%	39%	32%	A	34%	24%	A	31%	23%	A

Route A7

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	6.2	E
Route Design	**Circuity |** N/A	1.18	2.37	-

	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 |** 15	40.6	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	5.4	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	1%	24%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	82%	78%	B	-	-	-	-	-	-
	Crowding | 5%	1%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.37	Peak: 0.42	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.20	$ 4.60	A	-	-	-	-	-	-
	Cost Recovery | 20%	59%	32%	A	-	-	-	-	-	-

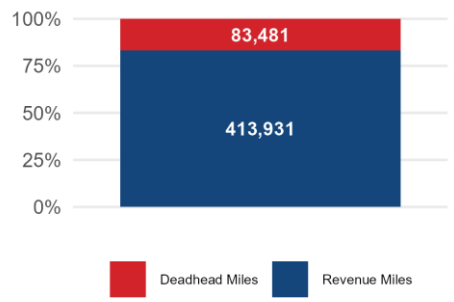
Route A8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6	6.2	E
Route Design	**Circuity |** N/A	1.54	2.37	-

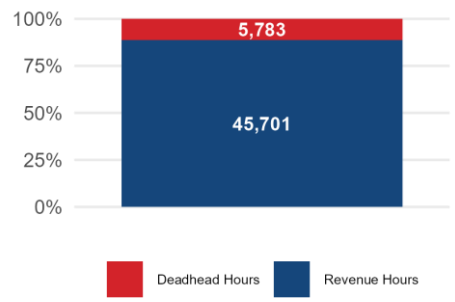
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	57.7	33.4	A	47.5	28.1	A	44.3	26.6	A
	Passengers per Revenue Mile | 2	6.1	3.9	A	4.7	3.0	A	4.2	2.8	A
	Unique Segment Ridership | 10%	0%	24%	E	48%	43%	A	0%	38%	E
Reliability	**On-Time Performance |** 79%	79%	78%	B	81%	80%	B	86%	80%	A
	Crowding | 5%	4%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.5	Off-Peak: 0.31 Peak: 0.42	A	0.34	0.28	A	0.31	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.25	$ 4.60	A	$2.74	$ 5.40	A	$2.93	$ 5.77	A
	Cost Recovery | 20%	42%	32%	A	35%	24%	A	33%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



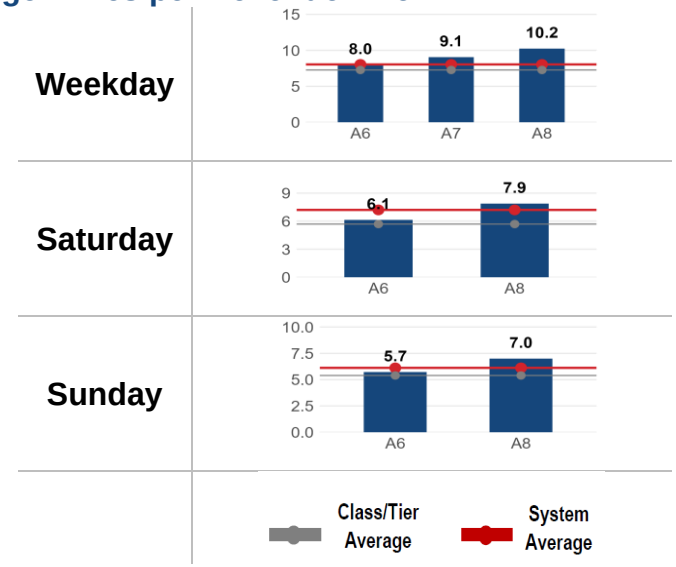
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A6	13.60	47,152	45,965 (97.5%)
A7	8.00	4,879	4,687 (96.1%)
A8	13.70	49,879	48,596 (97.4%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

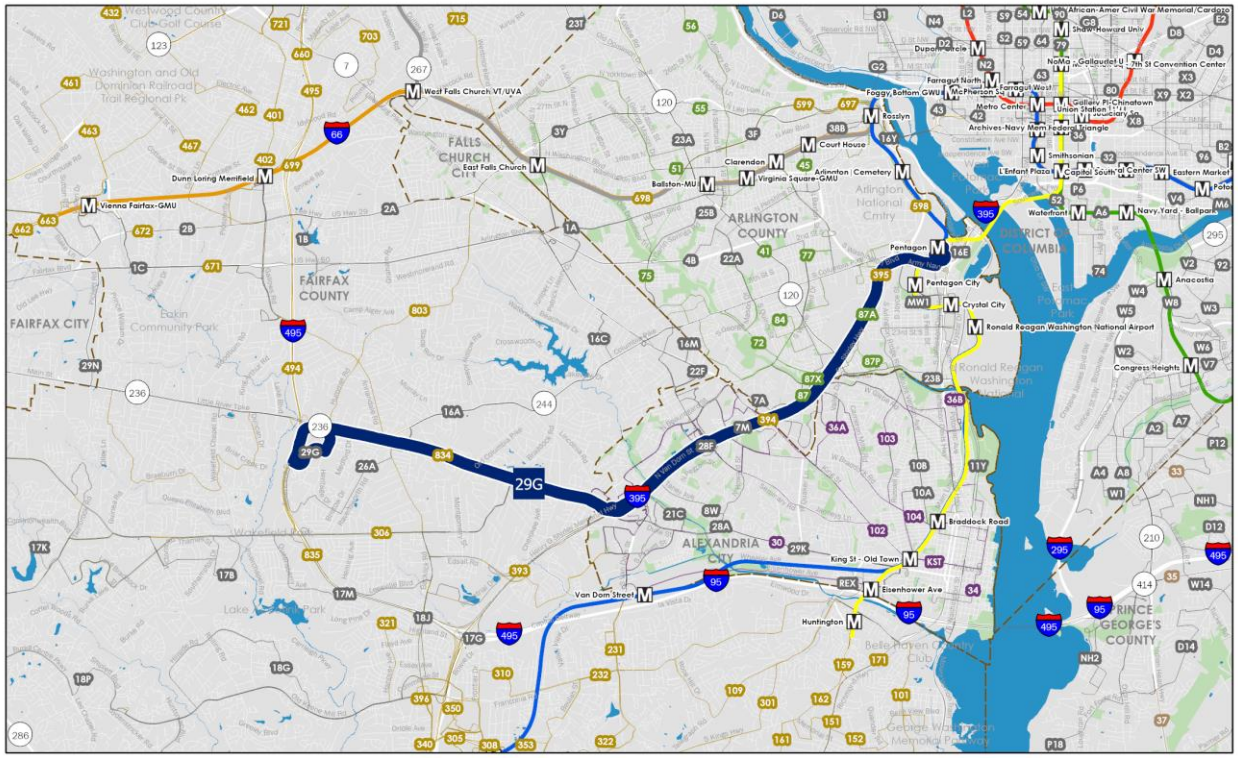
Passenger Miles per Revenue Mile

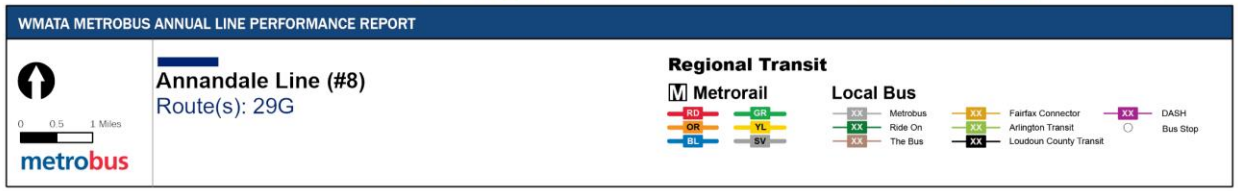


LINE: 8 - Annandale

ROUTE(S): 29G

About the Line





Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	A

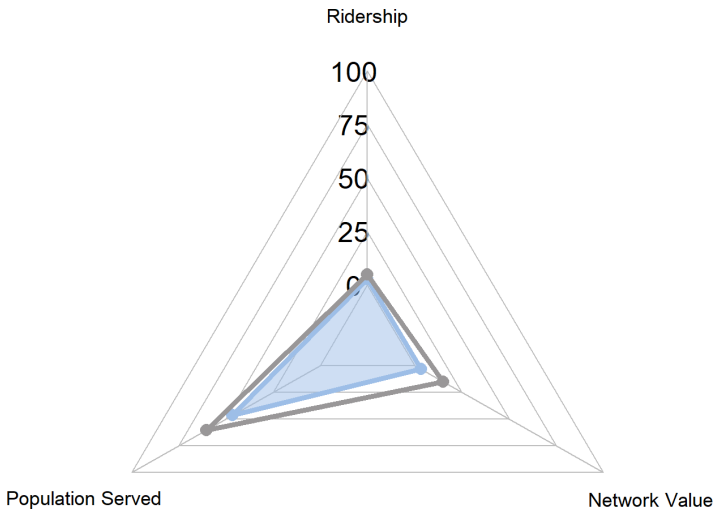
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

18

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	47	3	3	

Operating Statistics

Annual Operating Costs	$592,561
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

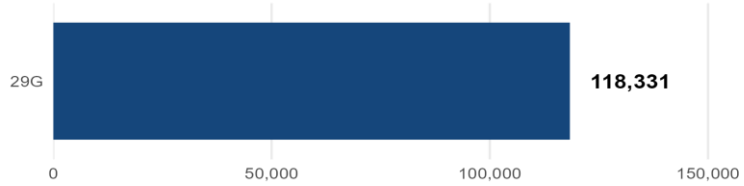
Service Area Population	20,320	
Minority Population	*Service Area*	8,680
	% Riders Surveyed	72%
Low Income Household	*Service Area*	6,929
	% Riders Surveyed	72%

Facilities/Amenities

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

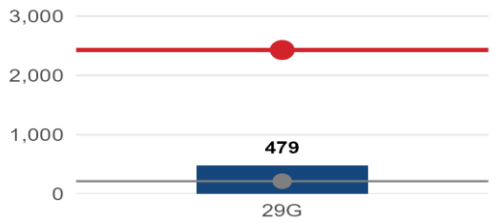
Ridership

Annual Ridership

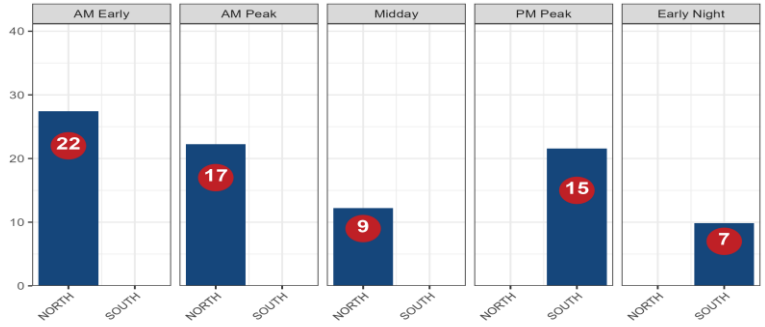


Top Transfer Locations

Pentagon

Average Daily Ridership	Weekday	Saturday	Sunday
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**	0.41	0.37
	Off-Peak **Maximum Target: 1.0**	0.44	0.18
	Saturday **Maximum Target: 1.0**		
	Sunday **Maximum Target: 1.0**		

Span and Frequency



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	5:29 AM - 9:40 AM; 3:06 PM - 9:28 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 23.0 / Off-Peak: 24.0	Peak: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	26.7	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.6	1.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	75%	C	-	-	-	-	-	-
	Crowding | 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.88	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	34%	33%	A	-	-	-	-	-	-

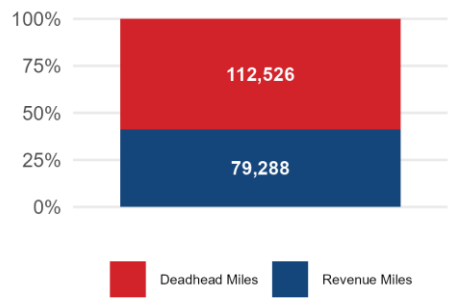
Route 29G

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.5	2.8	-
Route Design	**Circuity |** N/A	1.35	1.42	-

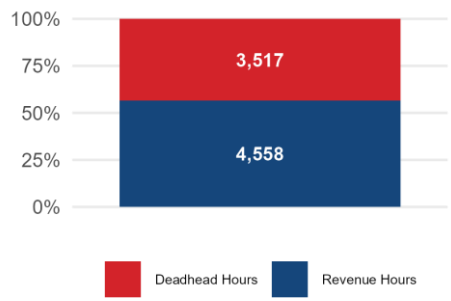
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	26.7	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.6	1.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	33%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	75%	C	-	-	-	-	-	-
	Crowding | 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.88	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	34%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



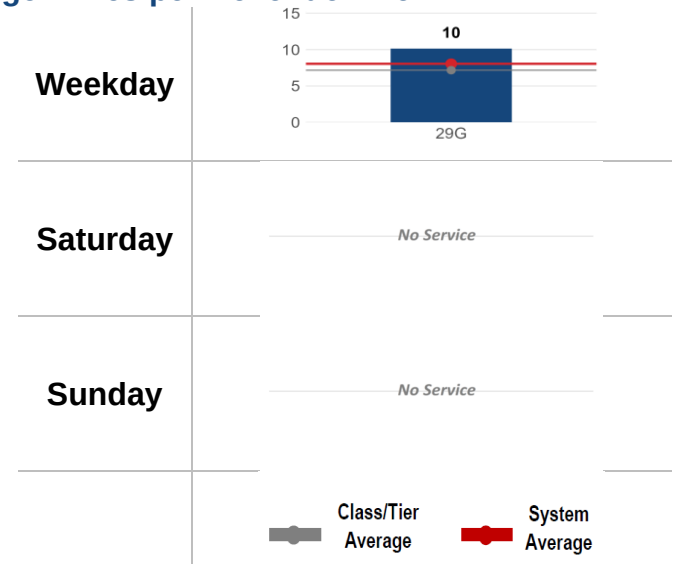
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29G	26.70	5,952	5,797 (97.4%)

Service Change Summary

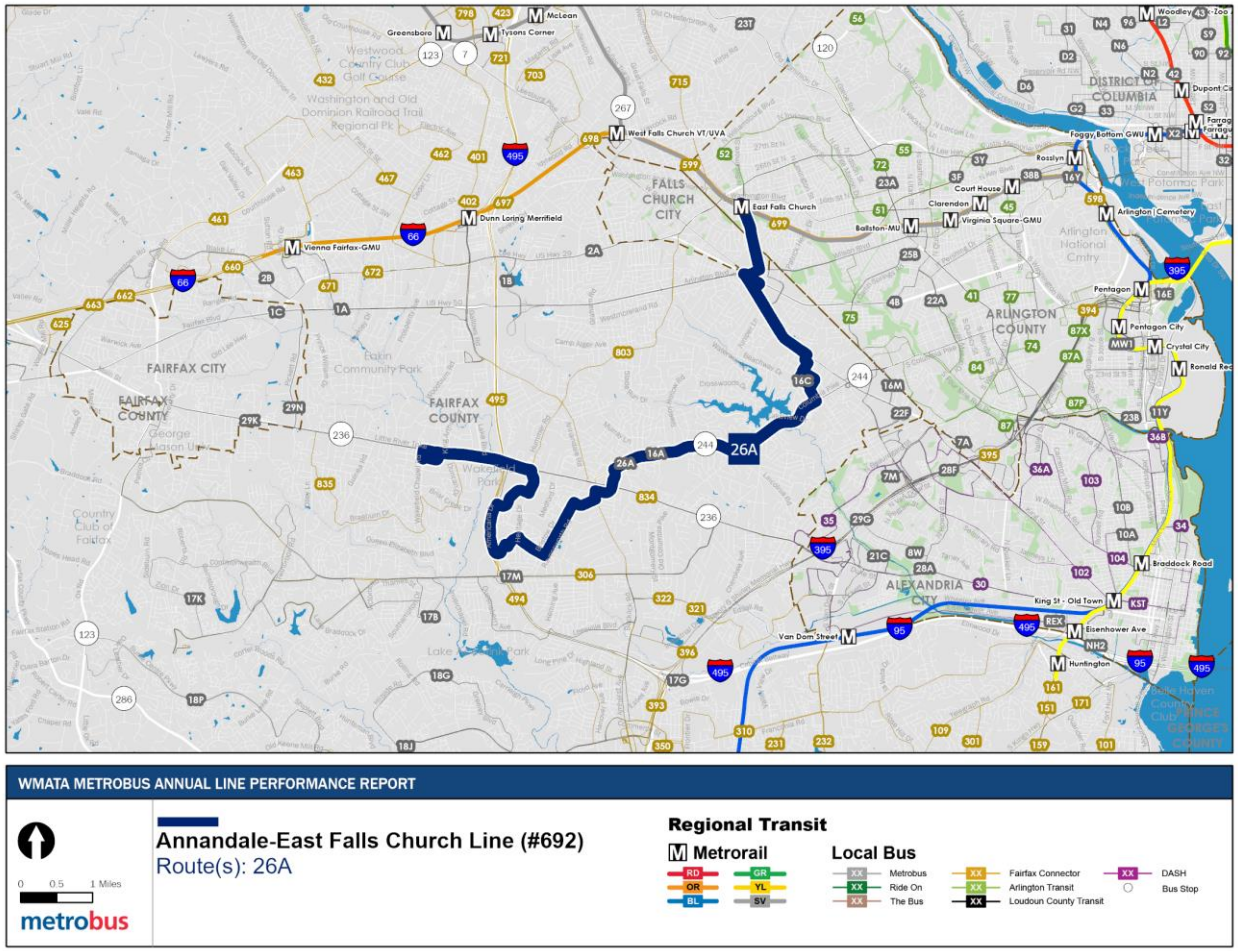
Jun 2024: Trip removed SB departing Pentagon at 9:55pm due to low utilization; Previous SB trip departing Pentagon at 8:55pm changed to 9:00pm
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 692 - Annandale-East Falls Church ROUTE(S): 26A

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

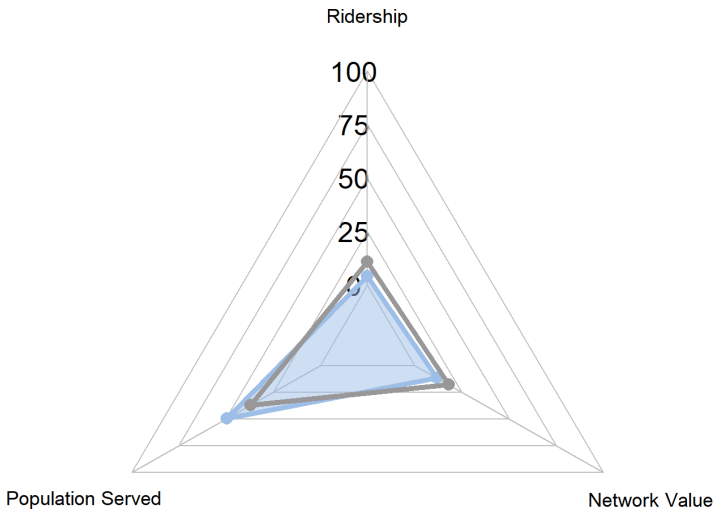
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	12	4	

Operating Statistics

Annual Operating Costs	$1,271,265
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

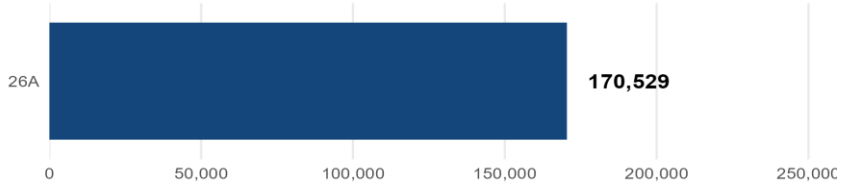
Service Area Population		43,071
Minority Population	*Service Area*	12,611
	% Riders Surveyed	86%
Low Income Household	*Service Area*	14,410
	% Riders Surveyed	81%

Facilities/Amenities

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

Ridership

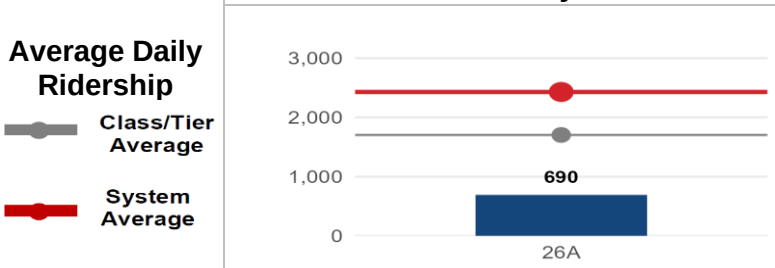
Annual Ridership



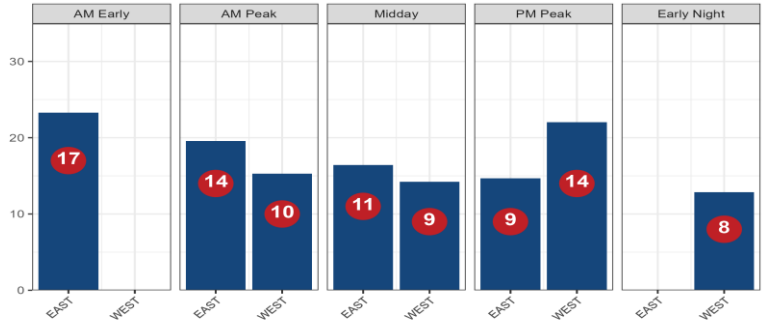
Top Transfer Locations

East Falls Church, Pentagon

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

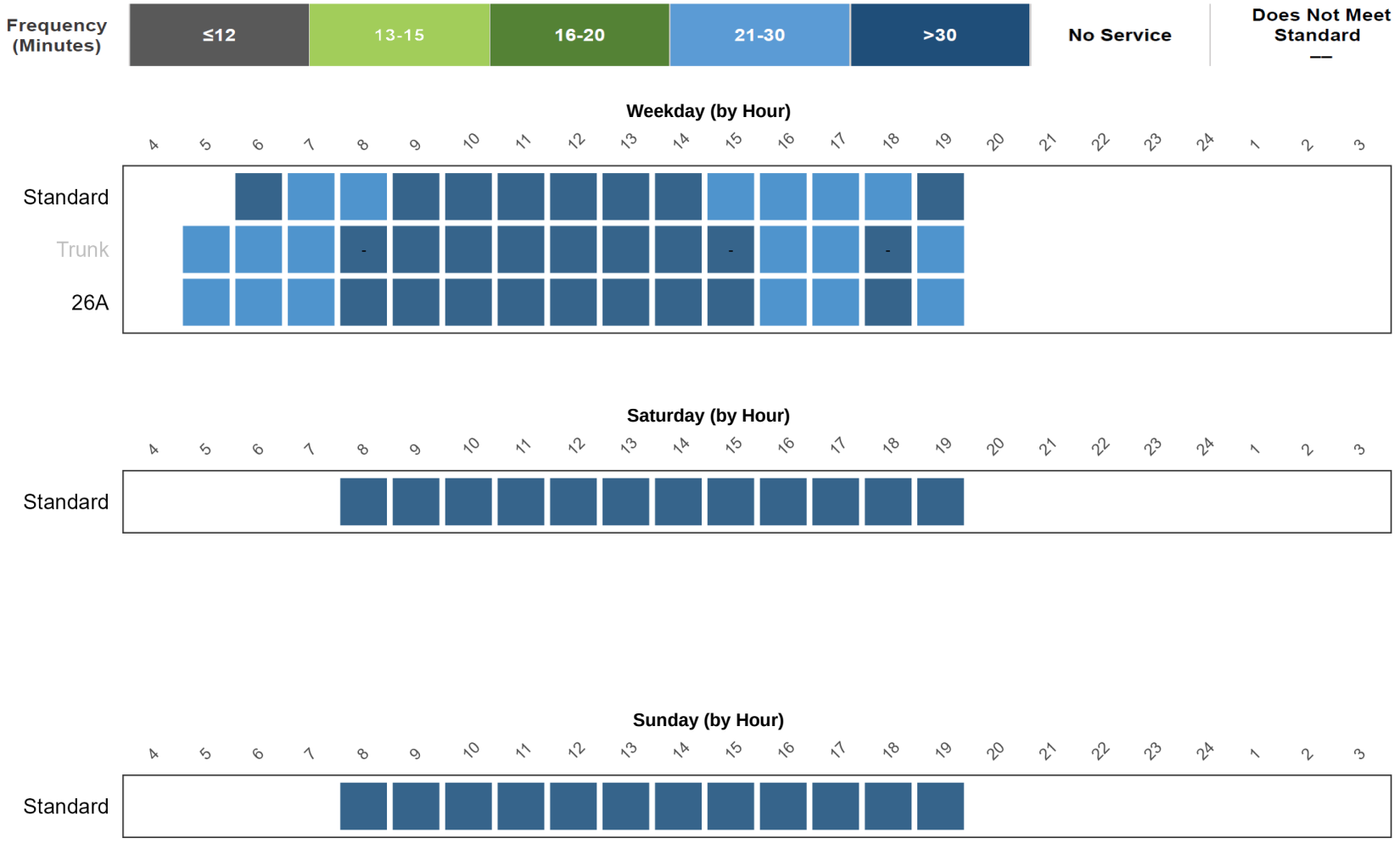
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.28	0.31
	Off-Peak Maximum Target: 1.0	0.3	0.23
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 22.1 / Off-Peak: 32.8	C	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 15	17.7	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.3	3.9	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.29 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.34	$ 4.60	E	-	-	-	-	-	-
	Cost Recovery | 20%	22%	29%	B	-	-	-	-	-	-

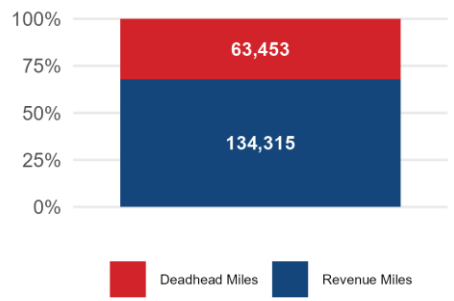
Route 26A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	6.2	A
Route Design	**Circuity |** N/A	2.09	2.37	-

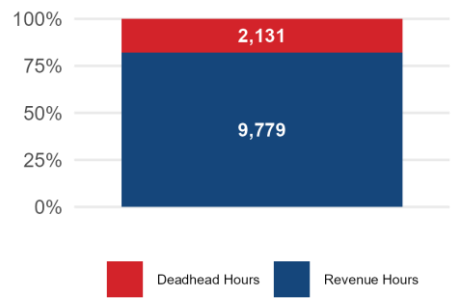
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.7	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.3	3.9	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	25%	24%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.31 Peak: 0.42	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.34	$ 4.60	E	-	-	-	-	-	-
	Cost Recovery | 20%	22%	32%	B	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



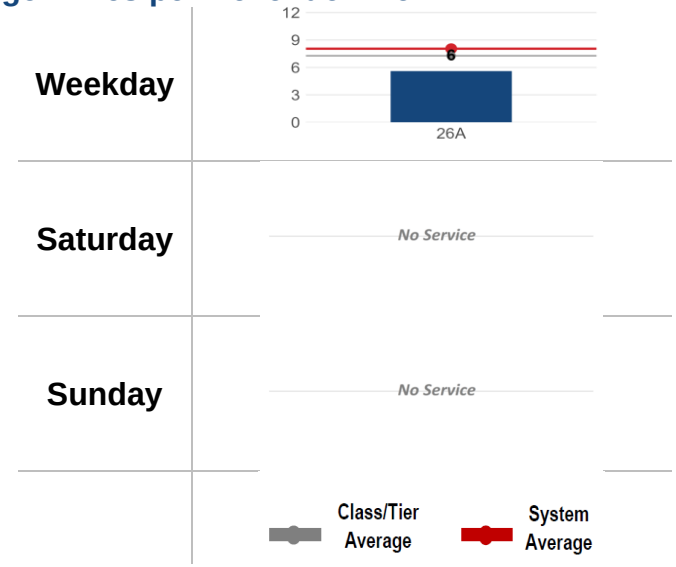
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
26A	30.80	9,920	9,749 (98.3%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

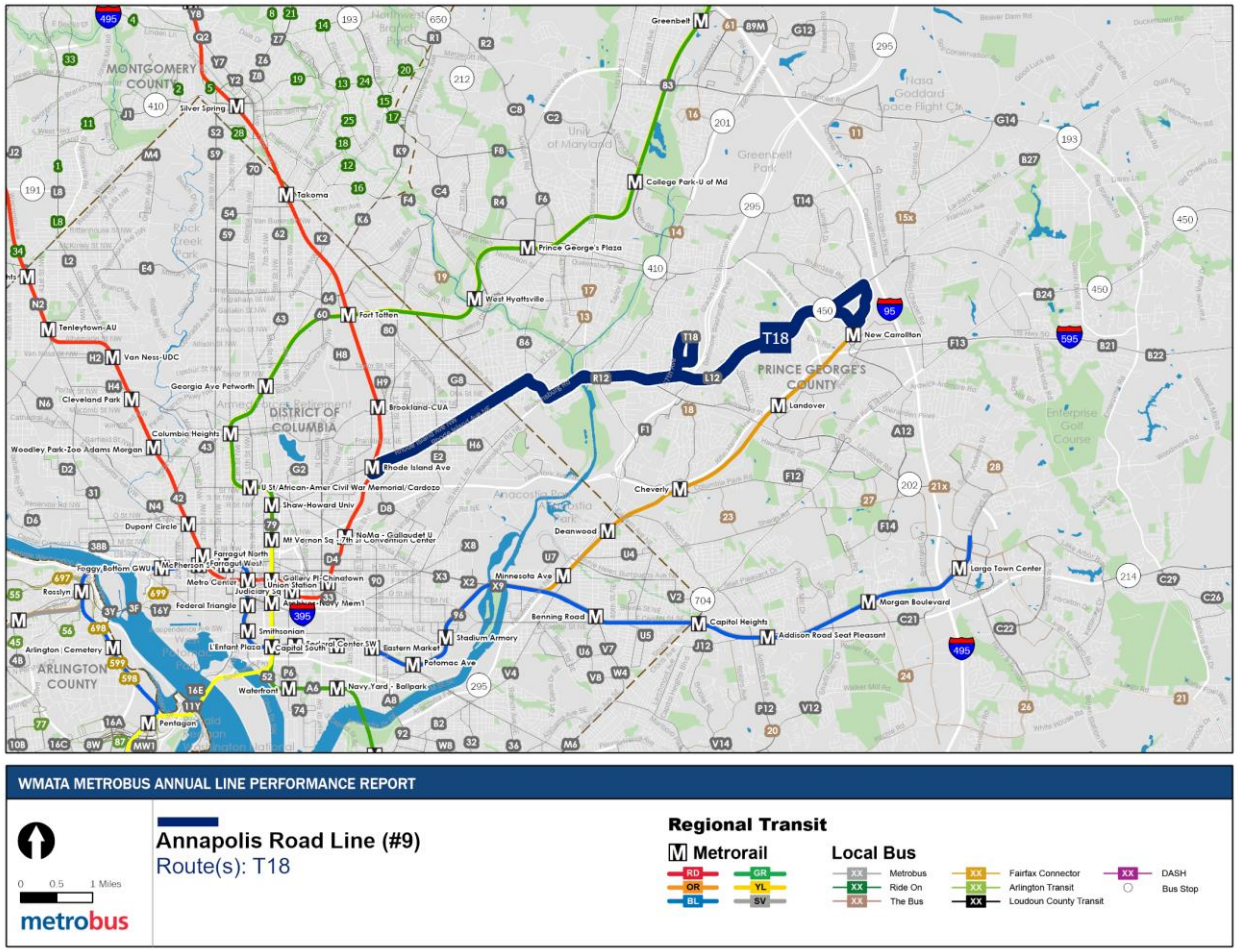
Passenger Miles per Revenue Mile



LINE: 9 - Annapolis Road

ROUTE(S): T18

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

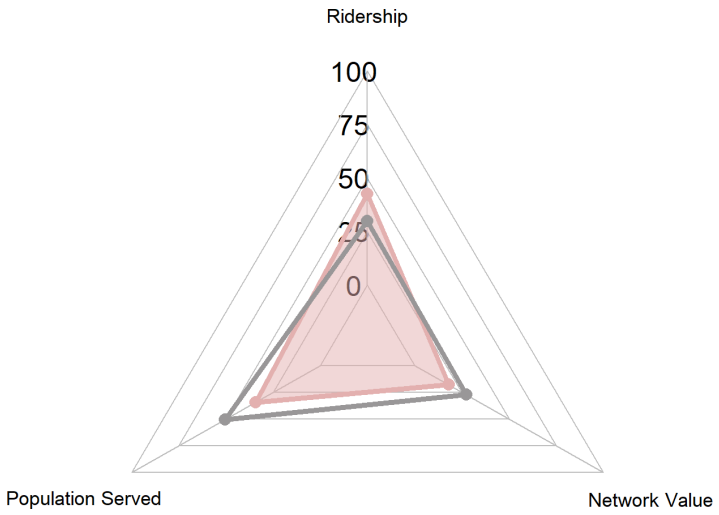
Legend

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:	34	18	43	

Operating Statistics

Annual Operating Costs	$6,691,695
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

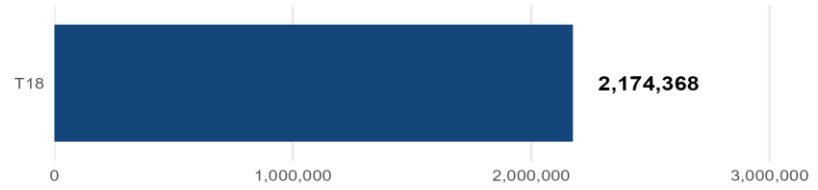
Service Area Population	32,452	
Minority Population	*Service Area*	19,172
	% Riders Surveyed	94%
Low Income Household	*Service Area*	9,472
	% Riders Surveyed	76%

Facilities/Amenities

Bus Stops	83
% Stops With Shelters	31%
% Stops With Benches	29%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



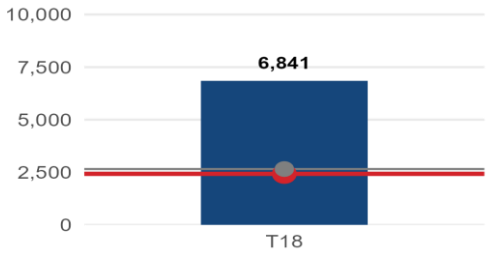
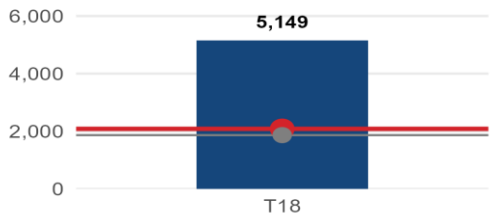
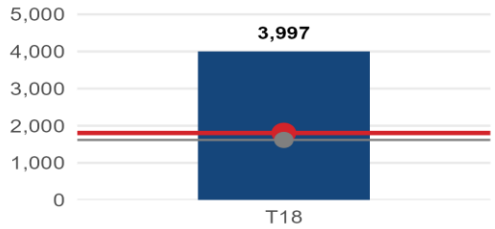
Top Transfer Locations

Rhode Island Avenue, New Carrollton

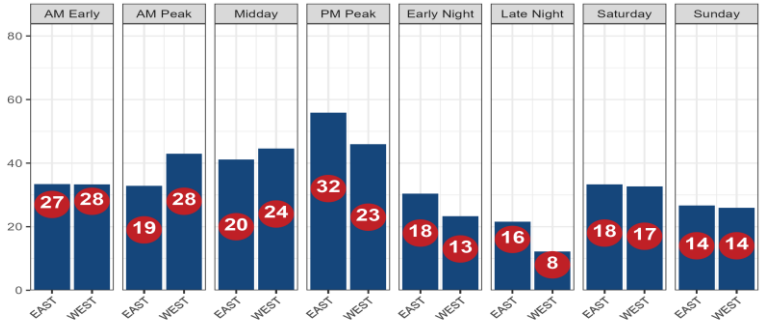
Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
		

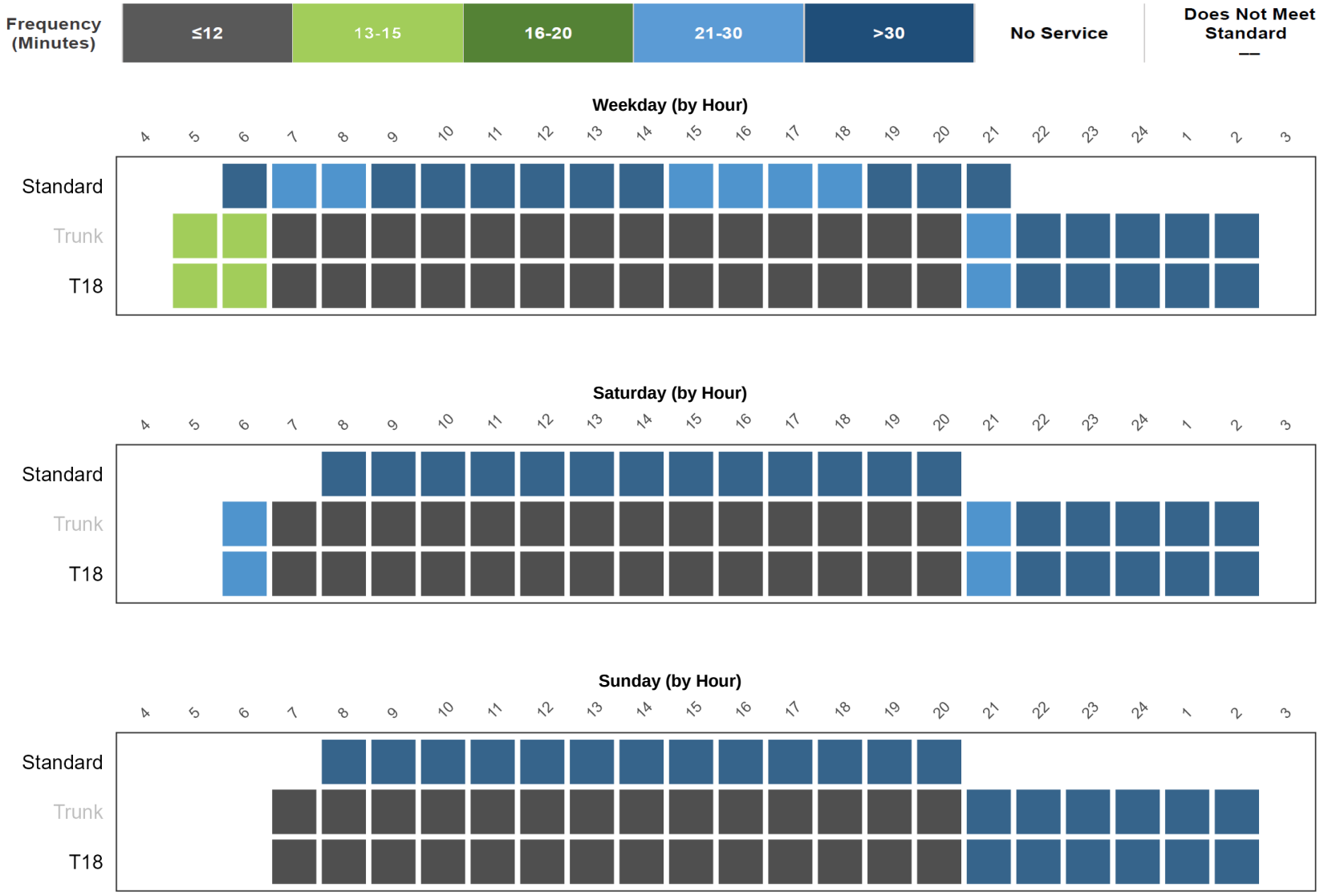
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.66	0.63
Weekday	**Off-Peak** Maximum Target: 1.0	0.49	0.49
	Saturday Maximum Target: 1.0	0.44	0.44
	Sunday Maximum Target: 1.0	0.36	0.35

Span and Frequency



Performance Report Card

B Annapolis Road

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:00 AM - 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: 21.1 / Off-Peak: 33.4	A	15.0	39.1	A	15.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	42.6	29.8	A	36.4	25.4	A	32.9	24.4	A
	Passengers per Revenue Mile | 1	4.1	2.6	A	3.4	2.1	A	2.7	2.0	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	78%	77%	C	75%	78%	C
	Crowding | 5%	6%	1%	D	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.64	Off-Peak: 0.35 Peak: 0.46	A	0.44	0.34	A	0.35	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.05	$ 4.80	A	$3.57	$ 5.61	A	$3.95	$ 5.91	A
	Cost Recovery | 20%	30%	28%	A	25%	24%	A	23%	23%	A

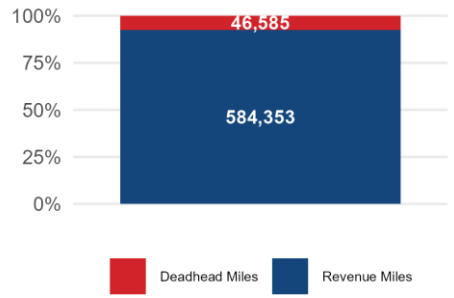
Route T18

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.7	4.5	A
Route Design	**Circuity |** 1.75	1.29	2.09	A

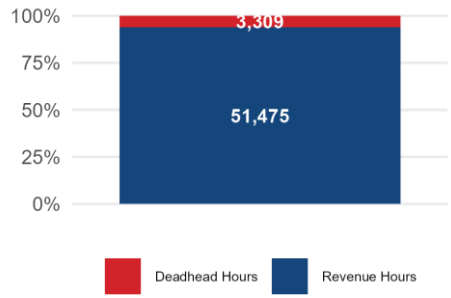
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	42.6	29.8	A	36.4	25.4	A	32.9	24.4	A
	Passengers per Revenue Mile | 1	4.1	2.6	A	3.4	2.1	A	2.7	2.0	A
	Unique Segment Ridership | 10%	29%	45%	A	43%	58%	A	43%	58%	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	78%	77%	C	75%	78%	C
	Crowding | 5%	6%	2%	D	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.64	Off-Peak: 0.36 Peak: 0.46	A	0.44	0.35	A	0.35	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.05	$ 4.80	A	$3.57	$ 5.61	A	$3.95	$ 5.91	A
	Cost Recovery | 20%	30%	29%	A	25%	24%	A	23%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



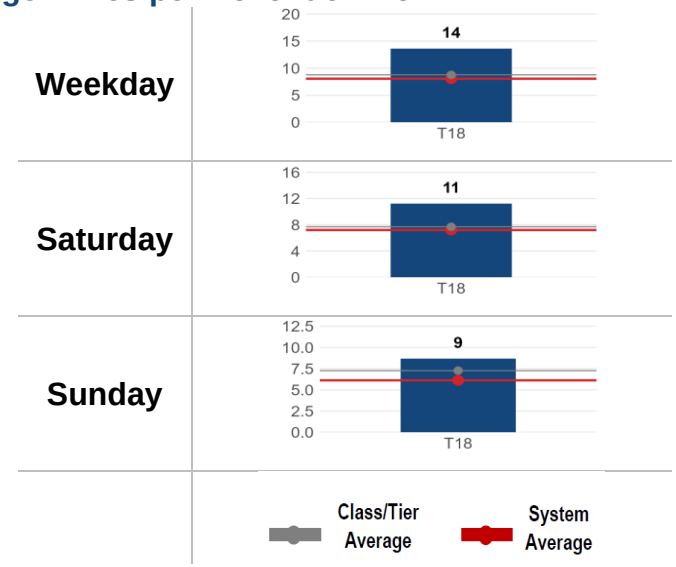
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T18	20.30	59,635	57,904 (97.1%)

Service Change Summary

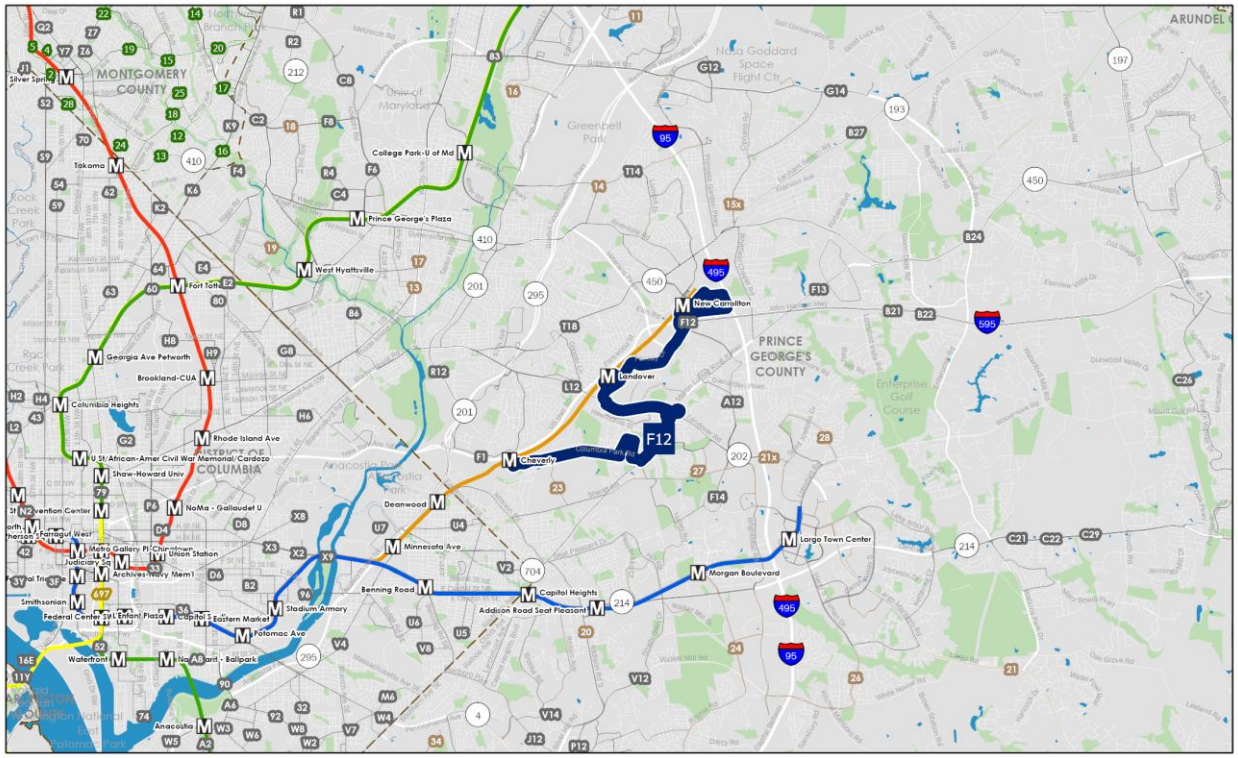
Jun 2024: Travel time adjustments
Sep 2024: No change
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

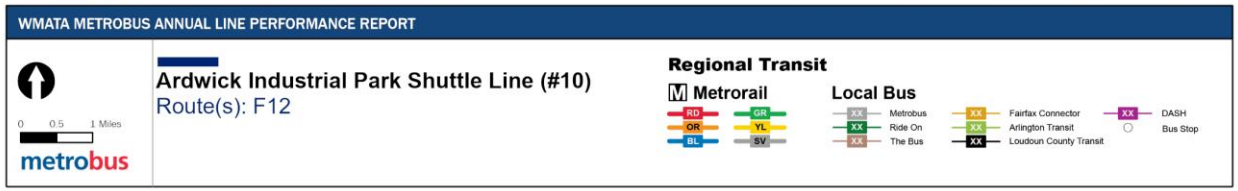
Passenger Miles per Revenue Mile



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

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

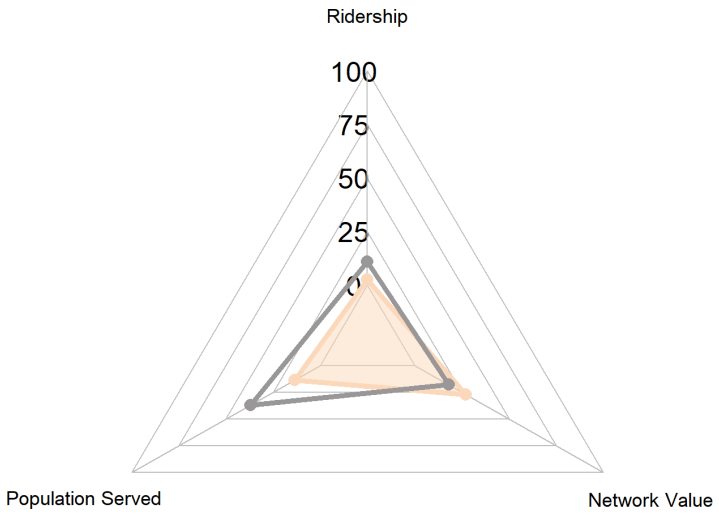
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

14

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	14	27	3	

Operating Statistics

Annual Operating Costs	$825,815
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

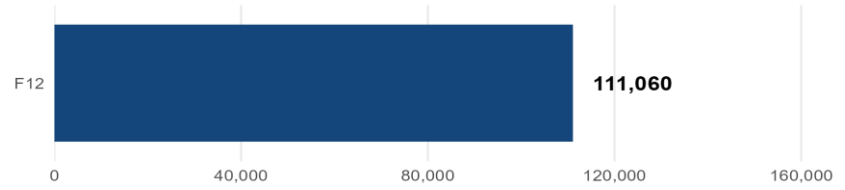
Service Area Population	12,753	
Minority Population	*Service Area*	9,526
	% Riders Surveyed	96%
Low Income Household	*Service Area*	3,707
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	66
% Stops With Shelters	53%
% Stops With Benches	8%
% Stops With Real-Time Signs	0%

Ridership

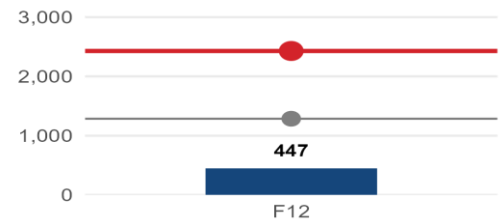
Annual Ridership



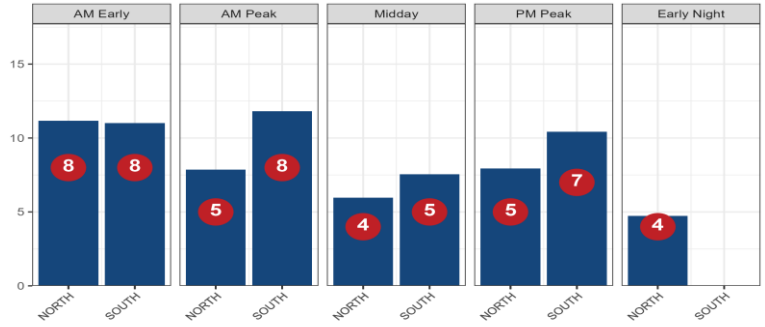
Top Transfer Locations

Landover, Cheverly, New Carrollton

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

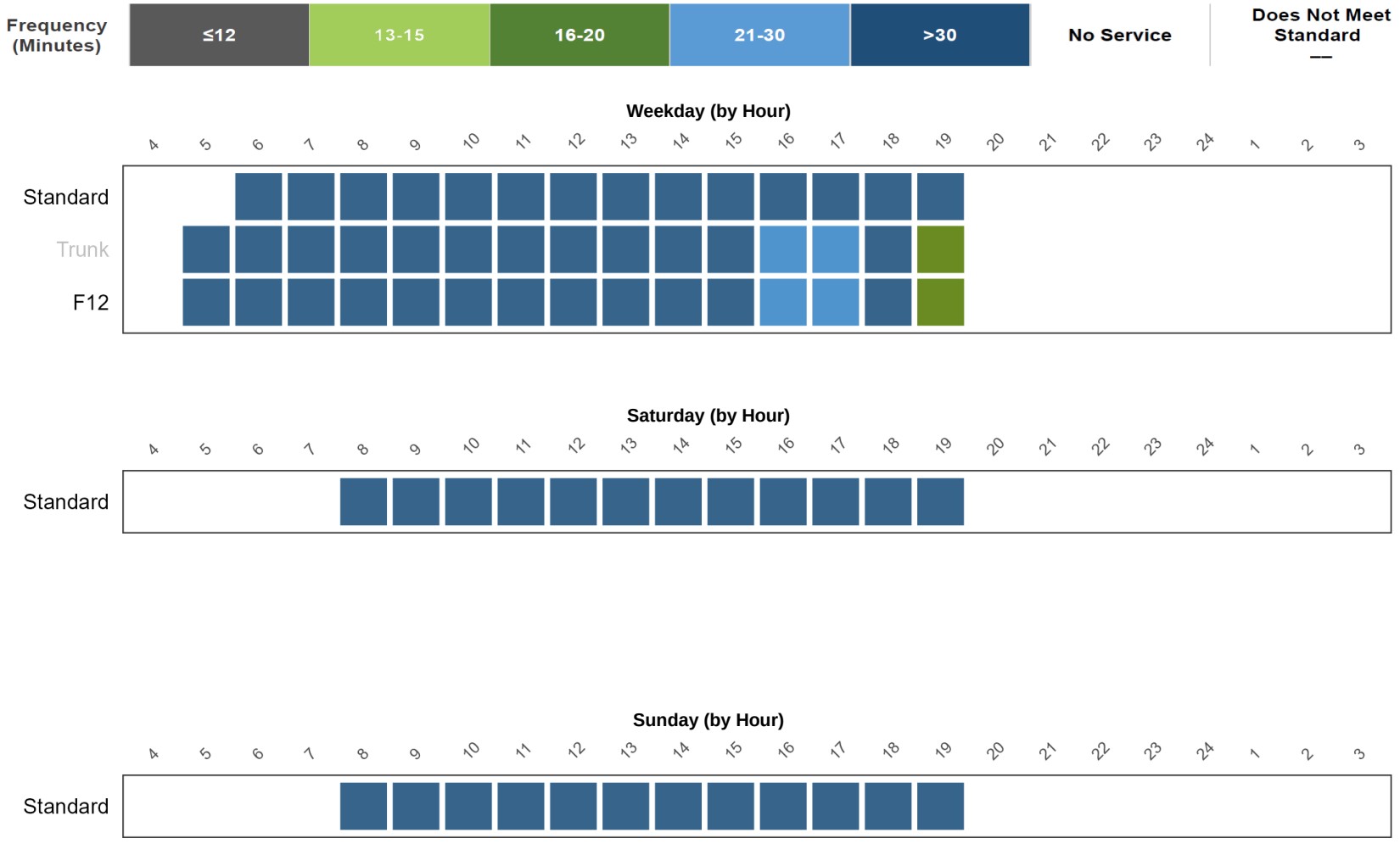
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.13	0.19
	Off-Peak Maximum Target: 1.0	0.11	0.14
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	19.1	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	79%	78%	B	-	-	-	-	-	-
	Crowding | 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.15	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.82	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	17%	23%	D	-	-	-	-	-	-

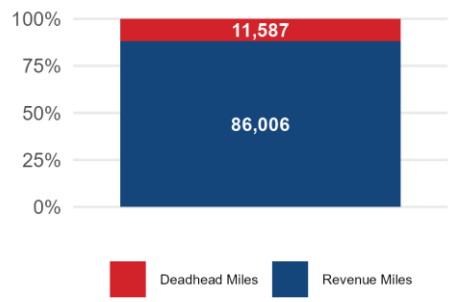
Route F12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.8	A
Route Design	**Circuity |** N/A	1.84	1.78	-

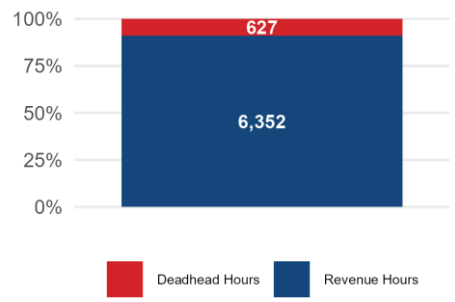
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	19.1	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	78%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	79%	78%	B	-	-	-	-	-	-
	Crowding | 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.15	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.82	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	17%	22%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



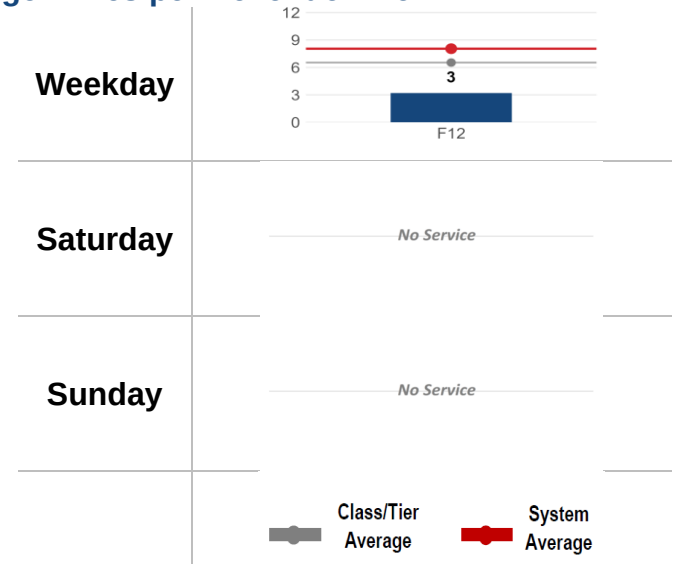
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F12	16.20	15,180	14,823 (97.6%)

Service Change Summary

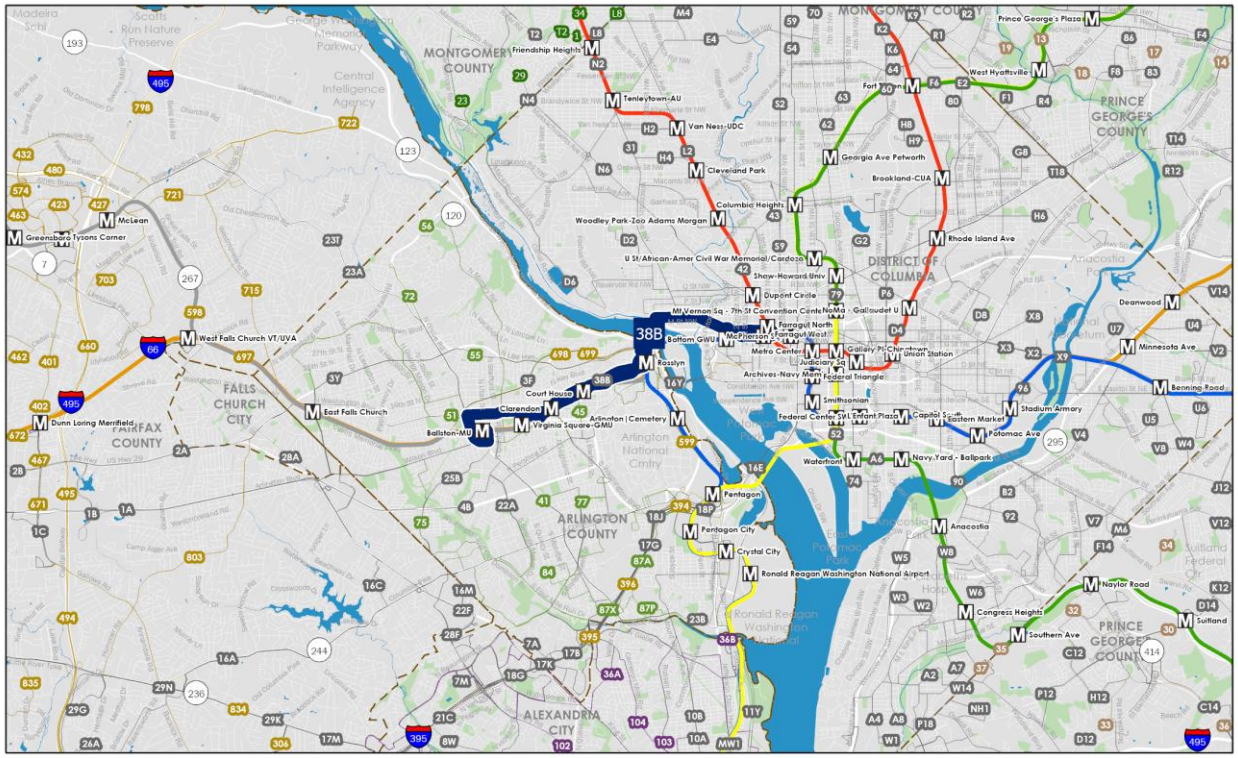
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

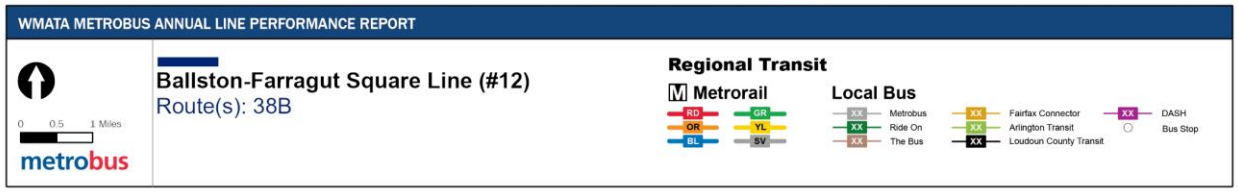
Passenger Miles per Revenue Mile



LINE: 12 - Ballston-Farragut Square ROUTE(S): 38B

About the Line





Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

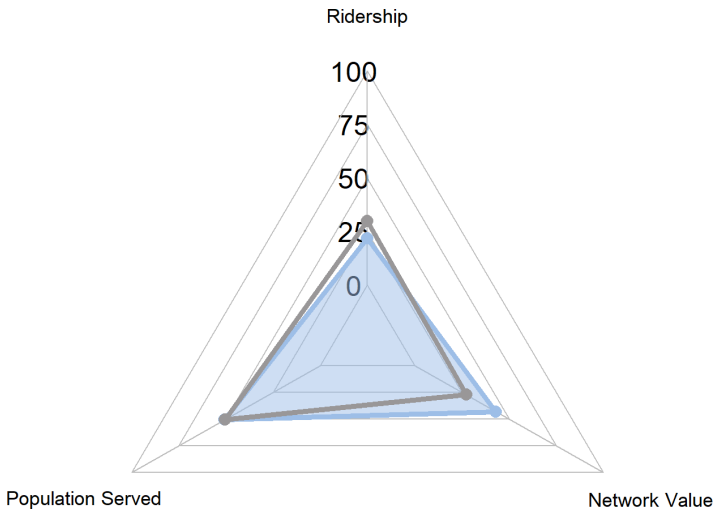
Legend

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:	51	43	22	

Operating Statistics

Annual Operating Costs	$4,791,145
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

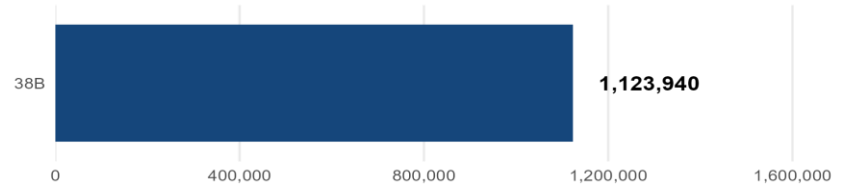
Service Area Population	54,847	
Minority Population	*Service Area*	12,306
	% Riders Surveyed	69%
Low Income Household	*Service Area*	8,147
	% Riders Surveyed	42%

Facilities/Amenities

Bus Stops	69
% Stops With Shelters	35%
% Stops With Benches	35%
% Stops With Real-Time Signs	4%

Ridership

Annual Ridership



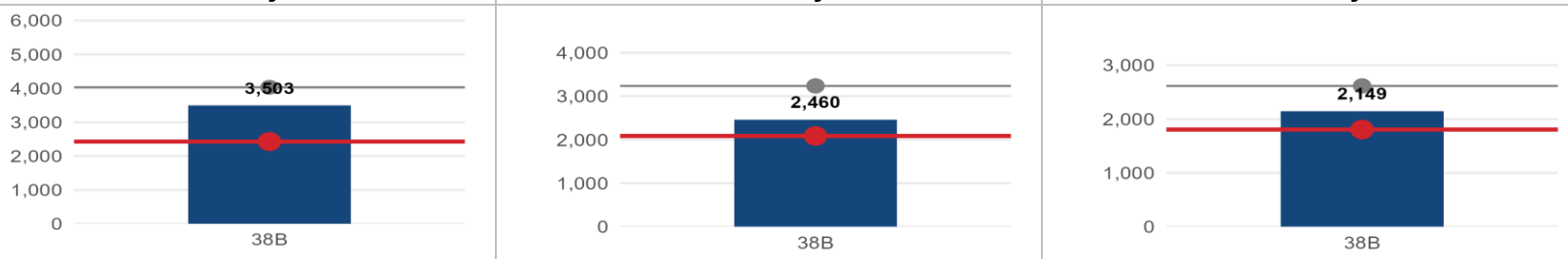
Top Transfer Locations

Rosslyn, Farragut North, Rosslyn East

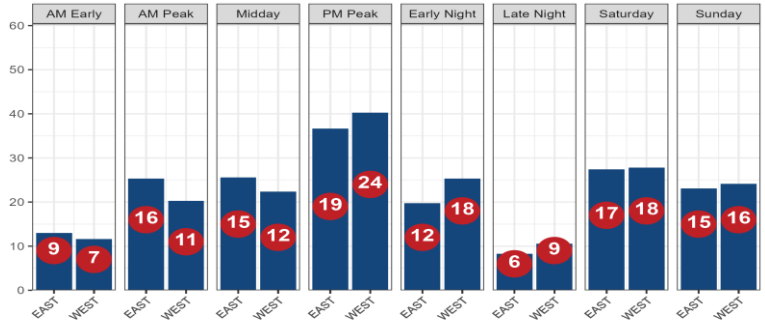
Average Daily Ridership

Class/Tier Average

System Average



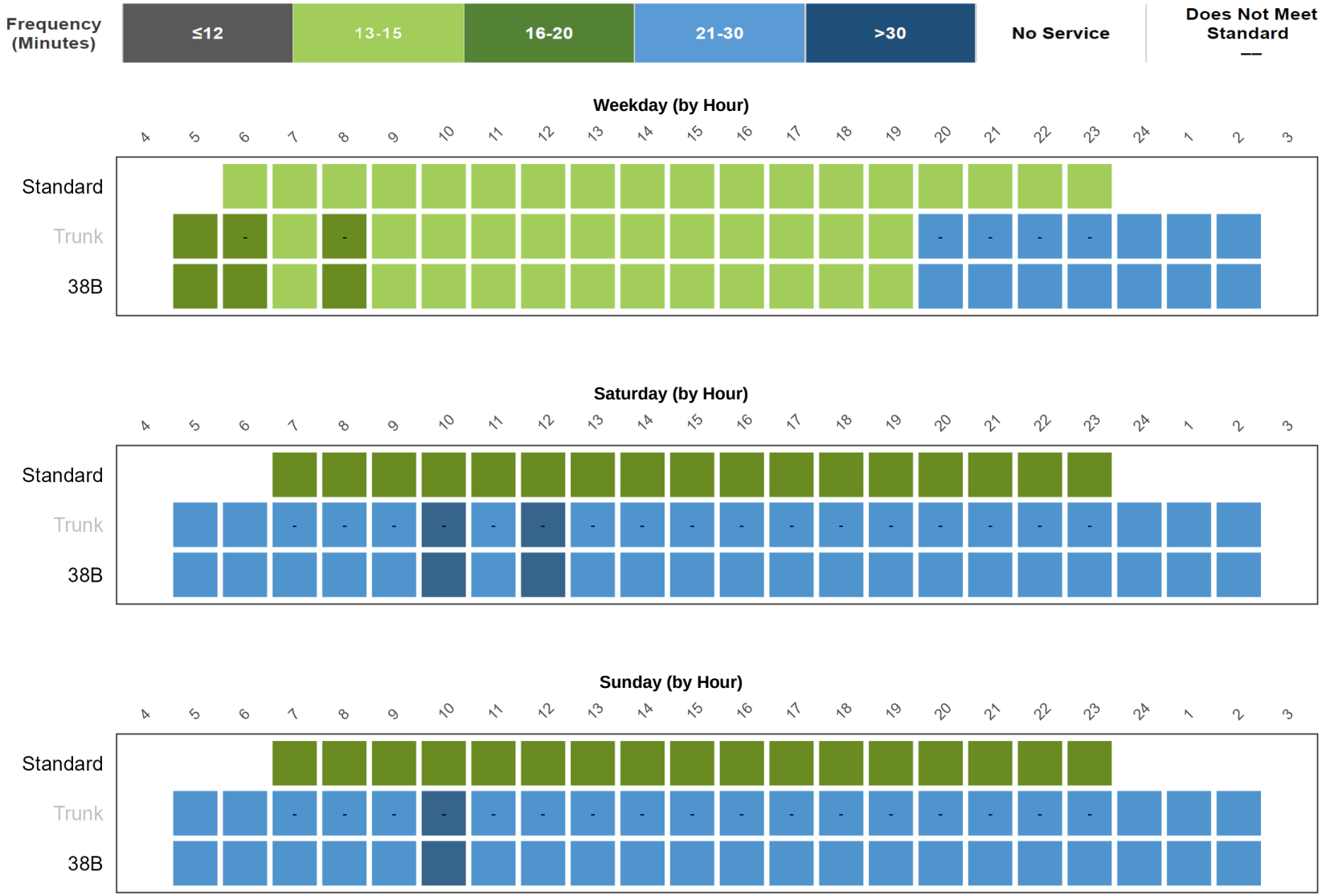
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.44	0.47
	Off-Peak Maximum Target: 1.0	0.31	0.33
	Saturday Maximum Target: 1.0	0.44	0.46
	Sunday Maximum Target: 1.0	0.38	0.4

Span and Frequency



Performance Report Card

B 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 - 2:30 AM	-	A	5:30 AM - 2:30 AM	-	A	5:30 AM - 2:26 AM	-	A
	Frequency of Service | varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 14.6 / Off-Peak: 18.6	B	28.0	20.8	D	28.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	30.0	34.1	B	34.4	29.0	A	31.3	26.6	B
	Passengers per Revenue Mile | 4	4.2	4.6	B	4.8	3.7	A	4.2	3.2	B
Reliability	**On-Time Performance |** 79%	78%	74%	C	81%	75%	B	86%	77%	A
	Crowding | 5%	1%	3%	A	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.46	Off-Peak: 0.36 Peak: 0.5	A	0.45	0.37	A	0.39	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.33	$ 4.27	A	$3.78	$ 5.07	A	$4.15	$ 5.55	A
	Cost Recovery | 25%	35%	38%	A	40%	32%	A	37%	30%	A

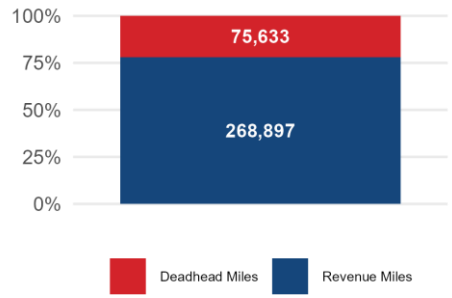
Route 38B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	5.5	A
Route Design	**Circuity |** 1.75	1.47	1.23	A

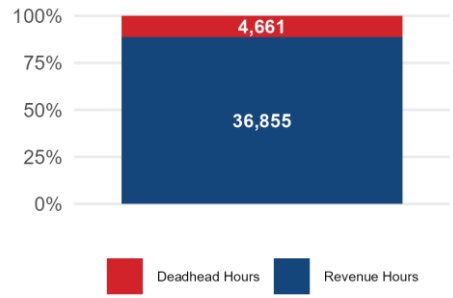
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	30.0	34.1	B	34.4	29.0	A	31.3	26.6	B
	Passengers per Revenue Mile | 4	4.2	4.6	B	4.8	3.7	A	4.2	3.2	B
	Unique Segment Ridership | 10%	49%	20%	A	52%	34%	A	51%	31%	A
Reliability	**On-Time Performance |** 79%	78%	74%	C	81%	75%	B	86%	77%	A
	Crowding | 5%	1%	3%	A	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.46	Off-Peak: 0.37 Peak: 0.51	A	0.45	0.37	A	0.39	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.33	$ 4.27	A	$3.78	$ 5.07	A	$4.15	$ 5.55	A
	Cost Recovery | 25%	35%	39%	A	40%	32%	A	37%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



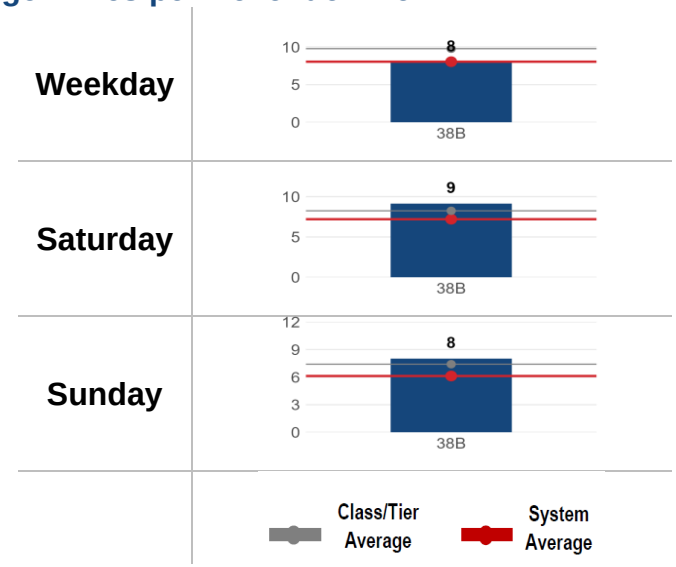
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
38B	14.30	44,461	43,819 (98.6%)

Service Change Summary

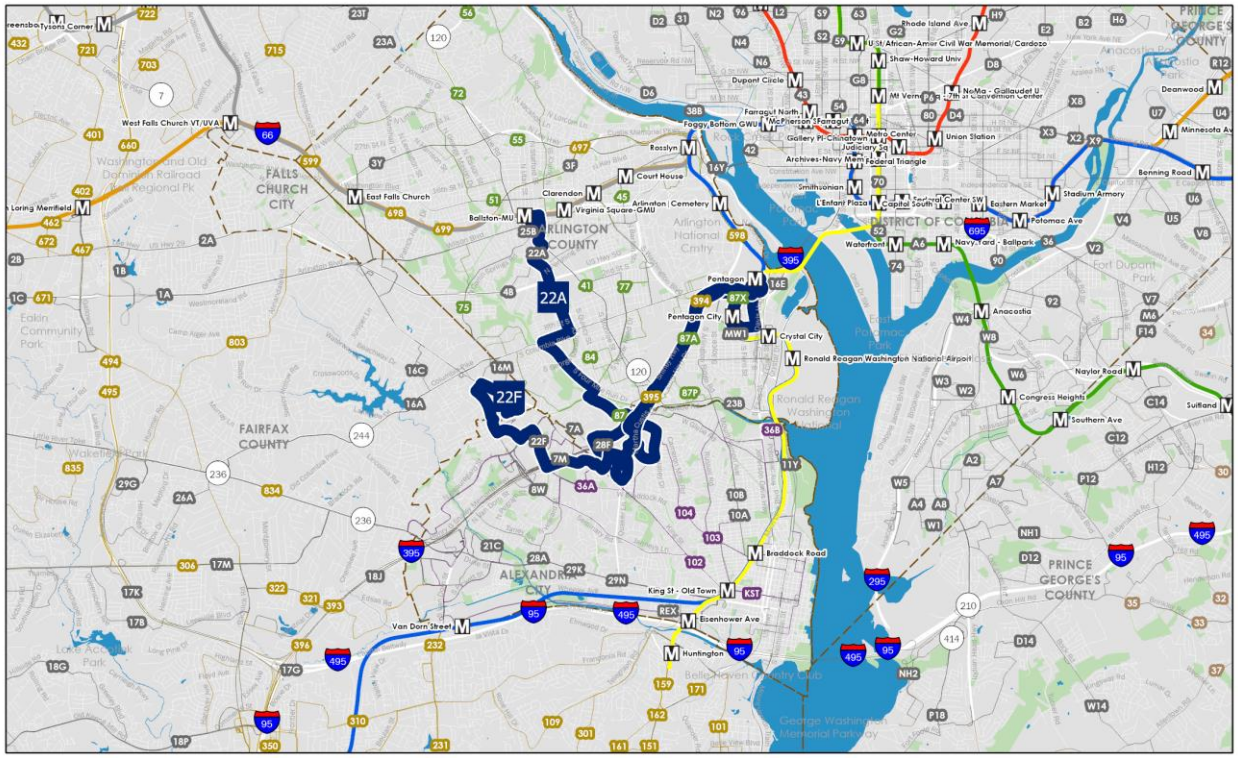
Jun 2024: No change
Sep 2024: No change
Dec 2024: Interim extension of route to Farragut Square from Rossyln made permanent to address service gap from DC Circulator

Passenger Miles per Revenue Mile



LINE: 512 - Barcroft-South Fairlington ROUTE(S): 22A, 22F

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

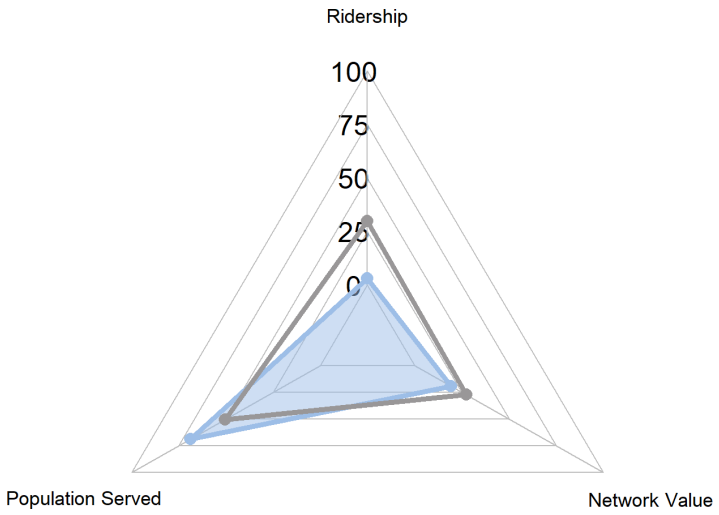
Legend

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:	69	19	3	

Operating Statistics

Annual Operating Costs	$1,828,028
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

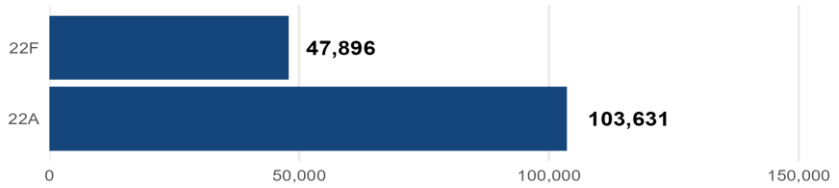
Service Area Population		87,818
Minority Population	*Service Area*	27,962
	% Riders Surveyed	52%
Low Income Household	*Service Area*	16,972
	% Riders Surveyed	25%

Facilities/Amenities

Bus Stops	157
% Stops With Shelters	24%
% Stops With Benches	20%
% Stops With Real-Time Signs	3%

Ridership

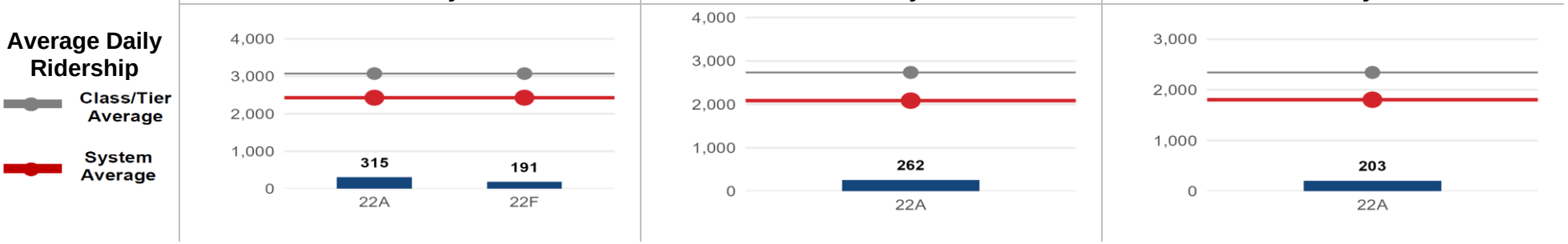
Annual Ridership



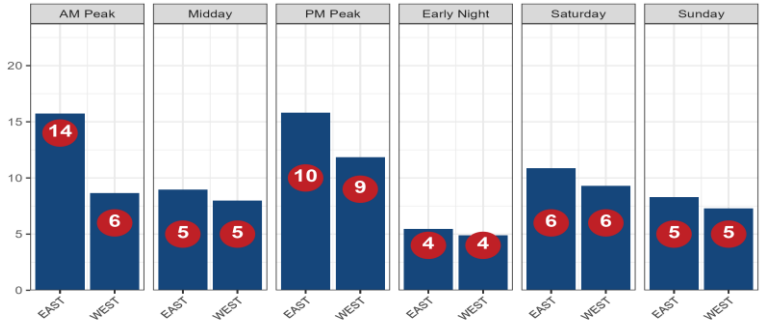
Top Transfer Locations

Pentagon, Ballston, Pentagon City

Average Daily Ridership



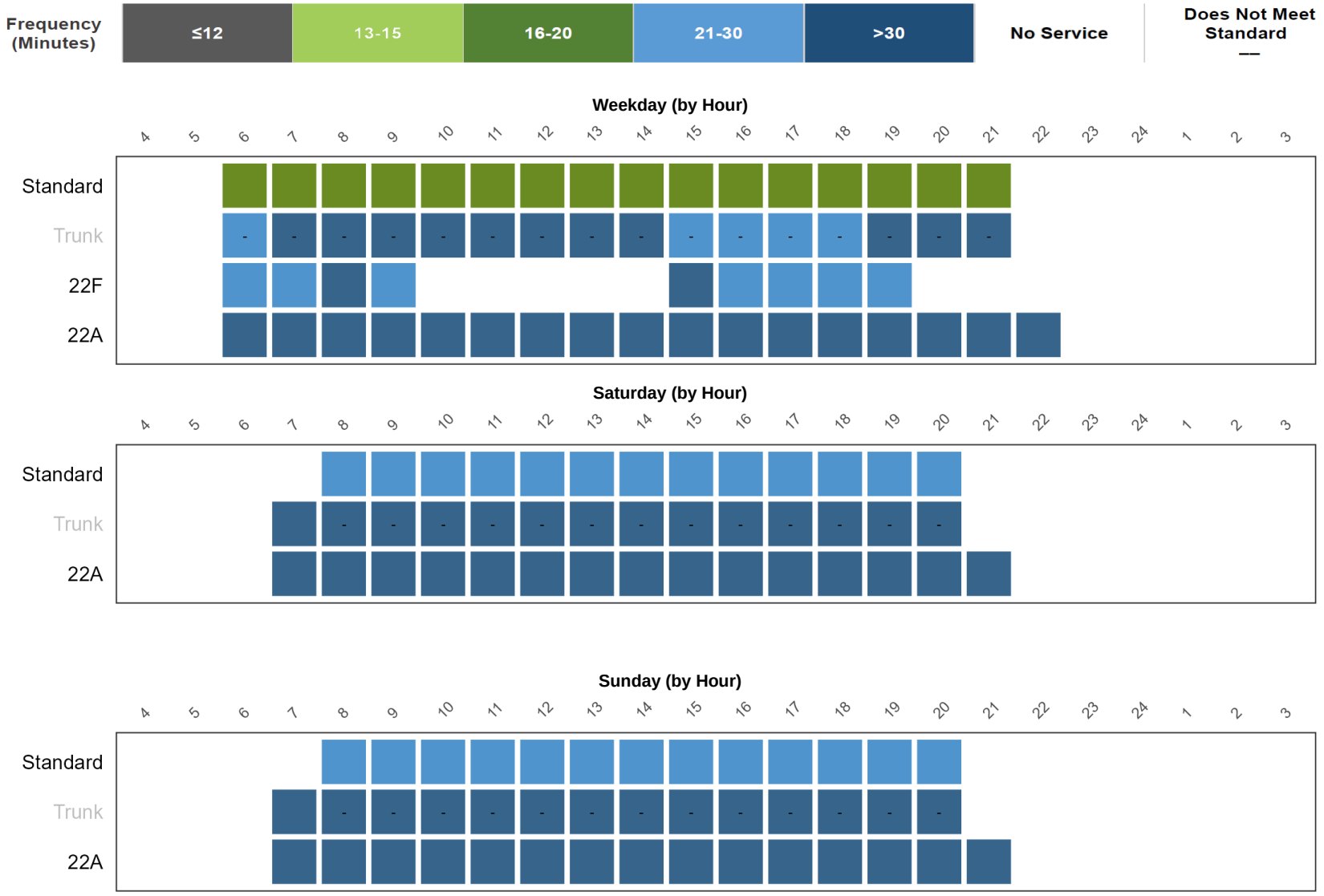
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.32	0.22
Weekday	**Off-Peak** Maximum Target: 1.0	0.13	0.12
	Saturday Maximum Target: 1.0	0.15	0.16
	Sunday Maximum Target: 1.0	0.13	0.13

Span and Frequency



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	D	60.0	24.4	E	60.0	24.1	E
Productivity	**Passengers per Revenue Hour |** 20	11.4	29.6	E	10.2	28.2	E	7.9	25.5	E
	Passengers per Revenue Mile | 2	1.0	2.9	E	0.8	2.6	E	0.6	2.3	E
Reliability	**On-Time Performance |** 79%	83%	75%	B	82%	77%	B	87%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.27	Off-Peak: 0.39 Peak: 0.49	A	0.16	0.38	A	0.13	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.39	$ 5.18	E	$12.70	$ 5.36	E	$16.35	$ 6.15	E
	Cost Recovery | 20%	13%	29%	E	11%	26%	E	9%	23%	E

Route 22A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.5	A
Route Design	**Circuity |** 1.75	3.19	1.47	E

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	9.9	29.6	E	10.2	28.2	E	7.9	25.5	E
	Passengers per Revenue Mile | 2	0.8	2.9	E	0.8	2.6	E	0.6	2.3	E
	Unique Segment Ridership | 10%	25%	19%	A	48%	36%	A	47%	37%	A
Reliability	**On-Time Performance |** 79%	82%	75%	B	82%	77%	B	87%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.21	Off-Peak: 0.39 Peak: 0.49	A	0.16	0.4	A	0.13	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$13.10	$ 5.18	E	$12.70	$ 5.36	E	$16.35	$ 6.15	E
	Cost Recovery | 20%	10%	29%	E	11%	27%	E	8%	24%	E

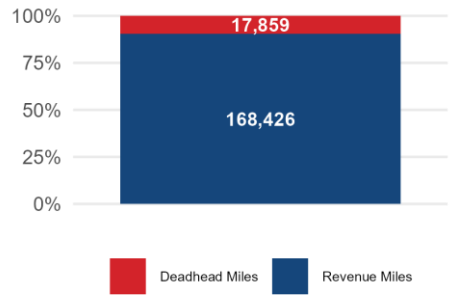
Route 22F

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.6	4.5	E
Route Design	**Circuity |** 1.75	2.22	1.47	E

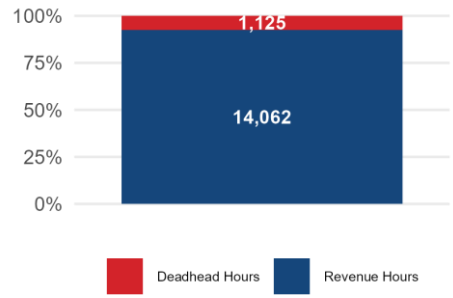
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	15.1	29.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.4	2.9	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	21%	19%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	87%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.33	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.59	$ 5.18	E	-	-	-	-	-	-
	Cost Recovery | 20%	19%	29%	C	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



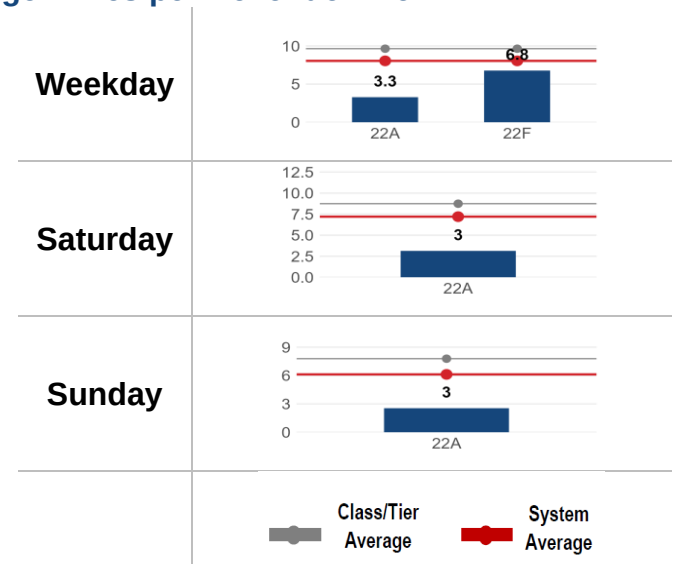
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
22A	25.40	10,900	10,645 (97.7%)
22F	20.00	3,720	3,507 (94.3%)

Service Change Summary

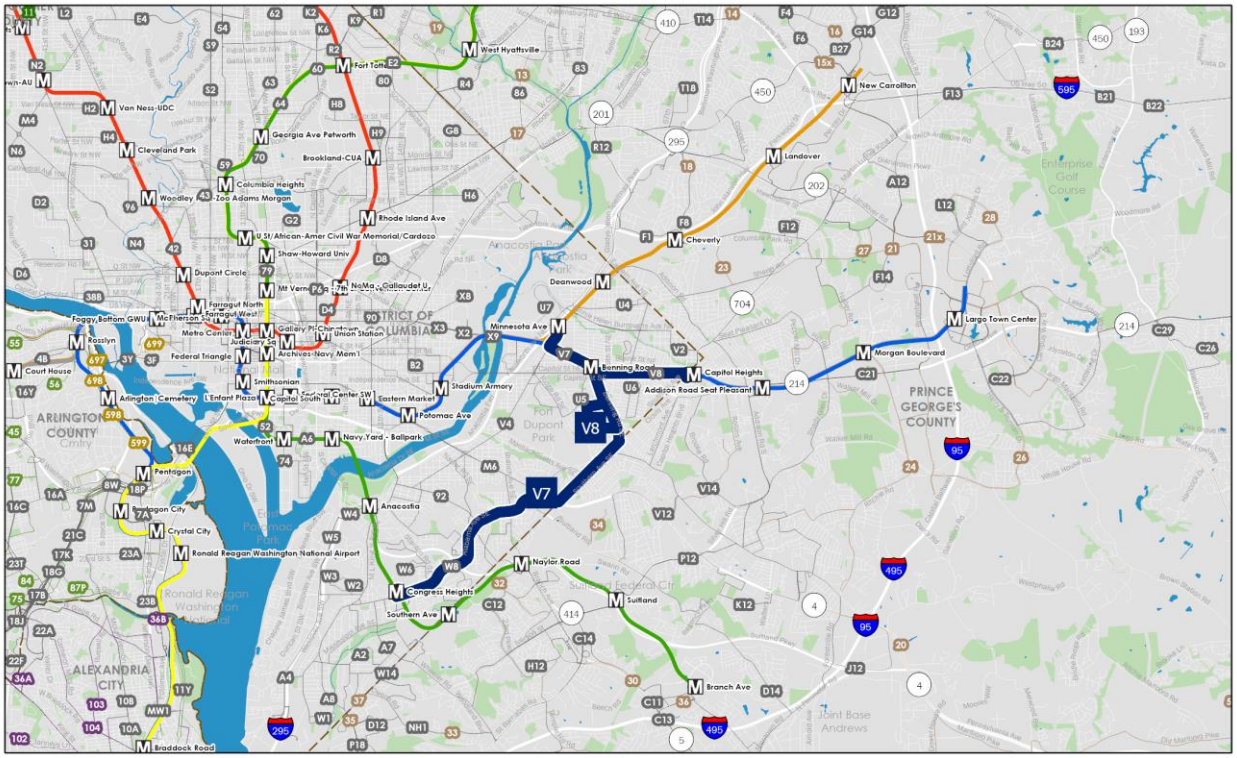
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 44 - Benning Heights-Alabama Avenue ROUTE(S): V7, V8

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Benning Heights-Alabama Avenue Line (#44)
Route(s): V7, V8

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, BL, GR, YL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

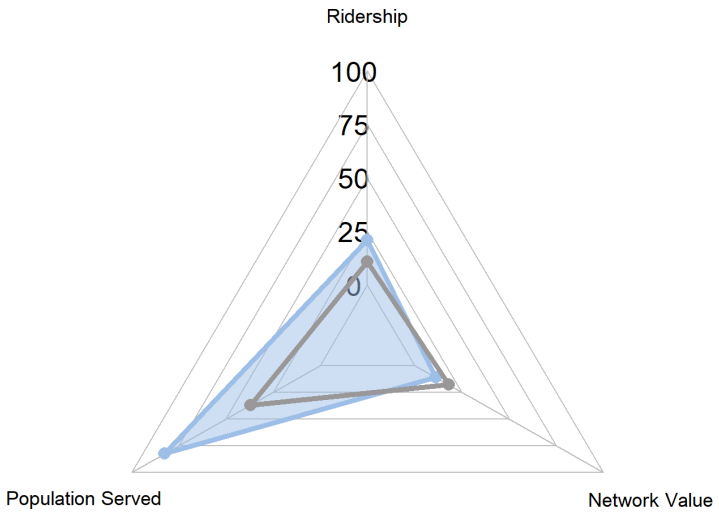
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

38

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	82	11	21	

Operating Statistics

Annual Operating Costs	$2,961,906
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

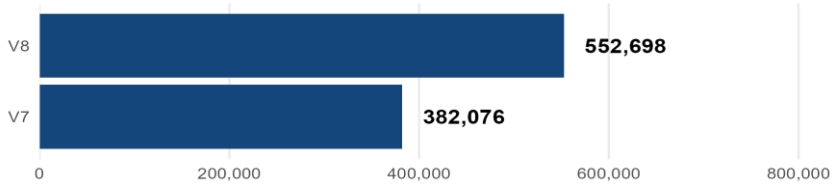
Service Area Population		52,533
Minority Population	*Service Area*	48,211
	% Riders Surveyed	98%
Low Income Household	*Service Area*	23,157
	% Riders Surveyed	74%

Facilities/Amenities

Bus Stops	110
% Stops With Shelters	24%
% Stops With Benches	20%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership

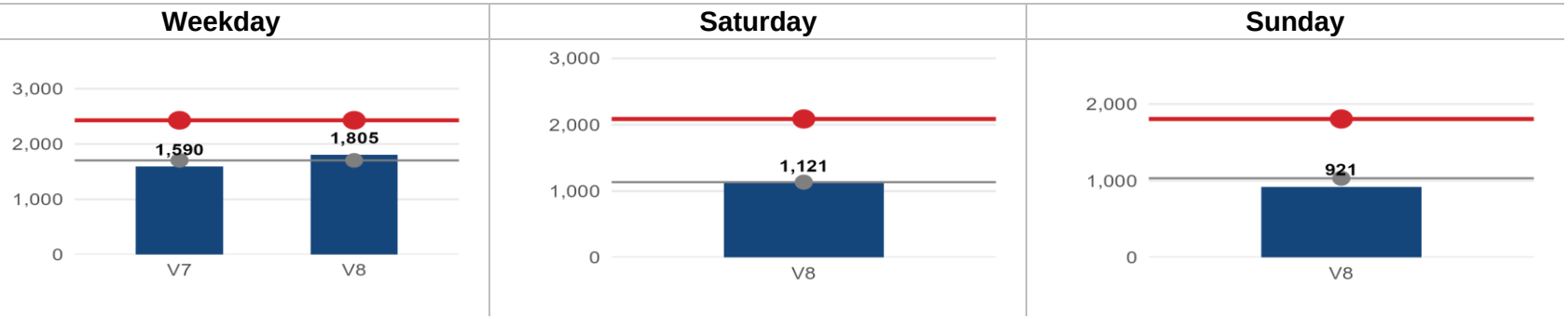


Top Transfer Locations

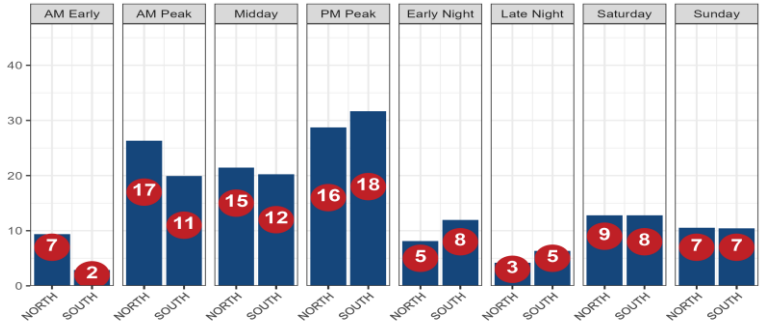
Benning Road, Congress Heights, Minnesota Avenue

Average Daily Ridership





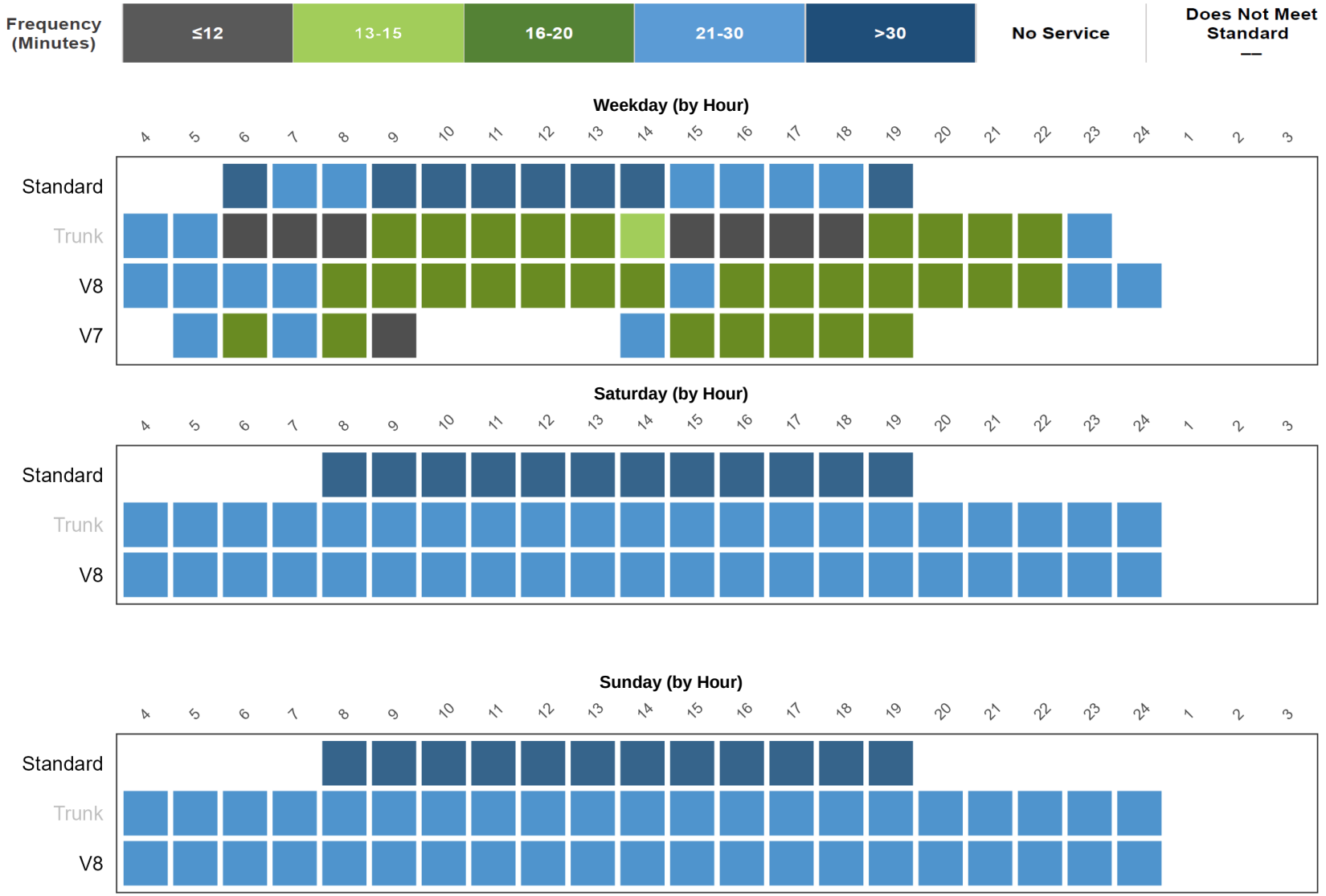
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.41	0.38
Weekday	**Off-Peak** Maximum Target: 1.0	0.25	0.24
	Saturday Maximum Target: 1.0	0.23	0.21
	Sunday Maximum Target: 1.0	0.19	0.18

Span and Frequency



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: 22.1 / Off-Peak: 32.8	A	25.0	36.3	A	25.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	42.8	33.4	A	39.1	28.1	A	33.0	26.6	A
	Passengers per Revenue Mile | 2	6.2	3.9	A	5.8	3.0	A	4.7	2.8	A
Reliability	**On-Time Performance |** 79%	80%	78%	B	87%	80%	A	85%	80%	A
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.39	Off-Peak: 0.29 Peak: 0.39	A	0.22	0.27	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.04	$ 4.60	A	$3.33	$ 5.40	A	$3.94	$ 5.77	A
	Cost Recovery | 20%	32%	29%	A	29%	24%	A	24%	23%	A

Route V7

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.7	6.2	E
Route Design	**Circuity |** N/A	1.31	2.37	-

	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 |** 15	39.3	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	5.4	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	24%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.49	Off-Peak: 0.31 Peak: 0.42	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.31	$ 4.60	A	-	-	-	-	-	-
	Cost Recovery | 20%	30%	32%	A	-	-	-	-	-	-

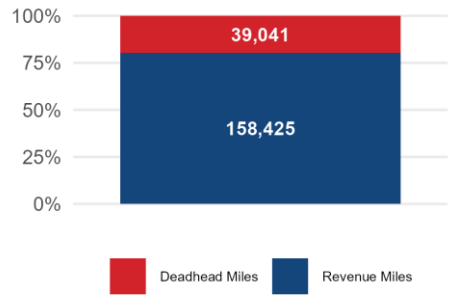
Route V8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	8.1	6.2	E
Route Design	**Circuity |** N/A	1.1	2.37	-

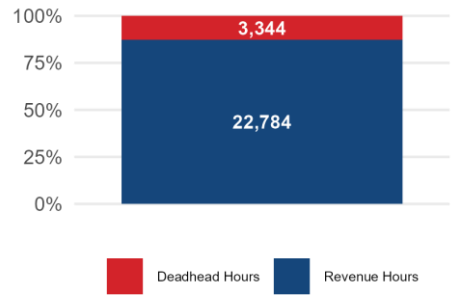
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	46.7	33.4	A	39.1	28.1	A	33.0	26.6	A
	Passengers per Revenue Mile | 2	7.1	3.9	A	5.8	3.0	A	4.7	2.8	A
	Unique Segment Ridership | 10%	30%	24%	A	62%	43%	A	29%	38%	A
Reliability	**On-Time Performance |** 79%	84%	78%	A	87%	80%	A	85%	80%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.3	Off-Peak: 0.31 Peak: 0.42	A	0.22	0.28	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.79	$ 4.60	A	$3.33	$ 5.40	A	$3.94	$ 5.77	A
	Cost Recovery | 20%	33%	32%	A	28%	24%	A	24%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



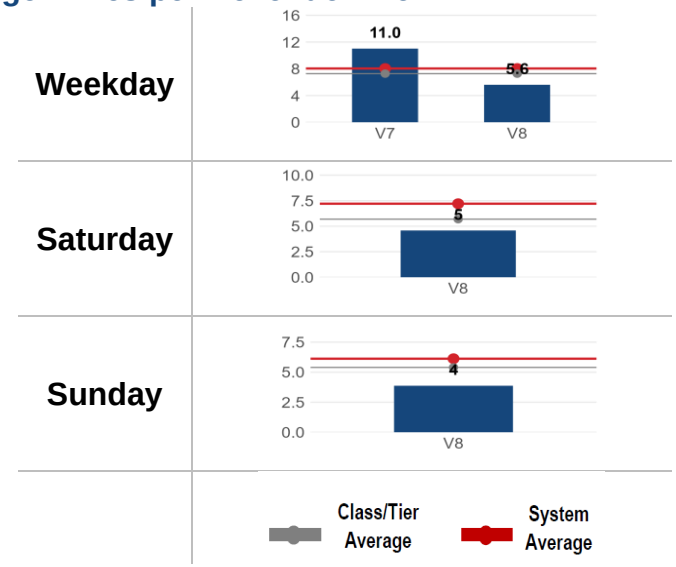
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V7	13.20	10,583	9,543 (90.2%)
V8	4.20	38,754	38,056 (98.2%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

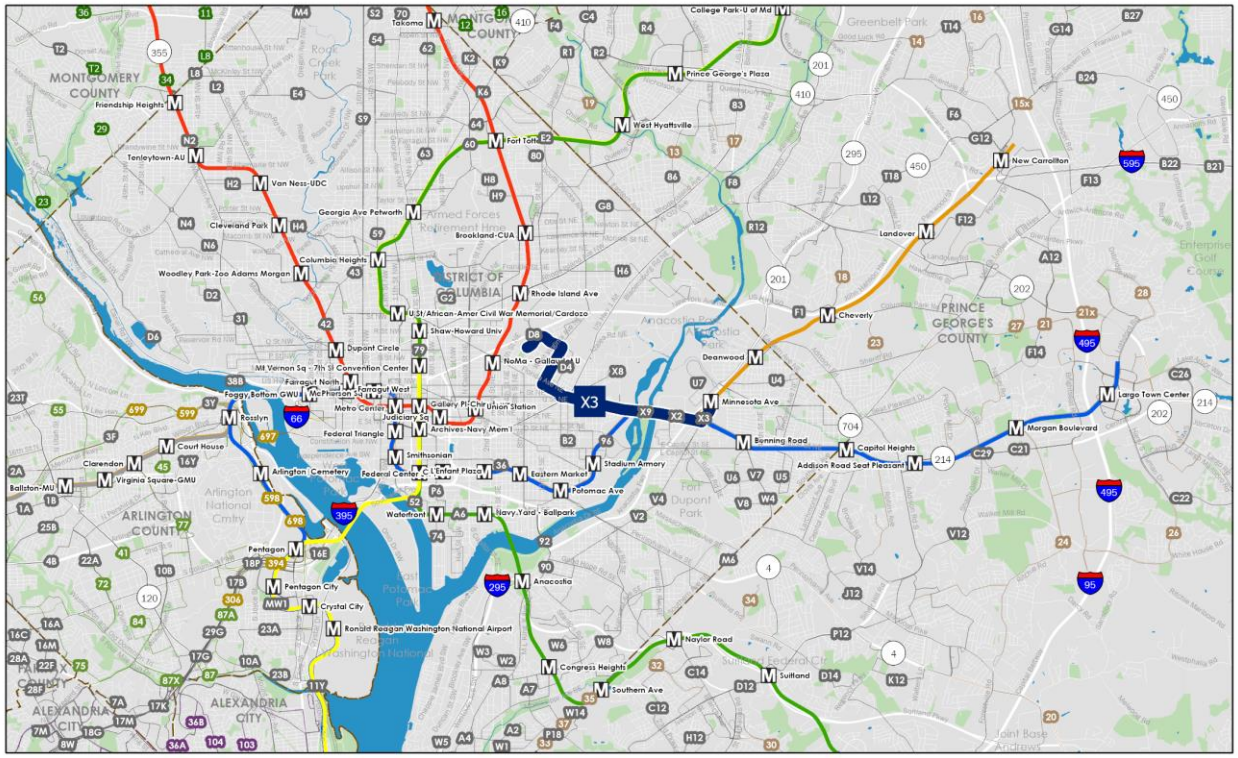
Passenger Miles per Revenue Mile



LINE: 151 - Benning Road

ROUTE(S): X3

About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	B

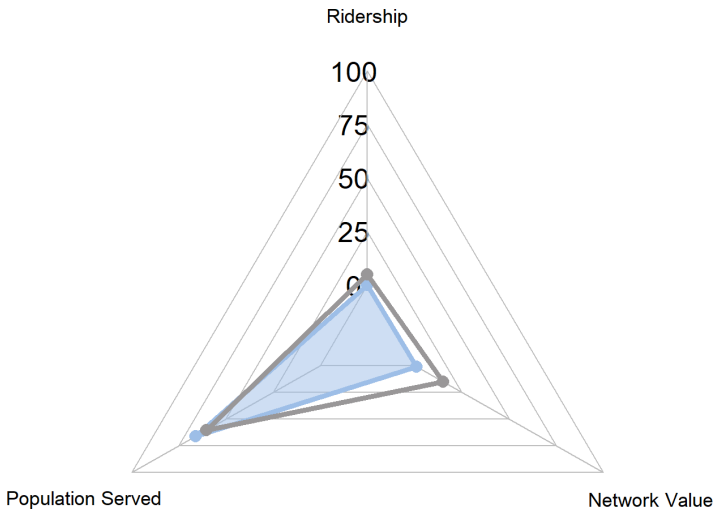
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	66	1	0	

Operating Statistics

Annual Operating Costs	$12,220
Peak Vehicles	0
Vehicle Type(s)	40 Foot

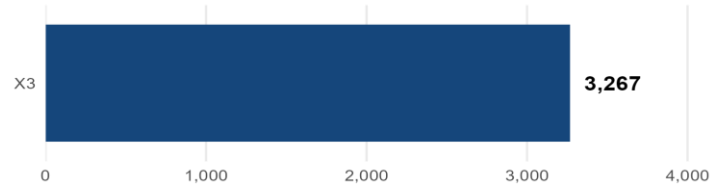
Service Area Context (1/4 Mile, Survey Weekday Only)

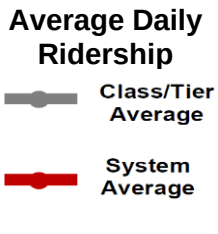
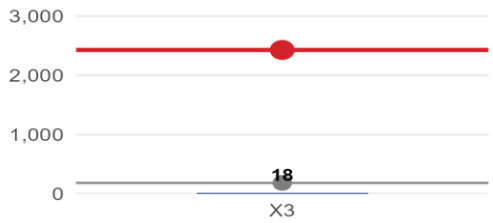
Service Area Population	19,159	
Minority Population	*Service Area*	13,806
	% Riders Surveyed	
Low Income Household	*Service Area*	5,615
	% Riders Surveyed	

Facilities/Amenities

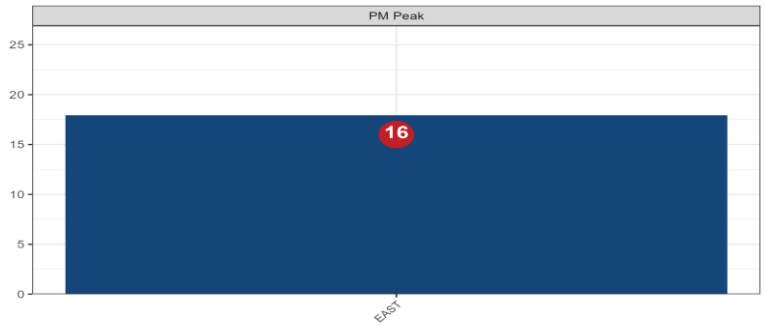
Bus Stops	12
% Stops With Shelters	33%
% Stops With Benches	25%
% Stops With Real-Time Signs	25%

Ridership

Annual Ridership	
Top Transfer Locations	**Minnesota Avenue**

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

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**	0.39	
	Saturday **Maximum Target: 1.0**		
	Sunday **Maximum Target: 1.0**		

Span and Frequency



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	3:30 PM - 4:00 PM	-	E	-	-	-	-	-	-
	Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 26 / Off-Peak: 17	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	26.8	17.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	4.6	2.4	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	66%	70%	E	-	-	-	-	-	-
	Crowding | 5%	0%	5%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.39	Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.85	$12.81	A	-	-	-	-	-	-
	Cost Recovery | 25%	34%	23%	A	-	-	-	-	-	-

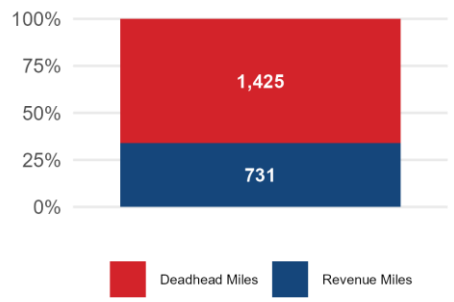
Route X3

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	3.5	2.6	-
Route Design	**Circuity |** N/A	1	1.25	-

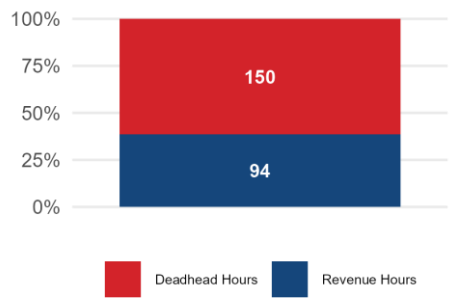
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	26.8	17.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	4.6	2.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	2%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	66%	70%	E	-	-	-	-	-	-
	Crowding | 5%	0%	5%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.39	Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.85	$12.81	A	-	-	-	-	-	-
	Cost Recovery | 25%	34%	23%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



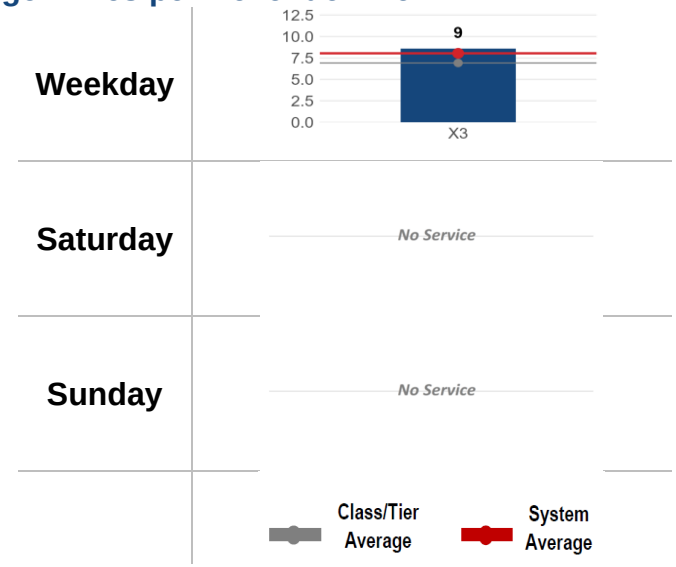
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X3	3.40	173	172 (99.4%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

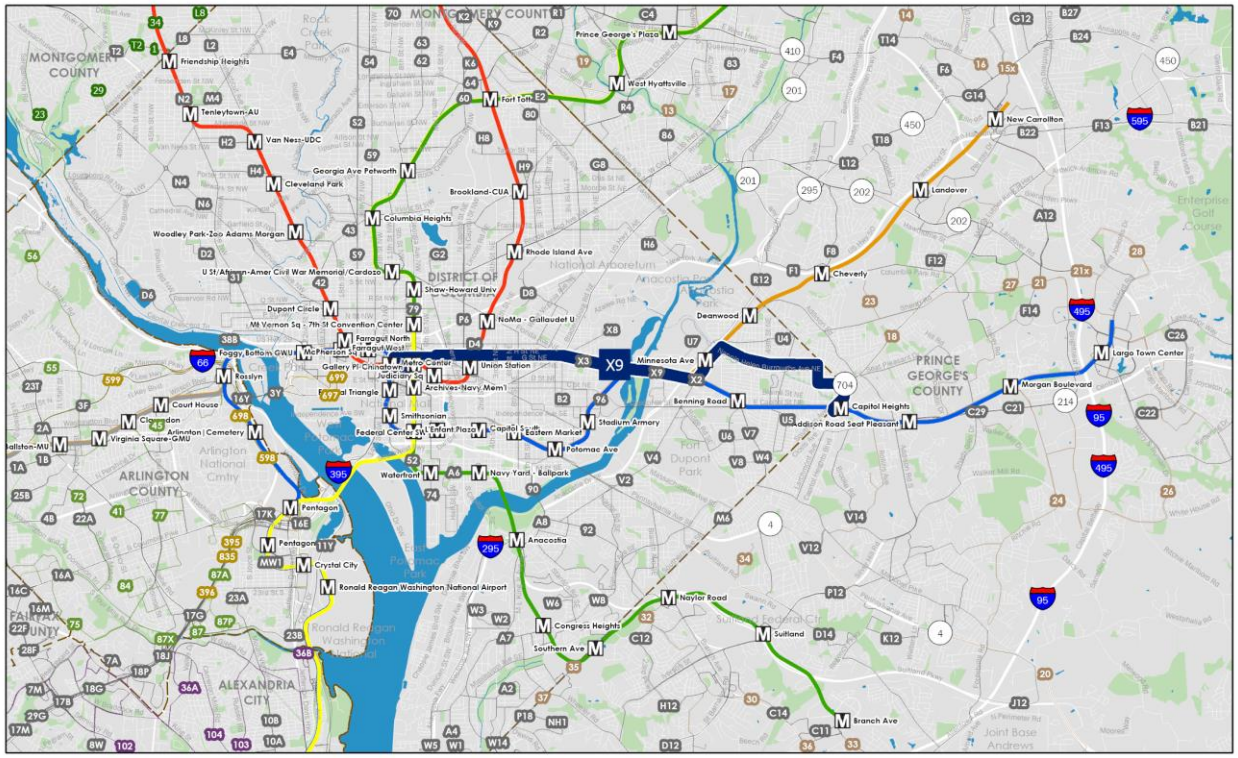
Passenger Miles per Revenue Mile



LINE: 11 - Benning Road-H St Limited

ROUTE(S): X9

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

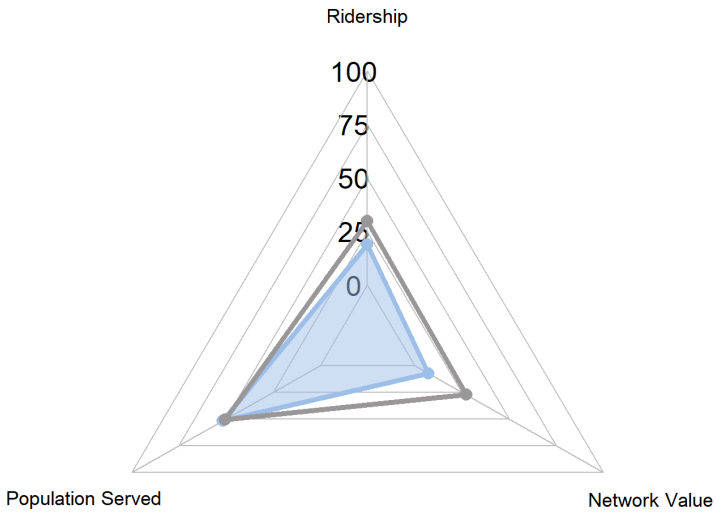
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

26

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	52	7	19	

Operating Statistics

Annual Operating Costs	$2,321,624
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

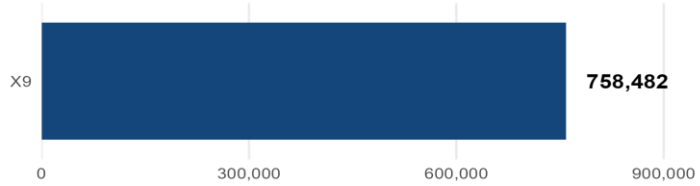
Service Area Population	41,844	
Minority Population	*Service Area*	26,341
	% Riders Surveyed	95%
Low Income Household	*Service Area*	12,299
	% Riders Surveyed	75%

Facilities/Amenities

Bus Stops	31
% Stops With Shelters	48%
% Stops With Benches	32%
% Stops With Real-Time Signs	42%

Ridership

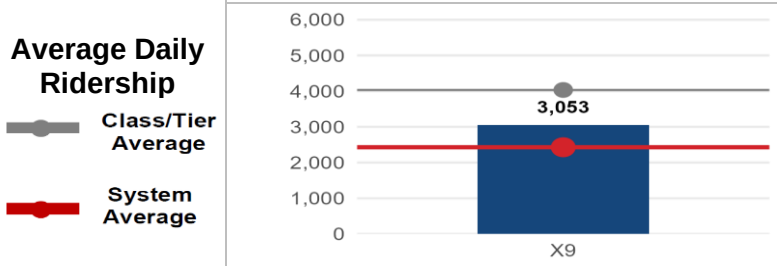
Annual Ridership



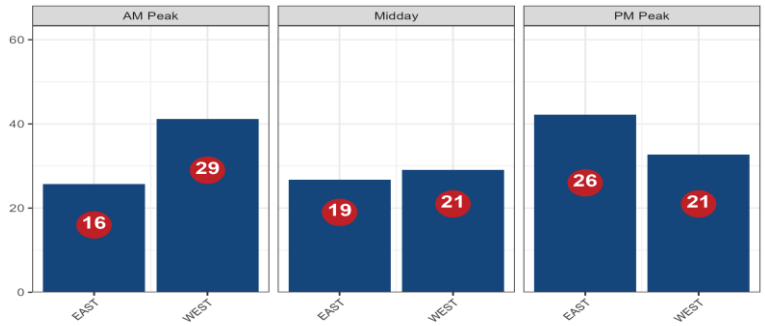
Top Transfer Locations

Gallery Place-Chinatown, Union Station, Minnesota Avenue

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

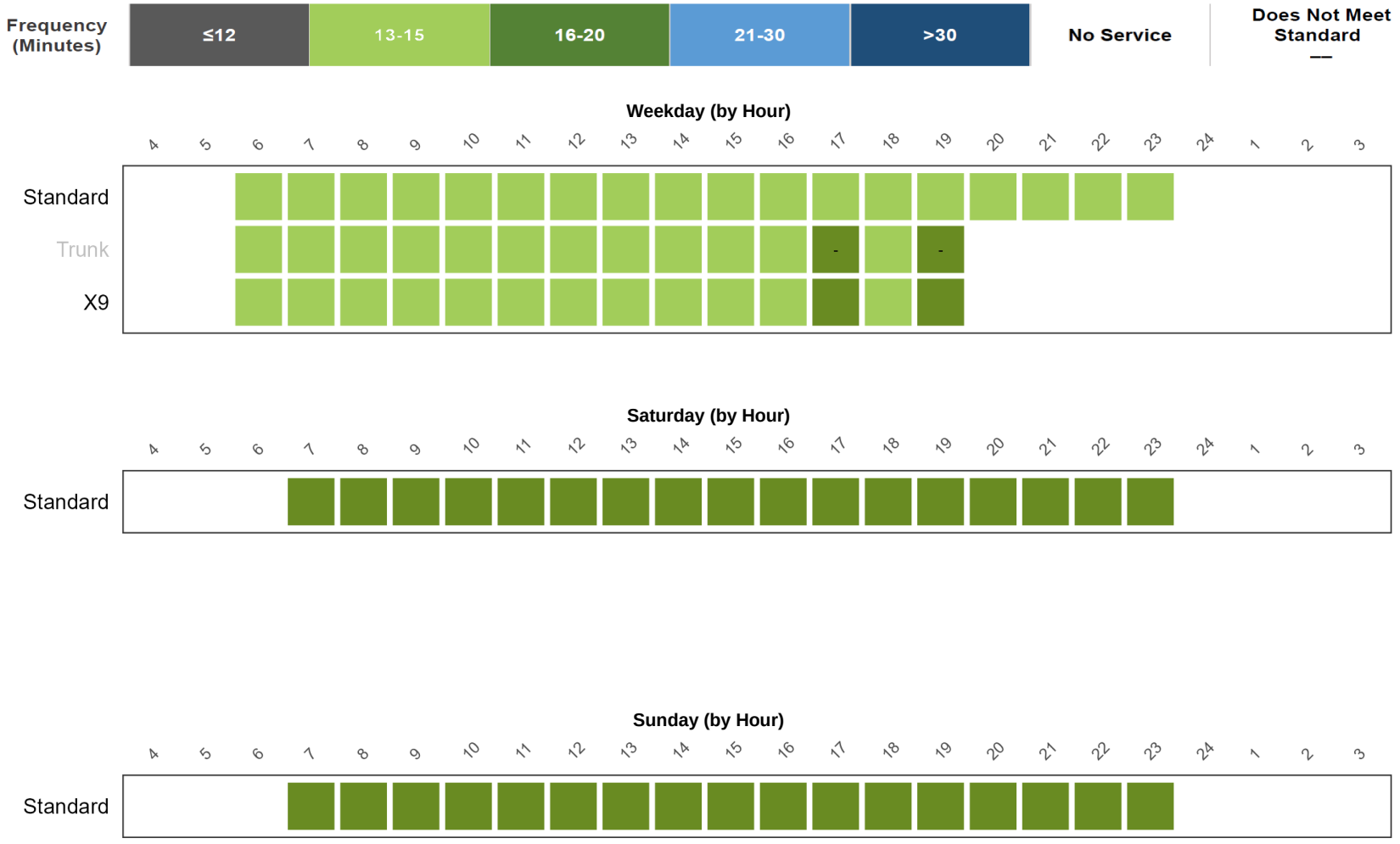
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.57	0.62
Weekday	**Off-Peak** Maximum Target: 1.0	0.47	0.53
	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: 14.6 / Off-Peak: 18.6	B	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 30	43.7	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	5.2	4.6	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	74%	D	-	-	-	-	-	-
	Crowding | 5%	6%	3%	E	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.59	Off-Peak: 0.36 Peak: 0.5	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.98	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	33%	38%	A	-	-	-	-	-	-

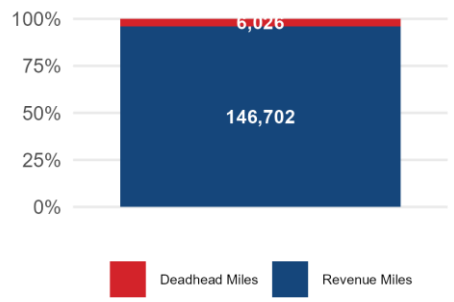
Route X9

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.2	5.5	E
Route Design	**Circuity |** 1.75	1.23	1.23	A

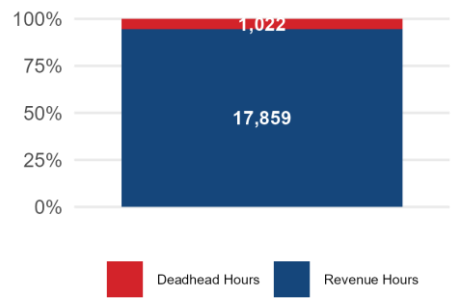
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	43.7	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	5.2	4.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	74%	D	-	-	-	-	-	-
	Crowding | 5%	6%	3%	E	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.5 Peak: 0.59	Off-Peak: 0.37 Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.98	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	33%	39%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



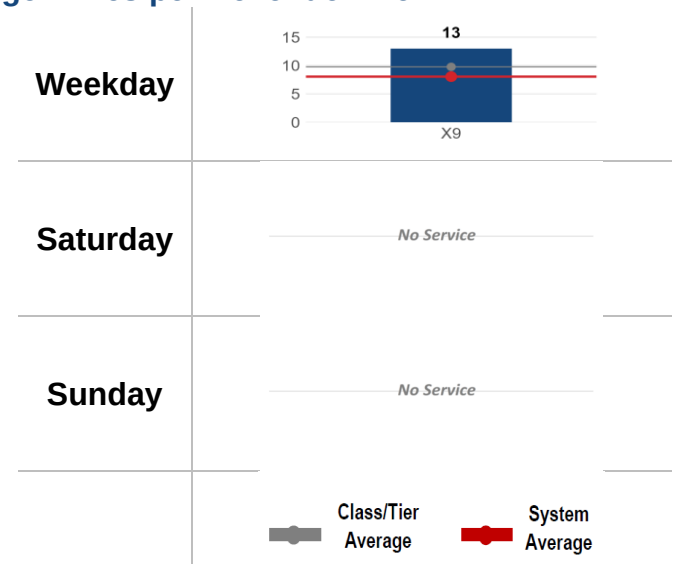
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X9	15.70	23,560	22,352 (94.9%)

Service Change Summary

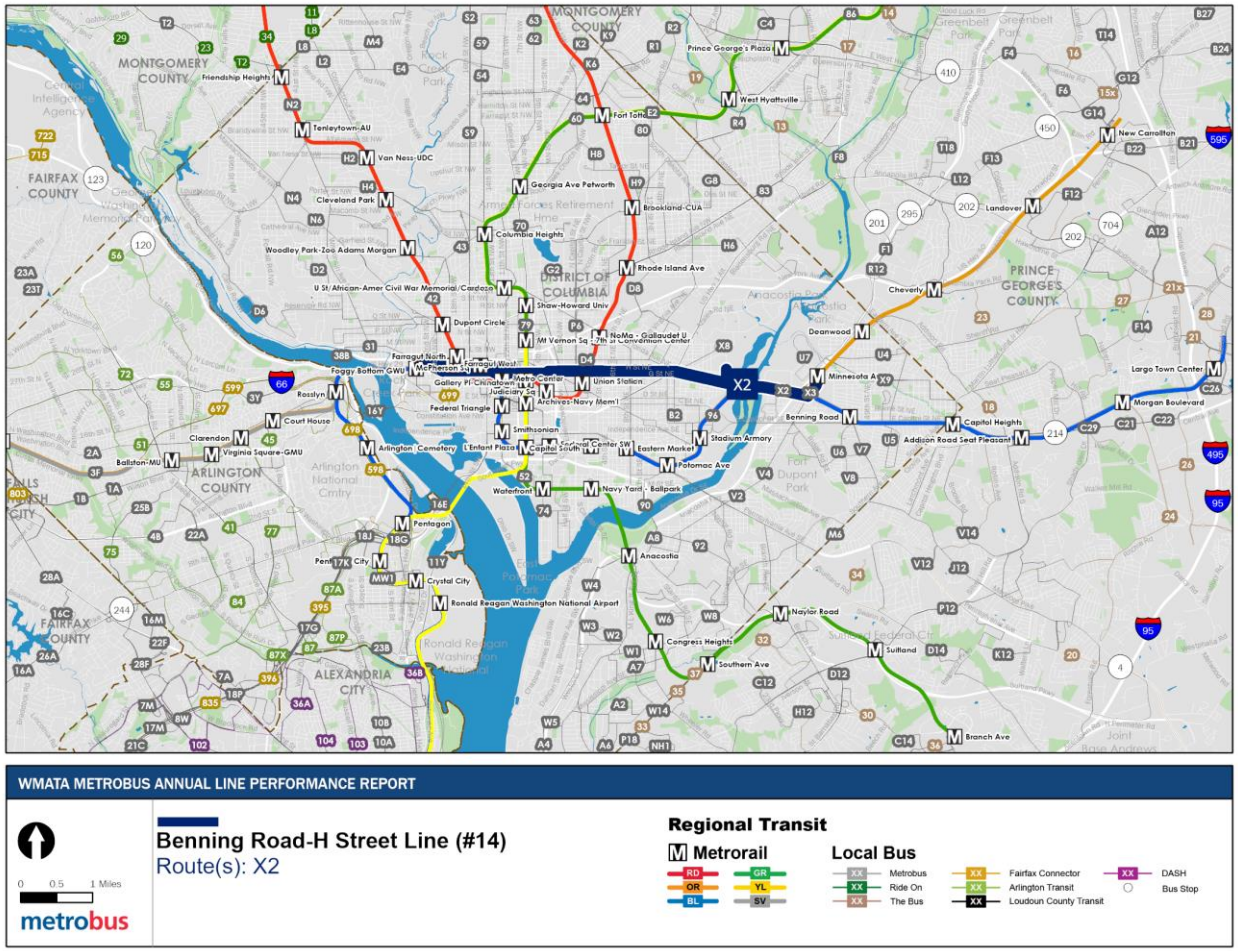
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	A

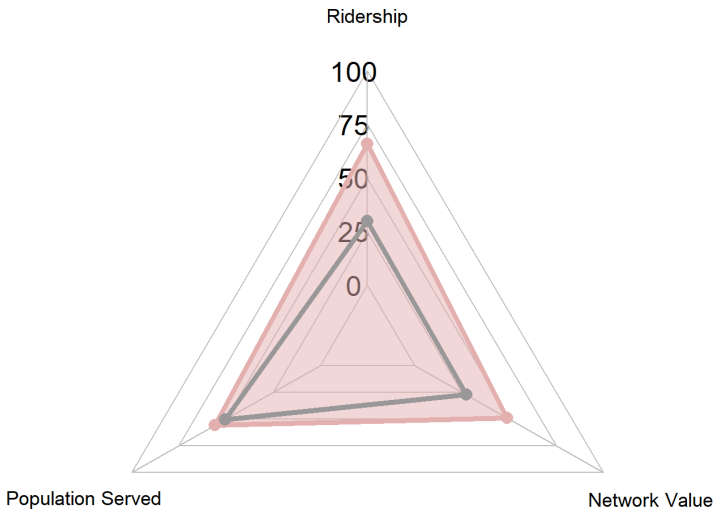
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

57

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	56	49	66	

Operating Statistics

Annual Operating Costs	$7,953,508
Peak Vehicles	14
Vehicle Type(s)	60 Foot

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

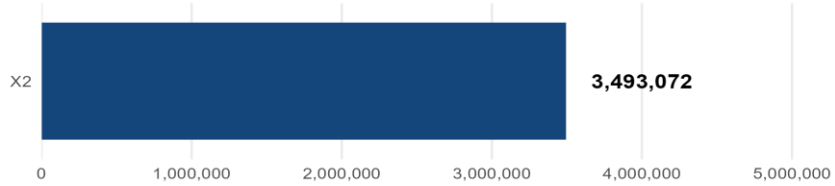
Service Area Population	46,957	
Minority Population	*Service Area*	22,706
	% Riders Surveyed	91%
Low Income Household	*Service Area*	11,014
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	50
% Stops With Shelters	56%
% Stops With Benches	52%
% Stops With Real-Time Signs	40%

Ridership

Annual Ridership



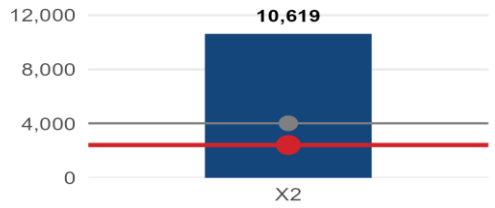
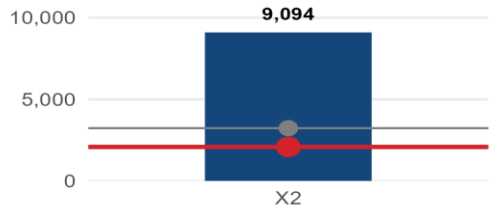
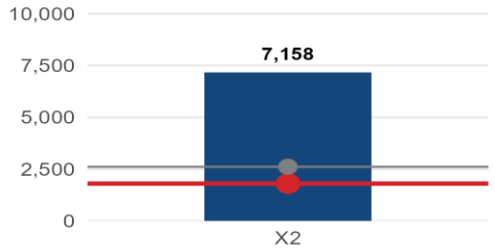
Top Transfer Locations

Gallery Place-Chinatown, Union Station, Minnesota Avenue

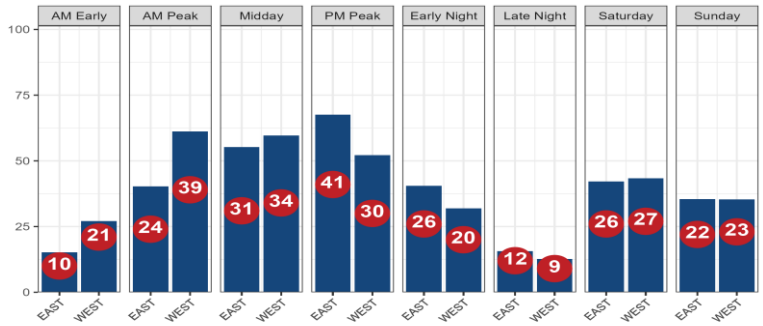
Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
		

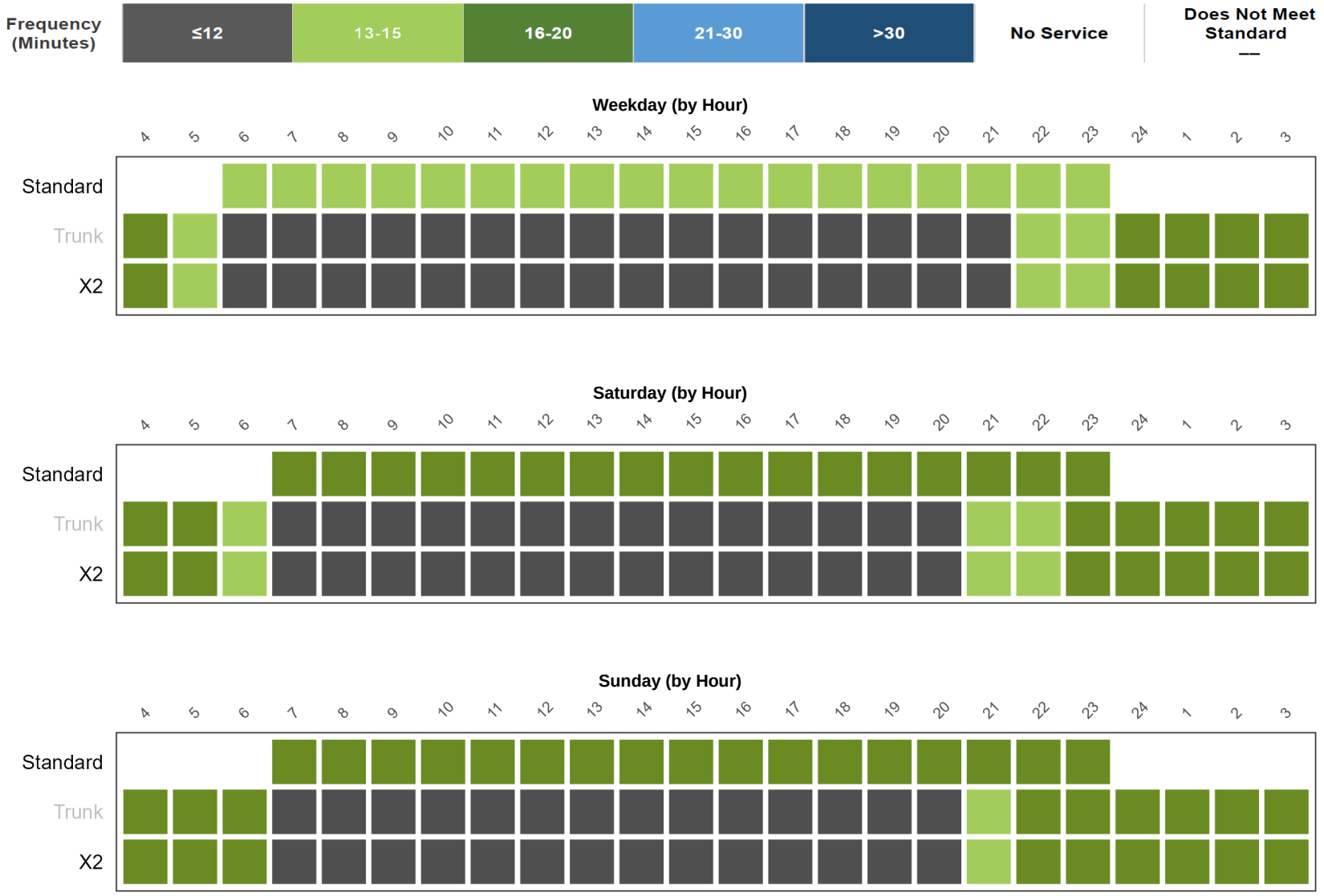
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.57	0.58
Weekday	**Off-Peak** Maximum Target: 1.0	0.45	0.46
	Saturday Maximum Target: 1.0	0.5	0.53
	Sunday Maximum Target: 1.0	0.41	0.43

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 9.0 / Off-Peak: 11.0	Peak: 14.6 / Off-Peak: 18.6	A	13.0	20.8	A	14.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	57.1	34.1	A	51.9	29.0	A	45.0	26.6	A
	Passengers per Revenue Mile | 4	8.3	4.6	A	7.8	3.7	A	6.5	3.2	A
Reliability	**On-Time Performance |** 79%	73%	74%	D	72%	75%	D	77%	77%	C
	Crowding | 5%	4%	3%	A	3%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.58	Off-Peak: 0.36 Peak: 0.5	A	0.51	0.37	A	0.42	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.28	$ 4.27	A	$2.50	$ 5.07	A	$2.89	$ 5.55	A
	Cost Recovery | 25%	43%	38%	A	39%	32%	A	34%	30%	A

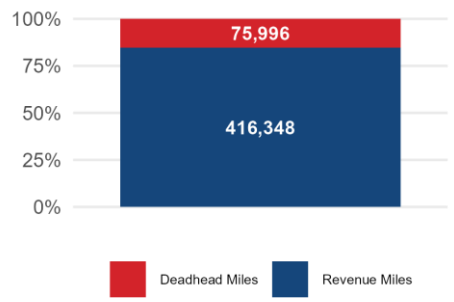
Route X2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	5.5	E
Route Design	**Circuity |** 1.75	1.03	1.23	A

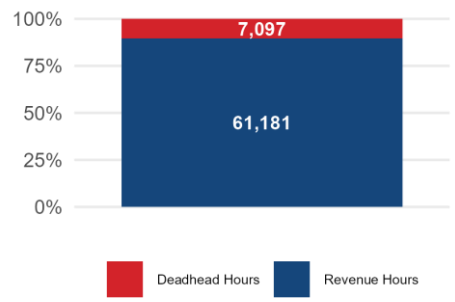
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	57.1	34.1	A	51.9	29.0	A	45.0	26.6	A
	Passengers per Revenue Mile | 4	8.3	4.6	A	7.8	3.7	A	6.5	3.2	A
	Unique Segment Ridership | 10%	38%	20%	A	92%	34%	A	92%	31%	A
Reliability	**On-Time Performance |** 79%	73%	74%	D	72%	75%	D	77%	77%	C
	Crowding | 5%	4%	3%	A	3%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.58	Off-Peak: 0.37 Peak: 0.51	A	0.51	0.37	A	0.42	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.28	$ 4.27	A	$2.50	$ 5.07	A	$2.89	$ 5.55	A
	Cost Recovery | 25%	43%	39%	A	39%	32%	A	34%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



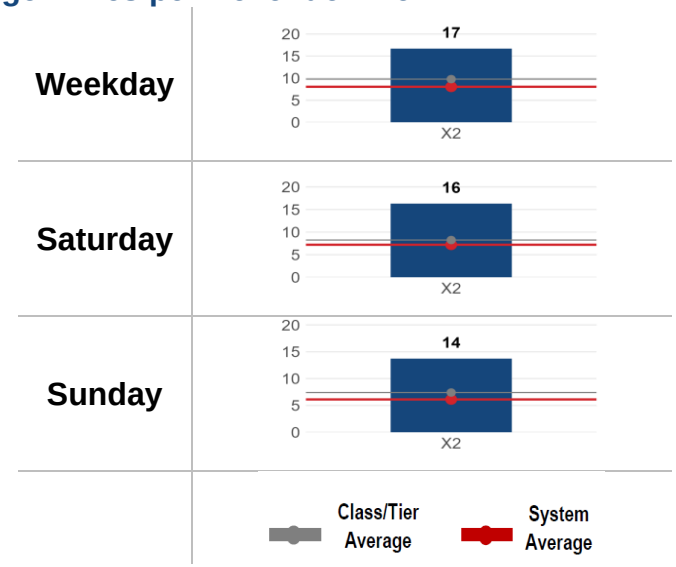
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X2	11.70	81,459	79,290 (97.3%)

Service Change Summary

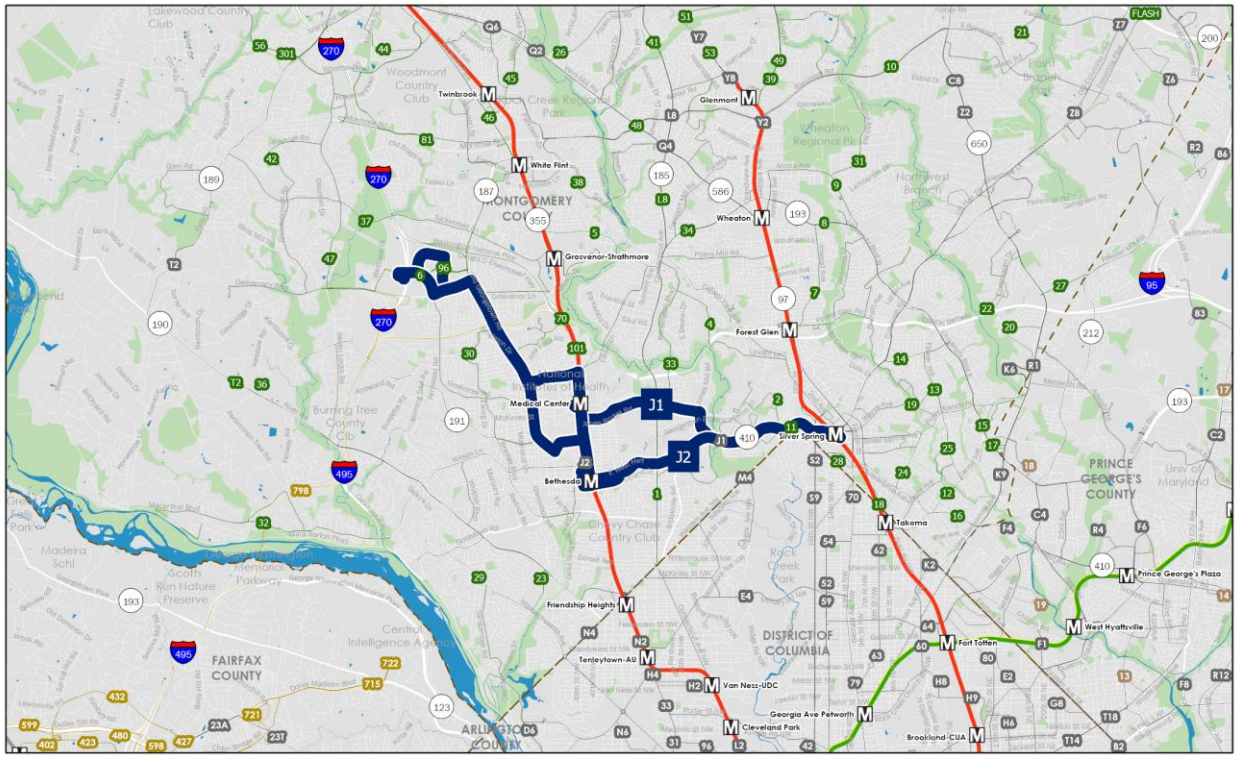
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 16 - Bethesda-Silver Spring ROUTE(S): J1, J2

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

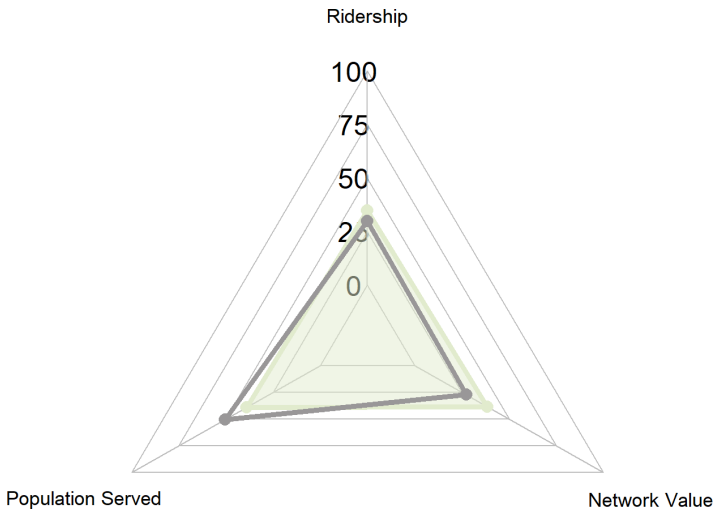
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

37

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	39	39	35	

Operating Statistics

Annual Operating Costs	$8,217,353
Peak Vehicles	18
Vehicle Type(s)	40 Foot

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

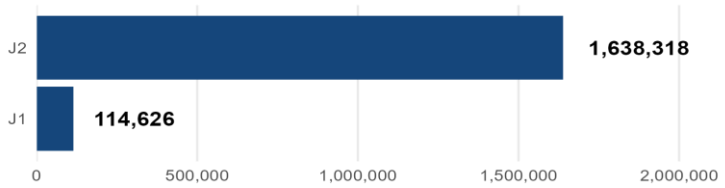
Service Area Population	54,611	
Minority Population	*Service Area*	19,052
	% Riders Surveyed	82%
Low Income Household	*Service Area*	7,895
	% Riders Surveyed	51%

Facilities/Amenities

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

Ridership

Annual Ridership



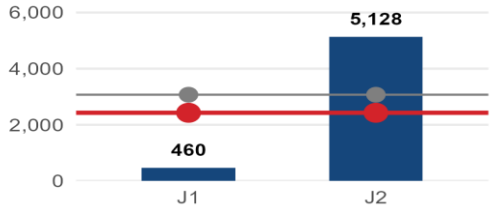
Top Transfer Locations

Bethesda, Silver Spring, Medical Center

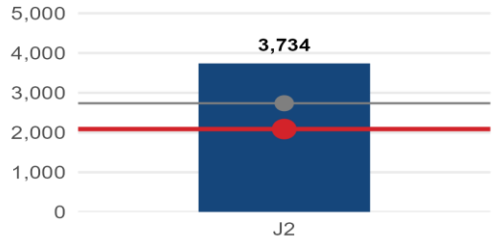
Average Daily Ridership



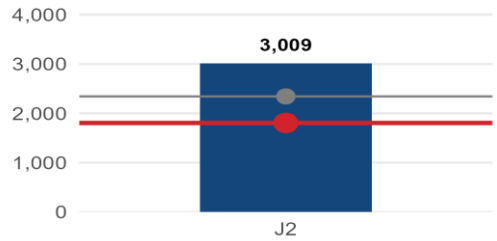
Weekday



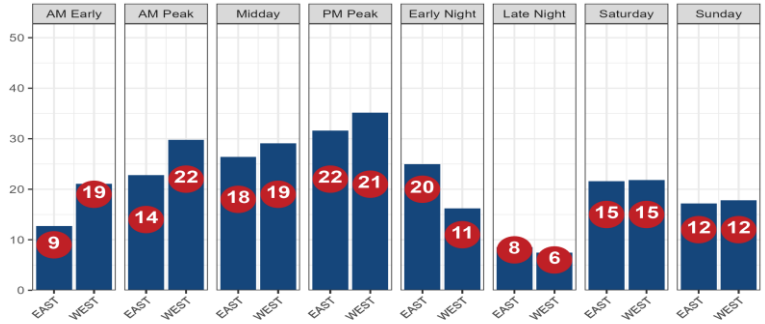
Saturday



Sunday



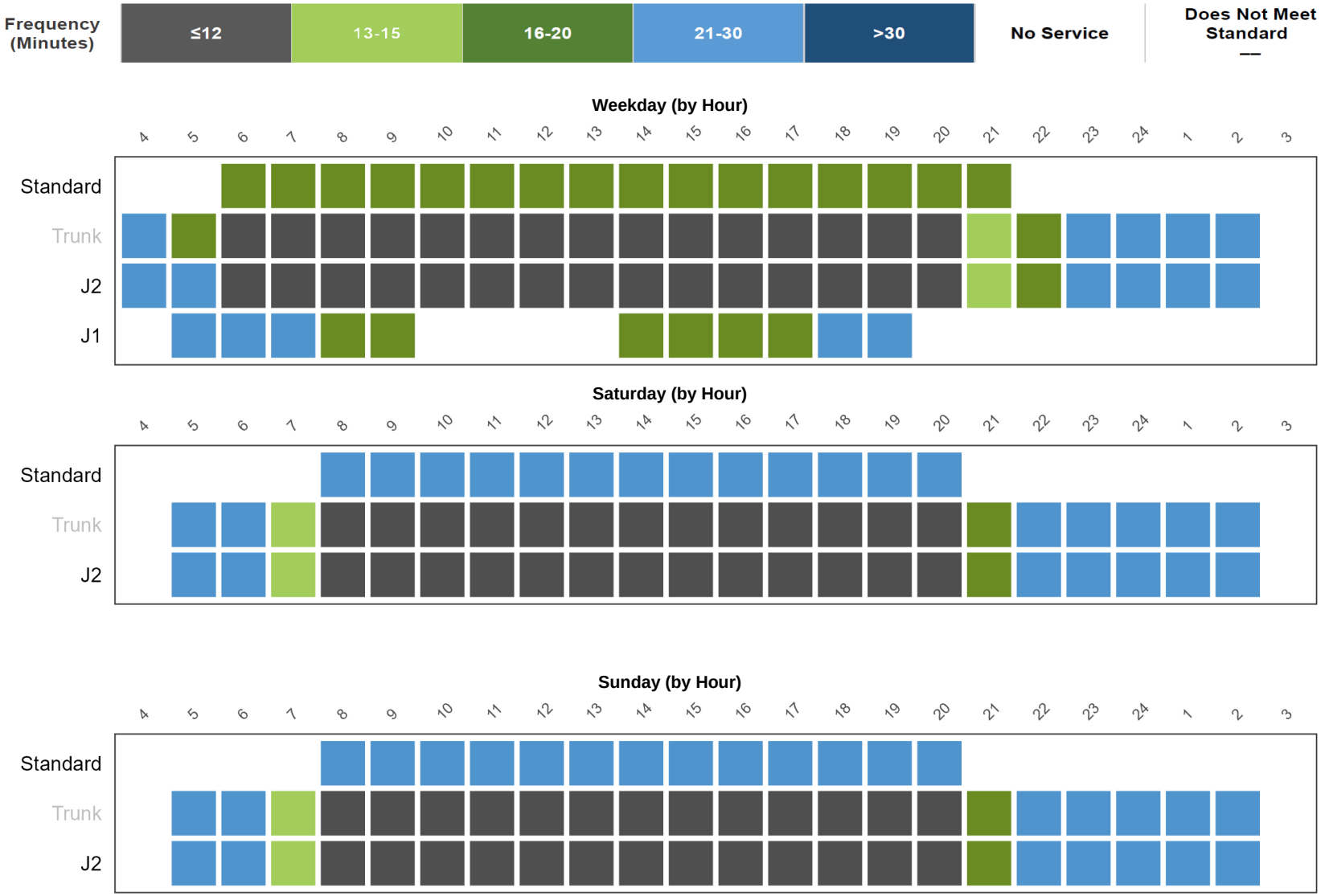
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.5	0.54
	Off-Peak Maximum Target: 1.0	0.42	0.38
	Saturday Maximum Target: 1.0	0.38	0.38
	Sunday Maximum Target: 1.0	0.31	0.31

Span and Frequency



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	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	29.4	29.6	A	27.7	28.2	A	22.3	25.5	A
	Passengers per Revenue Mile | 2	2.7	2.9	A	2.2	2.6	A	1.8	2.3	D
Reliability	**On-Time Performance |** 79%	76%	75%	C	80%	77%	B	82%	78%	B
	Crowding | 5%	0%	2%	A	2%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.52	Off-Peak: 0.39 Peak: 0.49	A	0.38	0.38	A	0.31	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.42	$ 5.18	A	$4.70	$ 5.36	A	$5.83	$ 6.15	C
	Cost Recovery | 20%	31%	29%	A	29%	26%	A	24%	23%	A

Route J1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.2	4.5	E
Route Design	**Circuity |** 1.75	1.18	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	22.8	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.1	2.9	B	-	-	-	-	-	-
	Unique Segment Ridership | 10%	16%	19%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	75%	C	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.38	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.71	$ 5.18	C	-	-	-	-	-	-
	Cost Recovery | 20%	25%	29%	A	-	-	-	-	-	-

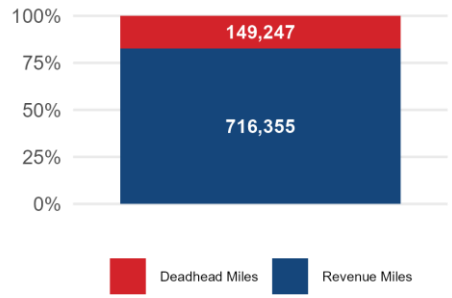
Route J2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	4.5	A
Route Design	**Circuity |** 1.75	1.3	1.47	A

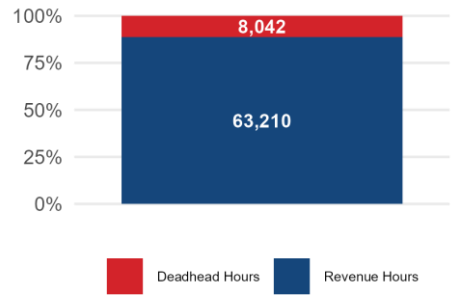
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	30.2	29.6	A	27.7	28.2	A	22.3	25.5	A
	Passengers per Revenue Mile | 2	2.7	2.9	A	2.2	2.6	A	1.8	2.3	D
	Unique Segment Ridership | 10%	34%	19%	A	100%	36%	A	100%	37%	A
Reliability	**On-Time Performance |** 79%	76%	75%	C	80%	77%	B	82%	78%	B
	Crowding | 5%	5%	2%	B	2%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.55	Off-Peak: 0.39 Peak: 0.49	A	0.38	0.4	A	0.31	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.31	$ 5.18	A	$4.70	$ 5.36	A	$5.83	$ 6.15	C
	Cost Recovery | 20%	32%	29%	A	29%	27%	A	24%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



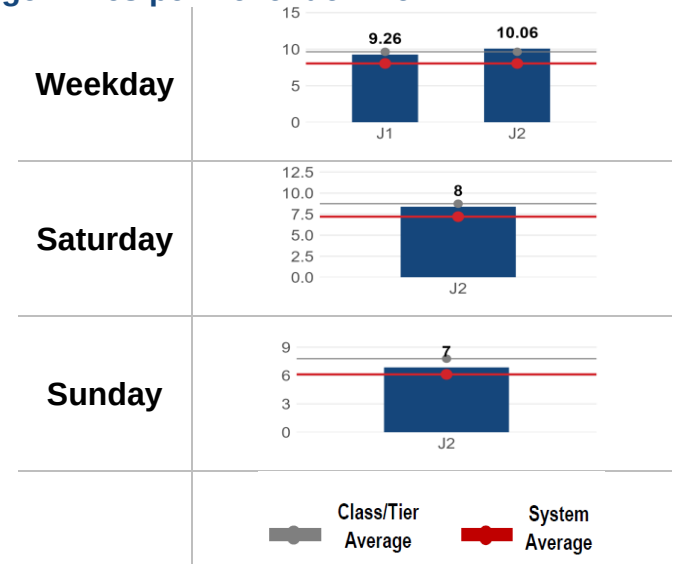
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J1	20.40	5,704	5,586 (97.9%)
J2	22.30	66,480	65,679 (98.8%)

Service Change Summary

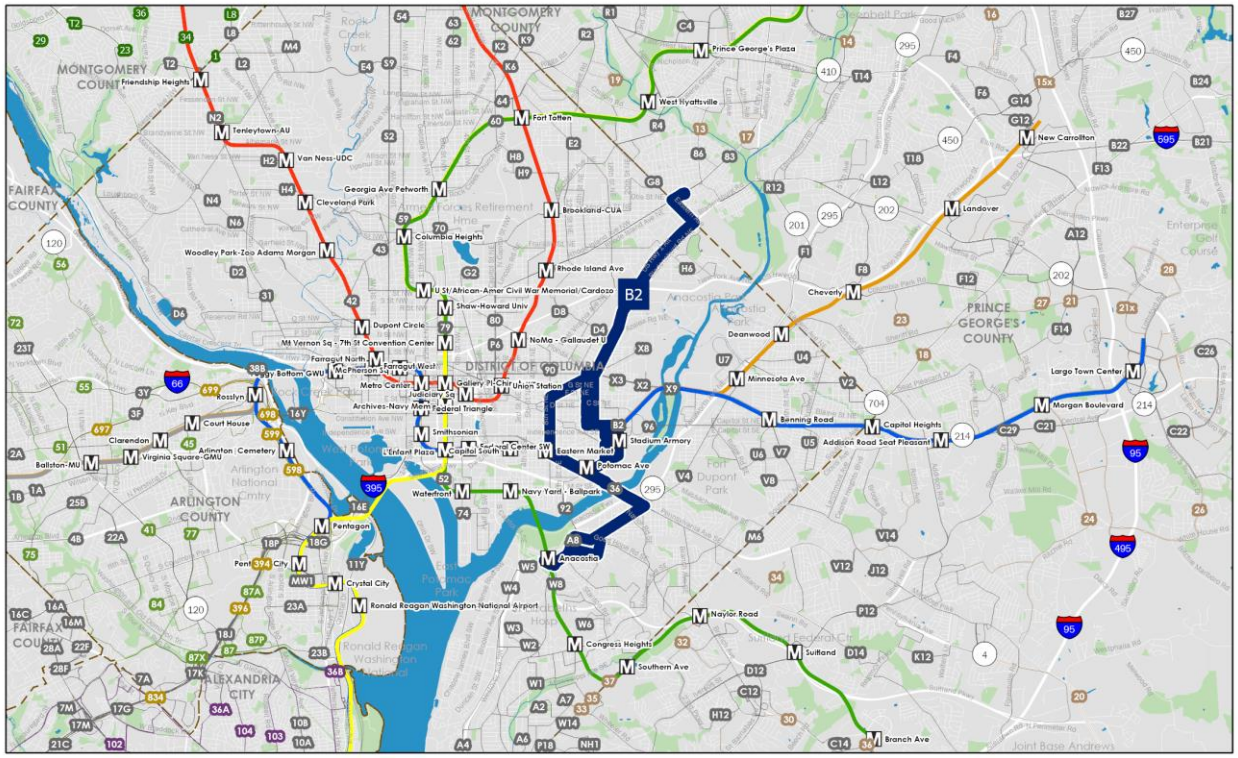
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	A

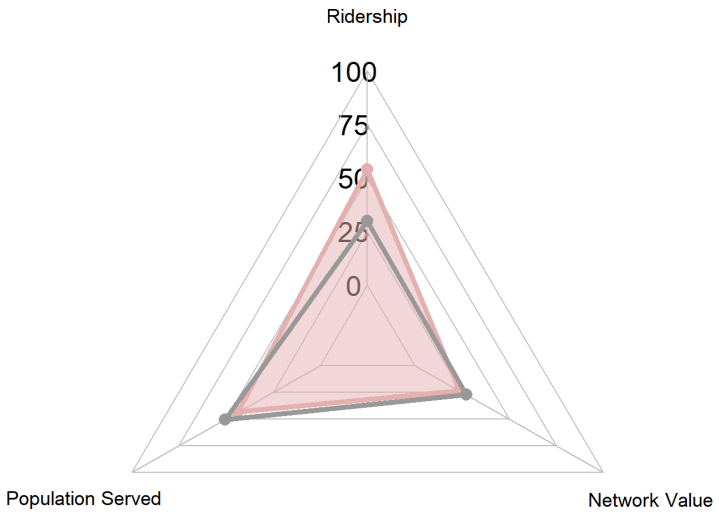
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

40

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	43	24	54	

Operating Statistics

Annual Operating Costs	$8,931,000
Peak Vehicles	15
Vehicle Type(s)	40 Foot

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

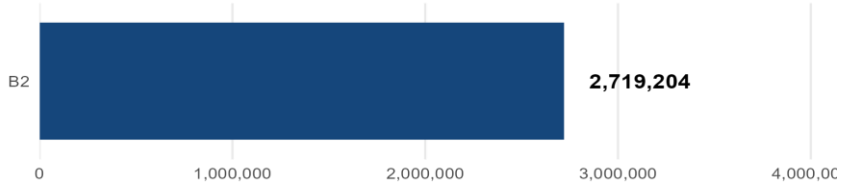
Service Area Population		46,542
Minority Population	*Service Area*	30,592
	% Riders Surveyed	93%
Low Income Household	*Service Area*	13,064
	% Riders Surveyed	73%

Facilities/Amenities

Bus Stops	96
% Stops With Shelters	23%
% Stops With Benches	20%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



Top Transfer Locations

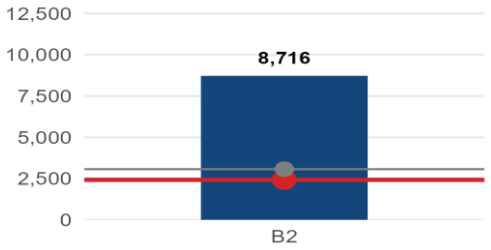
Potomac Avenue, Stadium-Armory, Anacostia

Average Daily Ridership

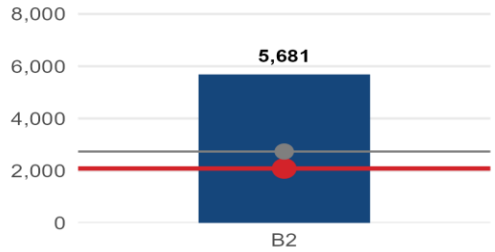
Class/Tier Average

System Average

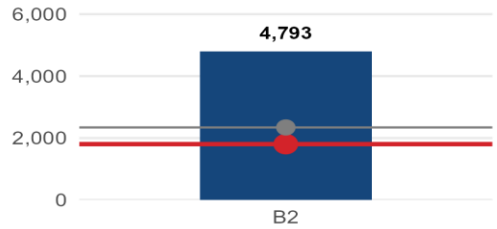
Weekday



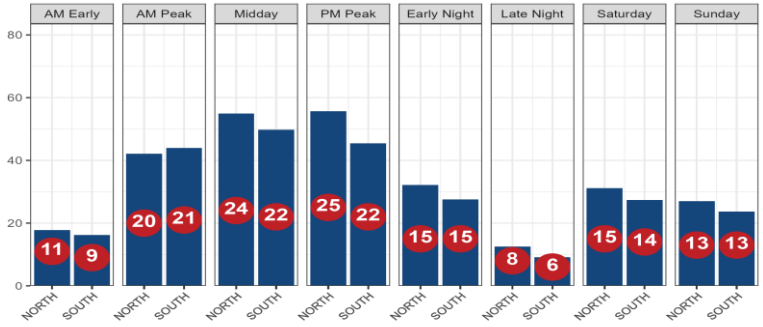
Saturday



Sunday



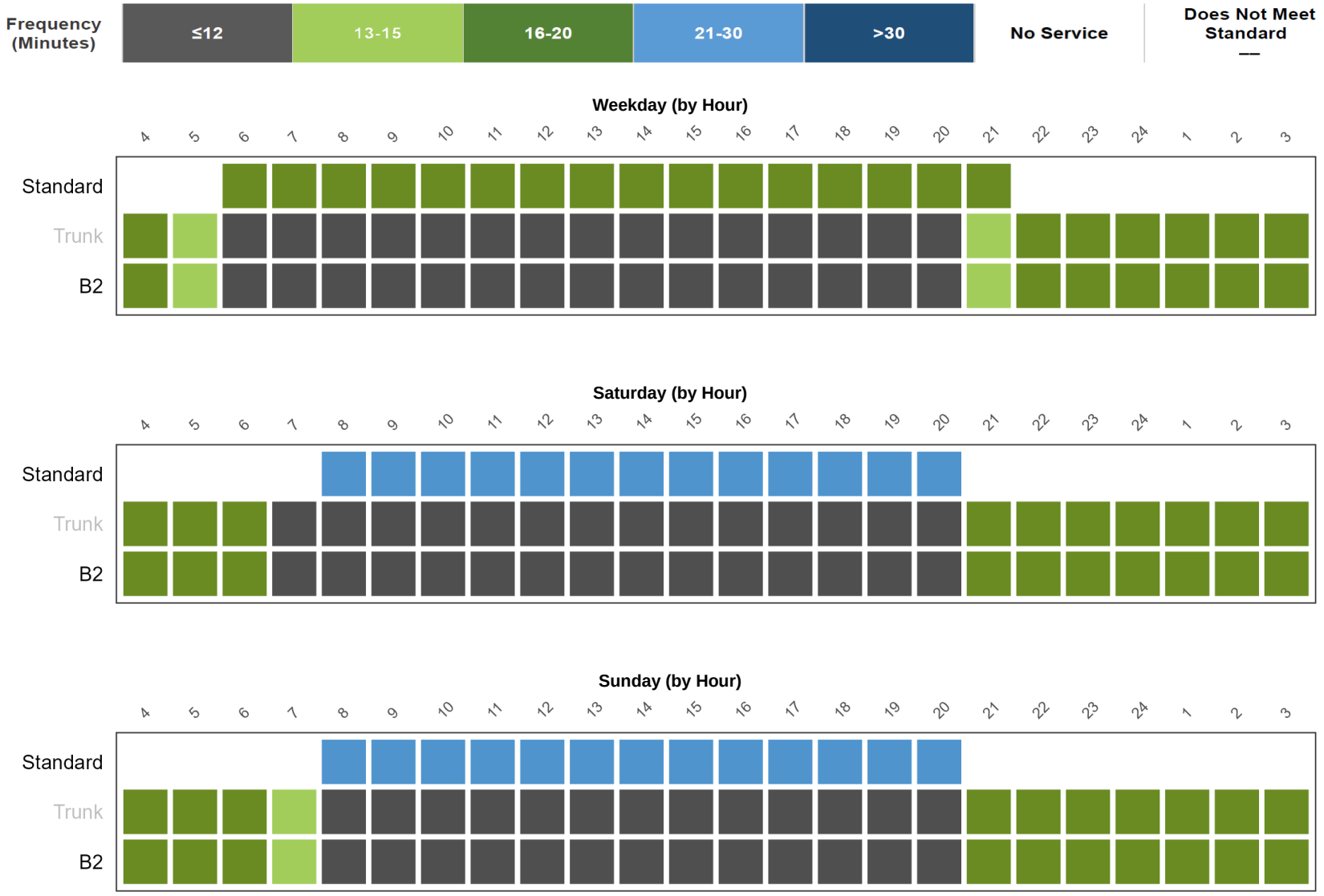
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.57	0.54
Weekday	**Off-Peak** Maximum Target: 1.0	0.43	0.41
	Saturday Maximum Target: 1.0	0.38	0.35
	Sunday Maximum Target: 1.0	0.33	0.32

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 9.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	38.1	29.6	A	32.3	28.2	A	29.0	25.5	A
	Passengers per Revenue Mile | 2	4.9	2.9	A	3.6	2.6	A	3.1	2.3	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	75%	77%	C	78%	78%	C
	Crowding | 5%	2%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	0.37	0.38	A	0.33	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.41	$ 5.18	A	$4.03	$ 5.36	A	$4.48	$ 6.15	A
	Cost Recovery | 20%	26%	29%	A	22%	26%	A	20%	23%	C

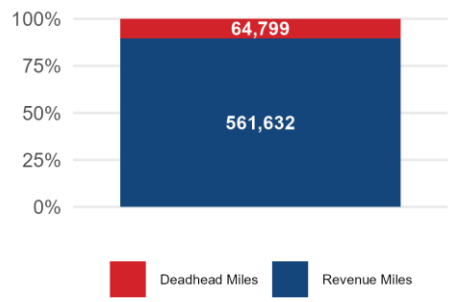
Route B2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.6	4.5	E
Route Design	**Circuity |** 1.75	1.34	1.47	A

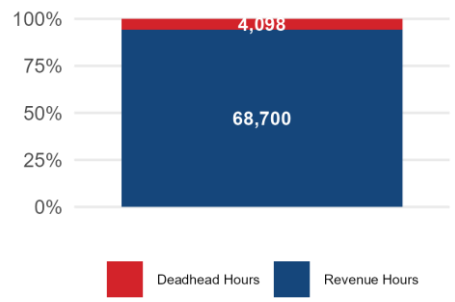
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	38.1	29.6	A	32.3	28.2	A	29.0	25.5	A
	Passengers per Revenue Mile | 2	4.9	2.9	A	3.6	2.6	A	3.1	2.3	A
	Unique Segment Ridership | 10%	44%	19%	A	63%	36%	A	47%	37%	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	75%	77%	C	78%	78%	C
	Crowding | 5%	2%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	0.37	0.4	A	0.33	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.41	$ 5.18	A	$4.03	$ 5.36	A	$4.48	$ 6.15	A
	Cost Recovery | 20%	26%	29%	A	22%	27%	A	20%	24%	C

Operational Analysis

Miles Allocation



Hours Allocation



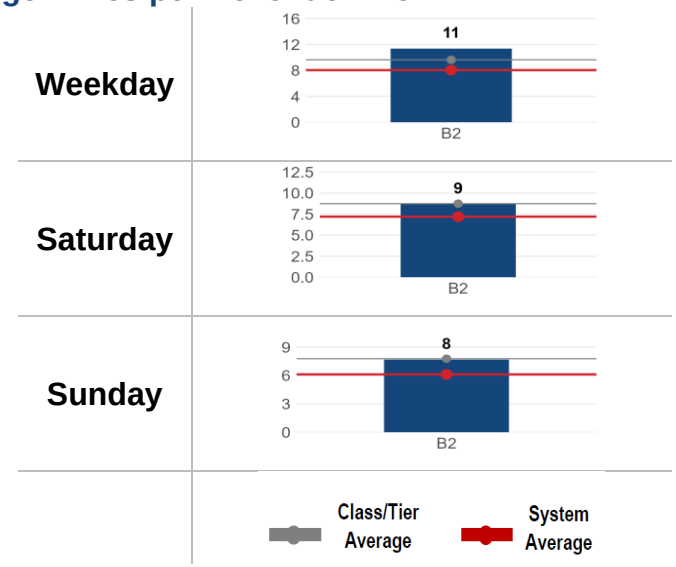
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B2	17.70	79,058	77,058 (97.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

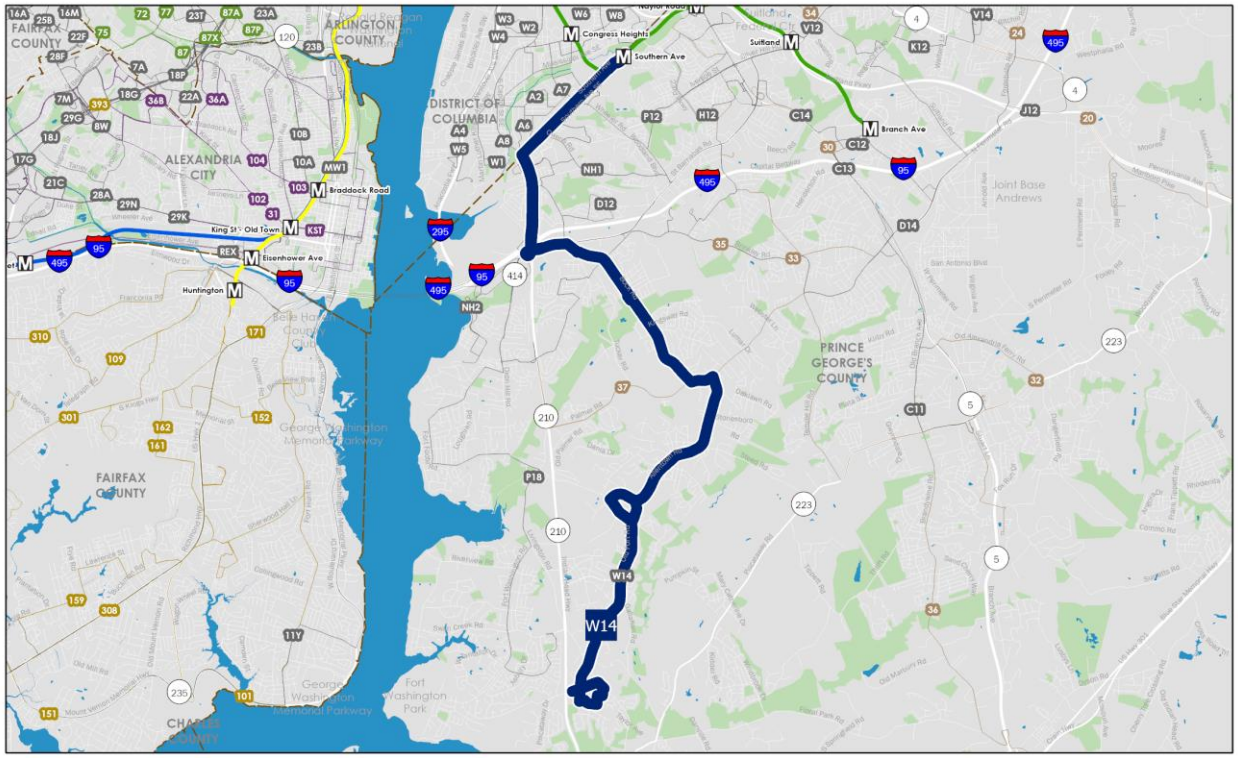
Passenger Miles per Revenue Mile



LINE: 580 - Bock Road

ROUTE(S): W14

About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

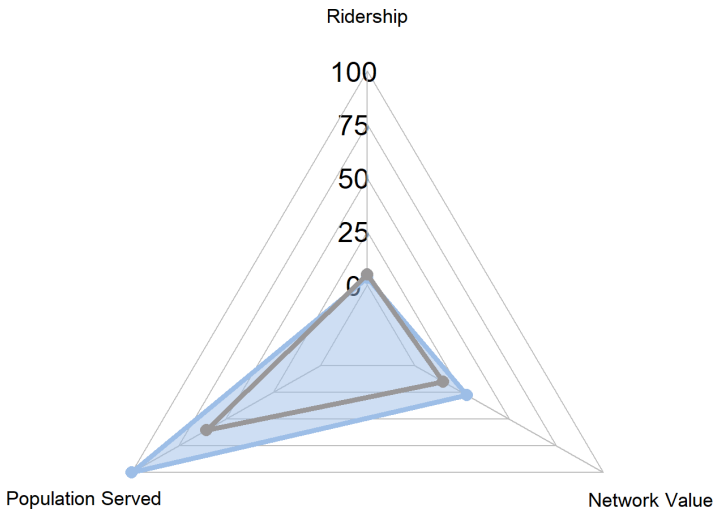
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

44

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	100	28	3	

Operating Statistics

Annual Operating Costs	$1,027,017
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

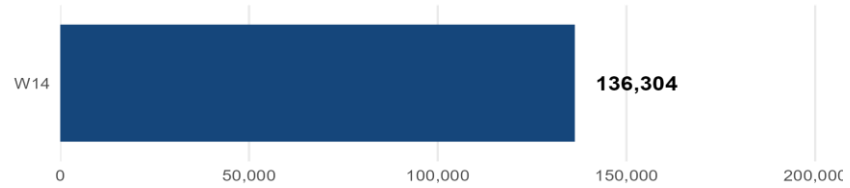
Service Area Population	21,586	
Minority Population	*Service Area*	17,570
	% Riders Surveyed	95%
Low Income Household	*Service Area*	6,014
	% Riders Surveyed	71%

Facilities/Amenities

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

Ridership

Annual Ridership

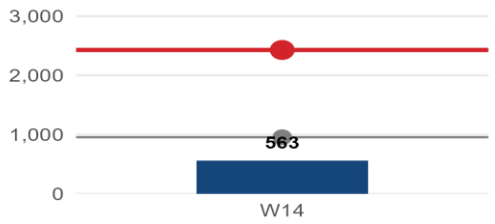


Top Transfer Locations

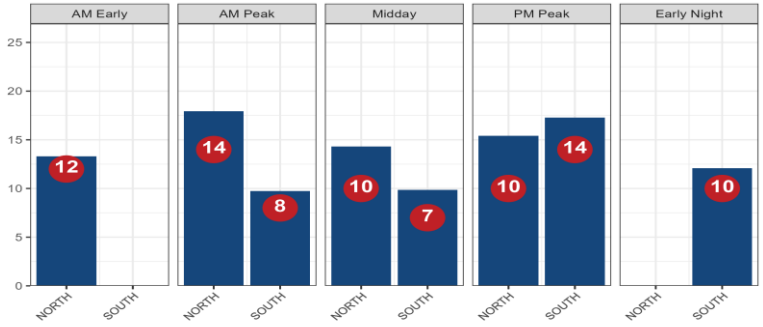
Southern Avenue

Average Daily Ridership



Weekday	Saturday	Sunday
	*No Service*	*No Service*

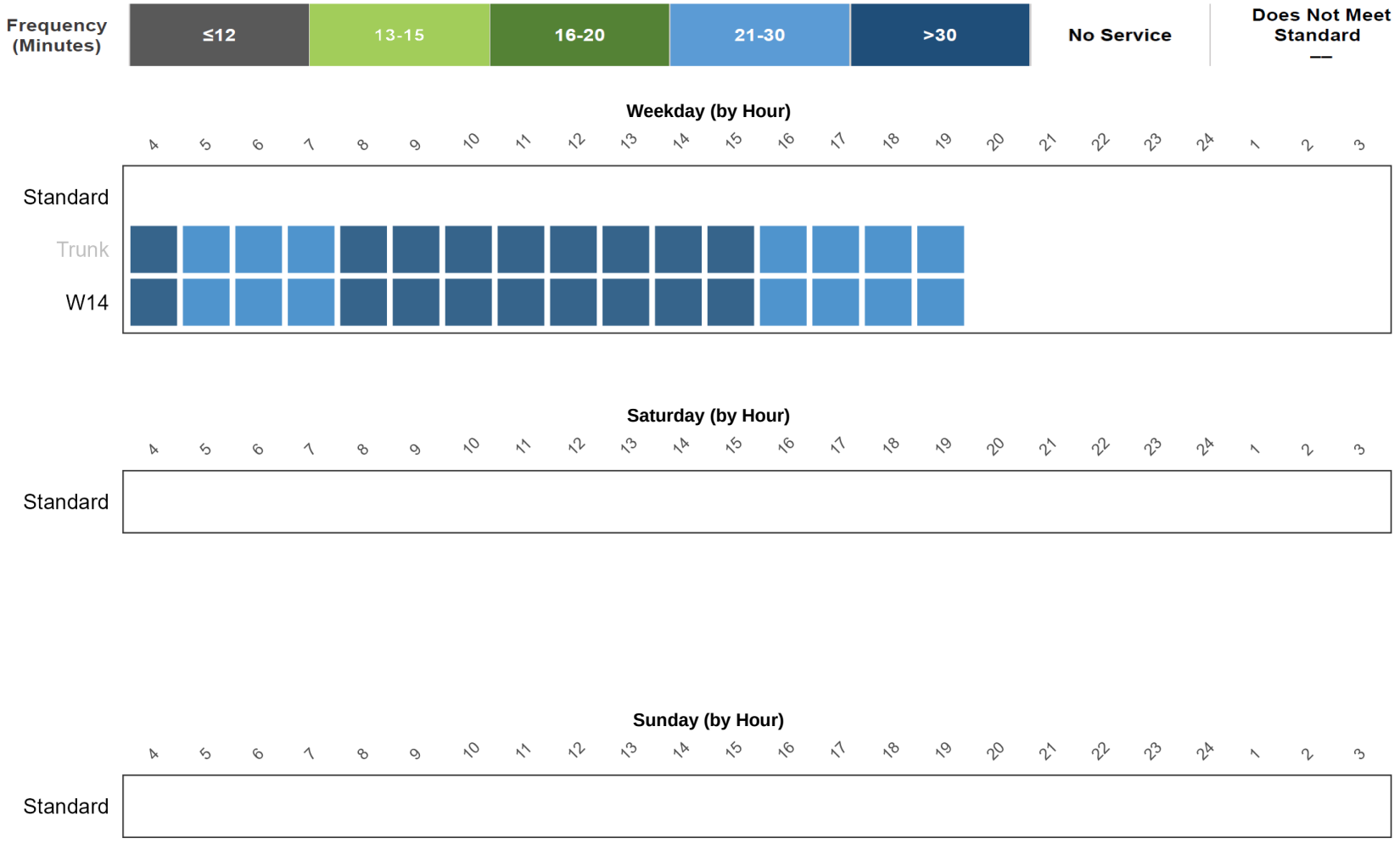
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.32	0.34
	Off-Peak Maximum Target: 1.0	0.27	0.19
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	17.6	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.5	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.40	$ 7.78	B	-	-	-	-	-	-
	Cost Recovery | 20%	17%	32%	D	-	-	-	-	-	-

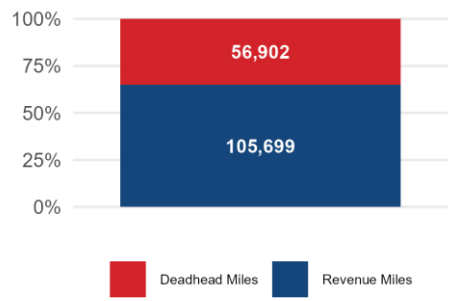
Route W14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	4.8	2.4	-
Route Design	**Circuity |** N/A	1.48	1.37	-

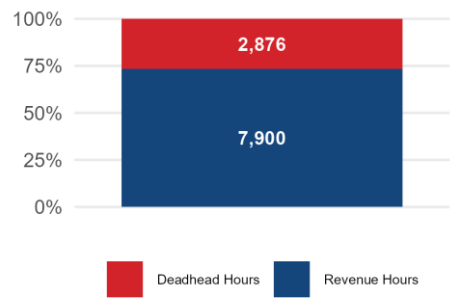
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	17.6	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.5	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	80%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.40	$ 7.78	B	-	-	-	-	-	-
	Cost Recovery | 20%	17%	31%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



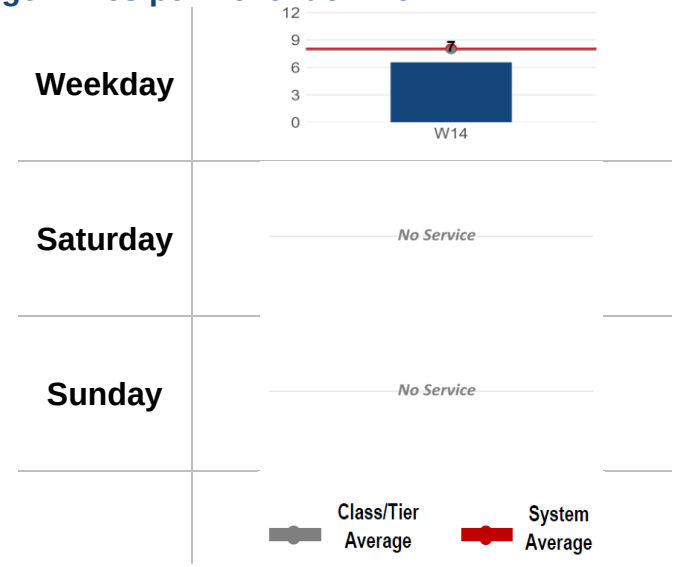
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W14	28.40	9,170	8,989 (98.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

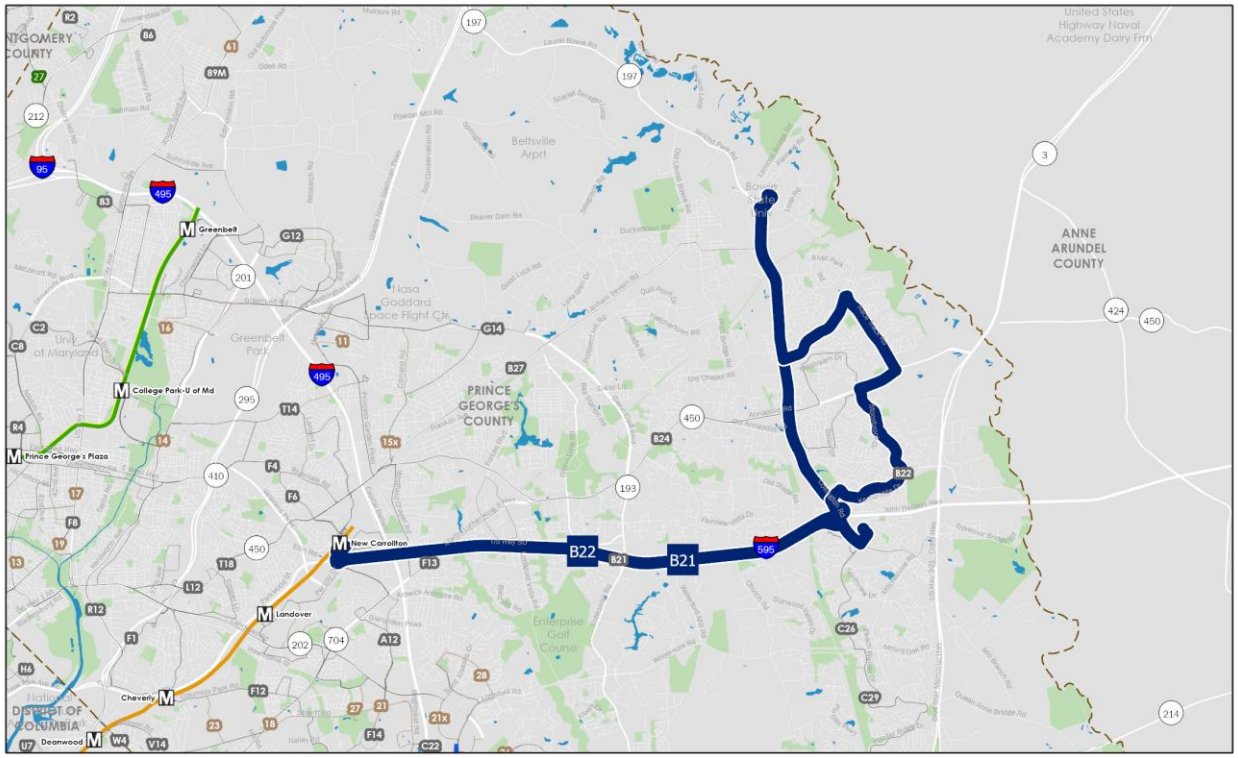
Passenger Miles per Revenue Mile

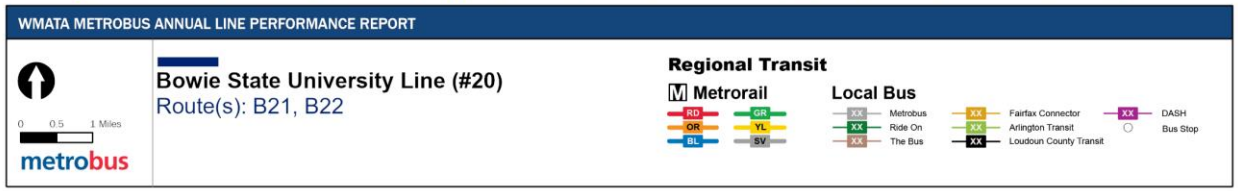


LINE: 20 - Bowie State University

ROUTE(S): B21, B22

About the Line





Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

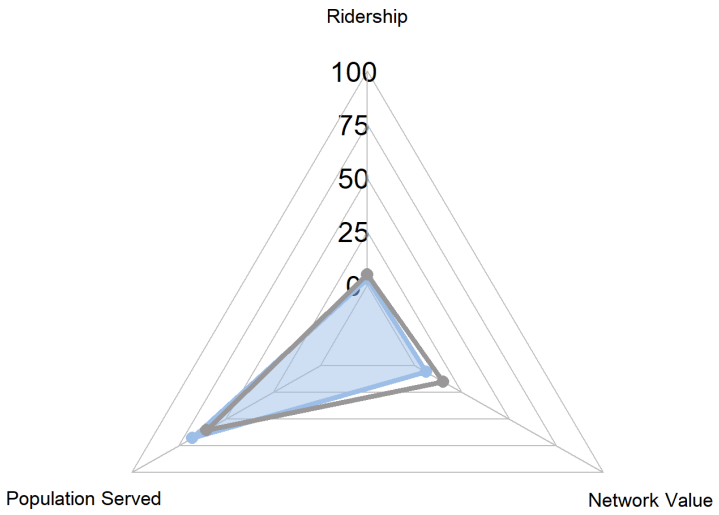
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

26

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	6	3	

Operating Statistics

Annual Operating Costs	$1,022,950
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

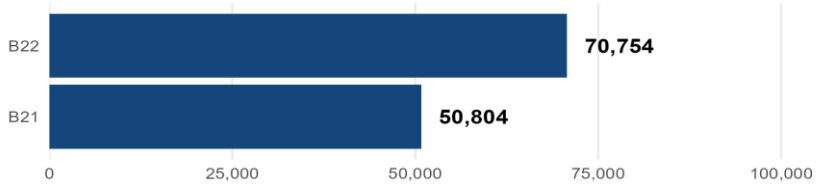
Service Area Population	17,721	
Minority Population	*Service Area*	9,187
	% Riders Surveyed	95%
Low Income Household	*Service Area*	2,025
	% Riders Surveyed	62%

Facilities/Amenities

Bus Stops	87
% Stops With Shelters	14%
% Stops With Benches	11%
% Stops With Real-Time Signs	0%

Ridership

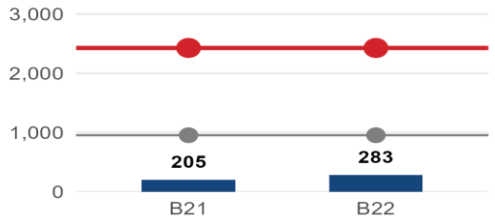
Annual Ridership



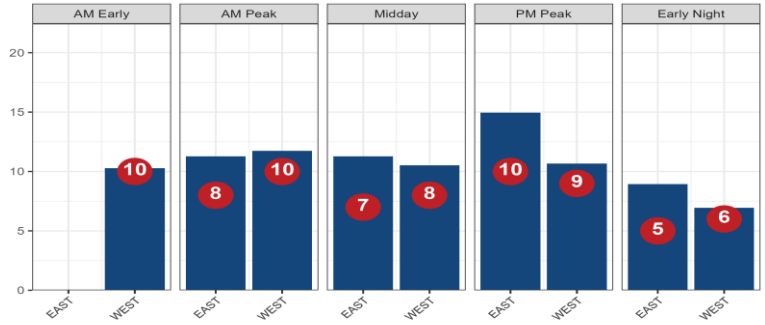
Top Transfer Locations

New Carrollton

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

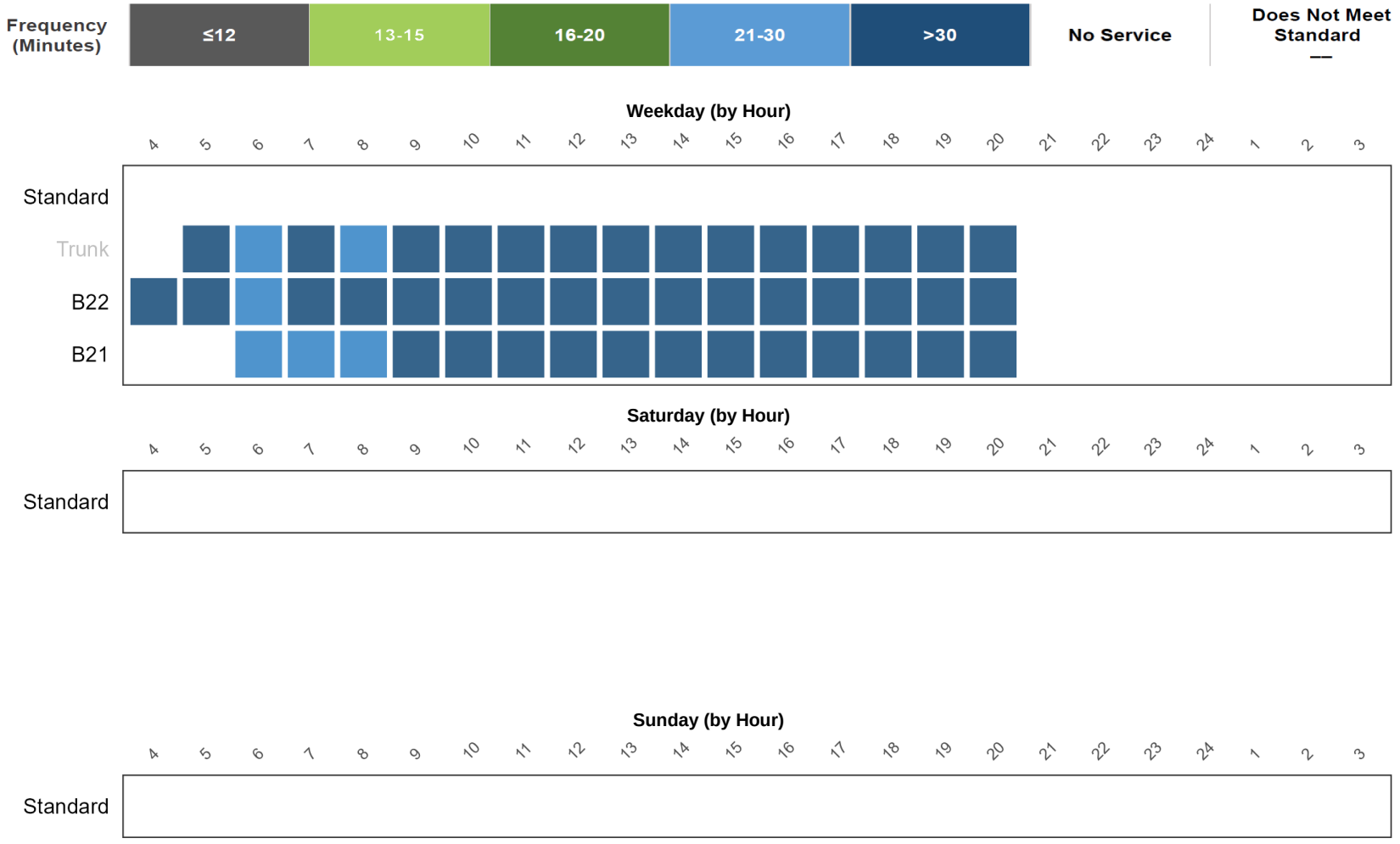
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

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

Span and Frequency



Performance Report Card

B Bowie State University

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:48 AM - 8:54 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 32.0 / Off-Peak: 61.0	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	15.6	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.5	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	84%	78%	B	-	-	-	-	-	-
	Crowding | 5%	1%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.23	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.34	$ 7.78	C	-	-	-	-	-	-
	Cost Recovery | 20%	15%	32%	D	-	-	-	-	-	-

Route B21

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.4	2.4	-
Route Design	**Circuity |** N/A	1.46	1.37	-

	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	16.9	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.5	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	9%	27%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	89%	78%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.21	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.69	$ 7.78	B	-	-	-	-	-	-
	Cost Recovery | 20%	11%	31%	E	-	-	-	-	-	-

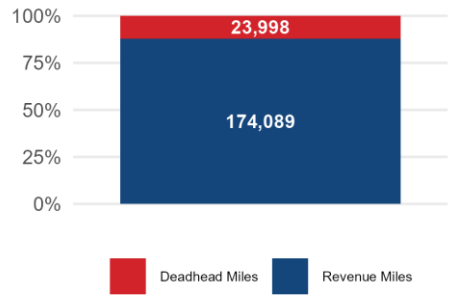
Route B22

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.1	2.4	-
Route Design	**Circuity |** N/A	1.82	1.37	-

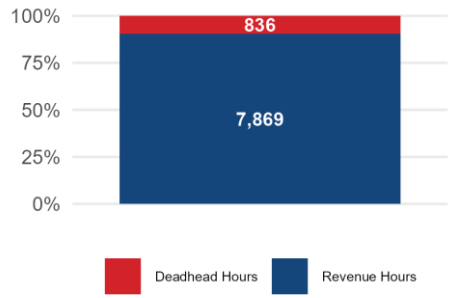
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	14.7	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.5	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	17%	27%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	82%	78%	B	-	-	-	-	-	-
	Crowding | 5%	1%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.25	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.83	$ 7.78	D	-	-	-	-	-	-
	Cost Recovery | 20%	15%	31%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



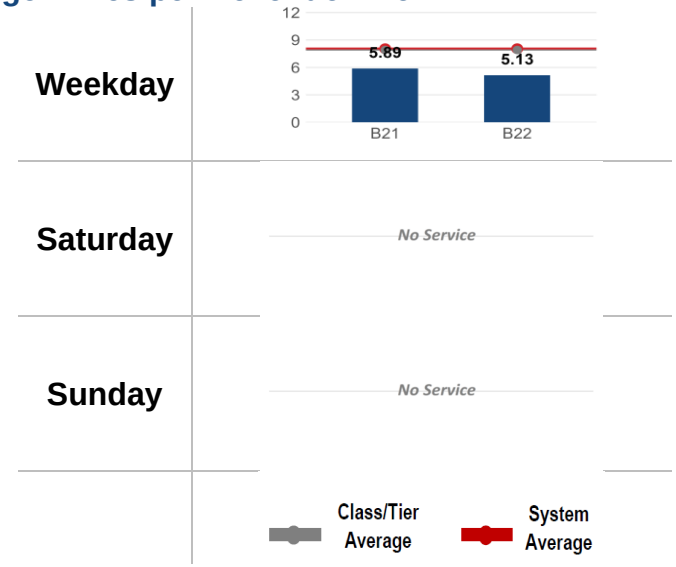
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B21	28.60	4,712	4,669 (99.1%)
B22	35.70	5,952	5,885 (98.9%)

Service Change Summary

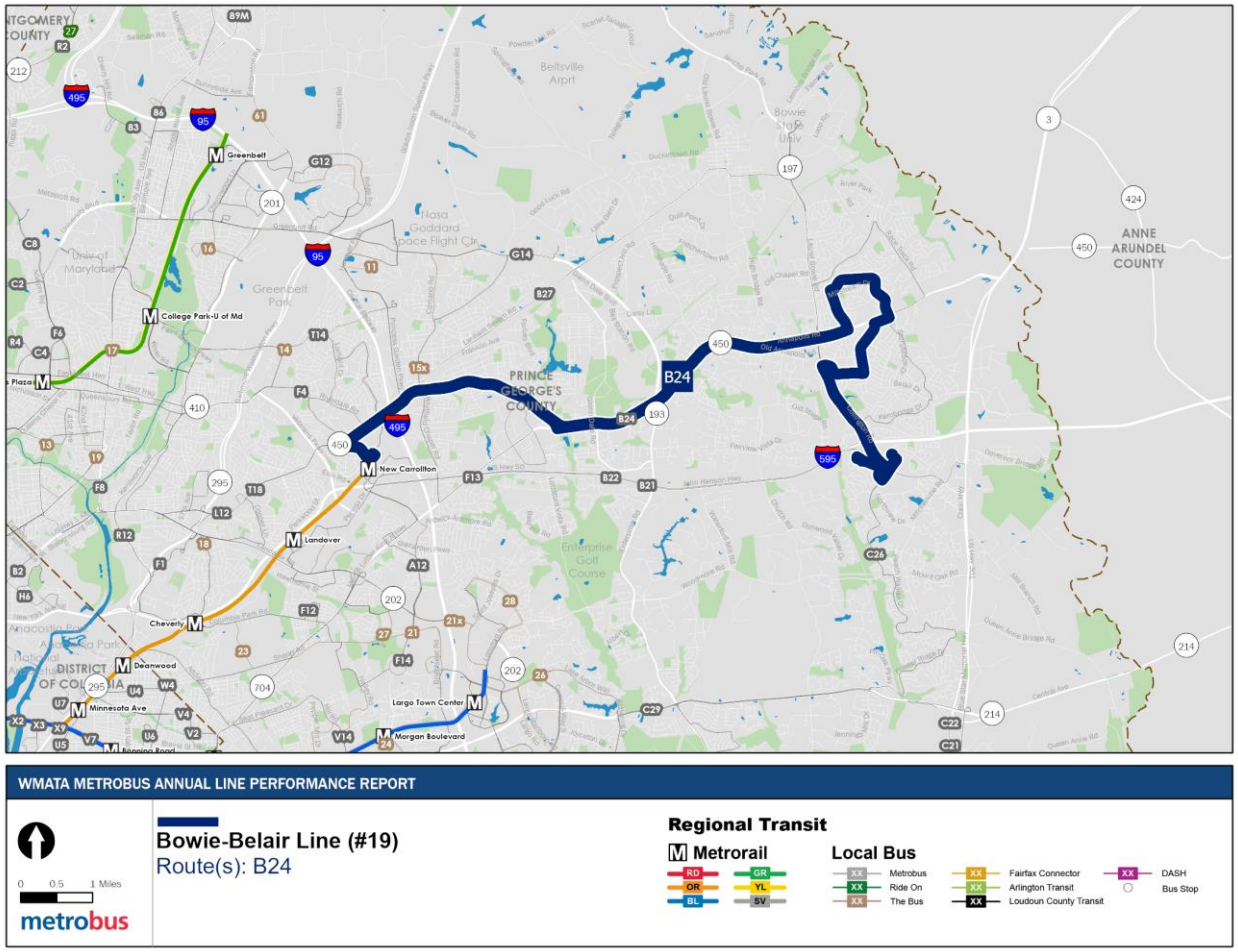
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 19 - Bowie-Belair ROUTE(S): B24

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

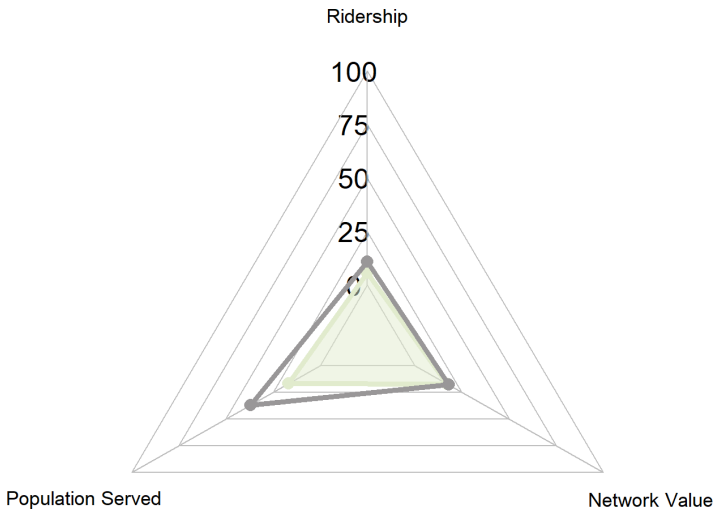
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

13

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	17	17	6	

Operating Statistics

Annual Operating Costs	$1,274,741
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

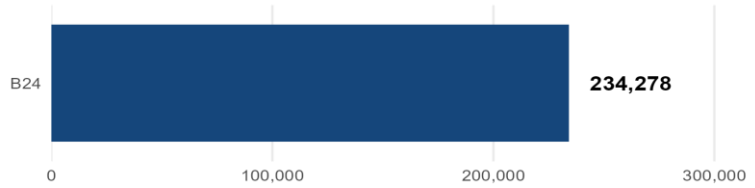
Service Area Population		25,719
Minority Population	*Service Area*	16,867
	% Riders Surveyed	91%
Low Income Household	*Service Area*	4,940
	% Riders Surveyed	79%

Facilities/Amenities

Bus Stops	133
% Stops With Shelters	13%
% Stops With Benches	14%
% Stops With Real-Time Signs	0%

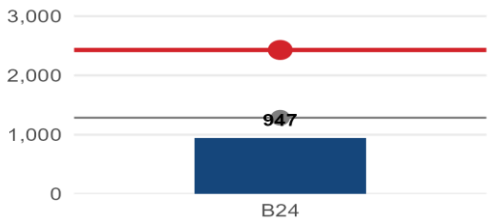
Ridership

Annual Ridership

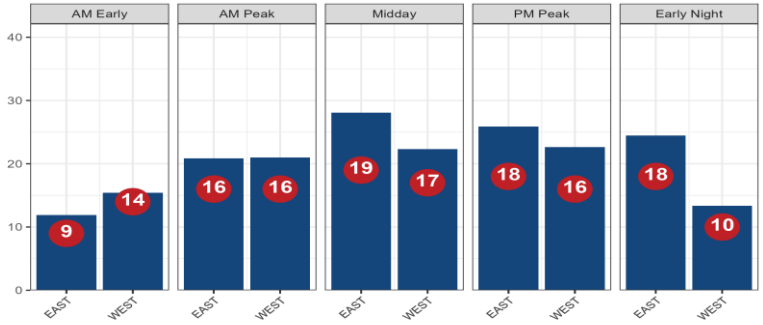


Top Transfer Locations

New Carrollton

	Weekday	Saturday	Sunday
Average Daily Ridership		No Service	No Service

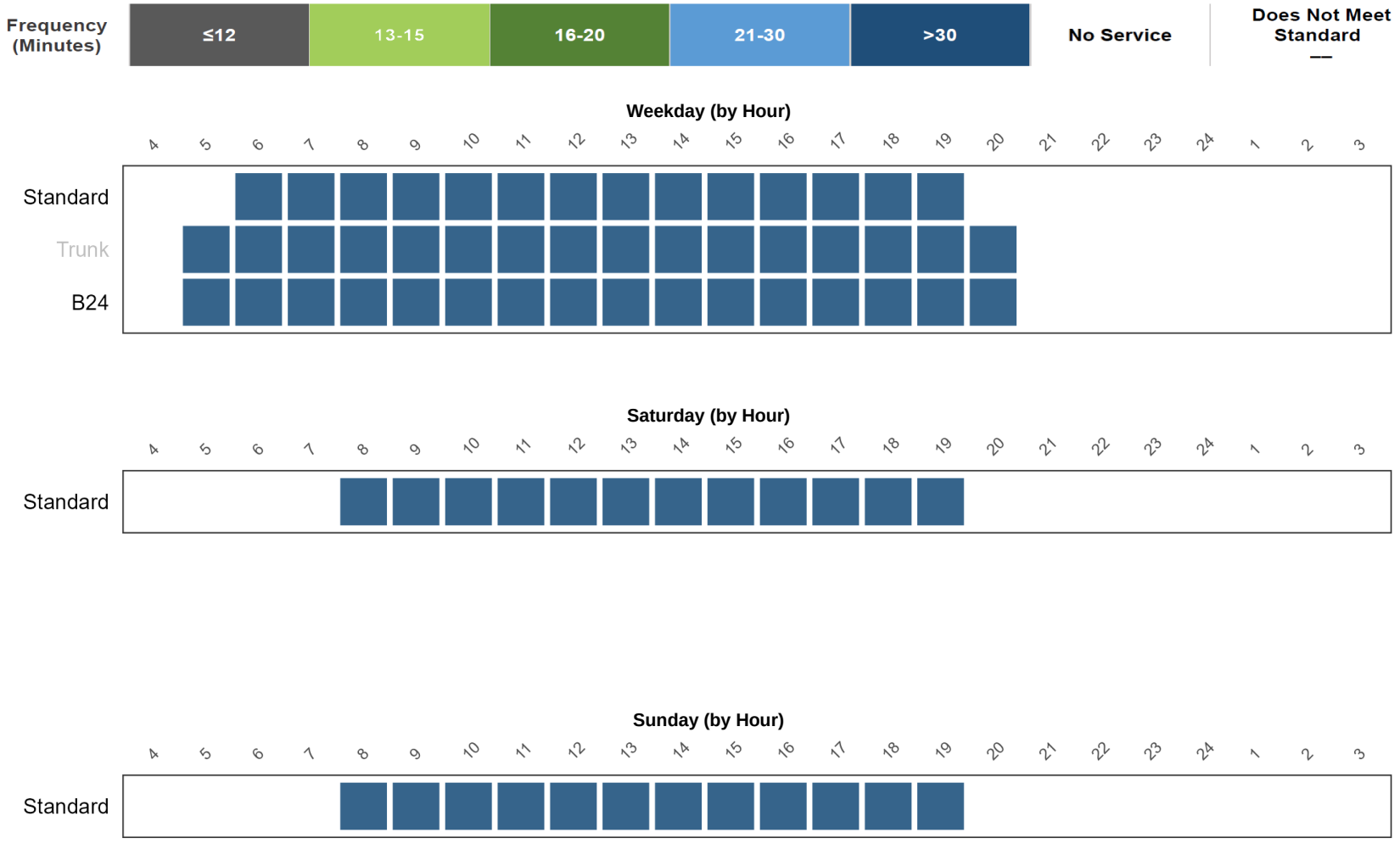
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.43	0.4
	Off-Peak Maximum Target: 1.0	0.44	0.37
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	24.6	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.5	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.41	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.28	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	23%	A	-	-	-	-	-	-

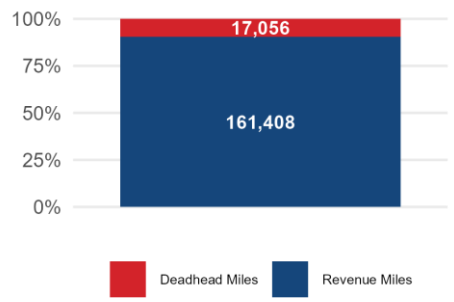
Route B24

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.8	A
Route Design	**Circuity |** N/A	1.54	1.78	-

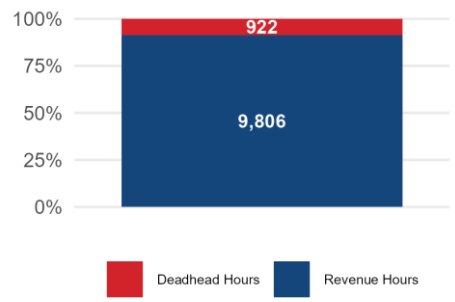
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	24.6	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.5	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	47%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.41	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.28	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



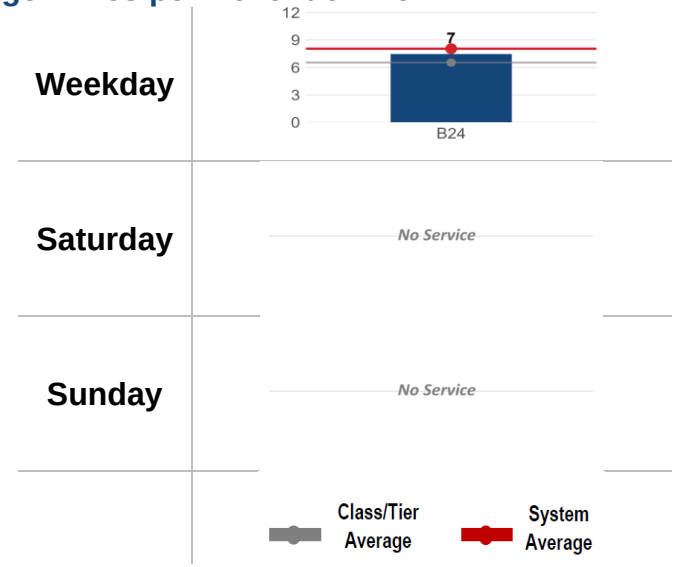
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B24	31.50	10,626	10,460 (98.4%)

Service Change Summary

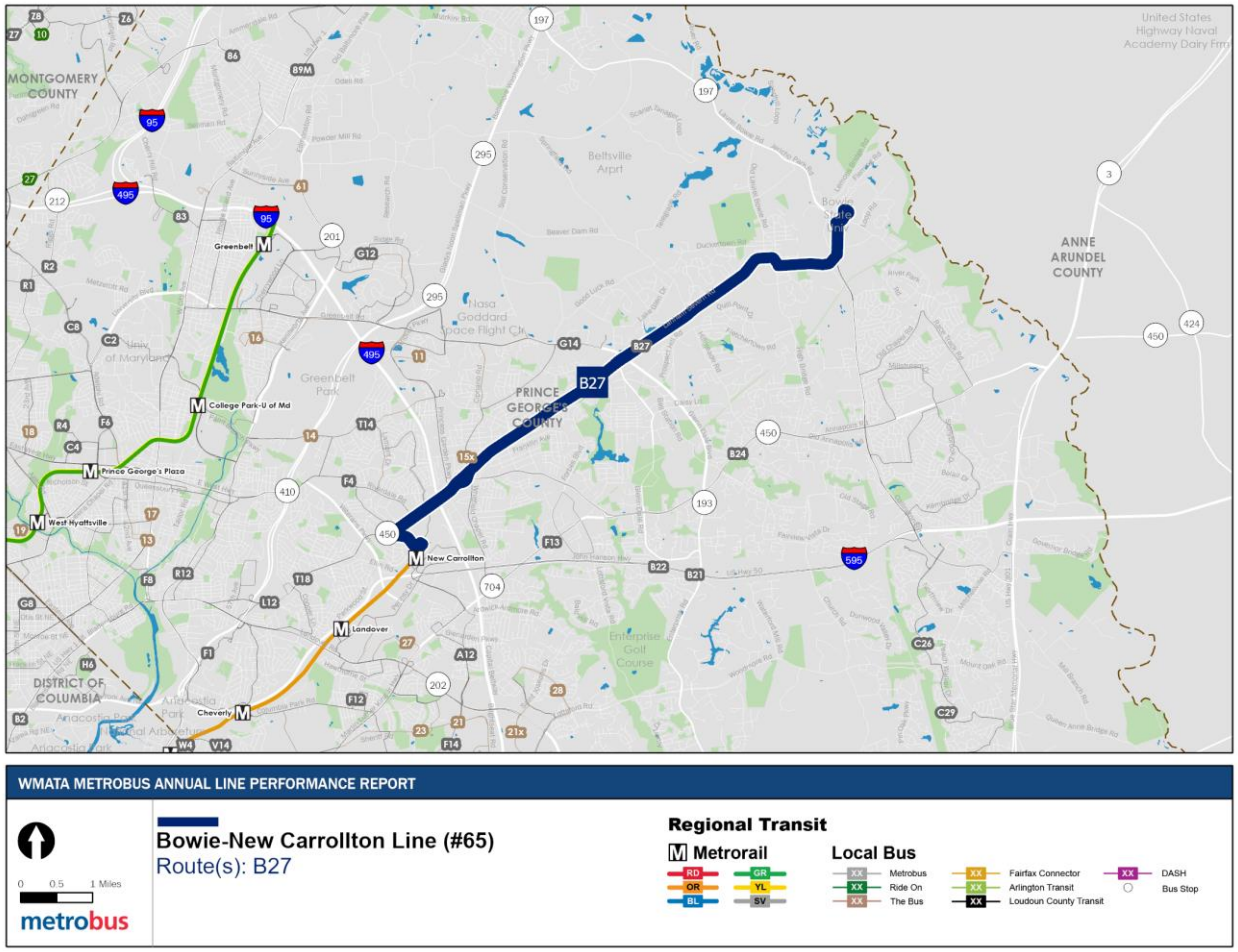
Jun 2024: No change
Sep 2024: No change
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

Passenger Miles per Revenue Mile



LINE: 65 - Bowie-New Carrollton ROUTE(S): B27

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

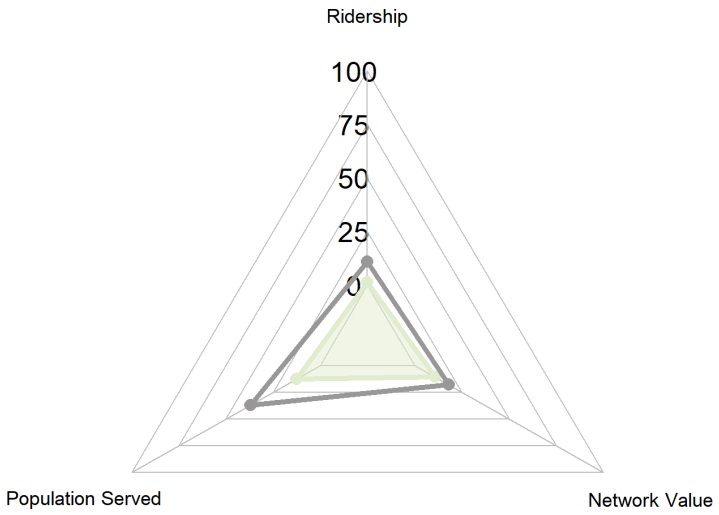
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

8

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	11	1	

Operating Statistics

Annual Operating Costs	$416,784
Peak Vehicles	2
Vehicle Type(s)	40 Foot

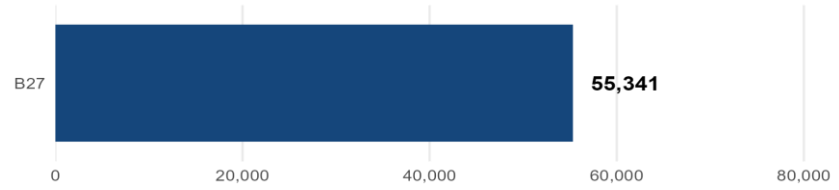
Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population	15,685	
Minority Population	*Service Area*	10,541
	% Riders Surveyed	82%
Low Income Household	*Service Area*	3,748
	% Riders Surveyed	67%

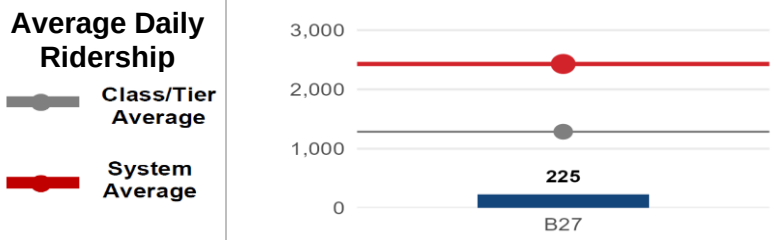
Facilities/Amenities

Bus Stops	64
% Stops With Shelters	8%
% Stops With Benches	17%
% Stops With Real-Time Signs	0%

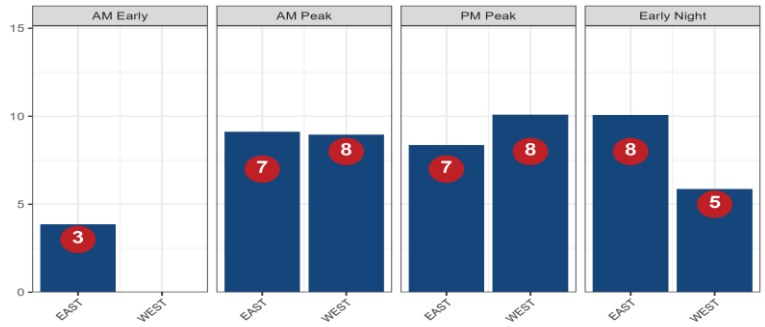
Ridership

Annual Ridership	
Top Transfer Locations	**New Carrollton, Greenbelt, Prince George's Plaza**

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

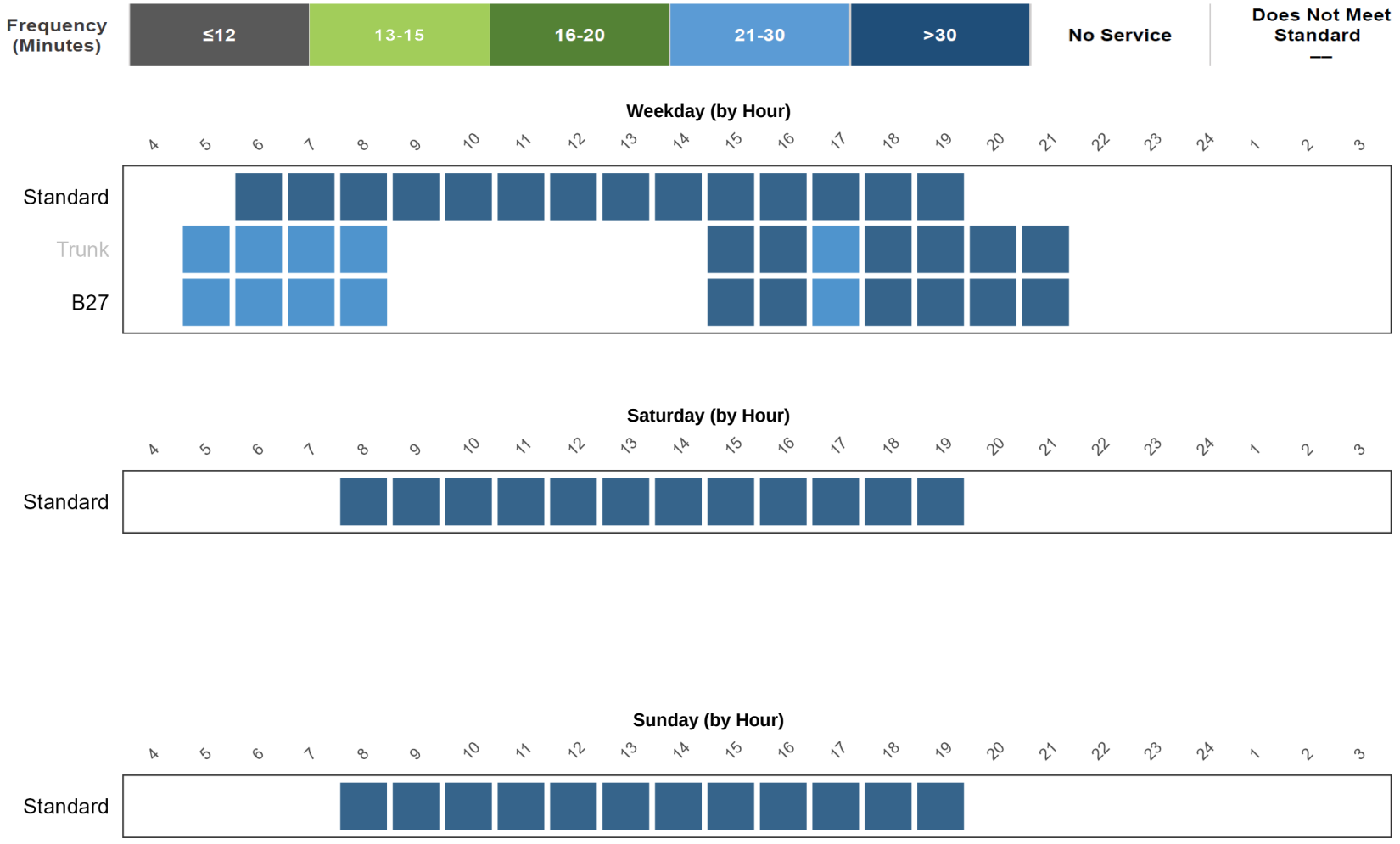
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.17	0.19
	Off-Peak Maximum Target: 1.0	0.18	0.12
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B 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: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	17.9	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	2.2	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.18	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.28	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	12%	23%	E	-	-	-	-	-	-

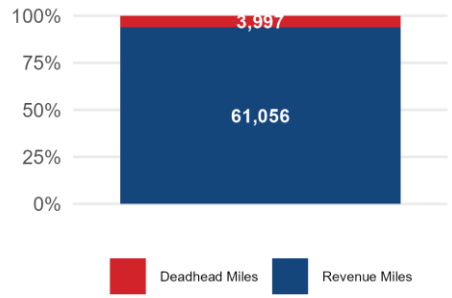
Route B27

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.5	4.8	E
Route Design	**Circuity |** N/A	1.1	1.78	-

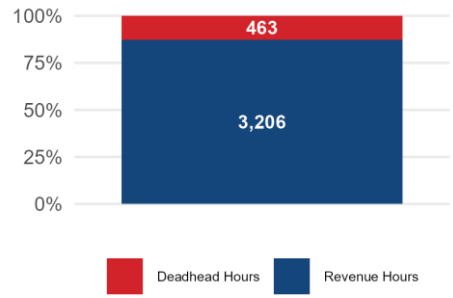
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17.9	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	2.2	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	31%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.18	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.28	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	12%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



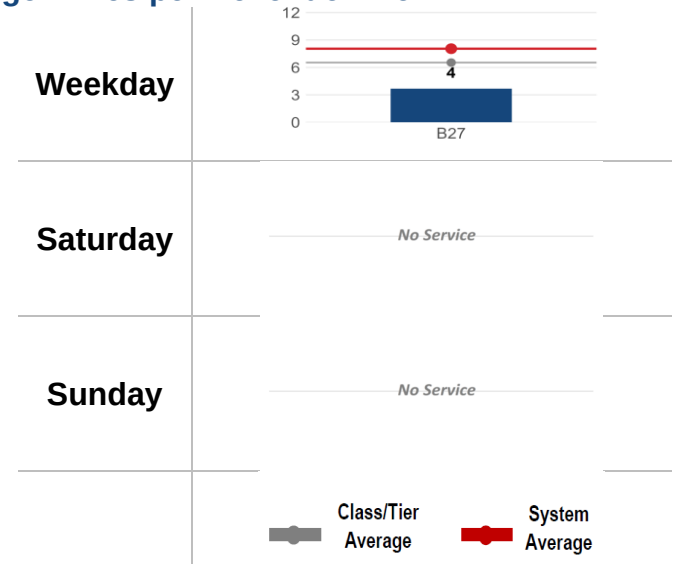
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B27	18.80	6,578	6,505 (98.9%)

Service Change Summary

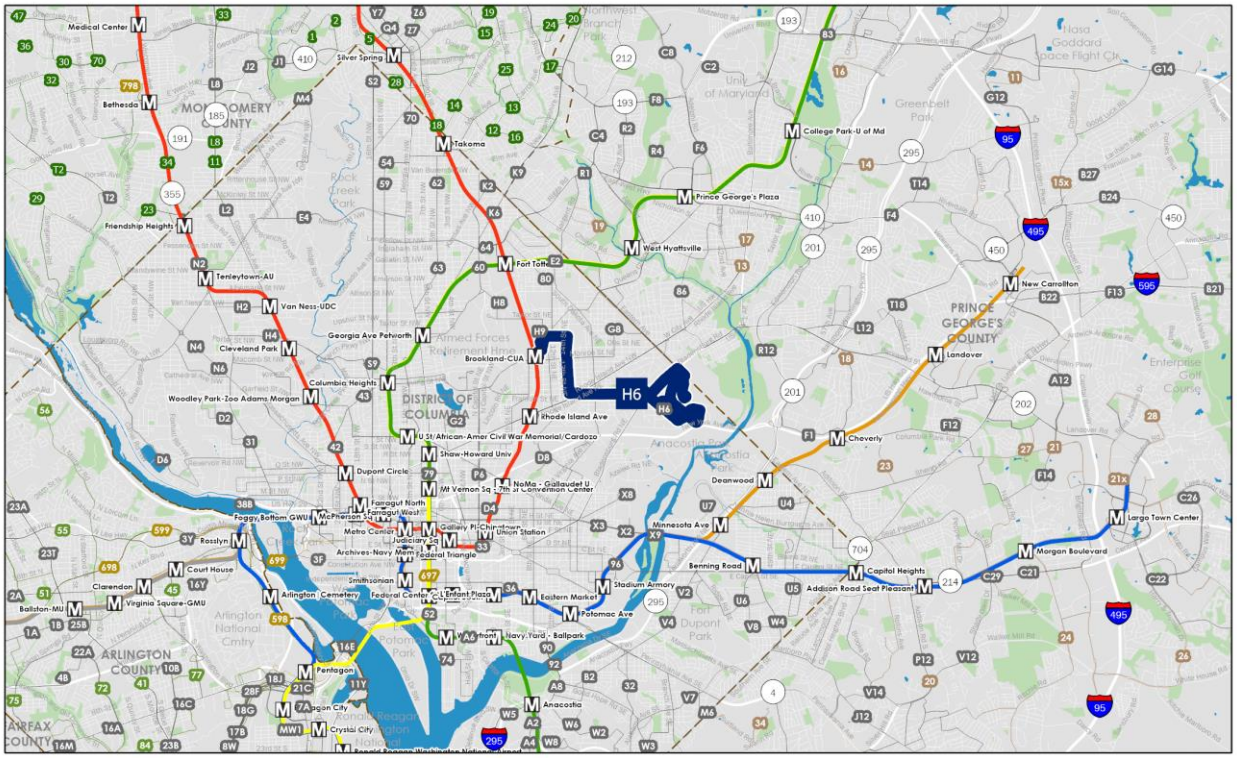
Jun 2024: No change
Sep 2024: No change
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

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	B

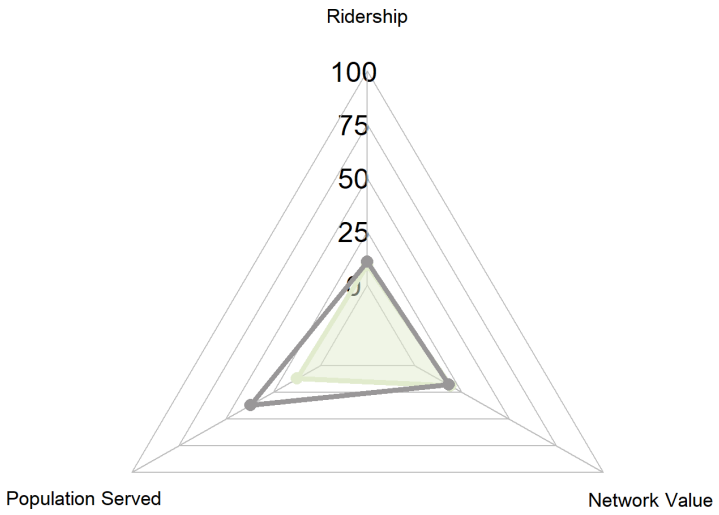
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

14

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	12	19	9	

Operating Statistics

Annual Operating Costs	$2,482,103
Peak Vehicles	4
Vehicle Type(s)	30 Foot, 35 Foot

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

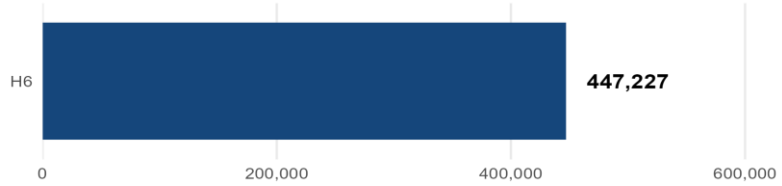
Service Area Population		13,838
Minority Population	*Service Area*	8,924
	% Riders Surveyed	92%
Low Income Household	*Service Area*	2,551
	% Riders Surveyed	72%

Facilities/Amenities

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

Ridership

Annual Ridership



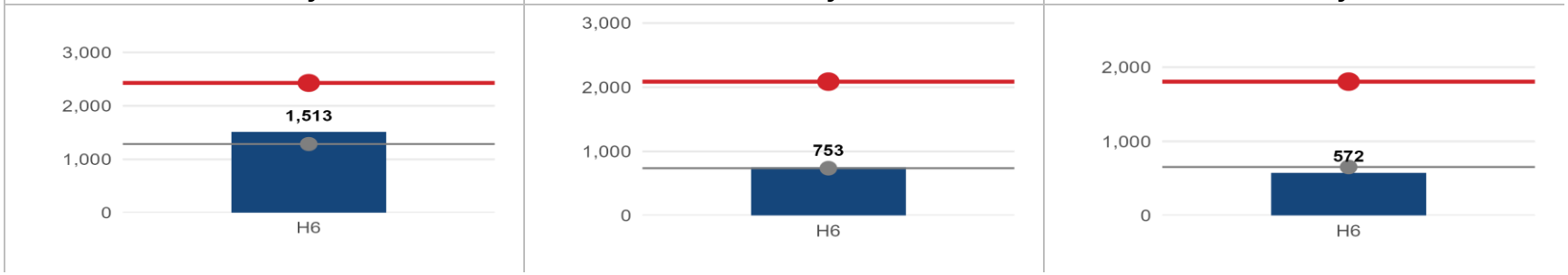
Top Transfer Locations

Brookland

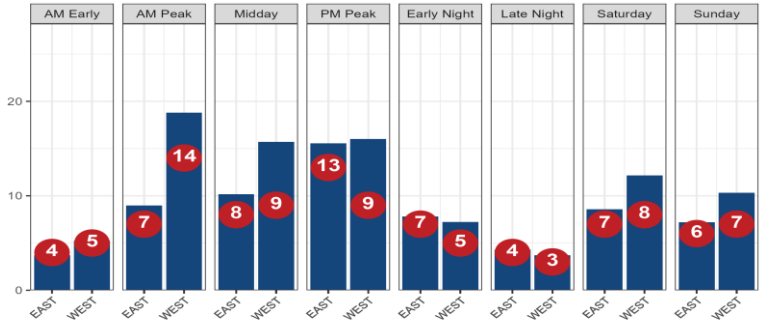
Average Daily Ridership

Class/Tier Average

System Average



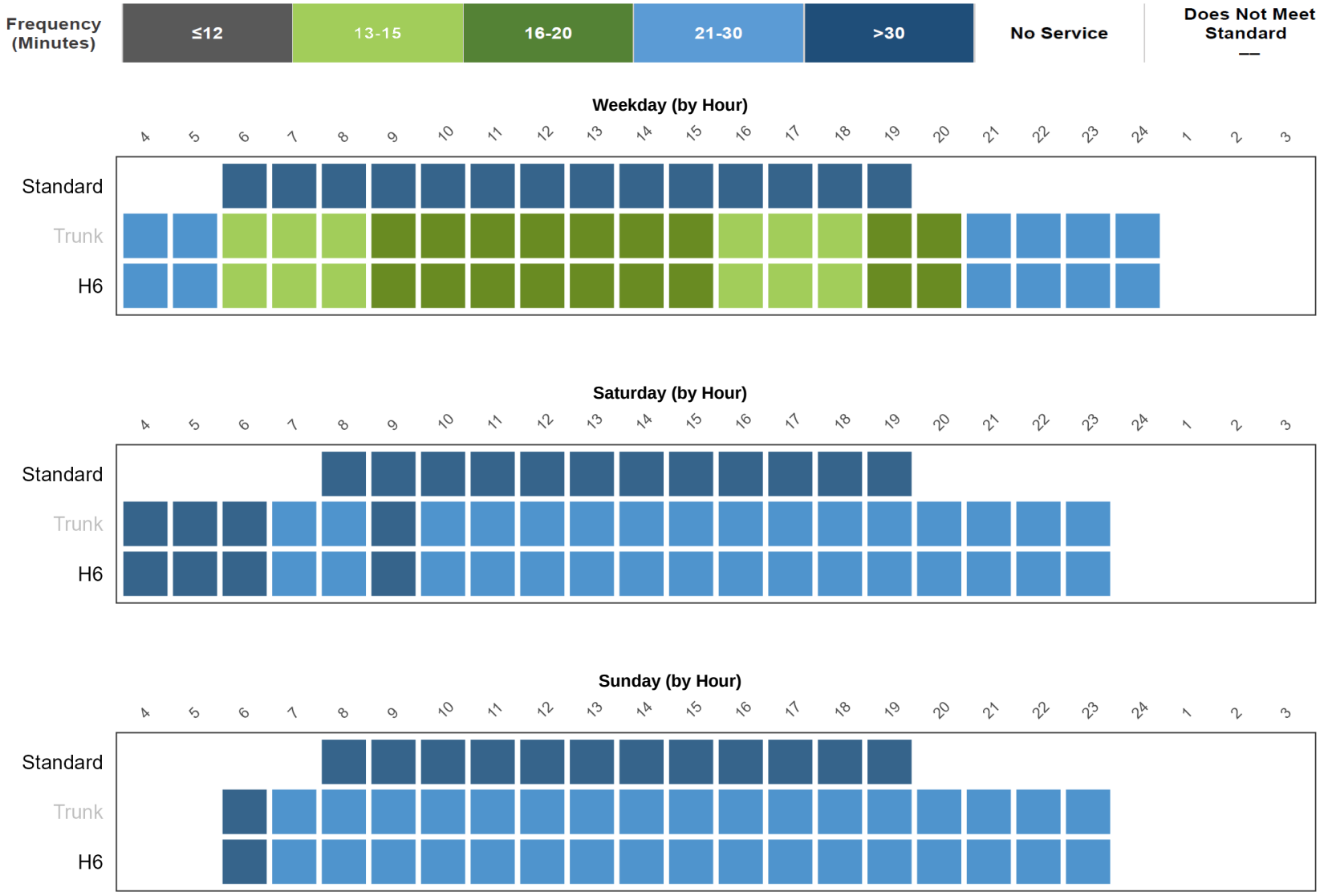
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.26	0.29
Weekday	**Off-Peak** Maximum Target: 1.0	0.17	0.18
	Saturday Maximum Target: 1.0	0.18	0.2
	Sunday Maximum Target: 1.0	0.15	0.17

Span and Frequency



Performance Report Card

B Brookland-Fort Lincoln

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:28 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: 25.9 / Off-Peak: 38.8	A	30.0	47.4	A	30.0	49.8	A
Productivity	**Passengers per Revenue Hour |** 10	24.8	24.7	A	21.6	24.2	A	18.1	24.3	A
	Passengers per Revenue Mile | 1	2.6	2.2	A	2.2	2.0	A	1.9	2.0	A
Reliability	**On-Time Performance |** 79%	76%	78%	C	78%	80%	C	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: 0.28	Off-Peak: 0.26 Peak: 0.34	A	0.19	0.28	A	0.16	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.24	$ 5.68	A	$6.01	$ 5.79	A	$7.17	$ 5.67	B
	Cost Recovery | 20%	22%	23%	B	19%	20%	C	16%	20%	D

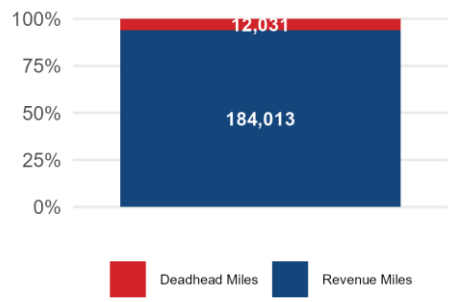
Route H6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	4.8	E
Route Design	**Circuity |** N/A	1.95	1.78	-

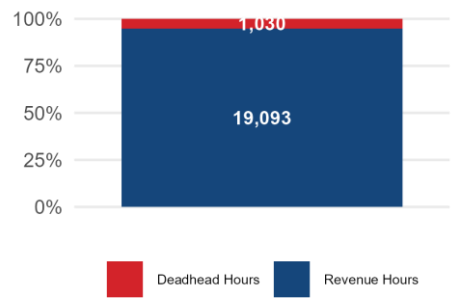
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	24.8	24.7	A	21.6	24.2	A	18.1	24.3	A
	Passengers per Revenue Mile | 1	2.6	2.2	A	2.2	2.0	A	1.9	2.0	A
	Unique Segment Ridership | 10%	38%	42%	A	83%	61%	A	34%	47%	A
Reliability	**On-Time Performance |** 79%	76%	78%	C	78%	80%	C	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: 0.28	Off-Peak: 0.26 Peak: 0.33	A	0.19	0.28	A	0.16	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.24	$ 5.68	A	$6.01	$ 5.79	A	$7.17	$ 5.67	B
	Cost Recovery | 20%	22%	22%	B	19%	19%	C	16%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



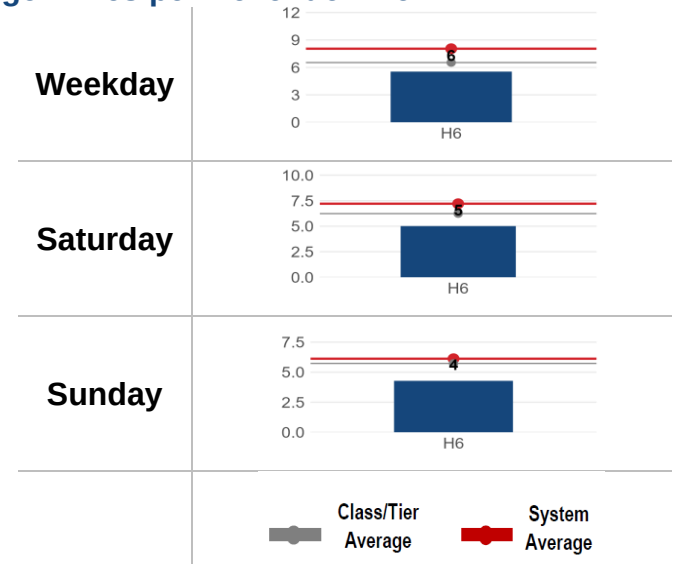
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H6	9.60	38,923	37,803 (97.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

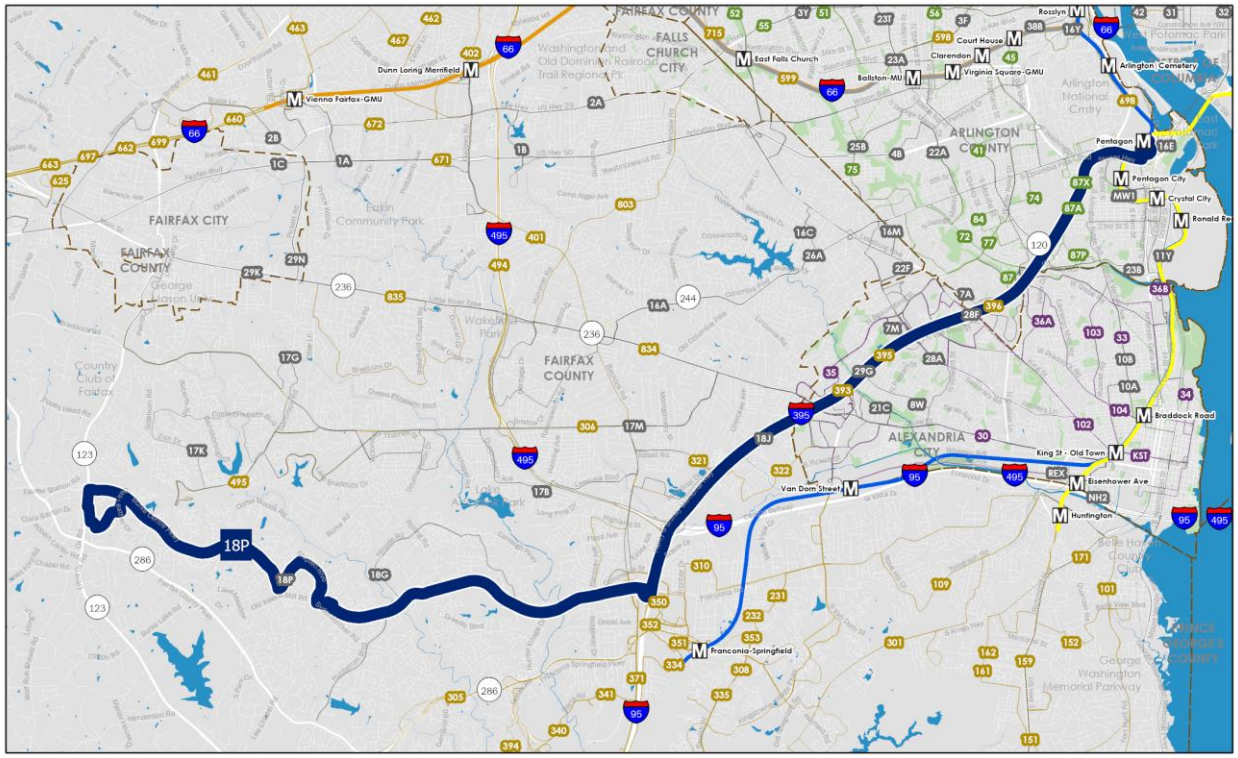
Passenger Miles per Revenue Mile

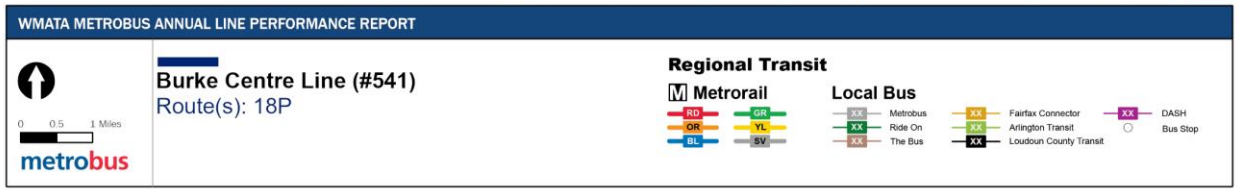


LINE: 541 - Burke Centre

ROUTE(S): 18P

About the Line





Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	A

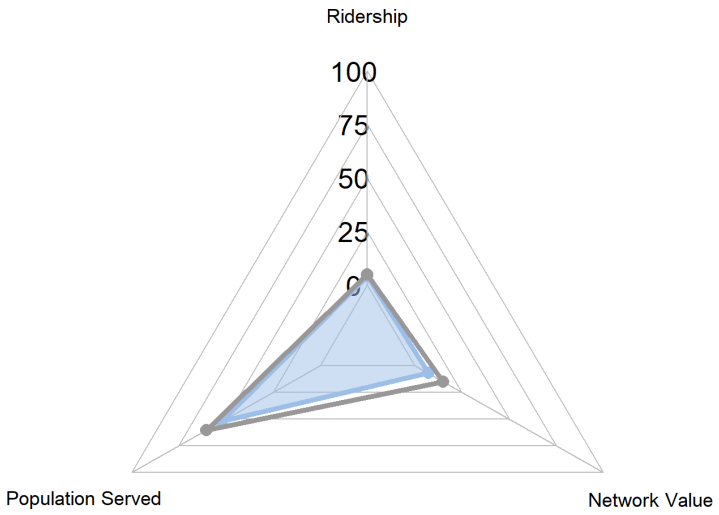
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

21

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	52	7	4	

Operating Statistics

Annual Operating Costs	$747,740
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

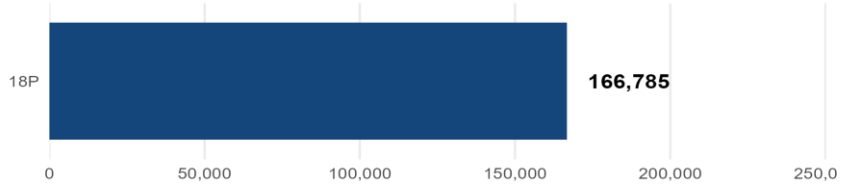
Service Area Population	23,593	
Minority Population	*Service Area*	7,978
	% Riders Surveyed	44%
Low Income Household	*Service Area*	2,991
	% Riders Surveyed	28%

Facilities/Amenities

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

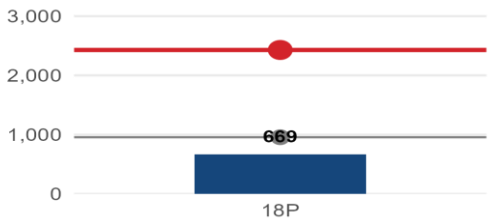
Ridership

Annual Ridership

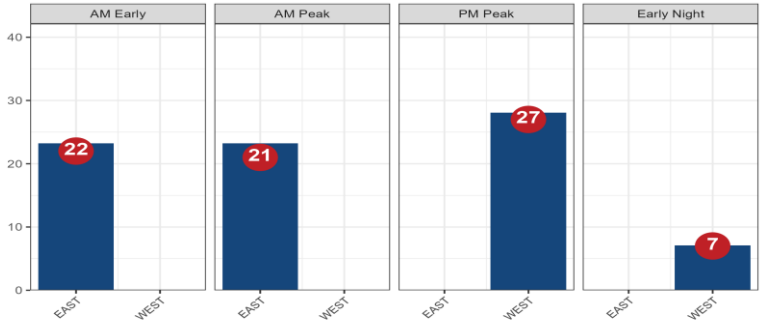


Top Transfer Locations

Pentagon

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

Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.53	0.67
	Off-Peak Maximum Target: 1.0	0.54	0.17
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A 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	5:09 AM - 9:07 AM; 3:20 PM - 8:01 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 16.0 / Off-Peak: NA	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	26.4	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.2	1.5	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.6	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.92	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	80%	32%	A	-	-	-	-	-	-

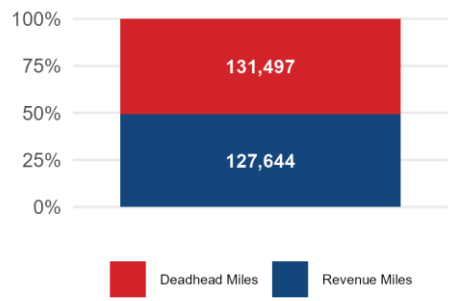
Route 18P

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.2	2.4	-
Route Design	**Circuity |** N/A	1.27	1.37	-

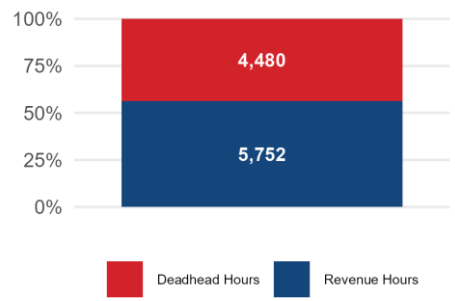
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	26.4	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.2	1.5	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	12%	27%	D	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.6	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.92	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	80%	31%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



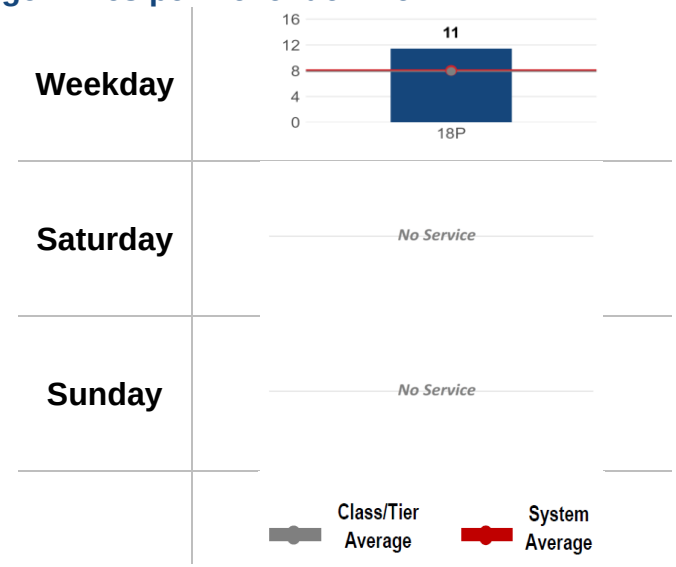
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18P	44.40	6,696	6,049 (90.3%)

Service Change Summary

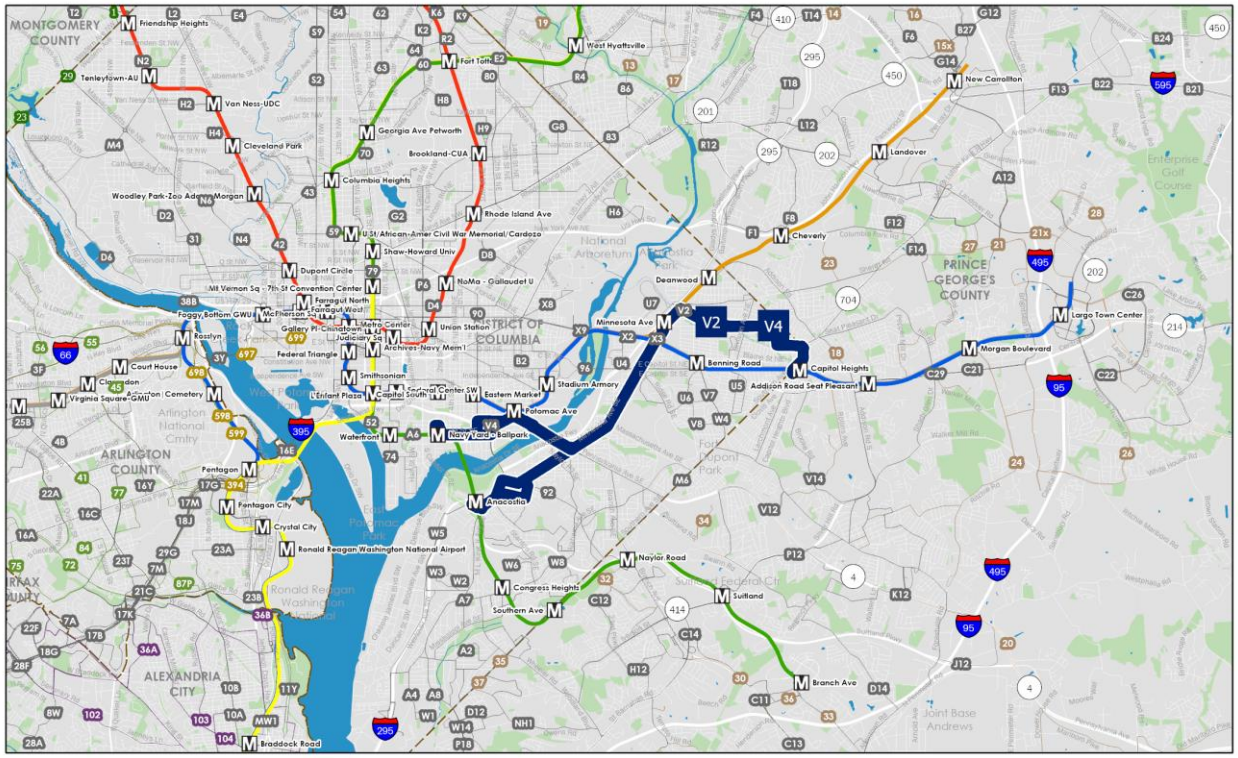
Jun 2024: Trips added on Tuesdays, Wednesdays, Thursdays EB departing Rolling Valley P+R during the morning rush hour; Service removed on five federal holidays due to low utilization: Juneteenth, Columbus Day, Veterans' Day, Martin Luther King Jr. Day, and Presidents' Day; Travel time adjustments
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 133 - Capitol Heights - Minnesota Ave. ROUTE(S): V2, V4

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Capitol Heights - Minnesota Ave. Line (#133)
Route(s): V2, V4

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, BL, GR, YL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

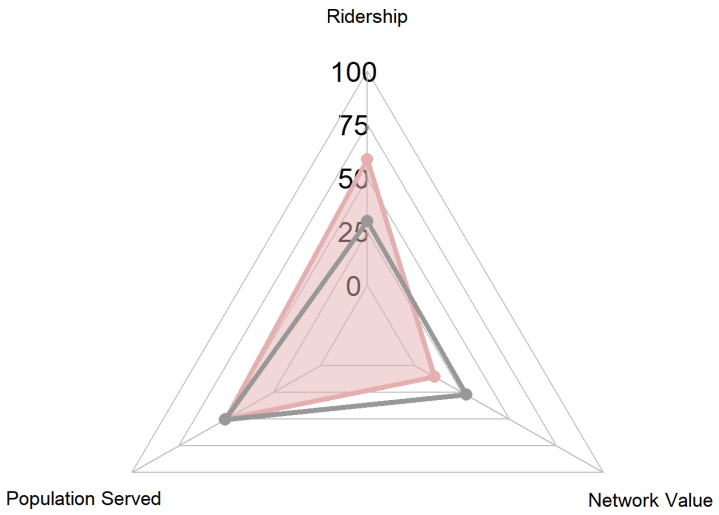
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

40

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	11	59	

Operating Statistics

Annual Operating Costs	$8,629,646
Peak Vehicles	17
Vehicle Type(s)	40 Foot

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

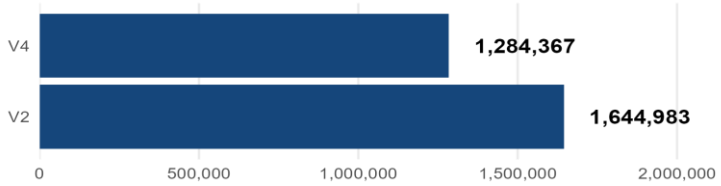
Service Area Population	57,525	
Minority Population	*Service Area*	43,920
	% Riders Surveyed	94%
Low Income Household	*Service Area*	20,146
	% Riders Surveyed	73%

Facilities/Amenities

Bus Stops	109
% Stops With Shelters	19%
% Stops With Benches	17%
% Stops With Real-Time Signs	6%

Ridership

Annual Ridership



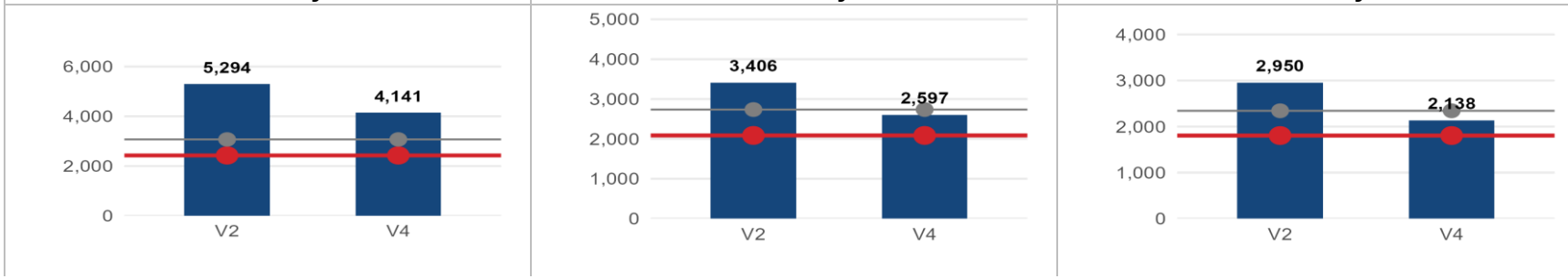
Top Transfer Locations

Minnesota Avenue, Potomac Avenue, Capitol Heights

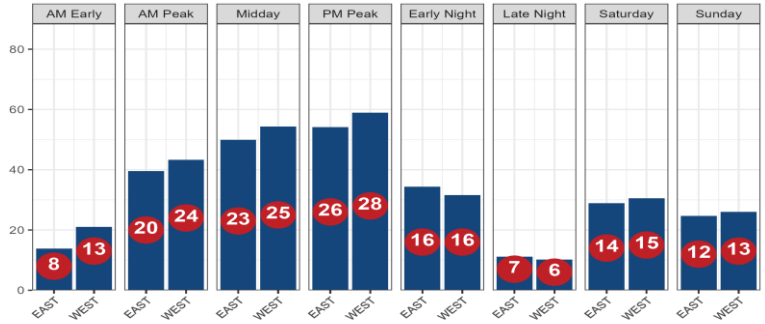
Average Daily Ridership

Class/Tier Average

System Average



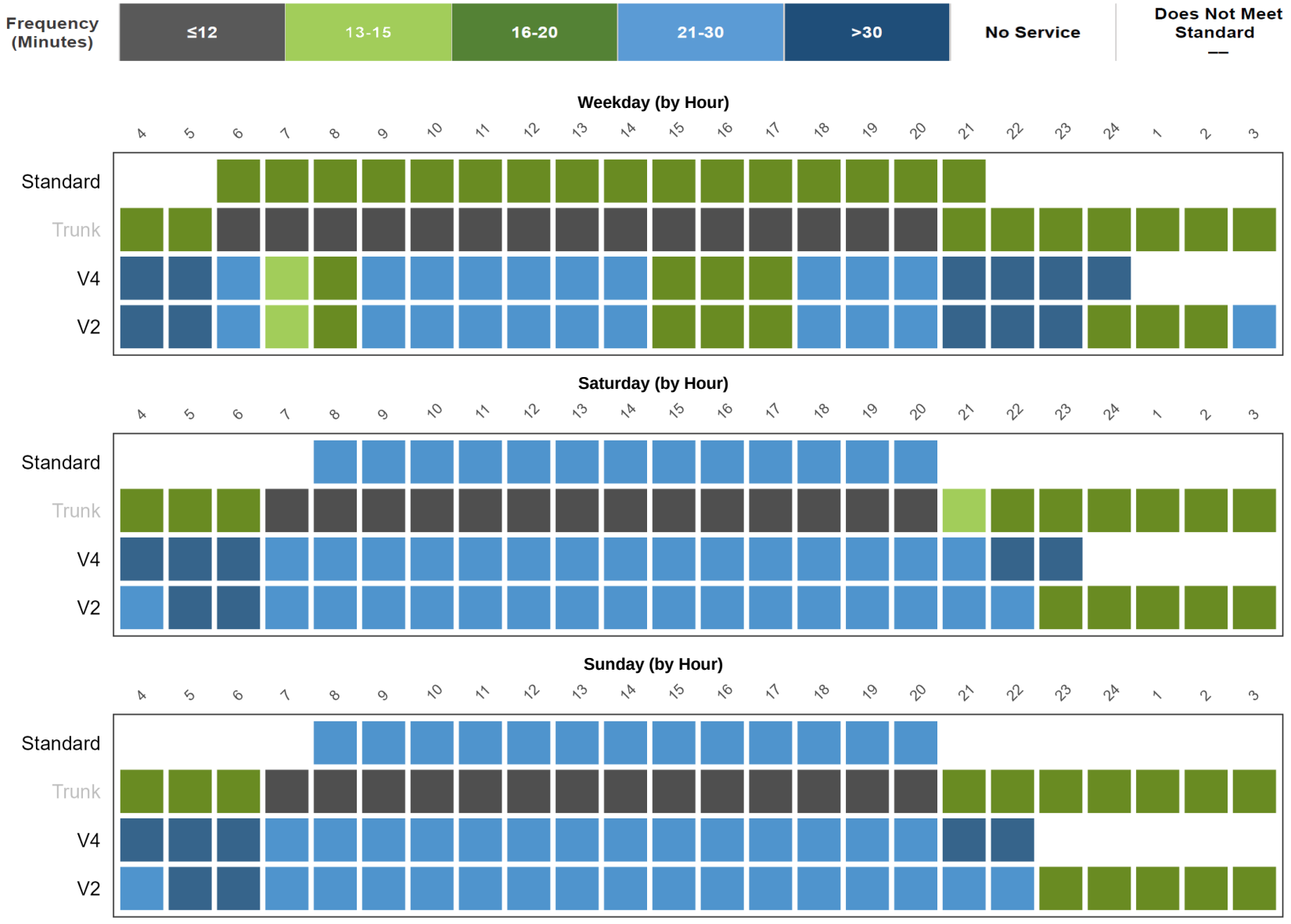
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.58	0.65
	Off-Peak Maximum Target: 1.0	0.41	0.44
	Saturday Maximum Target: 1.0	0.35	0.38
	Sunday Maximum Target: 1.0	0.3	0.33

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 8.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	44.3	29.6	A	35.1	28.2	A	31.5	25.5	A
	Passengers per Revenue Mile | 2	5.6	2.9	A	4.0	2.6	A	3.4	2.3	A
Reliability	**On-Time Performance |** 79%	76%	75%	C	78%	77%	C	74%	78%	C
	Crowding | 5%	3%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.62	Off-Peak: 0.39 Peak: 0.49	A	0.36	0.38	A	0.32	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.93	$ 5.18	A	$3.70	$ 5.36	A	$4.12	$ 6.15	A
	Cost Recovery | 20%	36%	29%	A	29%	26%	A	26%	23%	A

Route V2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	4.5	E
Route Design	**Circuity |** 1.75	1.3	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	45.6	29.6	A	35.1	28.2	A	32.6	25.5	A
	Passengers per Revenue Mile | 2	5.7	2.9	A	4.0	2.6	A	3.4	2.3	A
	Unique Segment Ridership | 10%	11%	19%	B	11%	36%	B	10%	37%	B
Reliability	**On-Time Performance |** 79%	76%	75%	C	79%	77%	B	73%	78%	D
	Crowding | 5%	5%	2%	C	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.66	Off-Peak: 0.39 Peak: 0.49	A	0.35	0.4	A	0.31	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.85	$ 5.18	A	$3.70	$ 5.36	A	$3.99	$ 6.15	A
	Cost Recovery | 20%	39%	29%	A	30%	27%	A	28%	24%	A

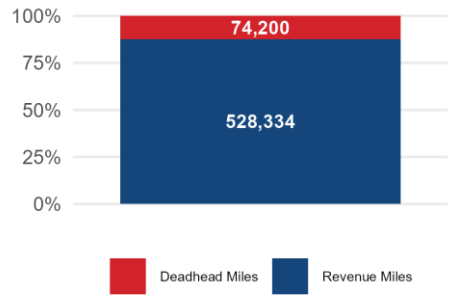
Route V4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.7	4.5	E
Route Design	**Circuity |** 1.75	1.32	1.47	A

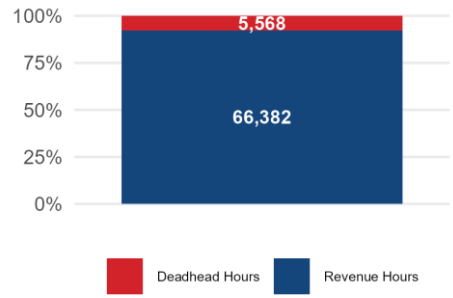
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	42.8	29.6	A	35.1	28.2	A	30.1	25.5	A
	Passengers per Revenue Mile | 2	5.4	2.9	A	4.1	2.6	A	3.5	2.3	A
	Unique Segment Ridership | 10%	11%	19%	B	9%	36%	C	10%	37%	C
Reliability	**On-Time Performance |** 79%	76%	75%	C	76%	77%	C	75%	78%	C
	Crowding | 5%	1%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.57	Off-Peak: 0.39 Peak: 0.49	A	0.38	0.4	A	0.32	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.04	$ 5.18	A	$3.71	$ 5.36	A	$4.31	$ 6.15	A
	Cost Recovery | 20%	33%	29%	A	27%	27%	A	23%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



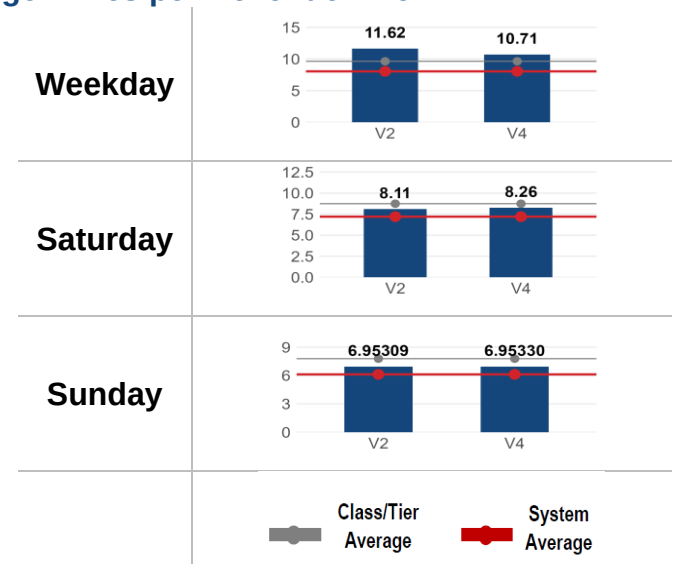
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V2	14.60	45,590	44,085 (96.7%)
V4	15.30	34,396	32,771 (95.3%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

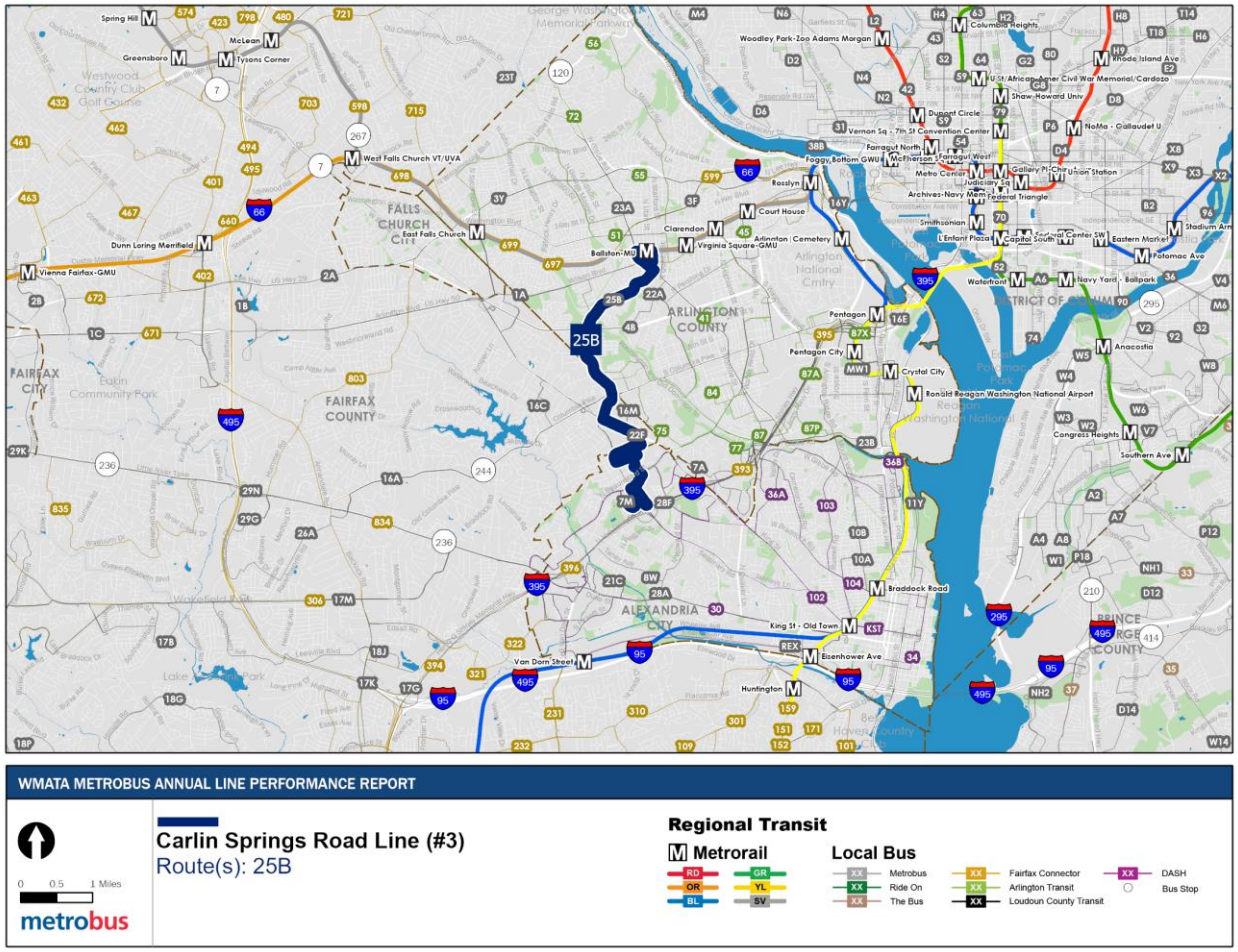
Passenger Miles per Revenue Mile



LINE: 3 - Carlin Springs Road

ROUTE(S): 25B

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

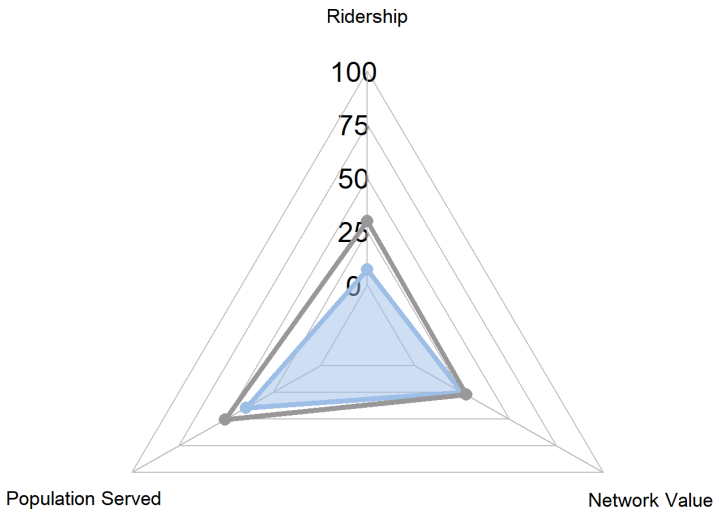
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

24

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	39	25	7	

Operating Statistics

Annual Operating Costs	$2,593,608
Peak Vehicles	9
Vehicle Type(s)	40 Foot

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

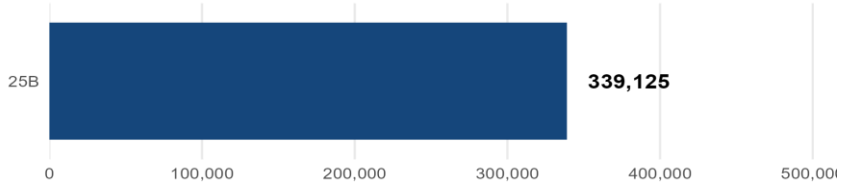
Service Area Population		44,876
Minority Population	*Service Area*	16,602
	% Riders Surveyed	71%
Low Income Household	*Service Area*	10,775
	% Riders Surveyed	71%

Facilities/Amenities

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

Ridership

Annual Ridership



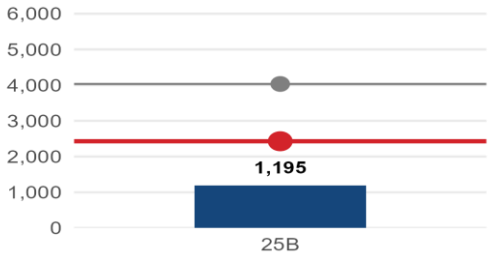
Top Transfer Locations

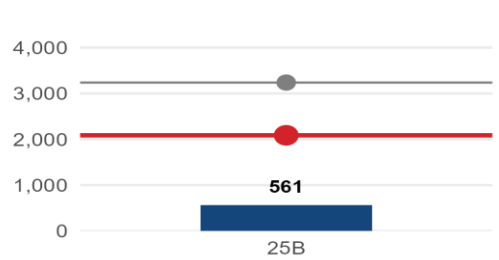
Ballston, Pentagon City, Court House

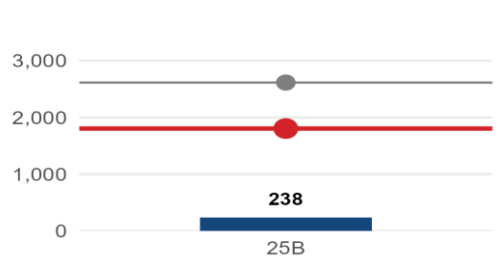
Average Daily Ridership

Class/Tier Average

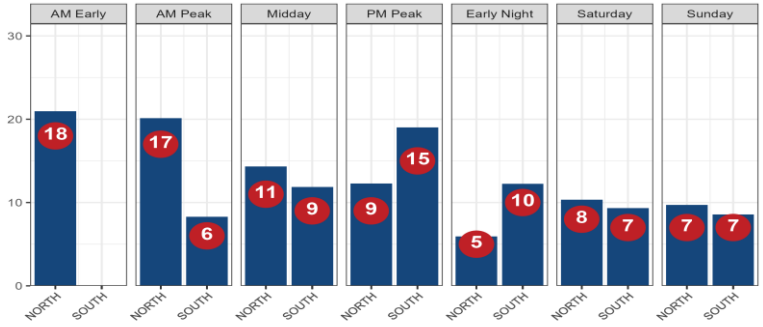
System Average







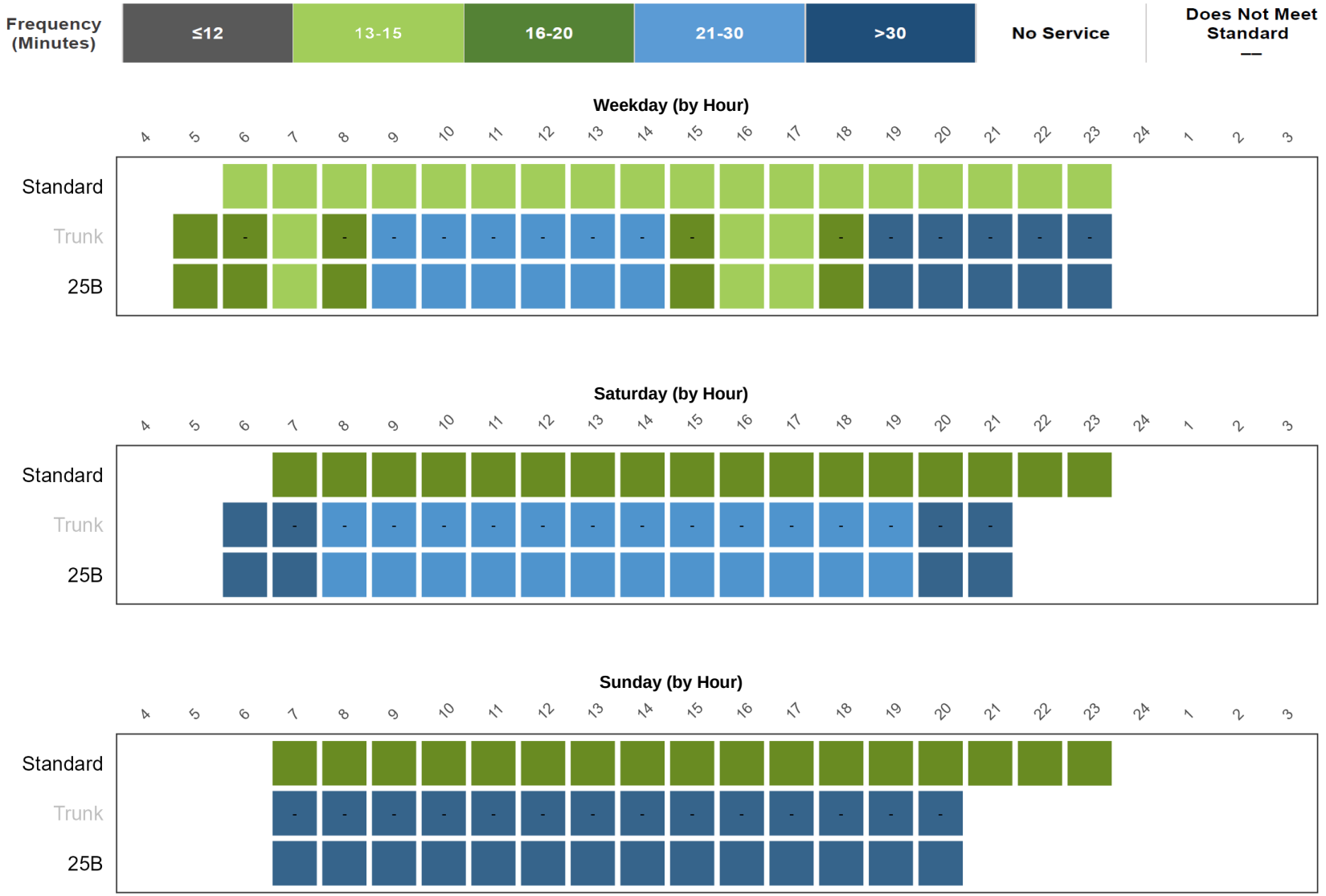
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.31	0.28
Weekday	**Off-Peak** Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0	0.2	0.18
	Sunday Maximum Target: 1.0	0.19	0.16

Span and Frequency



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: 14.6 / Off-Peak: 18.6	C	31.0	20.8	E	60.0	23.8	E
Productivity	**Passengers per Revenue Hour |** 30	17.7	34.1	E	14.2	29.0	E	16.8	26.6	E
	Passengers per Revenue Mile | 4	2.2	4.6	E	1.6	3.7	E	1.5	3.2	E
Reliability	**On-Time Performance |** 79%	87%	74%	A	79%	75%	B	85%	77%	A
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.36 Peak: 0.5	A	0.19	0.37	A	0.18	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.33	$ 4.27	E	$9.17	$ 5.07	E	$7.75	$ 5.55	E
	Cost Recovery | 25%	20%	38%	D	16%	32%	E	19%	30%	D

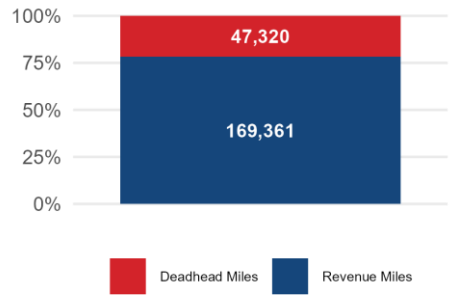
Route 25B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	5.5	A
Route Design	**Circuity |** 1.75	1.86	1.23	C

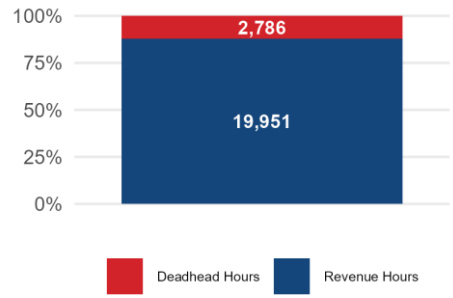
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	17.7	34.1	E	14.2	29.0	E	16.8	26.6	E
	Passengers per Revenue Mile | 4	2.2	4.6	E	1.6	3.7	E	1.5	3.2	E
	Unique Segment Ridership | 10%	38%	20%	A	76%	34%	A	60%	31%	A
Reliability	**On-Time Performance |** 79%	87%	74%	A	79%	75%	B	85%	77%	A
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.3	Off-Peak: 0.37 Peak: 0.51	A	0.19	0.37	A	0.18	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.33	$ 4.27	E	$9.17	$ 5.07	E	$7.75	$ 5.55	E
	Cost Recovery | 25%	20%	39%	D	16%	32%	E	19%	30%	D

Operational Analysis

Miles Allocation



Hours Allocation



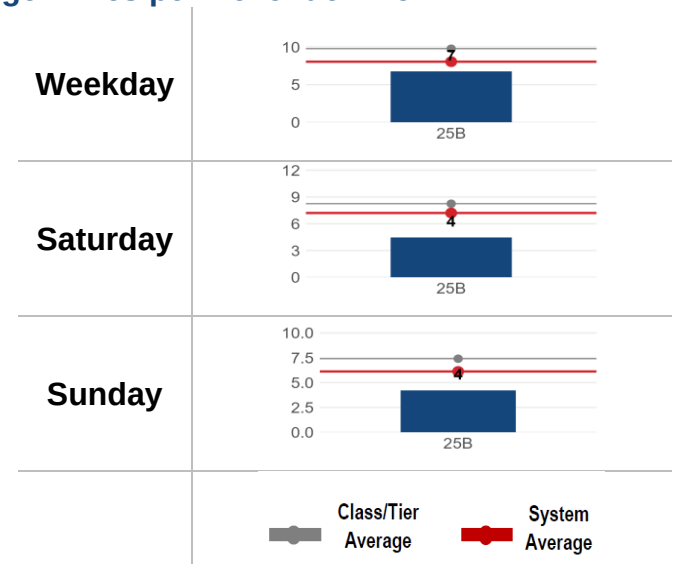
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
25B	17.80	26,307	25,683 (97.6%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

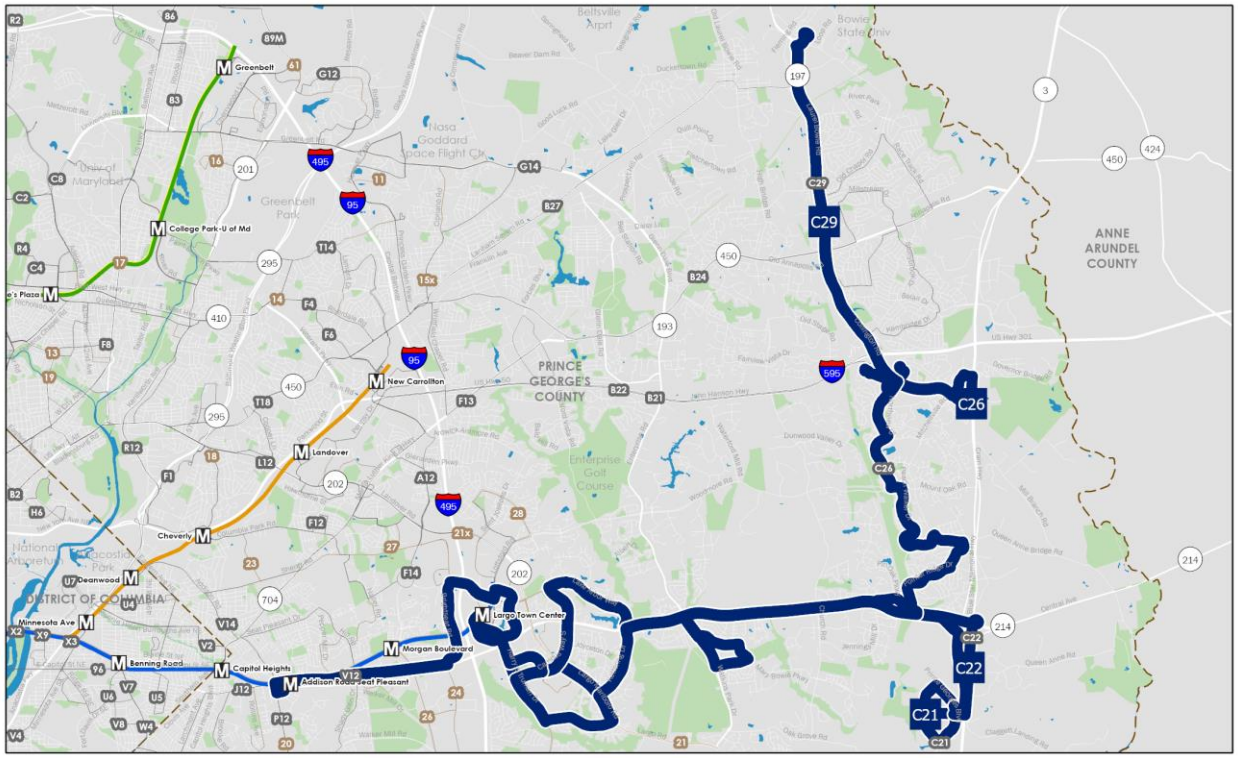
Passenger Miles per Revenue Mile

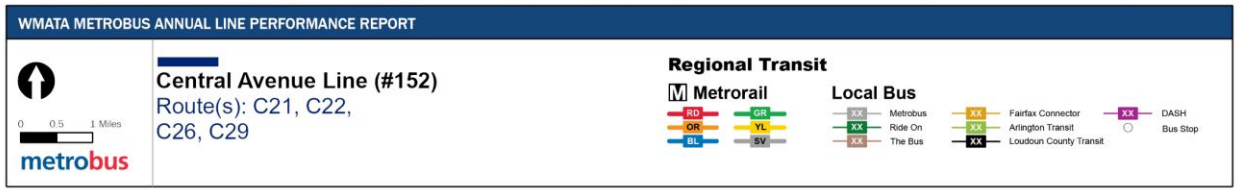


LINE: 152 - Central Avenue

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

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

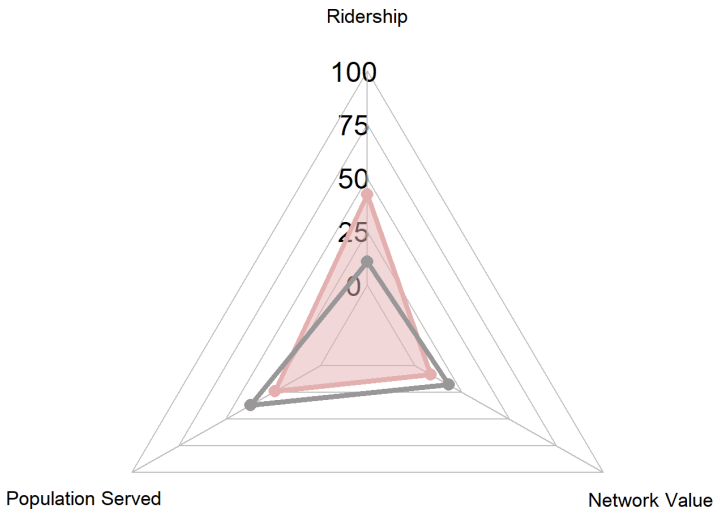
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

25

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	8	42	

Operating Statistics

Annual Operating Costs	$4,356,440
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

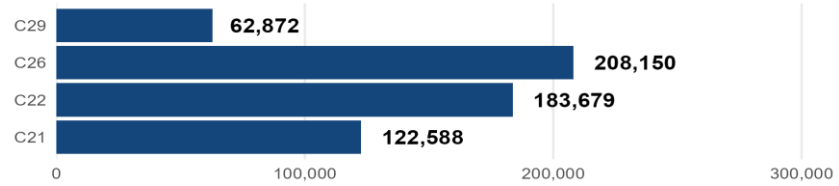
Service Area Population	67,127	
Minority Population	*Service Area*	56,148
	% Riders Surveyed	97%
Low Income Household	*Service Area*	9,167
	% Riders Surveyed	77%

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

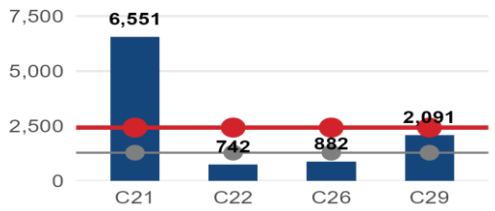
Largo Town Center, Addison Road, Benning Road

Average Daily Ridership

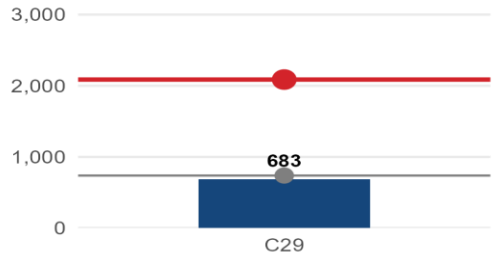
Class/Tier Average

System Average

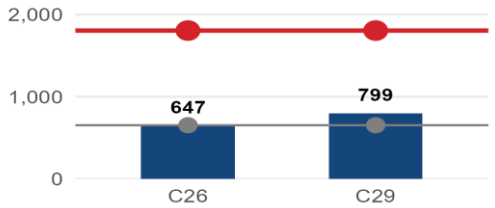
Weekday



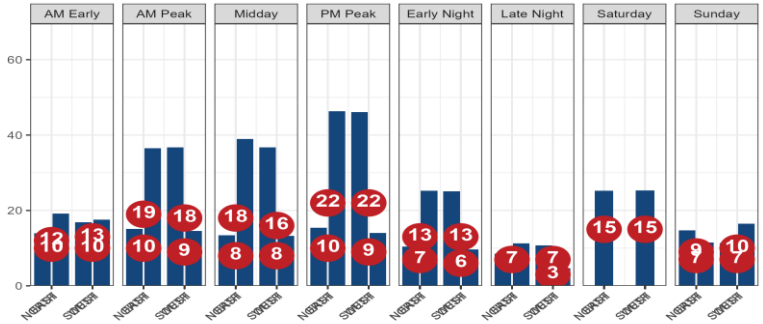
Saturday



Sunday

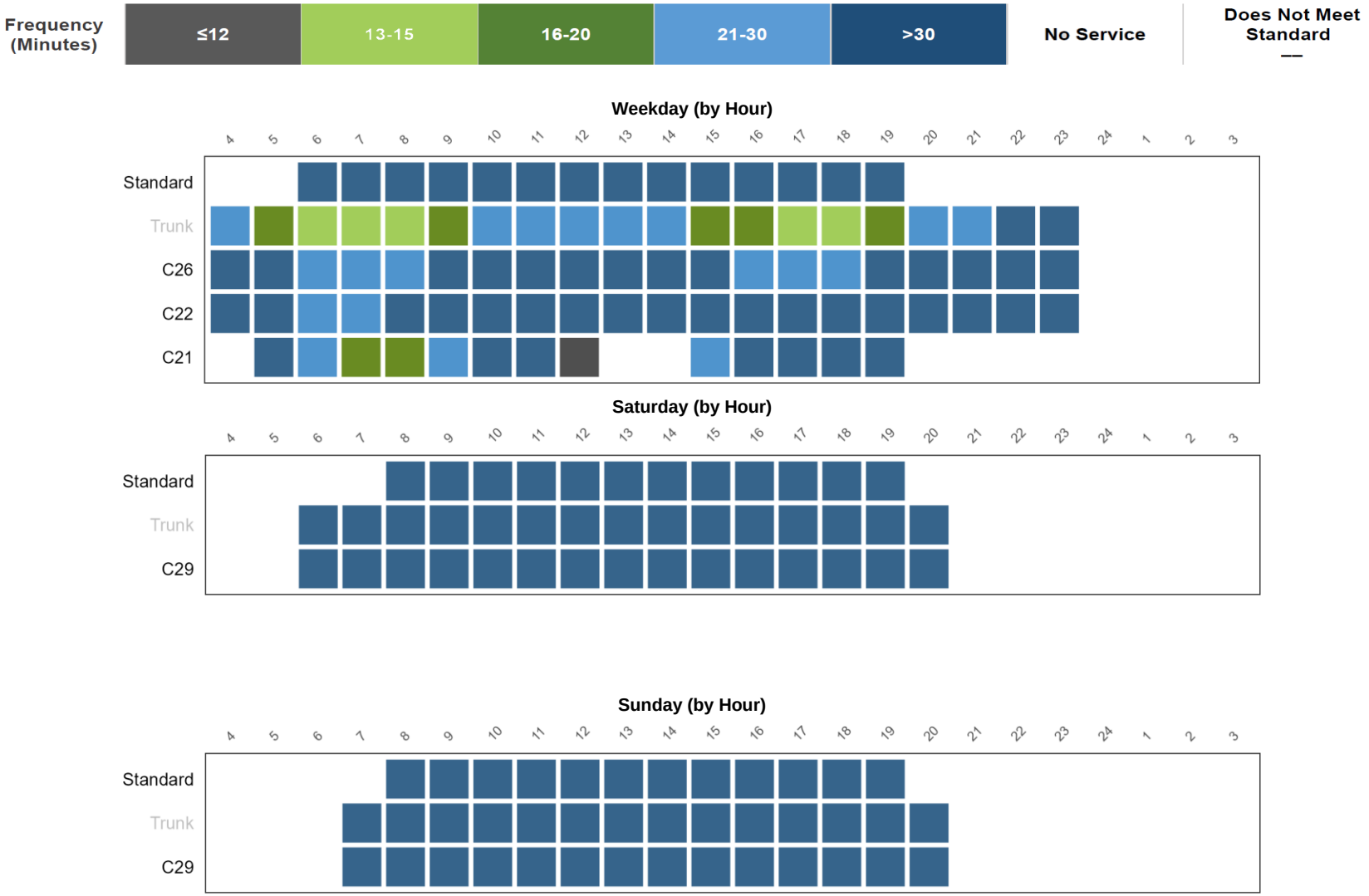


Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

Span and Frequency



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	4:39 AM - 11:34 PM	-	A	6:43 AM - 8:56 PM	-	A	7:35 AM - 8:28 PM	-	A
	Frequency of Service | varies	Peak: 14.0 / Off-Peak: 25.0	Peak: 25.9 / Off-Peak: 38.8	A	60.0	47.4	B	60.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	27.3	24.7	A	16.3	24.2	A	18.3	24.3	A
	Passengers per Revenue Mile | 1	2.5	2.2	A	0.9	2.0	D	1.7	2.0	A
Reliability	**On-Time Performance |** 79%	76%	78%	C	71%	80%	D	77%	81%	C
	Crowding | 5%	0%	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: 0.26 Peak: 0.34	A	0.37	0.28	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.75	$ 5.68	A	$7.96	$ 5.79	C	$7.12	$ 5.67	B
	Cost Recovery | 20%	42%	23%	A	25%	20%	A	28%	20%	A

Route C21

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.1	4.8	E
Route Design	**Circuity |** N/A	2.2	1.78	-

	Measure | Standard	Weekday			Saturday			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	33.8	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	3.9	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	2%	42%	E	100%	61%	A	13%	47%	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	87%	80%	A	69%	81%	D
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.5	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.84	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	6%	22%	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	**Circuity |** N/A	1.62	1.78	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	19.9	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.2	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	4%	42%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.33	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.52	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	31%	22%	A	-	-	-	-	-	-

Route C26

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.6	4.8	A
Route Design	**Circuity |** N/A	1.91	1.78	-

	Measure | Standard	Weekday			Saturday			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	16.4	24.7	A	-	-	-	21.0	24.3	A
	Passengers per Revenue Mile | 1	1.0	2.2	B	-	-	-	2.4	2.0	A
	Unique Segment Ridership | 10%	35%	42%	A	-	-	-	4%	47%	E
Reliability	**On-Time Performance |** 79%	76%	78%	C	-	-	-	79%	81%	B
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.27	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	0.16	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.94	$ 5.68	C	-	-	-	$6.20	$ 5.67	A
	Cost Recovery | 20%	-	22%	-	-	-	-	-	20%	-

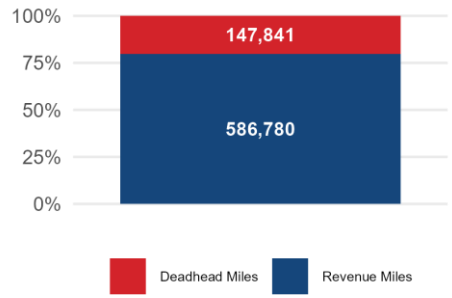
Route C29

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.8	A
Route Design	**Circuity |** N/A	2.12	1.78	-

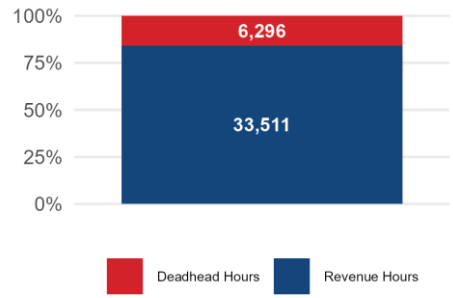
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	27.1	24.7	A	16.3	24.2	A	17.4	24.3	A
	Passengers per Revenue Mile | 1	3.0	2.2	A	0.9	2.0	D	1.4	2.0	A
	Unique Segment Ridership | 10%	0%	42%	E	80%	61%	A	22%	47%	A
Reliability	**On-Time Performance |** 79%	-	-	-	71%	80%	D	78%	81%	C
	Crowding | 5%	-	-	-	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.35	Off-Peak: 0.26 Peak: 0.33	A	0.37	0.28	A	0.2	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.81	$ 5.68	A	$7.96	$ 5.79	C	$7.49	$ 5.67	B
	Cost Recovery | 20%	-	22%	-	-	19%	-	-	20%	-

Operational Analysis

Miles Allocation



Hours Allocation



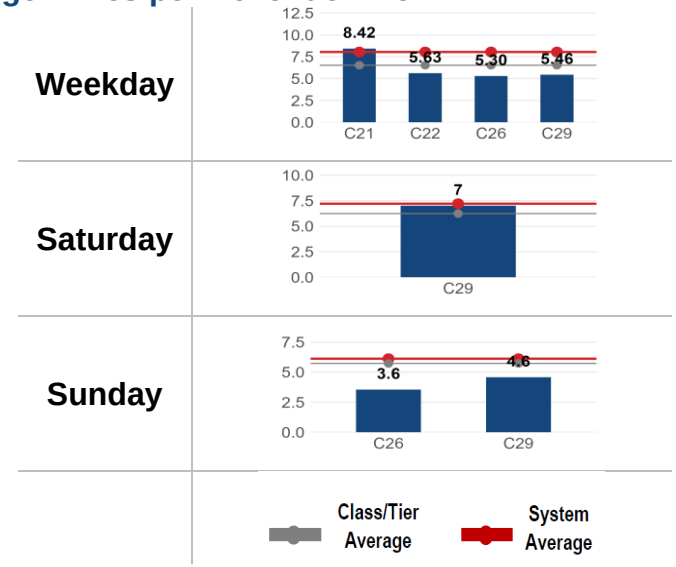
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C21	49.40	5,665	5,523 (97.5%)
C22	36.20	8,432	8,171 (96.9%)
C26	38.70	13,027	12,751 (97.9%)
C29	60.70	3,228	3,172 (98.3%)

Service Change Summary

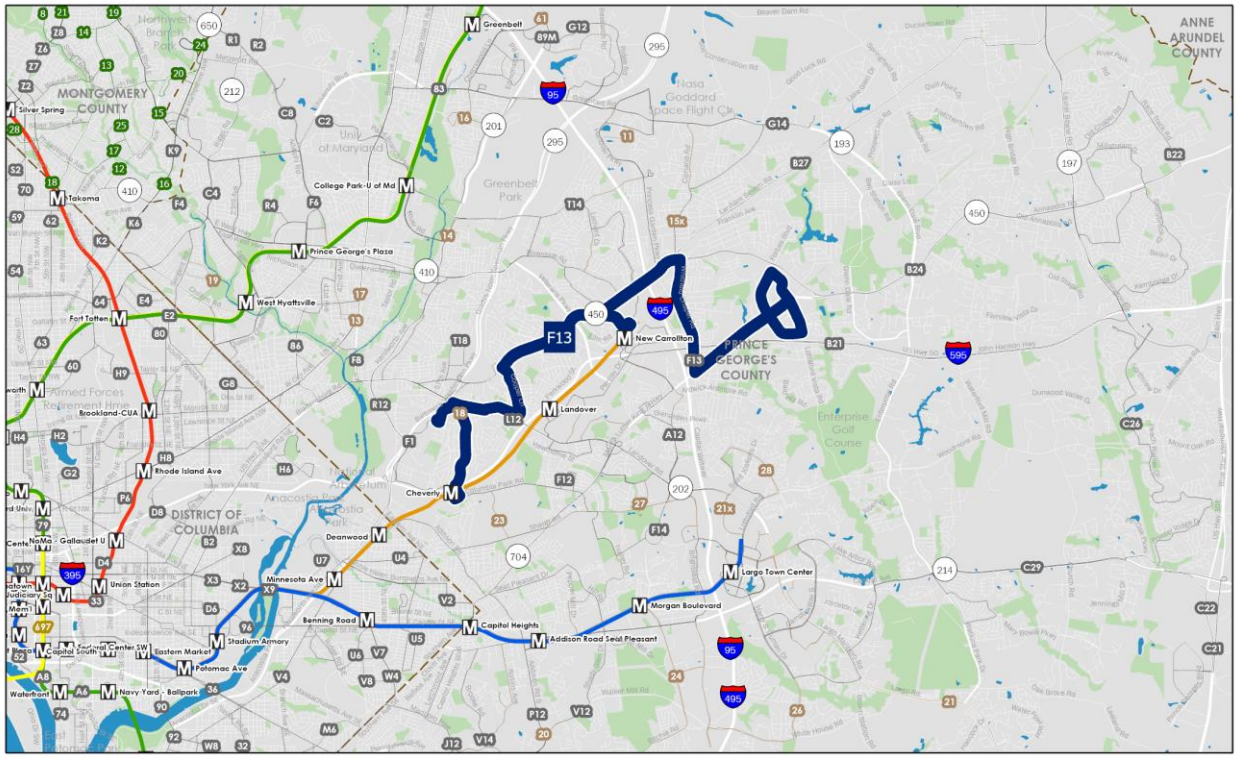
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

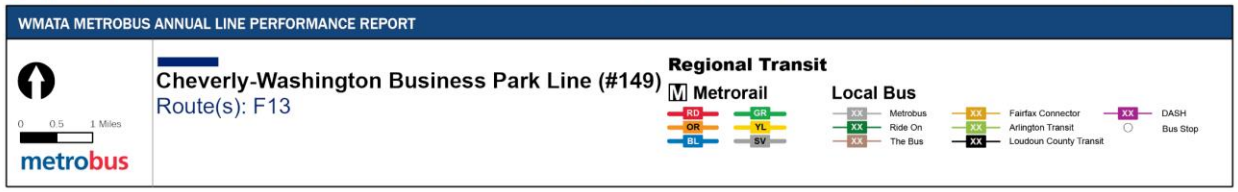
Passenger Miles per Revenue Mile



LINE: 149 - Cheverly-Washington Business Park ROUTE(S): F13

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

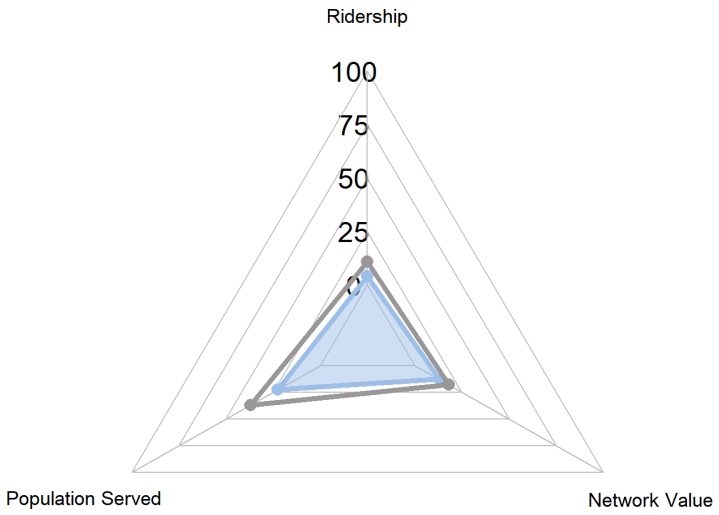
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

13

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	13	4	

Operating Statistics

Annual Operating Costs	$1,139,593
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

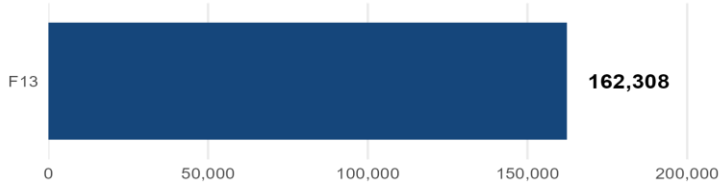
Service Area Population	26,260	
Minority Population	*Service Area*	16,561
	% Riders Surveyed	98%
Low Income Household	*Service Area*	6,353
	% Riders Surveyed	68%

Facilities/Amenities

Bus Stops	111
% Stops With Shelters	19%
% Stops With Benches	20%
% Stops With Real-Time Signs	0%

Ridership

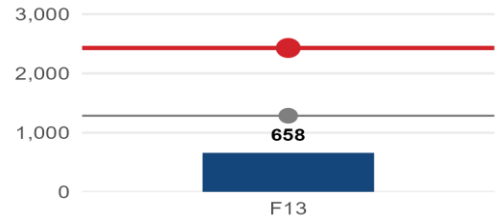
Annual Ridership



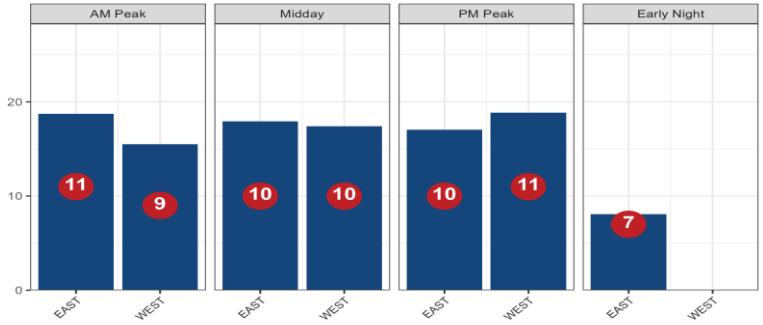
Top Transfer Locations

New Carrollton, Cheverly

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

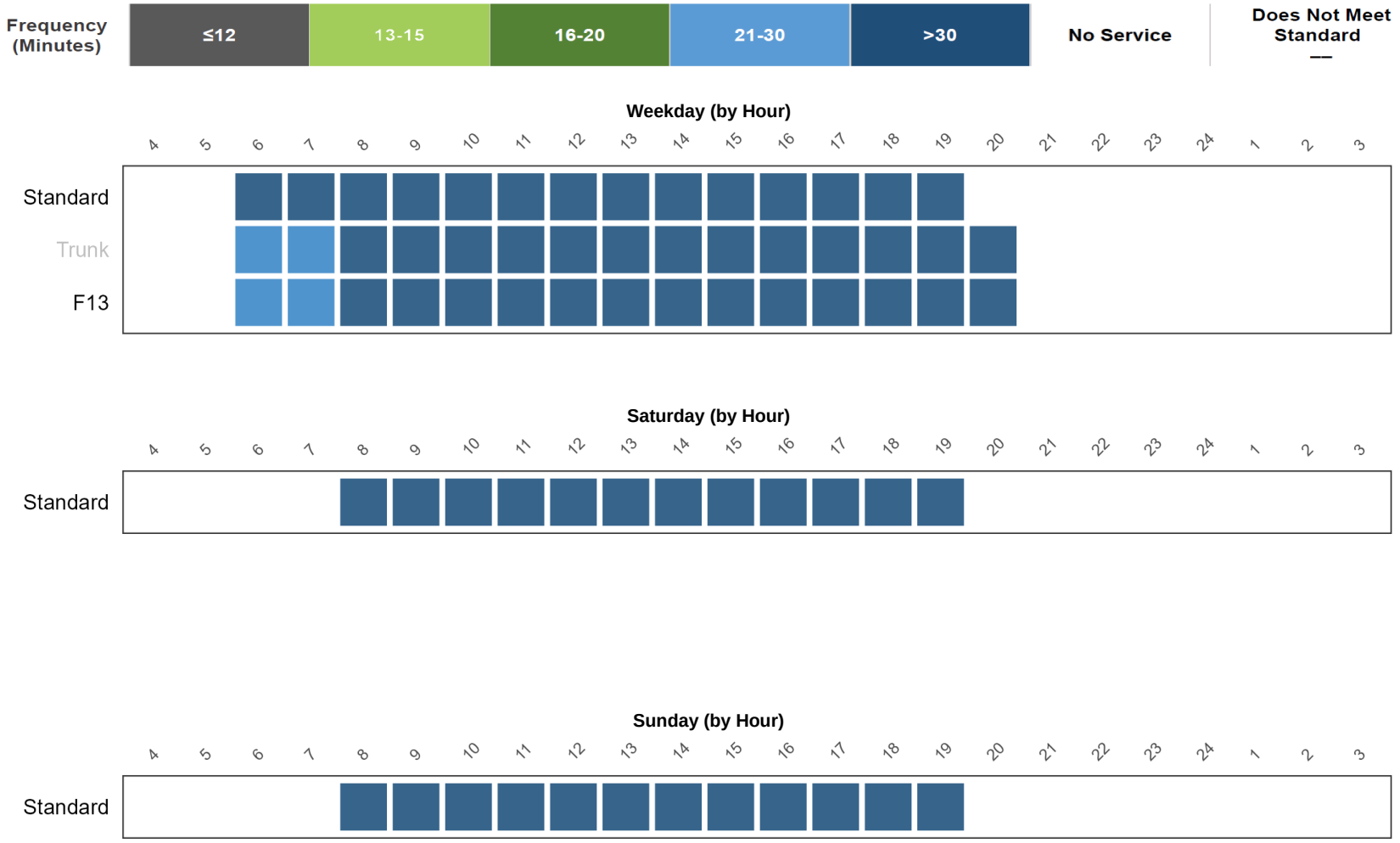
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.26	0.24
	Off-Peak Maximum Target: 1.0	0.23	0.24
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A Cheverly-Washington Business Park

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	6:00 AM - 8:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 34.0 / Off-Peak: 57.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	19.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	68%	78%	E	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.25	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.71	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	19%	23%	C	-	-	-	-	-	-

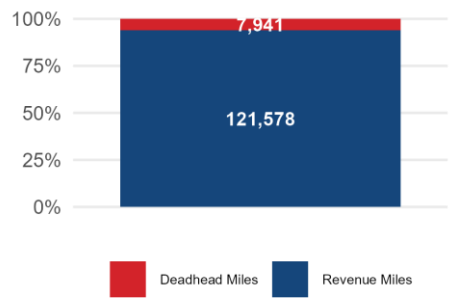
Route F13

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	4.8	E
Route Design	**Circuity |** N/A	2.94	1.78	-

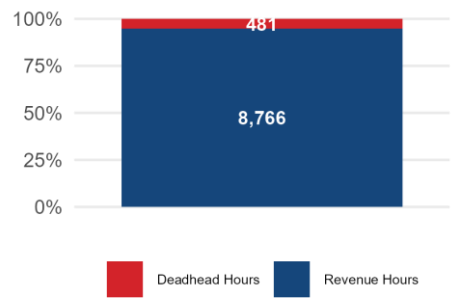
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	19.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	34%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	68%	78%	E	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.25	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.71	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	19%	22%	C	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



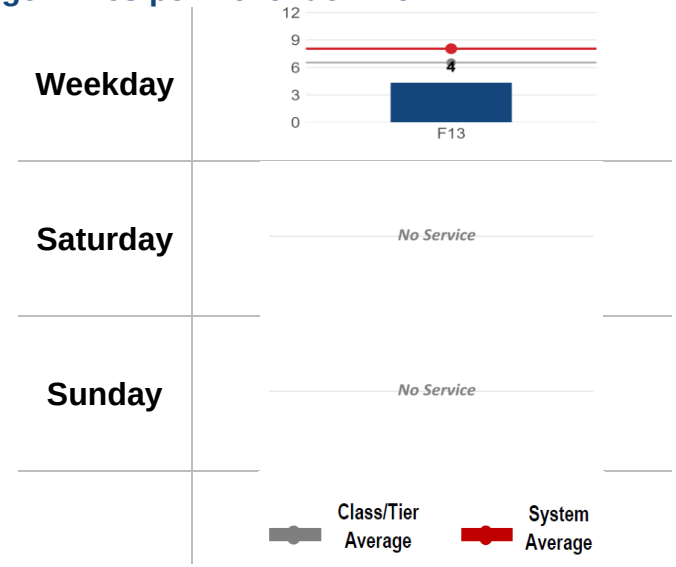
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F13	33.10	9,614	9,323 (97.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

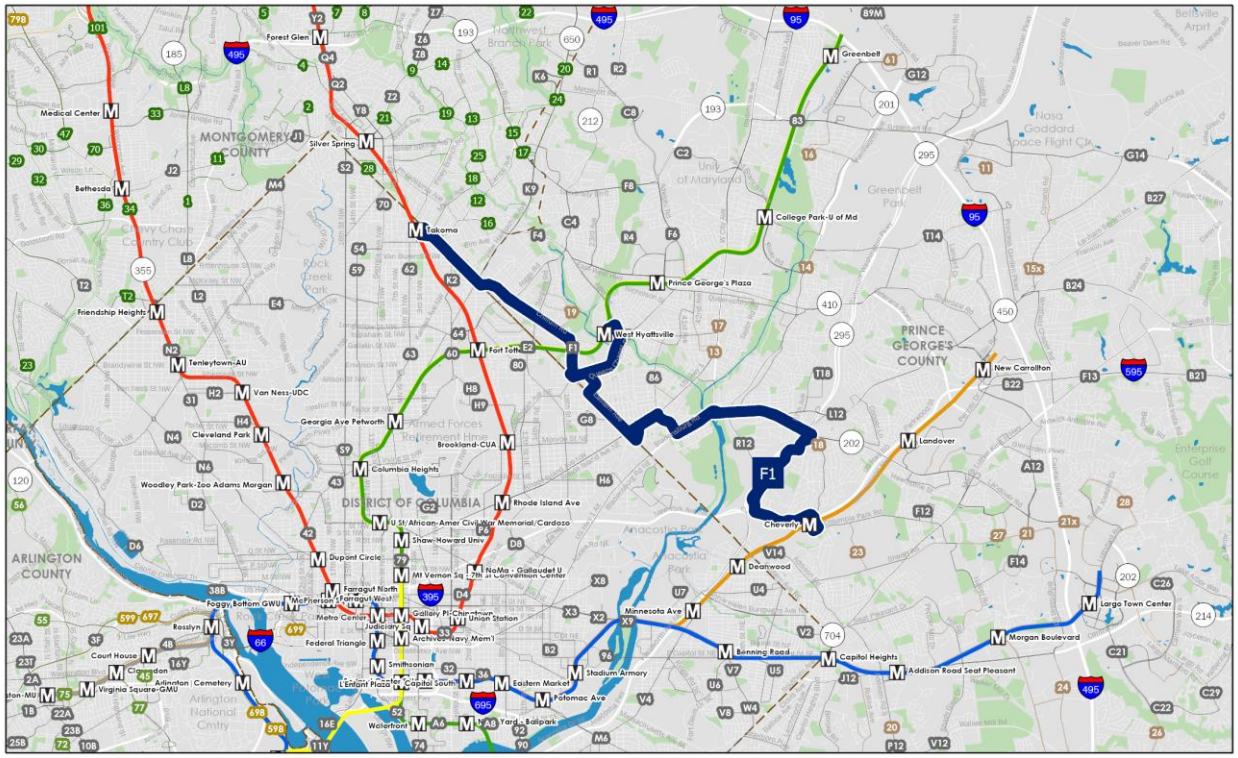
Passenger Miles per Revenue Mile



LINE: 28 - Chillum Road

ROUTE(S): F1

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

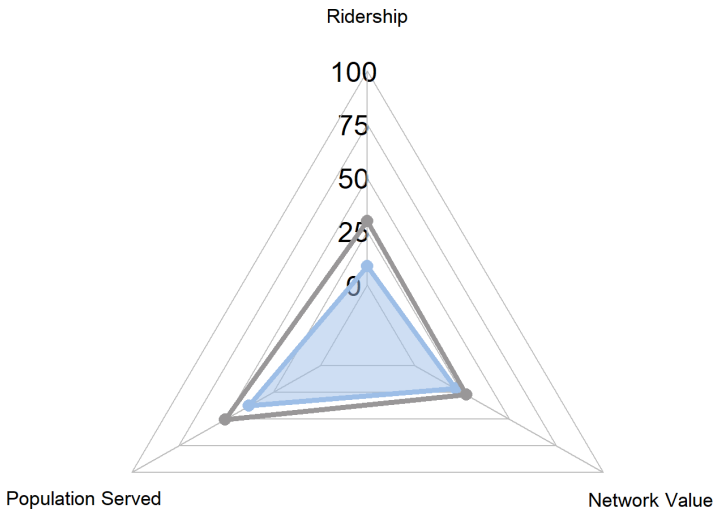
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	38	22	9	

Operating Statistics

Annual Operating Costs	$2,336,750
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

Service Area Population	37,422	
Minority Population	*Service Area*	20,054
	% Riders Surveyed	90%
Low Income Household	*Service Area*	9,218
	% Riders Surveyed	68%

Facilities/Amenities

Bus Stops	129
% Stops With Shelters	30%
% Stops With Benches	19%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



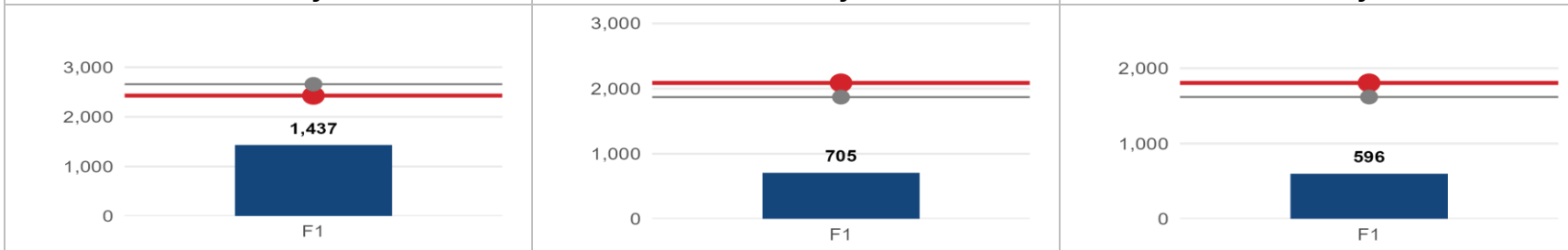
Top Transfer Locations

West Hyattsville, Takoma, Cheverly

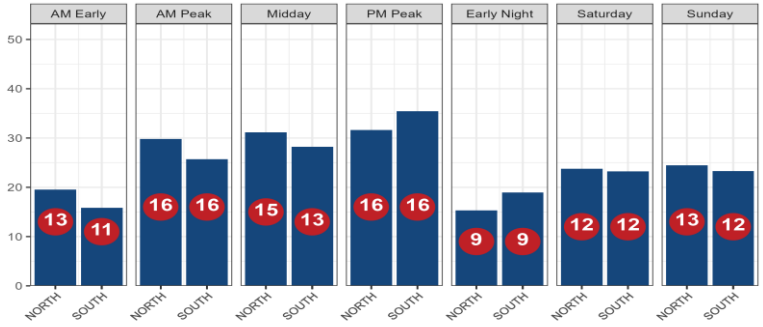
Average Daily Ridership

Class/Tier Average

System Average



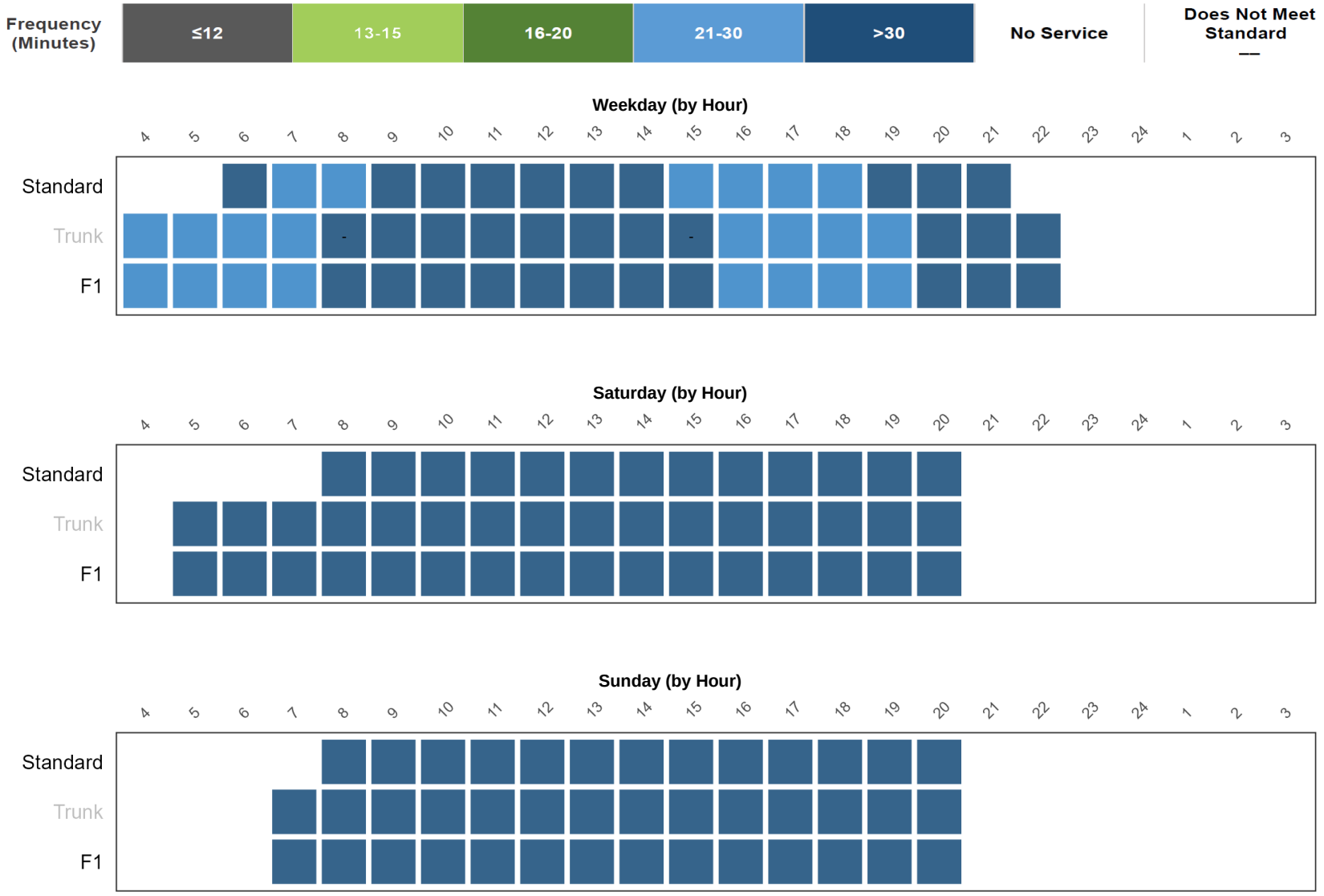
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.4	0.4
Weekday	**Off-Peak** Maximum Target: 1.0	0.31	0.29
	Saturday Maximum Target: 1.0	0.29	0.31
	Sunday Maximum Target: 1.0	0.32	0.3

Span and Frequency



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	4:45 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: 21.1 / Off-Peak: 33.4	C	60.0	39.1	B	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	23.8	29.8	A	21.3	25.4	A	22.3	24.4	A
	Passengers per Revenue Mile | 1	2.1	2.6	A	1.9	2.1	A	1.9	2.0	A
Reliability	**On-Time Performance |** 79%	76%	75%	C	73%	77%	D	77%	78%	C
	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: 0.35 Peak: 0.46	A	0.3	0.34	A	0.31	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.47	$ 4.80	A	$6.09	$ 5.61	A	$5.82	$ 5.91	A
	Cost Recovery | 20%	25%	28%	A	23%	24%	A	24%	23%	A

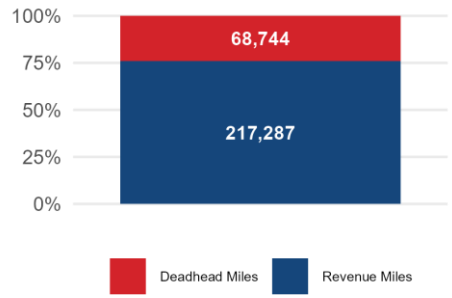
Route F1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.7	4.5	A
Route Design	**Circuity |** 1.75	1.7	2.09	B

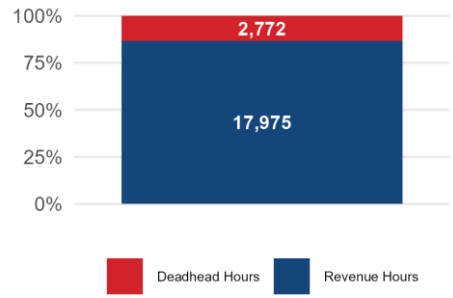
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.8	29.8	A	21.3	25.4	A	22.3	24.4	A
	Passengers per Revenue Mile | 1	2.1	2.6	A	1.9	2.1	A	1.9	2.0	A
	Unique Segment Ridership | 10%	48%	45%	A	60%	58%	A	63%	58%	A
Reliability	**On-Time Performance |** 79%	76%	75%	C	73%	77%	D	77%	78%	C
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.4	Off-Peak: 0.36 Peak: 0.46	A	0.3	0.35	A	0.31	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.47	$ 4.80	A	$6.09	$ 5.61	A	$5.82	$ 5.91	A
	Cost Recovery | 20%	25%	29%	A	23%	24%	A	24%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



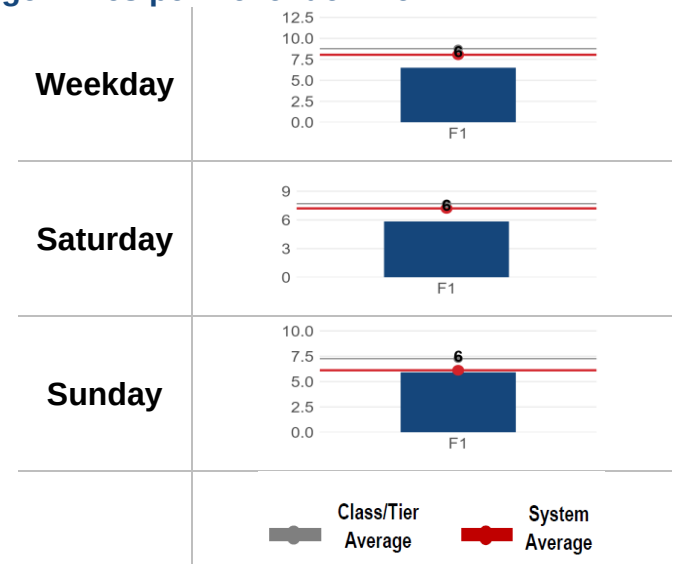
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F1	30.60	16,279	15,644 (96.1%)

Service Change Summary

Jun 2024: Routing and stop changes made for reopening of Ager Rd at Queens Chapel Rd
Sep 2024: No change
Dec 2024: No change

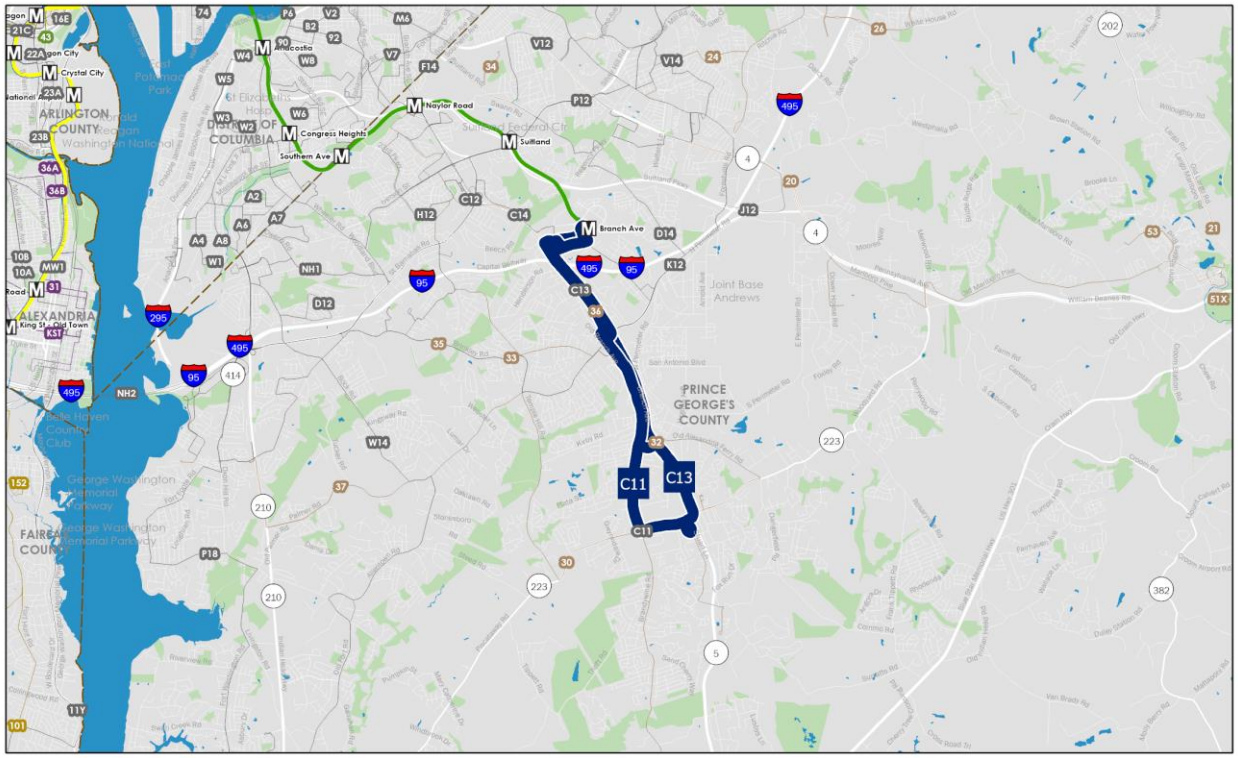
Passenger Miles per Revenue Mile

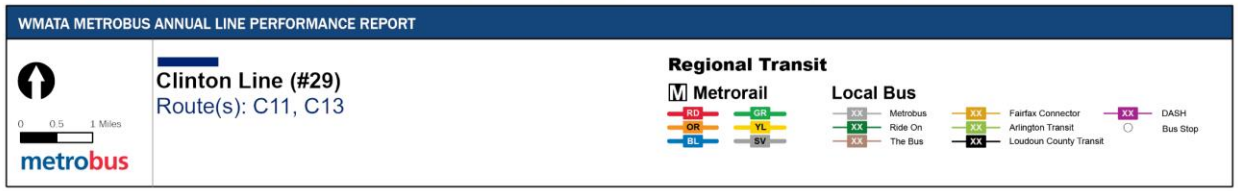


LINE: 29 - Clinton

ROUTE(S): C11, C13

About the Line





Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	A

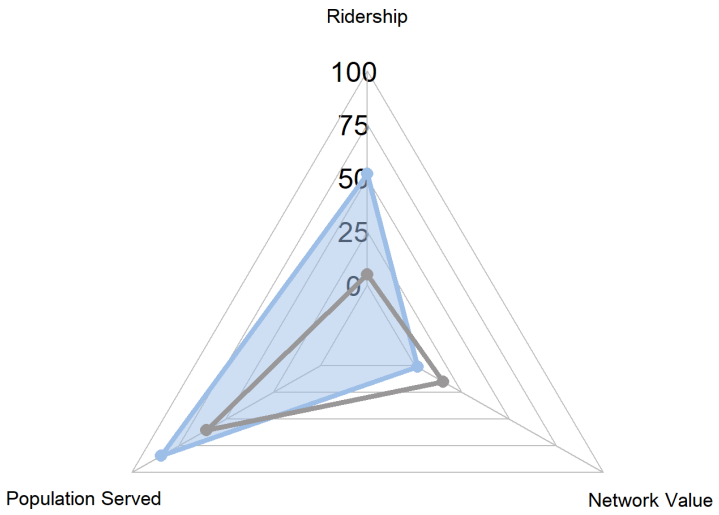
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

46

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	84	1	52	

Operating Statistics

Annual Operating Costs	$192,517
Peak Vehicles	1
Vehicle Type(s)	40 Foot

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

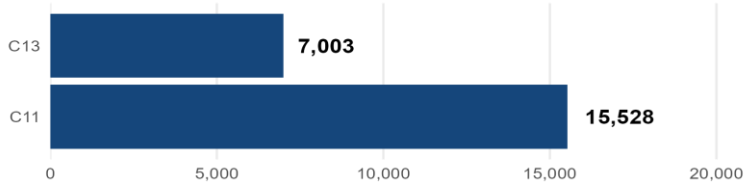
Service Area Population	5,844	
Minority Population	*Service Area*	4,538
	% Riders Surveyed	99%
Low Income Household	*Service Area*	886
	% Riders Surveyed	23%

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

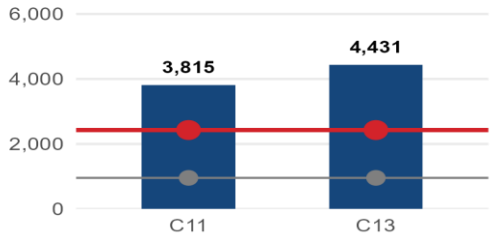
Branch Avenue, Anacostia, L'Enfant Plaza

Average Daily Ridership

Class/Tier Average

System Average

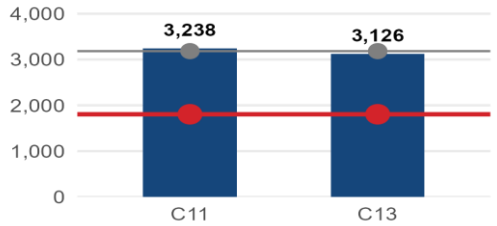
Weekday



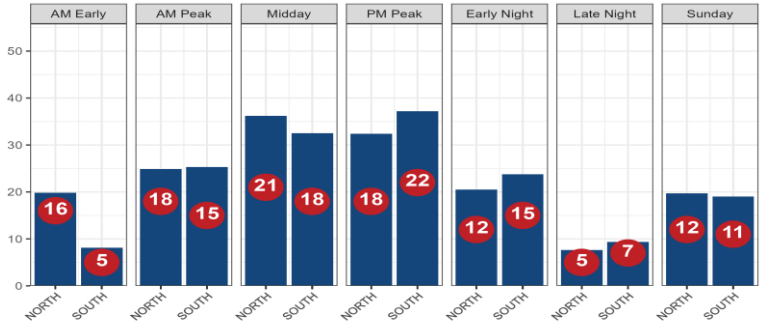
Saturday

No Service

Sunday



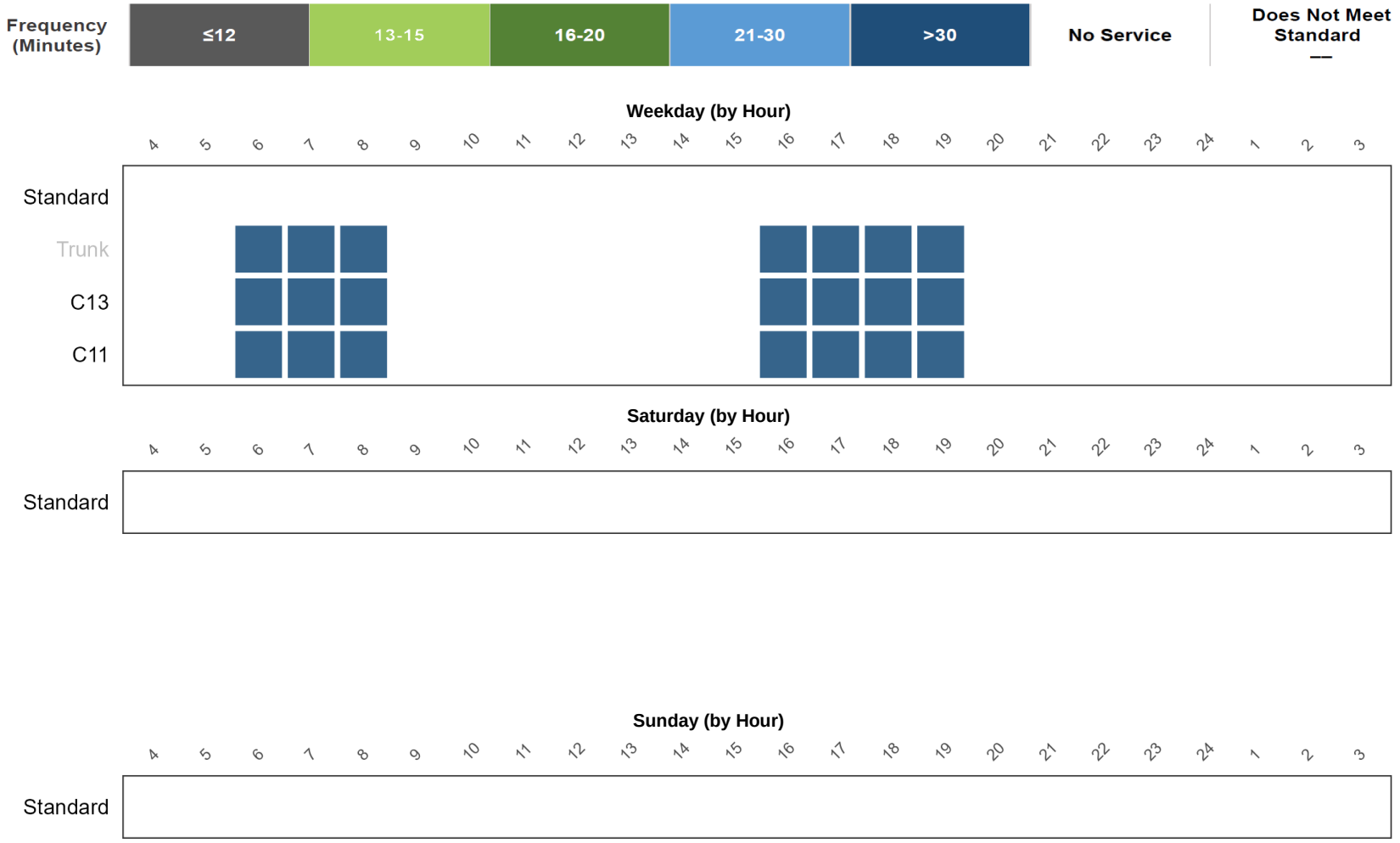
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.56	0.57
	Off-Peak Maximum Target: 1.0	0.37	0.33
	Saturday Maximum Target: 1.0	0.3	0.28
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A Clinton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	6:00 AM - 8:27 AM; 4:15 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 45.0 / Off-Peak: NA	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	35.0	20.1	A	-	-	-	25.1	25.8	A
	Passengers per Revenue Mile | 1	4.1	1.5	A	-	-	-	2.8	2.8	A
Reliability	**On-Time Performance |** 79%	86%	78%	A	-	-	-	67%	67%	E
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.56	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	0.29	0.29	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.72	$ 7.78	A	-	-	-	$5.18	$ 5.17	A
	Cost Recovery | 20%	10%	32%	E	-	-	-	7%	7%	E

Route C11

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	0.6	2.4	-
Route Design	**Circuity |** N/A	1.06	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	31.8	20.1	A	-	-	-	21.7	25.8	A
	Passengers per Revenue Mile | 1	3.6	1.5	A	-	-	-	2.5	2.8	A
	Unique Segment Ridership | 15%	0%	27%	E	-	-	-	4%	4%	E
Reliability	**On-Time Performance |** 79%	90%	78%	A	-	-	-	70%	67%	D
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.64	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	0.36	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.09	$ 7.78	A	-	-	-	$6.00	$ 5.17	A
	Cost Recovery | 20%	36%	31%	A	-	-	-	25%	13%	A

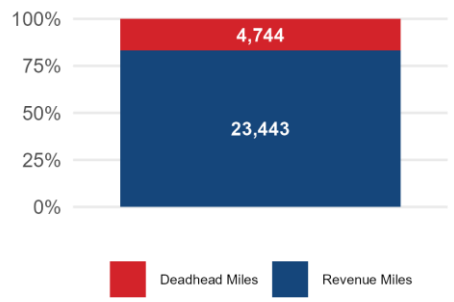
Route C13

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.6	2.4	-
Route Design	**Circuity |** N/A	1.21	1.37	-

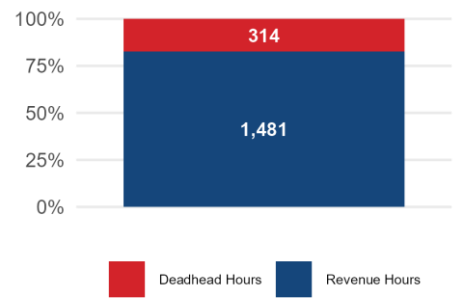
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	38.8	20.1	A	-	-	-	30.0	25.8	A
	Passengers per Revenue Mile | 1	4.8	1.5	A	-	-	-	3.2	2.8	A
	Unique Segment Ridership | 15%	4%	27%	E	-	-	-	5%	4%	E
Reliability	**On-Time Performance |** 79%	82%	78%	B	-	-	-	62%	67%	E
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.51	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	0.25	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.35	$ 7.78	A	-	-	-	$4.33	$ 5.17	A
	Cost Recovery | 20%	2%	31%	E	-	-	-	2%	13%	E

Operational Analysis

Miles Allocation



Hours Allocation



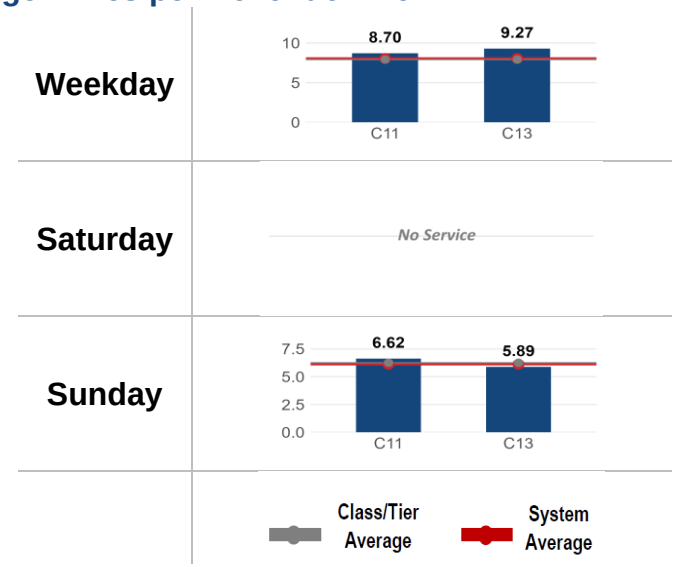
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C11	11.30	2,534	2,470 (97.5%)
C13	12.90	2,165	2,120 (97.9%)

Service Change Summary

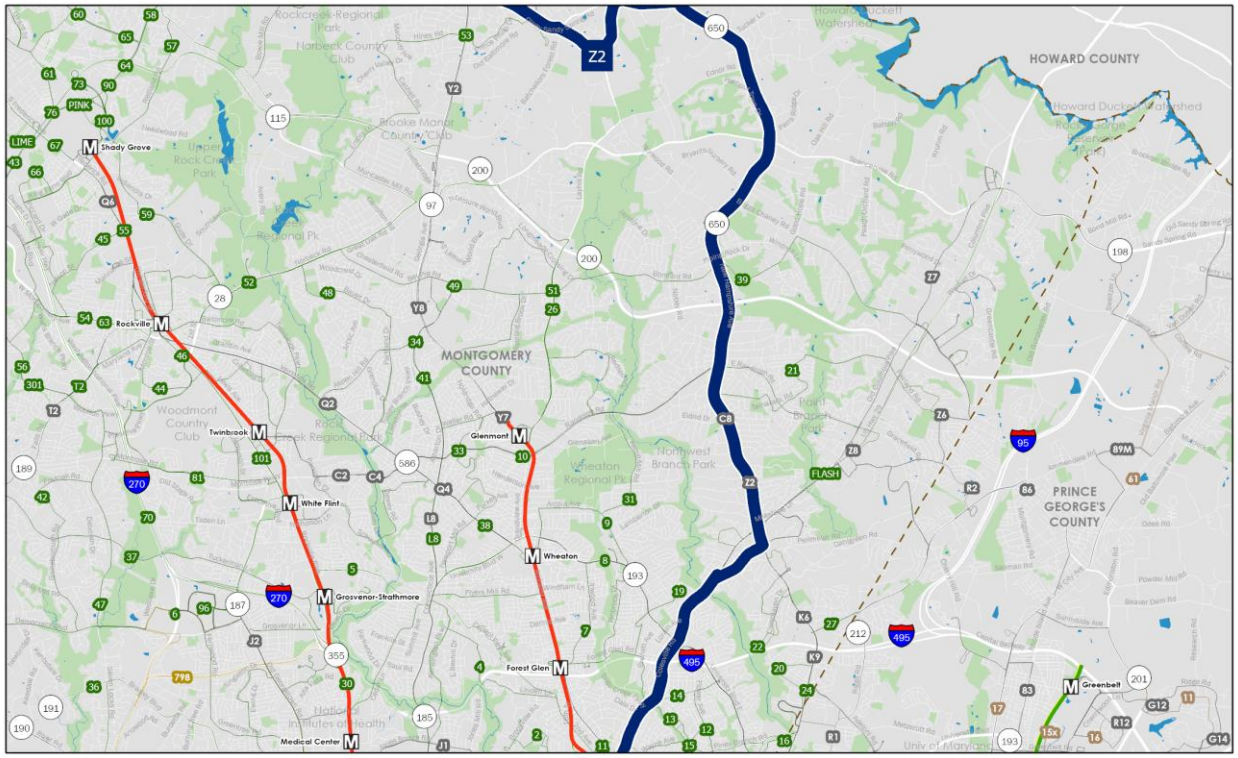
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 30 - Colesville-Ashton ROUTE(S): Z2

About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	A

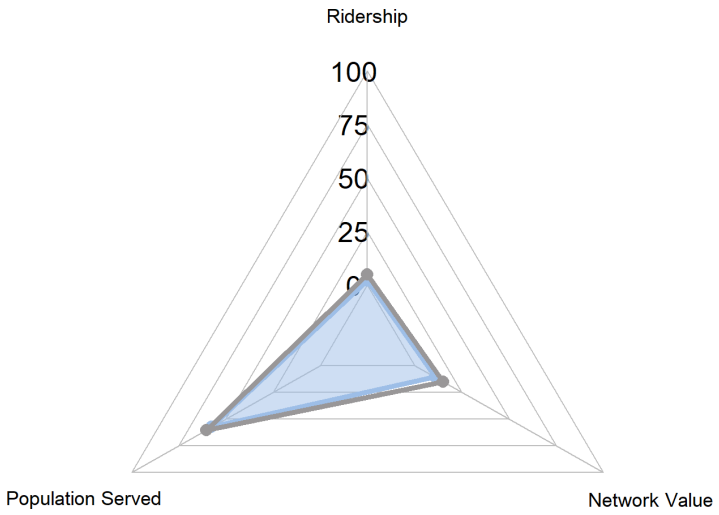
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	11	2	

Operating Statistics

Annual Operating Costs	$598,108
Peak Vehicles	0
Vehicle Type(s)	40 Foot

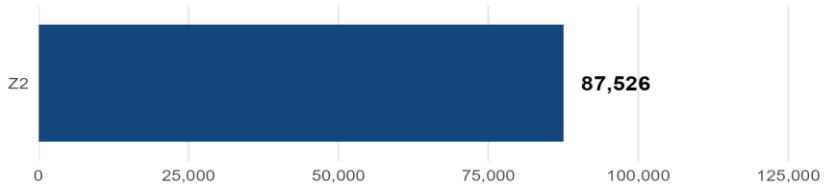
Service Area Context (1/4 Mile, Survey Weekday Only)

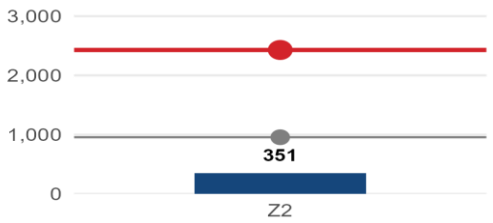
Service Area Population	32,165	
Minority Population	*Service Area*	15,141
	% Riders Surveyed	100%
Low Income Household	*Service Area*	5,450
	% Riders Surveyed	74%

Facilities/Amenities

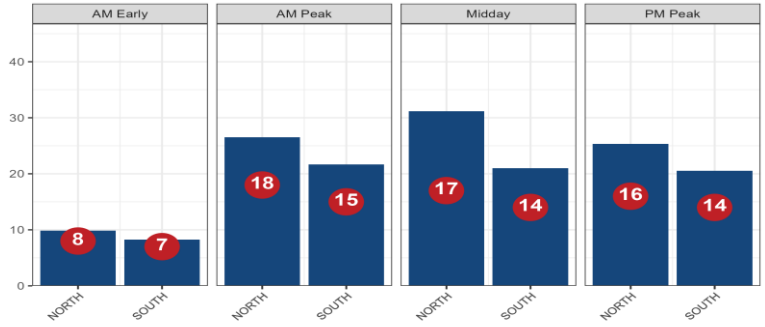
Bus Stops	162
% Stops With Shelters	10%
% Stops With Benches	19%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership	
Top Transfer Locations	**Silver Spring, Columbia Heights, Metro Center**

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

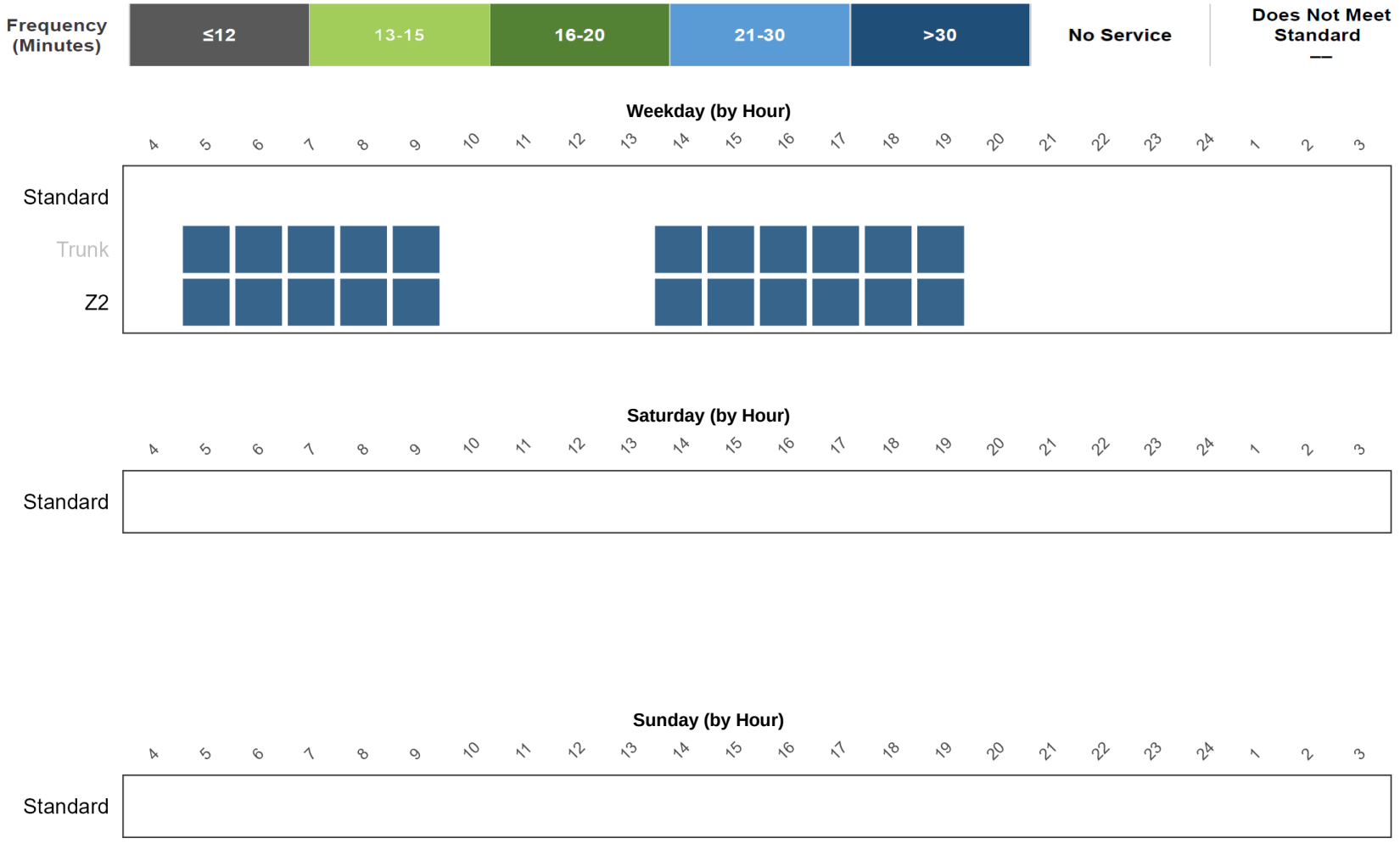
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.41	0.36
	Off-Peak Maximum Target: 1.0	0.32	0.26
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A Colesville-Ashton

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:40 AM - 9:45 AM; 2:40 PM - 7:39 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 60.0 / Off-Peak: 59.0	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	19.1	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.5	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.81	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	20%	32%	B	-	-	-	-	-	-

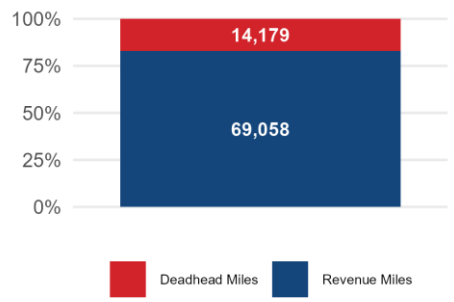
Route Z2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	4.5	2.4	-
Route Design	**Circuity |** N/A	1.52	1.37	-

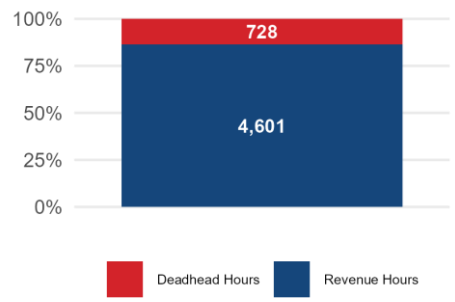
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	19.1	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.5	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	28%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.81	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	20%	31%	B	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



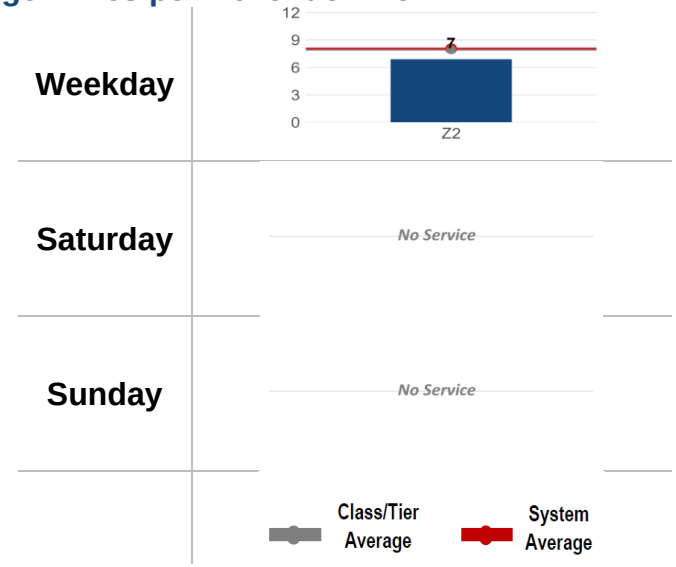
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z2	36.70	3,968	3,893 (98.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

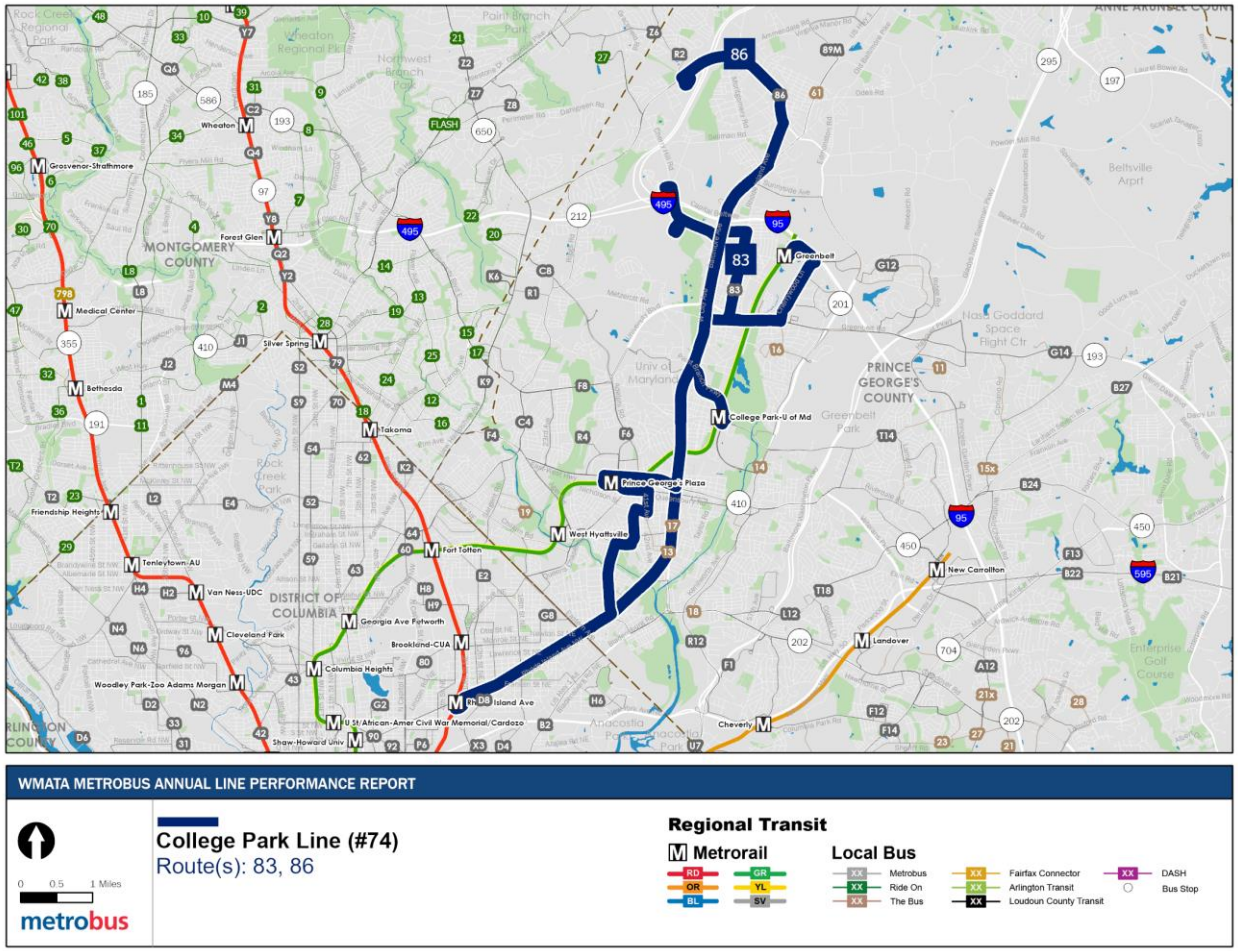
Passenger Miles per Revenue Mile



LINE: 74 - College Park

ROUTE(S): 83, 86

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

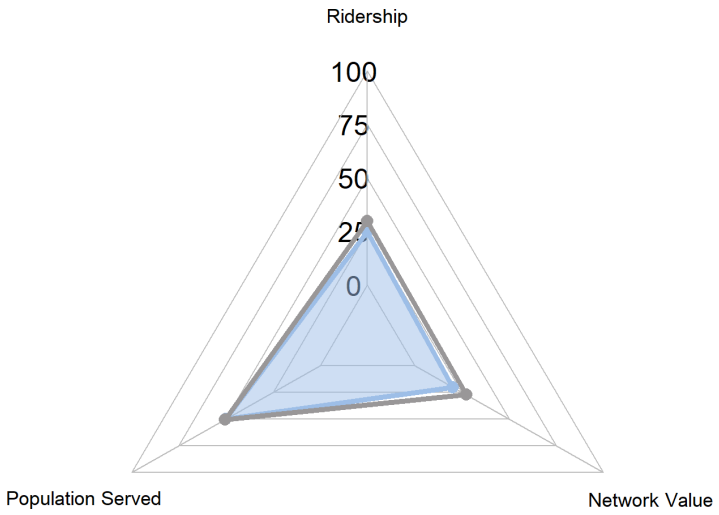
Legend

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:	50	20	25	

Operating Statistics

Annual Operating Costs	$6,422,328
Peak Vehicles	18
Vehicle Type(s)	40 Foot

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

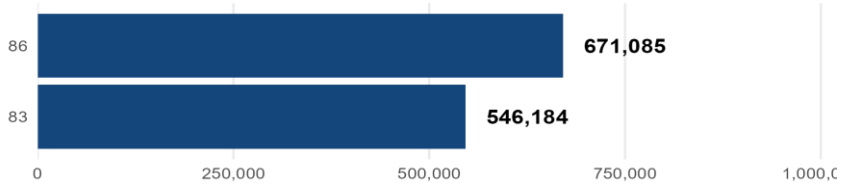
Service Area Population	67,399	
Minority Population	*Service Area*	31,020
	% Riders Surveyed	86%
Low Income Household	*Service Area*	19,616
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	211
% Stops With Shelters	22%
% Stops With Benches	27%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

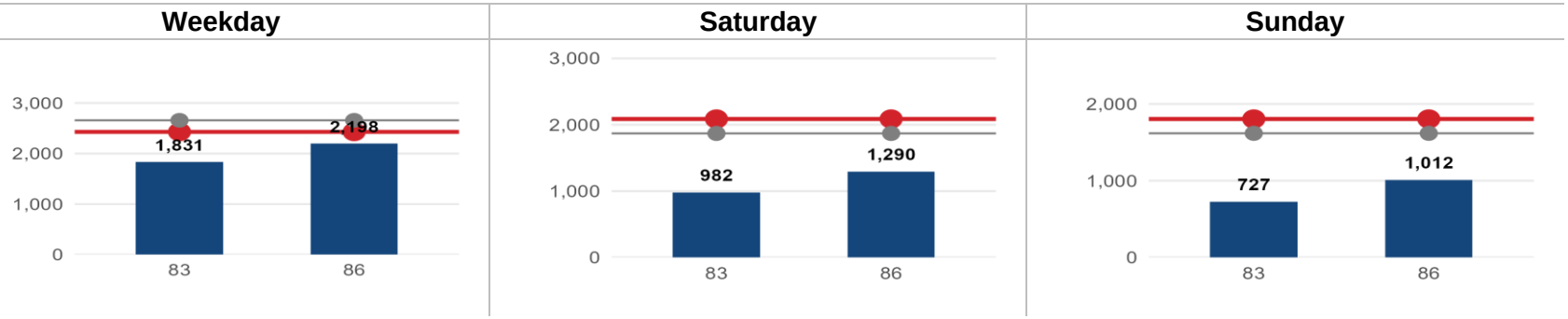


Top Transfer Locations

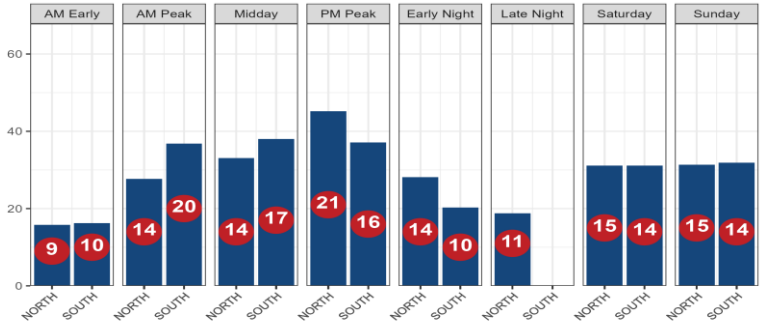
College Park-U of MD, Rhode Island Avenue, Prince George's Plaza

Average Daily Ridership





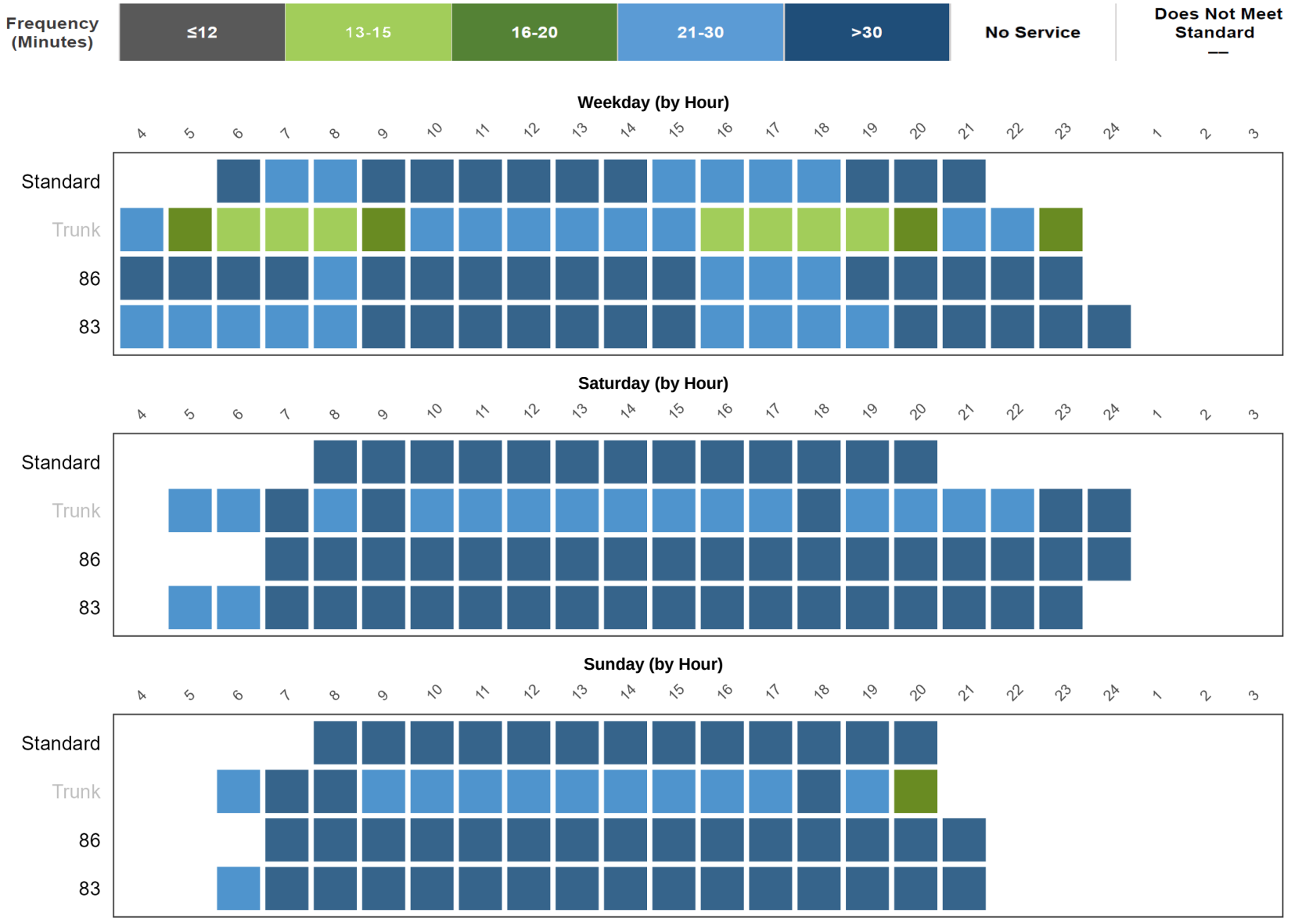
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.45	0.45
	Off-Peak Maximum Target: 1.0	0.34	0.33
	Saturday Maximum Target: 1.0	0.37	0.36
	Sunday Maximum Target: 1.0	0.37	0.36

Span and Frequency



Performance Report Card

A College Park

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:35 AM - 12:09 AM	-	A	5:35 AM - 12:39 AM	-	A	6:35 AM - 9:13 PM	-	A
	Frequency of Service | varies	Peak: 14.0 / Off-Peak: 22.0	Peak: 21.1 / Off-Peak: 33.4	A	30.0	39.1	A	30.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	25.1	29.8	A	25.0	25.4	A	25.1	24.4	A
	Passengers per Revenue Mile | 1	2.2	2.6	A	2.3	2.1	A	2.2	2.0	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	75%	77%	C	79%	78%	B
	Crowding | 5%	2%	1%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.45	Off-Peak: 0.35 Peak: 0.46	A	0.37	0.34	A	0.37	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.19	$ 4.80	A	$5.20	$ 5.61	A	$5.17	$ 5.91	A
	Cost Recovery | 20%	23%	28%	A	23%	24%	A	24%	23%	A

Route 83

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	4.5	A
Route Design	**Circuity |** 1.75	1.51	2.09	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.6	29.8	A	23.6	25.4	A	24.6	24.4	A
	Passengers per Revenue Mile | 1	2.1	2.6	A	2.1	2.1	A	2.2	2.0	A
	Unique Segment Ridership | 10%	28%	45%	A	29%	58%	A	30%	58%	A
Reliability	**On-Time Performance |** 79%	72%	75%	D	77%	77%	C	82%	78%	B
	Crowding | 5%	2%	2%	A	3%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.4	Off-Peak: 0.36 Peak: 0.46	A	0.31	0.35	A	0.31	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.51	$ 4.80	A	$5.50	$ 5.61	A	$5.29	$ 5.91	A
	Cost Recovery | 20%	23%	29%	A	23%	24%	A	24%	23%	A

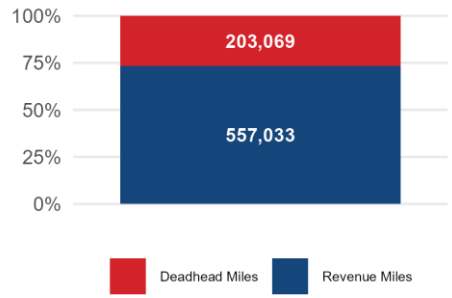
Route 86

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.5	A
Route Design	**Circuity |** 1.75	1.75	2.09	C

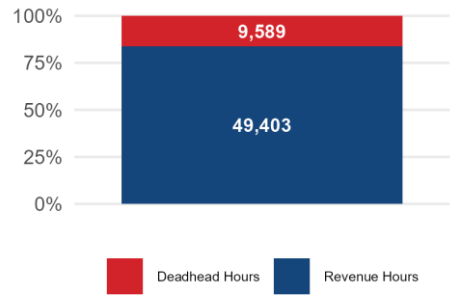
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	26.4	29.8	A	26.1	25.4	A	25.6	24.4	A
	Passengers per Revenue Mile | 1	2.4	2.6	A	2.4	2.1	A	2.3	2.0	A
	Unique Segment Ridership | 10%	41%	45%	A	38%	58%	A	38%	58%	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	73%	77%	D	77%	78%	C
	Crowding | 5%	1%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.51	Off-Peak: 0.36 Peak: 0.46	A	0.44	0.35	A	0.42	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.92	$ 4.80	A	$4.97	$ 5.61	A	$5.08	$ 5.91	A
	Cost Recovery | 20%	24%	29%	A	23%	24%	A	23%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



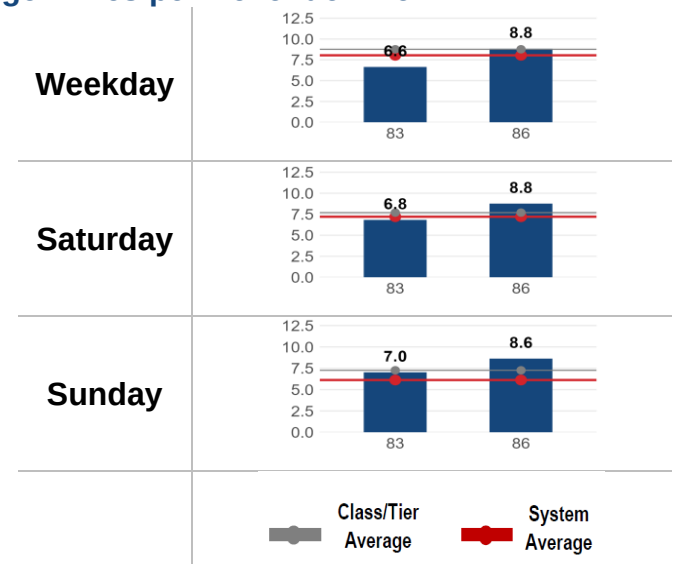
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
83	29.60	20,854	20,089 (96.3%)
86	37.30	16,946	16,370 (96.6%)

Service Change Summary

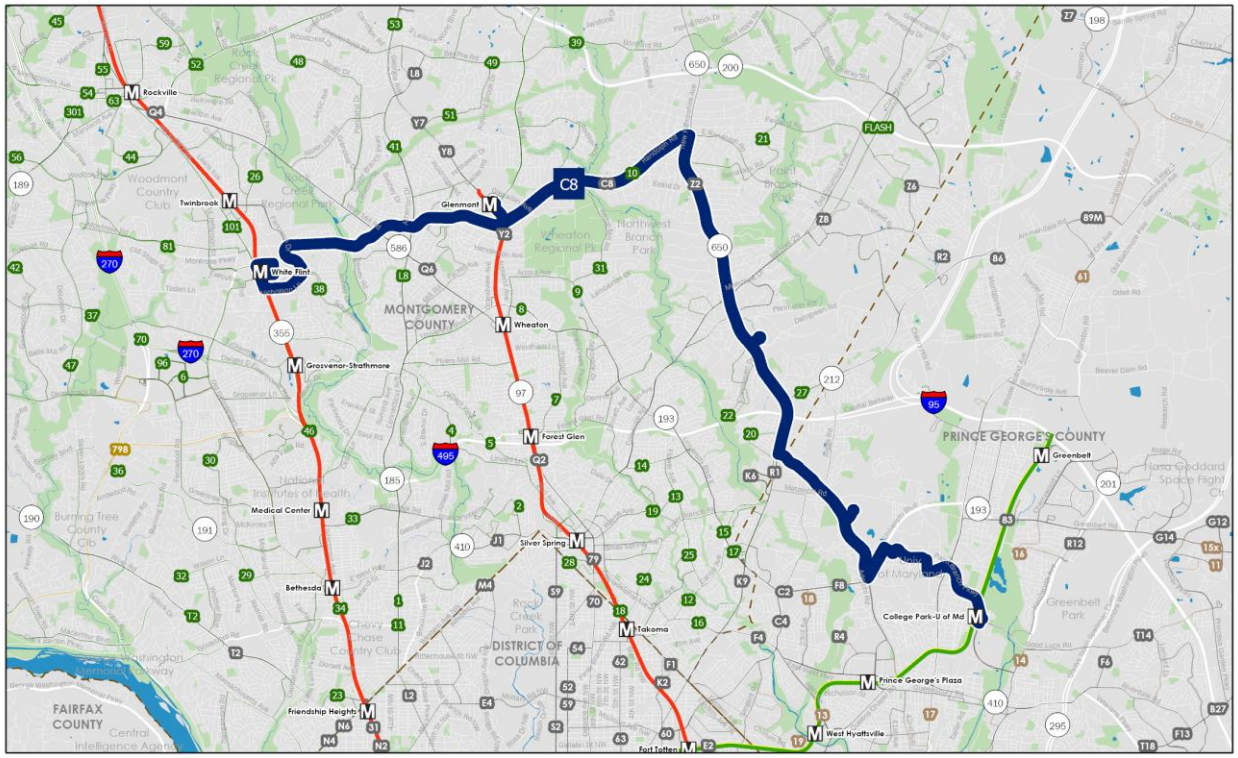
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

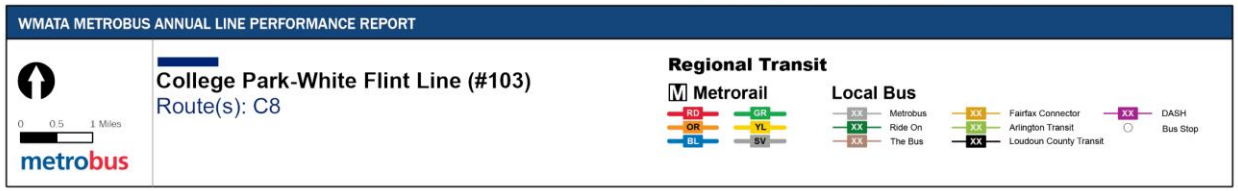
Passenger Miles per Revenue Mile



LINE: 103 - College Park-White Flint ROUTE(S): C8

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

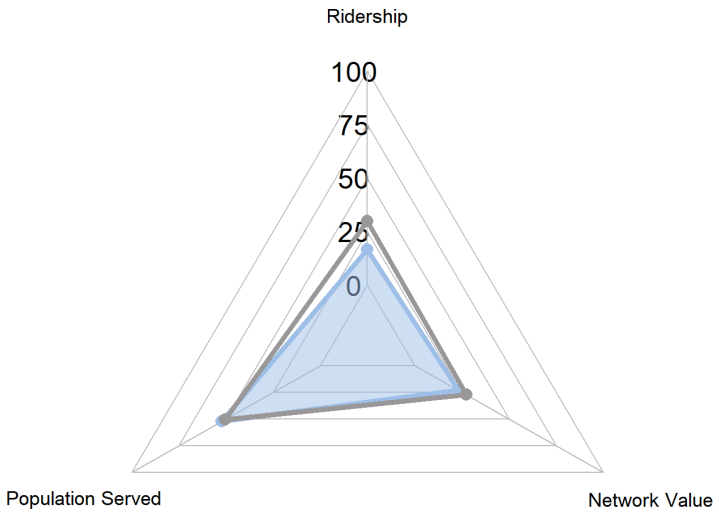
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	52	23	17	

Operating Statistics

Annual Operating Costs	$3,642,441
Peak Vehicles	8
Vehicle Type(s)	40 Foot

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

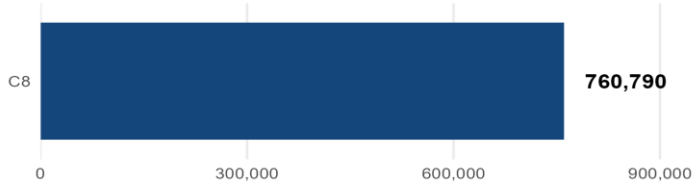
Service Area Population	53,909	
Minority Population	*Service Area*	21,869
	% Riders Surveyed	81%
Low Income Household	*Service Area*	14,923
	% Riders Surveyed	59%

Facilities/Amenities

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

Ridership

Annual Ridership



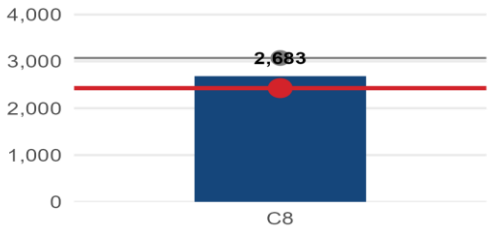
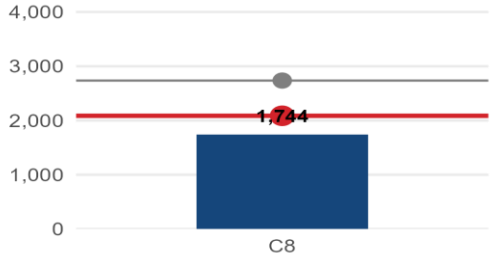
Top Transfer Locations

White Flint, College Park-U of MD, Glenmont

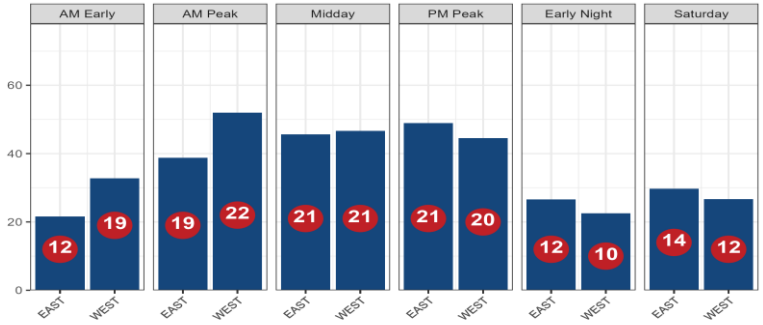
Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
		No Service

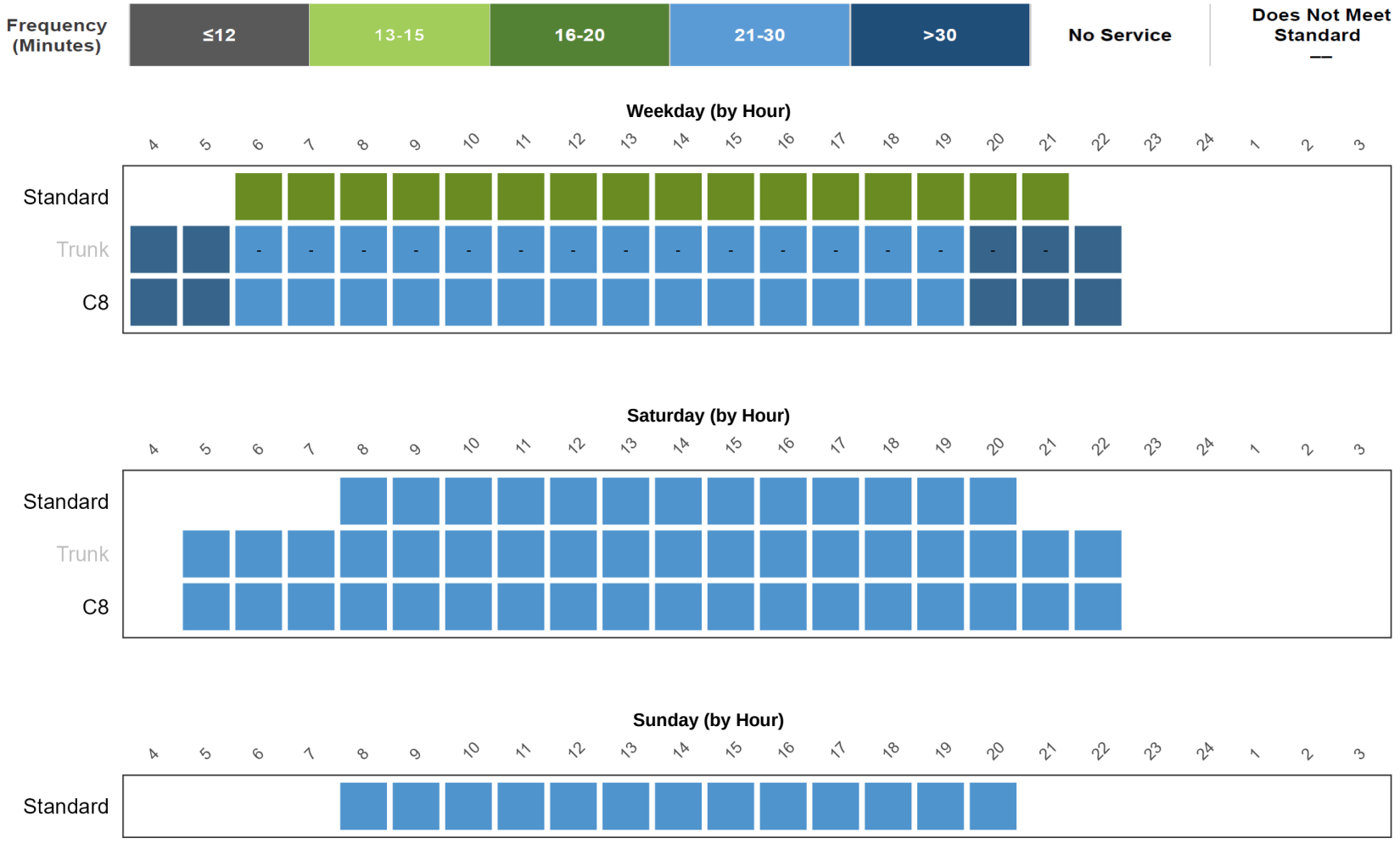
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.48	0.51
	Off-Peak Maximum Target: 1.0	0.44	0.45
	Saturday Maximum Target: 1.0	0.36	0.3
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B 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 - 10:03 PM	-	A	5:50 AM - 10:13 PM	-	A	-	-	-
	Frequency of Service | varies	Peak: 30.0 / Off-Peak: 29.0	Peak: 15.6 / Off-Peak: 20	D	29.0	24.4	B	-	-	-
Productivity	**Passengers per Revenue Hour |** 20	28.3	29.6	A	23.3	28.2	A	-	-	-
	Passengers per Revenue Mile | 2	2.2	2.9	B	1.5	2.6	E	-	-	-
Reliability	**On-Time Performance |** 79%	63%	75%	E	70%	77%	D	-	-	-
	Crowding | 5%	1%	2%	A	0%	1%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.49	Off-Peak: 0.39 Peak: 0.49	A	0.33	0.38	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.59	$ 5.18	A	$5.58	$ 5.36	C	-	-	-
	Cost Recovery | 20%	33%	29%	A	27%	26%	A	-	-	-

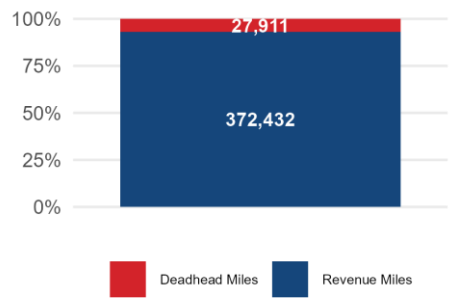
Route C8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.9	4.5	E
Route Design	**Circuity |** 1.75	1.42	1.47	A

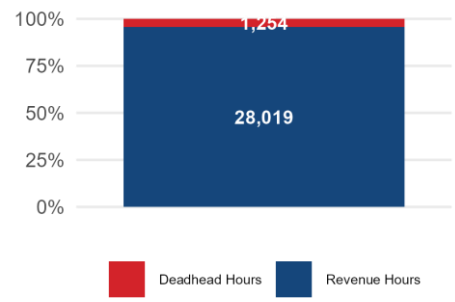
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	28.3	29.6	A	23.3	28.2	A	-	-	-
	Passengers per Revenue Mile | 2	2.2	2.9	B	1.5	2.6	E	-	-	-
	Unique Segment Ridership | 10%	54%	19%	A	64%	36%	A	-	-	-
Reliability	**On-Time Performance |** 79%	63%	75%	E	70%	77%	D	-	-	-
	Crowding | 5%	1%	2%	A	0%	1%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.49	Off-Peak: 0.39 Peak: 0.49	A	0.33	0.4	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.59	$ 5.18	A	$5.58	$ 5.36	C	-	-	-
	Cost Recovery | 20%	33%	29%	A	27%	27%	A	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



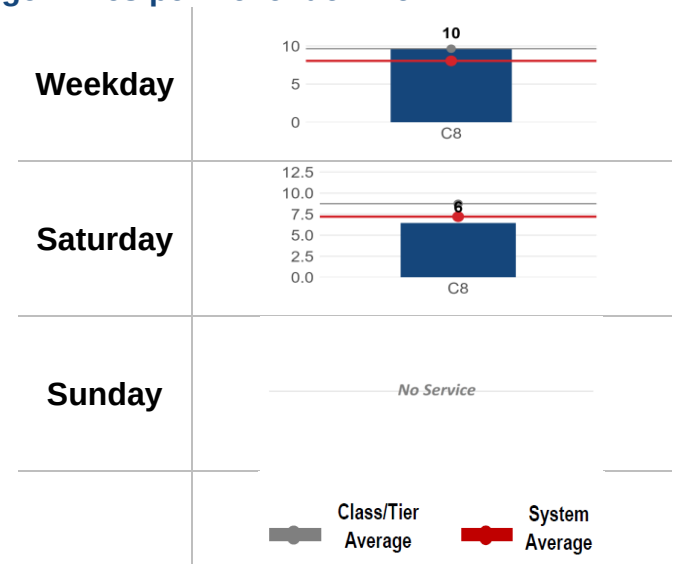
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C8	41.20	19,158	18,771 (98.0%)

Service Change Summary

Jun 2024: Travel time adjustments
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 144 - Columbia Pike - National Landing ROUTE(S): 16M

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

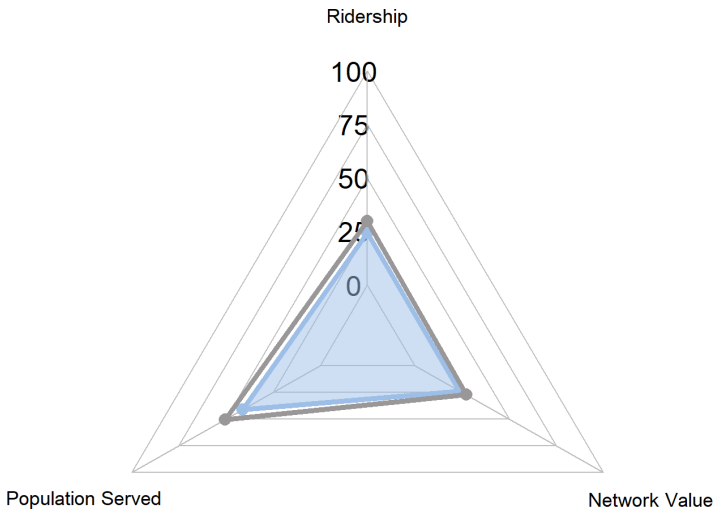
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

30

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	41	24	25	

Operating Statistics

Annual Operating Costs	$5,504,924
Peak Vehicles	8
Vehicle Type(s)	40 Foot

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

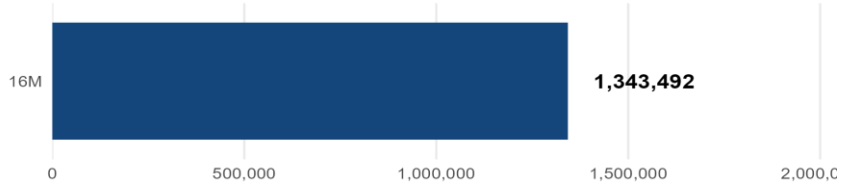
Service Area Population	53,808	
Minority Population	*Service Area*	21,989
	% Riders Surveyed	75%
Low Income Household	*Service Area*	12,683
	% Riders Surveyed	56%

Facilities/Amenities

Bus Stops	60
% Stops With Shelters	40%
% Stops With Benches	37%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



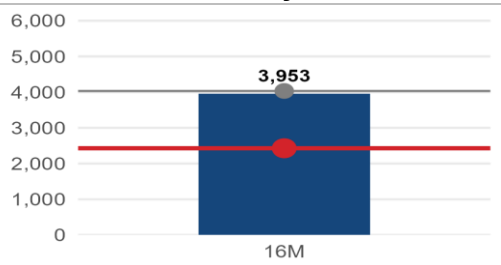
Top Transfer Locations

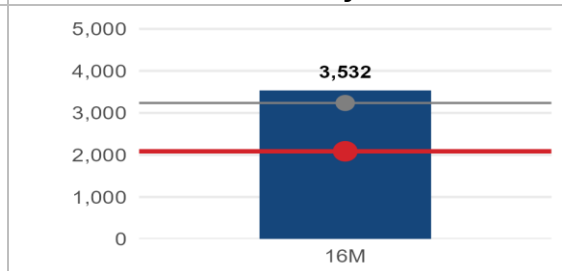
Pentagon City, Crystal City, Pentagon

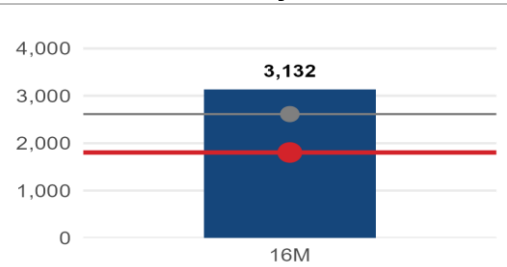
Average Daily Ridership

Class/Tier Average

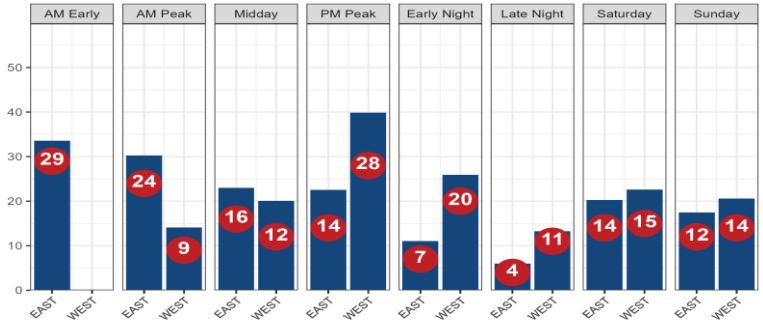
System Average







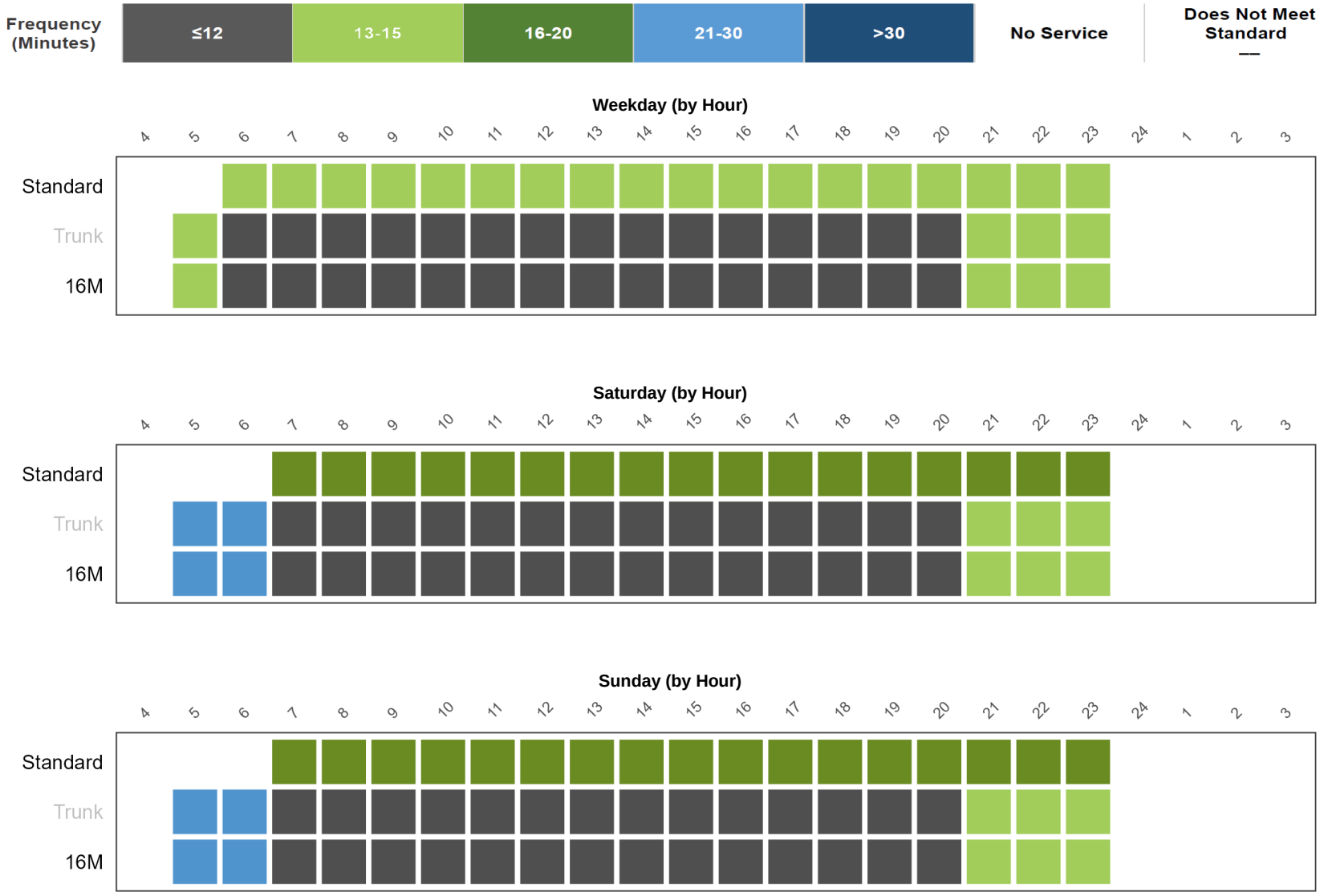
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.46	0.5
Weekday	**Off-Peak** Maximum Target: 1.0	0.32	0.38
	Saturday Maximum Target: 1.0	0.34	0.38
	Sunday Maximum Target: 1.0	0.3	0.34

Span and Frequency



Performance Report Card

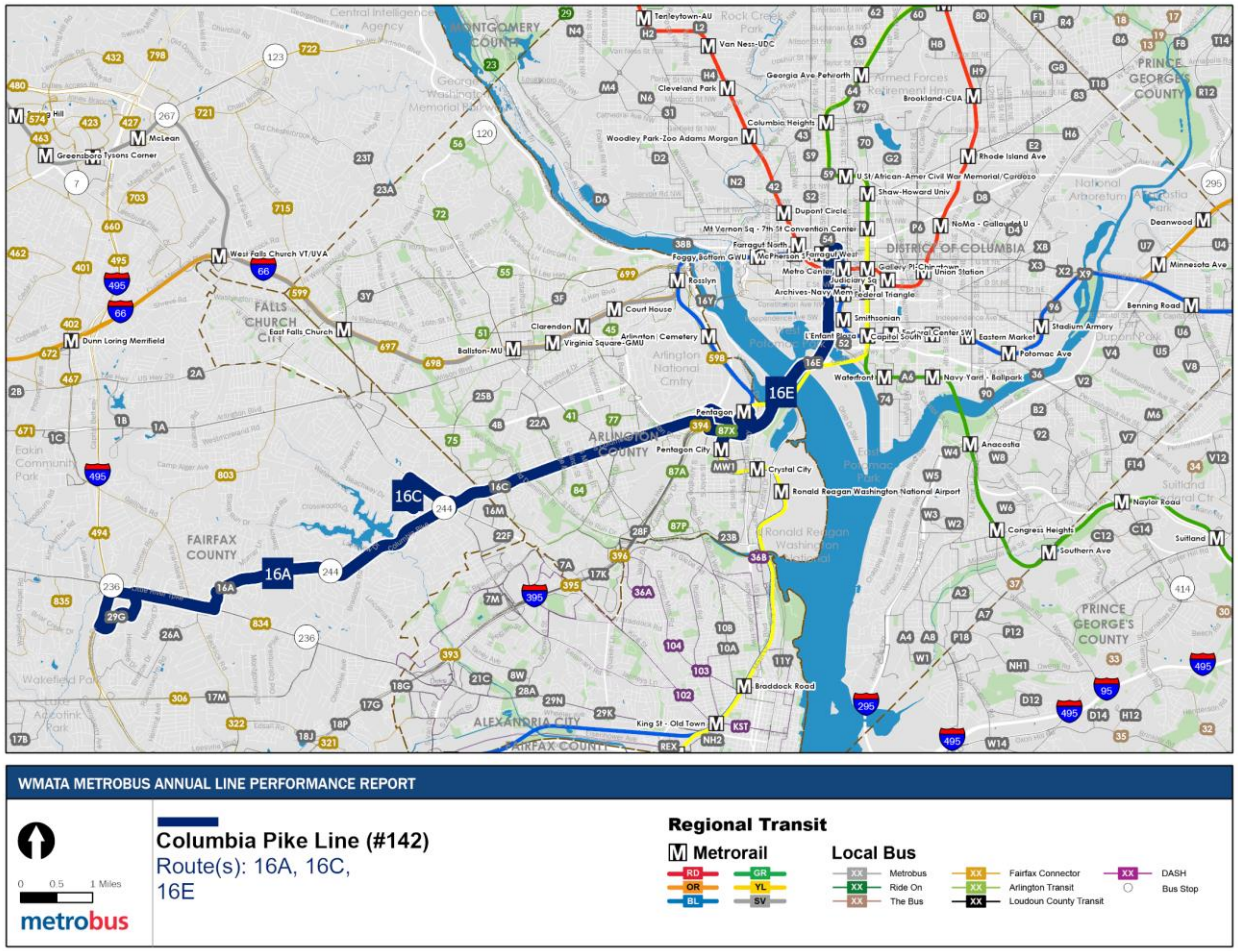
B Columbia Pike - National Landing

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:30 AM - 11:34 PM	-	A	5:30 AM - 11:32 PM	-	A	5:30 AM - 11:34 PM	-	A
	Frequency of Service | varies	Peak: 12.0 / Off-Peak: 12.0	Peak: 14.6 / Off-Peak: 18.6	B	12.0	20.8	A	12.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	33.7	34.1	A	32.2	29.0	B	26.8	26.6	D
	Passengers per Revenue Mile | 4	3.9	4.6	C	3.6	3.7	C	3.2	3.2	D
Reliability	**On-Time Performance |** 79%	82%	74%	B	79%	75%	B	83%	77%	B
	Crowding | 5%	6%	3%	D	3%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.48	Off-Peak: 0.36 Peak: 0.5	A	0.36	0.37	A	0.32	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.85	$ 4.27	A	$4.04	$ 5.07	A	$4.85	$ 5.55	A
	Cost Recovery | 25%	36%	38%	A	34%	32%	A	28%	30%	A

LINE: 142 - Columbia Pike

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

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Columbia Pike Line (#142)
Route(s): 16A, 16C, 16E

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, GR, YL, BL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

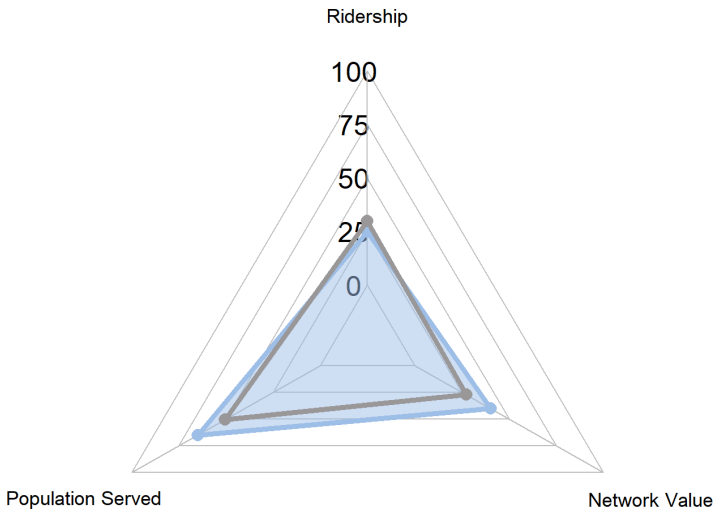
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

43

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	65	40	25	

Operating Statistics

Annual Operating Costs	$6,159,472
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

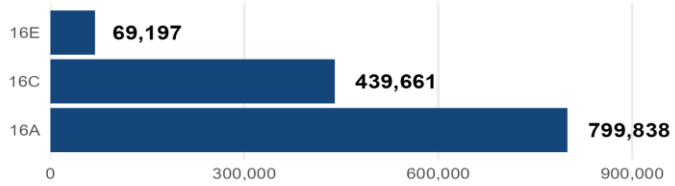
Service Area Population		87,298
Minority Population	*Service Area*	29,080
	% Riders Surveyed	84%
Low Income Household	*Service Area*	23,585
	% Riders Surveyed	66%

Facilities/Amenities

Bus Stops	150
% Stops With Shelters	42%
% Stops With Benches	40%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



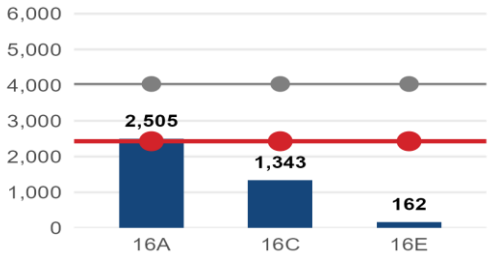
Top Transfer Locations

Pentagon, Pentagon City, Metro Center

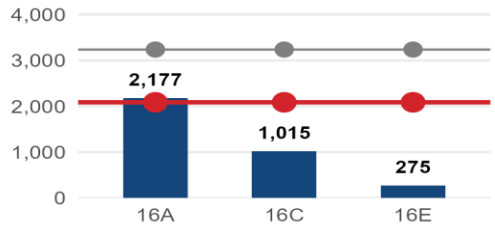
Average Daily Ridership



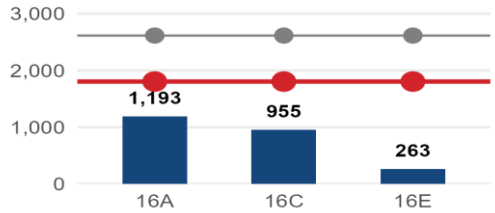
Weekday



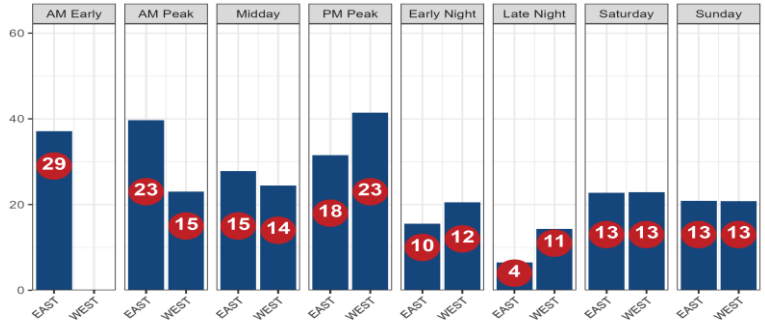
Saturday



Sunday



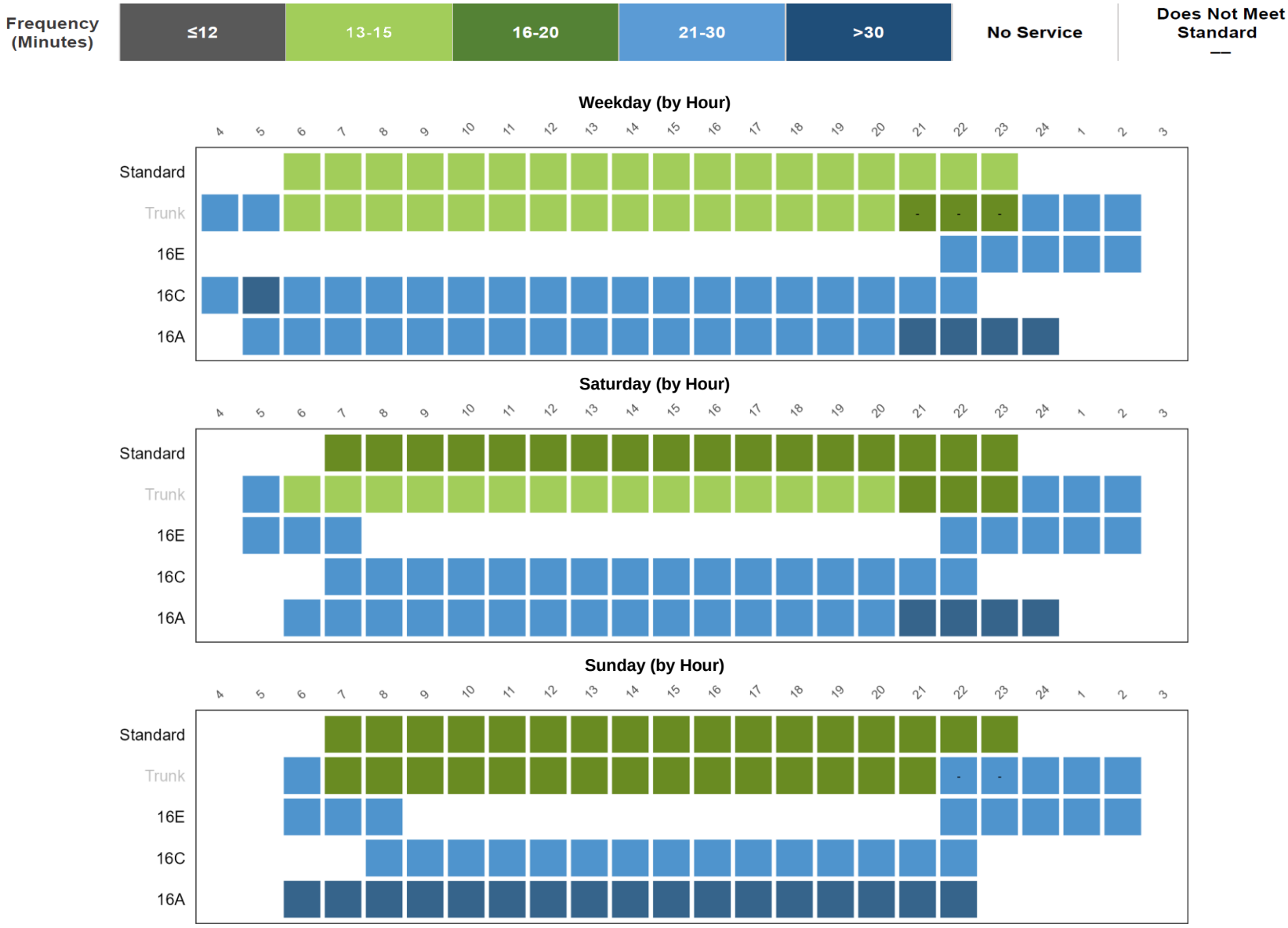
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.51	0.48
	Off-Peak Maximum Target: 1.0	0.33	0.32
	Saturday Maximum Target: 1.0	0.32	0.34
	Sunday Maximum Target: 1.0	0.32	0.32

Span and Frequency



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: 14.6 / Off-Peak: 18.6	B	16.0	20.8	B	21.0	23.8	C
Productivity	**Passengers per Revenue Hour |** 30	29.6	34.1	C	25.3	29.0	D	24.3	26.6	D
	Passengers per Revenue Mile | 4	2.8	4.6	E	2.4	3.7	E	2.3	3.2	E
Reliability	**On-Time Performance |** 79%	84%	74%	B	81%	75%	B	83%	77%	B
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.49	Off-Peak: 0.36 Peak: 0.5	A	0.33	0.37	A	0.32	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.39	$ 4.27	A	$5.13	$ 5.07	B	$5.36	$ 5.55	B
	Cost Recovery | 25%	33%	38%	A	28%	32%	A	27%	30%	B

Route 16A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.6	5.5	E
Route Design	**Circuity |** 1.75	0.66	1.23	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	36.0	34.1	A	31.4	29.0	B	37.5	26.6	A
	Passengers per Revenue Mile | 4	3.2	4.6	D	2.8	3.7	E	3.1	3.2	E
	Unique Segment Ridership | 10%	6%	20%	D	36%	34%	A	41%	31%	A
Reliability	**On-Time Performance |** 79%	83%	74%	B	82%	75%	B	79%	77%	B
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.62	Off-Peak: 0.37 Peak: 0.51	A	0.42	0.37	A	0.49	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.61	$ 4.27	A	$4.14	$ 5.07	A	$3.47	$ 5.55	A
	Cost Recovery | 25%	40%	39%	A	35%	32%	A	42%	30%	A

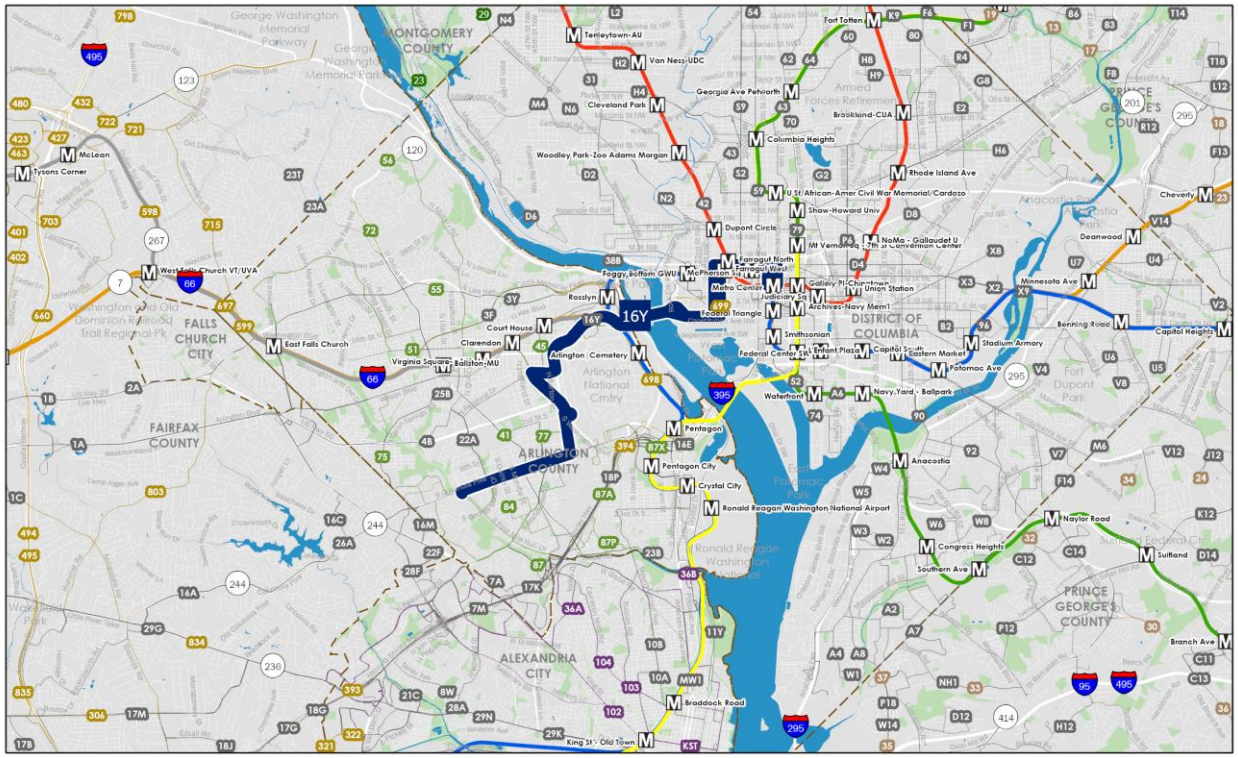
Route 16C

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.5	E
Route Design	**Circuity |** 1.75	0.77	1.23	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	26.4	34.1	D	22.0	29.0	E	21.7	26.6	E
	Passengers per Revenue Mile | 4	2.9	4.6	E	2.5	3.7	E	2.5	3.2	E
	Unique Segment Ridership | 10%	0%	20%	E	0%	34%	E	0%	31%	E
Reliability	**On-Time Performance |** 79%	87%	74%	A	82%	75%	B	88%	77%	A
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.36	Off-Peak: 0.37 Peak: 0.51	A	0.27	0.37	A	0.28	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.93	$ 4.27	A	$5.91	$ 5.07	C	$5.99	$ 5.55	C
	Cost Recovery | 25%	29%	39%	A	24%	32%	C	24%	30%	C

LINE: 522 - Columbia Pike-Farragut Square ROUTE(S): 16Y

About the Line



Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	B

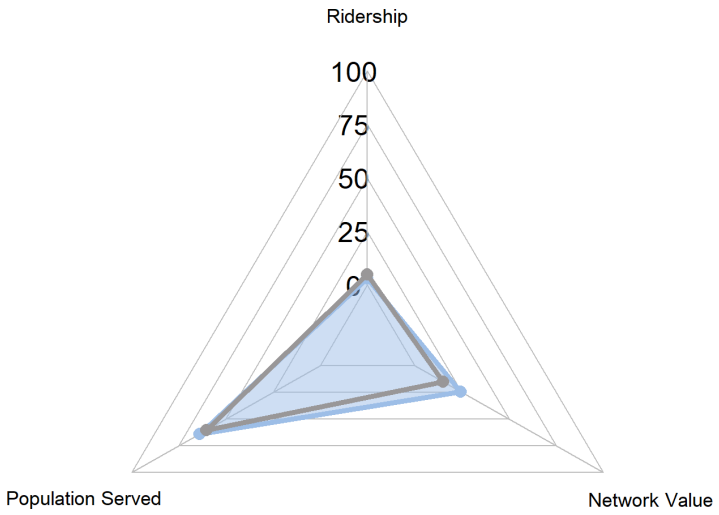
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	64	24	3	

Operating Statistics

Annual Operating Costs	$771,047
Peak Vehicles	6
Vehicle Type(s)	40 Foot

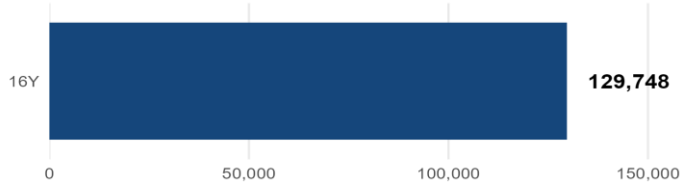
Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population	33,566	
Minority Population	*Service Area*	10,285
	% Riders Surveyed	79%
Low Income Household	*Service Area*	6,175
	% Riders Surveyed	19%

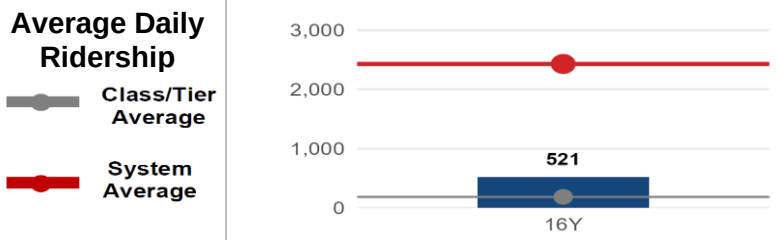
Facilities/Amenities

Bus Stops	54
% Stops With Shelters	46%
% Stops With Benches	48%
% Stops With Real-Time Signs	6%

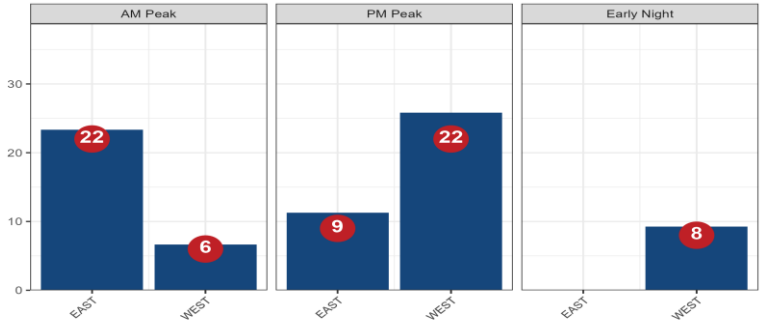
Ridership

Annual Ridership	
Top Transfer Locations	**Farragut North, Farragut West, Metro Center**

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	WEST	EAST
Weekday	**Peak** Maximum Target: 1	0.38	0.43
	Off-Peak Maximum Target: 1.0	0.19	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 - 9:38 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	21.1	17.6	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	2.2	2.4	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	70%	E	-	-	-	-	-	-
	Crowding | 5%	14%	5%	E	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.4	Off-Peak: 0.19 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.15	$12.81	A	-	-	-	-	-	-
	Cost Recovery | 25%	30%	23%	A	-	-	-	-	-	-

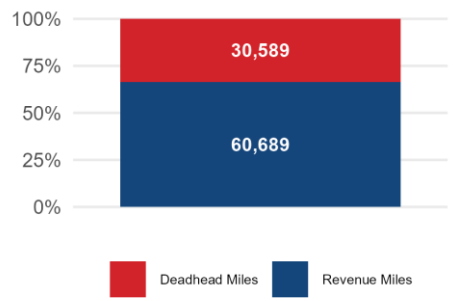
Route 16Y

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	3.1	2.6	-
Route Design	**Circuity |** N/A	1.4	1.25	-

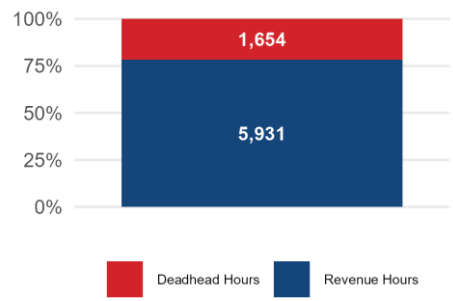
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	21.1	17.6	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	2.2	2.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	31%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	70%	D	-	-	-	-	-	-
	Crowding | 5%	14%	5%	E	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.4	Off-Peak: 0.19 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.15	$12.81	A	-	-	-	-	-	-
	Cost Recovery | 25%	30%	23%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



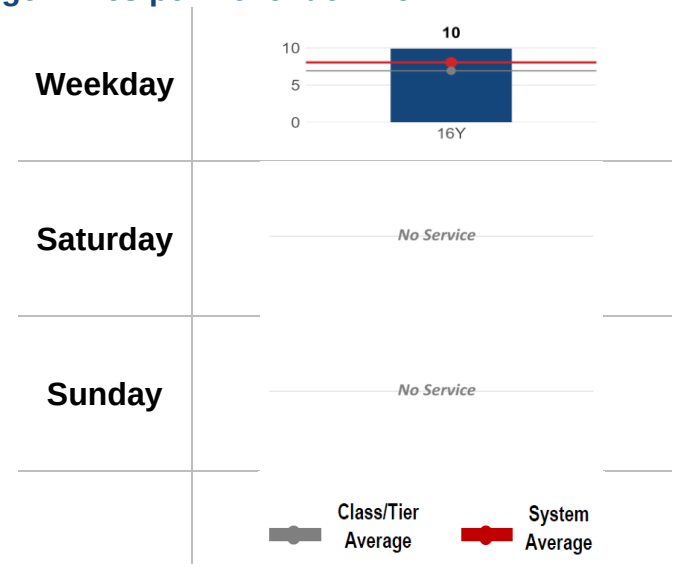
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16Y	17.30	7,192	6,682 (92.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

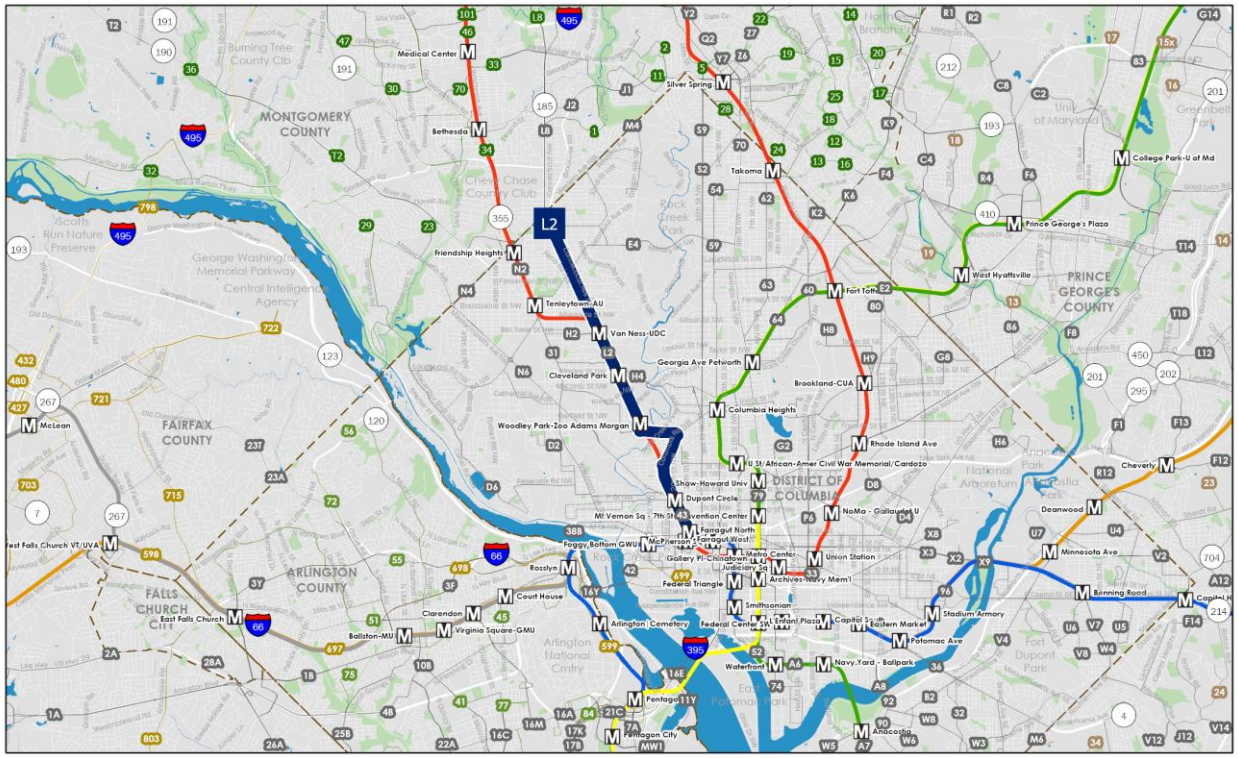
Passenger Miles per Revenue Mile



LINE: 32 - Connecticut Avenue

ROUTE(S): L2

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

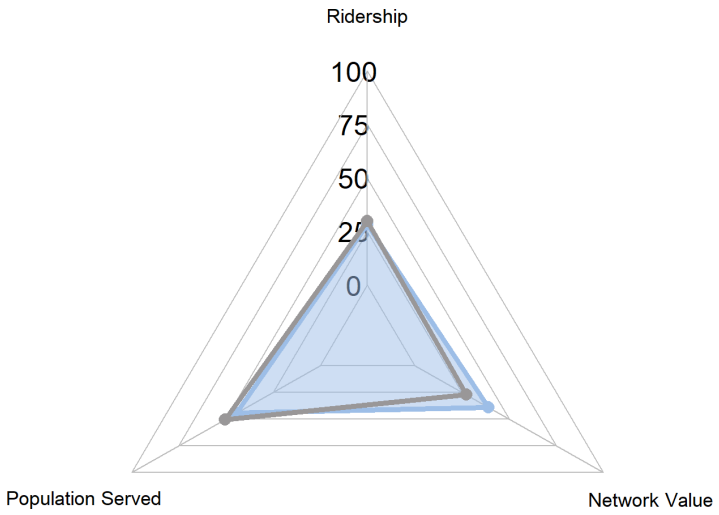
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

37

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	39	28	

Operating Statistics

Annual Operating Costs	$4,722,167
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

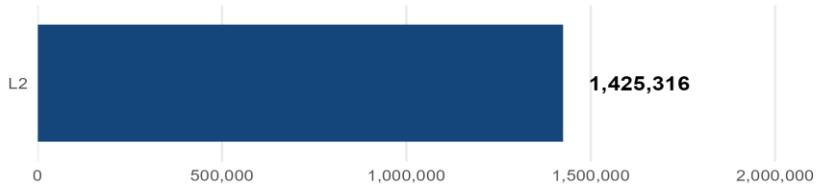
Service Area Population	44,496	
Minority Population	*Service Area*	10,717
	% Riders Surveyed	53%
Low Income Household	*Service Area*	5,020
	% Riders Surveyed	29%

Facilities/Amenities

Bus Stops	72
% Stops With Shelters	67%
% Stops With Benches	61%
% Stops With Real-Time Signs	4%

Ridership

Annual Ridership



Top Transfer Locations

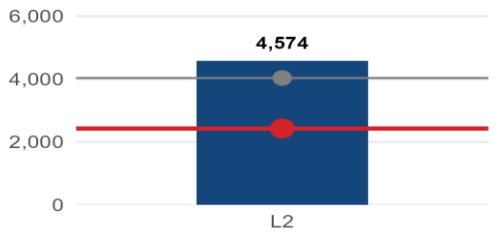
Van Ness-UDC, Farragut West, Farragut North

Average Daily Ridership

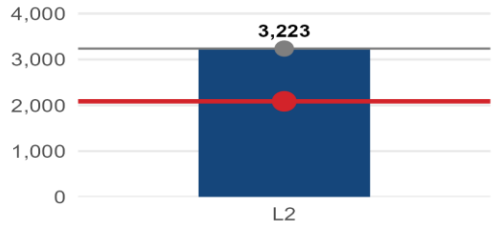
Class/Tier Average

System Average

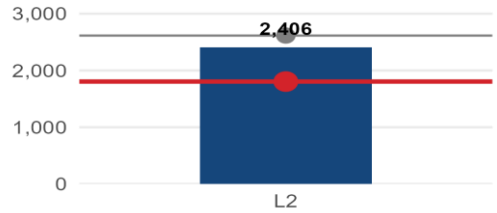
Weekday



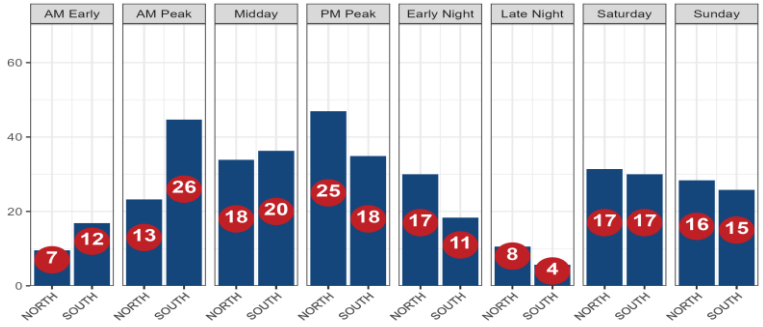
Saturday



Sunday



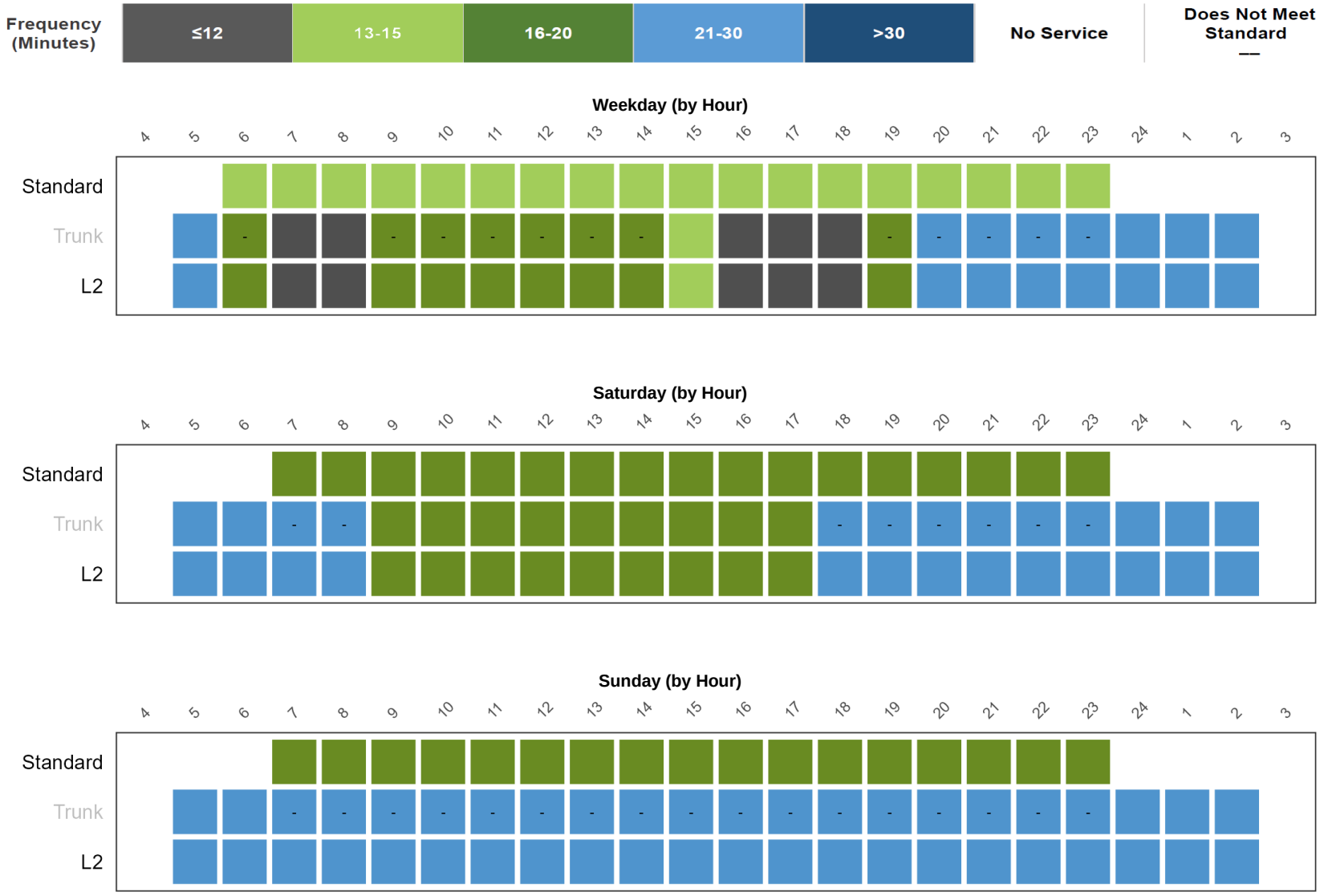
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.52	0.55
	Off-Peak Maximum Target: 1.0	0.38	0.36
	Saturday Maximum Target: 1.0	0.43	0.42
	Sunday Maximum Target: 1.0	0.39	0.36

Span and Frequency



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 - 2:26 AM	-	A	5:45 AM - 2:31 AM	-	A	5:45 AM - 2:25 AM	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 19.0	Peak: 14.6 / Off-Peak: 18.6	B	23.0	20.8	C	27.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	41.6	34.1	A	37.7	29.0	A	34.9	26.6	A
	Passengers per Revenue Mile | 4	5.7	4.6	A	5.3	3.7	A	4.7	3.2	A
Reliability	**On-Time Performance |** 79%	75%	74%	C	75%	75%	C	80%	77%	B
	Crowding | 5%	6%	3%	E	1%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.53	Off-Peak: 0.36 Peak: 0.5	A	0.43	0.37	A	0.38	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.13	$ 4.27	A	$3.45	$ 5.07	A	$3.73	$ 5.55	A
	Cost Recovery | 25%	50%	38%	A	45%	32%	A	42%	30%	A

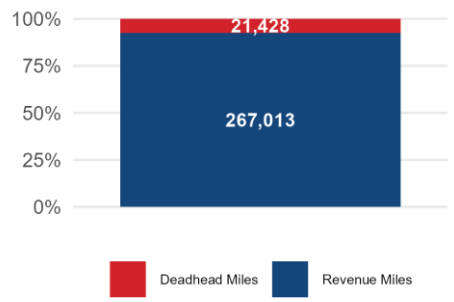
Route L2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.5	E
Route Design	**Circuity |** 1.75	1.05	1.23	A

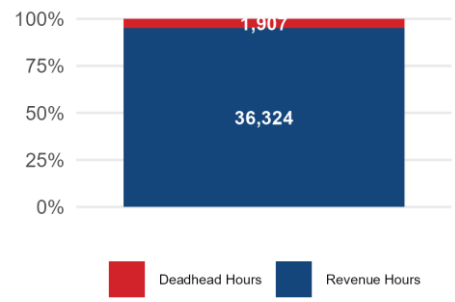
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	41.6	34.1	A	37.7	29.0	A	34.9	26.6	A
	Passengers per Revenue Mile | 4	5.7	4.6	A	5.3	3.7	A	4.7	3.2	A
	Unique Segment Ridership | 10%	46%	20%	A	59%	34%	A	60%	31%	A
Reliability	**On-Time Performance |** 79%	75%	74%	C	75%	75%	C	80%	77%	B
	Crowding | 5%	6%	3%	E	1%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.53	Off-Peak: 0.37 Peak: 0.51	A	0.43	0.37	A	0.38	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.13	$ 4.27	A	$3.45	$ 5.07	A	$3.73	$ 5.55	A
	Cost Recovery | 25%	50%	39%	A	45%	32%	A	42%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



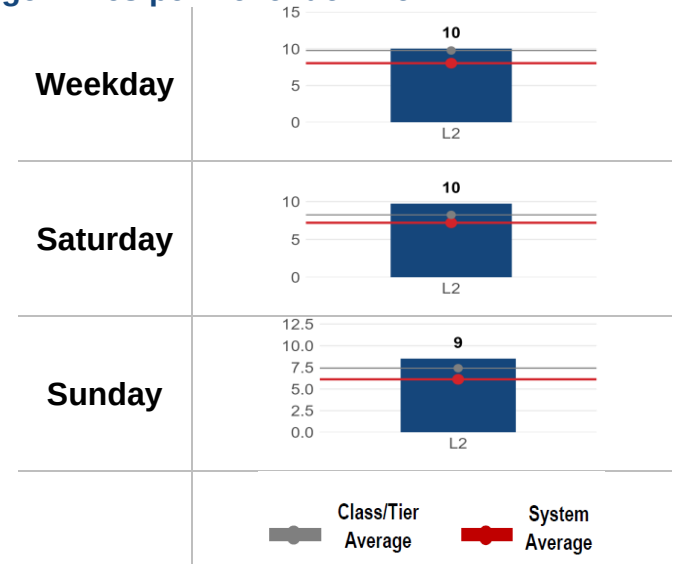
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L2	11.30	45,524	44,613 (98.0%)

Service Change Summary

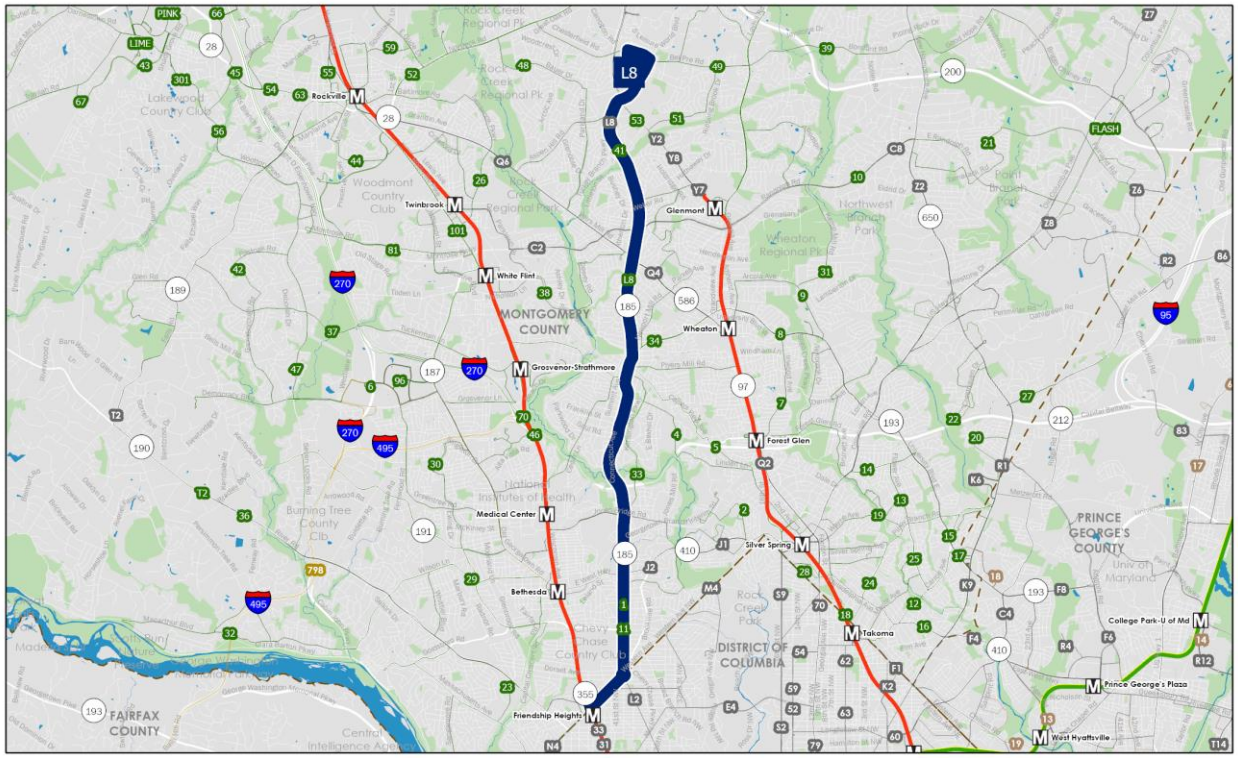
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

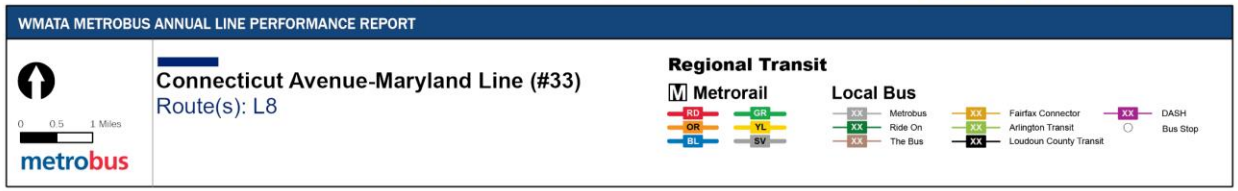
Passenger Miles per Revenue Mile



LINE: 33 - Connecticut Avenue-Maryland ROUTE(S): L8

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

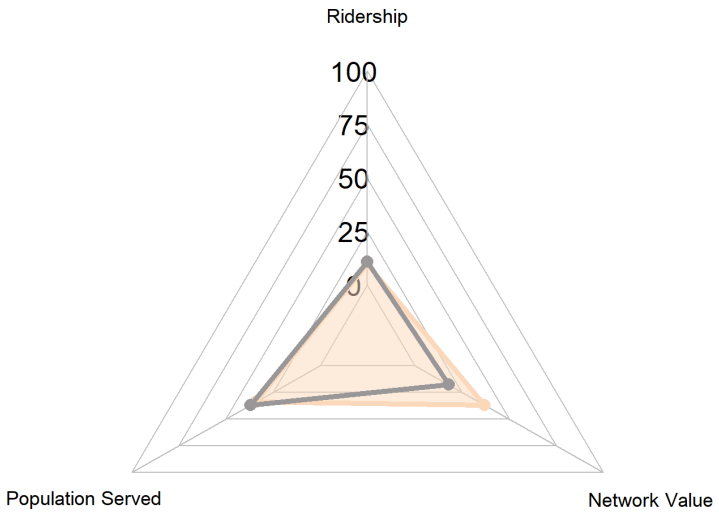
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	34	37	10	

Operating Statistics

Annual Operating Costs	$1,980,641
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

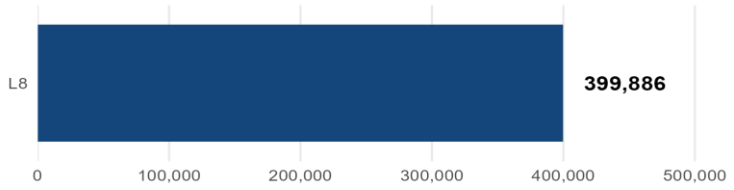
Service Area Population		38,194
Minority Population	*Service Area*	10,246
	% Riders Surveyed	83%
Low Income Household	*Service Area*	9,258
	% Riders Surveyed	67%

Facilities/Amenities

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

Ridership

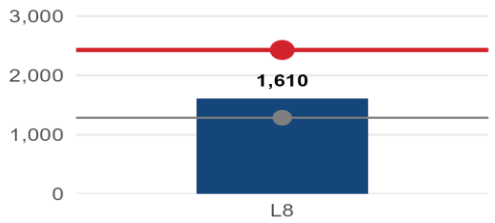
Annual Ridership



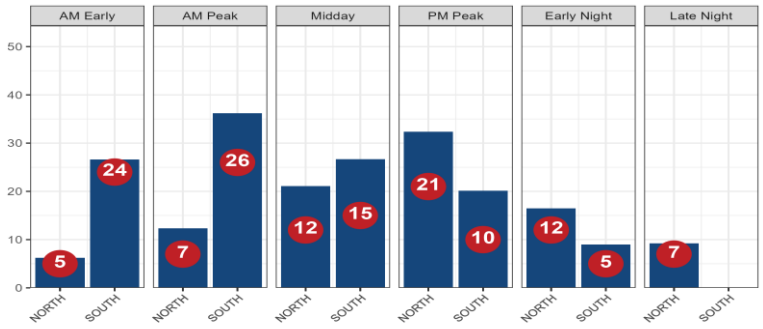
Top Transfer Locations

Friendship Heights

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

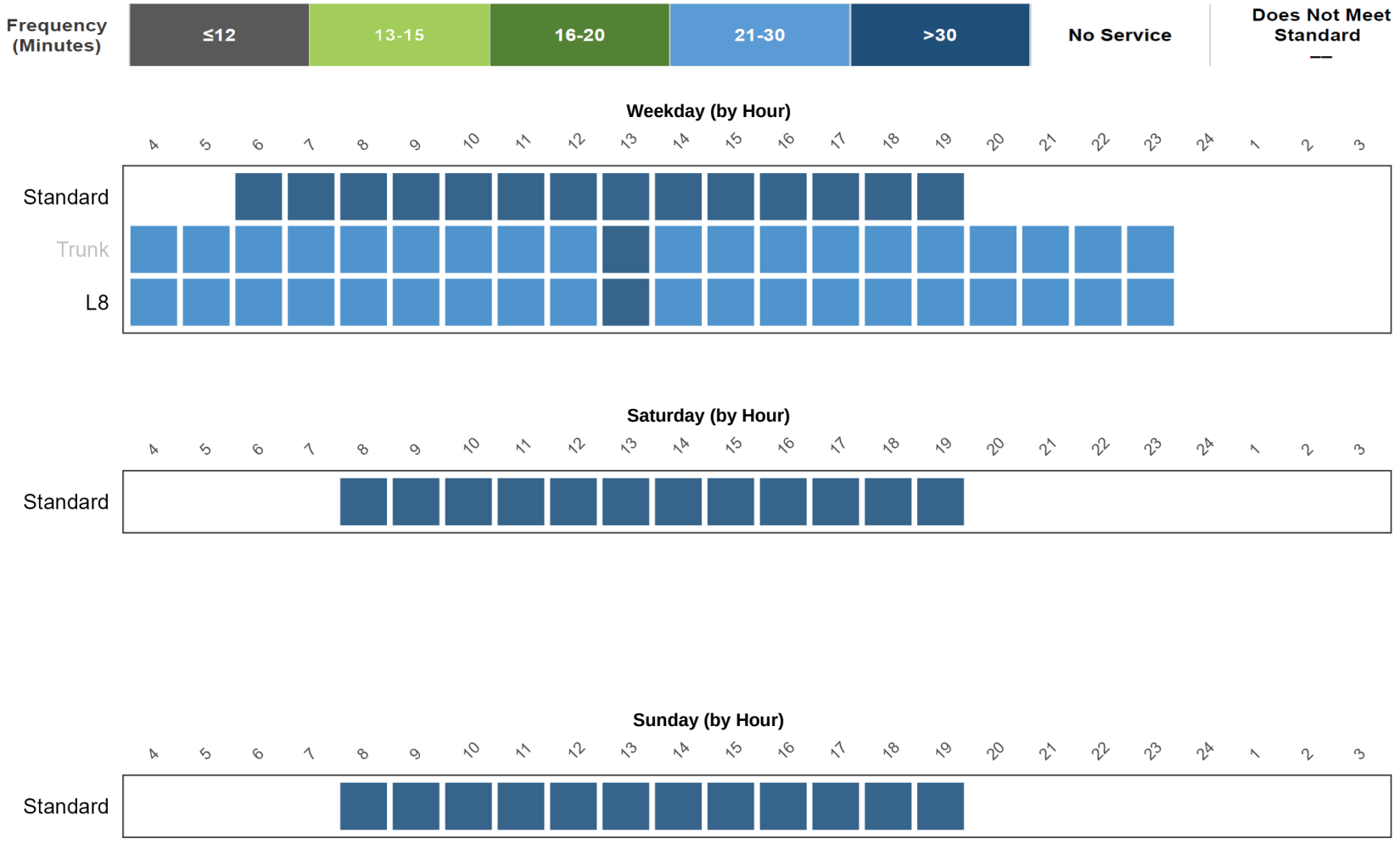
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.38	0.44
	Off-Peak Maximum Target: 1.0	0.29	0.33
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 - 11:41 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	26.5	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.2	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	78%	C	-	-	-	-	-	-
	Crowding | 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.41	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.90	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	27%	23%	A	-	-	-	-	-	-

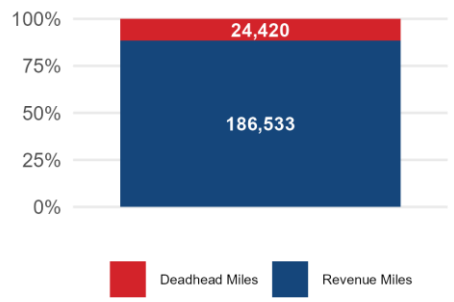
Route L8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	4.8	E
Route Design	**Circuity |** N/A	1.19	1.78	-

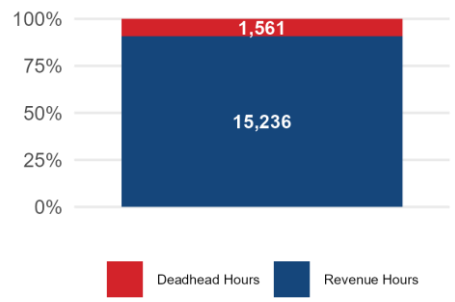
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	26.5	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.2	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	100%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	78%	C	-	-	-	-	-	-
	Crowding | 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.41	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.90	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	27%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



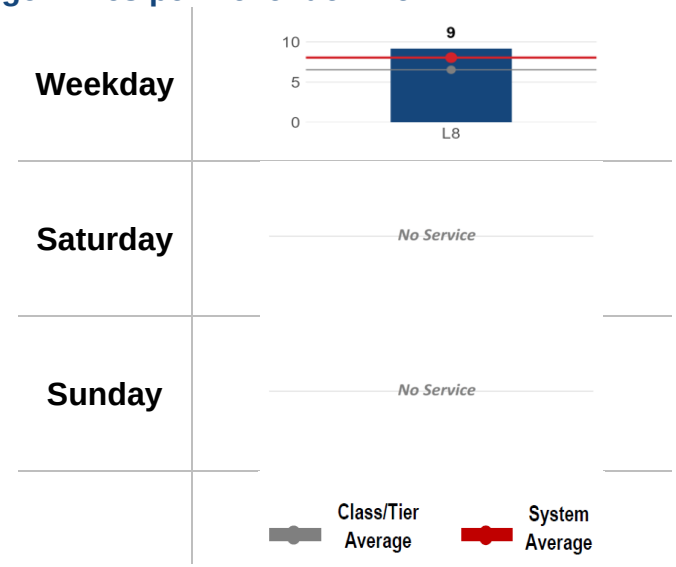
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L8	23.50	18,104	17,911 (98.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: 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	D

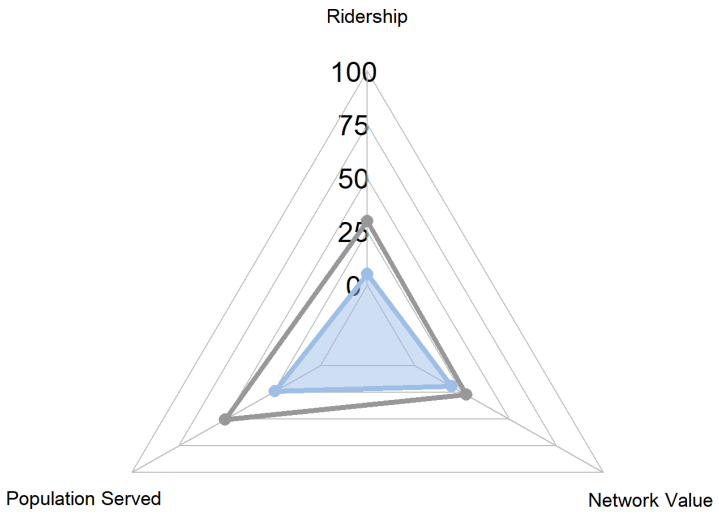
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

16

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	19	5	

Operating Statistics

Annual Operating Costs	$1,551,504
Peak Vehicles	2
Vehicle Type(s)	30 Foot, 35 Foot

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

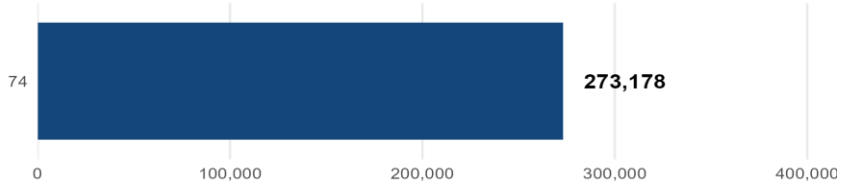
Service Area Population		26,396
Minority Population	*Service Area*	10,660
	% Riders Surveyed	86%
Low Income Household	*Service Area*	5,705
	% Riders Surveyed	54%

Facilities/Amenities

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

Ridership

Annual Ridership

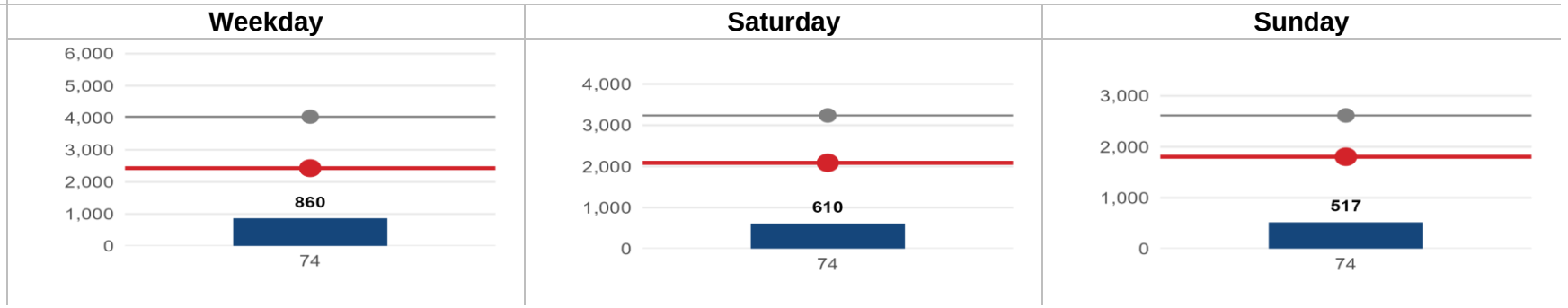


Top Transfer Locations

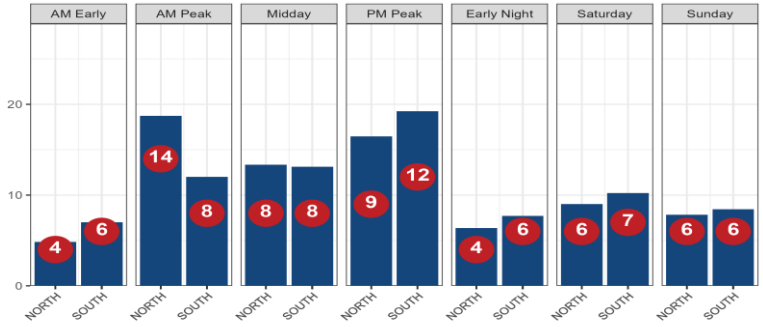
L'Enfant Plaza, Waterfront, Gallery Place-Chinatown

Average Daily Ridership





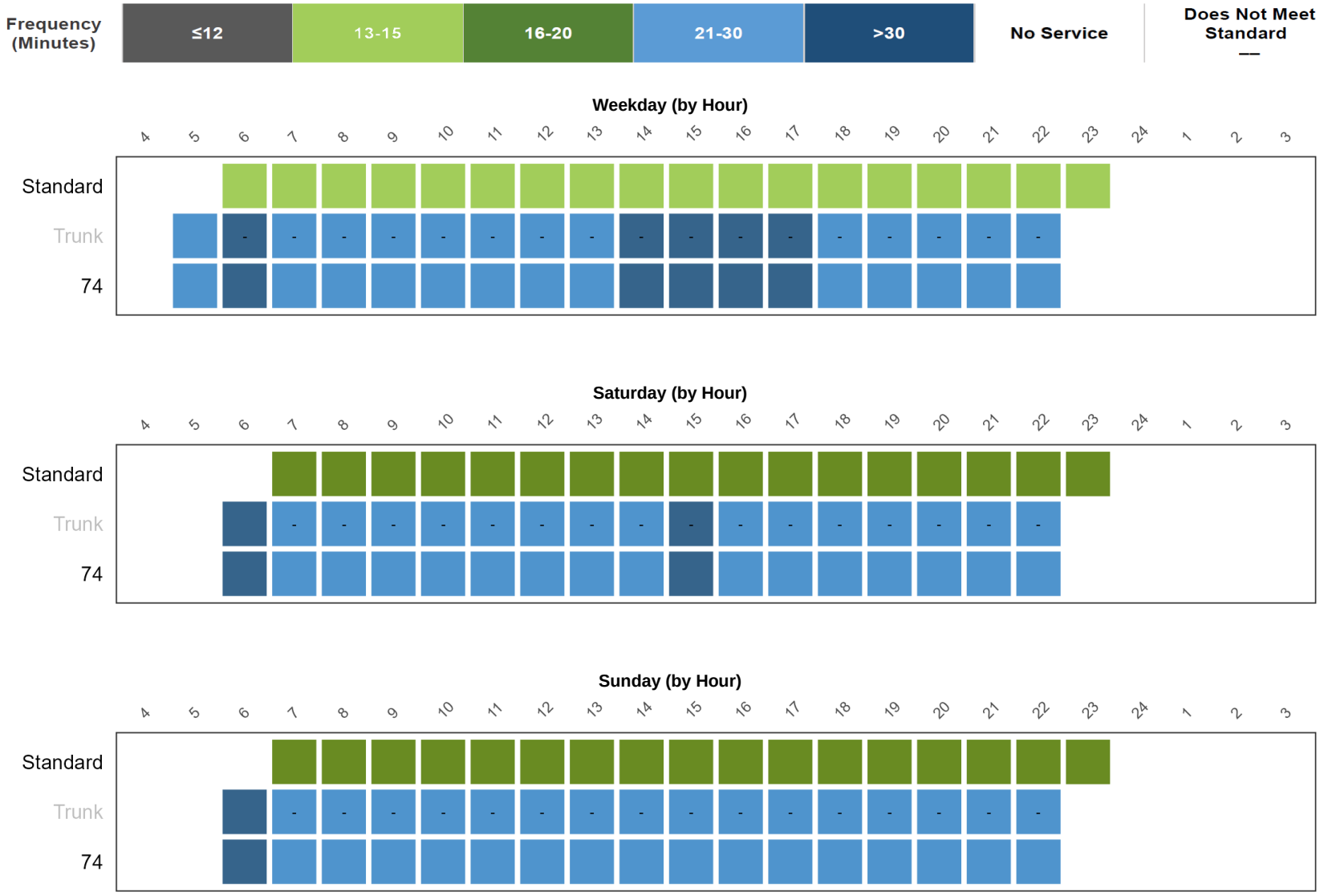
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.28	0.26
Weekday	**Off-Peak** Maximum Target: 1.0	0.16	0.17
	Saturday Maximum Target: 1.0	0.16	0.18
	Sunday Maximum Target: 1.0	0.14	0.15

Span and Frequency



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 - 10:52 PM	-	B	6:32 AM - 10:53 PM	-	C	6:32 AM - 10:45 PM	-	C
	Frequency of Service | varies	Peak: 31.0 / Off-Peak: 30.0	Peak: 14.6 / Off-Peak: 18.6	E	30.0	20.8	D	30.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	25.1	34.1	D	20.0	29.0	E	17.4	26.6	E
	Passengers per Revenue Mile | 4	3.5	4.6	D	2.6	3.7	E	2.2	3.2	E
Reliability	**On-Time Performance |** 79%	79%	74%	B	70%	75%	D	76%	77%	C
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.27	Off-Peak: 0.36 Peak: 0.5	A	0.17	0.37	A	0.15	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.17	$ 4.27	B	$6.49	$ 5.07	D	$7.45	$ 5.55	E
	Cost Recovery | 25%	-	-	-	-	-	-	-	-	-

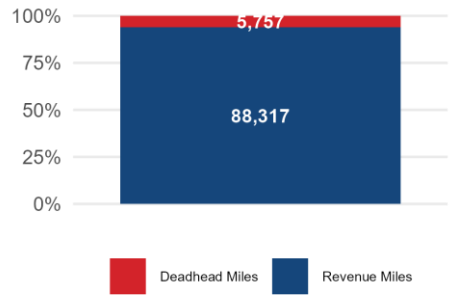
Route 74

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6	5.5	E
Route Design	**Circuity |** 1.75	1.31	1.23	A

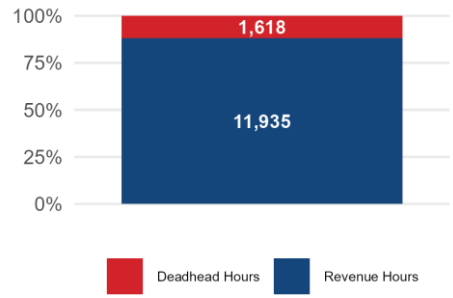
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.1	34.1	D	20.0	29.0	E	17.4	26.6	E
	Passengers per Revenue Mile | 4	3.5	4.6	D	2.6	3.7	E	2.2	3.2	E
	Unique Segment Ridership | 10%	38%	20%	A	39%	34%	A	31%	31%	A
Reliability	**On-Time Performance |** 79%	79%	74%	B	70%	75%	D	76%	77%	C
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.27	Off-Peak: 0.37 Peak: 0.51	A	0.17	0.37	A	0.15	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.17	$ 4.27	B	$6.49	$ 5.07	D	$7.45	$ 5.55	E
	Cost Recovery | 25%	-	39%	-	-	32%	-	-	30%	-

Operational Analysis

Miles Allocation



Hours Allocation



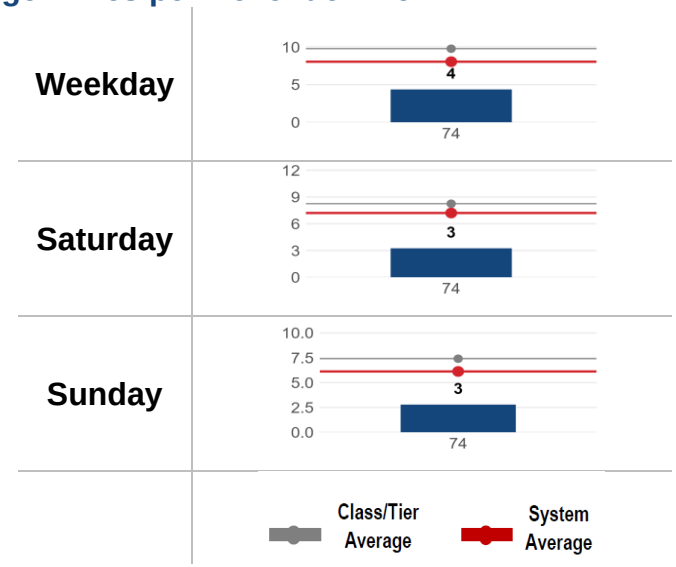
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
74	7.40	24,160	23,617 (97.8%)

Service Change Summary

Jun 2024: Changed route to permanently use loop to Half St, Potomac Ave, and R Street SW at Buzzard Point; stops changed along the new alignment; Travel time adjustments
Sep 2024: No change
Dec 2024: No change

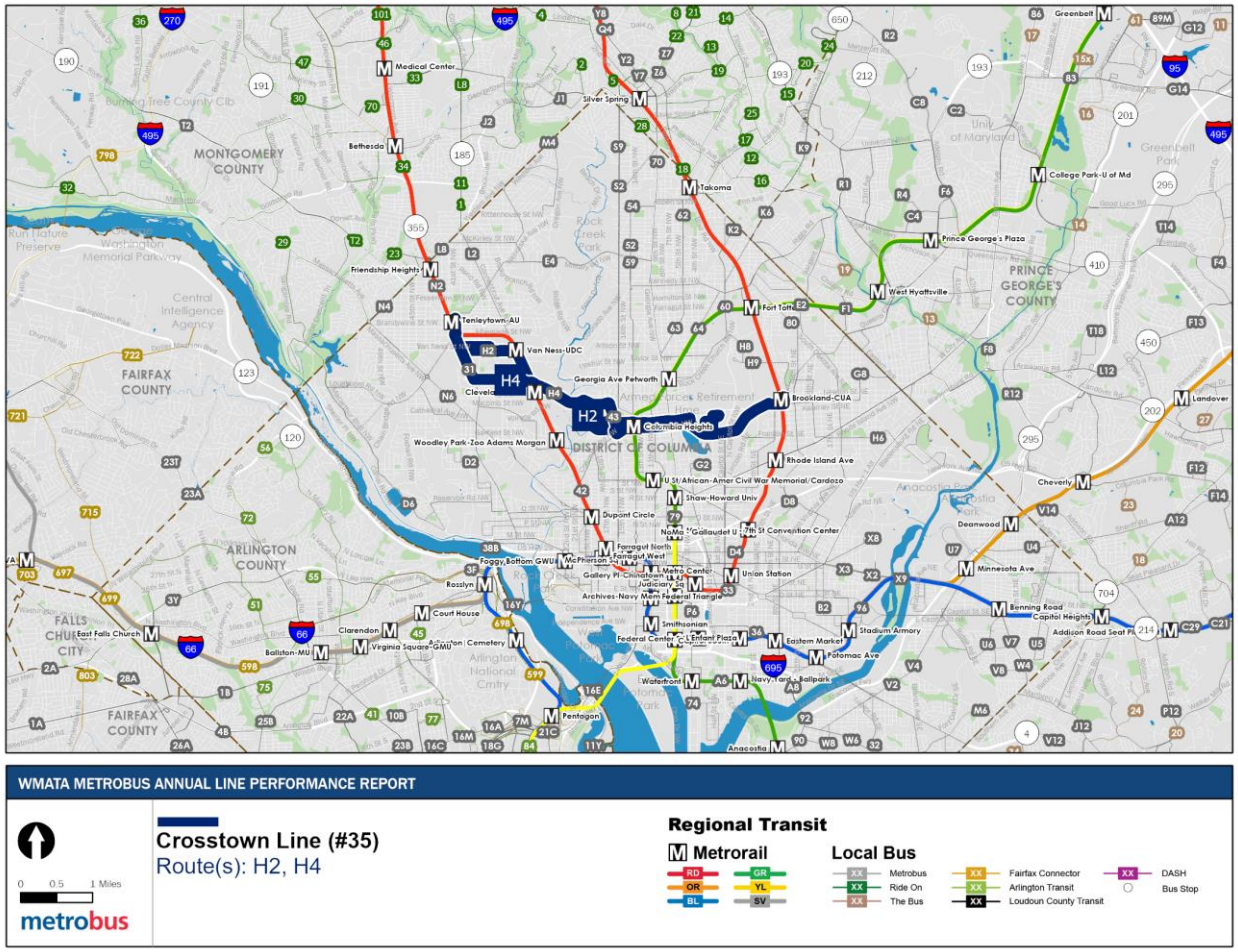
Passenger Miles per Revenue Mile



LINE: 35 - Crosstown

ROUTE(S): H2, H4

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

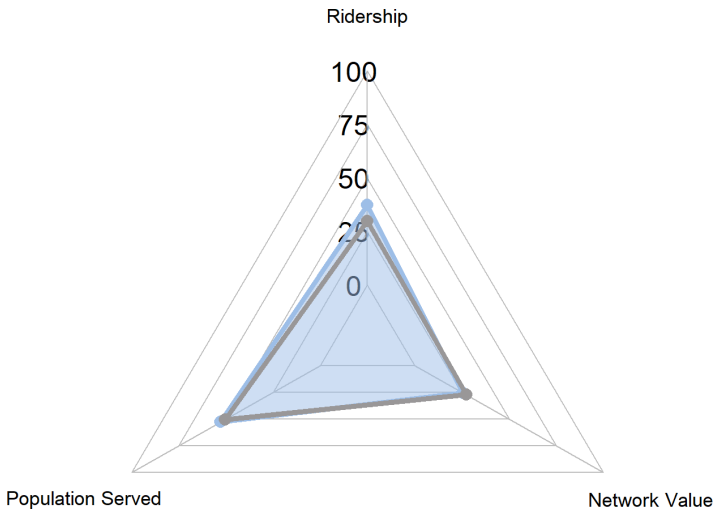
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

39

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	53	25	37	

Operating Statistics

Annual Operating Costs	$7,338,220
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

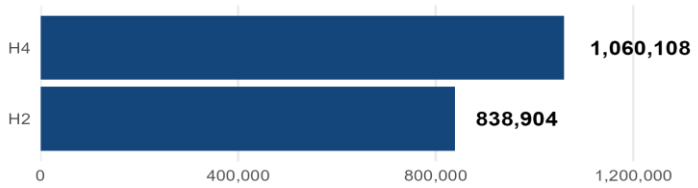
Service Area Population		72,849
Minority Population	*Service Area*	21,542
	% Riders Surveyed	76%
Low Income Household	*Service Area*	13,429
	% Riders Surveyed	52%

Facilities/Amenities

Bus Stops	103
% Stops With Shelters	25%
% Stops With Benches	17%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership



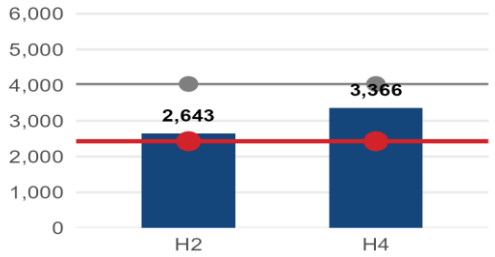
Top Transfer Locations

Columbia Heights, Cleveland Park, Brookland

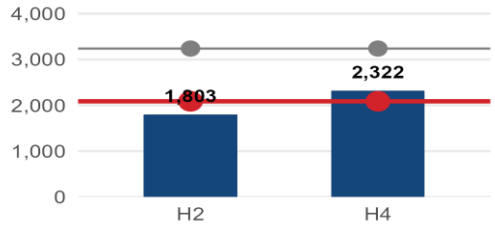
Average Daily Ridership



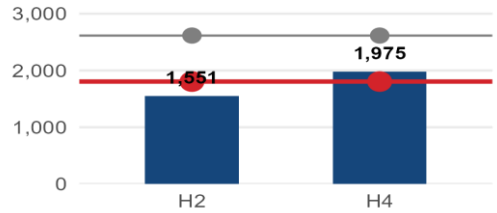
Weekday



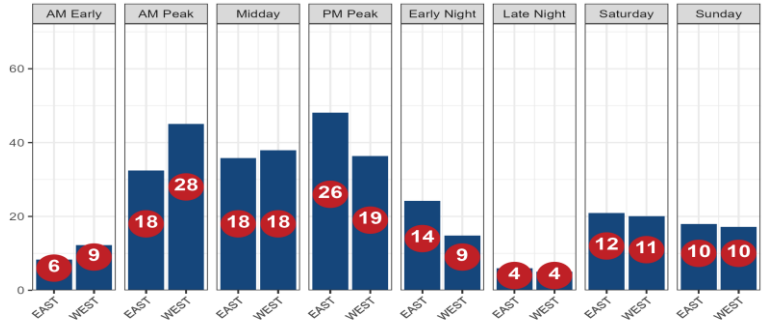
Saturday



Sunday



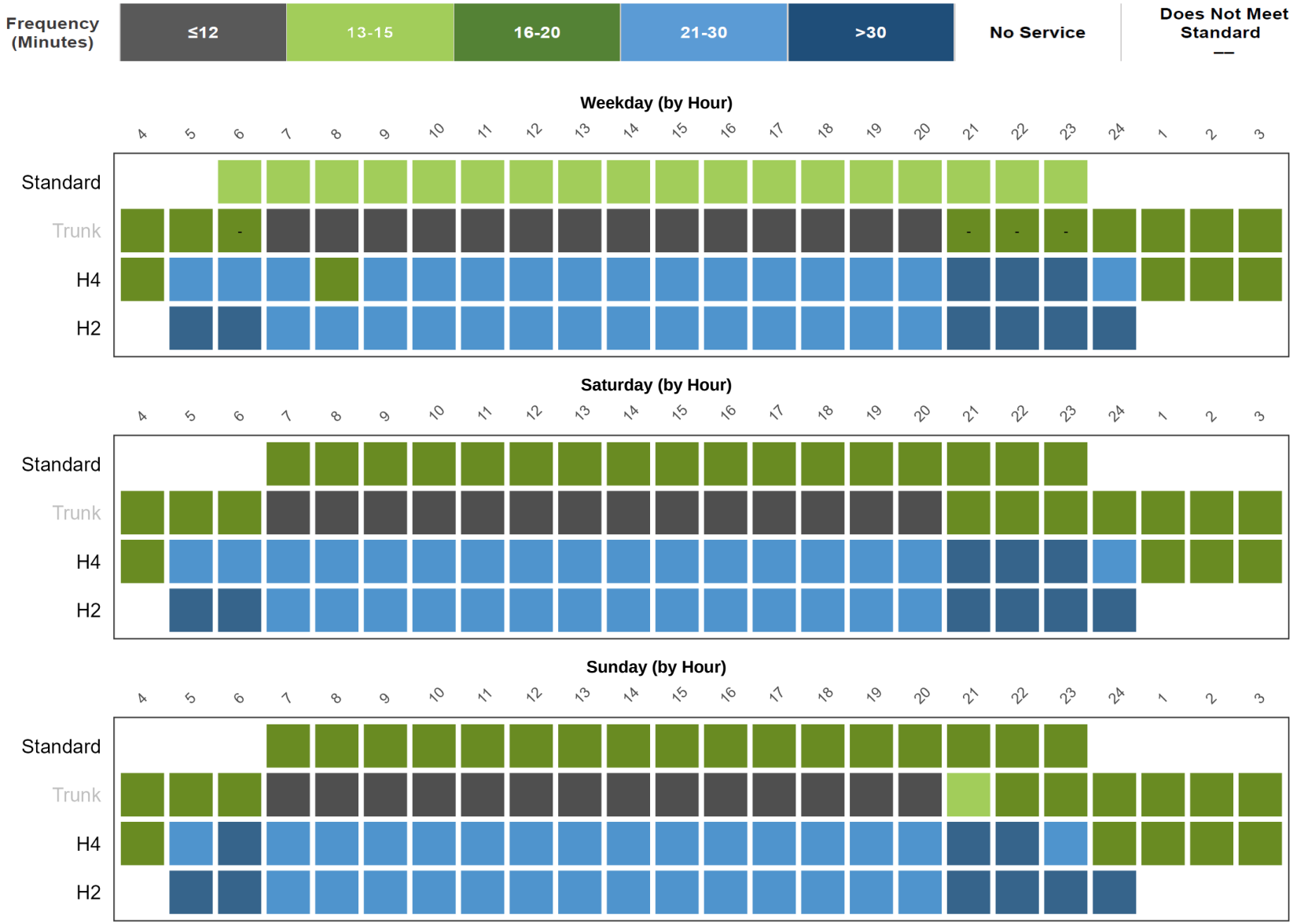
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.57	0.57
	Off-Peak Maximum Target: 1.0	0.32	0.3
	Saturday Maximum Target: 1.0	0.3	0.29
	Sunday Maximum Target: 1.0	0.26	0.25

Span and Frequency



Performance Report Card

B Crosstown

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 11.0	Peak: 14.6 / Off-Peak: 18.6	B	14.0	20.8	A	14.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	33.8	34.1	A	25.2	29.0	D	22.8	26.6	E
	Passengers per Revenue Mile | 4	4.2	4.6	B	2.9	3.7	E	2.5	3.2	E
Reliability	**On-Time Performance |** 79%	71%	74%	D	70%	75%	D	77%	77%	C
	Crowding | 5%	4%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.57	Off-Peak: 0.36 Peak: 0.5	A	0.29	0.37	A	0.26	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.84	$ 4.27	A	$5.17	$ 5.07	B	$5.69	$ 5.55	C
	Cost Recovery | 25%	37%	38%	A	28%	32%	A	25%	30%	B

Route H2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.4	5.5	E
Route Design	**Circuity |** 1.75	1.22	1.23	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	35.0	34.1	A	26.1	29.0	D	24.3	26.6	D
	Passengers per Revenue Mile | 4	4.5	4.6	A	3.1	3.7	E	2.7	3.2	E
	Unique Segment Ridership | 10%	6%	20%	D	8%	34%	C	8%	31%	C
Reliability	**On-Time Performance |** 79%	69%	74%	D	69%	75%	D	75%	77%	C
	Crowding | 5%	3%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.53	Off-Peak: 0.37 Peak: 0.51	A	0.31	0.37	A	0.28	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.71	$ 4.27	A	$4.98	$ 5.07	A	$5.35	$ 5.55	B
	Cost Recovery | 25%	37%	39%	A	28%	32%	A	26%	30%	B

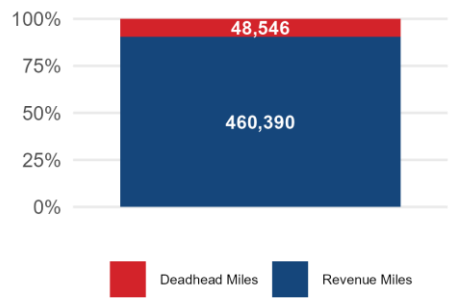
Route H4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	5.5	E
Route Design	**Circuity |** 1.75	1.23	1.23	A

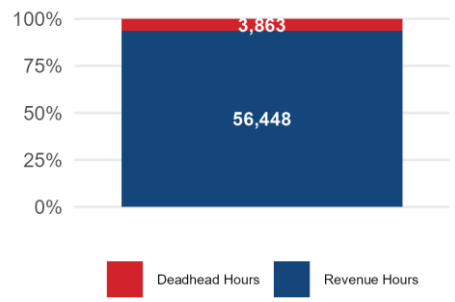
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	32.9	34.1	B	24.5	29.0	D	21.8	26.6	E
	Passengers per Revenue Mile | 4	4.0	4.6	C	2.8	3.7	E	2.3	3.2	E
	Unique Segment Ridership | 10%	2%	20%	E	20%	34%	A	20%	31%	A
Reliability	**On-Time Performance |** 79%	72%	74%	D	70%	75%	D	78%	77%	C
	Crowding | 5%	4%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.61	Off-Peak: 0.37 Peak: 0.51	A	0.28	0.37	A	0.25	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.95	$ 4.27	A	$5.31	$ 5.07	B	$5.96	$ 5.55	C
	Cost Recovery | 25%	37%	39%	A	27%	32%	B	24%	30%	C

Operational Analysis

Miles Allocation



Hours Allocation



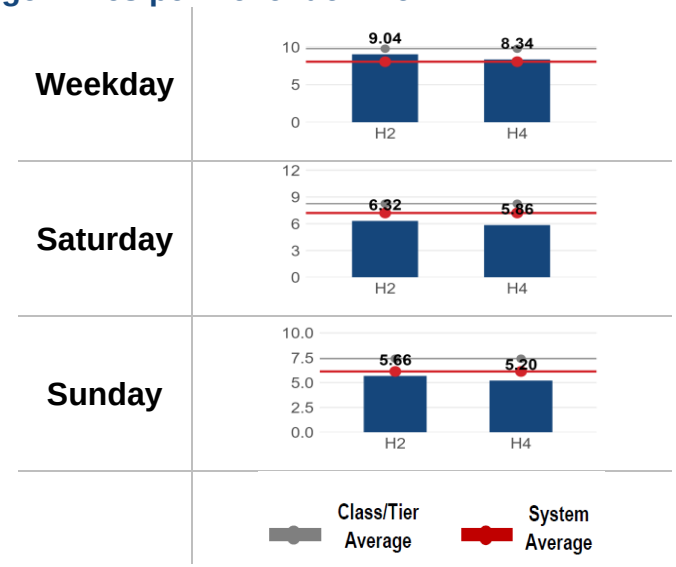
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H2	14.70	30,180	29,278 (97.0%)
H4	14.70	43,446	42,704 (98.3%)

Service Change Summary

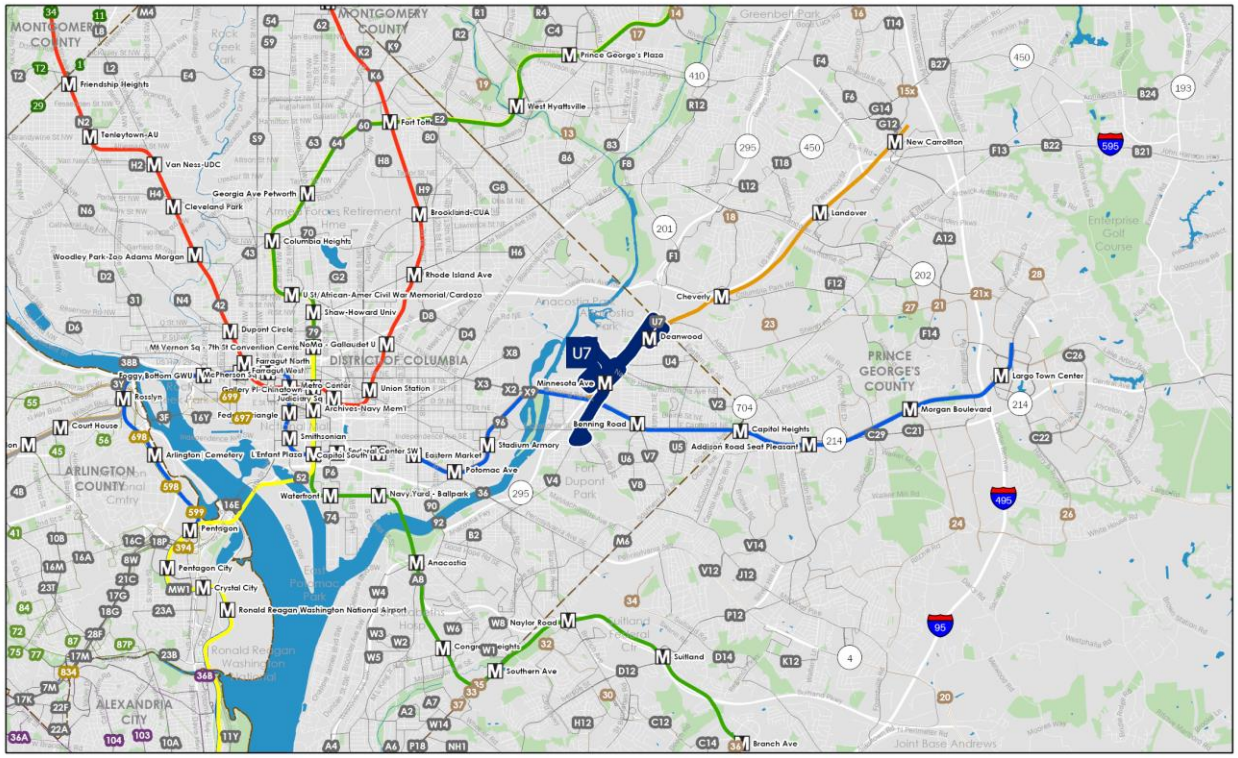
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

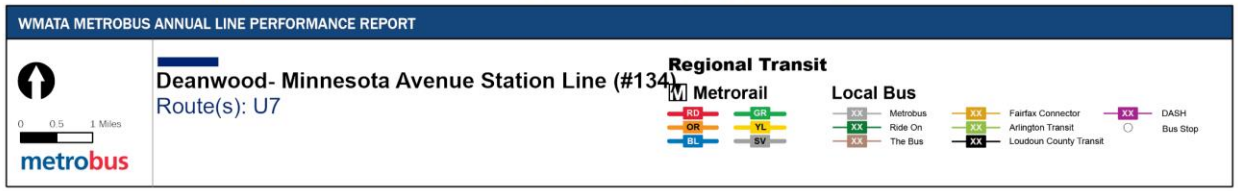
Passenger Miles per Revenue Mile



LINE: 134 - Deanwood- Minnesota Avenue Station ROUTE(S): U7

About the Line





Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

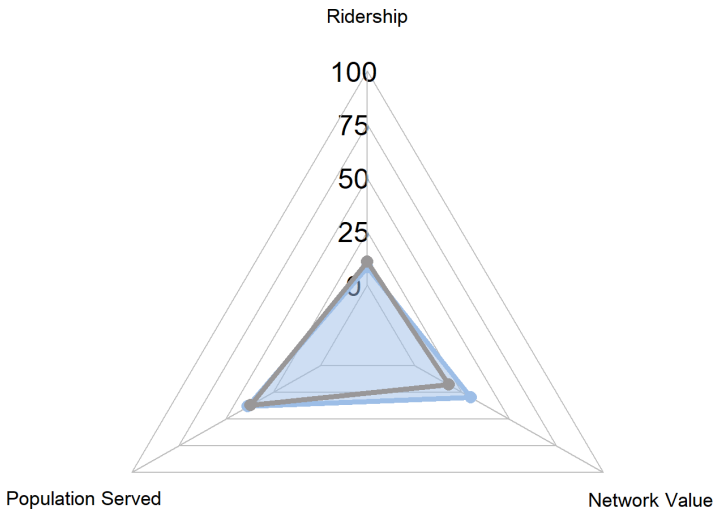
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

25

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	38	30	8	

Operating Statistics

Annual Operating Costs	$2,363,925
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

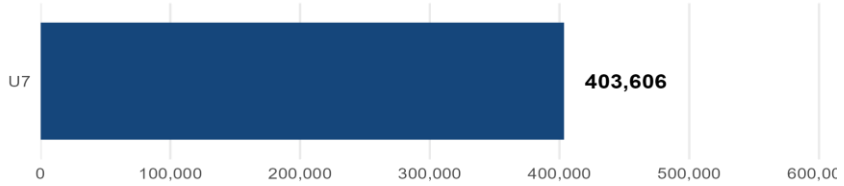
Service Area Population		18,984
Minority Population	*Service Area*	17,123
	% Riders Surveyed	98%
Low Income Household	*Service Area*	8,859
	% Riders Surveyed	66%

Facilities/Amenities

Bus Stops	48
% Stops With Shelters	10%
% Stops With Benches	8%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



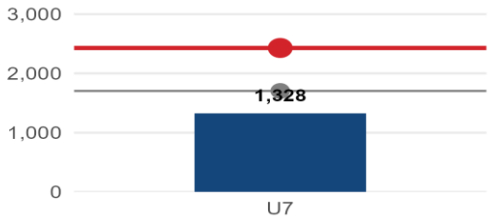
Top Transfer Locations

Minnesota Avenue, Deanwood

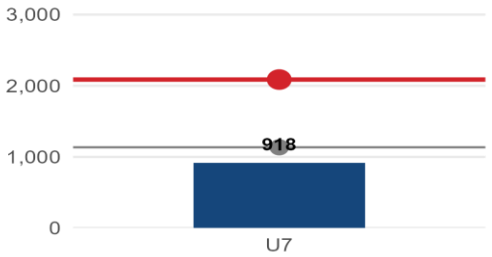
Average Daily Ridership



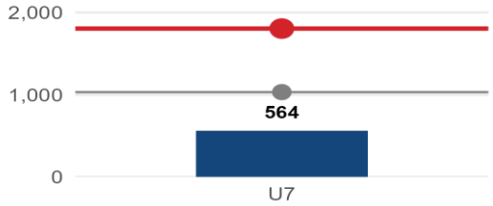
Weekday



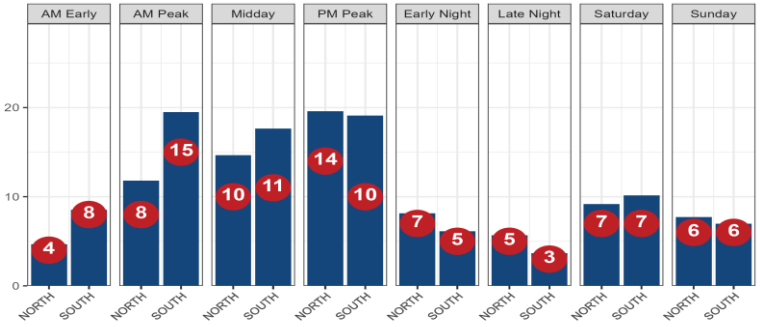
Saturday



Sunday



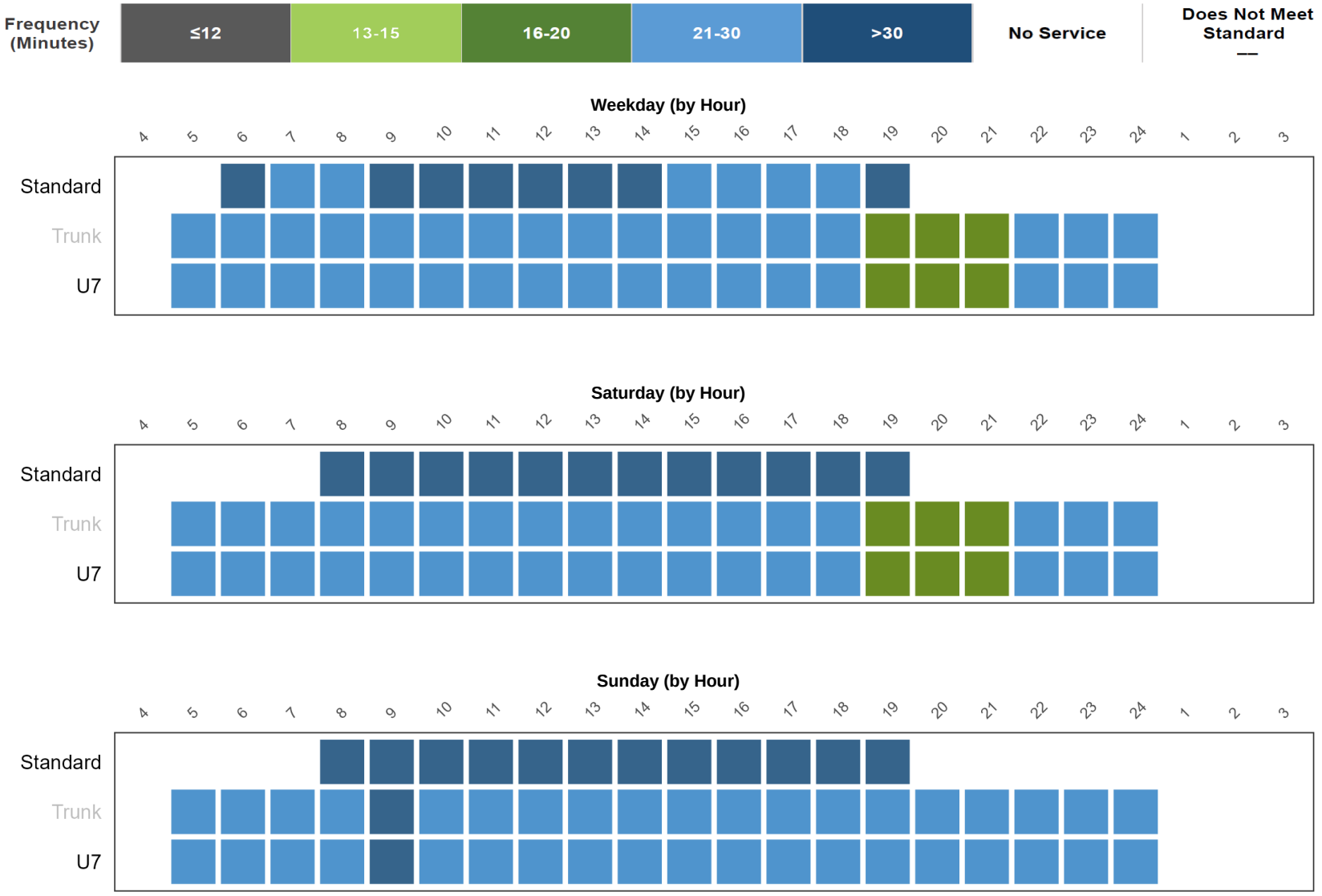
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.29	0.29
Weekday	**Off-Peak** Maximum Target: 1.0	0.2	0.2
	Saturday Maximum Target: 1.0	0.17	0.17
	Sunday Maximum Target: 1.0	0.16	0.15

Span and Frequency



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: 22.1 / Off-Peak: 32.8	A	24.0	36.3	A	29.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	25.2	33.4	A	17.7	28.1	A	15.0	26.6	C
	Passengers per Revenue Mile | 2	3.0	3.9	A	2.1	3.0	B	1.8	2.8	C
Reliability	**On-Time Performance |** 79%	80%	78%	B	84%	80%	B	88%	80%	A
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.29	Off-Peak: 0.29 Peak: 0.39	A	0.17	0.27	A	0.16	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.16	$ 4.60	B	$7.36	$ 5.40	E	$8.68	$ 5.77	E
	Cost Recovery | 20%	19%	29%	C	13%	24%	E	11%	23%	E

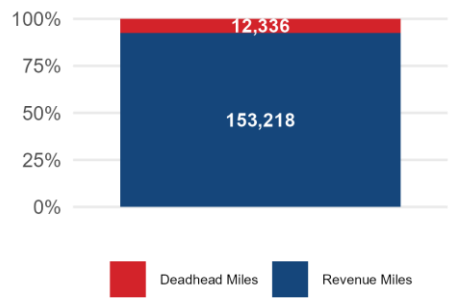
Route U7

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.2	E
Route Design	**Circuity |** N/A	2.61	2.37	-

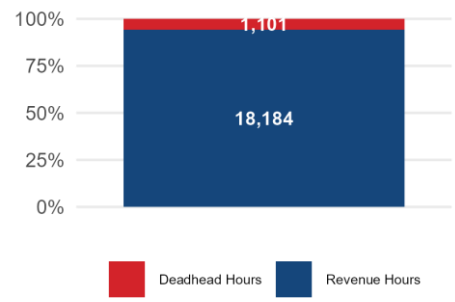
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	25.2	33.4	A	17.7	28.1	A	15.0	26.6	C
	Passengers per Revenue Mile | 2	3.0	3.9	A	2.1	3.0	B	1.8	2.8	C
	Unique Segment Ridership | 10%	85%	24%	A	82%	43%	A	95%	38%	A
Reliability	**On-Time Performance |** 79%	80%	78%	B	84%	80%	A	88%	80%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.29	Off-Peak: 0.31 Peak: 0.42	A	0.17	0.28	A	0.16	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.16	$ 4.60	B	$7.36	$ 5.40	E	$8.68	$ 5.77	E
	Cost Recovery | 20%	19%	32%	C	13%	24%	E	11%	23%	E

Operational Analysis

Miles Allocation



Hours Allocation



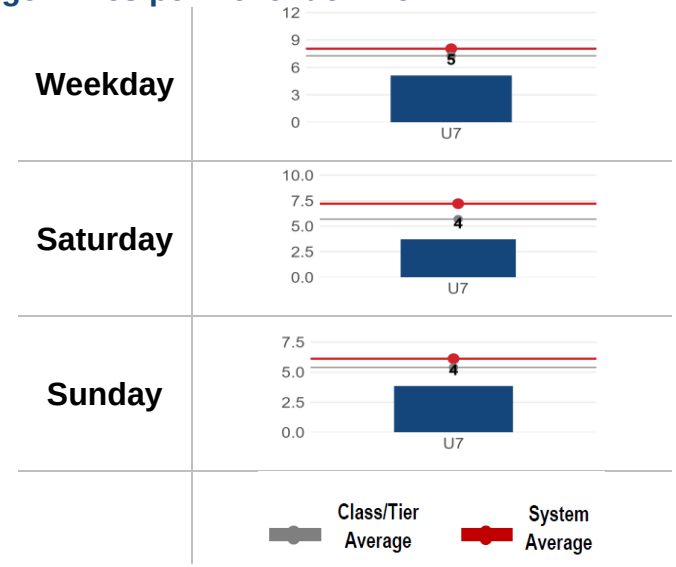
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U7	9.70	33,358	32,557 (97.6%)

Service Change Summary

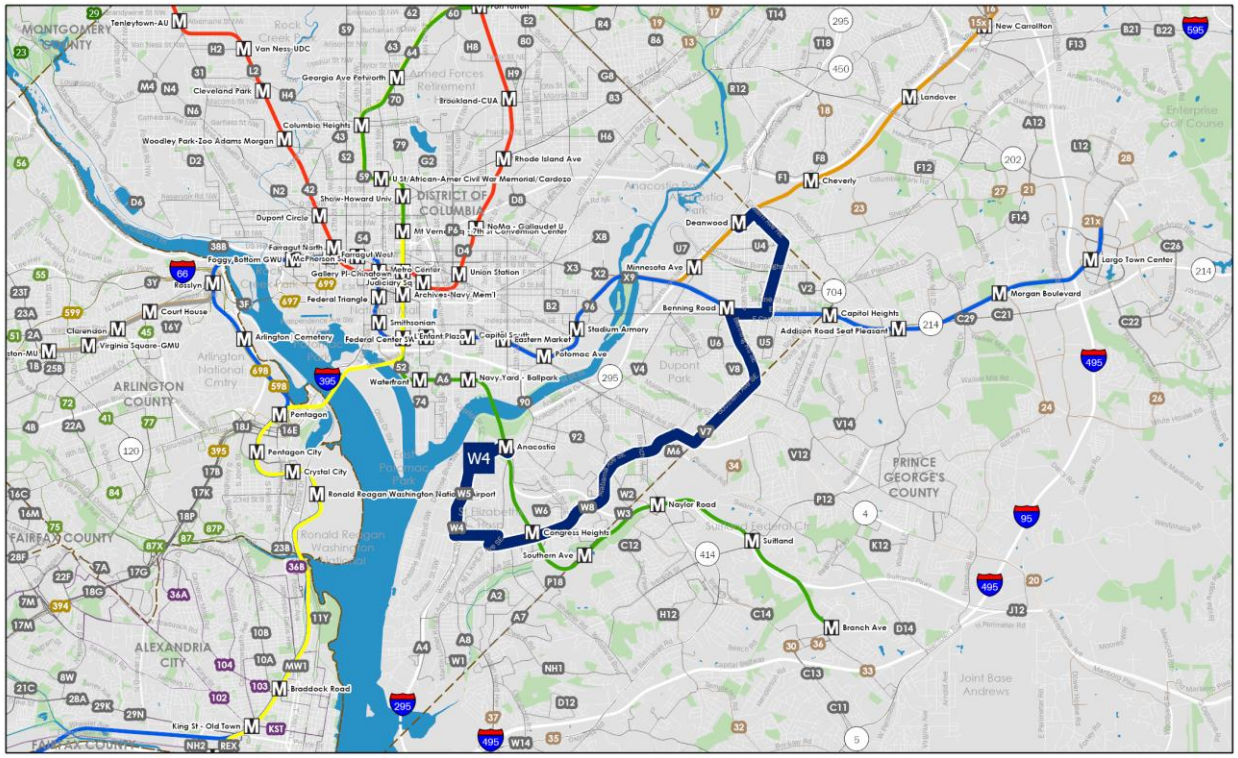
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

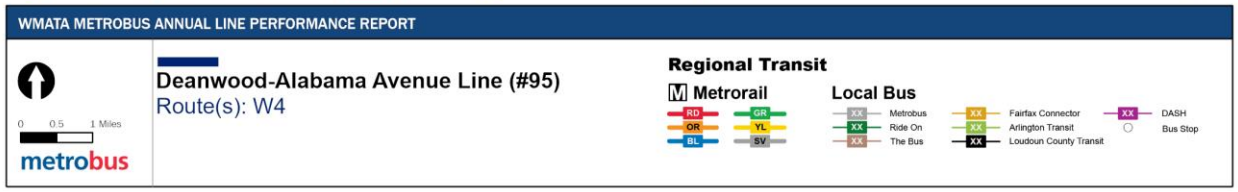
Passenger Miles per Revenue Mile



LINE: 95 - Deanwood-Alabama Avenue ROUTE(S): W4

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

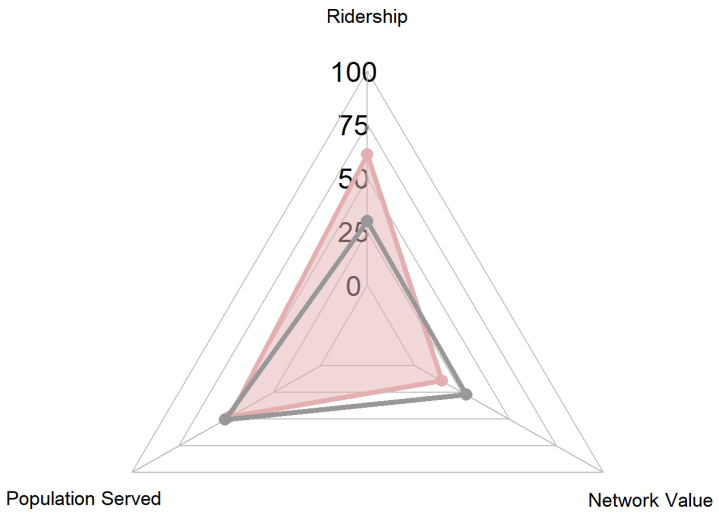
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

41

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	14	61	

Operating Statistics

Annual Operating Costs	$9,533,059
Peak Vehicles	20
Vehicle Type(s)	40 Foot, 60 Foot

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

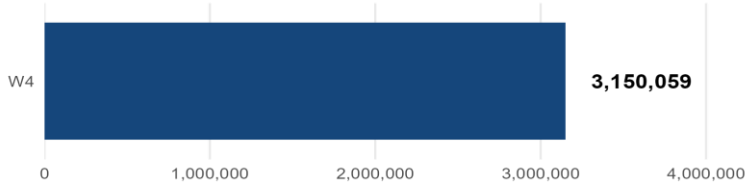
Service Area Population		52,388
Minority Population	*Service Area*	47,838
	% Riders Surveyed	94%
Low Income Household	*Service Area*	22,592
	% Riders Surveyed	76%

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

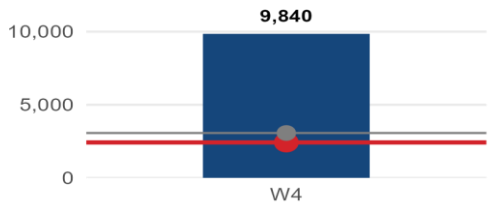
Benning Road, Congress Heights, Anacostia

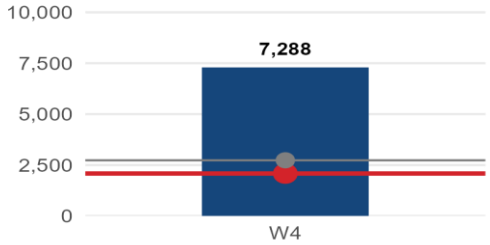
Average Daily Ridership

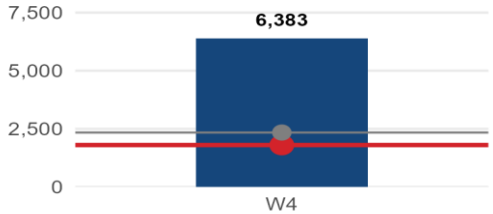
Class/Tier Average

System Average

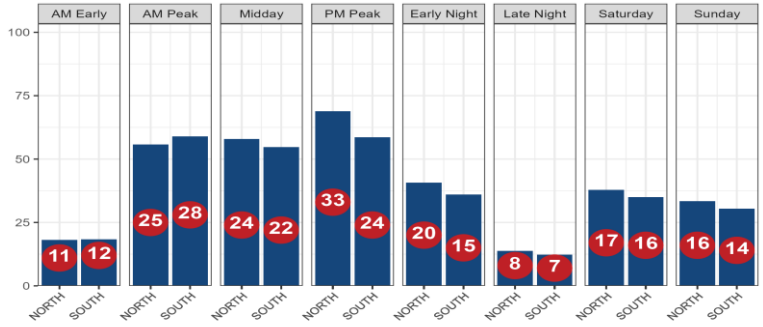
Weekday	Saturday	Sunday







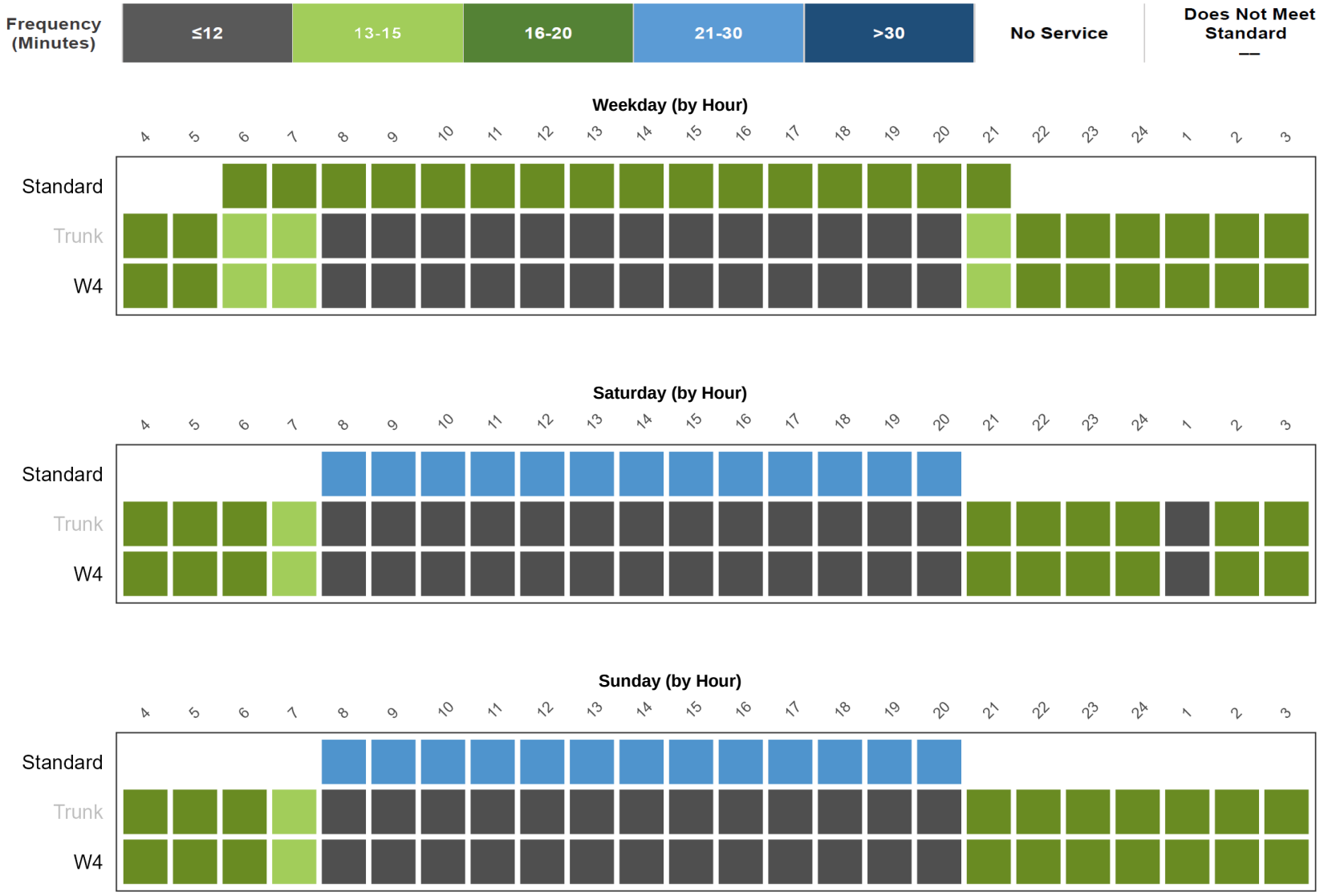
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.61	0.51
Weekday	**Off-Peak** Maximum Target: 1.0	0.42	0.37
	Saturday Maximum Target: 1.0	0.43	0.39
	Sunday Maximum Target: 1.0	0.4	0.35

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	40.8	29.6	A	33.8	28.2	A	33.3	25.5	A
	Passengers per Revenue Mile | 2	4.3	2.9	A	3.3	2.6	A	2.9	2.3	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	74%	77%	C	64%	78%	E
	Crowding | 5%	2%	2%	A	2%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	0.41	0.38	A	0.37	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.19	$ 5.18	A	$3.85	$ 5.36	A	$3.91	$ 6.15	A
	Cost Recovery | 20%	36%	29%	A	30%	26%	A	30%	23%	A

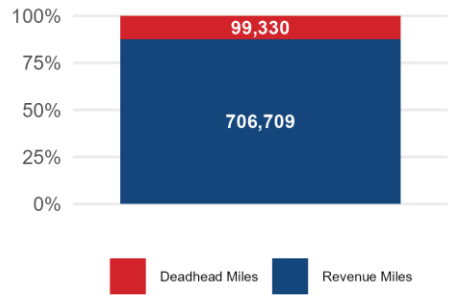
Route W4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	4.5	A
Route Design	**Circuity |** 1.75	2.92	1.47	E

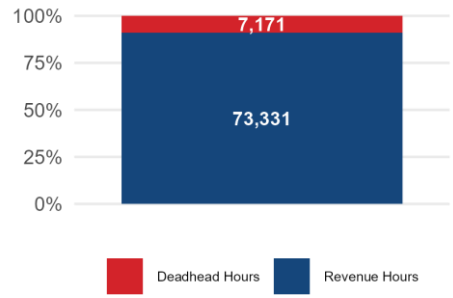
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	40.8	29.6	A	33.8	28.2	A	33.3	25.5	A
	Passengers per Revenue Mile | 2	4.3	2.9	A	3.3	2.6	A	2.9	2.3	A
	Unique Segment Ridership | 10%	23%	19%	A	45%	36%	A	23%	37%	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	74%	77%	C	64%	78%	E
	Crowding | 5%	2%	2%	A	2%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	0.41	0.4	A	0.37	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.19	$ 5.18	A	$3.85	$ 5.36	A	$3.91	$ 6.15	A
	Cost Recovery | 20%	36%	29%	A	30%	27%	A	30%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



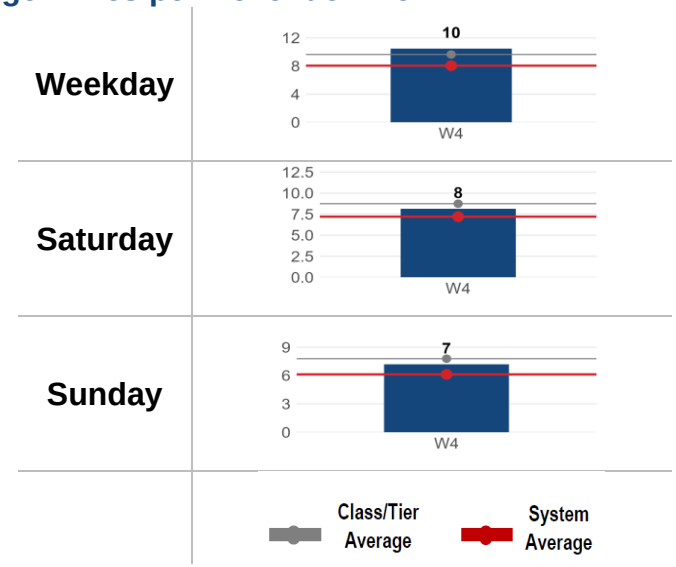
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W4	29.50	73,688	71,353 (96.8%)

Service Change Summary

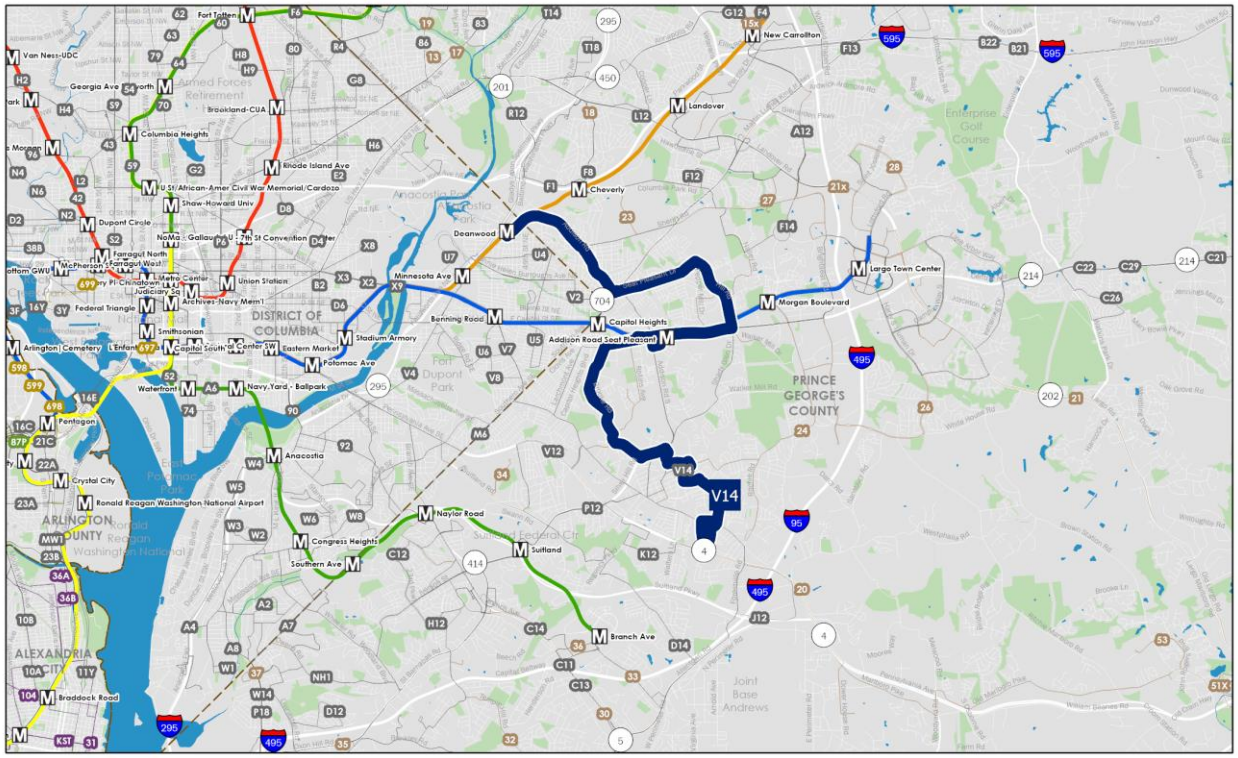
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

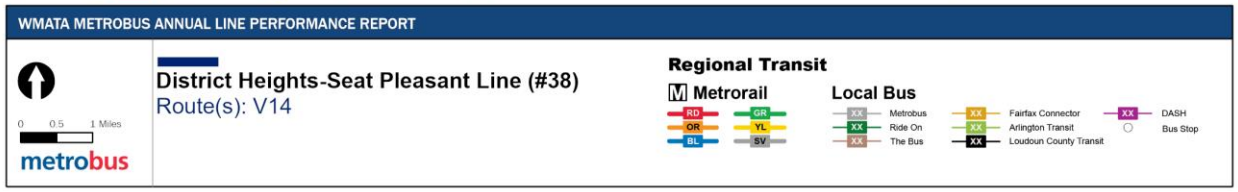
Passenger Miles per Revenue Mile



LINE: 38 - District Heights-Seat Pleasant ROUTE(S): V14

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

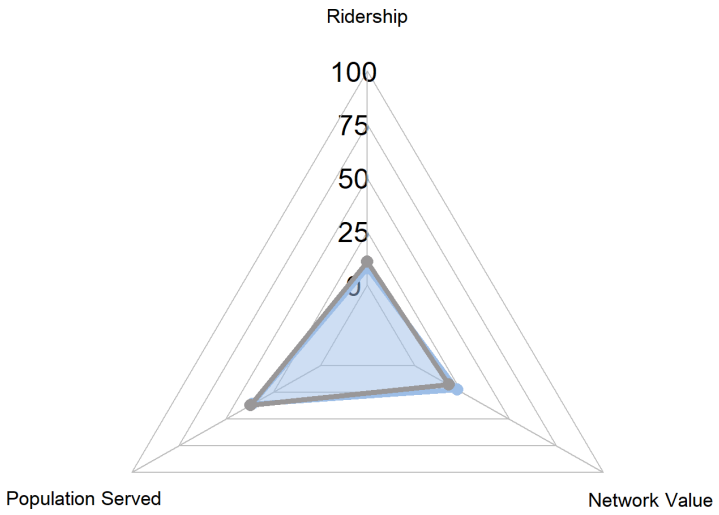
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	36	22	8	

Operating Statistics

Annual Operating Costs	$2,090,275
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

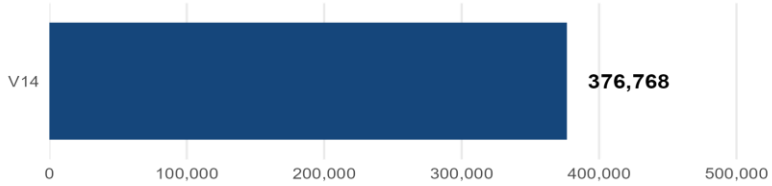
Service Area Population		29,504
Minority Population	*Service Area*	25,473
	% Riders Surveyed	100%
Low Income Household	*Service Area*	9,658
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	145
% Stops With Shelters	15%
% Stops With Benches	6%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



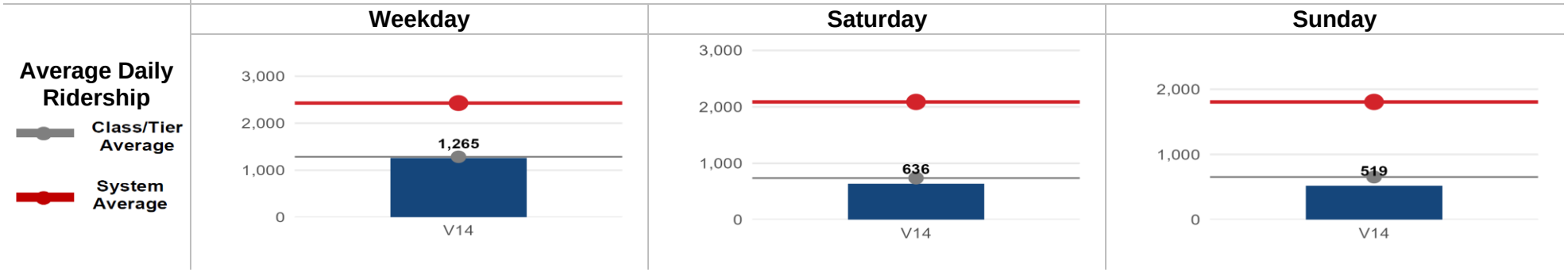
Top Transfer Locations

Addison Road, Deanwood, Takoma

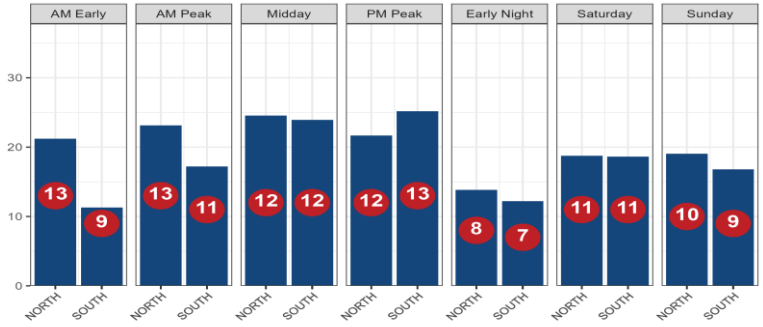
Average Daily Ridership

Class/Tier Average

System Average



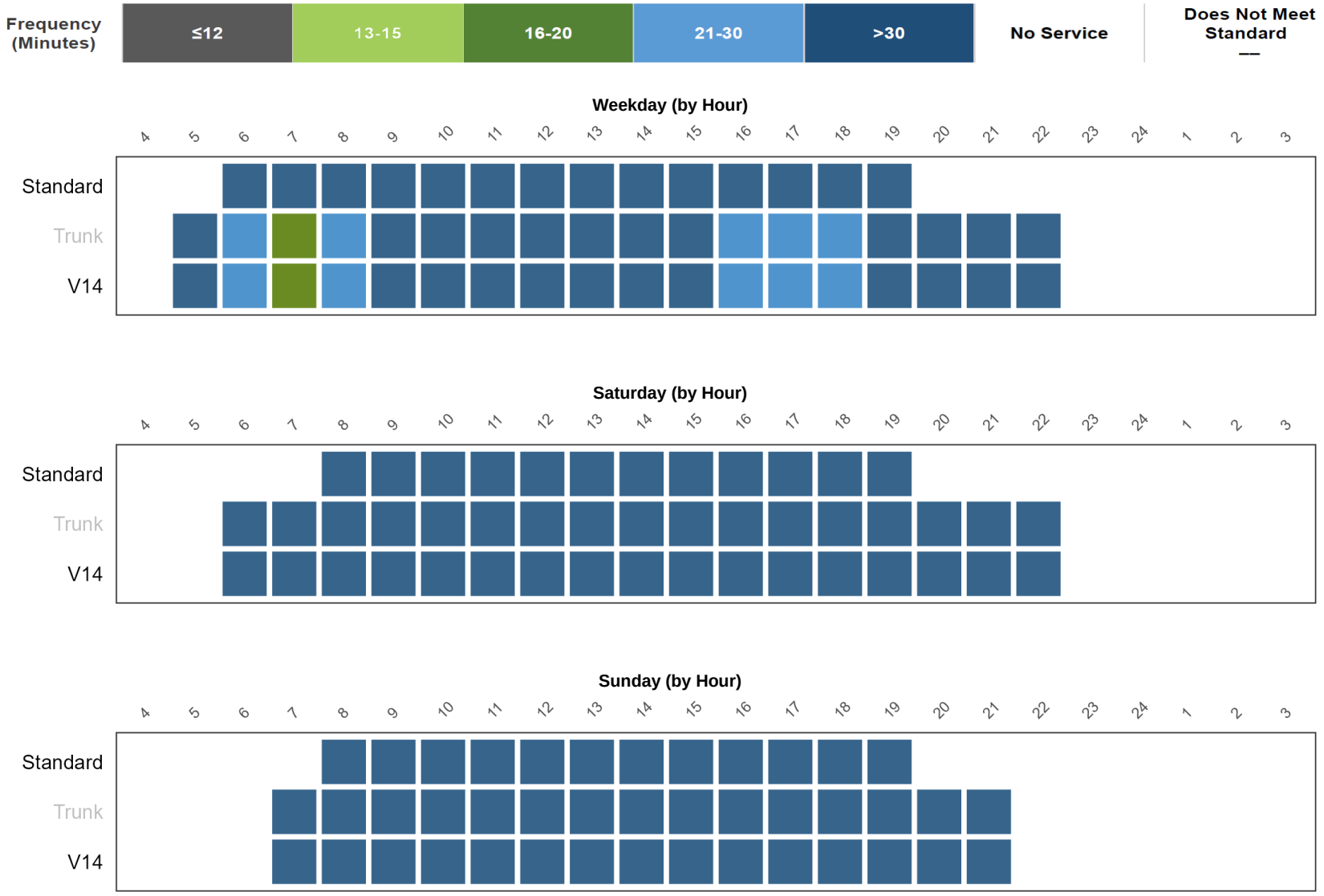
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.32	0.3
Weekday	**Off-Peak** Maximum Target: 1.0	0.28	0.26
	Saturday Maximum Target: 1.0	0.26	0.27
	Sunday Maximum Target: 1.0	0.26	0.23

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	59.0	47.4	B	60.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	24.8	24.7	A	20.4	24.2	A	18.9	24.3	A
	Passengers per Revenue Mile | 1	1.8	2.2	A	1.6	2.0	A	1.5	2.0	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	73%	80%	D	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: 0.31	Off-Peak: 0.26 Peak: 0.34	A	0.27	0.28	A	0.24	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.25	$ 5.68	A	$6.38	$ 5.79	A	$6.88	$ 5.67	A
	Cost Recovery | 20%	23%	23%	A	19%	20%	C	17%	20%	D

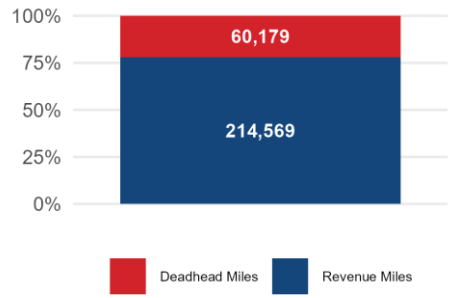
Route V14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	4.8	E
Route Design	**Circuity |** N/A	1.92	1.78	-

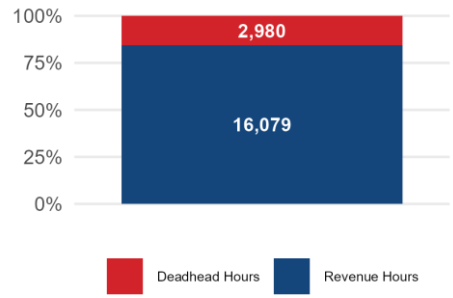
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	24.8	24.7	A	20.4	24.2	A	18.9	24.3	A
	Passengers per Revenue Mile | 1	1.8	2.2	A	1.6	2.0	A	1.5	2.0	A
	Unique Segment Ridership | 10%	59%	42%	A	61%	61%	A	68%	47%	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	73%	80%	D	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: 0.31	Off-Peak: 0.26 Peak: 0.33	A	0.27	0.28	A	0.24	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.25	$ 5.68	A	$6.38	$ 5.79	A	$6.88	$ 5.67	A
	Cost Recovery | 20%	23%	22%	A	19%	19%	C	17%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



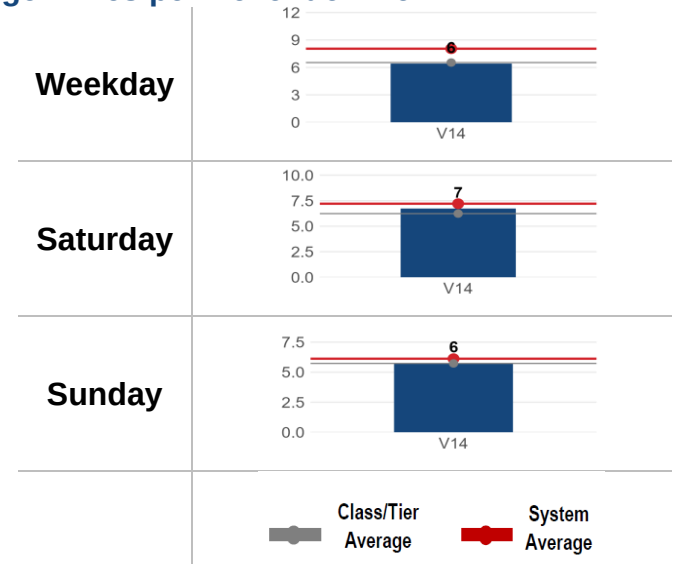
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V14	24.20	18,471	18,050 (97.7%)

Service Change Summary

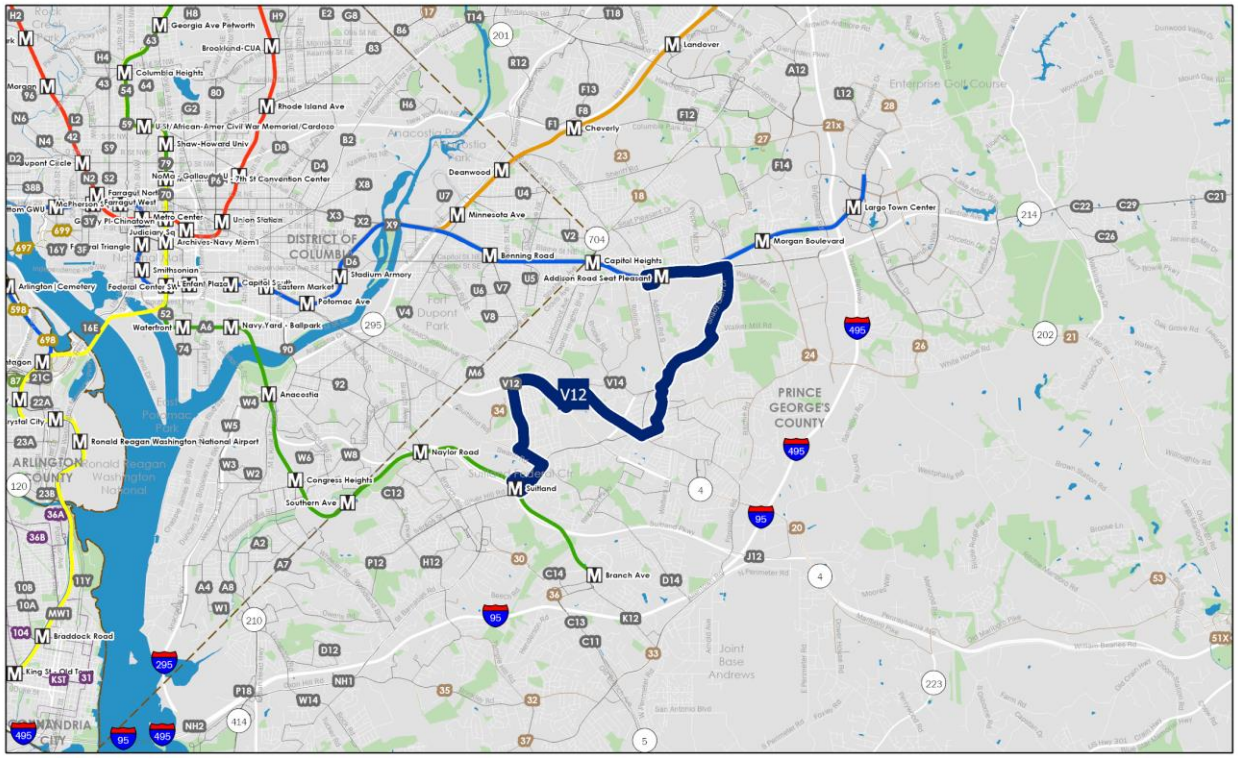
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

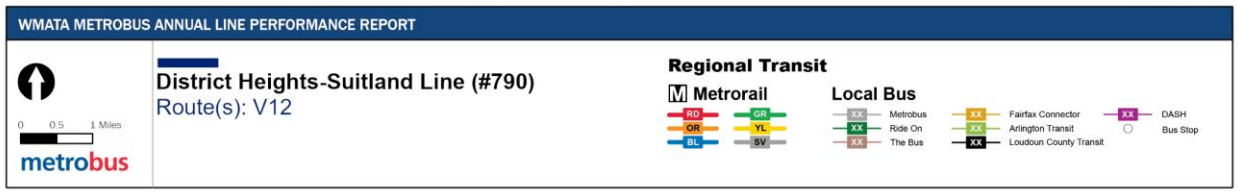
Passenger Miles per Revenue Mile



LINE: 790 - District Heights-Suitland ROUTE(S): V12

About the Line





Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

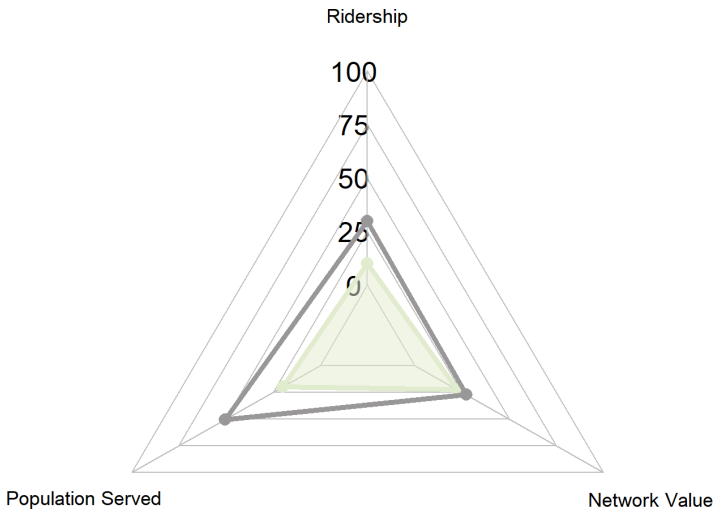
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	20	23	10	

Operating Statistics

Annual Operating Costs	$2,175,001
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

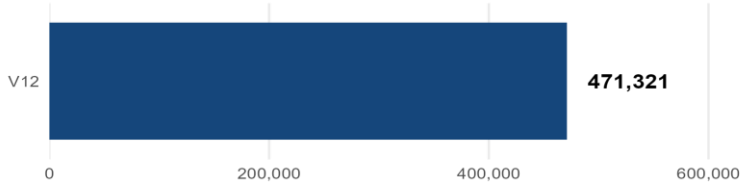
Service Area Population	19,634	
Minority Population	*Service Area*	17,790
	% Riders Surveyed	96%
Low Income Household	*Service Area*	6,126
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	102
% Stops With Shelters	10%
% Stops With Benches	10%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



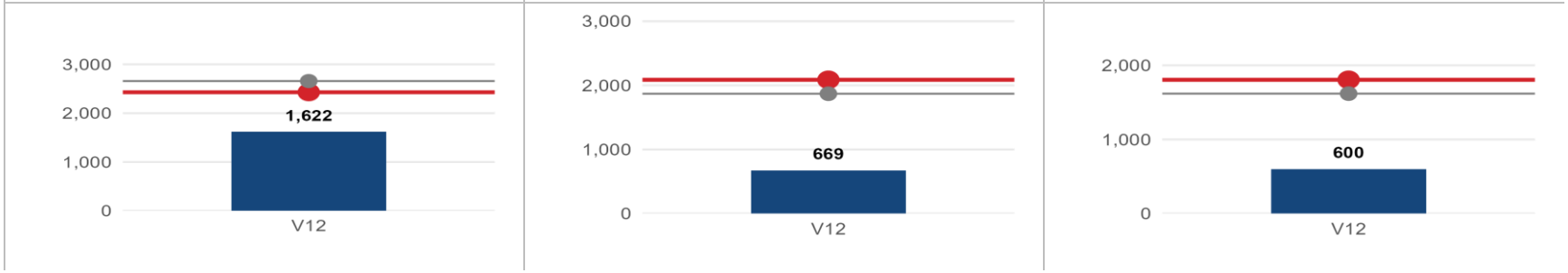
Top Transfer Locations

Suitland, Addison Road

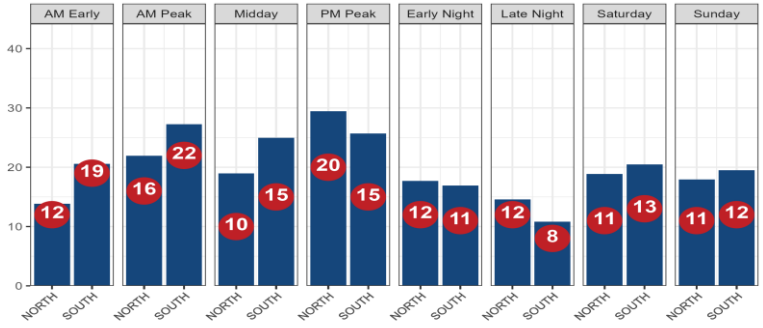
Average Daily Ridership

Class/Tier Average

System Average



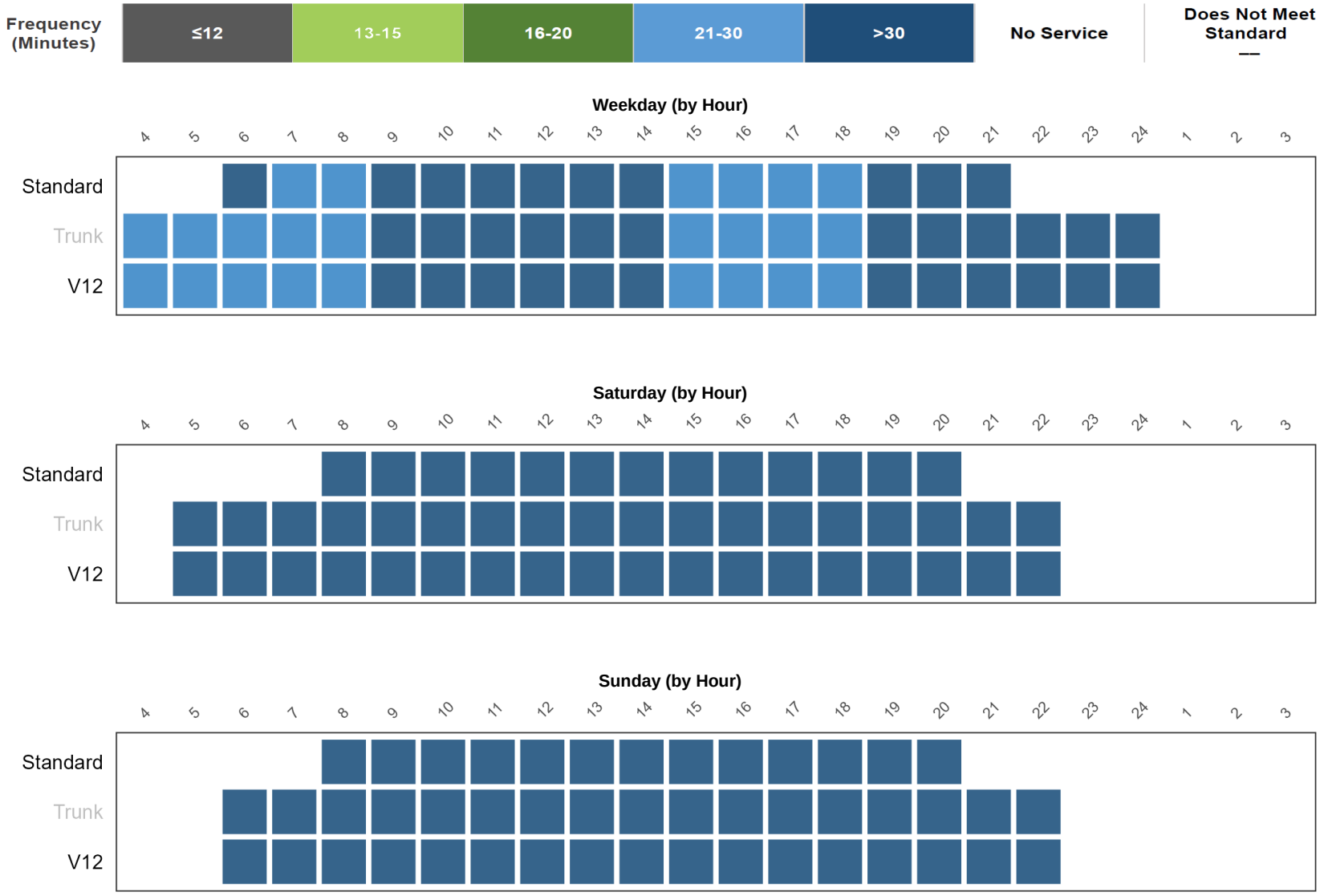
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.46	0.46
	Off-Peak Maximum Target: 1.0	0.28	0.34
	Saturday Maximum Target: 1.0	0.28	0.32
	Sunday Maximum Target: 1.0	0.27	0.31

Span and Frequency



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: 21.1 / Off-Peak: 33.4	A	60.0	39.1	B	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	29.7	29.8	A	24.7	25.4	A	23.1	24.4	A
	Passengers per Revenue Mile | 1	2.4	2.6	A	2.2	2.1	A	2.0	2.0	A
Reliability	**On-Time Performance |** 79%	83%	75%	B	81%	77%	B	87%	78%	A
	Crowding | 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.46	Off-Peak: 0.35 Peak: 0.46	A	0.3	0.34	A	0.29	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.38	$ 4.80	A	$5.27	$ 5.61	A	$5.63	$ 5.91	A
	Cost Recovery | 20%	24%	28%	A	20%	24%	C	18%	23%	C

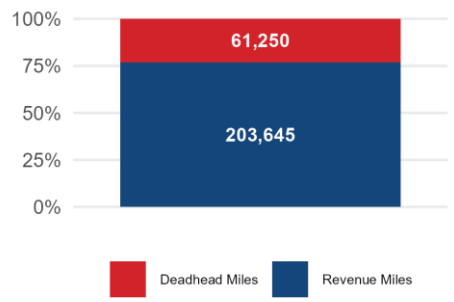
Route V12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	4.5	E
Route Design	**Circuity |** 1.75	2.01	2.09	D

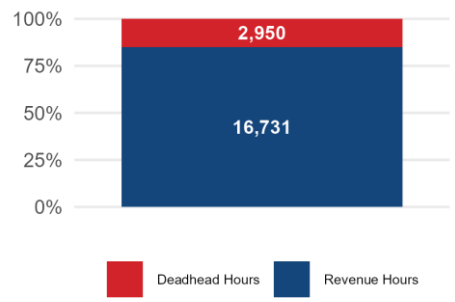
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	29.7	29.8	A	24.7	25.4	A	23.1	24.4	A
	Passengers per Revenue Mile | 1	2.4	2.6	A	2.2	2.1	A	2.0	2.0	A
	Unique Segment Ridership | 10%	61%	45%	A	63%	58%	A	64%	58%	A
Reliability	**On-Time Performance |** 79%	83%	75%	B	81%	77%	B	87%	78%	A
	Crowding | 5%	1%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.46	Off-Peak: 0.36 Peak: 0.46	A	0.3	0.35	A	0.29	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.38	$ 4.80	A	$5.27	$ 5.61	A	$5.63	$ 5.91	A
	Cost Recovery | 20%	24%	29%	A	20%	24%	C	18%	23%	C

Operational Analysis

Miles Allocation



Hours Allocation



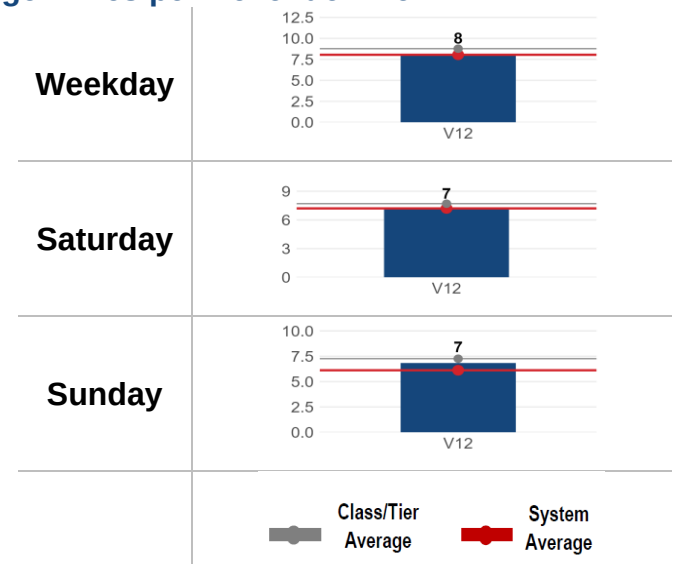
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V12	17.80	21,866	21,307 (97.4%)

Service Change Summary

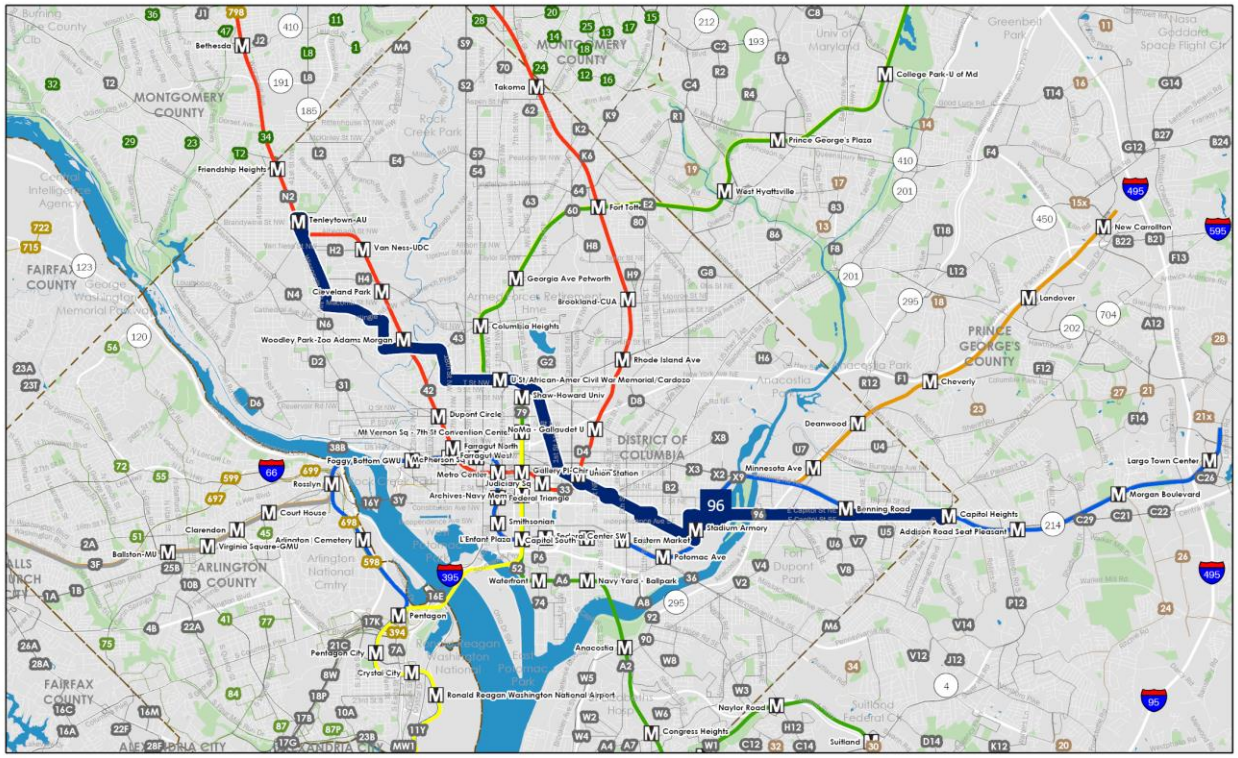
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

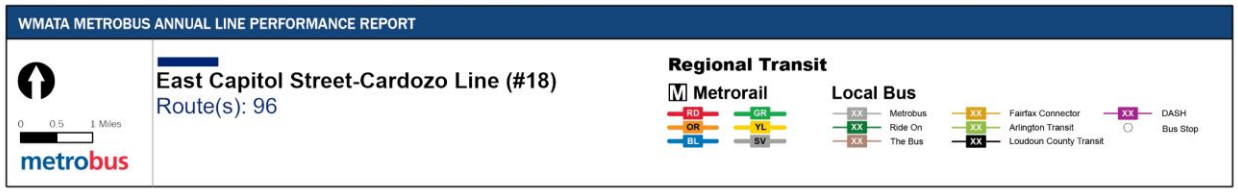
Passenger Miles per Revenue Mile



LINE: 18 - East Capitol Street-Cardozo ROUTE(S): 96

About the Line





Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

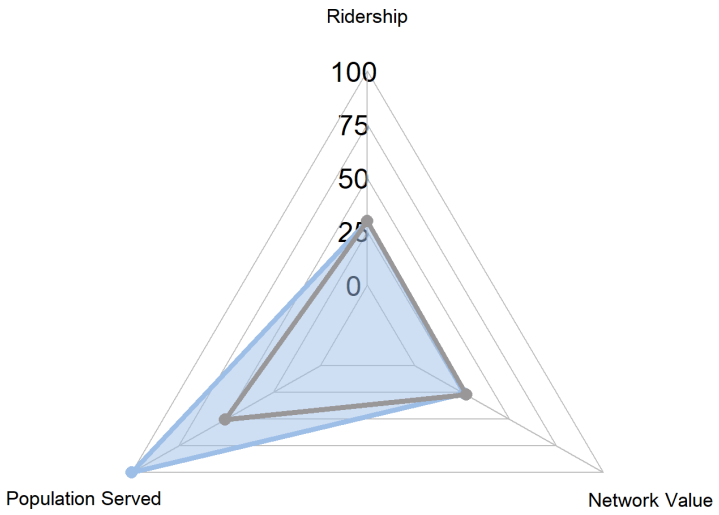
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

52

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	26	30	

Operating Statistics

Annual Operating Costs	$5,926,855
Peak Vehicles	14
Vehicle Type(s)	40 Foot

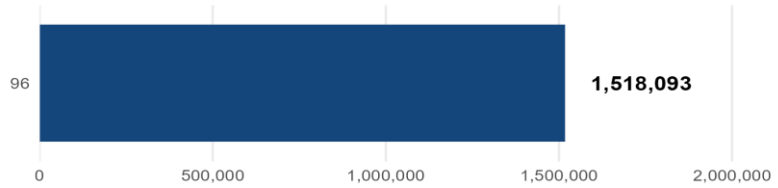
Service Area Context (1/4 Mile, Survey Weekday Only)

Service Area Population		97,972
Minority Population	*Service Area*	36,575
	% Riders Surveyed	71%
Low Income Household	*Service Area*	16,133
	% Riders Surveyed	39%

Facilities/Amenities

Bus Stops	133
% Stops With Shelters	29%
% Stops With Benches	23%
% Stops With Real-Time Signs	8%

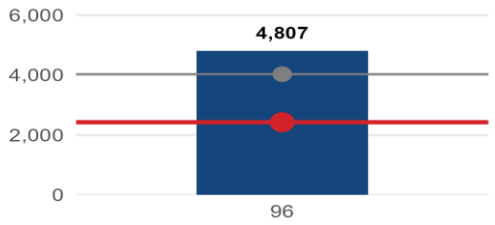
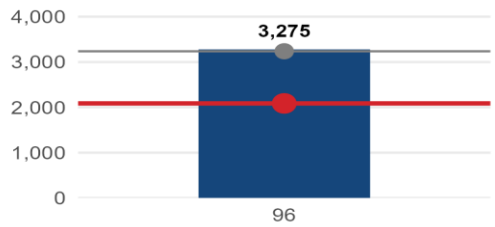
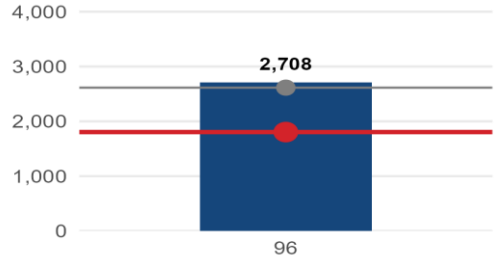
Ridership

Annual Ridership	
Top Transfer Locations	**U Street-Cardozo, Woodley Park-Zoo, Union Station**

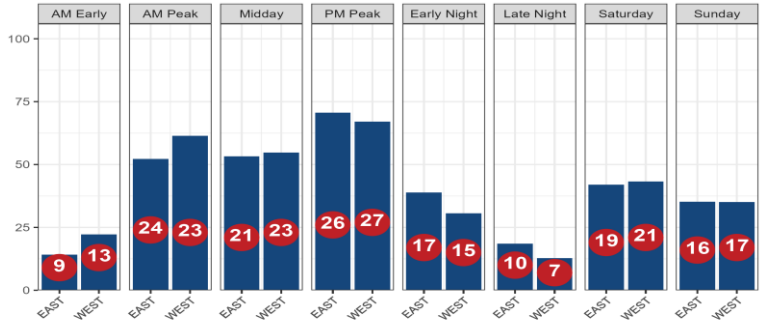
Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
		

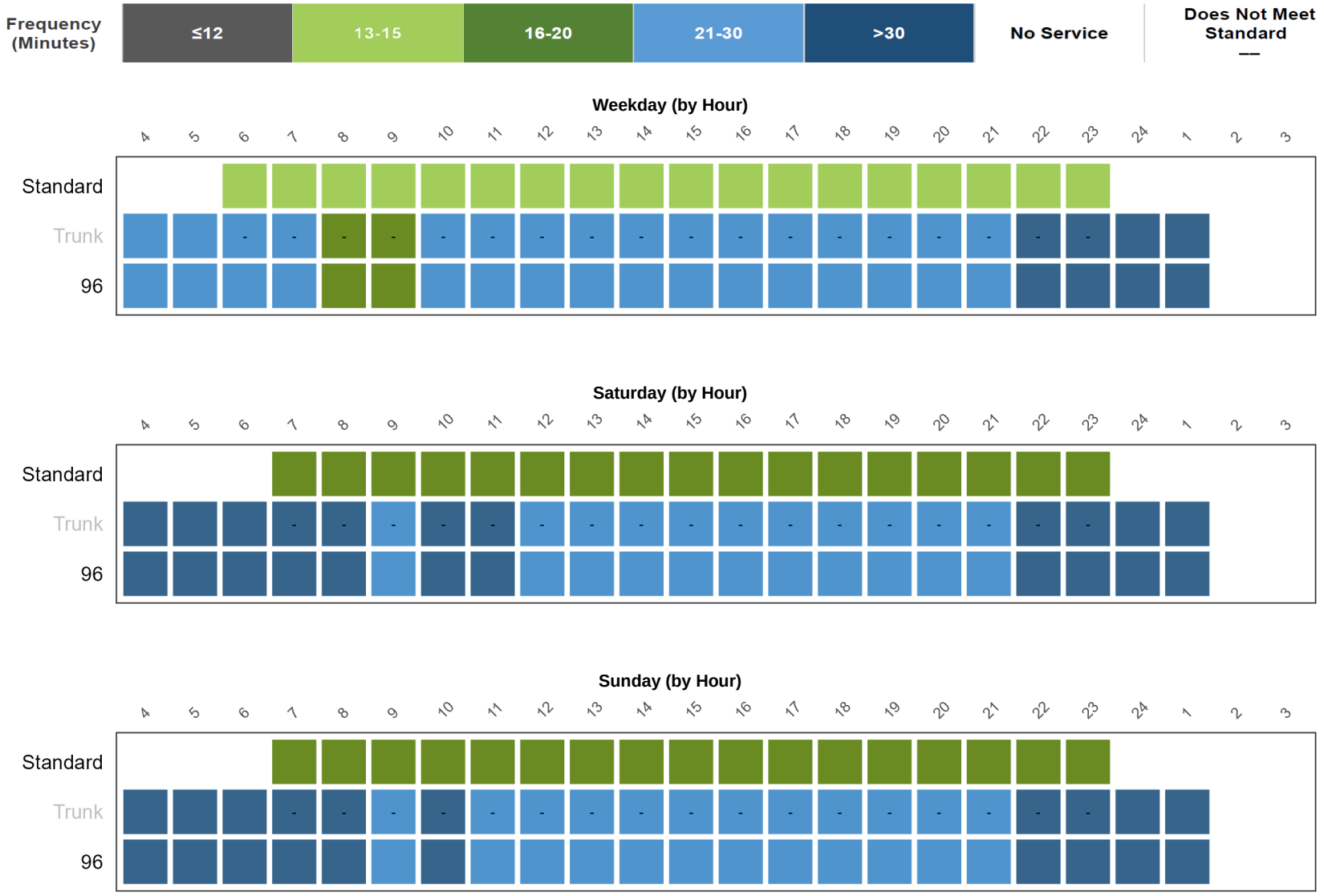
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.63	0.63
	Off-Peak Maximum Target: 1.0	0.43	0.45
	Saturday Maximum Target: 1.0	0.48	0.53
	Sunday Maximum Target: 1.0	0.4	0.42

Span and Frequency



Performance Report Card

B 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: 14.6 / Off-Peak: 18.6	D	30.0	20.8	D	30.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	35.2	34.1	A	32.2	29.0	B	28.2	26.6	C
	Passengers per Revenue Mile | 4	3.8	4.6	C	3.3	3.7	D	2.7	3.2	E
Reliability	**On-Time Performance |** 79%	66%	74%	E	64%	75%	E	68%	77%	E
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.63	Off-Peak: 0.36 Peak: 0.5	A	0.51	0.37	A	0.41	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.70	$ 4.27	A	$4.04	$ 5.07	A	$4.61	$ 5.55	A
	Cost Recovery | 25%	40%	38%	A	37%	32%	A	32%	30%	A

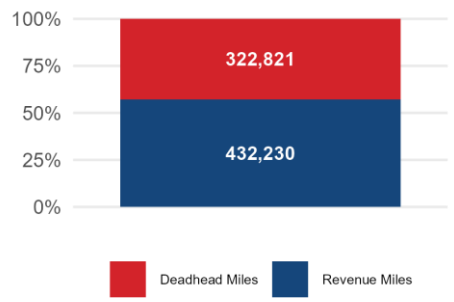
Route 96

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	5.5	E
Route Design	**Circuity |** 1.75	1.16	1.23	A

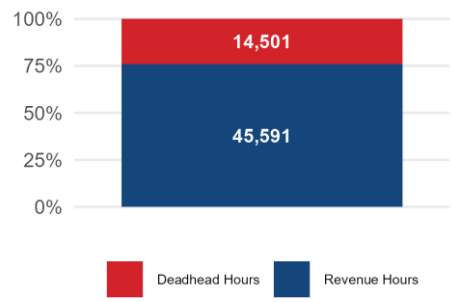
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	35.2	34.1	A	32.2	29.0	B	28.2	26.6	C
	Passengers per Revenue Mile | 4	3.8	4.6	C	3.3	3.7	D	2.7	3.2	E
	Unique Segment Ridership | 10%	39%	20%	A	36%	34%	A	35%	31%	A
Reliability	**On-Time Performance |** 79%	66%	74%	E	64%	75%	E	68%	77%	E
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.63	Off-Peak: 0.37 Peak: 0.51	A	0.51	0.37	A	0.41	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.70	$ 4.27	A	$4.04	$ 5.07	A	$4.61	$ 5.55	A
	Cost Recovery | 25%	40%	39%	A	37%	32%	A	32%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



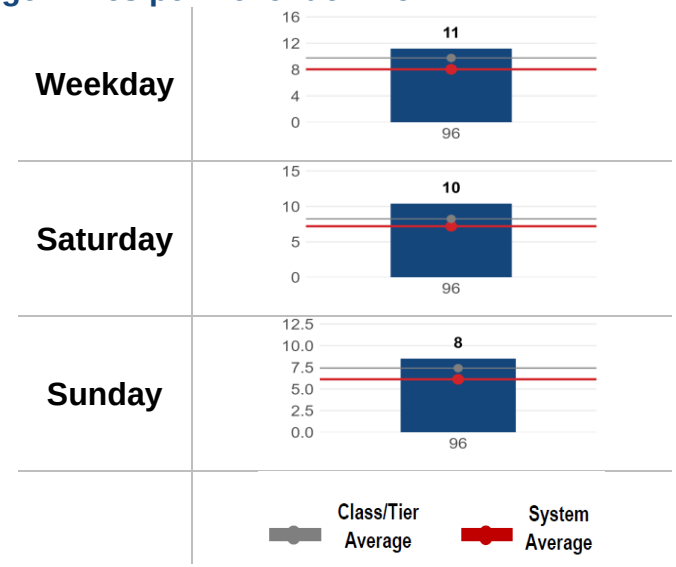
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
96	26.60	33,082	31,280 (94.6%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

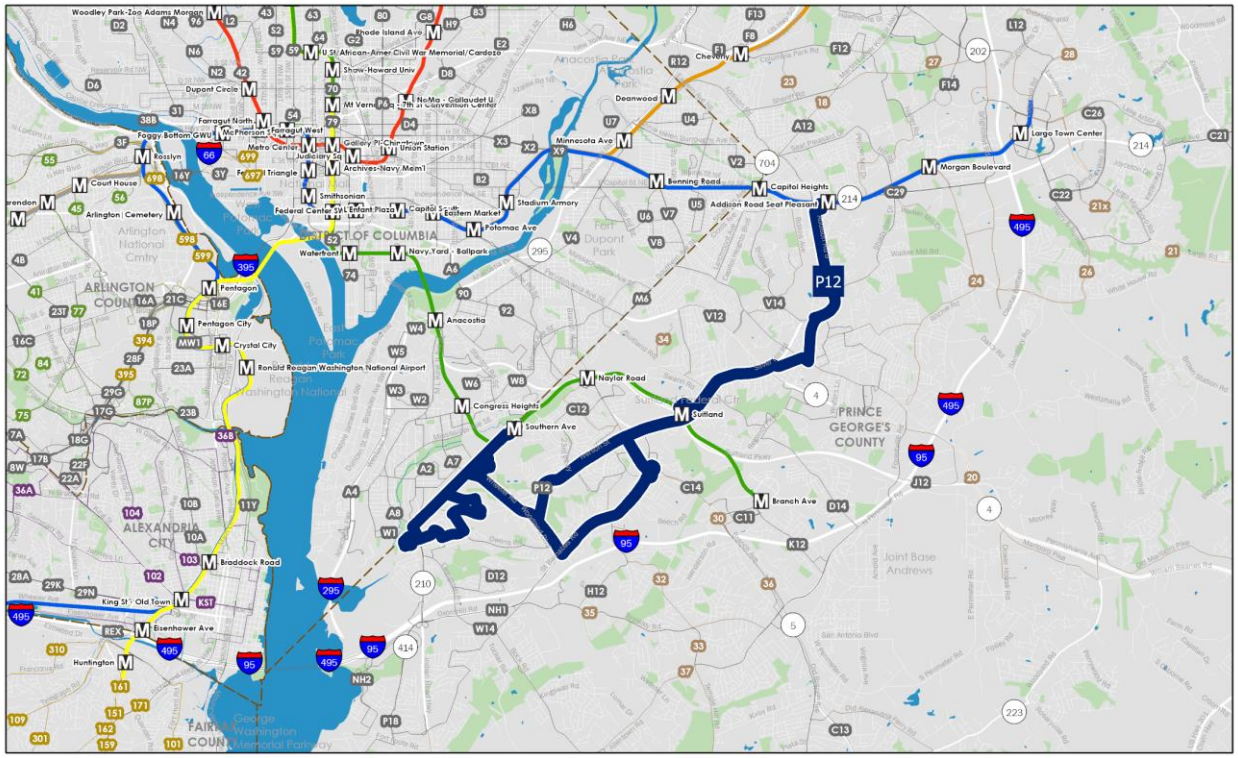
Passenger Miles per Revenue Mile

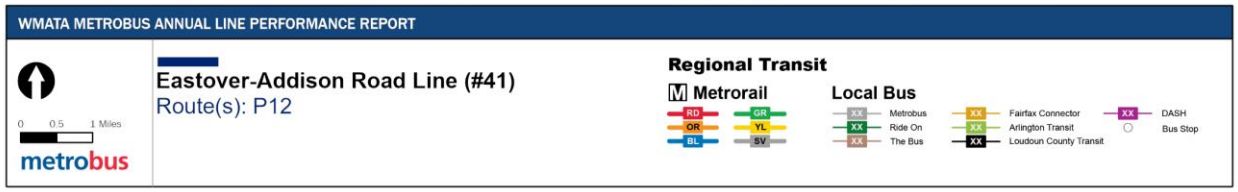


LINE: 41 - Eastover-Addison Road

ROUTE(S): P12

About the Line





Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

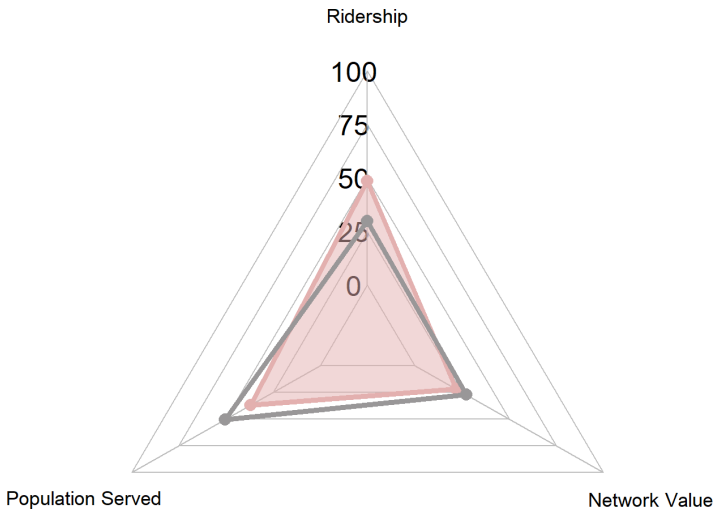
Legend

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:	37	22	49	

Operating Statistics

Annual Operating Costs	$10,106,463
Peak Vehicles	18
Vehicle Type(s)	40 Foot

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

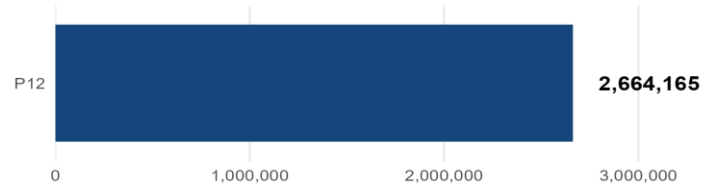
Service Area Population		36,593
Minority Population	*Service Area*	31,723
	% Riders Surveyed	99%
Low Income Household	*Service Area*	11,641
	% Riders Surveyed	69%

Facilities/Amenities

Bus Stops	155
% Stops With Shelters	8%
% Stops With Benches	10%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



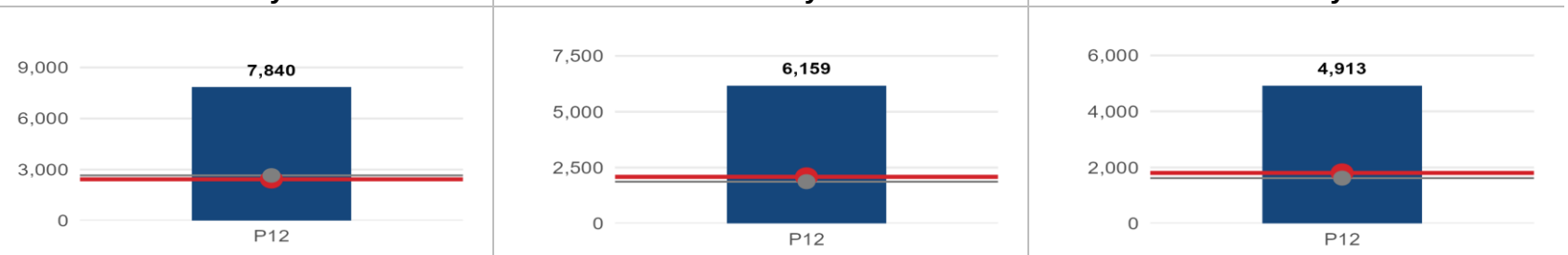
Top Transfer Locations

Southern Avenue, Suitland, Addison Road

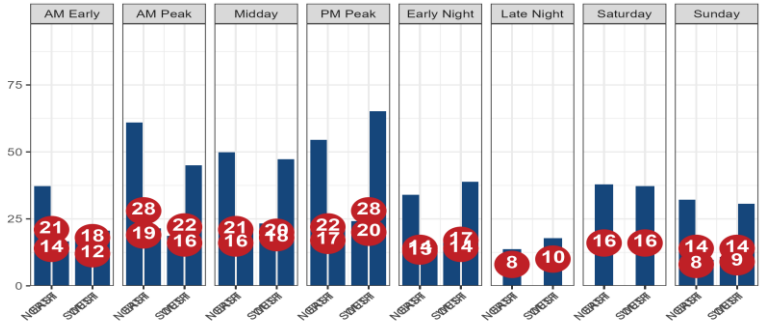
Average Daily Ridership

Class/Tier Average

System Average

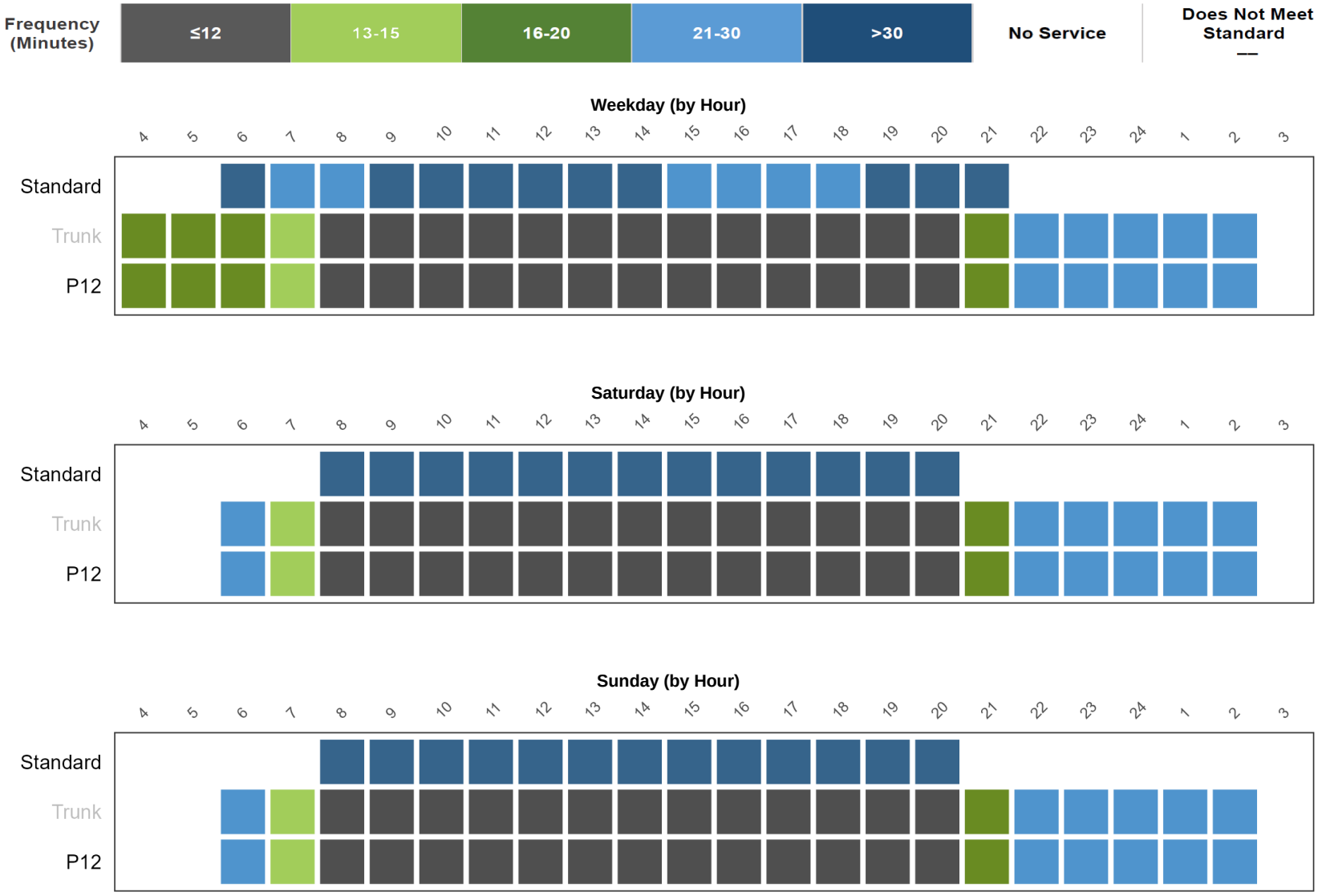


Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

Span and Frequency



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: 21.1 / Off-Peak: 33.4	A	14.0	39.1	A	14.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	37.0	29.8	A	31.7	25.4	A	27.0	24.4	A
	Passengers per Revenue Mile | 1	3.3	2.6	A	2.7	2.1	A	2.2	2.0	A
Reliability	**On-Time Performance |** 79%	78%	75%	C	78%	77%	C	81%	78%	B
	Crowding | 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.62	Off-Peak: 0.35 Peak: 0.46	A	0.39	0.34	A	0.34	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.52	$ 4.80	A	$4.10	$ 5.61	A	$4.82	$ 5.91	A
	Cost Recovery | 20%	24%	28%	A	21%	24%	B	18%	23%	D

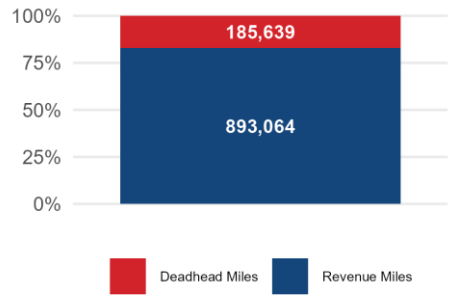
Route P12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.7	4.5	E
Route Design	**Circuity |** 1.75	1.66	2.09	B

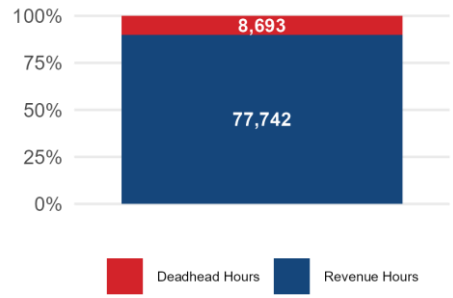
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	37.0	29.8	A	31.7	25.4	A	27.0	24.4	A
	Passengers per Revenue Mile | 1	3.3	2.6	A	2.7	2.1	A	2.2	2.0	A
	Unique Segment Ridership | 10%	44%	45%	A	58%	58%	A	52%	58%	A
Reliability	**On-Time Performance |** 79%	78%	75%	C	78%	77%	C	81%	78%	B
	Crowding | 5%	2%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.62	Off-Peak: 0.36 Peak: 0.46	A	0.39	0.35	A	0.34	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.52	$ 4.80	A	$4.10	$ 5.61	A	$4.82	$ 5.91	A
	Cost Recovery | 20%	24%	29%	A	21%	24%	B	18%	23%	D

Operational Analysis

Miles Allocation



Hours Allocation



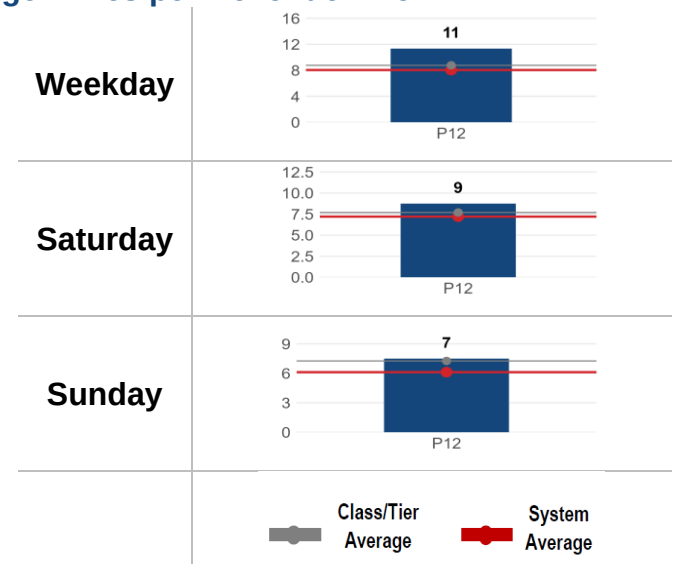
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P12	28.10	62,833	60,039 (95.6%)

Service Change Summary

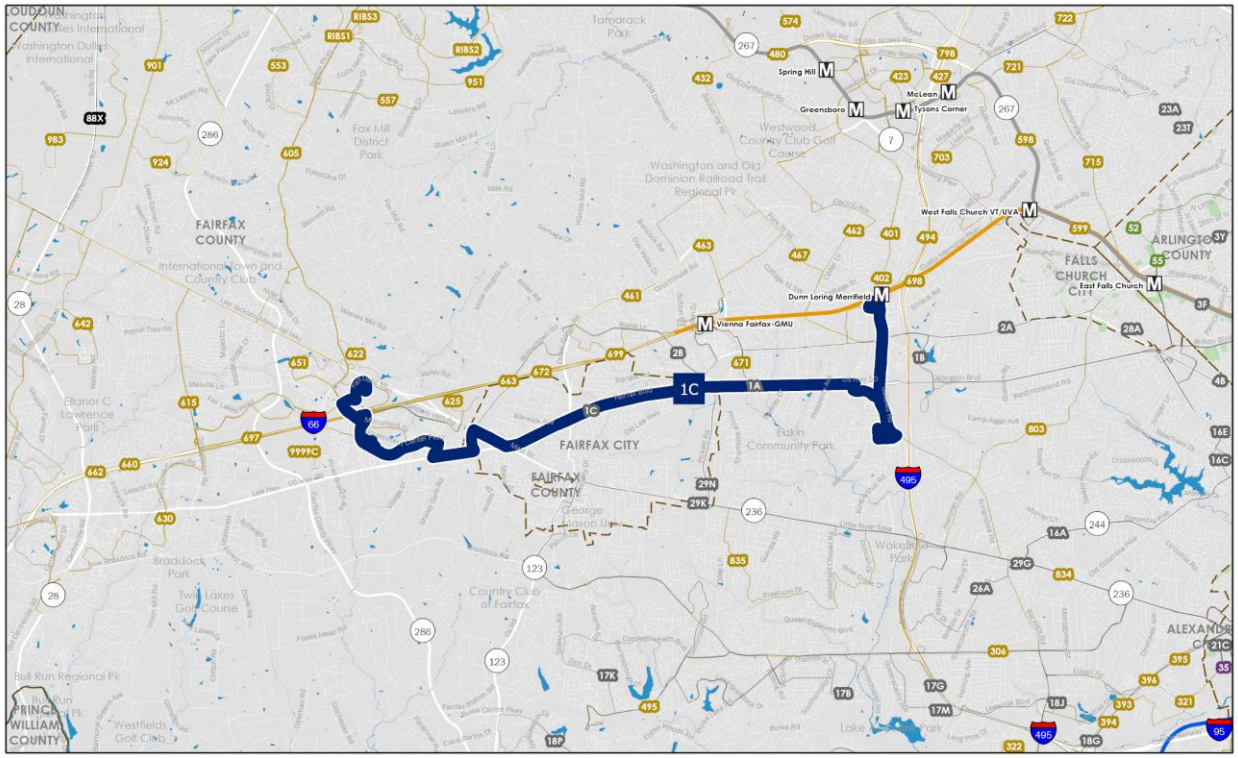
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

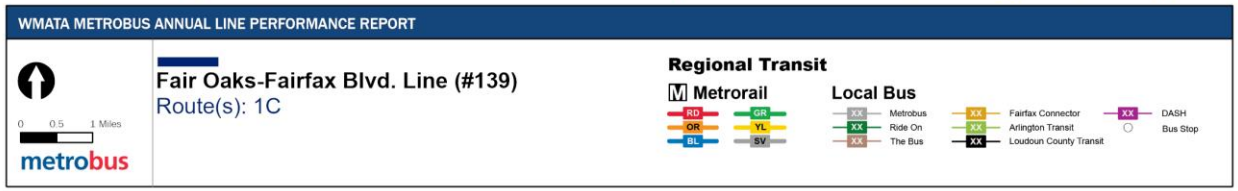
Passenger Miles per Revenue Mile



LINE: 139 - Fair Oaks-Fairfax Blvd. ROUTE(S): 1C

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

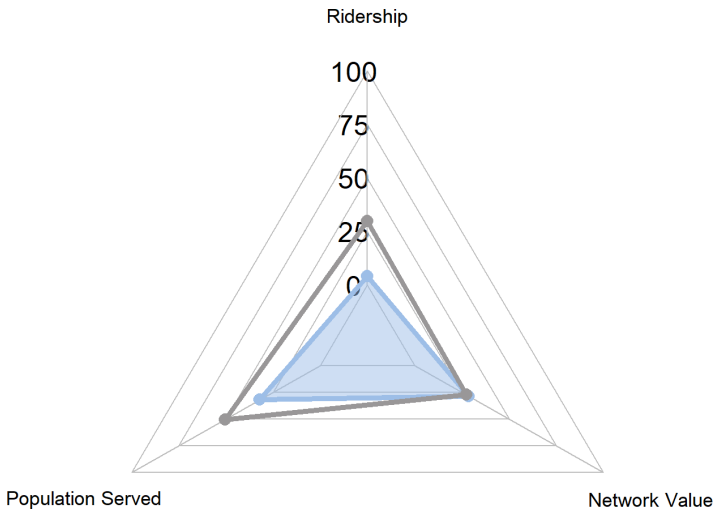
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	32	29	4	

Operating Statistics

Annual Operating Costs	$2,465,427
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

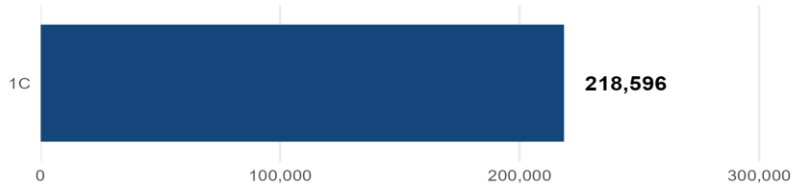
Service Area Population		34,920
Minority Population	*Service Area*	14,226
	% Riders Surveyed	85%
Low Income Household	*Service Area*	6,265
	% Riders Surveyed	52%

Facilities/Amenities

Bus Stops	87
% Stops With Shelters	17%
% Stops With Benches	20%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



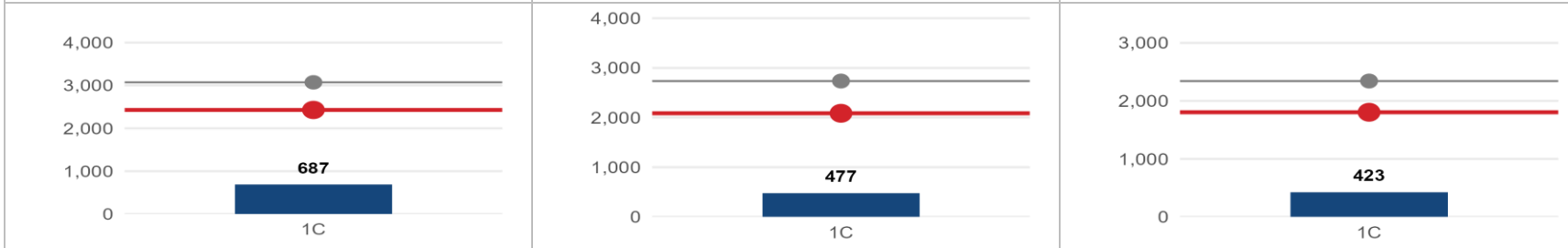
Top Transfer Locations

Dunn Loring, Vienna

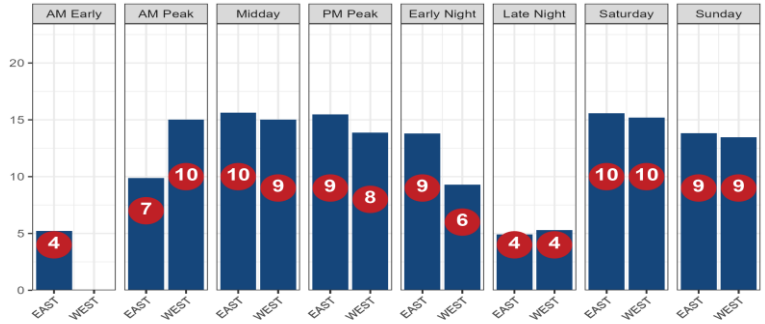
Average Daily Ridership

Class/Tier Average

System Average



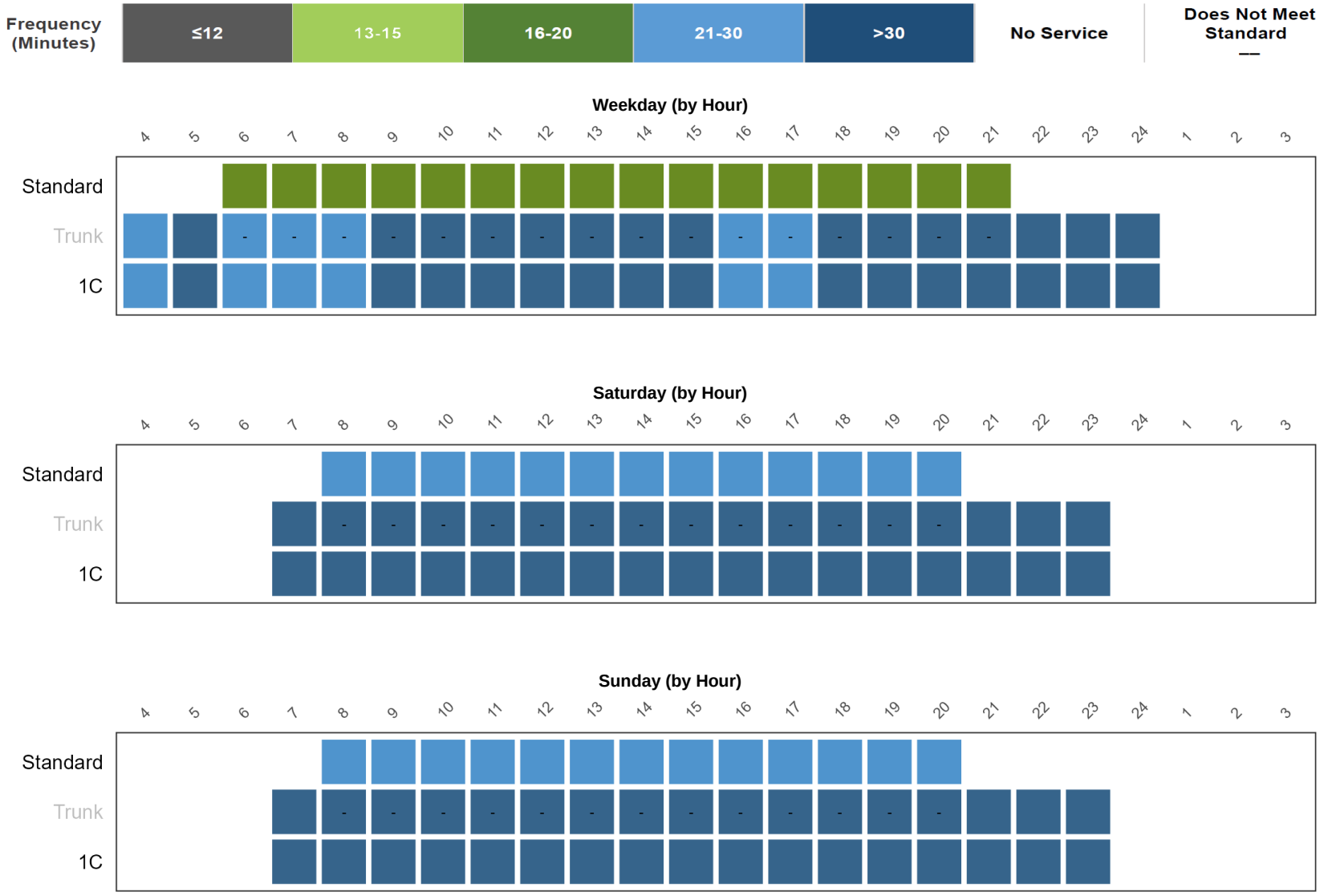
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.2	0.23
	Off-Peak Maximum Target: 1.0	0.19	0.19
	Saturday Maximum Target: 1.0	0.25	0.24
	Sunday Maximum Target: 1.0	0.22	0.22

Span and Frequency



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	4:15 AM - 12:33 AM	-	A	7:16 AM - 11:10 PM	-	A	7:13 AM - 11:06 PM	-	A
	Frequency of Service | varies	Peak: 31.0 / Off-Peak: 54.0	Peak: 15.6 / Off-Peak: 20	E	60.0	24.4	E	60.0	24.1	E
Productivity	**Passengers per Revenue Hour |** 20	11.0	29.6	E	13.6	28.2	E	11.8	25.5	E
	Passengers per Revenue Mile | 2	0.9	2.9	E	1.1	2.6	E	1.0	2.3	E
Reliability	**On-Time Performance |** 79%	80%	75%	B	84%	77%	B	84%	78%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.22	Off-Peak: 0.39 Peak: 0.49	A	0.24	0.38	A	0.22	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.79	$ 5.18	E	$9.55	$ 5.36	E	$11.02	$ 6.15	E
	Cost Recovery | 20%	13%	29%	E	16%	26%	D	14%	23%	E

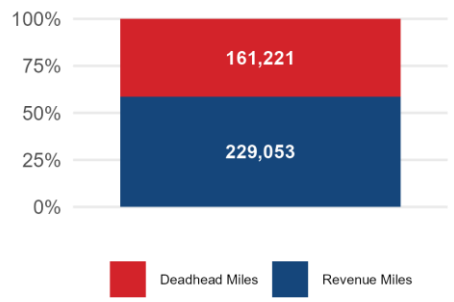
Route 1C

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.8	4.5	E
Route Design	**Circuity |** 1.75	1.9	1.47	C

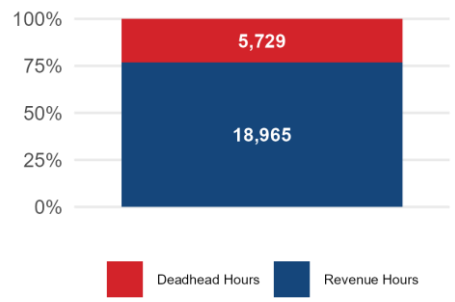
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	11.0	29.6	E	13.6	28.2	E	11.8	25.5	E
	Passengers per Revenue Mile | 2	0.9	2.9	E	1.1	2.6	E	1.0	2.3	E
	Unique Segment Ridership | 10%	72%	19%	A	72%	36%	A	75%	37%	A
Reliability	**On-Time Performance |** 79%	80%	75%	B	84%	77%	A	84%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.22	Off-Peak: 0.39 Peak: 0.49	A	0.24	0.4	A	0.22	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.79	$ 5.18	E	$9.55	$ 5.36	E	$11.02	$ 6.15	E
	Cost Recovery | 20%	13%	29%	E	16%	27%	D	14%	24%	E

Operational Analysis

Miles Allocation



Hours Allocation



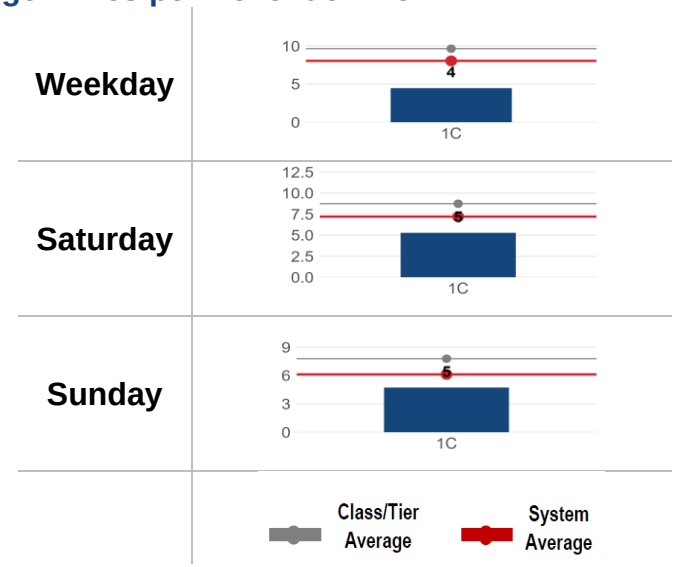
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1C	34.50	16,926	16,537 (97.7%)

Service Change Summary

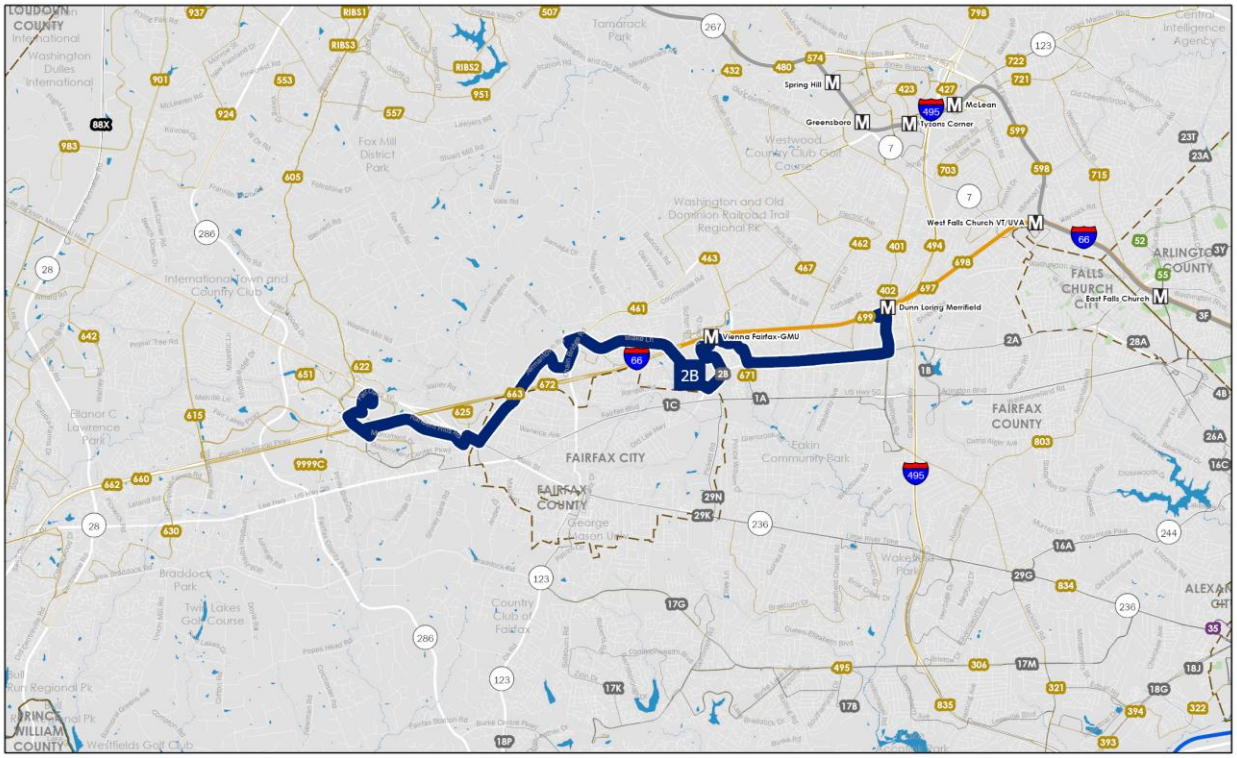
Jun 2024: Routing adjusted to serve new Monument Drive Transit Center instead of terminating at the Fairfax County Government Center; Travel time adjustments
Sep 2024: No change
Dec 2024: No change

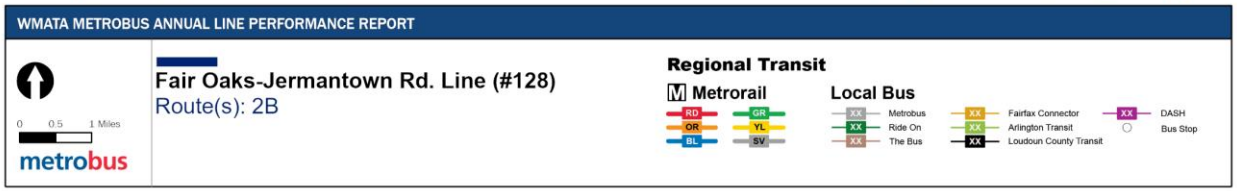
Passenger Miles per Revenue Mile



LINE: 128 - Fair Oaks-Jermantown Rd. ROUTE(S): 2B

About the Line





Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

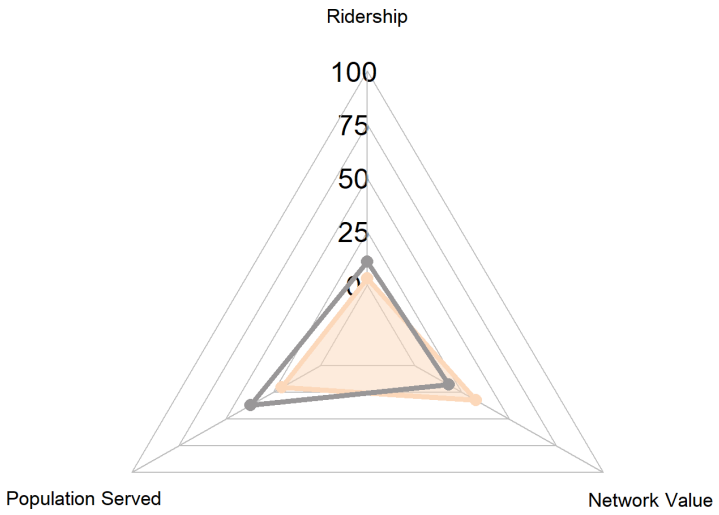
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

19

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	20	32	3	

Operating Statistics

Annual Operating Costs	$1,931,179
Peak Vehicles	8
Vehicle Type(s)	40 Foot

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

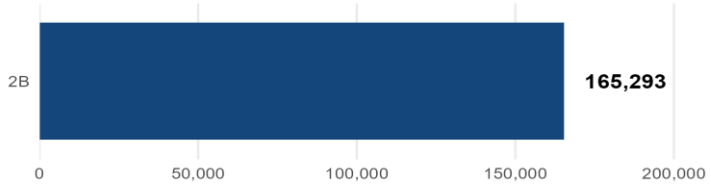
Service Area Population	38,512	
Minority Population	*Service Area*	16,103
	% Riders Surveyed	93%
Low Income Household	*Service Area*	5,873
	% Riders Surveyed	71%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	10%
% Stops With Benches	12%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



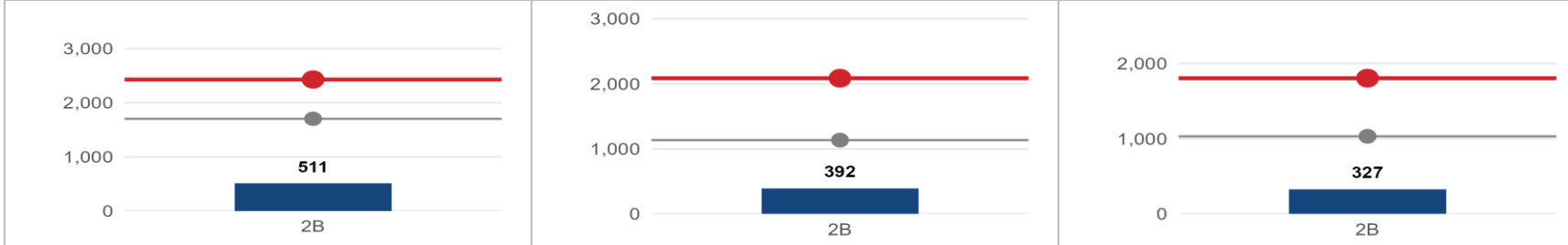
Top Transfer Locations

Vienna, Dunn Loring

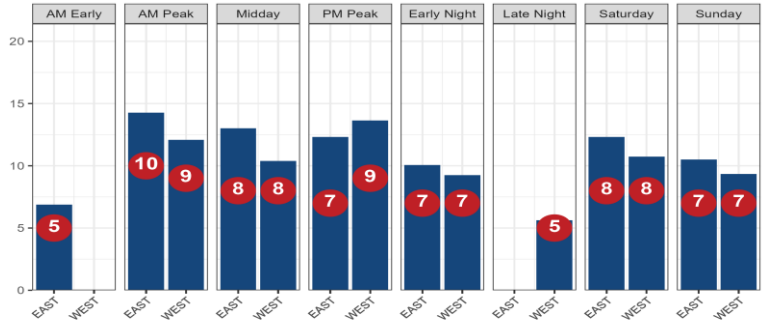
Average Daily Ridership

Class/Tier Average

System Average



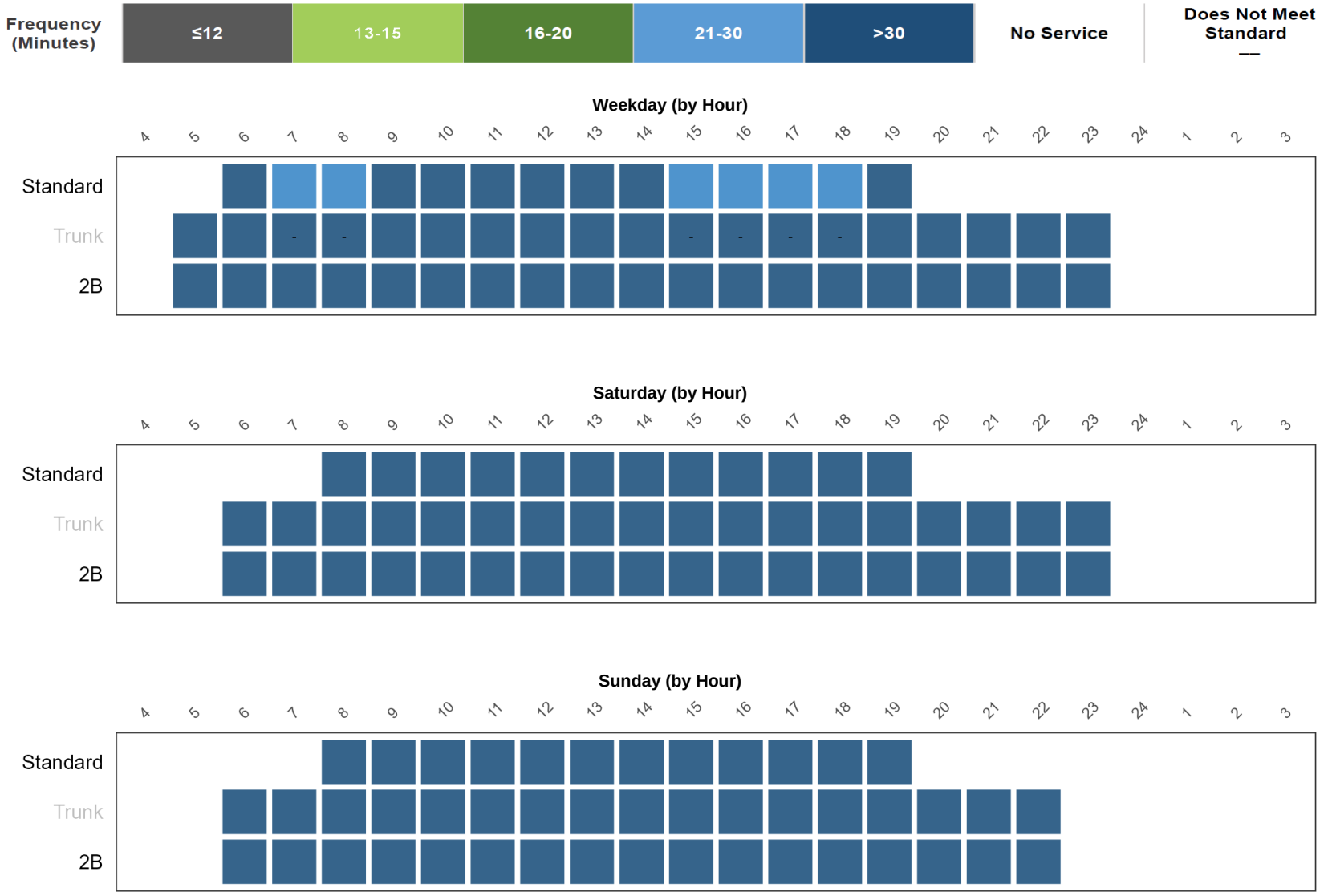
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.21	0.22
	Off-Peak Maximum Target: 1.0	0.18	0.18
	Saturday Maximum Target: 1.0	0.2	0.2
	Sunday Maximum Target: 1.0	0.18	0.18

Span and Frequency



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 - 11:57 PM	-	A	6:20 AM - 11:25 PM	-	A	6:20 AM - 10:58 PM	-	A
	Frequency of Service | varies	Peak: 44.0 / Off-Peak: 56.0	Peak: 22.1 / Off-Peak: 32.8	E	60.0	36.3	B	59.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	11.8	33.4	E	11.1	28.1	E	9.7	26.6	E
	Passengers per Revenue Mile | 2	0.9	3.9	E	0.9	3.0	E	0.8	2.8	E
Reliability	**On-Time Performance |** 79%	75%	78%	C	78%	80%	C	79%	80%	B
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.29 Peak: 0.39	A	0.2	0.27	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.03	$ 4.60	E	$11.75	$ 5.40	E	$13.41	$ 5.77	E
	Cost Recovery | 20%	14%	29%	E	13%	24%	E	11%	23%	E

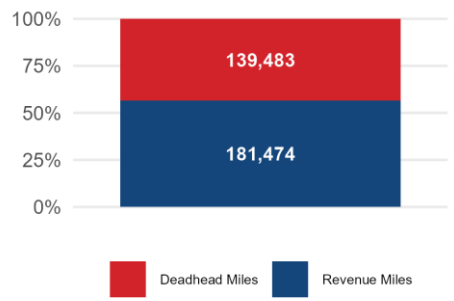
Route 2B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.8	6.2	E
Route Design	**Circuity |** N/A	1.82	2.37	-

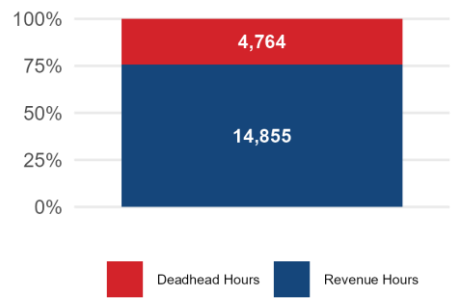
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	11.8	33.4	E	11.1	28.1	E	9.7	26.6	E
	Passengers per Revenue Mile | 2	0.9	3.9	E	0.9	3.0	E	0.8	2.8	E
	Unique Segment Ridership | 10%	87%	24%	A	86%	43%	A	86%	38%	A
Reliability	**On-Time Performance |** 79%	75%	78%	C	78%	80%	C	79%	80%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.31 Peak: 0.42	A	0.2	0.28	A	0.18	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.03	$ 4.60	E	$11.75	$ 5.40	E	$13.41	$ 5.77	E
	Cost Recovery | 20%	14%	32%	E	13%	24%	E	11%	23%	E

Operational Analysis

Miles Allocation



Hours Allocation



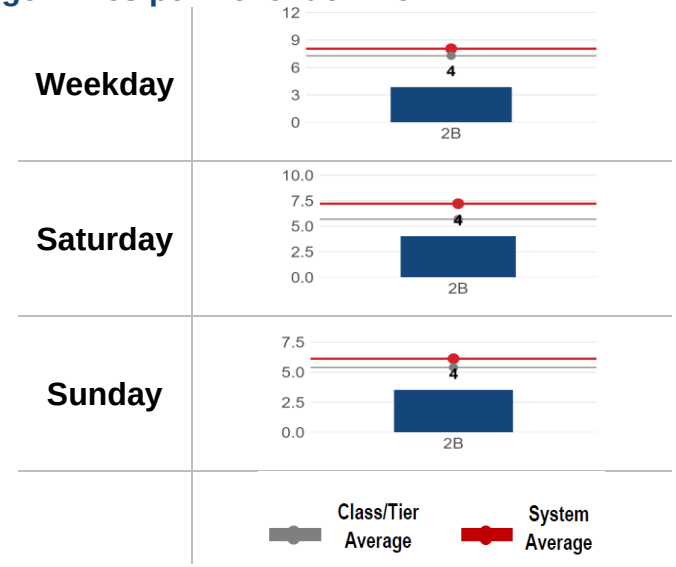
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2B	33.00	14,731	14,373 (97.6%)

Service Change Summary

Jun 2024: Routing adjusted to serve new Monument Drive Transit Center instead of terminating at the Fairfax County Government Center; Travel time adjustments
Sep 2024: No change
Dec 2024: No change

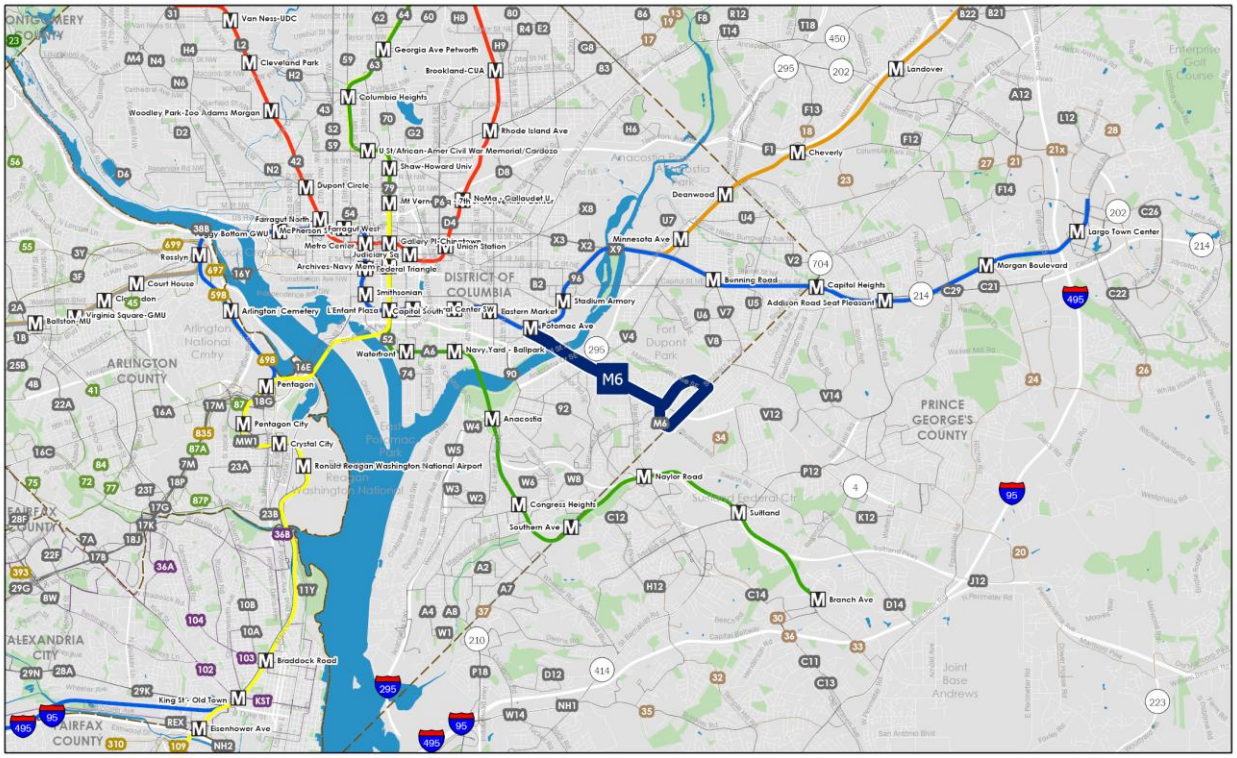
Passenger Miles per Revenue Mile



LINE: 46 - Fairfax Village

ROUTE(S): M6

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

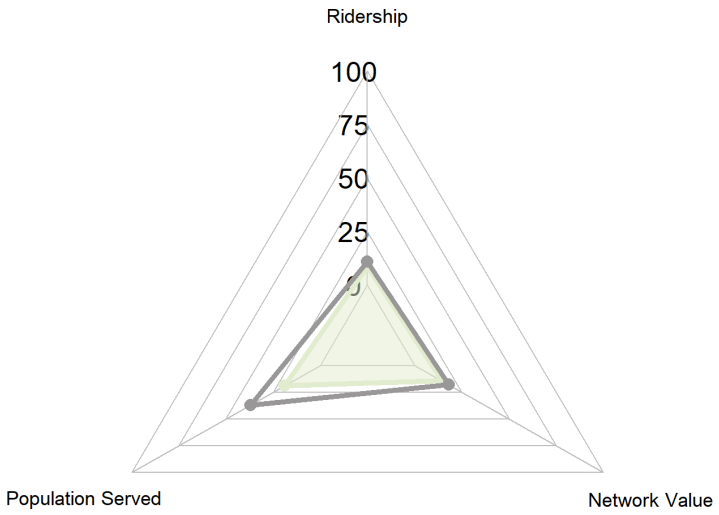
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

14

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	19	14	9	

Operating Statistics

Annual Operating Costs	$1,633,255
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population		14,537
Minority Population	*Service Area*	11,134
	% Riders Surveyed	97%
Low Income Household	*Service Area*	4,009
	% Riders Surveyed	53%

Facilities/Amenities

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

Ridership

Annual Ridership



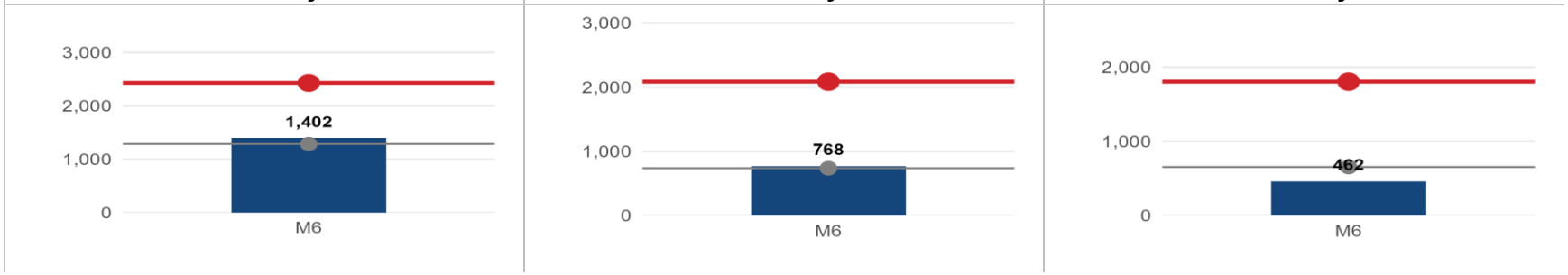
Top Transfer Locations

Potomac Avenue

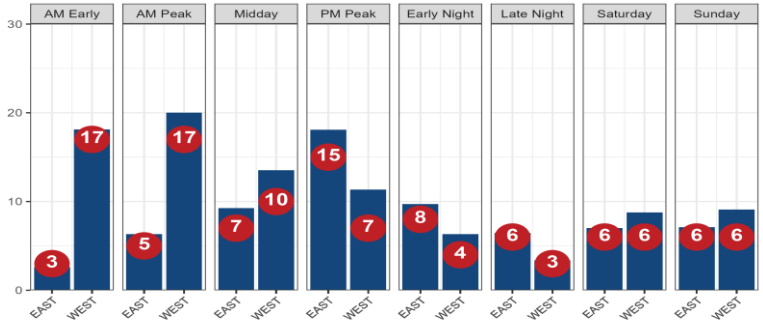
Average Daily Ridership

Class/Tier Average

System Average



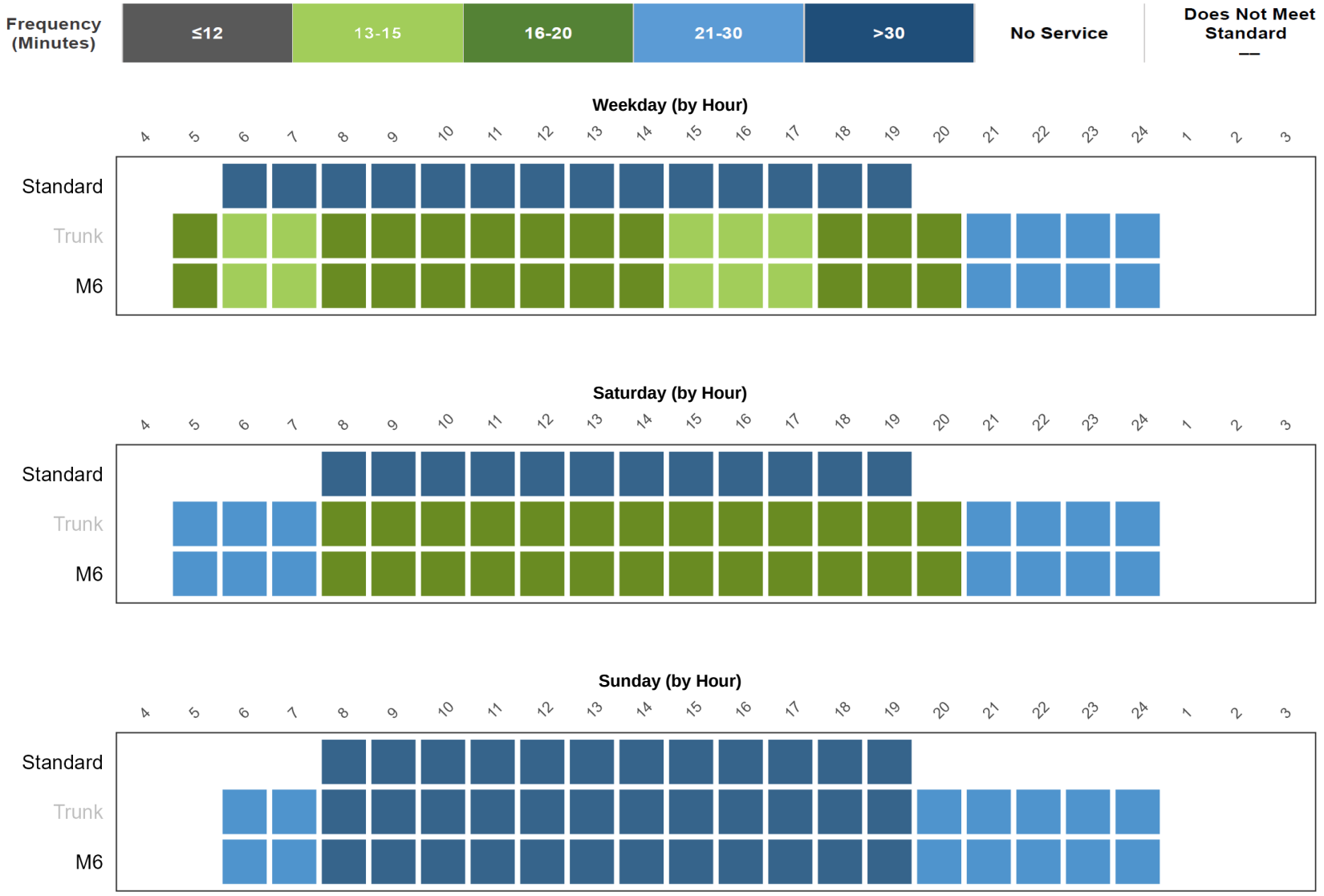
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.28
Weekday	**Off-Peak** Maximum Target: 1.0	0.19	0.2
	Saturday Maximum Target: 1.0	0.15	0.16
	Sunday Maximum Target: 1.0	0.15	0.16

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	22.0	47.4	A	36.0	49.8	A
Productivity	**Passengers per Revenue Hour |** 10	35.5	24.7	A	26.8	24.2	A	29.0	24.3	A
	Passengers per Revenue Mile | 1	3.7	2.2	A	2.5	2.0	A	2.6	2.0	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	86%	80%	A	84%	81%	B
	Crowding | 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.28	Off-Peak: 0.26 Peak: 0.34	A	0.15	0.28	A	0.15	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.66	$ 5.68	A	$4.86	$ 5.79	A	$4.49	$ 5.67	A
	Cost Recovery | 20%	27%	23%	A	20%	20%	B	22%	20%	B

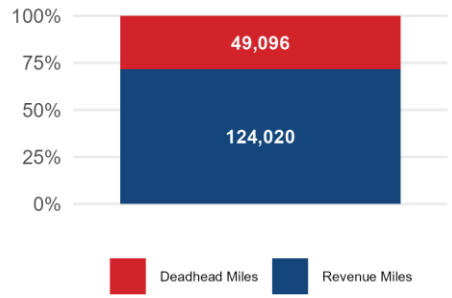
Route M6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	4.8	E
Route Design	**Circuity |** N/A	1.42	1.78	-

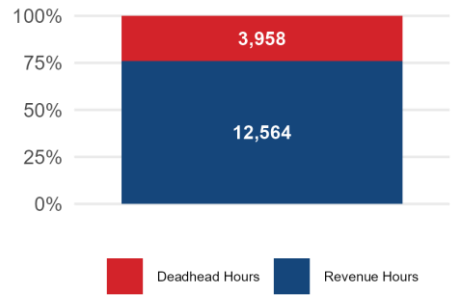
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	35.5	24.7	A	26.8	24.2	A	29.0	24.3	A
	Passengers per Revenue Mile | 1	3.7	2.2	A	2.5	2.0	A	2.6	2.0	A
	Unique Segment Ridership | 10%	31%	42%	A	35%	61%	A	47%	47%	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	86%	80%	A	84%	81%	A
	Crowding | 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.28	Off-Peak: 0.26 Peak: 0.33	A	0.15	0.28	A	0.15	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.66	$ 5.68	A	$4.86	$ 5.79	A	$4.49	$ 5.67	A
	Cost Recovery | 20%	27%	22%	A	20%	19%	B	22%	20%	B

Operational Analysis

Miles Allocation



Hours Allocation



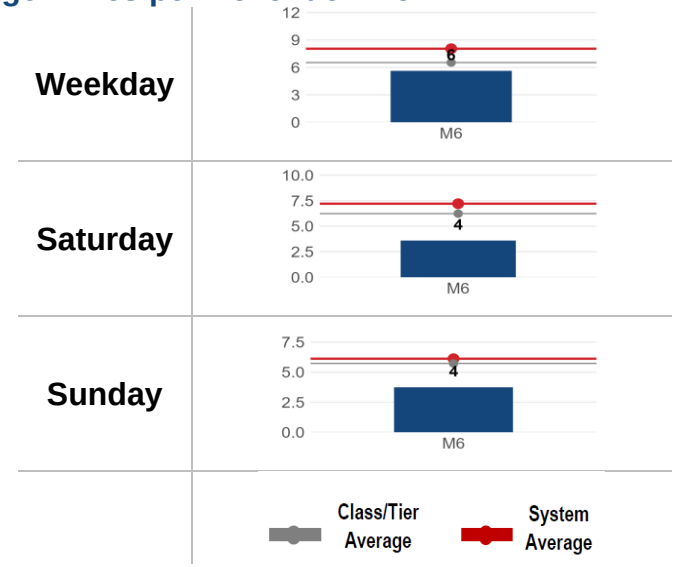
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M6	6.20	38,435	37,671 (98.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: Travel time adjustments

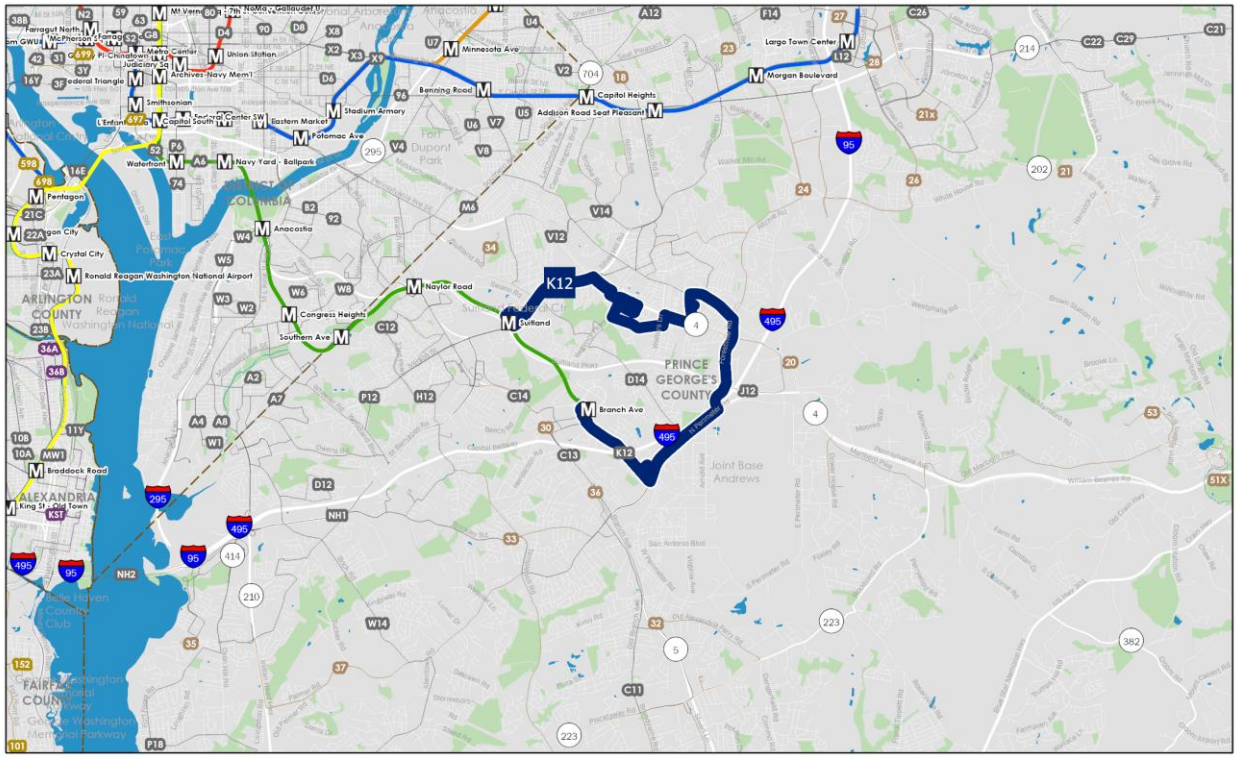
Passenger Miles per Revenue Mile



LINE: 47 - Forestville

ROUTE(S): K12

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

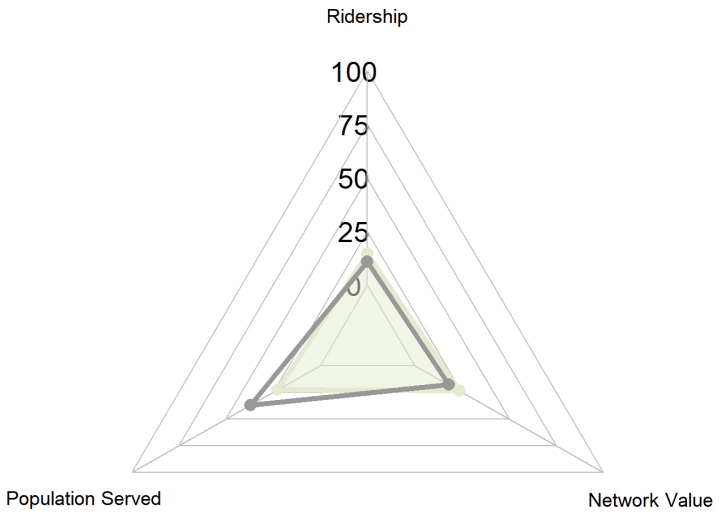
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

20

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	24	15	

Operating Statistics

Annual Operating Costs	$2,229,778
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

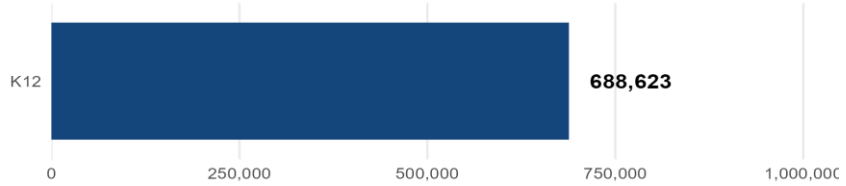
Service Area Population		19,656
Minority Population	*Service Area*	17,289
	% Riders Surveyed	99%
Low Income Household	*Service Area*	5,822
	% Riders Surveyed	70%

Facilities/Amenities

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

Ridership

Annual Ridership



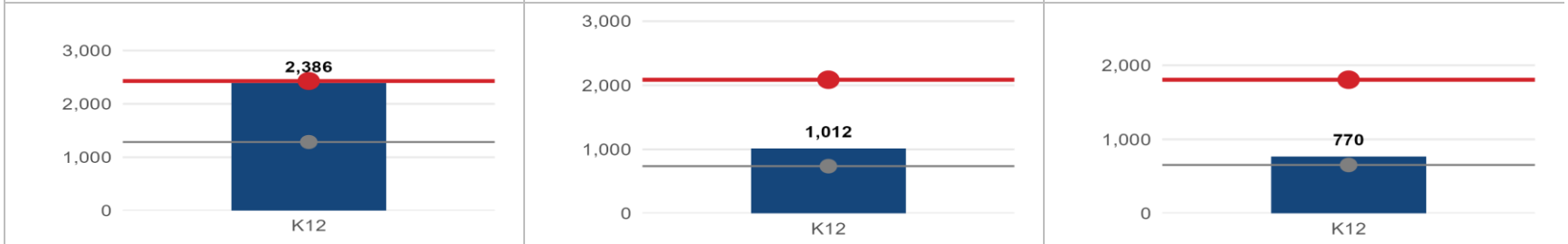
Top Transfer Locations

Suitland, Branch Avenue

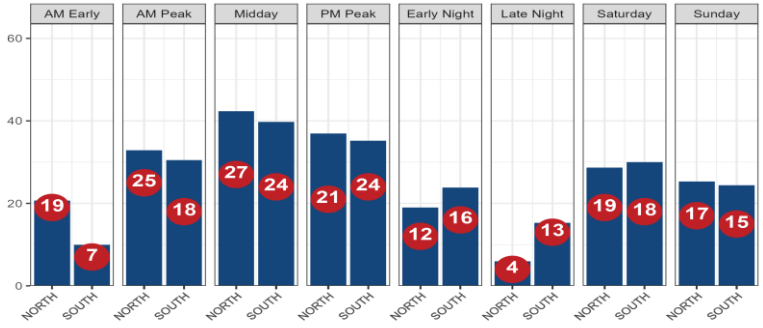
Average Daily Ridership

Class/Tier Average

System Average



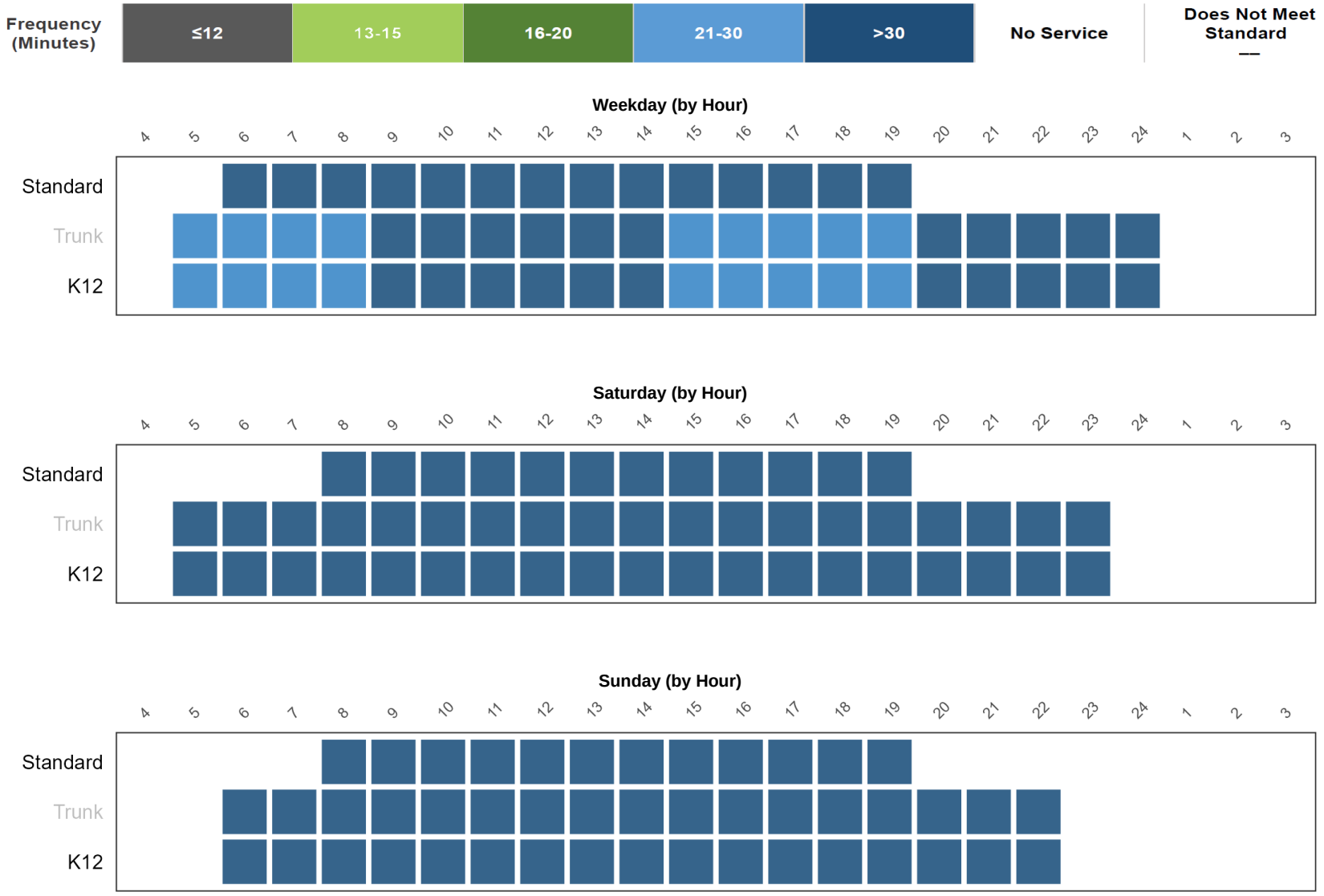
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.59	0.55
Weekday	**Off-Peak** Maximum Target: 1.0	0.47	0.45
	Saturday Maximum Target: 1.0	0.46	0.46
	Sunday Maximum Target: 1.0	0.43	0.37

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	59.0	47.4	B	60.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	41.6	24.7	A	39.3	24.2	A	35.1	24.3	A
	Passengers per Revenue Mile | 1	3.5	2.2	A	3.0	2.0	A	2.6	2.0	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	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: 0.46 Peak: 0.57	Off-Peak: 0.26 Peak: 0.34	A	0.46	0.28	A	0.4	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.13	$ 5.68	A	$3.31	$ 5.79	A	$3.70	$ 5.67	A
	Cost Recovery | 20%	28%	23%	A	27%	20%	A	24%	20%	A

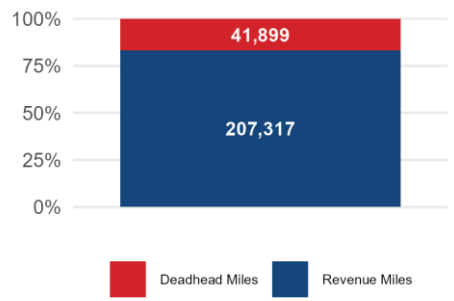
Route K12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	4.8	A
Route Design	**Circuity |** N/A	2.85	1.78	-

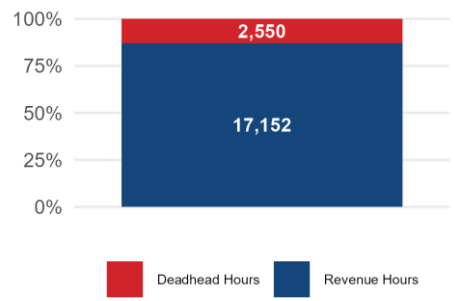
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	41.6	24.7	A	39.3	24.2	A	35.1	24.3	A
	Passengers per Revenue Mile | 1	3.5	2.2	A	3.0	2.0	A	2.6	2.0	A
	Unique Segment Ridership | 10%	67%	42%	A	65%	61%	A	65%	47%	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	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: 0.46 Peak: 0.57	Off-Peak: 0.26 Peak: 0.33	A	0.46	0.28	A	0.4	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.13	$ 5.68	A	$3.31	$ 5.79	A	$3.70	$ 5.67	A
	Cost Recovery | 20%	28%	22%	A	27%	19%	A	24%	20%	A

Operational Analysis

Miles Allocation



Hours Allocation



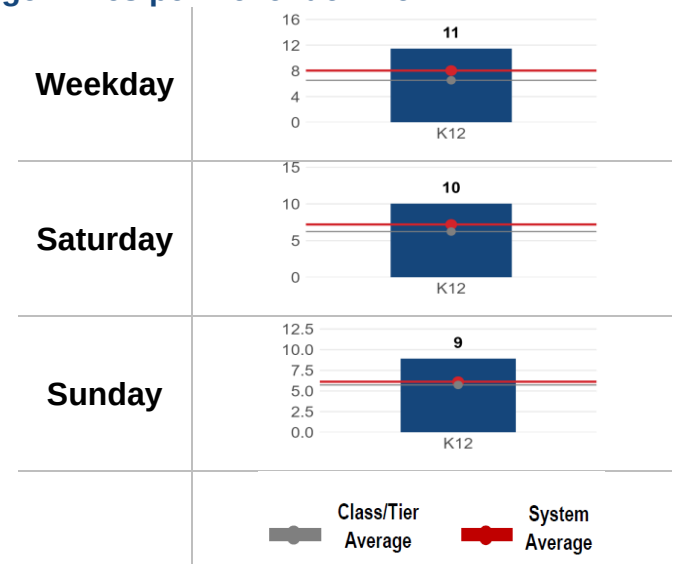
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K12	20.30	22,858	22,162 (97.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

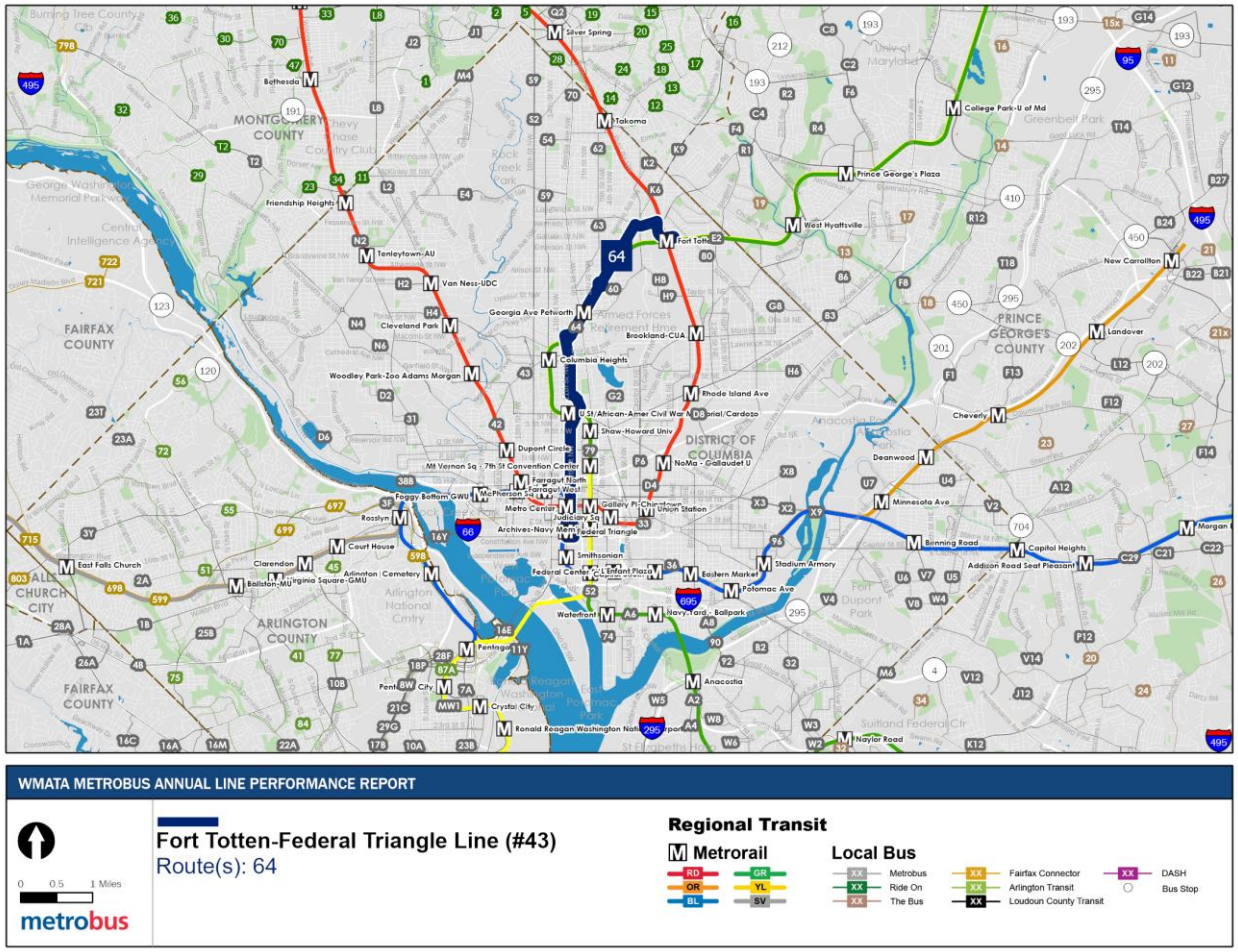
Passenger Miles per Revenue Mile



LINE: 43 - Fort Totten-Federal Triangle

ROUTE(S): 64

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

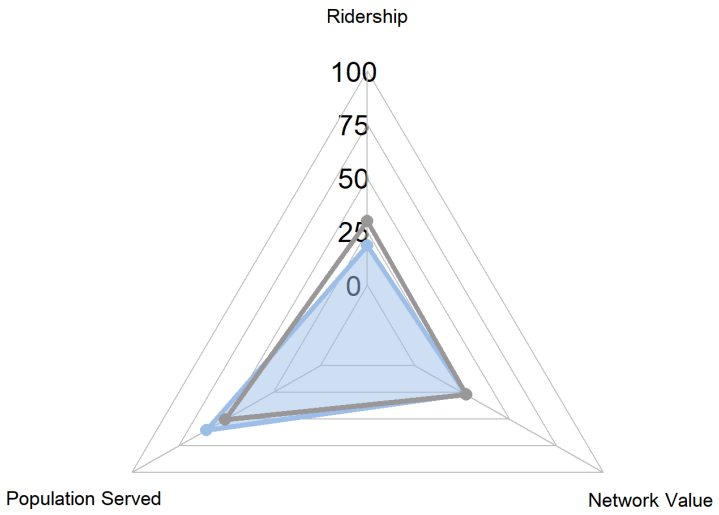
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

35

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	60	27	19	

Operating Statistics

Annual Operating Costs	$4,008,010
Peak Vehicles	16
Vehicle Type(s)	40 Foot

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

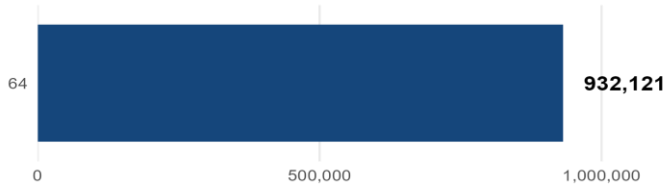
Service Area Population		59,444
Minority Population	*Service Area*	25,211
	% Riders Surveyed	69%
Low Income Household	*Service Area*	12,297
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops	76
% Stops With Shelters	16%
% Stops With Benches	11%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



Top Transfer Locations

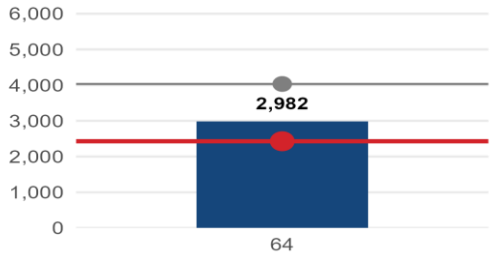
Fort Totten, Georgia Avenue-Petworth, Metro Center

Average Daily Ridership

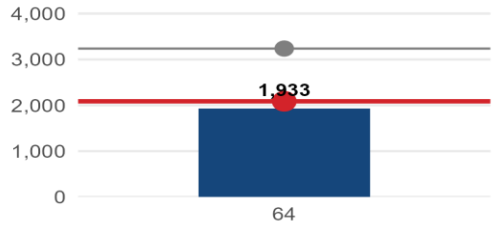
Class/Tier Average

System Average

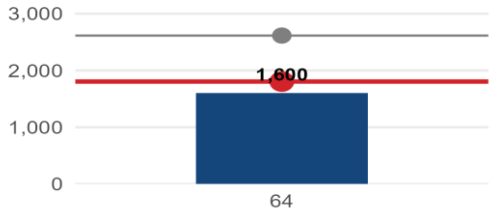
Weekday



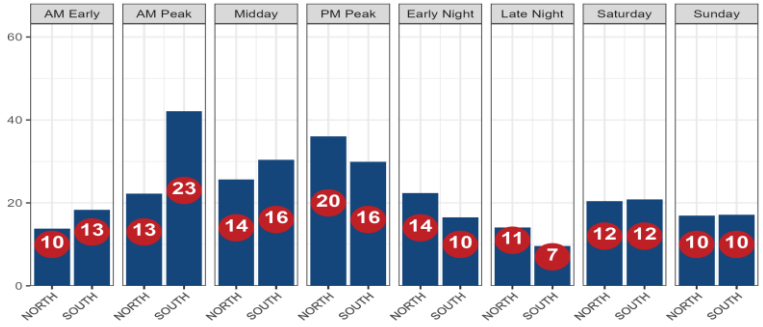
Saturday



Sunday



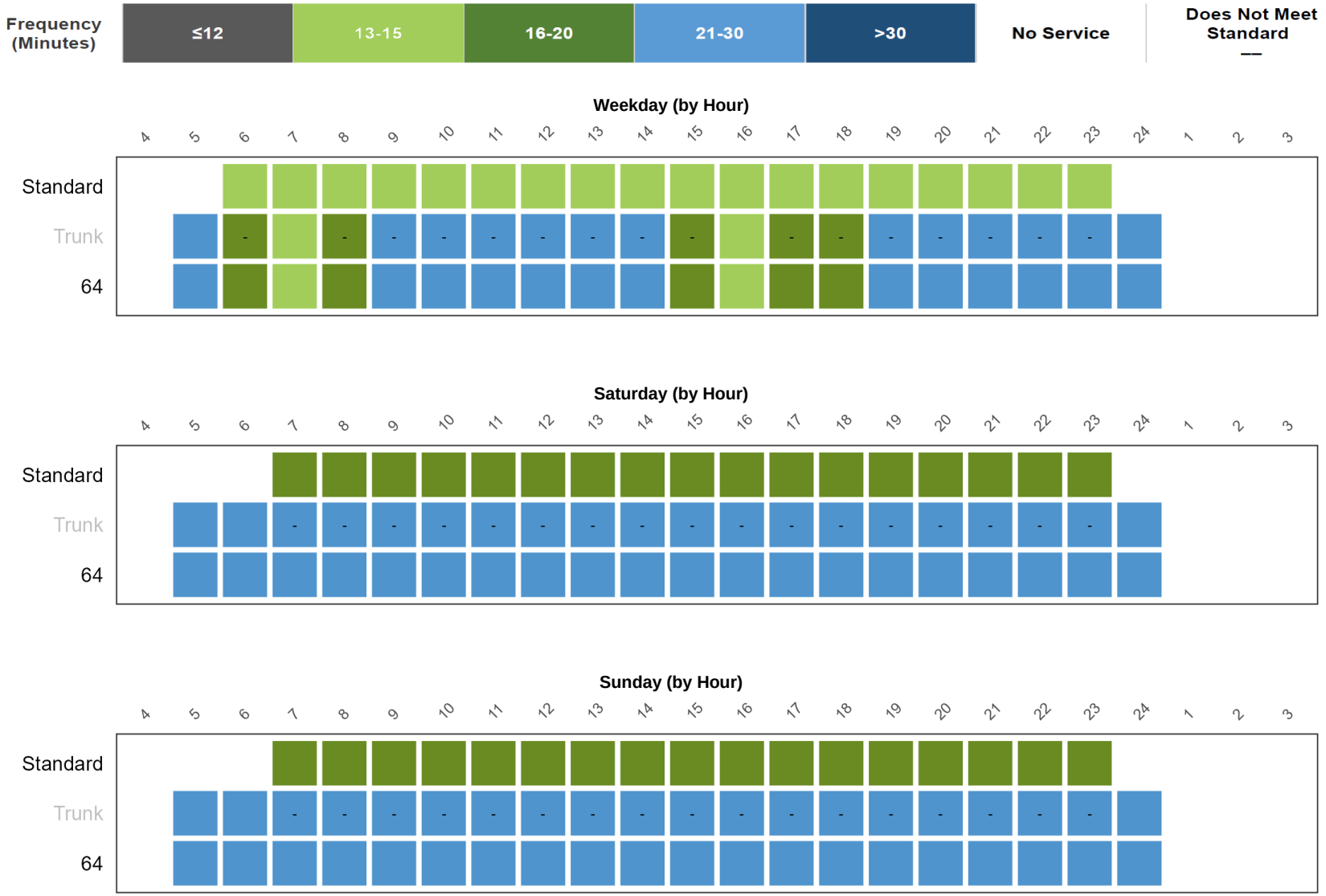
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.44	0.48
Weekday	**Off-Peak** Maximum Target: 1.0	0.34	0.33
	Saturday Maximum Target: 1.0	0.3	0.3
	Sunday Maximum Target: 1.0	0.26	0.26

Span and Frequency



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: 14.6 / Off-Peak: 18.6	C	24.0	20.8	C	24.0	23.8	C
Productivity	**Passengers per Revenue Hour |** 30	33.4	34.1	A	26.2	29.0	D	21.8	26.6	E
	Passengers per Revenue Mile | 4	4.8	4.6	A	3.6	3.7	D	2.9	3.2	E
Reliability	**On-Time Performance |** 79%	72%	74%	D	78%	75%	C	74%	77%	C
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.46	Off-Peak: 0.36 Peak: 0.5	A	0.3	0.37	A	0.26	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.89	$ 4.27	A	$4.96	$ 5.07	A	$5.97	$ 5.55	C
	Cost Recovery | 25%	40%	38%	A	31%	32%	A	26%	30%	B

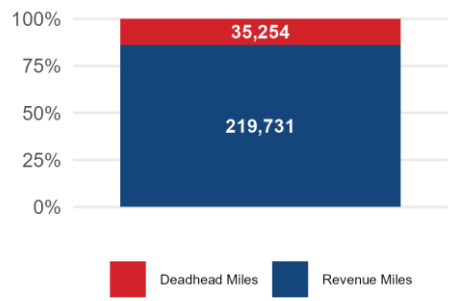
Route 64

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.1	5.5	E
Route Design	**Circuity |** 1.75	0.98	1.23	A

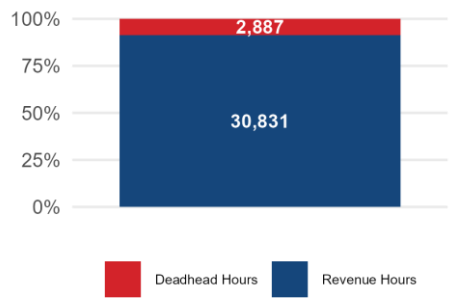
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	33.4	34.1	A	26.2	29.0	D	21.8	26.6	E
	Passengers per Revenue Mile | 4	4.8	4.6	A	3.6	3.7	D	2.9	3.2	E
	Unique Segment Ridership | 10%	34%	20%	A	51%	34%	A	50%	31%	A
Reliability	**On-Time Performance |** 79%	72%	74%	D	78%	75%	C	74%	77%	C
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.46	Off-Peak: 0.37 Peak: 0.51	A	0.3	0.37	A	0.26	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.89	$ 4.27	A	$4.96	$ 5.07	A	$5.97	$ 5.55	C
	Cost Recovery | 25%	40%	39%	A	31%	32%	A	26%	30%	B

Operational Analysis

Miles Allocation



Hours Allocation



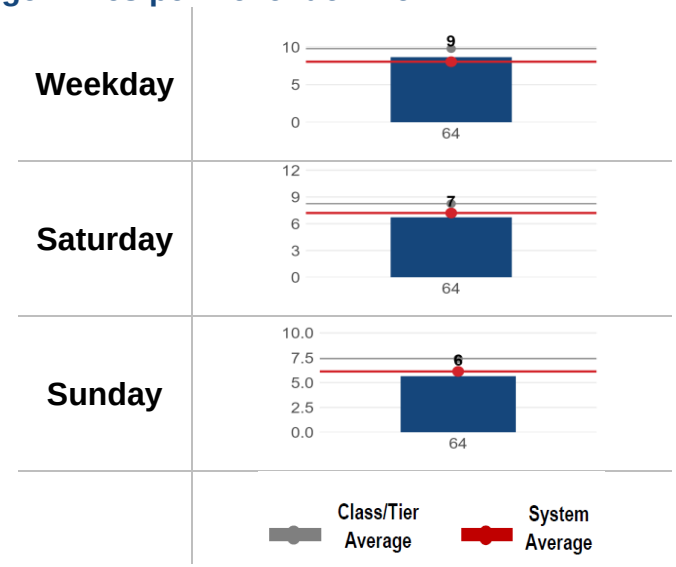
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
64	11.40	37,252	36,329 (97.5%)

Service Change Summary

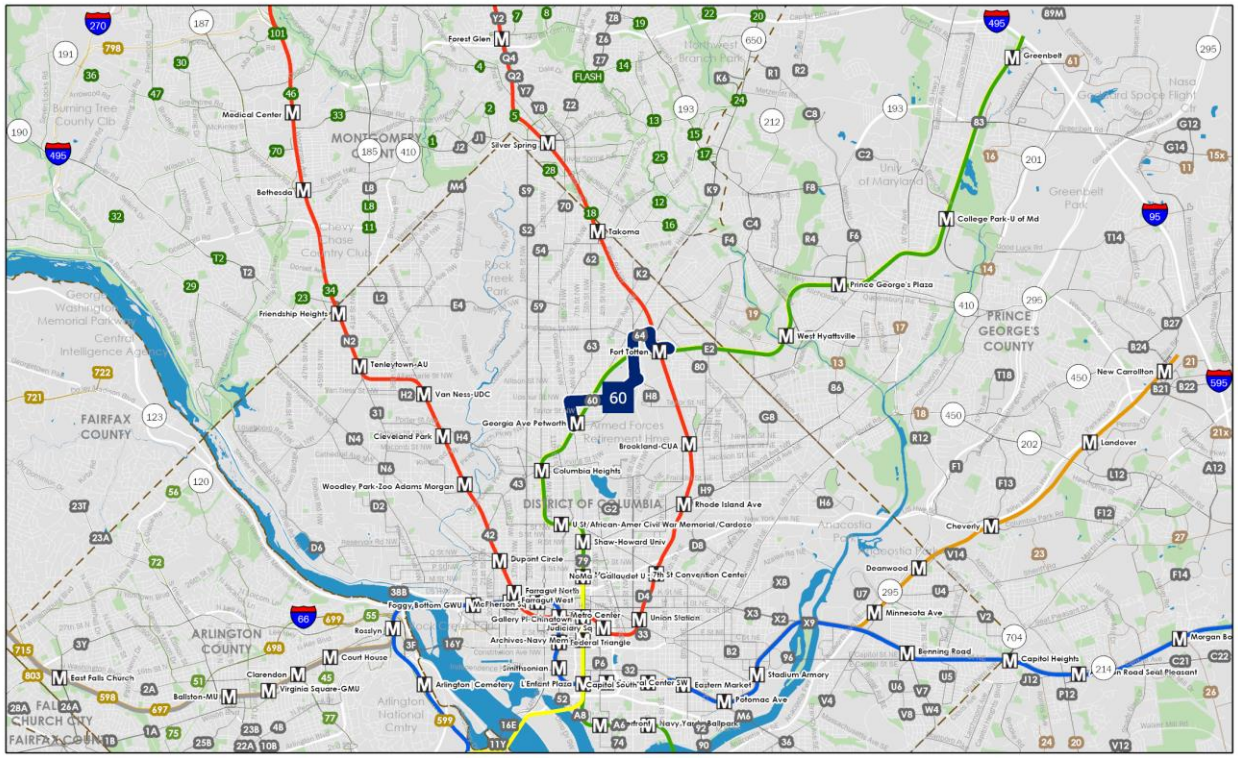
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	C

Legend

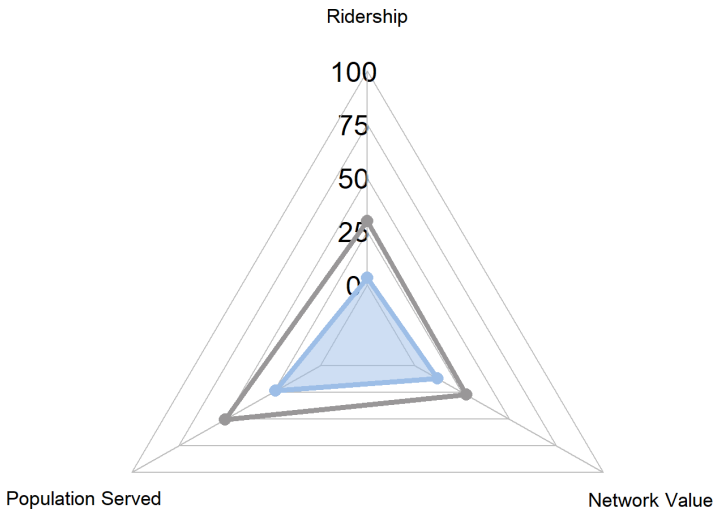
Exceeds Meets

Approaches Below Significantly Below

Line Benefit Score

13

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	12	3	

Operating Statistics

Annual Operating Costs	$742,985
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

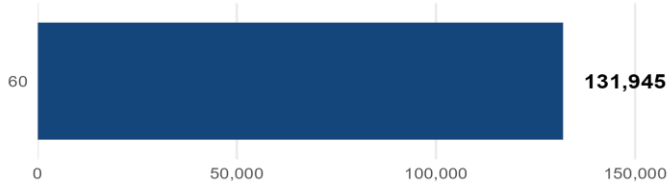
Service Area Population	19,847	
Minority Population	*Service Area*	10,991
	% Riders Surveyed	98%
Low Income Household	*Service Area*	4,769
	% Riders Surveyed	62%

Facilities/Amenities

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

Ridership

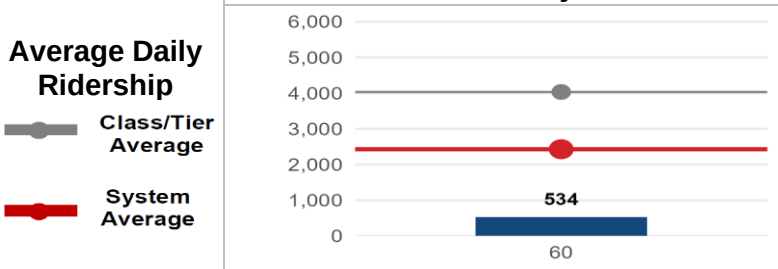
Annual Ridership



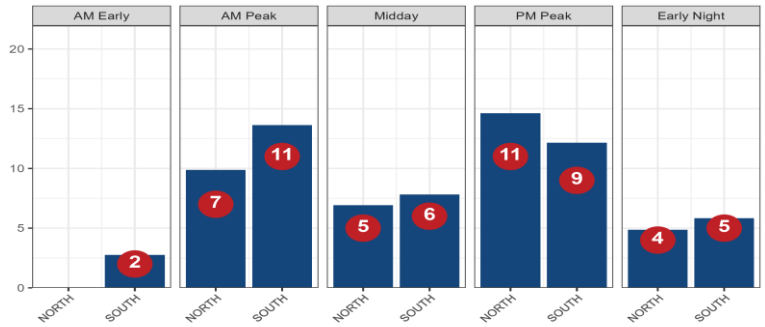
Top Transfer Locations

Fort Totten, Georgia Avenue-Petworth, Takoma

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

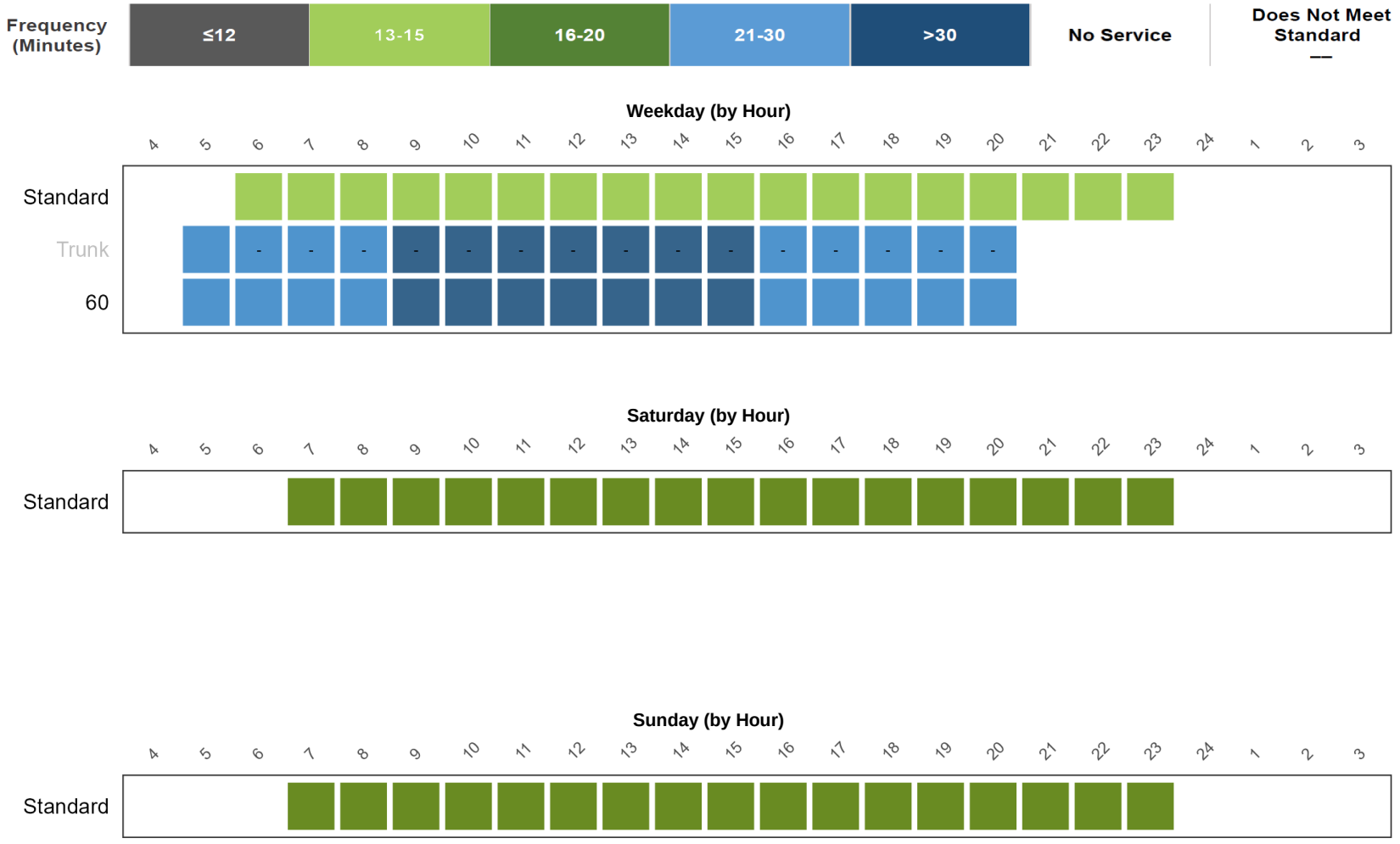
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.23	0.24
	Off-Peak Maximum Target: 1.0	0.13	0.14
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

C 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: 14.6 / Off-Peak: 18.6	E	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 30	23.6	34.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.7	4.6	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	79%	74%	B	-	-	-	-	-	-
	Crowding | 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.24	Off-Peak: 0.36 Peak: 0.5	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.52	$ 4.27	C	-	-	-	-	-	-
	Cost Recovery | 25%	30%	38%	A	-	-	-	-	-	-

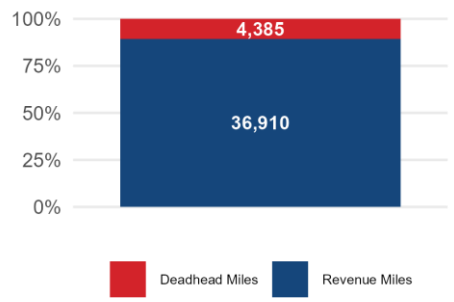
Route 60

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	5.5	E
Route Design	**Circuity |** 1.75	1.19	1.23	A

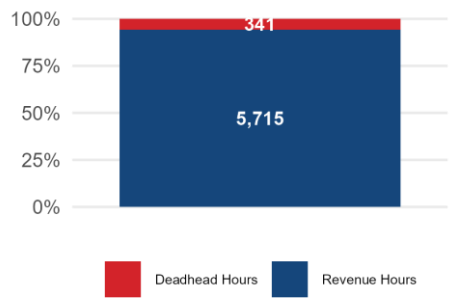
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	23.6	34.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.7	4.6	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	33%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	79%	74%	B	-	-	-	-	-	-
	Crowding | 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.24	Off-Peak: 0.37 Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.52	$ 4.27	C	-	-	-	-	-	-
	Cost Recovery | 25%	30%	39%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



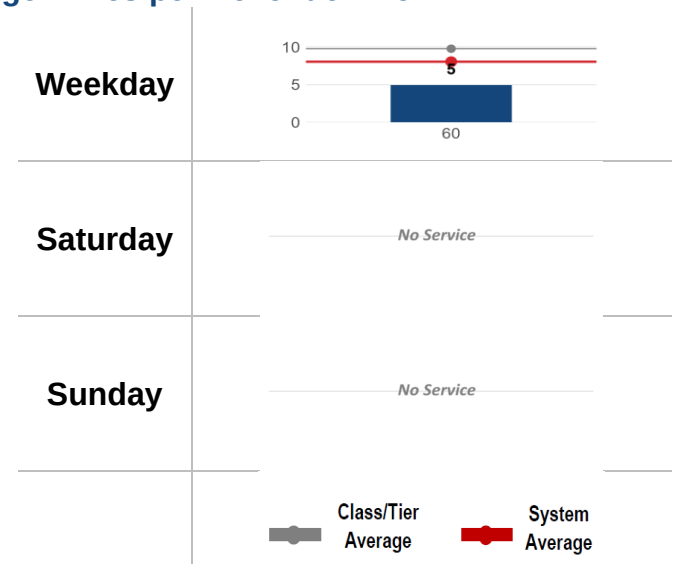
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
60	5.70	12,896	12,704 (98.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

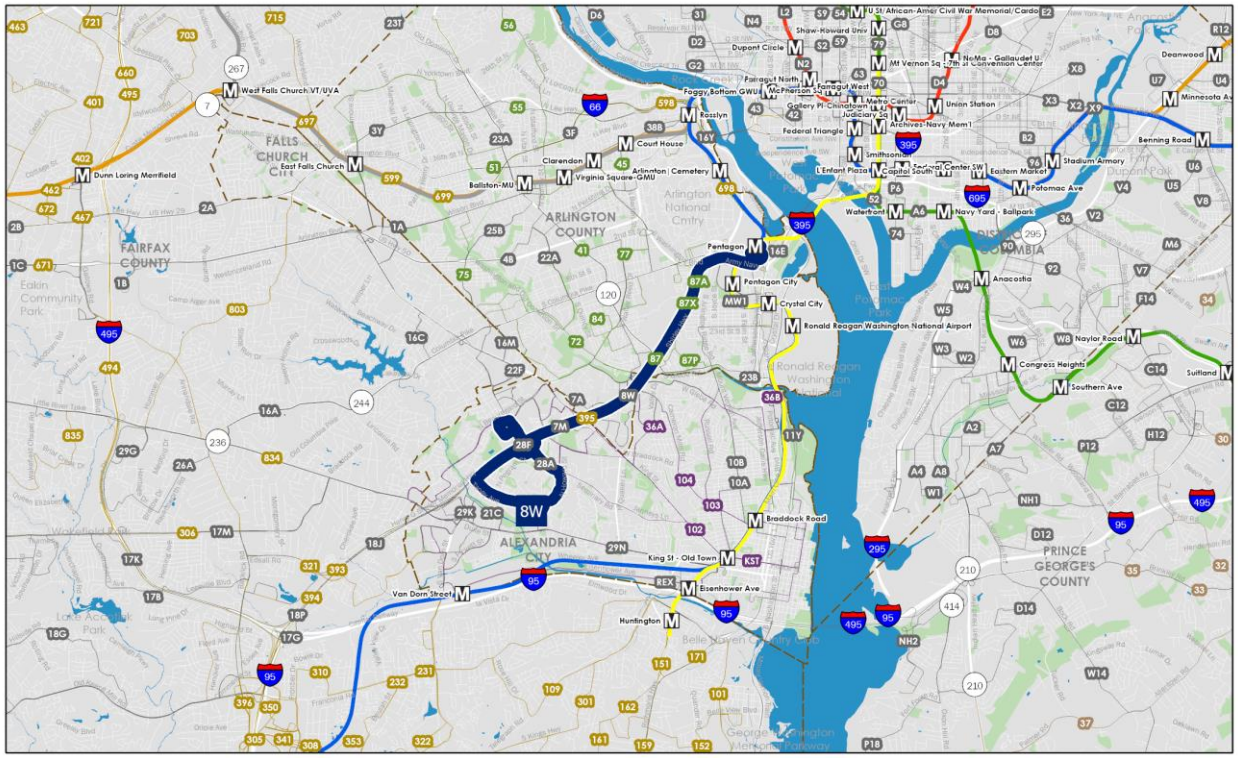
Passenger Miles per Revenue Mile



LINE: 106 - Foxchase-Seminary Valley

ROUTE(S): 8W

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Foxchase-Seminary Valley Line (#106)
Route(s): 8W

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, GR, YL, BL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	A

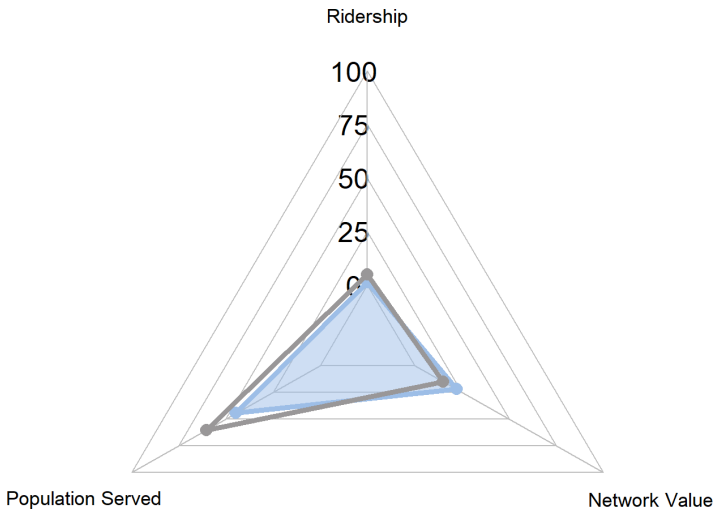
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	22	1	

Operating Statistics

Annual Operating Costs	$307,048
Peak Vehicles	0
Vehicle Type(s)	40 Foot

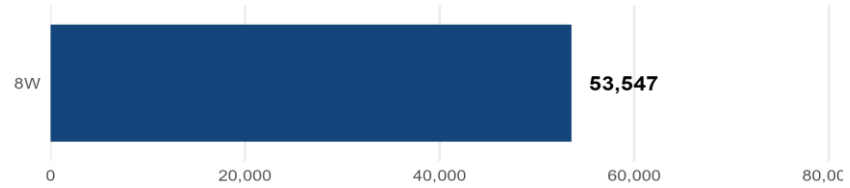
Service Area Context (1/4 Mile, Survey Weekday Only)

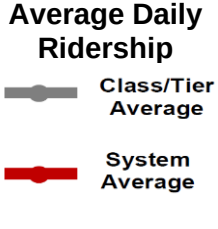
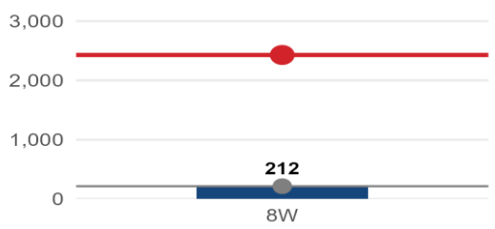
Service Area Population	21,526	
Minority Population	*Service Area*	9,374
	% Riders Surveyed	43%
Low Income Household	*Service Area*	6,239
	% Riders Surveyed	14%

Facilities/Amenities

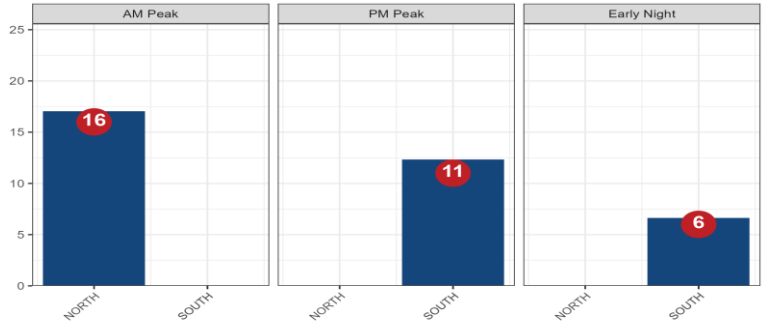
Bus Stops	50
% Stops With Shelters	22%
% Stops With Benches	20%
% Stops With Real-Time Signs	4%

Ridership

Annual Ridership	
Top Transfer Locations	**Pentagon**

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

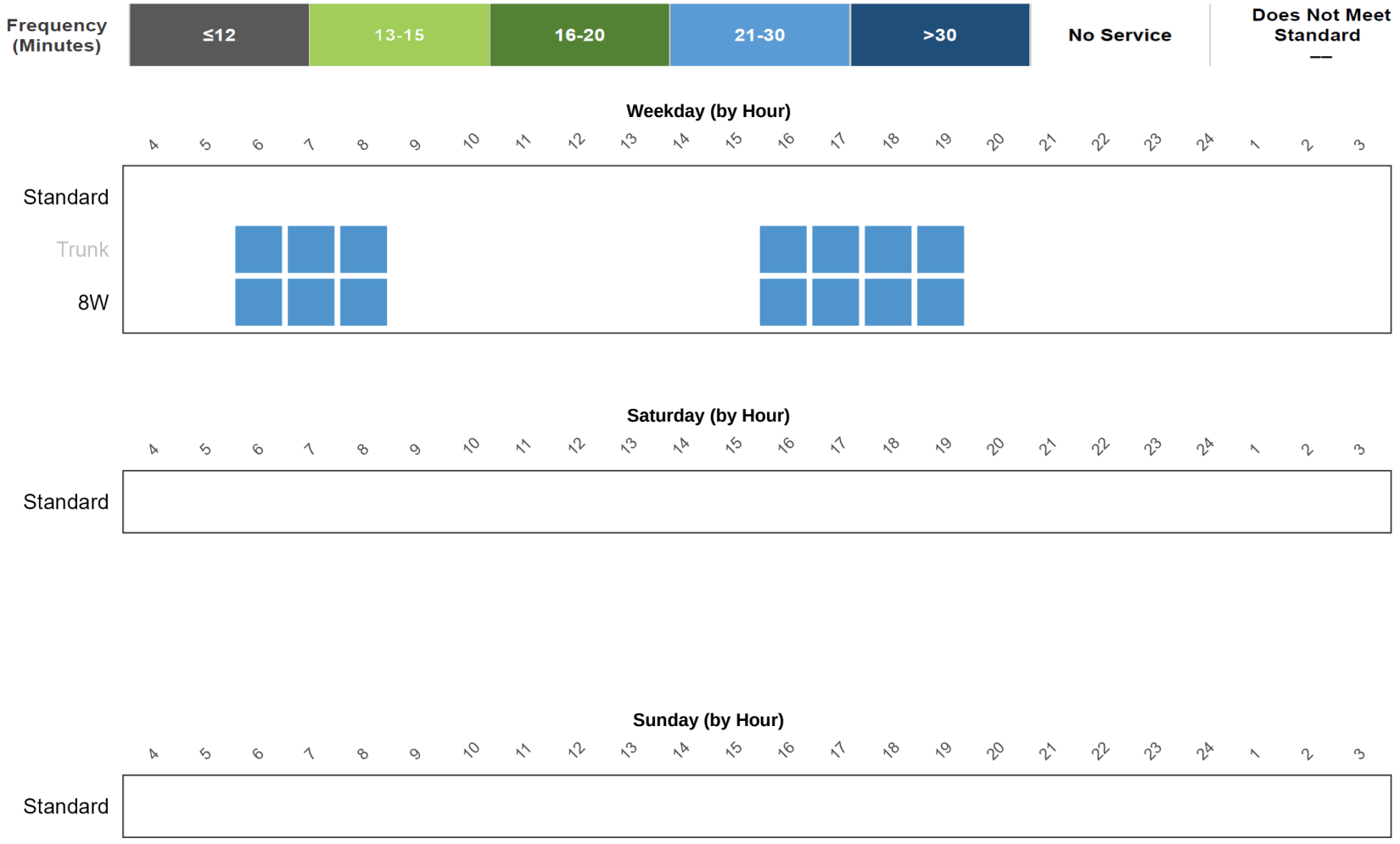
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	**SOUTH**	**NORTH**
Weekday	**Peak** Maximum Target: 1	0.28	0.4
	Off-Peak Maximum Target: 1.0	0.15	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A Foxchase-Seminary Valley

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	6:06 AM - 8:59 AM; 4:00 PM - 7:30 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 24.0 / Off-Peak: NA	Peak: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	22.6	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.5	1.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	89%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.34	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.76	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	24%	33%	A	-	-	-	-	-	-

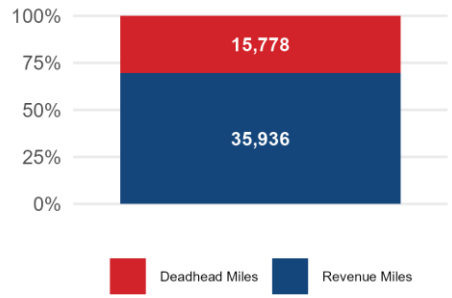
Route 8W

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.7	2.8	-
Route Design	**Circuity |** N/A	1.76	1.42	-

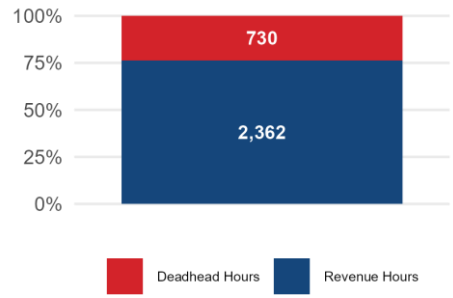
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	22.6	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.5	1.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	58%	33%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	89%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.34	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.76	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	24%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



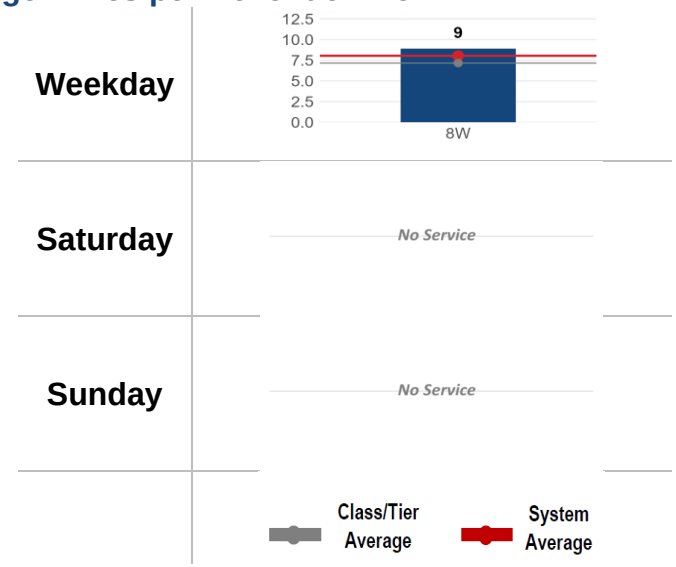
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
8W	18.70	3,720	3,649 (98.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

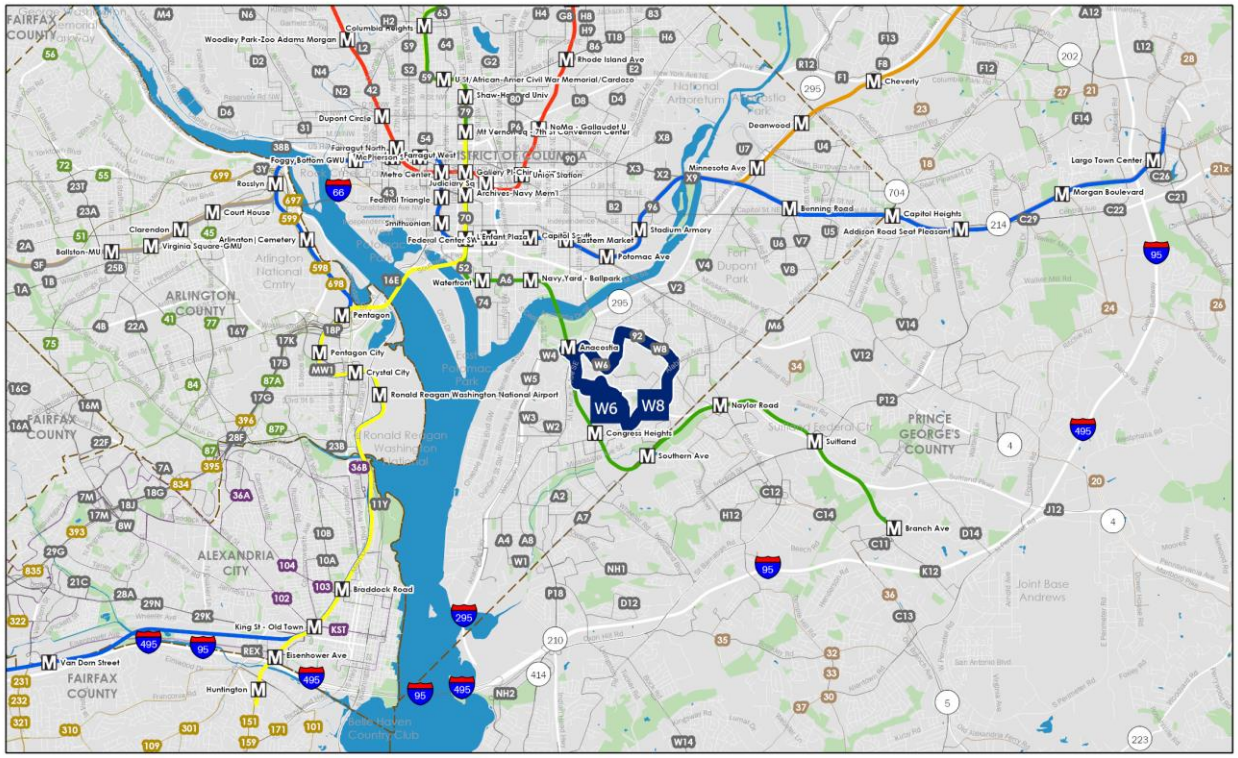
Passenger Miles per Revenue Mile



LINE: 15 - Garfield-Anacostia Loop

ROUTE(S): W6, W8

About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	B

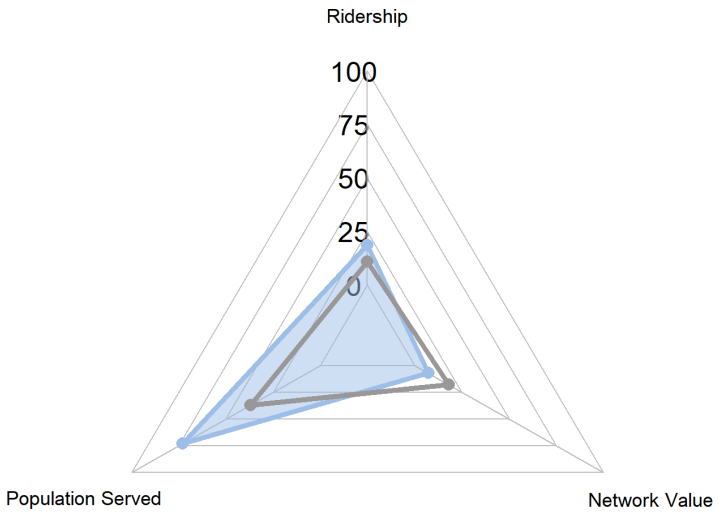
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

33

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	73	7	19	

Operating Statistics

Annual Operating Costs	$3,370,735
Peak Vehicles	8
Vehicle Type(s)	30 Foot, 35 Foot

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

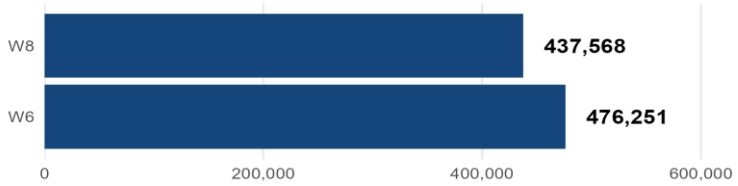
Service Area Population		53,587
Minority Population	*Service Area*	51,065
	% Riders Surveyed	94%
Low Income Household	*Service Area*	26,934
	% Riders Surveyed	71%

Facilities/Amenities

Bus Stops	88
% Stops With Shelters	16%
% Stops With Benches	12%
% Stops With Real-Time Signs	6%

Ridership

Annual Ridership



Top Transfer Locations

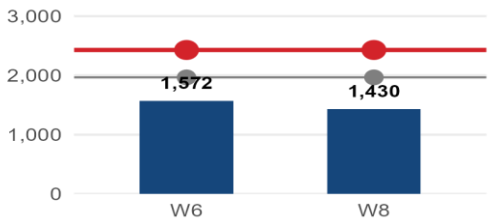
Anacostia, Eastern Market

Average Daily Ridership

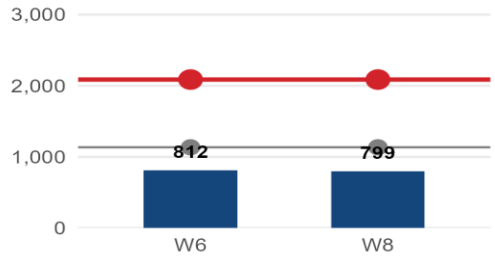
Class/Tier Average

System Average

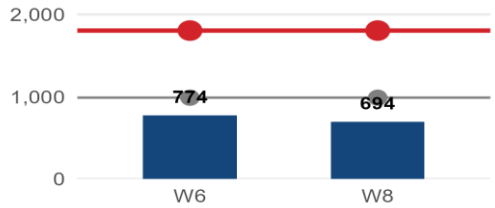
Weekday



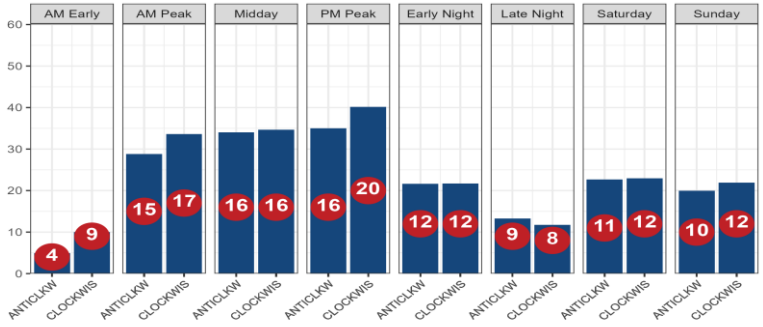
Saturday



Sunday



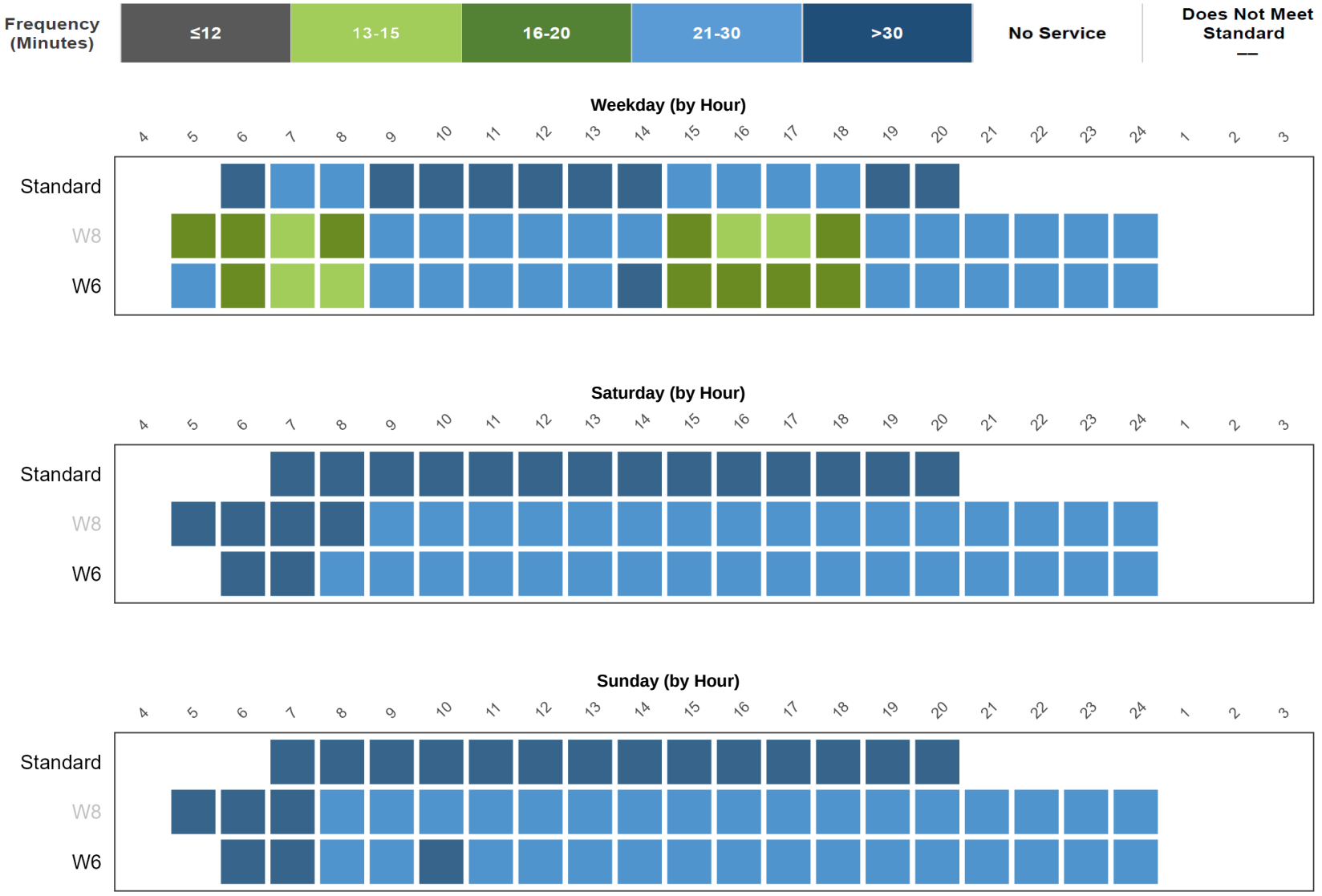
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	ANTICLKW	CLOCKWIS
Weekday	**Peak** Maximum Target: 1.2	0.57	0.67
	Off-Peak Maximum Target: 1.0	0.46	0.47
	Saturday Maximum Target: 1.0	0.42	0.42
	Sunday Maximum Target: 1.0	0.38	0.42

Span and Frequency



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: 17.8 / Off-Peak: 26.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 20	37.8	31.2	A	31.7	26.5	A	29.1	23.9	A
	Passengers per Revenue Mile | 4	4.6	4.3	A	3.4	3.4	D	3.1	3.1	E
Reliability	**On-Time Performance |** 79%	77%	73%	C	87%	75%	A	85%	79%	A
	Crowding | 5%	9%	5%	E	0%	3%	A	0%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.62	Off-Peak: 0.32 Peak: 0.46	A	0.42	0.32	A	0.4	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.44	$ 4.26	A	$4.10	$ 5.01	A	$4.47	$ 5.62	A
	Cost Recovery | 25%	43%	33%	A	36%	28%	A	33%	26%	A

Route W6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.6	6.3	E
Route Design	**Circuity |** N/A	Inf (route is a loop)	1.59	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	39.8	31.2	A	31.7	26.5	A	30.3	23.9	A
	Passengers per Revenue Mile | 4	4.7	4.3	A	3.3	3.4	D	3.2	3.1	E
	Unique Segment Ridership | 10%	14%	40%	A	24%	46%	A	15%	39%	A
Reliability	**On-Time Performance |** 79%	78%	73%	C	86%	75%	A	85%	79%	A
	Crowding | 5%	8%	5%	E	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.67	Off-Peak: 0.34 Peak: 0.48	A	0.42	0.33	A	0.42	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.27	$ 4.26	A	$4.09	$ 5.01	A	$4.29	$ 5.62	A
	Cost Recovery | 25%	42%	34%	A	34%	29%	A	32%	27%	A

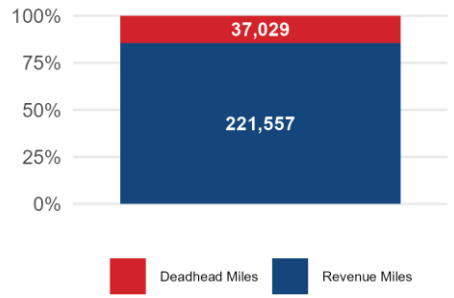
Route W8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.6	6.3	E
Route Design	**Circuity |** N/A	Inf (route is a loop)	1.59	-

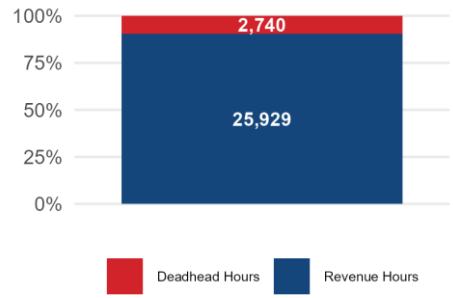
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	36.0	31.2	A	31.5	26.5	A	27.8	23.9	A
	Passengers per Revenue Mile | 4	4.4	4.3	A	3.5	3.4	D	3.1	3.1	E
	Unique Segment Ridership | 10%	17%	40%	A	24%	46%	A	14%	39%	A
Reliability	**On-Time Performance |** 79%	77%	73%	C	88%	75%	A	85%	79%	A
	Crowding | 5%	11%	5%	E	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.57	Off-Peak: 0.34 Peak: 0.48	A	0.42	0.33	A	0.38	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.61	$ 4.26	A	$4.13	$ 5.01	A	$4.68	$ 5.62	A
	Cost Recovery | 25%	44%	34%	A	39%	29%	A	34%	27%	A

Operational Analysis

Miles Allocation



Hours Allocation



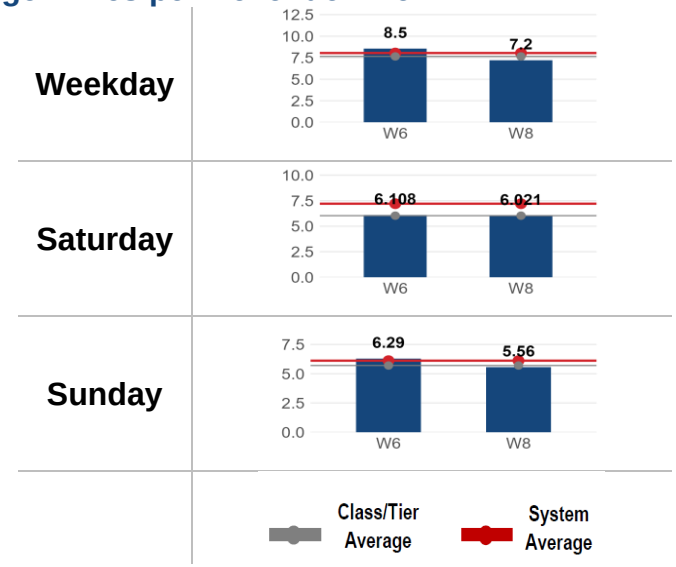
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W6	6.90	16,256	15,679 (96.5%)
W8	6.60	16,504	15,798 (95.7%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

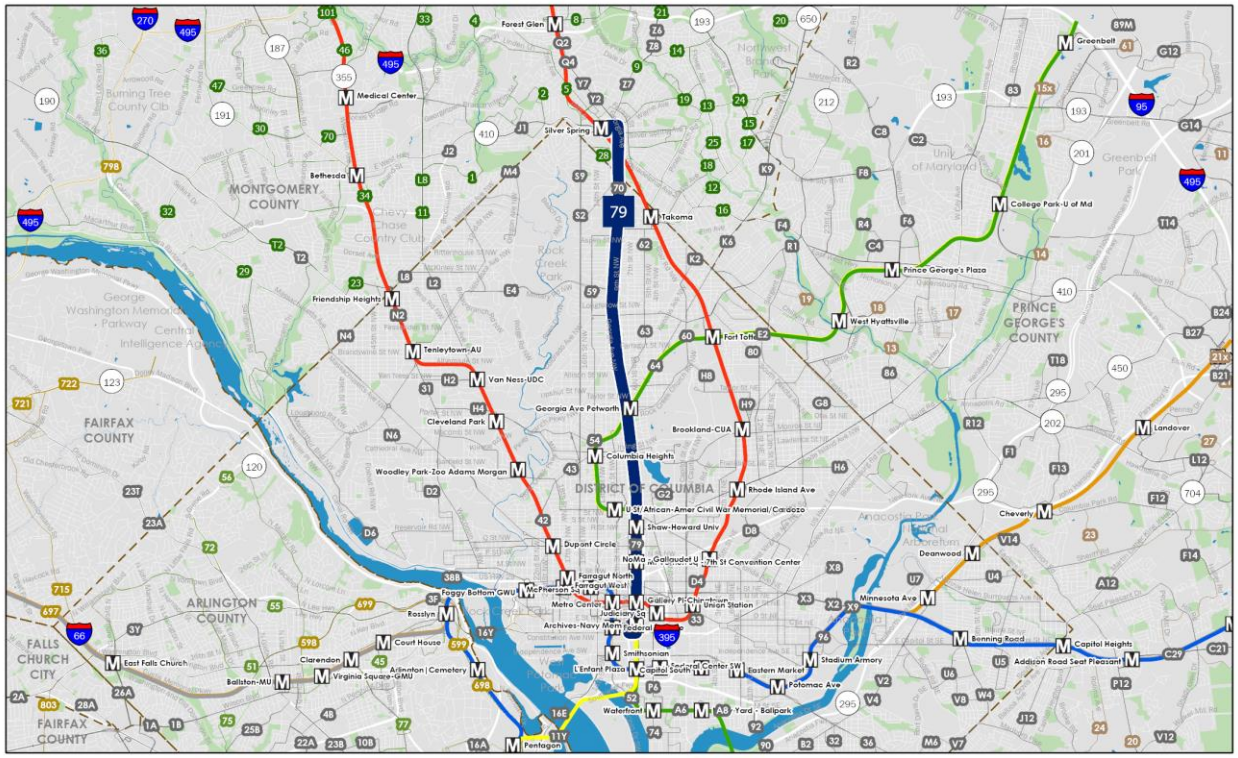
Passenger Miles per Revenue Mile



LINE: 107 - Georgia Avenue Limited

ROUTE(S): 79

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

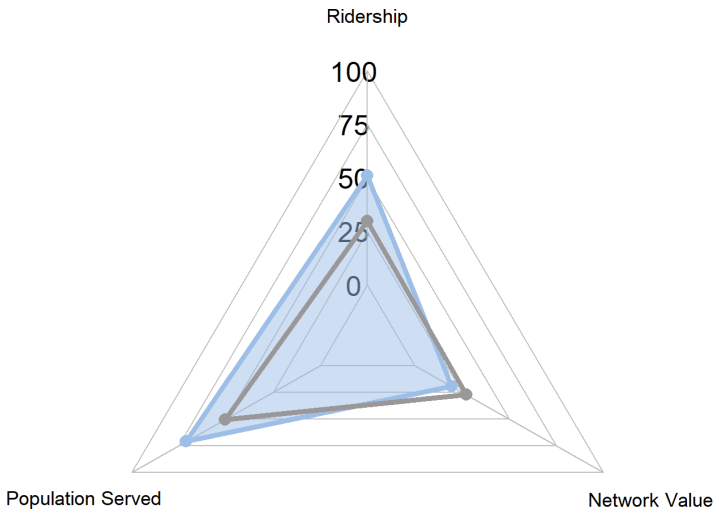
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

47

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	71	19	51	

Operating Statistics

Annual Operating Costs	$7,356,414
Peak Vehicles	17
Vehicle Type(s)	40 Foot

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

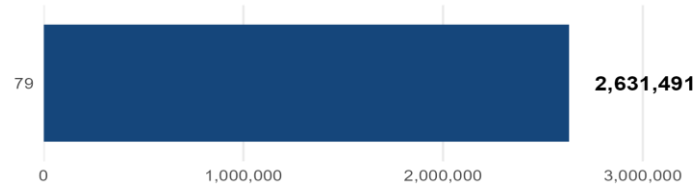
Service Area Population		61,674
Minority Population	*Service Area*	27,286
	% Riders Surveyed	90%
Low Income Household	*Service Area*	12,134
	% Riders Surveyed	69%

Facilities/Amenities

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

Ridership

Annual Ridership



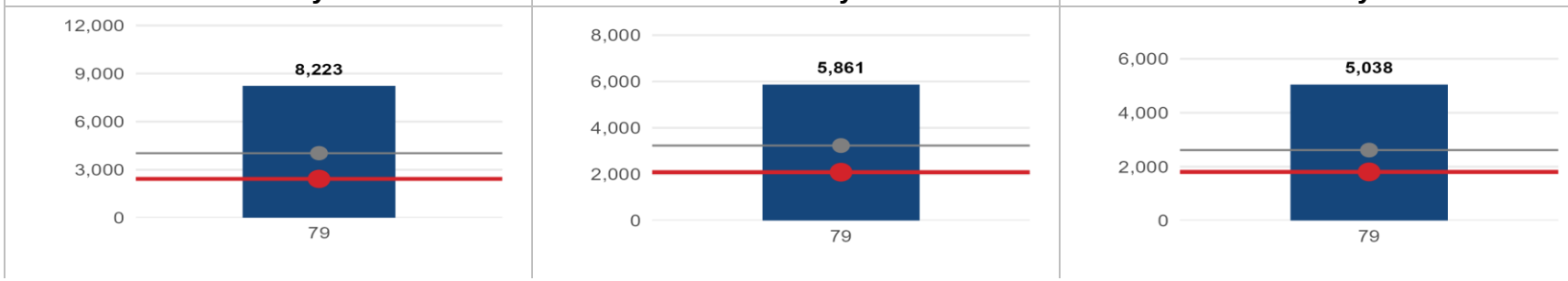
Top Transfer Locations

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

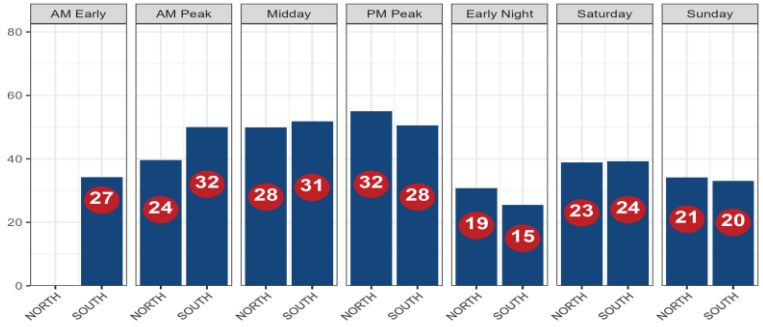
Average Daily Ridership

Class/Tier Average

System Average



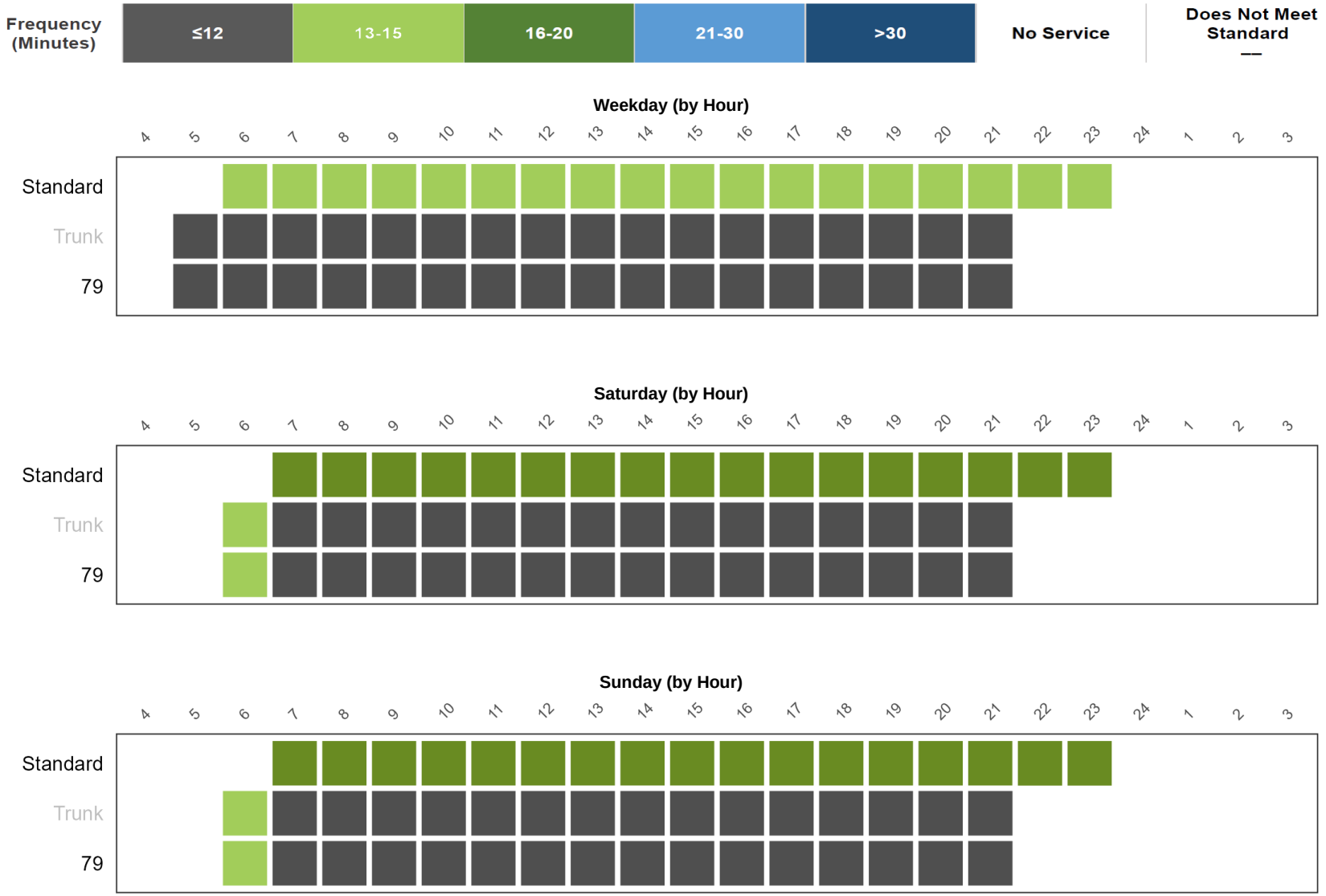
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.72	0.74
	Off-Peak Maximum Target: 1.0	0.64	0.68
	Saturday Maximum Target: 1.0	0.58	0.61
	Sunday Maximum Target: 1.0	0.53	0.51

Span and Frequency



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 - 9:37 PM	-	C	6:08 AM - 9:45 PM	-	C	6:08 AM - 9:46 PM	-	C
	Frequency of Service | varies	Peak: 8.0 / Off-Peak: 11.0	Peak: 14.6 / Off-Peak: 18.6	A	12.0	20.8	A	12.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	48.3	34.1	A	41.0	29.0	A	33.9	26.6	A
	Passengers per Revenue Mile | 4	6.2	4.6	A	5.1	3.7	A	4.4	3.2	B
Reliability	**On-Time Performance |** 79%	77%	74%	C	75%	75%	C	80%	77%	B
	Crowding | 5%	0%	3%	A	5%	2%	B	4%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.66 Peak: 0.73	Off-Peak: 0.36 Peak: 0.5	A	0.6	0.37	A	0.52	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.69	$ 4.27	A	$3.17	$ 5.07	A	$3.83	$ 5.55	A
	Cost Recovery | 25%	47%	38%	A	40%	32%	A	33%	30%	A

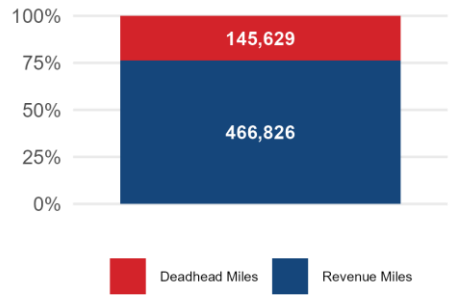
Route 79

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.3	5.5	E
Route Design	**Circuity |** 1.75	1.04	1.23	A

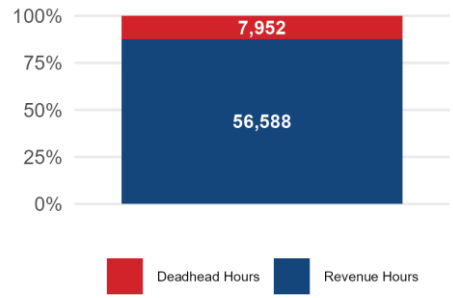
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	48.3	34.1	A	41.0	29.0	A	33.9	26.6	A
	Passengers per Revenue Mile | 4	6.2	4.6	A	5.1	3.7	A	4.4	3.2	B
	Unique Segment Ridership | 10%	10%	20%	C	11%	34%	B	11%	31%	B
Reliability	**On-Time Performance |** 79%	77%	74%	C	75%	75%	C	80%	77%	B
	Crowding | 5%	0%	3%	A	5%	2%	B	4%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.66 Peak: 0.73	Off-Peak: 0.37 Peak: 0.51	A	0.6	0.37	A	0.52	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.69	$ 4.27	A	$3.17	$ 5.07	A	$3.83	$ 5.55	A
	Cost Recovery | 25%	47%	39%	A	40%	32%	A	33%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



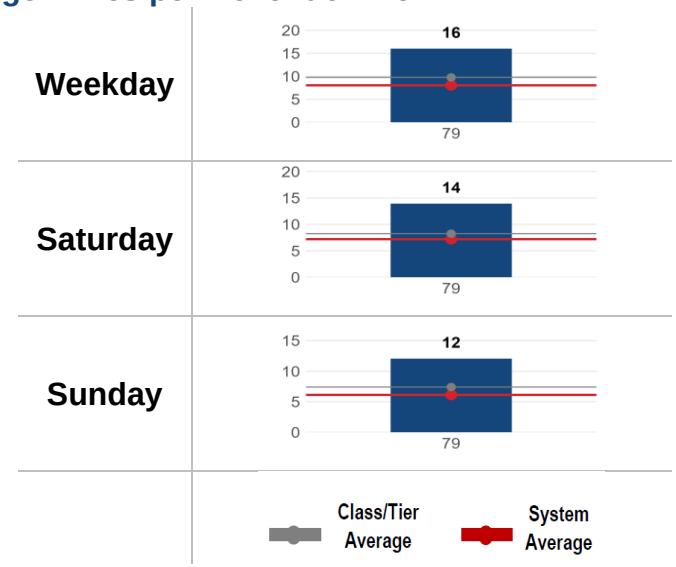
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
79	15.10	60,004	58,726 (97.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

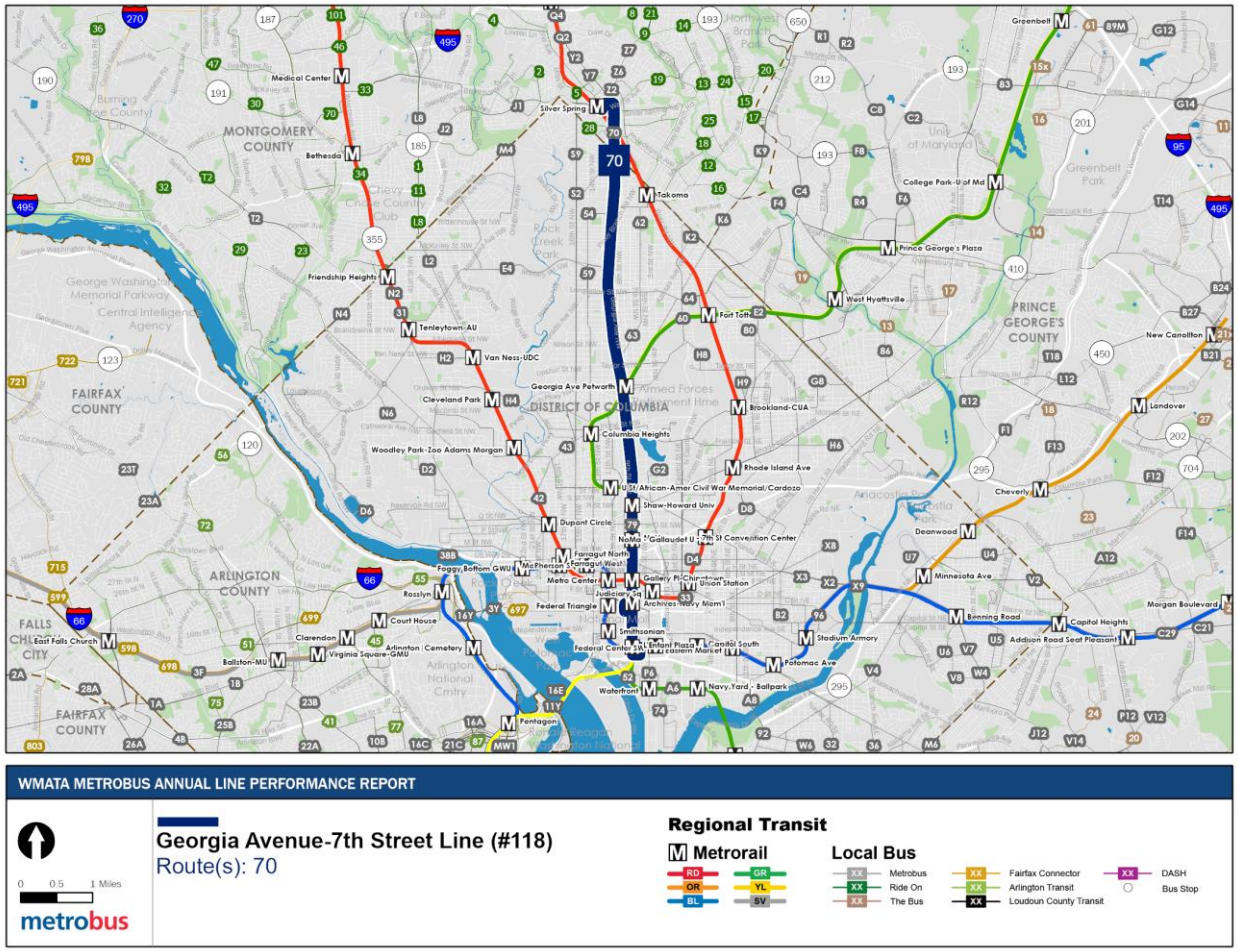
Passenger Miles per Revenue Mile



LINE: 118 - Georgia Avenue-7th Street

ROUTE(S): 70

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

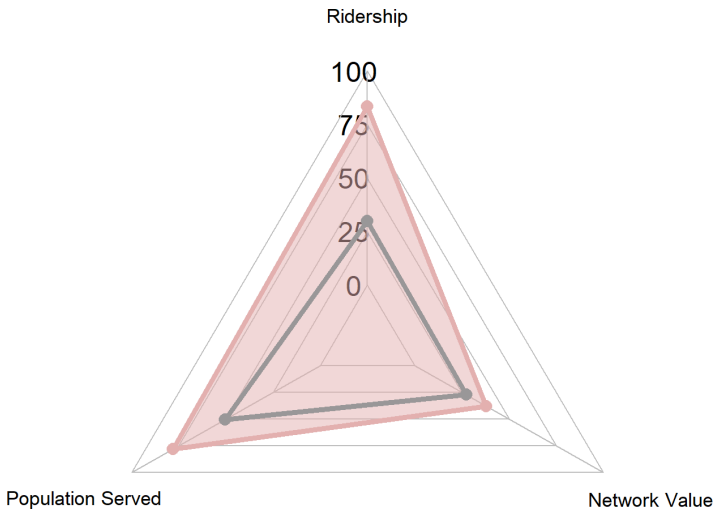
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

66

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	78	38	83	

Operating Statistics

Annual Operating Costs	$9,727,134
Peak Vehicles	17
Vehicle Type(s)	40 Foot, 60 Foot

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

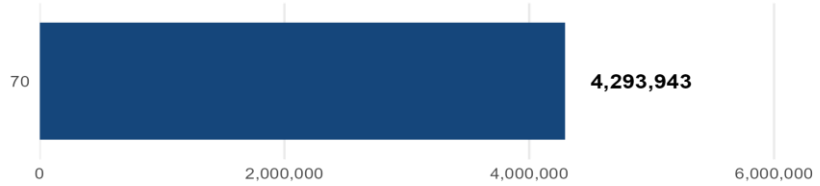
Service Area Population		75,775
Minority Population	*Service Area*	33,783
	% Riders Surveyed	90%
Low Income Household	*Service Area*	15,068
	% Riders Surveyed	64%

Facilities/Amenities

Bus Stops	110
% Stops With Shelters	37%
% Stops With Benches	35%
% Stops With Real-Time Signs	20%

Ridership

Annual Ridership



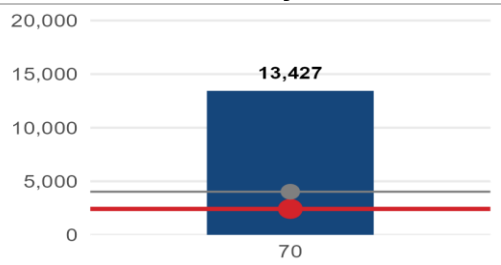
Top Transfer Locations

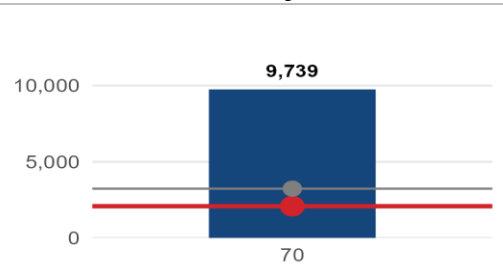
Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown

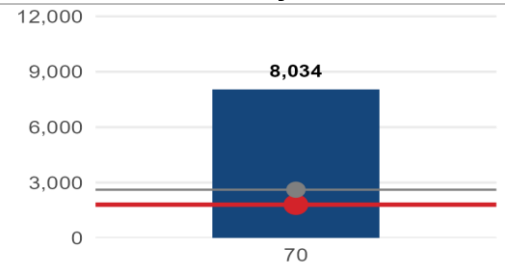
Average Daily Ridership

Class/Tier Average

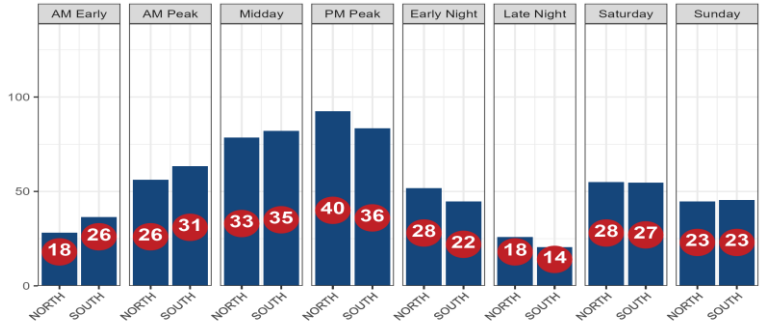
System Average







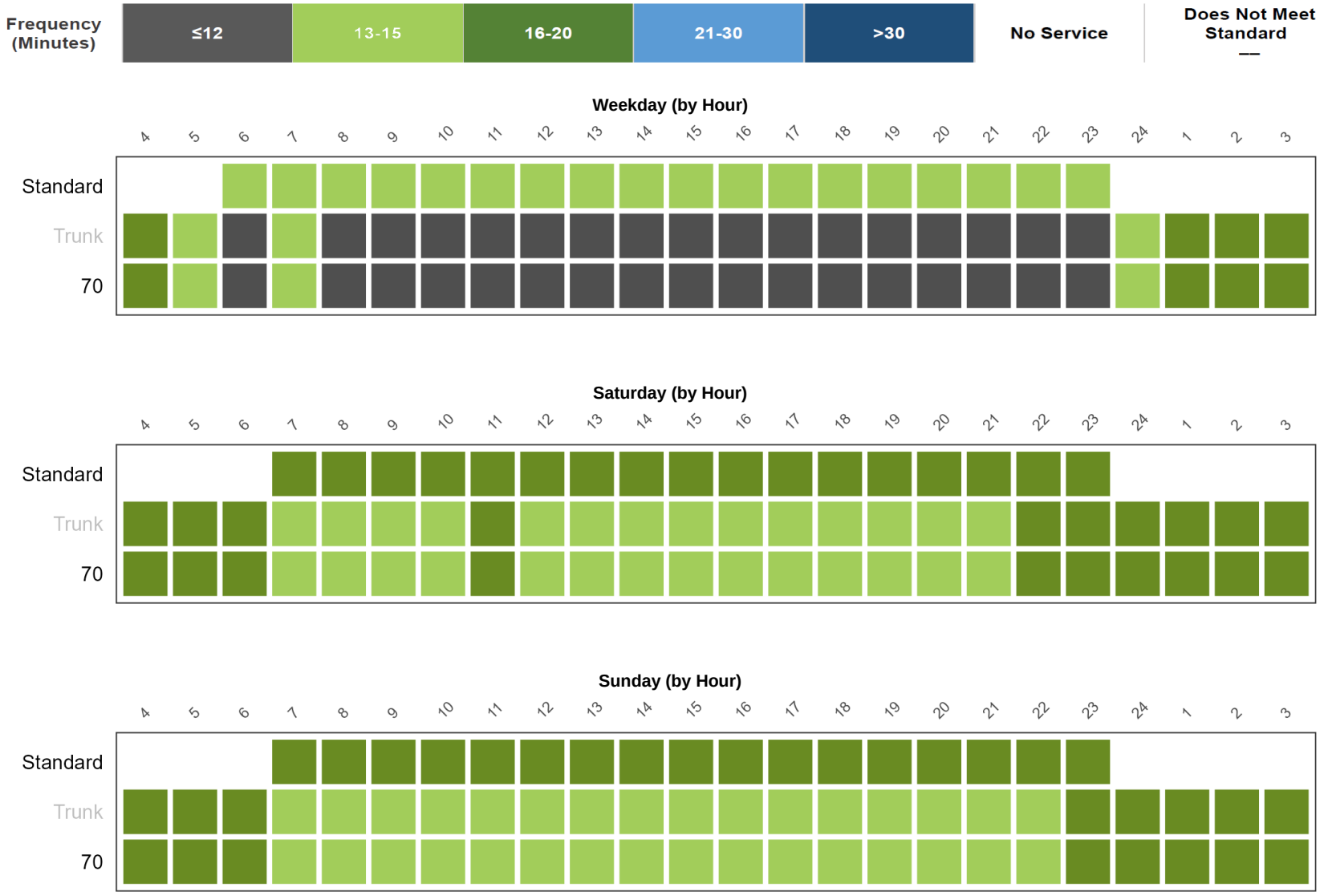
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.57	0.58
Weekday	**Off-Peak** Maximum Target: 1.0	0.49	0.48
	Saturday Maximum Target: 1.0	0.51	0.5
	Sunday Maximum Target: 1.0	0.43	0.44

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 14.6 / Off-Peak: 18.6	B	16.0	20.8	B	16.0	23.8	B
Productivity	**Passengers per Revenue Hour |** 30	56.1	34.1	A	49.9	29.0	A	44.3	26.6	A
	Passengers per Revenue Mile | 4	7.7	4.6	A	6.8	3.7	A	5.6	3.2	A
Reliability	**On-Time Performance |** 79%	69%	74%	E	67%	75%	E	68%	77%	E
	Crowding | 5%	2%	3%	A	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.57	Off-Peak: 0.36 Peak: 0.5	A	0.51	0.37	A	0.43	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.32	$ 4.27	A	$2.60	$ 5.07	A	$2.94	$ 5.55	A
	Cost Recovery | 25%	59%	38%	A	52%	32%	A	46%	30%	A

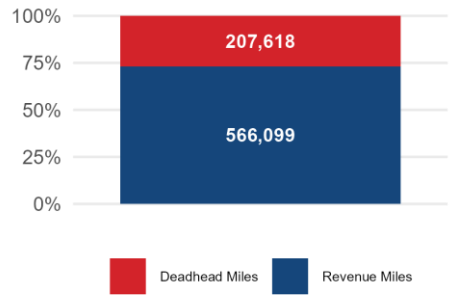
Route 70

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	5.5	E
Route Design	**Circuity |** 1.75	1.13	1.23	A

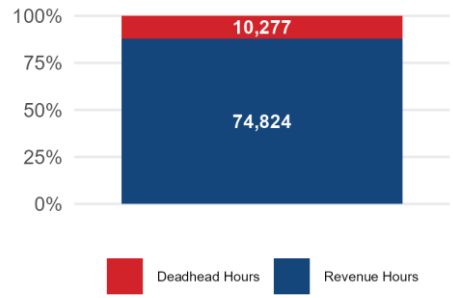
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	56.1	34.1	A	49.9	29.0	A	44.3	26.6	A
	Passengers per Revenue Mile | 4	7.7	4.6	A	6.8	3.7	A	5.6	3.2	A
	Unique Segment Ridership | 10%	46%	20%	A	47%	34%	A	48%	31%	A
Reliability	**On-Time Performance |** 79%	69%	74%	D	67%	75%	E	68%	77%	E
	Crowding | 5%	2%	3%	A	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.57	Off-Peak: 0.37 Peak: 0.51	A	0.51	0.37	A	0.43	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.32	$ 4.27	A	$2.60	$ 5.07	A	$2.94	$ 5.55	A
	Cost Recovery | 25%	59%	39%	A	52%	32%	A	46%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



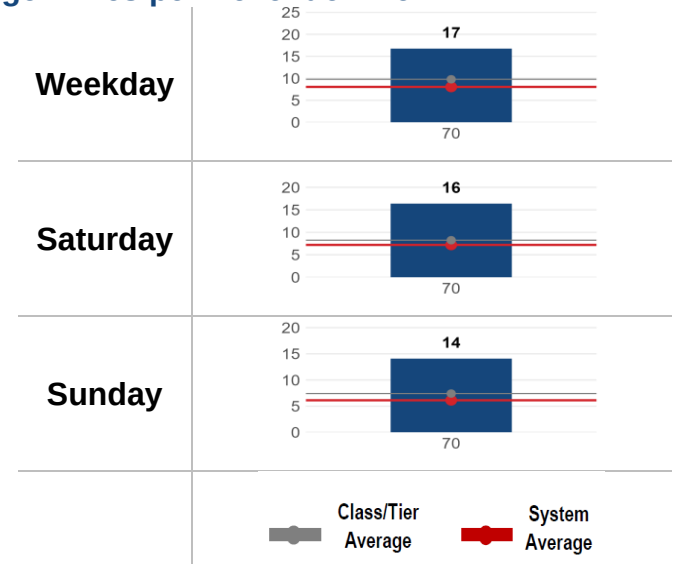
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
70	17.50	74,399	72,957 (98.1%)

Service Change Summary

Jun 2024: Travel time adjustments
Sep 2024: No change
Dec 2024: No change

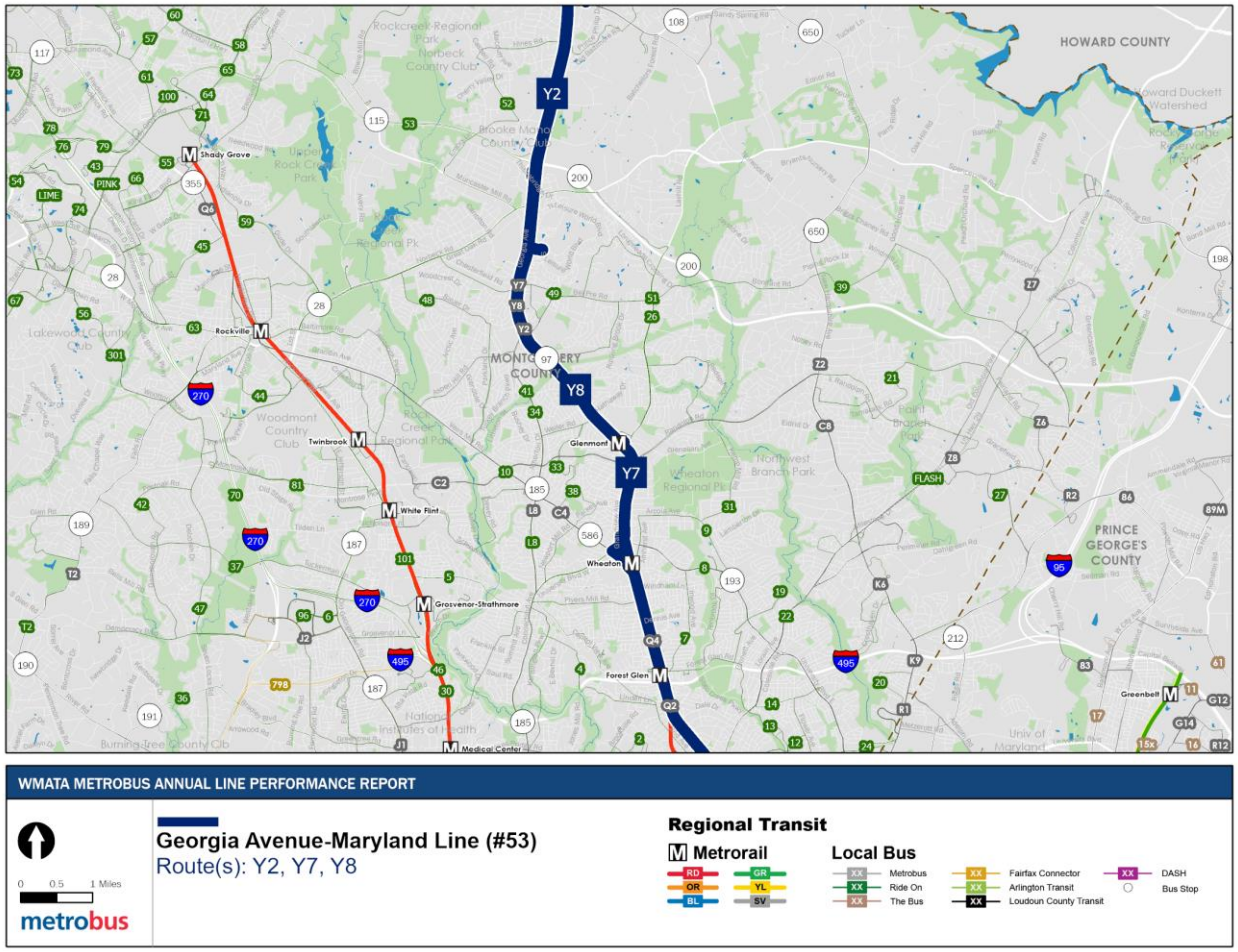
Passenger Miles per Revenue Mile



LINE: 53 - Georgia Avenue-Maryland

ROUTE(S): Y2, Y7, Y8

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

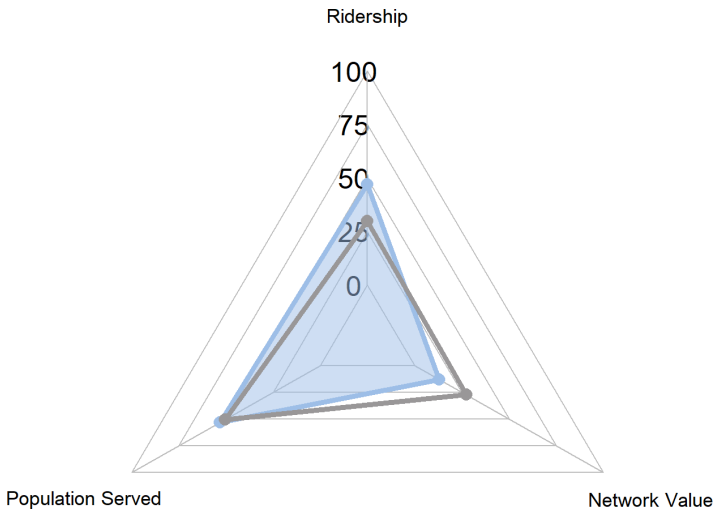
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

38

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	53	13	47	

Operating Statistics

Annual Operating Costs	$8,477,280
Peak Vehicles	15
Vehicle Type(s)	40 Foot

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

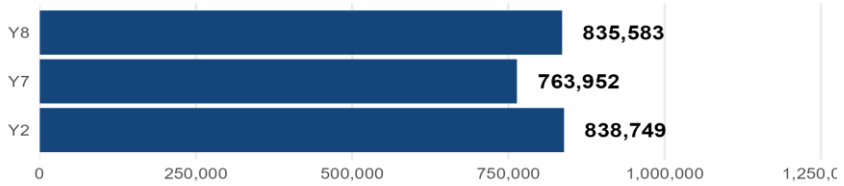
Service Area Population	58,265	
Minority Population	*Service Area*	21,546
	% Riders Surveyed	78%
Low Income Household	*Service Area*	13,406
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops	141
% Stops With Shelters	29%
% Stops With Benches	34%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



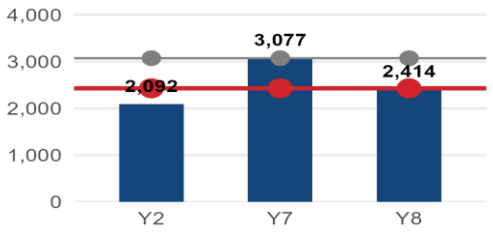
Top Transfer Locations

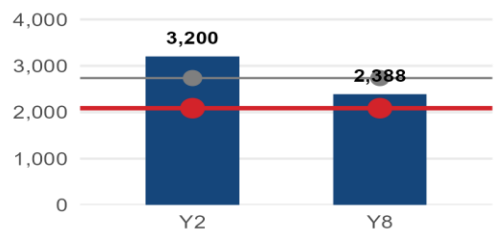
Glenmont, Silver Spring, Wheaton

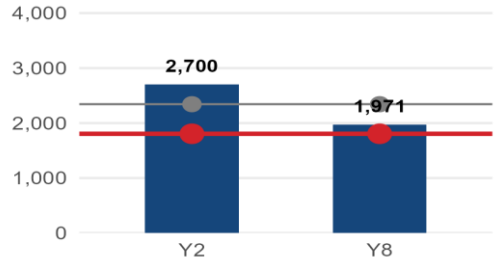
Average Daily Ridership

Class/Tier Average

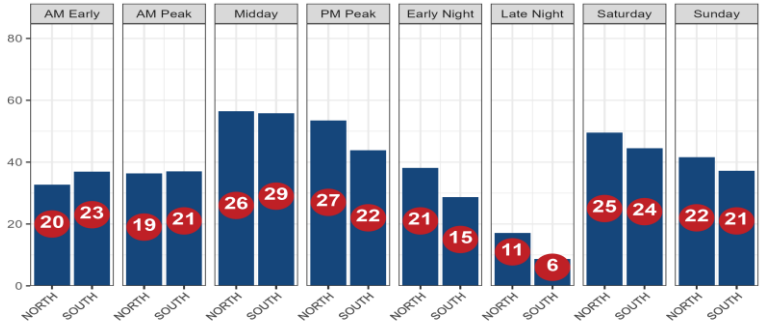
System Average







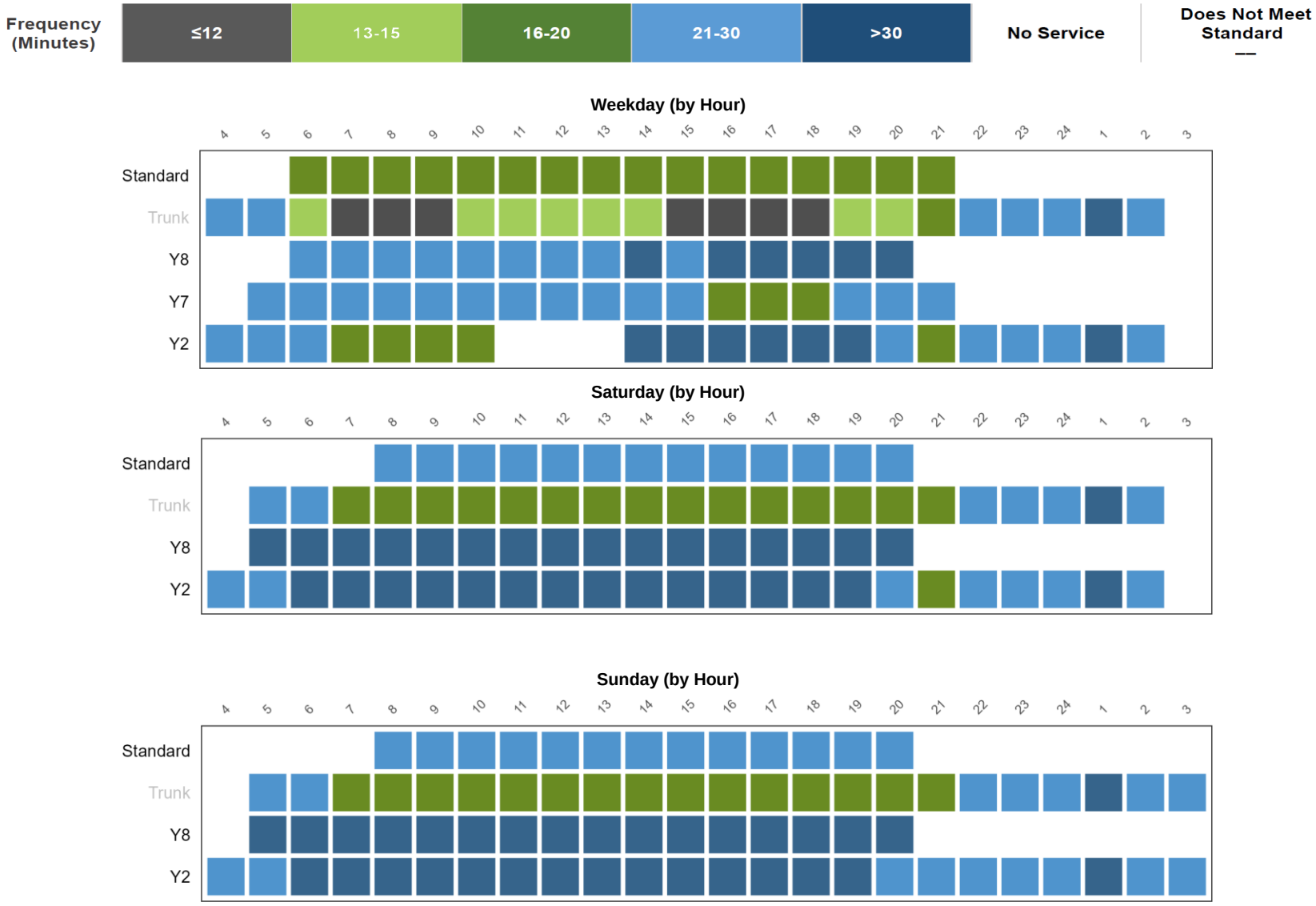
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.6	0.54
	Off-Peak Maximum Target: 1.0	0.56	0.55
	Saturday Maximum Target: 1.0	0.62	0.6
	Sunday Maximum Target: 1.0	0.54	0.52

Span and Frequency



Performance Report Card

A 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	4:21 AM - 2:56 AM	-	A	4:57 AM - 2:56 AM	-	A	4:57 AM - 3:00 AM	-	A
	Frequency of Service | varies	Peak: 10.0 / Off-Peak: 14.0	Peak: 15.6 / Off-Peak: 20	A	21.0	24.4	A	21.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	38.2	29.6	A	39.9	28.2	A	34.6	25.5	A
	Passengers per Revenue Mile | 2	3.4	2.9	A	3.3	2.6	A	2.8	2.3	A
Reliability	**On-Time Performance |** 79%	77%	75%	C	78%	77%	C	78%	78%	C
	Crowding | 5%	0%	2%	A	4%	1%	A	4%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.55 Peak: 0.57	Off-Peak: 0.39 Peak: 0.49	A	0.61	0.38	A	0.53	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.40	$ 5.18	A	$3.26	$ 5.36	A	$3.75	$ 6.15	A
	Cost Recovery | 20%	33%	29%	A	34%	26%	A	30%	23%	A

Route Y2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5	4.5	A
Route Design	**Circuity |** 1.75	1.05	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	32.4	29.6	A	38.2	28.2	A	33.5	25.5	A
	Passengers per Revenue Mile | 2	2.4	2.9	A	3.0	2.6	A	2.5	2.3	A
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	81%	75%	B	78%	77%	C	80%	78%	B
	Crowding | 5%	1%	2%	A	3%	1%	A	3%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.58	Off-Peak: 0.39 Peak: 0.49	A	0.55	0.4	A	0.48	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.02	$ 5.18	A	$3.40	$ 5.36	A	$3.88	$ 6.15	A
	Cost Recovery | 20%	28%	29%	A	33%	27%	A	29%	24%	A

Route Y7

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	4.5	E
Route Design	**Circuity |** 1.75	1.12	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	40.9	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	4.1	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	1%	19%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	75%	C	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.61 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.18	$ 5.18	A	-	-	-	-	-	-
	Cost Recovery | 20%	35%	29%	A	-	-	-	-	-	-

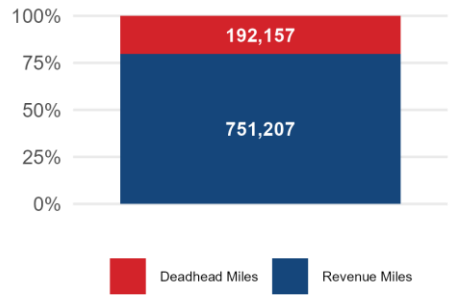
Route Y8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.5	A
Route Design	**Circuity |** 1.75	1.11	1.47	A

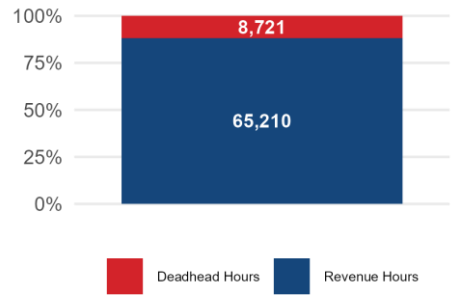
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	41.3	29.6	A	42.4	28.2	A	36.3	25.5	A
	Passengers per Revenue Mile | 2	3.8	2.9	A	3.9	2.6	A	3.2	2.3	A
	Unique Segment Ridership | 10%	0%	19%	E	2%	36%	E	2%	37%	E
Reliability	**On-Time Performance |** 79%	76%	75%	C	77%	77%	C	75%	78%	C
	Crowding | 5%	3%	2%	A	5%	1%	C	5%	1%	C
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.72 Peak: 0.58	Off-Peak: 0.39 Peak: 0.49	B	0.72	0.4	B	0.61	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.15	$ 5.18	A	$3.06	$ 5.36	A	$3.58	$ 6.15	A
	Cost Recovery | 20%	36%	29%	A	37%	27%	A	31%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



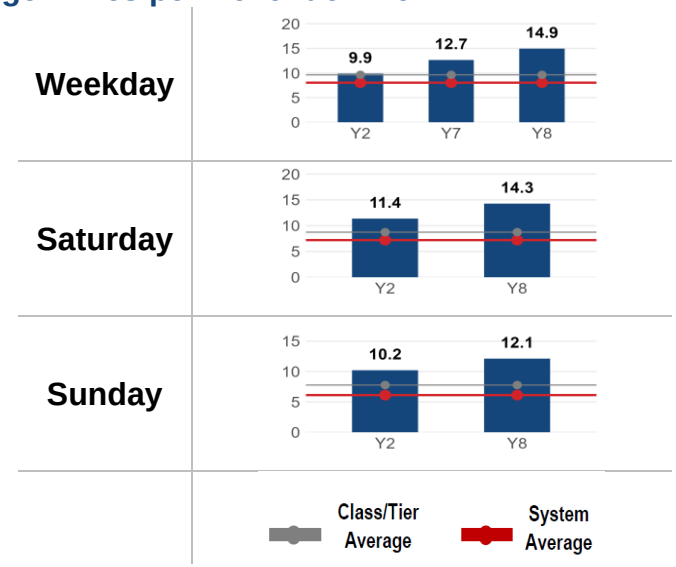
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Y2	28.00	24,154	23,762 (98.4%)
Y7	22.40	17,112	16,821 (98.3%)
Y8	29.70	15,700	15,433 (98.3%)

Service Change Summary

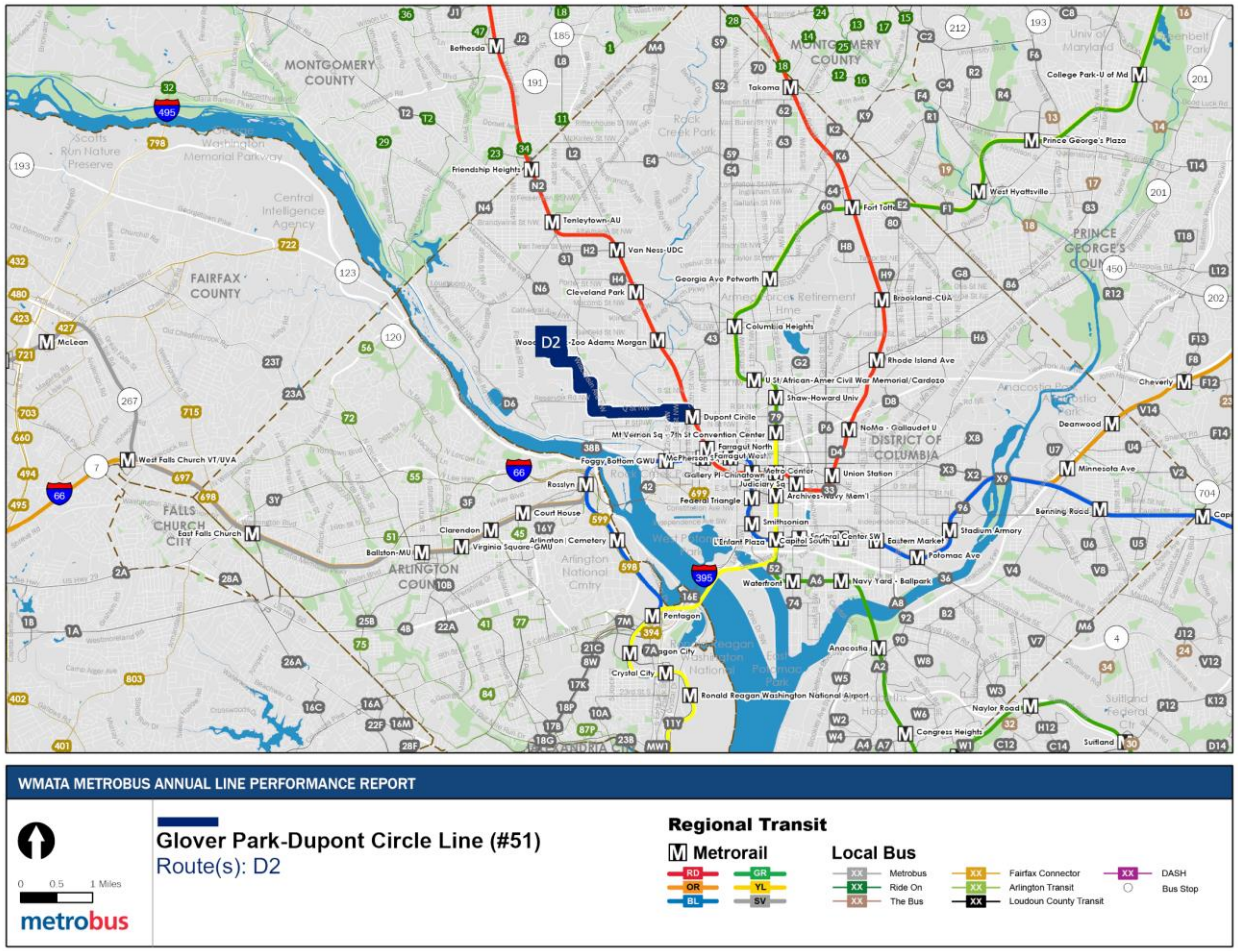
Jun 2024: 7 days a week, two trips added SB departing Medstar Montgomery Hospital at 2:08am and 2:38am; these trips end at Glenmont
Sep 2024: No change
Dec 2024: No change

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	B

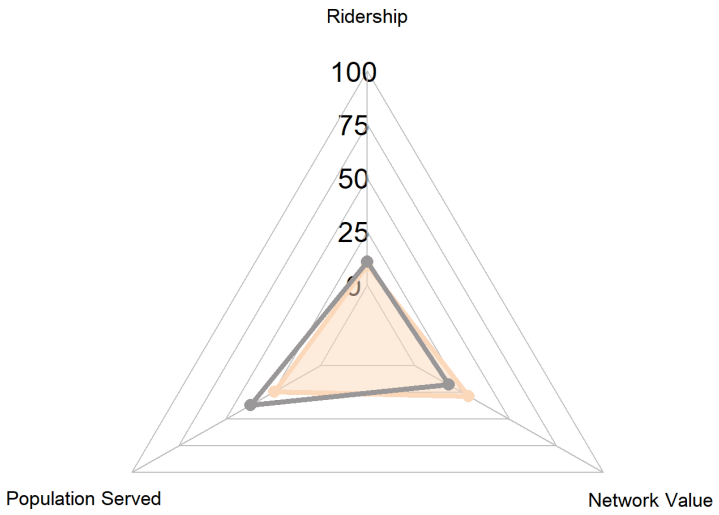
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

21

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	29	9	

Operating Statistics

Annual Operating Costs	$2,238,136
Peak Vehicles	5
Vehicle Type(s)	30 Foot

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

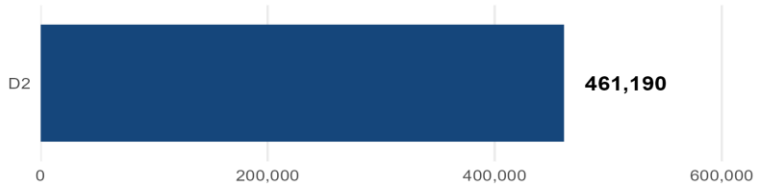
Service Area Population	23,631	
Minority Population	*Service Area*	4,807
	% Riders Surveyed	61%
Low Income Household	*Service Area*	3,137
	% Riders Surveyed	35%

Facilities/Amenities

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

Ridership

Annual Ridership



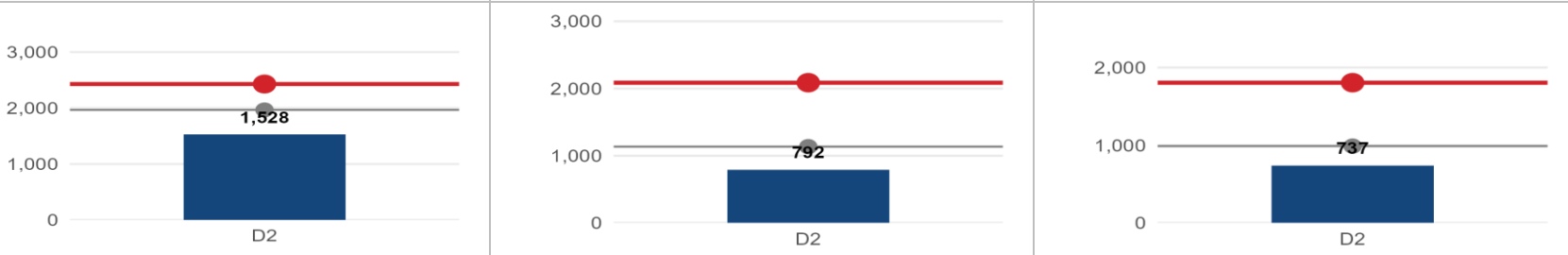
Top Transfer Locations

Dupont Circle

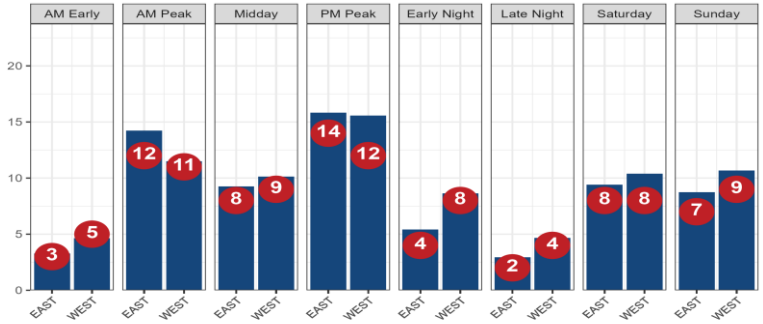
Average Daily Ridership

Class/Tier Average

System Average



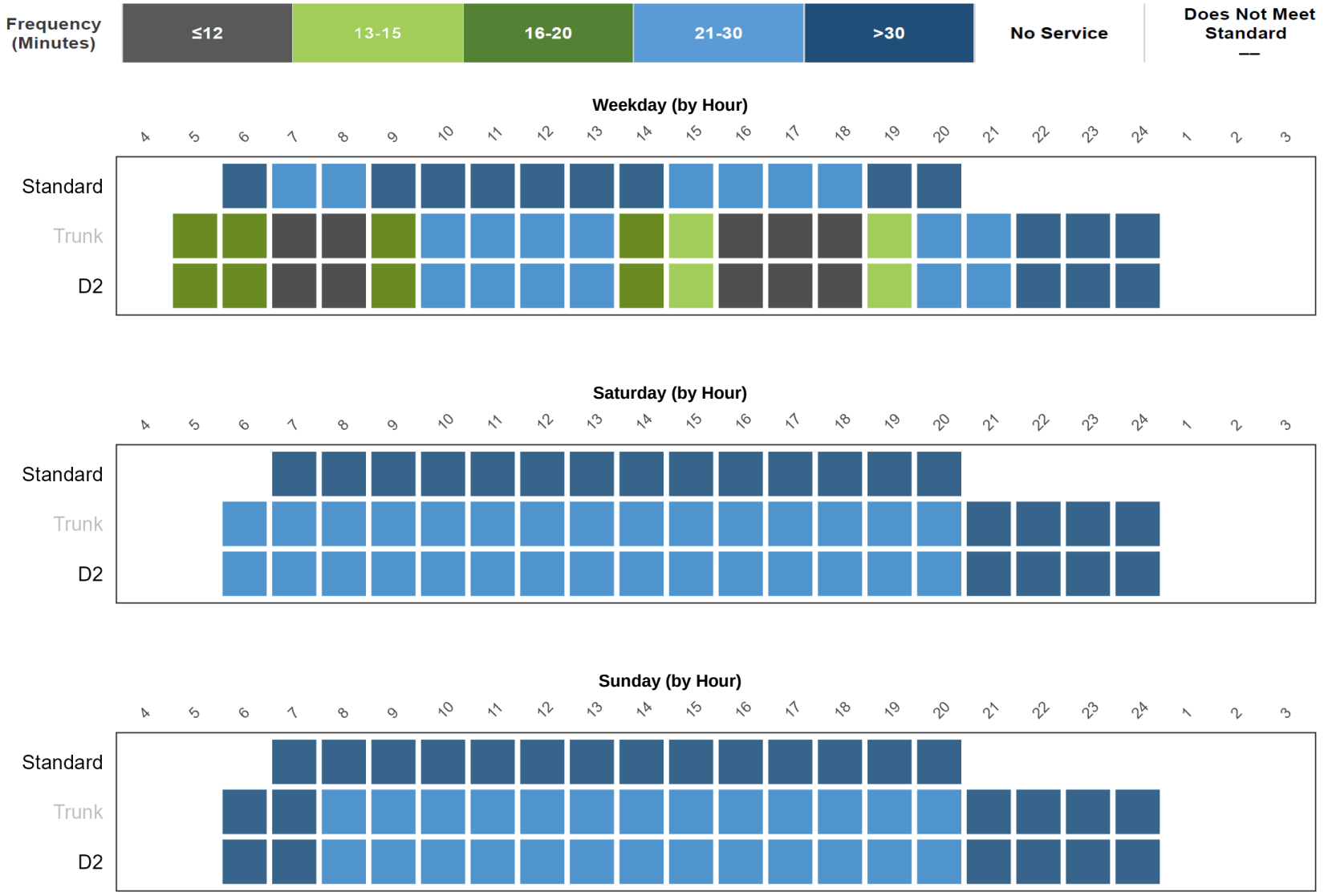
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.46	0.43
	Off-Peak Maximum Target: 1.0	0.23	0.28
	Saturday Maximum Target: 1.0	0.28	0.31
	Sunday Maximum Target: 1.0	0.27	0.32

Span and Frequency



Performance Report Card

B 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: 17.8 / Off-Peak: 26.7	A	25.0	29.8	A	27.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	27.7	31.2	A	25.0	26.5	A	24.5	23.9	A
	Passengers per Revenue Mile | 4	3.7	4.3	C	3.2	3.4	E	3.1	3.1	E
Reliability	**On-Time Performance |** 79%	79%	73%	B	80%	75%	B	75%	79%	C
	Crowding | 5%	9%	5%	E	3%	3%	A	2%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.45	Off-Peak: 0.32 Peak: 0.46	A	0.3	0.32	A	0.29	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.70	$ 4.26	A	$5.20	$ 5.01	B	$5.31	$ 5.62	B
	Cost Recovery | 25%	38%	33%	A	34%	28%	A	34%	26%	A

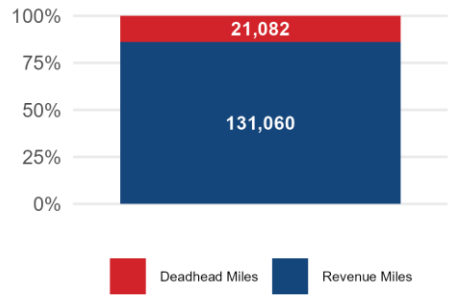
Route D2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	6.3	E
Route Design	**Circuity |** N/A	1.65	1.59	-

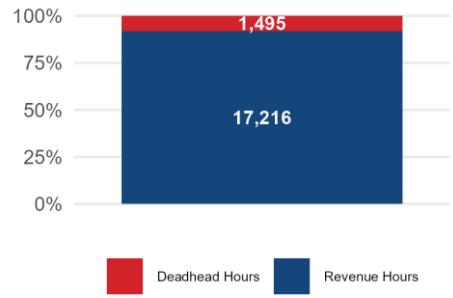
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.7	31.2	A	25.0	26.5	A	24.5	23.9	A
	Passengers per Revenue Mile | 4	3.7	4.3	C	3.2	3.4	E	3.1	3.1	E
	Unique Segment Ridership | 10%	70%	40%	A	64%	46%	A	63%	39%	A
Reliability	**On-Time Performance |** 79%	79%	73%	B	80%	75%	B	75%	79%	C
	Crowding | 5%	9%	5%	E	3%	3%	A	2%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.45	Off-Peak: 0.34 Peak: 0.48	A	0.3	0.33	A	0.29	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.70	$ 4.26	A	$5.20	$ 5.01	B	$5.31	$ 5.62	B
	Cost Recovery | 25%	38%	34%	A	34%	29%	A	34%	27%	A

Operational Analysis

Miles Allocation



Hours Allocation



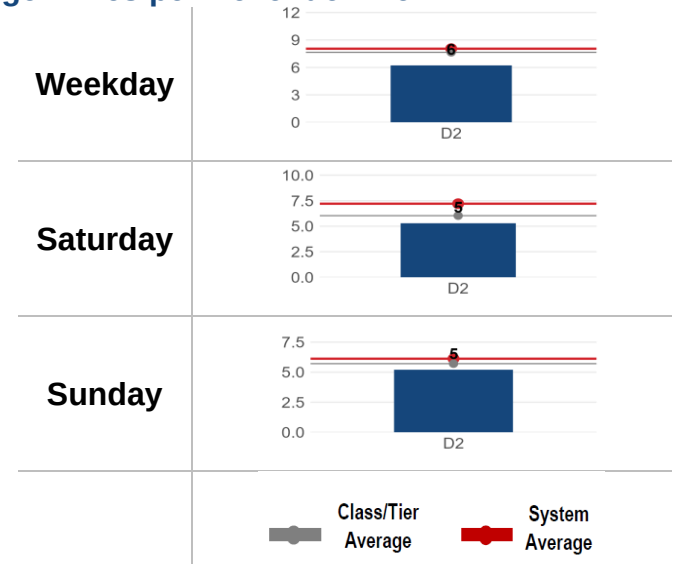
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D2	8.40	41,592	40,983 (98.5%)

Service Change Summary

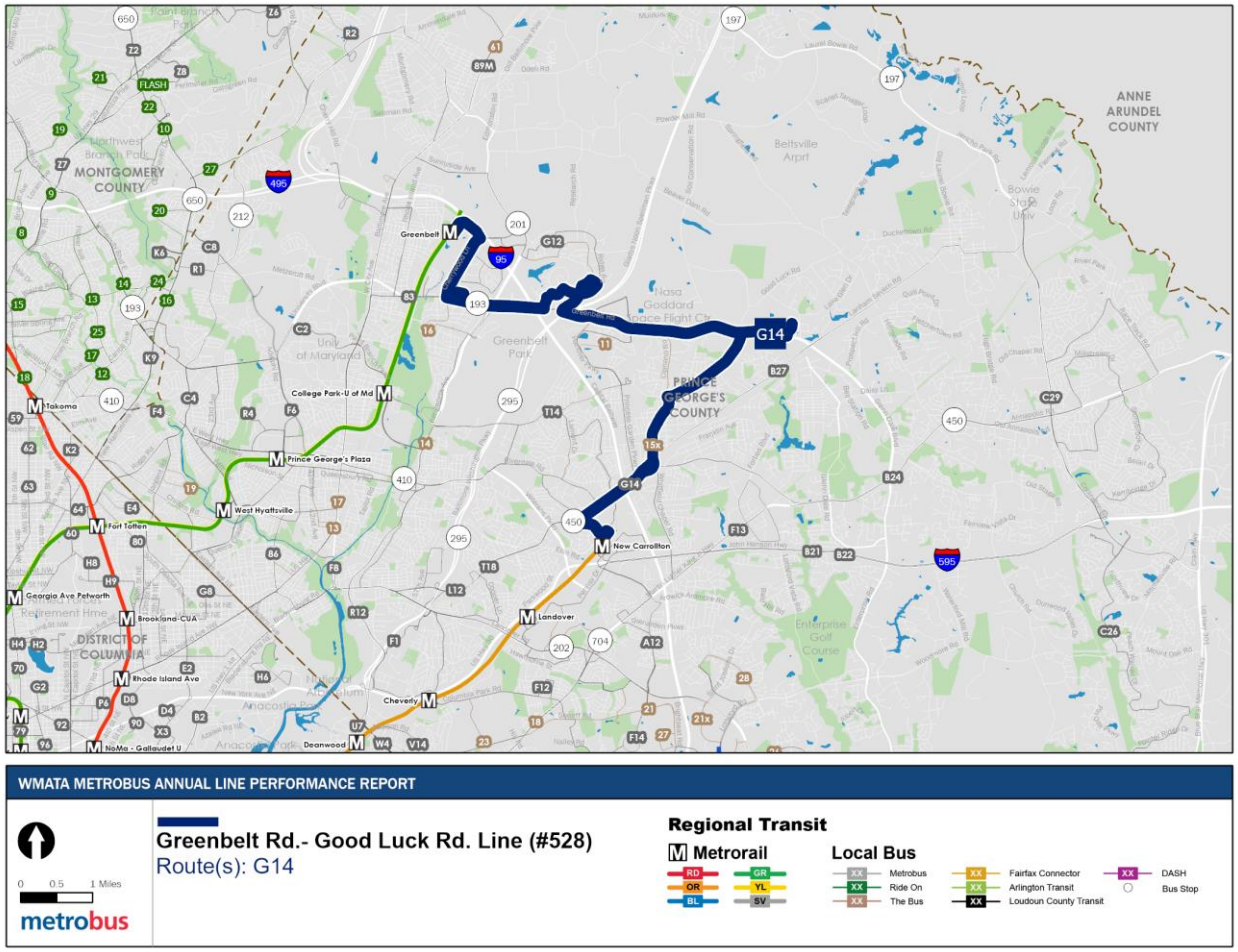
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 528 - Greenbelt Rd.- Good Luck Rd. ROUTE(S): G14

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

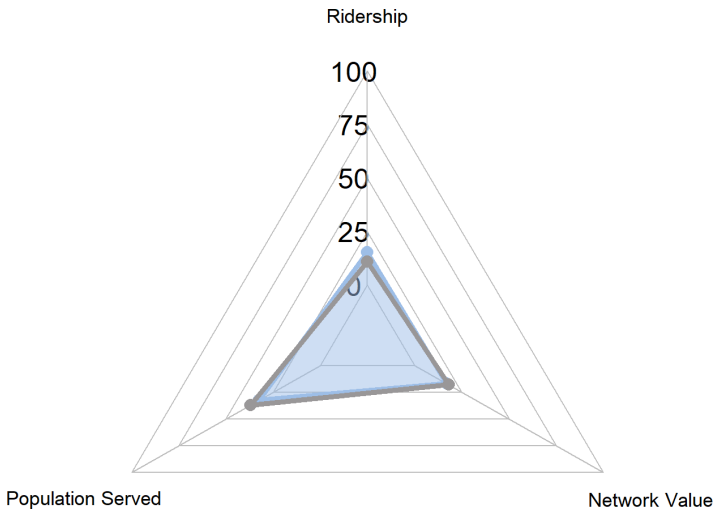
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	33	17	15	

Operating Statistics

Annual Operating Costs	$2,249,736
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

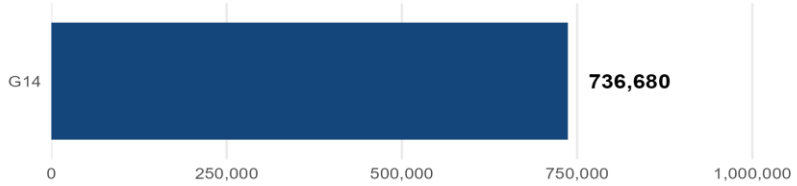
Service Area Population	30,740	
Minority Population	*Service Area*	20,142
	% Riders Surveyed	91%
Low Income Household	*Service Area*	9,118
	% Riders Surveyed	56%

Facilities/Amenities

Bus Stops	115
% Stops With Shelters	22%
% Stops With Benches	30%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



Top Transfer Locations

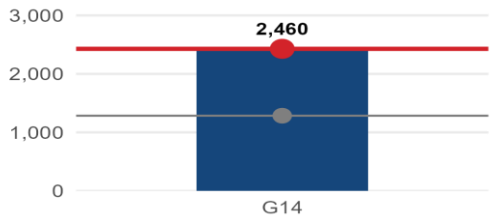
Greenbelt, New Carrollton, Prince George's Plaza

Average Daily Ridership

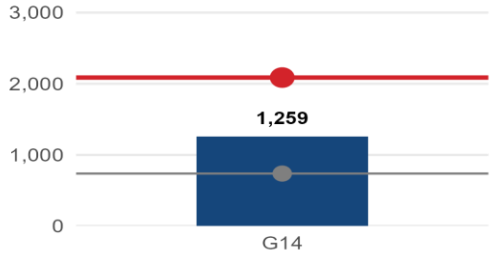
Class/Tier Average

System Average

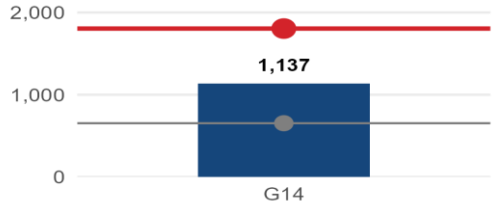
Weekday



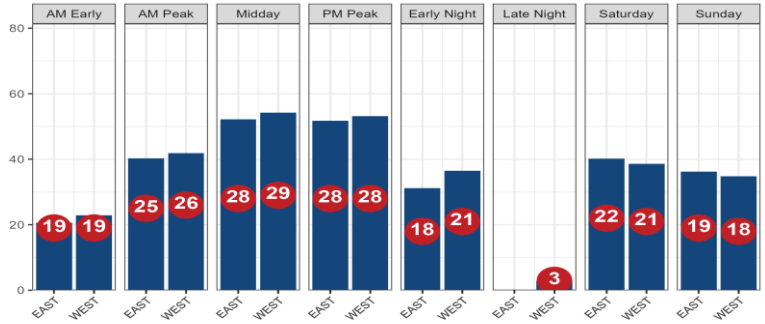
Saturday



Sunday



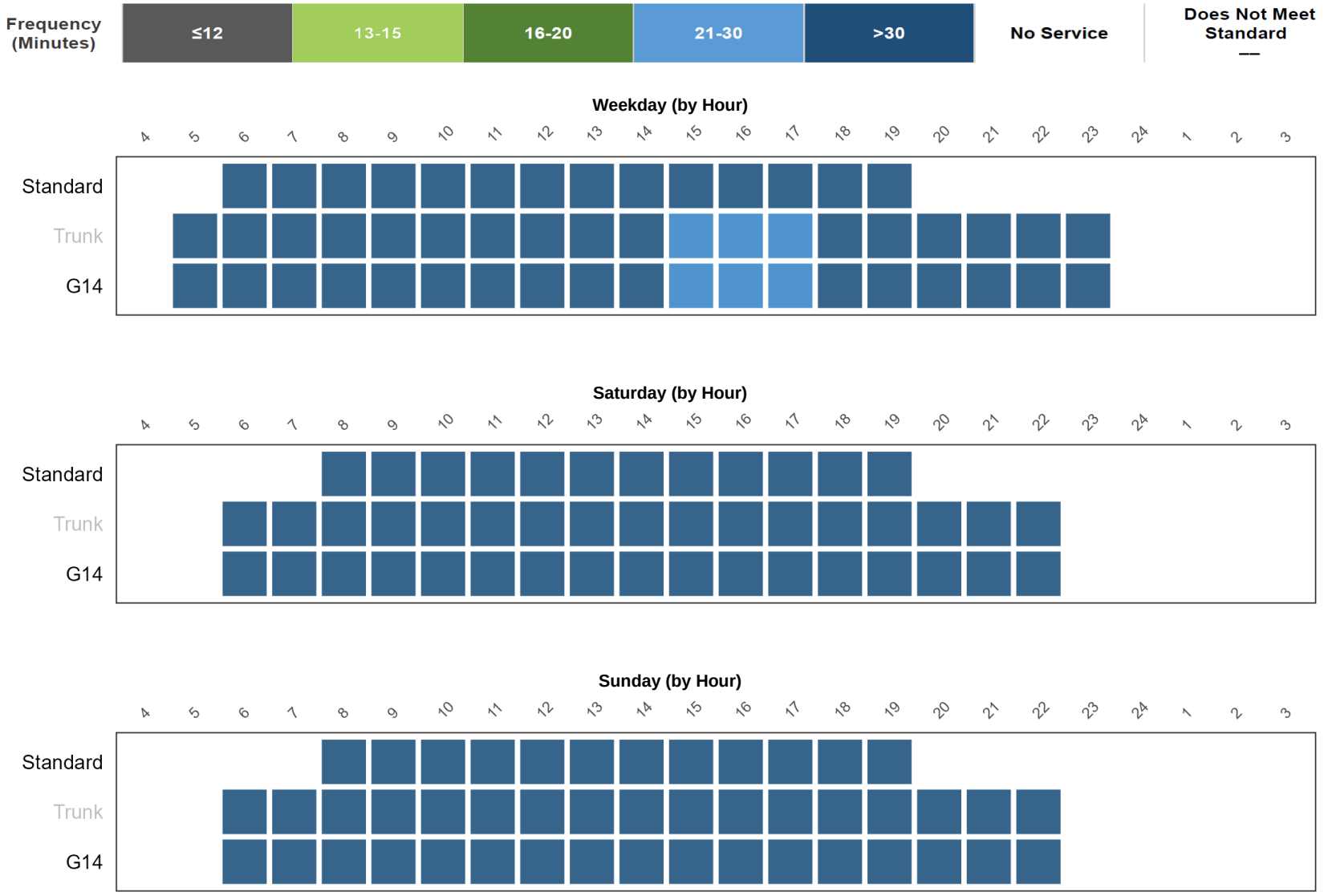
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.67	0.67
	Off-Peak Maximum Target: 1.0	0.59	0.6
	Saturday Maximum Target: 1.0	0.54	0.52
	Sunday Maximum Target: 1.0	0.47	0.45

Span and Frequency



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 - 11:34 PM	-	A	6:25 AM - 10:44 PM	-	A	6:25 AM - 10:49 PM	-	A
	Frequency of Service | varies	Peak: 30.0 / Off-Peak: 49.0	Peak: 25.9 / Off-Peak: 38.8	A	59.0	47.4	B	60.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	43.3	24.7	A	37.9	24.2	A	35.0	24.3	A
	Passengers per Revenue Mile | 1	3.3	2.2	A	2.8	2.0	A	2.5	2.0	A
Reliability	**On-Time Performance |** 79%	77%	78%	C	77%	80%	C	78%	81%	C
	Crowding | 5%	5%	1%	B	3%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.67	Off-Peak: 0.26 Peak: 0.34	A	0.53	0.28	A	0.46	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.00	$ 5.68	A	$3.43	$ 5.79	A	$3.71	$ 5.67	A
	Cost Recovery | 20%	36%	23%	A	31%	20%	A	29%	20%	A

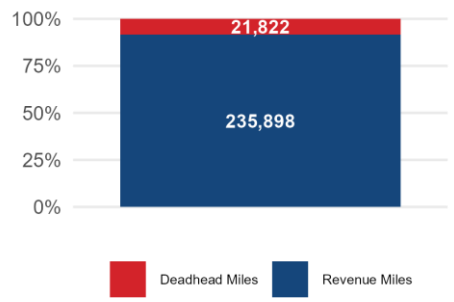
Route G14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3	4.8	E
Route Design	**Circuity |** N/A	2.2	1.78	-

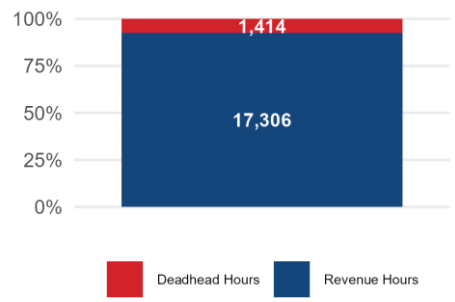
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	43.3	24.7	A	37.9	24.2	A	35.0	24.3	A
	Passengers per Revenue Mile | 1	3.3	2.2	A	2.8	2.0	A	2.5	2.0	A
	Unique Segment Ridership | 10%	39%	42%	A	34%	61%	A	54%	47%	A
Reliability	**On-Time Performance |** 79%	77%	78%	C	77%	80%	C	78%	81%	C
	Crowding | 5%	5%	1%	B	3%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.59 Peak: 0.67	Off-Peak: 0.26 Peak: 0.33	A	0.53	0.28	A	0.46	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.00	$ 5.68	A	$3.43	$ 5.79	A	$3.71	$ 5.67	A
	Cost Recovery | 20%	36%	22%	A	31%	19%	A	29%	20%	A

Operational Analysis

Miles Allocation



Hours Allocation



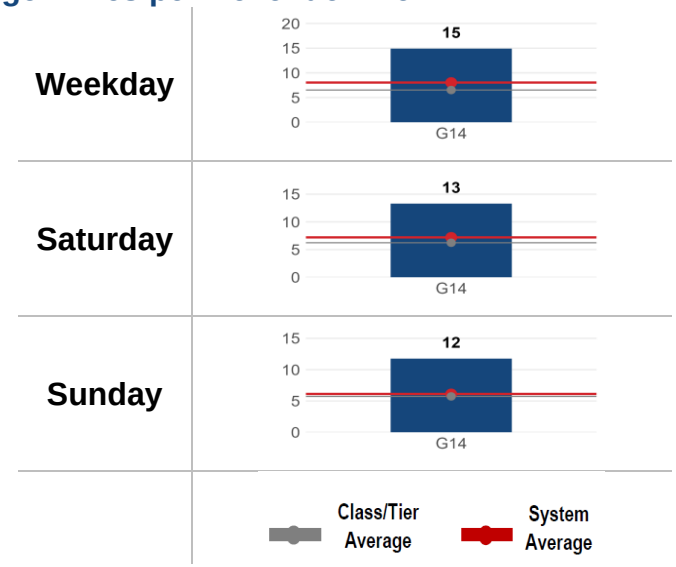
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G14	42.40	17,167	16,850 (98.2%)

Service Change Summary

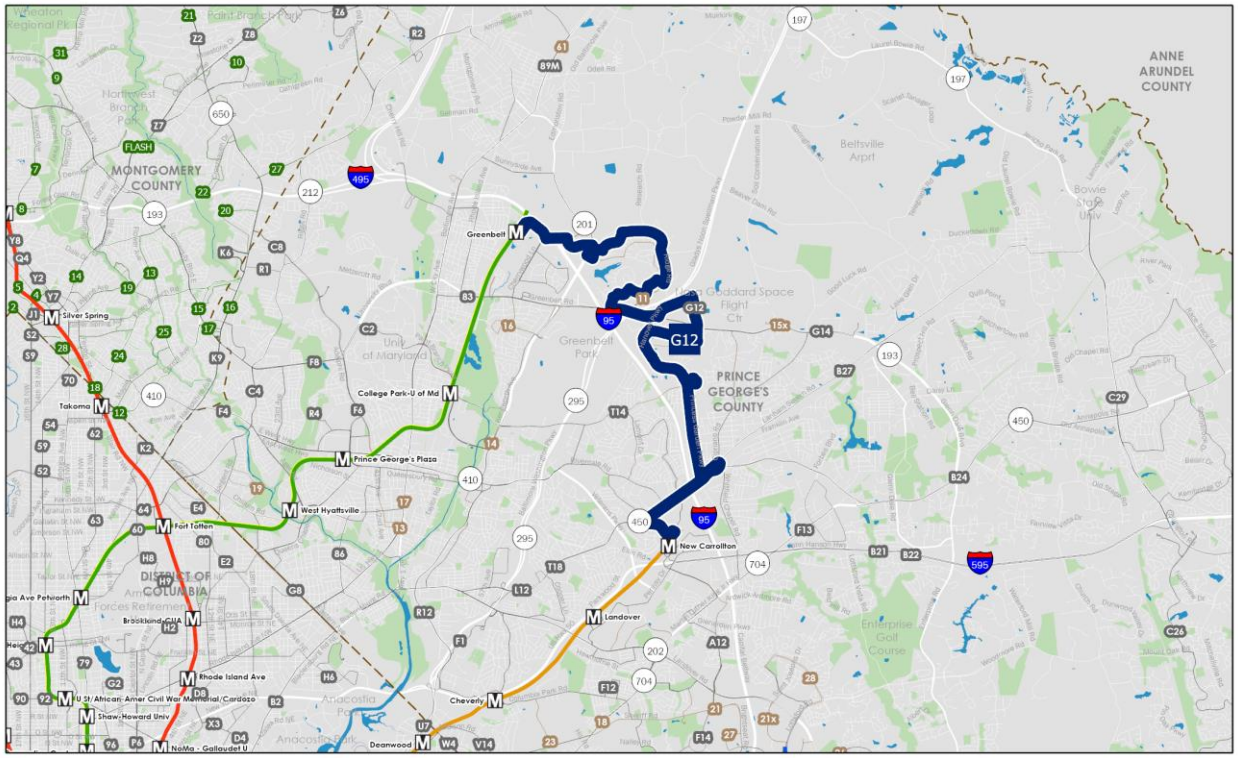
Jun 2024: No change
Sep 2024: Weekday trip added when school is in session WB departing New Carrollton at 2:50pm to address crowding; Saturday/Sunday EB buses departing Greenbelt moved 5min earlier; Travel time adjustments
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

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	B

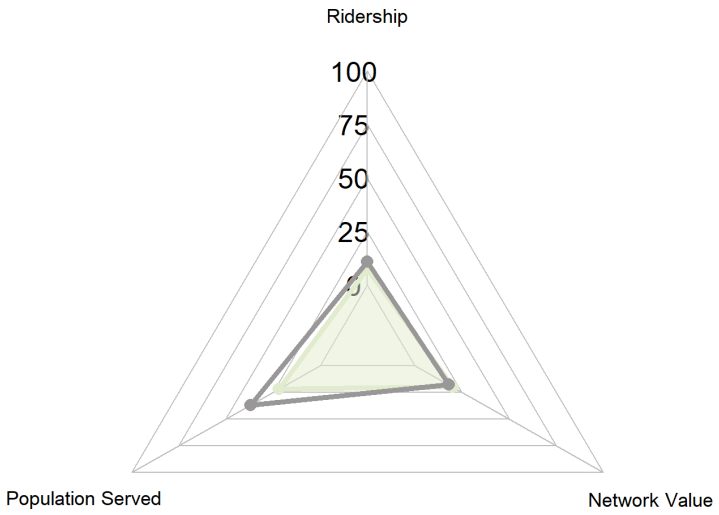
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	20	7	

Operating Statistics

Annual Operating Costs	$2,090,793
Peak Vehicles	16
Vehicle Type(s)	40 Foot

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

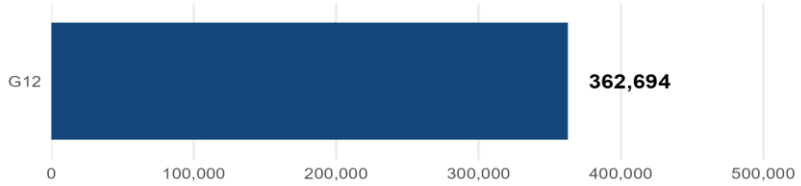
Service Area Population		24,235
Minority Population	*Service Area*	15,268
	% Riders Surveyed	94%
Low Income Household	*Service Area*	5,943
	% Riders Surveyed	59%

Facilities/Amenities

Bus Stops	124
% Stops With Shelters	19%
% Stops With Benches	27%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



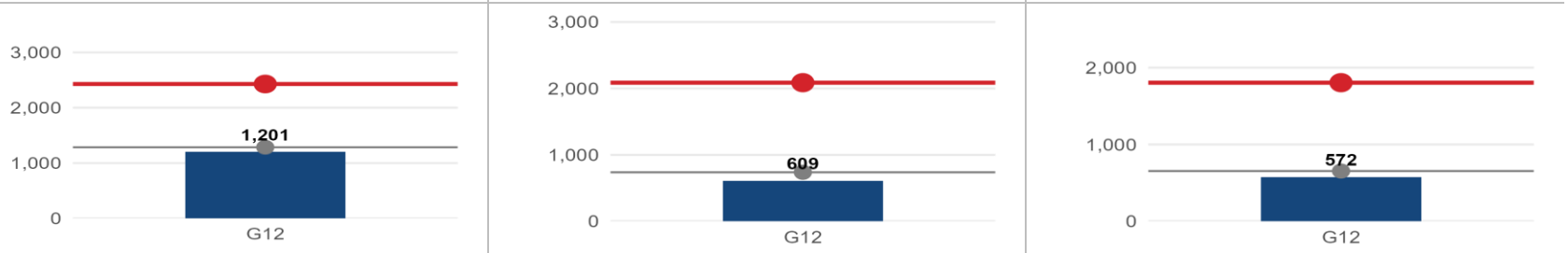
Top Transfer Locations

Greenbelt, New Carrollton, Deanwood

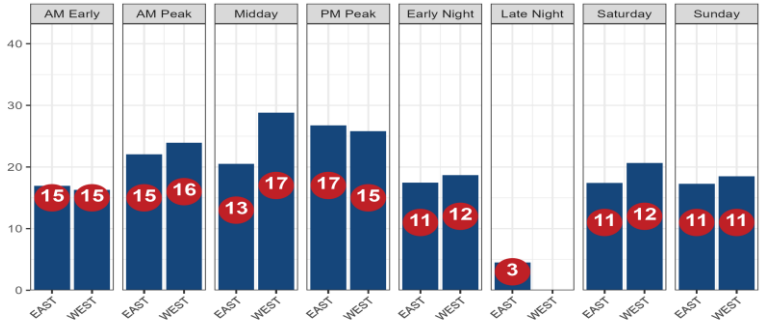
Average Daily Ridership

Class/Tier Average

System Average



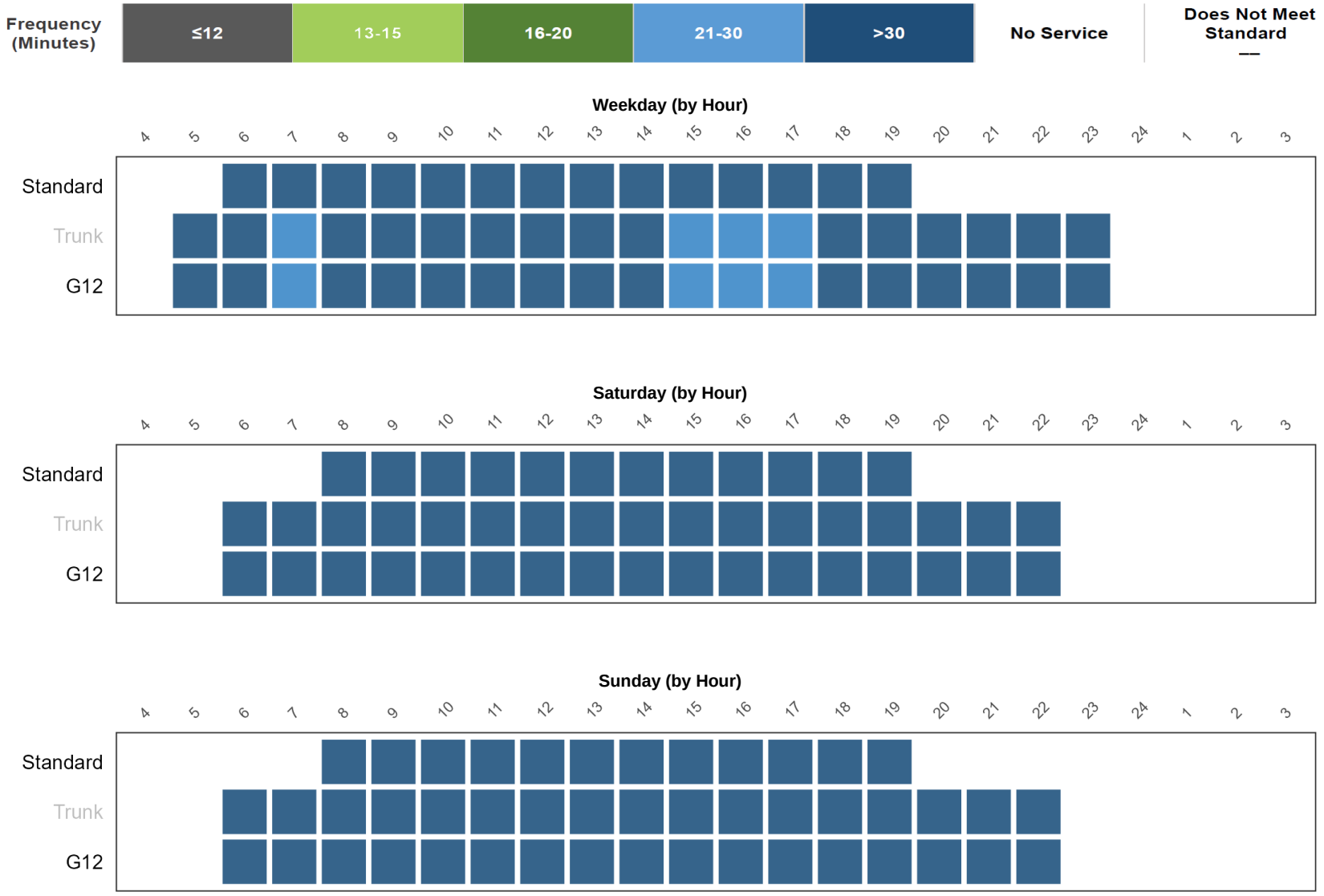
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.39	0.39
Weekday	**Off-Peak** Maximum Target: 1.0	0.27	0.38
	Saturday Maximum Target: 1.0	0.27	0.3
	Sunday Maximum Target: 1.0	0.27	0.28

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	60.0	47.4	B	59.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	23.4	24.7	A	20.4	24.2	A	18.9	24.3	A
	Passengers per Revenue Mile | 1	1.9	2.2	A	1.5	2.0	A	1.4	2.0	A
Reliability	**On-Time Performance |** 79%	80%	78%	B	78%	80%	C	79%	81%	B
	Crowding | 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.26 Peak: 0.34	A	0.28	0.28	A	0.27	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.55	$ 5.68	A	$6.37	$ 5.79	A	$6.90	$ 5.67	A
	Cost Recovery | 20%	22%	23%	B	19%	20%	C	18%	20%	D

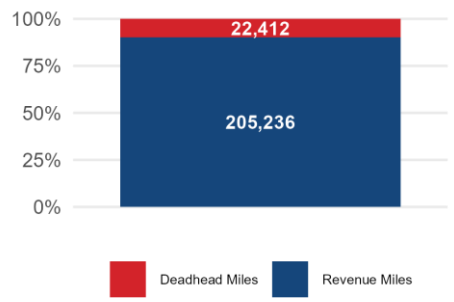
Route G12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.2	4.8	E
Route Design	**Circuity |** N/A	2.08	1.78	-

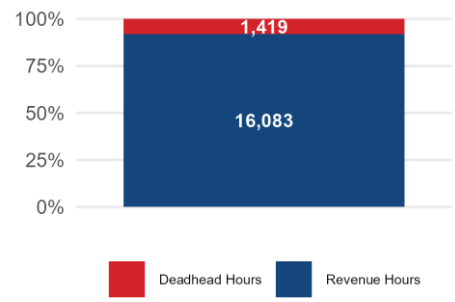
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	23.4	24.7	A	20.4	24.2	A	18.9	24.3	A
	Passengers per Revenue Mile | 1	1.9	2.2	A	1.5	2.0	A	1.4	2.0	A
	Unique Segment Ridership | 10%	57%	42%	A	49%	61%	A	51%	47%	A
Reliability	**On-Time Performance |** 79%	80%	78%	B	78%	80%	C	79%	81%	B
	Crowding | 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.26 Peak: 0.33	A	0.28	0.28	A	0.27	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.55	$ 5.68	A	$6.37	$ 5.79	A	$6.90	$ 5.67	A
	Cost Recovery | 20%	22%	22%	B	19%	19%	C	18%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



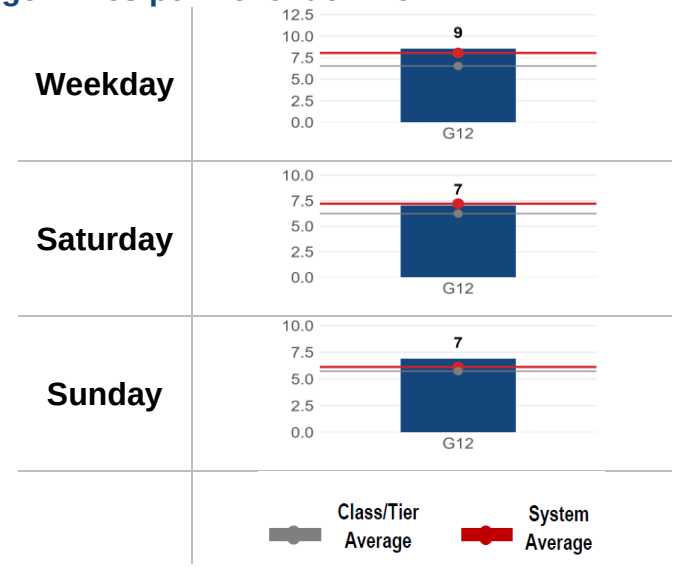
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G12	40.20	16,792	16,447 (97.9%)

Service Change Summary

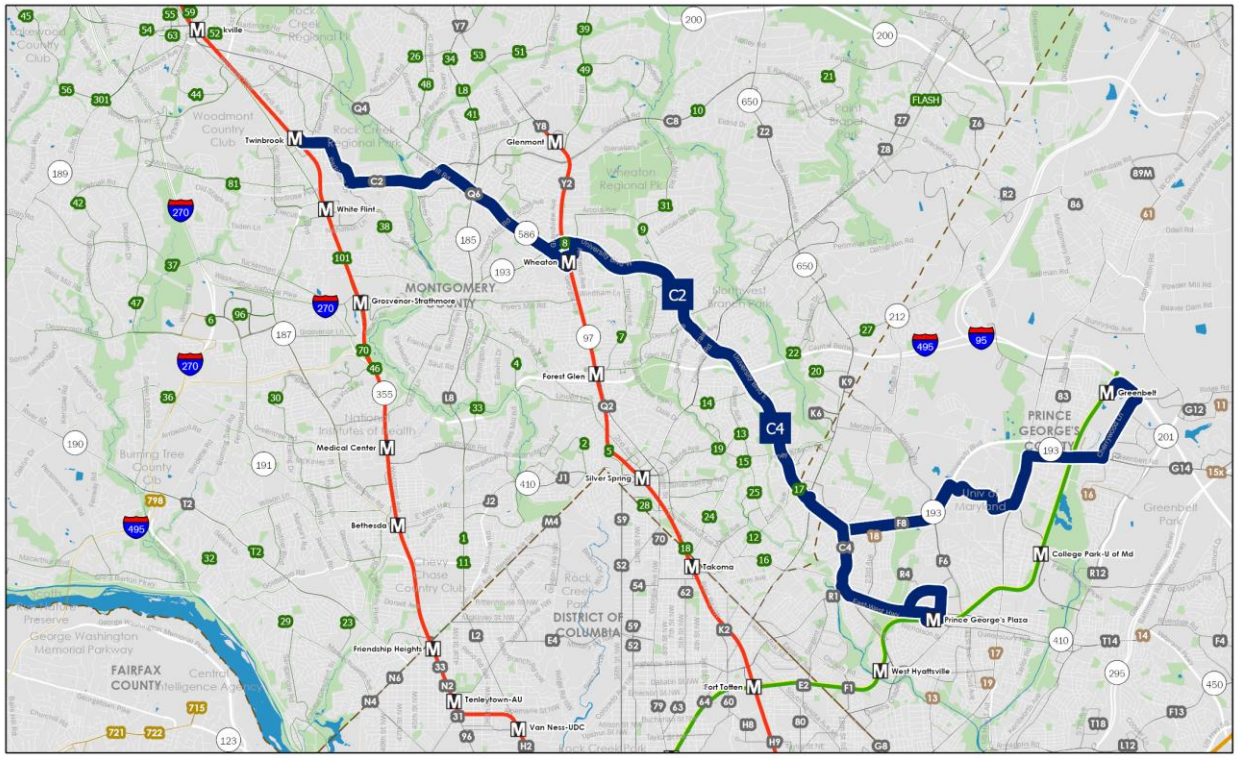
Jun 2024: No change
Sep 2024: No change
Dec 2024: Routing change at Doctors Community Hospital to operate via internal roadway east of parking garage instead of Mallery Dr; Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

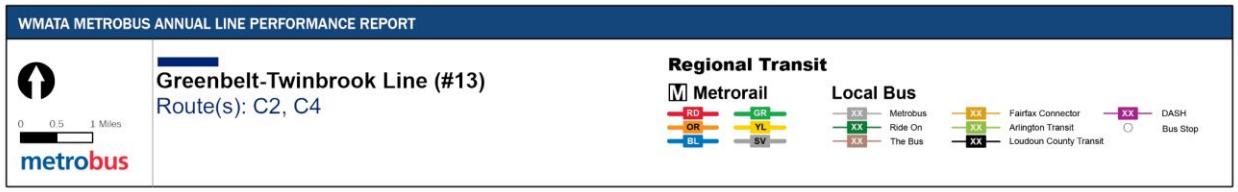
Passenger Miles per Revenue Mile



LINE: 13 - Greenbelt-Twinbrook ROUTE(S): C2, C4

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

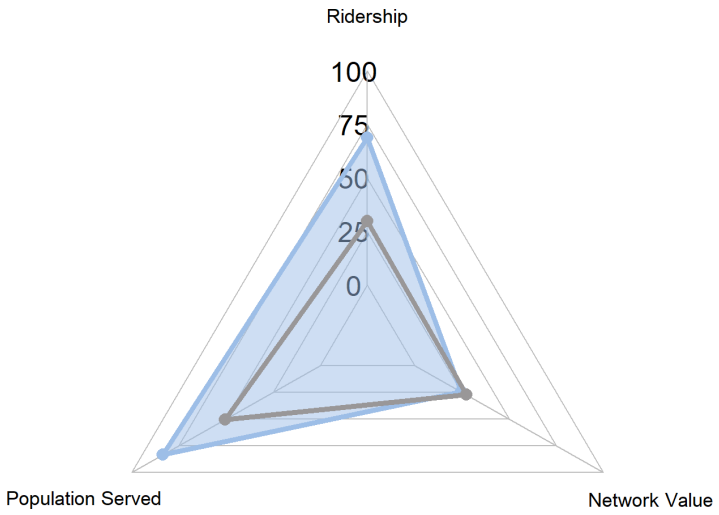
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

59

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	83	25	69	

Operating Statistics

Annual Operating Costs	$12,576,746
Peak Vehicles	24
Vehicle Type(s)	40 Foot

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

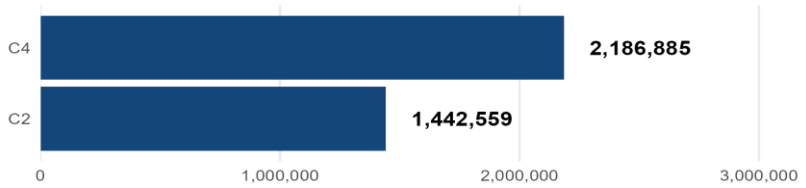
Service Area Population		99,254
Minority Population	*Service Area*	35,330
	% Riders Surveyed	87%
Low Income Household	*Service Area*	33,994
	% Riders Surveyed	65%

Facilities/Amenities

Bus Stops	184
% Stops With Shelters	27%
% Stops With Benches	35%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



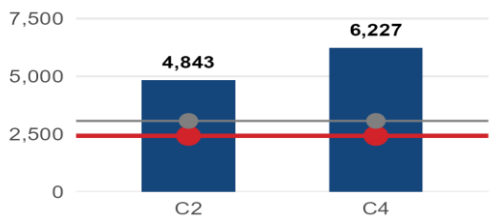
Top Transfer Locations

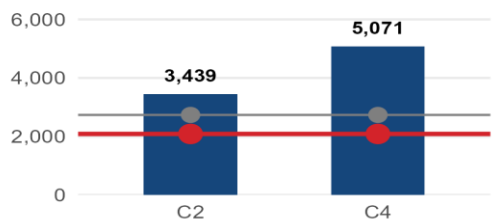
Twinbrook, Prince George's Plaza, Wheaton

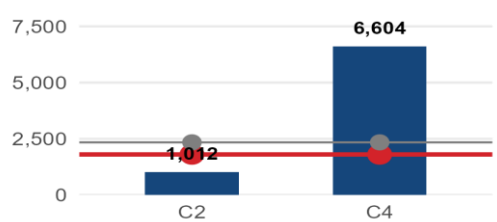
Average Daily Ridership

Class/Tier Average

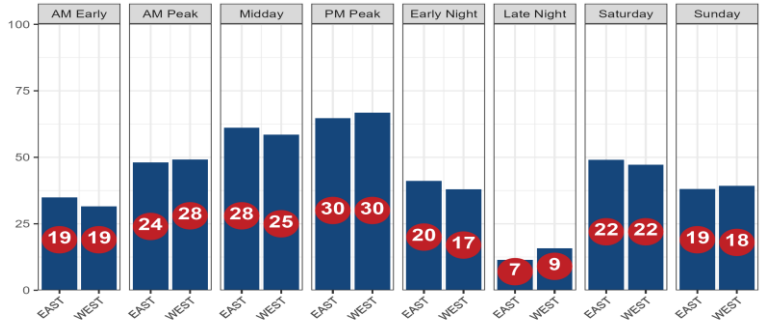
System Average







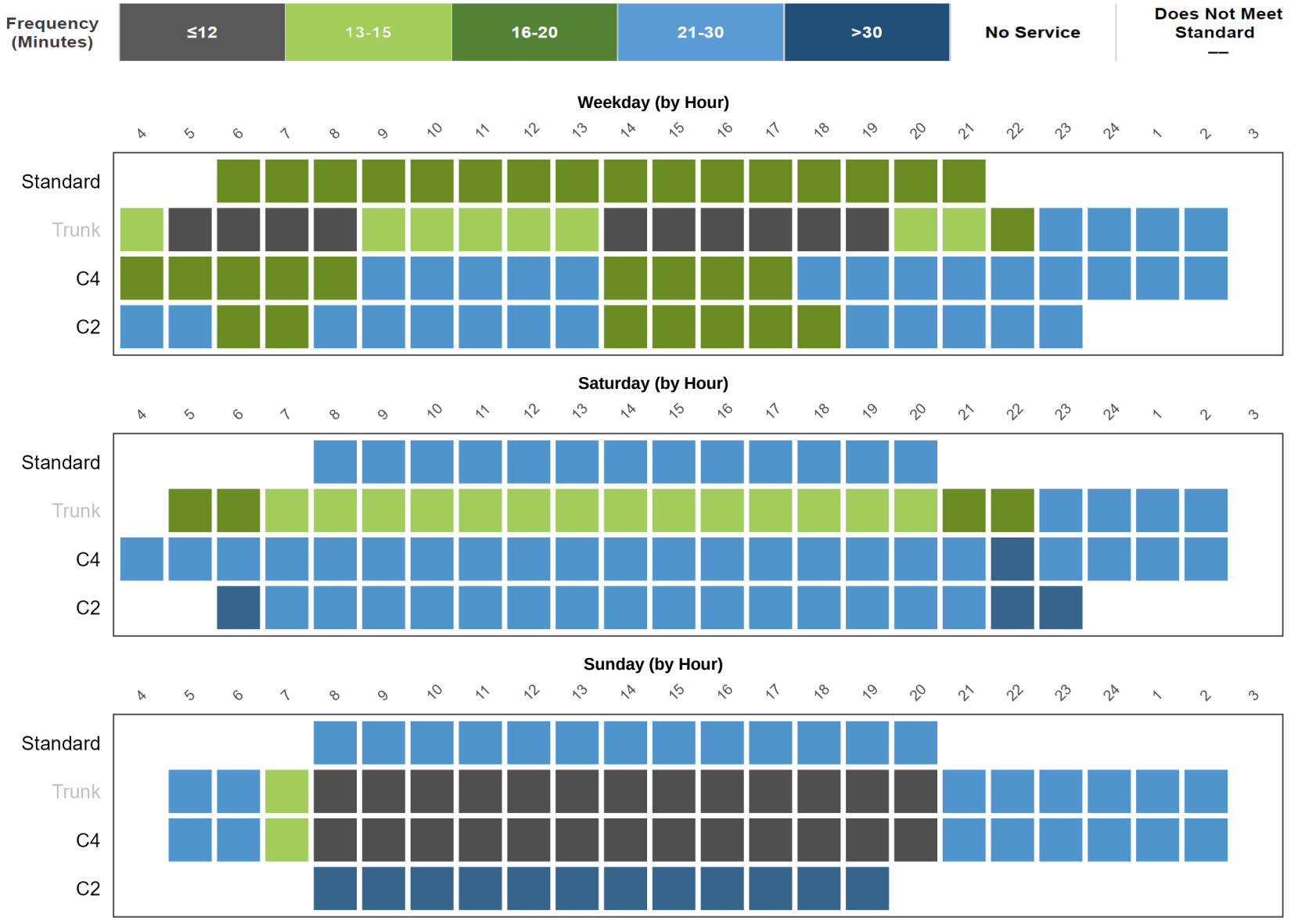
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.69	0.72
	Off-Peak Maximum Target: 1.0	0.56	0.51
	Saturday Maximum Target: 1.0	0.56	0.54
	Sunday Maximum Target: 1.0	0.47	0.46

Span and Frequency



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	4:12 AM - 2:47 AM	-	A	4:50 AM - 2:55 AM	-	A	5:25 AM - 2:52 AM	-	A
	Frequency of Service | varies	Peak: 10.0 / Off-Peak: 13.0	Peak: 15.6 / Off-Peak: 20	A	15.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	39.8	29.6	A	37.6	28.2	A	31.3	25.5	A
	Passengers per Revenue Mile | 2	3.7	2.9	A	3.4	2.6	A	2.9	2.3	A
Reliability	**On-Time Performance |** 79%	72%	75%	D	74%	77%	C	79%	78%	B
	Crowding | 5%	5%	2%	B	3%	1%	A	1%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.7	Off-Peak: 0.39 Peak: 0.49	B	0.55	0.38	A	0.46	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.27	$ 5.18	A	$3.46	$ 5.36	A	$4.16	$ 6.15	A
	Cost Recovery | 20%	38%	29%	A	36%	26%	A	30%	23%	A

Route C2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3	4.5	E
Route Design	**Circuity |** 1.75	1.55	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	39.9	29.6	A	37.9	28.2	A	49.9	25.5	A
	Passengers per Revenue Mile | 2	3.8	2.9	A	3.4	2.6	A	5.2	2.3	A
	Unique Segment Ridership | 10%	12%	19%	B	12%	36%	B	33%	37%	A
Reliability	**On-Time Performance |** 79%	68%	75%	E	70%	77%	D	72%	78%	D
	Crowding | 5%	5%	2%	B	2%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.66	Off-Peak: 0.39 Peak: 0.49	A	0.52	0.4	A	0.51	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.26	$ 5.18	A	$3.43	$ 5.36	A	$2.61	$ 6.15	A
	Cost Recovery | 20%	39%	29%	A	37%	27%	A	49%	24%	A

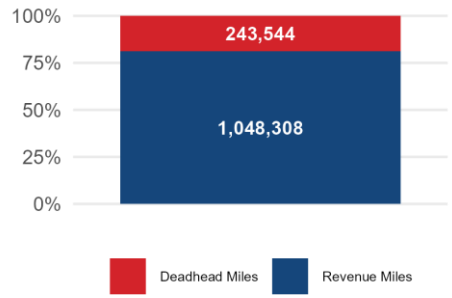
Route C4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	4.5	A
Route Design	**Circuity |** 1.75	1.22	1.47	A

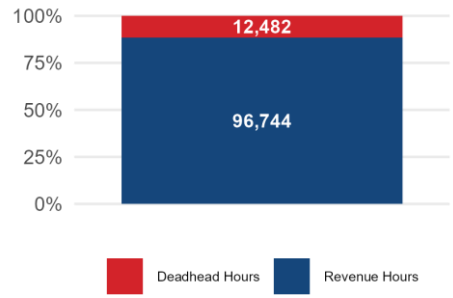
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	39.7	29.6	A	37.4	28.2	A	29.6	25.5	A
	Passengers per Revenue Mile | 2	3.6	2.9	A	3.5	2.6	A	2.7	2.3	A
	Unique Segment Ridership | 10%	15%	19%	A	23%	36%	A	69%	37%	A
Reliability	**On-Time Performance |** 79%	74%	75%	C	77%	77%	C	79%	78%	B
	Crowding | 5%	5%	2%	B	3%	1%	A	1%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.75	Off-Peak: 0.39 Peak: 0.49	B	0.58	0.4	A	0.46	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.27	$ 5.18	A	$3.48	$ 5.36	A	$4.40	$ 6.15	A
	Cost Recovery | 20%	37%	29%	A	35%	27%	A	27%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



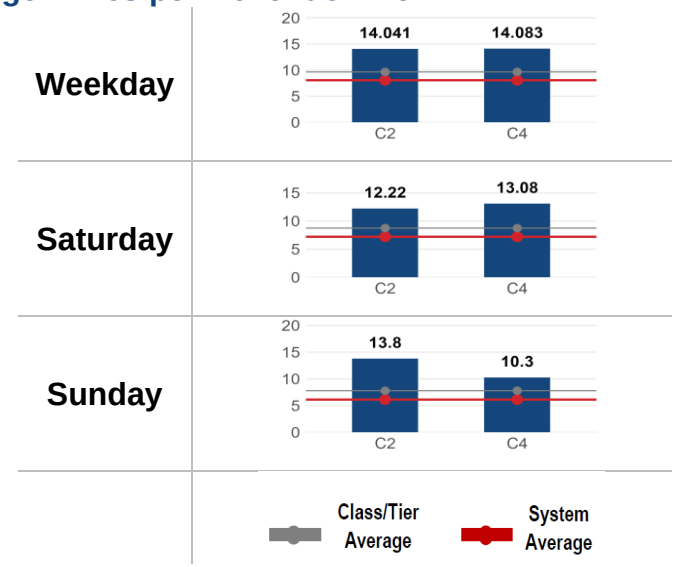
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C2	43.80	30,480	29,783 (97.7%)
C4	32.50	44,902	44,255 (98.6%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

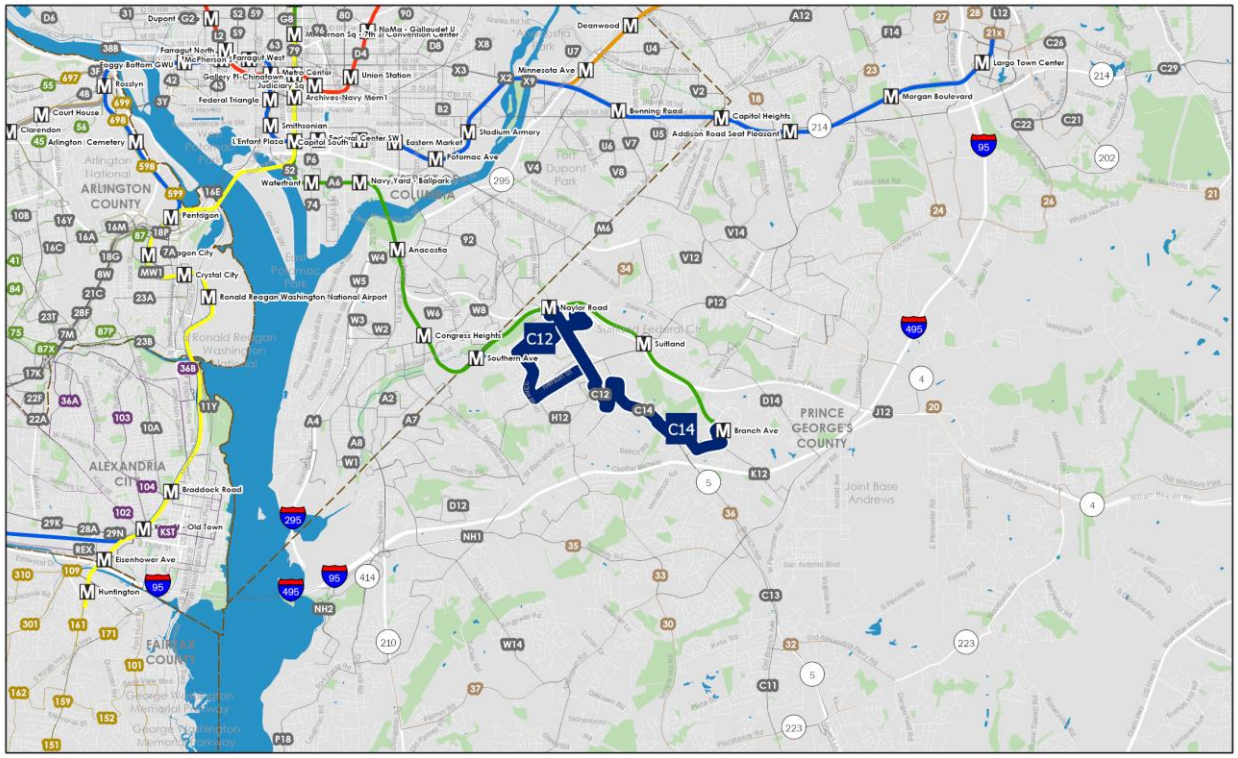
Passenger Miles per Revenue Mile

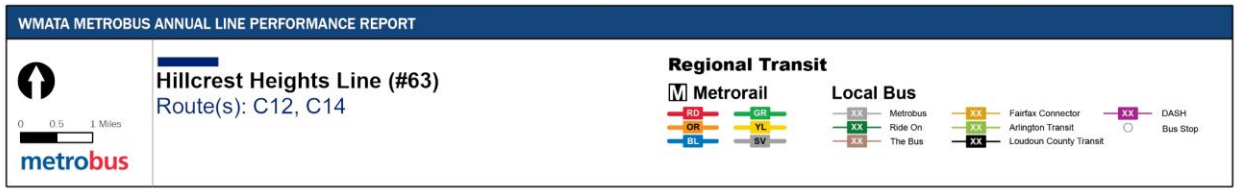


LINE: 63 - Hillcrest Heights

ROUTE(S): C12, C14

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

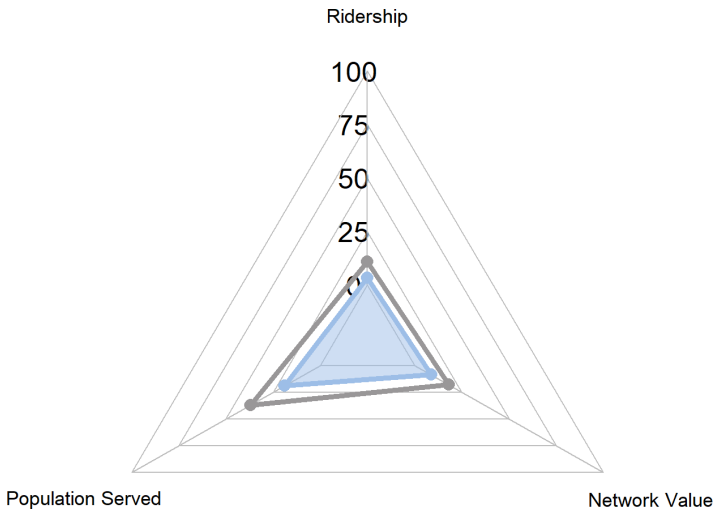
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

10

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	19	9	4	

Operating Statistics

Annual Operating Costs	$1,185,601
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

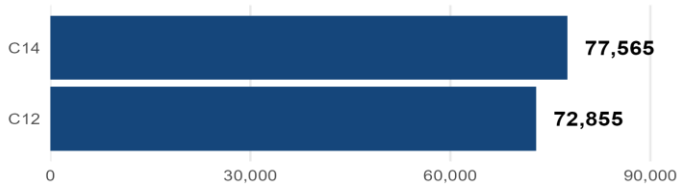
Service Area Population	22,485	
Minority Population	*Service Area*	20,137
	% Riders Surveyed	98%
Low Income Household	*Service Area*	6,269
	% Riders Surveyed	55%

Facilities/Amenities

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

Ridership

Annual Ridership



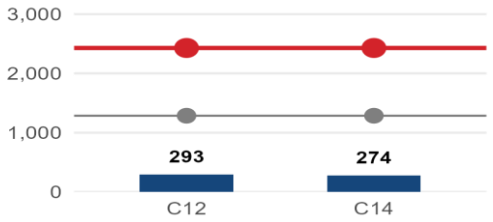
Top Transfer Locations

Naylor Road, Branch Avenue

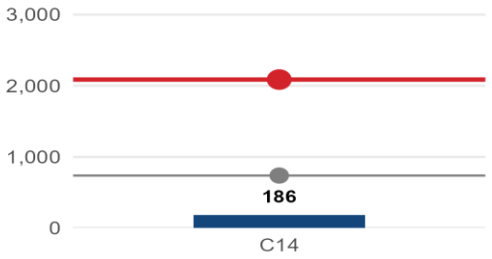
Average Daily Ridership



Weekday



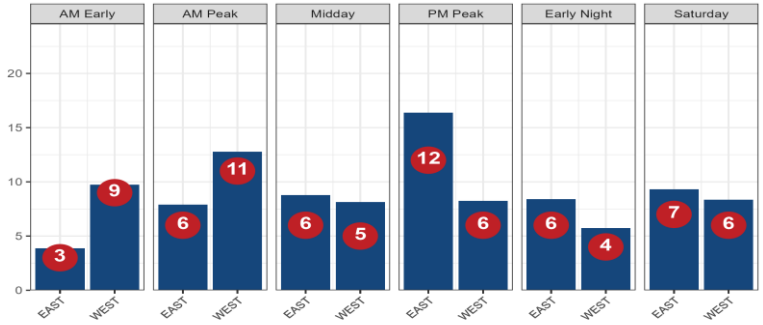
Saturday



Sunday

No Service

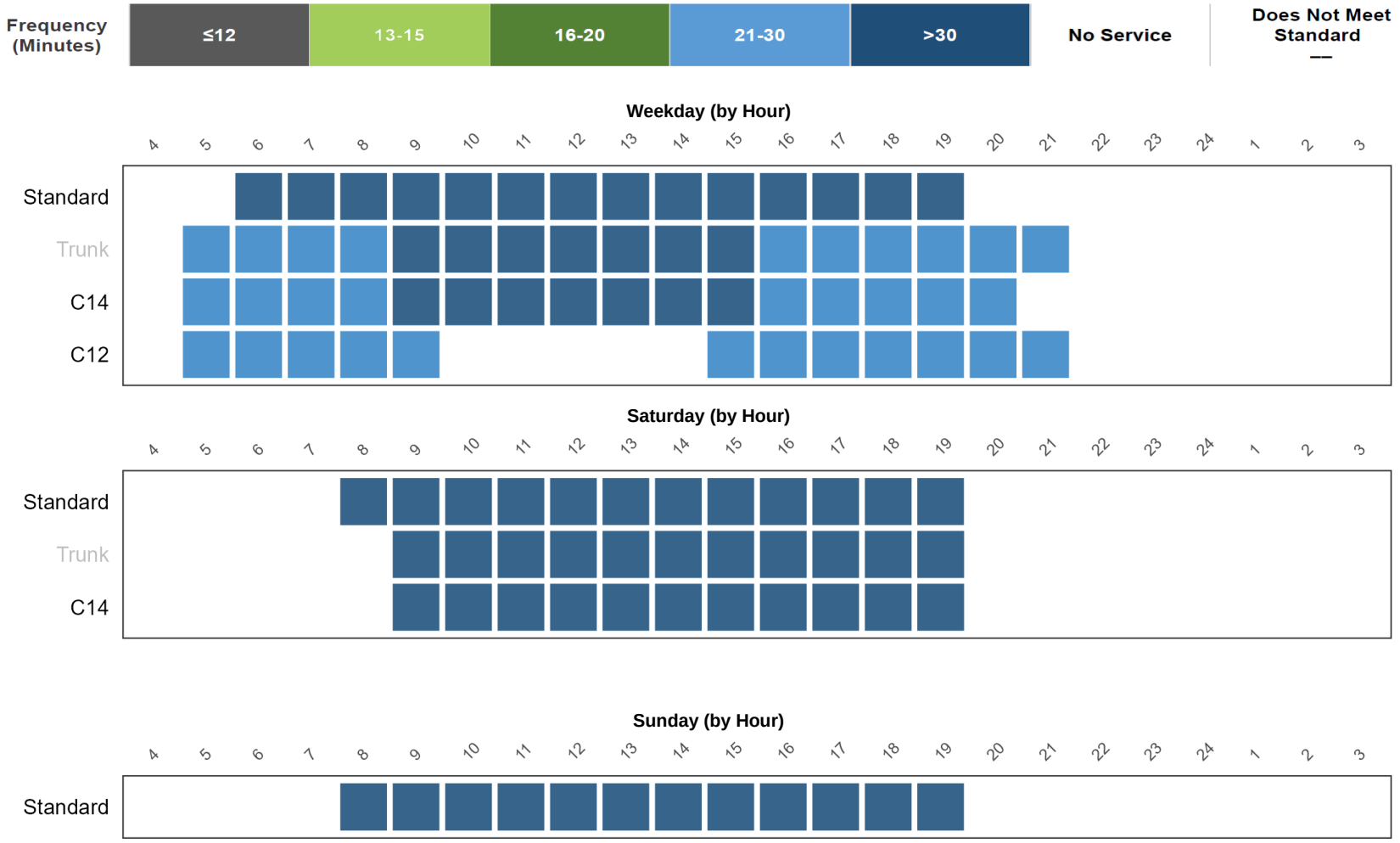
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.23	0.2
	Off-Peak Maximum Target: 1.0	0.15	0.15
	Saturday Maximum Target: 1.0	0.17	0.15
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	60.0	47.4	B	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	16.7	24.7	A	18.0	24.2	A	-	-	-
	Passengers per Revenue Mile | 1	1.5	2.2	A	1.5	2.0	A	-	-	-
Reliability	**On-Time Performance |** 79%	84%	78%	B	85%	80%	A	-	-	-
	Crowding | 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.22	Off-Peak: 0.26 Peak: 0.34	A	0.16	0.28	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.79	$ 5.68	C	$7.23	$ 5.79	B	-	-	-
	Cost Recovery | 20%	12%	23%	E	13%	20%	E	-	-	-

Route C12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	4.8	E
Route Design	**Circuity |** N/A	2.16	1.78	-

	Measure | Standard	Weekday			Saturday			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	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.7	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	9%	42%	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.3	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.05	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	16%	22%	D	-	-	-	-	-	-

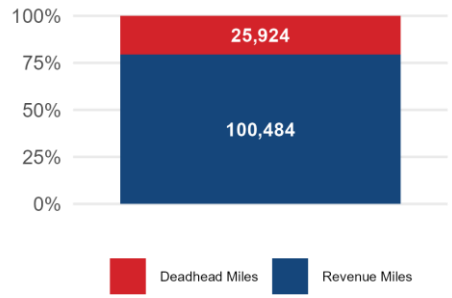
Route C14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	4.8	A
Route Design	**Circuity |** N/A	1.74	1.78	-

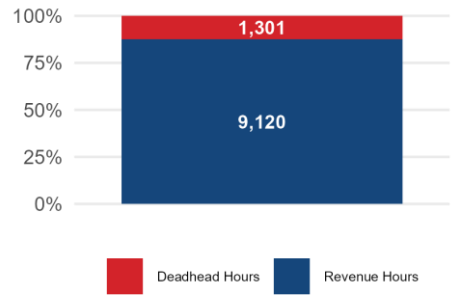
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	15.1	24.7	A	18.0	24.2	A	-	-	-
	Passengers per Revenue Mile | 1	1.4	2.2	A	1.5	2.0	A	-	-	-
	Unique Segment Ridership | 10%	4%	42%	E	78%	61%	A	-	-	-
Reliability	**On-Time Performance |** 79%	86%	78%	A	85%	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: 0.26 Peak: 0.33	A	0.16	0.28	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.60	$ 5.68	D	$7.23	$ 5.79	B	-	-	-
	Cost Recovery | 20%	8%	22%	E	10%	19%	E	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



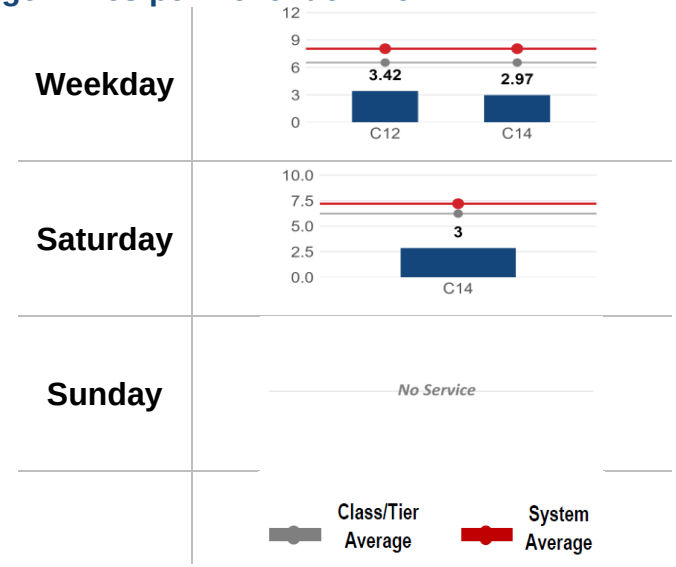
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C12	15.40	5,704	5,429 (95.2%)
C14	12.40	9,629	9,343 (97.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

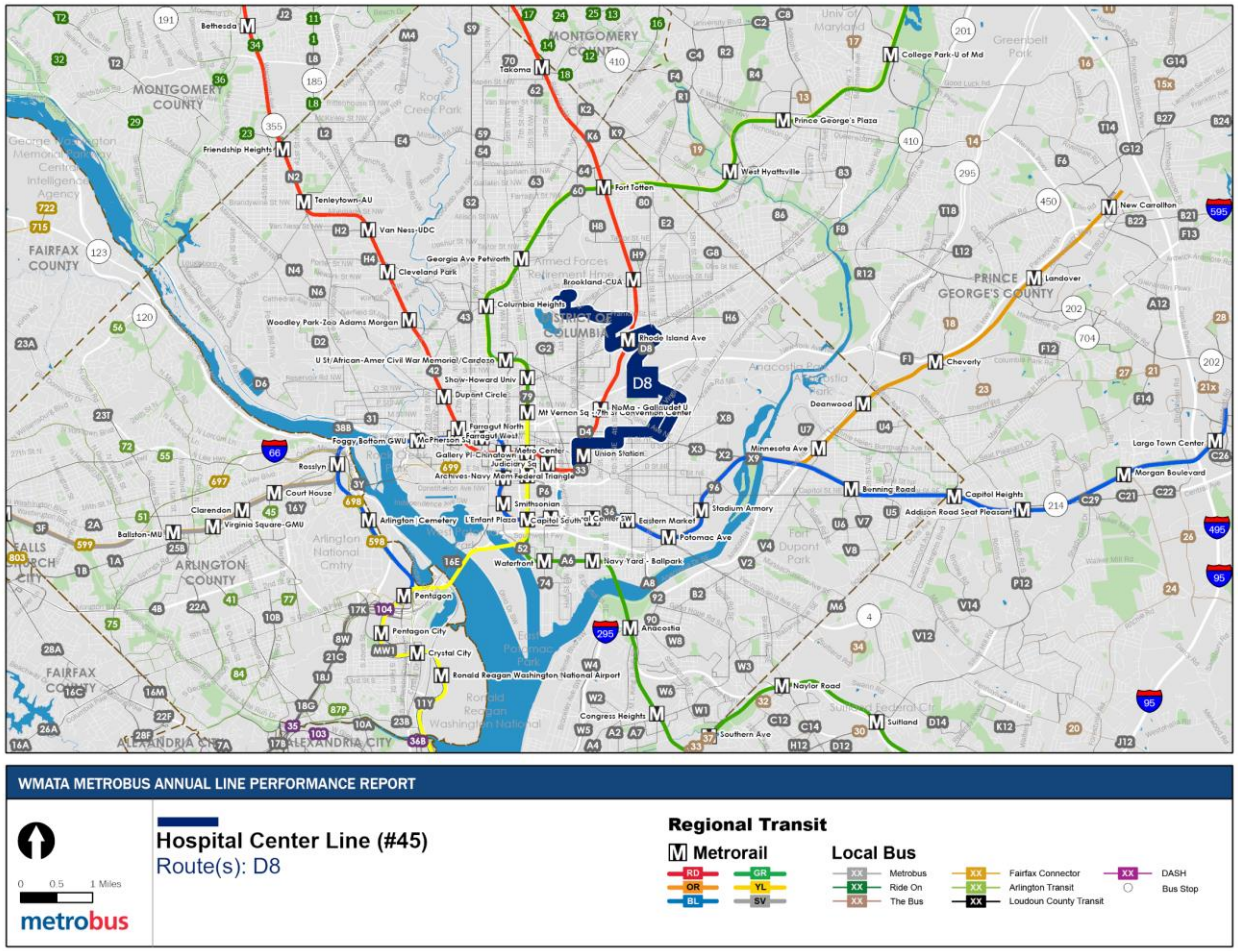
Passenger Miles per Revenue Mile



LINE: 45 - Hospital Center

ROUTE(S): D8

About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	B

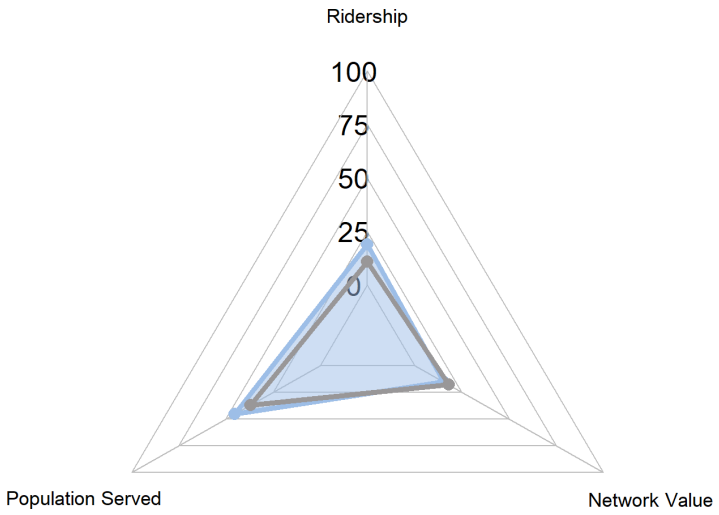
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	15	19	

Operating Statistics

Annual Operating Costs	$4,498,192
Peak Vehicles	9
Vehicle Type(s)	40 Foot

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

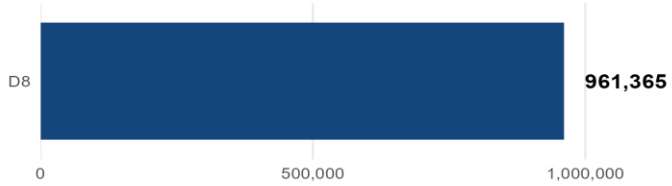
Service Area Population	37,036	
Minority Population	*Service Area*	20,066
	% Riders Surveyed	85%
Low Income Household	*Service Area*	8,256
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	77
% Stops With Shelters	16%
% Stops With Benches	14%
% Stops With Real-Time Signs	4%

Ridership

Annual Ridership



Top Transfer Locations

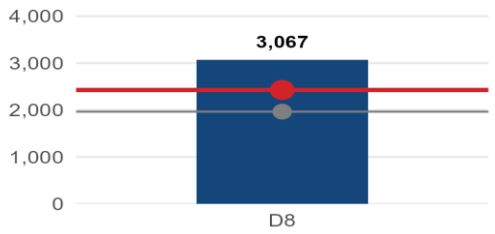
Rhode Island Avenue, Union Station

Average Daily Ridership

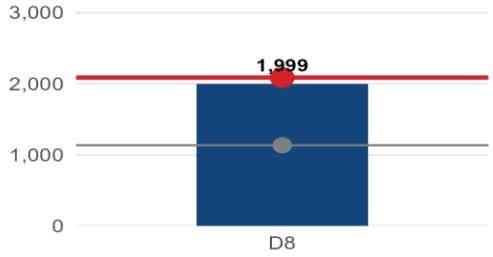
Class/Tier Average

System Average

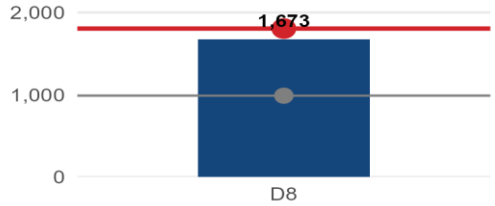
Weekday



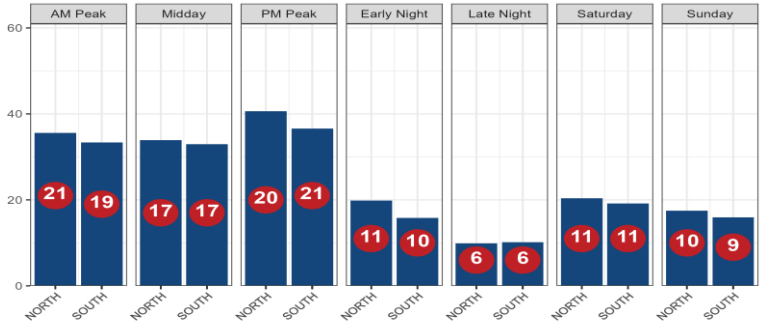
Saturday



Sunday



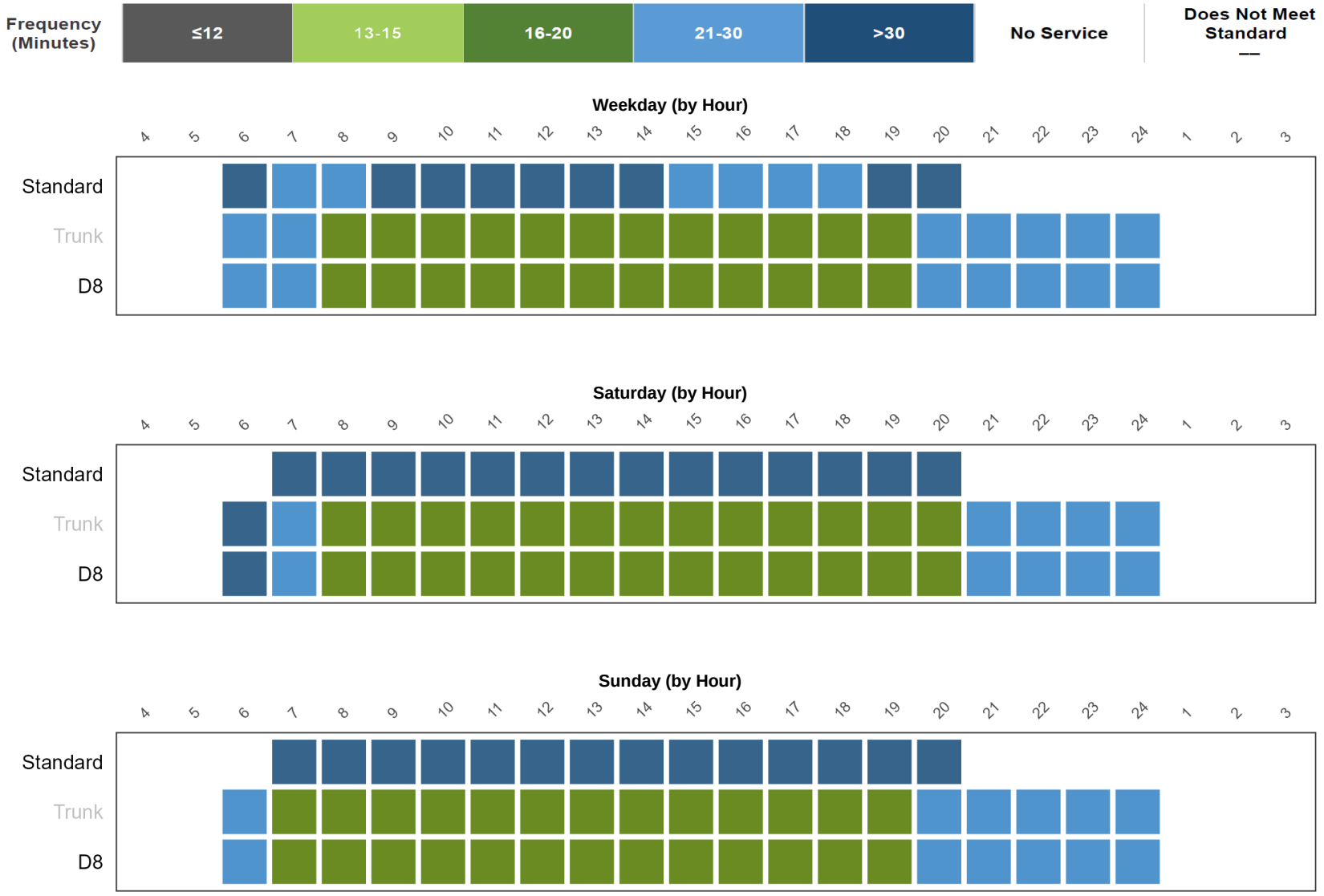
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.52	0.49
Weekday	**Off-Peak** Maximum Target: 1.0	0.35	0.36
	Saturday Maximum Target: 1.0	0.28	0.28
	Sunday Maximum Target: 1.0	0.24	0.23

Span and Frequency



Performance Report Card

B Hospital Center

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	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: 17.8 / Off-Peak: 26.7	A	21.0	29.8	A	21.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	31.2	31.2	A	23.5	26.5	A	19.0	23.9	C
	Passengers per Revenue Mile | 4	4.5	4.3	A	2.9	3.4	E	2.5	3.1	E
Reliability	**On-Time Performance |** 79%	73%	73%	D	72%	75%	D	78%	79%	C
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.5	Off-Peak: 0.32 Peak: 0.46	A	0.28	0.32	A	0.24	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.17	$ 4.26	A	$5.53	$ 5.01	C	$6.86	$ 5.62	E
	Cost Recovery | 25%	25%	33%	C	19%	28%	D	15%	26%	E

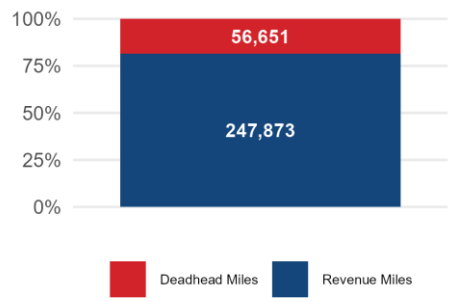
Route D8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	6.3	E
Route Design	**Circuity |** N/A	2.72	1.59	-

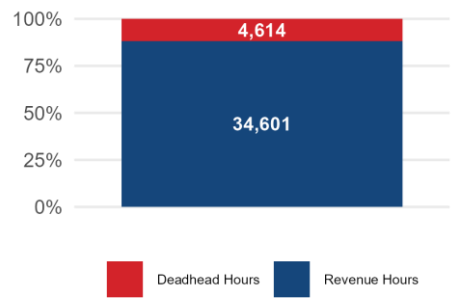
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	31.2	31.2	A	23.5	26.5	A	19.0	23.9	C
	Passengers per Revenue Mile | 4	4.5	4.3	A	2.9	3.4	E	2.5	3.1	E
	Unique Segment Ridership | 10%	24%	40%	A	26%	46%	A	23%	39%	A
Reliability	**On-Time Performance |** 79%	73%	73%	D	72%	75%	D	78%	79%	C
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.5	Off-Peak: 0.34 Peak: 0.48	A	0.28	0.33	A	0.24	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.17	$ 4.26	A	$5.53	$ 5.01	C	$6.86	$ 5.62	E
	Cost Recovery | 25%	25%	34%	C	19%	29%	D	15%	27%	E

Operational Analysis

Miles Allocation



Hours Allocation



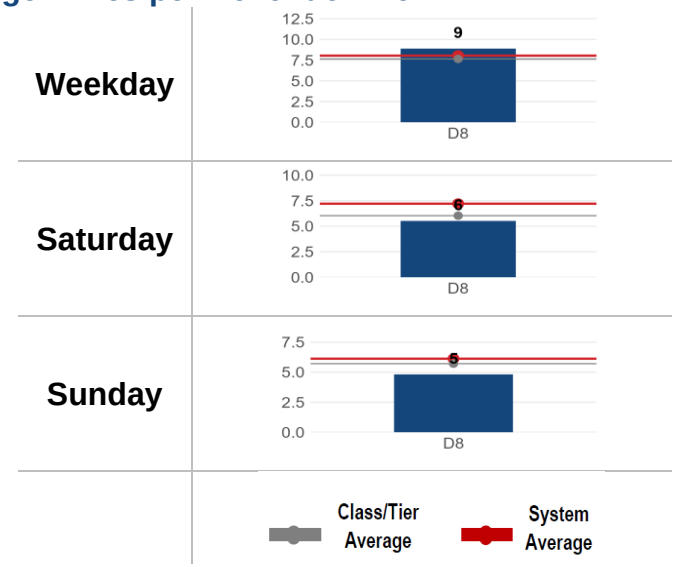
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D8	13.50	36,257	34,718 (95.8%)

Service Change Summary

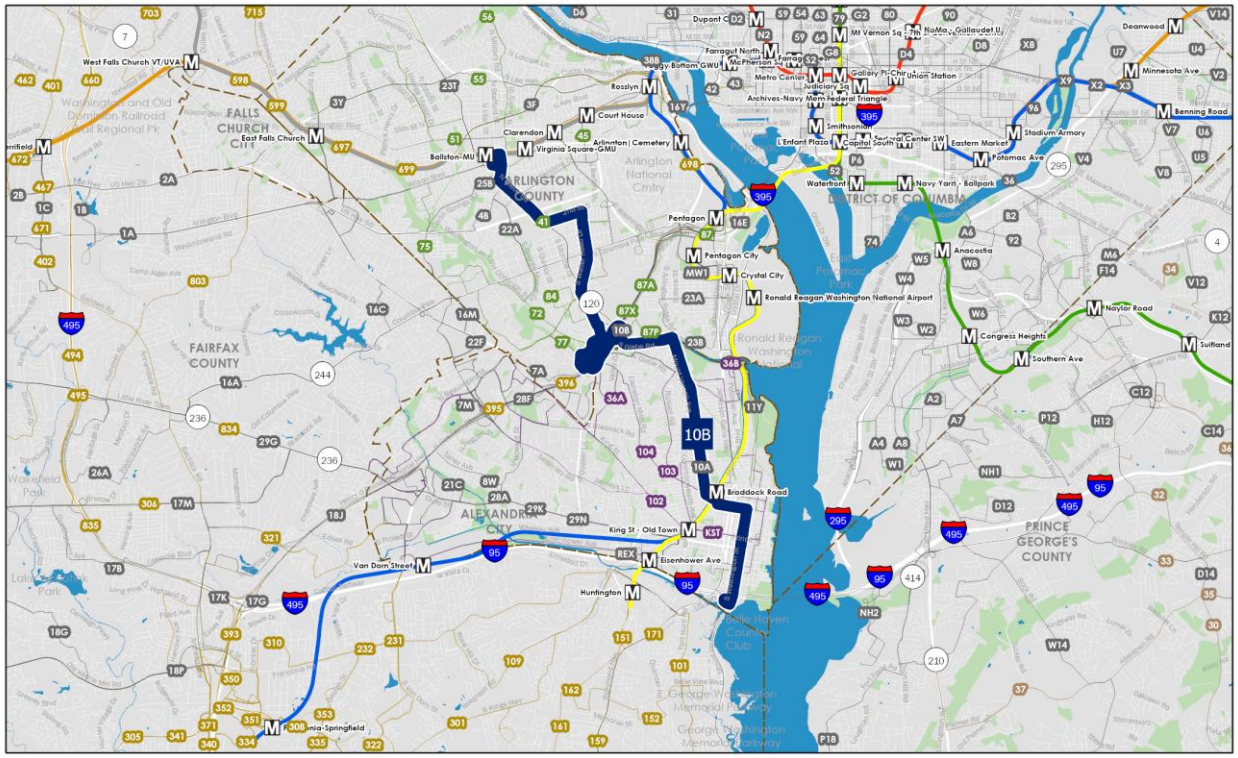
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	D

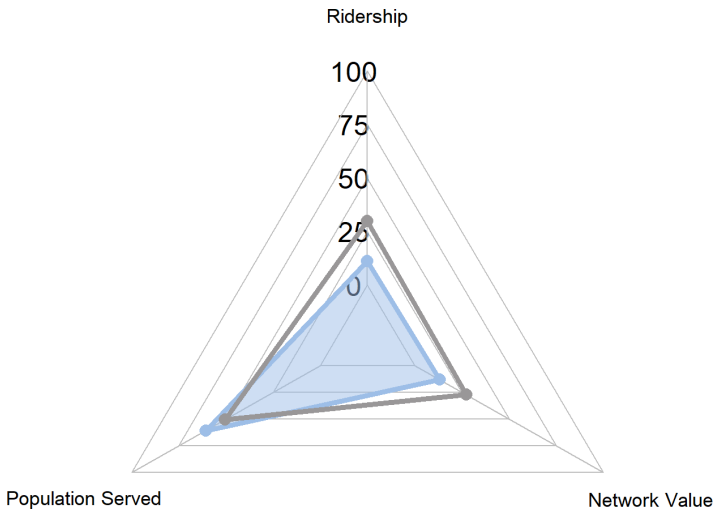
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

28

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	61	13	11	

Operating Statistics

Annual Operating Costs	$3,995,629
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

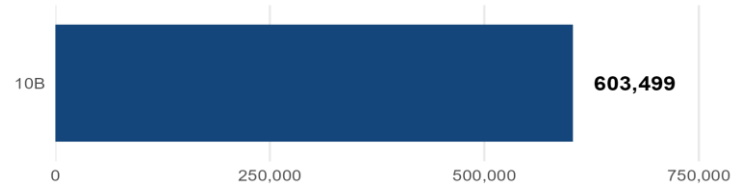
Service Area Population		68,698
Minority Population	*Service Area*	15,987
	% Riders Surveyed	78%
Low Income Household	*Service Area*	12,186
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	130
% Stops With Shelters	22%
% Stops With Benches	32%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



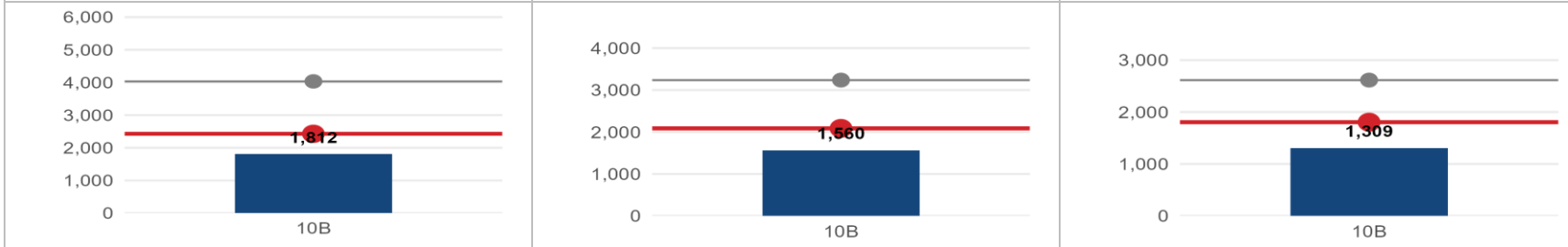
Top Transfer Locations

Braddock Road, Ballston

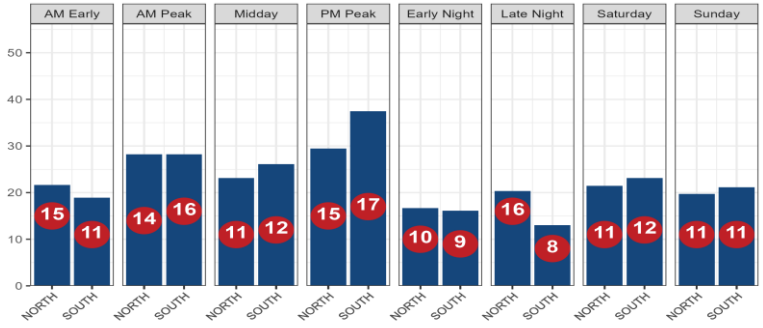
Average Daily Ridership

Class/Tier Average

System Average



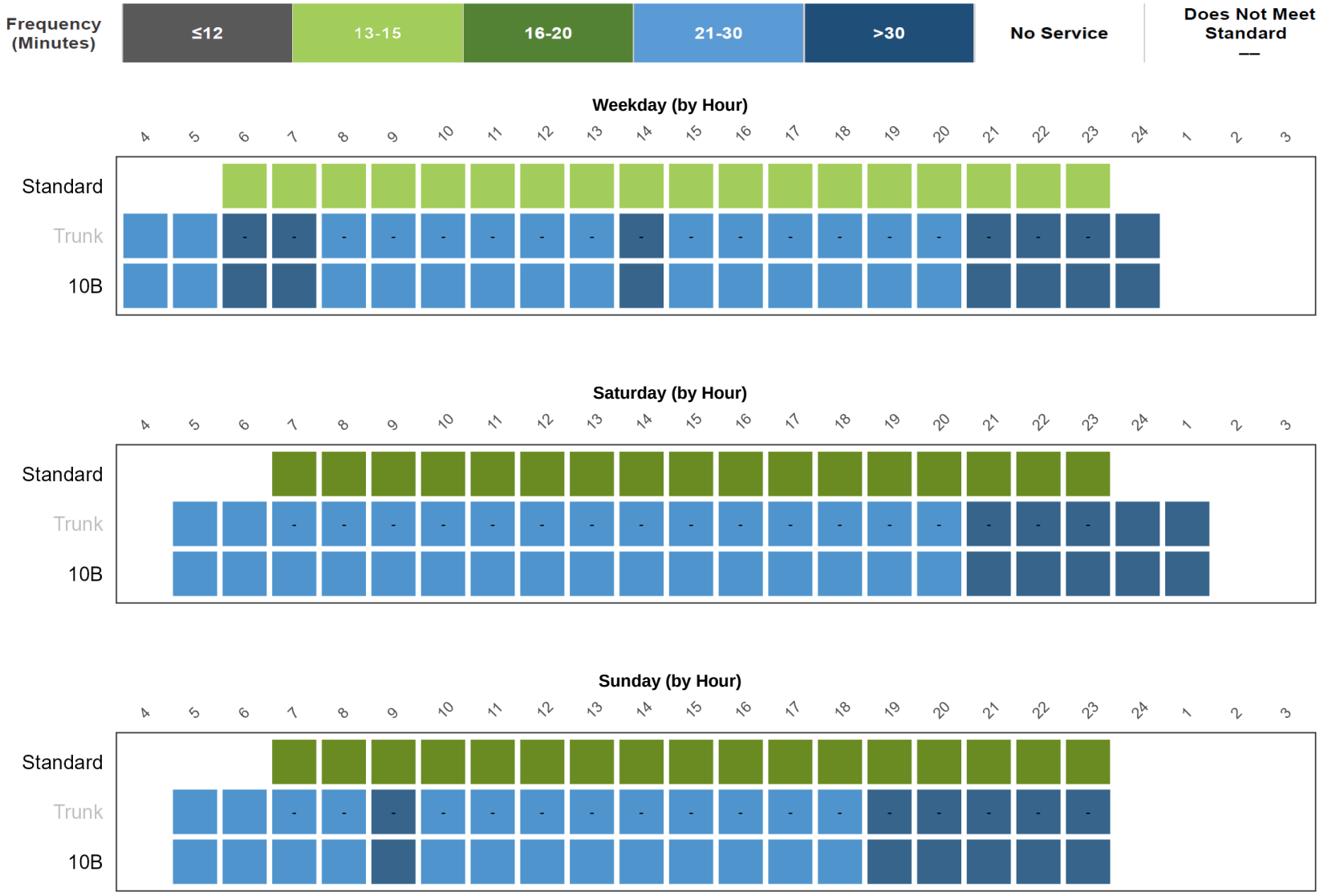
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.37	0.42
Weekday	**Off-Peak** Maximum Target: 1.0	0.29	0.28
	Saturday Maximum Target: 1.0	0.29	0.3
	Sunday Maximum Target: 1.0	0.27	0.28

Span and Frequency



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	5:50 AM - 1:34 AM	-	A	5:45 AM - 11:38 PM	-	A
	Frequency of Service | varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 14.6 / Off-Peak: 18.6	E	32.0	20.8	E	31.0	23.8	E
Productivity	**Passengers per Revenue Hour |** 30	21.0	34.1	E	18.8	29.0	E	17.0	26.6	E
	Passengers per Revenue Mile | 4	2.2	4.6	E	2.0	3.7	E	1.8	3.2	E
Reliability	**On-Time Performance |** 79%	81%	74%	B	81%	75%	B	85%	77%	A
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.39	Off-Peak: 0.36 Peak: 0.5	A	0.29	0.37	A	0.27	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.18	$ 4.27	D	$6.92	$ 5.07	E	$7.63	$ 5.55	E
	Cost Recovery | 25%	23%	38%	C	20%	32%	D	19%	30%	D

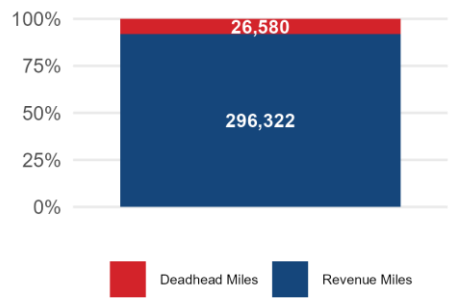
Route 10B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.8	5.5	E
Route Design	**Circuity |** 1.75	1.39	1.23	A

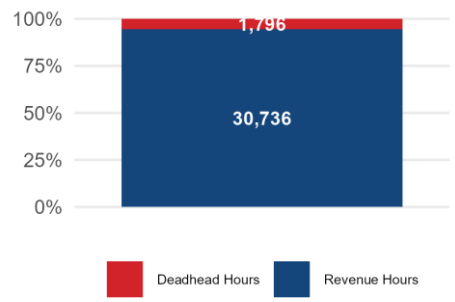
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	21.0	34.1	E	18.8	29.0	E	17.0	26.6	E
	Passengers per Revenue Mile | 4	2.2	4.6	E	2.0	3.7	E	1.8	3.2	E
	Unique Segment Ridership | 10%	0%	20%	E	24%	34%	A	0%	31%	E
Reliability	**On-Time Performance |** 79%	81%	74%	B	81%	75%	B	85%	77%	A
	Crowding | 5%	0%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.39	Off-Peak: 0.37 Peak: 0.51	A	0.29	0.37	A	0.27	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.18	$ 4.27	D	$6.92	$ 5.07	E	$7.63	$ 5.55	E
	Cost Recovery | 25%	23%	39%	C	20%	32%	D	19%	30%	D

Operational Analysis

Miles Allocation



Hours Allocation



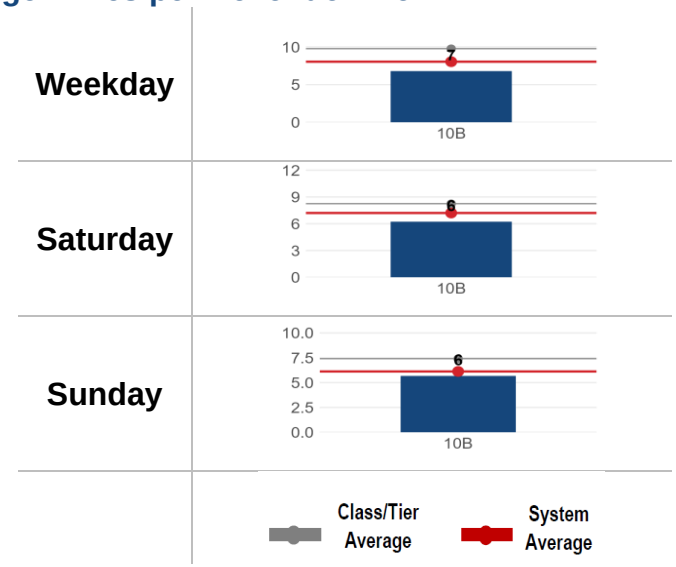
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10B	22.80	25,494	24,965 (97.9%)

Service Change Summary

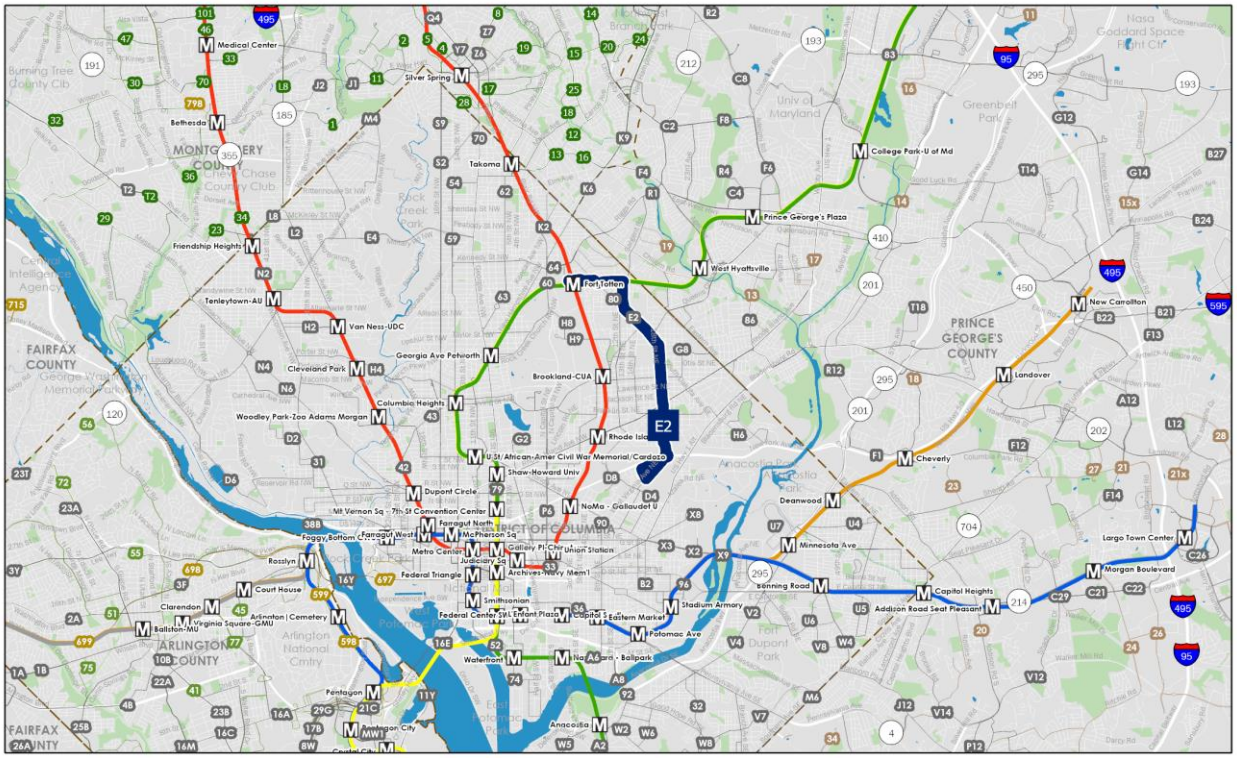
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	B

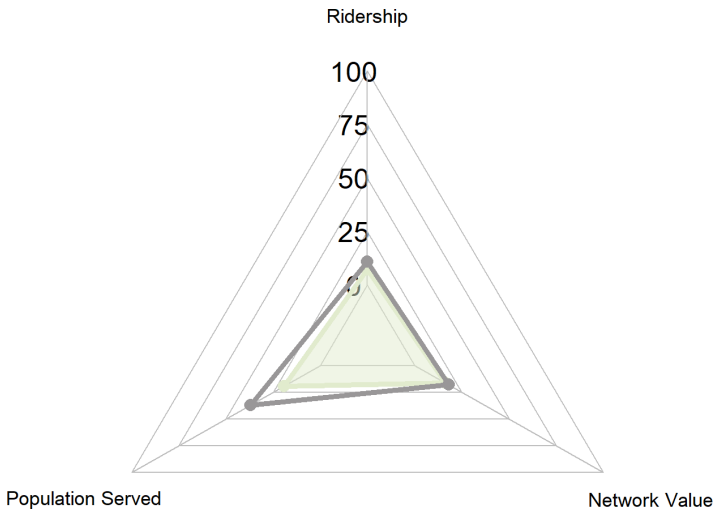
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

14

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	19	16	7	

Operating Statistics

Annual Operating Costs	$1,771,853
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

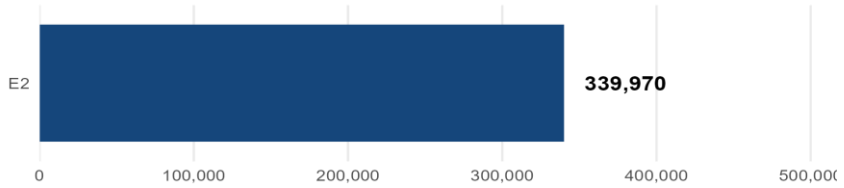
Service Area Population		18,222
Minority Population	*Service Area*	13,485
	% Riders Surveyed	81%
Low Income Household	*Service Area*	4,219
	% Riders Surveyed	67%

Facilities/Amenities

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

Ridership

Annual Ridership



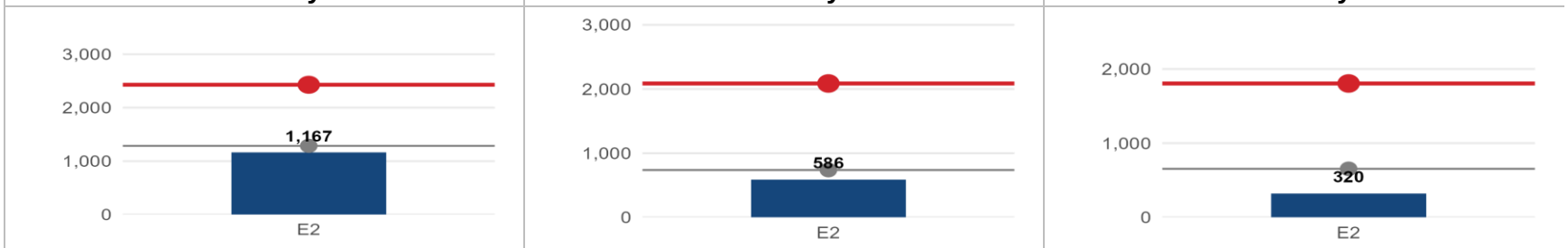
Top Transfer Locations

Fort Totten

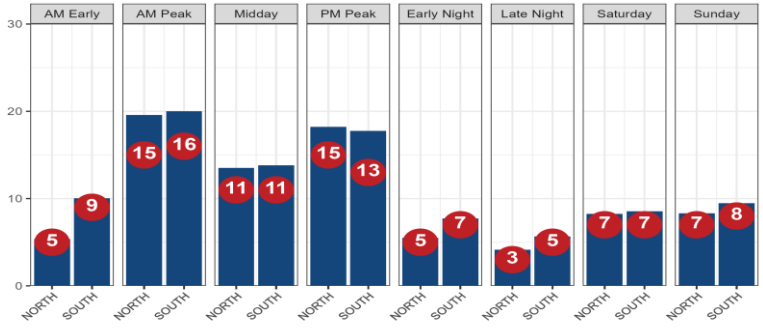
Average Daily Ridership

Class/Tier Average

System Average



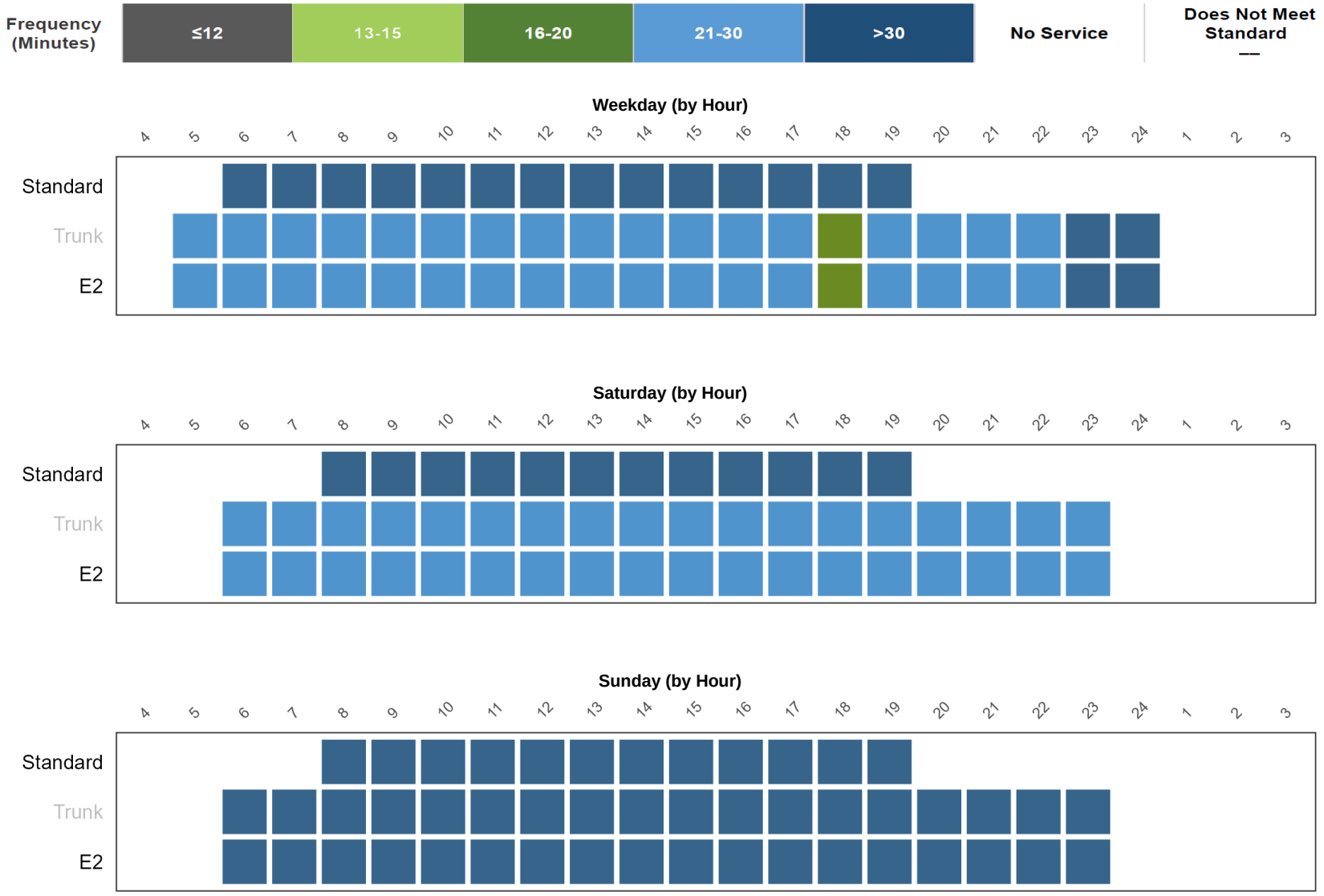
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.37	0.36
Weekday	**Off-Peak** Maximum Target: 1.0	0.19	0.22
	Saturday Maximum Target: 1.0	0.17	0.18
	Sunday Maximum Target: 1.0	0.18	0.19

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	29.0	47.4	A	59.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	27.2	24.7	A	17.2	24.2	A	18.2	24.3	A
	Passengers per Revenue Mile | 1	3.4	2.2	A	2.0	2.0	A	2.1	2.0	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	87%	80%	A	92%	81%	A
	Crowding | 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.36	Off-Peak: 0.26 Peak: 0.34	A	0.17	0.28	A	0.19	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.77	$ 5.68	A	$7.57	$ 5.79	B	$7.13	$ 5.67	B
	Cost Recovery | 20%	34%	23%	A	21%	20%	B	23%	20%	A

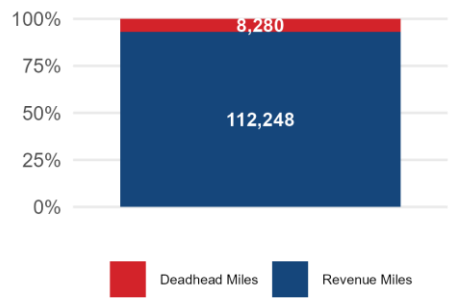
Route E2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.4	4.8	E
Route Design	**Circuity |** N/A	1.11	1.78	-

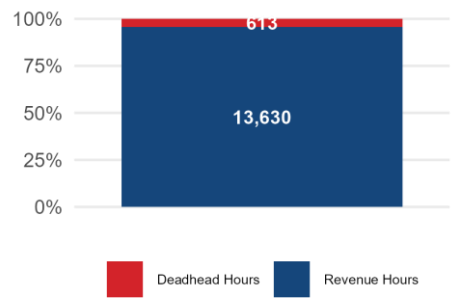
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	27.2	24.7	A	17.2	24.2	A	18.2	24.3	A
	Passengers per Revenue Mile | 1	3.4	2.2	A	2.0	2.0	A	2.1	2.0	A
	Unique Segment Ridership | 10%	41%	42%	A	42%	61%	A	38%	47%	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	87%	80%	A	92%	81%	A
	Crowding | 5%	2%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.36	Off-Peak: 0.26 Peak: 0.33	A	0.17	0.28	A	0.19	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.77	$ 5.68	A	$7.57	$ 5.79	B	$7.13	$ 5.67	B
	Cost Recovery | 20%	34%	22%	A	21%	19%	B	23%	20%	A

Operational Analysis

Miles Allocation



Hours Allocation



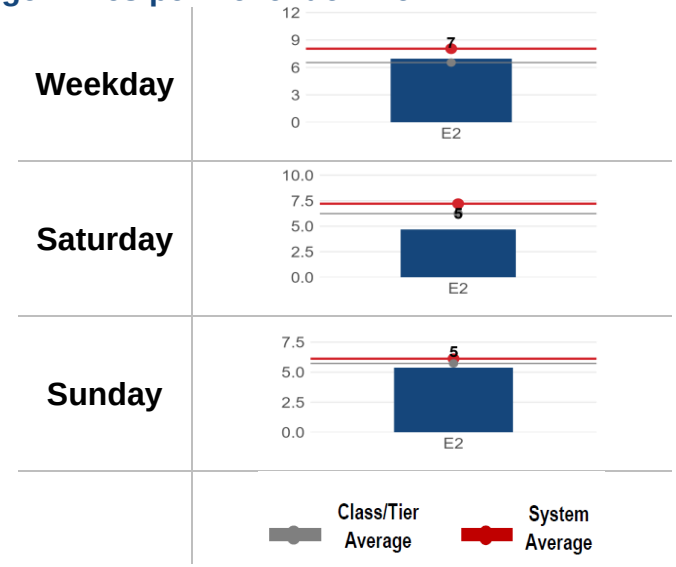
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E2	8.00	26,874	26,299 (97.9%)

Service Change Summary

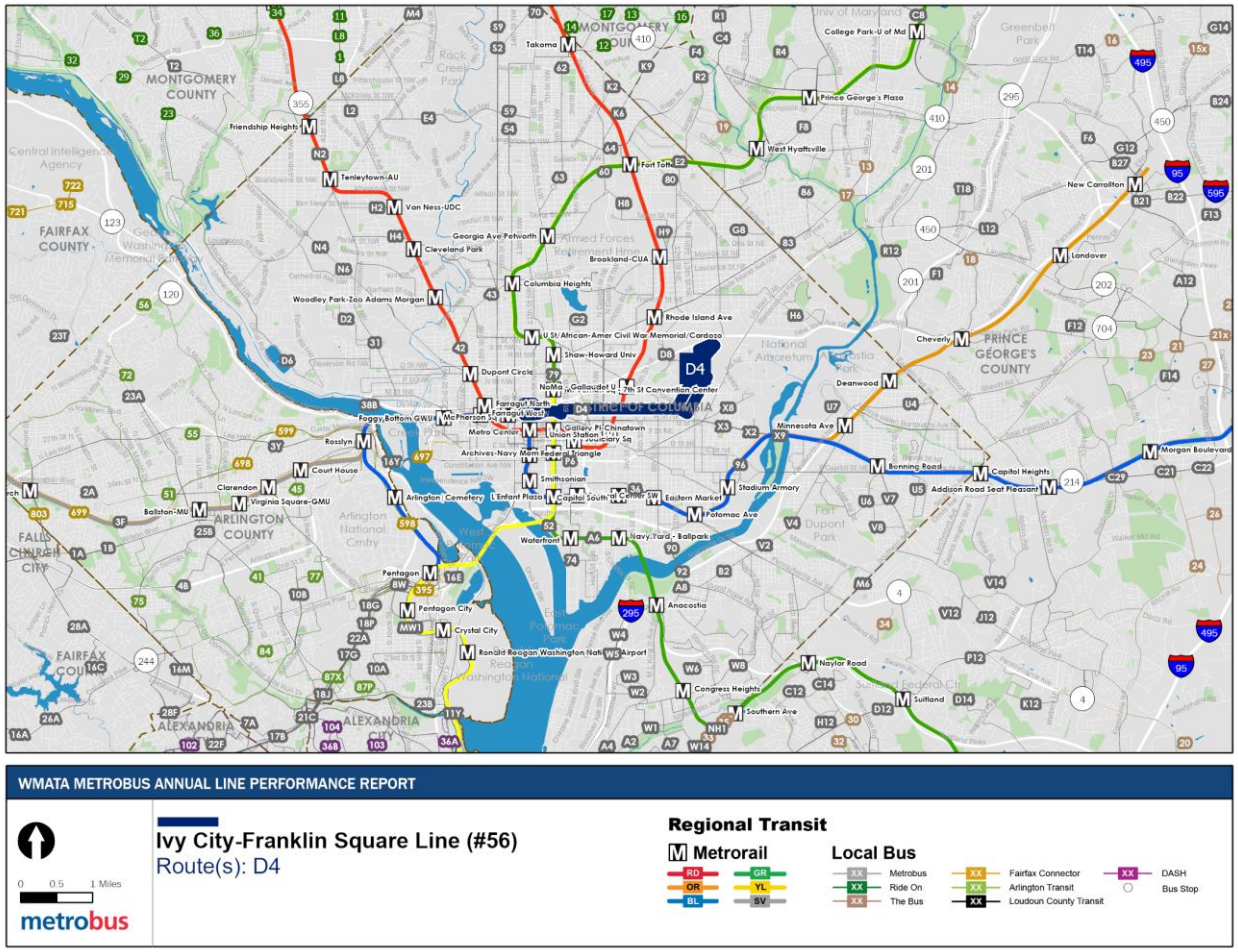
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	B

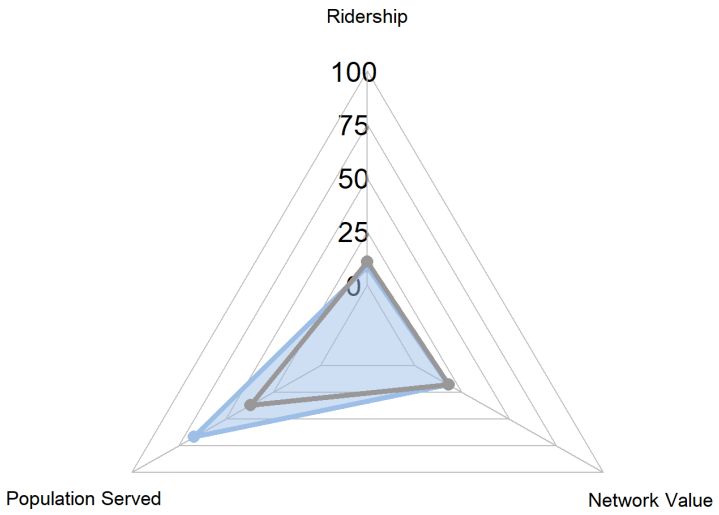
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	67	18	9	

Operating Statistics

Annual Operating Costs	$2,199,726
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

Service Area Population	43,128	
Minority Population	*Service Area*	19,809
	% Riders Surveyed	77%
Low Income Household	*Service Area*	10,399
	% Riders Surveyed	49%

Facilities/Amenities

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

Ridership

Annual Ridership

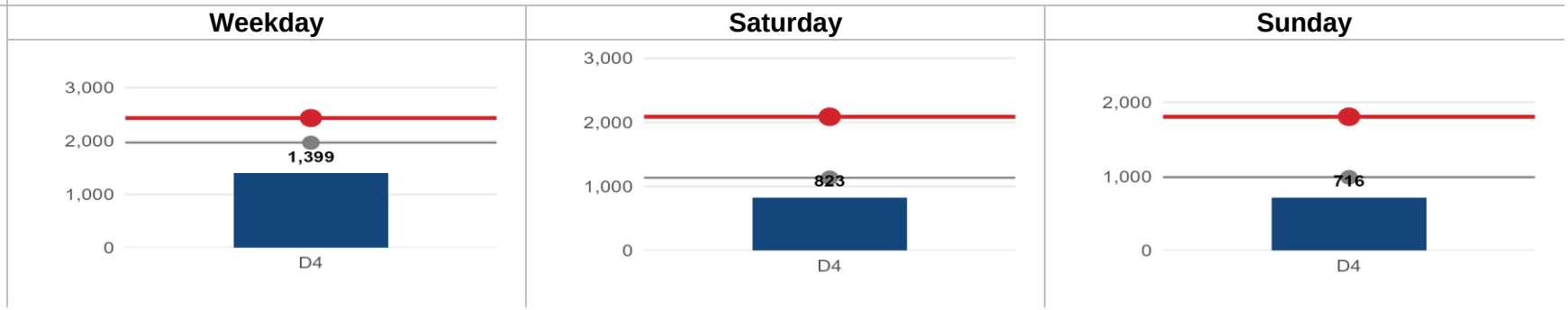


Top Transfer Locations

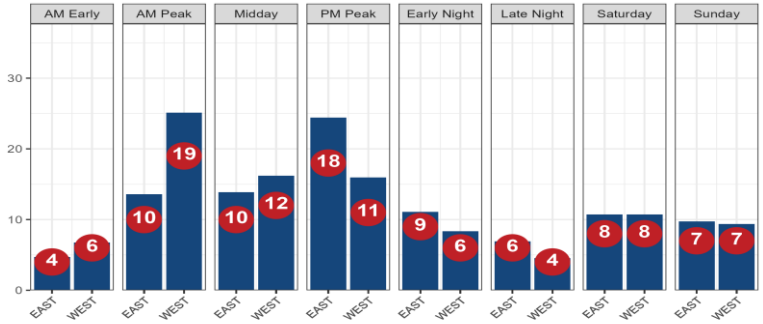
McPherson Square, Gallery Place-Chinatown, Metro Center

Average Daily Ridership





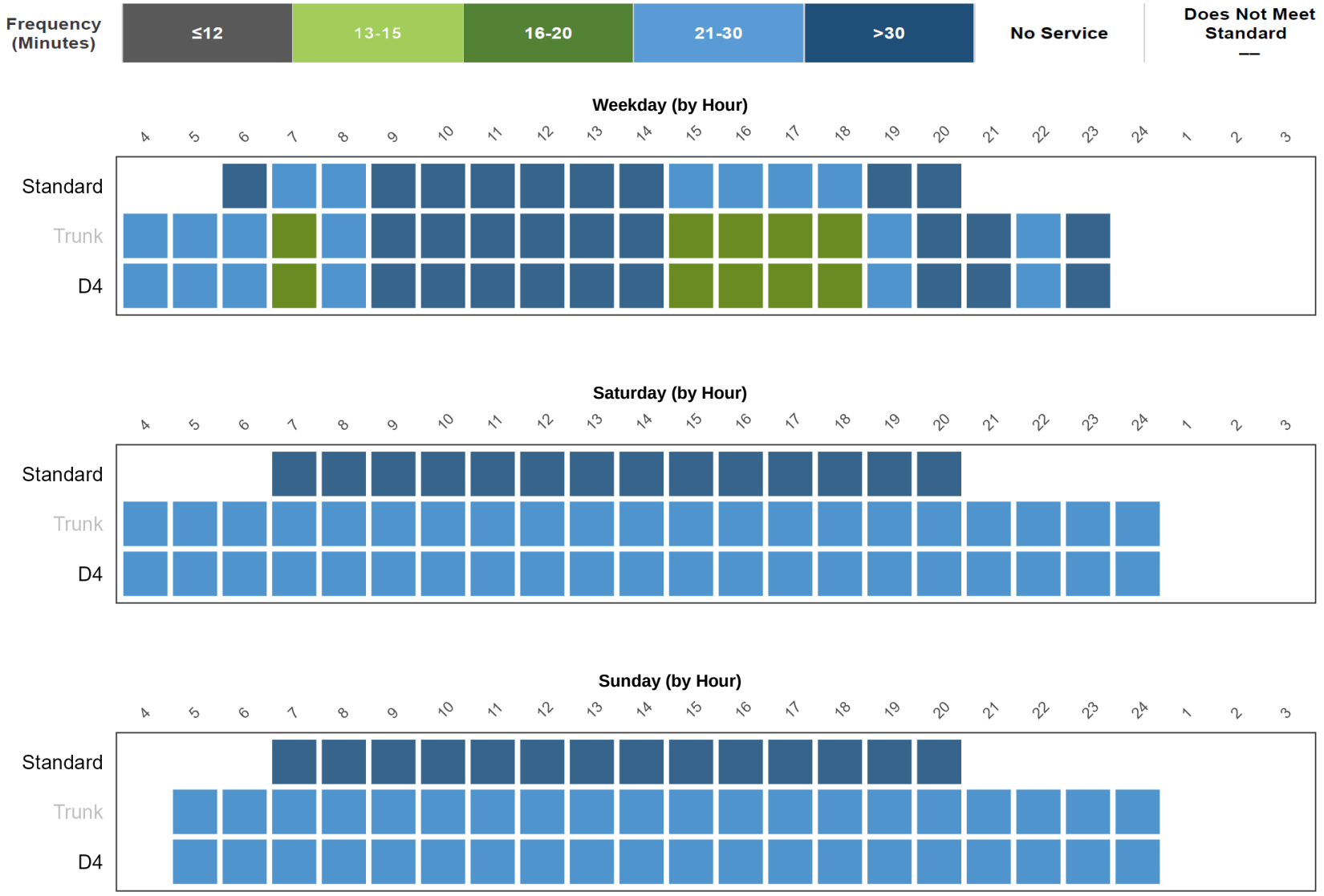
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.37	0.37
	Off-Peak Maximum Target: 1.0	0.21	0.21
	Saturday Maximum Target: 1.0	0.2	0.2
	Sunday Maximum Target: 1.0	0.19	0.18

Span and Frequency



Performance Report Card

B Ivy City-Franklin Square

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:10 AM - 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: 17.8 / Off-Peak: 26.7	A	30.0	29.8	A	30.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	27.6	31.2	A	22.1	26.5	A	19.8	23.9	C
	Passengers per Revenue Mile | 4	4.1	4.3	B	2.8	3.4	E	2.5	3.1	E
Reliability	**On-Time Performance |** 79%	78%	73%	C	78%	75%	C	83%	79%	B
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.37	Off-Peak: 0.32 Peak: 0.46	A	0.2	0.32	A	0.19	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.70	$ 4.26	A	$5.89	$ 5.01	C	$6.56	$ 5.62	E
	Cost Recovery | 25%	31%	33%	A	25%	28%	C	22%	26%	D

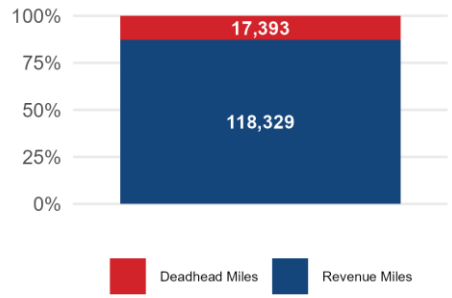
Route D4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	6.3	E
Route Design	**Circuity |** N/A	1.31	1.59	-

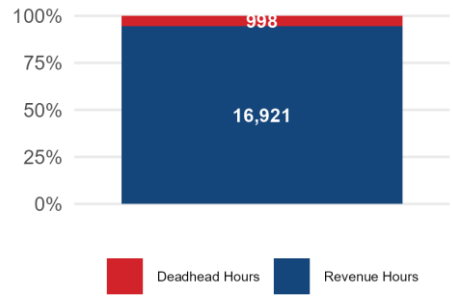
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.6	31.2	A	22.1	26.5	A	19.8	23.9	C
	Passengers per Revenue Mile | 4	4.1	4.3	B	2.8	3.4	E	2.5	3.1	E
	Unique Segment Ridership | 10%	31%	40%	A	32%	46%	A	32%	39%	A
Reliability	**On-Time Performance |** 79%	78%	73%	C	78%	75%	C	83%	79%	B
	Crowding | 5%	1%	5%	A	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.37	Off-Peak: 0.34 Peak: 0.48	A	0.2	0.33	A	0.19	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.70	$ 4.26	A	$5.89	$ 5.01	C	$6.56	$ 5.62	E
	Cost Recovery | 25%	31%	34%	A	25%	29%	C	22%	27%	D

Operational Analysis

Miles Allocation



Hours Allocation



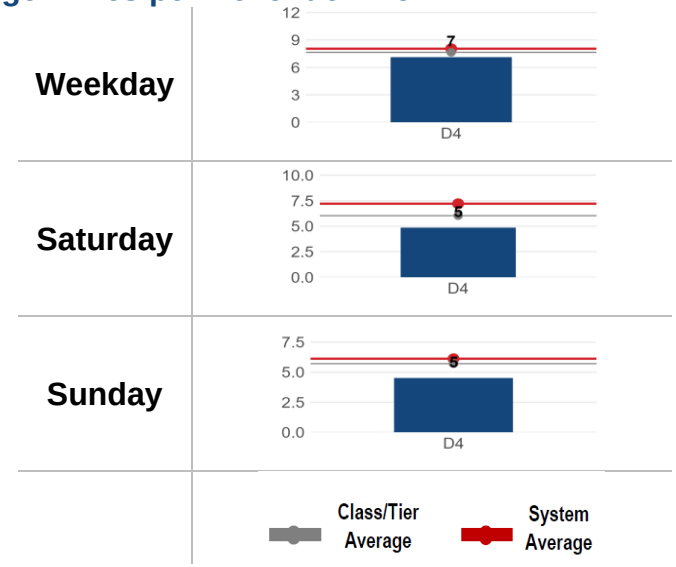
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D4	8.10	30,984	30,046 (97.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

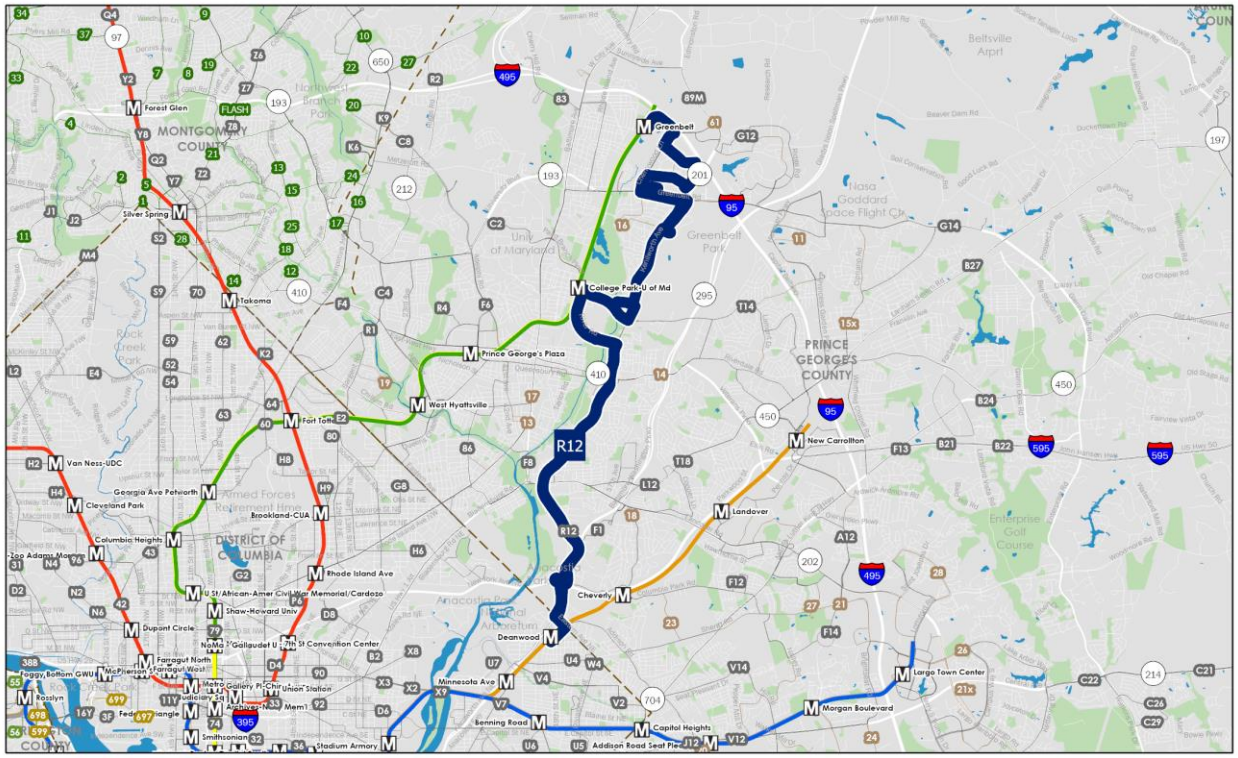
Passenger Miles per Revenue Mile

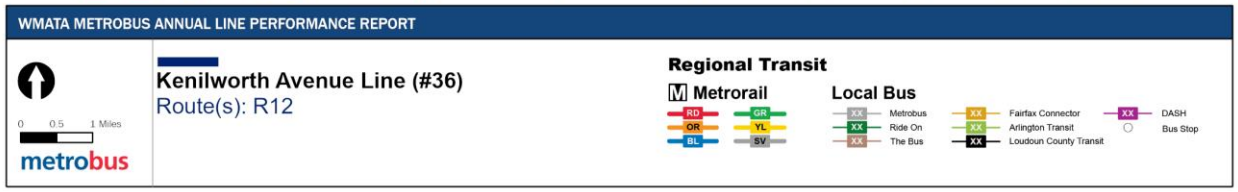


LINE: 36 - Kenilworth Avenue

ROUTE(S): R12

About the Line





Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

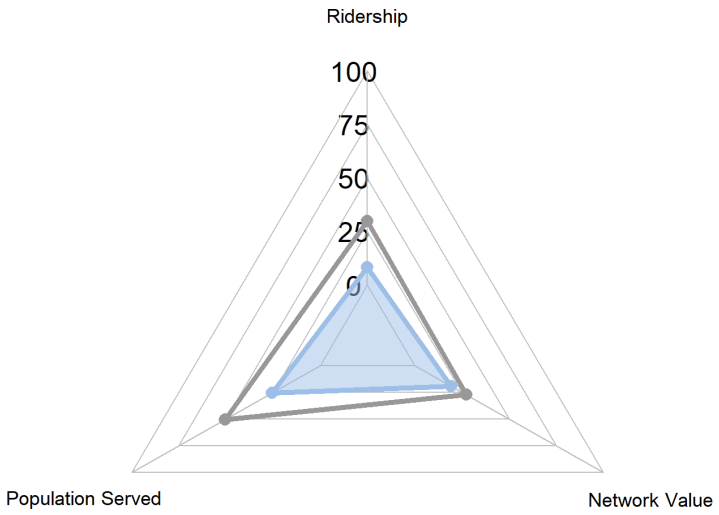
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

18

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	26	19	8	

Operating Statistics

Annual Operating Costs	$1,981,330
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

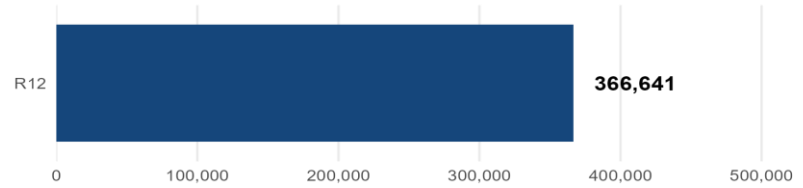
Service Area Population		28,245
Minority Population	*Service Area*	12,388
	% Riders Surveyed	94%
Low Income Household	*Service Area*	11,026
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	108
% Stops With Shelters	10%
% Stops With Benches	21%
% Stops With Real-Time Signs	0%

Ridership

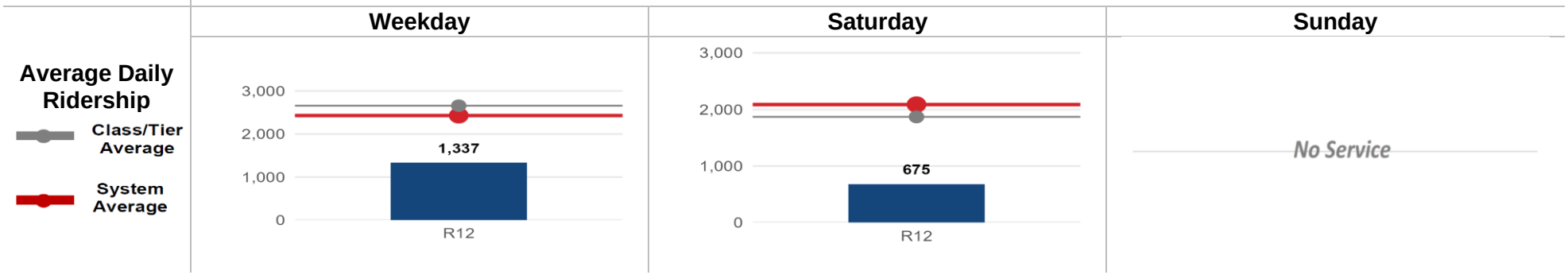
Annual Ridership



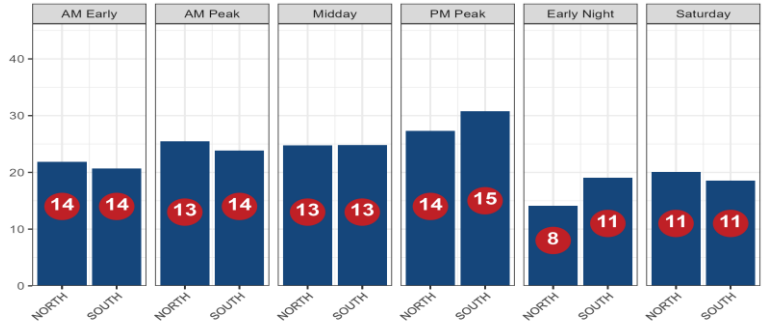
Top Transfer Locations

College Park-U of MD, Greenbelt, Deanwood

Average Daily Ridership



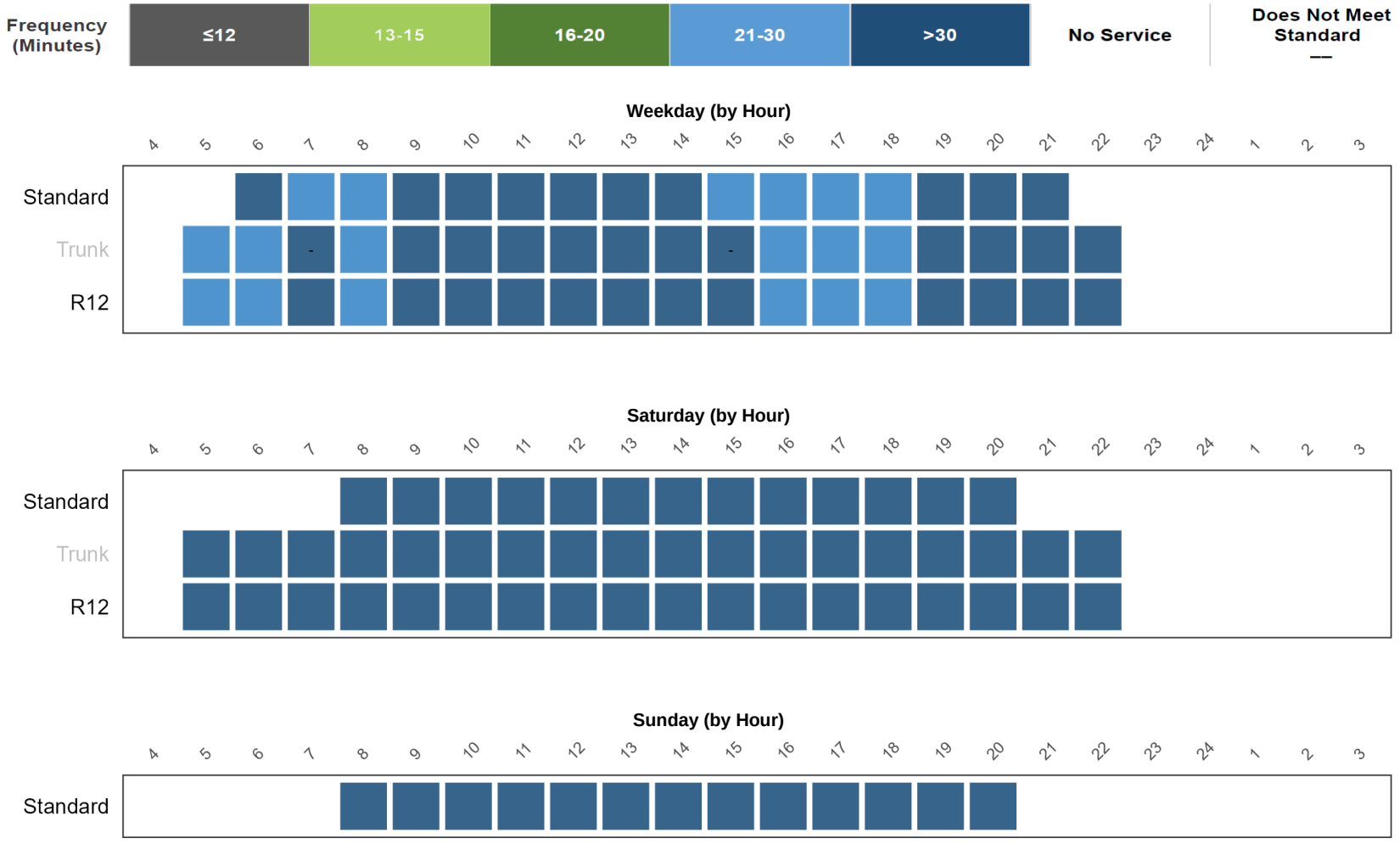
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.34	0.36
	Off-Peak Maximum Target: 1.0	0.29	0.31
	Saturday Maximum Target: 1.0	0.28	0.27
	Sunday Maximum Target: 1.0		

Span and Frequency



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 - 10:49 PM	-	A	-	-	-
	Frequency of Service | varies	Peak: 30.0 / Off-Peak: 47.0	Peak: 21.1 / Off-Peak: 33.4	B	60.0	39.1	B	-	-	-
Productivity	**Passengers per Revenue Hour |** 15	24.5	29.8	A	20.2	25.4	A	-	-	-
	Passengers per Revenue Mile | 1	1.9	2.6	A	1.5	2.1	A	-	-	-
Reliability	**On-Time Performance |** 79%	74%	75%	C	72%	77%	D	-	-	-
	Crowding | 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.35 Peak: 0.46	A	0.27	0.34	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.30	$ 4.80	A	$6.43	$ 5.61	A	-	-	-
	Cost Recovery | 20%	22%	28%	B	18%	24%	C	-	-	-

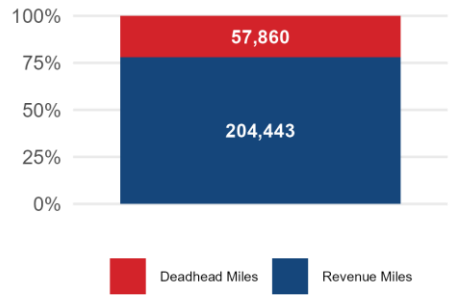
Route R12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.8	4.5	E
Route Design	**Circuity |** 1.75	1.6	2.09	B

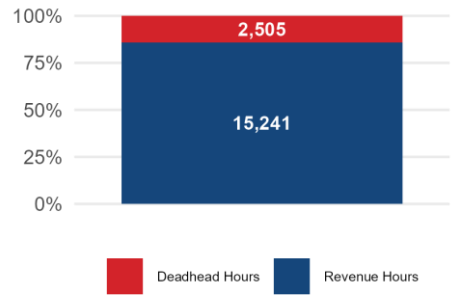
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	24.5	29.8	A	20.2	25.4	A	-	-	-
	Passengers per Revenue Mile | 1	1.9	2.6	A	1.5	2.1	A	-	-	-
	Unique Segment Ridership | 10%	49%	45%	A	52%	58%	A	-	-	-
Reliability	**On-Time Performance |** 79%	74%	75%	C	72%	77%	D	-	-	-
	Crowding | 5%	0%	2%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.36 Peak: 0.46	A	0.27	0.35	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.30	$ 4.80	A	$6.43	$ 5.61	A	-	-	-
	Cost Recovery | 20%	22%	29%	B	18%	24%	C	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



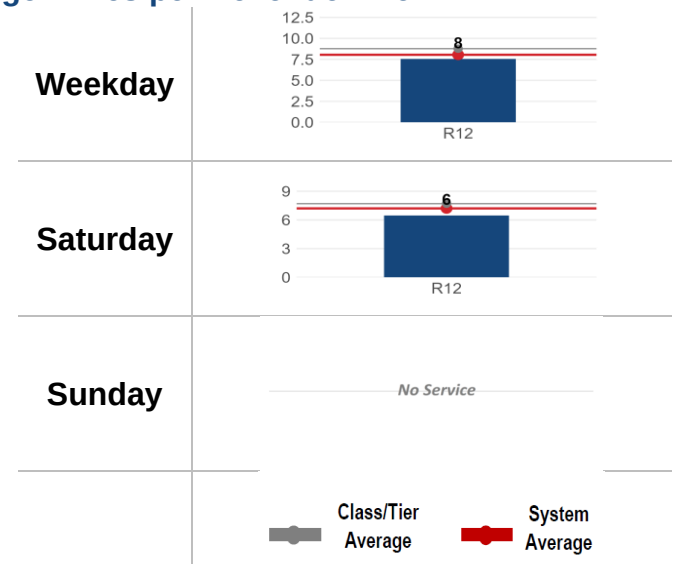
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R12	40.90	15,387	14,937 (97.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: Saturday NB buses departing Deanwood moved 10 min earlier (on the hour) and SB buses departing Greenbelt moved 5 min later (:05 past the hour)
Dec 2024: No change

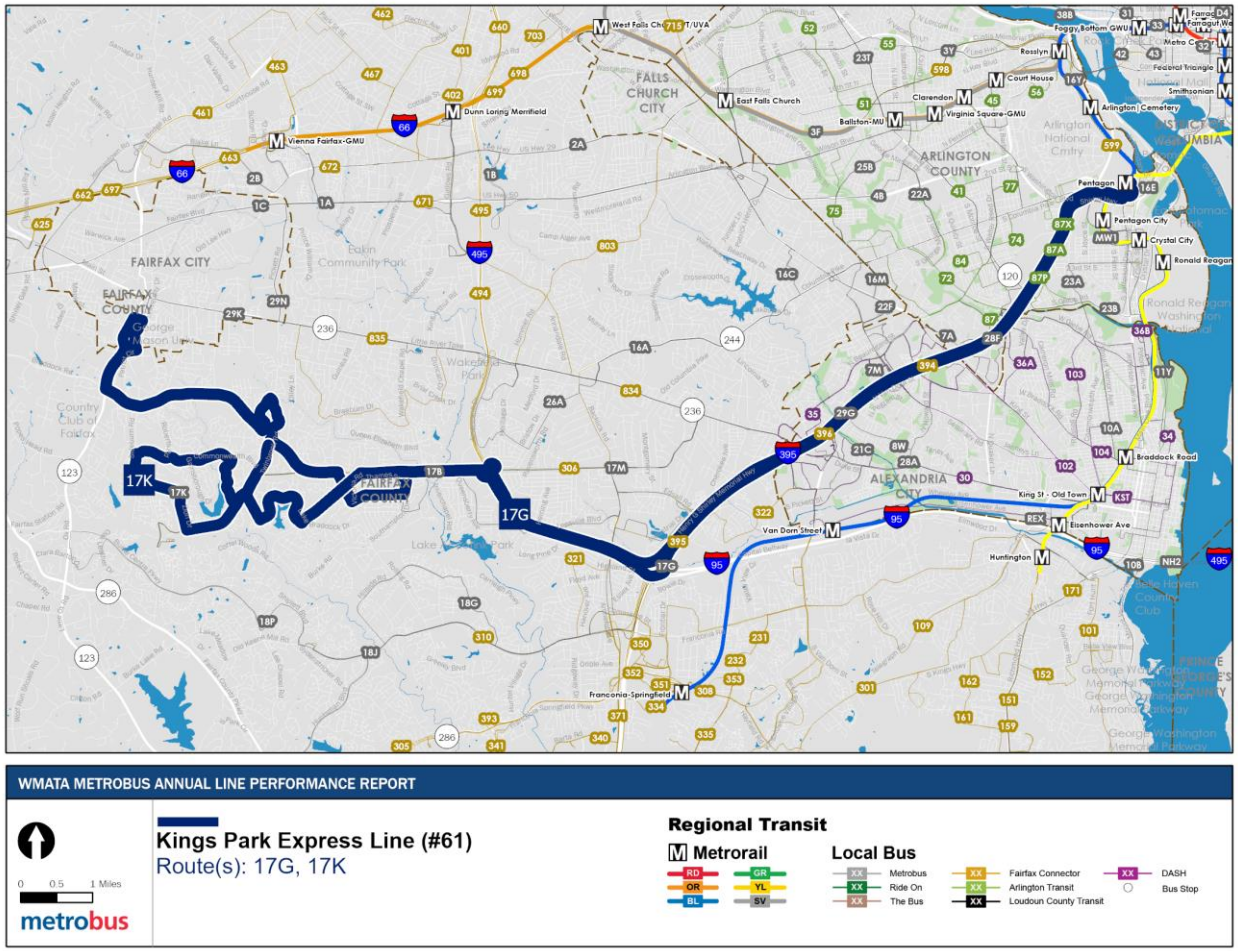
Passenger Miles per Revenue Mile



LINE: 61 - Kings Park Express

ROUTE(S): 17G, 17K

About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

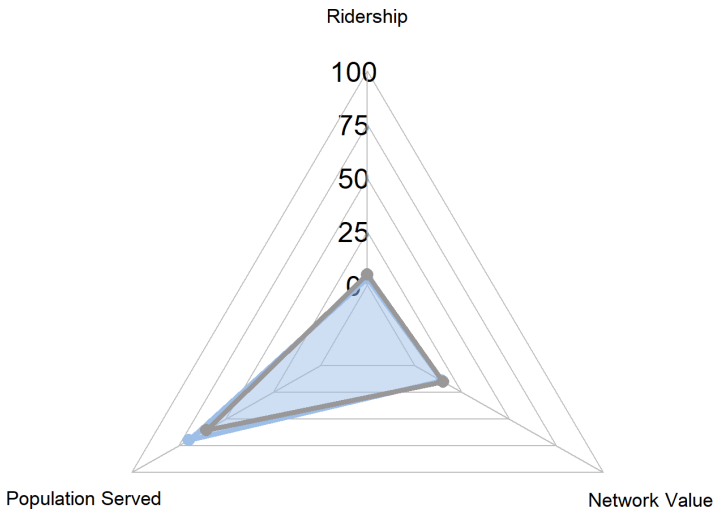
Legend

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:	70	14	3	

Operating Statistics

Annual Operating Costs	$1,125,033
Peak Vehicles	24
Vehicle Type(s)	40 Foot

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

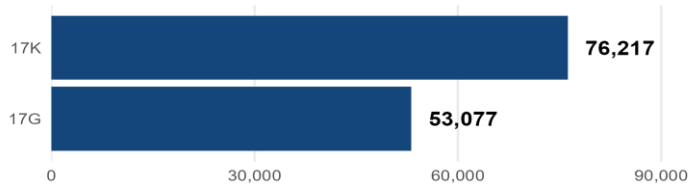
Service Area Population	36,821	
Minority Population	*Service Area*	10,869
	% Riders Surveyed	39%
Low Income Household	*Service Area*	3,589
	% Riders Surveyed	22%

Facilities/Amenities

Bus Stops	152
% Stops With Shelters	7%
% Stops With Benches	7%
% Stops With Real-Time Signs	1%

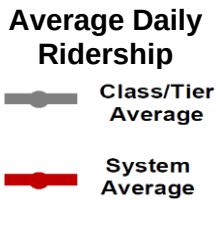
Ridership

Annual Ridership

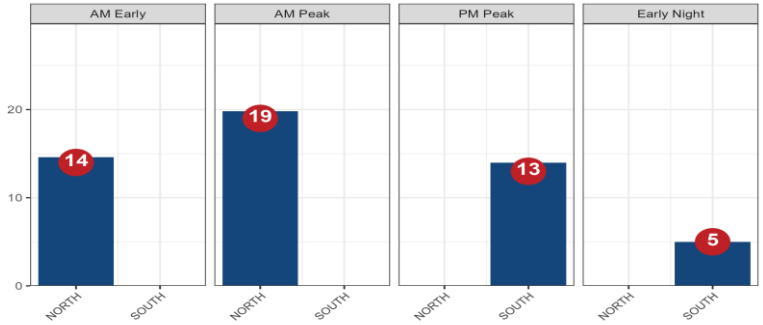


Top Transfer Locations

Pentagon

	Weekday	Saturday	Sunday
Average Daily Ridership		No Service	No Service

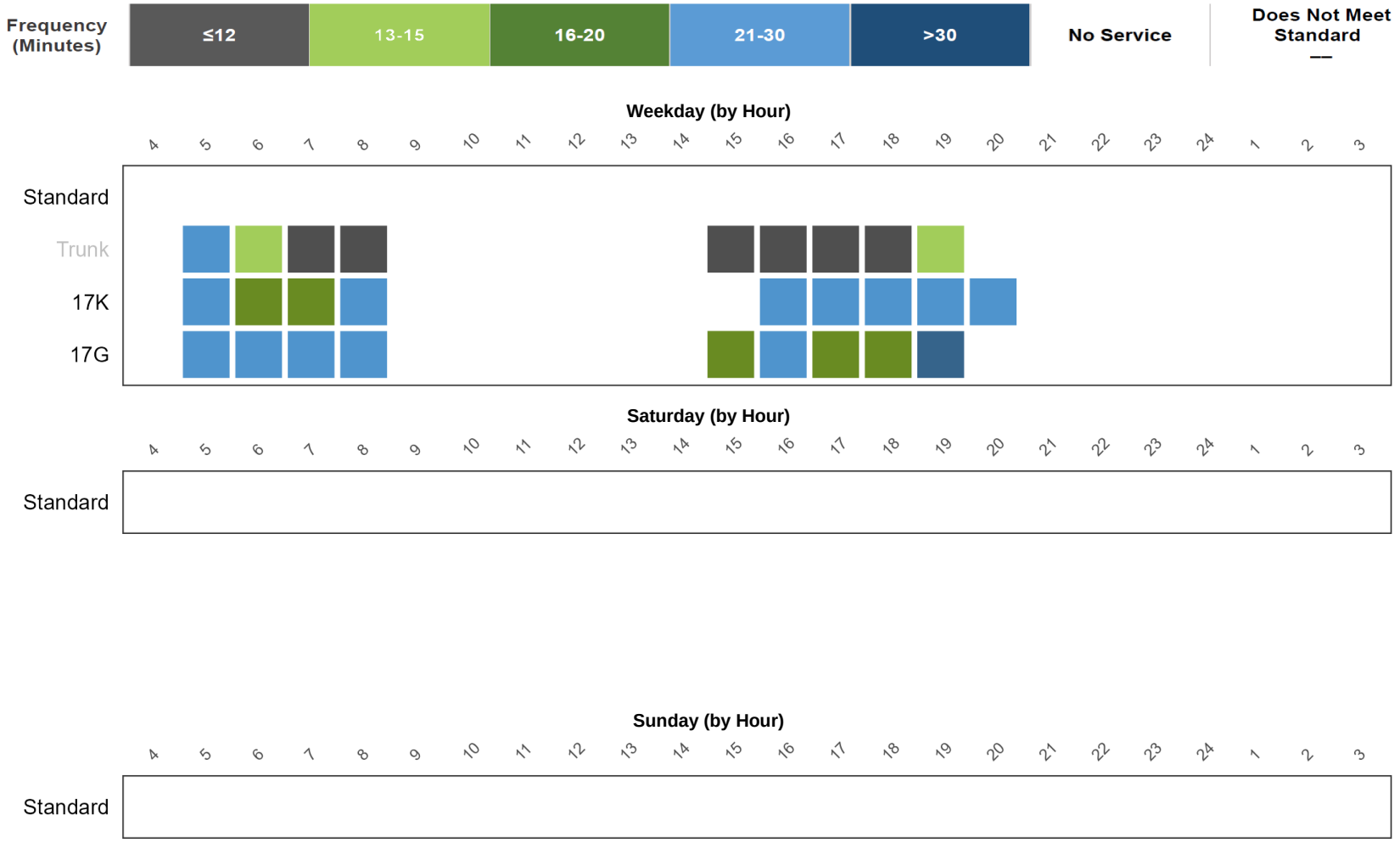
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.48	0.33
	Off-Peak Maximum Target: 1.0	0.35	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	15.4	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.5	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	72%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.38	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.45	$ 7.78	D	-	-	-	-	-	-
	Cost Recovery | 20%	45%	32%	A	-	-	-	-	-	-

Route 17G

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.1	2.4	-
Route Design	**Circuity |** N/A	1.31	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	13.5	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.5	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	18%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	75%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.33	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.65	$ 7.78	E	-	-	-	-	-	-
	Cost Recovery | 20%	35%	31%	A	-	-	-	-	-	-

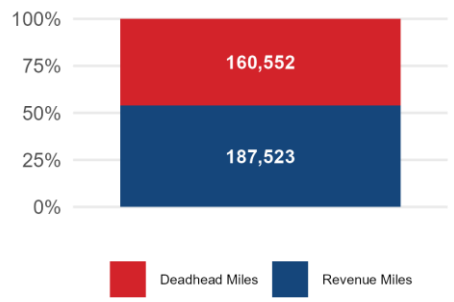
Route 17K

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.4	2.4	-
Route Design	**Circuity |** N/A	1.56	1.37	-

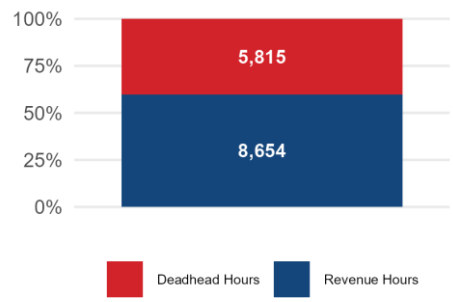
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	17.1	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.5	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	42%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.44	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.61	$ 7.78	B	-	-	-	-	-	-
	Cost Recovery | 20%	54%	31%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



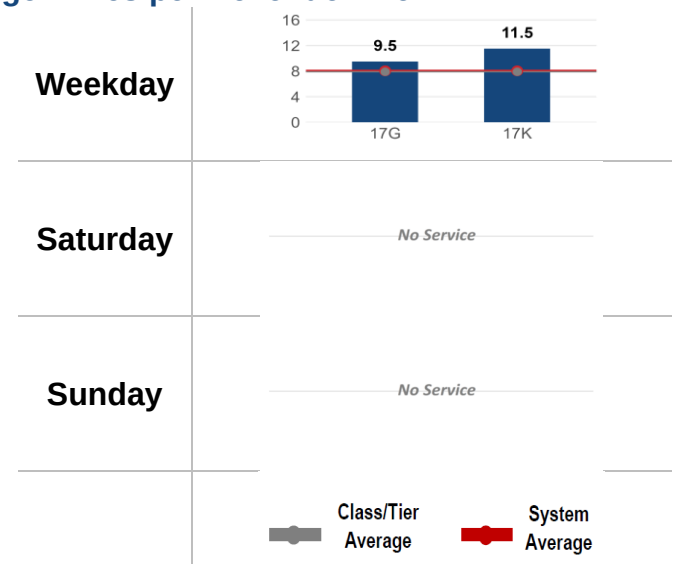
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17G	41.40	3,720	3,609 (97.0%)
17K	43.80	4,464	4,359 (97.6%)

Service Change Summary

Jun 2024: Service removed on five federal holidays due to low utilization: Juneteenth, Columbus Day, Veterans' Day, Martin Luther King Jr. Day, and Presidents' Day
Sep 2024: No change
Dec 2024: No change

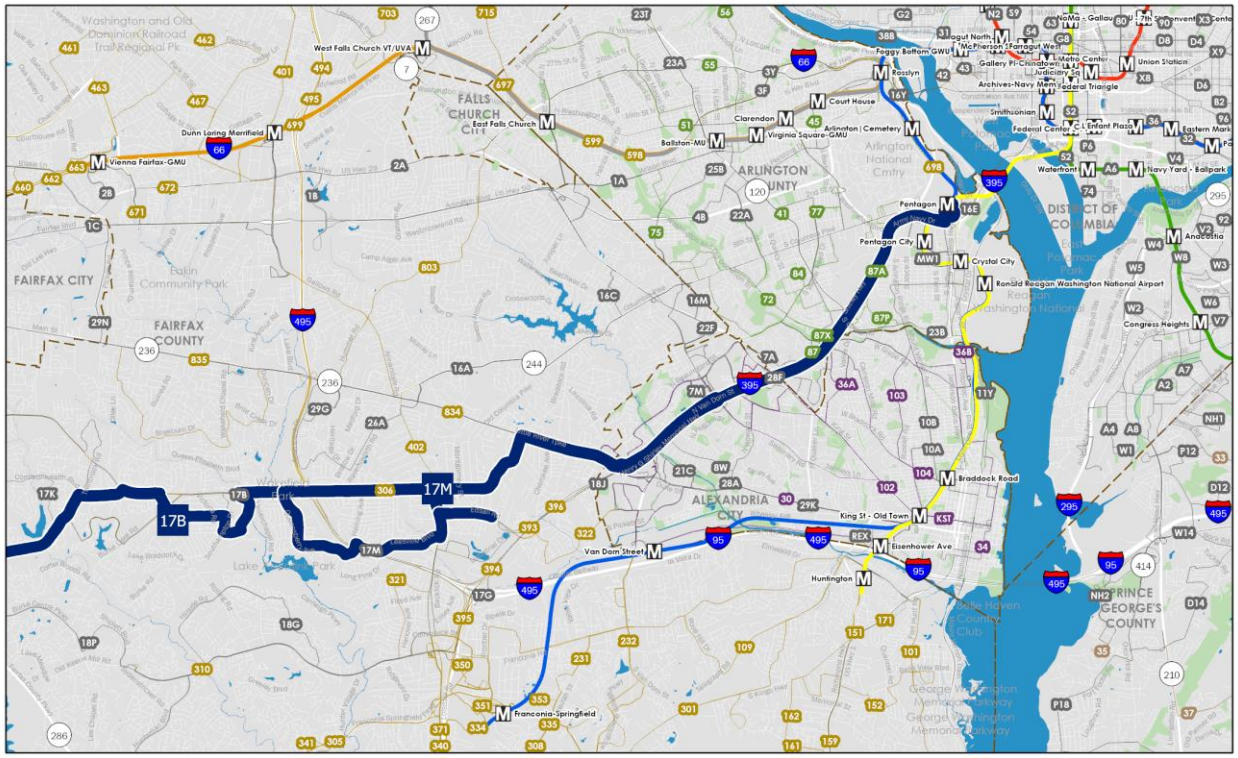
Passenger Miles per Revenue Mile



LINE: 66 - Kings Park-North Springfield

ROUTE(S): 17B, 17M

About the Line



Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

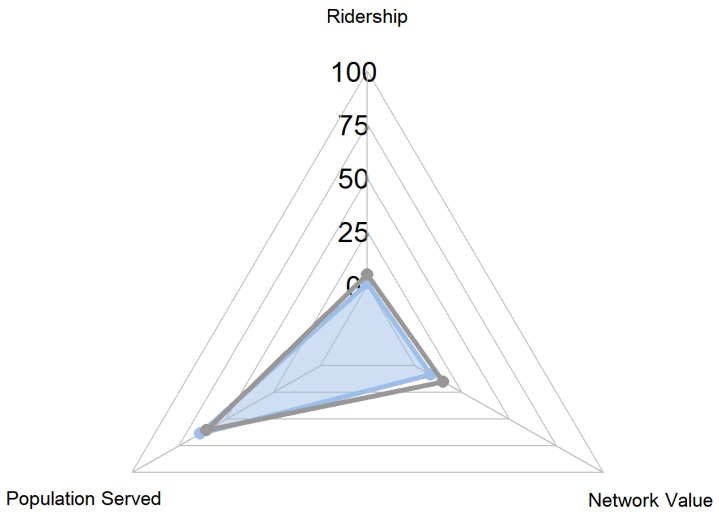
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

24

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	63	8	1	

Operating Statistics

Annual Operating Costs	$428,054
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

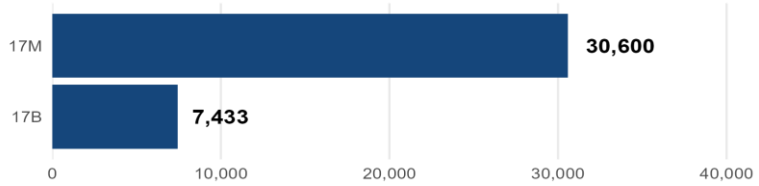
Service Area Population	35,187	
Minority Population	*Service Area*	13,408
	% Riders Surveyed	86%
Low Income Household	*Service Area*	4,917
	% Riders Surveyed	57%

Facilities/Amenities

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

Ridership

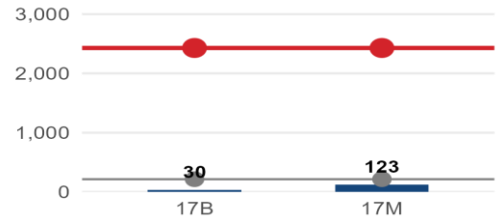
Annual Ridership



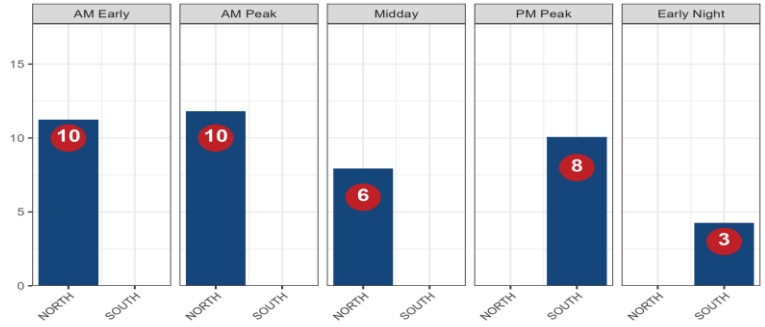
Top Transfer Locations

Pentagon

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

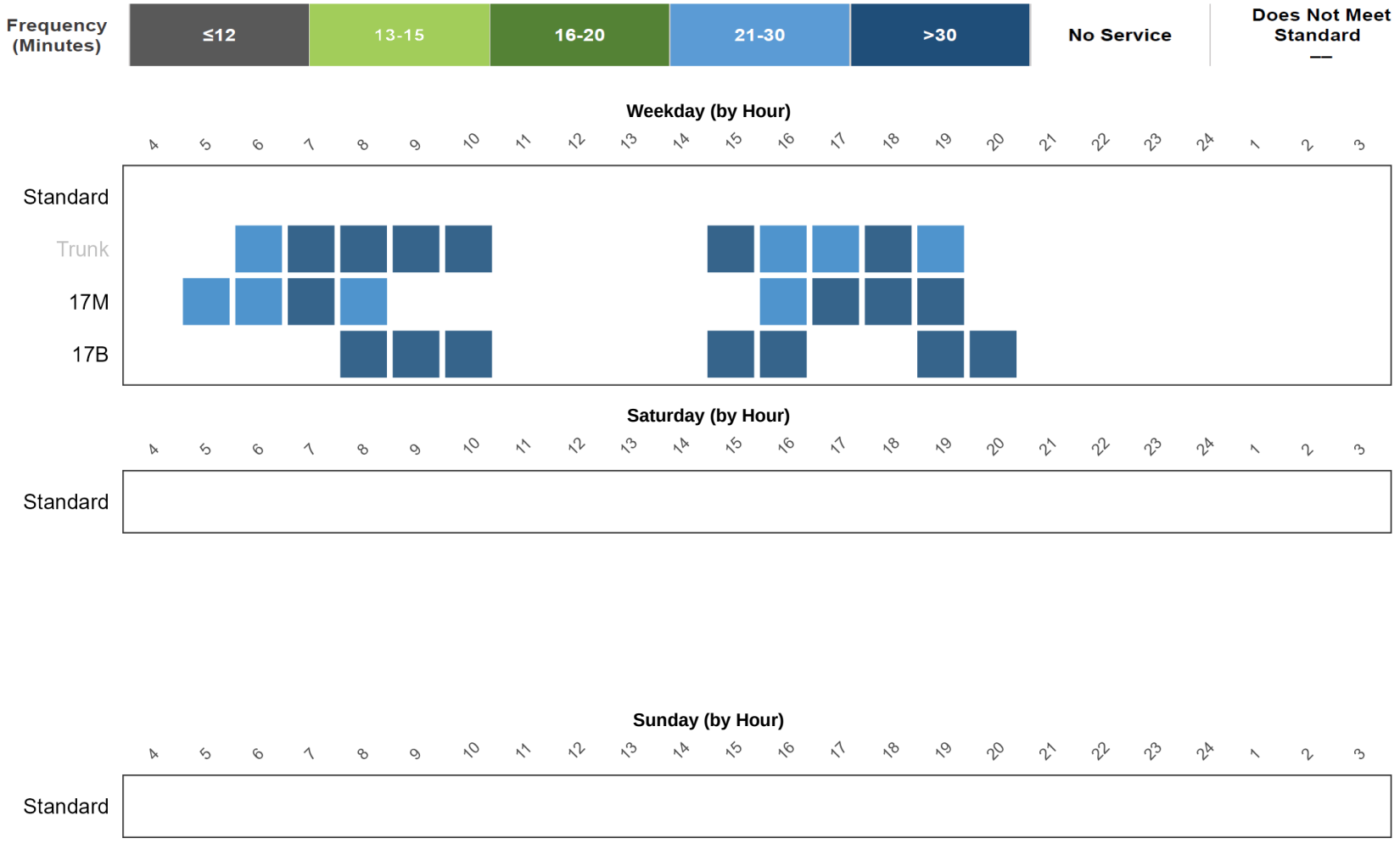
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.24	0.21
	Off-Peak Maximum Target: 1.0	0.21	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	11.9	18	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	1.2	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	75%	D	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.22	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.88	$ 9.19	E	-	-	-	-	-	-
	Cost Recovery | 20%	30%	33%	A	-	-	-	-	-	-

Route 17B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.9	2.8	-
Route Design	**Circuity |** N/A	1.36	1.42	-

	Measure | Standard	Weekday			Saturday			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	8.6	18	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.4	1.2	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	20%	33%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	64%	75%	E	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.19	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$15.12	$ 9.19	E	-	-	-	-	-	-
	Cost Recovery | 20%	22%	30%	A	-	-	-	-	-	-

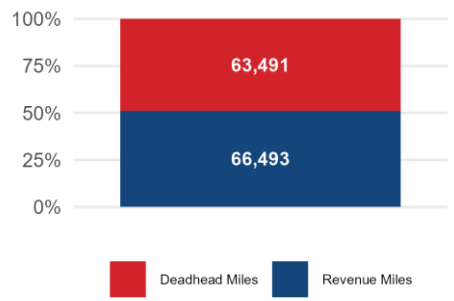
Route 17M

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.8	2.8	-
Route Design	**Circuity |** N/A	1.95	1.42	-

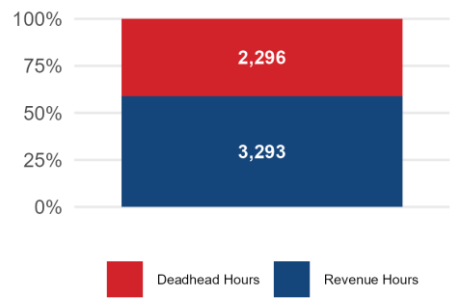
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	13.2	18	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.2	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	15%	33%	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	77%	75%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.23	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.85	$ 9.19	E	-	-	-	-	-	-
	Cost Recovery | 20%	33%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



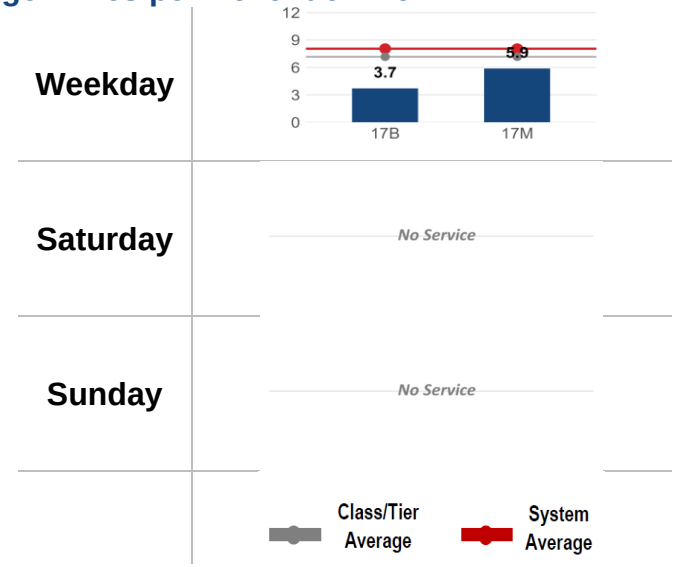
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17B	44.30	992	986 (99.4%)
17M	33.20	2,728	2,672 (97.9%)

Service Change Summary

Jun 2024: Service removed on five federal holidays due to low utilization: Juneteenth, Columbus Day, Veterans' Day, Martin Luther King Jr. Day, and Presidents' Day
Sep 2024: No change
Dec 2024: No change

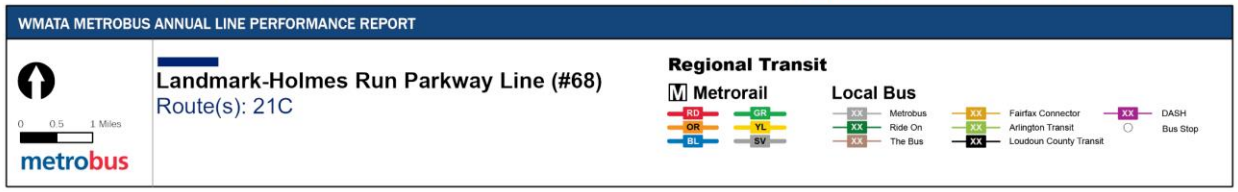
Passenger Miles per Revenue Mile



LINE: 68 - Landmark-Holmes Run Parkway ROUTE(S): 21C

About the Line





Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	A

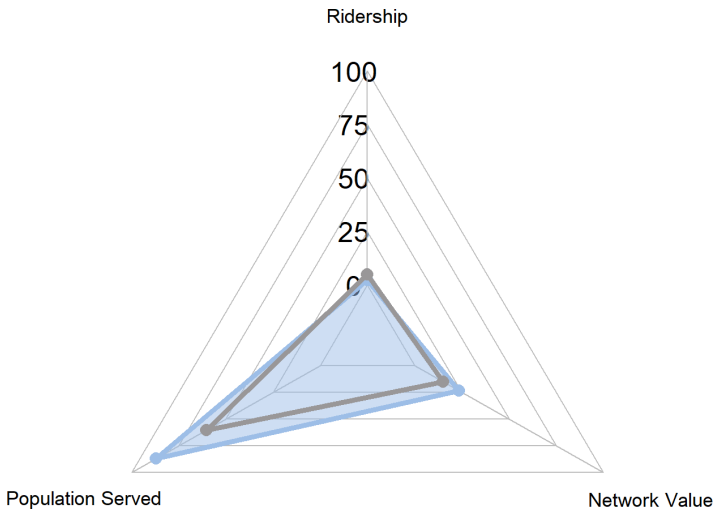
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

38

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	87	23	3	

Operating Statistics

Annual Operating Costs	$399,065
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

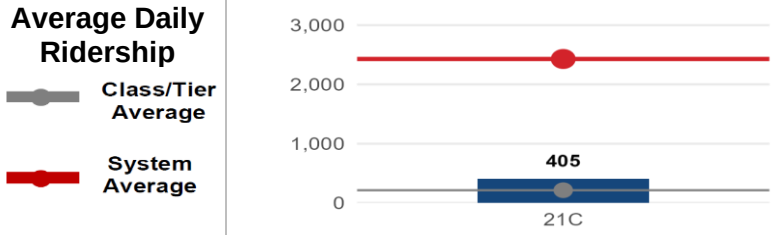
Service Area Population		34,895
Minority Population	*Service Area*	16,913
	% Riders Surveyed	59%
Low Income Household	*Service Area*	10,101
	% Riders Surveyed	16%

Facilities/Amenities

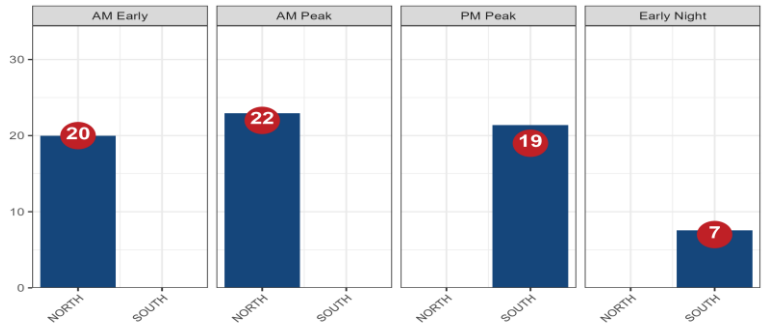
Bus Stops	50
% Stops With Shelters	26%
% Stops With Benches	18%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership	
Top Transfer Locations	**Pentagon, Pentagon City**

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

Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.54	0.48
	Off-Peak Maximum Target: 1.0	0.49	0.17
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	33.1	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.3	1.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	88%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.51	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.92	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	39%	33%	A	-	-	-	-	-	-

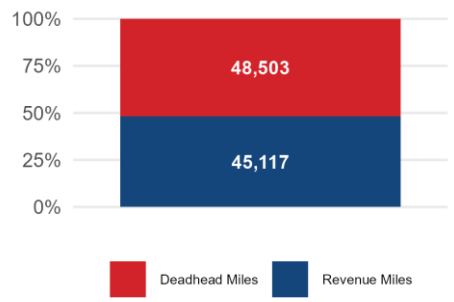
Route 21C

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.7	2.8	-
Route Design	**Circuity |** N/A	1.26	1.42	-

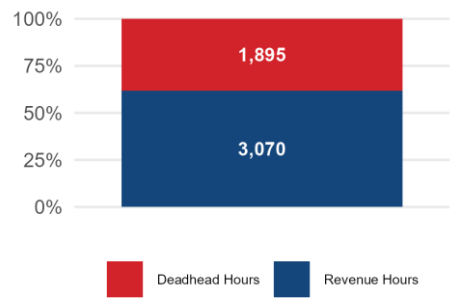
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	33.1	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.3	1.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	59%	33%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	88%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.51	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.92	$ 9.19	A	-	-	-	-	-	-
	Cost Recovery | 20%	39%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



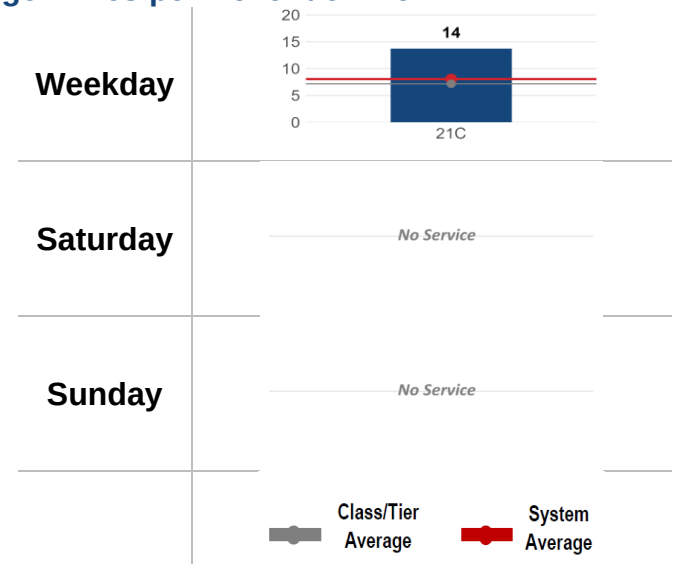
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
21C	19.00	4,712	4,600 (97.6%)

Service Change Summary

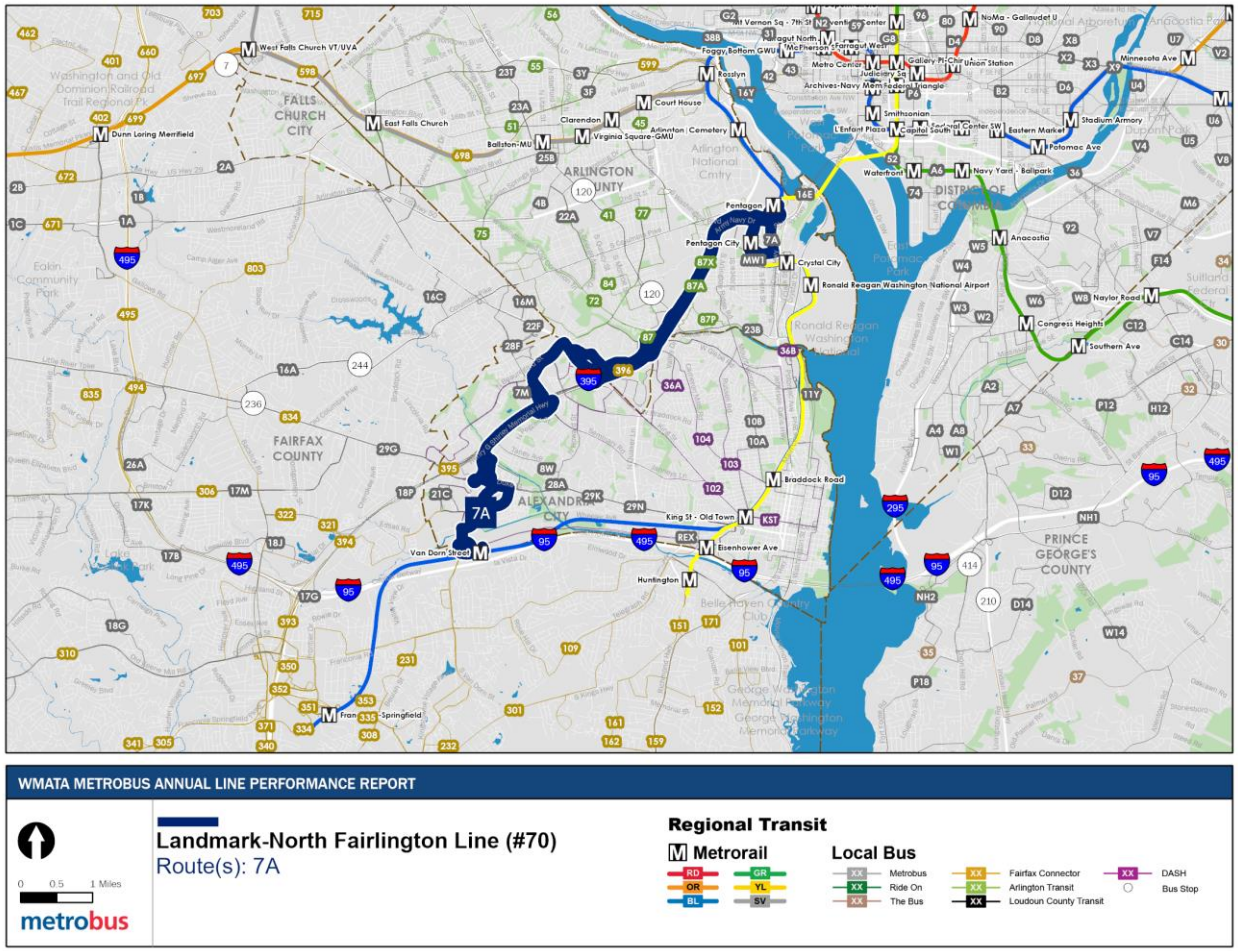
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 70 - Landmark-North Fairlington ROUTE(S): 7A

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

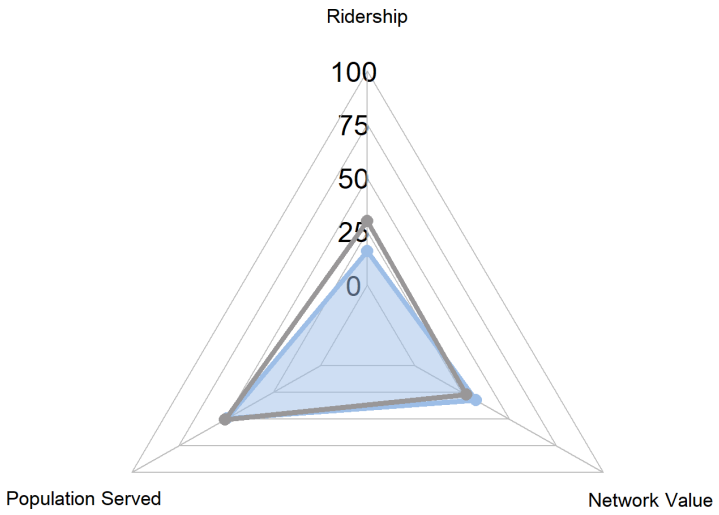
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

33

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	32	16	

Operating Statistics

Annual Operating Costs	$5,559,579
Peak Vehicles	9
Vehicle Type(s)	40 Foot

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

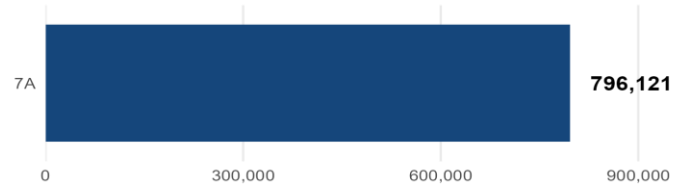
Service Area Population	54,466	
Minority Population	*Service Area*	22,919
	% Riders Surveyed	70%
Low Income Household	*Service Area*	12,398
	% Riders Surveyed	56%

Facilities/Amenities

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

Ridership

Annual Ridership

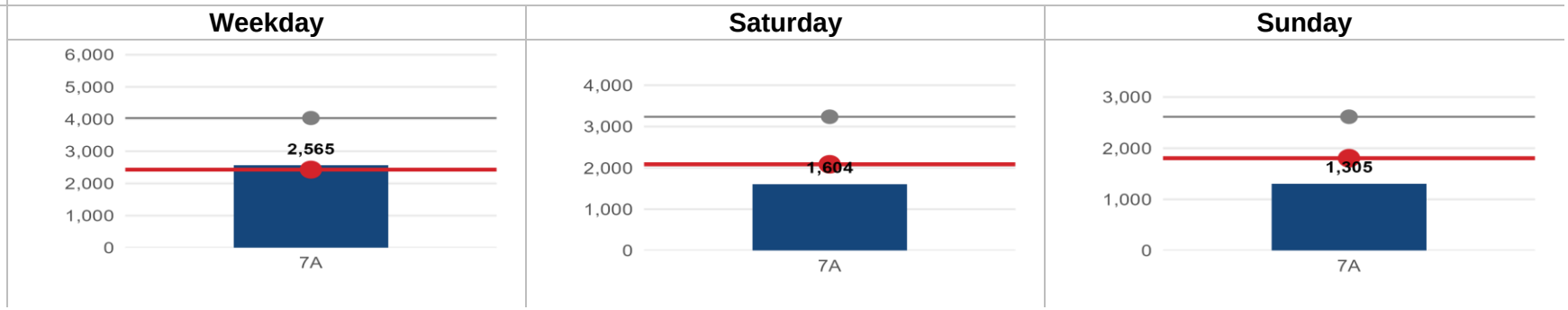


Top Transfer Locations

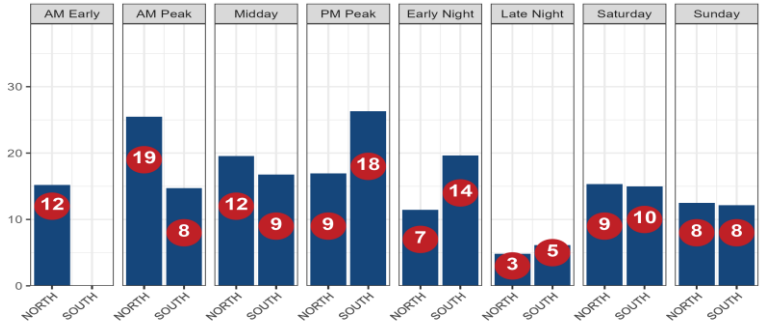
Pentagon City, Pentagon, Van Dorn Street

Average Daily Ridership





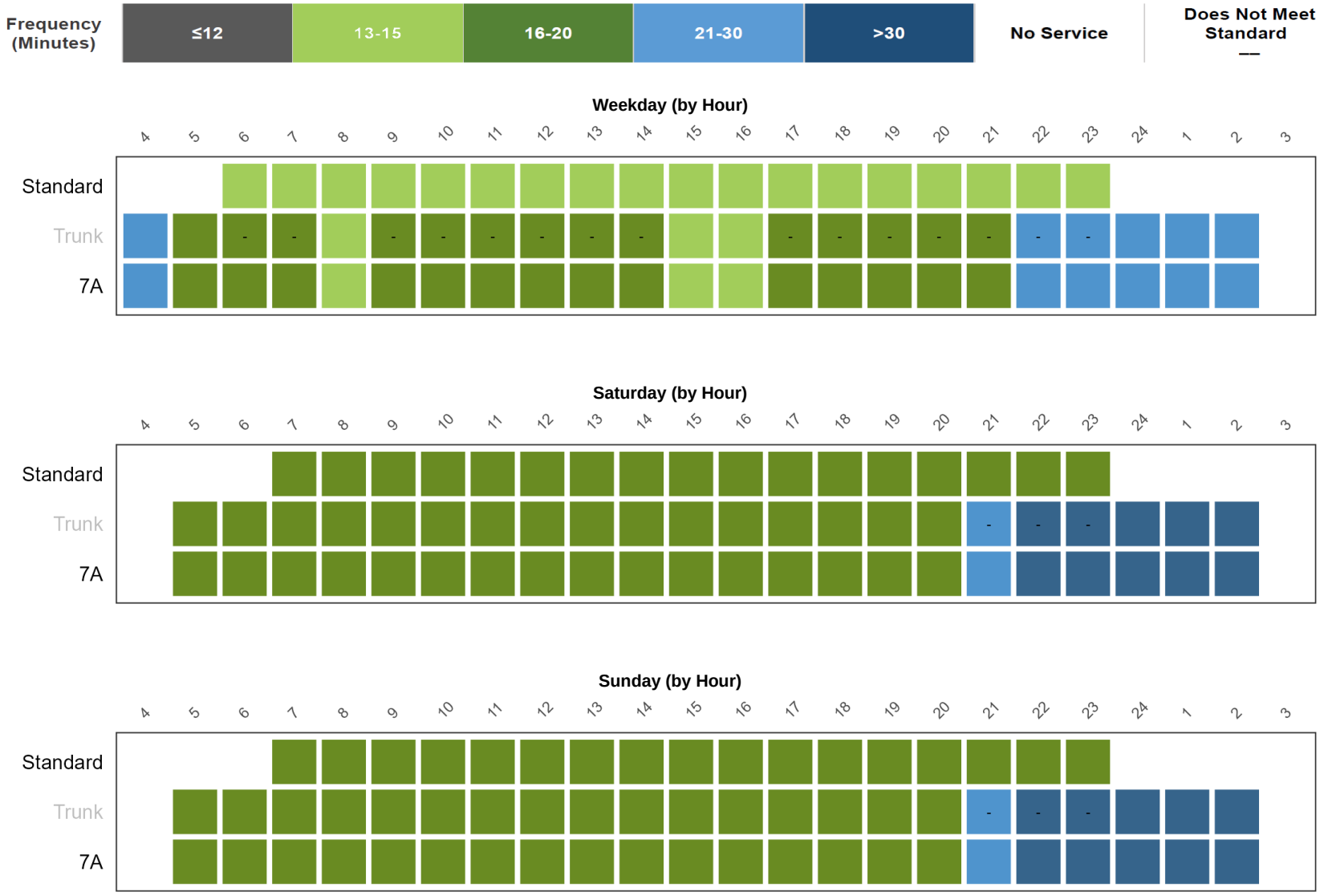
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.33	0.35
Weekday	**Off-Peak** Maximum Target: 1.0	0.23	0.25
	Saturday Maximum Target: 1.0	0.24	0.24
	Sunday Maximum Target: 1.0	0.2	0.2

Span and Frequency



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: 14.6 / Off-Peak: 18.6	B	22.0	20.8	C	22.0	23.8	C
Productivity	**Passengers per Revenue Hour |** 30	20.5	34.1	E	15.8	29.0	E	12.8	26.6	E
	Passengers per Revenue Mile | 4	1.8	4.6	E	1.3	3.7	E	1.1	3.2	E
Reliability	**On-Time Performance |** 79%	83%	74%	B	87%	75%	A	87%	77%	A
	Crowding | 5%	5%	3%	B	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.34	Off-Peak: 0.36 Peak: 0.5	A	0.24	0.37	A	0.2	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.34	$ 4.27	D	$8.25	$ 5.07	E	$10.19	$ 5.55	E
	Cost Recovery | 25%	22%	38%	D	17%	32%	E	13%	30%	E

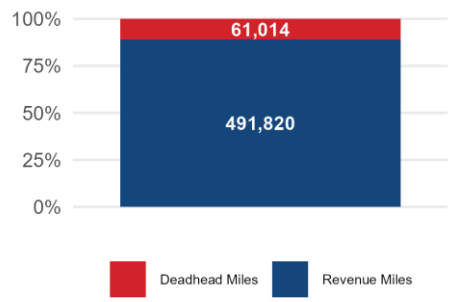
Route 7A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	5.5	E
Route Design	**Circuity |** 1.75	1.42	1.23	A

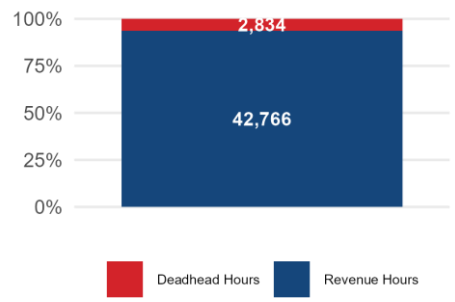
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	20.5	34.1	E	15.8	29.0	E	12.8	26.6	E
	Passengers per Revenue Mile | 4	1.8	4.6	E	1.3	3.7	E	1.1	3.2	E
	Unique Segment Ridership | 10%	47%	20%	A	59%	34%	A	59%	31%	A
Reliability	**On-Time Performance |** 79%	83%	74%	B	87%	75%	A	87%	77%	A
	Crowding | 5%	5%	3%	B	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.34	Off-Peak: 0.37 Peak: 0.51	A	0.24	0.37	A	0.2	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.34	$ 4.27	D	$8.25	$ 5.07	E	$10.19	$ 5.55	E
	Cost Recovery | 25%	22%	39%	D	17%	32%	E	13%	30%	E

Operational Analysis

Miles Allocation



Hours Allocation



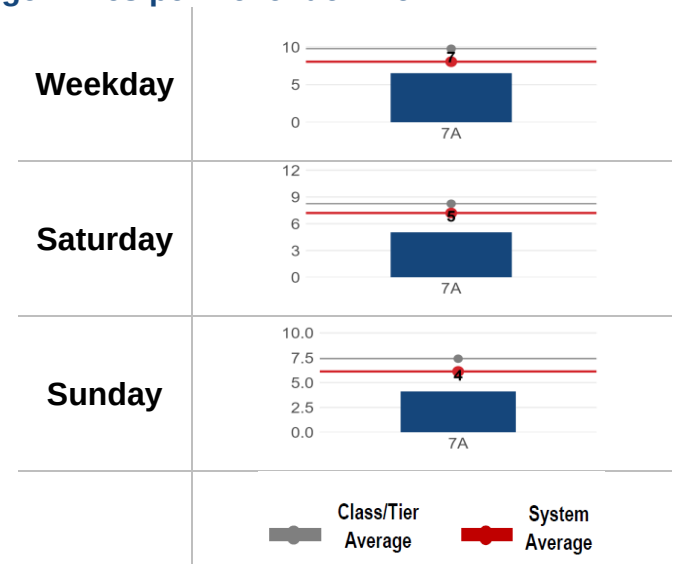
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7A	23.40	47,300	46,394 (98.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

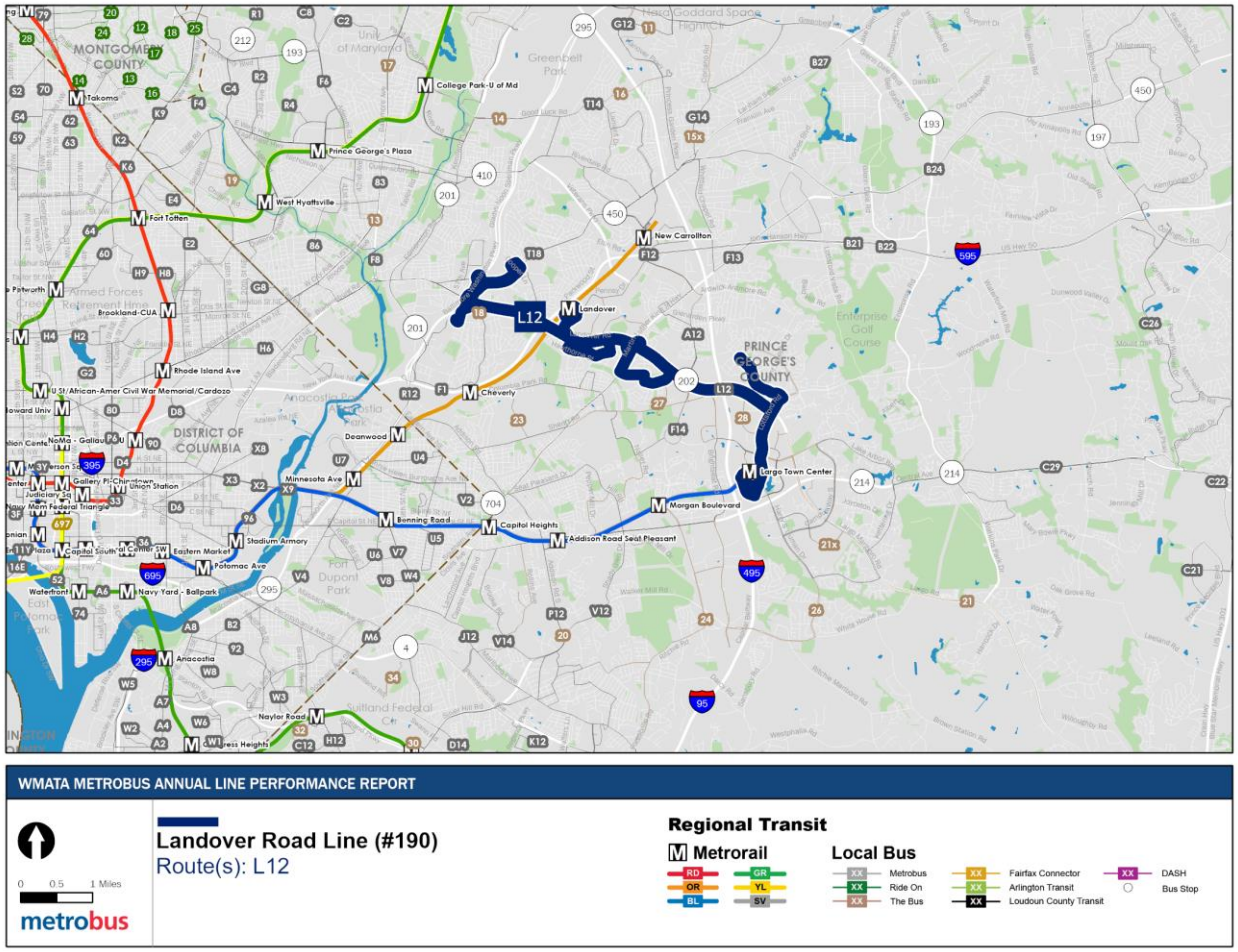
Passenger Miles per Revenue Mile



LINE: 190 - Landover Road

ROUTE(S): L12

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

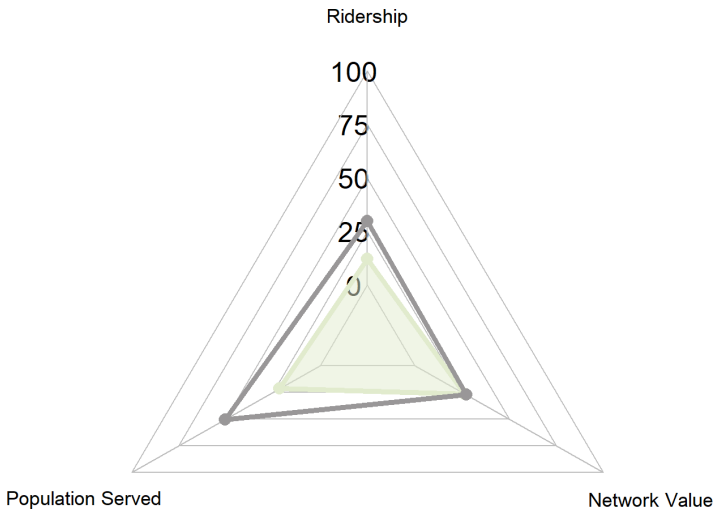
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

20

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	26	12	

Operating Statistics

Annual Operating Costs	$5,141,851
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

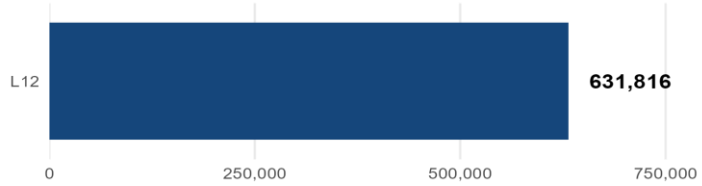
Service Area Population	20,647	
Minority Population	*Service Area*	15,017
	% Riders Surveyed	96%
Low Income Household	*Service Area*	5,791
	% Riders Surveyed	65%

Facilities/Amenities

Bus Stops	78
% Stops With Shelters	31%
% Stops With Benches	15%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



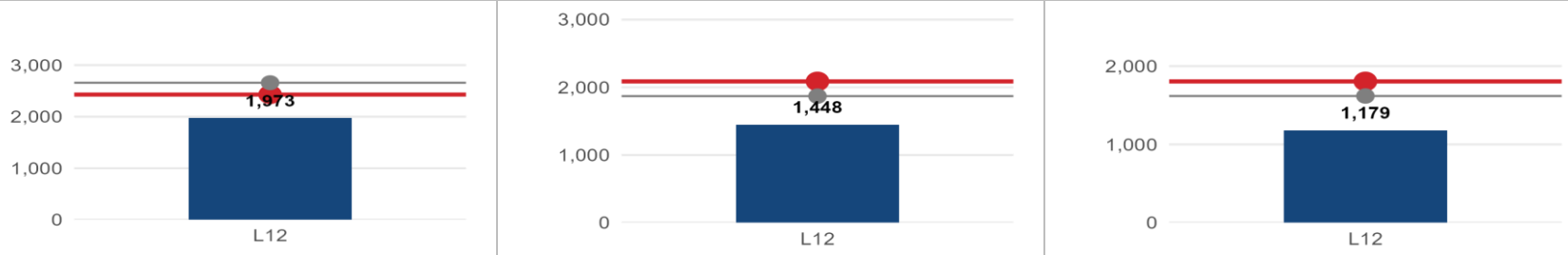
Top Transfer Locations

Landover, Largo Town Center

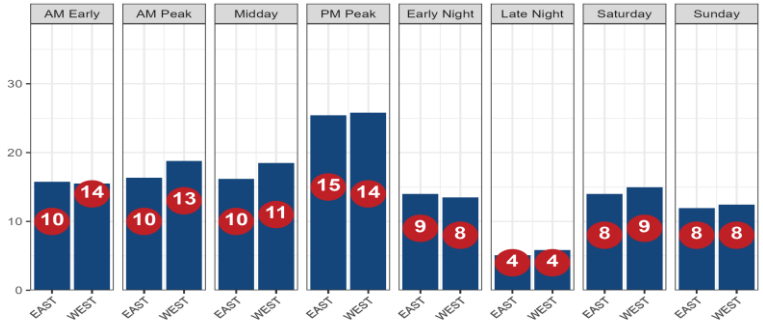
Average Daily Ridership

Class/Tier Average

System Average



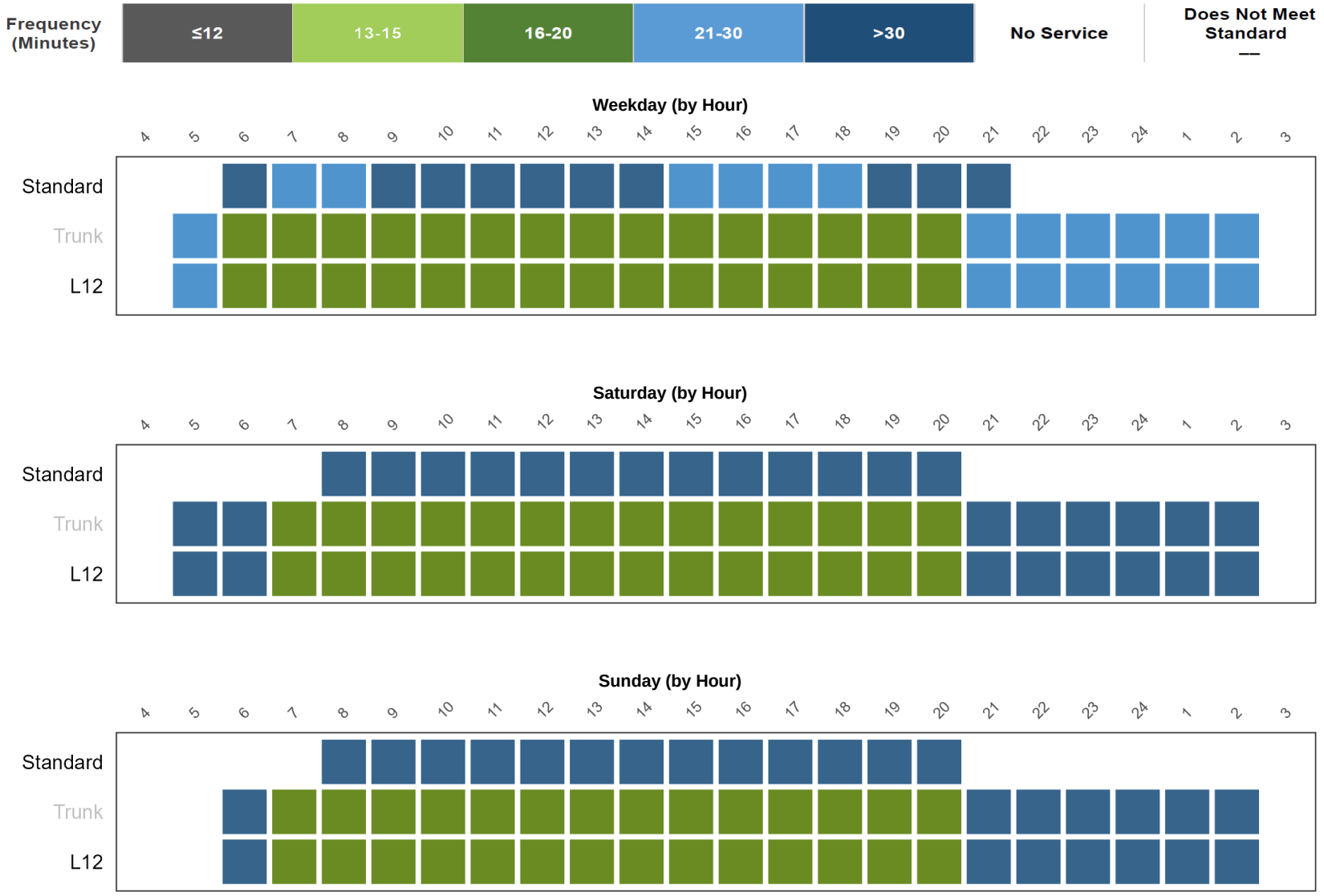
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.32	0.34
	Off-Peak Maximum Target: 1.0	0.21	0.23
	Saturday Maximum Target: 1.0	0.21	0.23
	Sunday Maximum Target: 1.0	0.19	0.2

Span and Frequency



Performance Report Card

B Landover 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 - 2:18 AM	-	A	5:30 AM - 2:21 AM	-	A	6:00 AM - 2:20 AM	-	A
	Frequency of Service | varies	Peak: 19.0 / Off-Peak: 19.0	Peak: 21.1 / Off-Peak: 33.4	A	24.0	39.1	A	23.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	17.2	29.8	A	14.4	25.4	C	12.4	24.4	D
	Passengers per Revenue Mile | 1	1.4	2.6	A	1.1	2.1	A	1.0	2.0	C
Reliability	**On-Time Performance |** 79%	83%	75%	B	82%	77%	B	80%	78%	B
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.33	Off-Peak: 0.35 Peak: 0.46	A	0.22	0.34	A	0.2	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.56	$ 4.80	B	$9.03	$ 5.61	D	$10.51	$ 5.91	E
	Cost Recovery | 20%	11%	28%	E	10%	24%	E	8%	23%	E

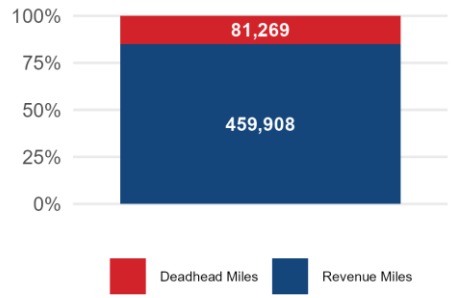
Route L12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.6	4.5	E
Route Design	**Circuity |** 1.75	2.61	2.09	E

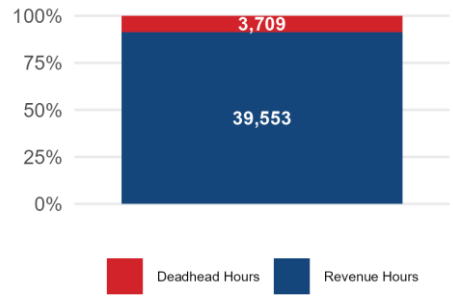
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.2	29.8	A	14.4	25.4	C	12.4	24.4	D
	Passengers per Revenue Mile | 1	1.4	2.6	A	1.1	2.1	A	1.0	2.0	C
	Unique Segment Ridership | 10%	67%	45%	A	74%	58%	A	73%	58%	A
Reliability	**On-Time Performance |** 79%	83%	75%	B	82%	77%	B	80%	78%	B
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.33	Off-Peak: 0.36 Peak: 0.46	A	0.22	0.35	A	0.2	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.56	$ 4.80	B	$9.03	$ 5.61	D	$10.51	$ 5.91	E
	Cost Recovery | 20%	11%	29%	E	10%	24%	E	8%	23%	E

Operational Analysis

Miles Allocation



Hours Allocation



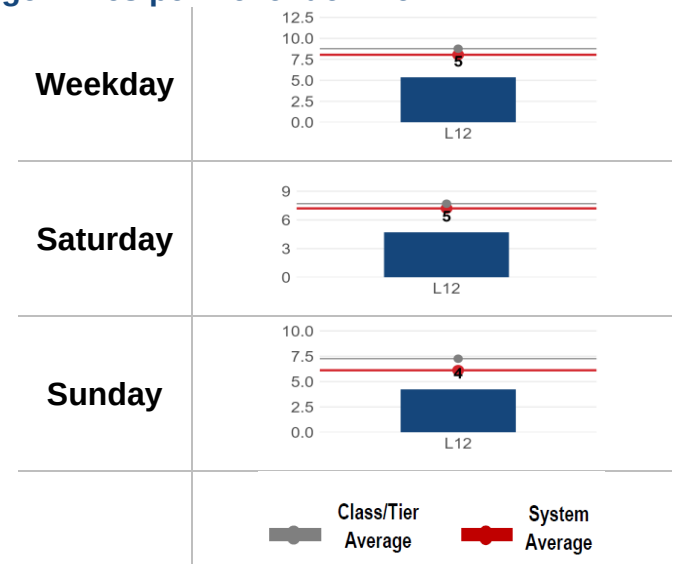
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L12	31.00	39,749	38,870 (97.8%)

Service Change Summary

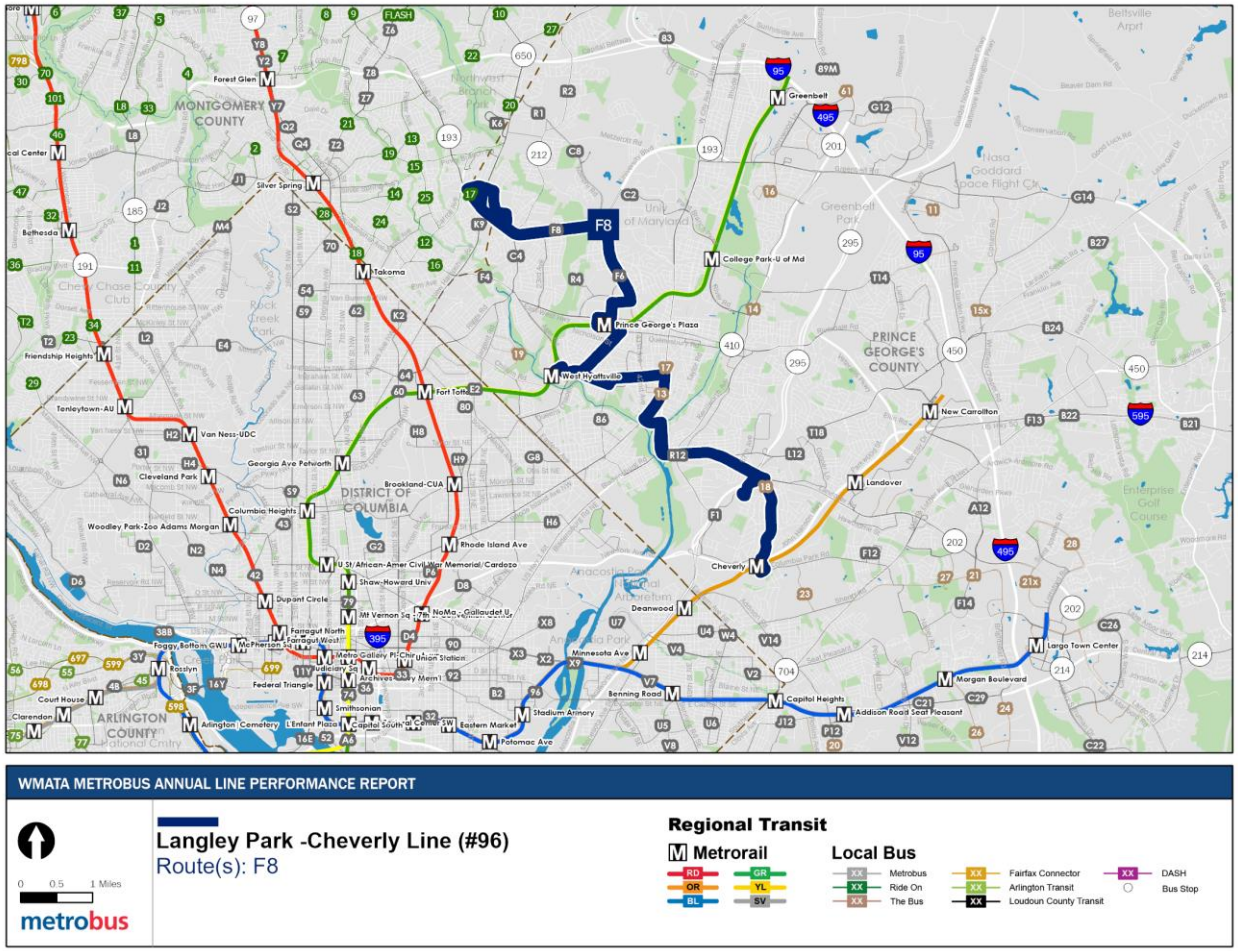
Jun 2024: 7 days a week, buses no longer enter the former Prince George's Hospital complex via Hospital Drive
Sep 2024: No change
Dec 2024: No change

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	B

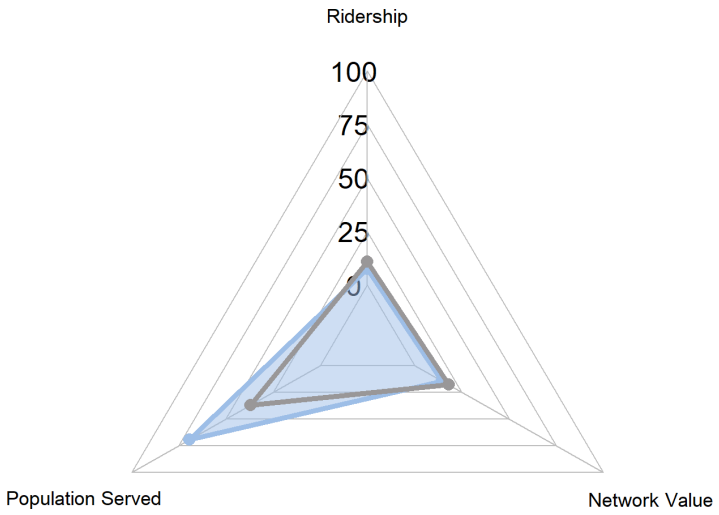
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

30

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	69	14	8	

Operating Statistics

Annual Operating Costs	$2,104,850
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

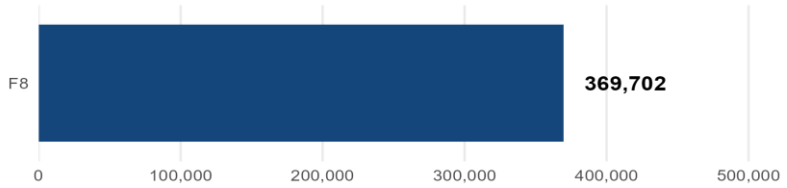
Service Area Population		50,316
Minority Population	*Service Area*	15,006
	% Riders Surveyed	98%
Low Income Household	*Service Area*	19,467
	% Riders Surveyed	86%

Facilities/Amenities

Bus Stops	128
% Stops With Shelters	14%
% Stops With Benches	14%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



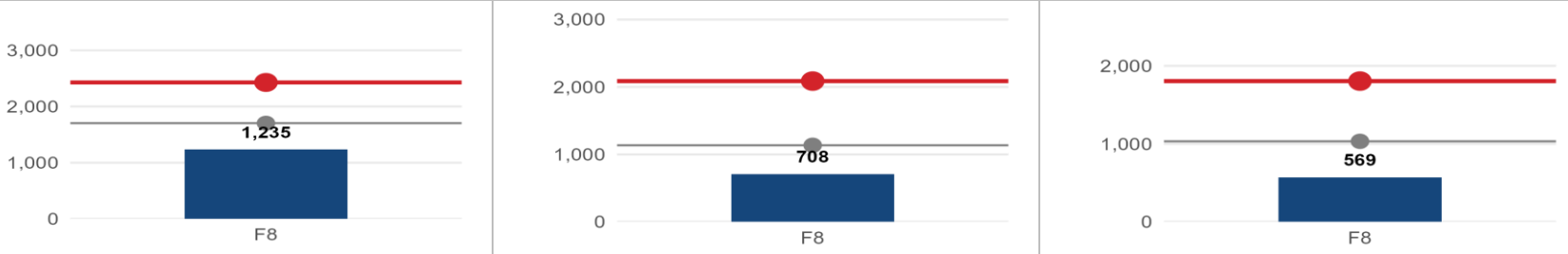
Top Transfer Locations

West Hyattsville, Prince George's Plaza, Cheverly

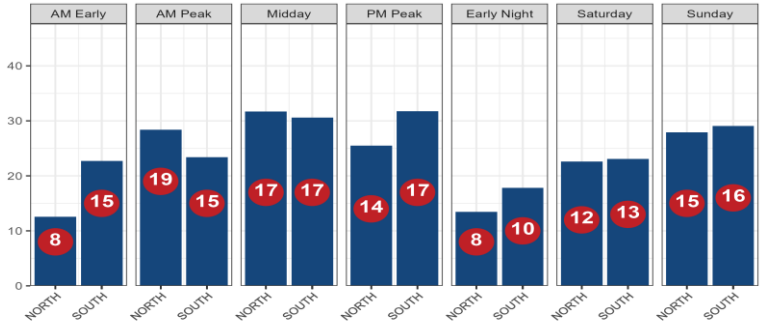
Average Daily Ridership

Class/Tier Average

System Average



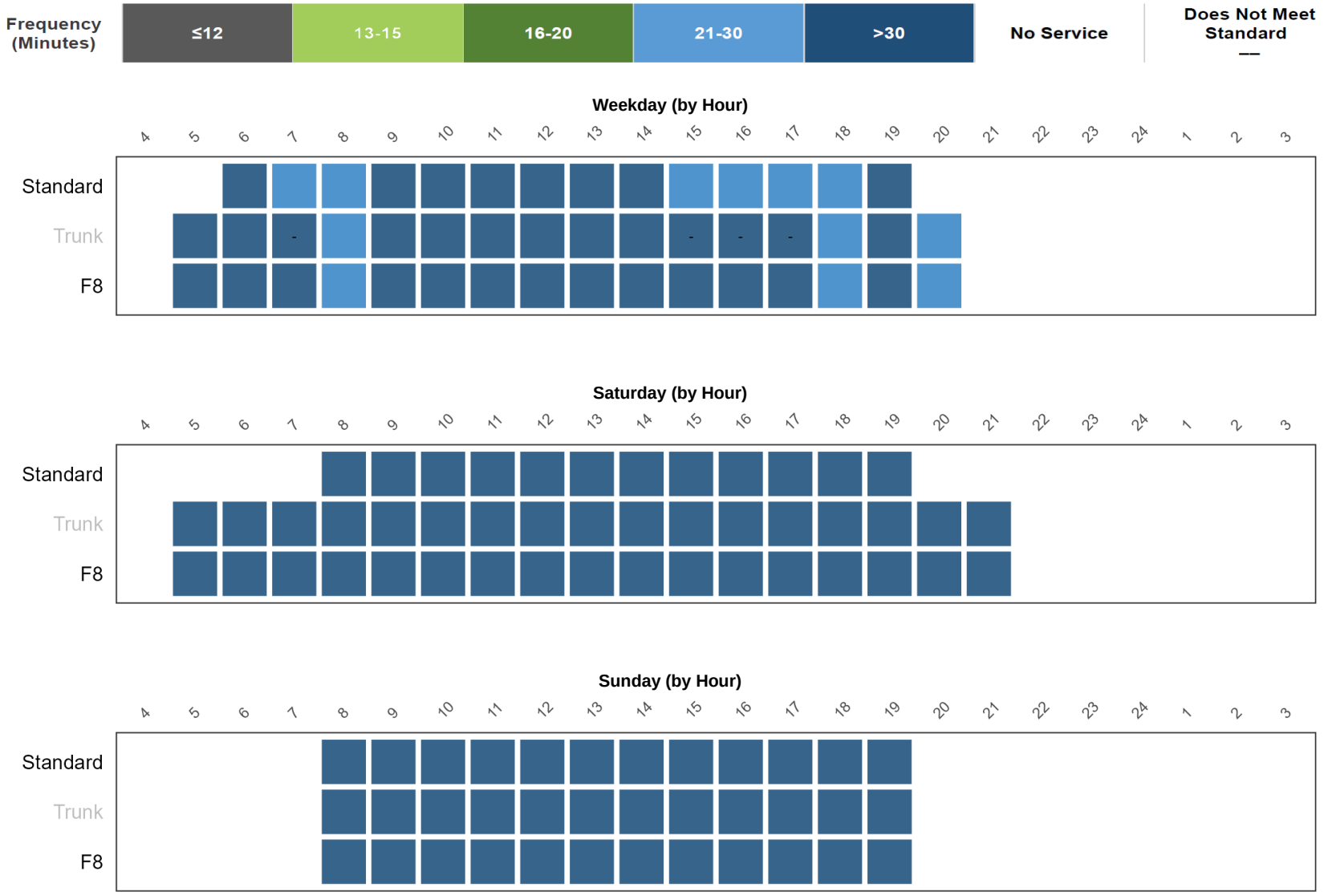
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.39	0.39
Weekday	**Off-Peak** Maximum Target: 1.0	0.37	0.37
	Saturday Maximum Target: 1.0	0.31	0.32
	Sunday Maximum Target: 1.0	0.37	0.39

Span and Frequency



Performance Report Card

B Langley Park -Cheverly

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:30 AM - 8:51 PM	-	A	5:45 AM - 9:44 PM	-	A	8:45 AM - 7:42 PM	-	C
	Frequency of Service | varies	Peak: 32.0 / Off-Peak: 54.0	Peak: 22.1 / Off-Peak: 32.8	C	60.0	36.3	B	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	22.1	33.4	A	20.7	28.1	A	23.1	26.6	A
	Passengers per Revenue Mile | 2	2.0	3.9	B	1.7	3.0	D	2.1	2.8	B
Reliability	**On-Time Performance |** 79%	71%	78%	D	71%	80%	D	70%	80%	D
	Crowding | 5%	2%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.39	Off-Peak: 0.29 Peak: 0.39	A	0.31	0.27	A	0.38	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.87	$ 4.60	C	$6.27	$ 5.40	D	$5.62	$ 5.77	C
	Cost Recovery | 20%	22%	29%	B	21%	24%	B	23%	23%	A

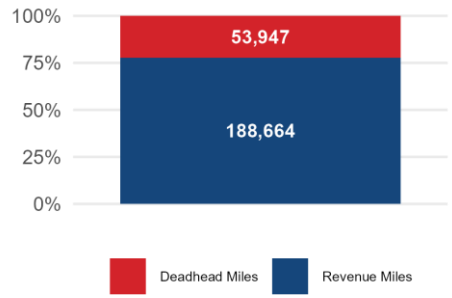
Route F8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	6.2	A
Route Design	**Circuity |** N/A	2.09	2.37	-

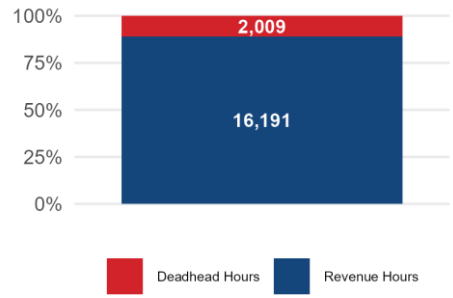
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	22.1	33.4	A	20.7	28.1	A	23.1	26.6	A
	Passengers per Revenue Mile | 2	2.0	3.9	B	1.7	3.0	D	2.1	2.8	B
	Unique Segment Ridership | 10%	33%	24%	A	41%	43%	A	37%	38%	A
Reliability	**On-Time Performance |** 79%	71%	78%	D	71%	80%	D	70%	80%	D
	Crowding | 5%	2%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.39	Off-Peak: 0.31 Peak: 0.42	A	0.31	0.28	A	0.38	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.87	$ 4.60	C	$6.27	$ 5.40	D	$5.62	$ 5.77	C
	Cost Recovery | 20%	22%	32%	B	21%	24%	B	23%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



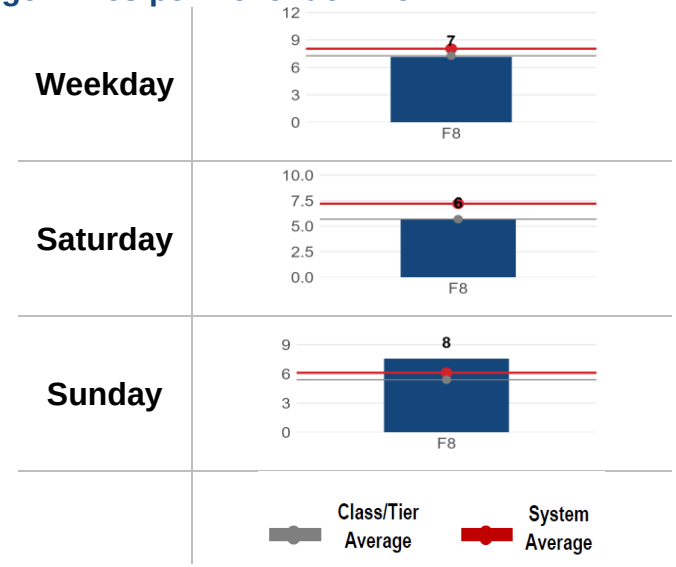
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F8	34.50	14,061	13,538 (96.3%)

Service Change Summary

Jun 2024: No change
Sep 2024: Long term SB detour on New Hampshire Ave in Langley Park due to Purple Line construction
Dec 2024: No change

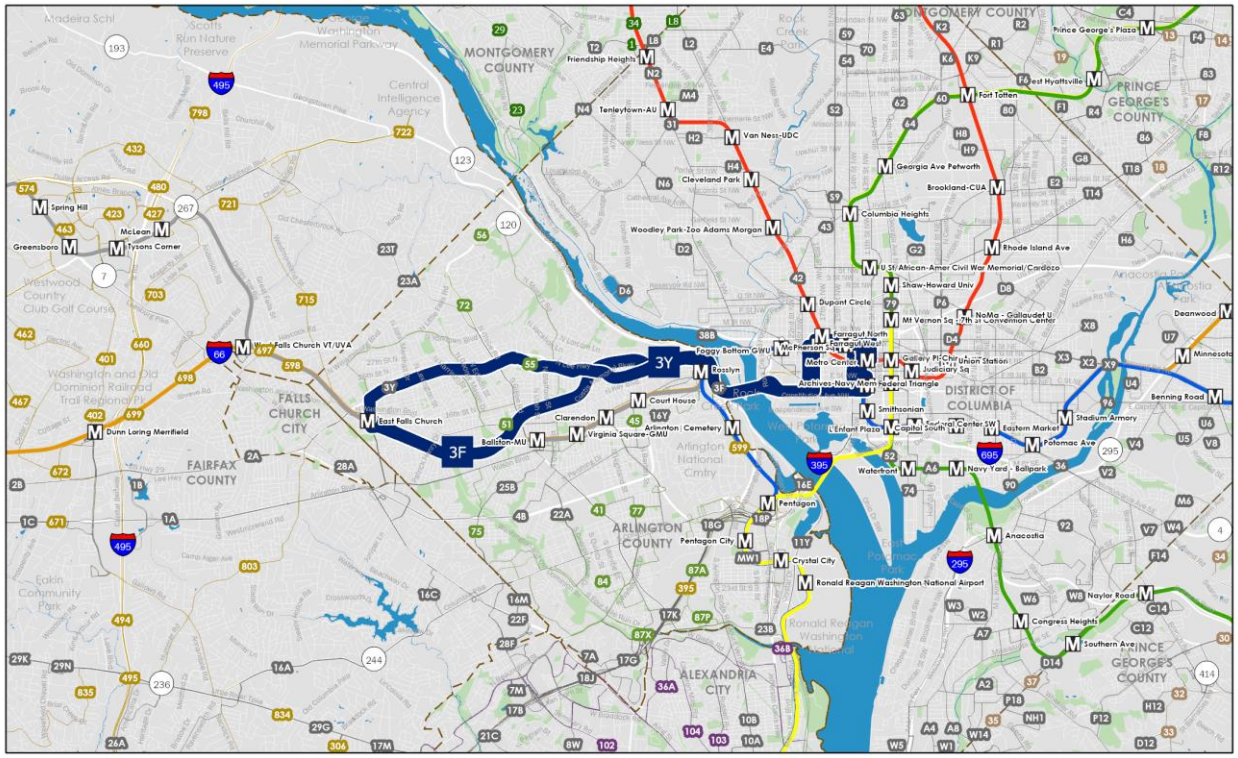
Passenger Miles per Revenue Mile



LINE: 138 - Langston Blvd.-Farragut Square

ROUTE(S): 3F, 3Y

About the Line



Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	B

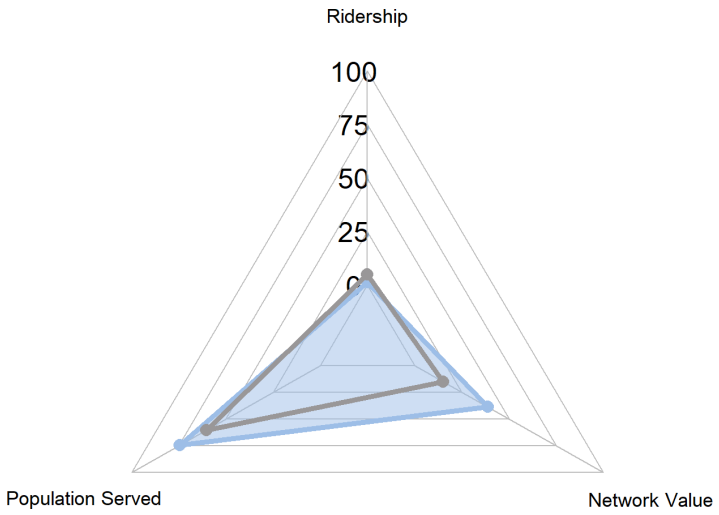
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

38

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	74	39	1	

Operating Statistics

Annual Operating Costs	$456,167
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population	40,506	
Minority Population	*Service Area*	10,242
	% Riders Surveyed	47%
Low Income Household	*Service Area*	5,567
	% Riders Surveyed	21%

Facilities/Amenities

Bus Stops	105
% Stops With Shelters	34%
% Stops With Benches	36%
% Stops With Real-Time Signs	5%

Ridership

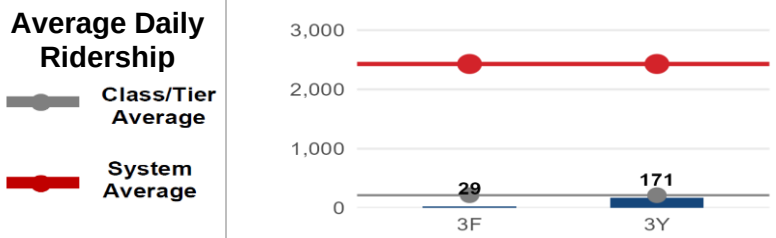
Annual Ridership



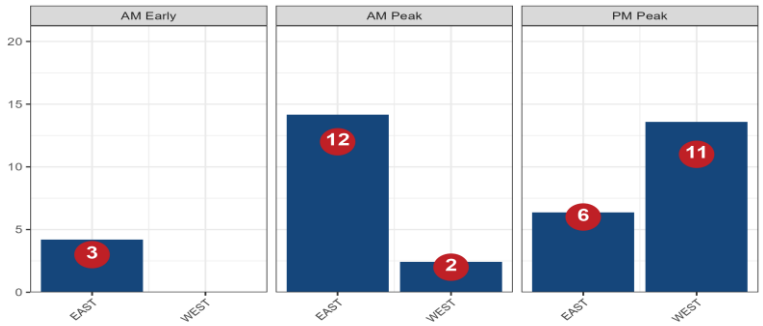
Top Transfer Locations

Farragut North, Metro Center, East Falls Church

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.26	0.19
	Off-Peak Maximum Target: 1.0	0.08	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B Langston Blvd.-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	5:45 AM - 9:19 AM; 4:15 PM - 7:23 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 29.0 / Off-Peak: NA	Peak: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	14.1	18	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.1	1.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	64%	75%	E	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.22	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.22	$ 9.19	E	-	-	-	-	-	-
	Cost Recovery | 20%	20%	33%	B	-	-	-	-	-	-

Route 3F

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.3	2.8	-
Route Design	**Circuity |** N/A	1.08	1.42	-

	Measure | Standard	Weekday			Saturday			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	7.2	18	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	1.2	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	17%	33%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	-	-	-	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.1	Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$18.08	$ 9.19	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	30%	E	-	-	-	-	-	-

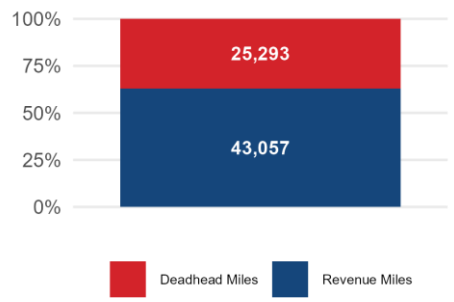
Route 3Y

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	4.6	2.8	-
Route Design	**Circuity |** N/A	1.23	1.42	-

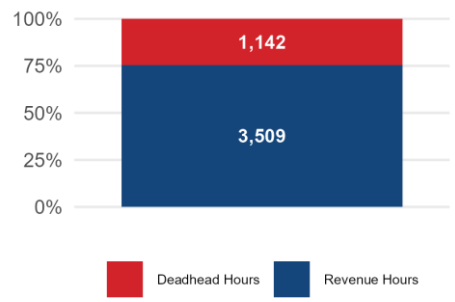
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	16.8	18	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.5	1.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	55%	33%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	64%	75%	E	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.3	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.72	$ 9.19	C	-	-	-	-	-	-
	Cost Recovery | 20%	24%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



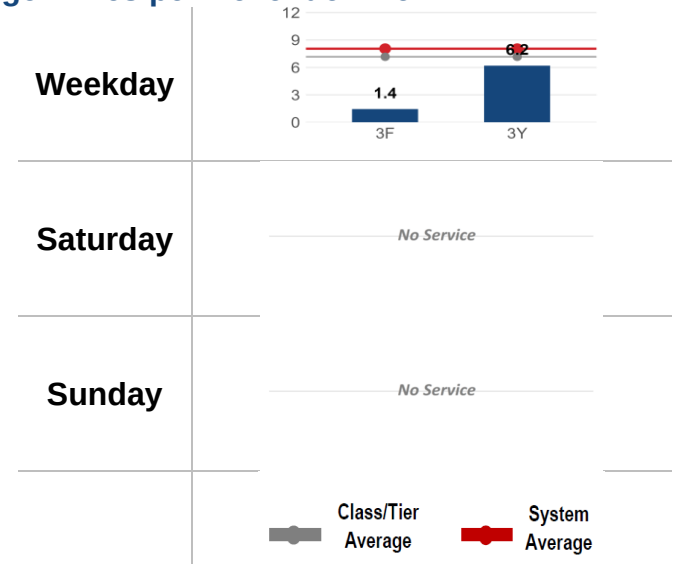
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3F	17.20	1,736	1,698 (97.8%)
3Y	19.70	3,224	3,143 (97.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

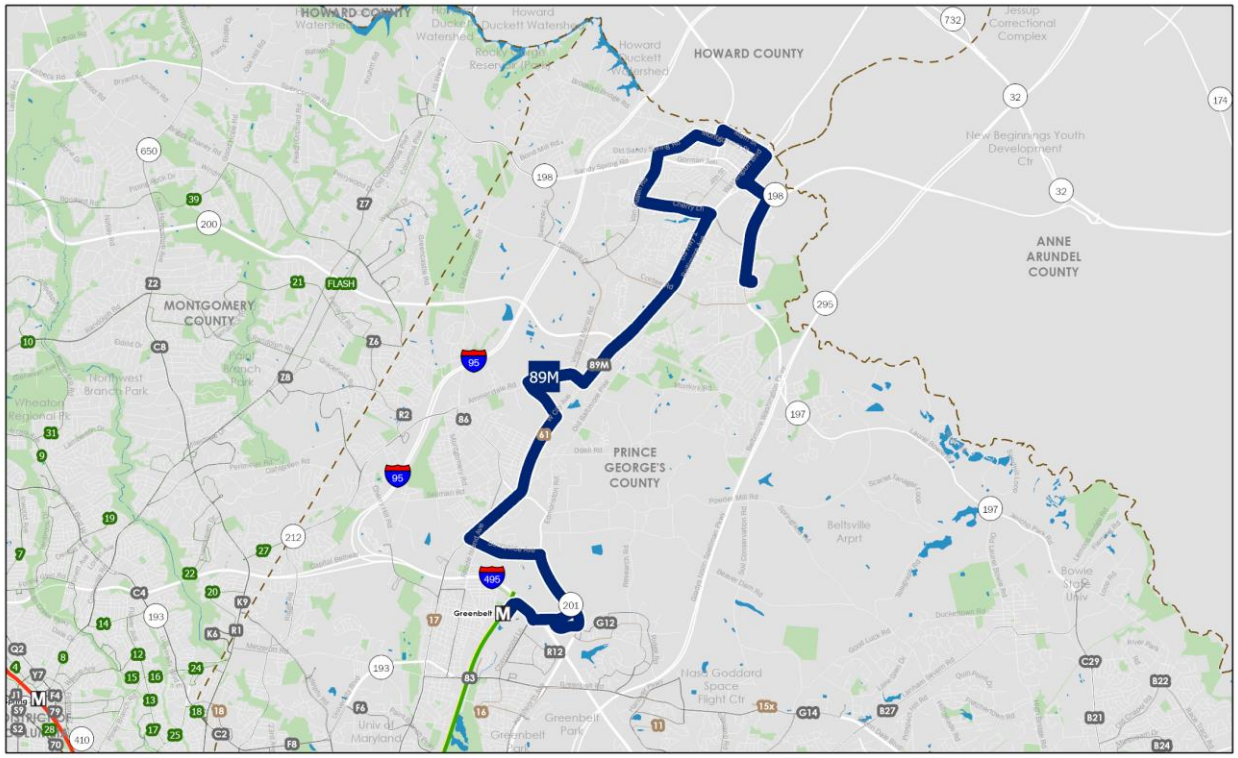
Passenger Miles per Revenue Mile



LINE: 525 - Laurel

ROUTE(S): 89M

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

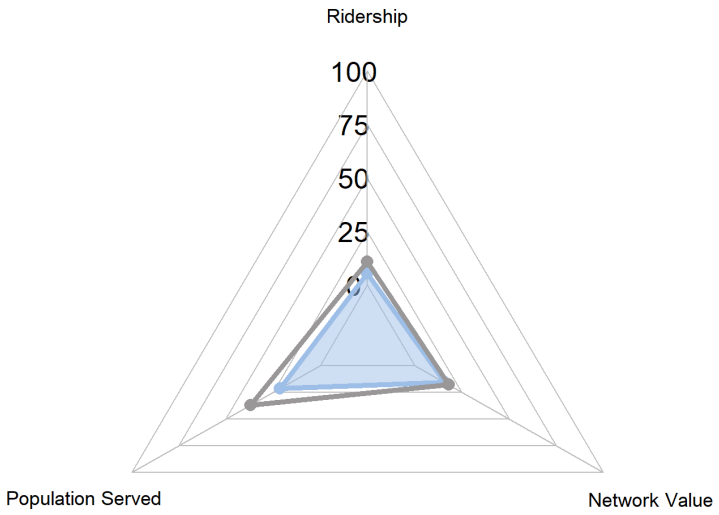
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

14

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	16	6	

Operating Statistics

Annual Operating Costs	$1,398,621
Peak Vehicles	3
Vehicle Type(s)	40 Foot

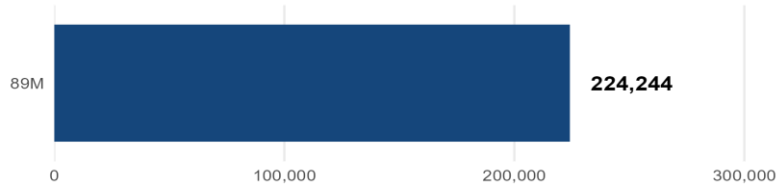
Service Area Context (1/4 Mile, Survey Weekday Only)

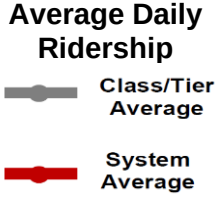
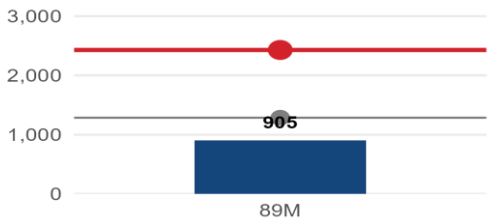
Service Area Population	23,920	
Minority Population	*Service Area*	14,403
	% Riders Surveyed	89%
Low Income Household	*Service Area*	6,087
	% Riders Surveyed	72%

Facilities/Amenities

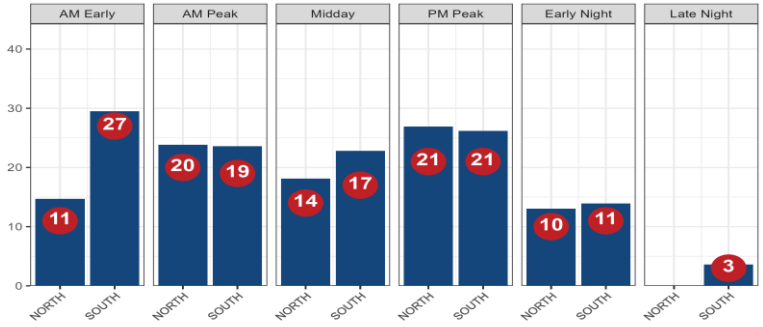
Bus Stops	93
% Stops With Shelters	15%
% Stops With Benches	15%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership	
Top Transfer Locations	**Greenbelt, New Carrollton**

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

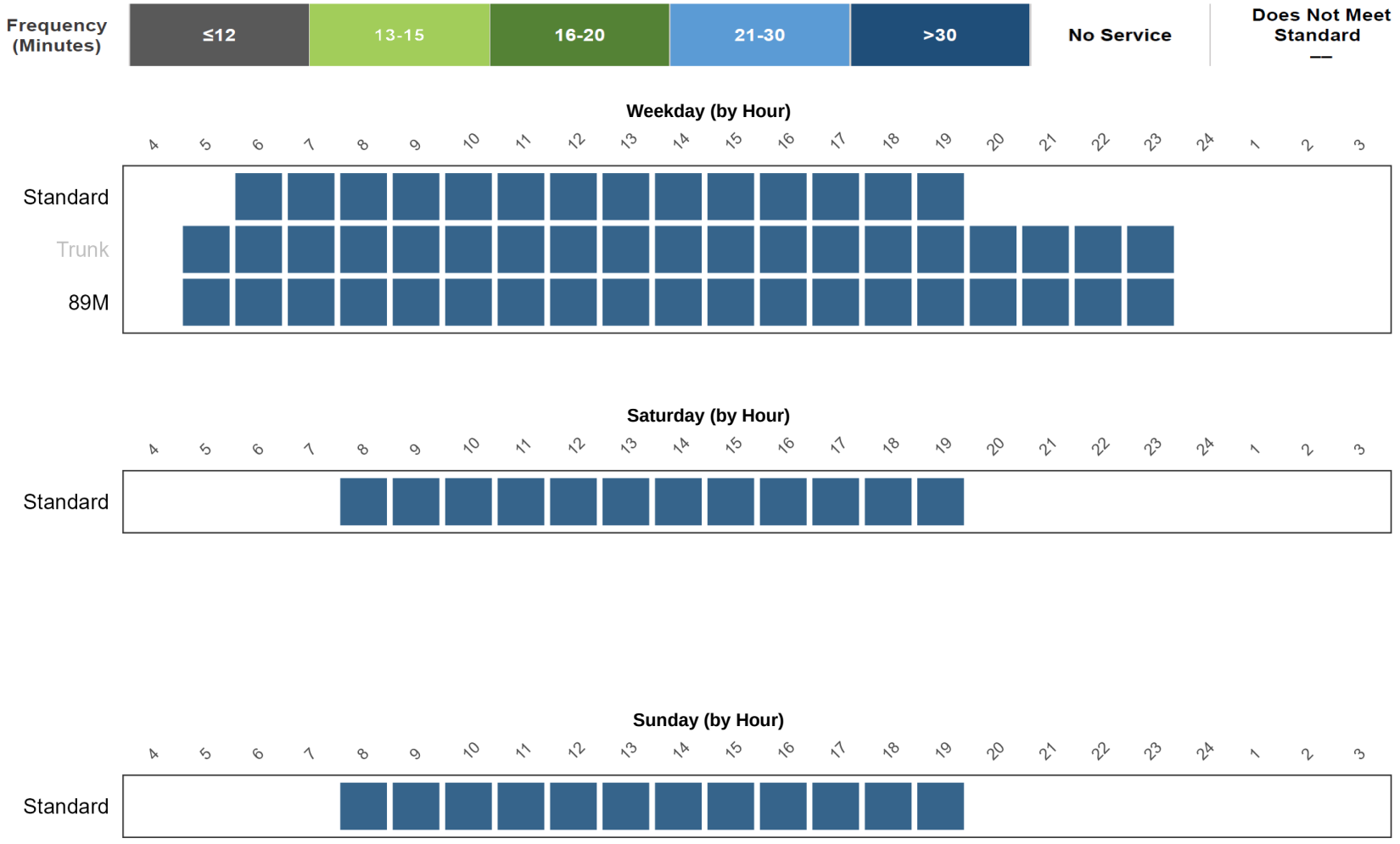
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.5	0.5
Weekday	**Off-Peak** Maximum Target: 1.0	0.3	0.37
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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	5:15 AM - 11:52 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 44.0 / Off-Peak: 55.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	20.6	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.5	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.32	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	22%	23%	B	-	-	-	-	-	-

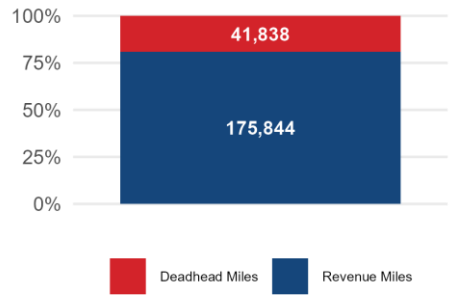
Route 89M

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.2	4.8	E
Route Design	**Circuity |** N/A	2.52	1.78	-

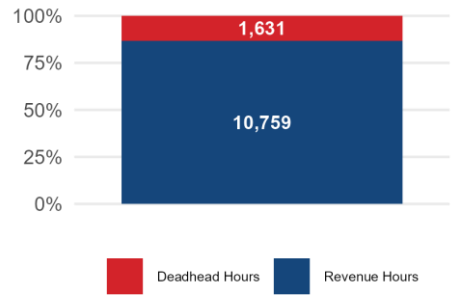
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	20.6	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	41%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.5	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.32	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	22%	22%	B	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



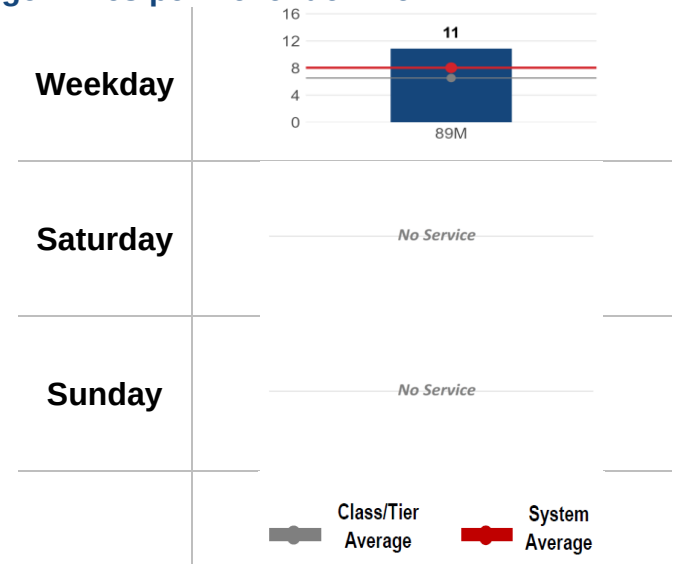
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
89M	43.40	10,879	10,543 (96.9%)

Service Change Summary

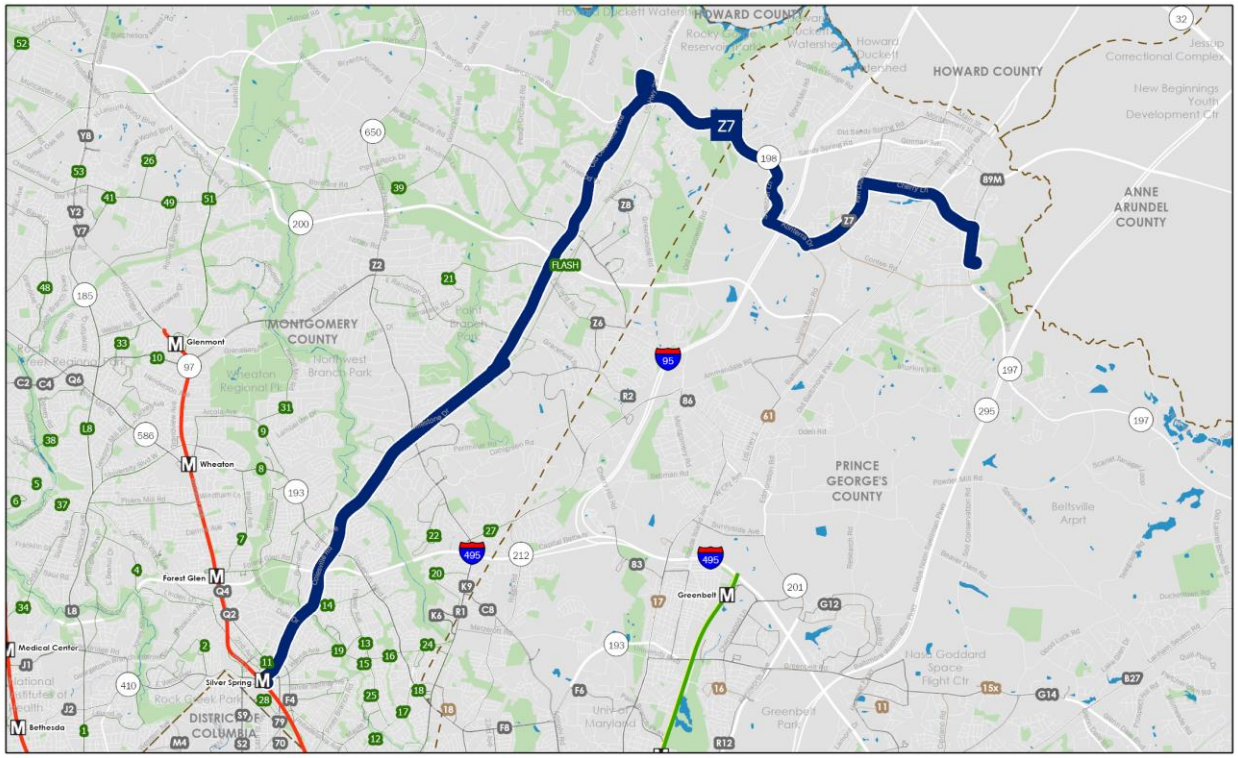
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

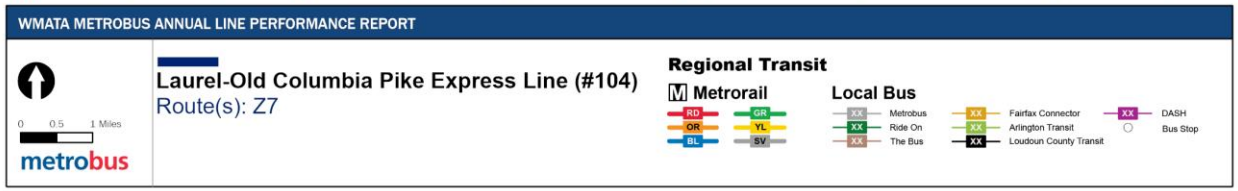
Passenger Miles per Revenue Mile



LINE: 104 - Laurel-Old Columbia Pike Express ROUTE(S): Z7

About the Line





Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

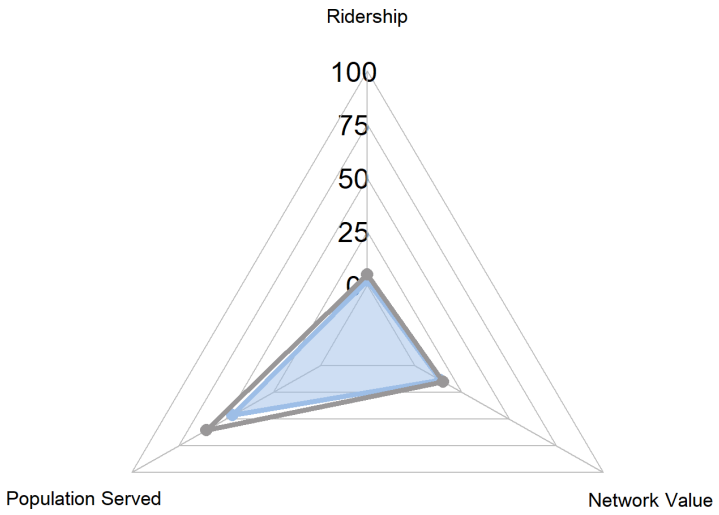
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

21

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	47	14	2	

Operating Statistics

Annual Operating Costs	$683,598
Peak Vehicles	3
Vehicle Type(s)	40 Foot

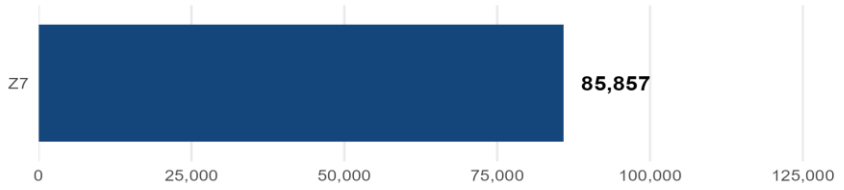
Service Area Context (1/4 Mile, Survey Weekday Only)

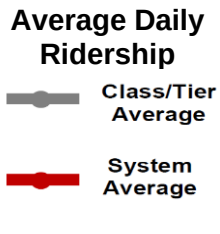
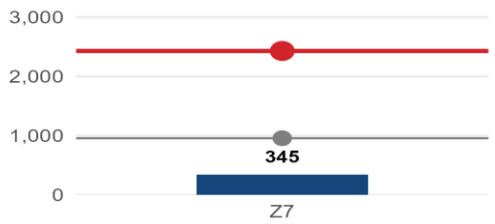
Service Area Population	32,510	
Minority Population	*Service Area*	20,893
	% Riders Surveyed	92%
Low Income Household	*Service Area*	6,431
	% Riders Surveyed	44%

Facilities/Amenities

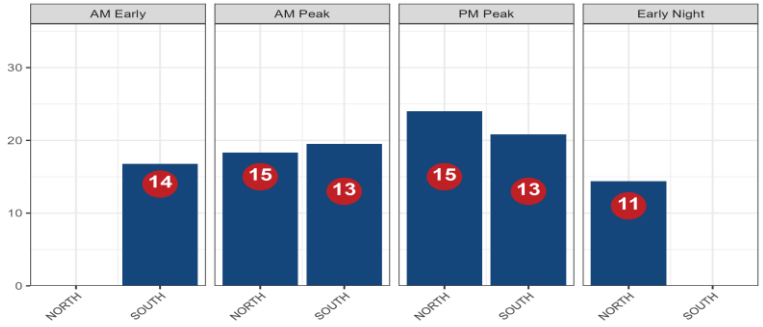
Bus Stops	99
% Stops With Shelters	20%
% Stops With Benches	23%
% Stops With Real-Time Signs	1%

Ridership

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

	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	0.37	0.33
	Off-Peak Maximum Target: 1.0	0.26	0.36
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B 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	5:00 AM - 9:03 AM; 3:20 PM - 8:32 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 38.0 / Off-Peak: NA	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	16.4	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.1	1.5	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	77%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.35	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.90	$ 7.78	C	-	-	-	-	-	-
	Cost Recovery | 20%	19%	32%	C	-	-	-	-	-	-

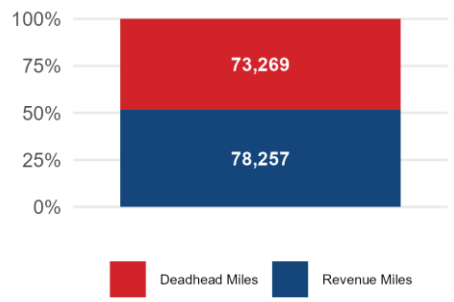
Route Z7

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.7	2.4	-
Route Design	**Circuity |** N/A	1.38	1.37	-

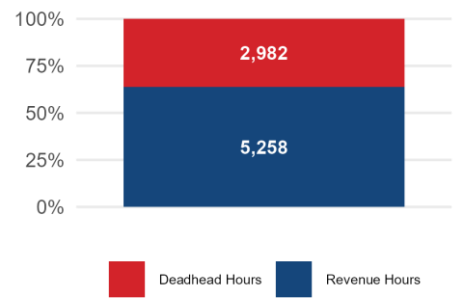
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	16.4	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.1	1.5	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	36%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	77%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.35	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.90	$ 7.78	C	-	-	-	-	-	-
	Cost Recovery | 20%	19%	31%	C	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



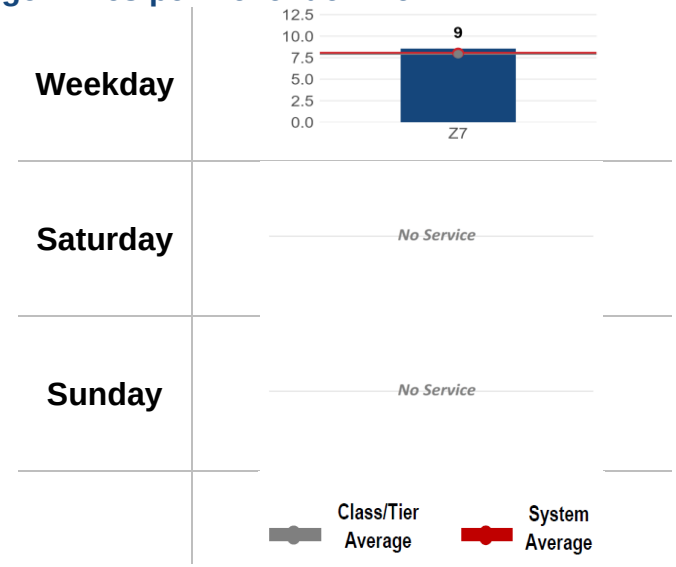
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z7	37.50	4,216	4,152 (98.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

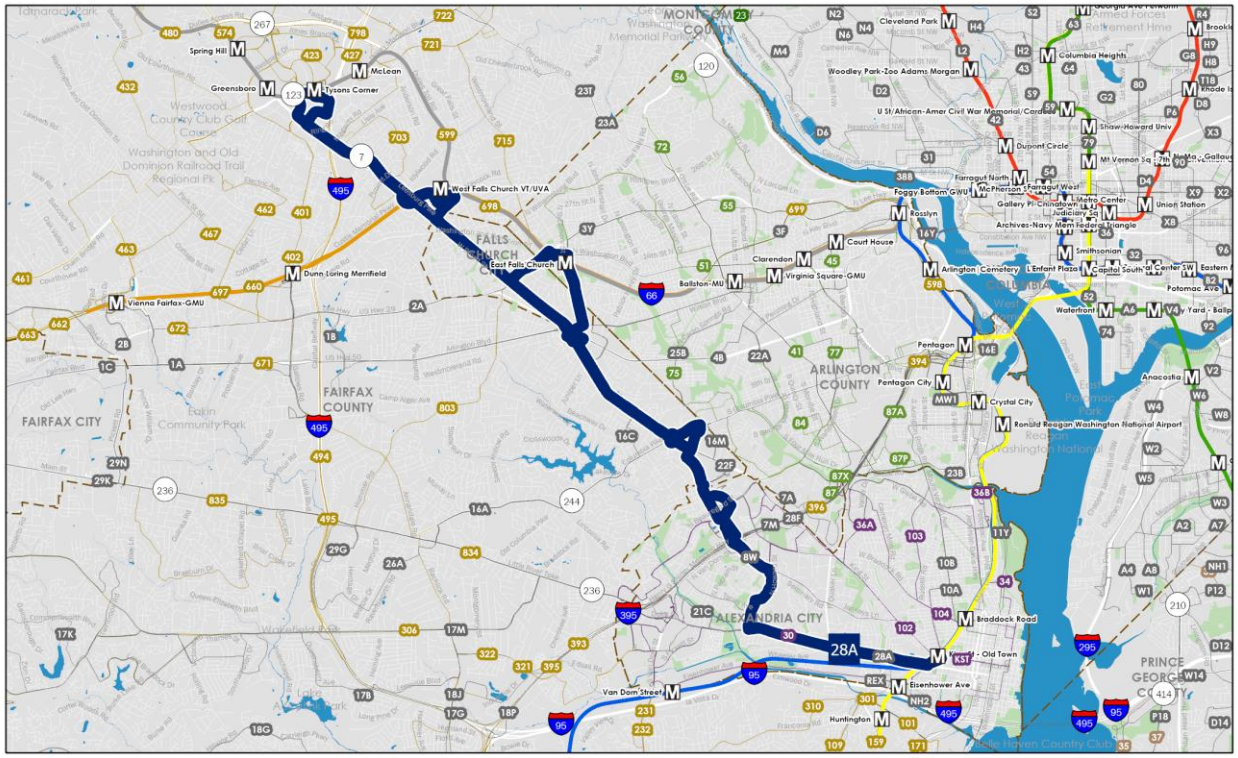
Passenger Miles per Revenue Mile



LINE: 5 - Leesburg Pike

ROUTE(S): 28A

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

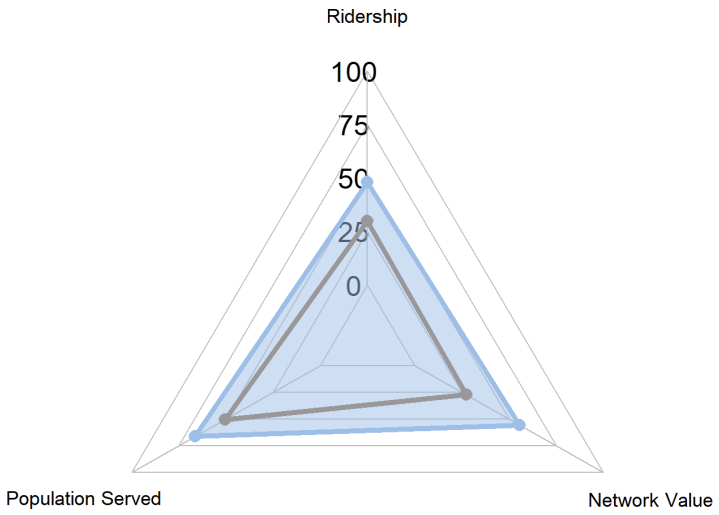
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

57

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	66	56	48	

Operating Statistics

Annual Operating Costs	$13,774,033
Peak Vehicles	19
Vehicle Type(s)	40 Foot

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

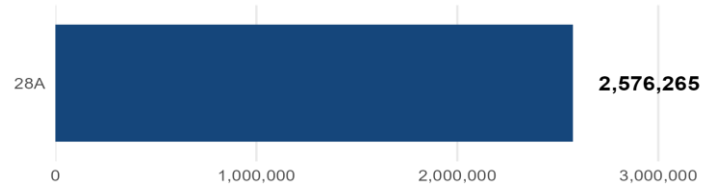
Service Area Population		69,234
Minority Population	*Service Area*	23,841
	% Riders Surveyed	83%
Low Income Household	*Service Area*	17,252
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops	151
% Stops With Shelters	25%
% Stops With Benches	31%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



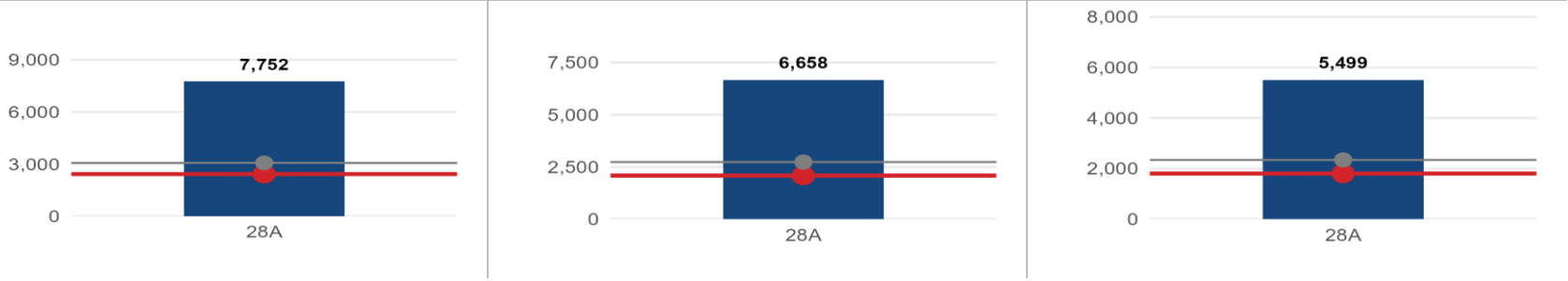
Top Transfer Locations

East Falls Church, West Falls Church, King Street

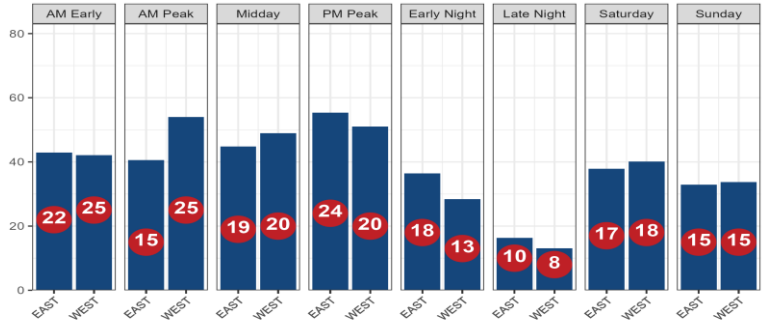
Average Daily Ridership

Class/Tier Average

System Average



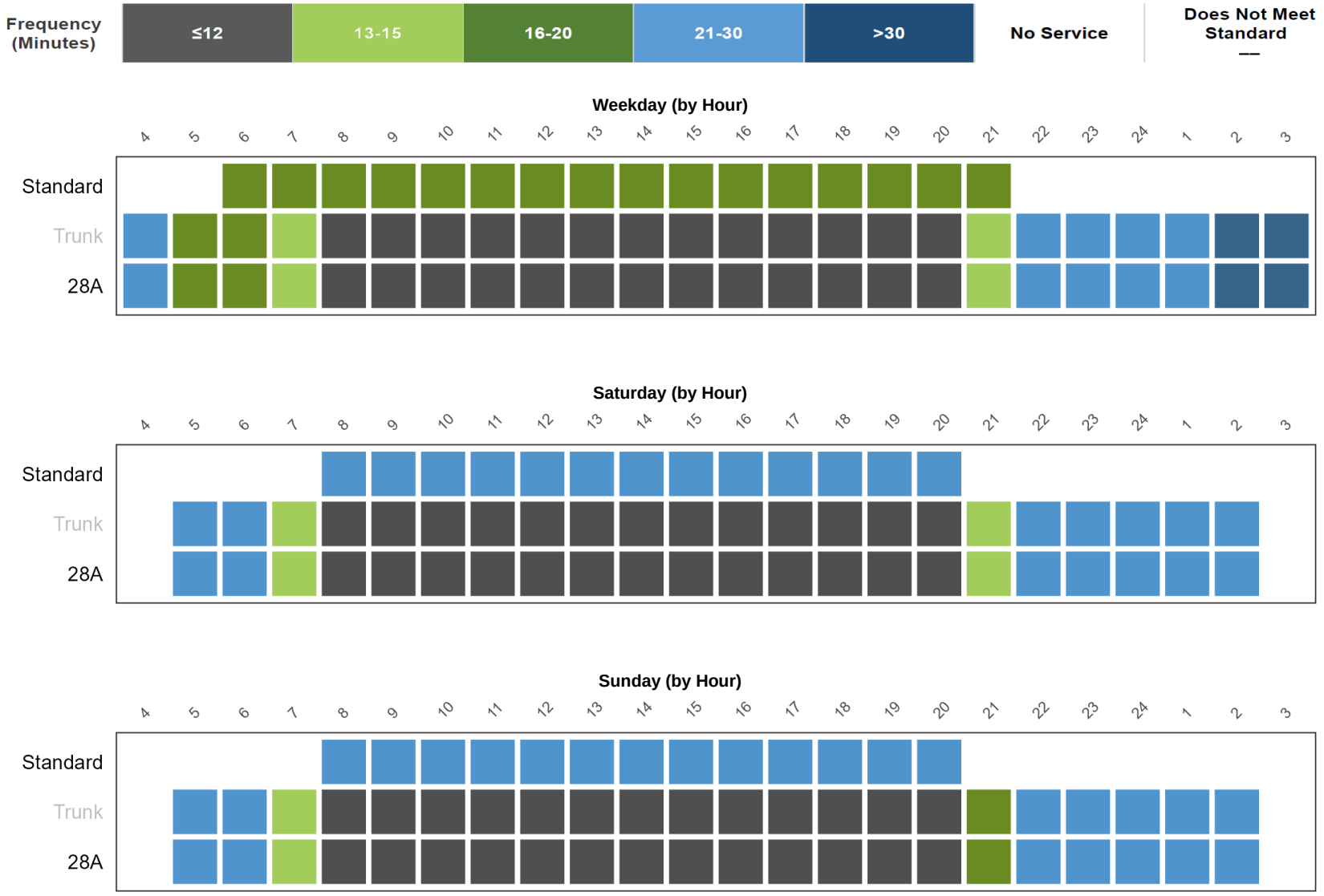
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.51	0.55
Weekday	**Off-Peak** Maximum Target: 1.0	0.44	0.43
	Saturday Maximum Target: 1.0	0.42	0.44
	Sunday Maximum Target: 1.0	0.38	0.38

Span and Frequency



Performance Report Card

B Leesburg Pike

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:18 AM - 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	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	26.2	29.6	A	22.4	28.2	A	19.8	25.5	C
	Passengers per Revenue Mile | 2	2.4	2.9	A	2.1	2.6	B	1.8	2.3	C
Reliability	**On-Time Performance |** 79%	78%	75%	C	81%	77%	B	84%	78%	B
	Crowding | 5%	1%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.53	Off-Peak: 0.39 Peak: 0.49	A	0.43	0.38	A	0.38	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.96	$ 5.18	A	$5.81	$ 5.36	C	$6.56	$ 6.15	E
	Cost Recovery | 20%	30%	29%	A	26%	26%	A	23%	23%	A

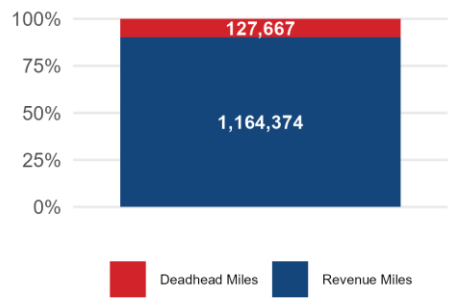
Route 28A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	4.5	E
Route Design	**Circuity |** 1.75	1.65	1.47	B

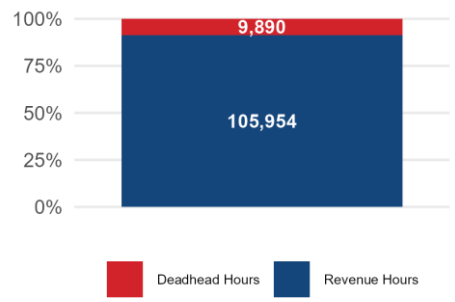
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	26.2	29.6	A	22.4	28.2	A	19.8	25.5	C
	Passengers per Revenue Mile | 2	2.4	2.9	A	2.1	2.6	B	1.8	2.3	C
	Unique Segment Ridership | 10%	42%	19%	A	66%	36%	A	66%	37%	A
Reliability	**On-Time Performance |** 79%	78%	75%	C	81%	77%	B	84%	78%	A
	Crowding | 5%	1%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.53	Off-Peak: 0.39 Peak: 0.49	A	0.43	0.4	A	0.38	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.96	$ 5.18	A	$5.81	$ 5.36	C	$6.56	$ 6.15	E
	Cost Recovery | 20%	30%	29%	A	26%	27%	A	23%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



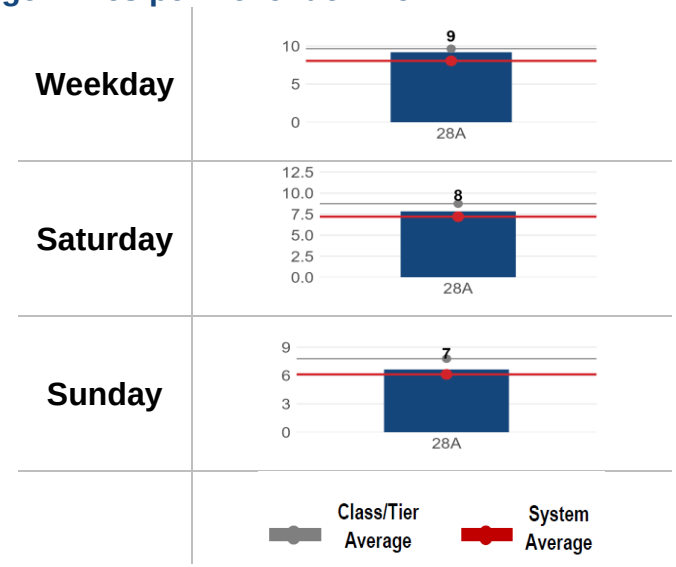
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28A	42.40	63,544	62,083 (97.7%)

Service Change Summary

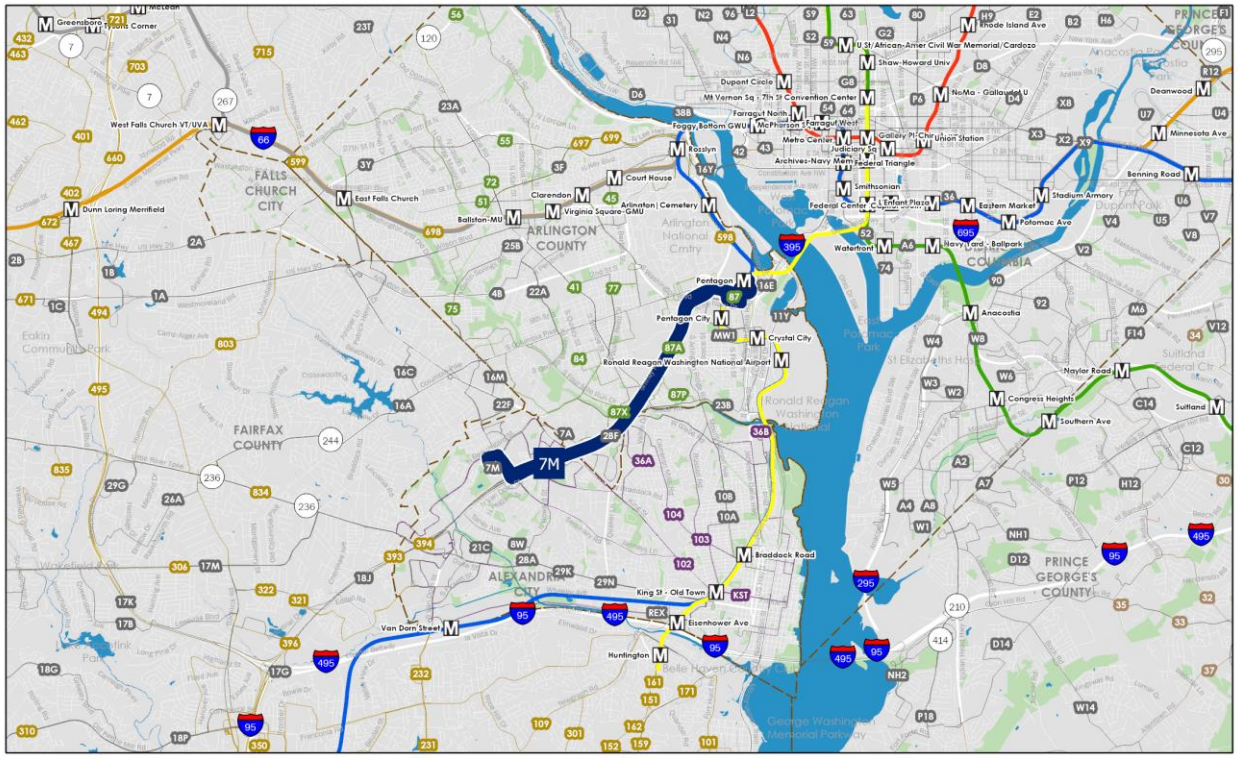
Jun 2024: No change
Sep 2024: No change
Dec 2024: Travel time adjustments

Passenger Miles per Revenue Mile



LINE: 80 - Mark Center-Pentagon ROUTE(S): 7M

About the Line



Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

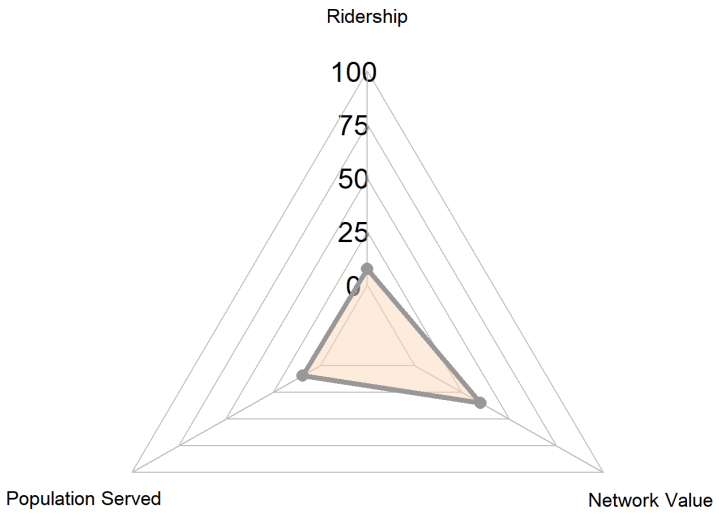
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	9	35	8	

Operating Statistics

Annual Operating Costs	$1,500,327
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

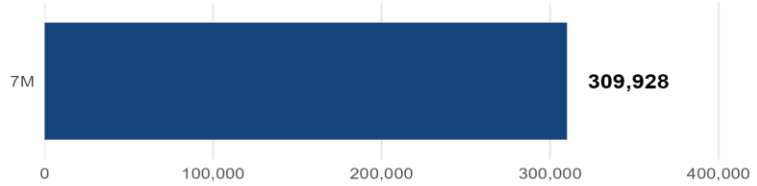
Service Area Population	4,099	
Minority Population	*Service Area*	1,913
	% Riders Surveyed	51%
Low Income Household	*Service Area*	1,179
	% Riders Surveyed	11%

Facilities/Amenities

Bus Stops	4
% Stops With Shelters	50%
% Stops With Benches	0%
% Stops With Real-Time Signs	50%

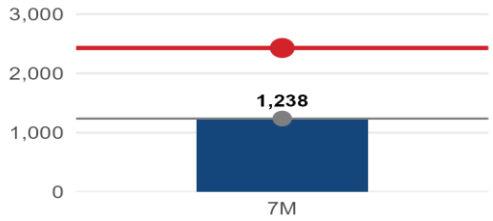
Ridership

Annual Ridership

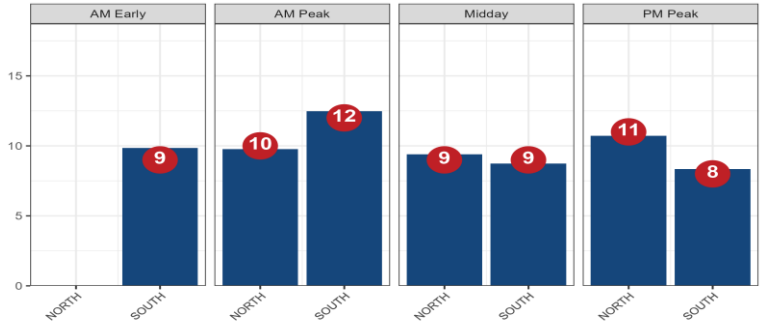


Top Transfer Locations

Pentagon

Average Daily Ridership	Weekday	Saturday	Sunday
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: NA**	0.25	0.24
	Off-Peak **Maximum Target: NA**	0.23	0.21
	Saturday **Maximum Target: NA**		
	Sunday **Maximum Target: NA**		

Span and Frequency



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 |**	27.3	27.3	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.7	1.7	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	95%	95%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$4.77	$ 4.77	-	-	-	-	-	-	-
	Cost Recovery |	18%	18%	-	-	-	-	-	-	-

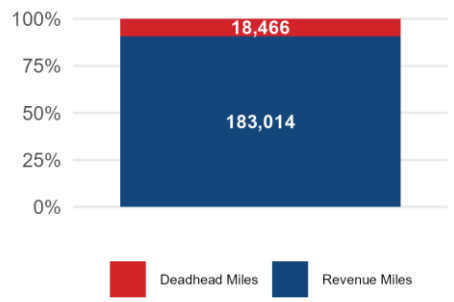
Route 7M

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	0.5	0.5	-
Route Design	**Circuity |**	1.01	1.01	-

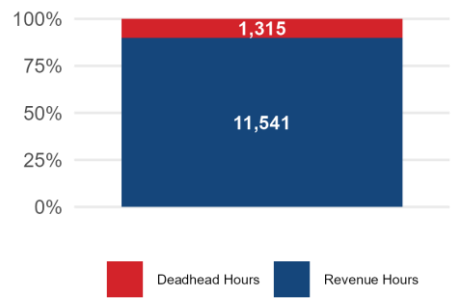
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	27.3	27.3	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.7	1.7	-	-	-	-	-	-	-
	Unique Segment Ridership |	98%	98%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	95%	95%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$4.77	$ 4.77	-	-	-	-	-	-	-
	Cost Recovery |	18%	18%	-	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



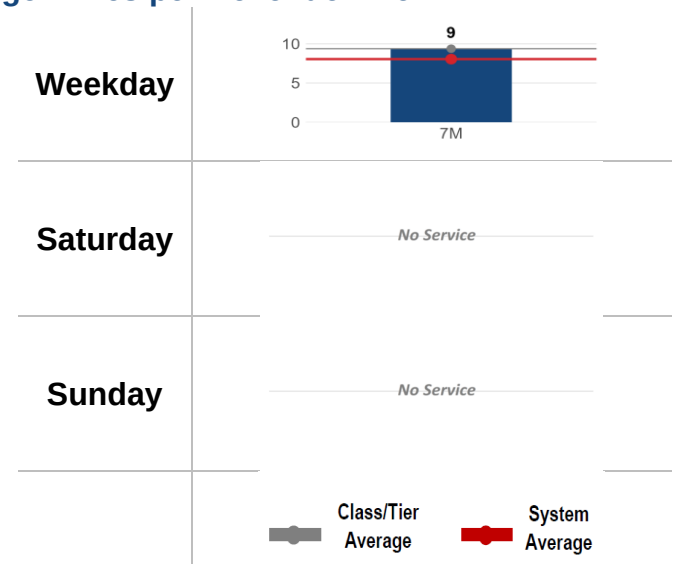
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7M	10.20	31,496	31,077 (98.7%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

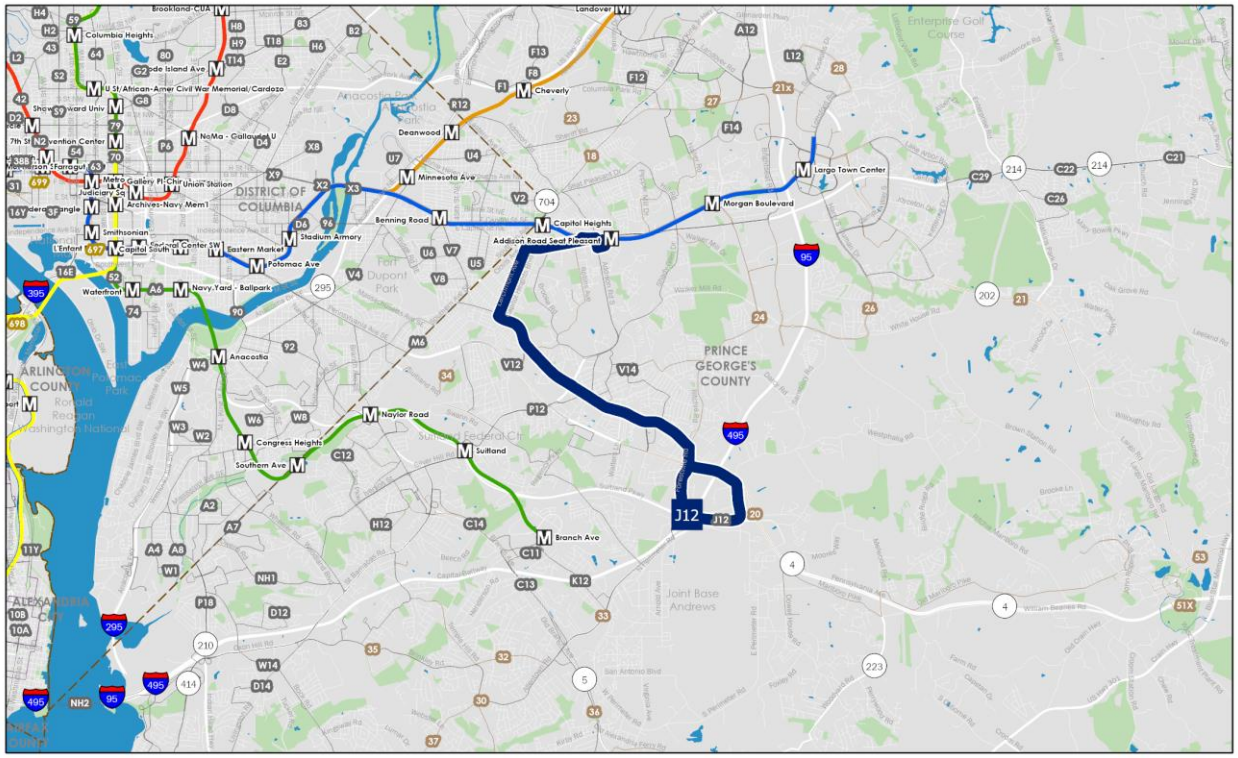
Passenger Miles per Revenue Mile

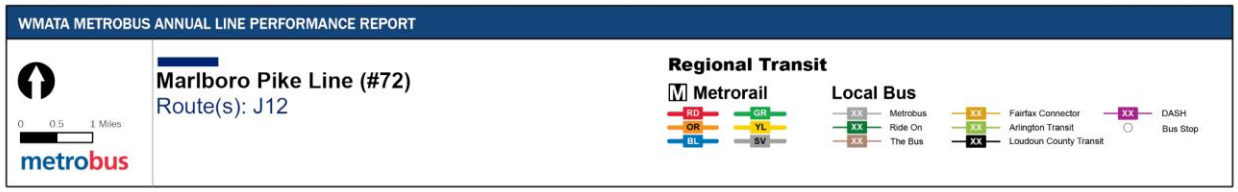


LINE: 72 - Marlboro Pike

ROUTE(S): J12

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

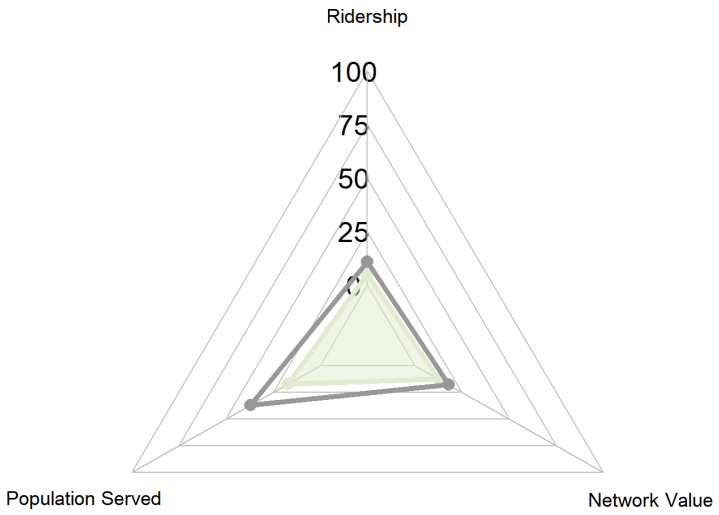
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

12

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	17	12	5	

Operating Statistics

Annual Operating Costs	$1,323,474
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

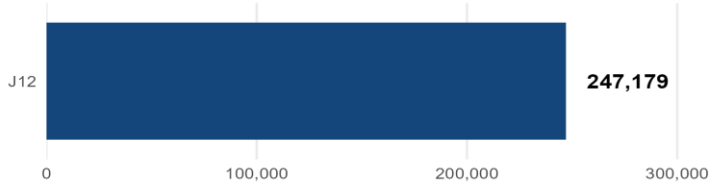
Service Area Population	17,922	
Minority Population	*Service Area*	15,157
	% Riders Surveyed	100%
Low Income Household	*Service Area*	4,522
	% Riders Surveyed	68%

Facilities/Amenities

Bus Stops	76
% Stops With Shelters	9%
% Stops With Benches	9%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



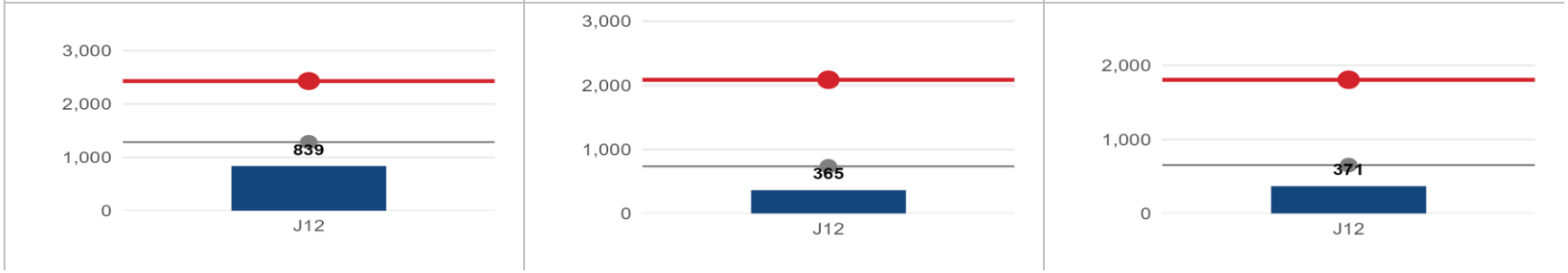
Top Transfer Locations

Addison Road, Suitland

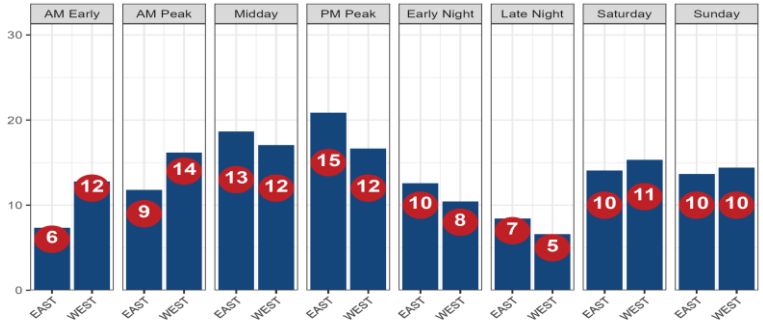
Average Daily Ridership

Class/Tier Average

System Average



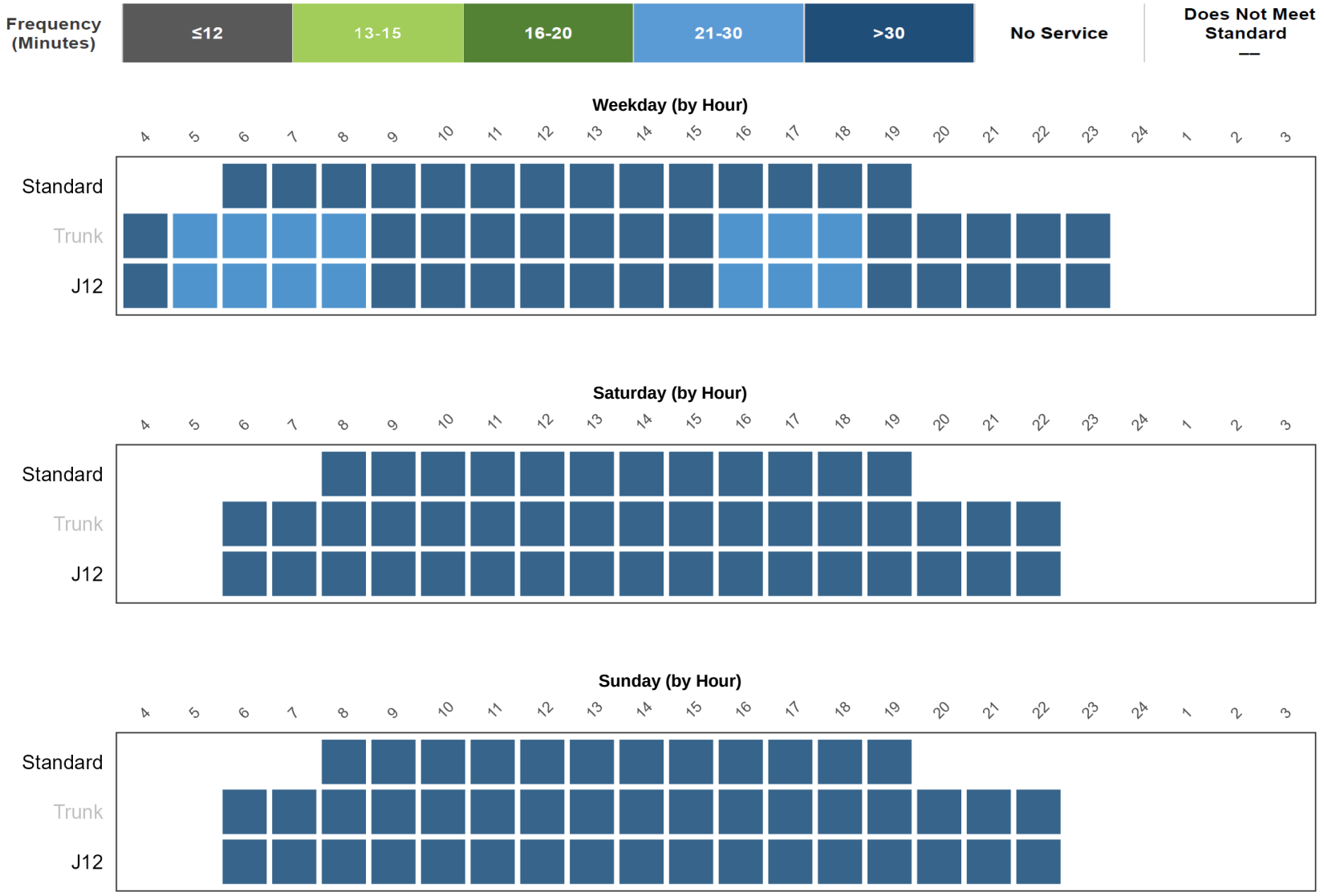
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.31	0.32
	Off-Peak Maximum Target: 1.0	0.27	0.26
	Saturday Maximum Target: 1.0	0.25	0.27
	Sunday Maximum Target: 1.0	0.25	0.26

Span and Frequency



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: 62.0	Peak: 25.9 / Off-Peak: 38.8	A	69.0	47.4	D	70.0	49.8	D
Productivity	**Passengers per Revenue Hour |** 10	25.2	24.7	A	26.0	24.2	A	25.2	24.3	A
	Passengers per Revenue Mile | 1	2.0	2.2	A	1.9	2.0	A	1.9	2.0	A
Reliability	**On-Time Performance |** 79%	82%	78%	B	84%	80%	B	80%	81%	B
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.32	Off-Peak: 0.26 Peak: 0.34	A	0.26	0.28	A	0.25	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.16	$ 5.68	A	$5.00	$ 5.79	A	$5.16	$ 5.67	A
	Cost Recovery | 20%	15%	23%	D	16%	20%	D	15%	20%	D

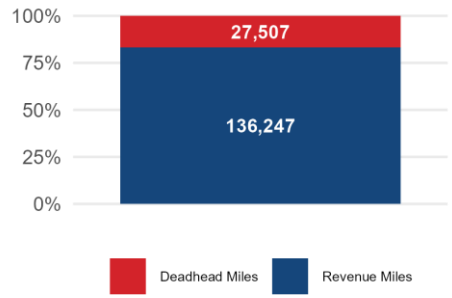
Route J12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	4.8	A
Route Design	**Circuity |** N/A	1.64	1.78	-

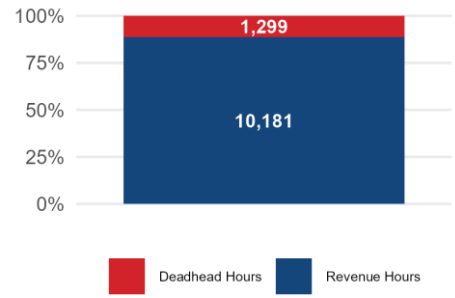
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	25.2	24.7	A	26.0	24.2	A	25.2	24.3	A
	Passengers per Revenue Mile | 1	2.0	2.2	A	1.9	2.0	A	1.9	2.0	A
	Unique Segment Ridership | 10%	29%	42%	A	31%	61%	A	50%	47%	A
Reliability	**On-Time Performance |** 79%	82%	78%	B	84%	80%	A	80%	81%	B
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.32	Off-Peak: 0.26 Peak: 0.33	A	0.26	0.28	A	0.25	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.16	$ 5.68	A	$5.00	$ 5.79	A	$5.16	$ 5.67	A
	Cost Recovery | 20%	15%	22%	D	16%	19%	D	15%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



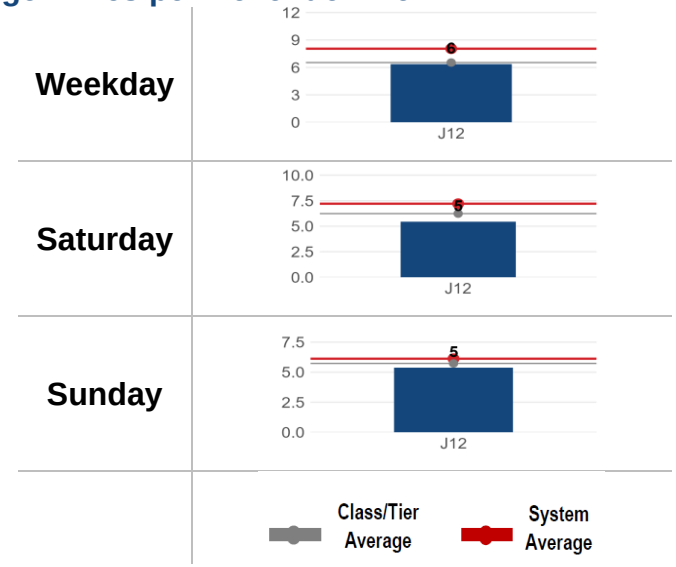
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J12	18.20	16,832	16,387 (97.4%)

Service Change Summary

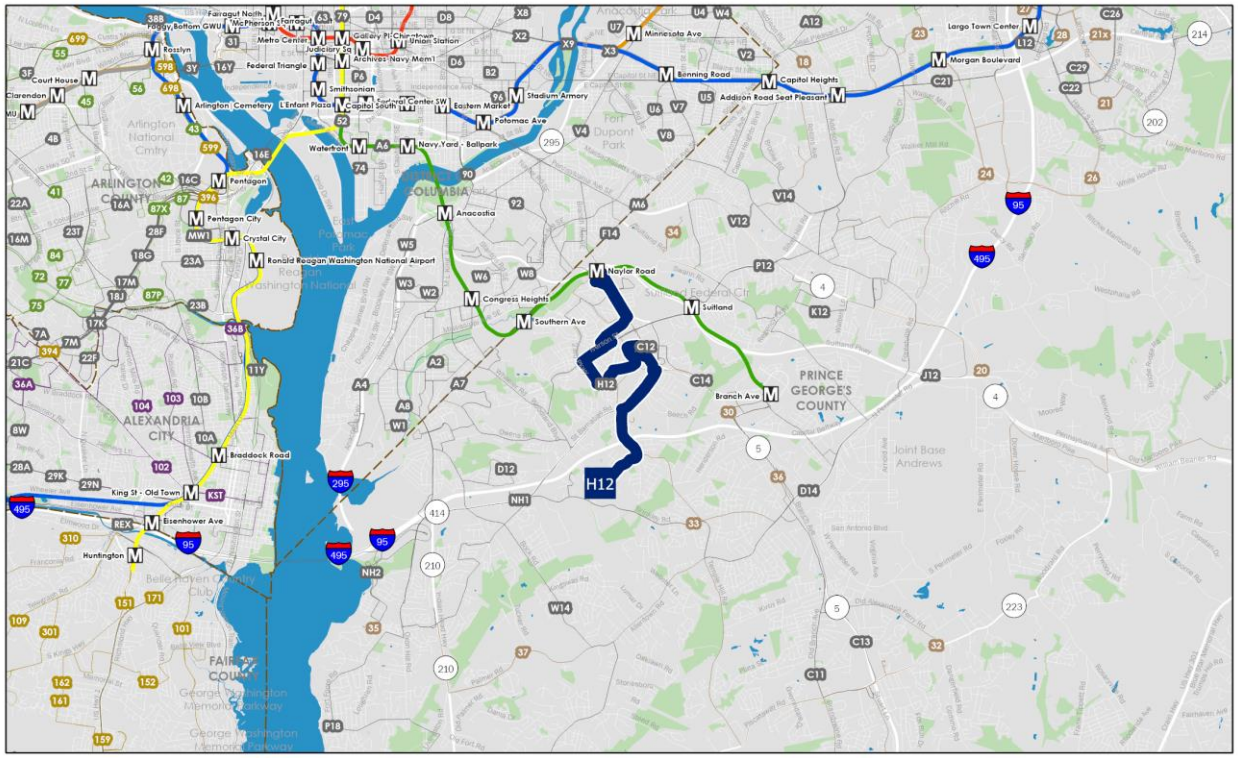
Jun 2024: Service no longer serves Presidential Parkway during weekday rush hours
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 73 - Marlow Heights-Temple Hills ROUTE(S): H12

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Marlow Heights-Temple Hills Line (#73)
Route(s): H12

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, GR, YL, BL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

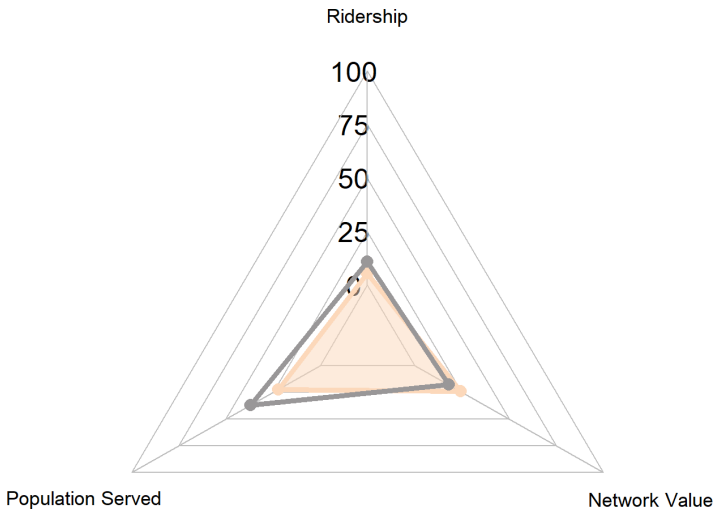
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	24	5	

Operating Statistics

Annual Operating Costs	$1,481,306
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

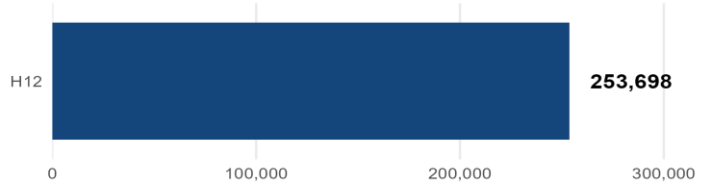
Service Area Population		16,843
Minority Population	*Service Area*	14,727
	% Riders Surveyed	96%
Low Income Household	*Service Area*	5,675
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops	78
% Stops With Shelters	10%
% Stops With Benches	6%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



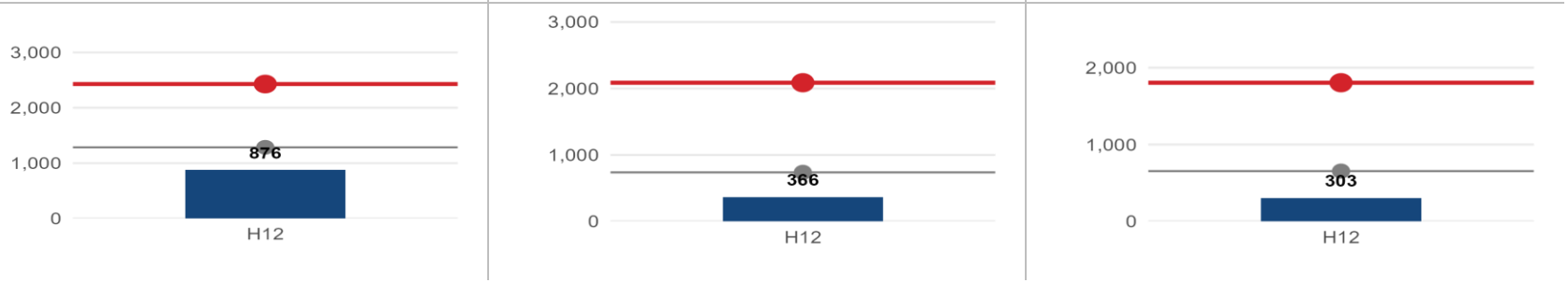
Top Transfer Locations

Naylor Road

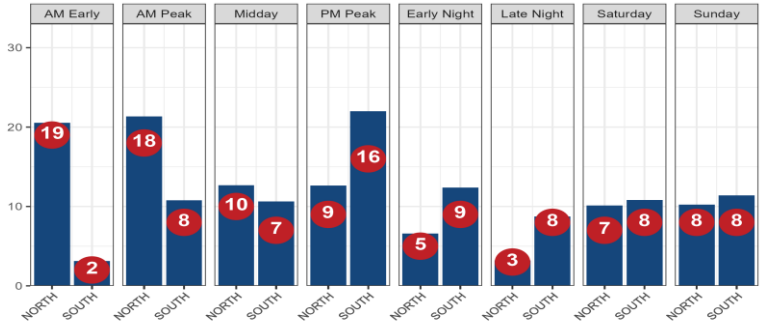
Average Daily Ridership

Class/Tier Average

System Average



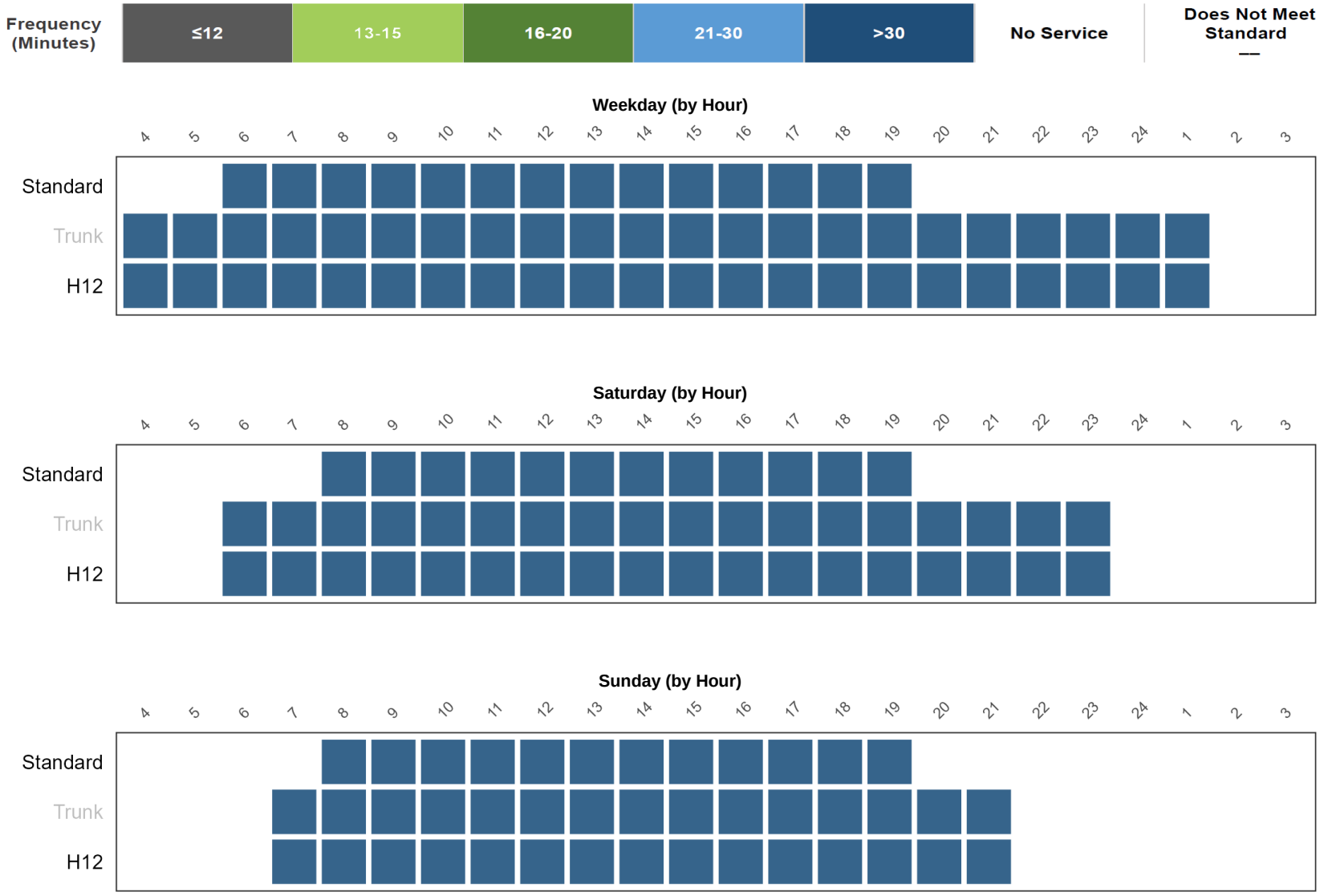
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.34	0.31
Weekday	**Off-Peak** Maximum Target: 1.0	0.21	0.19
	Saturday Maximum Target: 1.0	0.19	0.19
	Sunday Maximum Target: 1.0	0.19	0.2

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	59.0	47.4	B	60.0	49.8	B
Productivity	**Passengers per Revenue Hour |** 10	22.9	24.7	A	20.8	24.2	A	22.1	24.3	A
	Passengers per Revenue Mile | 1	2.0	2.2	A	1.6	2.0	A	1.7	2.0	A
Reliability	**On-Time Performance |** 79%	87%	78%	A	76%	80%	C	85%	81%	A
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.26 Peak: 0.34	A	0.19	0.28	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.67	$ 5.68	A	$6.26	$ 5.79	A	$5.89	$ 5.67	A
	Cost Recovery | 20%	19%	23%	C	17%	20%	D	18%	20%	D

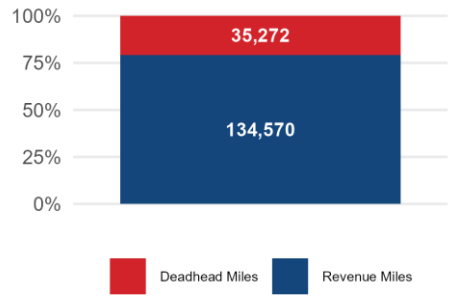
Route H12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	4.8	E
Route Design	**Circuity |** N/A	1.48	1.78	-

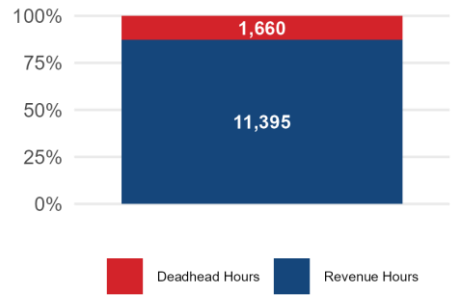
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	22.9	24.7	A	20.8	24.2	A	22.1	24.3	A
	Passengers per Revenue Mile | 1	2.0	2.2	A	1.6	2.0	A	1.7	2.0	A
	Unique Segment Ridership | 10%	70%	42%	A	63%	61%	A	78%	47%	A
Reliability	**On-Time Performance |** 79%	87%	78%	A	76%	80%	C	85%	81%	A
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.26 Peak: 0.33	A	0.19	0.28	A	0.2	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.67	$ 5.68	A	$6.26	$ 5.79	A	$5.89	$ 5.67	A
	Cost Recovery | 20%	19%	22%	C	17%	19%	D	18%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



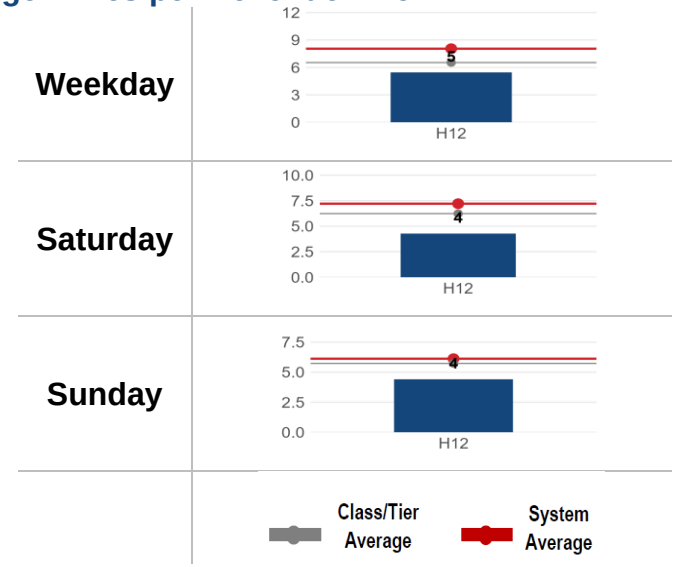
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H12	12.50	20,455	20,020 (97.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

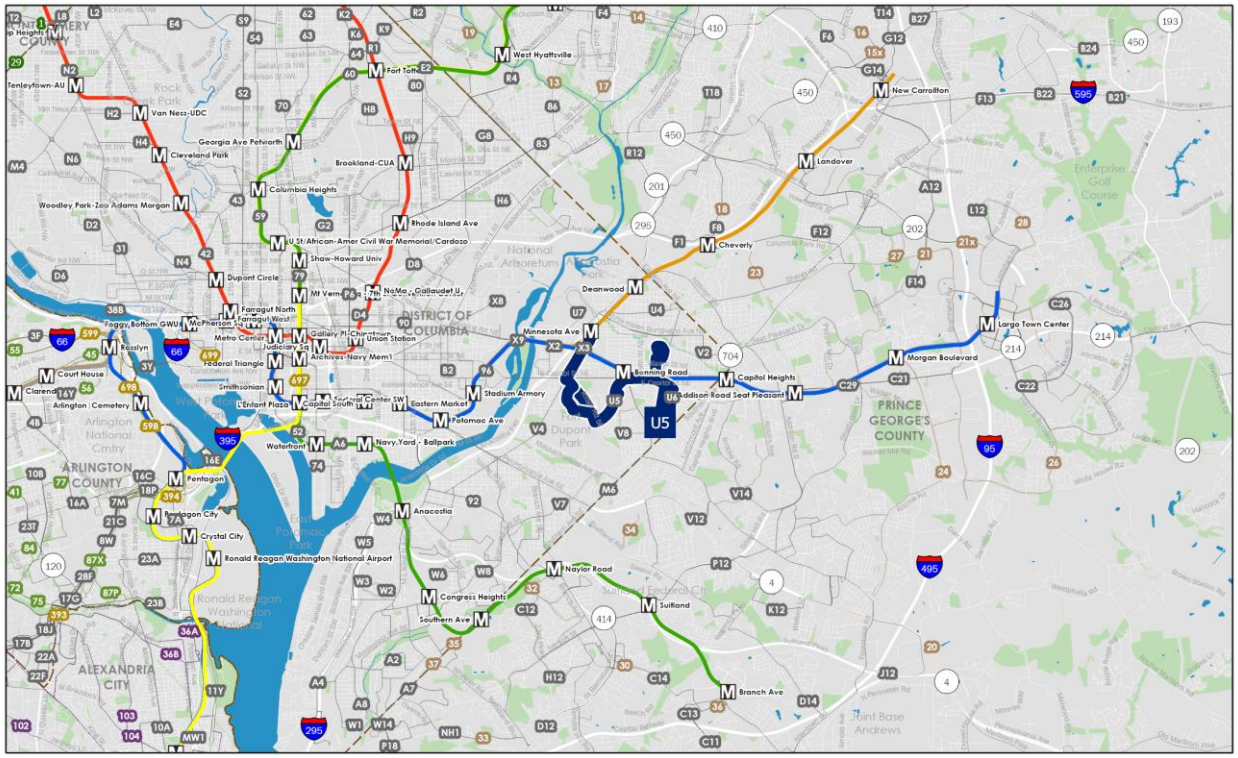
Passenger Miles per Revenue Mile



LINE: 135 - Marshall Heights

ROUTE(S): U5, U6

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

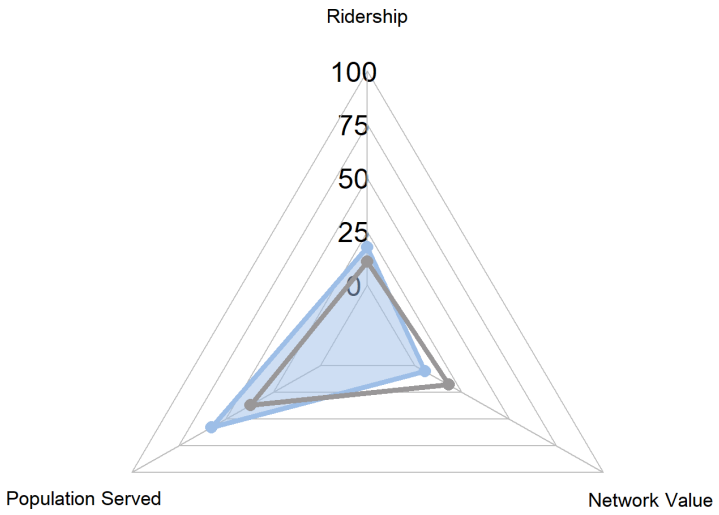
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	5	18	

Operating Statistics

Annual Operating Costs	$3,179,138
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

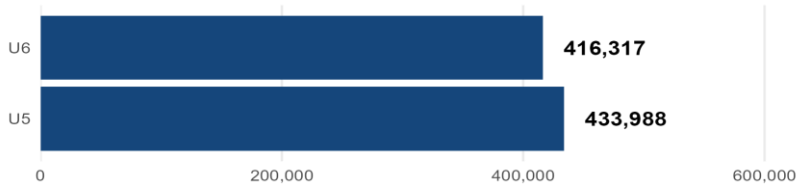
Service Area Population	44,581	
Minority Population	*Service Area*	38,586
	% Riders Surveyed	96%
Low Income Household	*Service Area*	17,587
	% Riders Surveyed	73%

Facilities/Amenities

Bus Stops	73
% Stops With Shelters	10%
% Stops With Benches	7%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



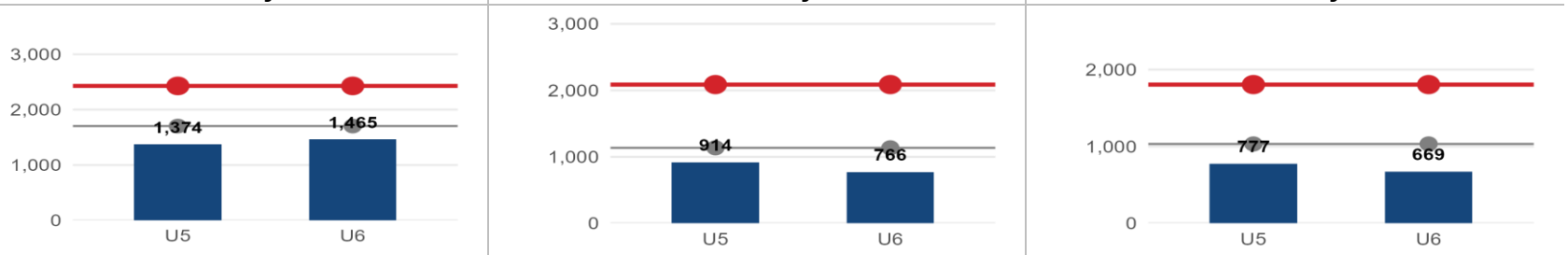
Top Transfer Locations

Benning Road, Minnesota Avenue

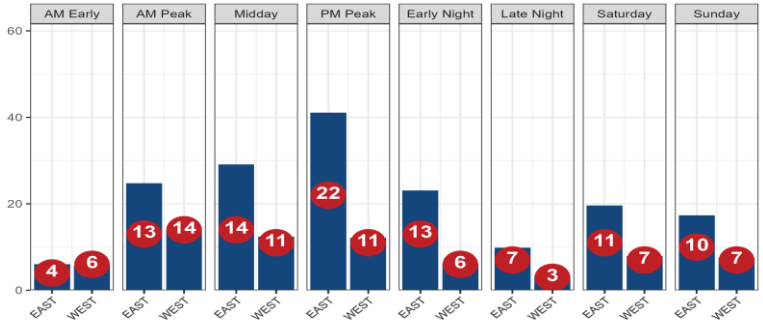
Average Daily Ridership

Class/Tier Average

System Average



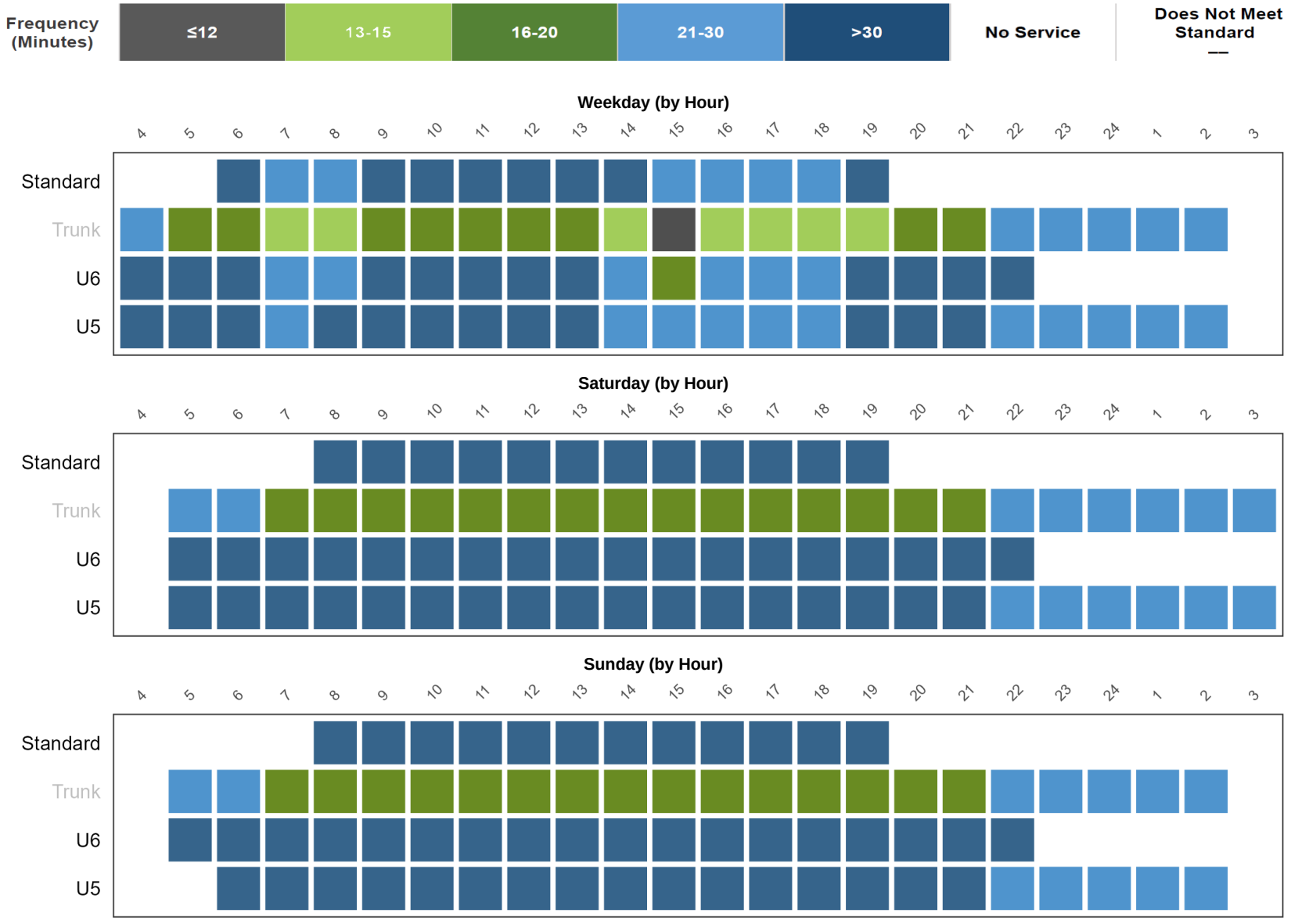
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.45	0.29
	Off-Peak Maximum Target: 1.0	0.29	0.19
	Saturday Maximum Target: 1.0	0.27	0.18
	Sunday Maximum Target: 1.0	0.24	0.17

Span and Frequency



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: 22.1 / Off-Peak: 32.8	A	21.0	36.3	A	21.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	38.8	33.4	A	29.0	28.1	A	27.1	26.6	A
	Passengers per Revenue Mile | 2	4.5	3.9	A	3.2	3.0	A	2.9	2.8	A
Reliability	**On-Time Performance |** 79%	77%	78%	C	78%	80%	C	81%	80%	B
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.37	Off-Peak: 0.29 Peak: 0.39	A	0.23	0.27	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.35	$ 4.60	A	$4.48	$ 5.40	A	$4.80	$ 5.77	A
	Cost Recovery | 20%	29%	29%	A	22%	24%	B	21%	23%	B

Route U5

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	6.2	E
Route Design	**Circuity |** N/A	3.56	2.37	-

	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 |** 15	36.8	33.4	A	27.2	28.1	A	26.2	26.6	A
	Passengers per Revenue Mile | 2	4.2	3.9	A	3.0	3.0	A	2.8	2.8	A
	Unique Segment Ridership | 10%	10%	24%	B	11%	43%	B	11%	38%	B
Reliability	**On-Time Performance |** 79%	78%	78%	C	79%	80%	B	83%	80%	B
	Crowding | 5%	1%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.37	Off-Peak: 0.31 Peak: 0.42	A	0.21	0.28	A	0.19	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.53	$ 4.60	A	$4.78	$ 5.40	A	$4.96	$ 5.77	A
	Cost Recovery | 20%	31%	32%	A	23%	24%	A	22%	23%	A

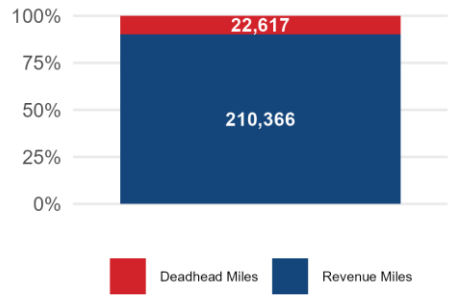
Route U6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	6.2	E
Route Design	**Circuity |** N/A	3.71	2.37	-

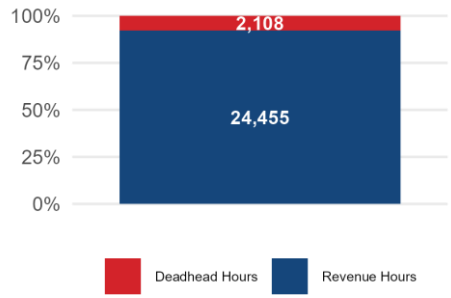
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	40.8	33.4	A	31.5	28.1	A	28.2	26.6	A
	Passengers per Revenue Mile | 2	4.9	3.9	A	3.5	3.0	A	3.1	2.8	A
	Unique Segment Ridership | 10%	7%	24%	D	9%	43%	C	9%	38%	C
Reliability	**On-Time Performance |** 79%	76%	78%	C	78%	80%	C	80%	80%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.37	Off-Peak: 0.31 Peak: 0.42	A	0.25	0.28	A	0.22	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.19	$ 4.60	A	$4.12	$ 5.40	A	$4.61	$ 5.77	A
	Cost Recovery | 20%	28%	32%	A	21%	24%	B	19%	23%	C

Operational Analysis

Miles Allocation



Hours Allocation



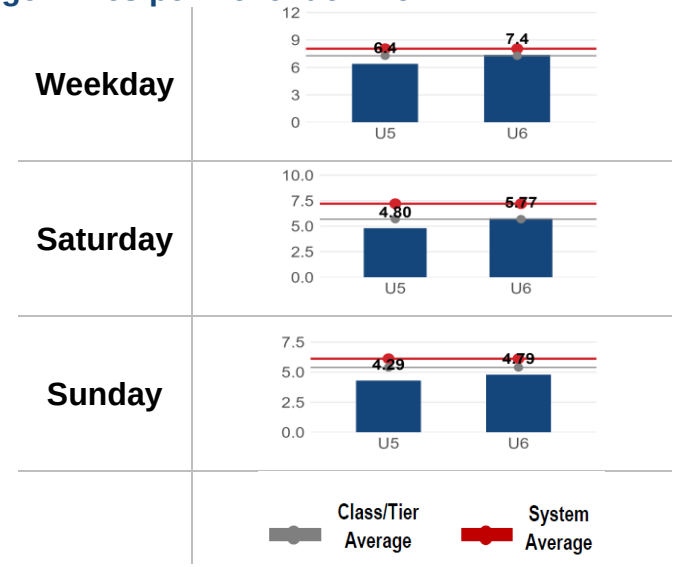
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U5	9.40	27,820	27,220 (97.8%)
U6	9.80	22,448	22,072 (98.3%)

Service Change Summary

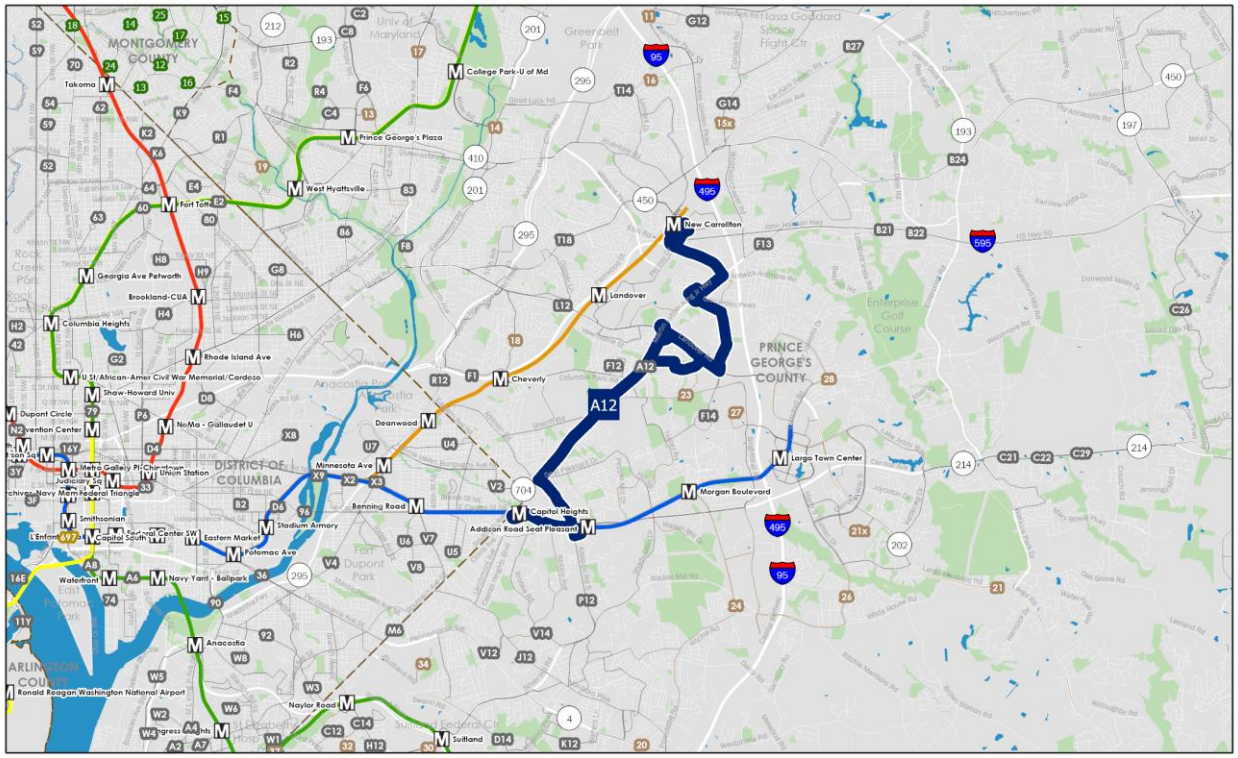
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

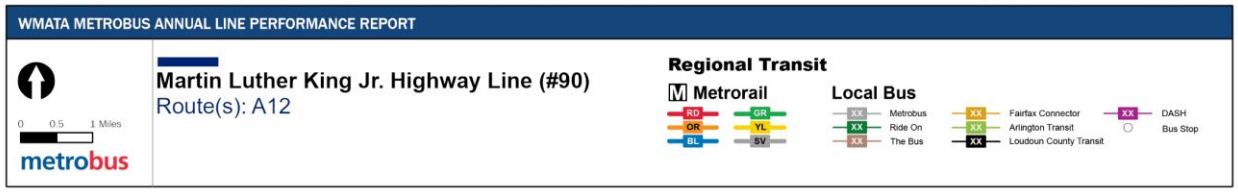
Passenger Miles per Revenue Mile



LINE: 90 - Martin Luther King Jr. Highway ROUTE(S): A12

About the Line





Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

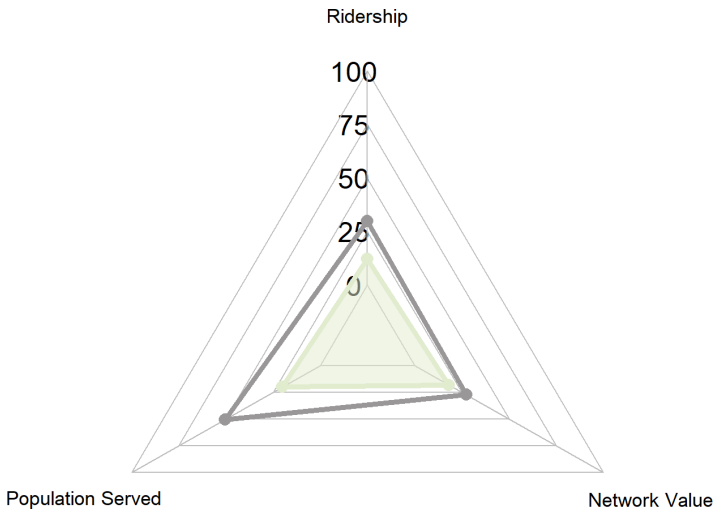
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	20	18	12	

Operating Statistics

Annual Operating Costs	$3,667,336
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

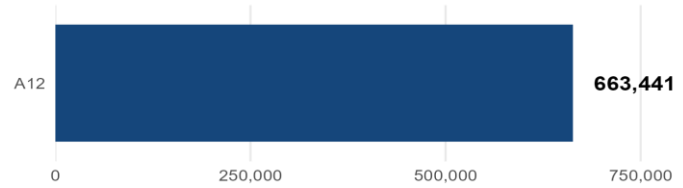
Service Area Population	20,161	
Minority Population	*Service Area*	15,836
	% Riders Surveyed	94%
Low Income Household	*Service Area*	7,212
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops	99
% Stops With Shelters	31%
% Stops With Benches	16%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



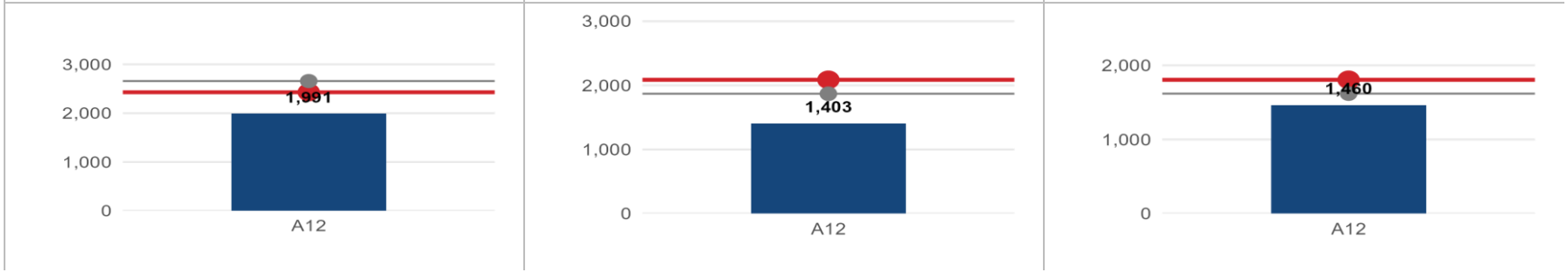
Top Transfer Locations

Addison Road, New Carrollton, Braddock Road

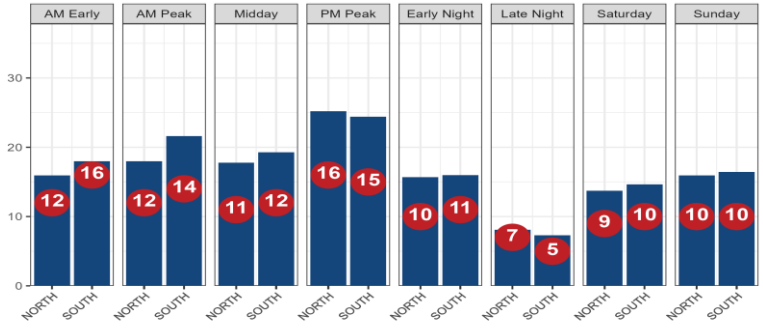
Average Daily Ridership

Class/Tier Average

System Average



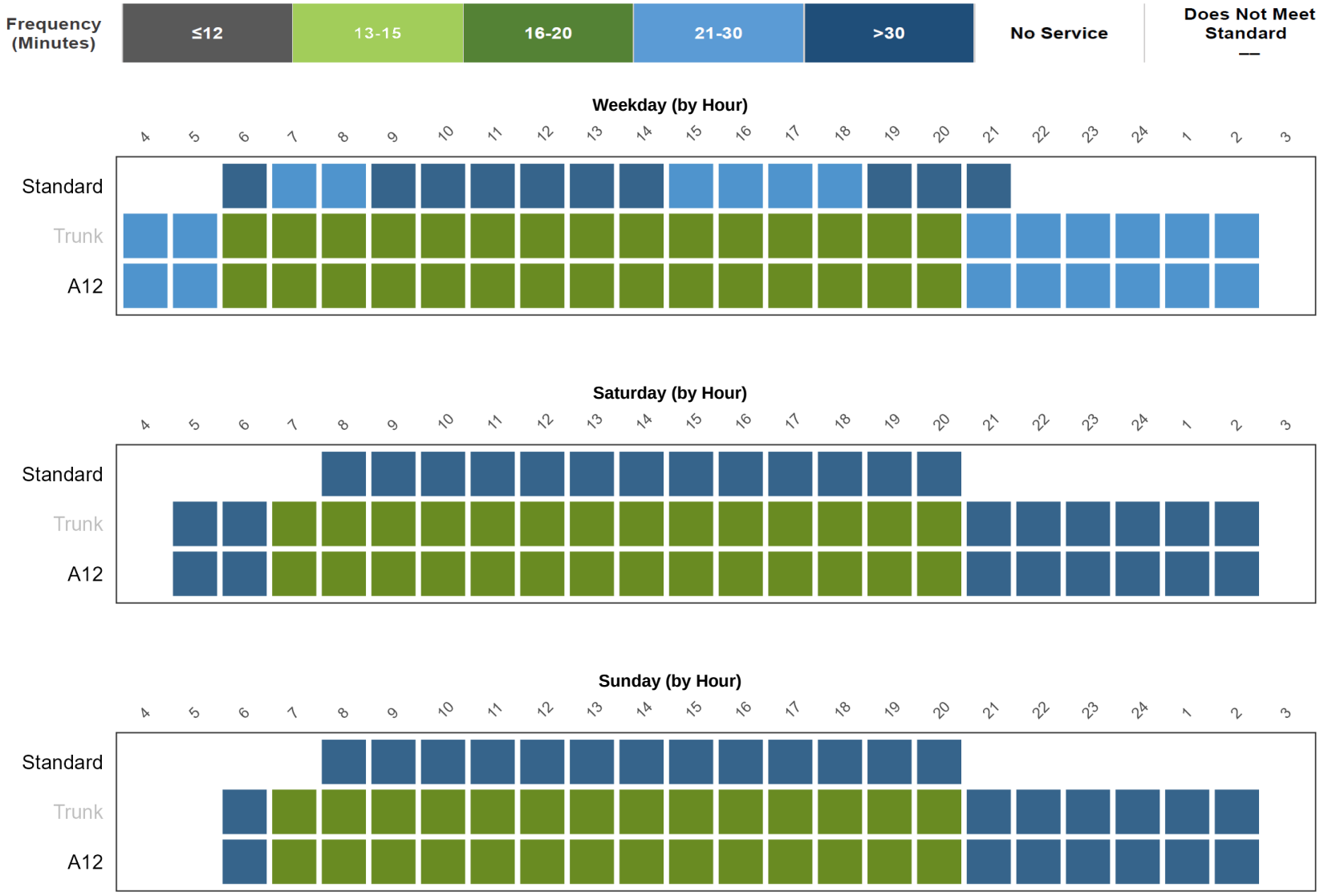
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.35	0.36
Weekday	**Off-Peak** Maximum Target: 1.0	0.26	0.28
	Saturday Maximum Target: 1.0	0.23	0.25
	Sunday Maximum Target: 1.0	0.26	0.26

Span and Frequency



Performance Report Card

A 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 - 2:02 AM	-	A	5:50 AM - 2:04 AM	-	A	6:00 AM - 2:07 AM	-	A
	Frequency of Service | varies	Peak: 19.0 / Off-Peak: 20.0	Peak: 21.1 / Off-Peak: 33.4	A	23.0	39.1	A	24.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	25.1	29.8	A	21.3	25.4	A	18.7	24.4	A
	Passengers per Revenue Mile | 1	2.2	2.6	A	1.8	2.1	A	1.7	2.0	A
Reliability	**On-Time Performance |** 79%	84%	75%	B	85%	77%	A	84%	78%	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: 0.36	Off-Peak: 0.35 Peak: 0.46	A	0.24	0.34	A	0.26	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.19	$ 4.80	A	$6.11	$ 5.61	A	$6.94	$ 5.91	A
	Cost Recovery | 20%	68%	28%	A	58%	24%	A	51%	23%	A

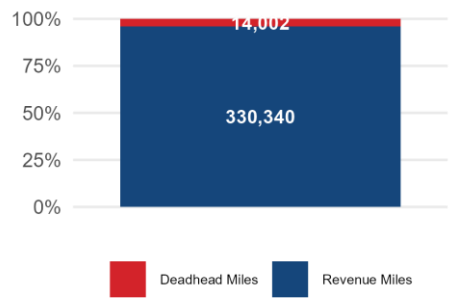
Route A12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	4.5	E
Route Design	**Circuity |** 1.75	1.6	2.09	B

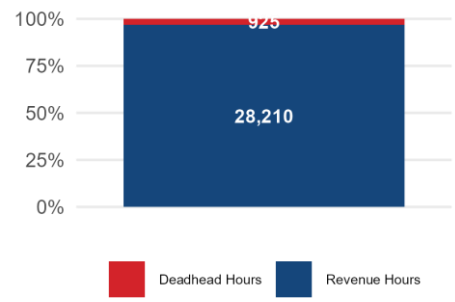
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	25.1	29.8	A	21.3	25.4	A	18.7	24.4	A
	Passengers per Revenue Mile | 1	2.2	2.6	A	1.8	2.1	A	1.7	2.0	A
	Unique Segment Ridership | 10%	37%	45%	A	67%	58%	A	52%	58%	A
Reliability	**On-Time Performance |** 79%	84%	75%	A	85%	77%	A	84%	78%	A
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.36	Off-Peak: 0.36 Peak: 0.46	A	0.24	0.35	A	0.26	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.19	$ 4.80	A	$6.11	$ 5.61	A	$6.94	$ 5.91	A
	Cost Recovery | 20%	68%	29%	A	58%	24%	A	51%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



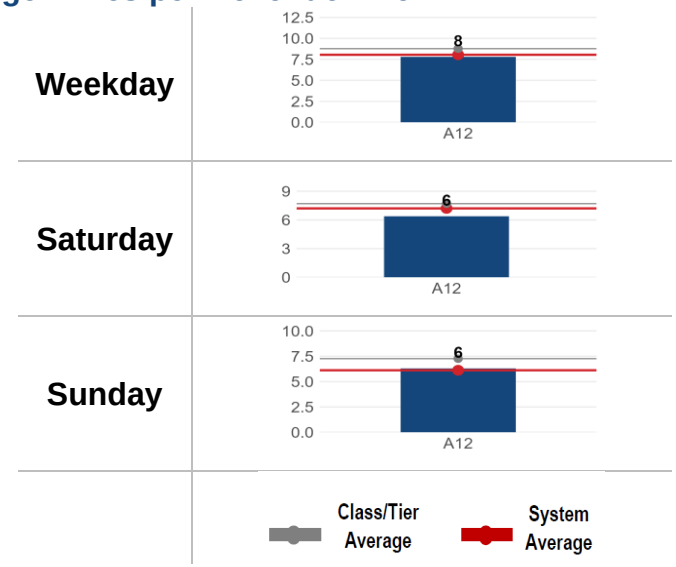
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A12	19.40	39,768	39,074 (98.3%)

Service Change Summary

Jun 2024: On weekdays and Saturdays, SB trip from New Carrollton at 2pm removed due to low utilization
Sep 2024: No change
Dec 2024: No change

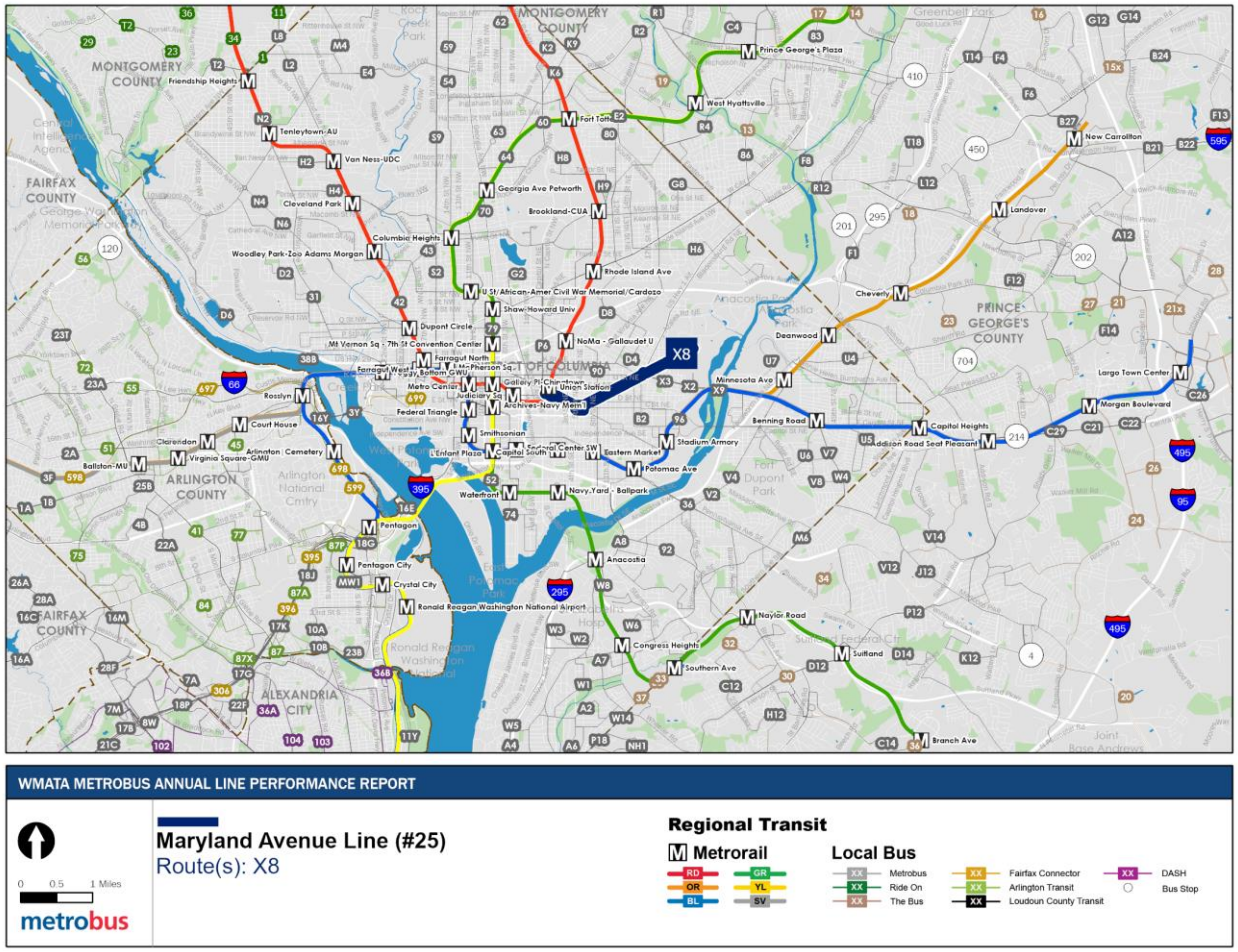
Passenger Miles per Revenue Mile



LINE: 25 - Maryland Avenue

ROUTE(S): X8

About the Line



Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	B

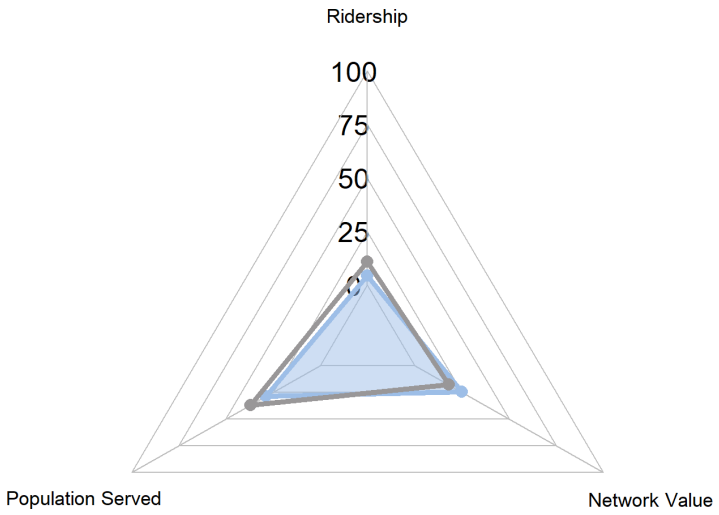
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

19

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	25	5	

Operating Statistics

Annual Operating Costs	$1,059,192
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population	24,657	
Minority Population	*Service Area*	11,733
	% Riders Surveyed	88%
Low Income Household	*Service Area*	5,569
	% Riders Surveyed	53%

Facilities/Amenities

Bus Stops	32
% Stops With Shelters	12%
% Stops With Benches	16%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



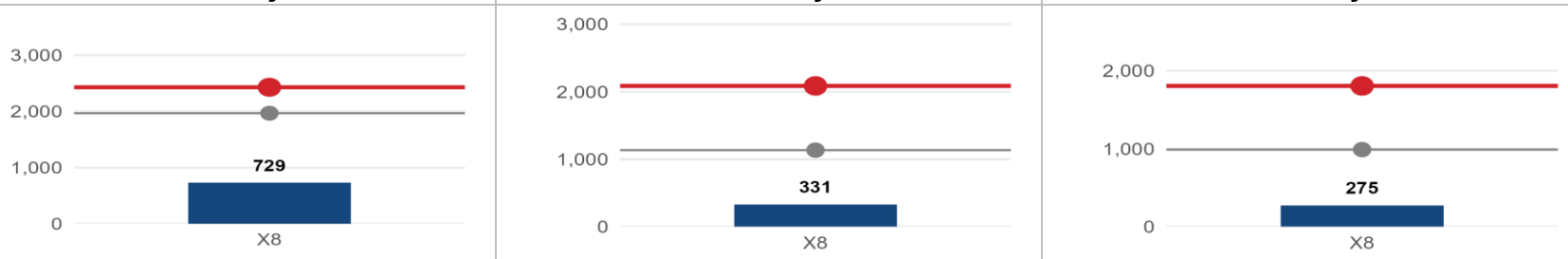
Top Transfer Locations

Union Station

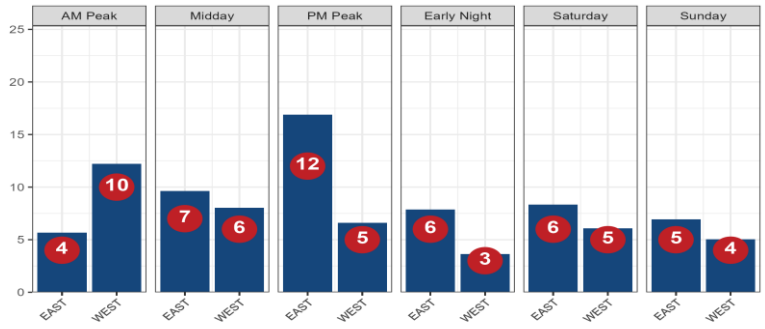
Average Daily Ridership

Class/Tier Average

System Average



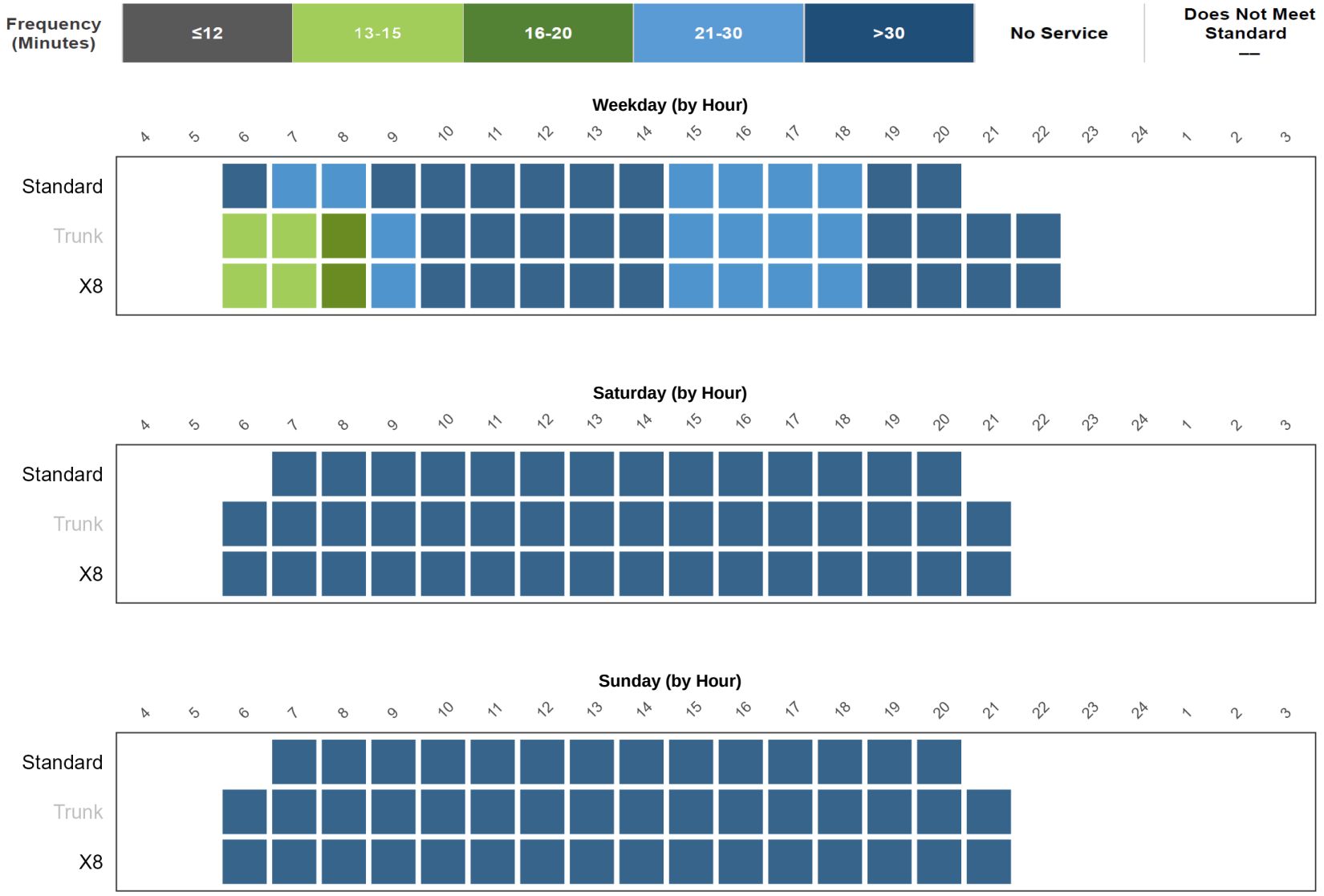
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.21	0.2
	Off-Peak Maximum Target: 1.0	0.16	0.13
	Saturday Maximum Target: 1.0	0.15	0.12
	Sunday Maximum Target: 1.0	0.13	0.11

Span and Frequency



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: 17.8 / Off-Peak: 26.7	A	39.0	29.8	A	39.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	28.6	31.2	A	22.2	26.5	A	18.2	23.9	C
	Passengers per Revenue Mile | 4	3.8	4.3	C	2.9	3.4	E	2.4	3.1	E
Reliability	**On-Time Performance |** 79%	74%	73%	C	82%	75%	B	85%	79%	A
	Crowding | 5%	0%	5%	A	0%	3%	A	0%	4%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.2	Off-Peak: 0.32 Peak: 0.46	A	0.14	0.32	A	0.12	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.54	$ 4.26	A	$5.85	$ 5.01	C	$7.12	$ 5.62	E
	Cost Recovery | 25%	26%	33%	B	20%	28%	D	16%	26%	E

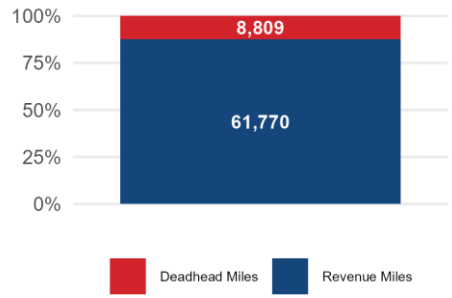
Route X8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.7	6.3	E
Route Design	**Circuity |** N/A	1.05	1.59	-

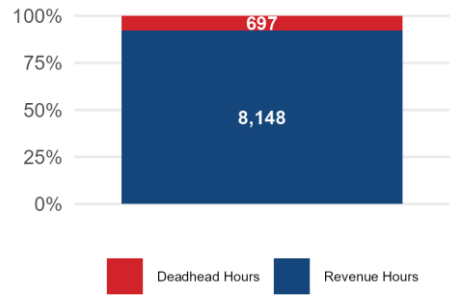
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	28.6	31.2	A	22.2	26.5	A	18.2	23.9	C
	Passengers per Revenue Mile | 4	3.8	4.3	C	2.9	3.4	E	2.4	3.1	E
	Unique Segment Ridership | 10%	63%	40%	A	71%	46%	A	70%	39%	A
Reliability	**On-Time Performance |** 79%	74%	73%	C	82%	75%	B	85%	79%	A
	Crowding | 5%	0%	5%	A	0%	3%	A	0%	3%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.2	Off-Peak: 0.34 Peak: 0.48	A	0.14	0.33	A	0.12	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.54	$ 4.26	A	$5.85	$ 5.01	C	$7.12	$ 5.62	E
	Cost Recovery | 25%	26%	34%	B	20%	29%	D	16%	27%	E

Operational Analysis

Miles Allocation



Hours Allocation



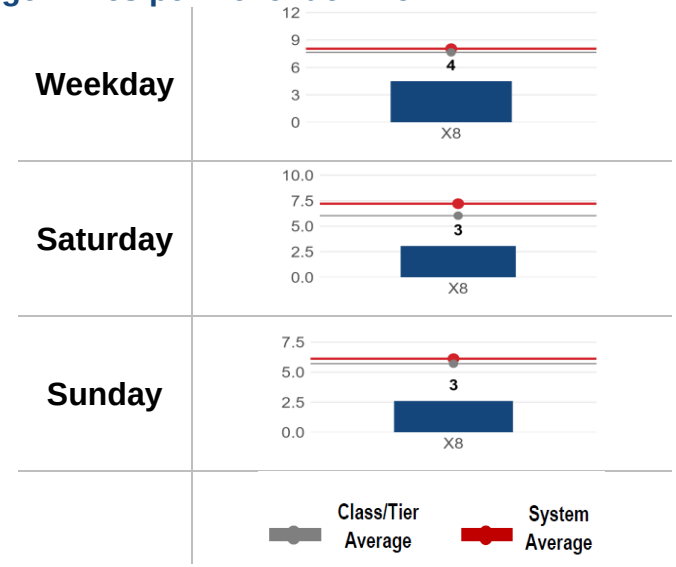
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X8	4.90	24,340	23,692 (97.3%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

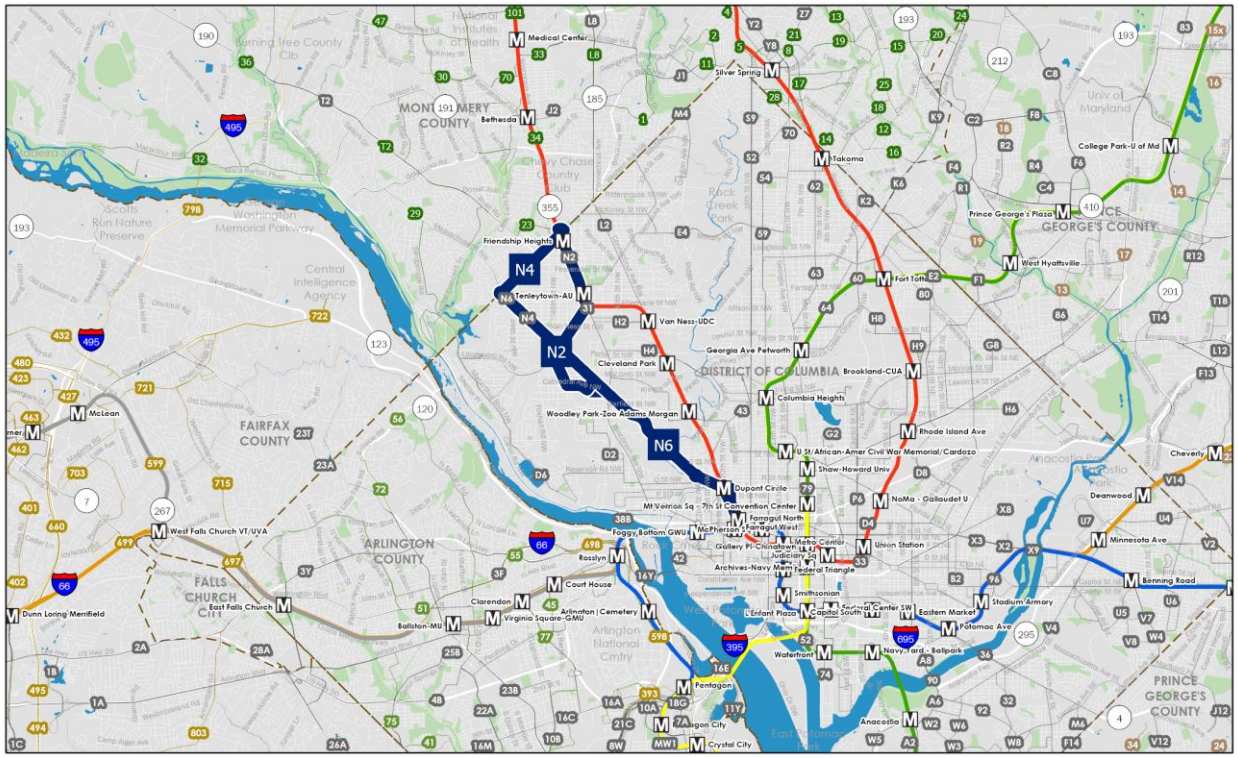
Passenger Miles per Revenue Mile



LINE: 75 - Massachusetts Avenue

ROUTE(S): N2, N4, N6

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Massachusetts Avenue Line (#75)
Route(s): N2, N4, N6

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, BL, GR, YL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

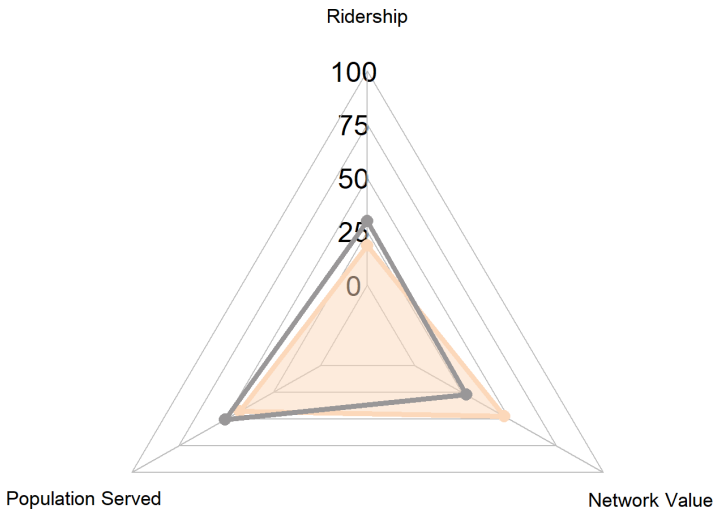
Legend

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:	43	47	19	

Operating Statistics

Annual Operating Costs	$4,152,616
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

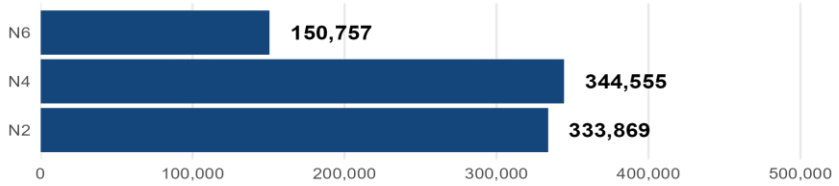
Service Area Population		52,913
Minority Population	*Service Area*	10,555
	% Riders Surveyed	56%
Low Income Household	*Service Area*	6,556
	% Riders Surveyed	40%

Facilities/Amenities

Bus Stops	114
% Stops With Shelters	39%
% Stops With Benches	34%
% Stops With Real-Time Signs	10%

Ridership

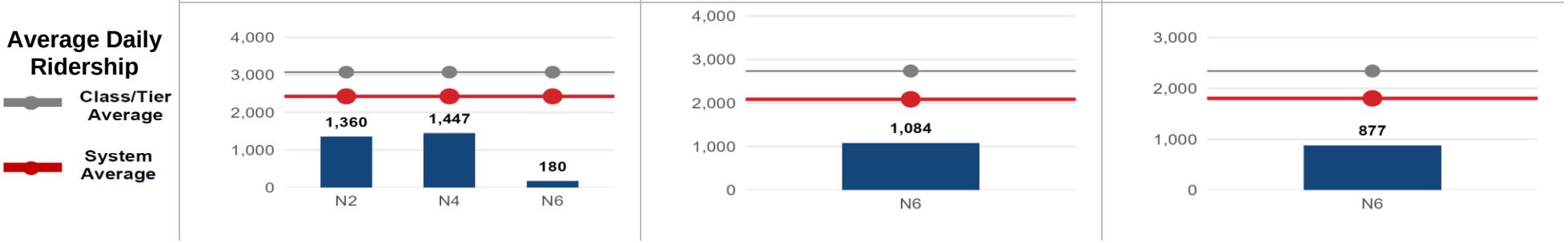
Annual Ridership



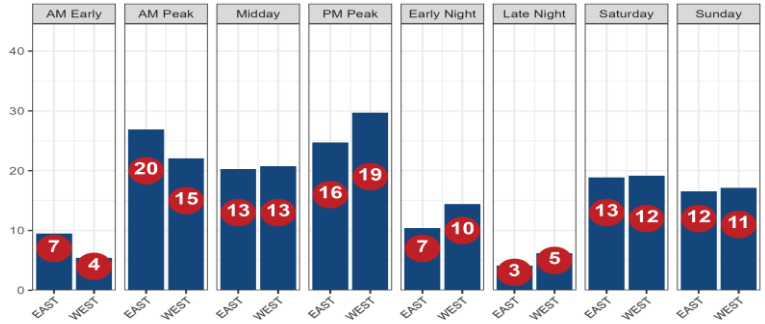
Top Transfer Locations

Farragut West, Dupont Circle, Farragut North

Average Daily Ridership



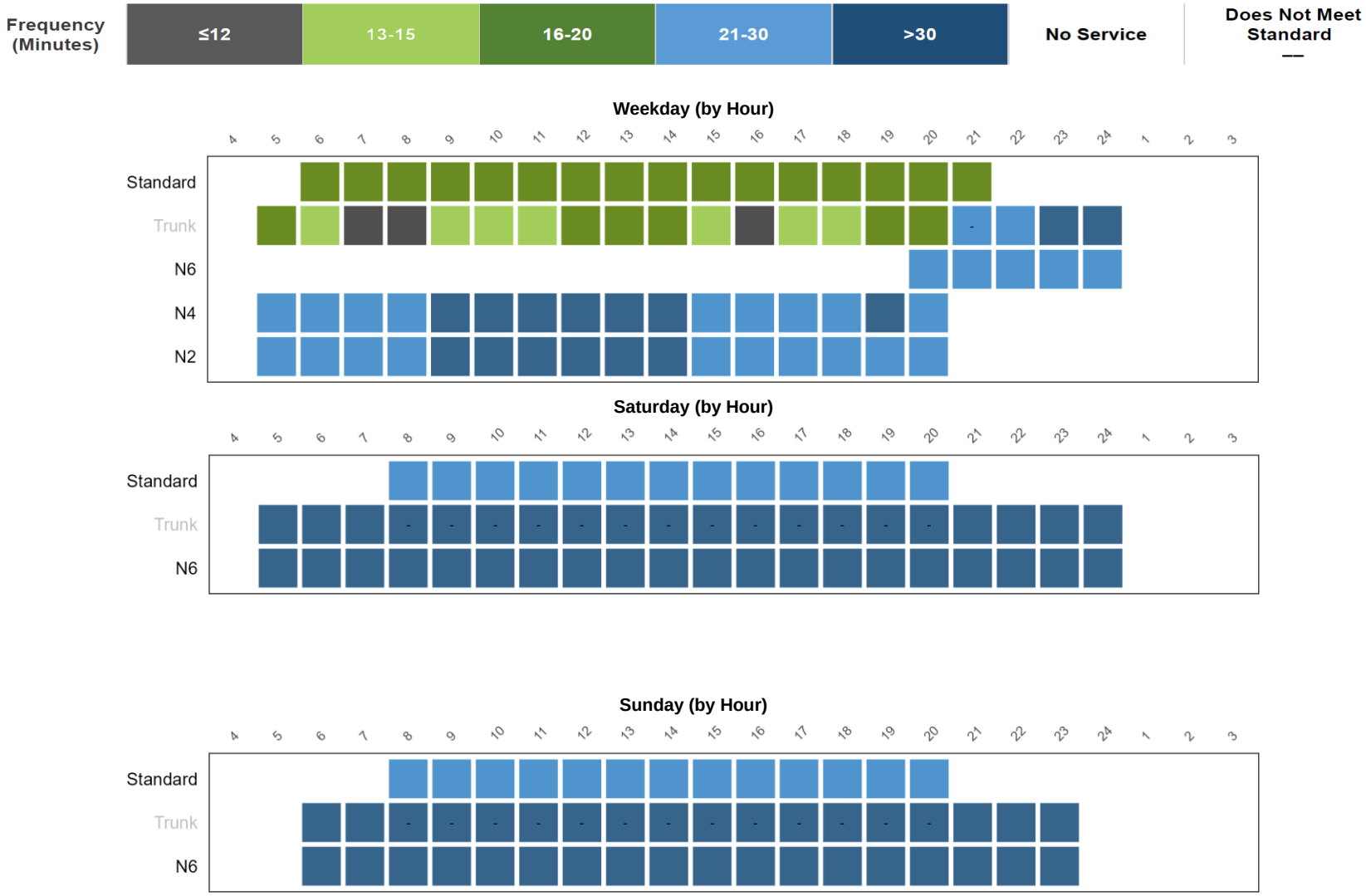
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.45	0.44
	Off-Peak Maximum Target: 1.0	0.26	0.28
	Saturday Maximum Target: 1.0	0.31	0.29
	Sunday Maximum Target: 1.0	0.29	0.27

Span and Frequency



Performance Report Card

B Massachusetts Avenue

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:31 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	A	38.0	24.4	D	37.0	24.1	D
Productivity	**Passengers per Revenue Hour |** 20	27.2	29.6	A	24.1	28.2	A	21.1	25.5	B
	Passengers per Revenue Mile | 2	3.2	2.9	A	2.3	2.6	A	2.0	2.3	B
Reliability	**On-Time Performance |** 79%	77%	75%	C	73%	77%	D	75%	78%	C
	Crowding | 5%	0%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.45	Off-Peak: 0.39 Peak: 0.49	A	0.3	0.38	A	0.28	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.77	$ 5.18	A	$5.39	$ 5.36	B	$6.16	$ 6.15	D
	Cost Recovery | 20%	43%	29%	A	38%	26%	A	33%	23%	A

Route N2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	4.5	E
Route Design	**Circuity |** 1.75	1.16	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	28.3	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.7	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	18%	19%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	75%	D	-	-	-	-	-	-
	Crowding | 5%	1%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.43	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.59	$ 5.18	A	-	-	-	-	-	-
	Cost Recovery | 20%	43%	29%	A	-	-	-	-	-	-

Route N4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	4.5	E
Route Design	**Circuity |** 1.75	1.15	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	29.6	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.5	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	19%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	75%	C	-	-	-	-	-	-
	Crowding | 5%	2%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.47	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.39	$ 5.18	A	-	-	-	-	-	-
	Cost Recovery | 20%	46%	29%	A	-	-	-	-	-	-

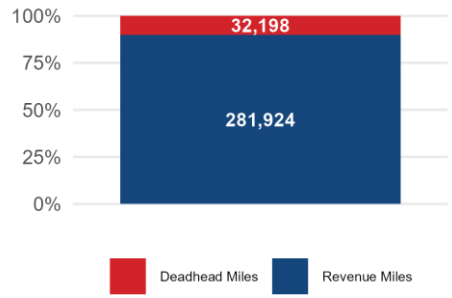
Route N6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	4.5	E
Route Design	**Circuity |** 1.75	1.48	1.47	A

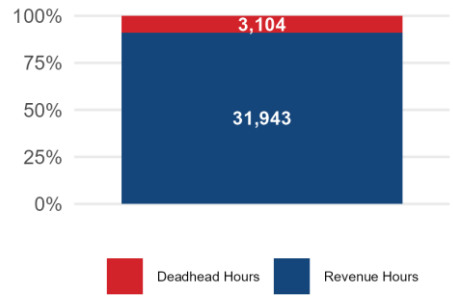
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	14.0	29.6	E	24.1	28.2	A	21.1	25.5	B
	Passengers per Revenue Mile | 2	1.2	2.9	E	2.3	2.6	A	2.0	2.3	B
	Unique Segment Ridership | 10%	0%	19%	E	91%	36%	A	92%	37%	A
Reliability	**On-Time Performance |** 79%	83%	75%	B	73%	77%	D	75%	78%	C
	Crowding | 5%	0%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18	Off-Peak: 0.39	A	0.3	0.4	A	0.28	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.26	$ 5.18	E	$5.39	$ 5.36	B	$6.16	$ 6.15	D
	Cost Recovery | 20%	24%	29%	A	41%	27%	A	36%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



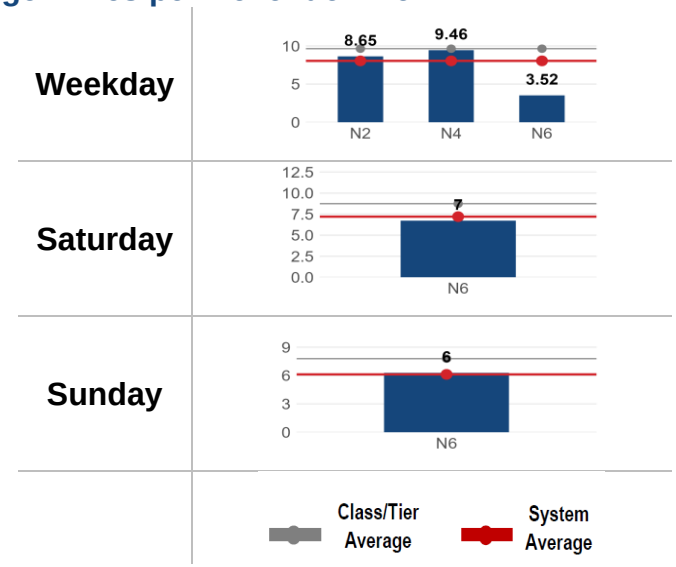
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
N2	12.50	14,626	14,348 (98.1%)
N4	12.50	15,116	14,765 (97.7%)
N6	16.00	10,677	10,537 (98.7%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: Travel time adjustments

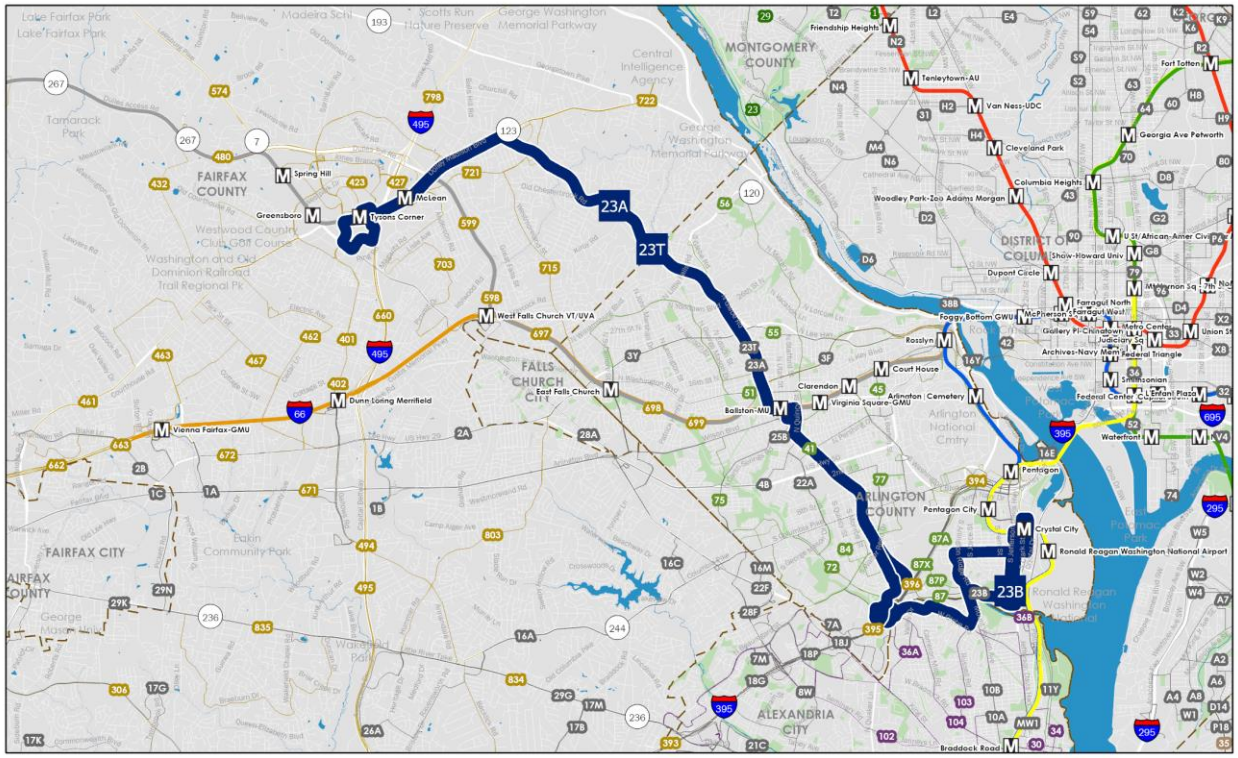
Passenger Miles per Revenue Mile



LINE: 54 - Mclean-Crystal City

ROUTE(S): 23A, 23B, 23T

About the Line



WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Mclean-Crystal City Line (#54)
Route(s): 23A, 23B, 23T

0 0.5 1 Miles

metrobus

Regional Transit

Metrorail: RD, OR, BL, GR, YL, SV

Local Bus: Metrobus, Ride On, The Bus, Fairfax Connector, Arlington Transit, Loudoun County Transit, DASH, Bus Stop

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

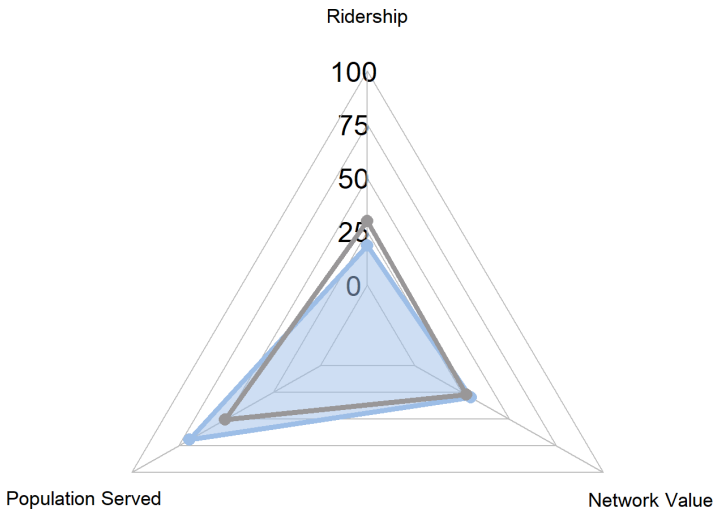
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

39

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	69	30	19	

Operating Statistics

Annual Operating Costs	$6,648,091
Peak Vehicles	14
Vehicle Type(s)	40 Foot

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

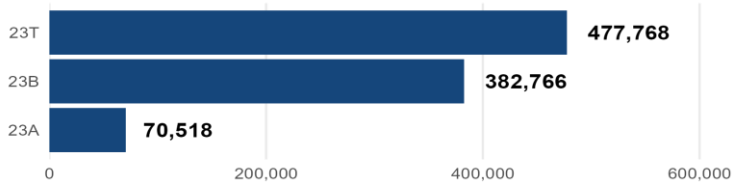
Service Area Population	80,349	
Minority Population	*Service Area*	20,450
	% Riders Surveyed	86%
Low Income Household	*Service Area*	13,808
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops	160
% Stops With Shelters	21%
% Stops With Benches	28%
% Stops With Real-Time Signs	4%

Ridership

Annual Ridership



Top Transfer Locations

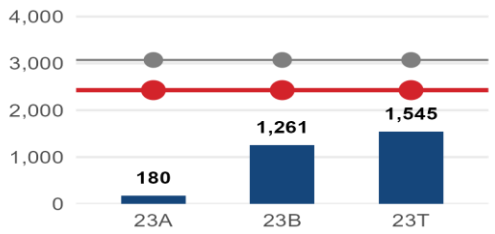
Ballston, Crystal City, McLean

Average Daily Ridership

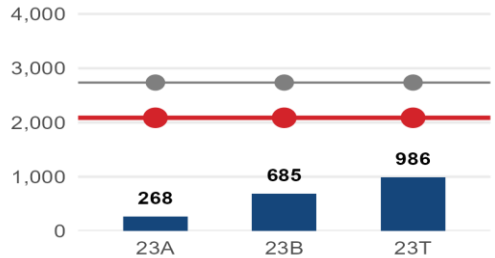
Class/Tier Average

System Average

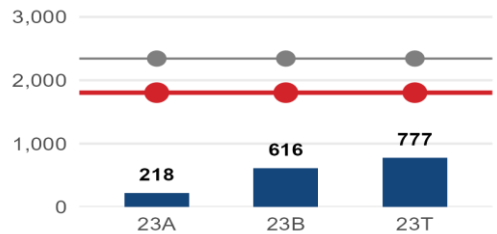
Weekday



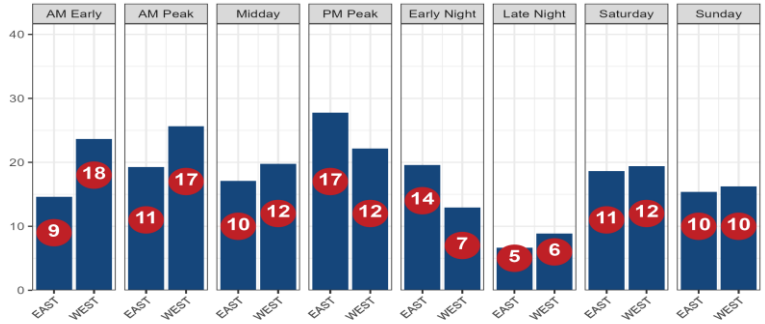
Saturday



Sunday



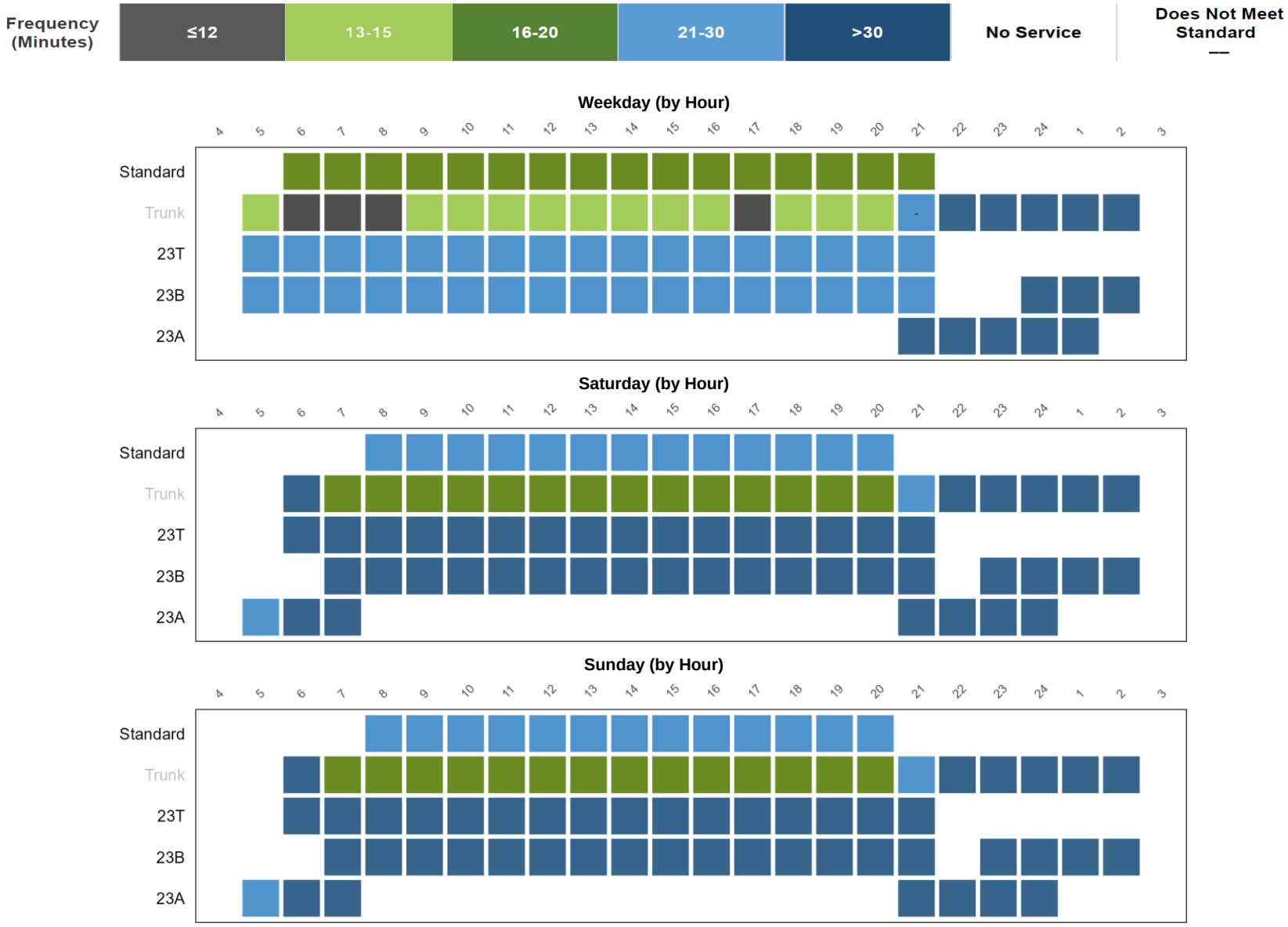
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.36	0.36
Weekday	**Off-Peak** Maximum Target: 1.0	0.26	0.27
	Saturday Maximum Target: 1.0	0.28	0.3
	Sunday Maximum Target: 1.0	0.24	0.25

Span and Frequency



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	A	23.0	24.4	A	23.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	19.1	29.6	C	18.4	28.2	C	15.4	25.5	E
	Passengers per Revenue Mile | 2	1.8	2.9	C	1.6	2.6	D	1.4	2.3	E
Reliability	**On-Time Performance |** 79%	76%	75%	C	81%	77%	B	81%	78%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.36	Off-Peak: 0.39 Peak: 0.49	A	0.29	0.38	A	0.25	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.79	$ 5.18	E	$7.07	$ 5.36	E	$8.44	$ 6.15	E
	Cost Recovery | 20%	20%	29%	B	19%	26%	C	16%	23%	D

Route 23A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.5	A
Route Design	**Circuity |** 1.75	1.6	1.47	B

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	19.5	29.6	C	16.7	28.2	D	14.3	25.5	E
	Passengers per Revenue Mile | 2	1.3	2.9	E	1.2	2.6	E	1.0	2.3	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	73%	75%	D	76%	77%	C	74%	78%	C
	Crowding | 5%	2%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37	Off-Peak: 0.39	A	0.37	0.4	A	0.3	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.66	$ 5.18	E	$7.77	$ 5.36	E	$9.11	$ 6.15	E
	Cost Recovery | 20%	20%	29%	C	17%	27%	D	14%	24%	E

Route 23B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.5	A
Route Design	**Circuity |** 1.75	1.93	1.47	D

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.1	29.6	C	15.5	28.2	E	14.0	25.5	E
	Passengers per Revenue Mile | 2	2.1	2.9	B	1.7	2.6	D	1.5	2.3	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	81%	75%	B	81%	77%	B	81%	78%	B
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.32	Off-Peak: 0.39 Peak: 0.49	A	0.23	0.4	A	0.21	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.18	$ 5.18	E	$8.36	$ 5.36	E	$9.29	$ 6.15	E
	Cost Recovery | 20%	20%	29%	C	17%	27%	D	15%	24%	D

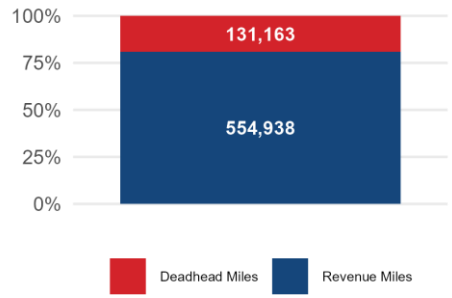
Route 23T

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.5	A
Route Design	**Circuity |** 1.75	1.39	1.47	A

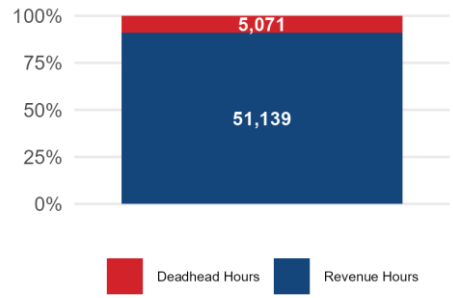
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	20.0	29.6	B	21.7	28.2	B	17.2	25.5	D
	Passengers per Revenue Mile | 2	1.7	2.9	D	1.7	2.6	D	1.4	2.3	E
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	74%	75%	C	82%	77%	B	84%	78%	A
	Crowding | 5%	0%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.39	Off-Peak: 0.39 Peak: 0.49	A	0.34	0.4	A	0.28	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.49	$ 5.18	D	$5.98	$ 5.36	C	$7.58	$ 6.15	E
	Cost Recovery | 20%	21%	29%	B	22%	27%	A	18%	24%	D

Operational Analysis

Miles Allocation



Hours Allocation



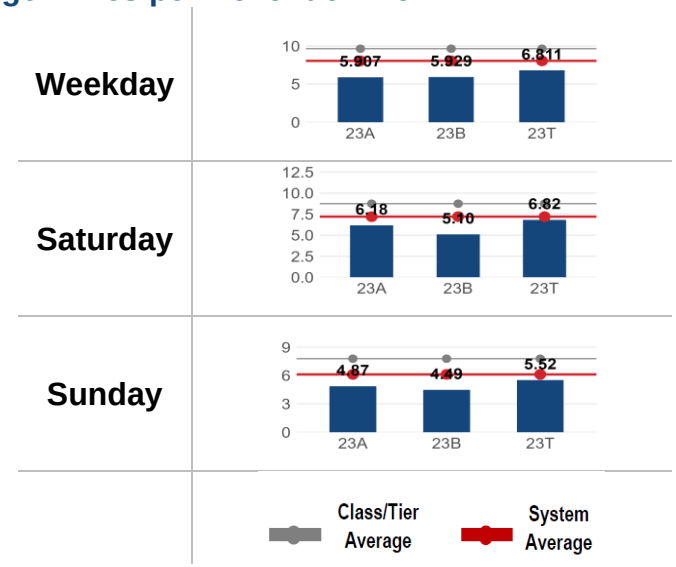
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
23A	37.70	3,352	3,308 (98.7%)
23B	17.70	23,214	22,872 (98.5%)
23T	27.90	21,766	21,310 (97.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

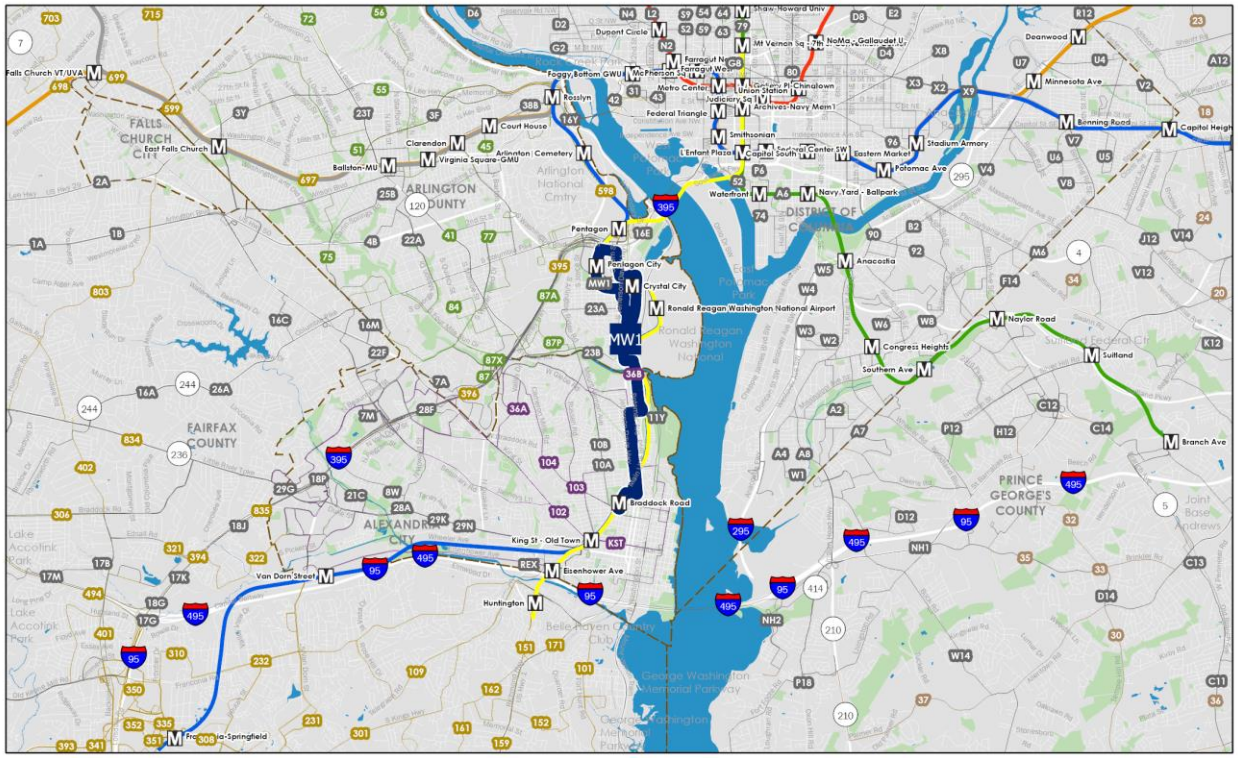
Passenger Miles per Revenue Mile



LINE: 148 - Metroway-Potomac Yard

ROUTE(S): MW1

About the Line



Service Classification

BRT

Activity Tier

1

Overall Grade

Line	D

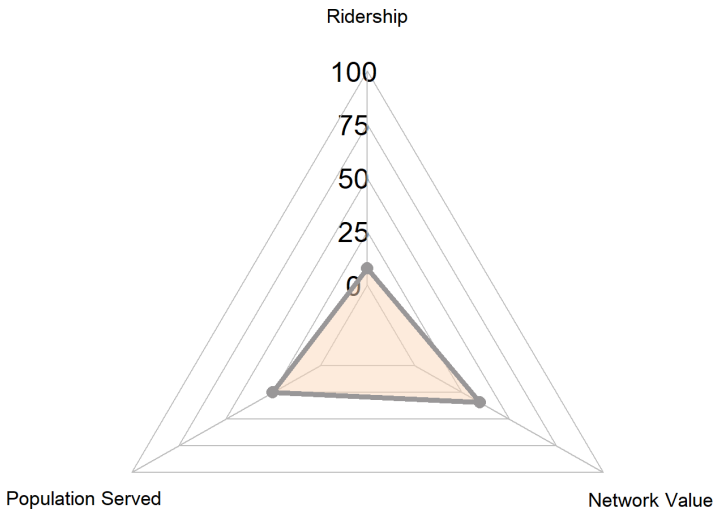
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	25	35	8	

Operating Statistics

Annual Operating Costs	$3,519,407
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

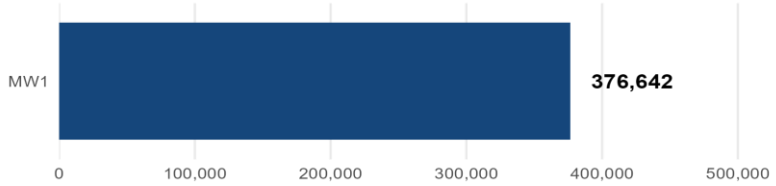
Service Area Population		26,437
Minority Population	*Service Area*	9,482
	% Riders Surveyed	75%
Low Income Household	*Service Area*	3,097
	% Riders Surveyed	49%

Facilities/Amenities

Bus Stops	28
% Stops With Shelters	18%
% Stops With Benches	11%
% Stops With Real-Time Signs	71%

Ridership

Annual Ridership



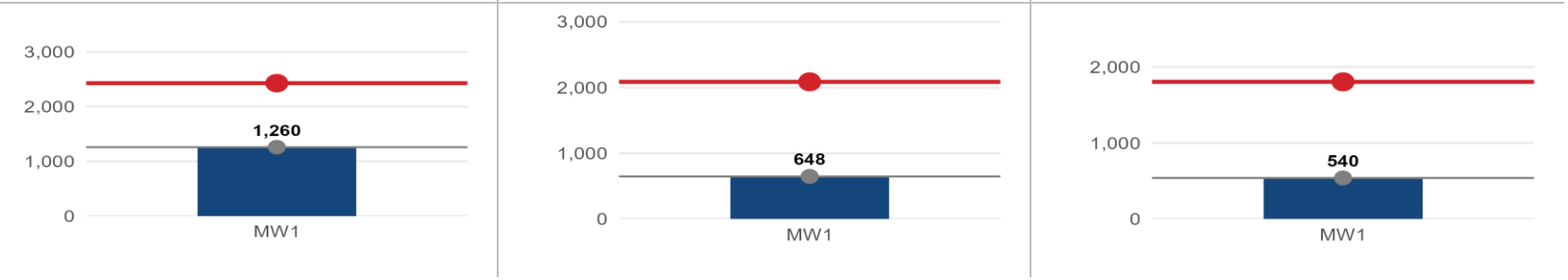
Top Transfer Locations

Crystal City, Braddock Road, Pentagon City

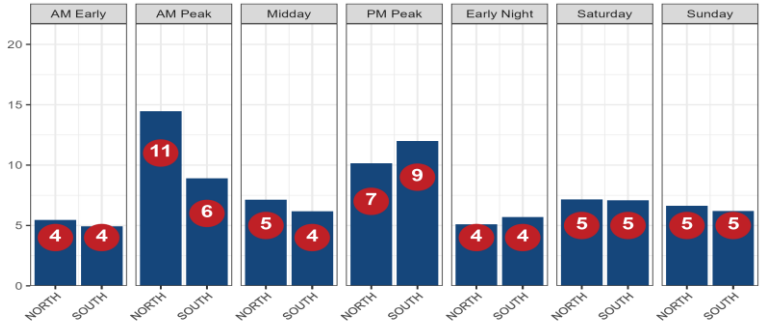
Average Daily Ridership

Class/Tier Average

System Average



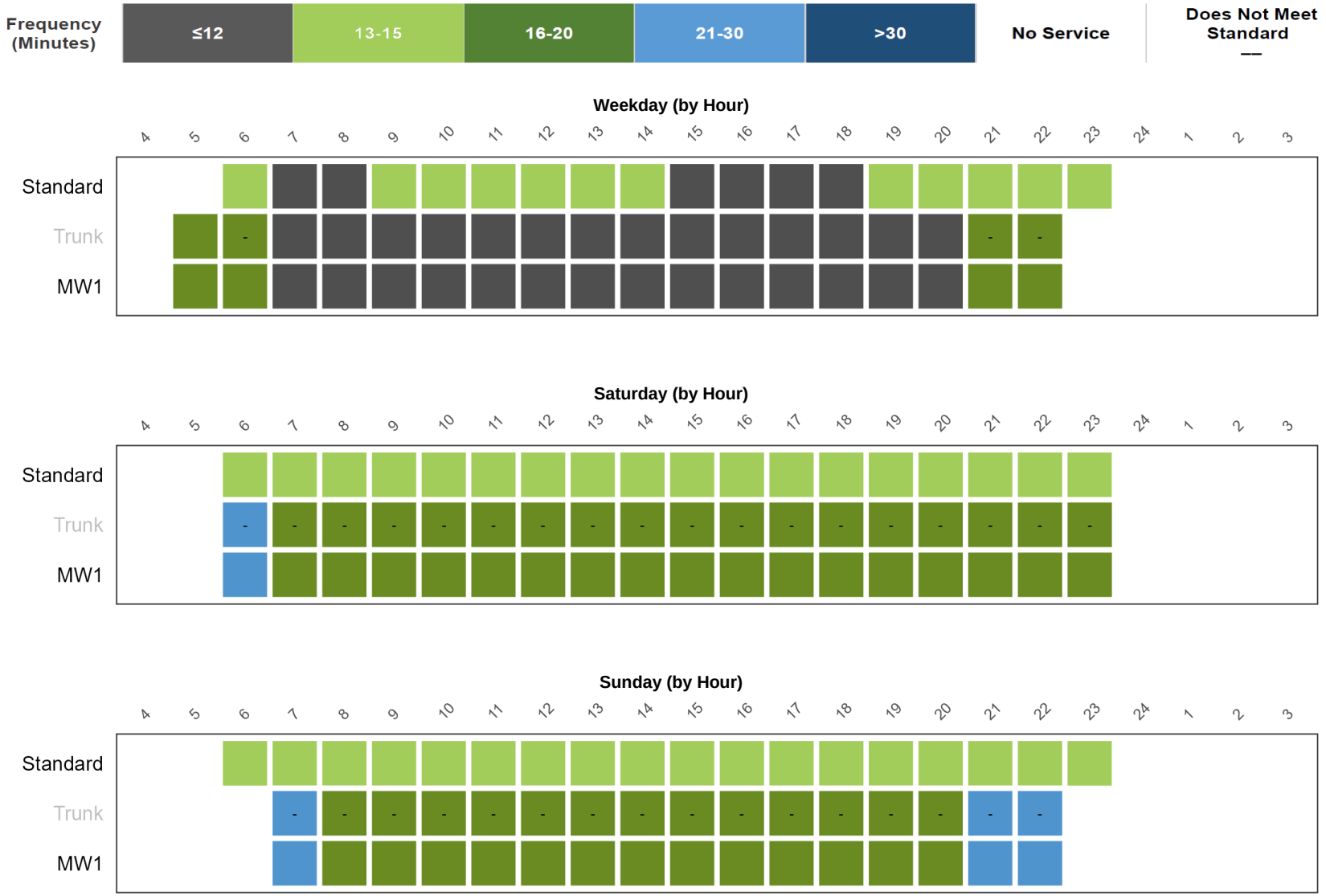
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.22	0.19
Weekday	**Off-Peak** Maximum Target: 1.0	0.12	0.11
	Saturday Maximum Target: 1.0	0.14	0.12
	Sunday Maximum Target: 1.0	0.13	0.11

Span and Frequency



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	15.8	15.8	E	12.5	12.5	E	10.1	10.1	E
	Passengers per Revenue Mile | 5	1.7	1.7	E	1.5	1.5	E	1.3	1.3	E
Reliability	**On-Time Performance |** 79%	87%	87%	A	87%	87%	A	89%	89%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.2	Off-Peak: 0.12 Peak: 0.2	A	0.13	0.13	A	0.12	0.12	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $3.5	$8.23	$ 8.23	E	$10.40	$10.40	E	$12.91	$12.91	E
	Cost Recovery | 30%	17%	17%	E	14%	14%	E	11%	11%	E

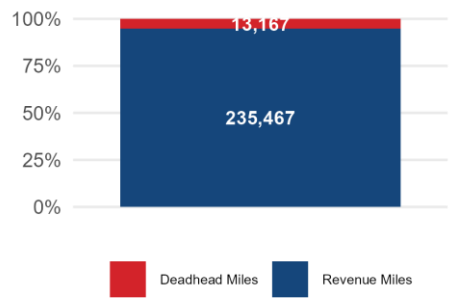
Route MW1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 2-3	2.9	2.9	A
Route Design	**Circuity |** 1.75	1.25	1.25	A

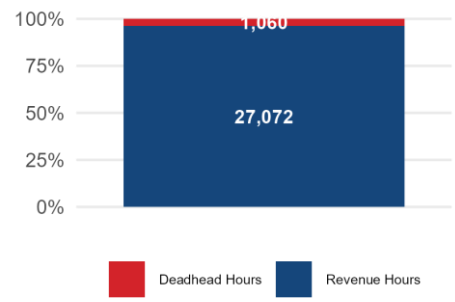
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 35	15.8	15.8	E	12.5	12.5	E	10.1	10.1	E
	Passengers per Revenue Mile | 5	1.7	1.7	E	1.5	1.5	E	1.3	1.3	E
	Unique Segment Ridership | 25%	80%	80%	A	78%	78%	A	78%	78%	A
Reliability	**On-Time Performance |** 79%	87%	87%	A	87%	87%	A	89%	89%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.2	Off-Peak: 0.12 Peak: 0.2	A	0.13	0.13	A	0.12	0.12	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $3.5	$8.23	$ 8.23	E	$10.40	$10.40	E	$12.91	$12.91	E
	Cost Recovery | 30%	17%	17%	E	14%	14%	E	11%	11%	E

Operational Analysis

Miles Allocation



Hours Allocation



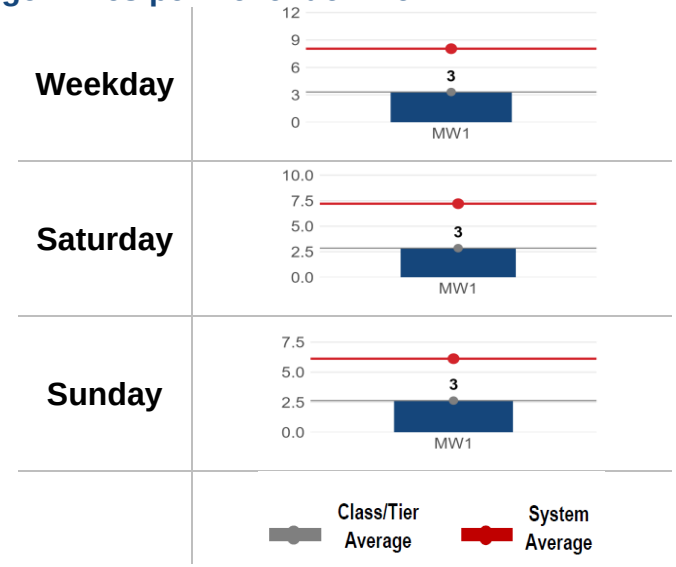
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
MW1	10.20	49,290	48,905 (99.2%)

Service Change Summary

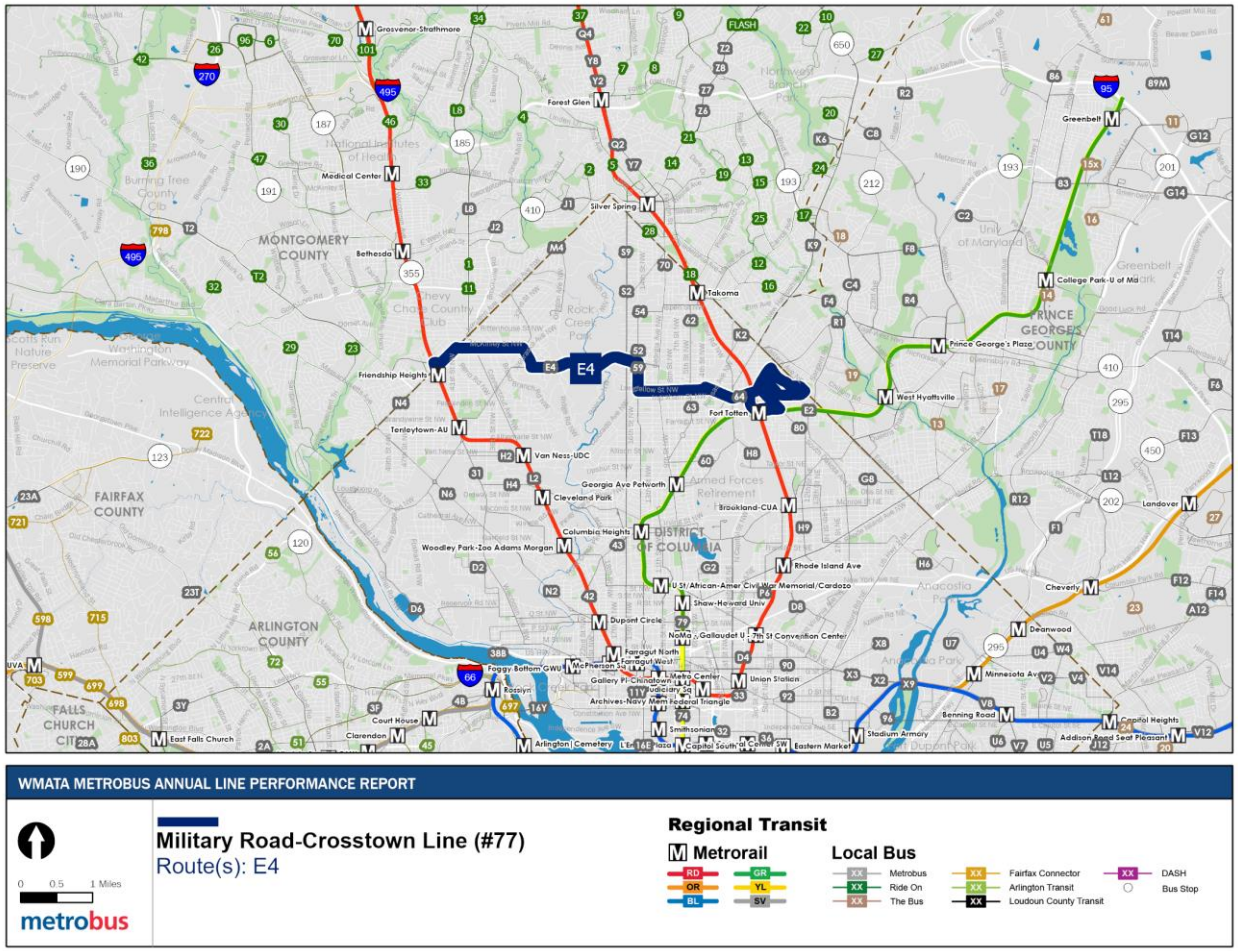
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	B

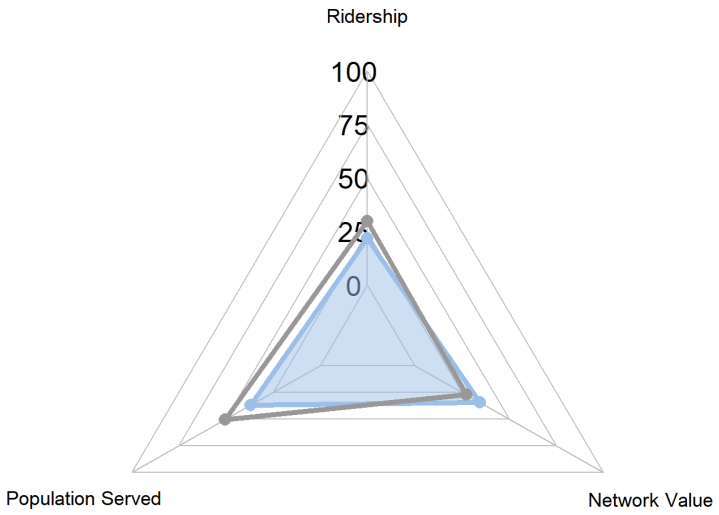
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	35	22	

Operating Statistics

Annual Operating Costs	$4,205,698
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

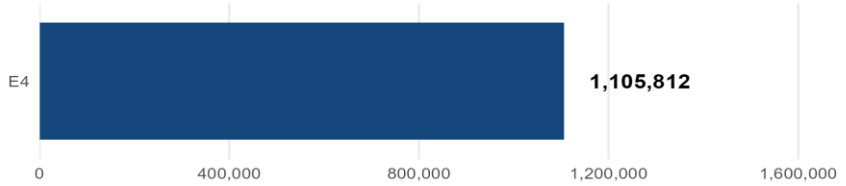
Service Area Population		39,739
Minority Population	*Service Area*	21,707
	% Riders Surveyed	84%
Low Income Household	*Service Area*	8,628
	% Riders Surveyed	56%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	18%
% Stops With Benches	14%
% Stops With Real-Time Signs	6%

Ridership

Annual Ridership



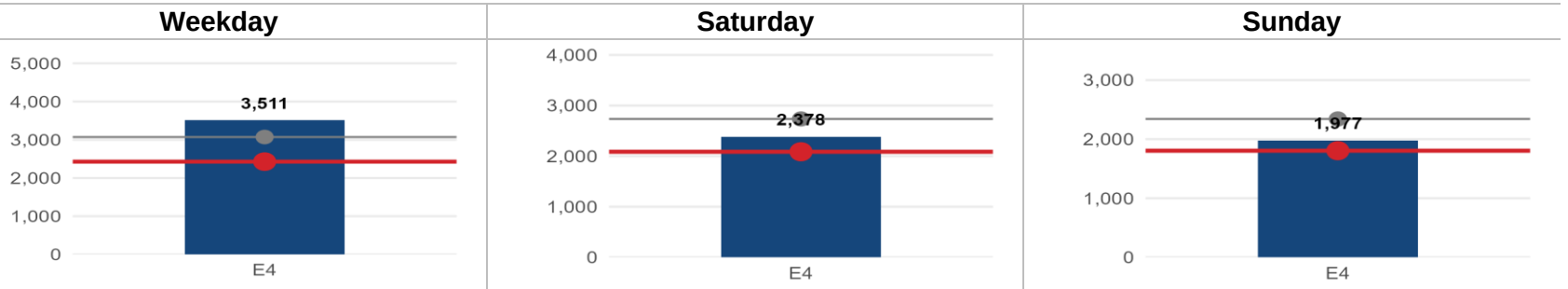
Top Transfer Locations

Fort Totten, Friendship Heights, Columbia Heights

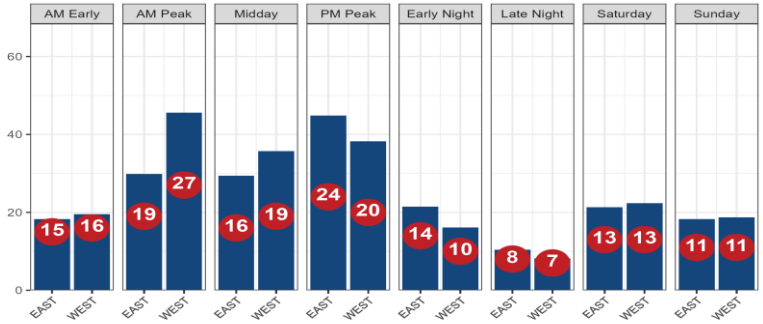
Average Daily Ridership

Class/Tier Average

System Average



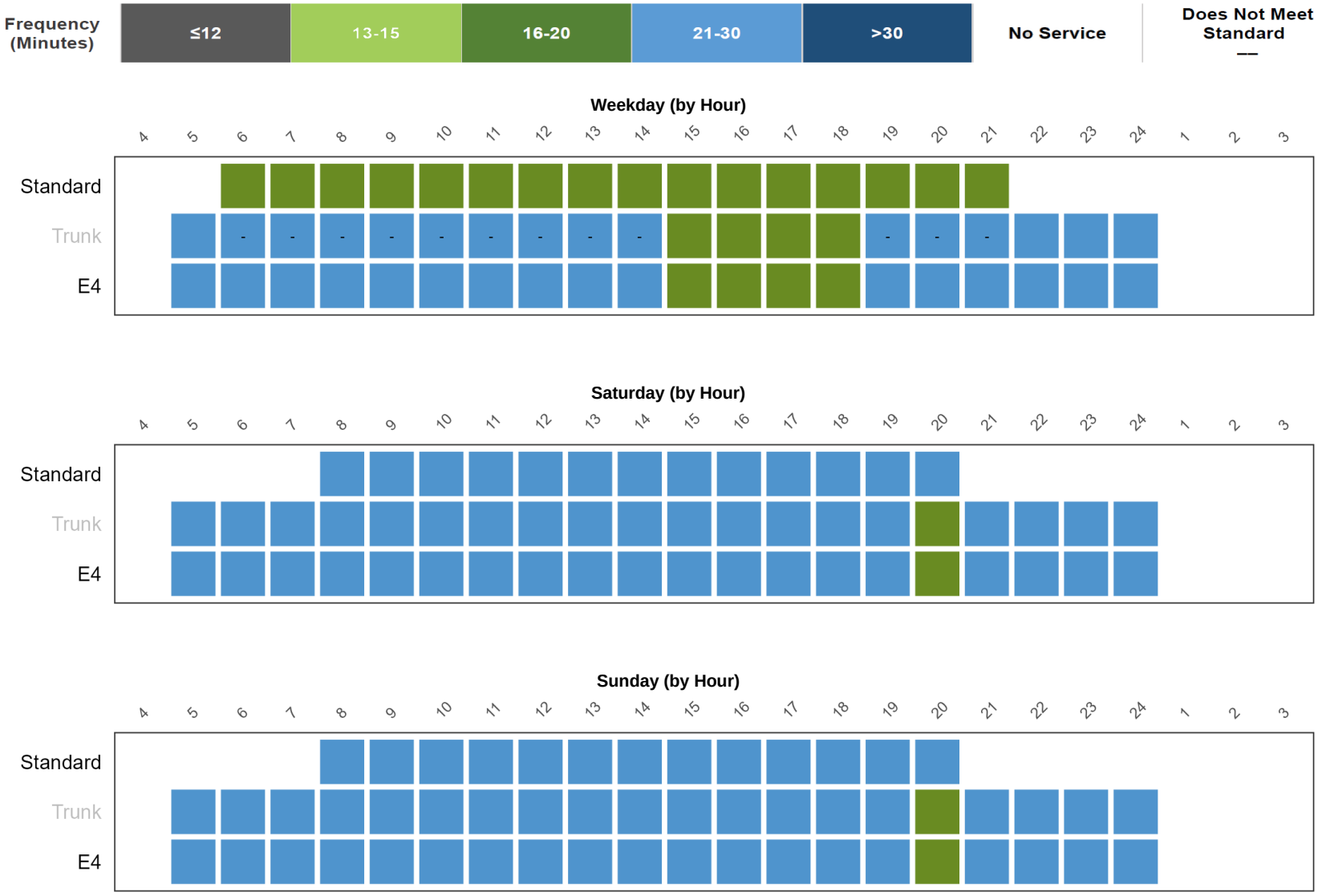
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.56	0.58
	Off-Peak Maximum Target: 1.0	0.36	0.37
	Saturday Maximum Target: 1.0	0.31	0.32
	Sunday Maximum Target: 1.0	0.28	0.28

Span and Frequency



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	C	22.0	24.4	A	23.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	38.4	29.6	A	28.3	28.2	A	24.3	25.5	A
	Passengers per Revenue Mile | 2	4.8	2.9	A	3.4	2.6	A	2.8	2.3	A
Reliability	**On-Time Performance |** 79%	71%	75%	D	79%	77%	B	81%	78%	B
	Crowding | 5%	4%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.57	Off-Peak: 0.39 Peak: 0.49	A	0.32	0.38	A	0.28	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.39	$ 5.18	A	$4.59	$ 5.36	A	$5.35	$ 6.15	B
	Cost Recovery | 20%	36%	29%	A	27%	26%	A	23%	23%	A

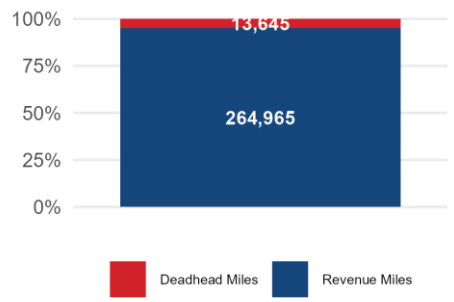
Route E4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	4.5	E
Route Design	**Circuity |** 1.75	1.26	1.47	A

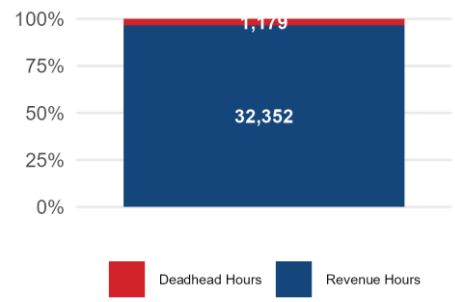
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	38.4	29.6	A	28.3	28.2	A	24.3	25.5	A
	Passengers per Revenue Mile | 2	4.8	2.9	A	3.4	2.6	A	2.8	2.3	A
	Unique Segment Ridership | 10%	54%	19%	A	78%	36%	A	78%	37%	A
Reliability	**On-Time Performance |** 79%	71%	75%	D	79%	77%	B	81%	78%	B
	Crowding | 5%	4%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.57	Off-Peak: 0.39 Peak: 0.49	A	0.32	0.4	A	0.28	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.39	$ 5.18	A	$4.59	$ 5.36	A	$5.35	$ 6.15	B
	Cost Recovery | 20%	36%	29%	A	27%	27%	A	23%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



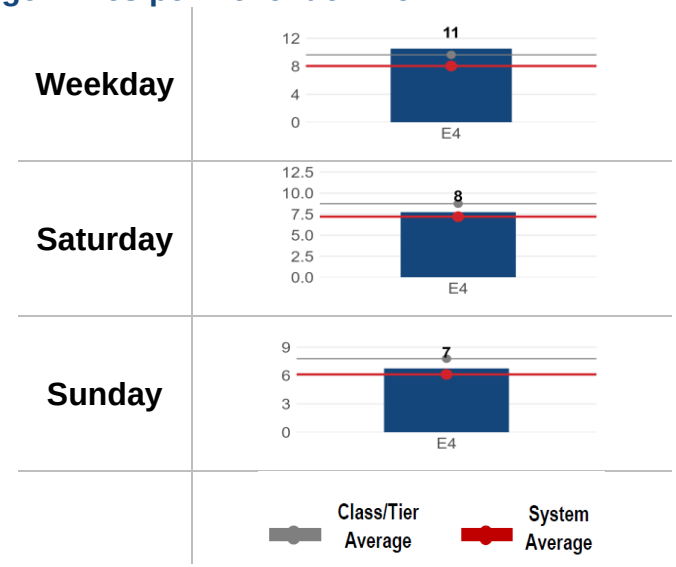
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E4	14.20	40,336	39,857 (98.8%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

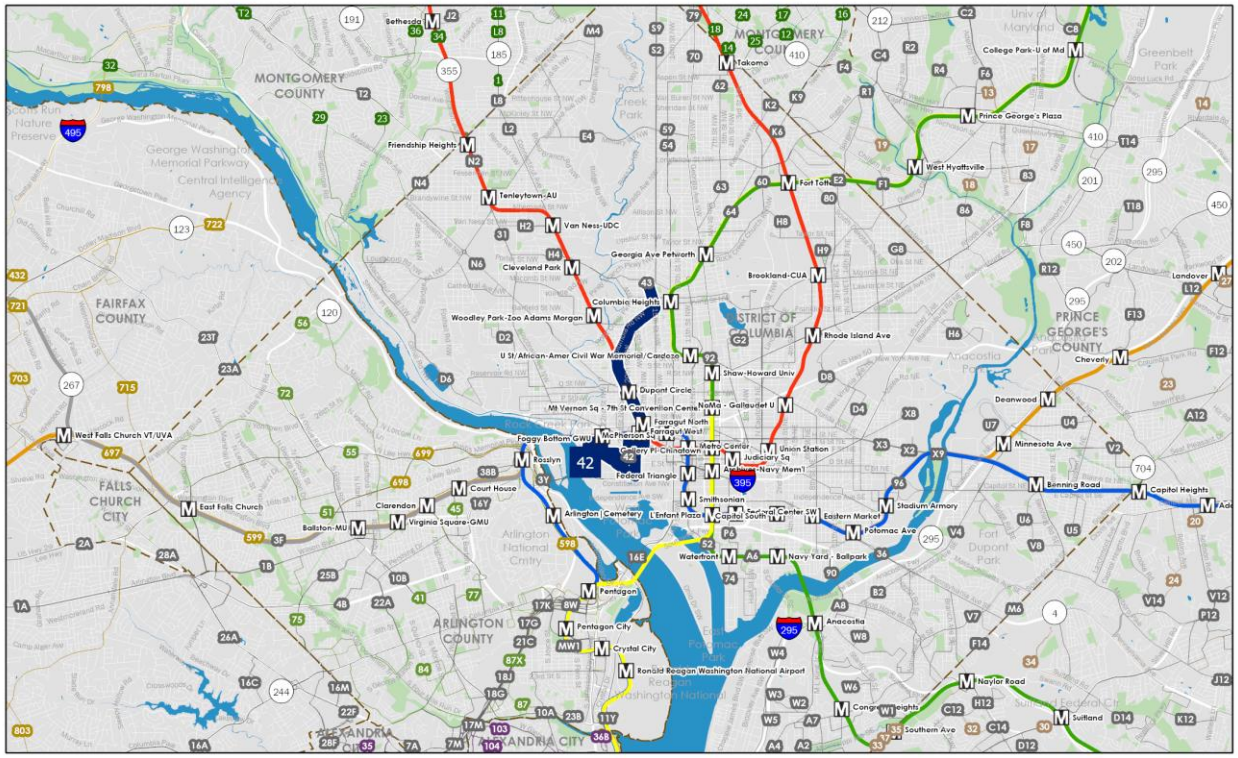
Passenger Miles per Revenue Mile



LINE: 81 - Mount Pleasant

ROUTE(S): 42, 43

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

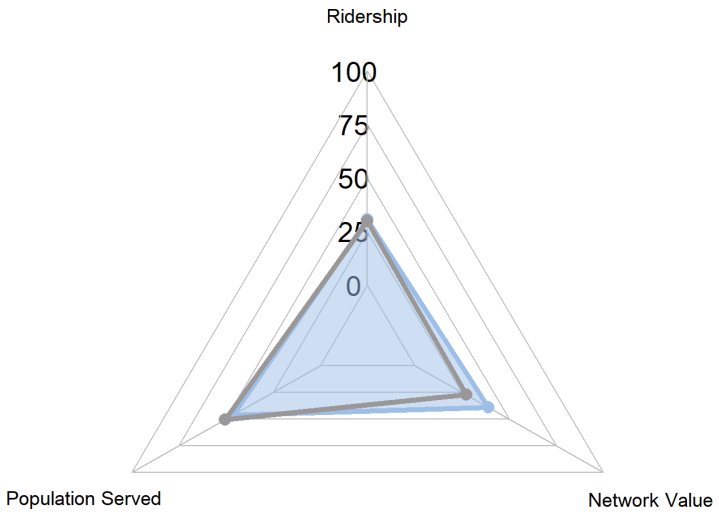
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

39

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	46	39	31	

Operating Statistics

Annual Operating Costs	$6,045,504
Peak Vehicles	13
Vehicle Type(s)	40 Foot

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

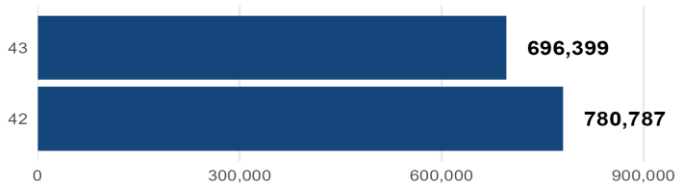
Service Area Population	55,141	
Minority Population	*Service Area*	14,935
	% Riders Surveyed	55%
Low Income Household	*Service Area*	9,771
	% Riders Surveyed	31%

Facilities/Amenities

Bus Stops	55
% Stops With Shelters	55%
% Stops With Benches	53%
% Stops With Real-Time Signs	16%

Ridership

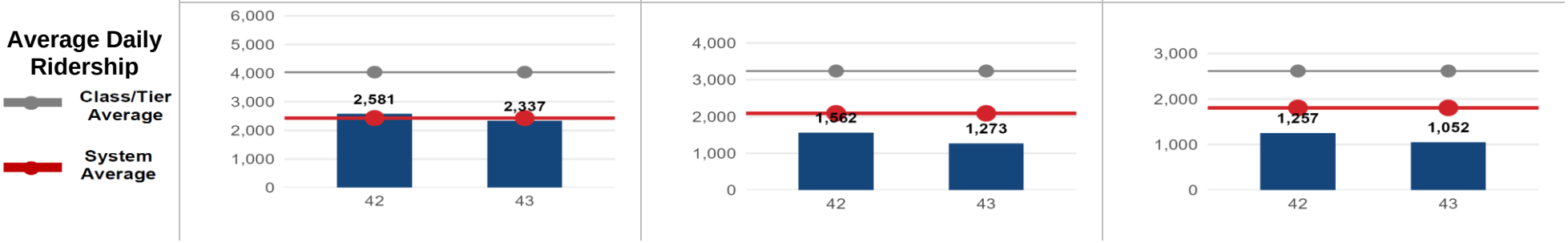
Annual Ridership



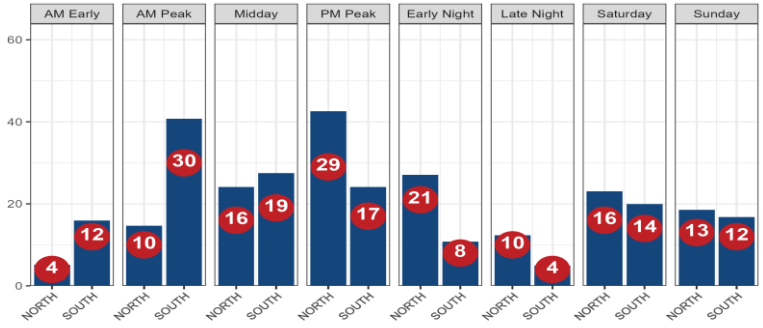
Top Transfer Locations

Farragut West, Farragut North, Dupont Circle

Average Daily Ridership



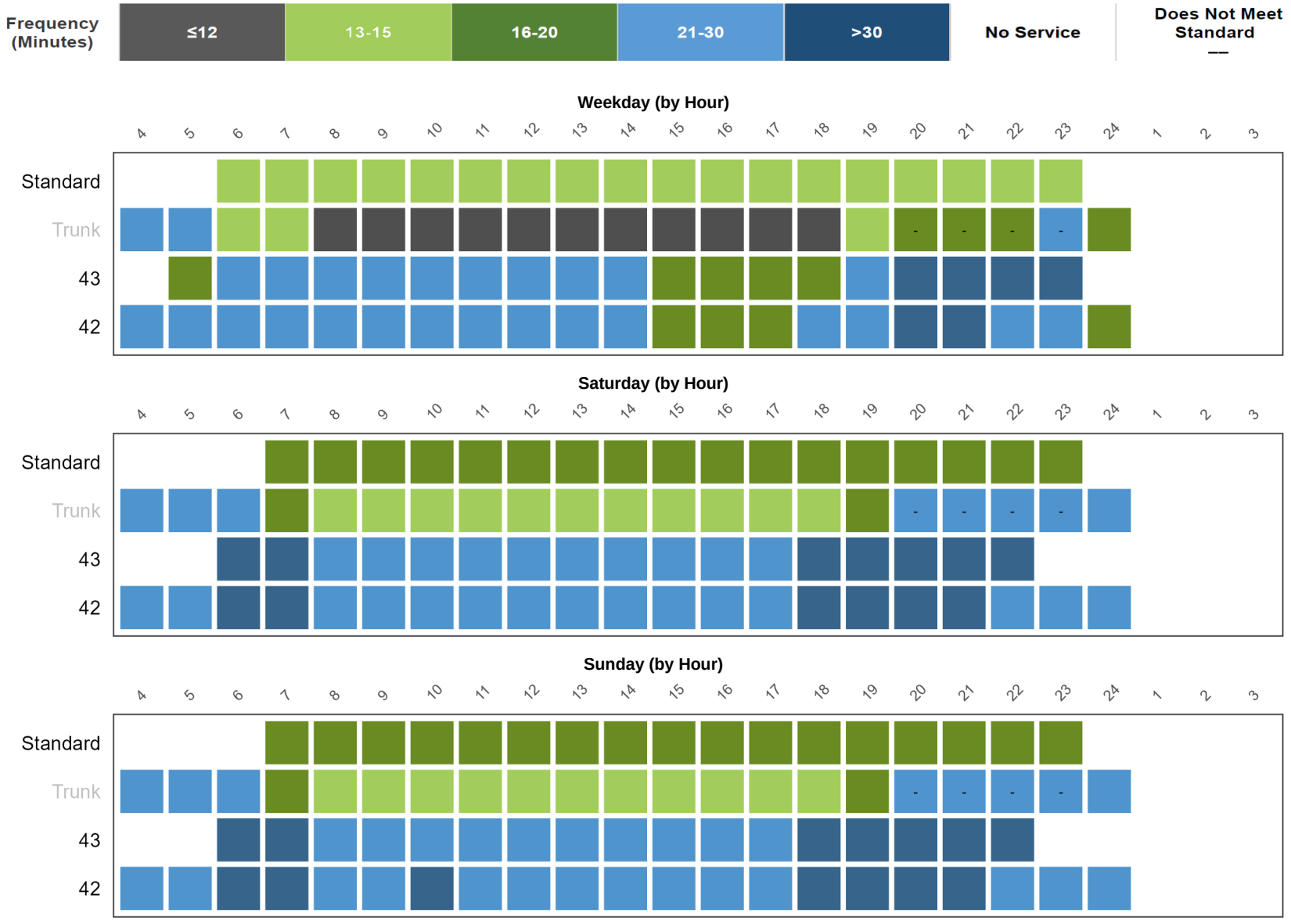
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.6	0.59
	Off-Peak Maximum Target: 1.0	0.41	0.38
	Saturday Maximum Target: 1.0	0.4	0.36
	Sunday Maximum Target: 1.0	0.33	0.3

Span and Frequency



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 - 12:35 AM	-	A	4:30 AM - 12:36 AM	-	A	4:30 AM - 12:27 AM	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 11.0	Peak: 14.6 / Off-Peak: 18.6	B	17.0	20.8	B	17.0	23.8	B
Productivity	**Passengers per Revenue Hour |** 30	33.9	34.1	A	29.6	29.0	C	25.4	26.6	D
	Passengers per Revenue Mile | 4	6.3	4.6	A	4.8	3.7	A	4.0	3.2	C
Reliability	**On-Time Performance |** 79%	80%	74%	B	82%	75%	B	83%	77%	B
	Crowding | 5%	9%	3%	E	3%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.6	Off-Peak: 0.36 Peak: 0.5	A	0.38	0.37	A	0.32	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.83	$ 4.27	A	$4.39	$ 5.07	A	$5.11	$ 5.55	B
	Cost Recovery | 25%	42%	38%	A	36%	32%	A	31%	30%	A

Route 42

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	5.5	E
Route Design	**Circuity |** 1.75	1.4	1.23	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	32.5	34.1	B	29.4	29.0	C	25.1	26.6	D
	Passengers per Revenue Mile | 4	6.0	4.6	A	4.7	3.7	A	3.9	3.2	C
	Unique Segment Ridership | 10%	10%	20%	C	12%	34%	B	14%	31%	A
Reliability	**On-Time Performance |** 79%	79%	74%	B	81%	75%	B	83%	77%	B
	Crowding | 5%	9%	3%	E	3%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.6	Off-Peak: 0.37 Peak: 0.51	A	0.37	0.37	A	0.31	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.01	$ 4.27	A	$4.42	$ 5.07	A	$5.19	$ 5.55	B
	Cost Recovery | 25%	39%	39%	A	36%	32%	A	30%	30%	A

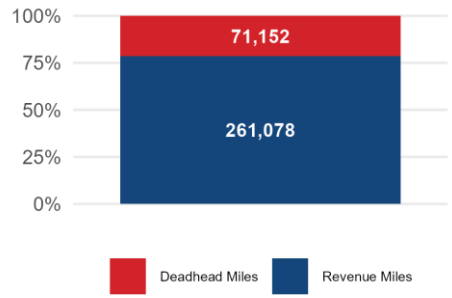
Route 43

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.3	5.5	E
Route Design	**Circuity |** 1.75	1.39	1.23	A

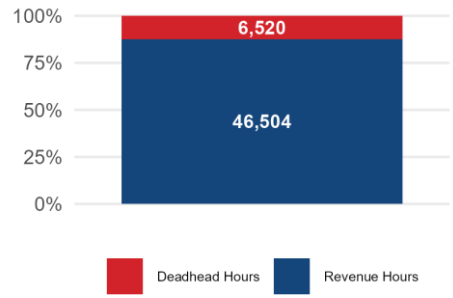
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	35.7	34.1	A	29.8	29.0	C	25.9	26.6	D
	Passengers per Revenue Mile | 4	6.8	4.6	A	5.0	3.7	A	4.1	3.2	B
	Unique Segment Ridership | 10%	0%	20%	E	0%	34%	E	0%	31%	E
Reliability	**On-Time Performance |** 79%	81%	74%	B	83%	75%	B	83%	77%	B
	Crowding | 5%	9%	3%	E	3%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.6	Off-Peak: 0.37 Peak: 0.51	A	0.39	0.37	A	0.33	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.65	$ 4.27	A	$4.36	$ 5.07	A	$5.03	$ 5.55	B
	Cost Recovery | 25%	45%	39%	A	38%	32%	A	33%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



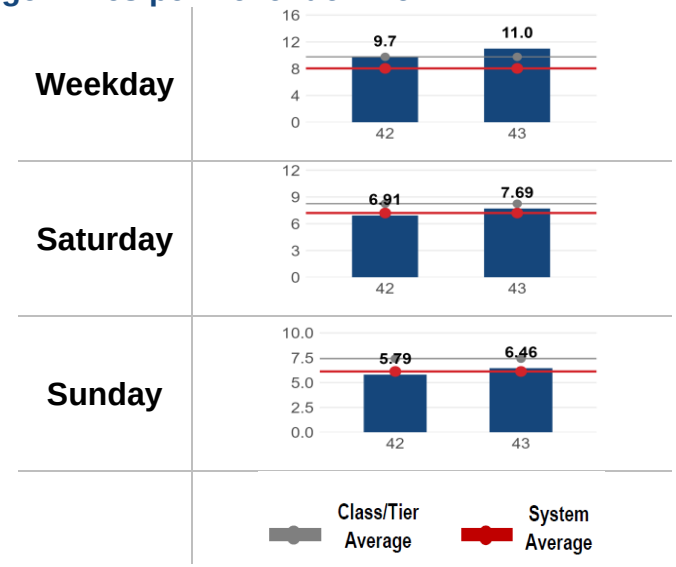
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
42	8.60	32,181	31,430 (97.7%)
43	8.60	27,190	26,608 (97.9%)

Service Change Summary

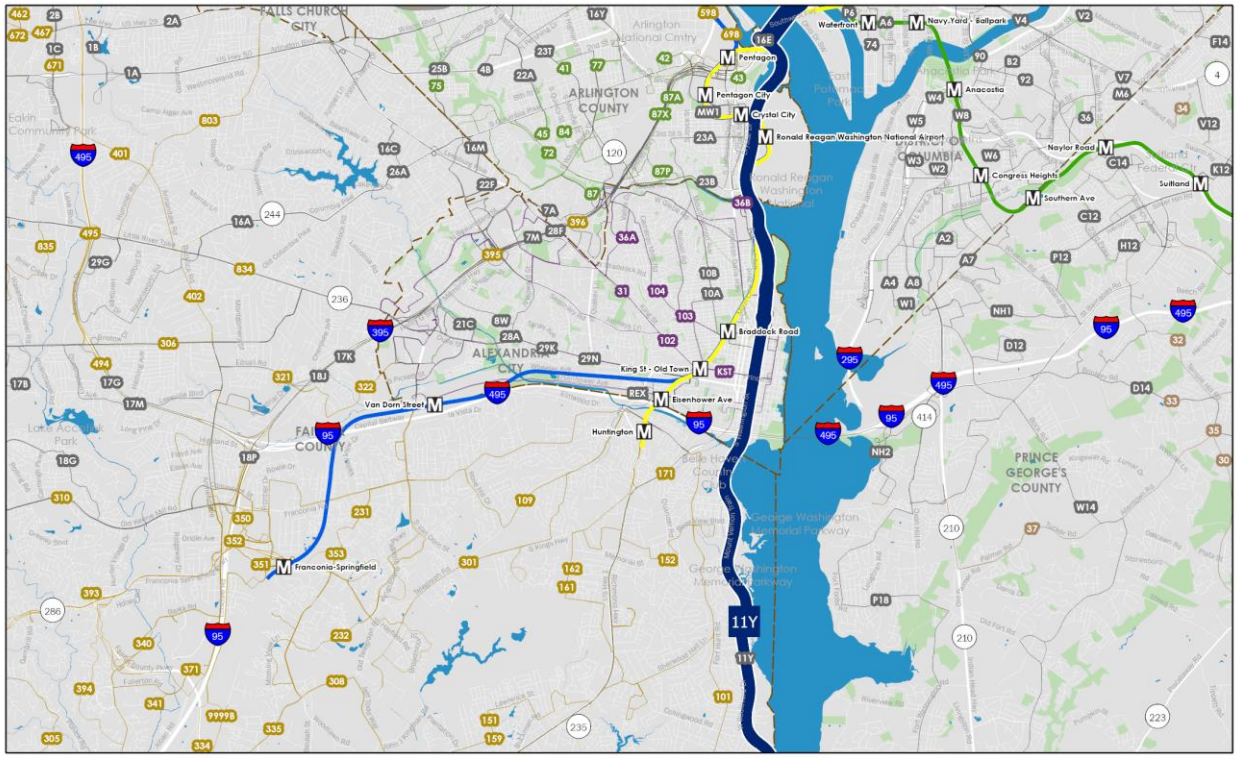
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 157 - Mount Vernon Express ROUTE(S): 11Y

About the Line



Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

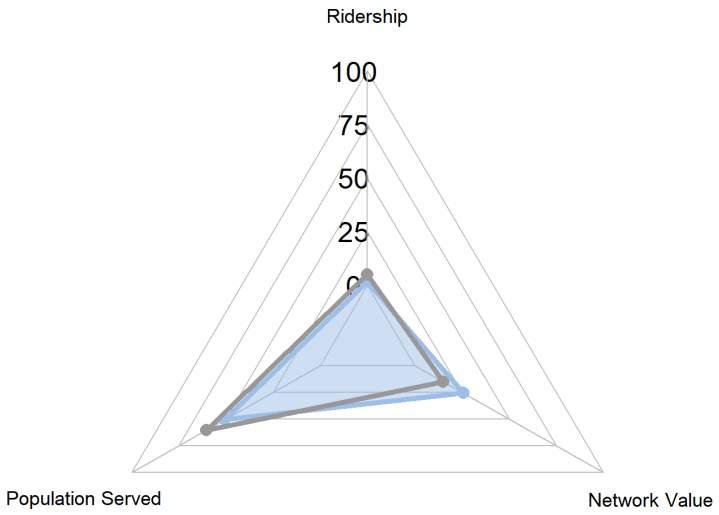
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

26

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	51	26	2	

Operating Statistics

Annual Operating Costs	$568,295
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

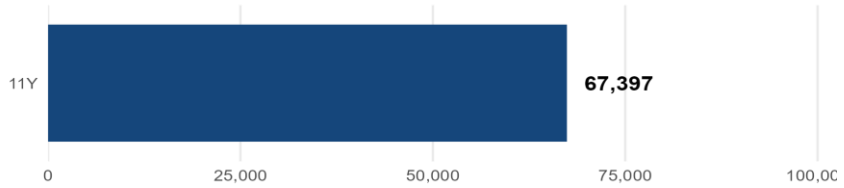
Service Area Population	27,163	
Minority Population	*Service Area*	5,768
	% Riders Surveyed	10%
Low Income Household	*Service Area*	2,806
	% Riders Surveyed	0%

Facilities/Amenities

Bus Stops	120
% Stops With Shelters	15%
% Stops With Benches	18%
% Stops With Real-Time Signs	3%

Ridership

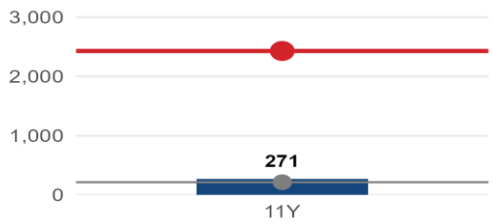
Annual Ridership



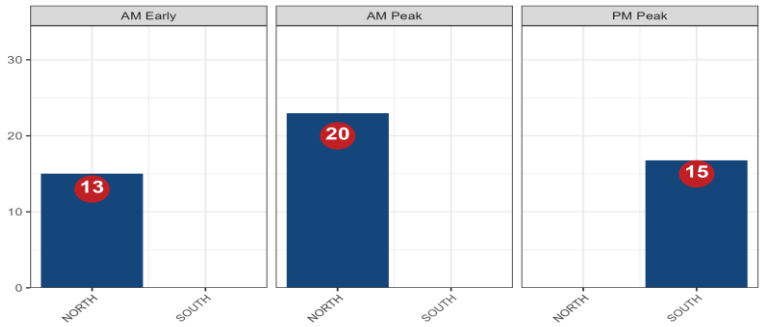
Top Transfer Locations

Smithsonian, Farragut North, Metro Center

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

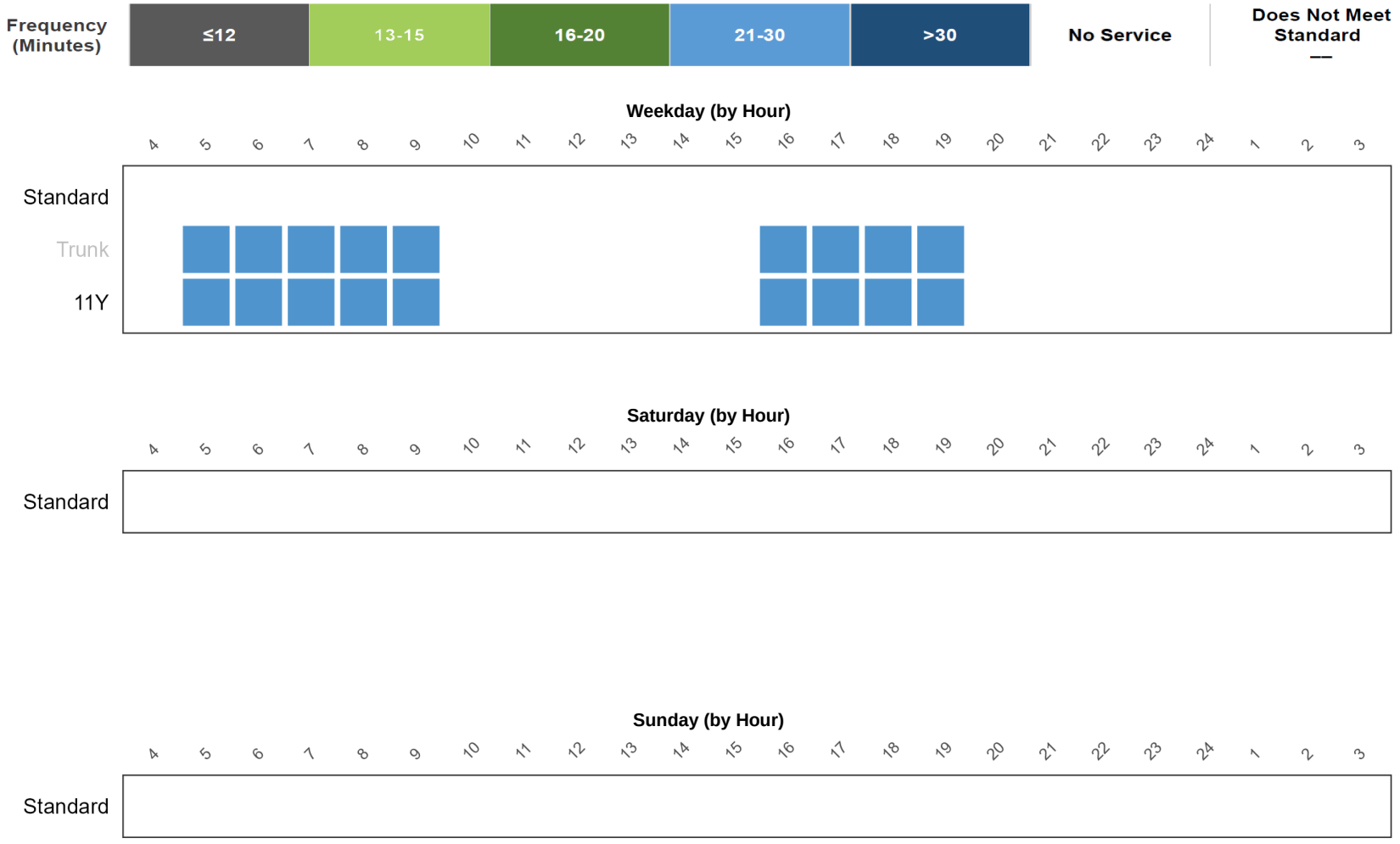
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.5	0.38
	Off-Peak Maximum Target: 1.0	0.32	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

C Mount Vernon Express

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:49 AM - 9:27 AM; 4:00 PM - 7:39 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 24.0 / Off-Peak: 21.0	Peak: 25.7 / Off-Peak: 31.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	15.9	18	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.2	D	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	64%	75%	E	-	-	-	-	-	-
	Crowding | 5%	5%	1%	B	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.43	Off-Peak: 0.22 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.19	$ 9.19	C	-	-	-	-	-	-
	Cost Recovery | 20%	50%	33%	A	-	-	-	-	-	-

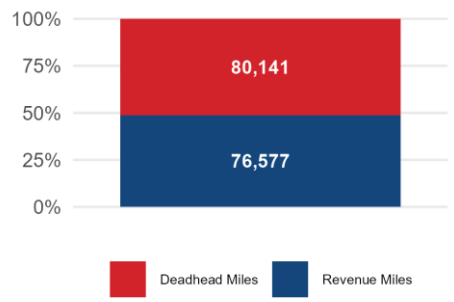
Route 11Y

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.8	2.8	-
Route Design	**Circuity |** N/A	1.36	1.42	-

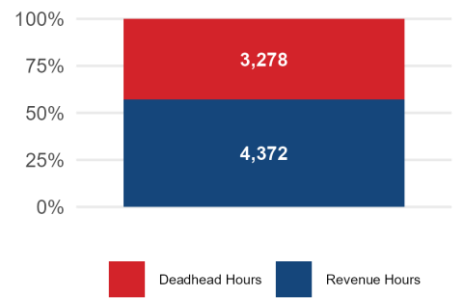
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	15.9	18	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.2	D	-	-	-	-	-	-
	Unique Segment Ridership | 15%	38%	33%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	64%	75%	E	-	-	-	-	-	-
	Crowding | 5%	5%	1%	B	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.43	Off-Peak: 0.22 Peak: 0.31	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.19	$ 9.19	C	-	-	-	-	-	-
	Cost Recovery | 20%	50%	30%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



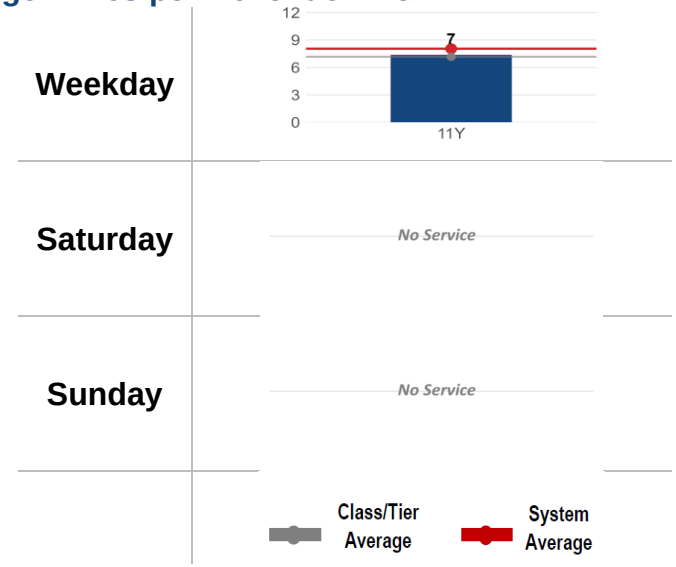
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
11Y	43.50	3,472	3,420 (98.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

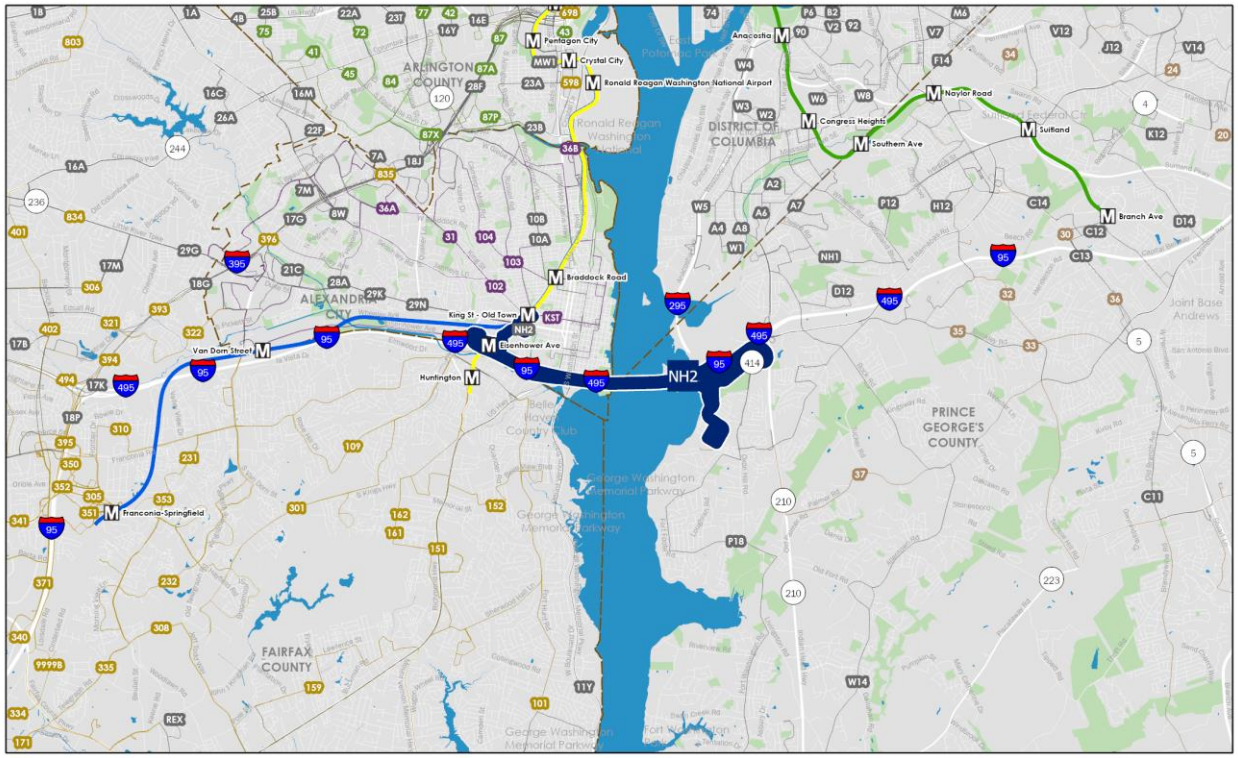
Passenger Miles per Revenue Mile

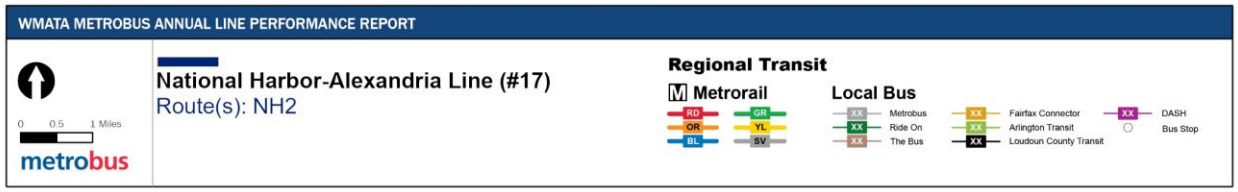


LINE: 17 - National Harbor-Alexandria

ROUTE(S): NH2

About the Line





Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

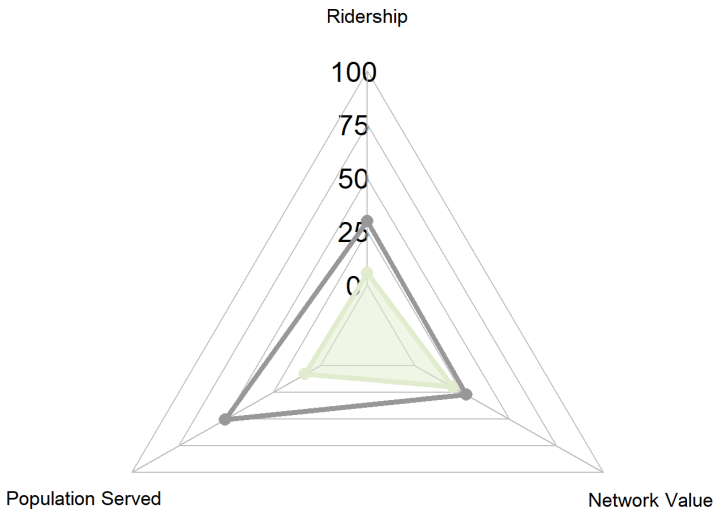
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

11

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	8	20	6	

Operating Statistics

Annual Operating Costs	$1,682,071
Peak Vehicles	2
Vehicle Type(s)	40 Foot

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

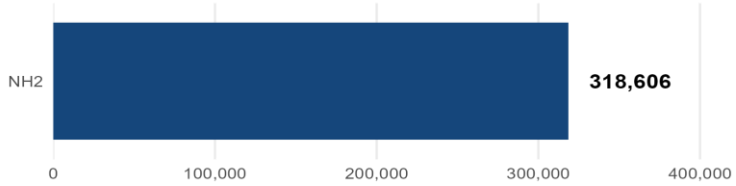
Service Area Population	6,586	
Minority Population	*Service Area*	2,100
	% Riders Surveyed	78%
Low Income Household	*Service Area*	741
	% Riders Surveyed	48%

Facilities/Amenities

Bus Stops	9
% Stops With Shelters	11%
% Stops With Benches	33%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



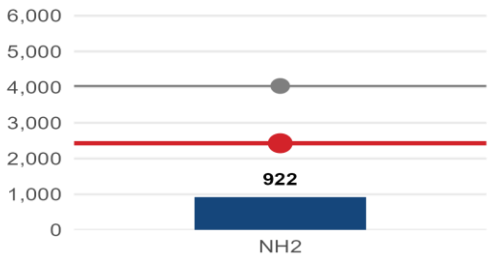
Top Transfer Locations

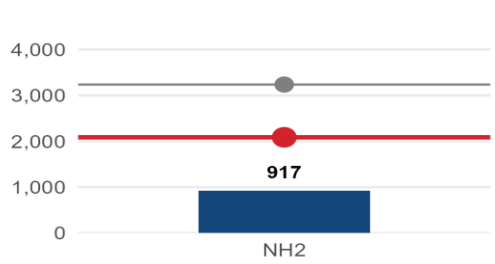
King Street, Eisenhower Avenue

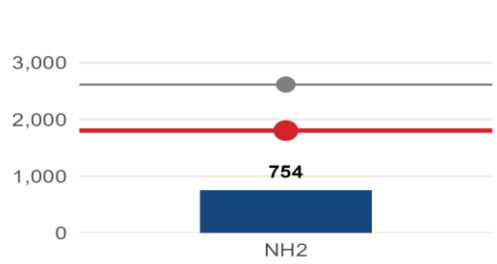
Average Daily Ridership

Class/Tier Average

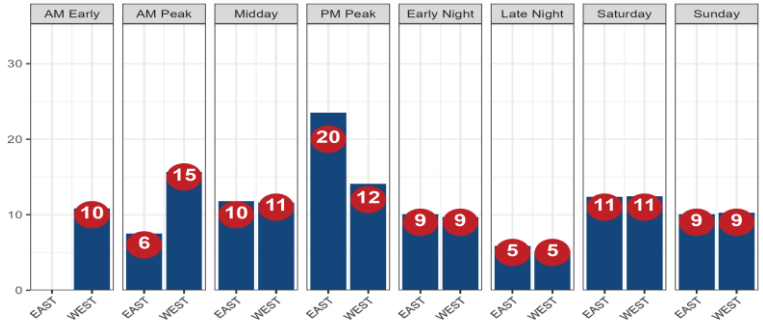
System Average







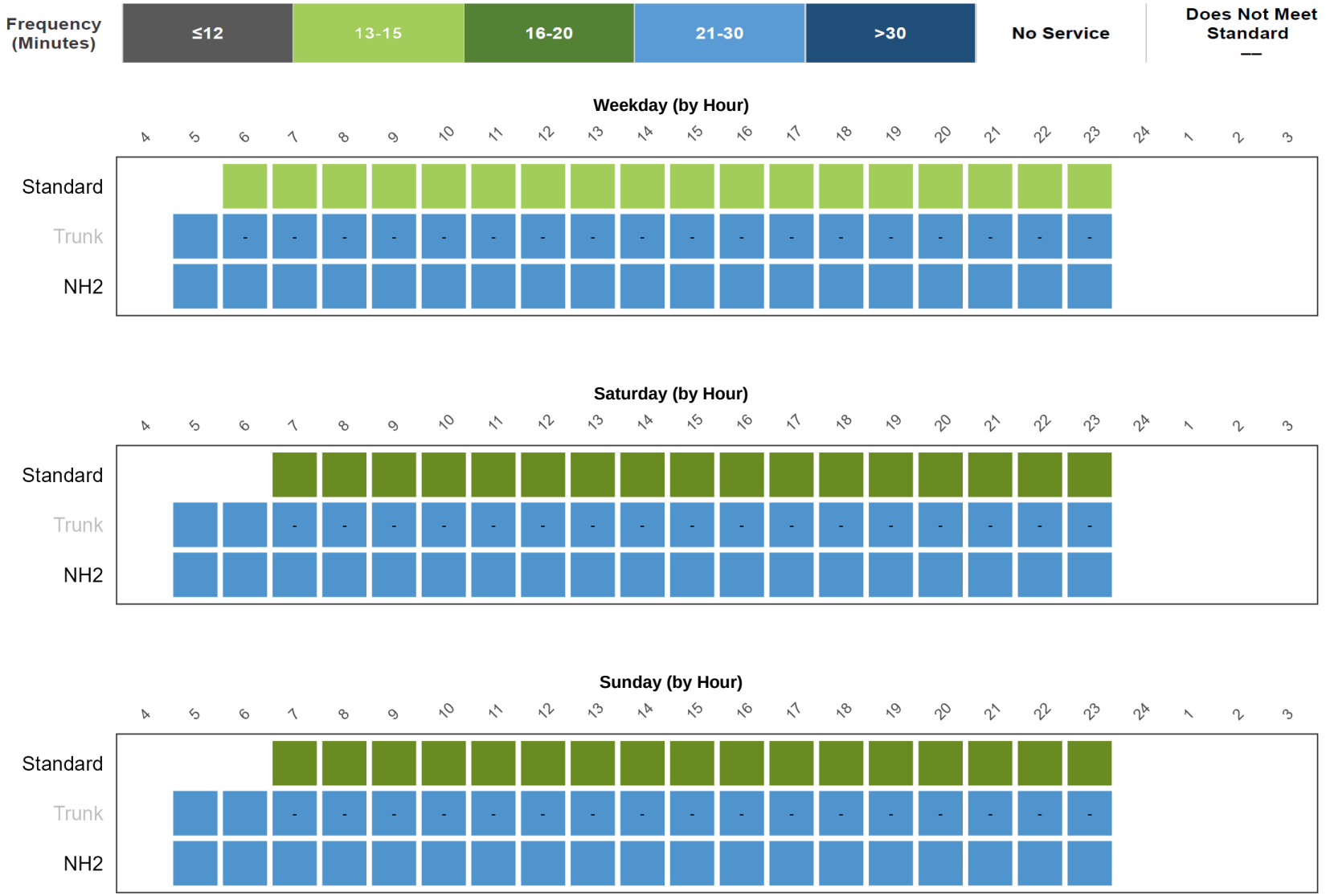
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.35	0.33
Weekday	**Off-Peak** Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0	0.27	0.27
	Sunday Maximum Target: 1.0	0.22	0.23

Span and Frequency



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: 14.6 / Off-Peak: 18.6	E	30.0	20.8	D	30.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	25.1	34.1	D	26.0	29.0	D	21.3	26.6	E
	Passengers per Revenue Mile | 4	1.6	4.6	E	1.6	3.7	E	1.3	3.2	E
Reliability	**On-Time Performance |** 79%	86%	74%	A	87%	75%	A	90%	77%	A
	Crowding | 5%	5%	3%	C	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.34	Off-Peak: 0.36 Peak: 0.5	A	0.27	0.37	A	0.22	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.17	$ 4.27	B	$5.00	$ 5.07	B	$6.09	$ 5.55	D
	Cost Recovery | 25%	25%	38%	C	25%	32%	B	21%	30%	D

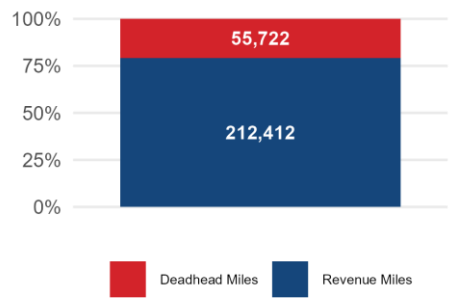
Route NH2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	0.3	5.5	E
Route Design	**Circuity |** 1.75	1.17	1.23	A

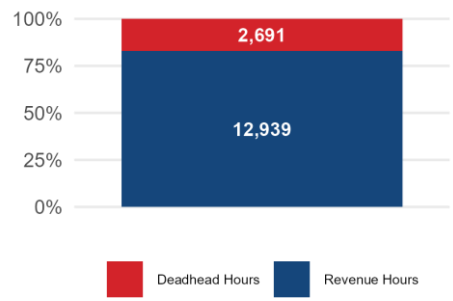
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.1	34.1	D	26.0	29.0	D	21.3	26.6	E
	Passengers per Revenue Mile | 4	1.6	4.6	E	1.6	3.7	E	1.3	3.2	E
	Unique Segment Ridership | 10%	46%	20%	A	43%	34%	A	44%	31%	A
Reliability	**On-Time Performance |** 79%	86%	74%	A	87%	75%	A	90%	77%	A
	Crowding | 5%	5%	3%	C	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.34	Off-Peak: 0.37 Peak: 0.51	A	0.27	0.37	A	0.22	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.17	$ 4.27	B	$5.00	$ 5.07	B	$6.09	$ 5.55	D
	Cost Recovery | 25%	25%	39%	C	25%	32%	B	21%	30%	D

Operational Analysis

Miles Allocation



Hours Allocation



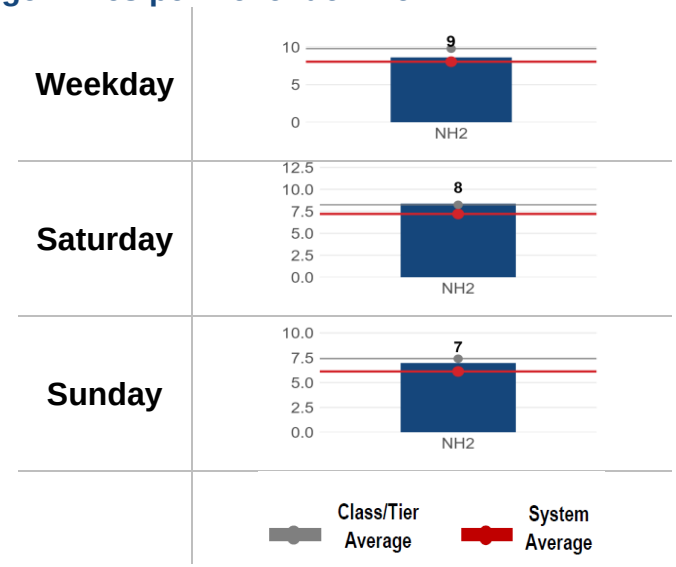
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH2	42.80	26,788	26,515 (99.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

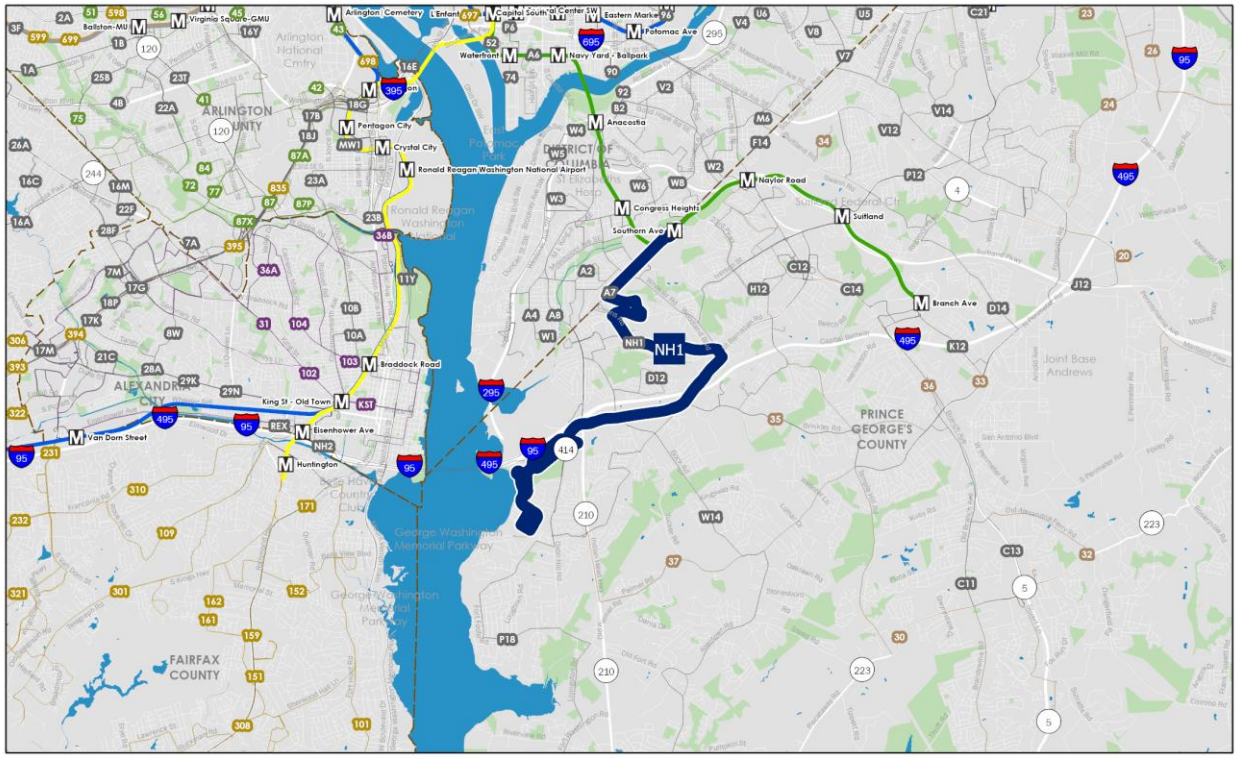
Passenger Miles per Revenue Mile

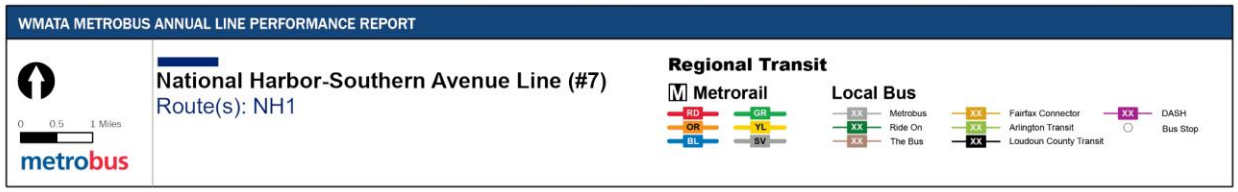


LINE: 7 - National Harbor-Southern Avenue

ROUTE(S): NH1

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

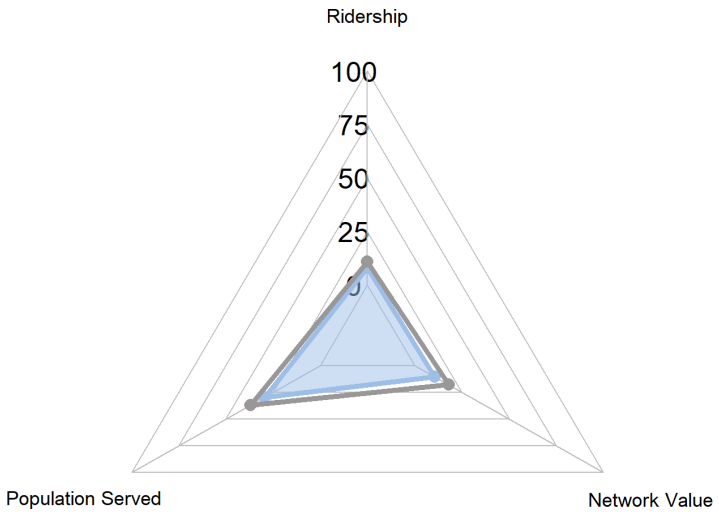
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

16

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	30	11	8	

Operating Statistics

Annual Operating Costs	$1,948,943
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

Service Area Population	20,623	
Minority Population	*Service Area*	16,405
	% Riders Surveyed	97%
Low Income Household	*Service Area*	7,225
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	66
% Stops With Shelters	12%
% Stops With Benches	9%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



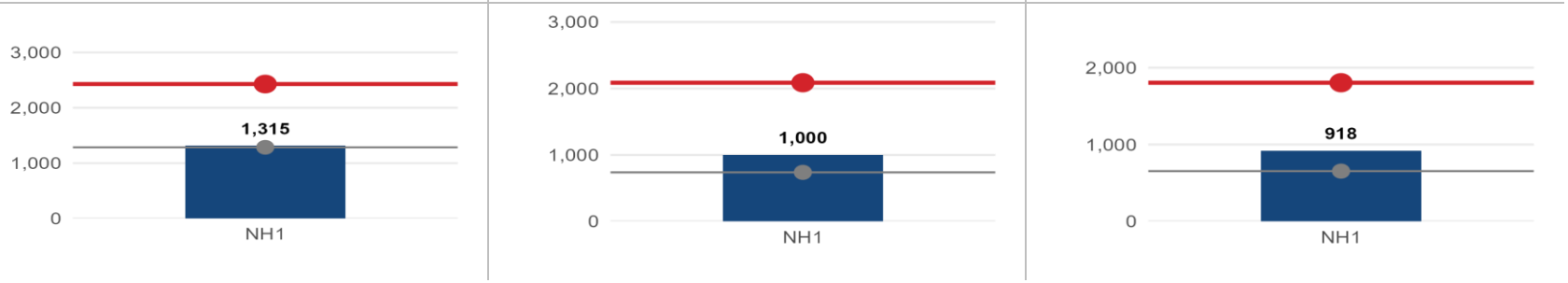
Top Transfer Locations

Southern Avenue

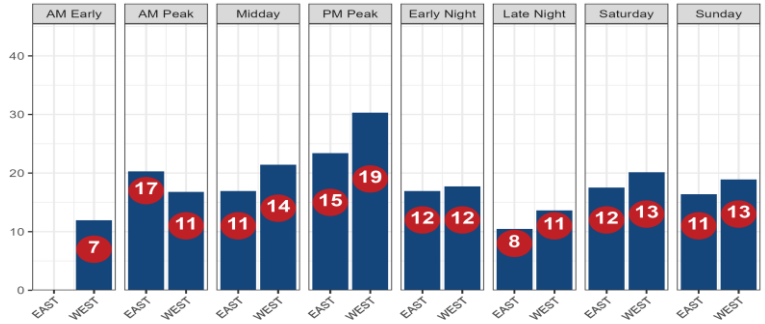
Average Daily Ridership

Class/Tier Average

System Average



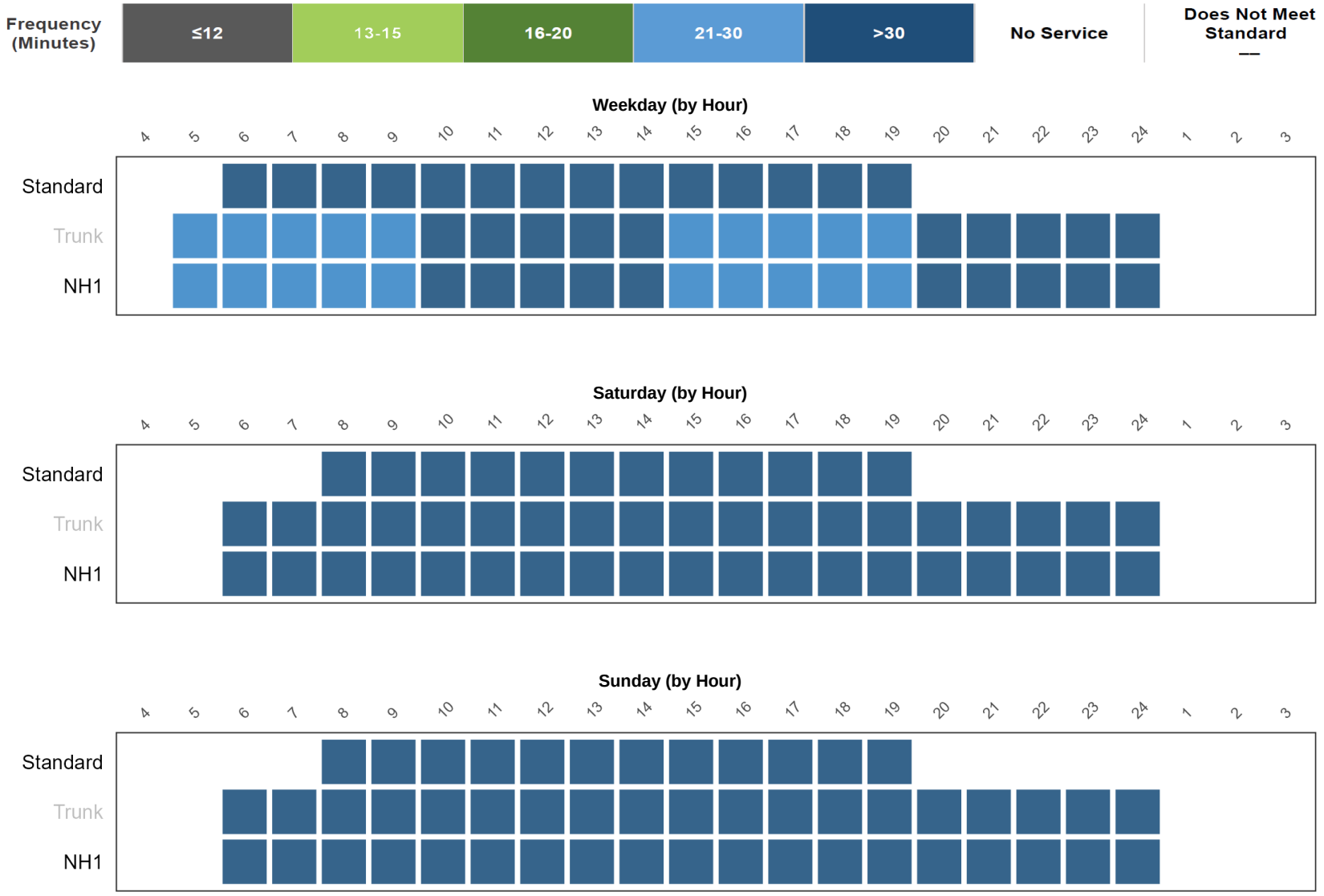
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.39	0.39
	Off-Peak Maximum Target: 1.0	0.28	0.32
	Saturday Maximum Target: 1.0	0.31	0.34
	Sunday Maximum Target: 1.0	0.28	0.32

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	39.0	47.4	A	40.0	49.8	A
Productivity	**Passengers per Revenue Hour |** 10	29.6	24.7	A	29.2	24.2	A	27.2	24.3	A
	Passengers per Revenue Mile | 1	2.2	2.2	A	2.0	2.0	A	1.9	2.0	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	74%	80%	C	82%	81%	B
	Crowding | 5%	2%	1%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.39	Off-Peak: 0.26 Peak: 0.34	A	0.32	0.28	A	0.3	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.40	$ 5.68	A	$4.46	$ 5.79	A	$4.77	$ 5.67	A
	Cost Recovery | 20%	17%	23%	D	17%	20%	D	16%	20%	D

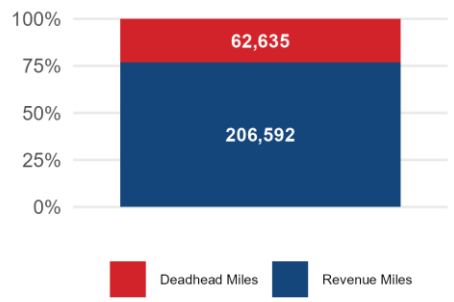
Route NH1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	4.8	E
Route Design	**Circuity |** N/A	1.72	1.78	-

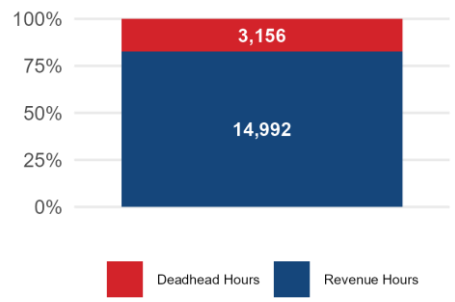
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	29.6	24.7	A	29.2	24.2	A	27.2	24.3	A
	Passengers per Revenue Mile | 1	2.2	2.2	A	2.0	2.0	A	1.9	2.0	A
	Unique Segment Ridership | 10%	26%	42%	A	27%	61%	A	28%	47%	A
Reliability	**On-Time Performance |** 79%	79%	78%	B	74%	80%	C	82%	81%	B
	Crowding | 5%	2%	1%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.39	Off-Peak: 0.26 Peak: 0.33	A	0.32	0.28	A	0.3	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.40	$ 5.68	A	$4.46	$ 5.79	A	$4.77	$ 5.67	A
	Cost Recovery | 20%	17%	22%	D	17%	19%	D	16%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



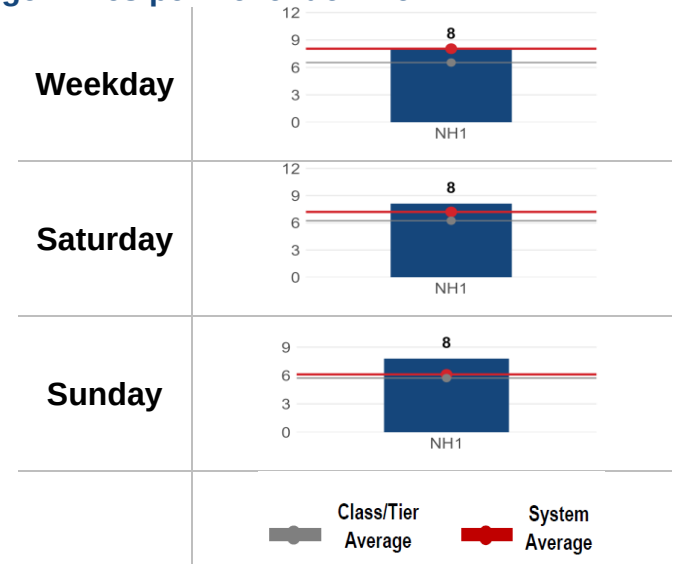
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH1	18.70	22,105	21,274 (96.2%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

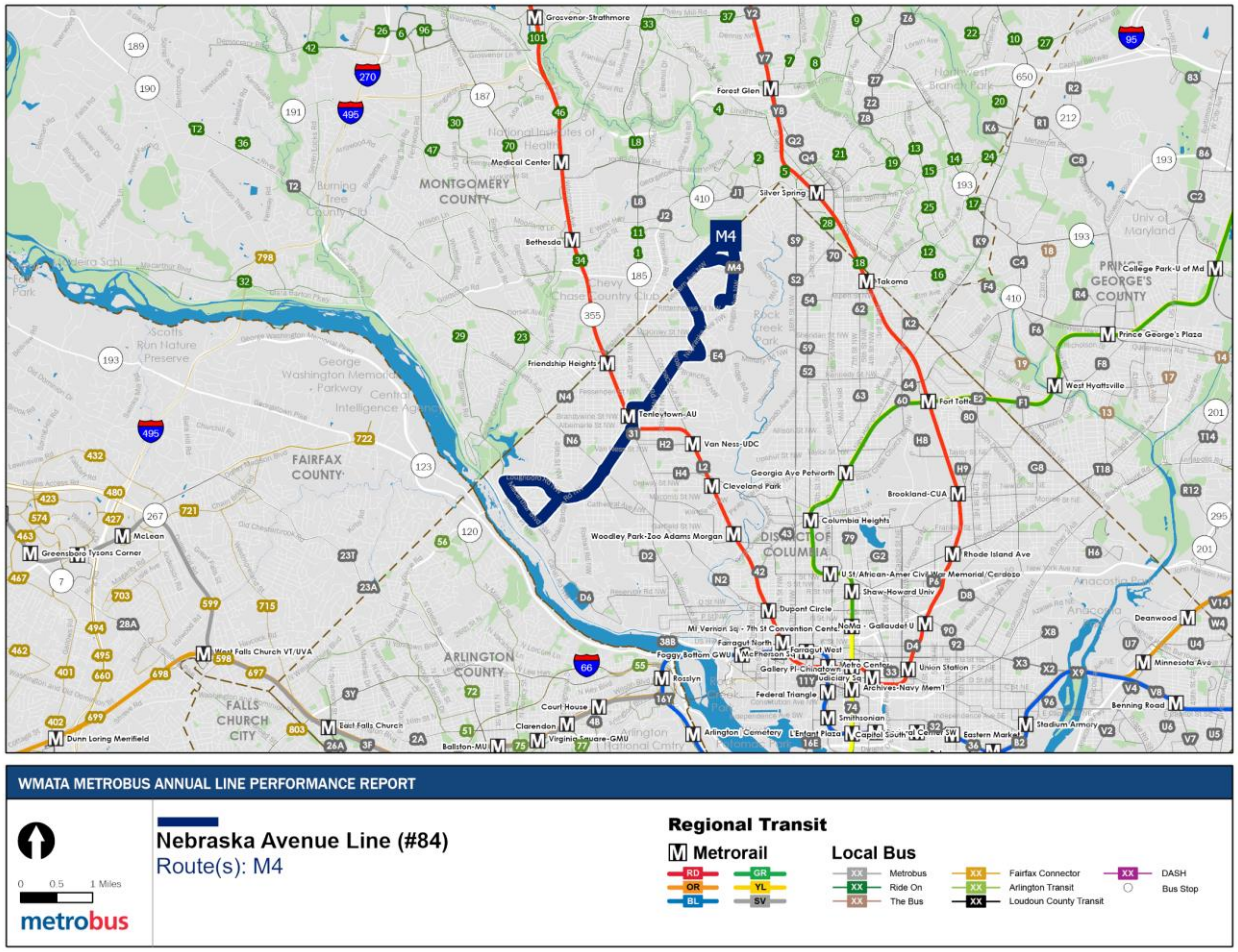
Passenger Miles per Revenue Mile



LINE: 84 - Nebraska Avenue

ROUTE(S): M4

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

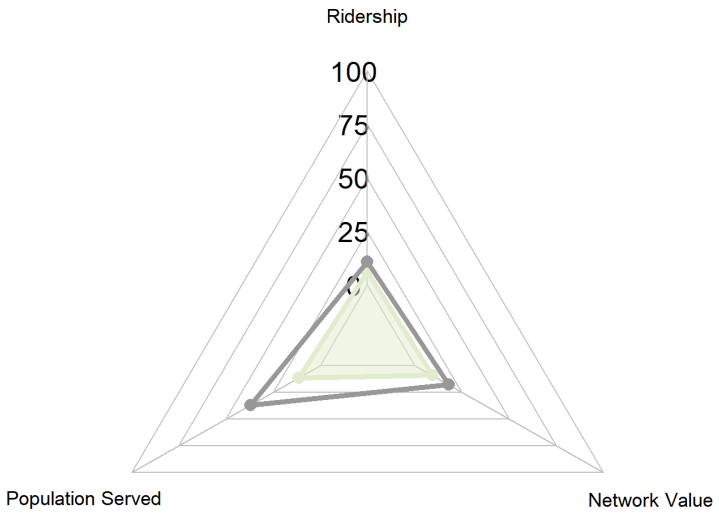
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

9

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	12	9	6	

Operating Statistics

Annual Operating Costs	$1,695,564
Peak Vehicles	5
Vehicle Type(s)	30 Foot, 35 Foot, 40 Foot

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

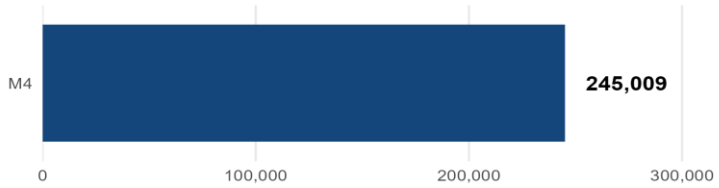
Service Area Population		23,868
Minority Population	*Service Area*	4,806
	% Riders Surveyed	63%
Low Income Household	*Service Area*	1,880
	% Riders Surveyed	34%

Facilities/Amenities

Bus Stops	106
% Stops With Shelters	8%
% Stops With Benches	6%
% Stops With Real-Time Signs	1%

Ridership

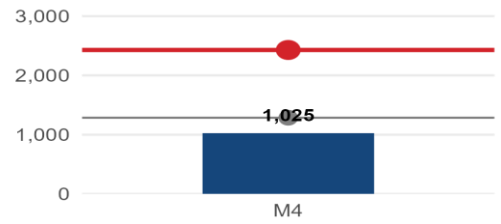
Annual Ridership



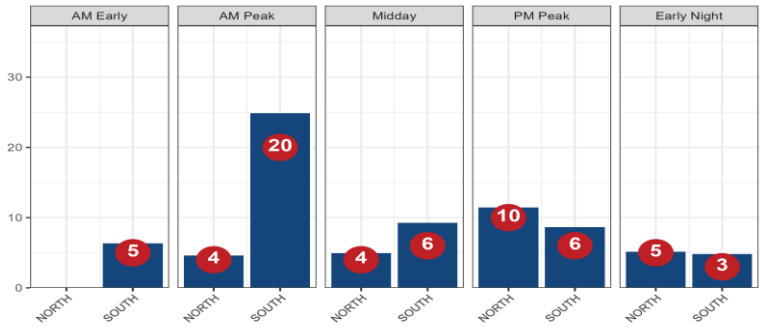
Top Transfer Locations

Tenleytown-AU, Dupont Circle, Farragut North

Average Daily Ridership

Weekday	Saturday	Sunday
	No Service	No Service

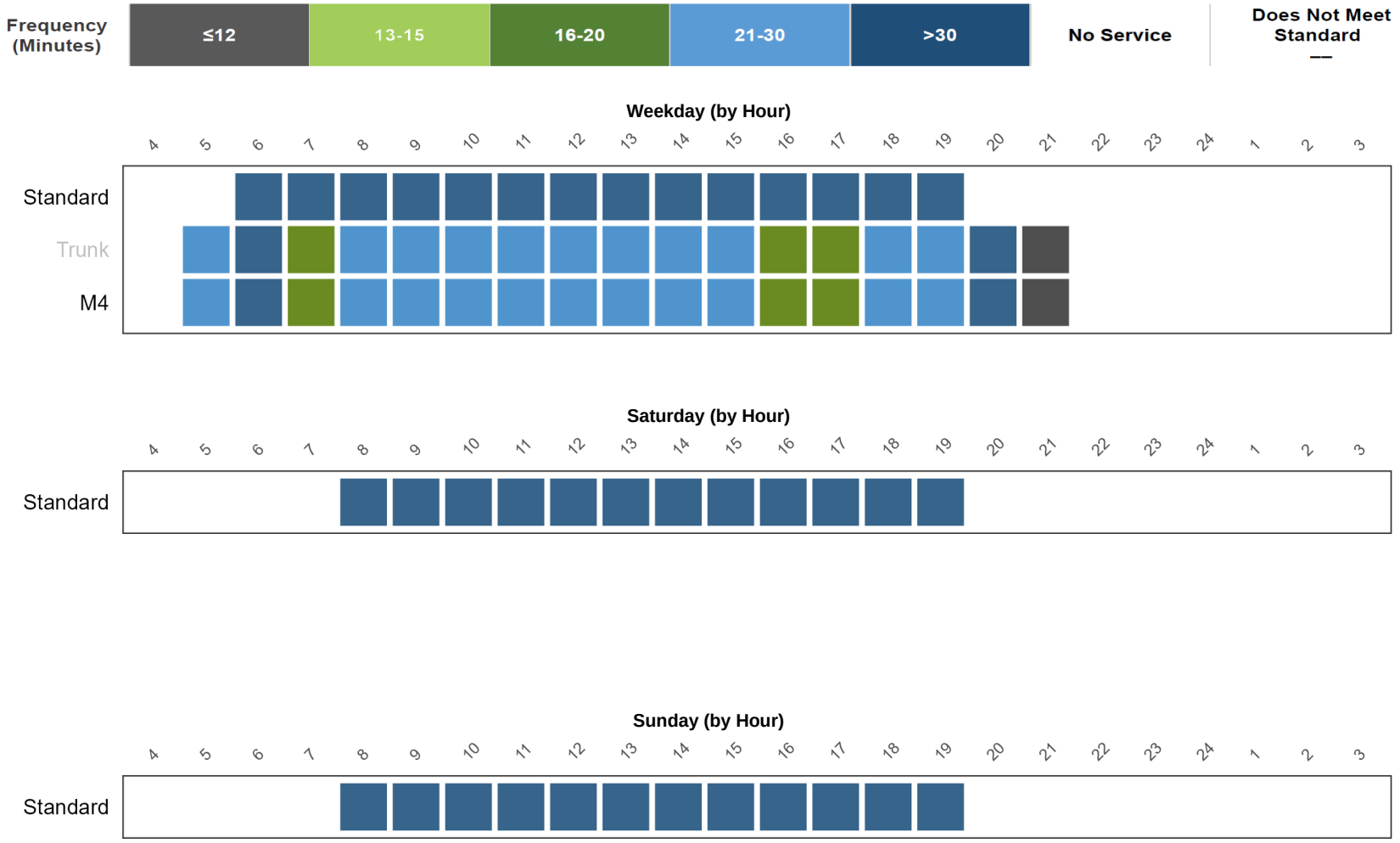
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.22	0.36
	Off-Peak Maximum Target: 1.0	0.11	0.14
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A Nebraska Avenue

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:50 AM - 9:43 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 21.0 / Off-Peak: 29.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	19.5	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.27	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.66	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	29%	23%	A	-	-	-	-	-	-

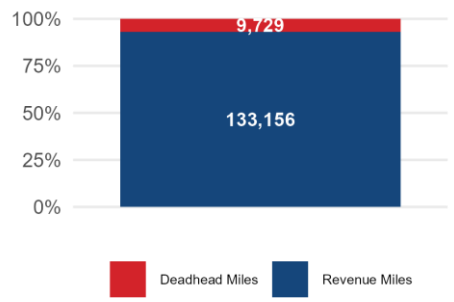
Route M4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	9.4	4.8	E
Route Design	**Circuity |** N/A	1.63	1.78	-

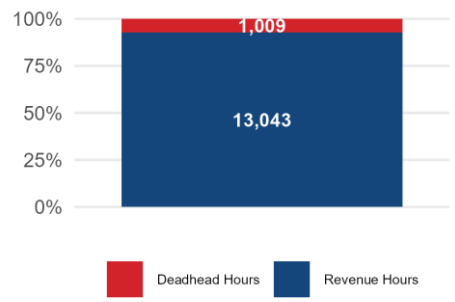
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	19.5	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	18%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.27	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.66	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	29%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



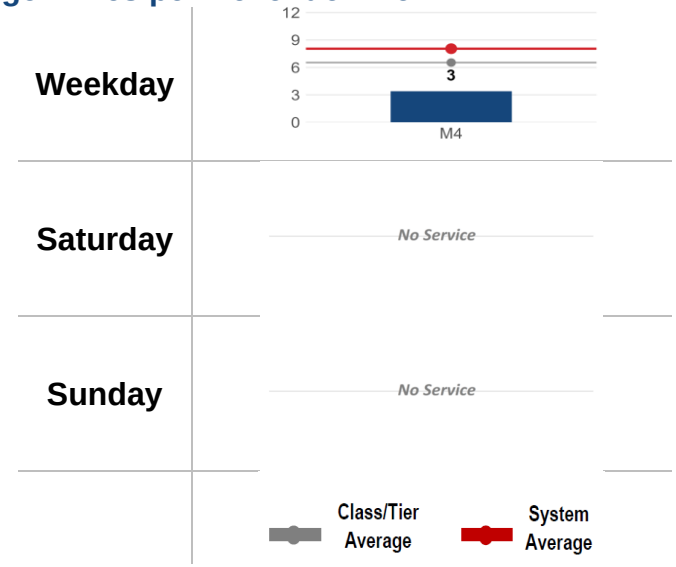
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M4	11.60	26,800	26,314 (98.2%)

Service Change Summary

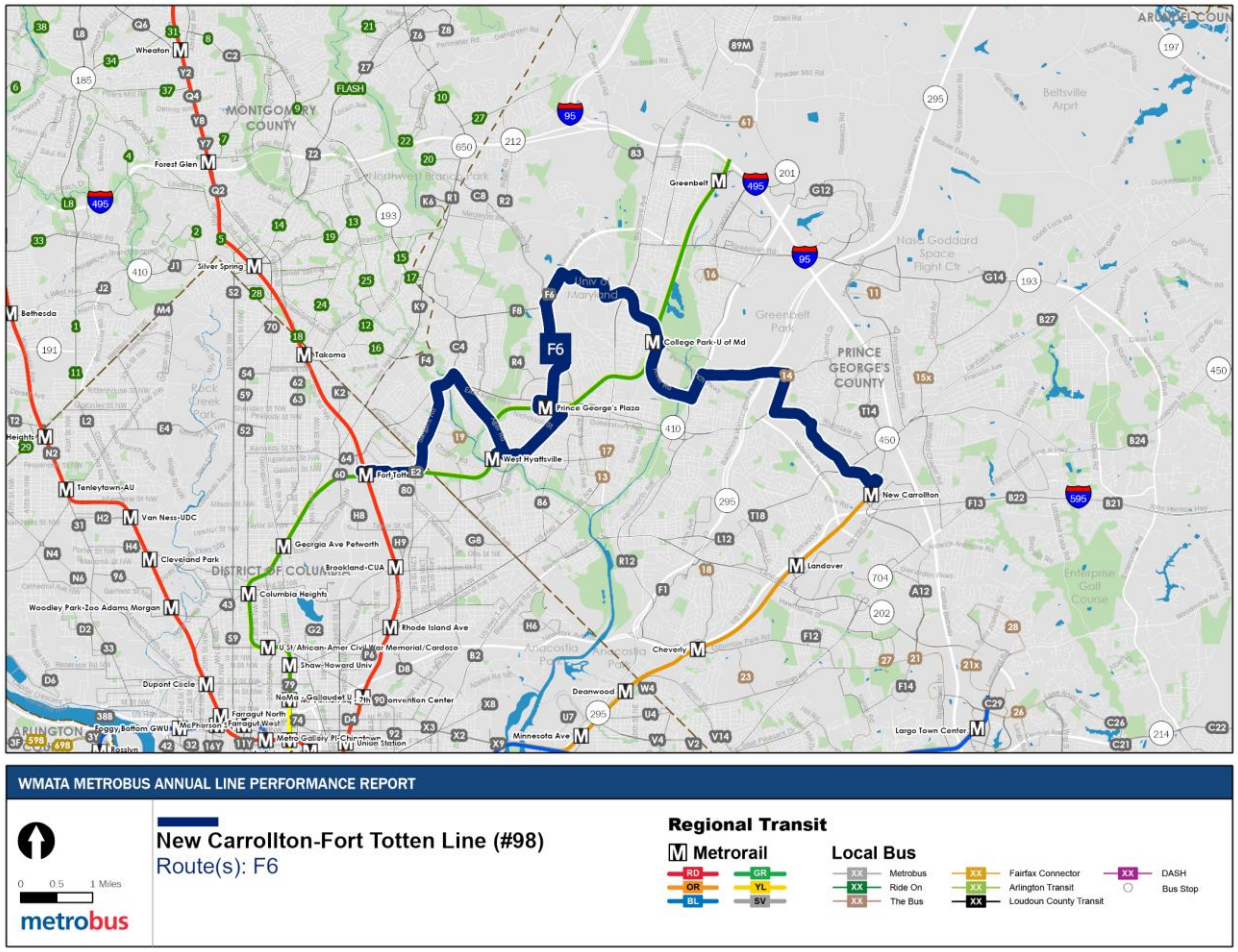
Jun 2024: NB trip at 9:40pm and SB trip at 9:06pm removed due to low utilization
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 98 - New Carrollton-Fort Totten ROUTE(S): F6

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

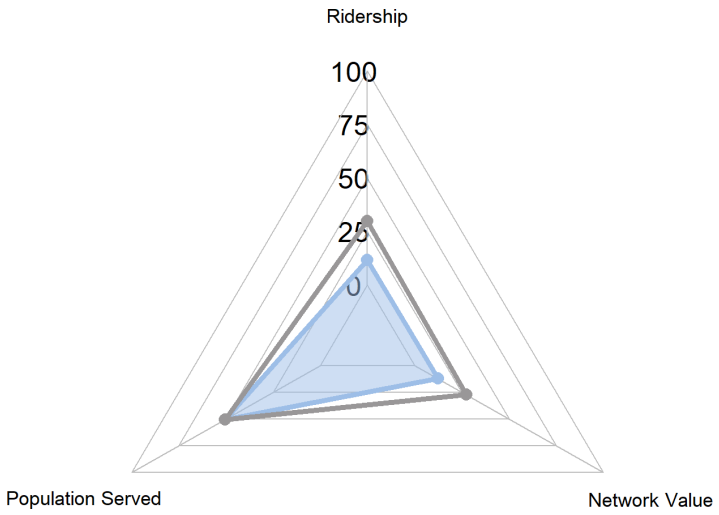
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

25

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	12	12	

Operating Statistics

Annual Operating Costs	$2,079,808
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

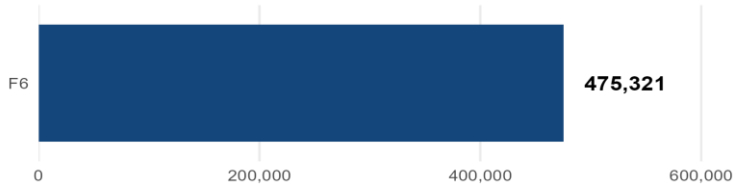
Service Area Population		49,703
Minority Population	*Service Area*	24,586
	% Riders Surveyed	85%
Low Income Household	*Service Area*	13,361
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	146
% Stops With Shelters	13%
% Stops With Benches	16%
% Stops With Real-Time Signs	1%

Ridership

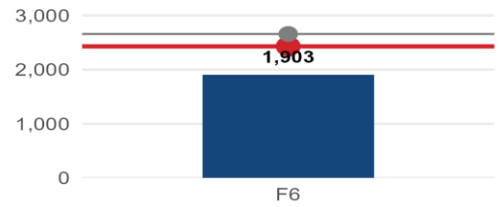
Annual Ridership



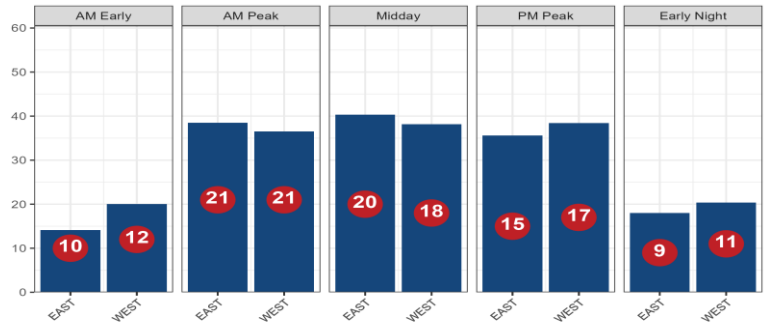
Top Transfer Locations

Fort Totten, West Hyattsville, College Park-U of MD

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

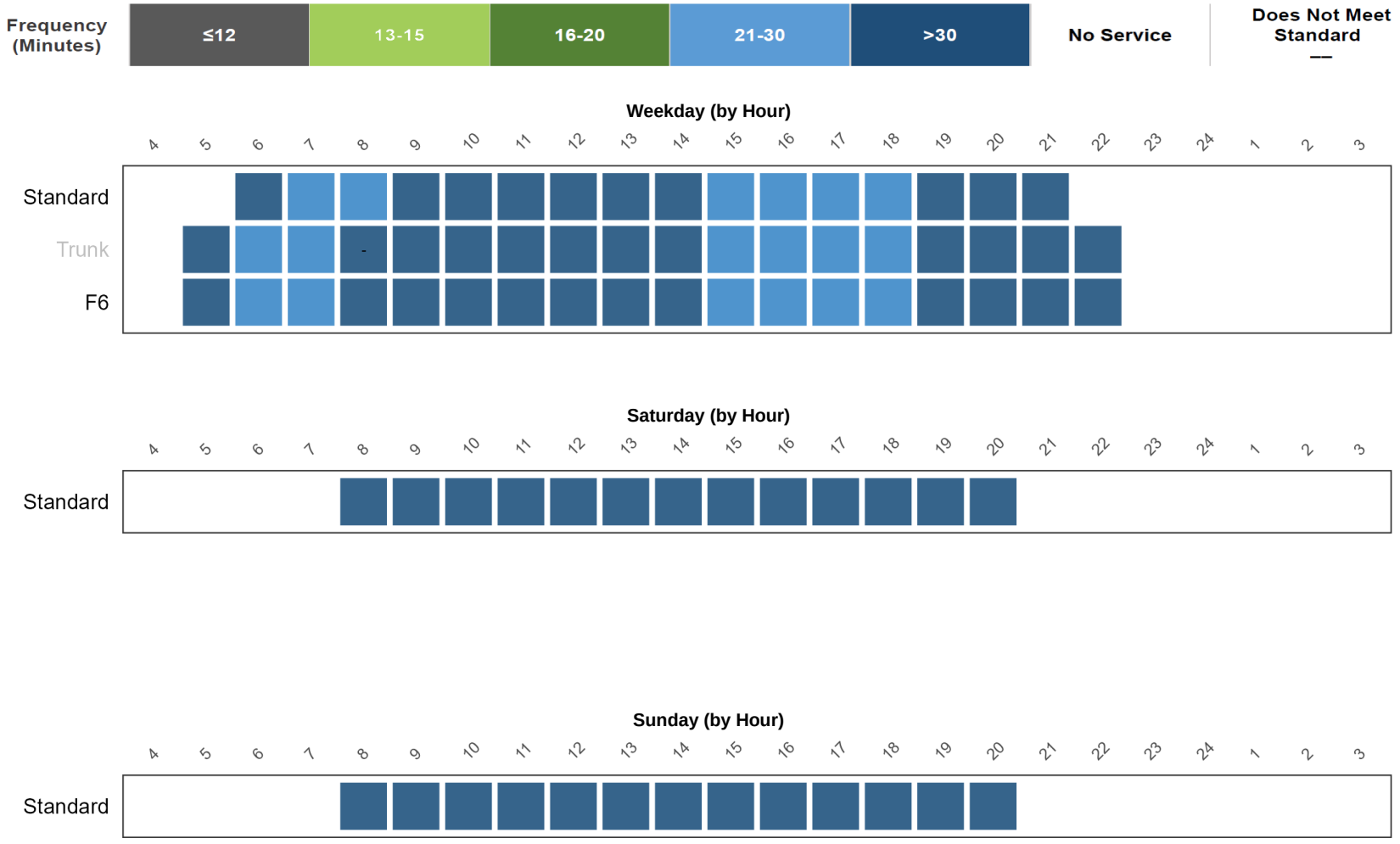
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.44	0.47
	Off-Peak Maximum Target: 1.0	0.37	0.37
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 - 10:32 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 27.0 / Off-Peak: 54.0	Peak: 21.1 / Off-Peak: 33.4	B	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 15	27.9	29.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.3	2.6	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	75%	D	-	-	-	-	-	-
	Crowding | 5%	3%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.45	Off-Peak: 0.35 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.66	$ 4.80	A	-	-	-	-	-	-
	Cost Recovery | 20%	27%	28%	A	-	-	-	-	-	-

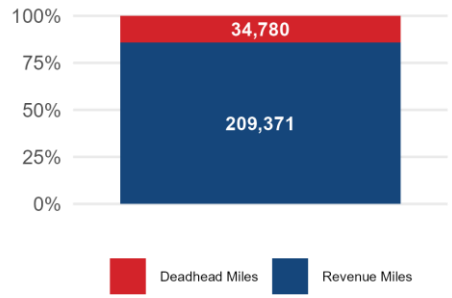
Route F6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	4.5	A
Route Design	**Circuity |** 1.75	1.93	2.09	D

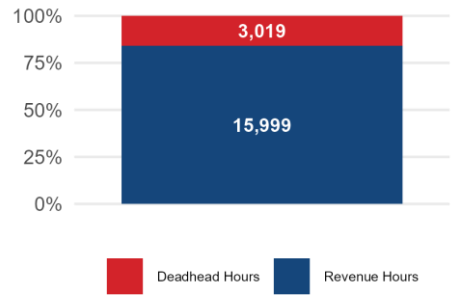
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	27.9	29.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.3	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	24%	45%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	75%	D	-	-	-	-	-	-
	Crowding | 5%	3%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.45	Off-Peak: 0.36 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.66	$ 4.80	A	-	-	-	-	-	-
	Cost Recovery | 20%	27%	29%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



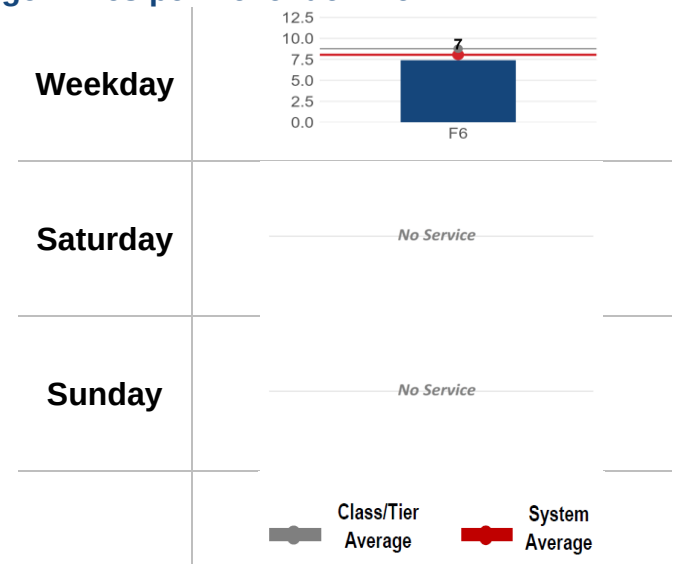
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F6	33.50	13,947	13,559 (97.2%)

Service Change Summary

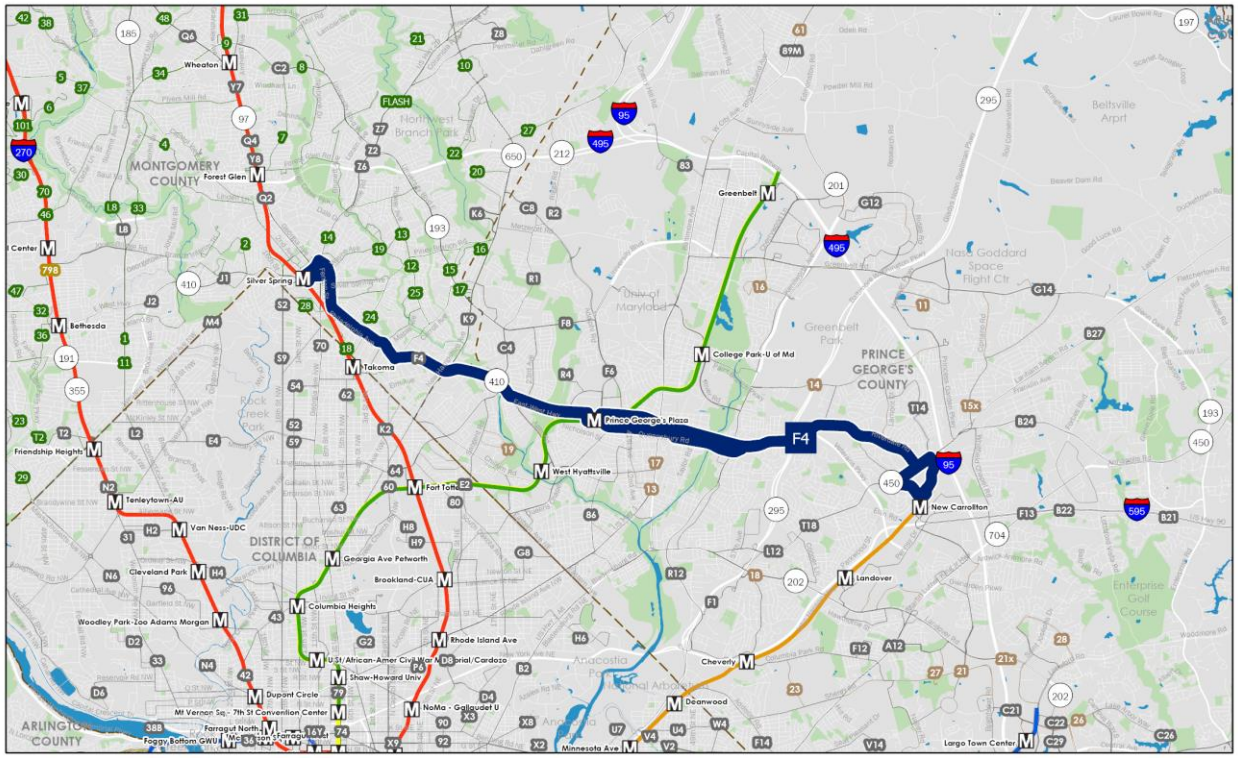
Jun 2024: No change
Sep 2024: Weekday EB trip departing Hyattsvilel Crossing at 4:12pm changed to 3:10pm to address crowding
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction; Travel time adjustments

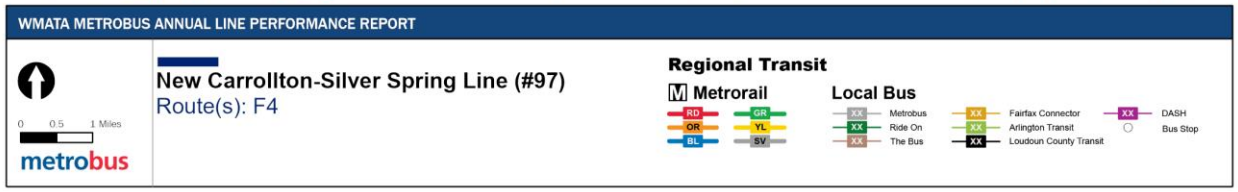
Passenger Miles per Revenue Mile



LINE: 97 - New Carrollton-Silver Spring ROUTE(S): F4

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

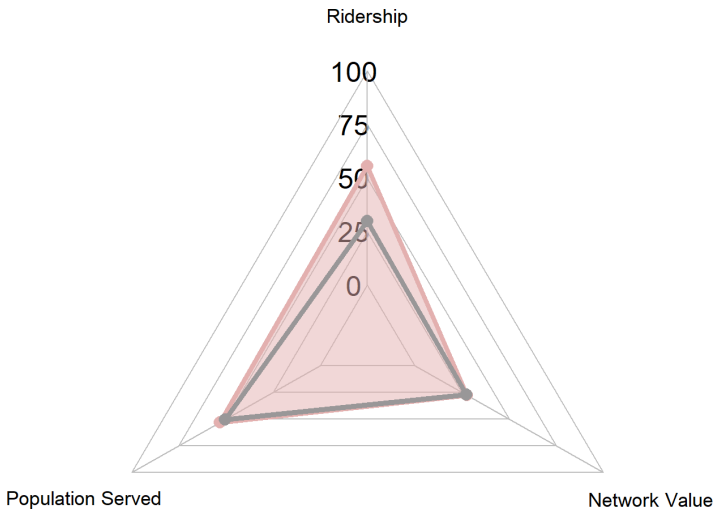
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

46

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	53	28	56	

Operating Statistics

Annual Operating Costs	$9,616,239
Peak Vehicles	16
Vehicle Type(s)	40 Foot

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

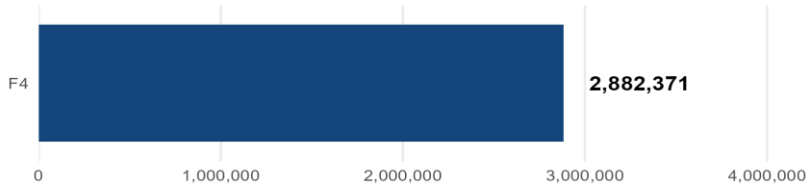
Service Area Population	54,017	
Minority Population	*Service Area*	25,073
	% Riders Surveyed	85%
Low Income Household	*Service Area*	14,434
	% Riders Surveyed	54%

Facilities/Amenities

Bus Stops	131
% Stops With Shelters	16%
% Stops With Benches	28%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



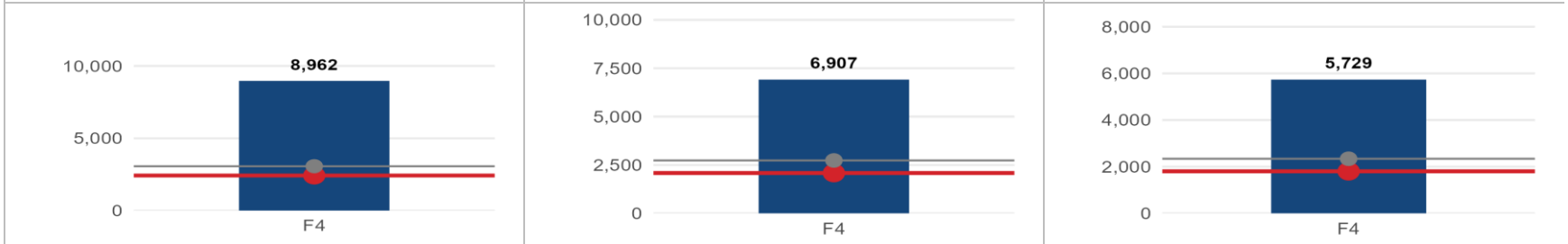
Top Transfer Locations

Prince George's Plaza, New Carrollton, Silver Spring

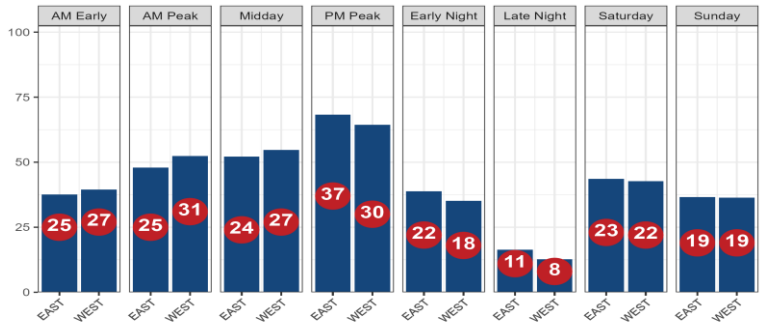
Average Daily Ridership

Class/Tier Average

System Average



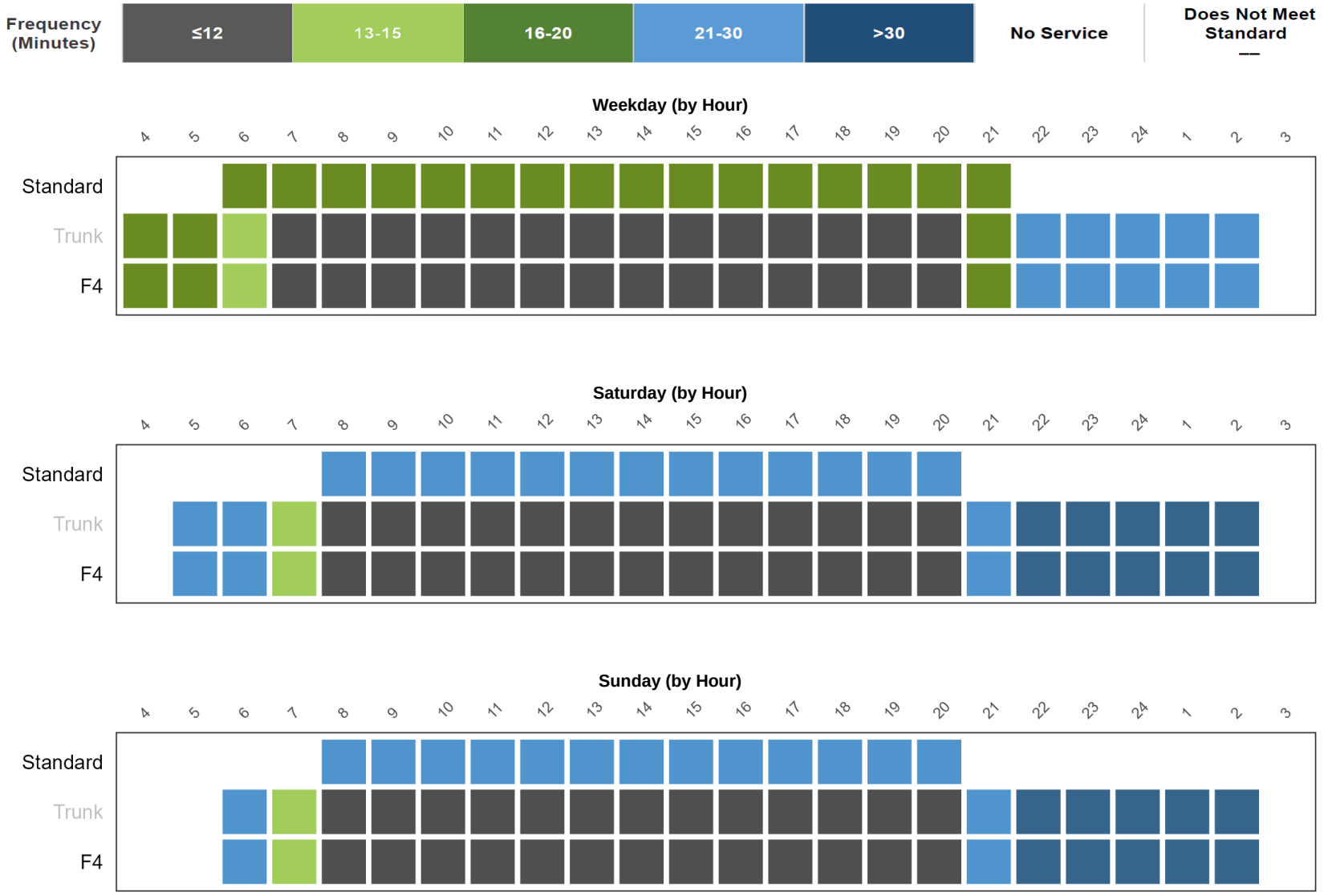
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.8	0.77
	Off-Peak Maximum Target: 1.0	0.55	0.57
	Saturday Maximum Target: 1.0	0.56	0.56
	Sunday Maximum Target: 1.0	0.48	0.48

Span and Frequency



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	4:30 AM - 2:24 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	A	15.0	24.4	A	15.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	41.8	29.6	A	38.1	28.2	A	32.5	25.5	A
	Passengers per Revenue Mile | 2	4.2	2.9	A	3.6	2.6	A	3.1	2.3	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	65%	77%	E	74%	78%	C
	Crowding | 5%	8%	2%	E	2%	1%	A	2%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.78	Off-Peak: 0.39 Peak: 0.49	B	0.56	0.38	A	0.48	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.11	$ 5.18	A	$3.41	$ 5.36	A	$4.00	$ 6.15	A
	Cost Recovery | 20%	30%	29%	A	27%	26%	A	23%	23%	A

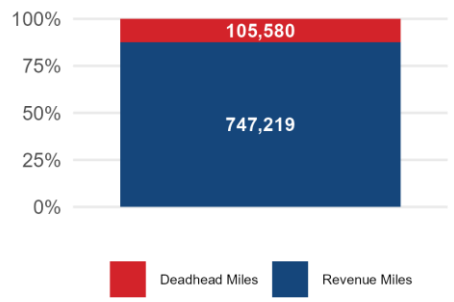
Route F4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5	4.5	A
Route Design	**Circuity |** 1.75	1.31	1.47	A

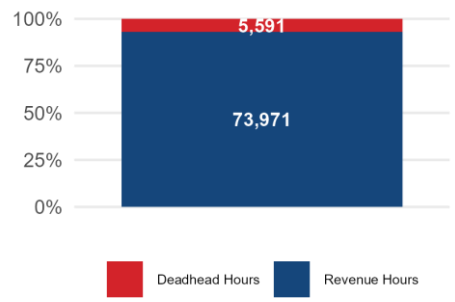
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	41.8	29.6	A	38.1	28.2	A	32.5	25.5	A
	Passengers per Revenue Mile | 2	4.2	2.9	A	3.6	2.6	A	3.1	2.3	A
	Unique Segment Ridership | 10%	48%	19%	A	56%	36%	A	57%	37%	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	65%	77%	E	74%	78%	C
	Crowding | 5%	8%	2%	E	2%	1%	A	2%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.56 Peak: 0.78	Off-Peak: 0.39 Peak: 0.49	B	0.56	0.4	A	0.48	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.11	$ 5.18	A	$3.41	$ 5.36	A	$4.00	$ 6.15	A
	Cost Recovery | 20%	30%	29%	A	27%	27%	A	23%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



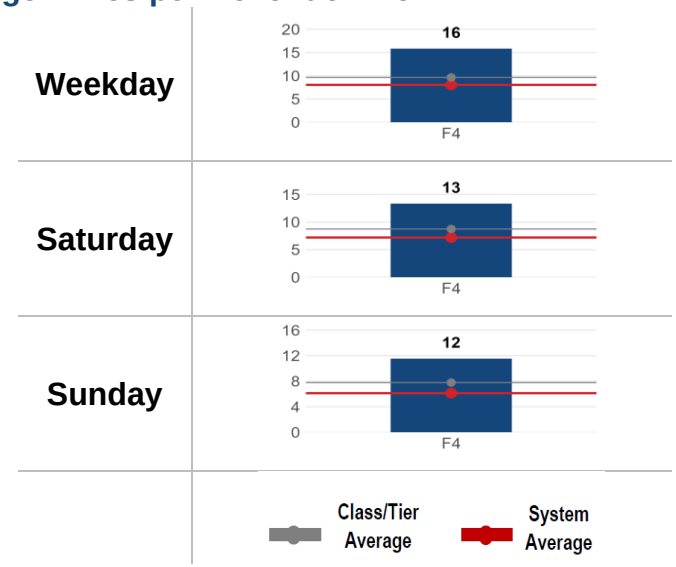
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F4	26.80	62,455	60,288 (96.5%)

Service Change Summary

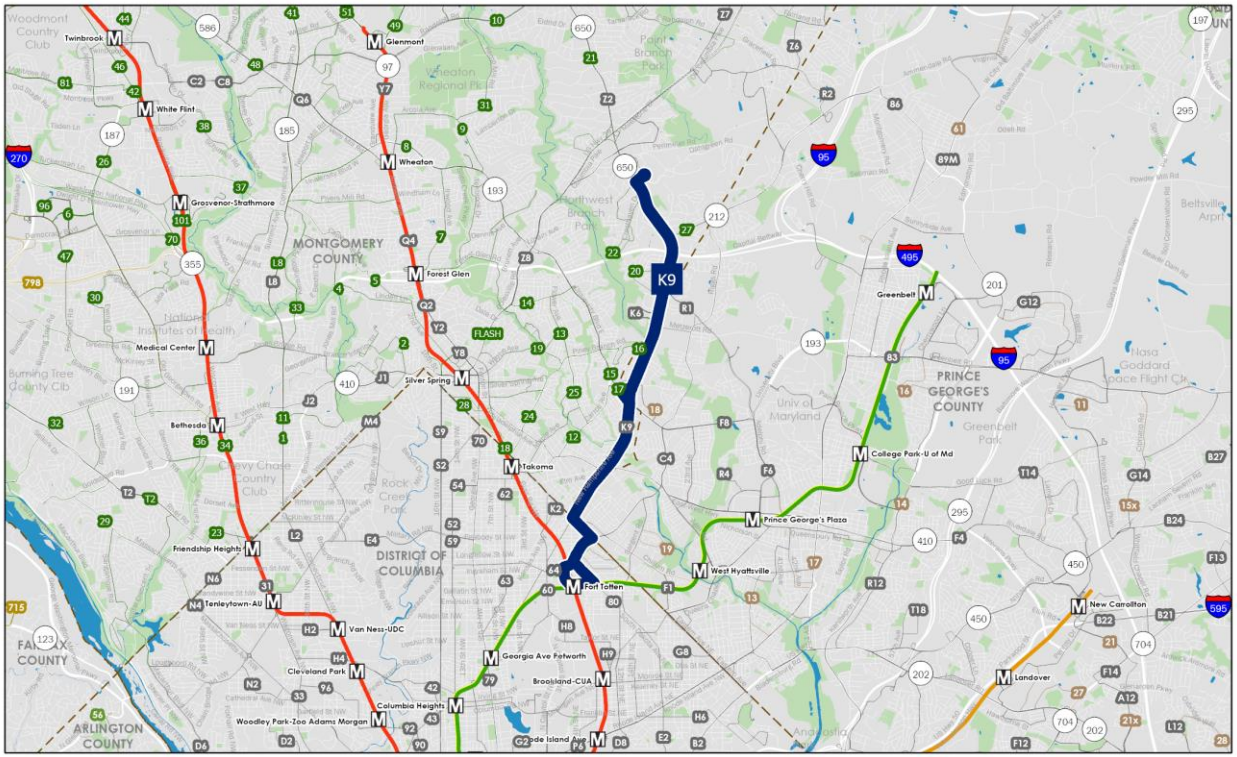
Jun 2024: Weekday EB trip departing Silver Spring at 2:00am and WB trip departing New Carrollton at 2:00am removed due to low utilization
Sep 2024: No change
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction

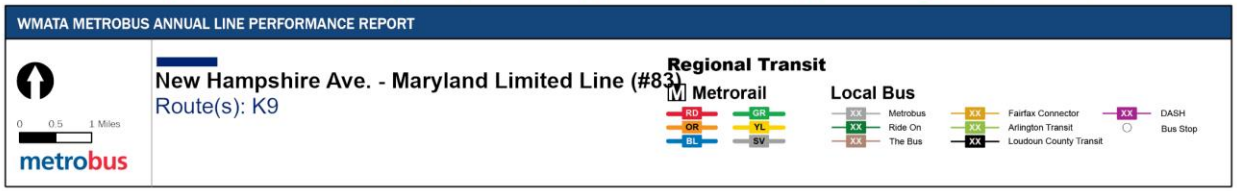
Passenger Miles per Revenue Mile



LINE: 83 - New Hampshire Ave. - Maryland Limited ROUTE(S): K9

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

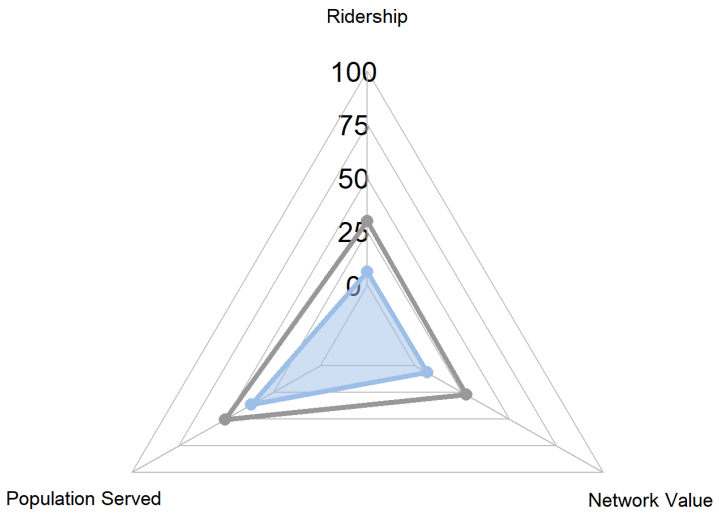
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

16

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	36	7	6	

Operating Statistics

Annual Operating Costs	$1,281,280
Peak Vehicles	6
Vehicle Type(s)	40 Foot

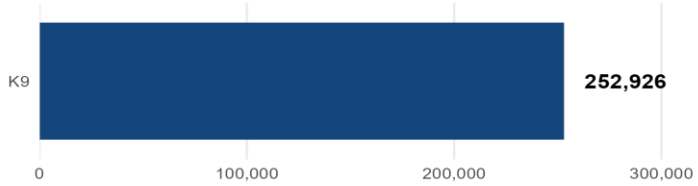
Service Area Context (1/4 Mile, Survey Weekday Only)

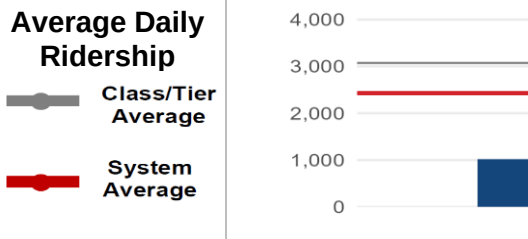
Service Area Population	27,712	
Minority Population	*Service Area*	11,199
	% Riders Surveyed	82%
Low Income Household	*Service Area*	10,824
	% Riders Surveyed	60%

Facilities/Amenities

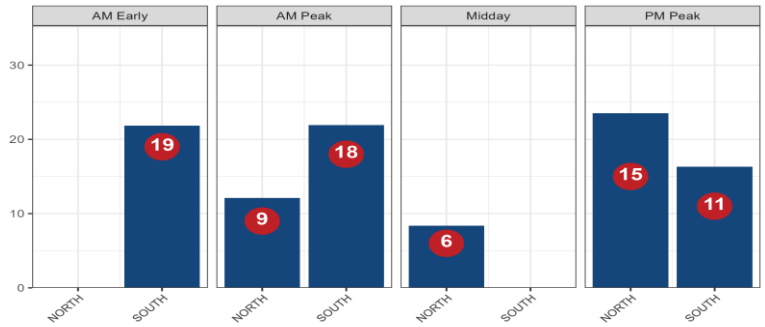
Bus Stops	23
% Stops With Shelters	35%
% Stops With Benches	43%
% Stops With Real-Time Signs	17%

Ridership

Annual Ridership	
Top Transfer Locations	**Fort Totten**

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

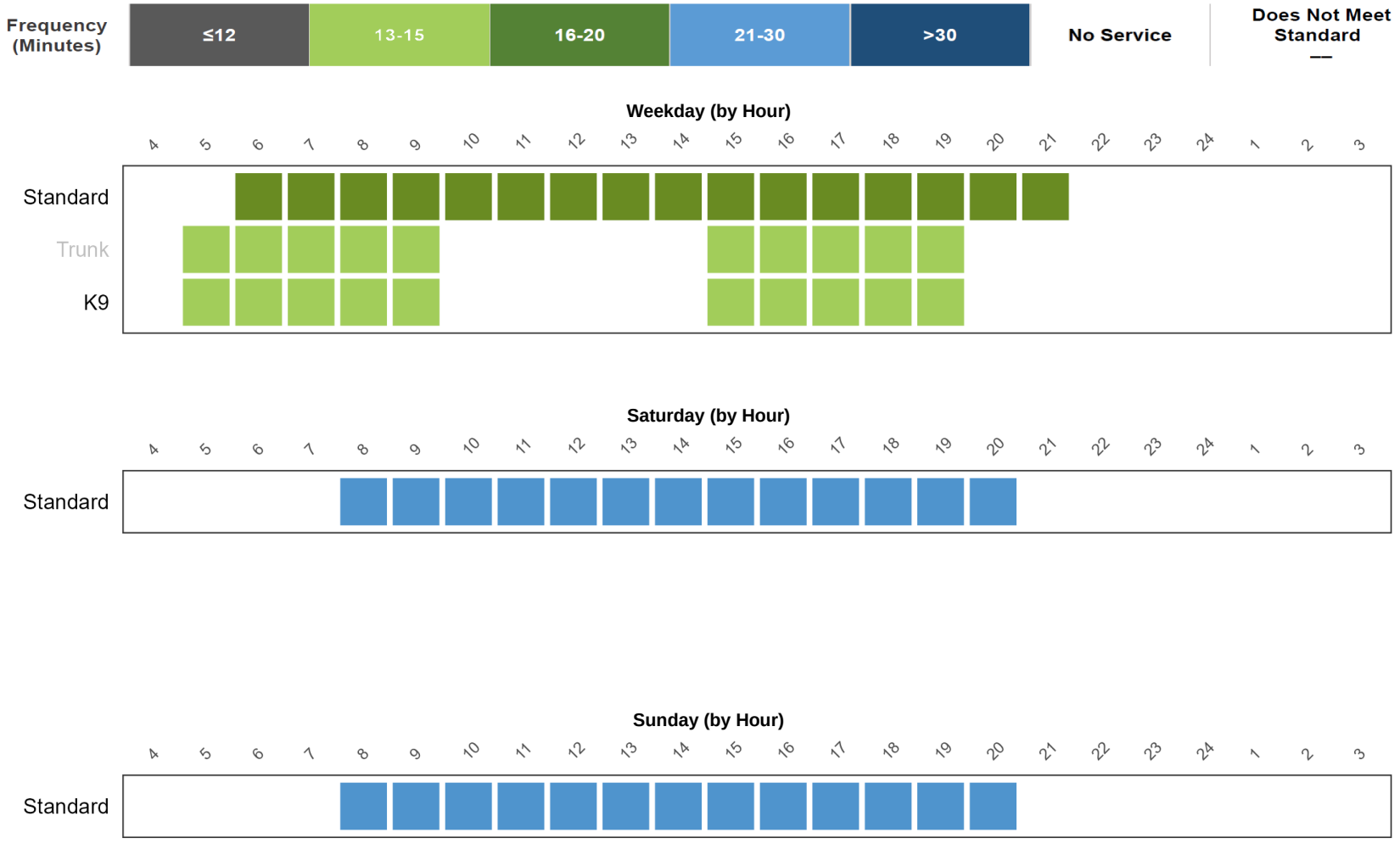
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.31	0.34
	Off-Peak Maximum Target: 1.0	0.14	0.48
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B New Hampshire Ave. - Maryland Limited

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:21 AM - 9:32 AM; 3:20 PM - 7:22 PM	-	E	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 15.6 / Off-Peak: 20	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 20	26.5	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.7	2.9	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	75%	E	-	-	-	-	-	-
	Crowding | 5%	1%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.33	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.91	$ 5.18	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	29%	A	-	-	-	-	-	-

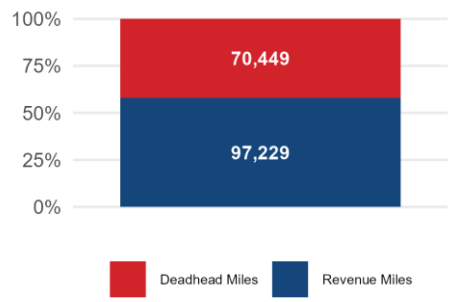
Route K9

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	1.9	4.5	E
Route Design	**Circuity |** 1.75	1.05	1.47	A

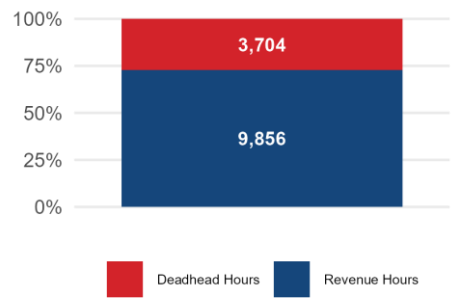
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	26.5	29.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.7	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	12%	19%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	75%	D	-	-	-	-	-	-
	Crowding | 5%	1%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.42 Peak: 0.33	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.91	$ 5.18	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	29%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



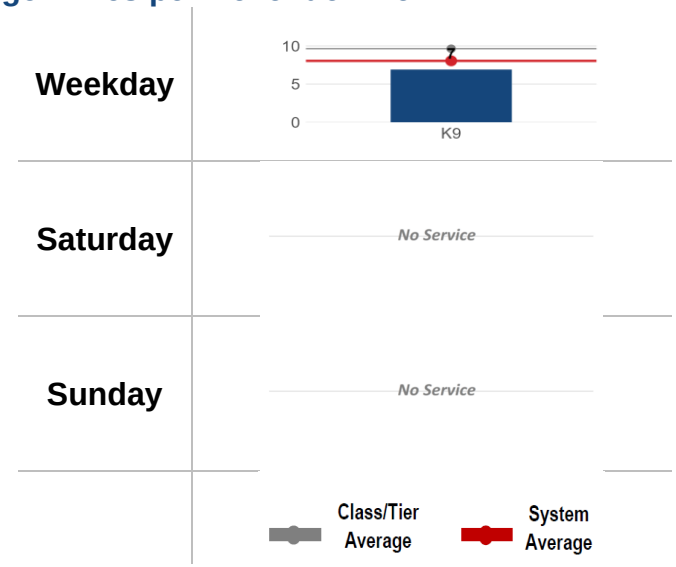
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K9	14.20	13,915	13,385 (96.2%)

Service Change Summary

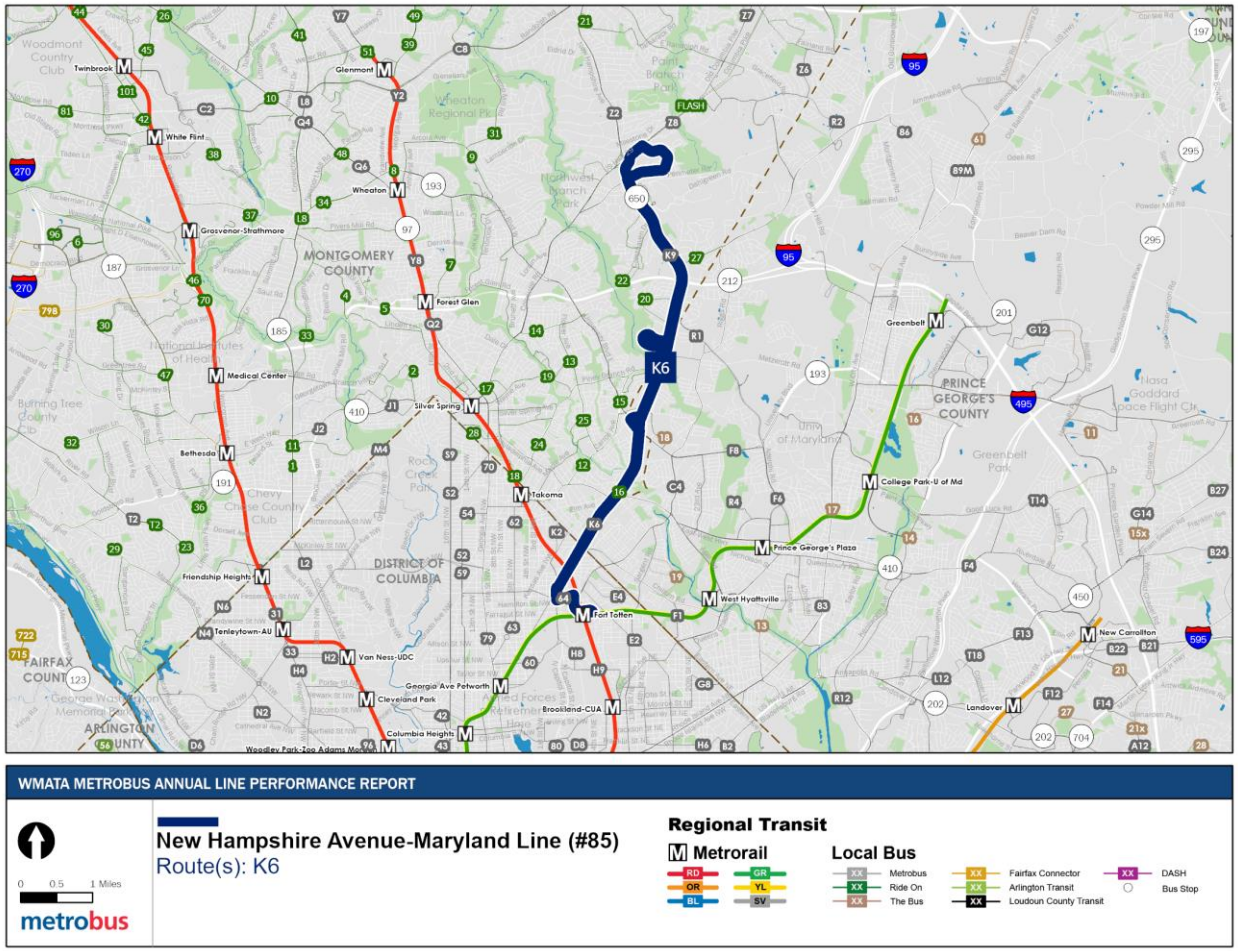
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	B

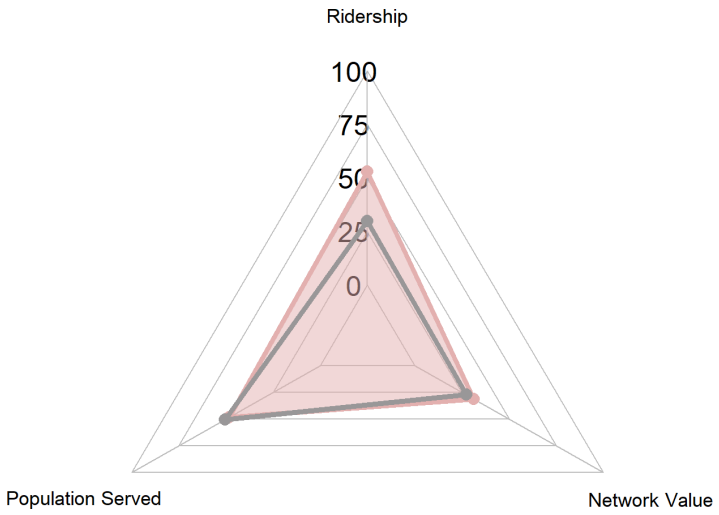
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

44

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	31	53	

Operating Statistics

Annual Operating Costs	$7,467,663
Peak Vehicles	11
Vehicle Type(s)	40 Foot, 60 Foot

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

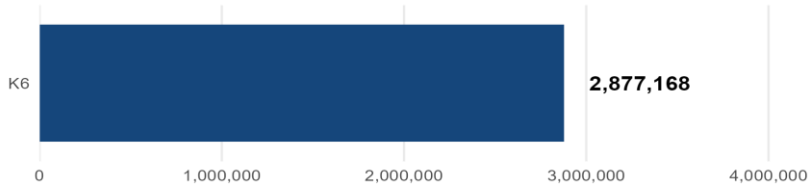
Service Area Population		52,547
Minority Population	*Service Area*	25,483
	% Riders Surveyed	91%
Low Income Household	*Service Area*	20,923
	% Riders Surveyed	81%

Facilities/Amenities

Bus Stops	101
% Stops With Shelters	36%
% Stops With Benches	48%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership



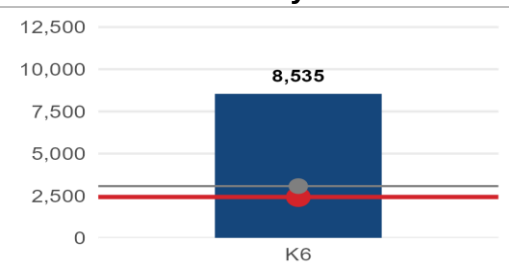
Top Transfer Locations

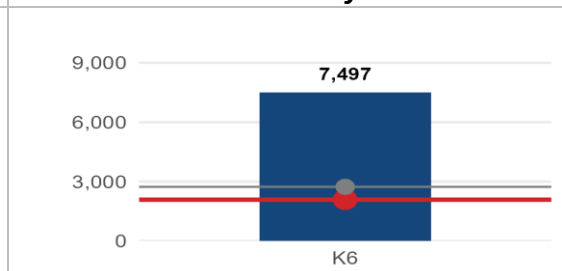
Fort Totten

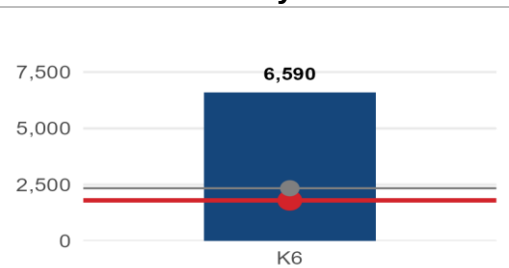
Average Daily Ridership

Class/Tier Average

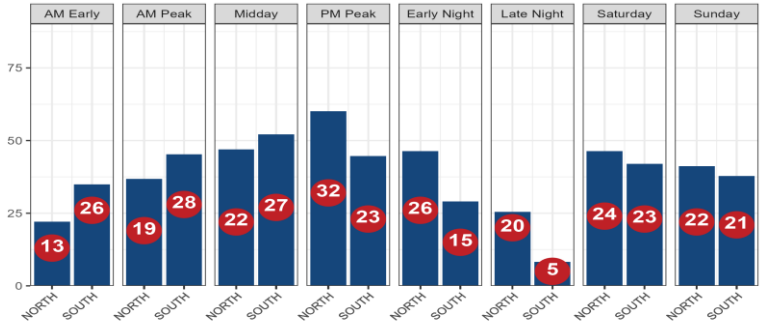
System Average







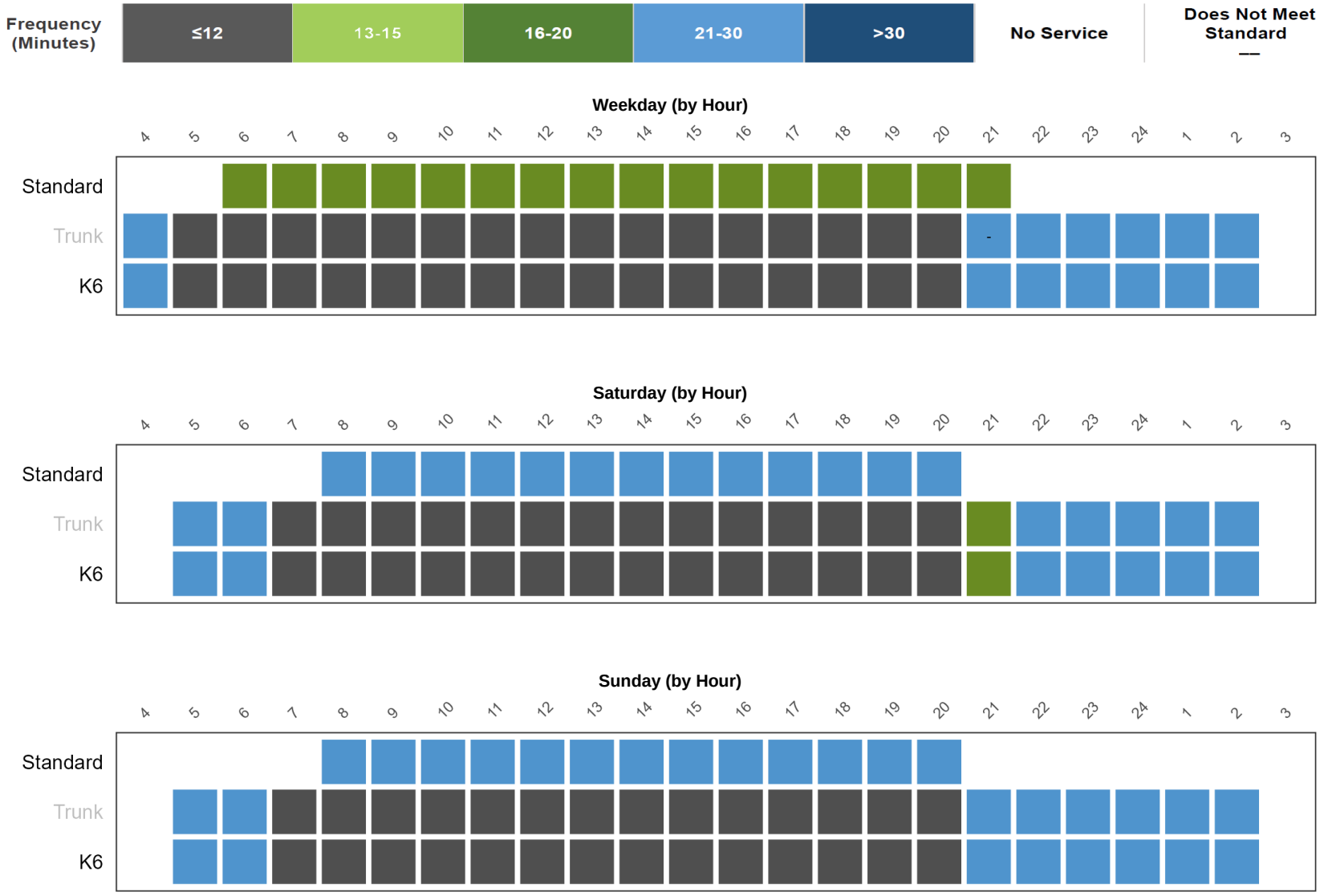
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.63	0.58
	Off-Peak Maximum Target: 1.0	0.52	0.53
	Saturday Maximum Target: 1.0	0.58	0.55
	Sunday Maximum Target: 1.0	0.53	0.52

Span and Frequency



Performance Report Card

B 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	4:31 AM - 2:32 AM	-	A	5:18 AM - 2:30 AM	-	A	5:16 AM - 2:10 AM	-	A
	Frequency of Service | varies	Peak: 10.0 / Off-Peak: 11.0	Peak: 15.6 / Off-Peak: 20	A	14.0	24.4	A	14.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	51.3	29.6	A	53.5	28.2	A	48.7	25.5	A
	Passengers per Revenue Mile | 2	4.9	2.9	A	4.9	2.6	A	4.4	2.3	A
Reliability	**On-Time Performance |** 79%	62%	75%	E	66%	77%	E	70%	78%	D
	Crowding | 5%	7%	2%	E	10%	1%	E	6%	1%	E
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.61	Off-Peak: 0.39 Peak: 0.49	A	0.56	0.38	A	0.52	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.53	$ 5.18	A	$2.43	$ 5.36	A	$2.67	$ 6.15	A
	Cost Recovery | 20%	31%	29%	A	32%	26%	A	29%	23%	A

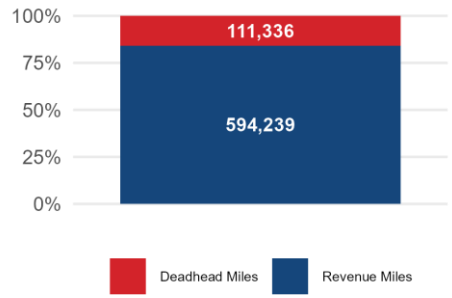
Route K6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	4.5	E
Route Design	**Circuity |** 1.75	1.28	1.47	A

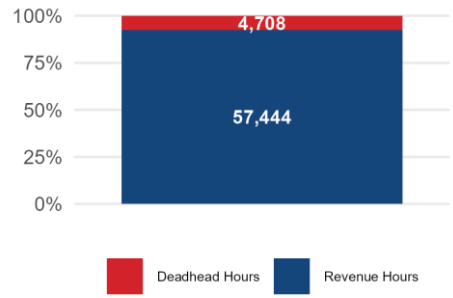
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	51.3	29.6	A	53.5	28.2	A	48.7	25.5	A
	Passengers per Revenue Mile | 2	4.9	2.9	A	4.9	2.6	A	4.4	2.3	A
	Unique Segment Ridership | 10%	37%	19%	A	70%	36%	A	88%	37%	A
Reliability	**On-Time Performance |** 79%	62%	75%	E	66%	77%	E	70%	78%	D
	Crowding | 5%	7%	2%	E	10%	1%	E	6%	1%	E
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.61	Off-Peak: 0.39 Peak: 0.49	A	0.56	0.4	A	0.52	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.53	$ 5.18	A	$2.43	$ 5.36	A	$2.67	$ 6.15	A
	Cost Recovery | 20%	31%	29%	A	32%	27%	A	29%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



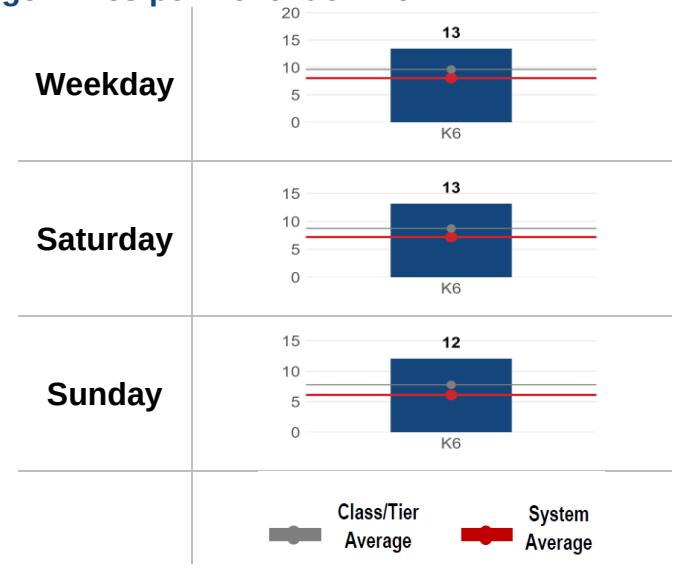
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K6	18.60	67,569	65,750 (97.3%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

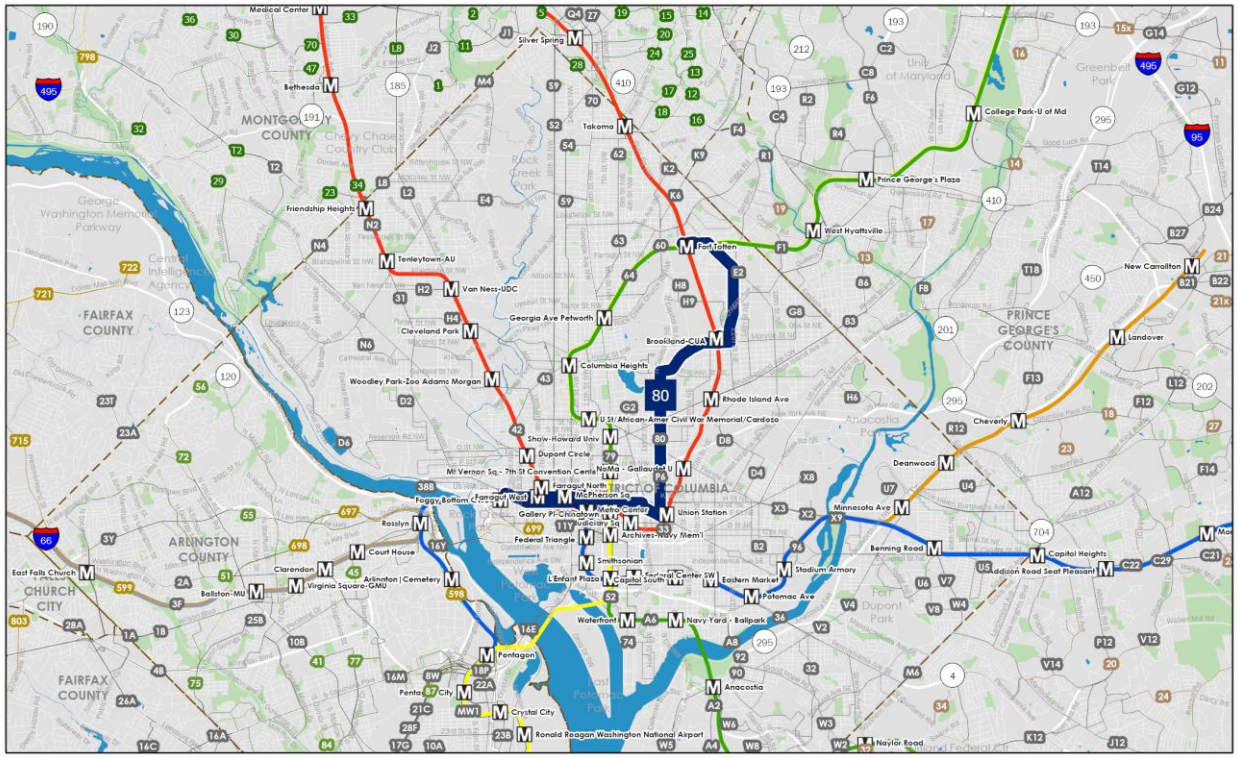
Passenger Miles per Revenue Mile



LINE: 86 - North Capitol Street

ROUTE(S): 80

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

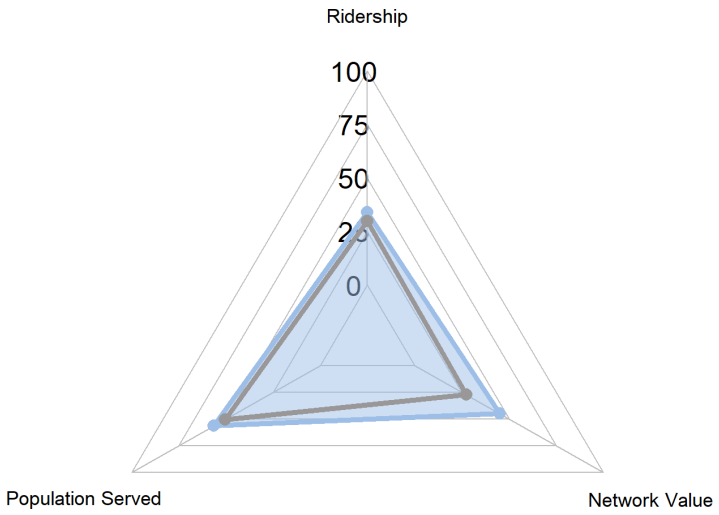
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

45

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	56	45	34	

Operating Statistics

Annual Operating Costs	$8,350,050
Peak Vehicles	13
Vehicle Type(s)	40 Foot

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

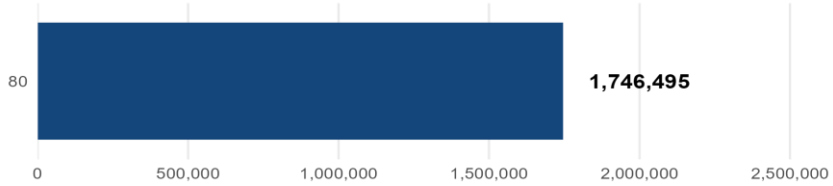
Service Area Population	49,538	
Minority Population	*Service Area*	22,266
	% Riders Surveyed	84%
Low Income Household	*Service Area*	9,926
	% Riders Surveyed	55%

Facilities/Amenities

Bus Stops	95
% Stops With Shelters	33%
% Stops With Benches	29%
% Stops With Real-Time Signs	15%

Ridership

Annual Ridership



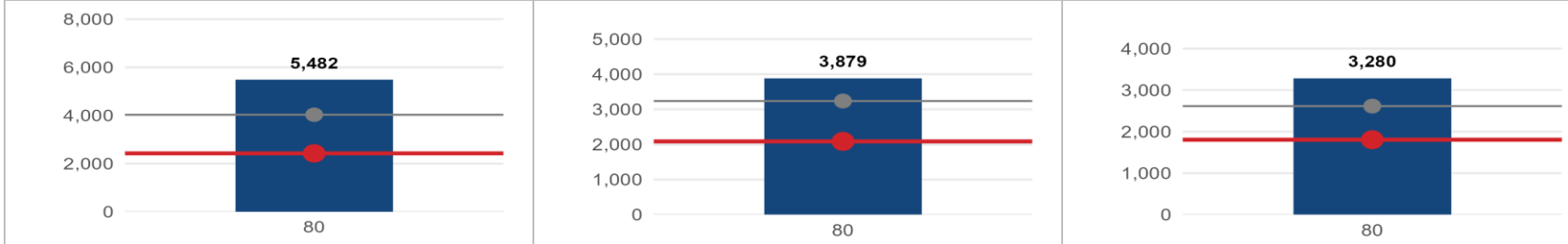
Top Transfer Locations

Fort Totten, Brookland, Gallery Place-Chinatown

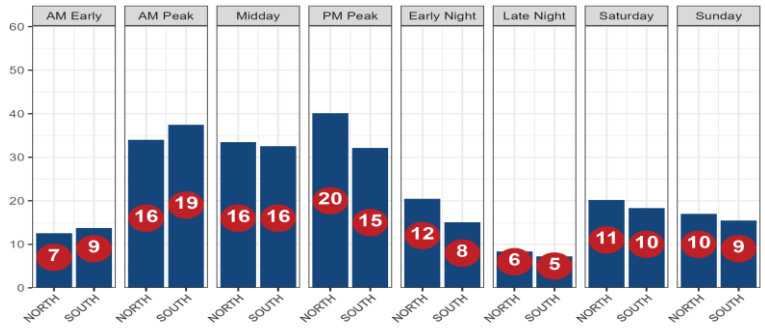
Average Daily Ridership

Class/Tier Average

System Average



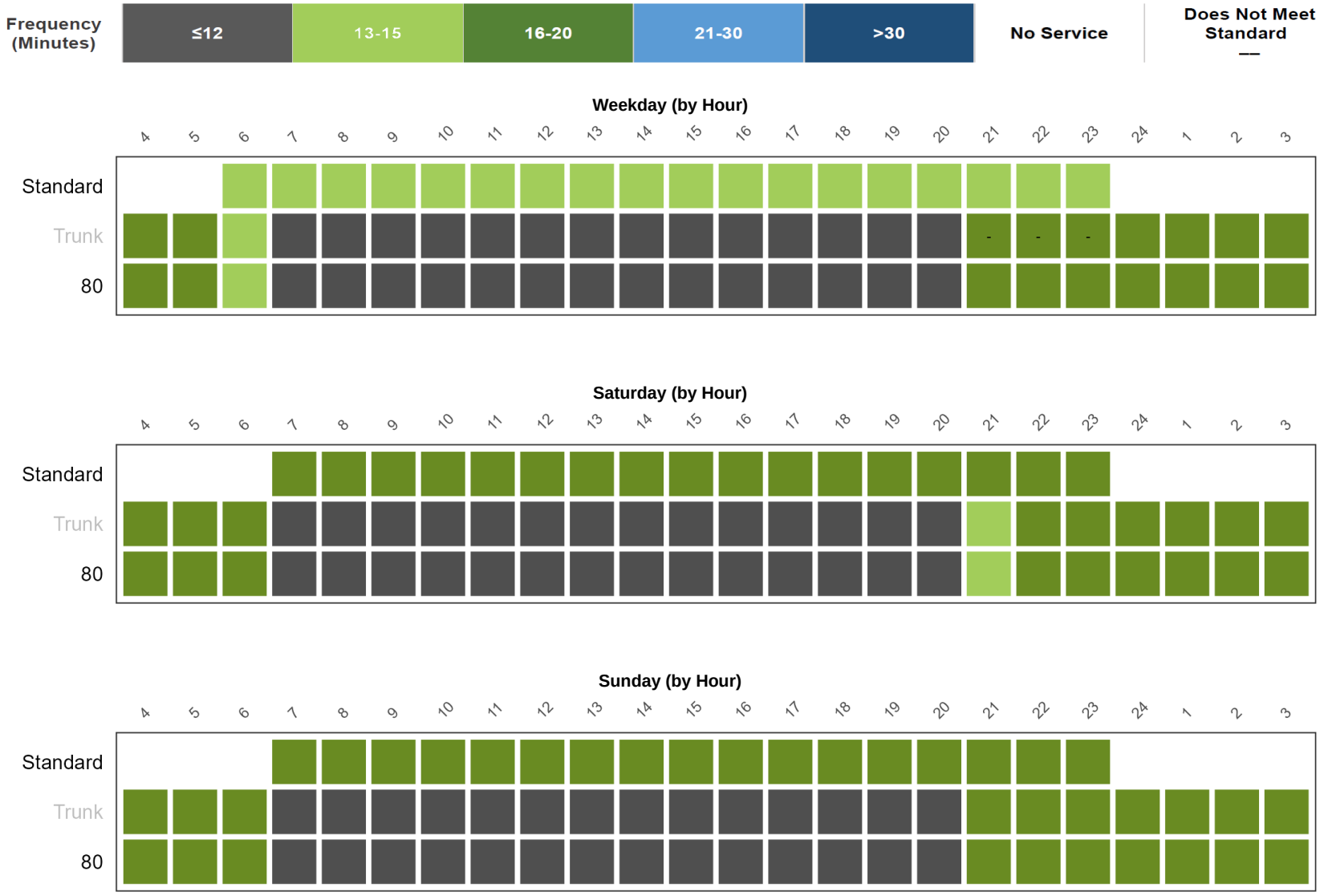
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.46	0.41
Weekday	**Off-Peak** Maximum Target: 1.0	0.3	0.28
	Saturday Maximum Target: 1.0	0.28	0.26
	Sunday Maximum Target: 1.0	0.24	0.23

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 11.0 / Off-Peak: 12.0	Peak: 14.6 / Off-Peak: 18.6	B	14.0	20.8	A	14.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	25.4	34.1	D	19.4	29.0	E	18.7	26.6	E
	Passengers per Revenue Mile | 4	3.7	4.6	C	2.7	3.7	E	2.2	3.2	E
Reliability	**On-Time Performance |** 79%	73%	74%	D	75%	75%	C	74%	77%	C
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.43	Off-Peak: 0.36 Peak: 0.5	A	0.27	0.37	A	0.23	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.12	$ 4.27	B	$6.69	$ 5.07	E	$6.94	$ 5.55	E
	Cost Recovery | 25%	21%	38%	D	16%	32%	E	16%	30%	E

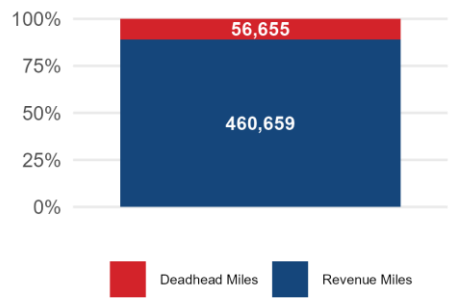
Route 80

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.5	E
Route Design	**Circuity |** 1.75	1.38	1.23	A

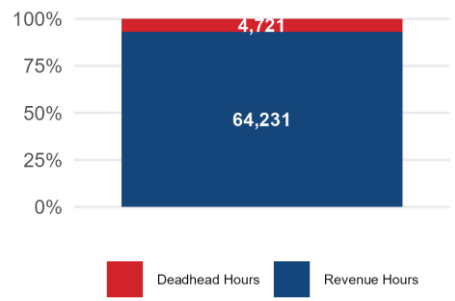
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.4	34.1	D	19.4	29.0	E	18.7	26.6	E
	Passengers per Revenue Mile | 4	3.7	4.6	C	2.7	3.7	E	2.2	3.2	E
	Unique Segment Ridership | 10%	59%	20%	A	59%	34%	A	58%	31%	A
Reliability	**On-Time Performance |** 79%	73%	74%	D	75%	75%	C	74%	77%	C
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.43	Off-Peak: 0.37 Peak: 0.51	A	0.27	0.37	A	0.23	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.12	$ 4.27	B	$6.69	$ 5.07	E	$6.94	$ 5.55	E
	Cost Recovery | 25%	21%	39%	D	16%	32%	E	16%	30%	E

Operational Analysis

Miles Allocation



Hours Allocation



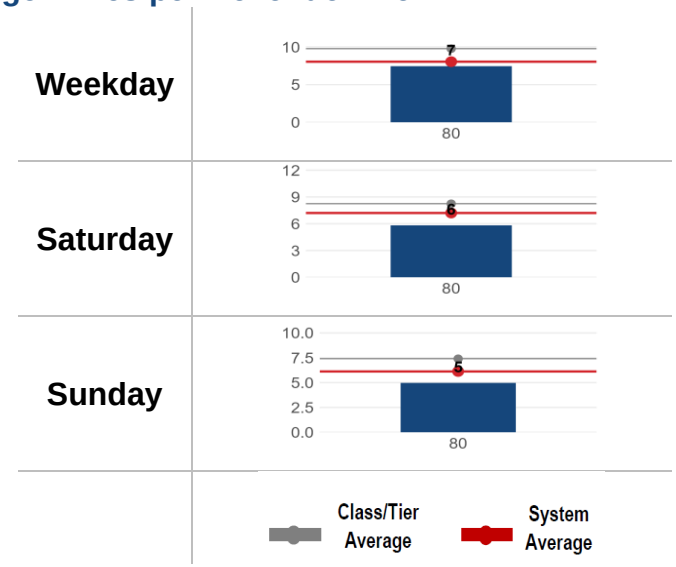
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
80	15.50	73,740	72,186 (97.9%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

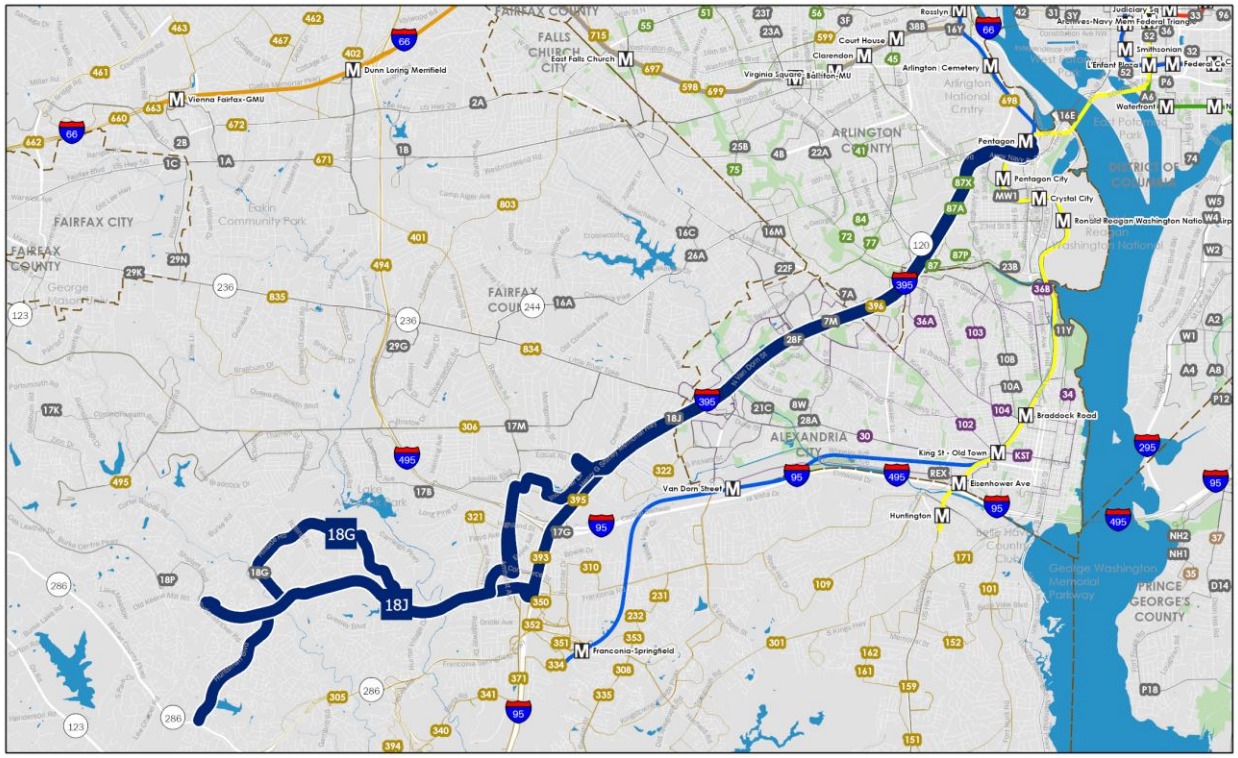
Passenger Miles per Revenue Mile



LINE: 87 - Orange Hunt

ROUTE(S): 18G, 18J

About the Line



Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

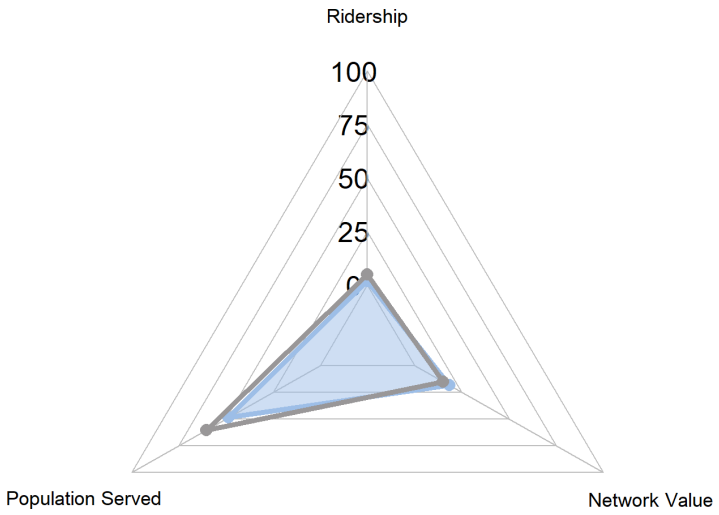
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	18	2	

Operating Statistics

Annual Operating Costs	$541,658
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

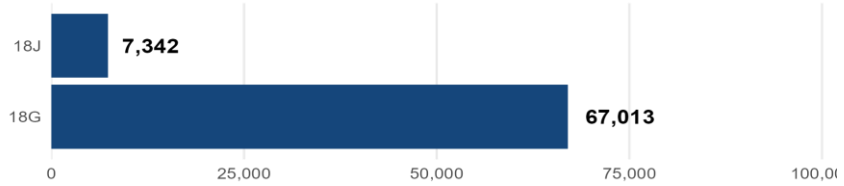
Service Area Population	33,289	
Minority Population	*Service Area*	12,398
	% Riders Surveyed	44%
Low Income Household	*Service Area*	4,651
	% Riders Surveyed	13%

Facilities/Amenities

Bus Stops	140
% Stops With Shelters	9%
% Stops With Benches	14%
% Stops With Real-Time Signs	1%

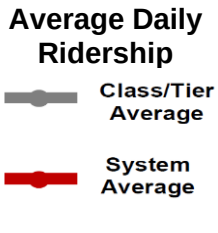
Ridership

Annual Ridership

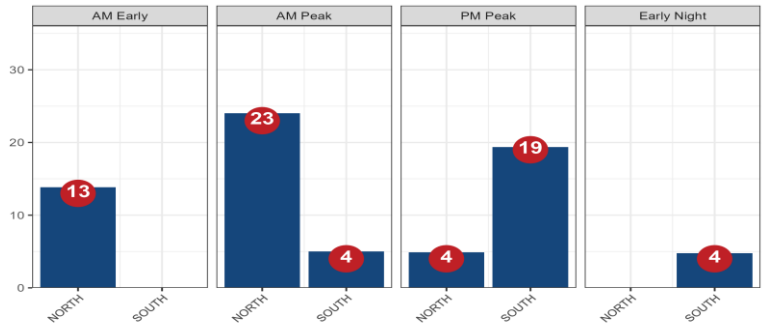


Top Transfer Locations

Pentagon

	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	0.39	0.34
	Off-Peak Maximum Target: 1.0	0.32	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

B Orange Hunt

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:19 AM - 8:58 AM; 4:05 PM - 7:44 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 29.0 / Off-Peak: NA	Peak: 33 / Off-Peak: 60	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** N/A	18.3	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.5	D	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.37	Off-Peak: 0.3 Peak: 0.4	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.11	$ 7.78	B	-	-	-	-	-	-
	Cost Recovery | 20%	53%	32%	A	-	-	-	-	-	-

Route 18G

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.1	2.4	-
Route Design	**Circuity |** N/A	1.17	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	22.5	20.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1	1.5	B	-	-	-	-	-	-
	Unique Segment Ridership | 15%	45%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.51	Off-Peak: 0.3 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.78	$ 7.78	A	-	-	-	-	-	-
	Cost Recovery | 20%	70%	31%	A	-	-	-	-	-	-

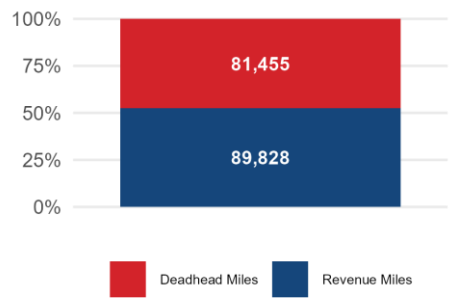
Route 18J

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.2	2.4	-
Route Design	**Circuity |** N/A	1.15	1.37	-

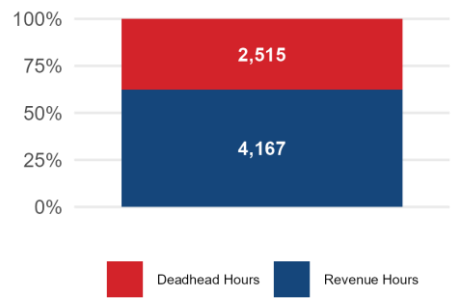
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	6.7	20.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	1.5	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	37%	27%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.1	Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$19.27	$ 7.78	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	31%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



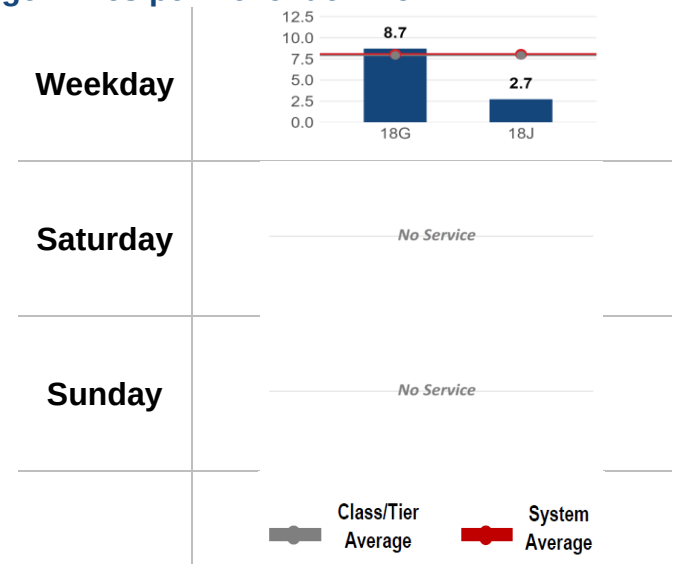
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18G	37.40	3,472	3,419 (98.5%)
18J	34.50	1,488	1,441 (96.8%)

Service Change Summary

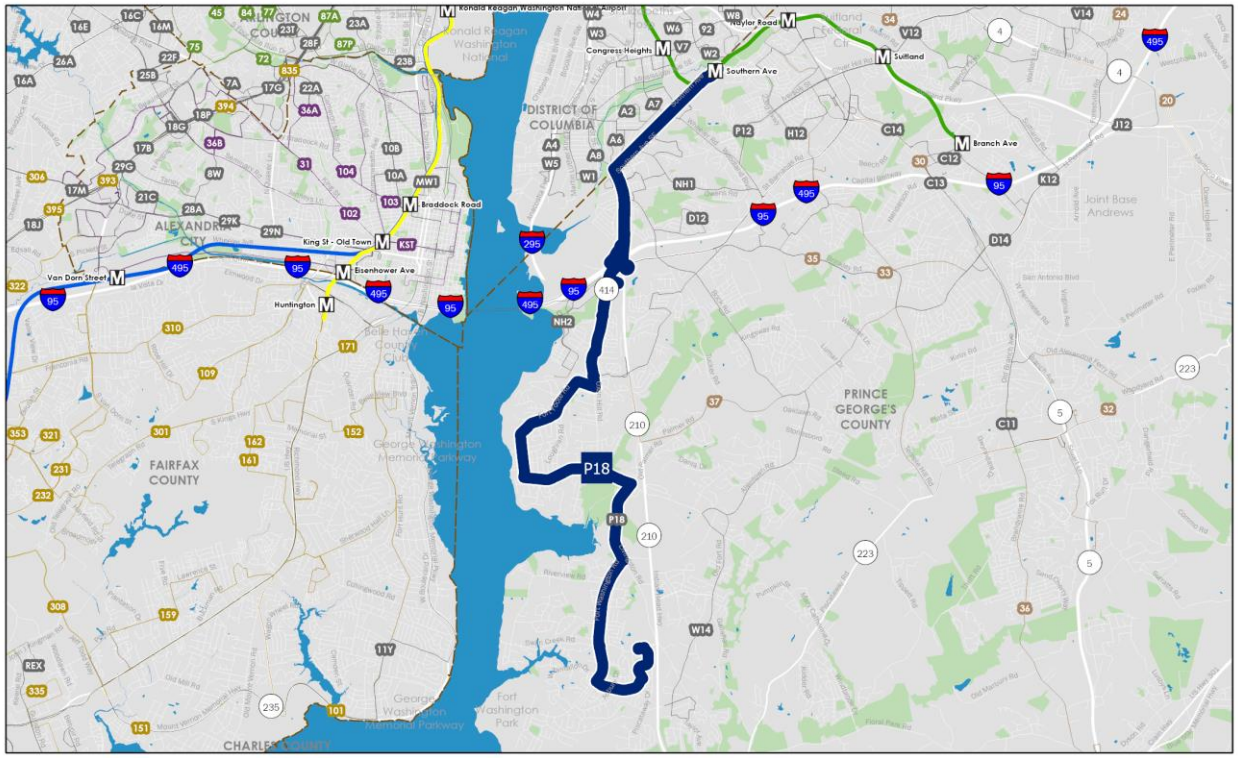
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

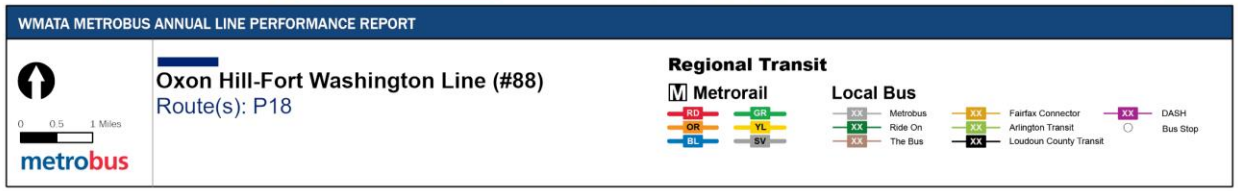
Passenger Miles per Revenue Mile



LINE: 88 - Oxon Hill-Fort Washington ROUTE(S): P18

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

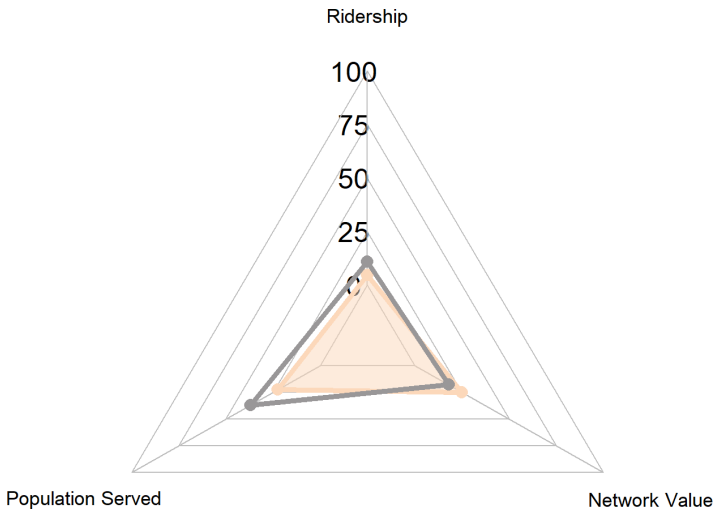
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

17

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	25	5	

Operating Statistics

Annual Operating Costs	$1,535,377
Peak Vehicles	9
Vehicle Type(s)	40 Foot

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

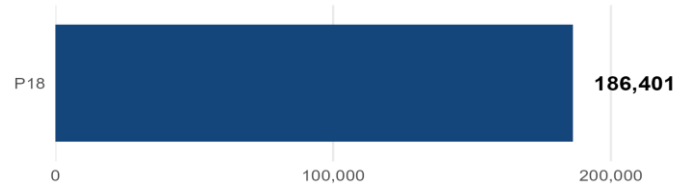
Service Area Population		18,628
Minority Population	*Service Area*	15,155
	% Riders Surveyed	90%
Low Income Household	*Service Area*	5,430
	% Riders Surveyed	57%

Facilities/Amenities

Bus Stops	81
% Stops With Shelters	6%
% Stops With Benches	6%
% Stops With Real-Time Signs	1%

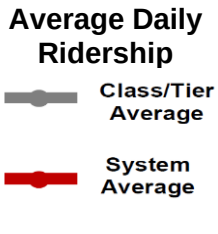
Ridership

Annual Ridership

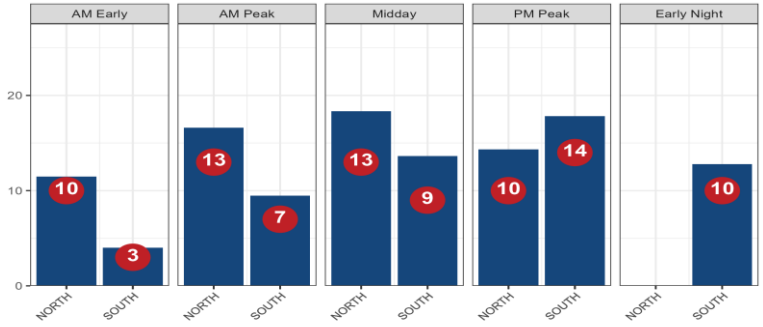


Top Transfer Locations

Southern Avenue

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

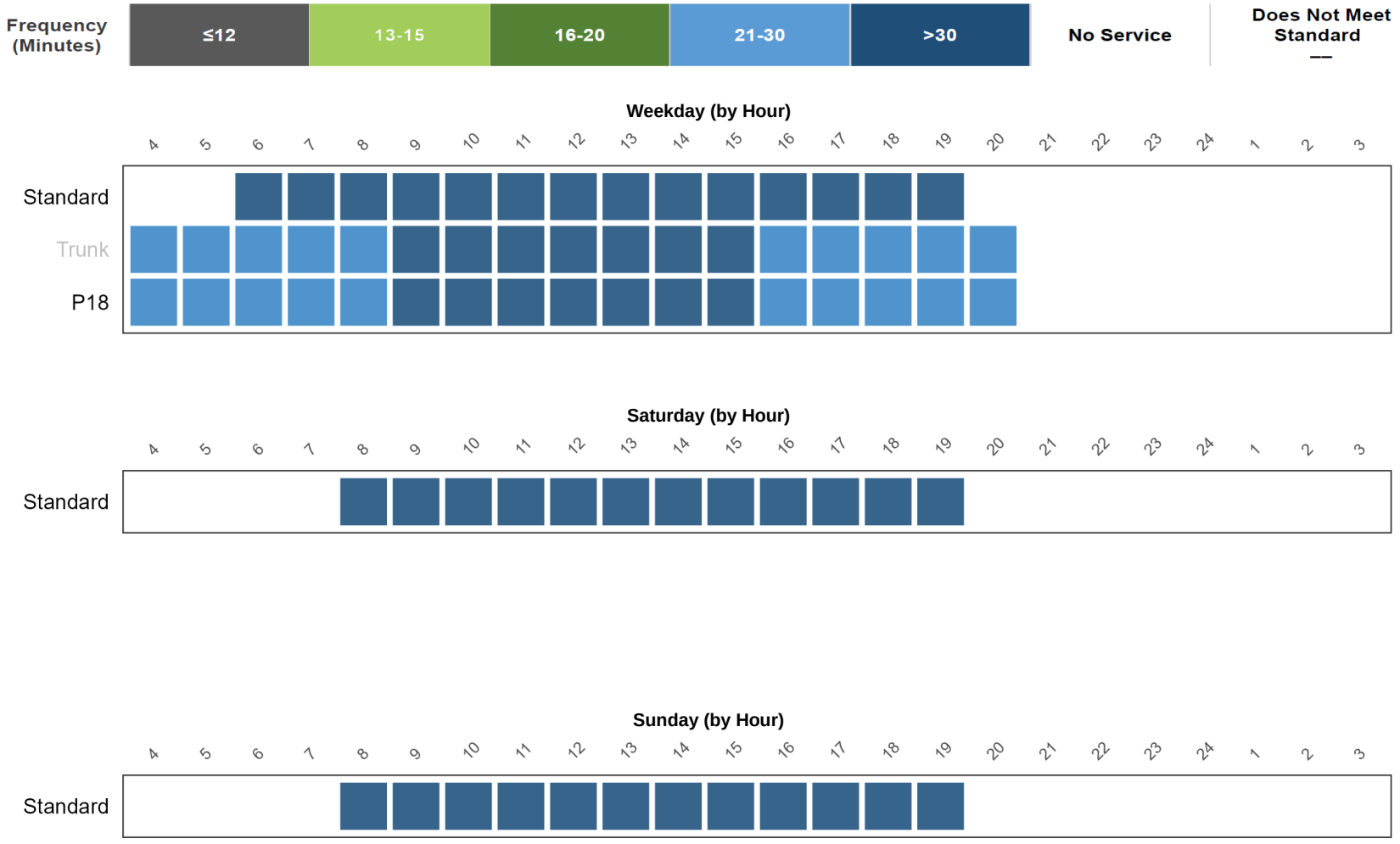
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.28	0.29
	Off-Peak Maximum Target: 1.0	0.29	0.22
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 26.0 / Off-Peak: 58.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	16.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.1	2.2	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.28	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.91	$ 5.68	C	-	-	-	-	-	-
	Cost Recovery | 20%	12%	23%	E	-	-	-	-	-	-

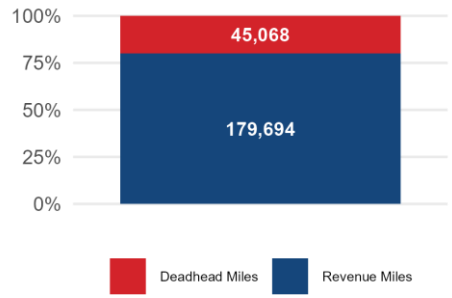
Route P18

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.6	4.8	E
Route Design	**Circuity |** N/A	1.81	1.78	-

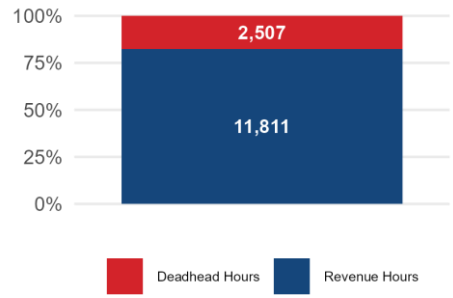
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	16.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.1	2.2	B	-	-	-	-	-	-
	Unique Segment Ridership | 10%	70%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.28	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.91	$ 5.68	C	-	-	-	-	-	-
	Cost Recovery | 20%	12%	22%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



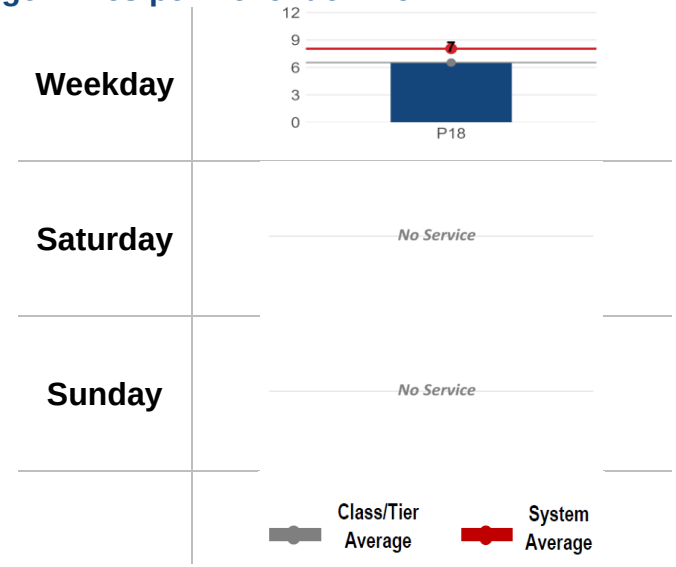
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P18	32.20	12,903	12,692 (98.4%)

Service Change Summary

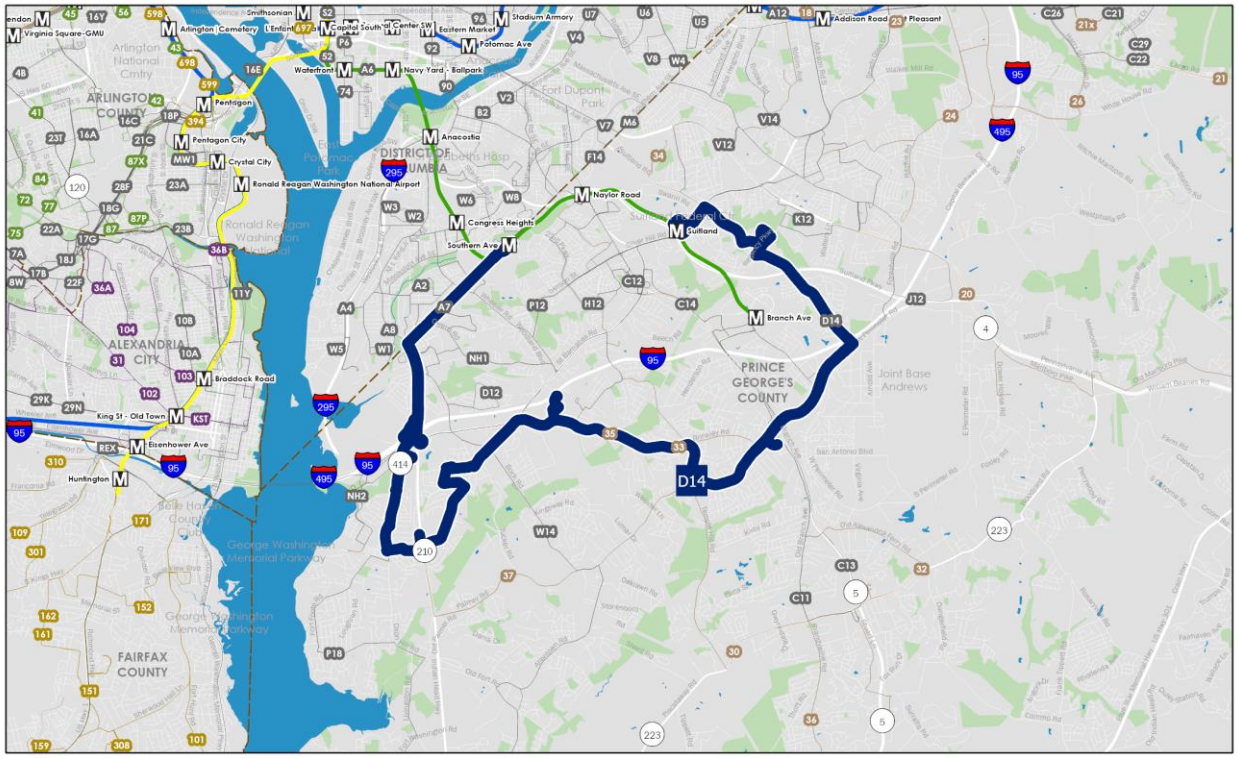
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 584 - Oxon Hill-Suitland ROUTE(S): D14

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

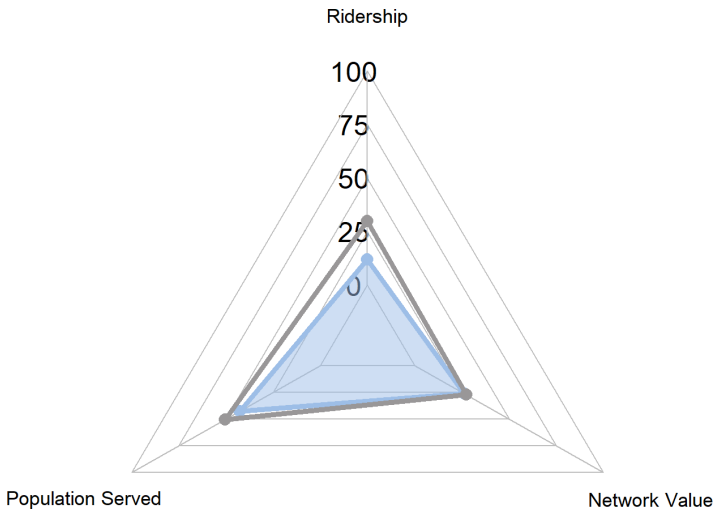
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	43	26	12	

Operating Statistics

Annual Operating Costs	$3,403,319
Peak Vehicles	16
Vehicle Type(s)	40 Foot

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

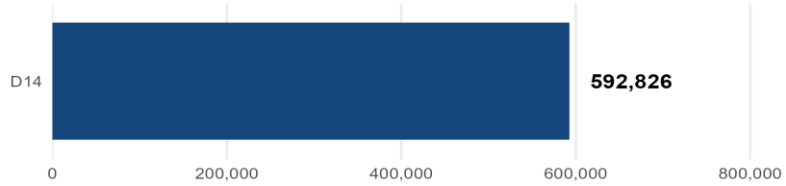
Service Area Population	40,240	
Minority Population	*Service Area*	32,502
	% Riders Surveyed	24%
Low Income Household	*Service Area*	11,261
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops	187
% Stops With Shelters	7%
% Stops With Benches	5%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



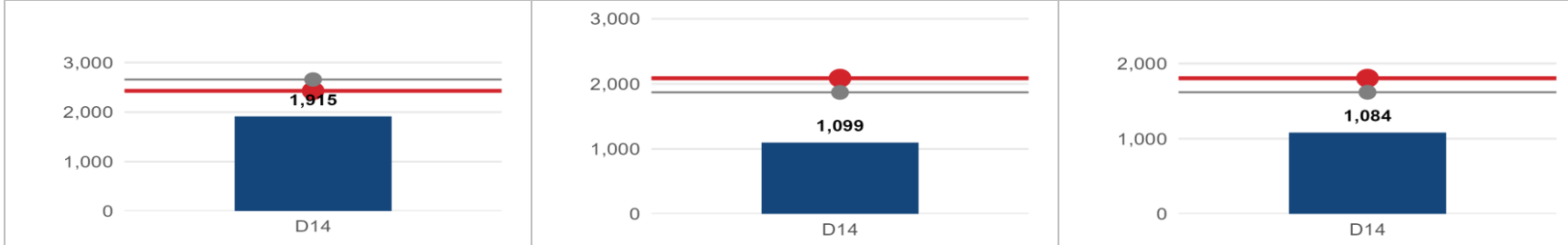
Top Transfer Locations

Southern Avenue, Suitland

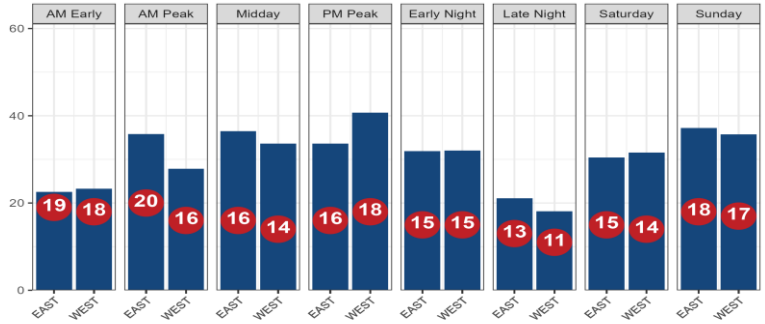
Average Daily Ridership

Class/Tier Average

System Average



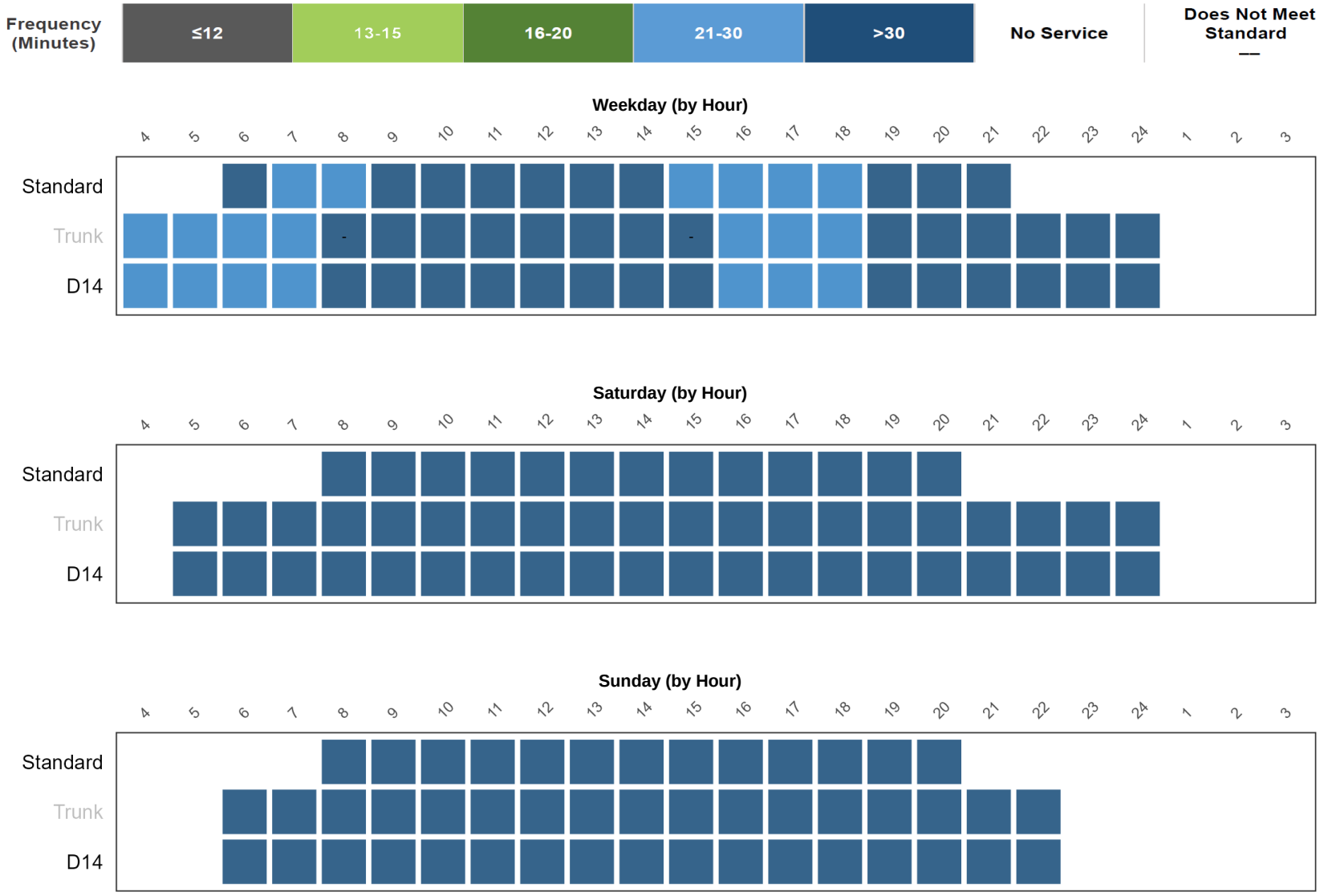
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.44	0.43
Weekday	**Off-Peak** Maximum Target: 1.0	0.41	0.38
	Saturday Maximum Target: 1.0	0.38	0.36
	Sunday Maximum Target: 1.0	0.46	0.43

Span and Frequency



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: 21.1 / Off-Peak: 33.4	B	59.0	39.1	B	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	23.5	29.8	A	20.8	25.4	A	24.1	24.4	A
	Passengers per Revenue Mile | 1	1.5	2.6	A	1.4	2.1	A	1.7	2.0	A
Reliability	**On-Time Performance |** 79%	69%	75%	E	73%	77%	D	65%	78%	E
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.44	Off-Peak: 0.35 Peak: 0.46	A	0.37	0.34	A	0.44	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.54	$ 4.80	A	$6.26	$ 5.61	A	$5.40	$ 5.91	A
	Cost Recovery | 20%	19%	28%	C	17%	24%	D	20%	23%	C

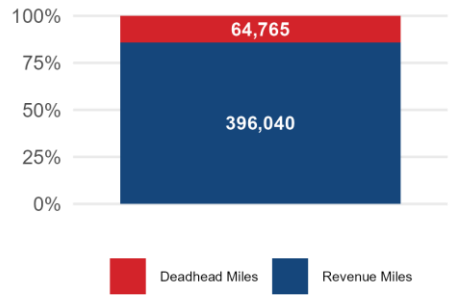
Route D14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.5	A
Route Design	**Circuity |** 1.75	6.38	2.09	E

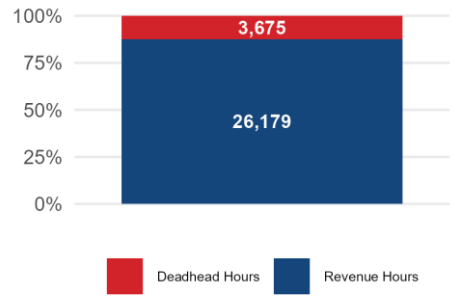
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.5	29.8	A	20.8	25.4	A	24.1	24.4	A
	Passengers per Revenue Mile | 1	1.5	2.6	A	1.4	2.1	A	1.7	2.0	A
	Unique Segment Ridership | 10%	69%	45%	A	71%	58%	A	68%	58%	A
Reliability	**On-Time Performance |** 79%	69%	75%	D	73%	77%	D	65%	78%	E
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.44	Off-Peak: 0.36 Peak: 0.46	A	0.37	0.35	A	0.44	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.54	$ 4.80	A	$6.26	$ 5.61	A	$5.40	$ 5.91	A
	Cost Recovery | 20%	19%	29%	C	17%	24%	D	20%	23%	C

Operational Analysis

Miles Allocation



Hours Allocation



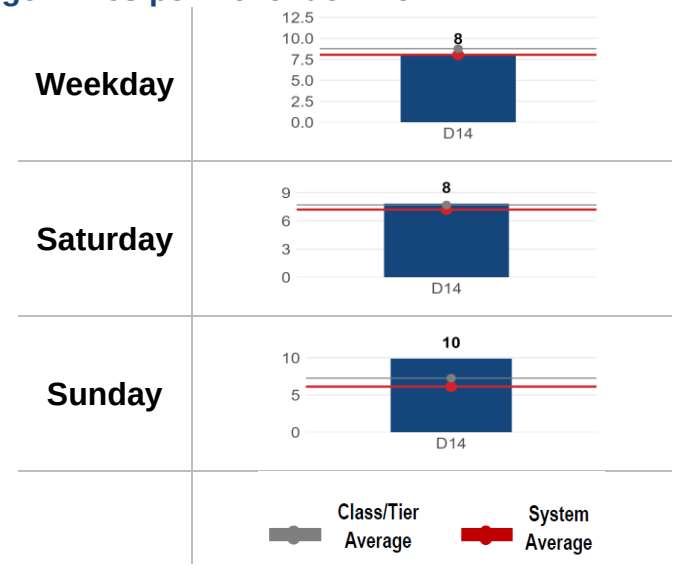
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D14	47.60	18,699	17,962 (96.1%)

Service Change Summary

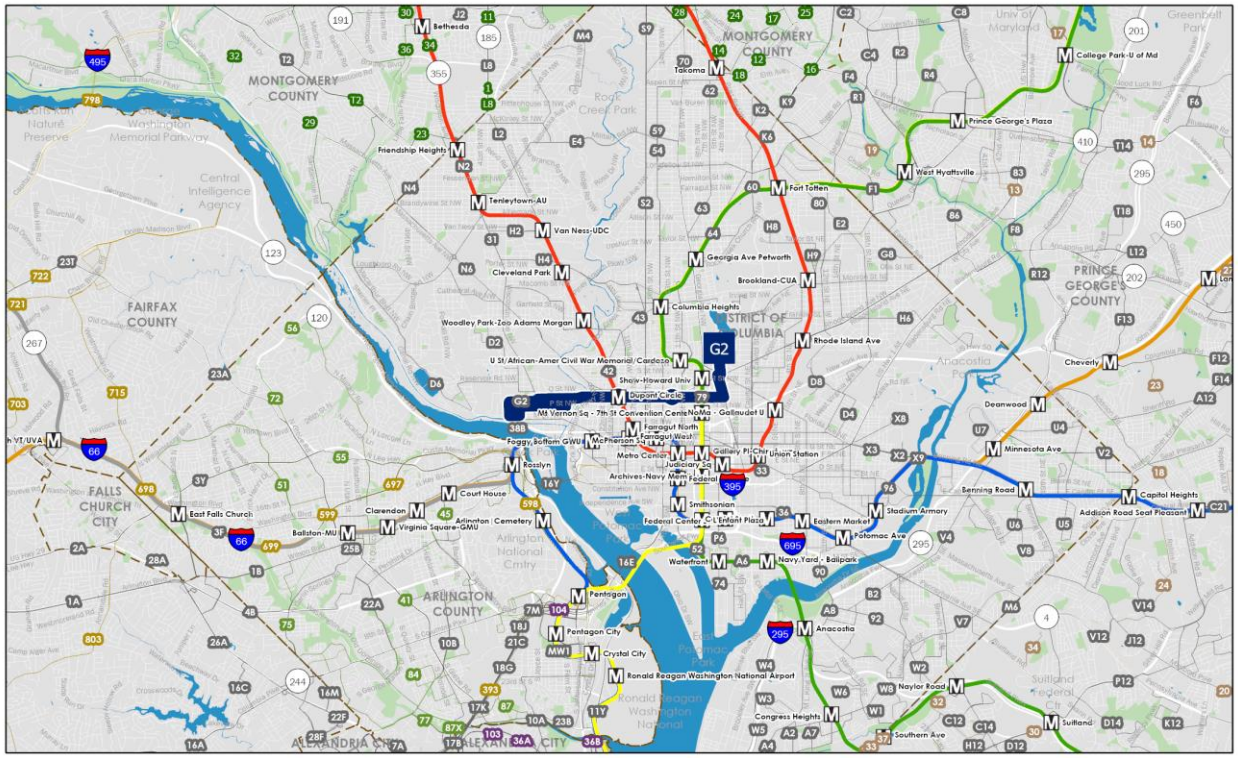
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

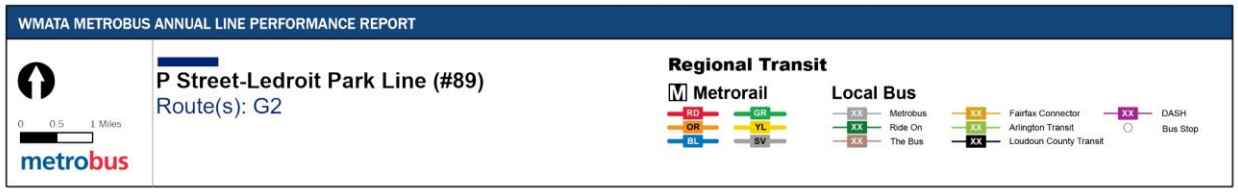
Passenger Miles per Revenue Mile



LINE: 89 - P Street-Ledroit Park ROUTE(S): G2

About the Line





Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	B

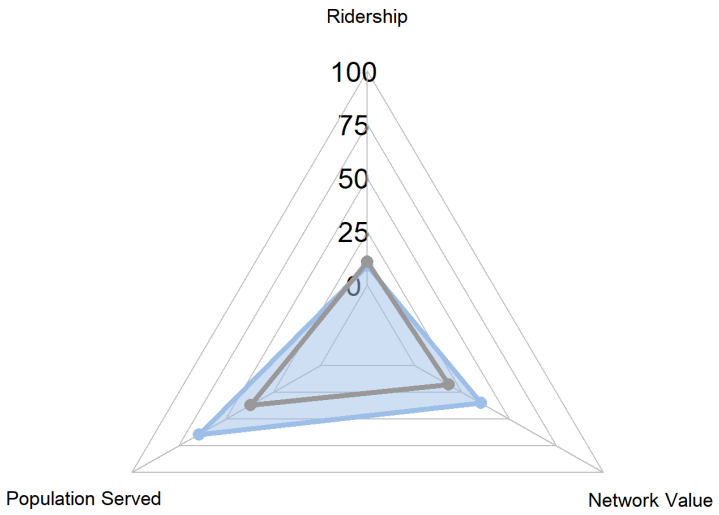
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

36

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	64	35	9	

Operating Statistics

Annual Operating Costs	$2,672,228
Peak Vehicles	5
Vehicle Type(s)	30 Foot, 35 Foot

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

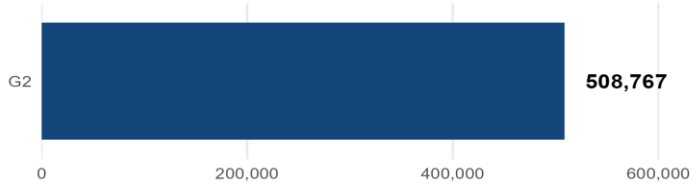
Service Area Population		45,899
Minority Population	*Service Area*	13,151
	% Riders Surveyed	70%
Low Income Household	*Service Area*	7,803
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	59
% Stops With Shelters	25%
% Stops With Benches	22%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



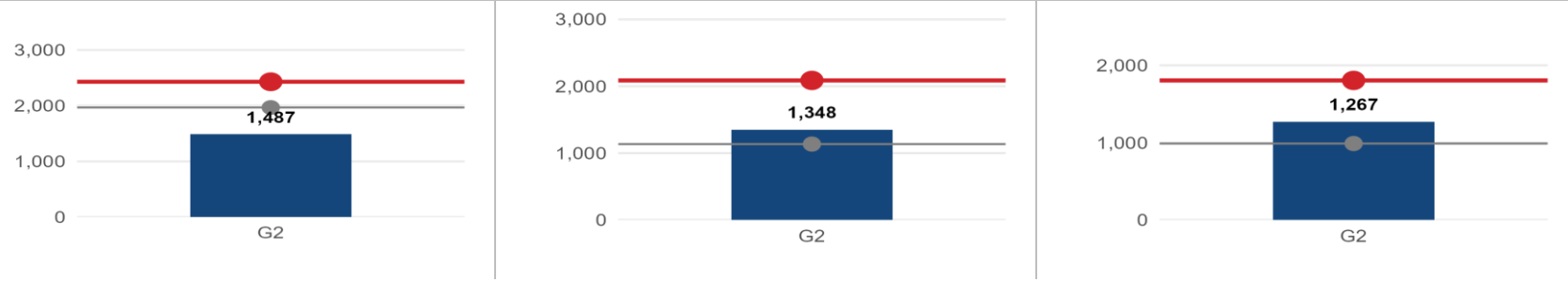
Top Transfer Locations

Dupont Circle, Shaw-Howard University, Mt. Vernon Square-UDC

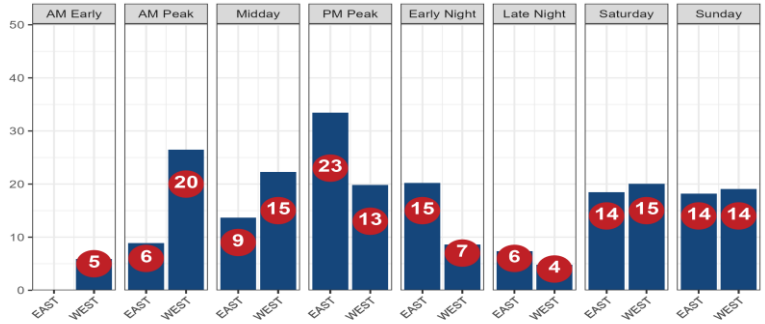
Average Daily Ridership

Class/Tier Average

System Average



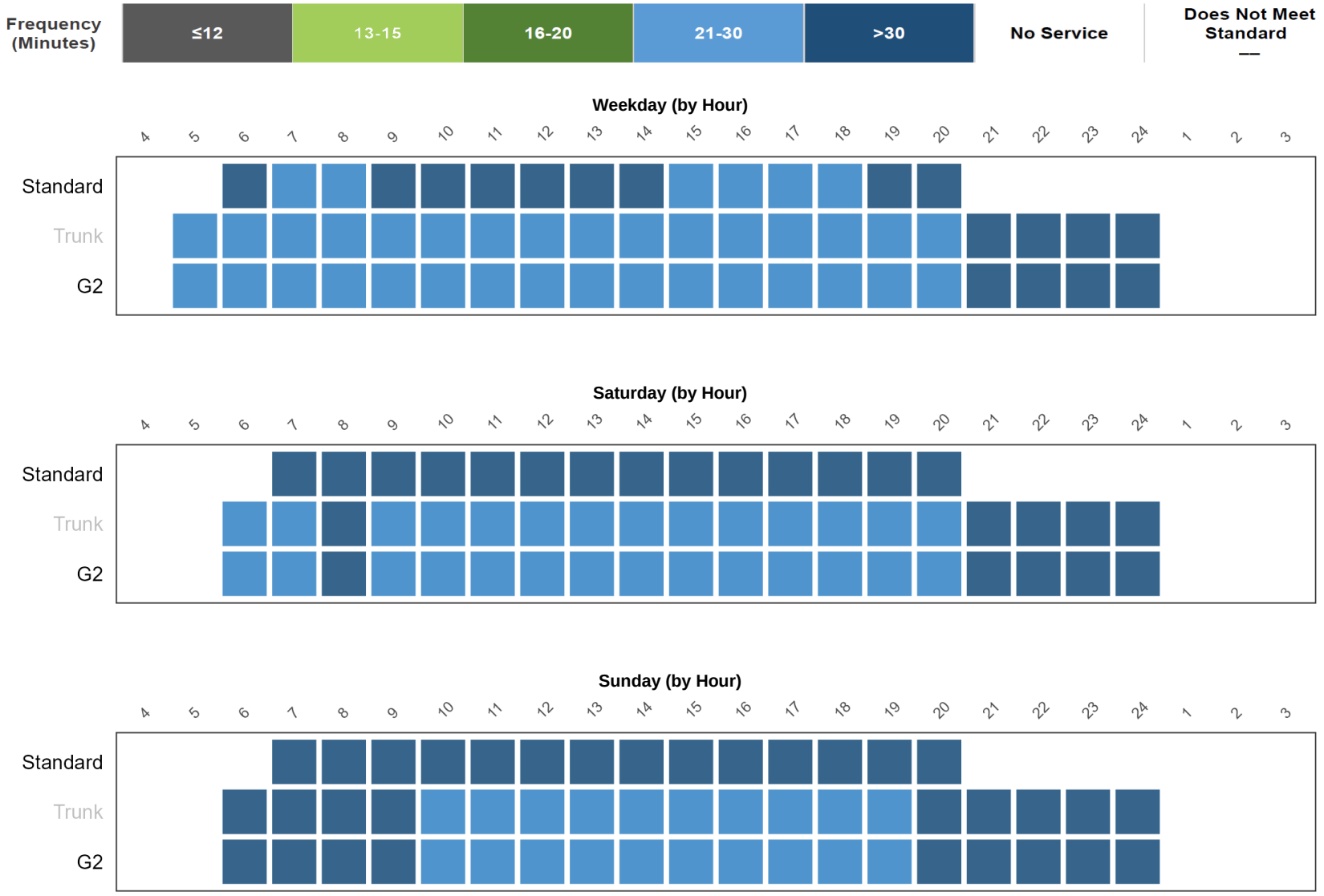
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.66	0.59
	Off-Peak Maximum Target: 1.0	0.38	0.38
	Saturday Maximum Target: 1.0	0.5	0.54
	Sunday Maximum Target: 1.0	0.48	0.5

Span and Frequency



Performance Report Card

B 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: 23.0 / Off-Peak: 29.0	Peak: 17.8 / Off-Peak: 26.7	A	31.0	29.8	A	31.0	30.3	A
Productivity	**Passengers per Revenue Hour |** 20	25.2	31.2	A	26.4	26.5	A	25.4	23.9	A
	Passengers per Revenue Mile | 4	4.4	4.3	A	4.4	3.4	A	4.3	3.1	B
Reliability	**On-Time Performance |** 79%	75%	73%	C	74%	75%	C	76%	79%	C
	Crowding | 5%	12%	5%	E	18%	3%	E	24%	4%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.62	Off-Peak: 0.32 Peak: 0.46	A	0.52	0.32	A	0.49	0.3	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.16	$ 4.26	B	$4.92	$ 5.01	A	$5.11	$ 5.62	B
	Cost Recovery | 25%	34%	33%	A	36%	28%	A	35%	26%	A

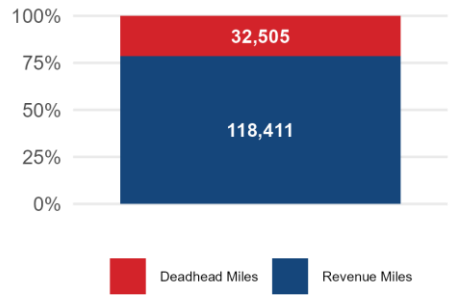
Route G2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.2	6.3	E
Route Design	**Circuity |** N/A	1.13	1.59	-

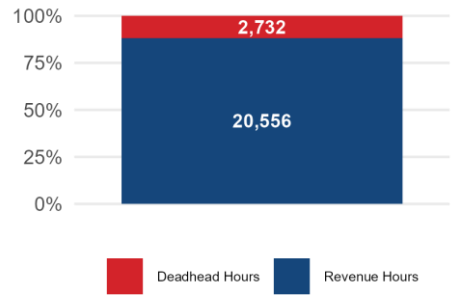
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	25.2	31.2	A	26.4	26.5	A	25.4	23.9	A
	Passengers per Revenue Mile | 4	4.4	4.3	A	4.4	3.4	A	4.3	3.1	B
	Unique Segment Ridership | 10%	83%	40%	A	80%	46%	A	80%	39%	A
Reliability	**On-Time Performance |** 79%	75%	73%	C	74%	75%	C	76%	79%	C
	Crowding | 5%	12%	5%	E	18%	3%	E	24%	3%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.62	Off-Peak: 0.34 Peak: 0.48	A	0.52	0.33	A	0.49	0.31	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.16	$ 4.26	B	$4.92	$ 5.01	A	$5.11	$ 5.62	B
	Cost Recovery | 25%	34%	34%	A	36%	29%	A	35%	27%	A

Operational Analysis

Miles Allocation



Hours Allocation



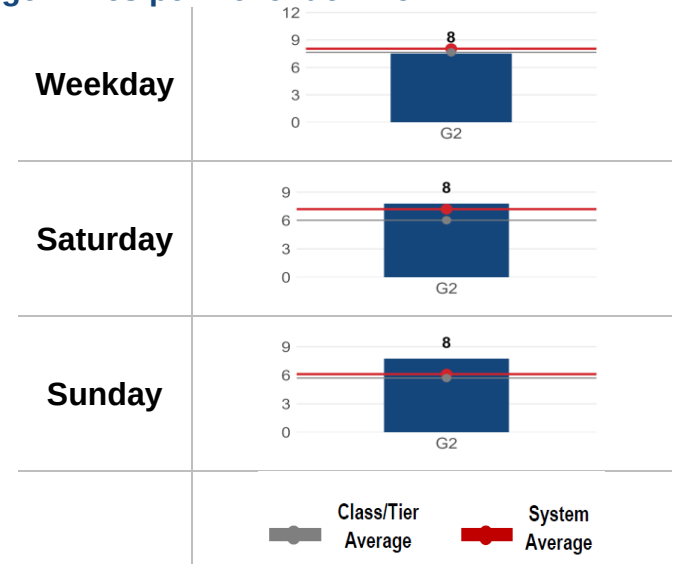
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G2	8.50	26,962	26,204 (97.2%)

Service Change Summary

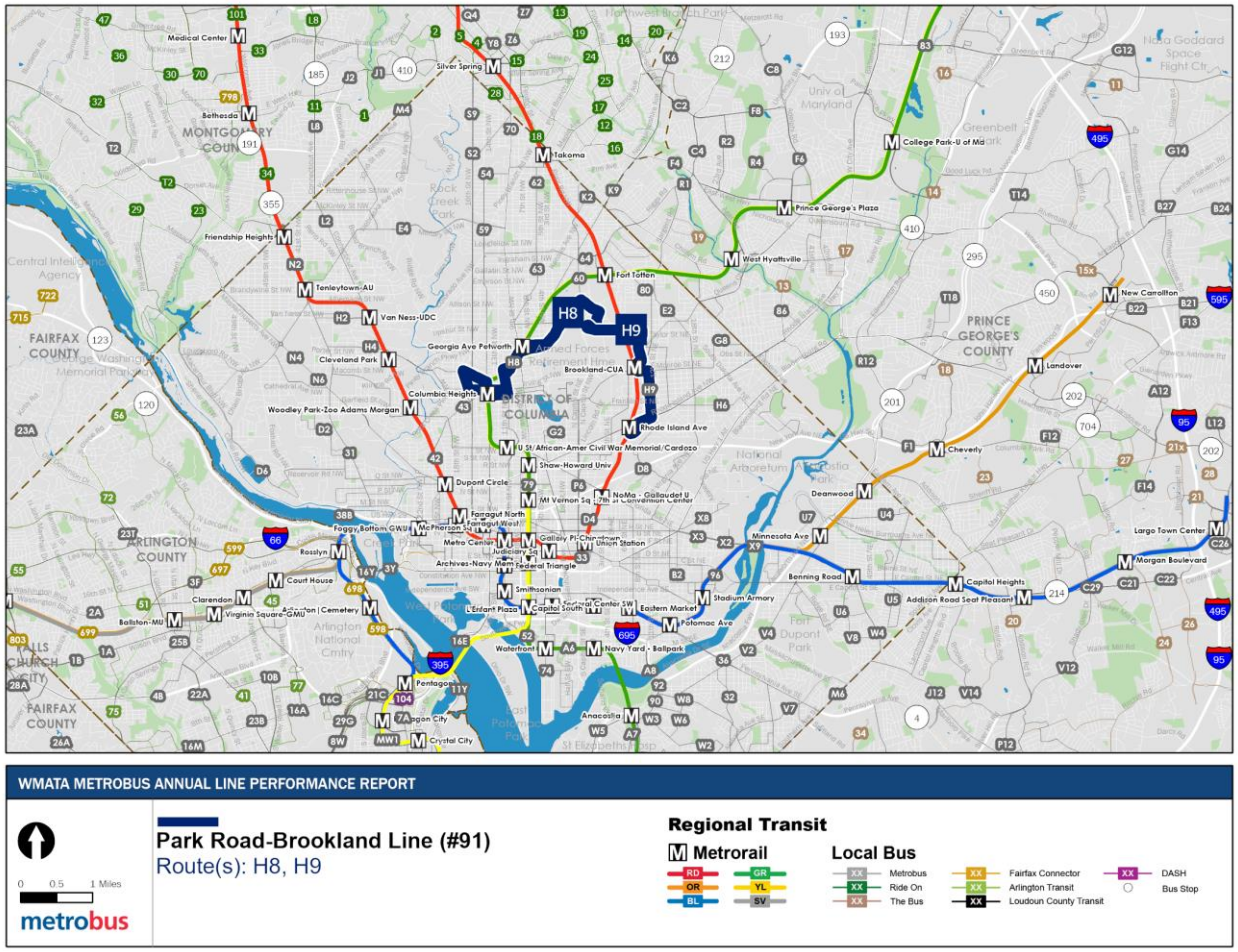
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 91 - Park Road-Brookland ROUTE(S): H8, H9

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

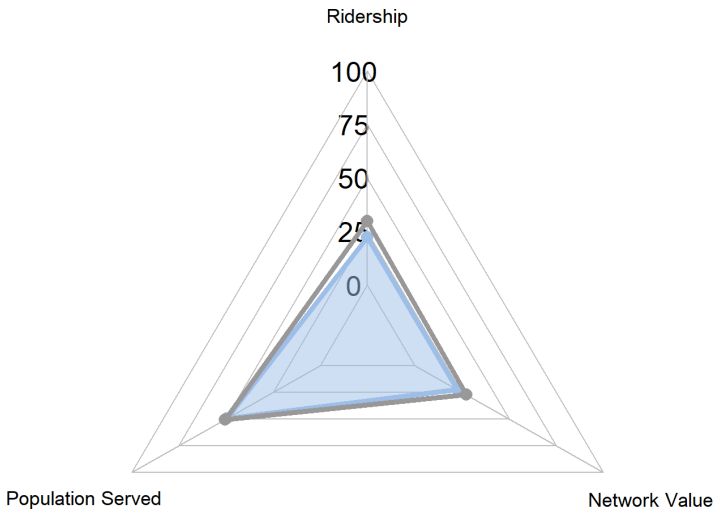
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

31

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	23	22	

Operating Statistics

Annual Operating Costs	$4,057,247
Peak Vehicles	9
Vehicle Type(s)	40 Foot

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

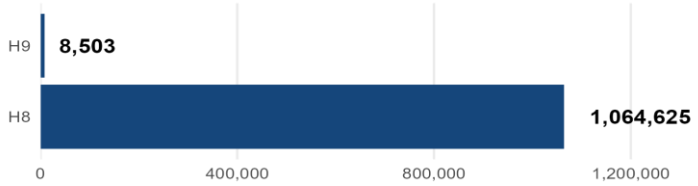
Service Area Population	60,833	
Minority Population	*Service Area*	27,773
	% Riders Surveyed	90%
Low Income Household	*Service Area*	16,933
	% Riders Surveyed	65%

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

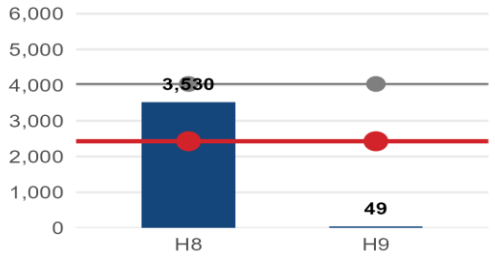
Brookland, Georgia Avenue-Petworth, Columbia Heights

Average Daily Ridership

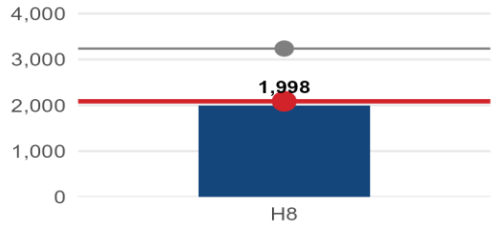
Class/Tier Average

System Average

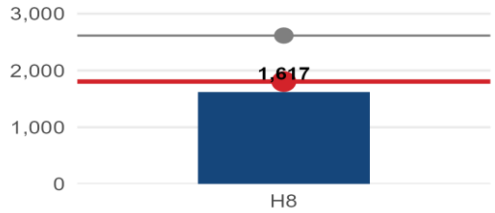
Weekday



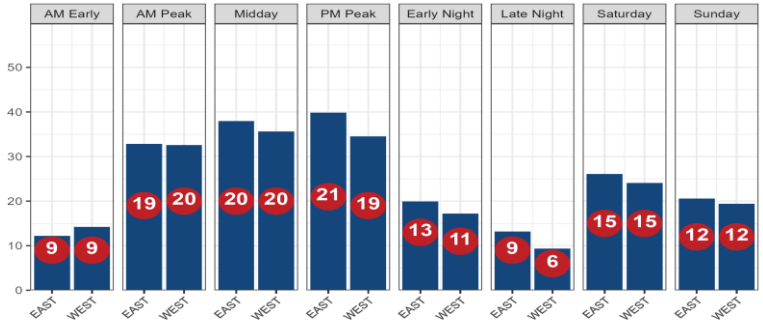
Saturday



Sunday



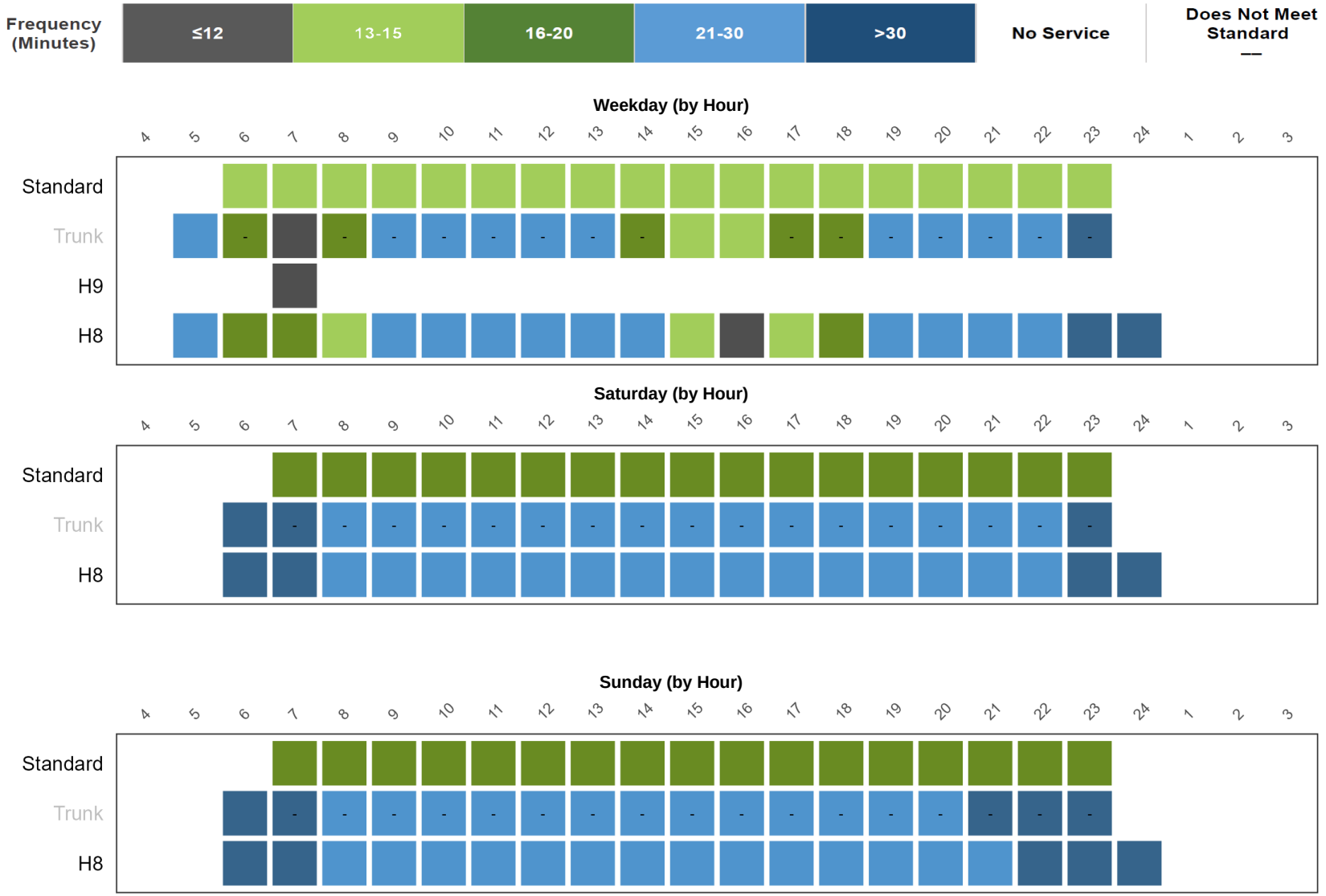
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.5	0.48
	Off-Peak Maximum Target: 1.0	0.4	0.38
	Saturday Maximum Target: 1.0	0.38	0.36
	Sunday Maximum Target: 1.0	0.31	0.3

Span and Frequency



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 - 12:18 AM	-	A	6:00 AM - 12:13 AM	-	A	6:00 AM - 12:20 AM	-	A
	Frequency of Service | varies	Peak: 13.0 / Off-Peak: 22.0	Peak: 14.6 / Off-Peak: 18.6	B	27.0	20.8	D	27.0	23.8	D
Productivity	**Passengers per Revenue Hour |** 30	37.2	34.1	A	31.1	29.0	B	25.5	26.6	D
	Passengers per Revenue Mile | 4	5.3	4.6	A	4.2	3.7	B	3.4	3.2	D
Reliability	**On-Time Performance |** 79%	79%	74%	B	84%	75%	B	83%	77%	B
	Crowding | 5%	3%	3%	A	4%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.49	Off-Peak: 0.36 Peak: 0.5	A	0.37	0.37	A	0.3	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.50	$ 4.27	A	$4.18	$ 5.07	A	$5.10	$ 5.55	B
	Cost Recovery | 25%	38%	38%	A	32%	32%	A	26%	30%	B

Route H8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.5	E
Route Design	**Circuity |** 1.75	1.75	1.23	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	37.1	34.1	A	31.1	29.0	B	25.5	26.6	D
	Passengers per Revenue Mile | 4	5.3	4.6	A	4.2	3.7	B	3.4	3.2	D
	Unique Segment Ridership | 10%	29%	20%	A	52%	34%	A	52%	31%	A
Reliability	**On-Time Performance |** 79%	79%	74%	B	84%	75%	A	83%	77%	B
	Crowding | 5%	3%	3%	A	4%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.49	Off-Peak: 0.37 Peak: 0.51	A	0.37	0.37	A	0.3	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.51	$ 4.27	A	$4.18	$ 5.07	A	$5.10	$ 5.55	B
	Cost Recovery | 25%	37%	39%	A	31%	32%	A	26%	30%	B

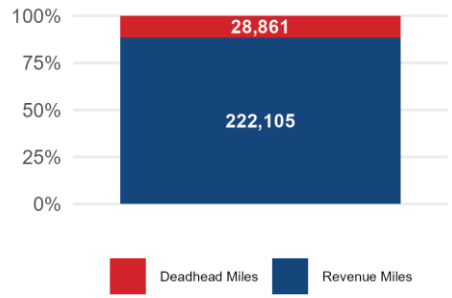
Route H9

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	5.5	E
Route Design	**Circuity |** 1.75	1	1.23	A

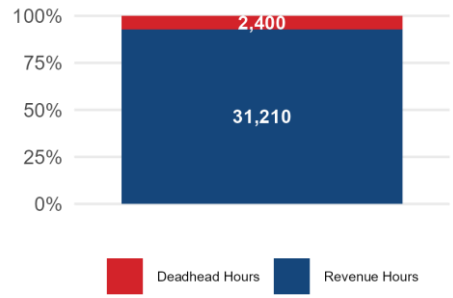
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	43	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	8.5	4.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	92%	74%	A	-	-	-	-	-	-
	Crowding | 5%	0%	3%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Peak: 0.56	Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.02	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	75%	39%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



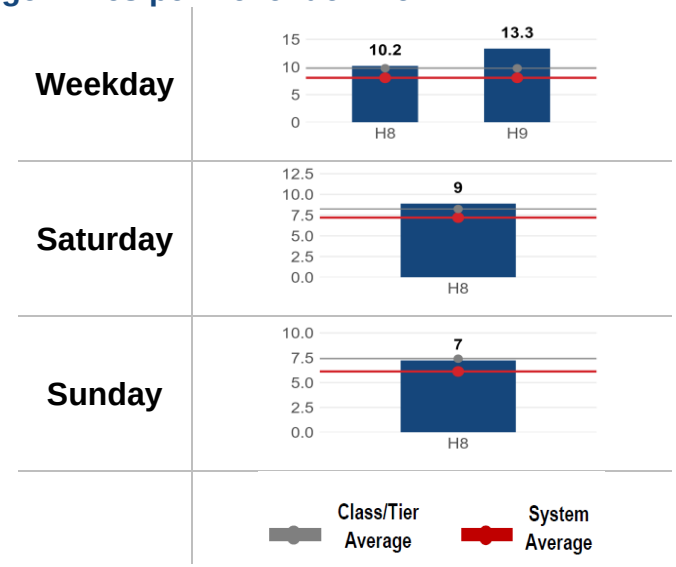
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H8	11.60	36,699	35,706 (97.3%)
H9	2.80	346	343 (99.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

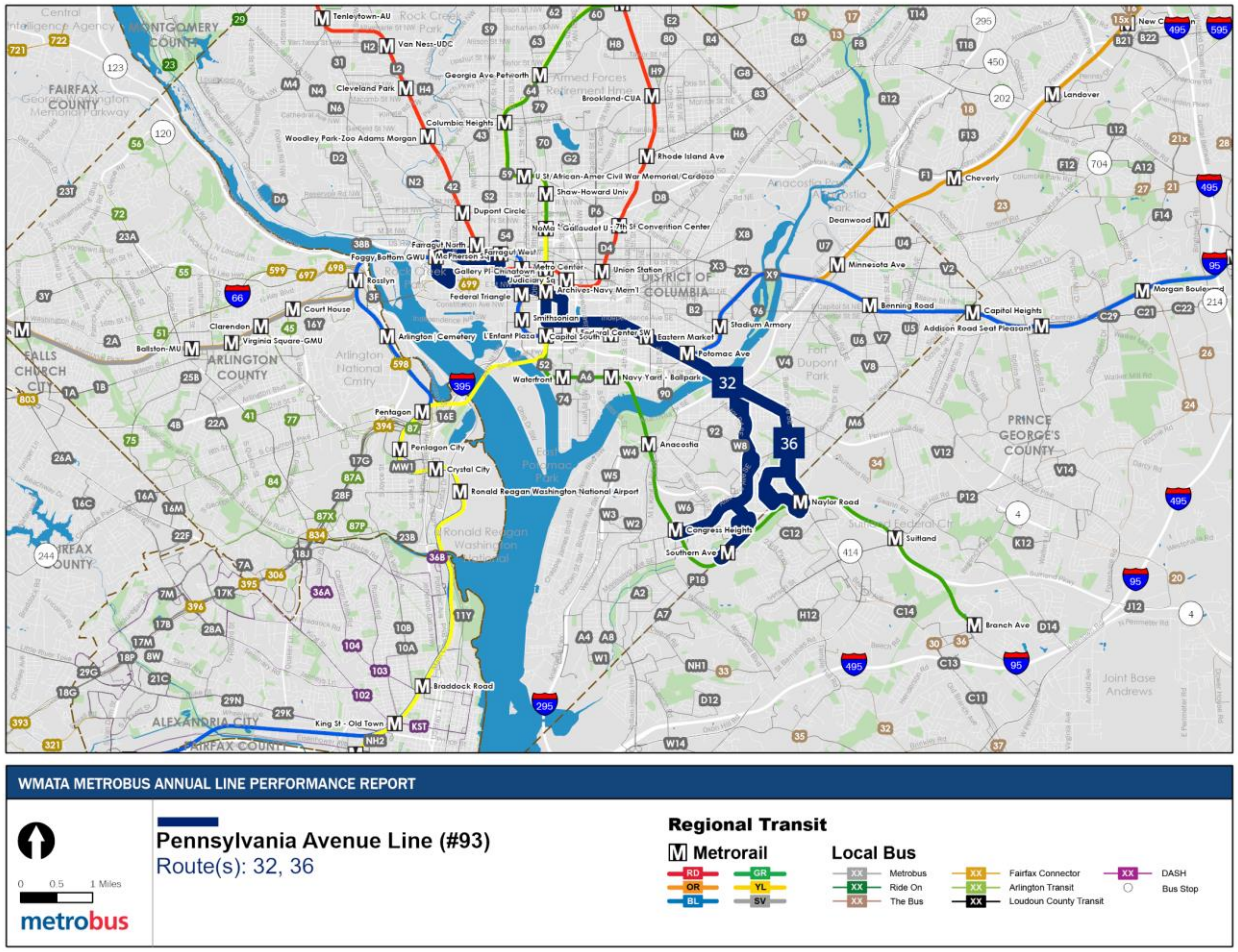
Passenger Miles per Revenue Mile



LINE: 93 - Pennsylvania Avenue

ROUTE(S): 32, 36

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

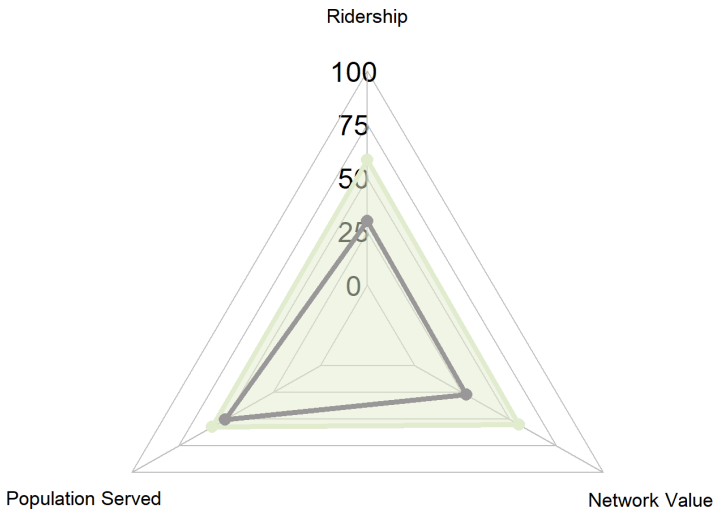
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

57

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	57	55	58	

Operating Statistics

Annual Operating Costs	$11,679,180
Peak Vehicles	26
Vehicle Type(s)	40 Foot

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

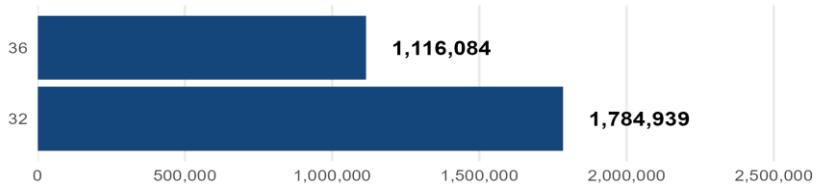
Service Area Population		65,163
Minority Population	*Service Area*	43,314
	% Riders Surveyed	86%
Low Income Household	*Service Area*	21,864
	% Riders Surveyed	59%

Facilities/Amenities

Bus Stops	125
% Stops With Shelters	34%
% Stops With Benches	33%
% Stops With Real-Time Signs	18%

Ridership

Annual Ridership



Top Transfer Locations

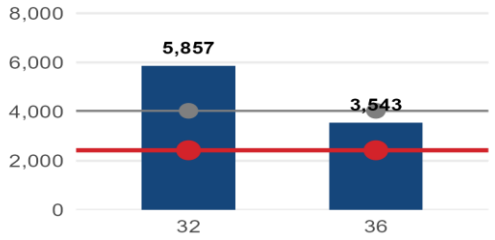
Potomac Avenue, Foggy Bottom, Archives-Navy Memorial

Average Daily Ridership

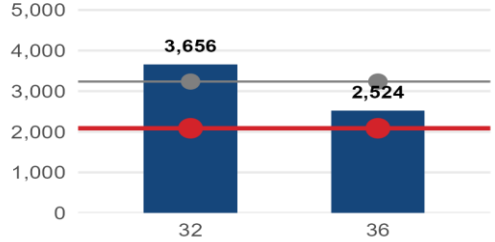
Class/Tier Average

System Average

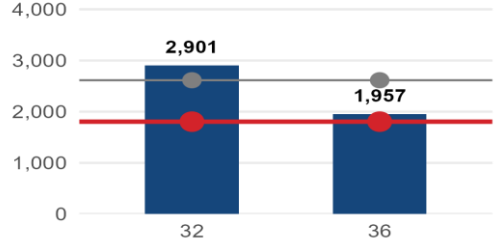
Weekday



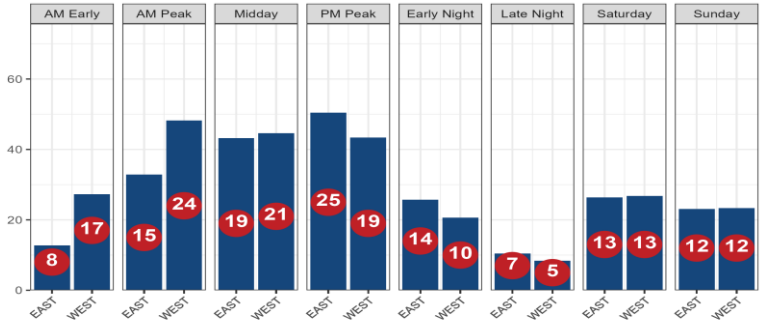
Saturday



Sunday



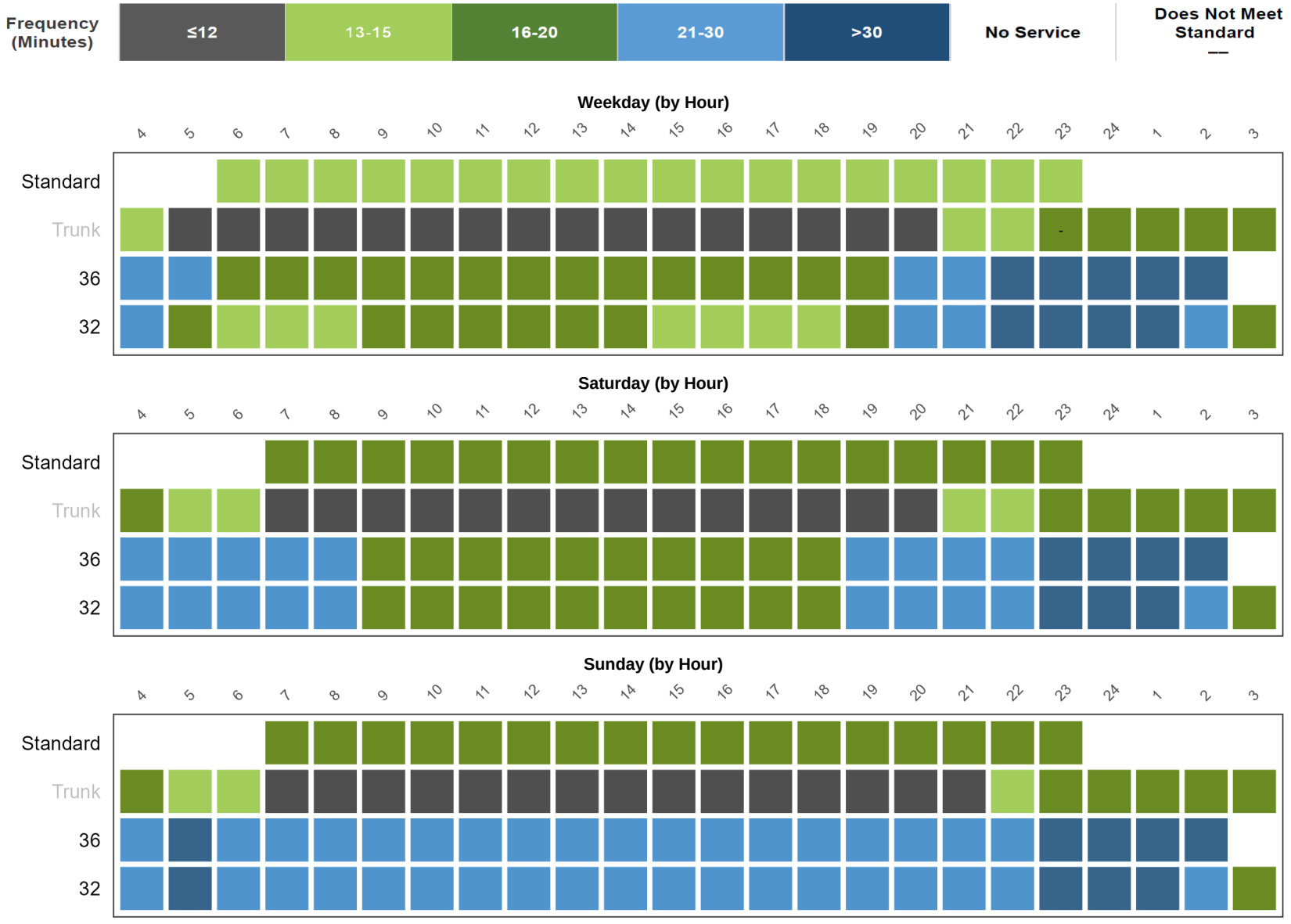
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.53	0.54
	Off-Peak Maximum Target: 1.0	0.36	0.37
	Saturday Maximum Target: 1.0	0.33	0.34
	Sunday Maximum Target: 1.0	0.3	0.3

Span and Frequency



Performance Report Card

B 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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 7.0 / Off-Peak: 9.0	Peak: 14.6 / Off-Peak: 18.6	A	12.0	20.8	A	13.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	33.5	34.1	A	26.3	29.0	D	24.0	26.6	D
	Passengers per Revenue Mile | 4	3.9	4.6	C	2.9	3.7	E	2.5	3.2	E
Reliability	**On-Time Performance |** 79%	66%	74%	E	69%	75%	E	71%	77%	D
	Crowding | 5%	3%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.54	Off-Peak: 0.36 Peak: 0.5	A	0.33	0.37	A	0.3	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.88	$ 4.27	A	$4.95	$ 5.07	A	$5.41	$ 5.55	B
	Cost Recovery | 25%	33%	38%	A	26%	32%	B	24%	30%	C

Route 32

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.6	5.5	A
Route Design	**Circuity |** 1.75	1.29	1.23	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	36.4	34.1	A	28.9	29.0	C	26.1	26.6	D
	Passengers per Revenue Mile | 4	4.3	4.6	B	3.2	3.7	D	2.8	3.2	E
	Unique Segment Ridership | 10%	24%	20%	A	28%	34%	A	29%	31%	A
Reliability	**On-Time Performance |** 79%	69%	74%	D	72%	75%	D	73%	77%	D
	Crowding | 5%	3%	3%	A	0%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.59	Off-Peak: 0.37 Peak: 0.51	A	0.35	0.37	A	0.32	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.57	$ 4.27	A	$4.49	$ 5.07	A	$4.97	$ 5.55	A
	Cost Recovery | 25%	35%	39%	A	28%	32%	A	25%	30%	B

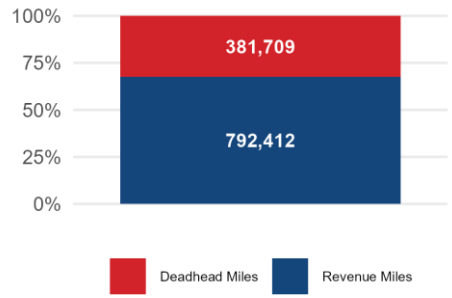
Route 36

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	5.5	A
Route Design	**Circuity |** 1.75	1.34	1.23	A

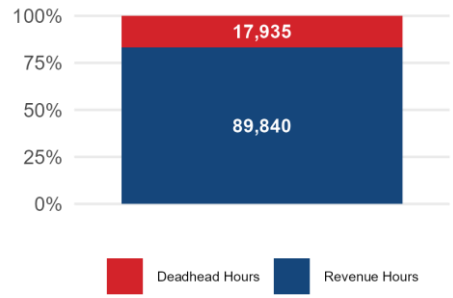
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	29.6	34.1	C	23.2	29.0	E	21.4	26.6	E
	Passengers per Revenue Mile | 4	3.4	4.6	D	2.6	3.7	E	2.2	3.2	E
	Unique Segment Ridership | 10%	10%	20%	B	10%	34%	C	10%	31%	C
Reliability	**On-Time Performance |** 79%	63%	74%	E	66%	75%	E	68%	77%	E
	Crowding | 5%	1%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.47	Off-Peak: 0.37 Peak: 0.51	A	0.31	0.37	A	0.27	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.39	$ 4.27	A	$5.61	$ 5.07	C	$6.06	$ 5.55	D
	Cost Recovery | 25%	31%	39%	A	24%	32%	C	22%	30%	D

Operational Analysis

Miles Allocation



Hours Allocation



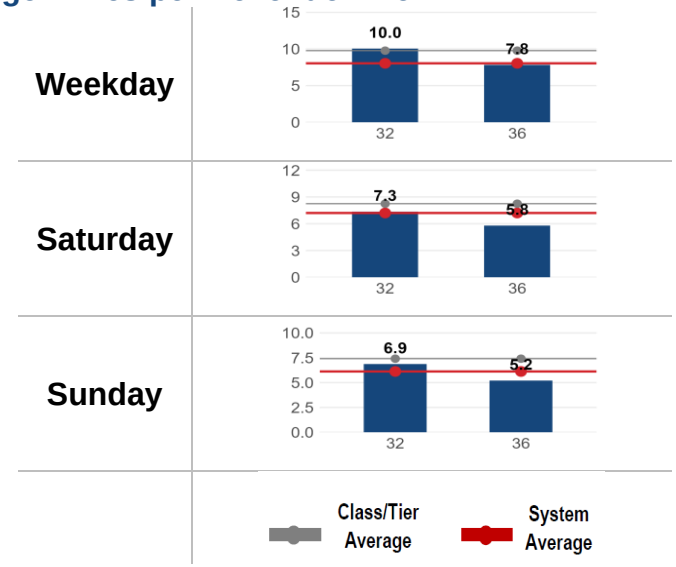
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
32	20.50	49,583	47,749 (96.3%)
36	19.80	40,868	38,625 (94.5%)

Service Change Summary

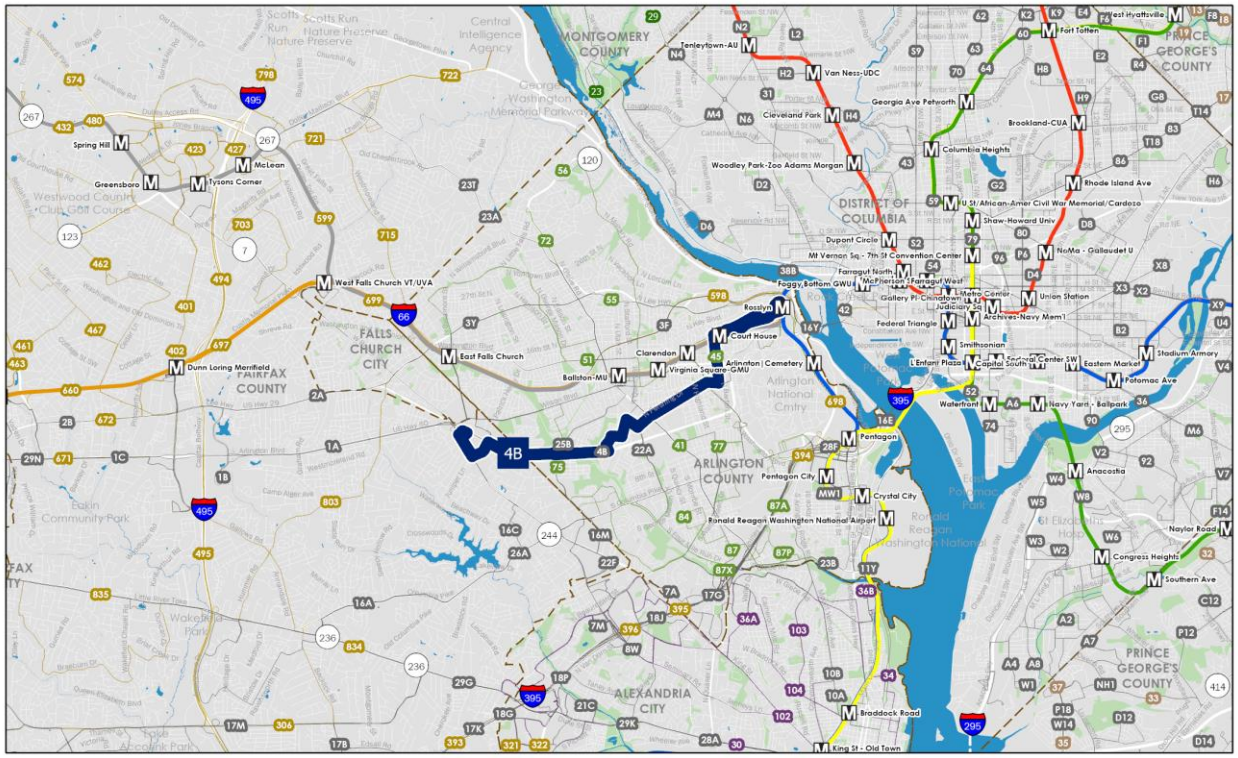
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

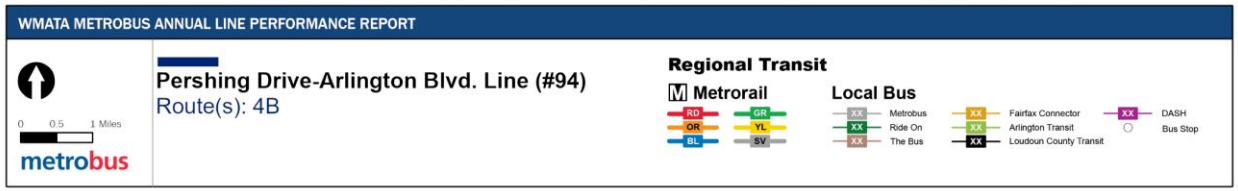
Passenger Miles per Revenue Mile



LINE: 94 - Pershing Drive-Arlington Blvd. ROUTE(S): 4B

About the Line





Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

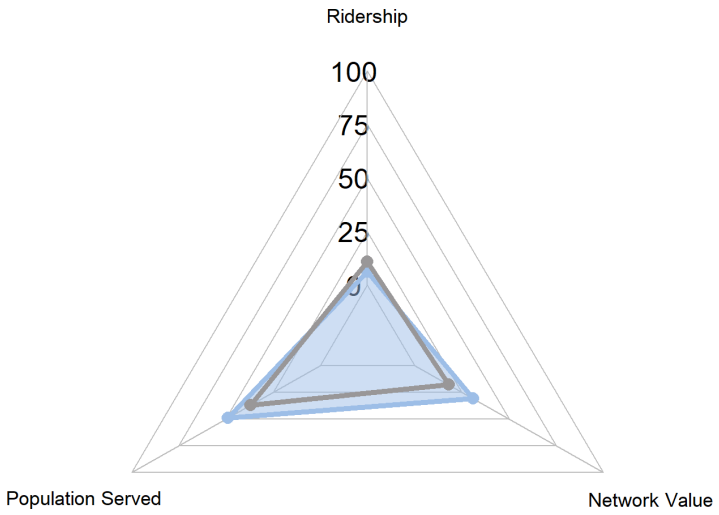
Legend

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:	49	31	6	

Operating Statistics

Annual Operating Costs	$2,252,960
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

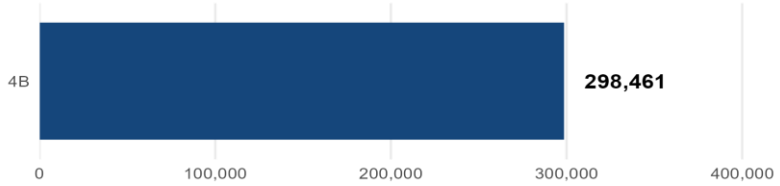
Service Area Population		50,347
Minority Population	*Service Area*	11,976
	% Riders Surveyed	91%
Low Income Household	*Service Area*	10,300
	% Riders Surveyed	90%

Facilities/Amenities

Bus Stops	71
% Stops With Shelters	37%
% Stops With Benches	37%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



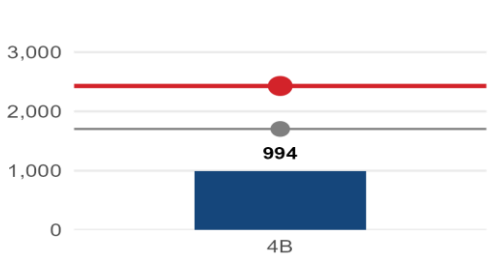
Top Transfer Locations

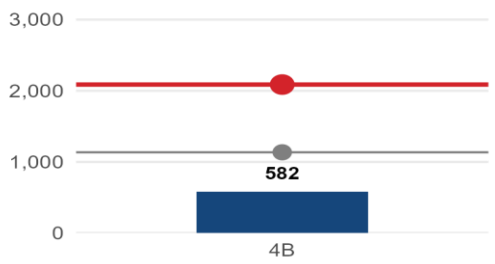
Rosslyn, Court House, Rosslyn East

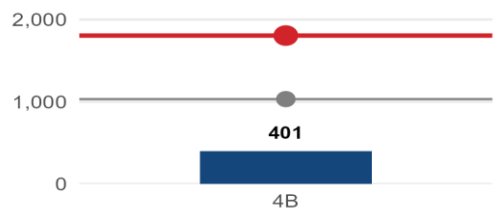
Average Daily Ridership

Class/Tier Average

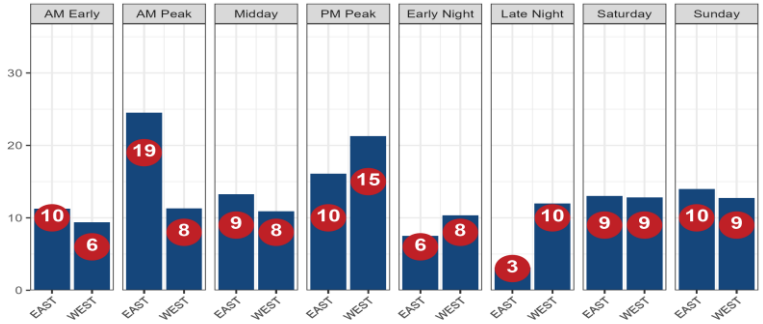
System Average







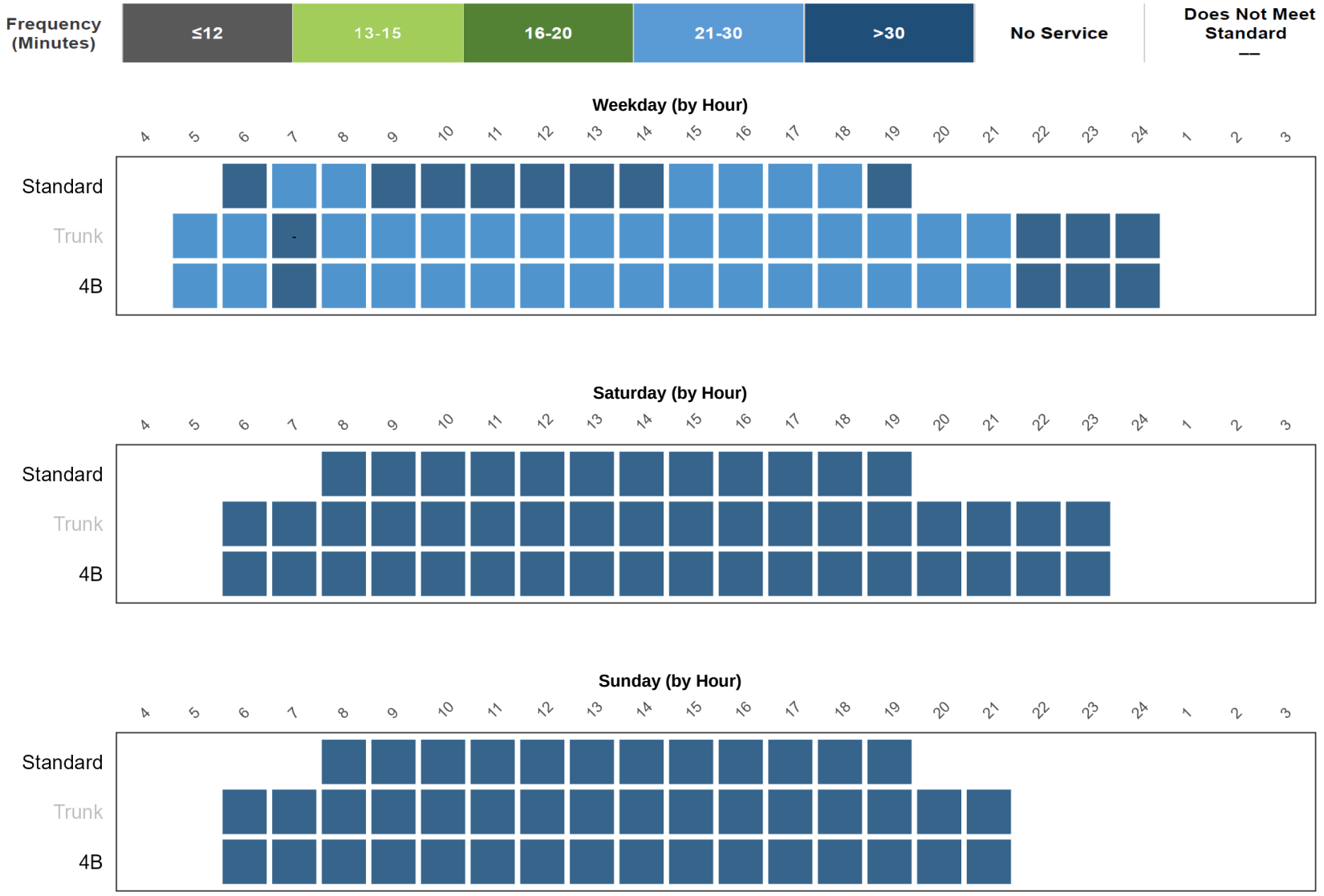
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.35	0.3
	Off-Peak Maximum Target: 1.0	0.2	0.19
	Saturday Maximum Target: 1.0	0.23	0.23
	Sunday Maximum Target: 1.0	0.25	0.22

Span and Frequency



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: 22.1 / Off-Peak: 32.8	B	45.0	36.3	A	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	17.5	33.4	A	18.0	28.1	A	18.2	26.6	A
	Passengers per Revenue Mile | 2	2.1	3.9	B	2.0	3.0	C	2.0	2.8	B
Reliability	**On-Time Performance |** 79%	87%	78%	A	92%	80%	A	85%	80%	A
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.29 Peak: 0.39	A	0.23	0.27	A	0.23	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.41	$ 4.60	E	$7.23	$ 5.40	E	$7.14	$ 5.77	E
	Cost Recovery | 20%	20%	29%	B	21%	24%	B	21%	23%	B

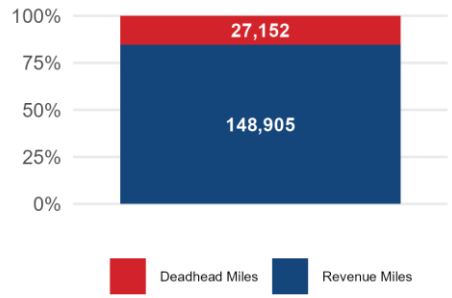
Route 4B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	6.2	E
Route Design	**Circuity |** N/A	1.27	2.37	-

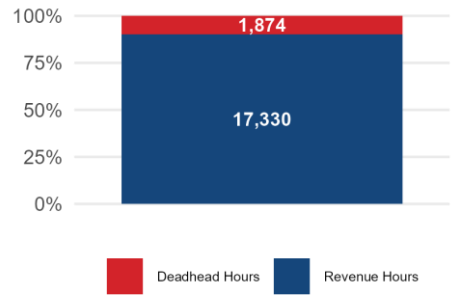
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	17.5	33.4	A	18.0	28.1	A	18.2	26.6	A
	Passengers per Revenue Mile | 2	2.1	3.9	B	2.0	3.0	C	2.0	2.8	B
	Unique Segment Ridership | 10%	71%	24%	A	74%	43%	A	74%	38%	A
Reliability	**On-Time Performance |** 79%	87%	78%	A	92%	80%	A	85%	80%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.32	Off-Peak: 0.31 Peak: 0.42	A	0.23	0.28	A	0.23	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.41	$ 4.60	E	$7.23	$ 5.40	E	$7.14	$ 5.77	E
	Cost Recovery | 20%	20%	32%	B	21%	24%	B	21%	23%	B

Operational Analysis

Miles Allocation



Hours Allocation



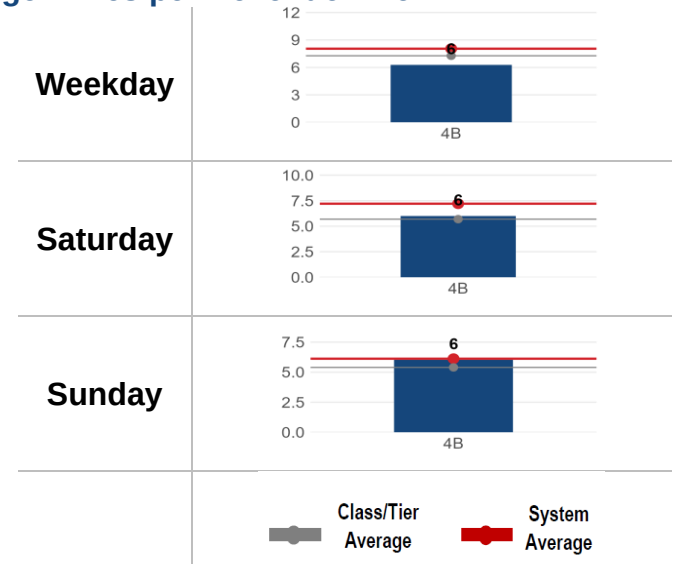
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
4B	13.70	22,379	22,038 (98.5%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

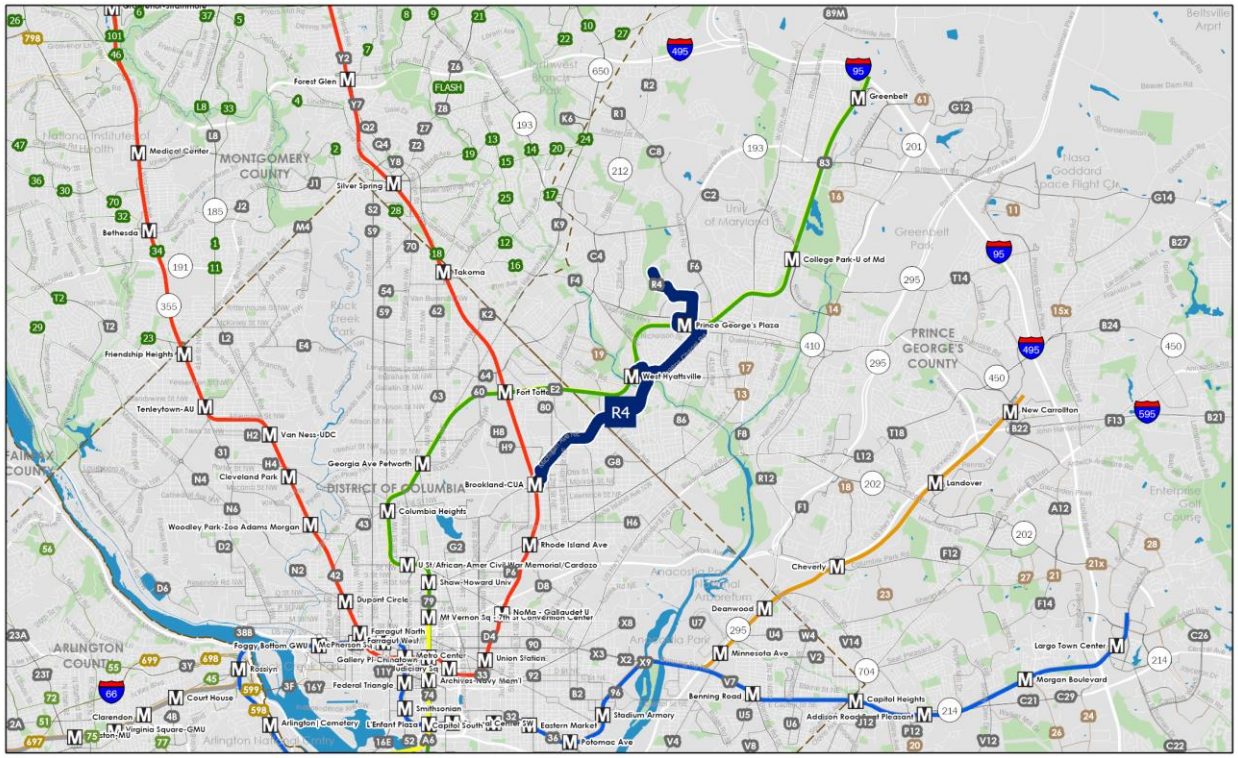
Passenger Miles per Revenue Mile



LINE: 802 - Queens Chapel Road

ROUTE(S): R4

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

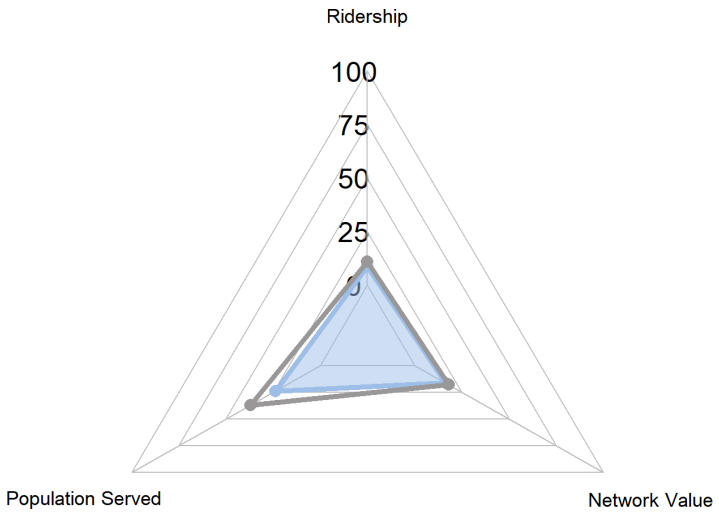
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

16

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	16	9	

Operating Statistics

Annual Operating Costs	$1,490,519
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

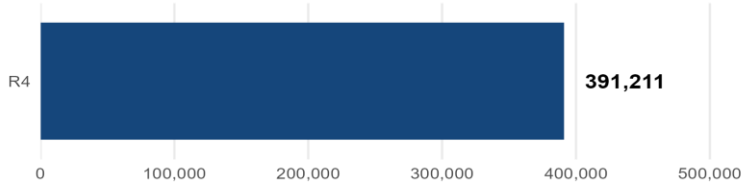
Service Area Population		23,570
Minority Population	*Service Area*	11,269
	% Riders Surveyed	91%
Low Income Household	*Service Area*	6,000
	% Riders Surveyed	57%

Facilities/Amenities

Bus Stops	69
% Stops With Shelters	22%
% Stops With Benches	14%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



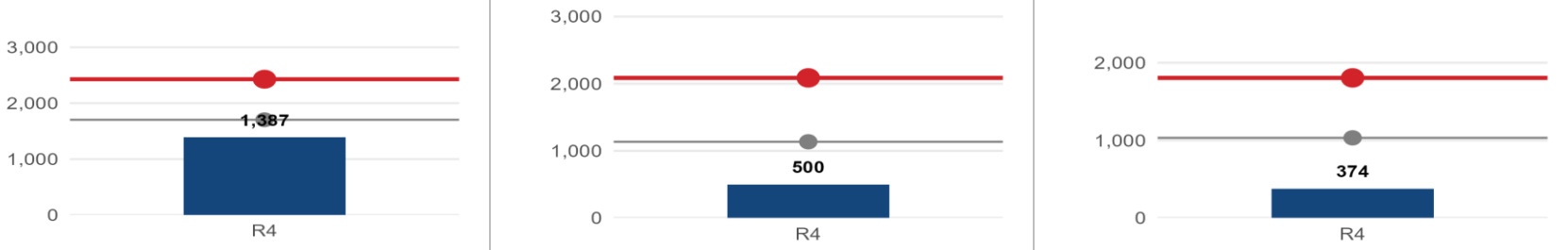
Top Transfer Locations

Brookland, Prince George's Plaza, West Hyattsville

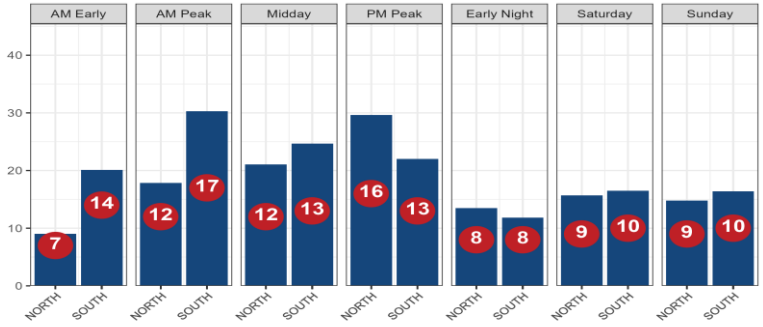
Average Daily Ridership

Class/Tier Average

System Average



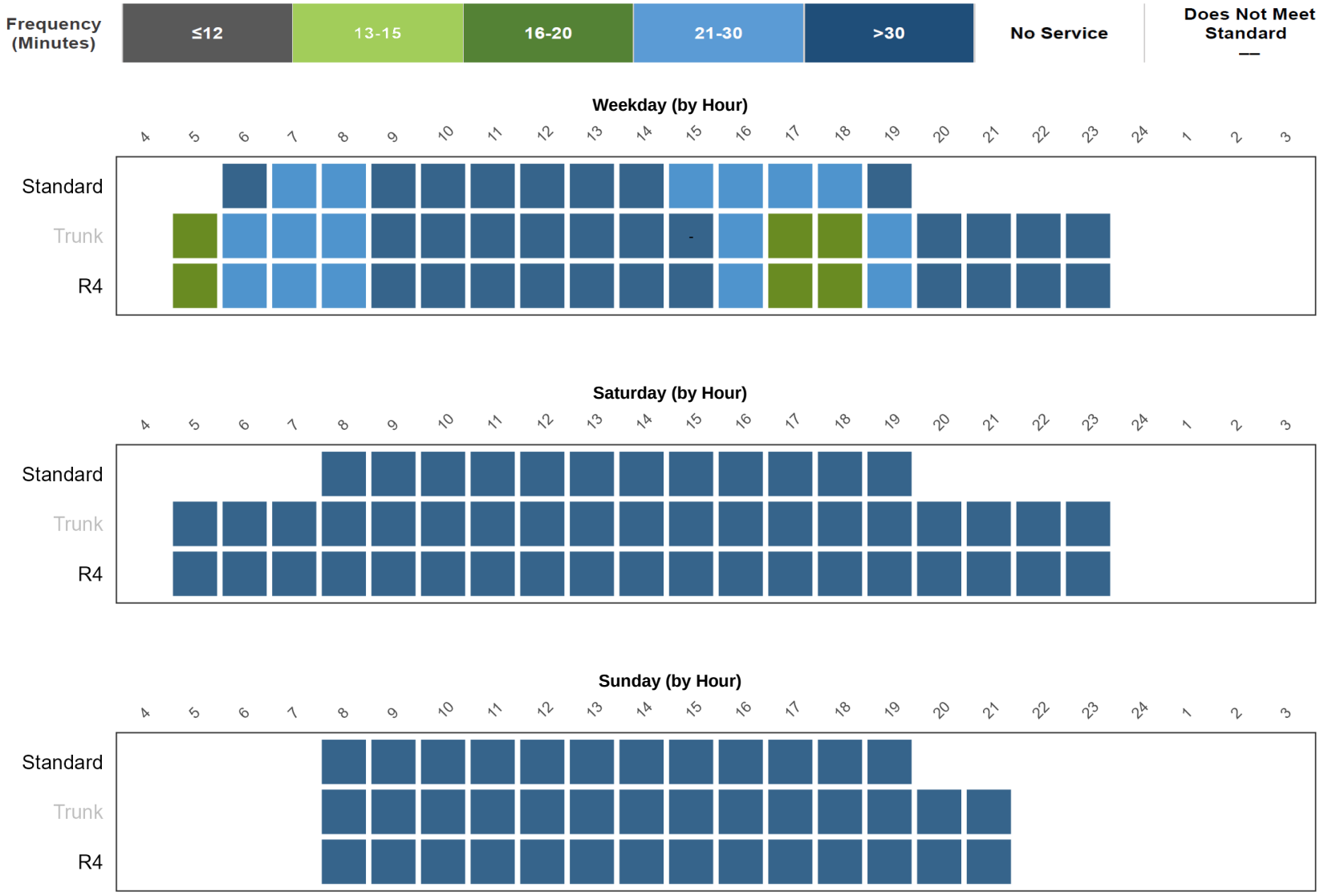
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.36	0.37
Weekday	**Off-Peak** Maximum Target: 1.0	0.24	0.29
	Saturday Maximum Target: 1.0	0.23	0.24
	Sunday Maximum Target: 1.0	0.22	0.25

Span and Frequency



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: 22.1 / Off-Peak: 32.8	A	68.0	36.3	D	63.0	37.8	C
Productivity	**Passengers per Revenue Hour |** 15	35.8	33.4	A	28.3	28.1	A	29.7	26.6	A
	Passengers per Revenue Mile | 2	3.7	3.9	A	2.7	3.0	A	2.6	2.8	A
Reliability	**On-Time Performance |** 79%	75%	78%	C	78%	80%	C	61%	80%	E
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.36	Off-Peak: 0.29 Peak: 0.39	A	0.24	0.27	A	0.24	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.63	$ 4.60	A	$4.59	$ 5.40	A	$4.38	$ 5.77	A
	Cost Recovery | 20%	35%	29%	A	28%	24%	A	29%	23%	A

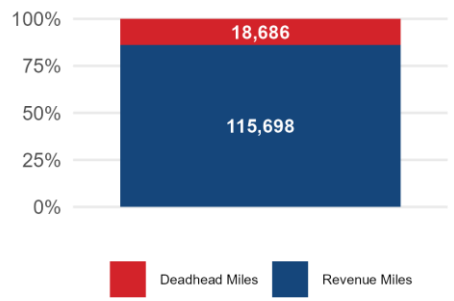
Route R4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	6.2	E
Route Design	**Circuity |** N/A	1.26	2.37	-

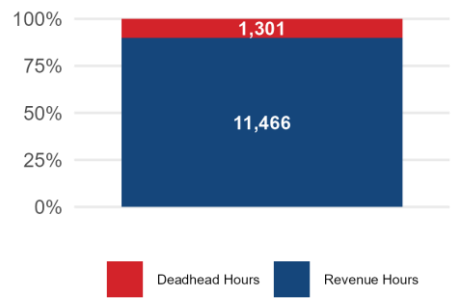
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	35.8	33.4	A	28.3	28.1	A	29.7	26.6	A
	Passengers per Revenue Mile | 2	3.7	3.9	A	2.7	3.0	A	2.6	2.8	A
	Unique Segment Ridership | 10%	39%	24%	A	33%	43%	A	33%	38%	A
Reliability	**On-Time Performance |** 79%	75%	78%	C	78%	80%	C	61%	80%	E
	Crowding | 5%	0%	2%	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: 0.42	A	0.24	0.28	A	0.24	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.63	$ 4.60	A	$4.59	$ 5.40	A	$4.38	$ 5.77	A
	Cost Recovery | 20%	35%	32%	A	28%	24%	A	29%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



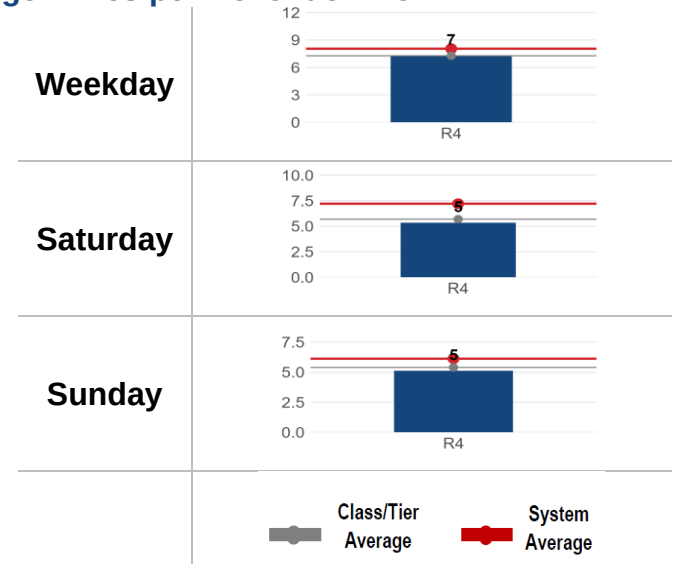
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R4	12.40	18,759	18,300 (97.6%)

Service Change Summary

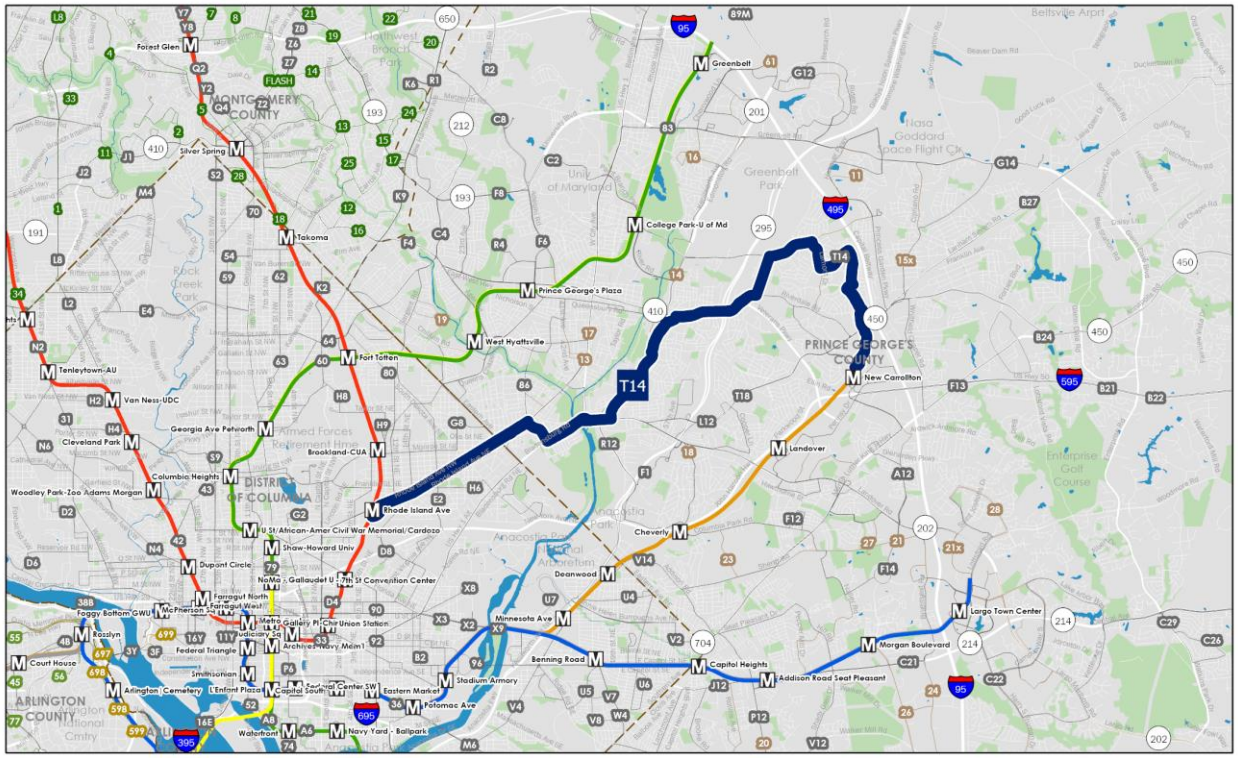
Jun 2024: Routing and stop changes made for reopening of Ager Rd at Queens Chapel Rd
Sep 2024: No change
Dec 2024: No change

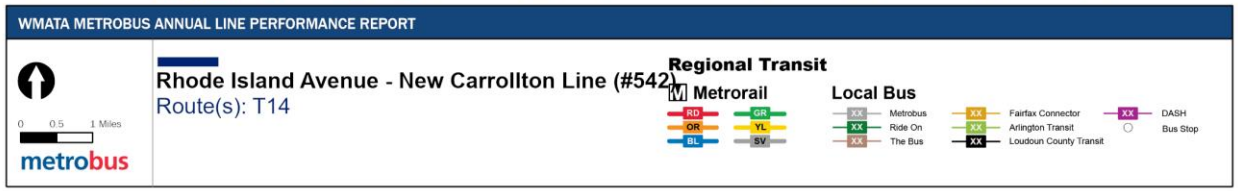
Passenger Miles per Revenue Mile



LINE: 542 - Rhode Island Avenue - New Carrollton ROUTE(S): T14

About the Line





Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

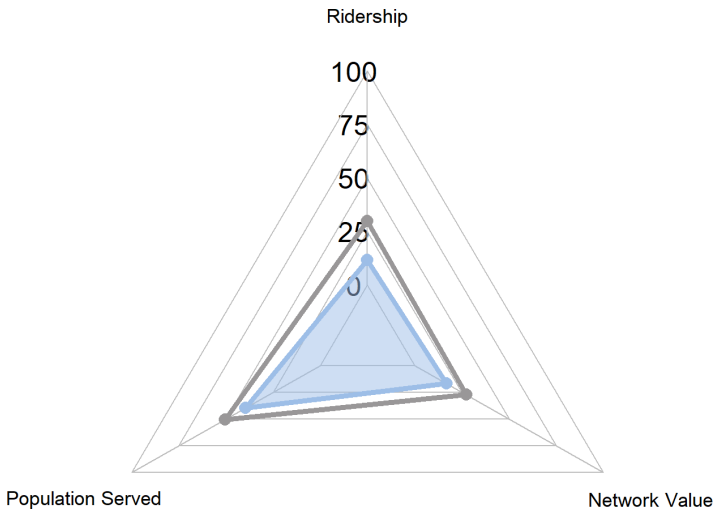
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

23

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	17	12	

Operating Statistics

Annual Operating Costs	$2,130,904
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

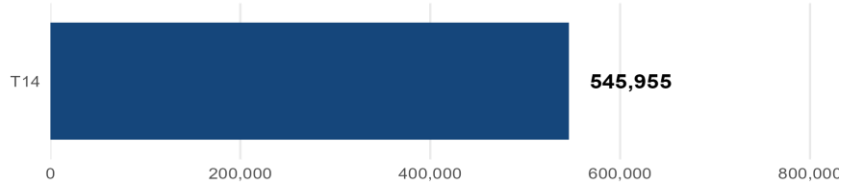
Service Area Population	40,056	
Minority Population	*Service Area*	18,890
	% Riders Surveyed	81%
Low Income Household	*Service Area*	12,864
	% Riders Surveyed	66%

Facilities/Amenities

Bus Stops	122
% Stops With Shelters	14%
% Stops With Benches	18%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



Top Transfer Locations

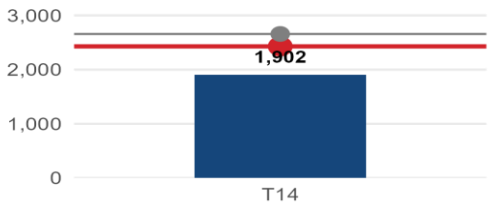
Rhode Island Avenue, New Carrollton

Average Daily Ridership

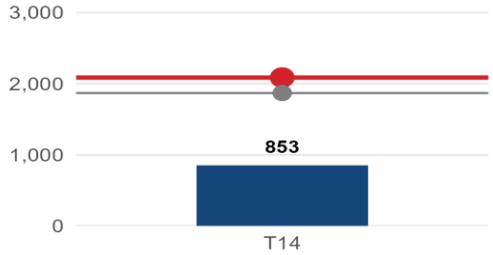
Class/Tier Average

System Average

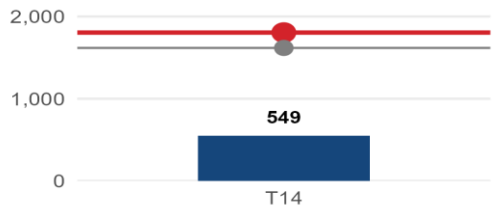
Weekday



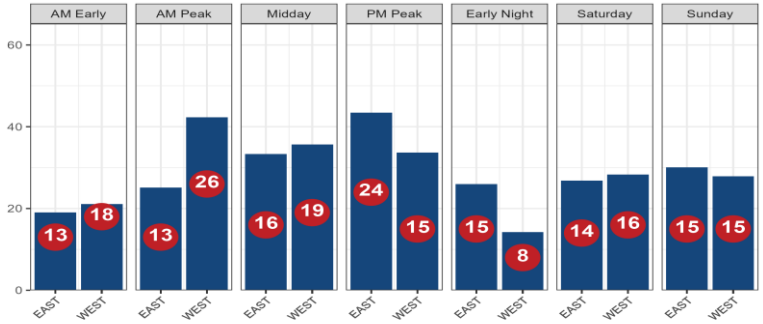
Saturday



Sunday



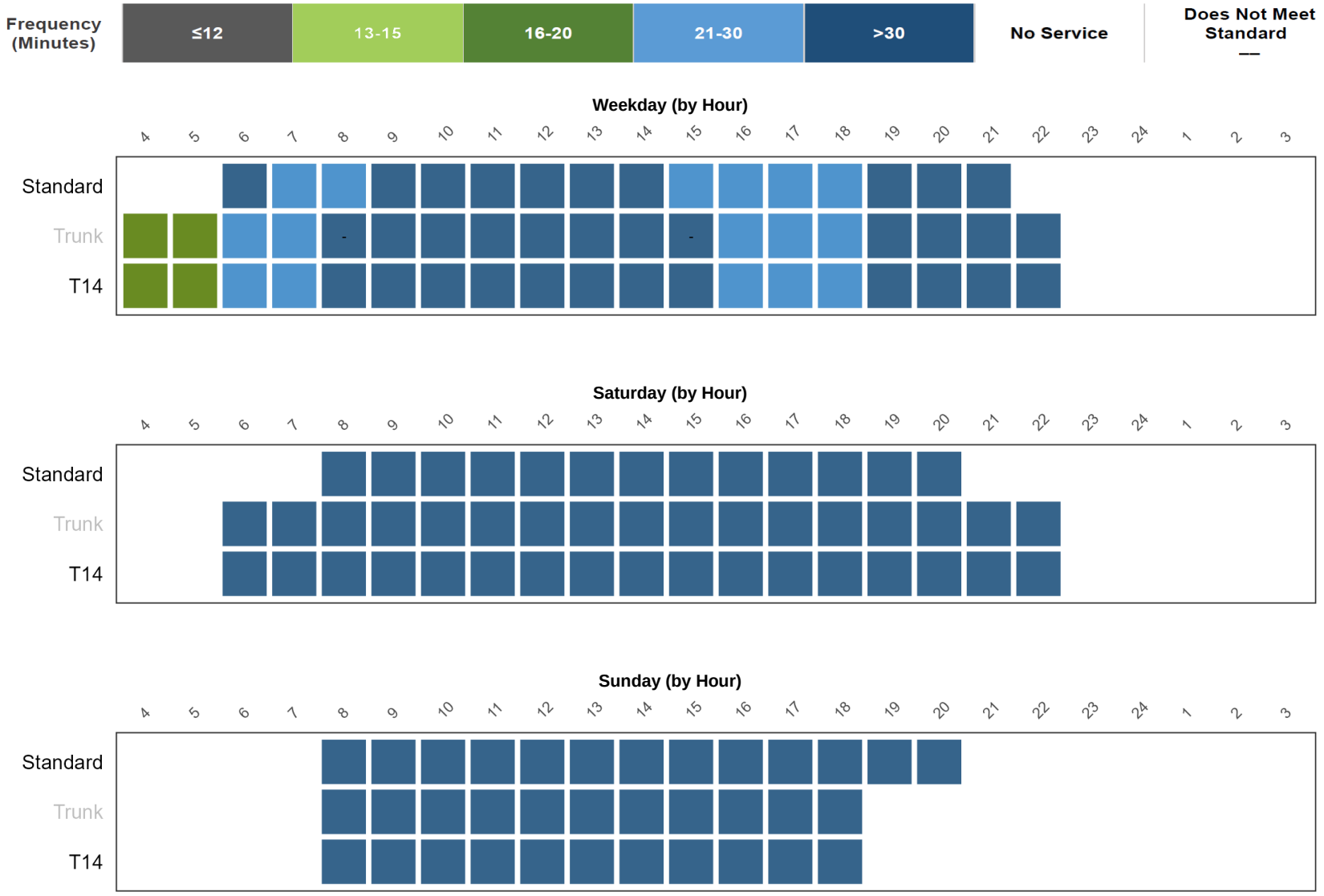
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.49	0.51
	Off-Peak Maximum Target: 1.0	0.38	0.4
	Saturday Maximum Target: 1.0	0.35	0.41
	Sunday Maximum Target: 1.0	0.38	0.37

Span and Frequency



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	4:38 AM - 10:39 PM	-	A	6:30 AM - 10:17 PM	-	A	8:05 AM - 6:50 PM	-	C
	Frequency of Service | varies	Peak: 28.0 / Off-Peak: 54.0	Peak: 21.1 / Off-Peak: 33.4	B	60.0	39.1	B	63.0	37.8	C
Productivity	**Passengers per Revenue Hour |** 15	32.9	29.8	A	27.8	25.4	A	27.6	24.4	A
	Passengers per Revenue Mile | 1	3.0	2.6	A	2.5	2.1	A	2.6	2.0	A
Reliability	**On-Time Performance |** 79%	69%	75%	E	72%	77%	D	77%	78%	C
	Crowding | 5%	0%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.5	Off-Peak: 0.35 Peak: 0.46	A	0.38	0.34	A	0.38	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.95	$ 4.80	A	$4.67	$ 5.61	A	$4.70	$ 5.91	A
	Cost Recovery | 20%	30%	28%	A	25%	24%	A	25%	23%	A

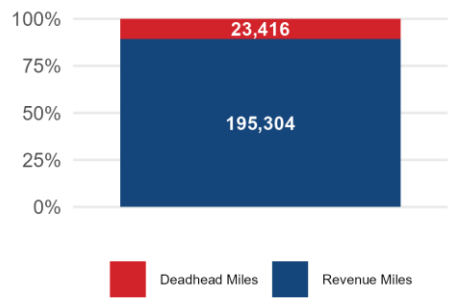
Route T14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	4.5	E
Route Design	**Circuity |** 1.75	1.53	2.09	A

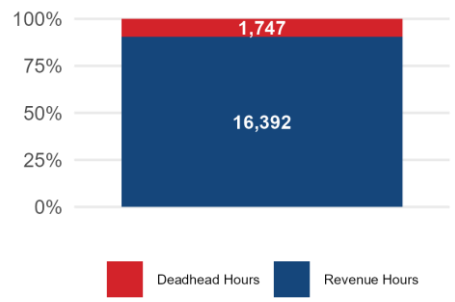
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	32.9	29.8	A	27.8	25.4	A	27.6	24.4	A
	Passengers per Revenue Mile | 1	3.0	2.6	A	2.5	2.1	A	2.6	2.0	A
	Unique Segment Ridership | 10%	37%	45%	A	43%	58%	A	53%	58%	A
Reliability	**On-Time Performance |** 79%	69%	75%	D	72%	77%	D	77%	78%	C
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.5	Off-Peak: 0.36 Peak: 0.46	A	0.38	0.35	A	0.38	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.95	$ 4.80	A	$4.67	$ 5.61	A	$4.70	$ 5.91	A
	Cost Recovery | 20%	30%	29%	A	25%	24%	A	25%	23%	A

Operational Analysis

Miles Allocation



Hours Allocation



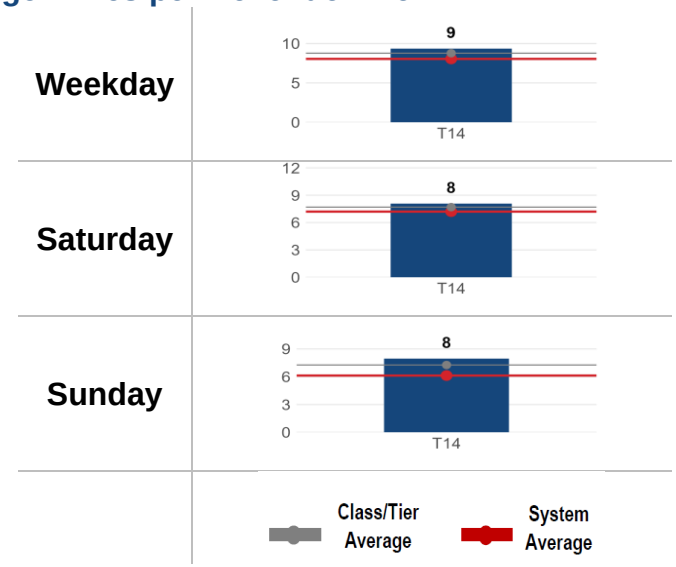
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T14	24.10	17,482	16,980 (97.1%)

Service Change Summary

Jun 2024: No change
Sep 2024: Saturdays and Sundays, buses depart terminals 12 min earlier (:30 past the hour) to improve on-time performance
Dec 2024: Terminal stop at New Carollton moved to temporary bus loop to accommodate Purple Line Construction; Travel time adjustments

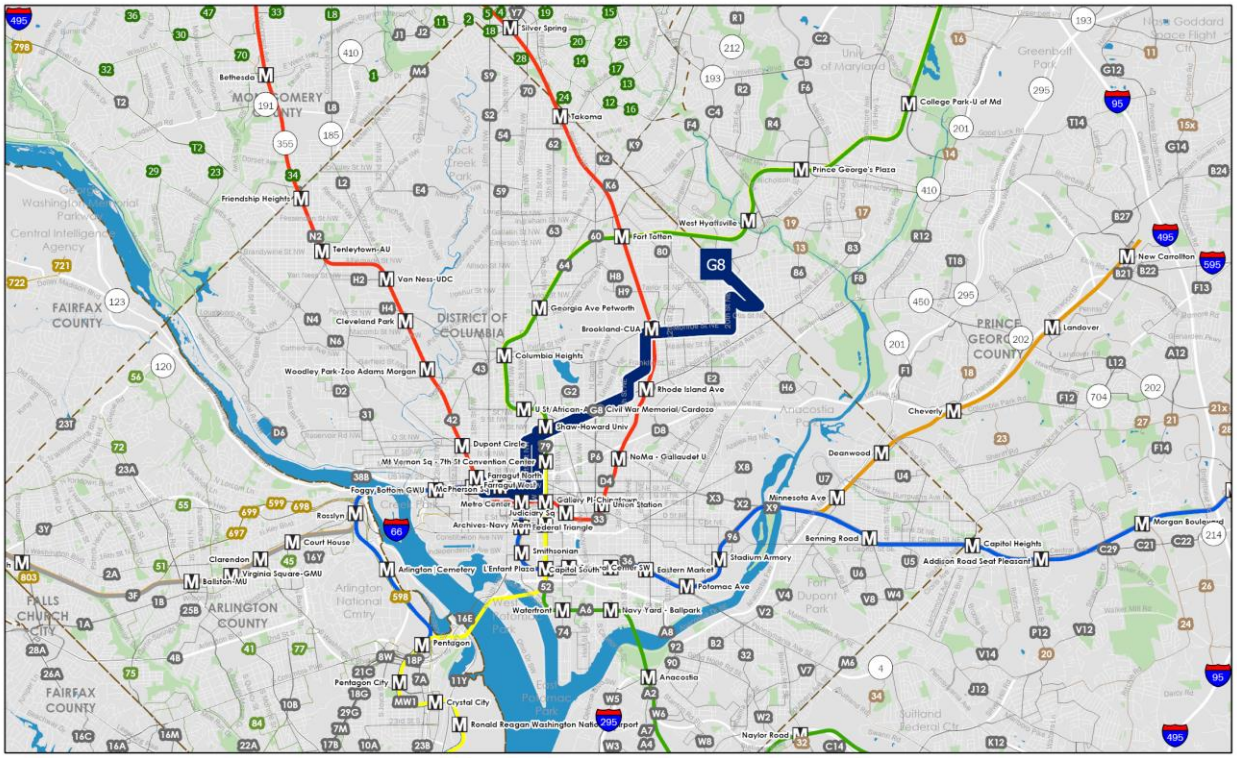
Passenger Miles per Revenue Mile



LINE: 101 - Rhode Island Avenue

ROUTE(S): G8

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

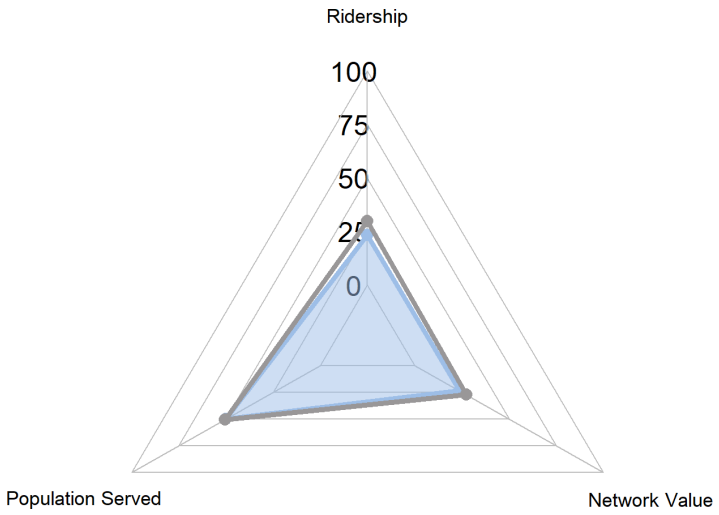
Legend

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:	50	24	23	

Operating Statistics

Annual Operating Costs	$5,179,958
Peak Vehicles	13
Vehicle Type(s)	40 Foot

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

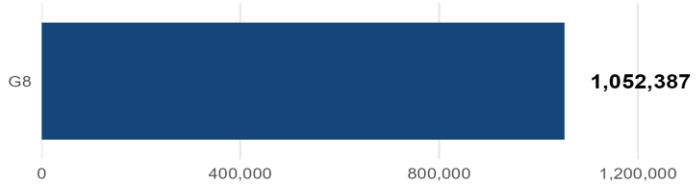
Service Area Population	52,941	
Minority Population	*Service Area*	24,634
	% Riders Surveyed	78%
Low Income Household	*Service Area*	11,488
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops	88
% Stops With Shelters	14%
% Stops With Benches	15%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership



Top Transfer Locations

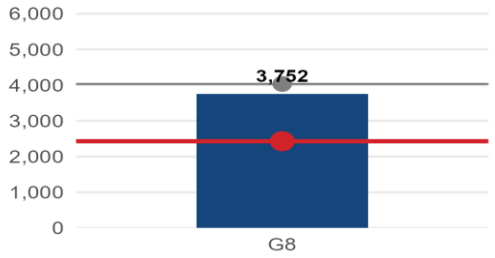
Brookland, Shaw-Howard University, Metro Center

Average Daily Ridership

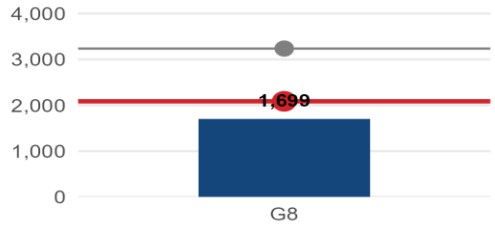
Class/Tier Average

System Average

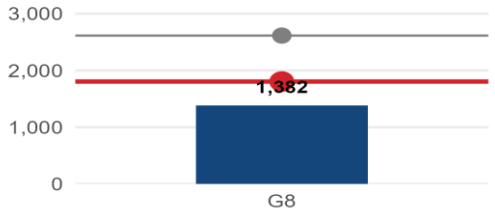
Weekday



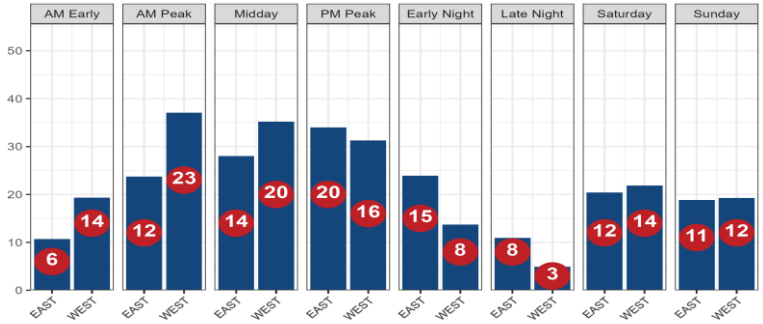
Saturday



Sunday



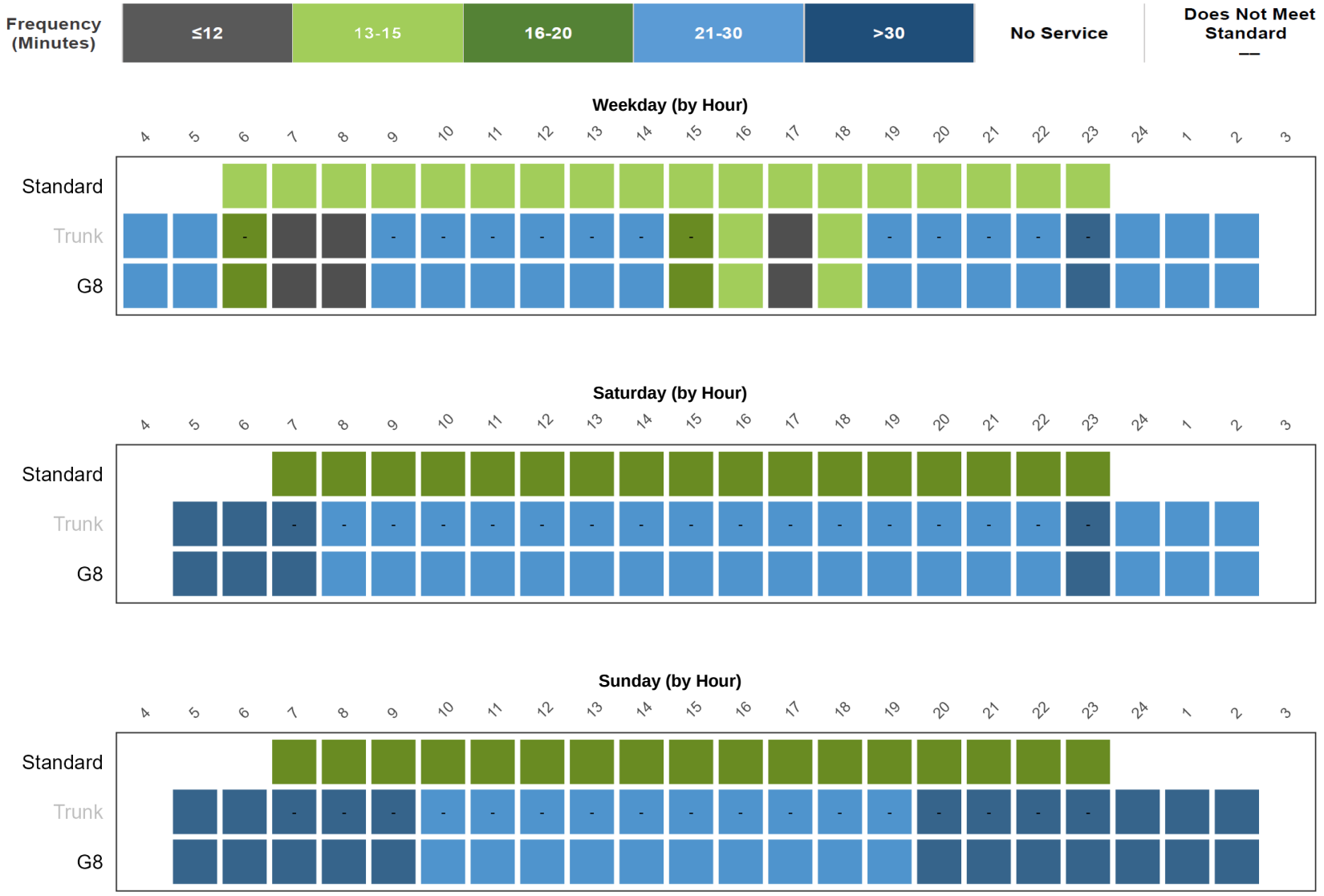
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.44	0.51
	Off-Peak Maximum Target: 1.0	0.32	0.32
	Saturday Maximum Target: 1.0	0.3	0.35
	Sunday Maximum Target: 1.0	0.27	0.31

Span and Frequency



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: 14.6 / Off-Peak: 18.6	B	30.0	20.8	D	34.0	23.8	E
Productivity	**Passengers per Revenue Hour |** 30	28.1	34.1	C	22.8	29.0	E	21.1	26.6	E
	Passengers per Revenue Mile | 4	4.0	4.6	C	2.9	3.7	E	2.5	3.2	E
Reliability	**On-Time Performance |** 79%	73%	74%	D	74%	75%	C	72%	77%	D
	Crowding | 5%	2%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.48	Off-Peak: 0.36 Peak: 0.5	A	0.32	0.37	A	0.29	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.63	$ 4.27	A	$5.71	$ 5.07	C	$6.17	$ 5.55	D
	Cost Recovery | 25%	40%	38%	A	32%	32%	A	30%	30%	A

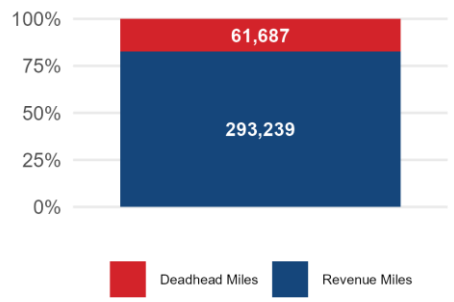
Route G8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	5.5	E
Route Design	**Circuity |** 1.75	1.38	1.23	A

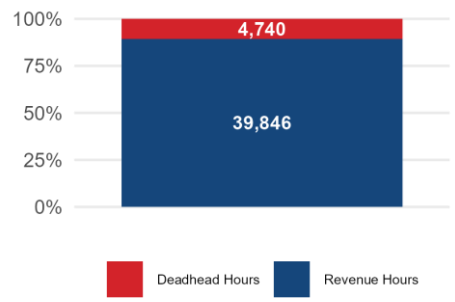
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	28.1	34.1	C	22.8	29.0	E	21.1	26.6	E
	Passengers per Revenue Mile | 4	4.0	4.6	C	2.9	3.7	E	2.5	3.2	E
	Unique Segment Ridership | 10%	9%	20%	C	67%	34%	A	6%	31%	D
Reliability	**On-Time Performance |** 79%	73%	74%	D	74%	75%	C	72%	77%	D
	Crowding | 5%	2%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.48	Off-Peak: 0.37 Peak: 0.51	A	0.32	0.37	A	0.29	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.63	$ 4.27	A	$5.71	$ 5.07	C	$6.17	$ 5.55	D
	Cost Recovery | 25%	40%	39%	A	32%	32%	A	30%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



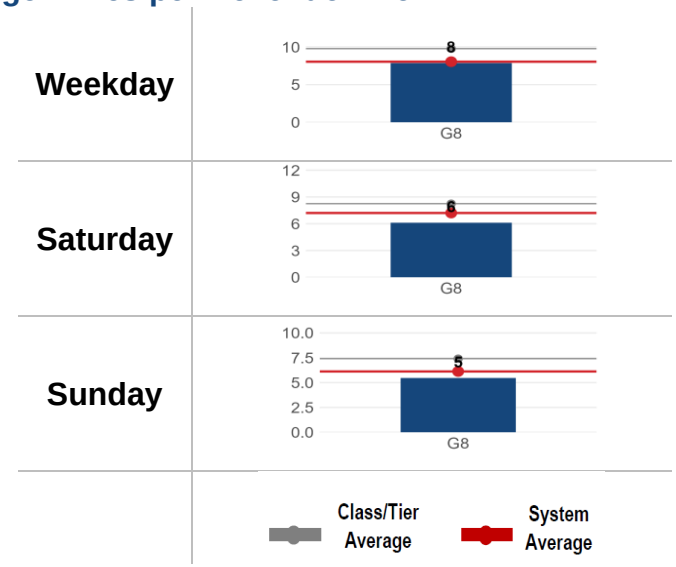
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G8	14.80	40,486	39,369 (97.2%)

Service Change Summary

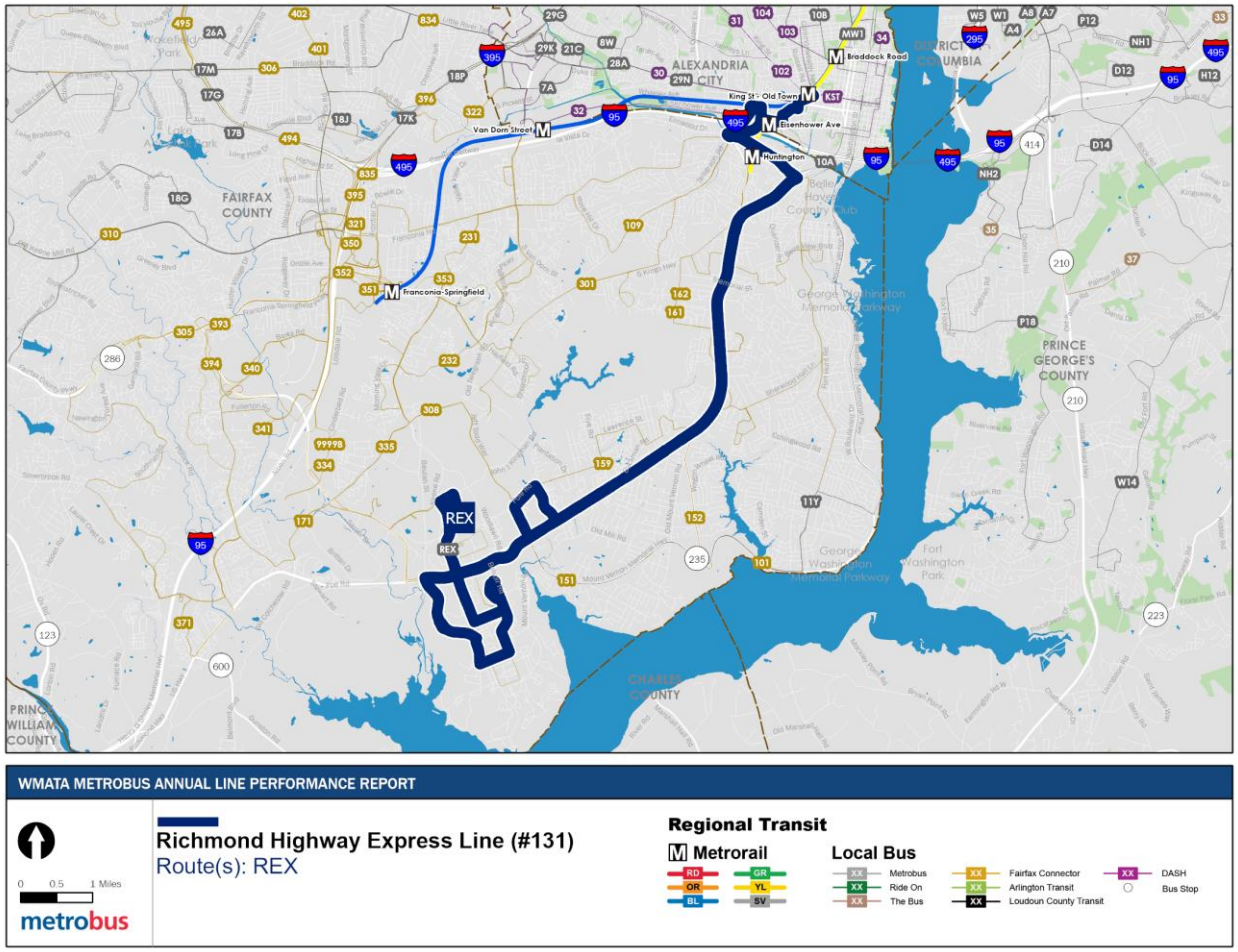
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 131 - Richmond Highway Express ROUTE(S): REX

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

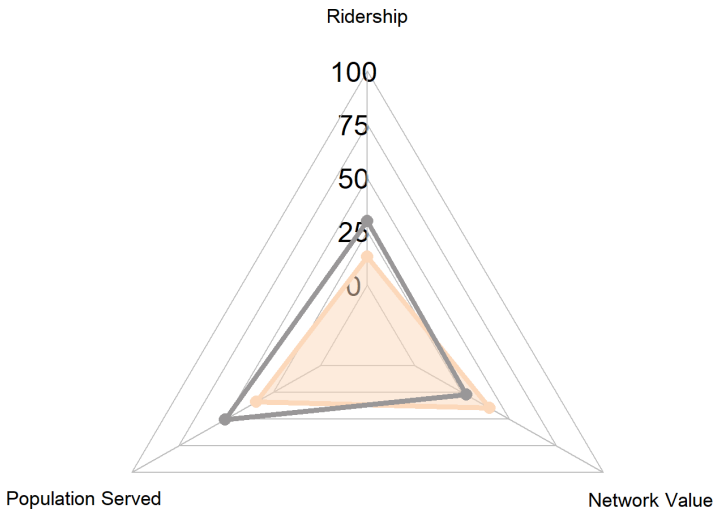
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

29

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	34	39	13	

Operating Statistics

Annual Operating Costs	$5,673,491
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

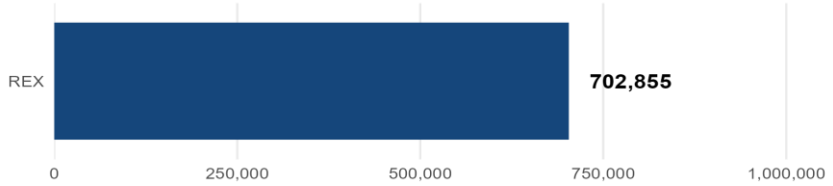
Service Area Population	25,974	
Minority Population	*Service Area*	9,708
	% Riders Surveyed	76%
Low Income Household	*Service Area*	6,911
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops	42
% Stops With Shelters	40%
% Stops With Benches	40%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



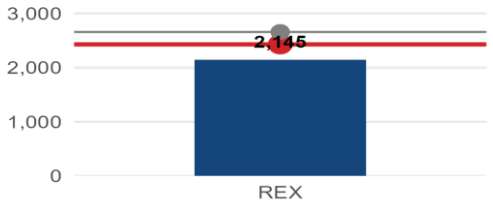
Top Transfer Locations

King Street, Huntington, Eisenhower Avenue

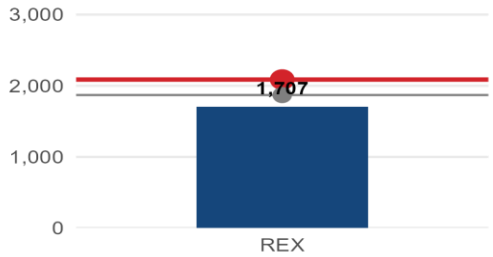
Average Daily Ridership



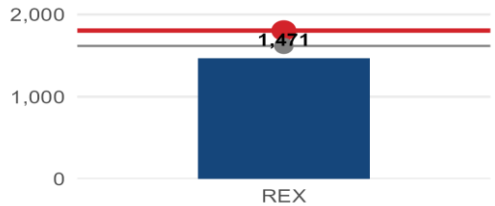
Weekday



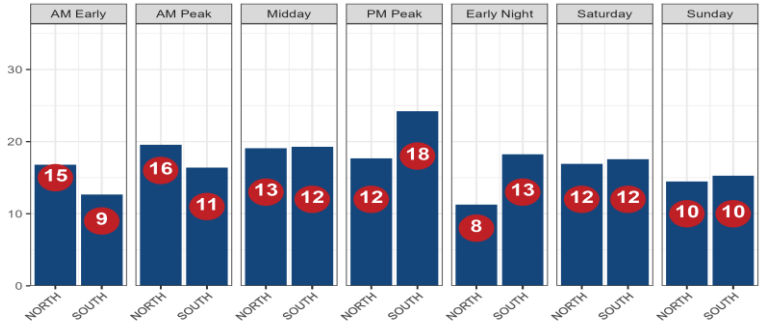
Saturday



Sunday



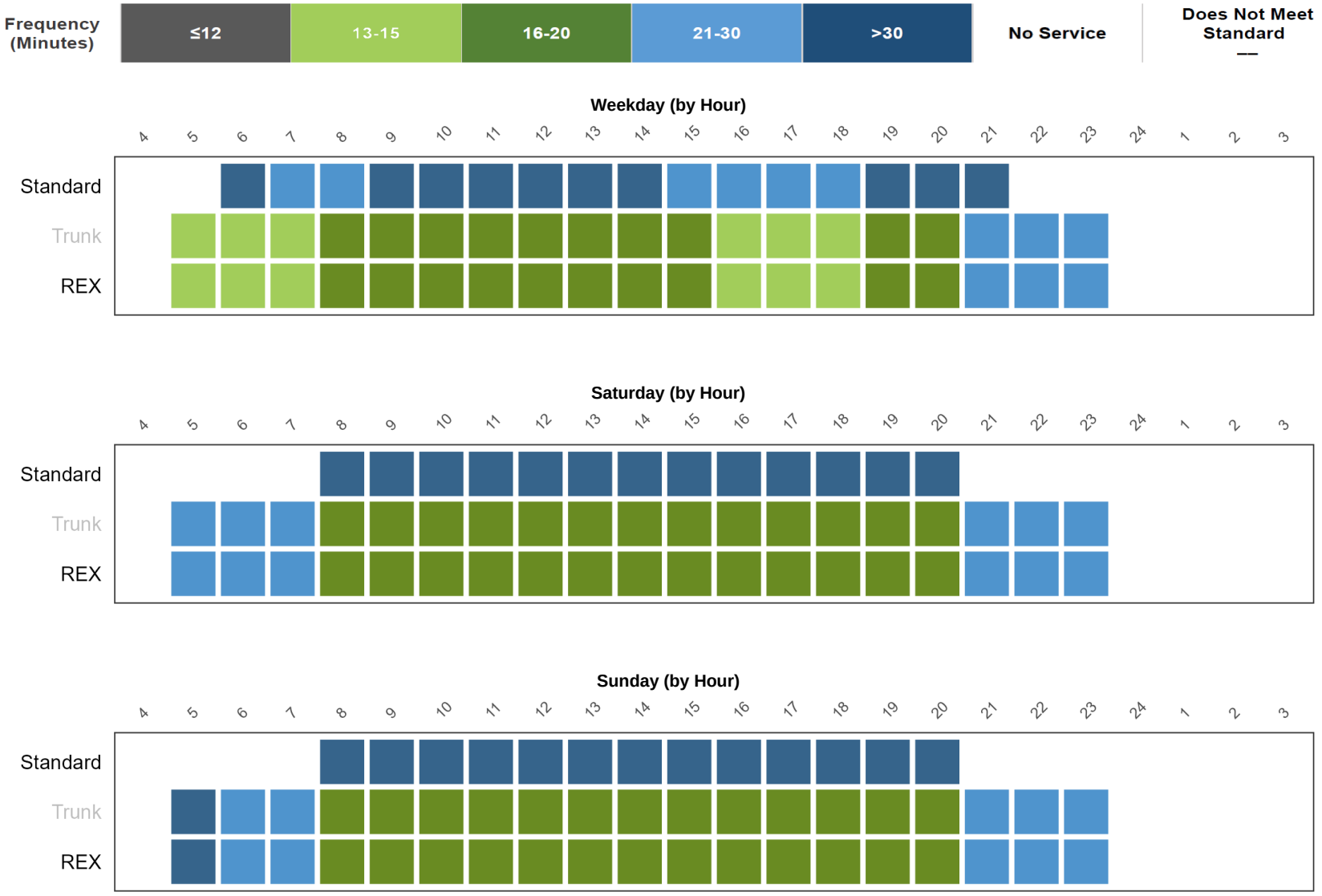
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.34	0.37
Weekday	**Off-Peak** Maximum Target: 1.0	0.3	0.3
	Saturday Maximum Target: 1.0	0.31	0.29
	Sunday Maximum Target: 1.0	0.26	0.25

Span and Frequency



Performance Report Card

B Richmond Highway Express

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	5:00 AM - 11:37 PM	-	A	5:00 AM - 11:42 PM	-	A	5:00 AM - 11:42 PM	-	A
	Frequency of Service | varies	Peak: 15.0 / Off-Peak: 20.0	Peak: 21.1 / Off-Peak: 33.4	A	21.0	39.1	A	21.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	15.7	29.8	B	14.4	25.4	C	12.4	24.4	D
	Passengers per Revenue Mile | 1	1.2	2.6	A	1.1	2.1	B	0.9	2.0	C
Reliability	**On-Time Performance |** 79%	77%	75%	C	80%	77%	B	83%	78%	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: 0.35 Peak: 0.46	A	0.3	0.34	A	0.25	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.26	$ 4.80	C	$9.02	$ 5.61	D	$10.51	$ 5.91	E
	Cost Recovery | 20%	16%	28%	D	15%	24%	D	13%	23%	E

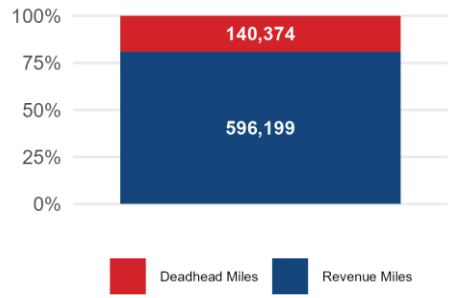
Route REX

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	1.5	4.5	E
Route Design	**Circuity |** 1.75	1.71	2.09	B

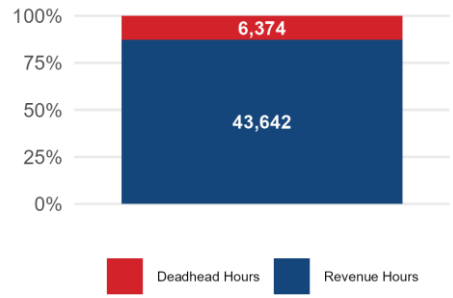
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	15.7	29.8	B	14.4	25.4	C	12.4	24.4	D
	Passengers per Revenue Mile | 1	1.2	2.6	A	1.1	2.1	B	0.9	2.0	C
	Unique Segment Ridership | 10%	99%	45%	A	99%	58%	A	99%	58%	A
Reliability	**On-Time Performance |** 79%	77%	75%	C	80%	77%	B	83%	78%	B
	Crowding | 5%	0%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.36	Off-Peak: 0.36 Peak: 0.46	A	0.3	0.35	A	0.25	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.26	$ 4.80	C	$9.02	$ 5.61	D	$10.51	$ 5.91	E
	Cost Recovery | 20%	16%	29%	D	15%	24%	D	13%	23%	E

Operational Analysis

Miles Allocation



Hours Allocation



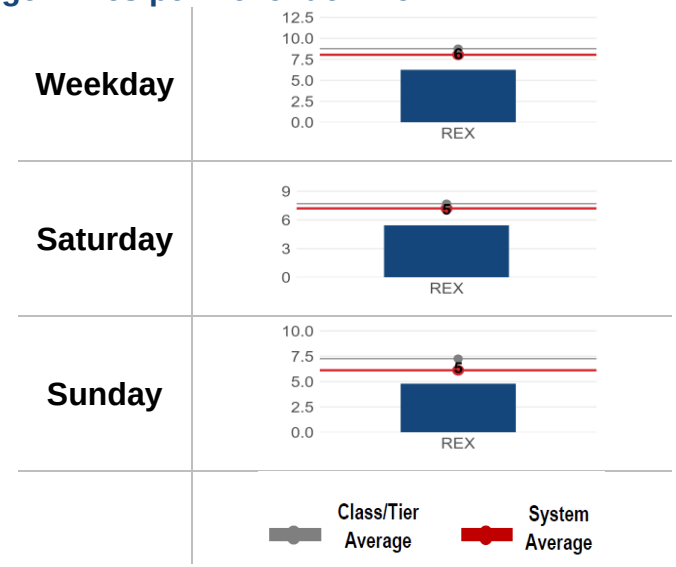
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
REX	34.80	40,054	39,012 (97.4%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: Routing changed so all trips enter/exit Fort Belvoir via Tulley Gate; Travel time adjustments

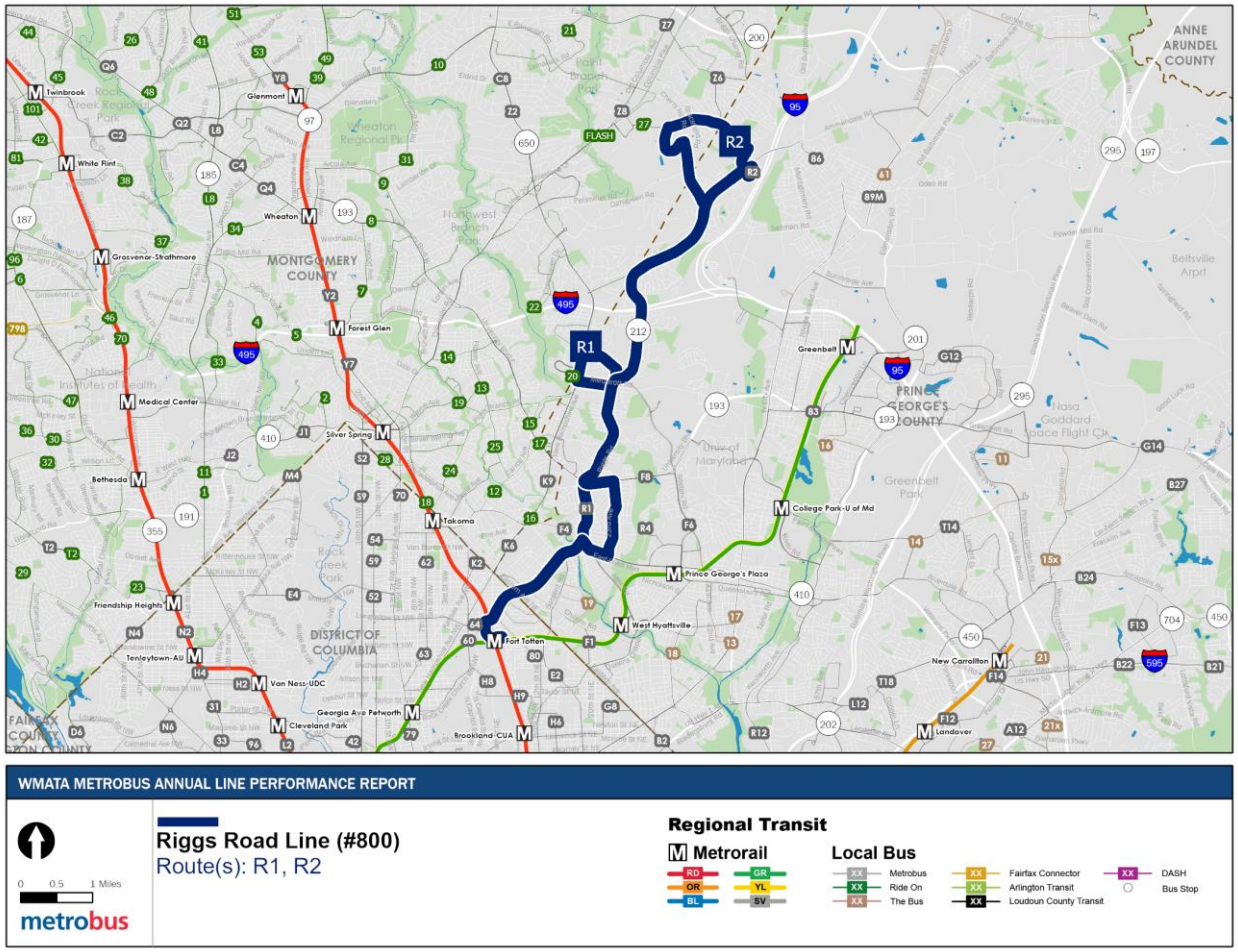
Passenger Miles per Revenue Mile



LINE: 800 - Riggs Road

ROUTE(S): R1, R2

About the Line



Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

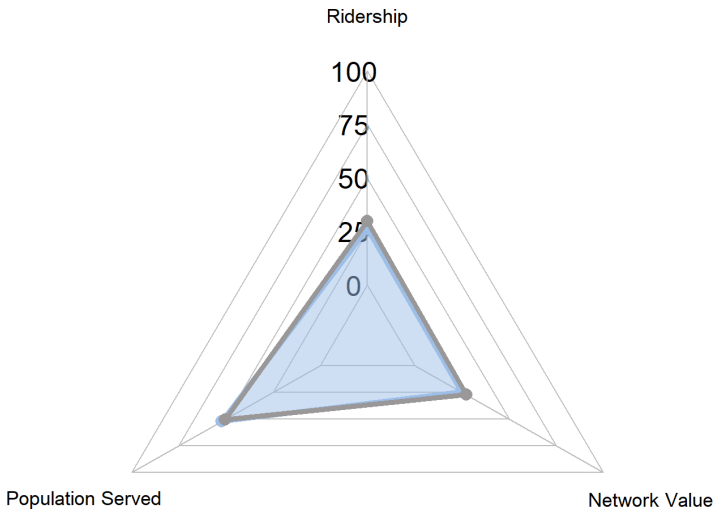
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

34

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	52	25	26	

Operating Statistics

Annual Operating Costs	$3,135,590
Peak Vehicles	9
Vehicle Type(s)	40 Foot, 60 Foot

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

Service Area Population		71,659
Minority Population	*Service Area*	28,305
	% Riders Surveyed	95%
Low Income Household	*Service Area*	23,235
	% Riders Surveyed	70%

Facilities/Amenities

Bus Stops	142
% Stops With Shelters	6%
% Stops With Benches	7%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



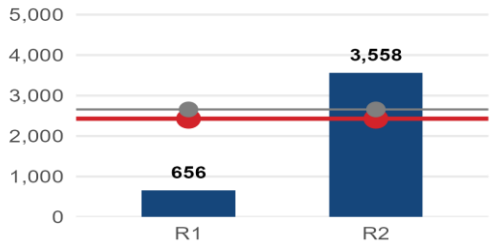
Top Transfer Locations

Fort Totten

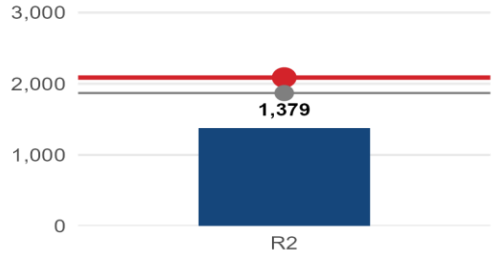
Average Daily Ridership



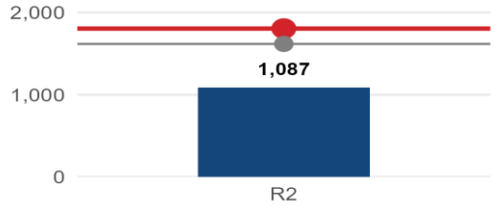
Weekday



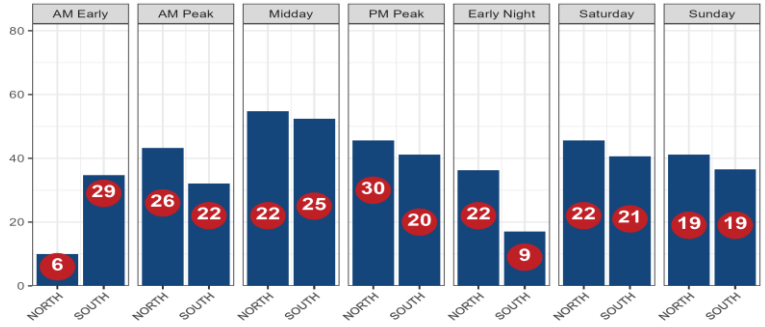
Saturday



Sunday



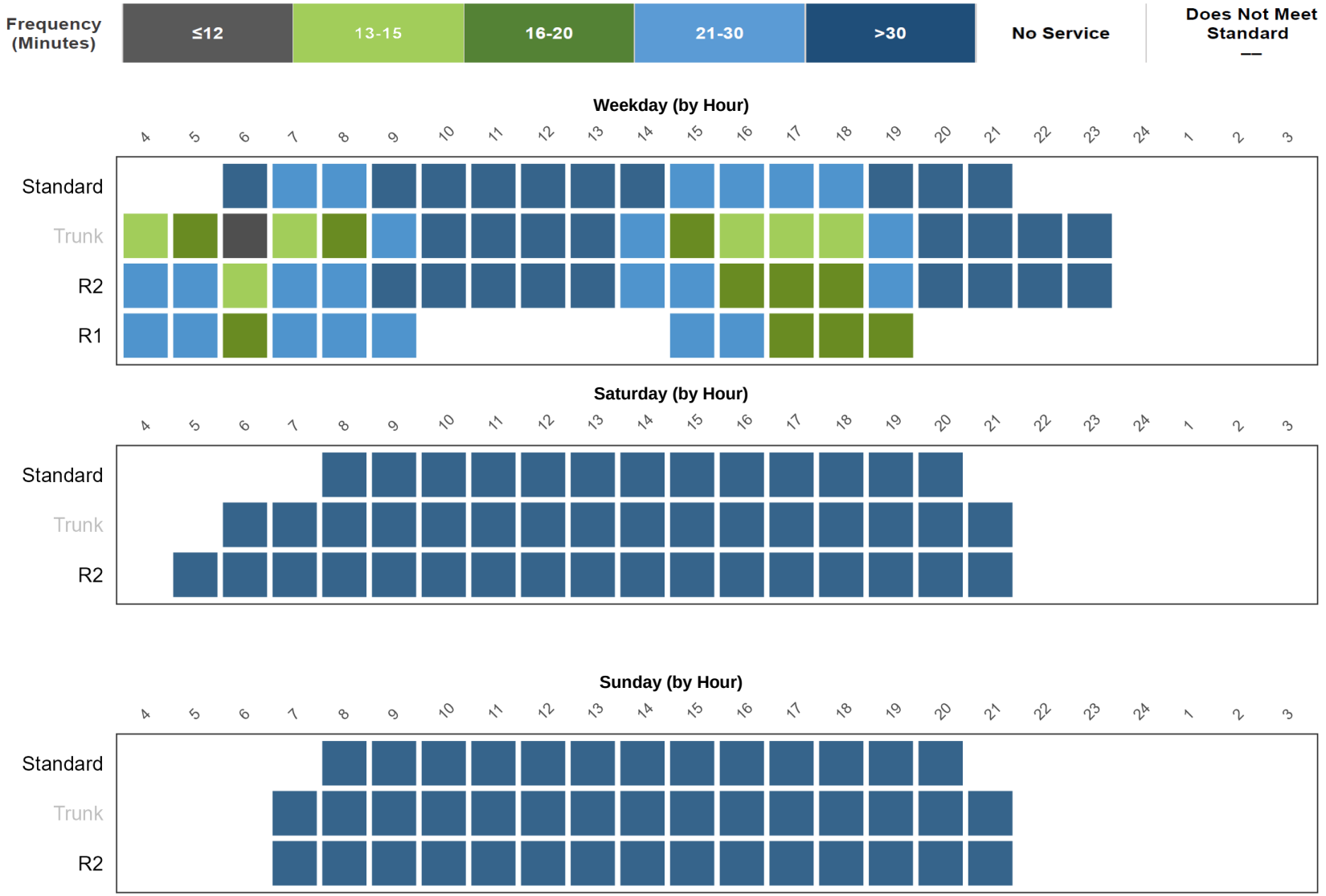
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.62	0.47
	Off-Peak Maximum Target: 1.0	0.4	0.46
	Saturday Maximum Target: 1.0	0.54	0.53
	Sunday Maximum Target: 1.0	0.48	0.47

Span and Frequency



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: 15.0 / Off-Peak: 33.0	Peak: 21.1 / Off-Peak: 33.4	A	59.0	39.1	B	60.0	37.8	B
Productivity	**Passengers per Revenue Hour |** 15	48.6	29.8	A	44.9	25.4	A	40.4	24.4	A
	Passengers per Revenue Mile | 1	4.0	2.6	A	4.0	2.1	A	3.5	2.0	A
Reliability	**On-Time Performance |** 79%	62%	75%	E	73%	77%	D	72%	78%	D
	Crowding | 5%	0%	1%	A	3%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.55	Off-Peak: 0.35 Peak: 0.46	A	0.54	0.34	A	0.47	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$2.68	$ 4.80	A	$2.90	$ 5.61	A	$3.22	$ 5.91	A
	Cost Recovery | 20%	47%	28%	A	44%	24%	A	39%	23%	A

Route R1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	4.5	E
Route Design	**Circuity |** 1.75	1.43	2.09	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	45	29.8	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	4.6	2.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	11%	45%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	57%	75%	E	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.51 Peak: 0.55	Off-Peak: 0.36 Peak: 0.46	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$2.89	$ 4.80	A	-	-	-	-	-	-
	Cost Recovery | 20%	52%	29%	A	-	-	-	-	-	-

Route R2

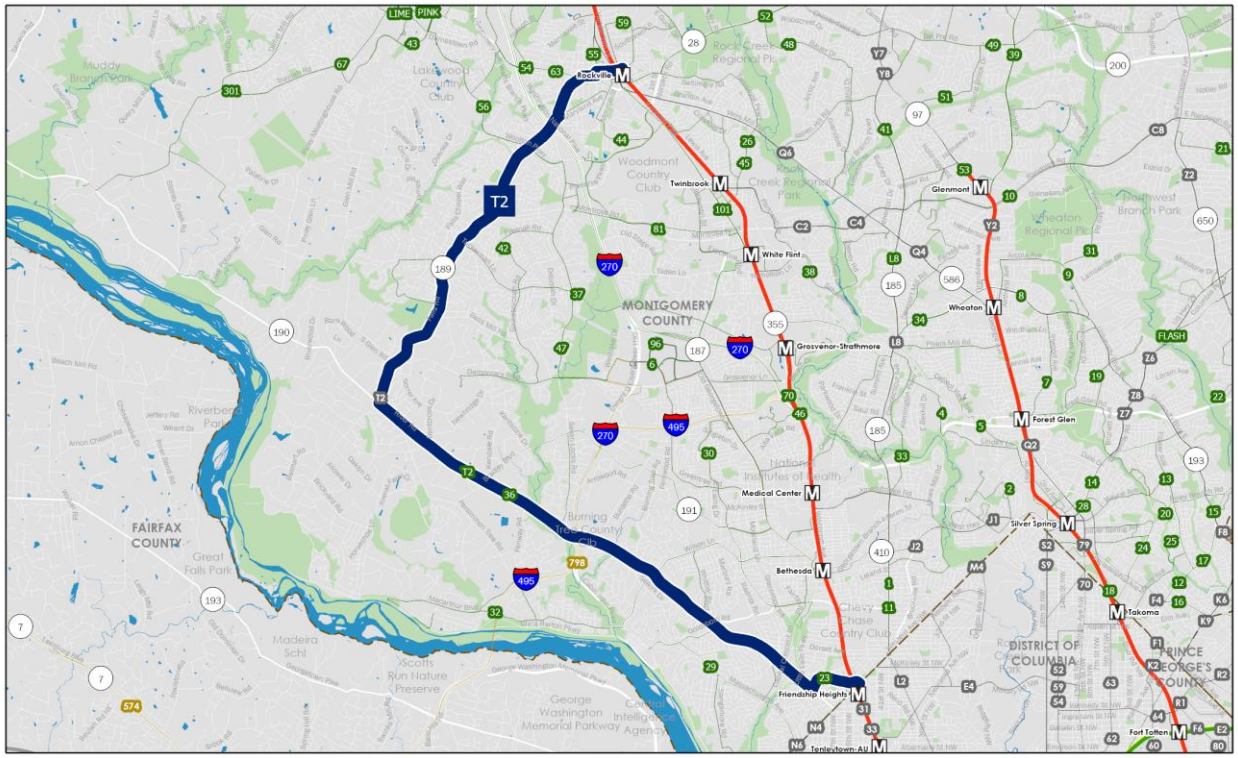
	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.4	4.5	E
Route Design	**Circuity |** 1.75	1.29	2.09	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	49.3	29.8	A	44.9	25.4	A	40.4	24.4	A
	Passengers per Revenue Mile | 1	3.9	2.6	A	4.0	2.1	A	3.5	2.0	A
	Unique Segment Ridership | 10%	38%	45%	A	81%	58%	A	80%	58%	A
Reliability	**On-Time Performance |** 79%	63%	75%	E	73%	77%	D	72%	78%	D
	Crowding | 5%	8%	2%	E	3%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.36 Peak: 0.46	A	0.54	0.35	A	0.47	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$2.64	$ 4.80	A	$2.90	$ 5.61	A	$3.22	$ 5.91	A
	Cost Recovery | 20%	46%	29%	A	42%	24%	A	38%	23%	A

LINE: 102 - River Road

ROUTE(S): T2

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

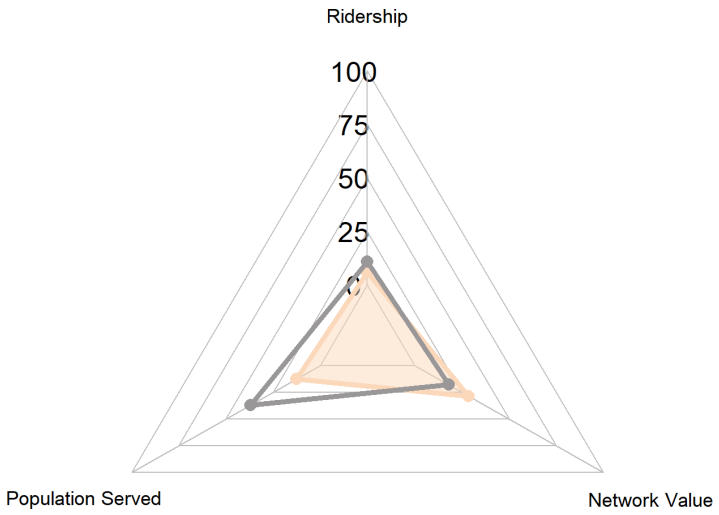
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

16

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	29	6	

Operating Statistics

Annual Operating Costs	$1,857,300
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

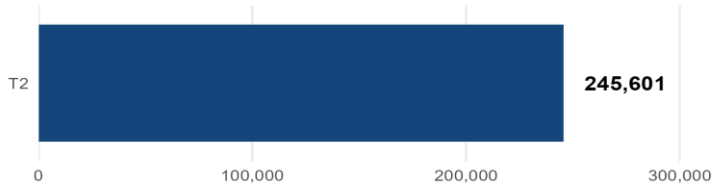
Service Area Population	25,650	
Minority Population	*Service Area*	7,197
	% Riders Surveyed	88%
Low Income Household	*Service Area*	2,617
	% Riders Surveyed	69%

Facilities/Amenities

Bus Stops	132
% Stops With Shelters	11%
% Stops With Benches	49%
% Stops With Real-Time Signs	1%

Ridership

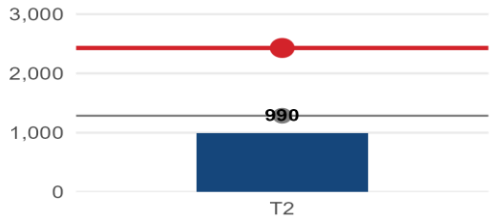
Annual Ridership



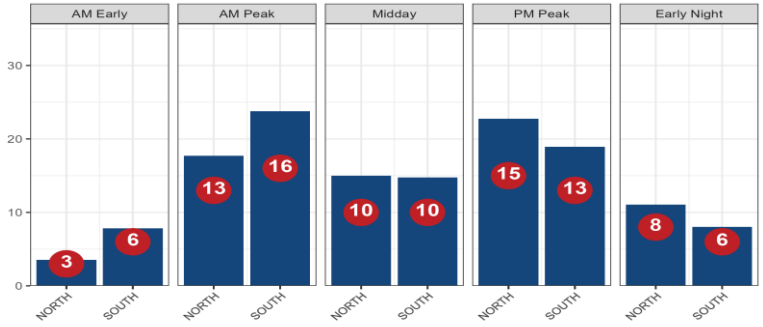
Top Transfer Locations

Friendship Heights, Rockville

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

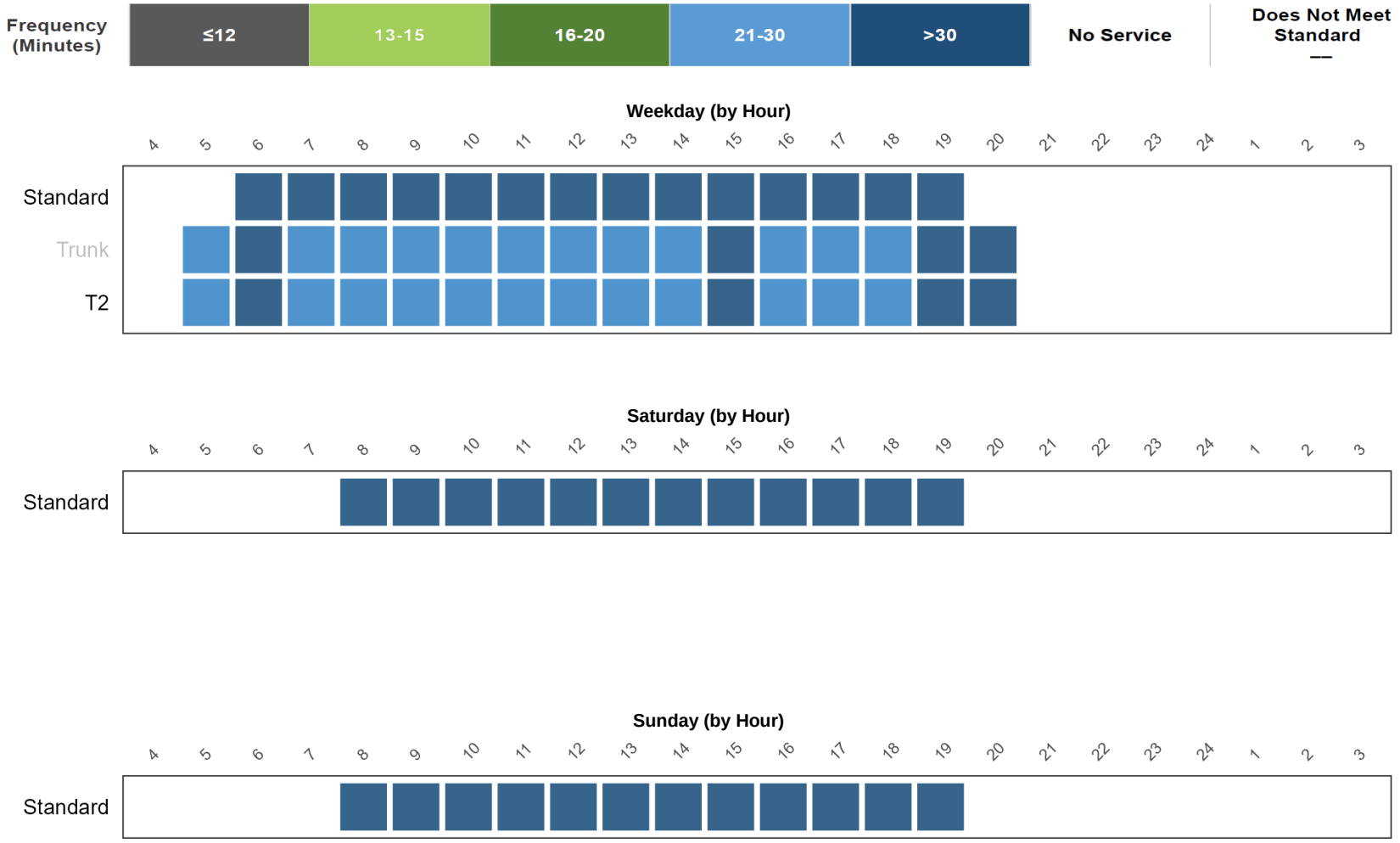
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.36	0.36
	Off-Peak Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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 - 8:16 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 29.0 / Off-Peak: 30.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	17.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.2	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.36	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.47	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	17%	23%	D	-	-	-	-	-	-

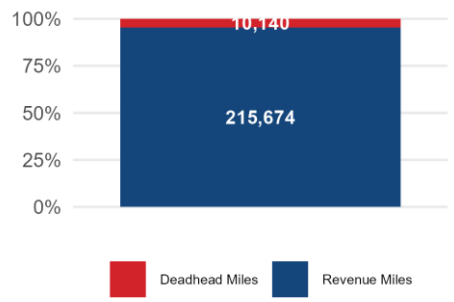
Route T2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.8	A
Route Design	**Circuity |** N/A	1.68	1.78	-

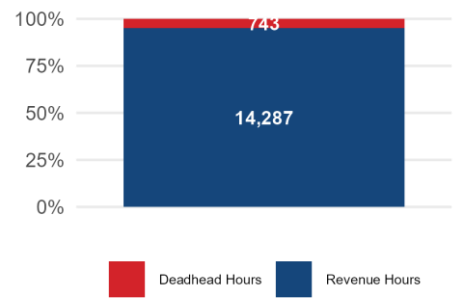
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17.4	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.2	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	76%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.36	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.47	$ 5.68	B	-	-	-	-	-	-
	Cost Recovery | 20%	17%	22%	D	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



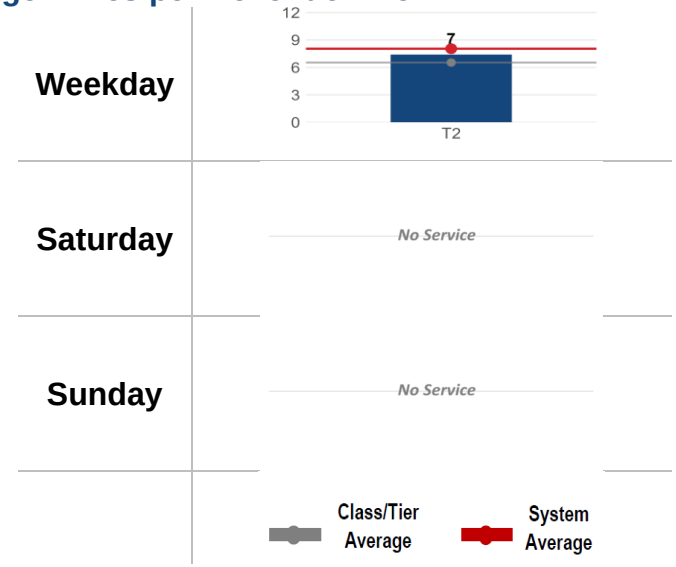
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T2	32.30	14,384	14,244 (99.0%)

Service Change Summary

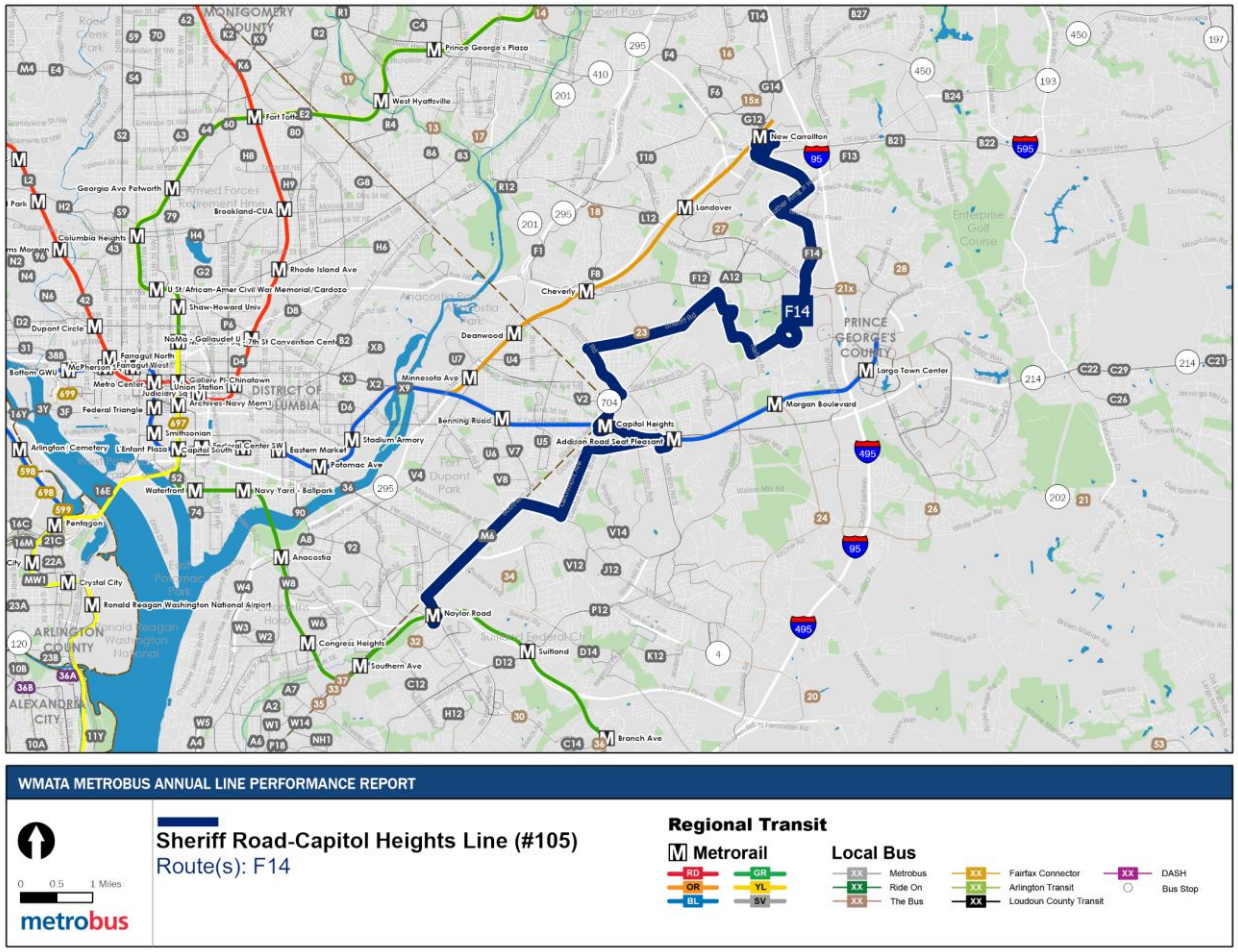
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 105 - Sheriff Road-Capitol Heights ROUTE(S): F14

About the Line



Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

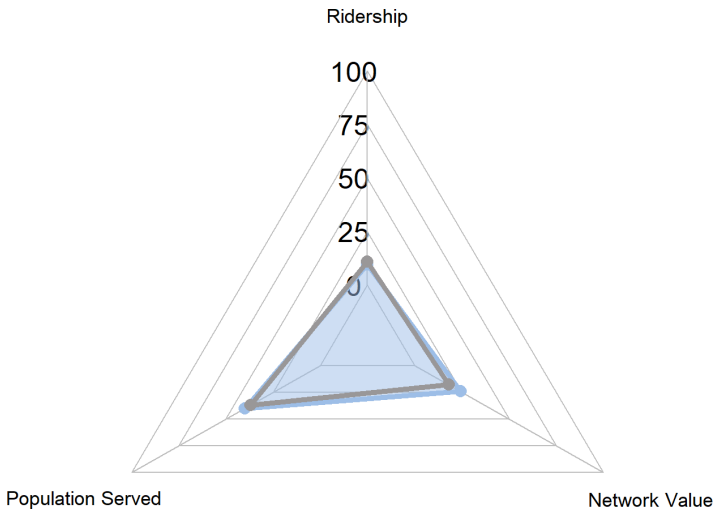
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

25

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	24	10	

Operating Statistics

Annual Operating Costs	$2,541,624
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population	35,347	
Minority Population	*Service Area*	29,767
	% Riders Surveyed	95%
Low Income Household	*Service Area*	10,571
	% Riders Surveyed	64%

Facilities/Amenities

Bus Stops	175
% Stops With Shelters	21%
% Stops With Benches	10%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



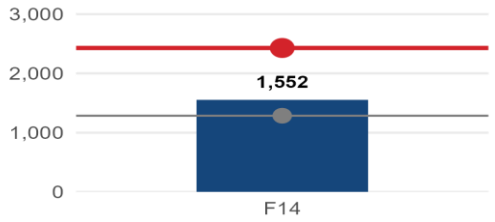
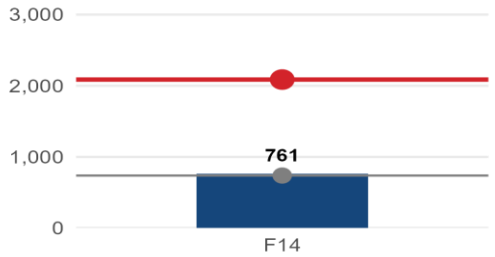
Top Transfer Locations

Naylor Road, Capitol Heights, Addison Road

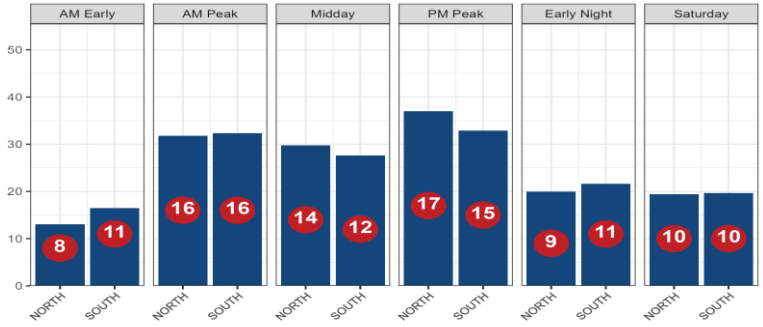
Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
		No Service

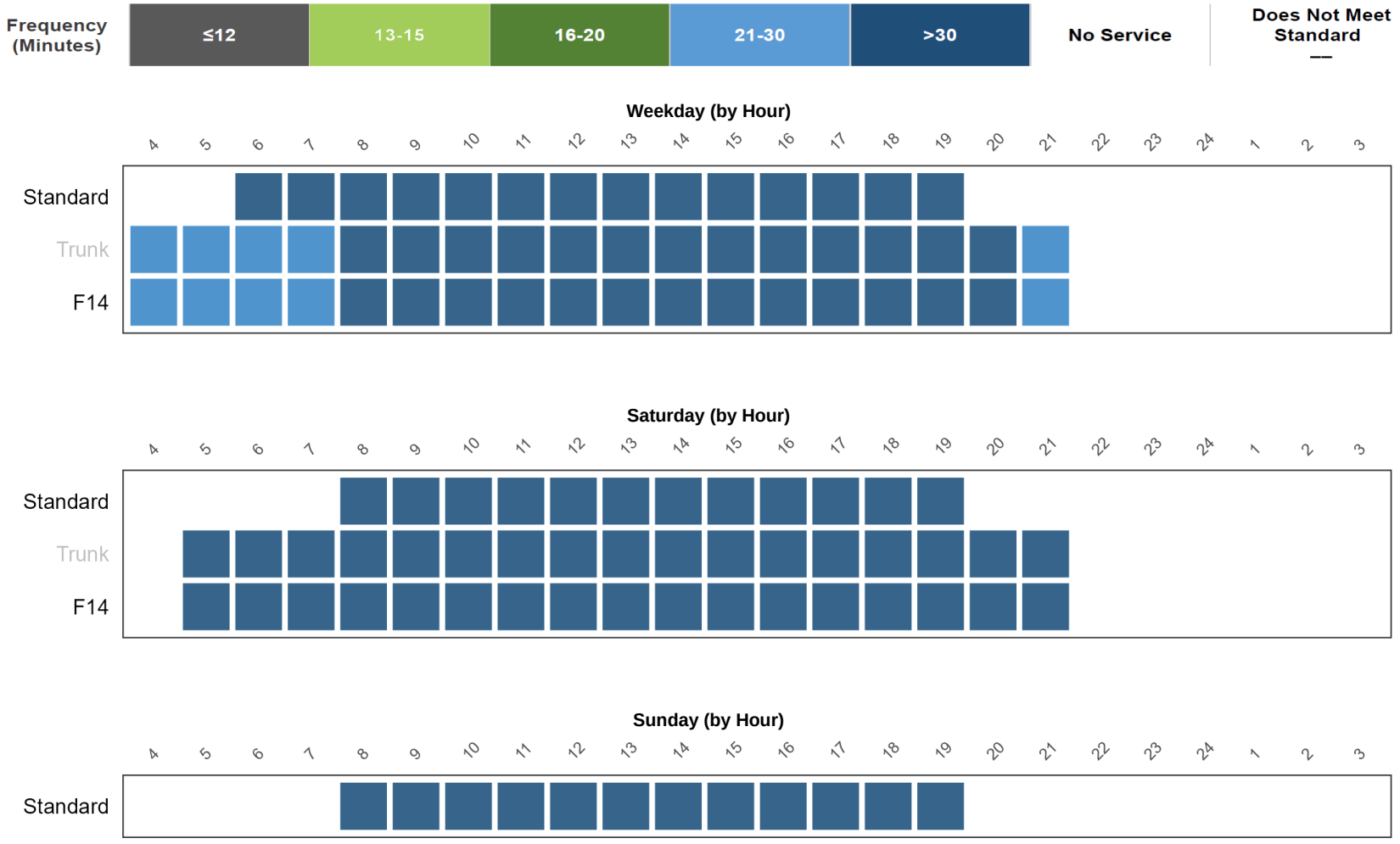
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.41	0.39
Weekday	**Off-Peak** Maximum Target: 1.0	0.28	0.29
	Saturday Maximum Target: 1.0	0.25	0.26
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	50.0	47.4	A	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	23.0	24.7	A	15.9	24.2	A	-	-	-
	Passengers per Revenue Mile | 1	1.7	2.2	A	1.2	2.0	A	-	-	-
Reliability	**On-Time Performance |** 79%	79%	78%	B	80%	80%	B	-	-	-
	Crowding | 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.4	Off-Peak: 0.26 Peak: 0.34	A	0.25	0.28	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.65	$ 5.68	A	$8.18	$ 5.79	C	-	-	-
	Cost Recovery | 20%	22%	23%	A	15%	20%	D	-	-	-

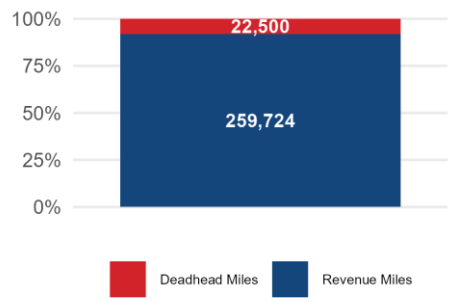
Route F14

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	4.8	E
Route Design	**Circuity |** N/A	1.8	1.78	-

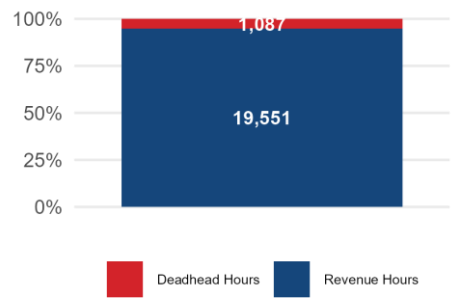
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	23.0	24.7	A	15.9	24.2	A	-	-	-
	Passengers per Revenue Mile | 1	1.7	2.2	A	1.2	2.0	A	-	-	-
	Unique Segment Ridership | 10%	66%	42%	A	67%	61%	A	-	-	-
Reliability	**On-Time Performance |** 79%	79%	78%	B	80%	80%	B	-	-	-
	Crowding | 5%	0%	1%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.4	Off-Peak: 0.26 Peak: 0.33	A	0.25	0.28	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.65	$ 5.68	A	$8.18	$ 5.79	C	-	-	-
	Cost Recovery | 20%	22%	22%	A	15%	19%	D	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



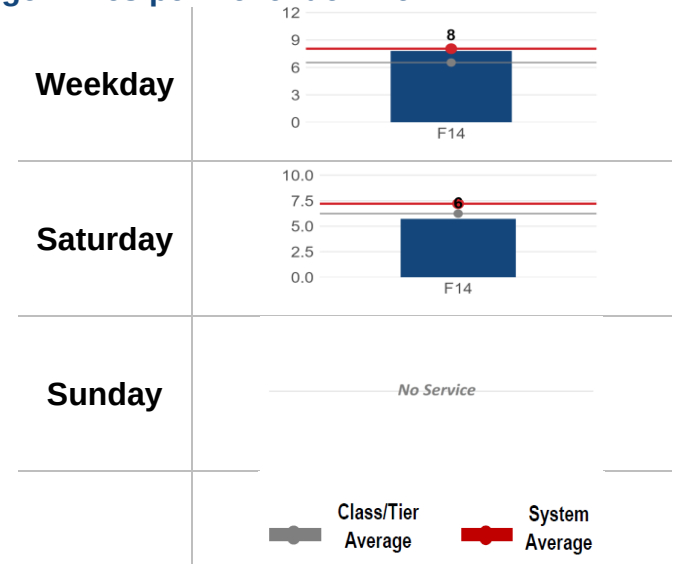
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F14	35.00	15,863	15,438 (97.3%)

Service Change Summary

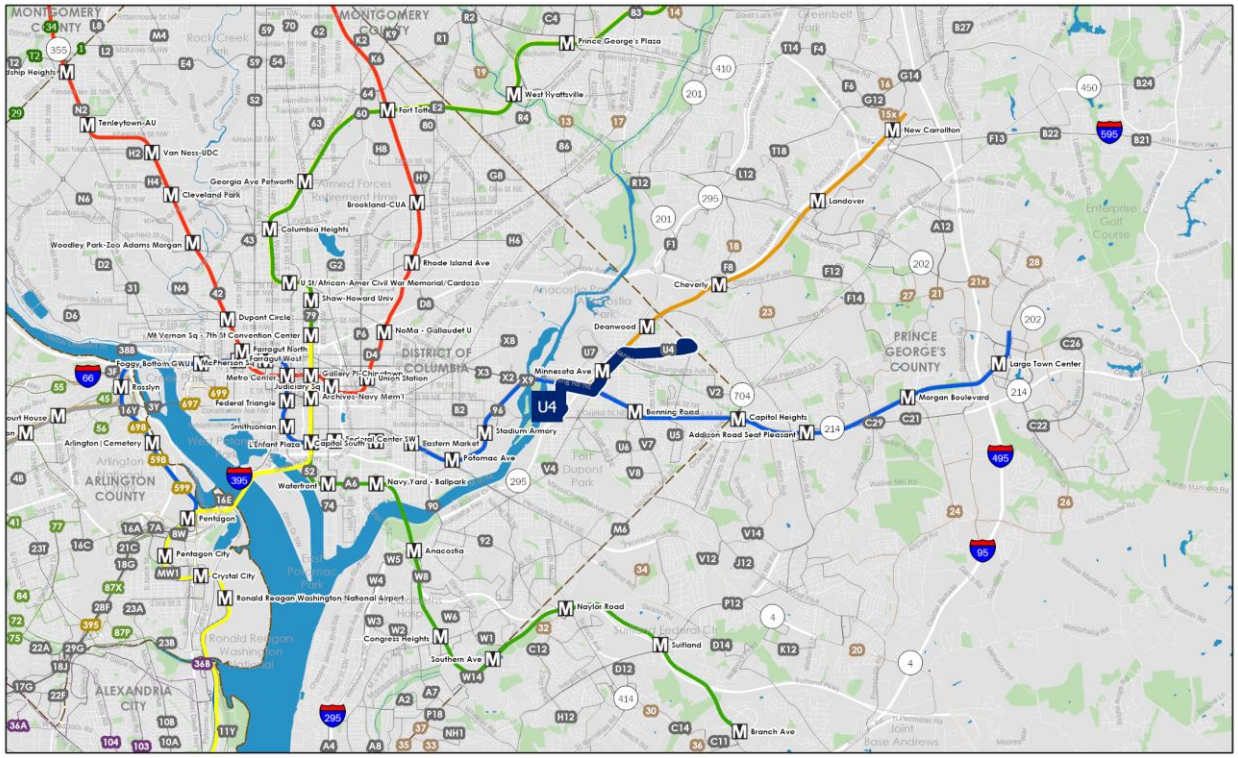
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

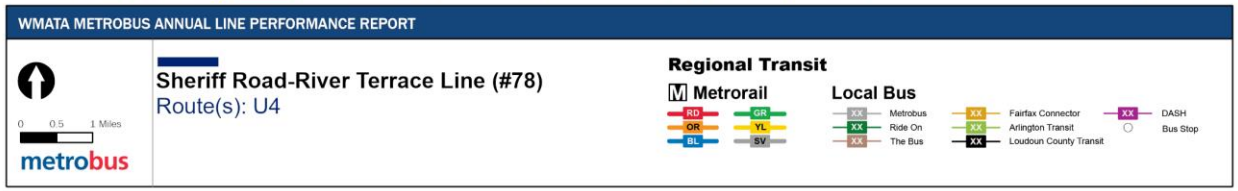
Passenger Miles per Revenue Mile



LINE: 78 - Sheriff Road-River Terrace ROUTE(S): U4

About the Line





Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

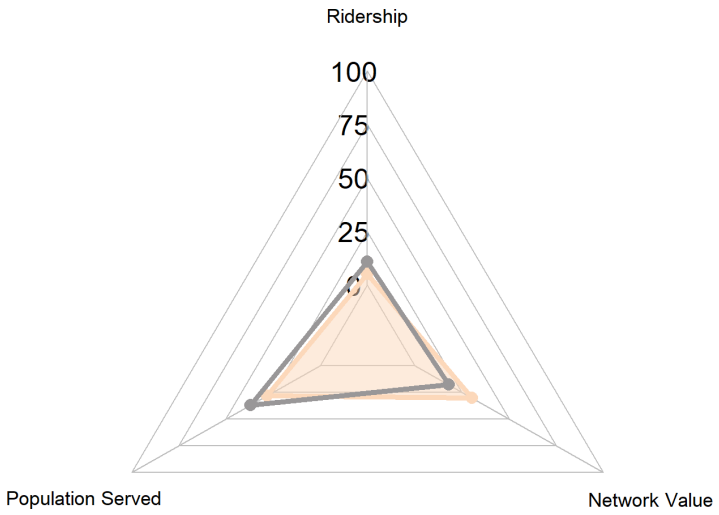
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

21

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	28	30	5	

Operating Statistics

Annual Operating Costs	$1,364,366
Peak Vehicles	3
Vehicle Type(s)	30 Foot

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

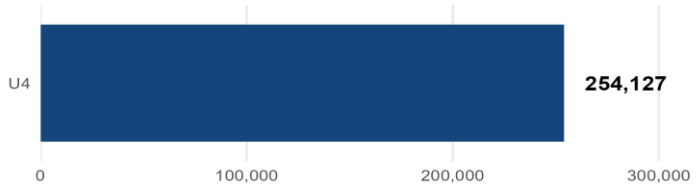
Service Area Population		16,177
Minority Population	*Service Area*	14,969
	% Riders Surveyed	96%
Low Income Household	*Service Area*	6,356
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	40
% Stops With Shelters	25%
% Stops With Benches	15%
% Stops With Real-Time Signs	5%

Ridership

Annual Ridership



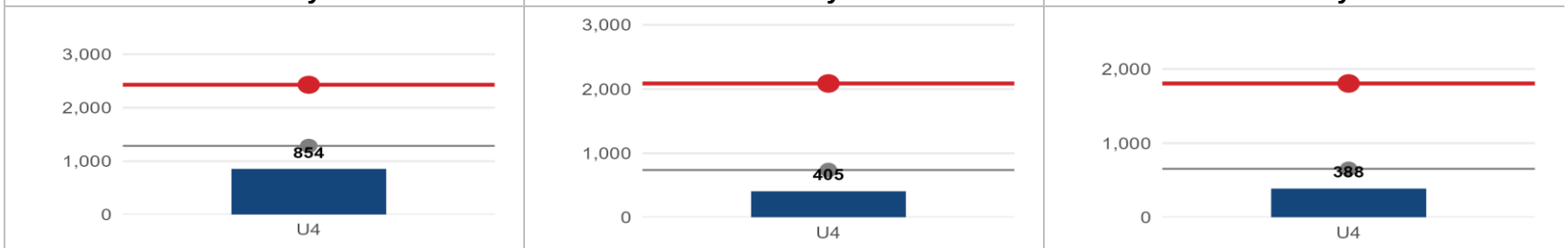
Top Transfer Locations

Minnesota Avenue

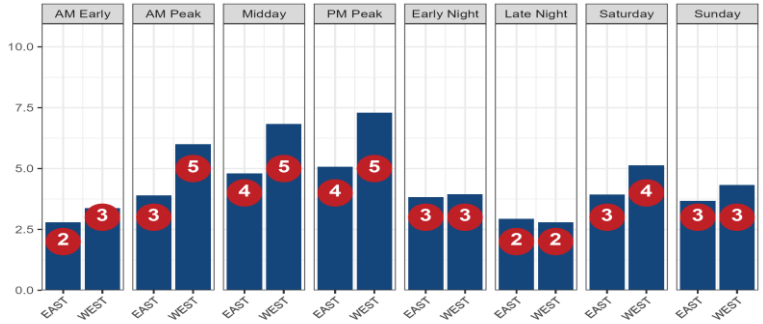
Average Daily Ridership

Class/Tier Average

System Average



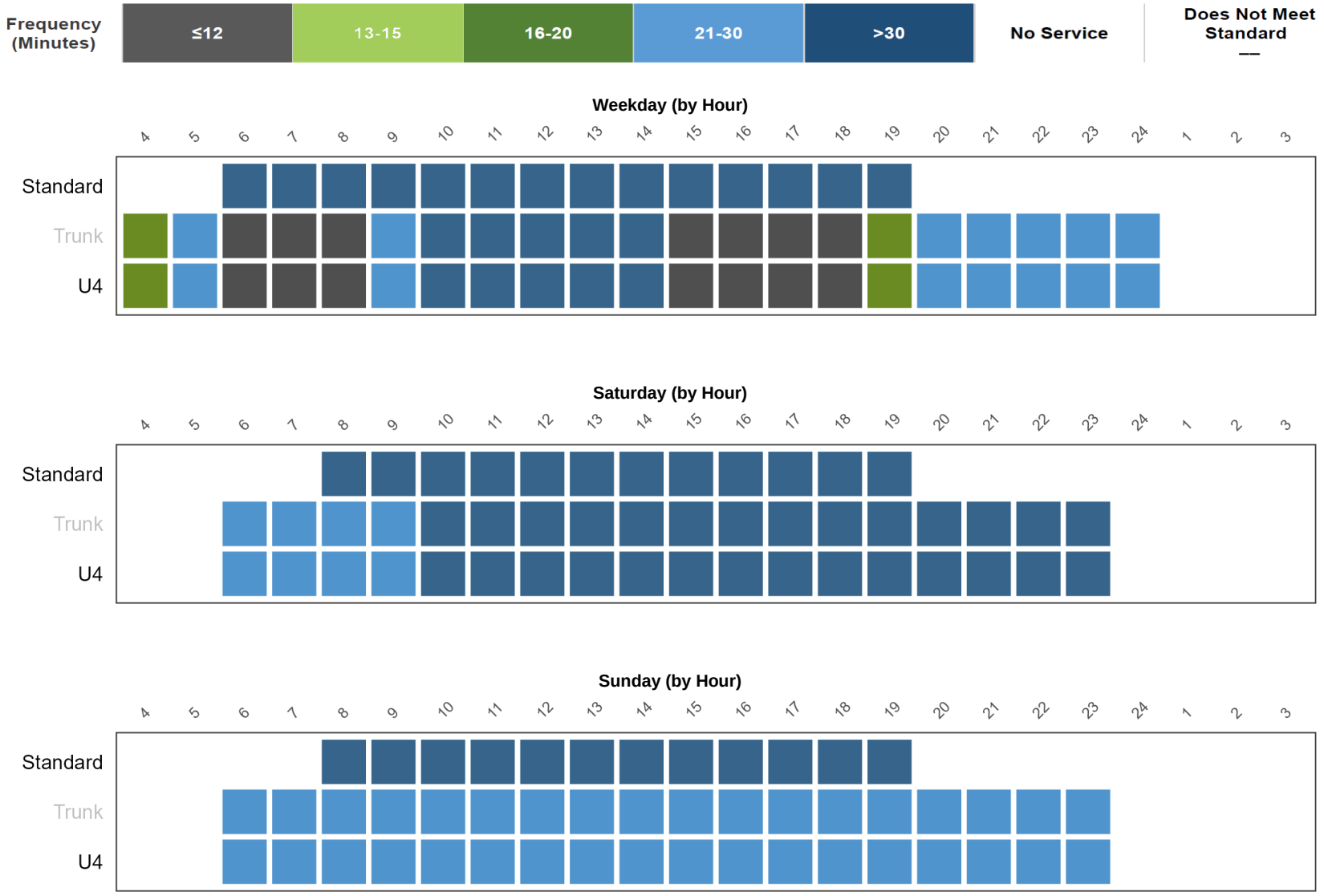
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.13	0.17
	Off-Peak Maximum Target: 1.0	0.12	0.13
	Saturday Maximum Target: 1.0	0.11	0.14
	Sunday Maximum Target: 1.0	0.11	0.11

Span and Frequency



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: 25.9 / Off-Peak: 38.8	A	31.0	47.4	A	29.0	49.8	A
Productivity	**Passengers per Revenue Hour |** 10	25.0	24.7	A	24.0	24.2	A	23.6	24.3	A
	Passengers per Revenue Mile | 1	2.5	2.2	A	2.2	2.0	A	2.0	2.0	A
Reliability	**On-Time Performance |** 79%	81%	78%	B	83%	80%	B	78%	81%	C
	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: 0.26 Peak: 0.34	A	0.12	0.28	A	0.11	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.20	$ 5.68	A	$5.42	$ 5.79	A	$5.52	$ 5.67	A
	Cost Recovery | 20%	18%	23%	D	17%	20%	D	17%	20%	D

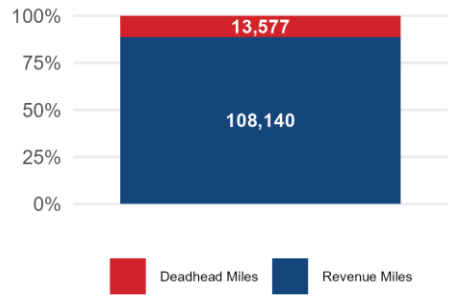
Route U4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	9.4	4.8	E
Route Design	**Circuity |** N/A	1.12	1.78	-

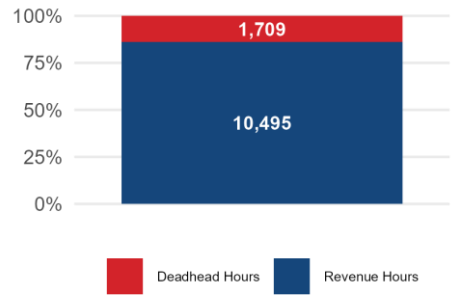
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	25.0	24.7	A	24.0	24.2	A	23.6	24.3	A
	Passengers per Revenue Mile | 1	2.5	2.2	A	2.2	2.0	A	2.0	2.0	A
	Unique Segment Ridership | 10%	89%	42%	A	89%	61%	A	88%	47%	A
Reliability	**On-Time Performance |** 79%	81%	78%	B	83%	80%	B	78%	81%	C
	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: 0.26 Peak: 0.33	A	0.12	0.28	A	0.11	0.24	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.20	$ 5.68	A	$5.42	$ 5.79	A	$5.52	$ 5.67	A
	Cost Recovery | 20%	18%	22%	D	17%	19%	D	17%	20%	D

Operational Analysis

Miles Allocation



Hours Allocation



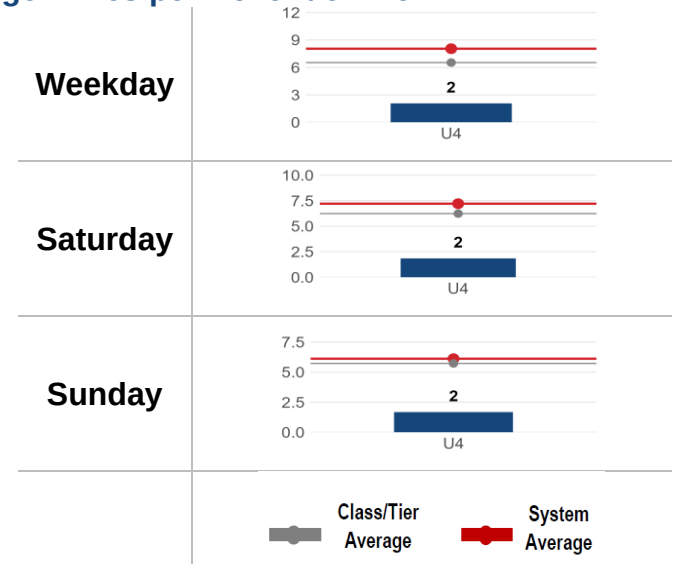
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U4	4.60	54,934	54,305 (98.9%)

Service Change Summary

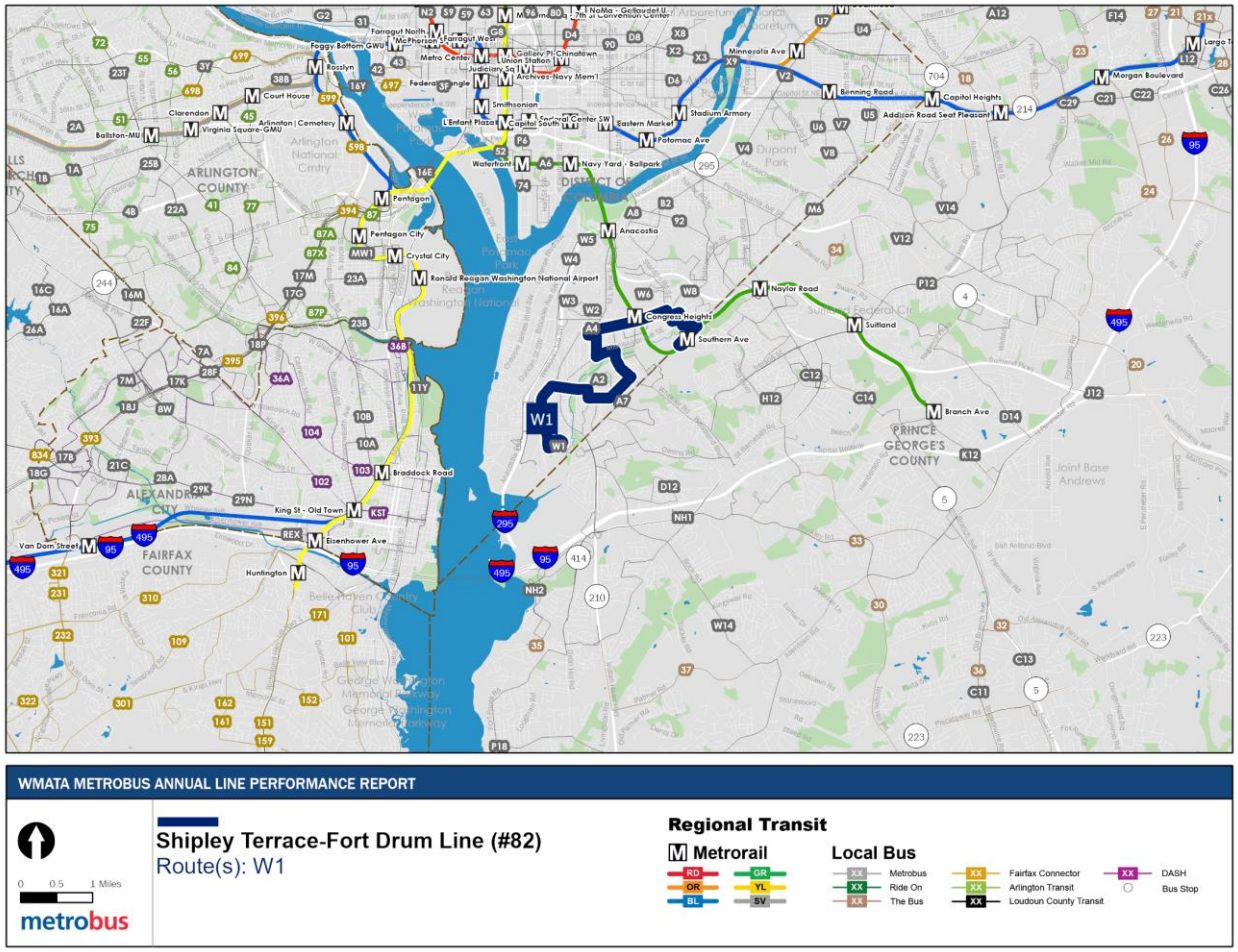
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 82 - Shipley Terrace-Fort Drum ROUTE(S): W1

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

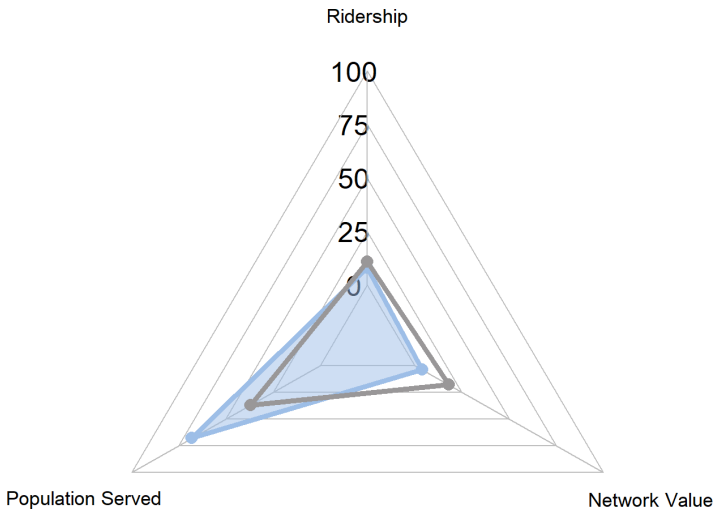
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	4	8	

Operating Statistics

Annual Operating Costs	$1,398,805
Peak Vehicles	5
Vehicle Type(s)	30 Foot, 35 Foot

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

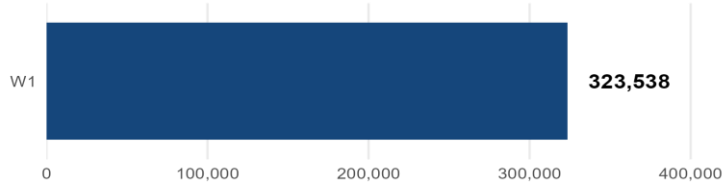
Service Area Population	32,878	
Minority Population	*Service Area*	30,686
	% Riders Surveyed	87%
Low Income Household	*Service Area*	15,179
	% Riders Surveyed	36%

Facilities/Amenities

Bus Stops	84
% Stops With Shelters	7%
% Stops With Benches	6%
% Stops With Real-Time Signs	2%

Ridership

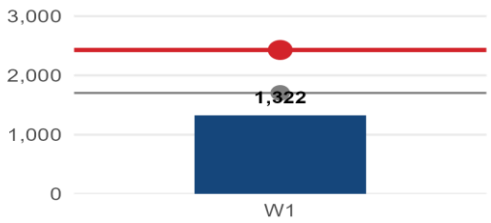
Annual Ridership



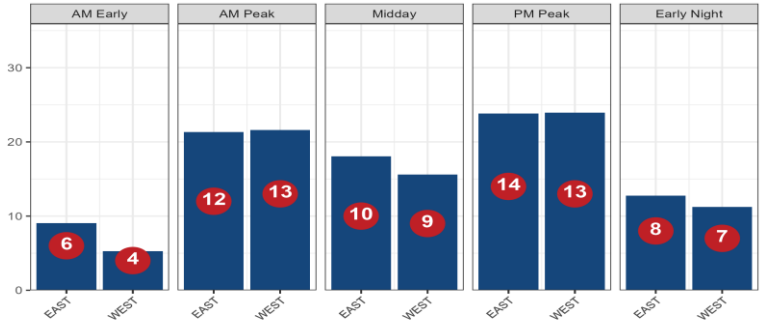
Top Transfer Locations

Congress Heights, Southern Avenue

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

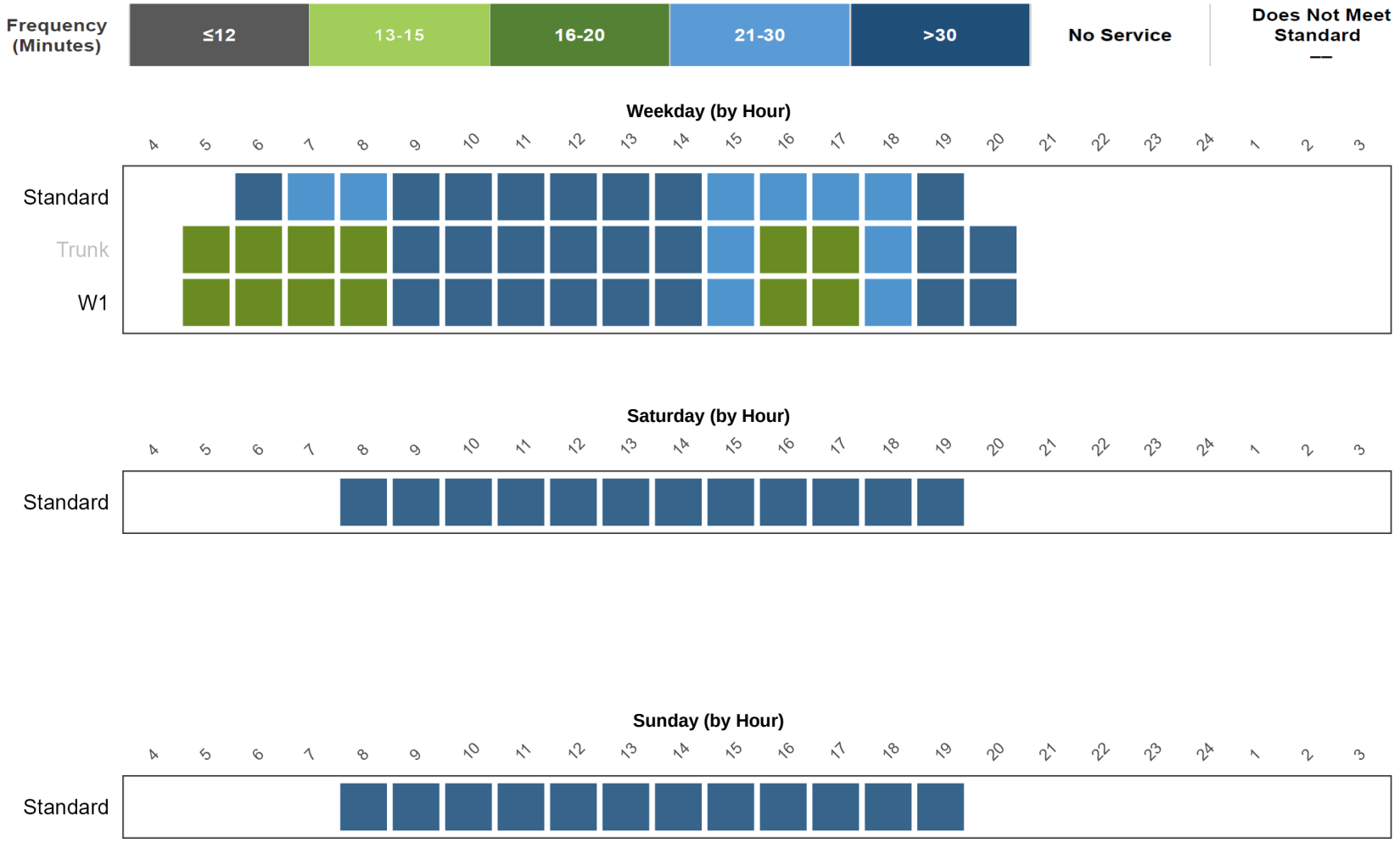
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.47	0.47
	Off-Peak Maximum Target: 1.0	0.35	0.31
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

A 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: 22.1 / Off-Peak: 32.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 15	31.3	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.2	3.9	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	78%	D	-	-	-	-	-	-
	Crowding | 5%	4%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.47	Off-Peak: 0.29 Peak: 0.39	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.15	$ 4.60	A	-	-	-	-	-	-
	Cost Recovery | 20%	52%	29%	A	-	-	-	-	-	-

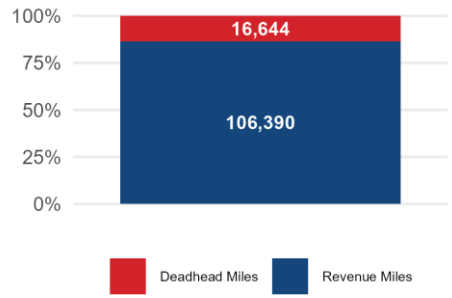
Route W1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	6.2	E
Route Design	**Circuity |** N/A	2.56	2.37	-

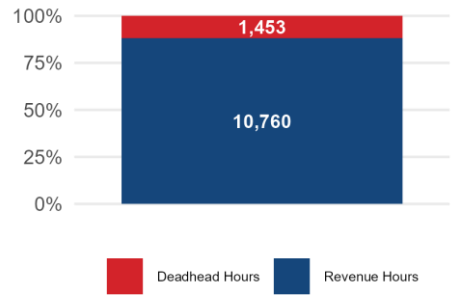
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	31.3	33.4	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.2	3.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	10%	24%	B	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	78%	D	-	-	-	-	-	-
	Crowding | 5%	4%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.47	Off-Peak: 0.31 Peak: 0.42	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.15	$ 4.60	A	-	-	-	-	-	-
	Cost Recovery | 20%	52%	32%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



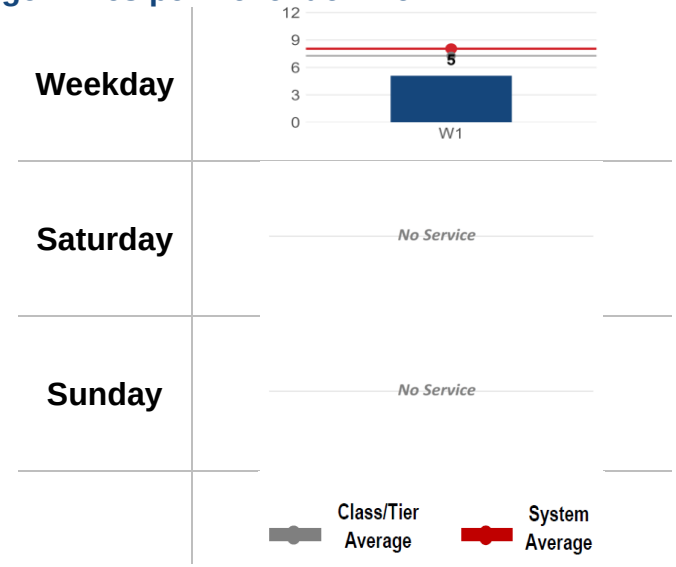
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W1	12.80	16,962	16,217 (95.6%)

Service Change Summary

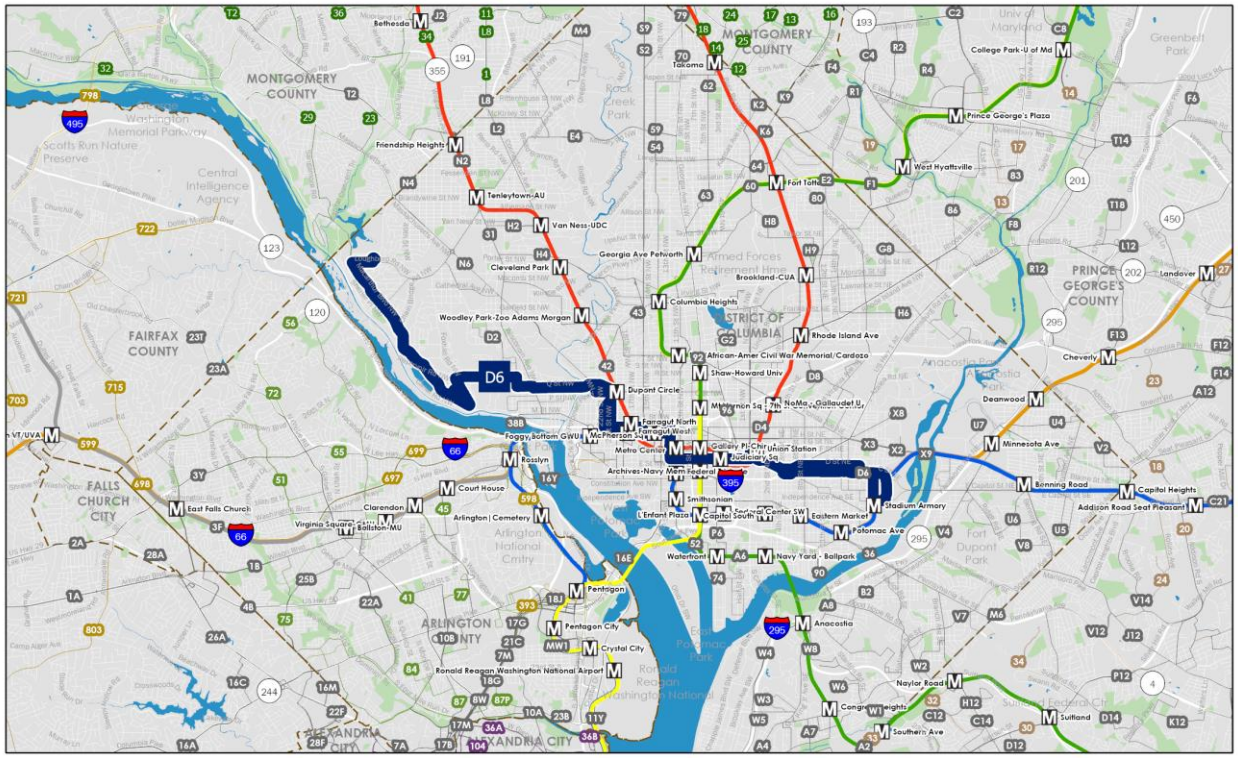
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	D

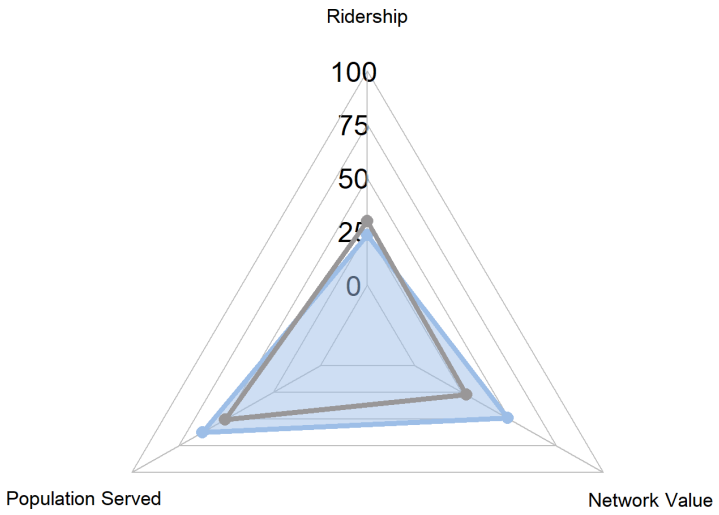
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

45

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	62	49	23	

Operating Statistics

Annual Operating Costs	$6,278,232
Peak Vehicles	17
Vehicle Type(s)	40 Foot

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

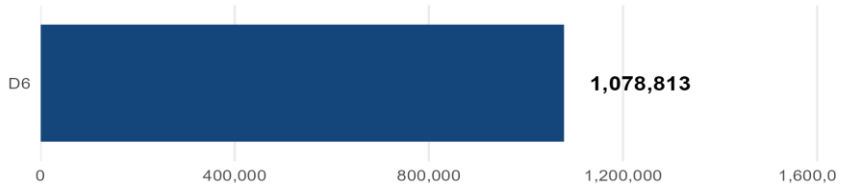
Service Area Population	55,853	
Minority Population	*Service Area*	14,907
	% Riders Surveyed	60%
Low Income Household	*Service Area*	7,950
	% Riders Surveyed	33%

Facilities/Amenities

Bus Stops	152
% Stops With Shelters	25%
% Stops With Benches	23%
% Stops With Real-Time Signs	3%

Ridership

Annual Ridership



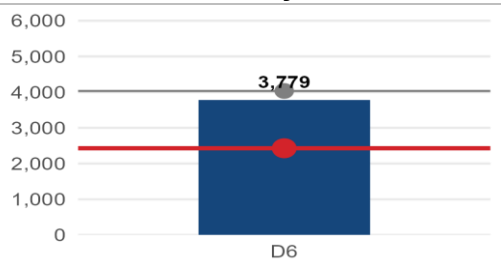
Top Transfer Locations

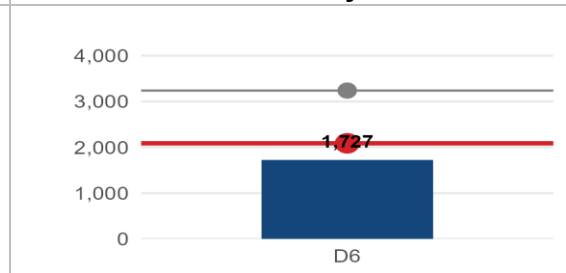
Dupont Circle, Farragut West, Union Station

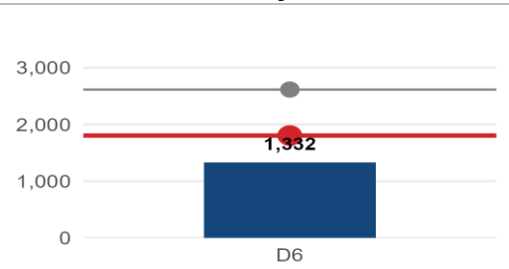
Average Daily Ridership

Class/Tier Average

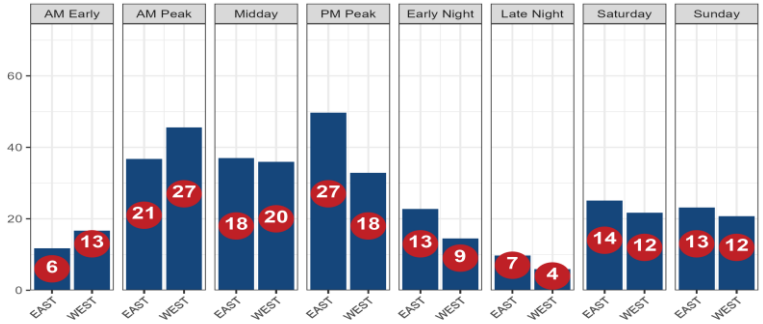
System Average







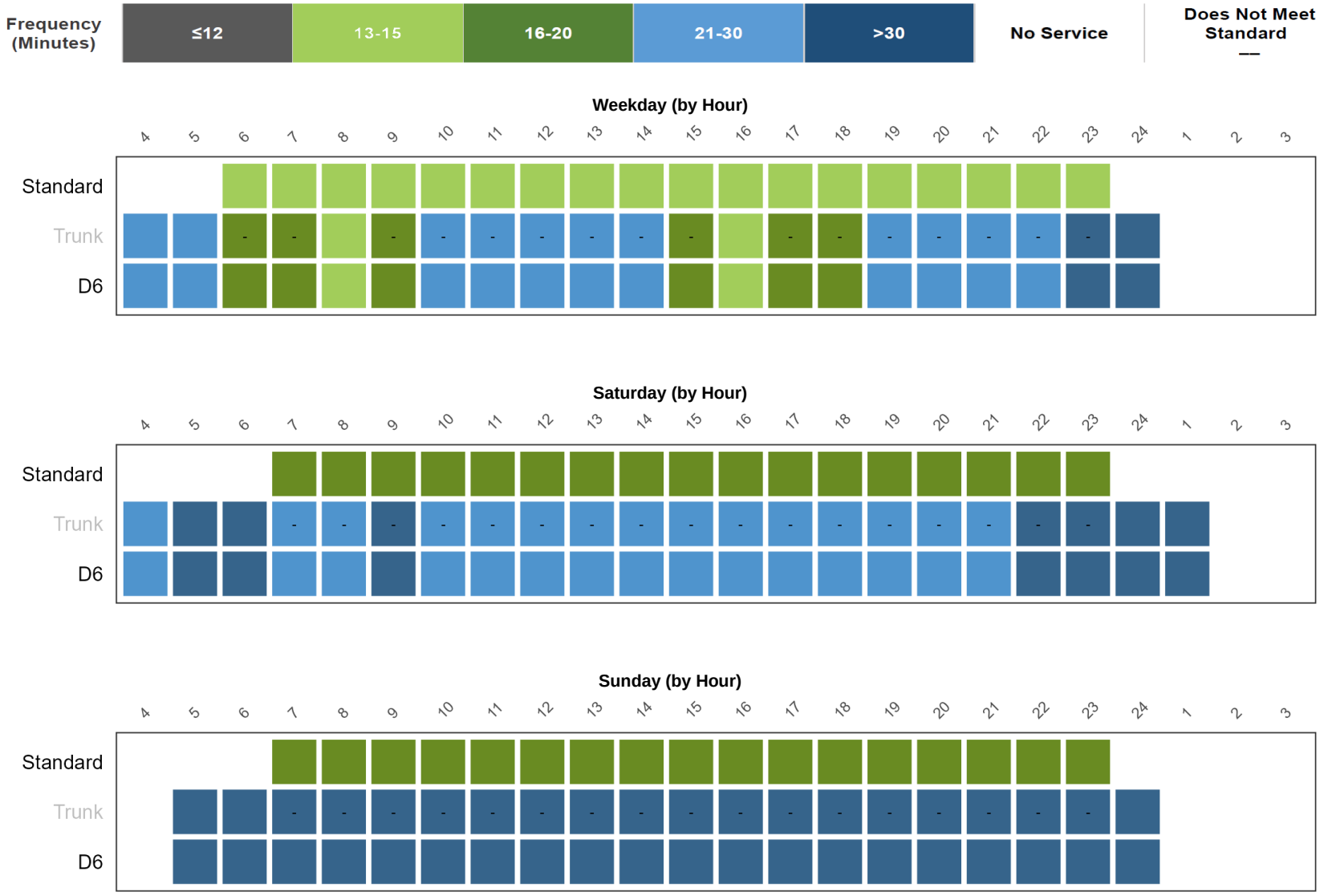
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.62	0.56
	Off-Peak Maximum Target: 1.0	0.37	0.36
	Saturday Maximum Target: 1.0	0.35	0.31
	Sunday Maximum Target: 1.0	0.32	0.3

Span and Frequency



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: 15.0 / Off-Peak: 25.0	Peak: 14.6 / Off-Peak: 18.6	B	31.0	20.8	E	36.0	23.8	E
Productivity	**Passengers per Revenue Hour |** 30	21.9	34.1	E	17.1	29.0	E	16.2	26.6	E
	Passengers per Revenue Mile | 4	3.0	4.6	E	2.0	3.7	E	1.9	3.2	E
Reliability	**On-Time Performance |** 79%	62%	74%	E	61%	75%	E	64%	77%	E
	Crowding | 5%	5%	3%	C	2%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.59	Off-Peak: 0.36 Peak: 0.5	A	0.33	0.37	A	0.31	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.94	$ 4.27	C	$7.58	$ 5.07	E	$8.03	$ 5.55	E
	Cost Recovery | 25%	29%	38%	A	23%	32%	C	21%	30%	D

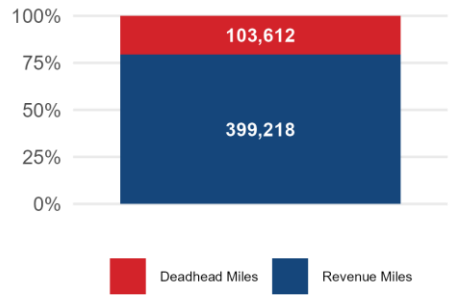
Route D6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.4	5.5	E
Route Design	**Circuity |** 1.75	1.39	1.23	A

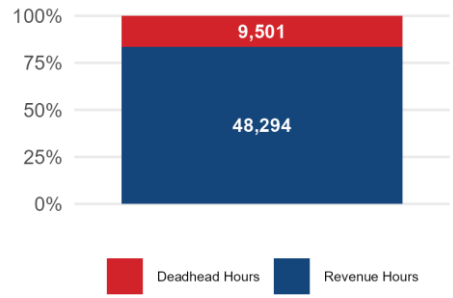
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	21.9	34.1	E	17.1	29.0	E	16.2	26.6	E
	Passengers per Revenue Mile | 4	3.0	4.6	E	2.0	3.7	E	1.9	3.2	E
	Unique Segment Ridership | 10%	61%	20%	A	67%	34%	A	64%	31%	A
Reliability	**On-Time Performance |** 79%	62%	74%	E	61%	75%	E	64%	77%	E
	Crowding | 5%	5%	3%	C	2%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.59	Off-Peak: 0.37 Peak: 0.51	A	0.33	0.37	A	0.31	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.94	$ 4.27	C	$7.58	$ 5.07	E	$8.03	$ 5.55	E
	Cost Recovery | 25%	29%	39%	A	23%	32%	C	21%	30%	D

Operational Analysis

Miles Allocation



Hours Allocation



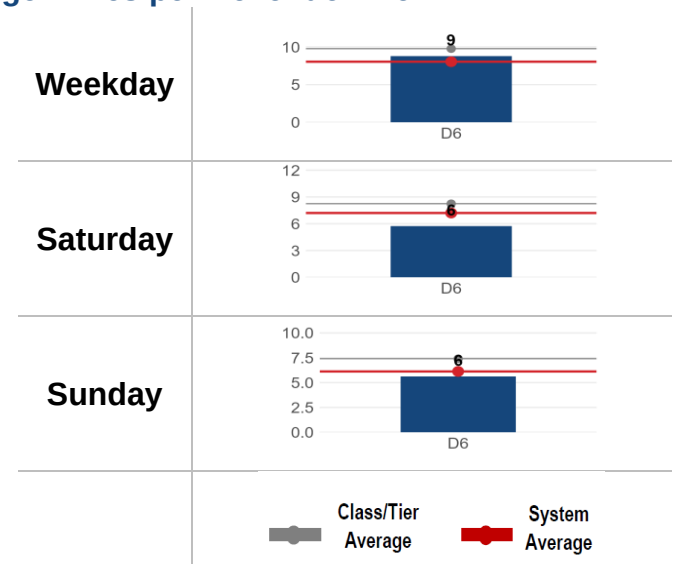
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D6	24.40	34,668	33,480 (96.6%)

Service Change Summary

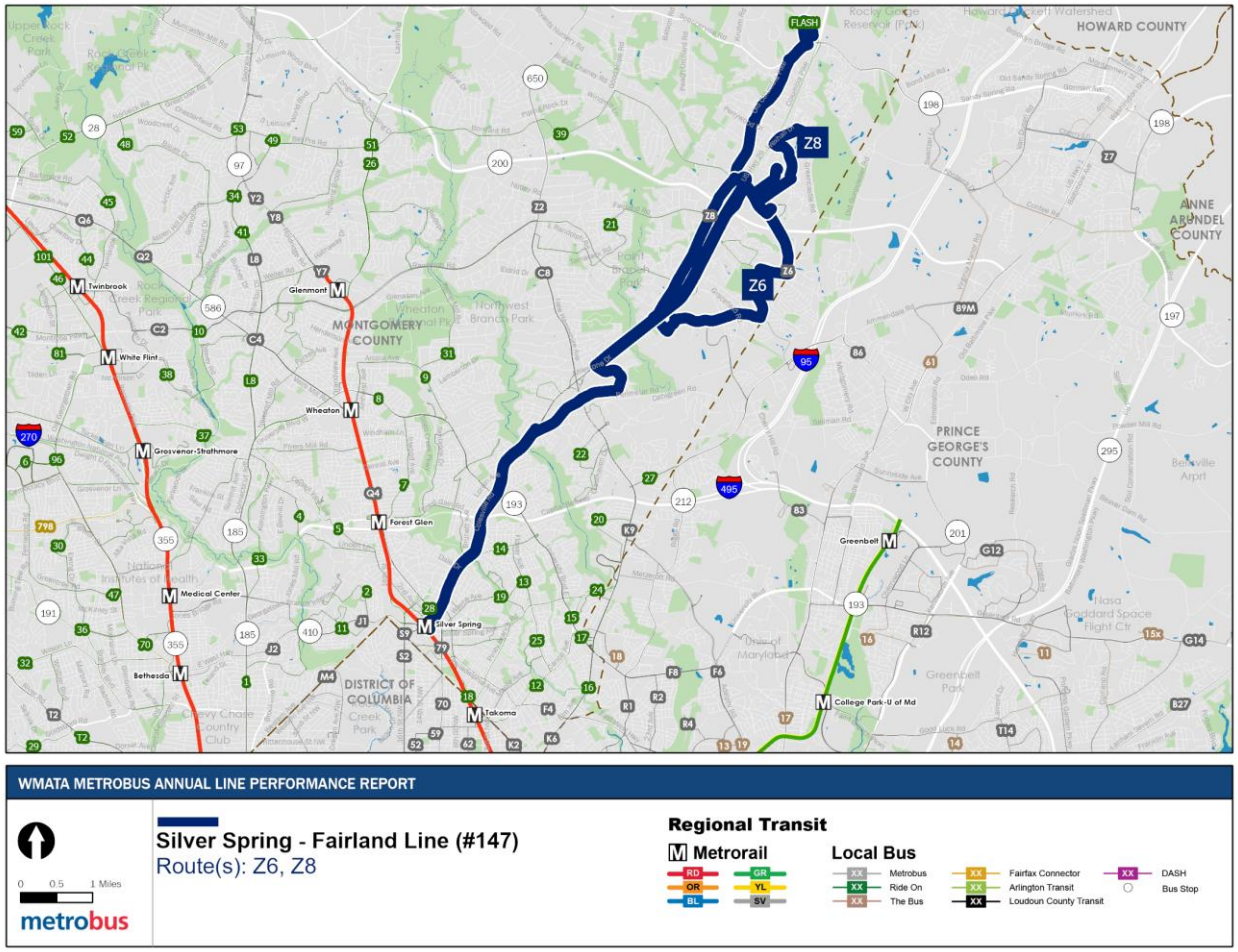
Jun 2024: Additional trips added when school is in session: WB departing Farragut at 8:14am and EB departing Sibley at 3:27pm; Saturday frequency between 10pm and 12am changed from 30 min to 40 min
Sep 2024: No change
Dec 2024: Additional trip added when school is in session: EB departing MacArthur Blvd

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	B

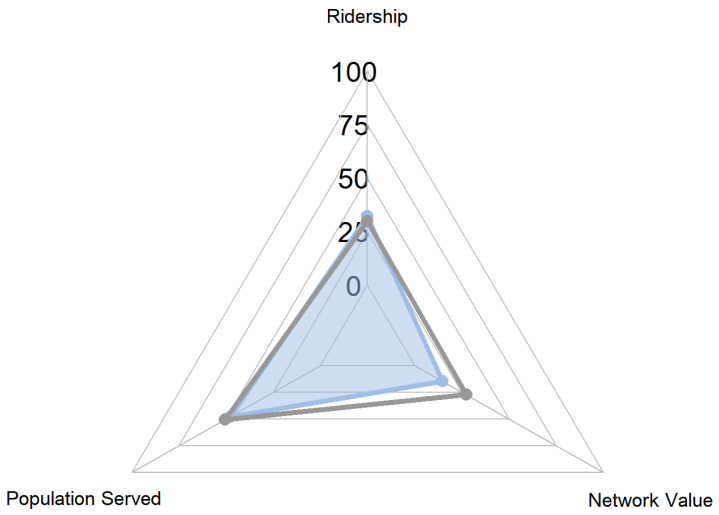
Legend

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:	48	15	32	

Operating Statistics

Annual Operating Costs	$7,219,122
Peak Vehicles	15
Vehicle Type(s)	40 Foot

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

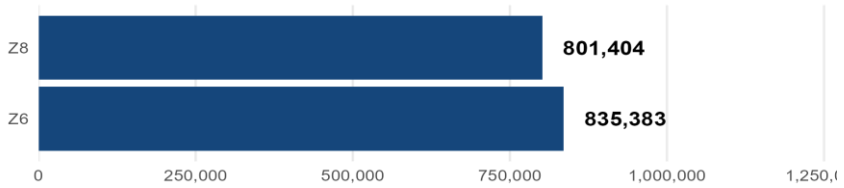
Service Area Population		67,681
Minority Population	*Service Area*	42,756
	% Riders Surveyed	86%
Low Income Household	*Service Area*	18,359
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	187
% Stops With Shelters	18%
% Stops With Benches	22%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



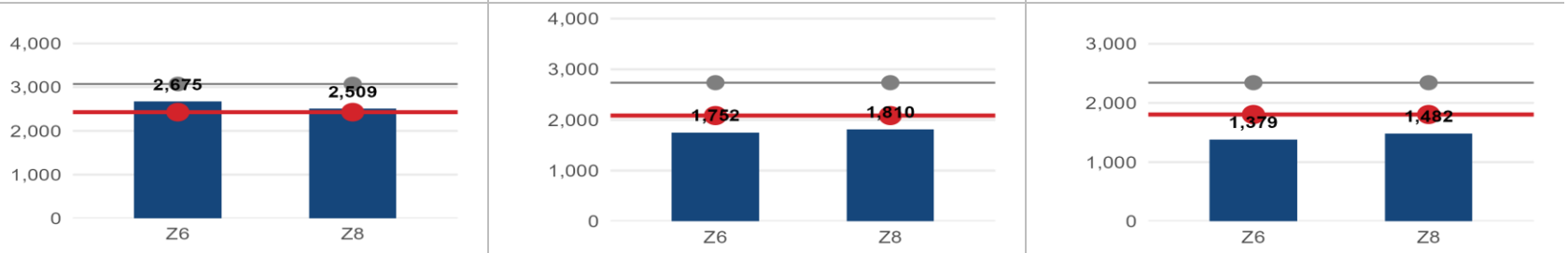
Top Transfer Locations

Silver Spring, Medical Center

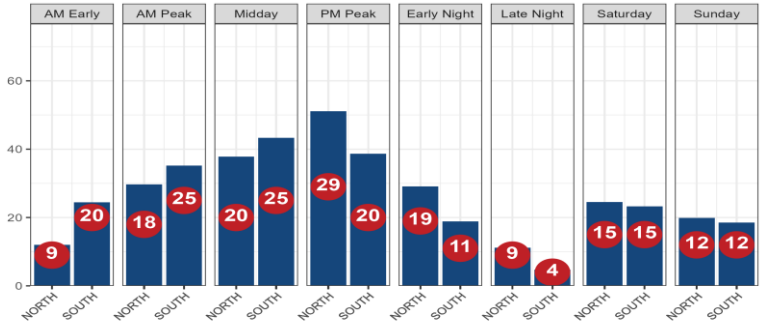
Average Daily Ridership

Class/Tier Average

System Average



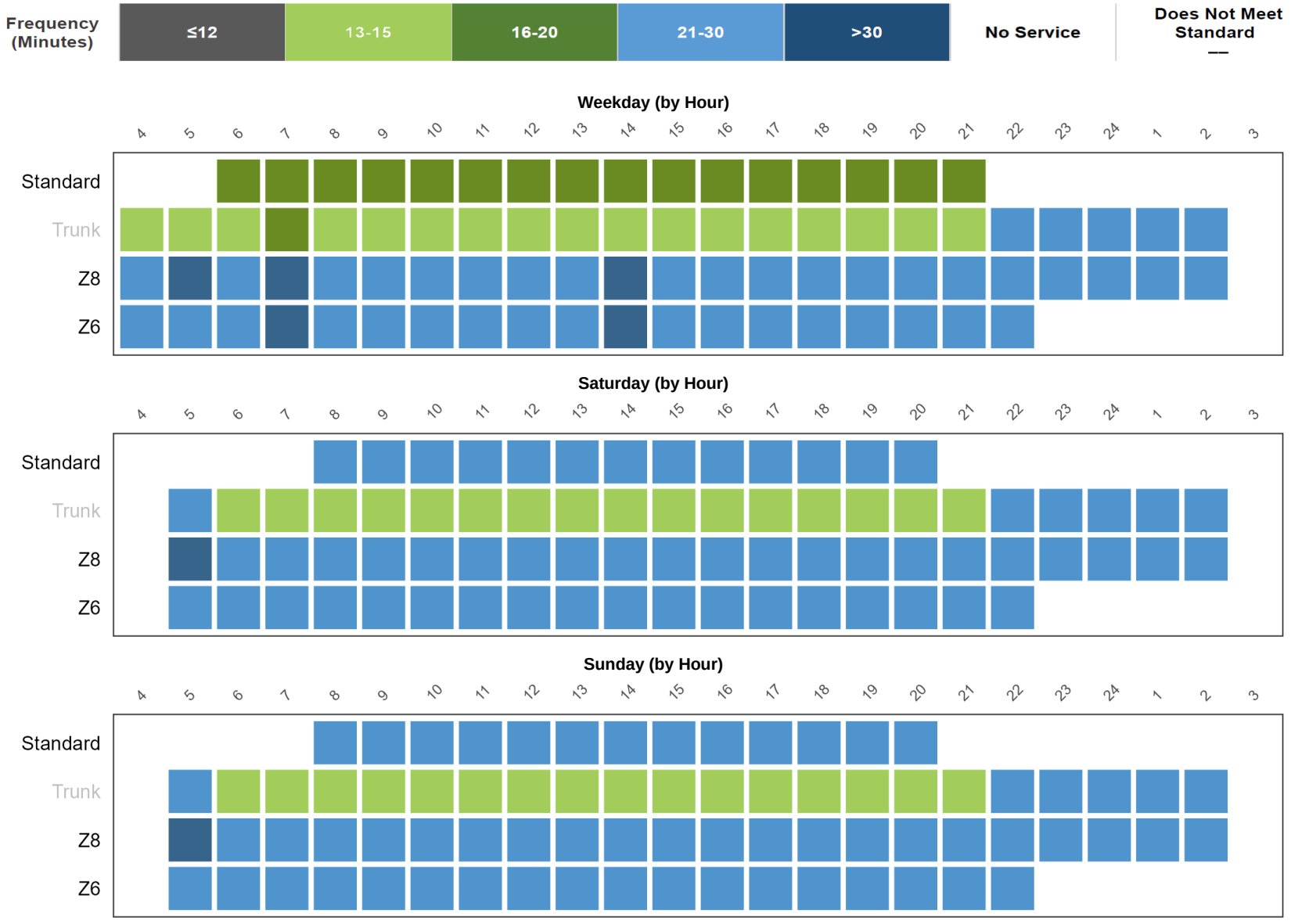
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.61	0.55
Weekday	**Off-Peak** Maximum Target: 1.0	0.44	0.46
	Saturday Maximum Target: 1.0	0.37	0.37
	Sunday Maximum Target: 1.0	0.31	0.3

Span and Frequency



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	4:24 AM - 2:26 AM	-	A	5:05 AM - 2:18 AM	-	A	5:05 AM - 2:18 AM	-	A
	Frequency of Service | varies	Peak: 15.0 / Off-Peak: 15.0	Peak: 15.6 / Off-Peak: 20	A	17.0	24.4	A	17.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	31.5	29.6	A	28.6	28.2	A	23.1	25.5	A
	Passengers per Revenue Mile | 2	2.5	2.9	A	2.2	2.6	B	1.7	2.3	D
Reliability	**On-Time Performance |** 79%	74%	75%	C	79%	77%	B	83%	78%	B
	Crowding | 5%	3%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.58	Off-Peak: 0.39 Peak: 0.49	A	0.37	0.38	A	0.31	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.13	$ 5.18	A	$4.54	$ 5.36	A	$5.63	$ 6.15	C
	Cost Recovery | 20%	29%	29%	A	27%	26%	A	21%	23%	B

Route Z6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.5	A
Route Design	**Circuity |** 1.75	1.44	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	36.1	29.6	A	31.0	28.2	A	24.5	25.5	A
	Passengers per Revenue Mile | 2	2.7	2.9	A	2.3	2.6	A	1.8	2.3	C
	Unique Segment Ridership | 10%	20%	19%	A	31%	36%	A	30%	37%	A
Reliability	**On-Time Performance |** 79%	73%	75%	D	77%	77%	C	81%	78%	B
	Crowding | 5%	3%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.53 Peak: 0.6	Off-Peak: 0.39 Peak: 0.49	A	0.4	0.4	A	0.32	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.61	$ 5.18	A	$4.19	$ 5.36	A	$5.30	$ 6.15	B
	Cost Recovery | 20%	33%	29%	A	29%	27%	A	23%	24%	A

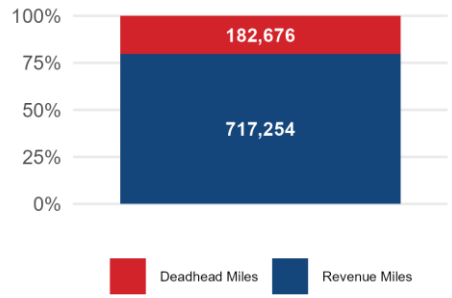
Route Z8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5	4.5	A
Route Design	**Circuity |** 1.75	1.38	1.47	A

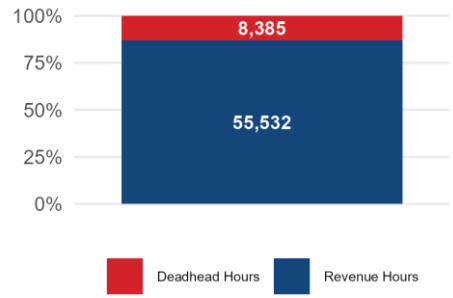
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.7	29.6	A	26.6	28.2	A	21.9	25.5	B
	Passengers per Revenue Mile | 2	2.2	2.9	A	2.0	2.6	B	1.7	2.3	D
	Unique Segment Ridership | 10%	13%	19%	A	23%	36%	A	24%	37%	A
Reliability	**On-Time Performance |** 79%	75%	75%	C	80%	77%	B	84%	78%	A
	Crowding | 5%	3%	2%	A	1%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.56	Off-Peak: 0.39 Peak: 0.49	A	0.35	0.4	A	0.3	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.69	$ 5.18	A	$4.88	$ 5.36	A	$5.94	$ 6.15	C
	Cost Recovery | 20%	26%	29%	A	25%	27%	A	21%	24%	B

Operational Analysis

Miles Allocation



Hours Allocation



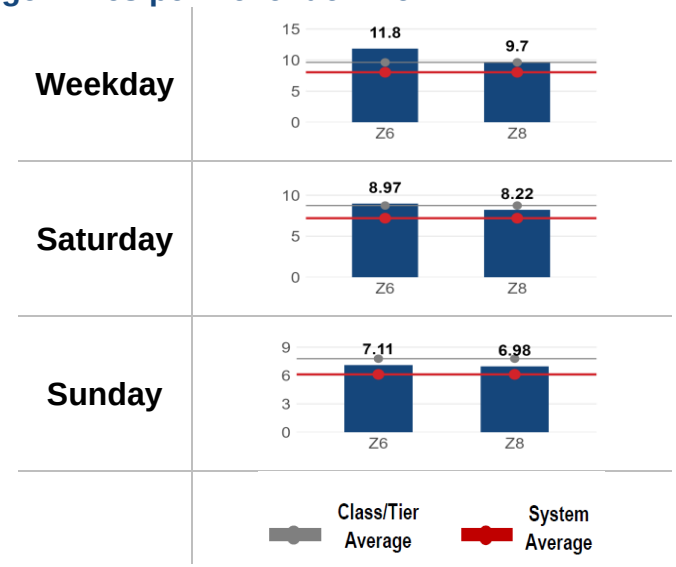
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z6	29.90	24,636	24,252 (98.4%)
Z8	26.20	31,038	30,630 (98.7%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

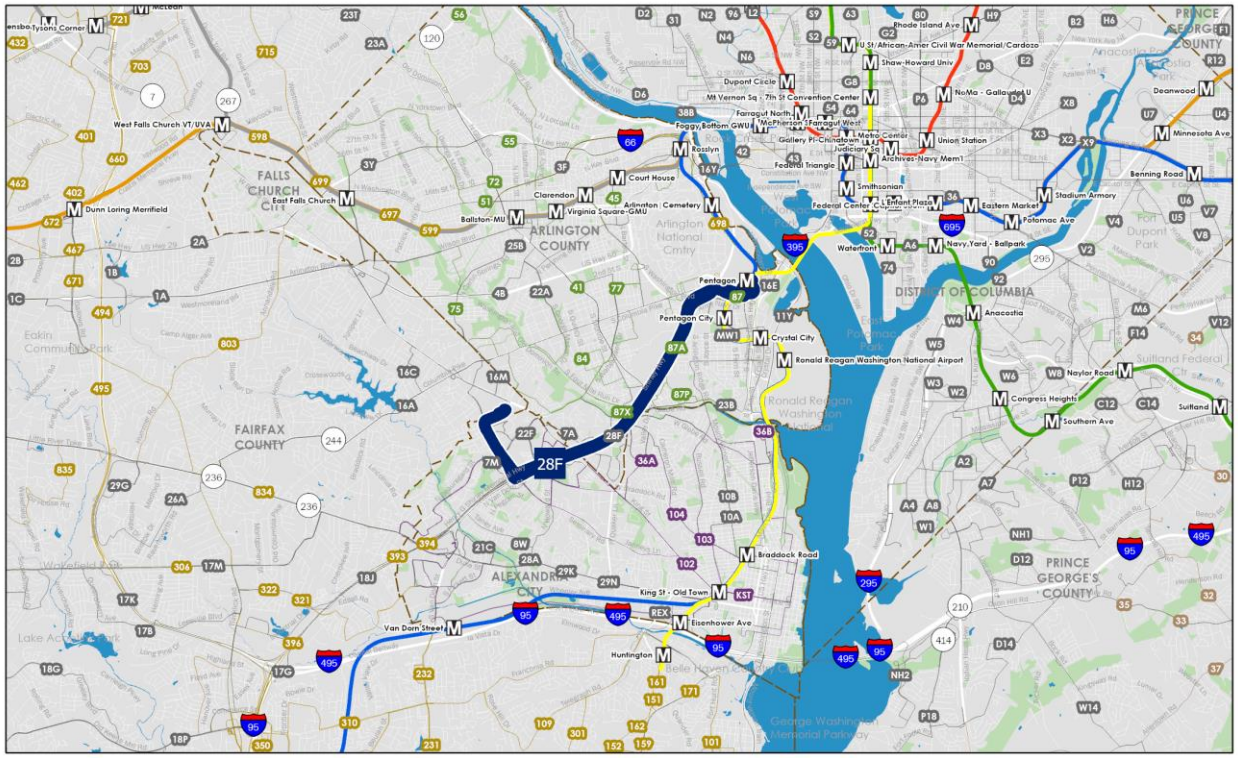
Passenger Miles per Revenue Mile

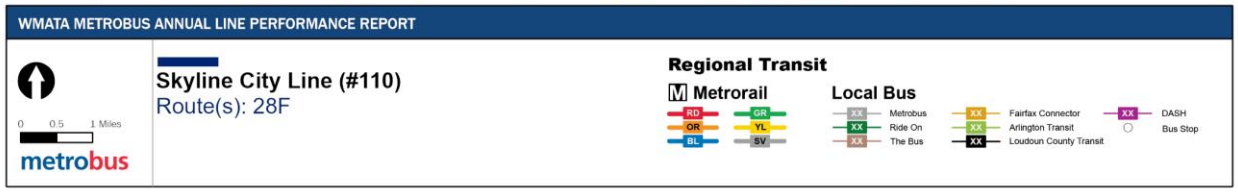


LINE: 110 - Skyline City

ROUTE(S): 28F

About the Line





Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	C

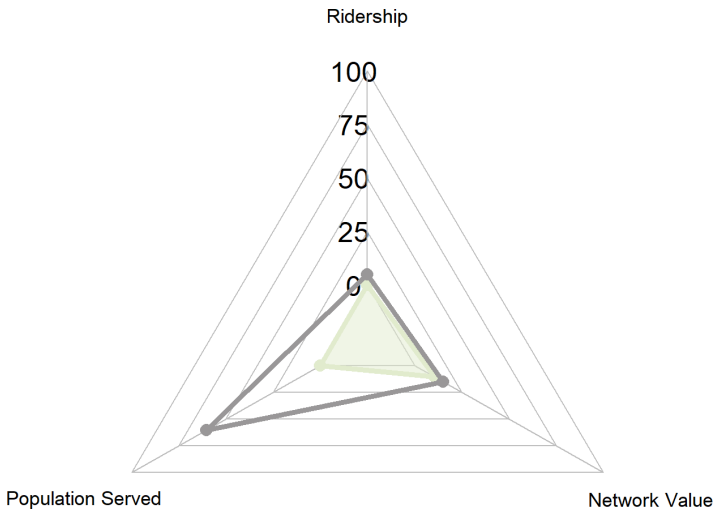
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

4

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	0	10	0	

Operating Statistics

Annual Operating Costs	$238,199
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

Service Area Population	10,102	
Minority Population	*Service Area*	4,882
	% Riders Surveyed	100%
Low Income Household	*Service Area*	2,762
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops	15
% Stops With Shelters	20%
% Stops With Benches	13%
% Stops With Real-Time Signs	13%

Ridership

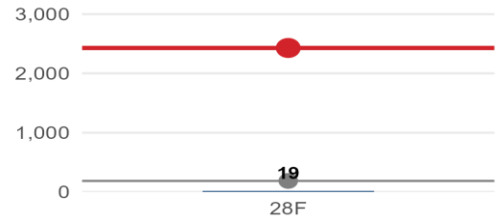
Annual Ridership



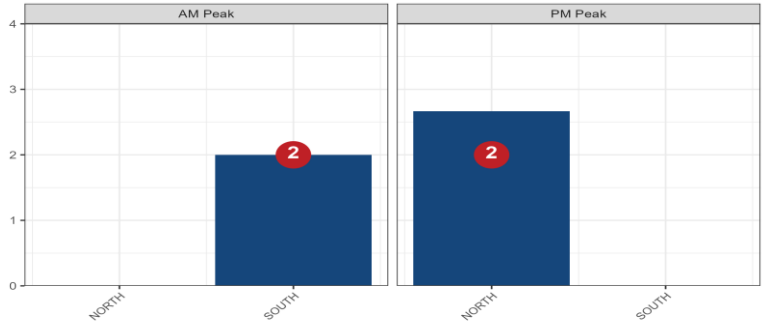
Top Transfer Locations

Pentagon

Average Daily Ridership

Weekday	Saturday	Sunday
	*No Service*	*No Service*

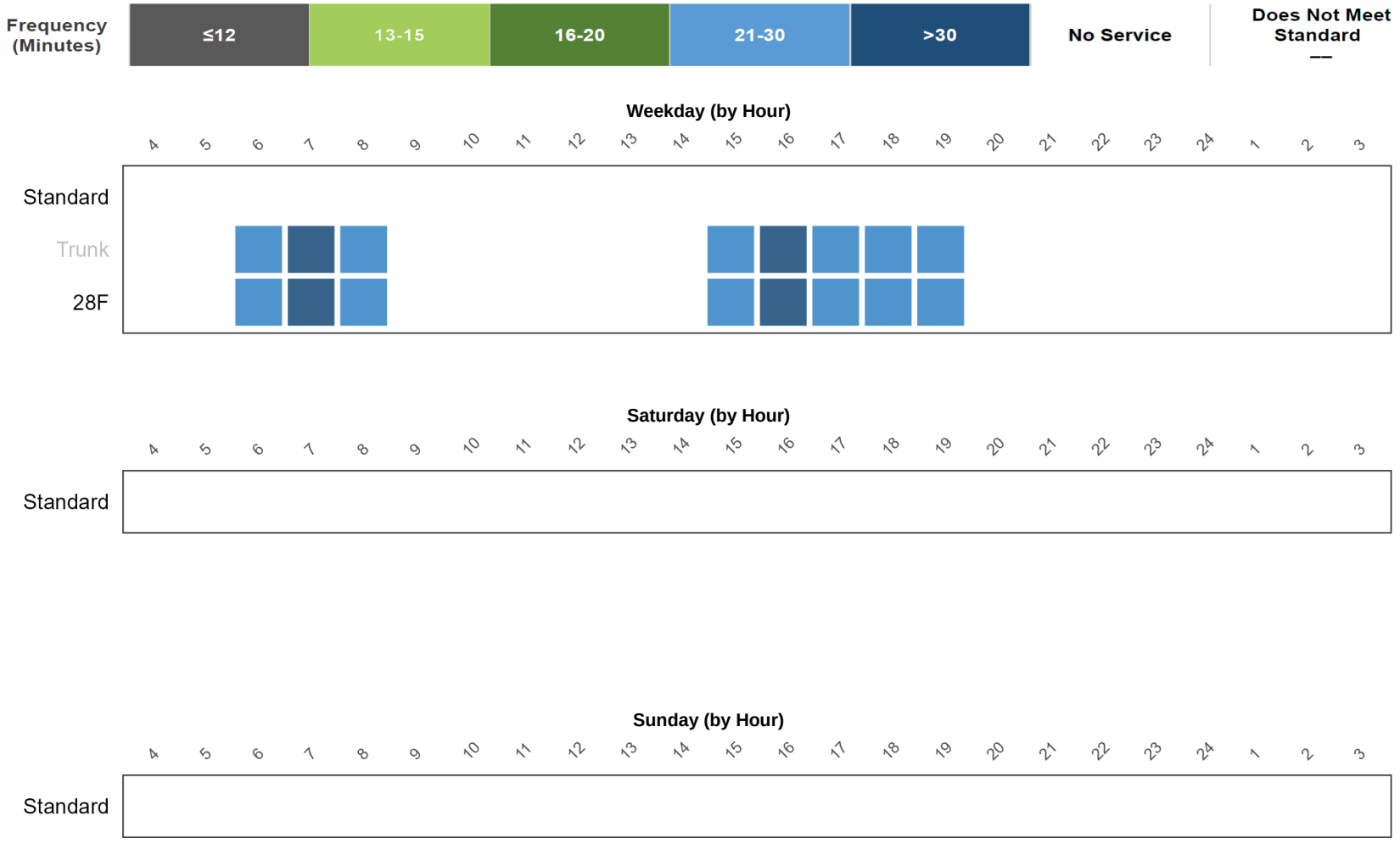
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1		
	Off-Peak Maximum Target: 1.0	0.06	0.05
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



Performance Report Card

C 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	4.7	17.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	0.4	2.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	70%	B	-	-	-	-	-	-
	Crowding | 5%	0%	5%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.06	Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$27.42	$12.81	E	-	-	-	-	-	-
	Cost Recovery | 25%	5%	23%	E	-	-	-	-	-	-

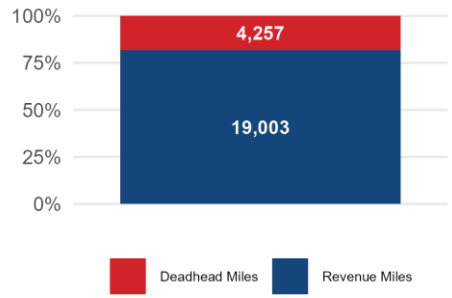
Route 28F

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	1.2	2.6	-
Route Design	**Circuity |** N/A	1.34	1.25	-

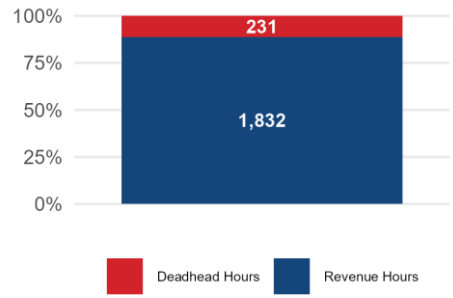
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	4.7	17.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	0.4	2.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	28%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	70%	B	-	-	-	-	-	-
	Crowding | 5%	0%	5%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.06	Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$27.42	$12.81	E	-	-	-	-	-	-
	Cost Recovery | 25%	5%	23%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



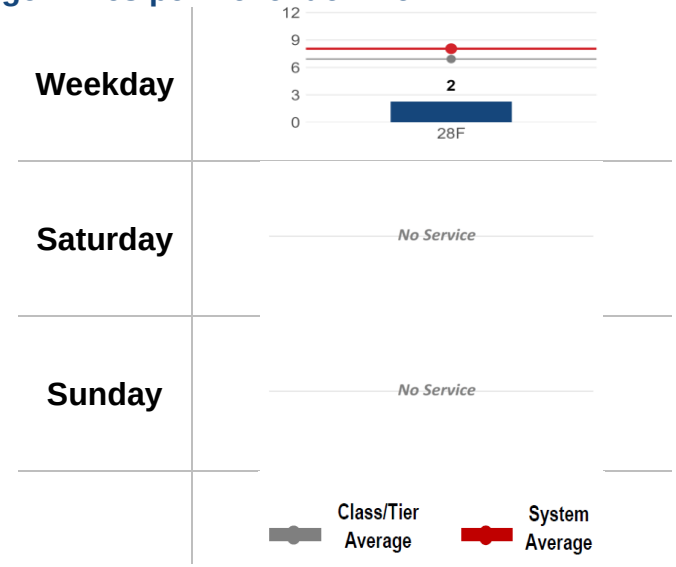
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28F	12.20	2,976	2,832 (95.2%)

Service Change Summary

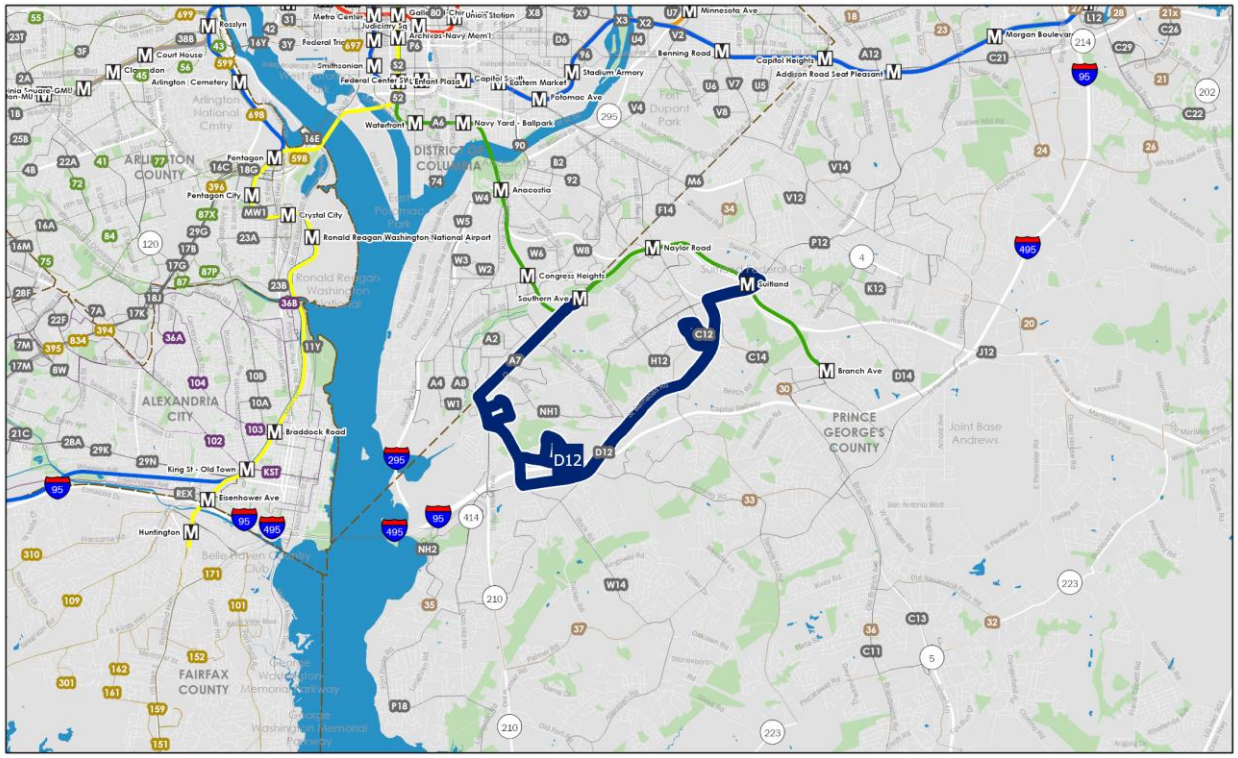
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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

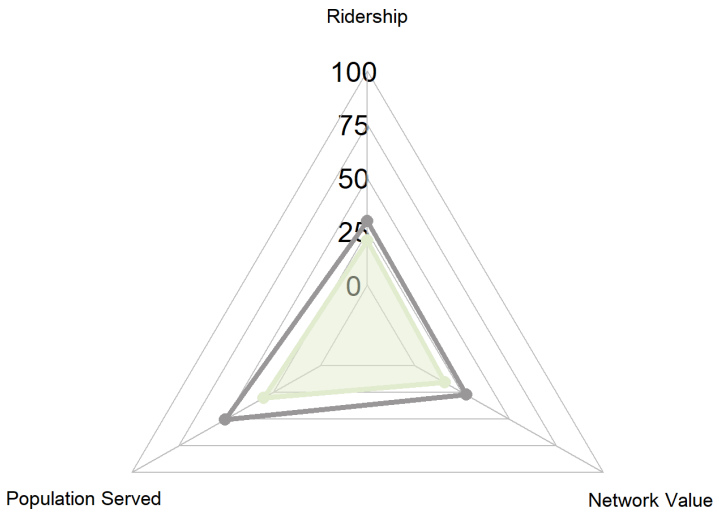
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

22

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	30	16	21	

Operating Statistics

Annual Operating Costs	$4,808,519
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

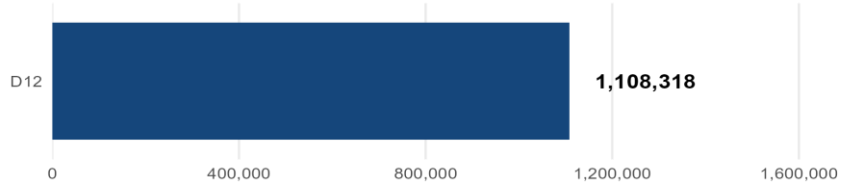
Service Area Population		31,723
Minority Population	*Service Area*	25,608
	% Riders Surveyed	96%
Low Income Household	*Service Area*	11,303
	% Riders Surveyed	59%

Facilities/Amenities

Bus Stops	117
% Stops With Shelters	8%
% Stops With Benches	3%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership



Top Transfer Locations

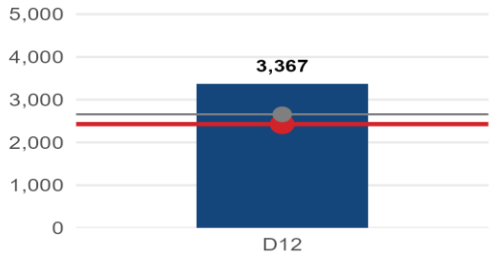
Southern Avenue, Suitland, Anacostia

Average Daily Ridership

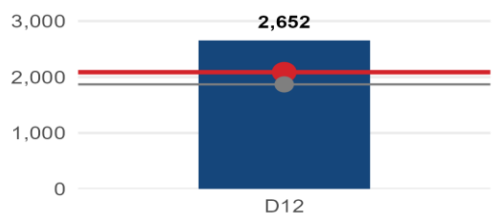
Class/Tier Average

System Average

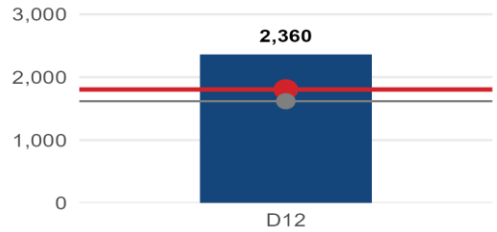
Weekday



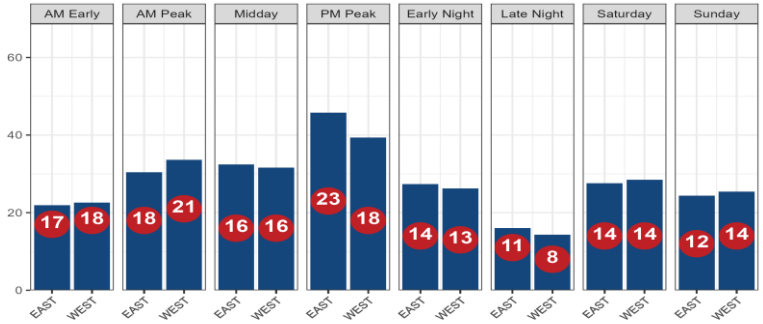
Saturday



Sunday



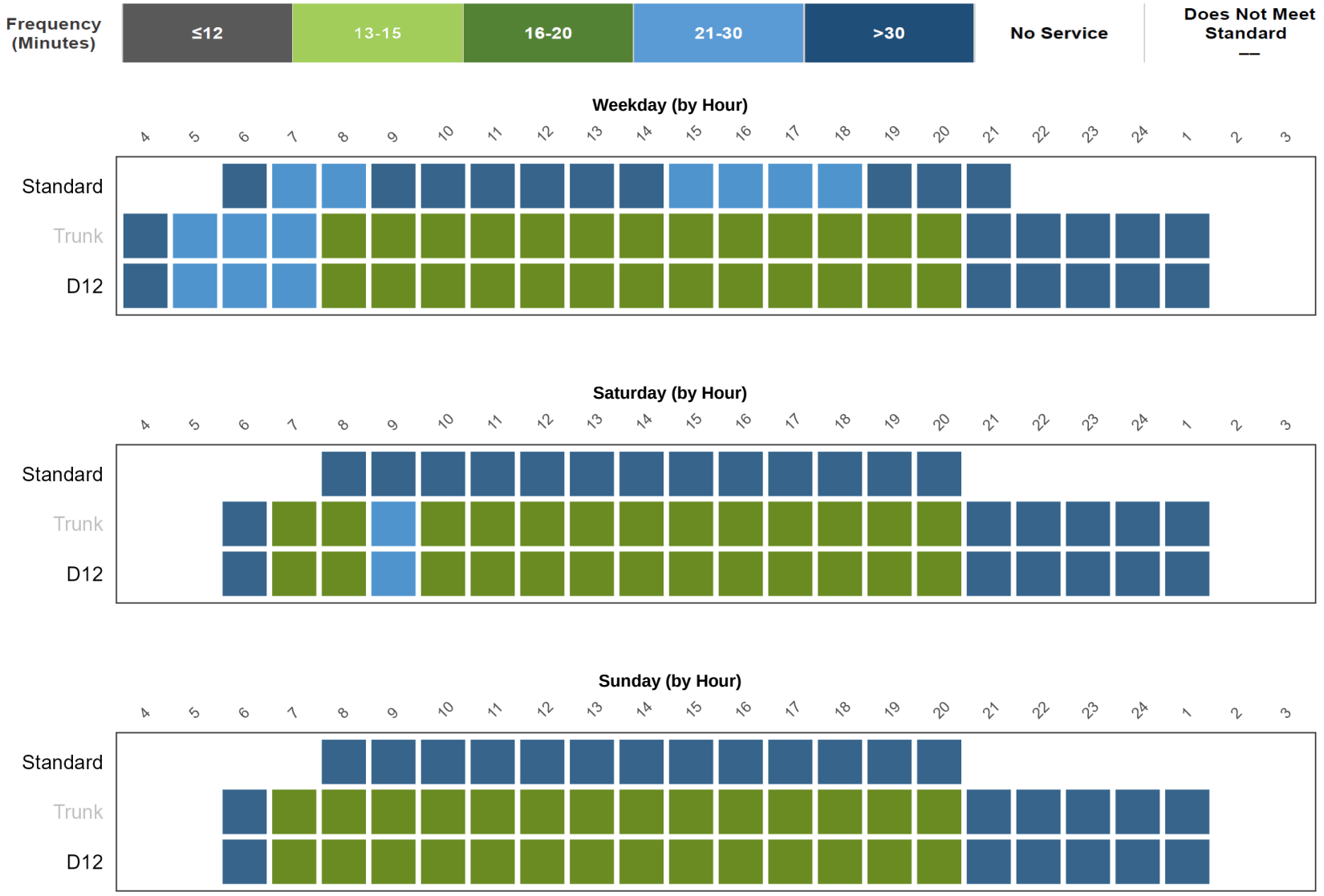
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.51	0.48
	Off-Peak Maximum Target: 1.0	0.37	0.36
	Saturday Maximum Target: 1.0	0.35	0.36
	Sunday Maximum Target: 1.0	0.31	0.35

Span and Frequency



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 - 1:39 AM	-	A	6:00 AM - 1:36 AM	-	A	6:00 AM - 1:46 AM	-	A
	Frequency of Service | varies	Peak: 19.0 / Off-Peak: 20.0	Peak: 21.1 / Off-Peak: 33.4	A	23.0	39.1	A	23.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	33.0	29.8	A	28.3	25.4	A	26.3	24.4	A
	Passengers per Revenue Mile | 1	2.5	2.6	A	2.2	2.1	A	2.0	2.0	A
Reliability	**On-Time Performance |** 79%	72%	75%	D	72%	77%	D	73%	78%	D
	Crowding | 5%	1%	1%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.49	Off-Peak: 0.35 Peak: 0.46	A	0.35	0.34	A	0.33	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.94	$ 4.80	A	$4.60	$ 5.61	A	$4.94	$ 5.91	A
	Cost Recovery | 20%	20%	28%	B	18%	24%	D	16%	23%	D

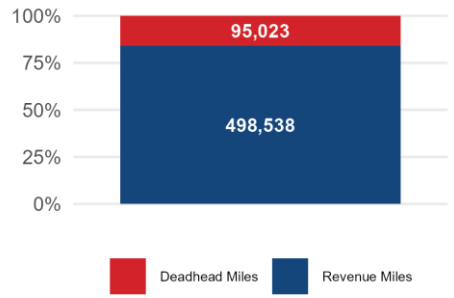
Route D12

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.5	4.5	E
Route Design	**Circuity |** 1.75	3.47	2.09	E

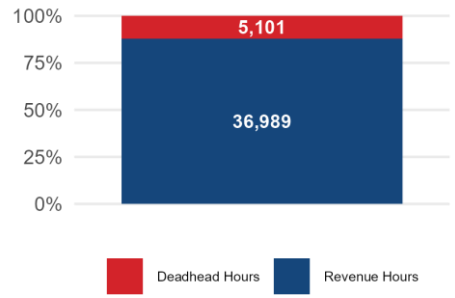
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	33.0	29.8	A	28.3	25.4	A	26.3	24.4	A
	Passengers per Revenue Mile | 1	2.5	2.6	A	2.2	2.1	A	2.0	2.0	A
	Unique Segment Ridership | 10%	41%	45%	A	40%	58%	A	38%	58%	A
Reliability	**On-Time Performance |** 79%	72%	75%	D	72%	77%	D	73%	78%	D
	Crowding | 5%	1%	2%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.49	Off-Peak: 0.36 Peak: 0.46	A	0.35	0.35	A	0.33	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.94	$ 4.80	A	$4.60	$ 5.61	A	$4.94	$ 5.91	A
	Cost Recovery | 20%	20%	29%	B	18%	24%	D	16%	23%	D

Operational Analysis

Miles Allocation



Hours Allocation



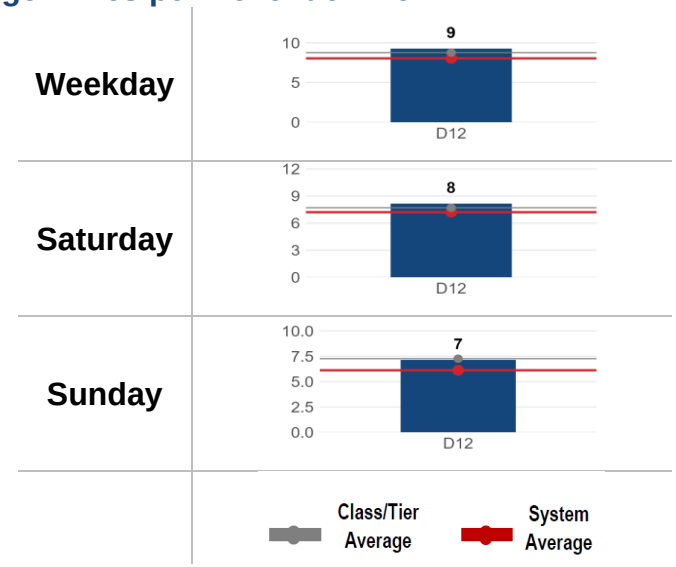
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D12	25.90	36,927	35,821 (97.0%)

Service Change Summary

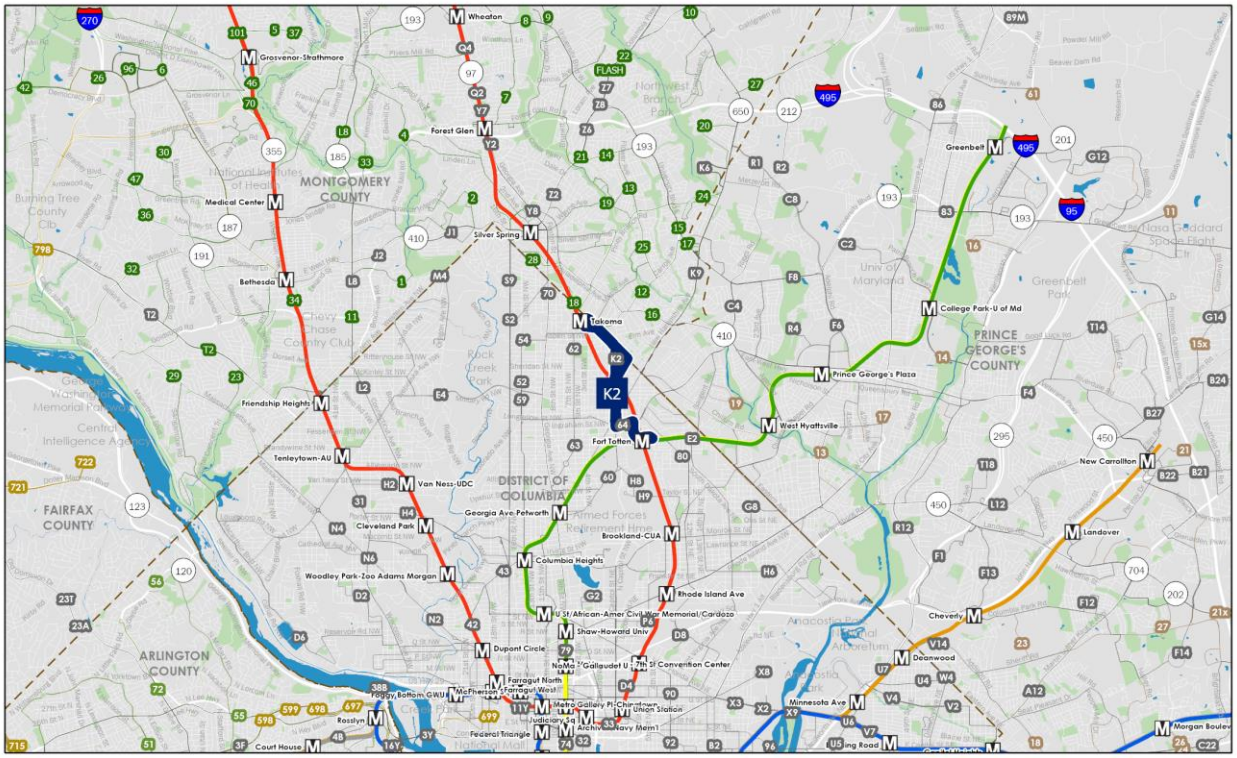
Jun 2024: 7 days a week, EB trip departing Southern Av at 2:00am and WB trip departing Suitland at 2:00am removed due to low utilization
Sep 2024: No change
Dec 2024: No change

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	B

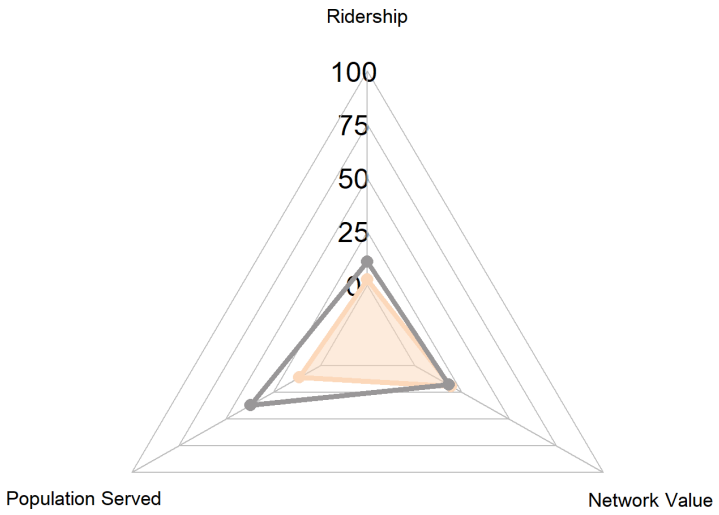
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

11

Out of 100



Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	11	19	3	

Operating Statistics

Annual Operating Costs	$466,935
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

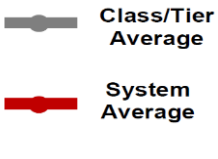
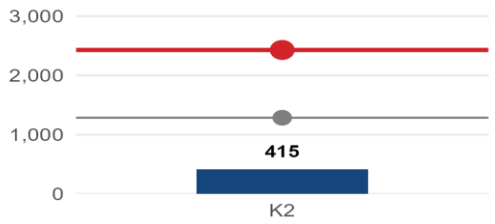
Service Area Population	12,633	
Minority Population	*Service Area*	8,167
	% Riders Surveyed	91%
Low Income Household	*Service Area*	2,052
	% Riders Surveyed	45%

Facilities/Amenities

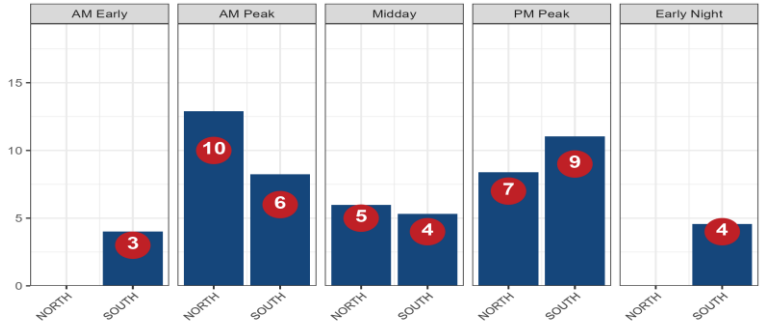
Bus Stops	29
% Stops With Shelters	14%
% Stops With Benches	3%
% Stops With Real-Time Signs	10%

Ridership

Annual Ridership	
Top Transfer Locations	**Fort Totten, Takoma**

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

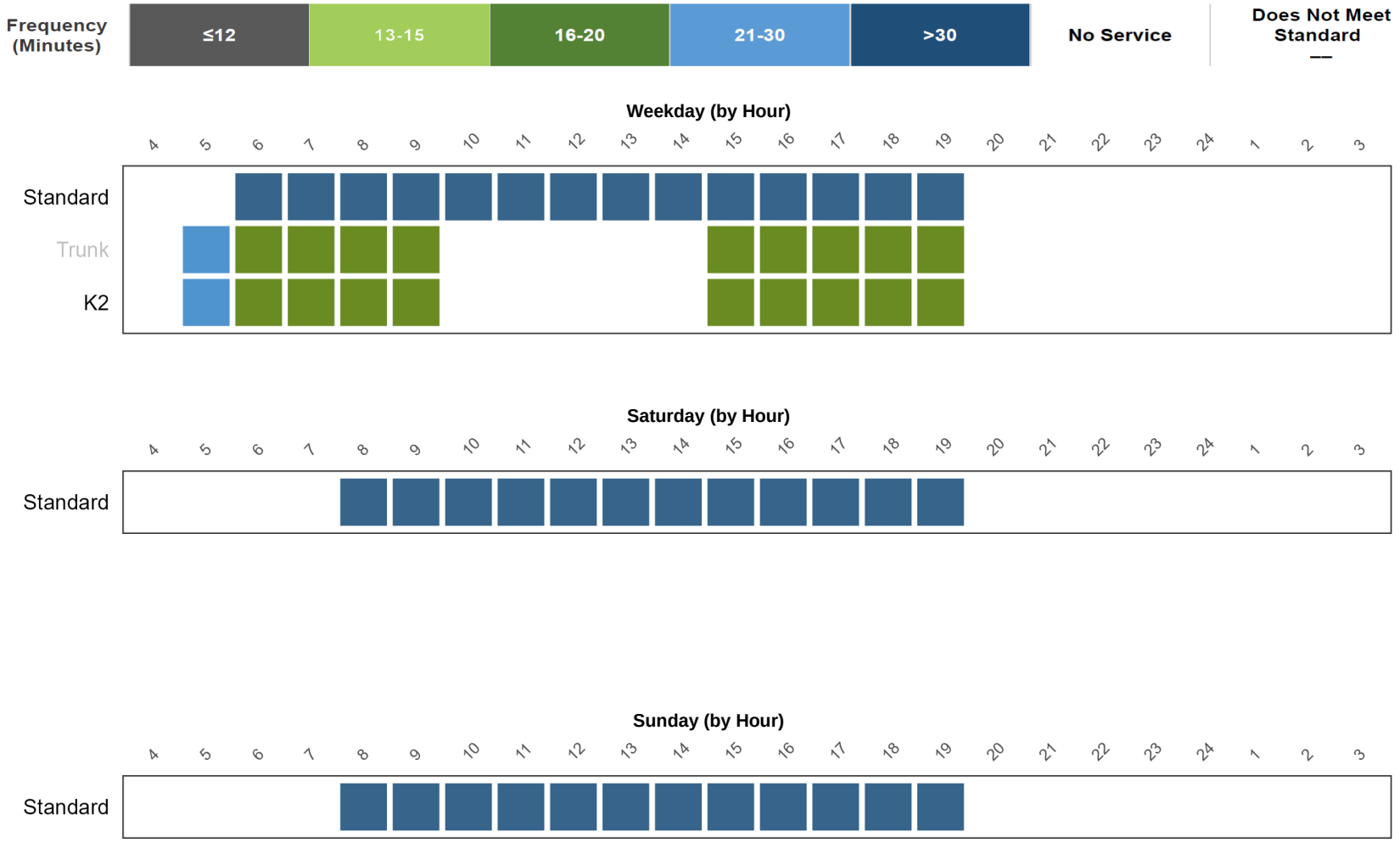
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.2	0.19
	Off-Peak Maximum Target: 1.0	0.12	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency



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: 19.0 / Off-Peak: 18.0	Peak: 25.9 / Off-Peak: 38.8	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |** 10	29	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	3.6	2.2	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.2	Off-Peak: 0.26 Peak: 0.34	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.49	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	40%	23%	A	-	-	-	-	-	-

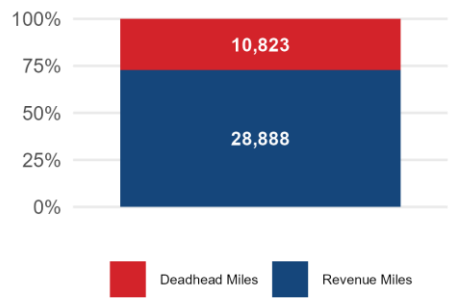
Route K2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	4.8	E
Route Design	**Circuity |** N/A	1.09	1.78	-

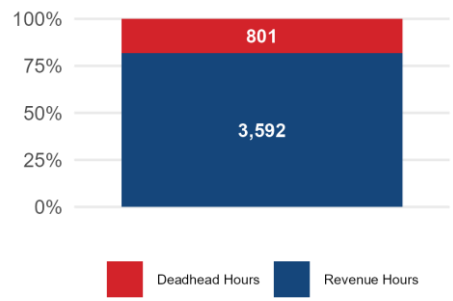
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	29	24.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	3.6	2.2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	56%	42%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	70%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.2	Off-Peak: 0.26 Peak: 0.33	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.49	$ 5.68	A	-	-	-	-	-	-
	Cost Recovery | 20%	40%	22%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



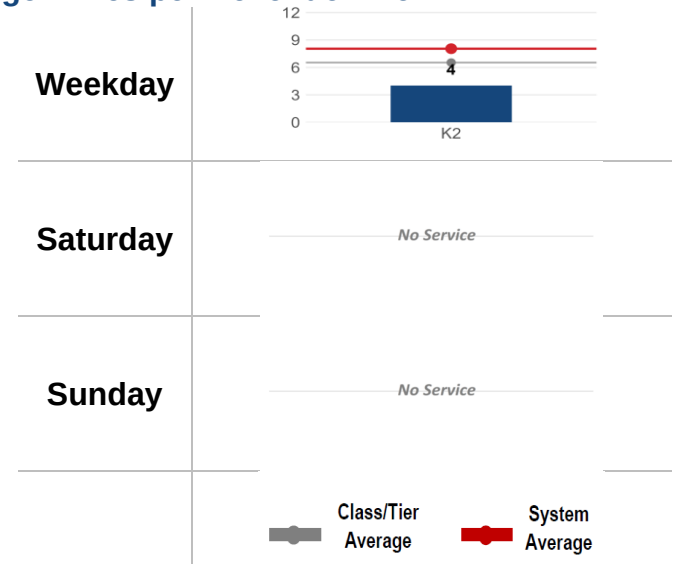
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K2	4.90	10,664	9,964 (93.4%)

Service Change Summary

Jun 2024: Trip times changed when school is in session: Previous Wed-only trips departing at 1:34pm changed to 1:39pm
Sep 2024: No change
Dec 2024: No change

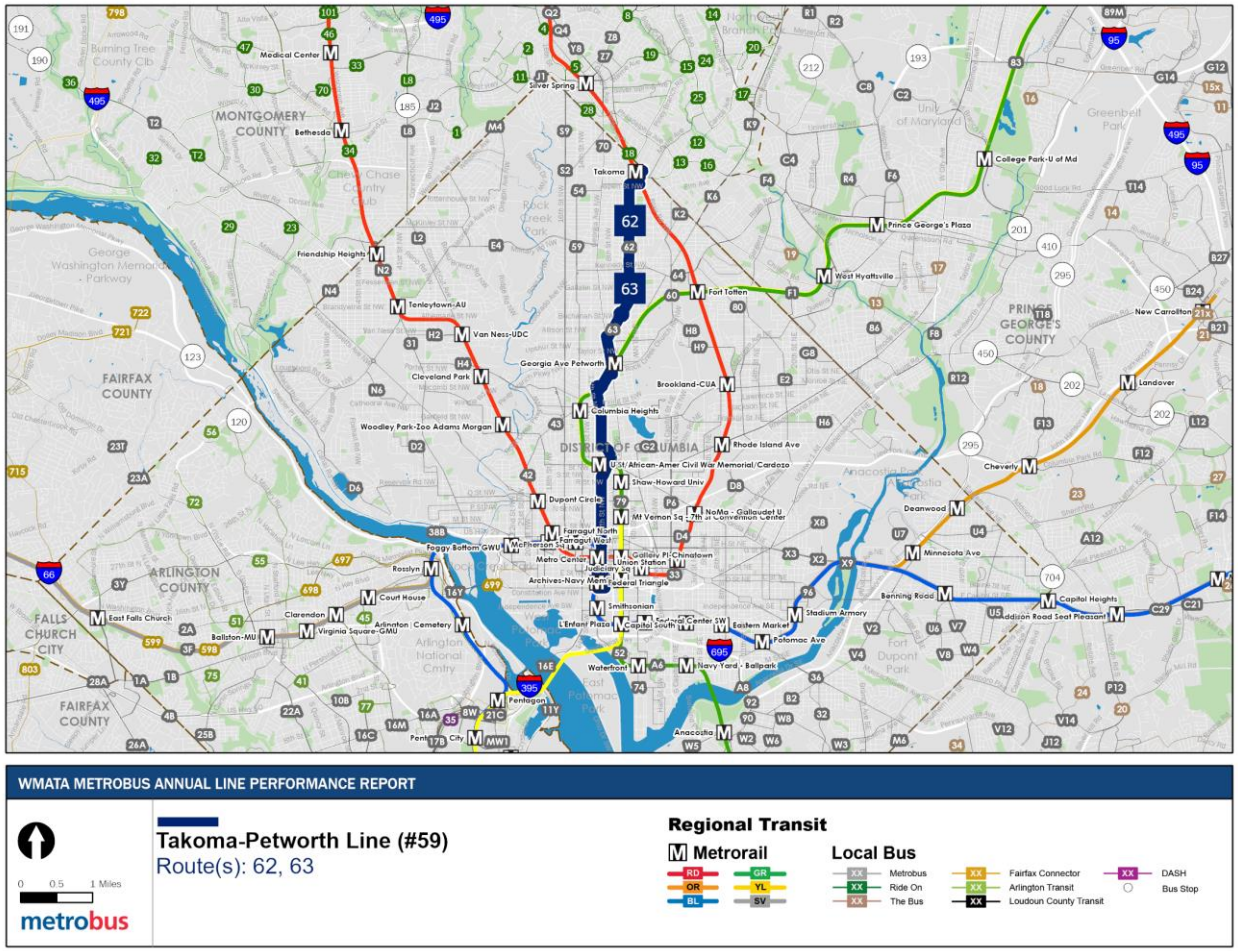
Passenger Miles per Revenue Mile



LINE: 59 - Takoma-Petworth

ROUTE(S): 62, 63

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

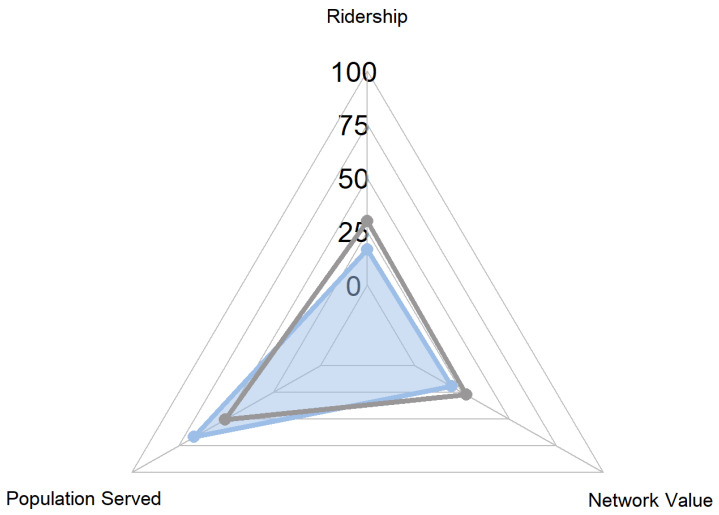
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

34

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	67	20	17	

Operating Statistics

Annual Operating Costs	$2,923,852
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

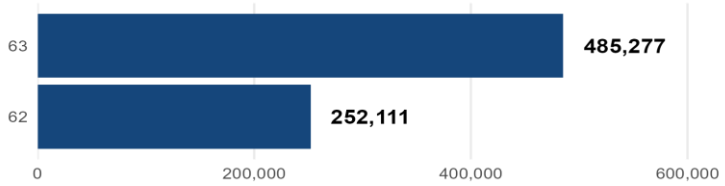
Service Area Population	71,320	
Minority Population	*Service Area*	29,803
	% Riders Surveyed	64%
Low Income Household	*Service Area*	13,037
	% Riders Surveyed	39%

Facilities/Amenities

Bus Stops	89
% Stops With Shelters	13%
% Stops With Benches	11%
% Stops With Real-Time Signs	2%

Ridership

Annual Ridership



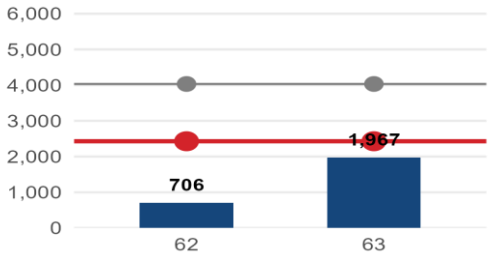
Top Transfer Locations

Georgia Avenue-Petworth, Takoma, Metro Center

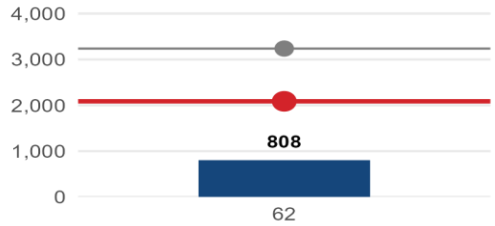
Average Daily Ridership



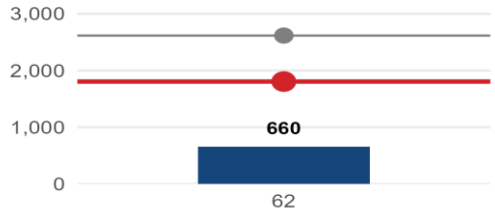
Weekday



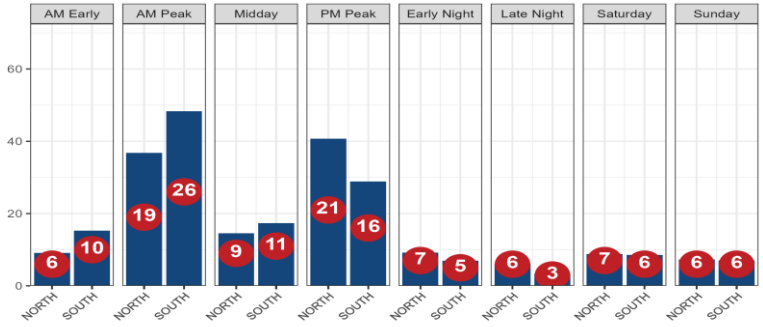
Saturday



Sunday



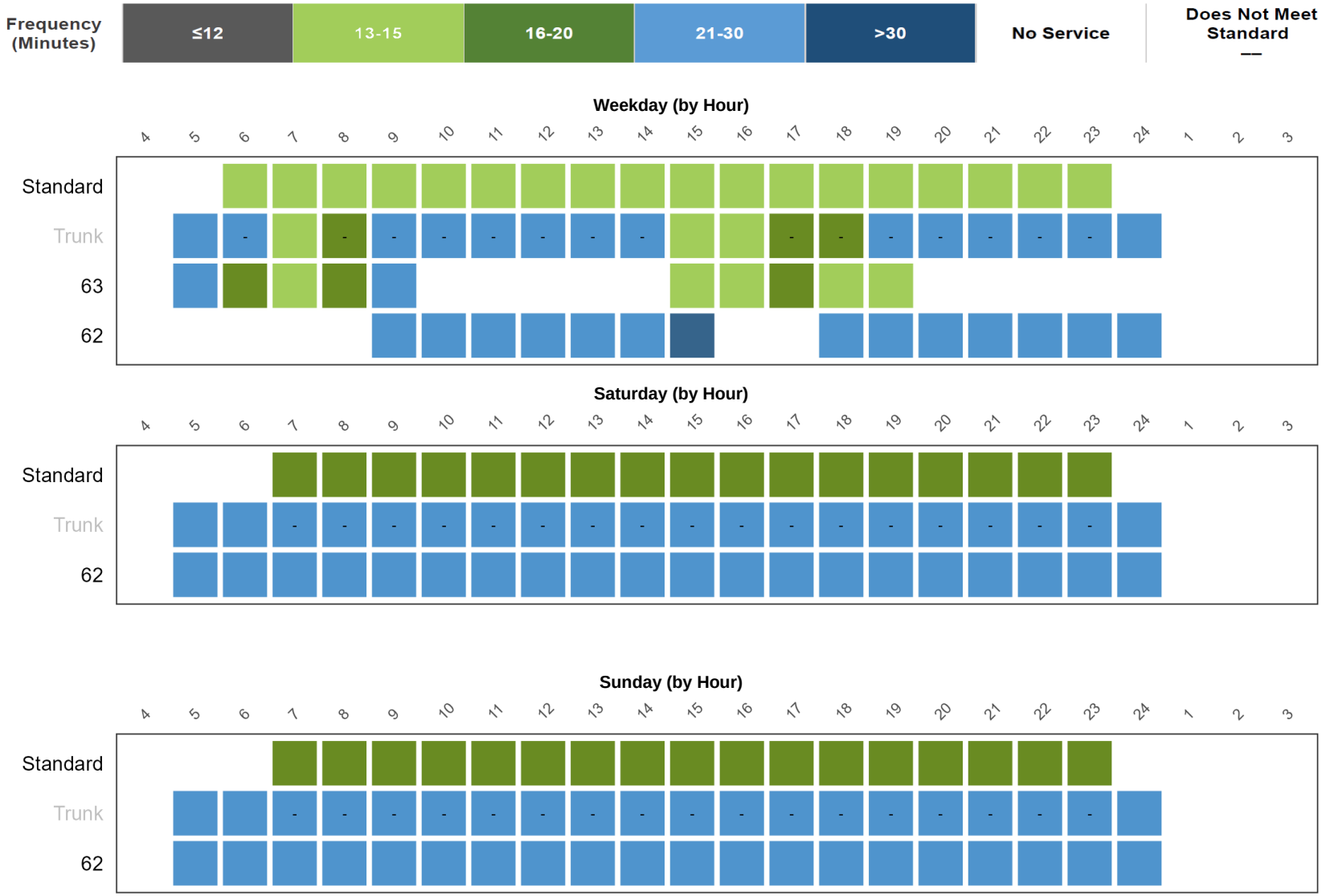
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.51	0.49
	Off-Peak Maximum Target: 1.0	0.2	0.21
	Saturday Maximum Target: 1.0	0.16	0.16
	Sunday Maximum Target: 1.0	0.14	0.14

Span and Frequency



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: 14.6 / Off-Peak: 18.6	C	24.0	20.8	C	24.0	23.8	C
Productivity	**Passengers per Revenue Hour |** 30	35.9	34.1	A	22.2	29.0	E	18.2	26.6	E
	Passengers per Revenue Mile | 4	4.9	4.6	A	2.7	3.7	E	2.2	3.2	E
Reliability	**On-Time Performance |** 79%	74%	74%	C	84%	75%	B	83%	77%	B
	Crowding | 5%	4%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.5	Off-Peak: 0.36 Peak: 0.5	A	0.16	0.37	A	0.14	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.62	$ 4.27	A	$5.87	$ 5.07	C	$7.14	$ 5.55	E
	Cost Recovery | 25%	47%	38%	A	29%	32%	A	24%	30%	C

Route 62

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.5	5.5	E
Route Design	**Circuity |** 1.75	1.05	1.23	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	30.5	34.1	B	22.2	29.0	E	18.2	26.6	E
	Passengers per Revenue Mile | 4	3.9	4.6	C	2.7	3.7	E	2.2	3.2	E
	Unique Segment Ridership | 10%	1%	20%	E	64%	34%	A	64%	31%	A
Reliability	**On-Time Performance |** 79%	82%	74%	B	84%	75%	A	83%	77%	B
	Crowding | 5%	2%	3%	A	0%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.44	Off-Peak: 0.37 Peak: 0.51	A	0.16	0.37	A	0.14	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.26	$ 4.27	A	$5.87	$ 5.07	C	$7.14	$ 5.55	E
	Cost Recovery | 25%	34%	39%	A	25%	32%	B	21%	30%	D

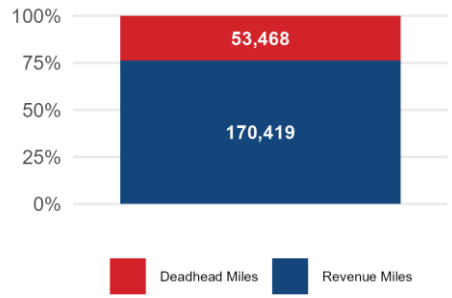
Route 63

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.1	5.5	E
Route Design	**Circuity |** 1.75	1	1.23	A

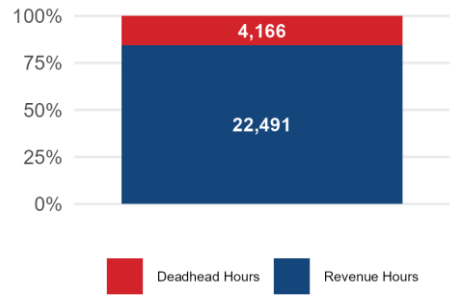
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	38.5	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	5.4	4.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	74%	D	-	-	-	-	-	-
	Crowding | 5%	4%	3%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.5	Off-Peak: 0.37 Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.38	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	52%	39%	A	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



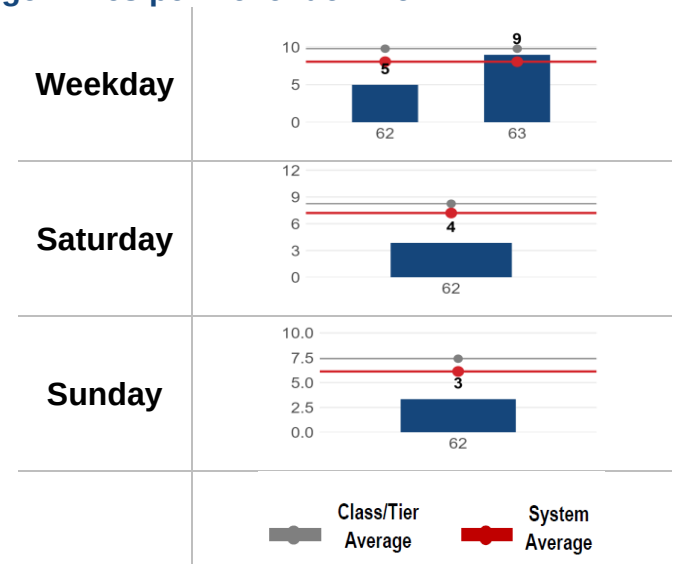
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
62	6.30	24,663	24,187 (98.1%)
63	13.20	13,138	12,636 (96.2%)

Service Change Summary

Jun 2024: Travel time adjustments
Sep 2024: No change
Dec 2024: No change

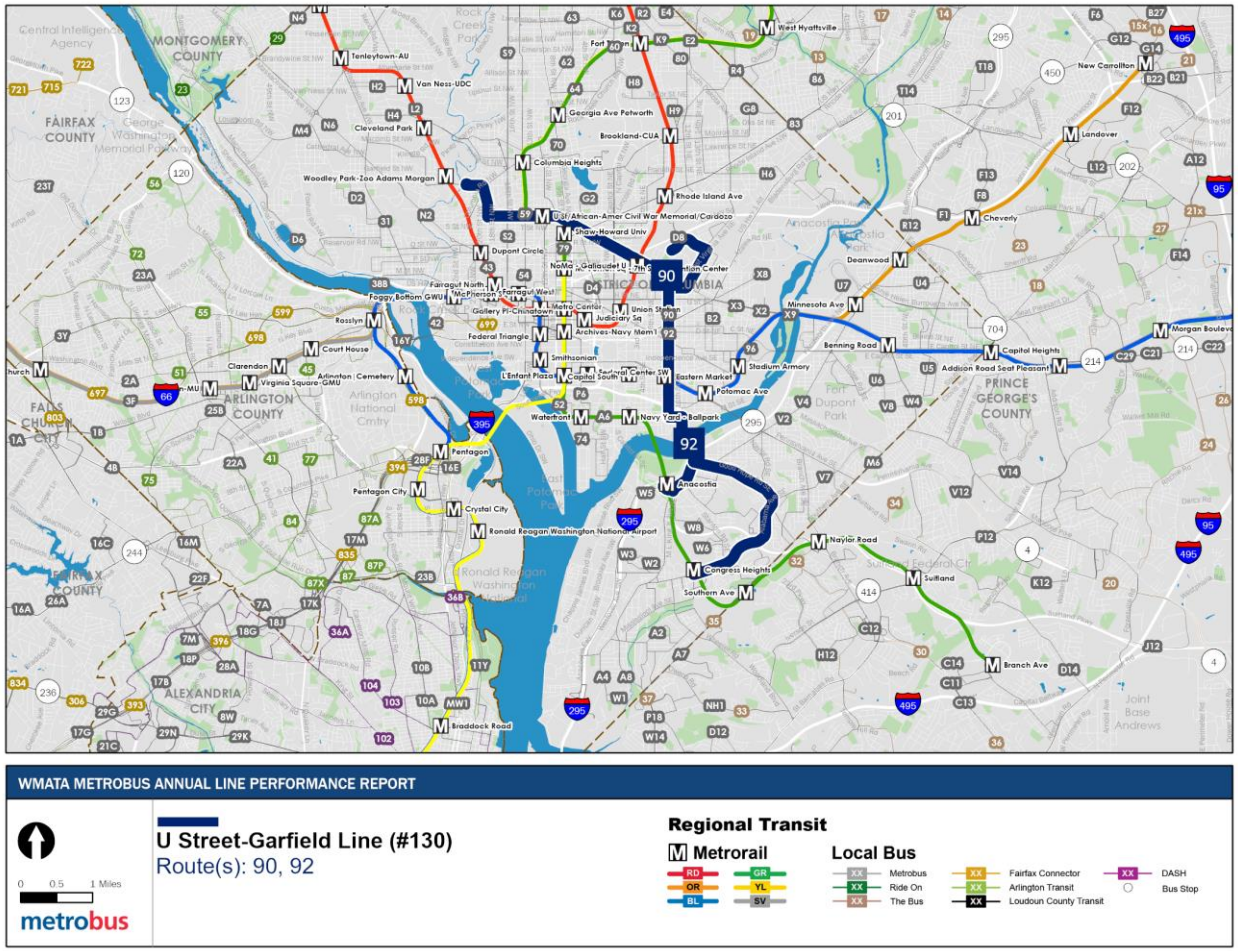
Passenger Miles per Revenue Mile



LINE: 130 - U Street-Garfield

ROUTE(S): 90, 92

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	A

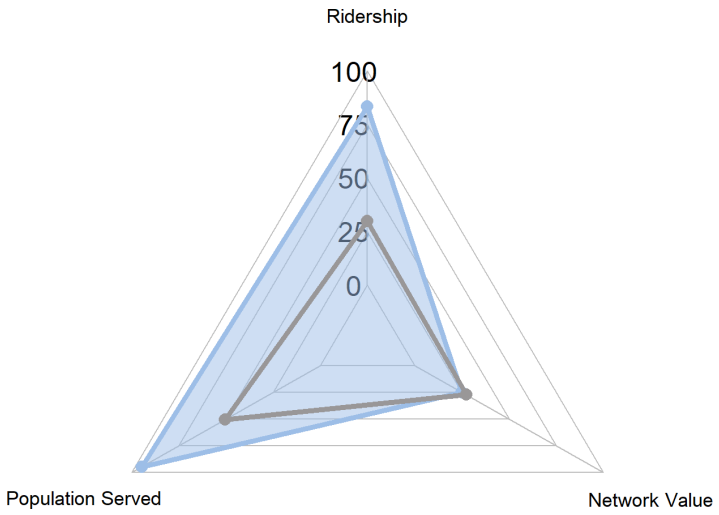
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

68

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	94	25	84	

Operating Statistics

Annual Operating Costs	$13,587,268
Peak Vehicles	32
Vehicle Type(s)	40 Foot

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

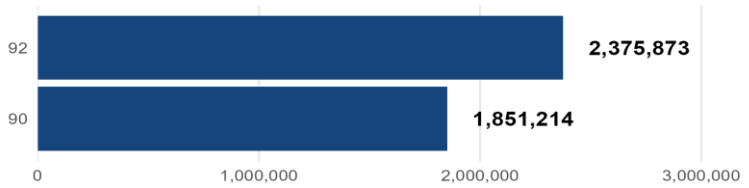
Service Area Population	104,504	
Minority Population	*Service Area*	51,752
	% Riders Surveyed	87%
Low Income Household	*Service Area*	23,739
	% Riders Surveyed	62%

Facilities/Amenities

Bus Stops	129
% Stops With Shelters	28%
% Stops With Benches	26%
% Stops With Real-Time Signs	8%

Ridership

Annual Ridership



Top Transfer Locations

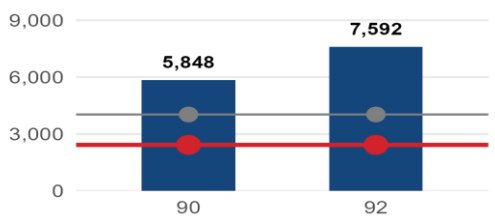
Eastern Market, U Street-Cardozo, New York Ave. W

Average Daily Ridership

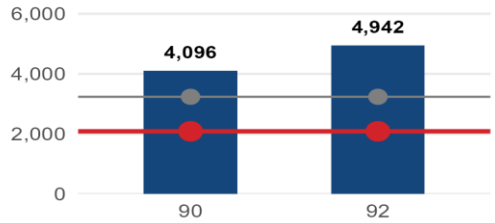
Class/Tier Average

System Average

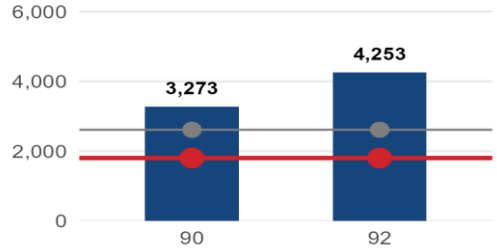
Weekday



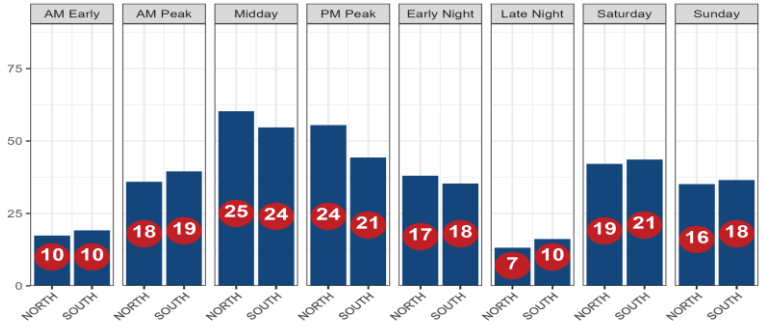
Saturday



Sunday



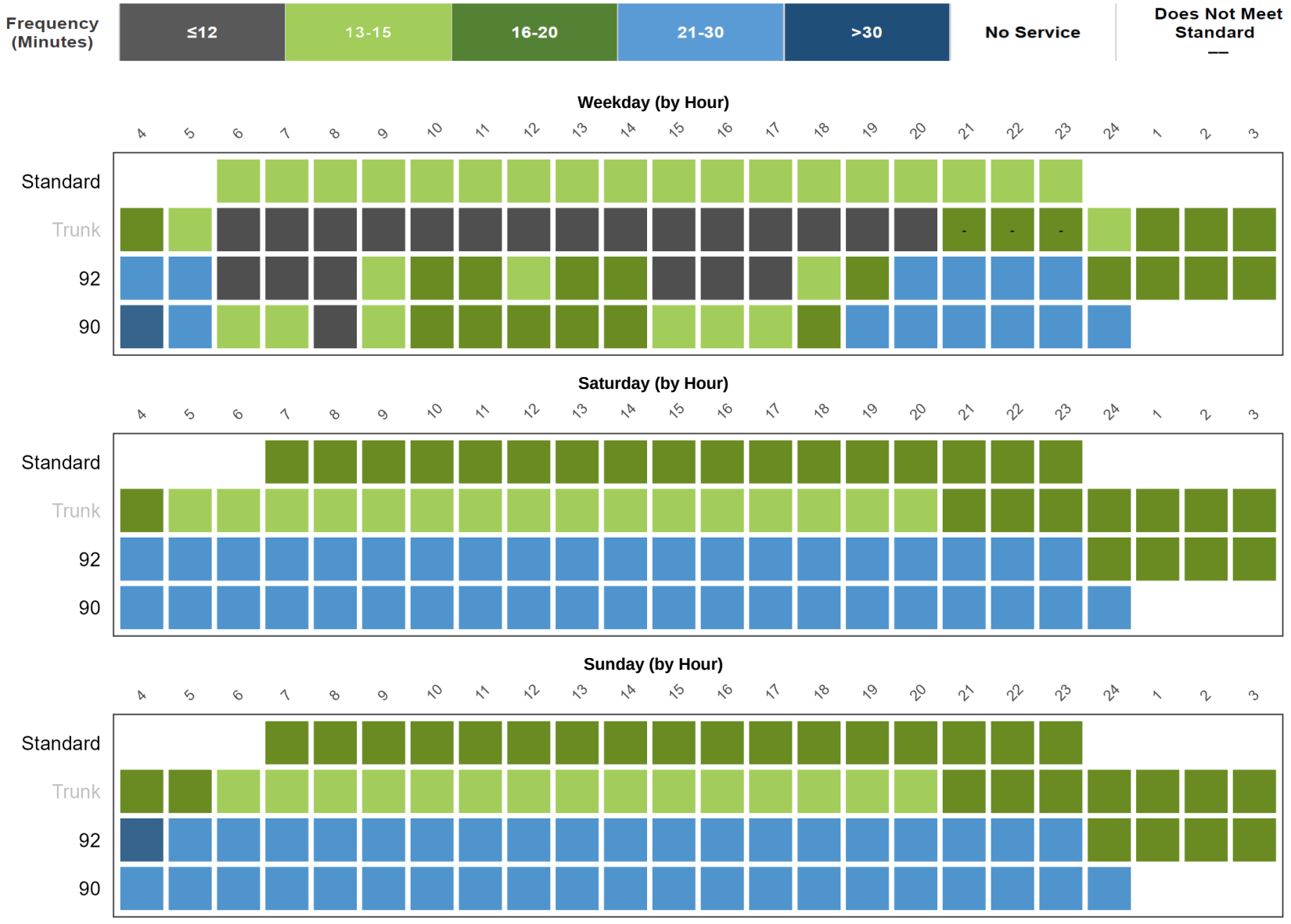
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.51	0.51
	Off-Peak Maximum Target: 1.0	0.46	0.47
	Saturday Maximum Target: 1.0	0.48	0.53
	Sunday Maximum Target: 1.0	0.41	0.46

Span and Frequency



Performance Report Card

A 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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 7.0 / Off-Peak: 9.0	Peak: 14.6 / Off-Peak: 18.6	A	15.0	20.8	A	15.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	39.4	34.1	A	40.0	29.0	A	35.6	26.6	A
	Passengers per Revenue Mile | 4	5.6	4.6	A	5.4	3.7	A	4.6	3.2	A
Reliability	**On-Time Performance |** 79%	64%	74%	E	67%	75%	E	68%	77%	E
	Crowding | 5%	2%	3%	A	2%	2%	A	1%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.51	Off-Peak: 0.36 Peak: 0.5	A	0.5	0.37	A	0.43	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.30	$ 4.27	A	$3.25	$ 5.07	A	$3.65	$ 5.55	A
	Cost Recovery | 25%	35%	38%	A	35%	32%	A	31%	30%	A

Route 90

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	5.5	E
Route Design	**Circuity |** 1.75	1.11	1.23	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	34.1	A	41.2	29.0	A	34.6	26.6	A
	Passengers per Revenue Mile | 4	6.5	4.6	A	6.4	3.7	A	5.0	3.2	A
	Unique Segment Ridership | 10%	11%	20%	B	9%	34%	C	9%	31%	C
Reliability	**On-Time Performance |** 79%	63%	74%	E	68%	75%	E	71%	77%	D
	Crowding | 5%	1%	3%	A	2%	2%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.52 Peak: 0.55	Off-Peak: 0.37 Peak: 0.51	A	0.56	0.37	A	0.46	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.20	$ 4.27	A	$3.15	$ 5.07	A	$3.76	$ 5.55	A
	Cost Recovery | 25%	40%	39%	A	40%	32%	A	34%	30%	A

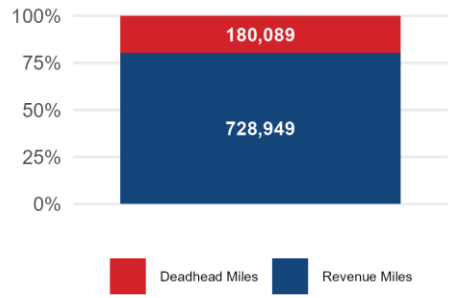
Route 92

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	5.5	E
Route Design	**Circuity |** 1.75	1.16	1.23	A

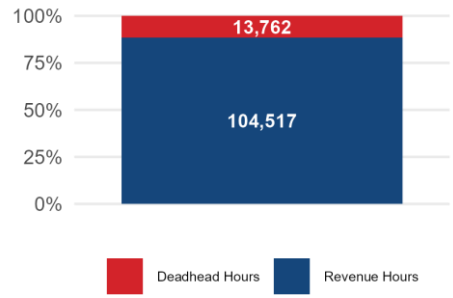
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	38.4	34.1	A	39.1	29.0	A	36.3	26.6	A
	Passengers per Revenue Mile | 4	5.1	4.6	A	4.8	3.7	A	4.3	3.2	B
	Unique Segment Ridership | 10%	13%	20%	A	10%	34%	B	10%	31%	B
Reliability	**On-Time Performance |** 79%	65%	74%	E	66%	75%	E	65%	77%	E
	Crowding | 5%	2%	3%	A	1%	2%	A	2%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.48	Off-Peak: 0.37 Peak: 0.51	A	0.46	0.37	A	0.41	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.38	$ 4.27	A	$3.33	$ 5.07	A	$3.58	$ 5.55	A
	Cost Recovery | 25%	31%	39%	A	31%	32%	A	29%	30%	A

Operational Analysis

Miles Allocation



Hours Allocation



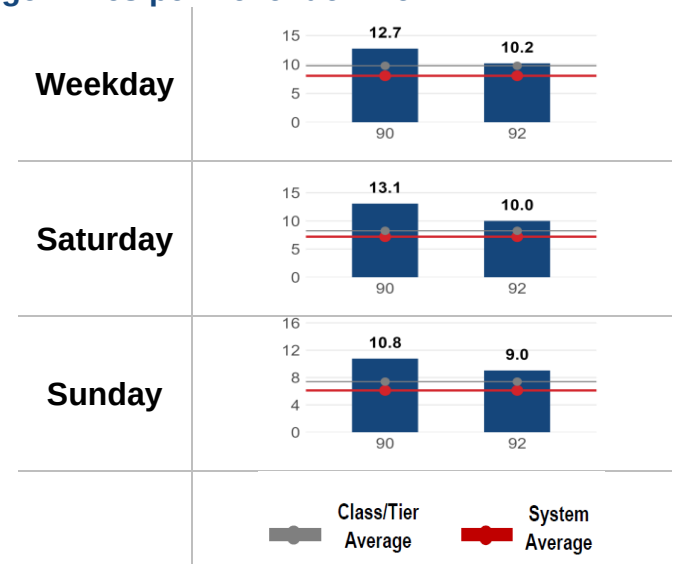
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
90	14.30	42,635	40,853 (95.8%)
92	19.40	60,299	57,071 (94.6%)

Service Change Summary

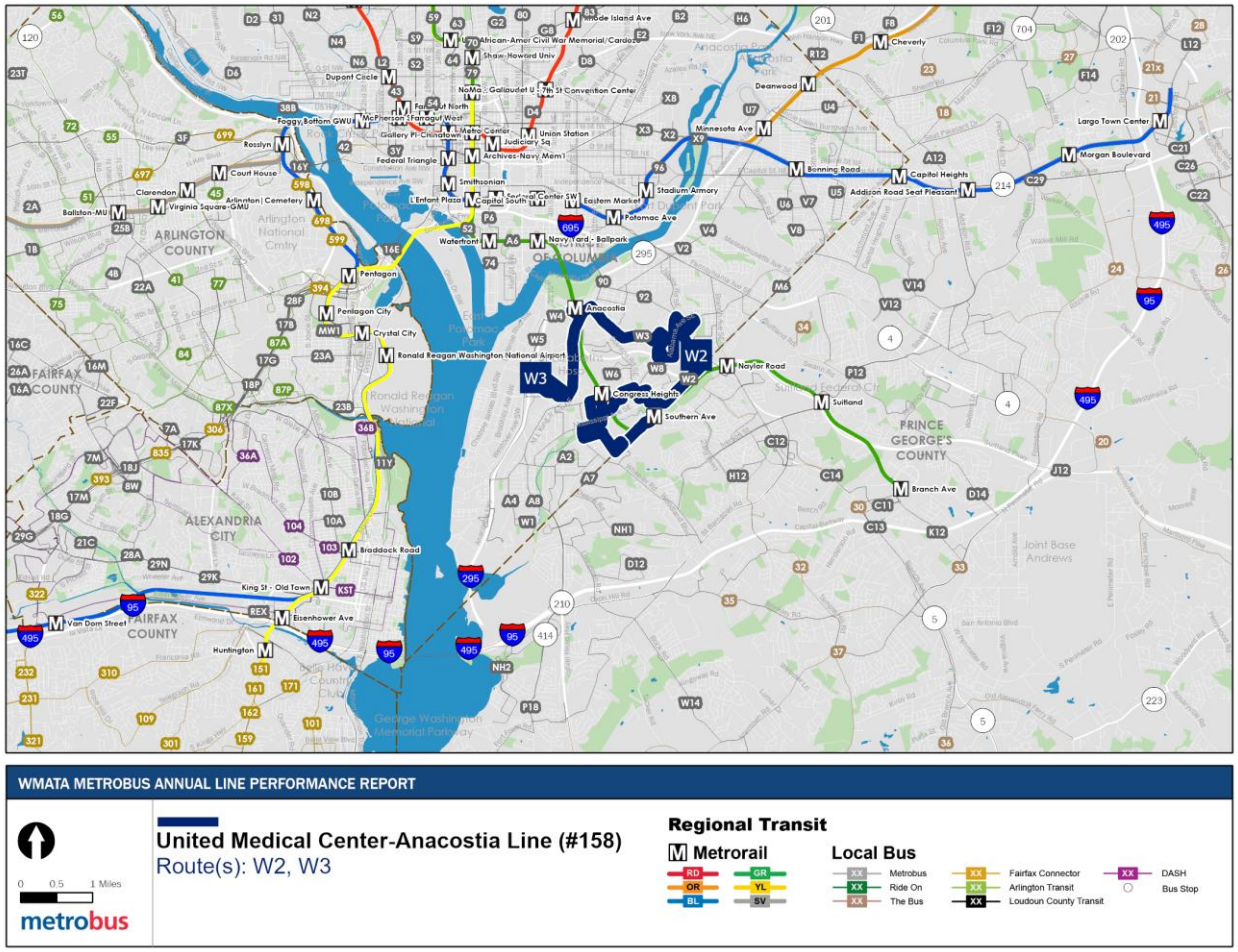
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

Passenger Miles per Revenue Mile



LINE: 158 - United Medical Center-Anacostia ROUTE(S): W2, W3

About the Line



Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

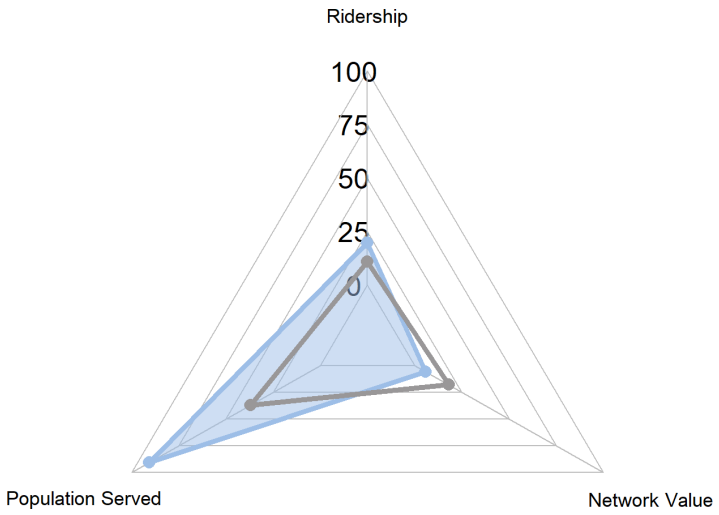
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

39

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	90	6	20	

Operating Statistics

Annual Operating Costs	$5,203,346
Peak Vehicles	8
Vehicle Type(s)	30 Foot, 35 Foot

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

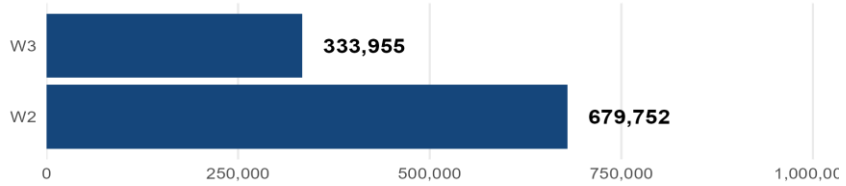
Service Area Population		48,803
Minority Population	*Service Area*	46,147
	% Riders Surveyed	96%
Low Income Household	*Service Area*	21,771
	% Riders Surveyed	77%

Facilities/Amenities

Bus Stops	159
% Stops With Shelters	13%
% Stops With Benches	9%
% Stops With Real-Time Signs	2%

Ridership

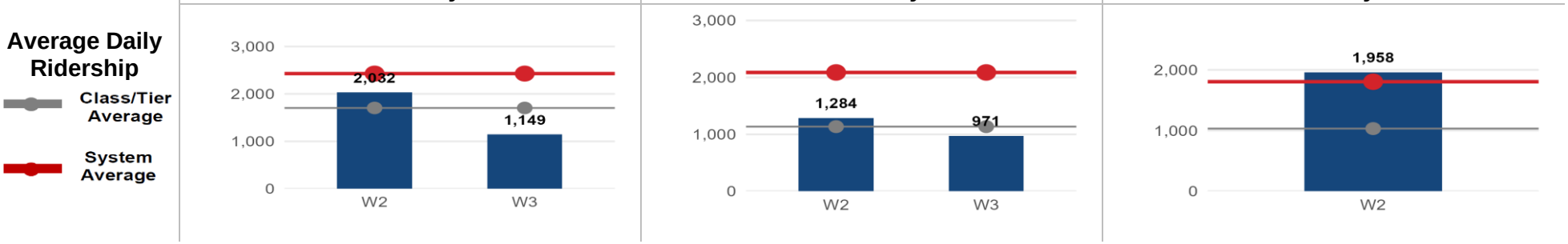
Annual Ridership



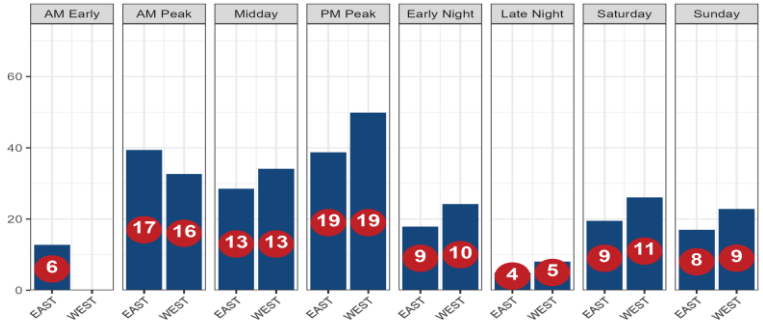
Top Transfer Locations

Anacostia, Congress Heights, Southern Avenue

Average Daily Ridership



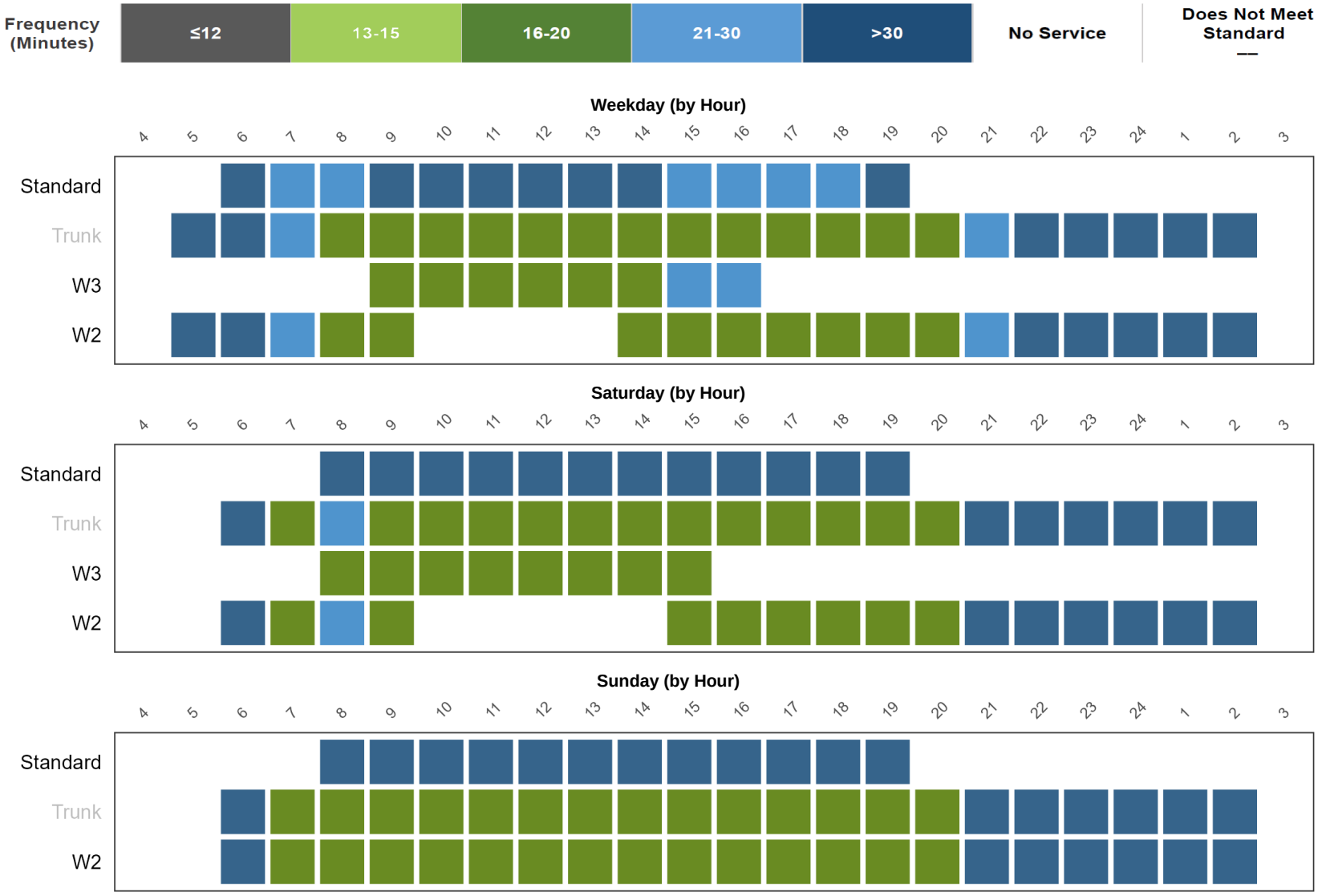
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.66	0.65
	Off-Peak Maximum Target: 1.0	0.38	0.39
	Saturday Maximum Target: 1.0	0.34	0.39
	Sunday Maximum Target: 1.0	0.3	0.33

Span and Frequency



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: 22.1 / Off-Peak: 32.8	A	22.0	36.3	A	22.0	37.8	A
Productivity	**Passengers per Revenue Hour |** 15	27.3	33.4	A	22.7	28.1	A	20.8	26.6	A
	Passengers per Revenue Mile | 2	3.0	3.9	A	2.2	3.0	A	2.0	2.8	C
Reliability	**On-Time Performance |** 79%	71%	78%	D	67%	80%	E	72%	80%	D
	Crowding | 5%	9%	2%	E	2%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.65	Off-Peak: 0.29 Peak: 0.39	A	0.36	0.27	A	0.31	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.76	$ 4.60	A	$5.74	$ 5.40	C	$6.25	$ 5.77	D
	Cost Recovery | 20%	27%	29%	A	23%	24%	A	21%	23%	B

Route W2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	6.2	E
Route Design	**Circuity |** N/A	5.57	2.37	-

	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 |** 15	27.9	33.4	A	22.2	28.1	A	20.8	26.6	A
	Passengers per Revenue Mile | 2	3.1	3.9	A	2.1	3.0	B	2.0	2.8	C
	Unique Segment Ridership | 10%	0%	24%	E	0%	43%	E	38%	38%	A
Reliability	**On-Time Performance |** 79%	71%	78%	D	69%	80%	D	72%	80%	D
	Crowding | 5%	10%	2%	E	3%	1%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.65	Off-Peak: 0.31 Peak: 0.42	A	0.34	0.28	A	0.31	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.67	$ 4.60	A	$5.87	$ 5.40	C	$6.25	$ 5.77	D
	Cost Recovery | 20%	29%	32%	A	23%	24%	A	22%	23%	B

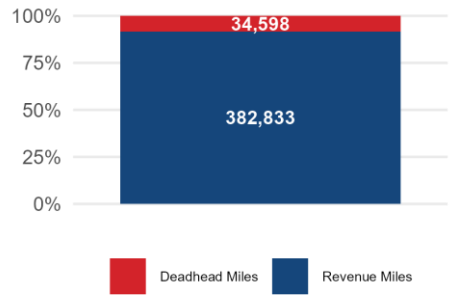
Route W3

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.9	6.2	E
Route Design	**Circuity |** N/A	5.48	2.37	-

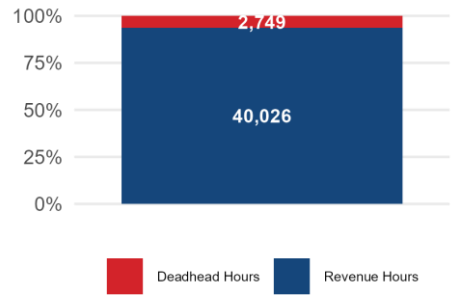
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	26.4	33.4	A	23.4	28.1	A	-	-	-
	Passengers per Revenue Mile | 2	2.9	3.9	A	2.5	3.0	A	-	-	-
	Unique Segment Ridership | 10%	0%	24%	E	0%	43%	E	-	-	-
Reliability	**On-Time Performance |** 79%	69%	78%	D	64%	80%	E	-	-	-
	Crowding | 5%	9%	2%	E	0%	1%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.83	Off-Peak: 0.31 Peak: 0.42	B	0.41	0.28	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.92	$ 4.60	A	$5.55	$ 5.40	C	-	-	-
	Cost Recovery | 20%	25%	32%	A	22%	24%	B	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



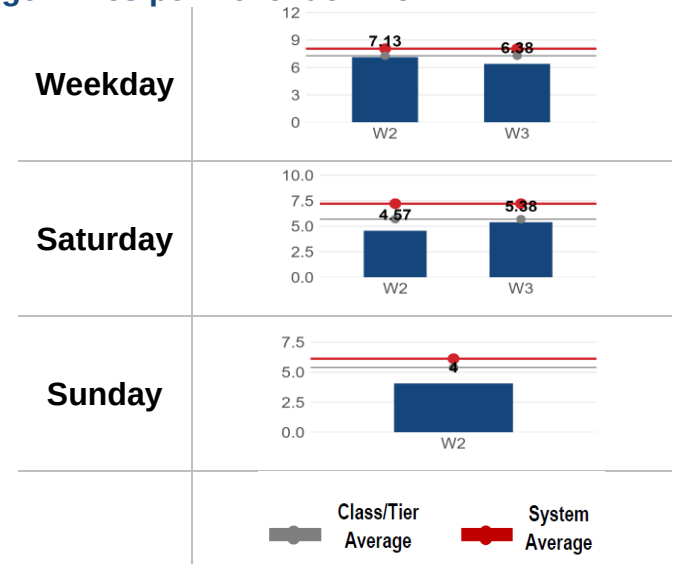
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W2	26.00	26,078	24,999 (95.9%)
W3	25.50	10,980	10,563 (96.2%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

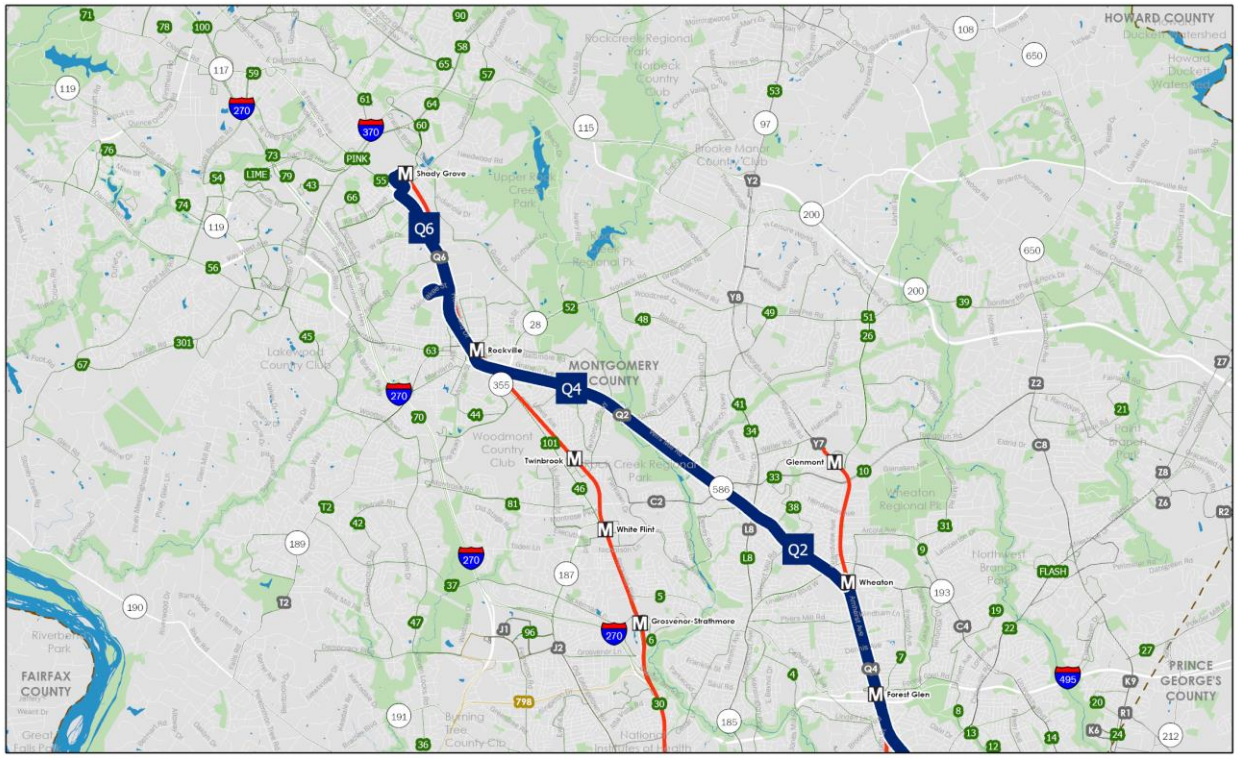
Passenger Miles per Revenue Mile



LINE: 123 - Veirs Mill Road

ROUTE(S): Q2, Q4, Q6

About the Line



Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

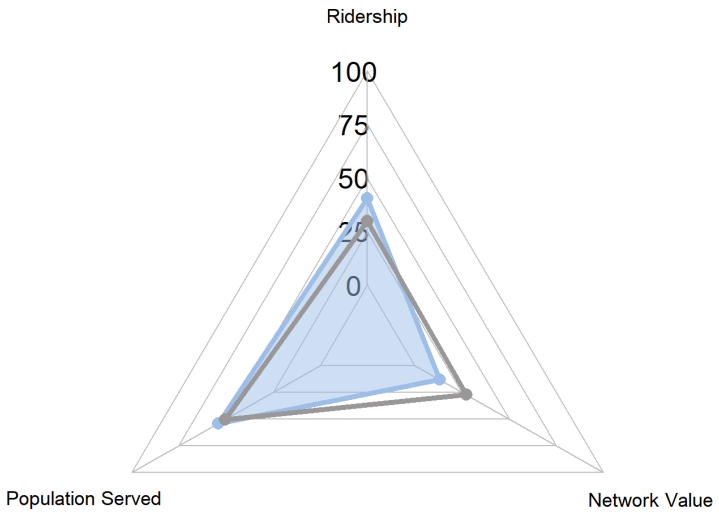
Legend

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:	54	13	41	

Operating Statistics

Annual Operating Costs	$7,762,704
Peak Vehicles	14
Vehicle Type(s)	40 Foot

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

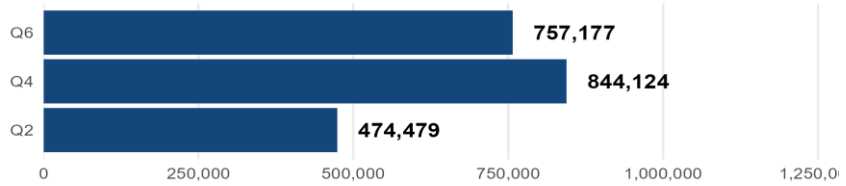
Service Area Population	58,017	
Minority Population	*Service Area*	22,016
	% Riders Surveyed	86%
Low Income Household	*Service Area*	11,889
	% Riders Surveyed	72%

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

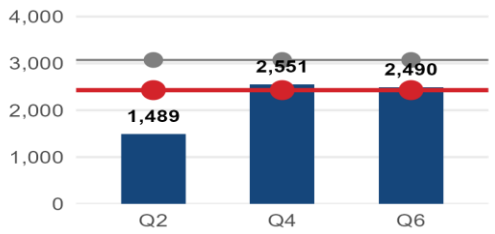
Wheaton, Rockville, Silver Spring

Average Daily Ridership

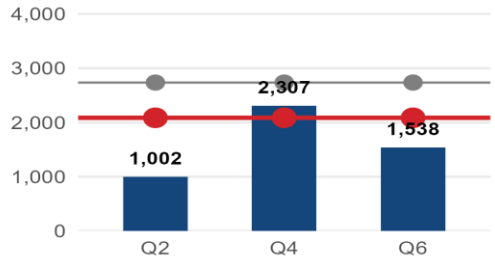
Class/Tier Average

System Average

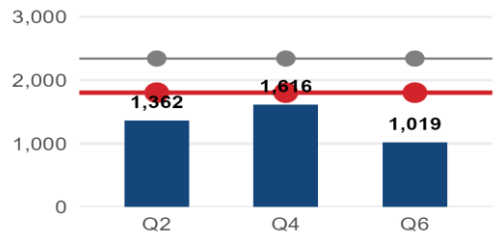
Weekday



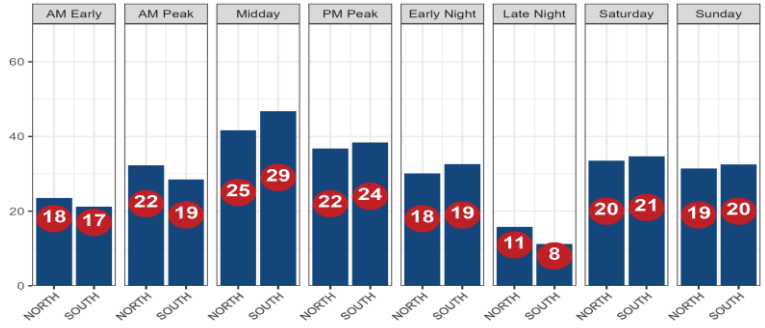
Saturday



Sunday



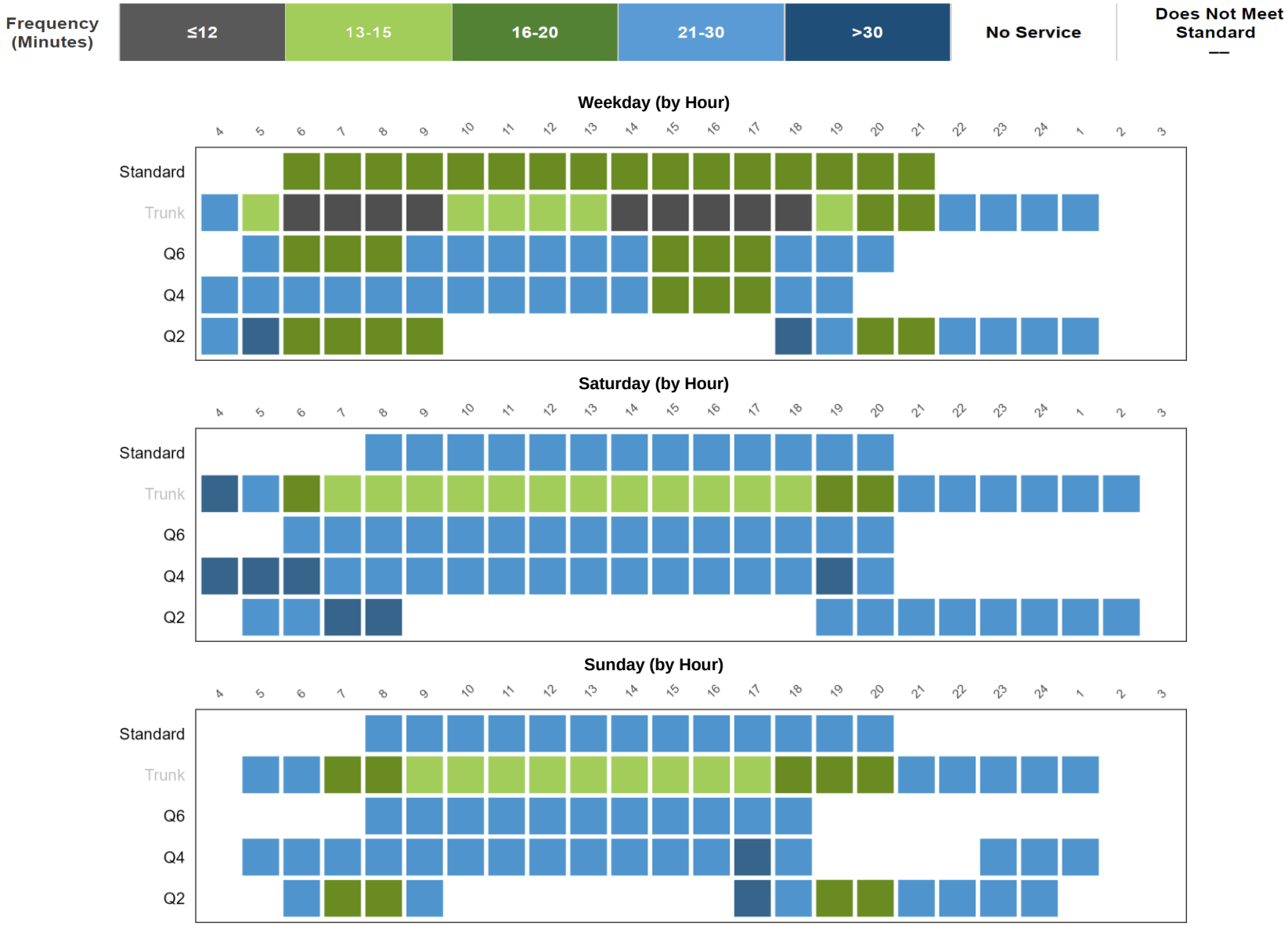
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.56	0.54
	Off-Peak Maximum Target: 1.0	0.5	0.58
	Saturday Maximum Target: 1.0	0.51	0.53
	Sunday Maximum Target: 1.0	0.47	0.49

Span and Frequency



Performance Report Card

A Veirs Mill Road

	Measure | Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	4:15 AM - 1:20 AM	-	A	4:45 AM - 2:24 AM	-	A	5:50 AM - 1:14 AM	-	A
	Frequency of Service | varies	Peak: 9.0 / Off-Peak: 13.0	Peak: 15.6 / Off-Peak: 20	A	17.0	24.4	A	17.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	35.5	29.6	A	34.2	28.2	A	32.8	25.5	A
	Passengers per Revenue Mile | 2	3.1	2.9	A	3.1	2.6	A	2.9	2.3	A
Reliability	**On-Time Performance |** 79%	78%	75%	C	84%	77%	B	81%	78%	B
	Crowding | 5%	3%	2%	A	1%	1%	A	1%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.55	Off-Peak: 0.39 Peak: 0.49	A	0.52	0.38	A	0.48	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.66	$ 5.18	A	$3.80	$ 5.36	A	$3.96	$ 6.15	A
	Cost Recovery | 20%	38%	29%	A	36%	26%	A	35%	23%	A

Route Q2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.3	4.5	A
Route Design	**Circuity |** 1.75	1.32	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	29.3	29.6	A	24.8	28.2	A	29.7	25.5	A
	Passengers per Revenue Mile | 2	2.2	2.9	B	1.9	2.6	C	2.2	2.3	A
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	83%	75%	B	83%	77%	B	-	-	-
	Crowding | 5%	1%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.58	Off-Peak: 0.39 Peak: 0.49	A	0.42	0.4	A	0.46	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.43	$ 5.18	A	$5.24	$ 5.36	B	$4.38	$ 6.15	A
	Cost Recovery | 20%	32%	29%	A	27%	27%	A	32%	24%	A

Route Q4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.5	A
Route Design	**Circuity |** 1.75	1.3	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	42.4	29.6	A	42.7	28.2	A	38.5	25.5	A
	Passengers per Revenue Mile | 2	4.1	2.9	A	4.0	2.6	A	3.5	2.3	A
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	76%	75%	C	81%	77%	B	81%	78%	B
	Crowding | 5%	4%	2%	A	1%	1%	A	1%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.65 Peak: 0.58	Off-Peak: 0.39 Peak: 0.49	A	0.59	0.4	A	0.51	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.07	$ 5.18	A	$3.05	$ 5.36	A	$3.38	$ 6.15	A
	Cost Recovery | 20%	44%	29%	A	45%	27%	A	40%	24%	A

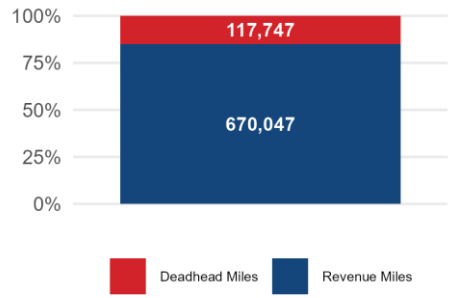
Route Q6

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.5	A
Route Design	**Circuity |** 1.75	1.36	1.47	A

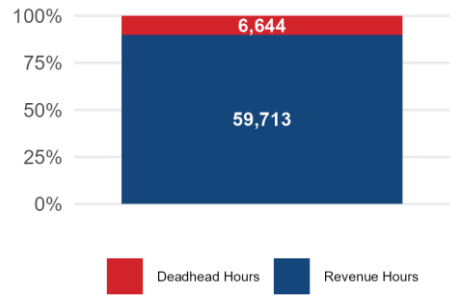
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	34.1	29.6	A	32.6	28.2	A	30.0	25.5	A
	Passengers per Revenue Mile | 2	3.3	2.9	A	3.1	2.6	A	3.2	2.3	A
	Unique Segment Ridership | 10%	0%	19%	E	0%	36%	E	0%	37%	E
Reliability	**On-Time Performance |** 79%	77%	75%	C	88%	77%	A	-	-	-
	Crowding | 5%	4%	2%	A	1%	1%	A	1%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.61 Peak: 0.51	Off-Peak: 0.39 Peak: 0.49	A	0.52	0.4	A	0.48	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.81	$ 5.18	A	$3.99	$ 5.36	A	$4.33	$ 6.15	A
	Cost Recovery | 20%	37%	29%	A	35%	27%	A	32%	24%	A

Operational Analysis

Miles Allocation



Hours Allocation



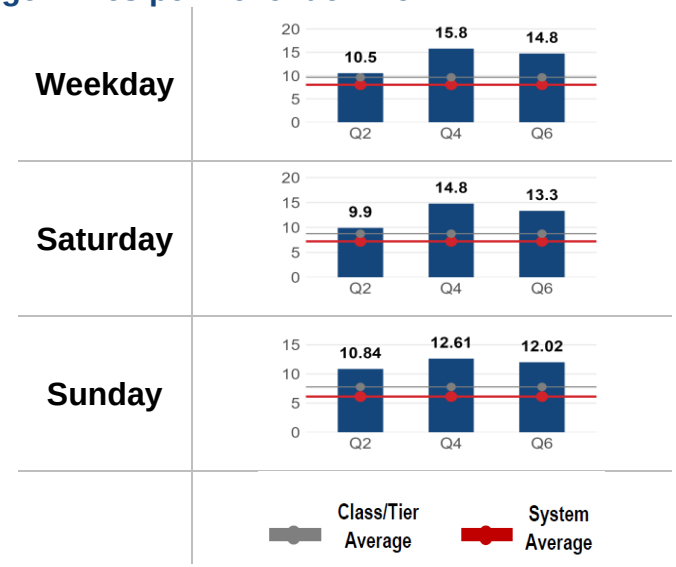
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Q2	33.90	16,185	15,925 (98.4%)
Q4	26.00	20,885	20,552 (98.4%)
Q6	25.20	23,274	22,962 (98.7%)

Service Change Summary

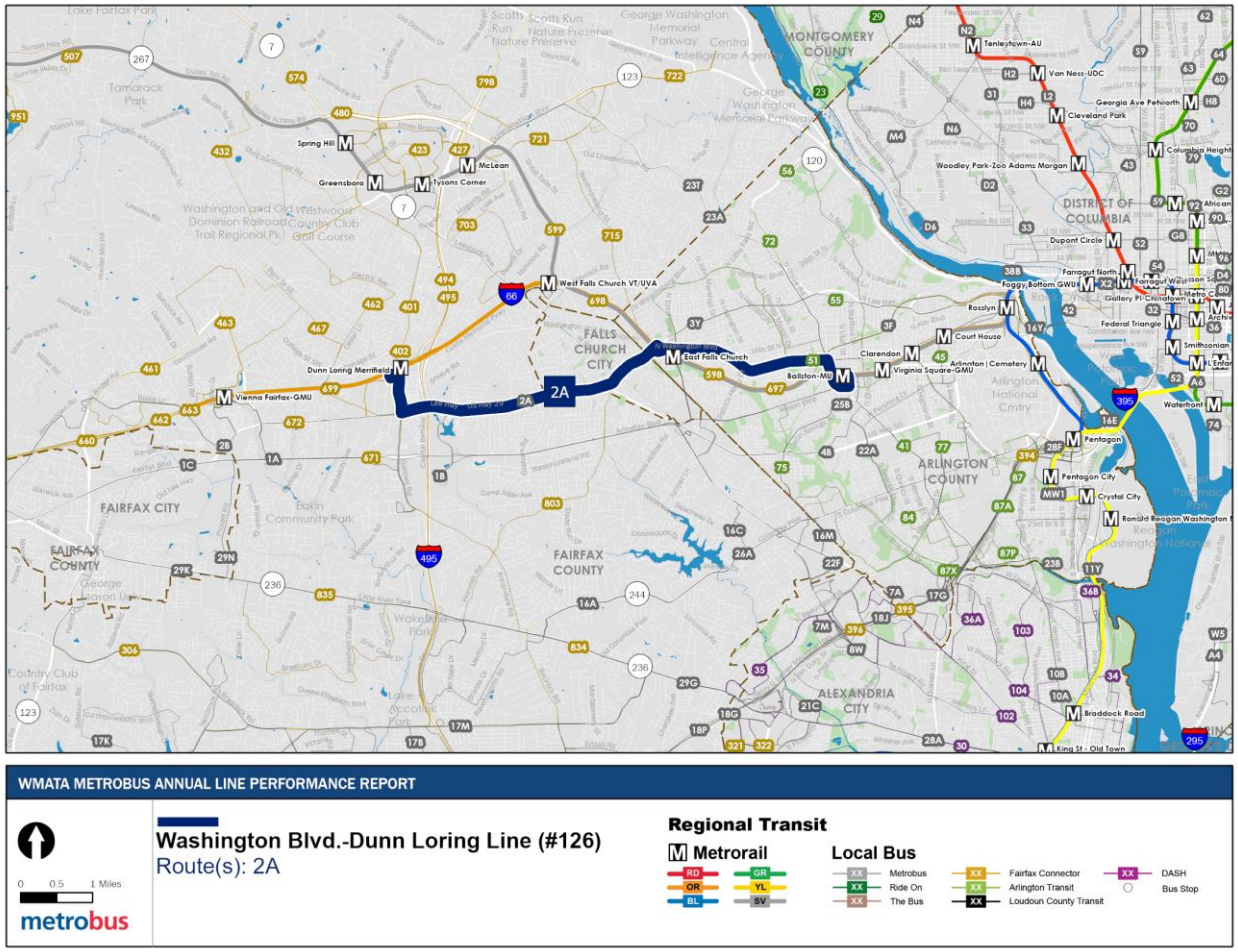
Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

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	C

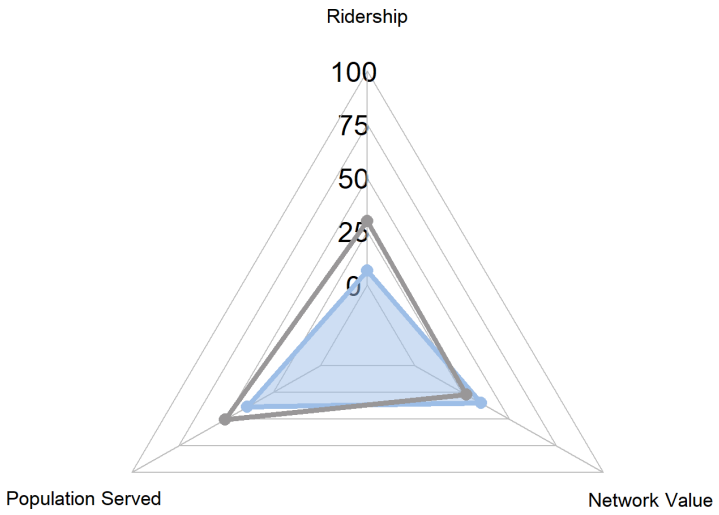
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	39	35	7	

Operating Statistics

Annual Operating Costs	$2,041,419
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

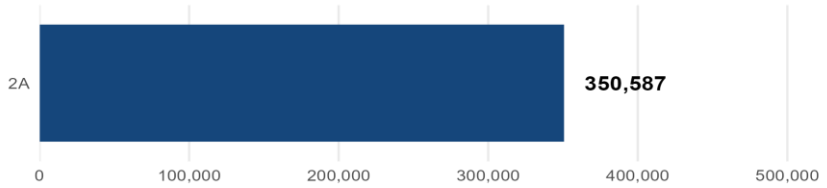
Service Area Population	40,206	
Minority Population	*Service Area*	9,919
	% Riders Surveyed	68%
Low Income Household	*Service Area*	6,003
	% Riders Surveyed	45%

Facilities/Amenities

Bus Stops	91
% Stops With Shelters	14%
% Stops With Benches	14%
% Stops With Real-Time Signs	0%

Ridership

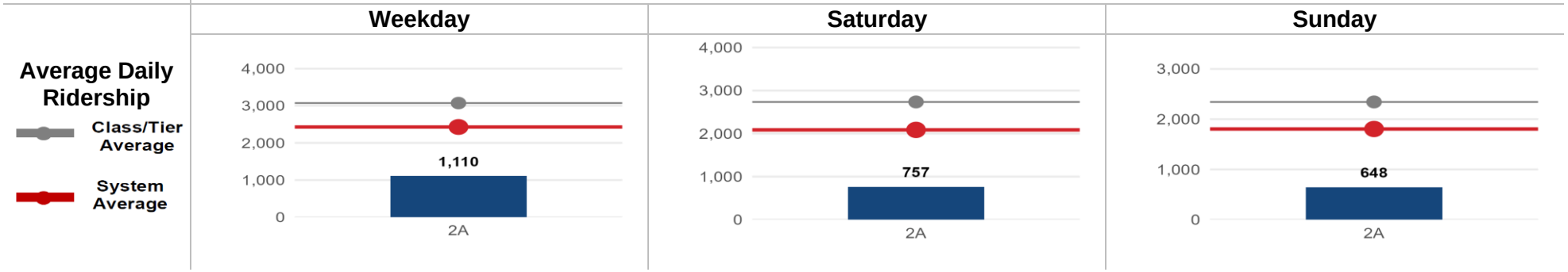
Annual Ridership



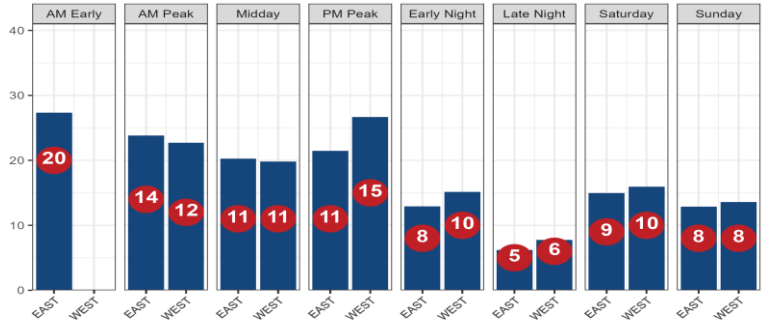
Top Transfer Locations

East Falls Church, Ballston, Dunn Loring

Average Daily Ridership



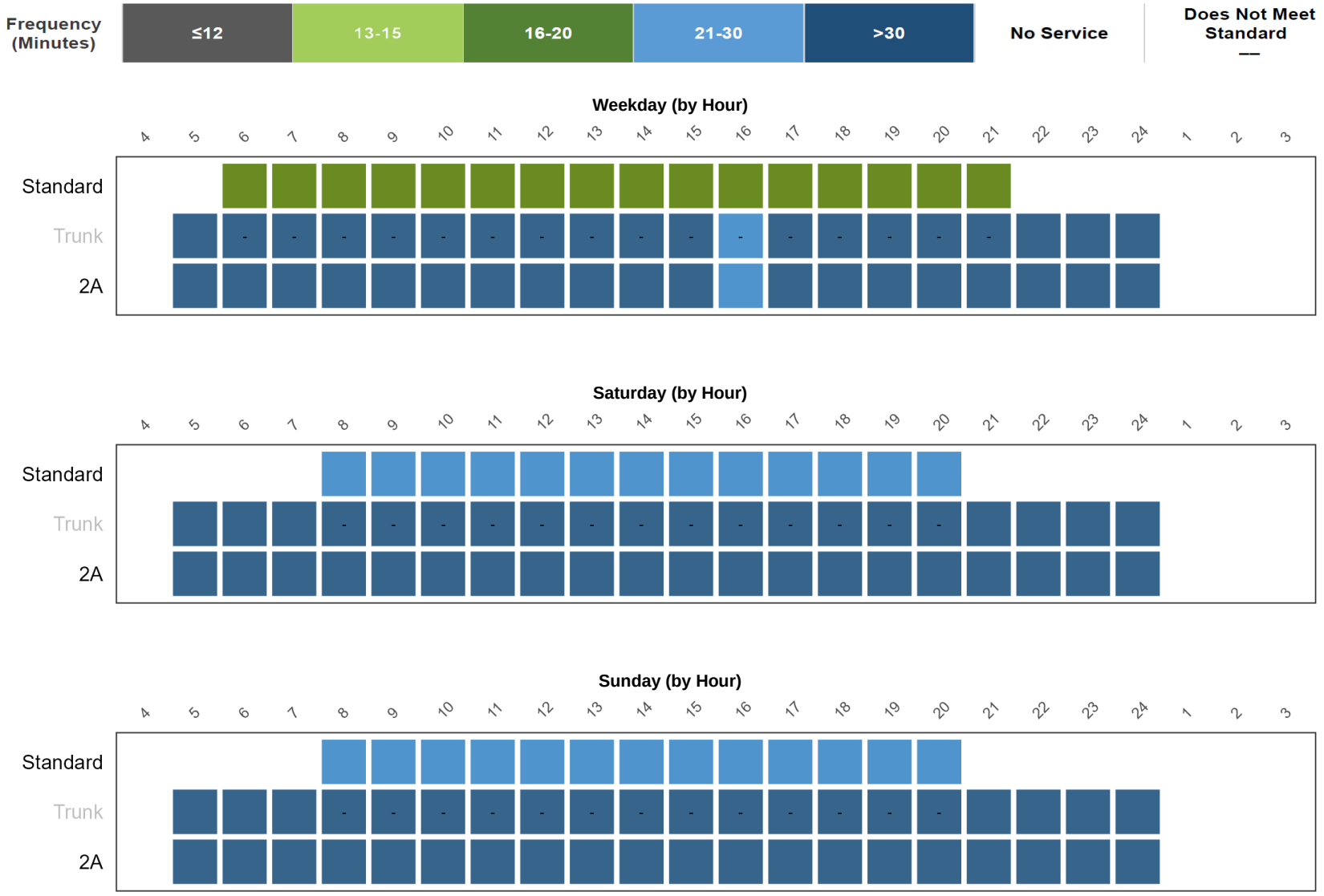
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.31	0.34
	Off-Peak Maximum Target: 1.0	0.25	0.24
	Saturday Maximum Target: 1.0	0.22	0.24
	Sunday Maximum Target: 1.0	0.2	0.21

Span and Frequency



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	E	44.0	24.4	E	44.0	24.1	E
Productivity	**Passengers per Revenue Hour |** 20	24.8	29.6	A	19.6	28.2	C	16.6	25.5	D
	Passengers per Revenue Mile | 2	2.5	2.9	A	1.9	2.6	C	1.7	2.3	D
Reliability	**On-Time Performance |** 79%	85%	75%	A	86%	77%	A	87%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.39 Peak: 0.49	A	0.23	0.38	A	0.21	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.24	$ 5.18	B	$6.64	$ 5.36	E	$7.84	$ 6.15	E
	Cost Recovery | 20%	26%	29%	A	21%	26%	B	17%	23%	D

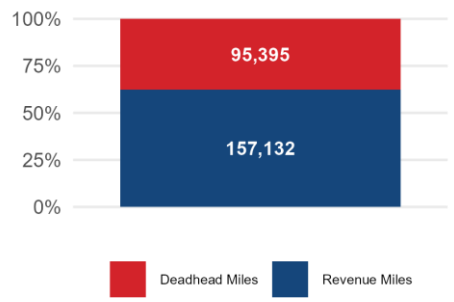
Route 2A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.7	4.5	E
Route Design	**Circuity |** 1.75	1.31	1.47	A

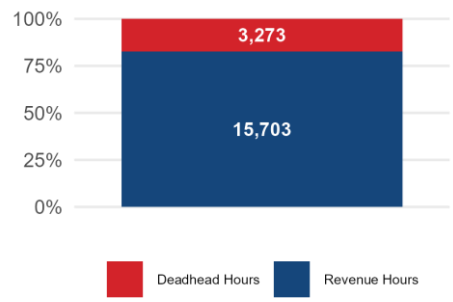
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	24.8	29.6	A	19.6	28.2	C	16.6	25.5	D
	Passengers per Revenue Mile | 2	2.5	2.9	A	1.9	2.6	C	1.7	2.3	D
	Unique Segment Ridership | 10%	73%	19%	A	86%	36%	A	87%	37%	A
Reliability	**On-Time Performance |** 79%	85%	75%	A	86%	77%	A	87%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.33	Off-Peak: 0.39 Peak: 0.49	A	0.23	0.4	A	0.21	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.24	$ 5.18	B	$6.64	$ 5.36	E	$7.84	$ 6.15	E
	Cost Recovery | 20%	26%	29%	A	21%	27%	B	17%	24%	D

Operational Analysis

Miles Allocation



Hours Allocation



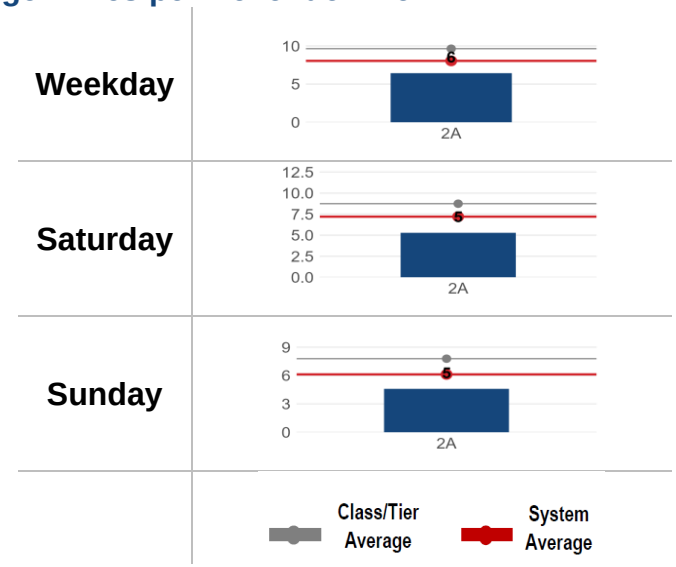
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2A	24.90	19,474	19,092 (98.0%)

Service Change Summary

Jun 2024: No change
Sep 2024: No change
Dec 2024: No change

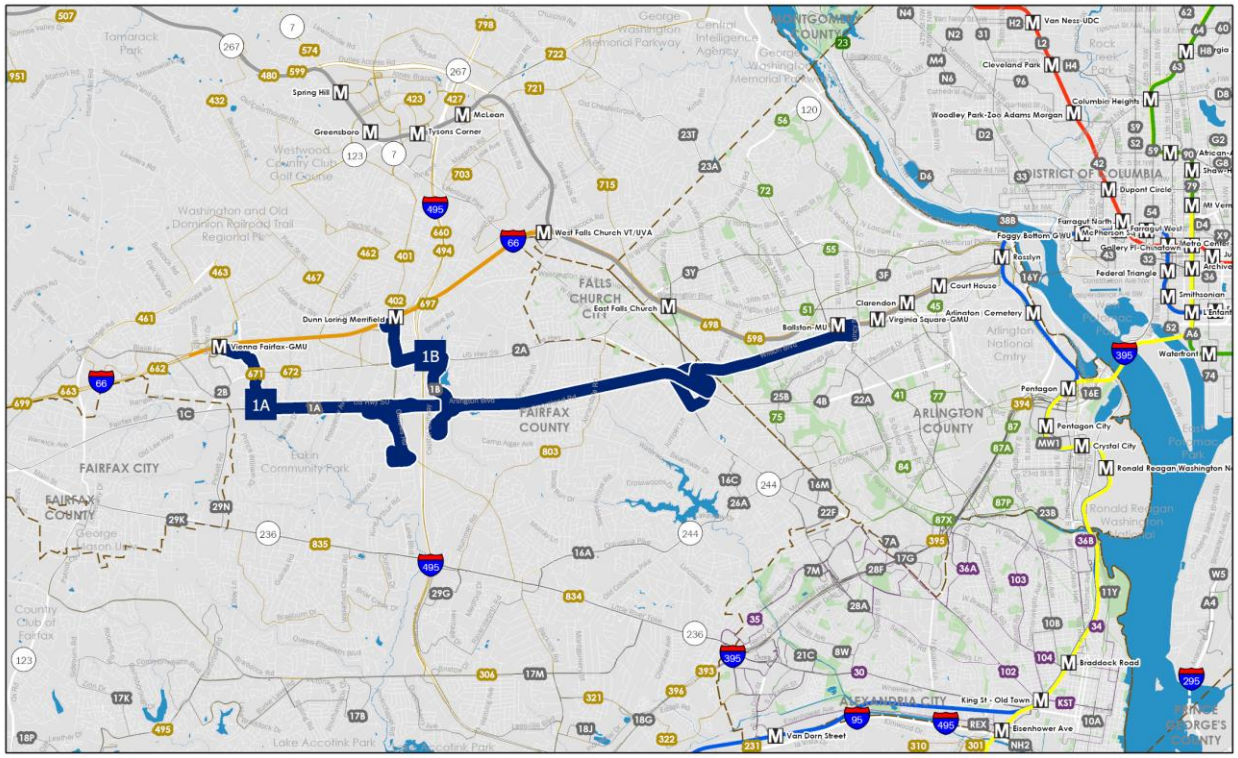
Passenger Miles per Revenue Mile

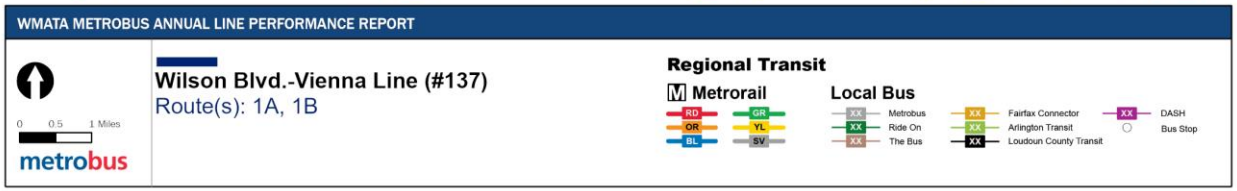


LINE: 137 - Wilson Blvd.-Vienna

ROUTE(S): 1A, 1B

About the Line





Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

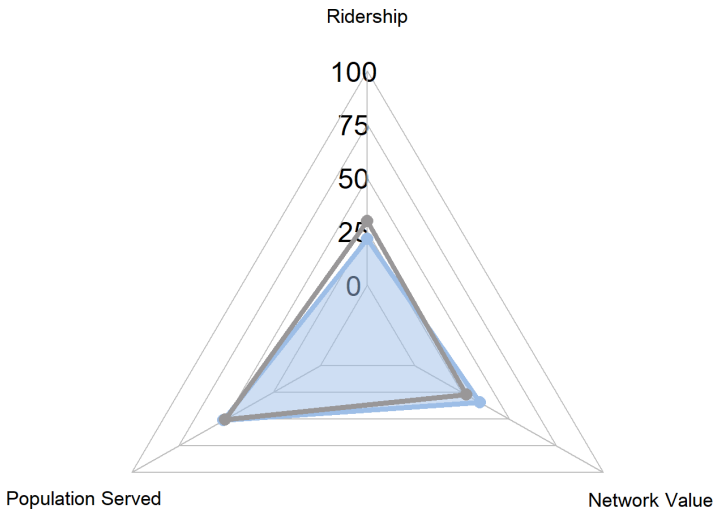
Legend

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:	51	34	22	

Operating Statistics

Annual Operating Costs	$7,328,433
Peak Vehicles	15
Vehicle Type(s)	40 Foot

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

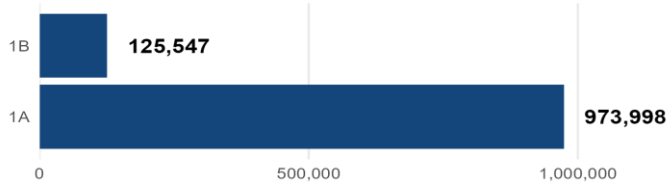
Service Area Population	66,619	
Minority Population	*Service Area*	19,482
	% Riders Surveyed	72%
Low Income Household	*Service Area*	15,672
	% Riders Surveyed	67%

Facilities/Amenities

Bus Stops	123
% Stops With Shelters	26%
% Stops With Benches	22%
% Stops With Real-Time Signs	0%

Ridership

Annual Ridership



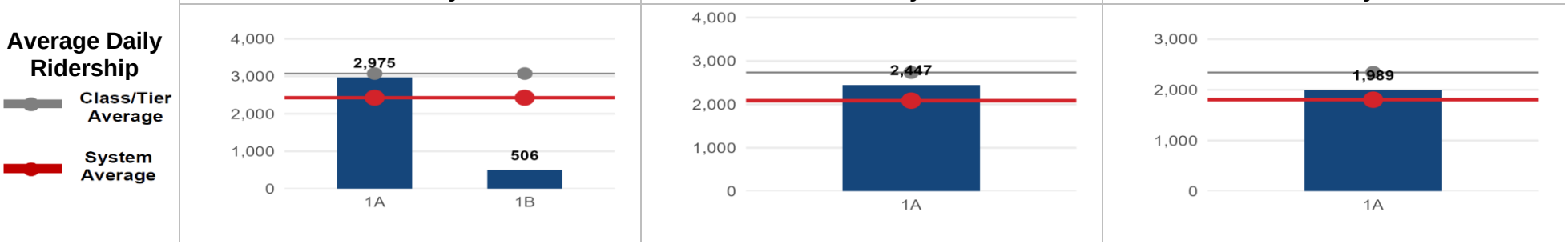
Top Transfer Locations

Ballston, Vienna, Dunn Loring

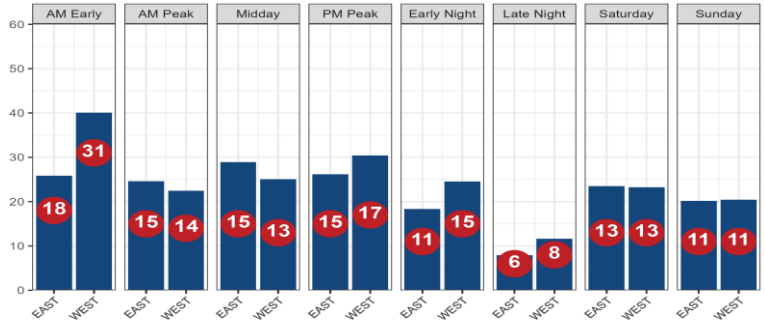
Average Daily Ridership

Class/Tier Average

System Average



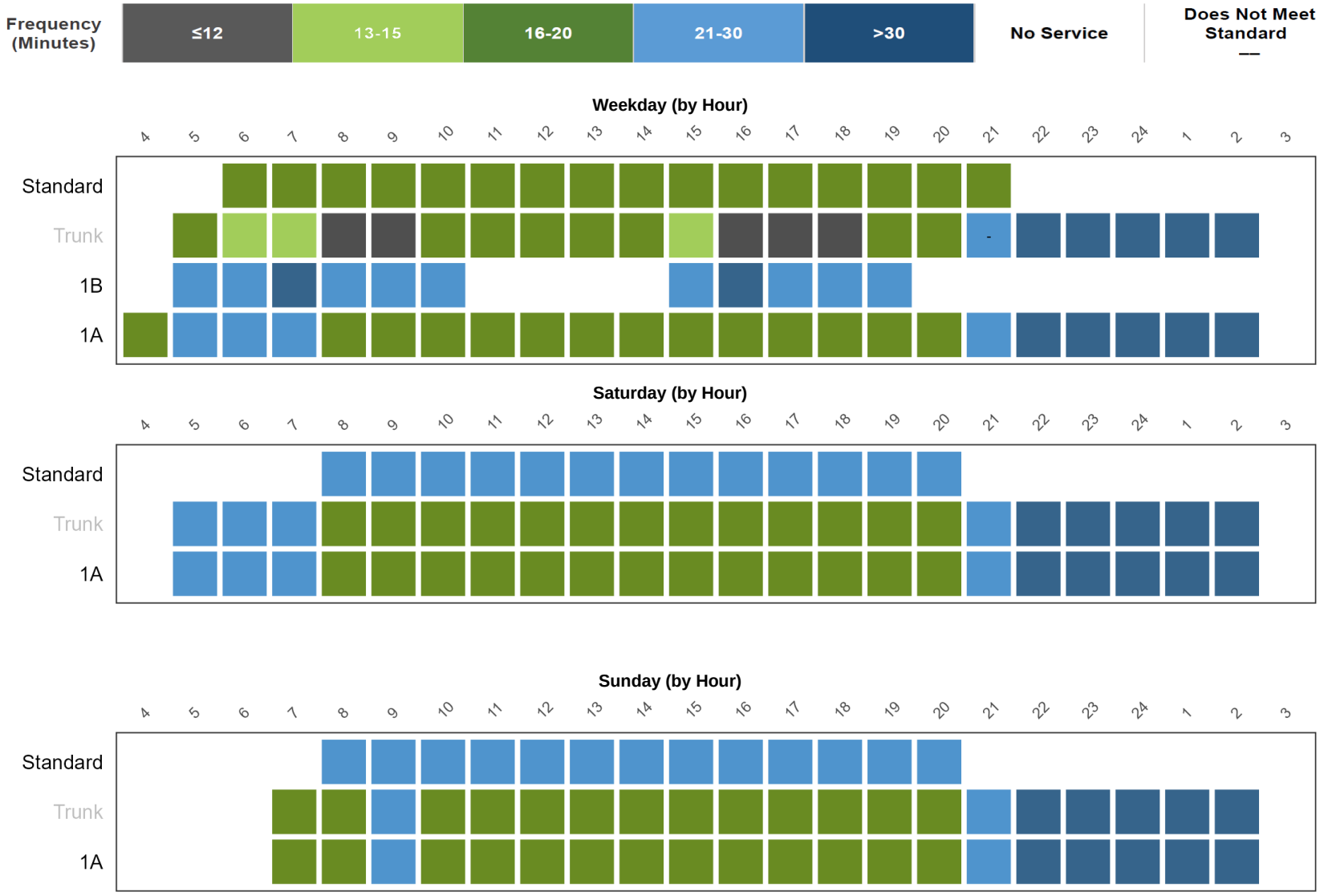
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.37	0.4
	Off-Peak Maximum Target: 1.0	0.34	0.33
	Saturday Maximum Target: 1.0	0.33	0.33
	Sunday Maximum Target: 1.0	0.28	0.29

Span and Frequency



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: 12.0 / Off-Peak: 17.0	Peak: 15.6 / Off-Peak: 20	A	23.0	24.4	A	23.0	24.1	A
Productivity	**Passengers per Revenue Hour |** 20	21.3	29.6	B	19.2	28.2	C	18.0	25.5	C
	Passengers per Revenue Mile | 2	2.0	2.9	C	1.7	2.6	D	1.5	2.3	E
Reliability	**On-Time Performance |** 79%	78%	75%	C	84%	77%	B	89%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.39	Off-Peak: 0.39 Peak: 0.49	A	0.33	0.38	A	0.29	0.34	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.09	$ 5.18	D	$6.78	$ 5.36	E	$7.22	$ 6.15	E
	Cost Recovery | 20%	24%	29%	A	22%	26%	B	20%	23%	B

Route 1A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.5	A
Route Design	**Circuity |** 1.75	1.55	1.47	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	22.0	29.6	A	19.2	28.2	C	18.0	25.5	C
	Passengers per Revenue Mile | 2	2.0	2.9	B	1.7	2.6	D	1.5	2.3	E
	Unique Segment Ridership | 10%	7%	19%	D	70%	36%	A	70%	37%	A
Reliability	**On-Time Performance |** 79%	78%	75%	C	84%	77%	A	89%	78%	A
	Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.45	Off-Peak: 0.39 Peak: 0.49	A	0.33	0.4	A	0.29	0.35	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.90	$ 5.18	C	$6.78	$ 5.36	E	$7.22	$ 6.15	E
	Cost Recovery | 20%	25%	29%	A	22%	27%	B	20%	24%	B

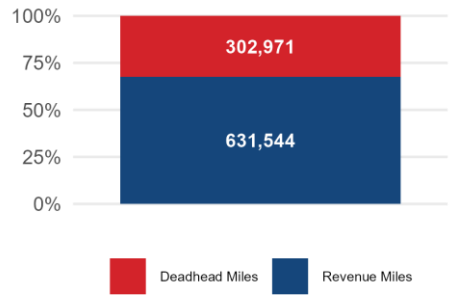
Route 1B

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.2	4.5	E
Route Design	**Circuity |** 1.75	1.51	1.47	A

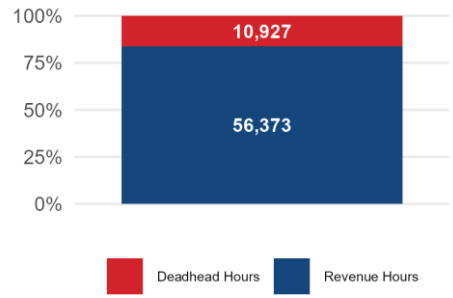
	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18	29.6	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.7	2.9	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	14%	19%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	80%	75%	B	-	-	-	-	-	-
	Crowding | 5%	0%	2%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.3	Off-Peak: 0.39 Peak: 0.49	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.22	$ 5.18	E	-	-	-	-	-	-
	Cost Recovery | 20%	20%	29%	B	-	-	-	-	-	-

Operational Analysis

Miles Allocation



Hours Allocation



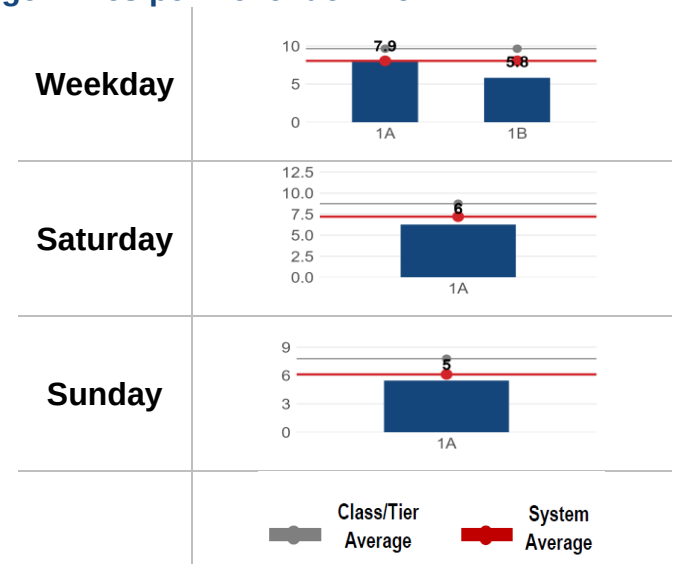
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1A	28.90	38,851	37,951 (97.7%)
1B	28.90	7,440	7,102 (95.5%)

Service Change Summary

Jun 2024: Weekday rush hour frequency adjusted from 25 min to 30 min; Weekday morning rush span changed to 5:44am to 10:14am; Weekday afternoon rush span changed to 3:15pm to 7:26pm
Sep 2024: No change
Dec 2024: No change

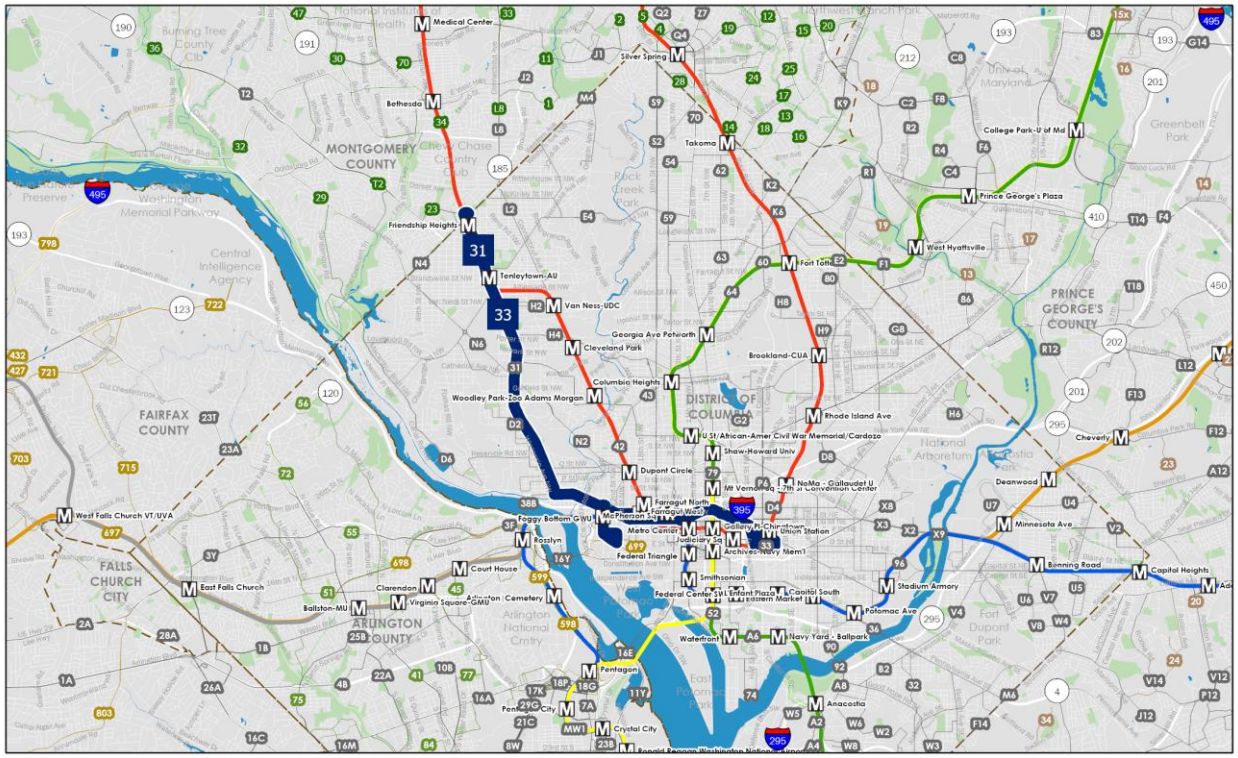
Passenger Miles per Revenue Mile



LINE: 99 - Wisconsin Avenue

ROUTE(S): 31, 33

About the Line



Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

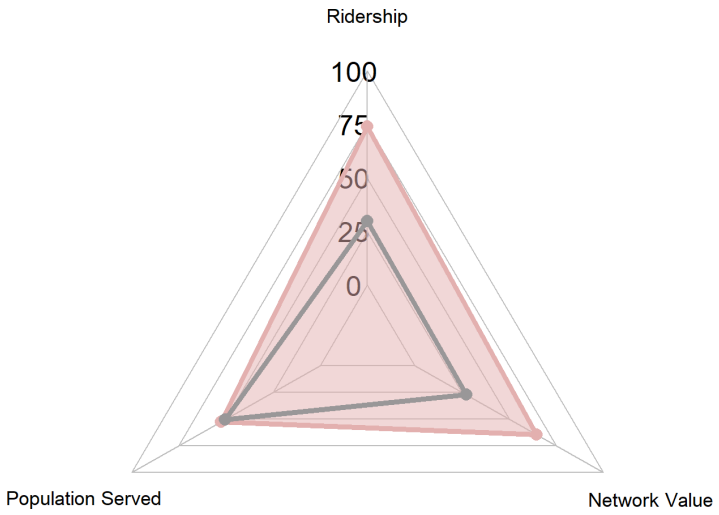
Legend

Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

64

Out of 100



Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	53	65	74	

Operating Statistics

Annual Operating Costs	$11,180,664
Peak Vehicles	31
Vehicle Type(s)	40 Foot

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

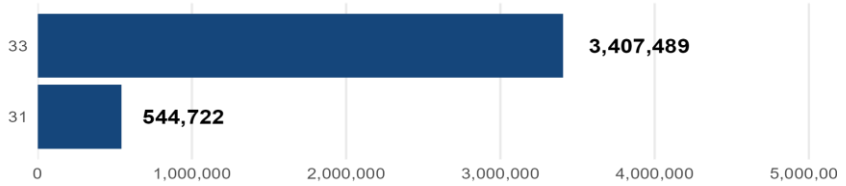
Service Area Population	57,425	
Minority Population	*Service Area*	14,306
	% Riders Surveyed	61%
Low Income Household	*Service Area*	9,475
	% Riders Surveyed	42%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	40%
% Stops With Benches	39%
% Stops With Real-Time Signs	24%

Ridership

Annual Ridership



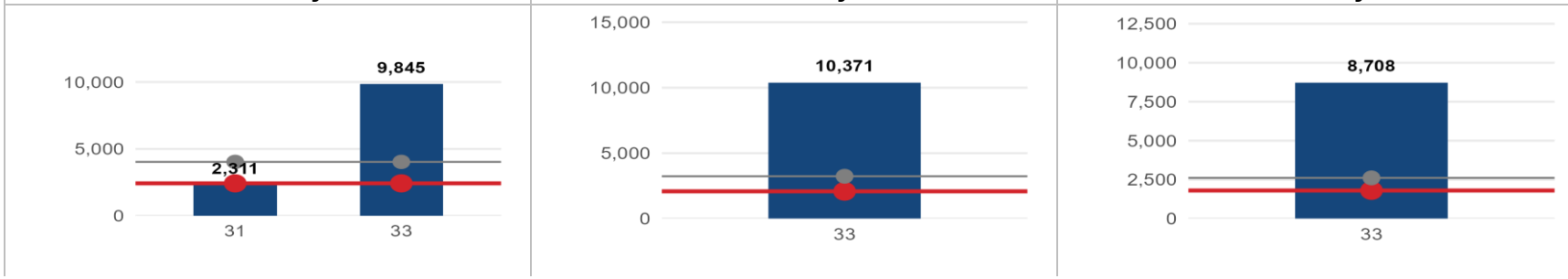
Top Transfer Locations

Foggy Bottom, Tenleytown-AU, Farragut North

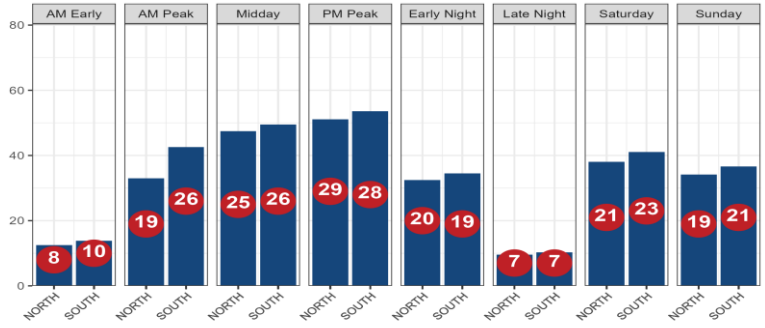
Average Daily Ridership

Class/Tier Average

System Average



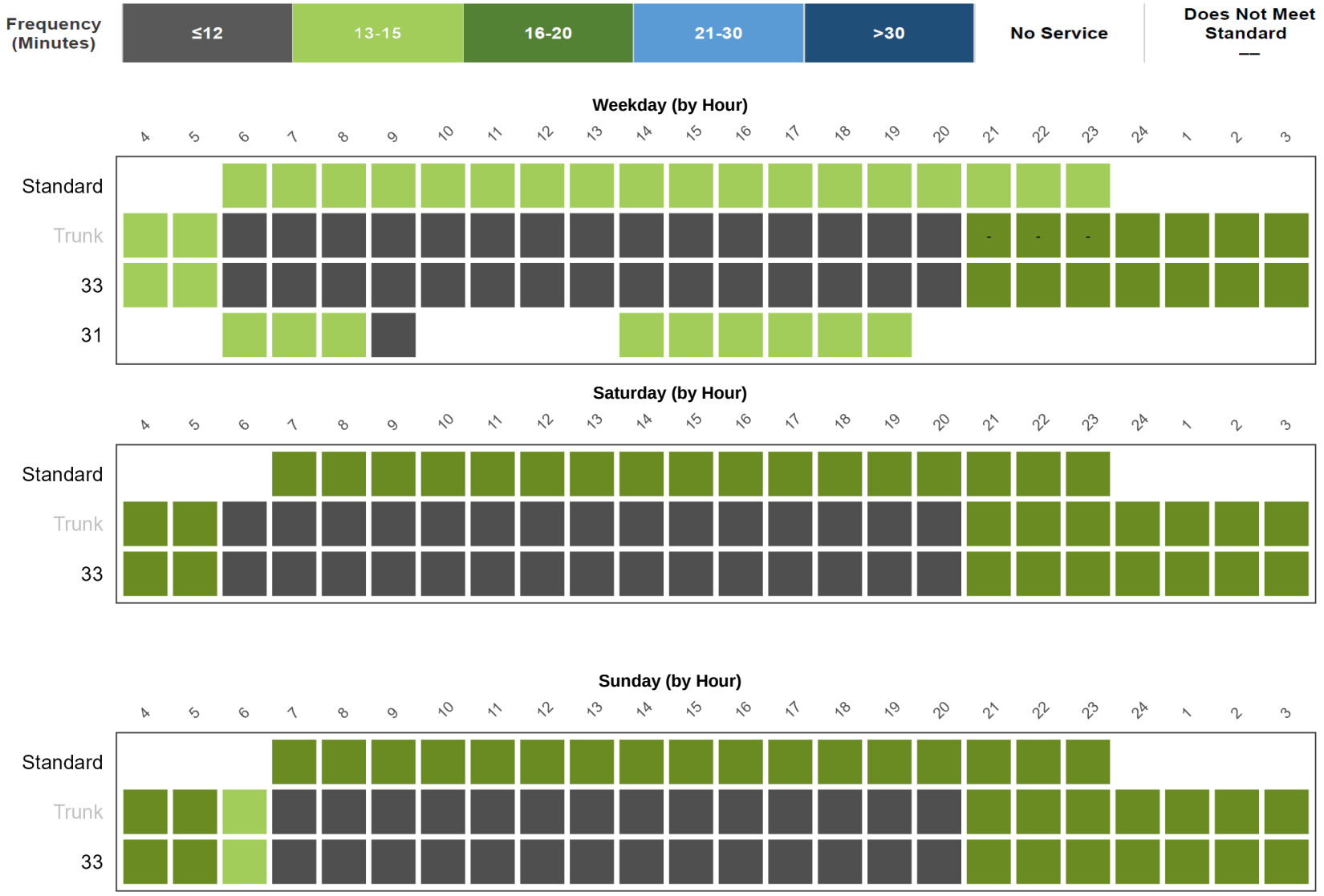
Average Trip Ridership and Maximum Load by Time Period



Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.62	0.66
	Off-Peak Maximum Target: 1.0	0.46	0.49
	Saturday Maximum Target: 1.0	0.52	0.57
	Sunday Maximum Target: 1.0	0.48	0.51

Span and Frequency



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	24 hours	-	A	24 hours	-	A	24 hours	-	A
	Frequency of Service | varies	Peak: 5.0 / Off-Peak: 9.0	Peak: 14.6 / Off-Peak: 18.6	A	10.0	20.8	A	10.0	23.8	A
Productivity	**Passengers per Revenue Hour |** 30	37.4	34.1	A	37.2	29.0	A	33.9	26.6	A
	Passengers per Revenue Mile | 4	5.5	4.6	A	5.2	3.7	A	4.7	3.2	A
Reliability	**On-Time Performance |** 79%	71%	74%	D	72%	75%	D	73%	77%	D
	Crowding | 5%	6%	3%	E	10%	2%	E	6%	1%	D
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.64	Off-Peak: 0.36 Peak: 0.5	A	0.55	0.37	A	0.5	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.48	$ 4.27	A	$3.49	$ 5.07	A	$3.84	$ 5.55	A
	Cost Recovery | 25%	52%	38%	A	51%	32%	A	47%	30%	A

Route 31

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.6	5.5	A
Route Design	**Circuity |** 1.75	1.31	1.23	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	41.7	34.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	6.5	4.6	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	74%	C	-	-	-	-	-	-
	Crowding | 5%	5%	3%	C	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.56	Off-Peak: 0.37 Peak: 0.51	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.12	$ 4.27	A	-	-	-	-	-	-
	Cost Recovery | 25%	59%	39%	A	-	-	-	-	-	-

Route 33

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	5.5	E
Route Design	**Circuity |** 1.75	1.21	1.23	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	36.4	34.1	A	37.2	29.0	A	33.9	26.6	A
	Passengers per Revenue Mile | 4	5.3	4.6	A	5.2	3.7	A	4.7	3.2	A
	Unique Segment Ridership | 10%	2%	20%	E	52%	34%	A	53%	31%	A
Reliability	**On-Time Performance |** 79%	71%	74%	D	72%	75%	D	73%	77%	D
	Crowding | 5%	6%	3%	E	10%	2%	E	6%	1%	D
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.68	Off-Peak: 0.37 Peak: 0.51	A	0.55	0.37	A	0.5	0.33	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.57	$ 4.27	A	$3.49	$ 5.07	A	$3.84	$ 5.55	A
	Cost Recovery | 25%	50%	39%	A	51%	32%	A	47%	30%	A

APPENDIX: CROSSWALK OF CURRENT ROUTES TO BBNR ROUTES

Washington DC

Current Route	Similar New Routes
31	D80, D82
32	D10, D1X
33	D80, D82
36	D1X, D10
42	D72, D74, D96, D70, D10
43	D72, D74, D96, D70, D10
52	D50, D5X
54	D50, D5X
59	D50, D5X
60	D74, D44
62	C75
63	C75, D44
64	D44
70	D40, D4X
74	D40, C55
79	D4X, D40
80	D30
90	C51, C53
92	C53, C51
96	C51, C57, D24, D2X
A2	C13, C15, C17, C11
A31	C31
A32	C53, D10
A33	C31, C53, C25, C26, C29

Current Route	Similar New Routes
A4	C11, C17, C27
A6	C13, C15, C11, C27, C17
A7	C13, C15, C11, C27, C17
A8	C11, C17, C13, C15
B2	C41, C15
D2	D96, C85
D31	C87
D32	C61, D72
D33	D60, D6X, C81, C87
D34	C81
D4	D36, C71
D51	D96, D94, C21, C53, C37
D6	D24, D94
D8	D36, C71
E2	C71
E4	C83, C81, C71
G2	C91
G8	D32, D34
H2	C61
H4	C61, D72
H6	C63
H8	D74
H9	D74
K2	C77

Current Route	Similar New Routes
L2	D70, D72, D74
M4	C81, C83, C85
M6	C37, C23
N2	D90, D96
N4	D90, D96
N6	D90, D96
P6	D34, C11, D30
S2	D60, D6X
S35	C37, C35
S41	C57, D36
S9	D6X, D60
U4	C33
U5	C37
U6	C37, C35
U7	C35
V2	C31
V4	C31
V7	C21
V8	C21, C23
W1	C27, C17
W2	C29, C17, C27
W3	C29, C17, C27
W4	C21, C23, D24
W45	D60, D6X, C81, C87, D72

Current Route	Similar New Routes
W47	C61
W5	C27, C21
W6	C25, C26, C23, C29
W8	C25, C26, C23, C29
X2	D20, D2X, C57
X3	C57, D36
X8	C43
X9	D2X, D20, C57

APPENDIX: CROSSWALK OF CURRENT ROUTES TO BBNR ROUTES

Maryland

Current Route	Similar New Routes
A12	P60, P61
B21	PGC Transit P71
B22	PGC Transit P71
B24	PGC Transit P23, PGC Transit P71
B27	P24, P20
C11	PGC Transit P85
C12	PGC Transit P83
C13	PGC Transit P85
C14	PGC Transit P83
C2	M12, P31, P32
C21	P63, P73, PGC Transit P64
C22	P73, P63
C26	P72
C29	PGC Transit P56, P63, PGC Transit P64, PGC Transit P71, P72
C4	M12
C8	M42, M44, PGC Transit P37
D12	P94, P96, P93, PGC Transit P95, P90
D14	P87, P96, P97
F1	P42, PGC Transit P43, D34, P33
F12	PGC Transit P44, PGC Transit P43
F13	PGC Transit P22, PGC Transit P23
F14	P63, P61, P60
F4	P30
F6	P31, P32, P35

Current Route	Similar New Routes
F8	PGC Transit P43, P32, PGC Transit P22, P10, P31
G12	P21, P20
G14	P20, P24, P21
H12	PGC Transit P86, P96
J1	M70
J12	P63, P61, PGC Transit P76, P66
J2	M70
K12	P66, P62, PGC Transit P64, PGC Transit P76
K6	M60, M6X
K9	M6X, M60
L12	P41
L8	M22, Ride On 41
NH1	P93, P94, PGC Transit P88, P90
NH2	P94, P90
P12	P60, P93
P18	P97
Q2	M20, Ride On 40, Ride On 55
Q4	M20, Ride On 40
Q6	Ride On 40, Ride On 55
R1	P15, P16
R12	P14
R2	P15, P16
R4	P33
T14	P42, P40

Current Route	Similar New Routes
T18	P40
T2	M82
V12	P61, P62
V14	P62
W14	PGC Transit P95
Y2	M22, M20
Y7	M22, M20
Y8	M22, M20
Z2	M42, M52
Z6	M52, M54
Z7	M52
Z8	M52, M54

APPENDIX: CROSSWALK OF CURRENT ROUTES TO BBNR ROUTES

Virginia

Current Route	Similar New Routes
10A	A11
10B	A12
11Y	F19
16A	F44, A40
16C	A49, A66, F44, A40
16E	A40, A49, F44, A66
16M	A40
16Y	A49
17B	F28, F29
17G	F29, F28
17K	F28, F29
17M	F29
18G	F83
18J	FX Connector 310, FX Connector 321, FX Connector 322, F81
18P	F81
1A	A58, F60, F61, F62
1B	A58, F60, F61, F62
1C	F60, F61, F62
21C	A28
22A	A71, A66
22F	A25, A66, F20
23A	A70, A11
23B	A70, A12, A11, DASH 36A/B
23T	A70, A12

Current Route	Similar New Routes
25B	A76
26A	F26, F44, F20
28A	F20
28F	A27, A40
29G	F85, F44
29K	F23, F24
29N	F24, F23
2A	F50
2B	F50, F60, F61
38B	A58
3F	A58, A59
3Y	ART 55
4B	F62
7A	A27
7M	A90
8W	A25
Metroway	A1X